LIEBHERR

Crawler crane with lattice mast

LR 1600/2

LR 1600-2-010

Operating instructions

BAL No.: 18112-11-02

Serial No.	
Date	

ORIGINAL OPERATING INSTRUCTIONS

The operating instructions are part of the crane and must be followed!

The operating instructions must always be available within reach!

All local regulations for crane operation must be observed!

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Preface

Manufacturer

Liebherr - Werk Ehingen GmbH
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California Proposition 65

Proposition 65 of the US State of California warns against chemicals that are known to cause cancer and birth defects or other reproductive harm.

For additional information, see the website: **www.P65Warnings.ca.gov**.

Proposition 65

WARNING: This product can expose you to chemicals, which are known to the State of California to cause cancer and birth defects or other reproductive harm.

- Avoid direct contact with chemicals.
- Use personal protective equipment: Always wear protective gloves.
- After handling: Wash hands thoroughly.
- Dispose of chemicals in an environmentally acceptable manner according to local regulations.

For more information see: www.P65Warnings.ca.gov.

Fig.154660: Example of a Proposition 65 sign for USA: Chemicals

Proposition 65

WARNING: Breathing diesel engine exhaust exposes you to chemicals known to the State of California to cause cancer and birth defects or other reproductive harm.

- Always start and operate the engine in a well-ventilated area.
- If in an enclosed area, vent the exhaust to the outside.
- Do not modify or tamper with the exhaust system.
- Do not idle the engine except as necessary.

For more information see: www.P65Warnings.ca.gov/diesel.

Fig.154661: Example of a Proposition 65 sign for USA: Diesel engine exhaust

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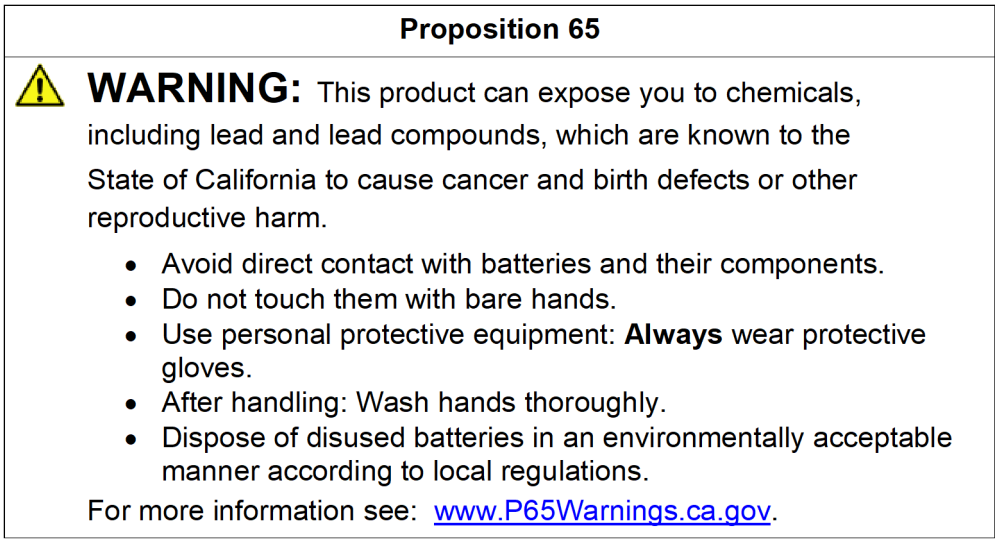

Fig.154662: Example of a Proposition 65 sign for USA: Lead and lead compounts

General

This crane was built according to the state of technology and recognized safety technical regulations. Despite that, danger to body and life for the user and / or third persons or damage to the crane and / or other material assets is still possible.

This crane may only be used:
- when in a perfect technical condition.
- for intended use.
- by trained personnel, who work in a safety and danger conscious way.
- when no safety relevant problems are present.
- when no modifications were made on the crane.

Any problems that could affect safety must be fixed immediately.

Modifications to the crane may only be made with written approval by Liebherr-Werk Ehingen GmbH.

Data logger

This crane is equipped with a data recording device. Among others, the following data is recorded:
- Date and time of day
- Entered set up configuration of the crane
- Actual load
- Percentage of crane utilization
- Boom radius (working radius)
- Main boom angle, luffing jib angle
- Total telescopic boom length, length of each telescopic section
- Every actuation of bypass devices

The recorded data can be read with a respective software.

Safety and warning display

The safety and warning display is directed to all persons who work with the crane or are located nearby. Failure to observe the safety and warning display can lead to accidents.

The terms **DANGER**, **WARNING**, **CAUTION** and **NOTICE** used in the crane documentation are intended to point out certain rules of conduct to all persons working with the crane or are located nearby.

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Warn-ing signs	Signal word	Explanation
	DANGER	Designates a dangerous situation which will lead to death or serious injury if it is not prevented.[1)]
	WARNING	Designates a dangerous situation which could lead to death or serious injury if it is not prevented. [1)]
	CAUTION	Designates a dangerous situation which could lead to slight or medium injury if it is not prevented. [1)]
	NOTICE	Designates a dangerous situation, which can lead to property damage if it is not prevented.

[1)] This could also result in property damage.

Additional notes

The term **Note** is used in the crane documentation to make all persons working with the crane or are located nearby aware of useful information and tips.

Sign	Signal word	Explanation
	Note	Designates useful information and tips.

Crane documentation

The crane documentation is comprised of:
- all supplied documents on paper and in digital form.
- all supplied programs and applications.
- all subsequently supplied information, updates and addenda for the crane documentation.

The crane documentation:
- indicates how to use the crane safely
- supports the operators in using the permissible application possibilities of the crane
- provides information about the functionality of important components and systems

Note
Terminology in the crane documentation
Certain expressions are used in the crane documentation.
► In order to avoid misunderstandings, the same expressions should always be used.

If you find any errors or if any misunderstandings arise when reading the crane documentation, please contact Liebherr-Werk Ehingen GmbH immediately.

WARNING
Danger of accident due to incorrect operation of the crane!
Incorrect operation of the crane can lead to accidents.
Death, severe bodily injuries, property damage.
► Only authorized and trained expert personnel are permitted to work on the crane or have access to it.
► The crane documentation is part of the crane and must be accessible on the crane.
► The crane documentation and on-site regulations and specifications (such as accident prevention regulations) must be observed.

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Using the crane documentation:
- **makes it easier** to become familiar with the crane.
- **avoids** problems due to improper operation.

Observing the crane documentation:
- **increases** reliability in use.
- **extends** the service life of the crane.
- **minimizes** repair costs and downtime.

The crane documentation must be accessible in the driver's cab or in the crane cab.

WARNING
Outdated version of crane documentation!
If subsequently supplied information, updates and addenda to the crane documentation are not observed and added, there is a danger of accident.
Death, severe bodily injuries, property damage.
- ► Add and observe all subsequently supplied information, updates and supplements for the crane documentation.
- ► Make sure that all involved persons always know of and understand the latest version of the crane documentation.

If there is any doubt regarding if the crane documentation is **not** up-to-date:
- ► Do **not** operate the crane. Contact Liebherr-Werk Ehingen GmbH.

WARNING
Crane documentation is not understood!
If parts of the crane documentation are not understood and the tasks are carried out on or with the crane, then there is a danger of accident.
Death, severe bodily injuries, property damage.
- ► Have any open questions clarified by Customer Service at Liebherr-Werk Ehingen GmbH before carrying out the respective task.

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All accident prevention regulations, operating instructions, load charts etc. are based on the intended use of the crane.

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Data tag

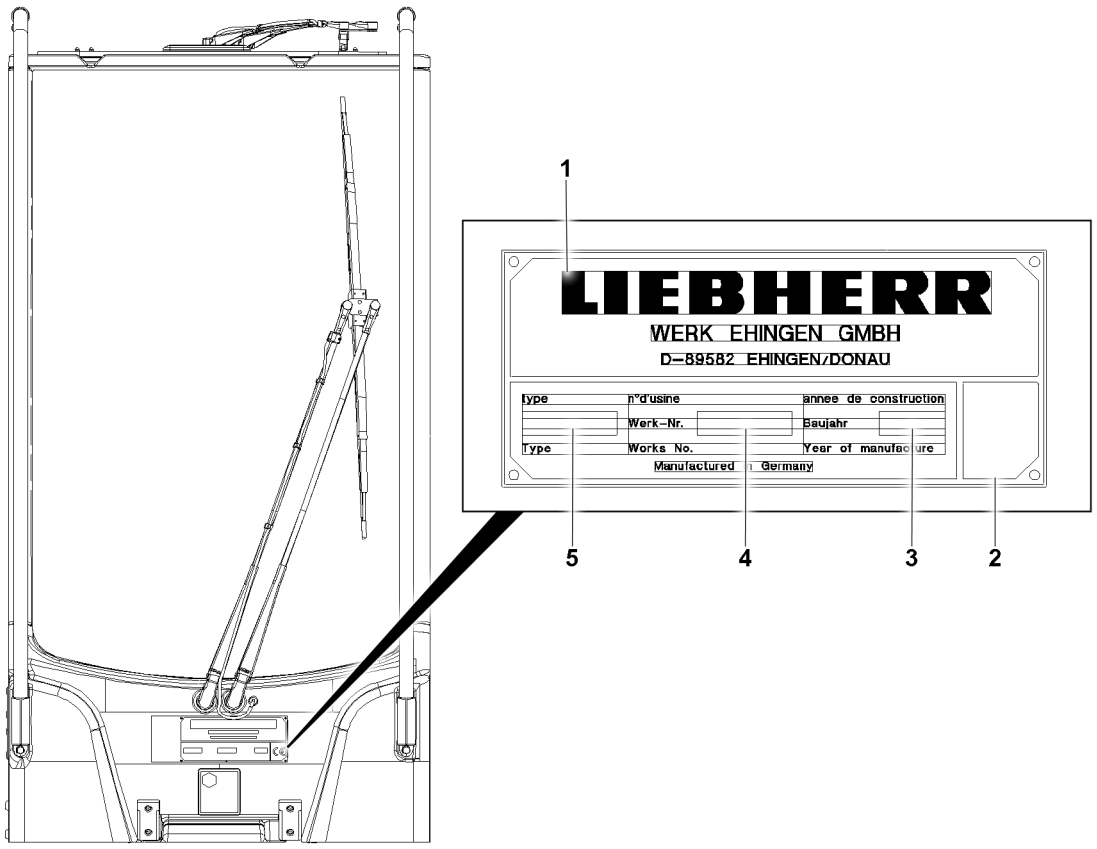

Fig.164262: Exemplary illustration: Data tag

1 Manufacturer
2 Code
3 Year of construction
4 Serial No.
5 Type

CE marking

UKCA marking

EAC marking

Without code

CE marking

The CE marking is a mark according to EU laws:
– Cranes with CE markings are compliant with the European Directives applicable at the moment of placing the cranes on the market, and in particular European Machinery Directive 2006/42/EC and product standard EN 13000.

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- Cranes that are operated outside the respective area of application of the European Machinery Directive do not require a CE marking.
- It is prohibited to market and operate cranes without a CE marking, and which do not meet the product-specific regulations valid in Europe, when a CE marking is specified for the country, especially in the single European market.
- European Union Directives prohibit operating cranes with a tipping load utilization of 85 % or a bypass device that does not comply with EN 13000 within the European Union or in countries that only permit a lower tipping load utilization! The local regulations apply. Cranes that do not comply with EN 13000 may not have the CE marking and therefore may not be operated in the European Union.

UKCA marking

The UKCA marking is a mark according to the regulations of the United Kingdom, Great Britain and North Ireland (UK):
- UKCA marking (UK Conformity Assessed) is the British product marking for the placing on the market of the products in Great Britain (England, Scotland and Wales). The CE marking still applies for North Ireland.
- Cranes with UKCA markings are compliant with the Directives of the United Kingdom applicable at the moment of placing the cranes on the market.

EAC marking

The EAC marking is a mark according to the Commonwealth of Independent States (CIS):
- Cranes with EAC markings are compliant with the Directives of the GUS applicable at the moment of placing the cranes on the market.

Without marking

Cranes that are operated outside the respective area of application of the EU, CIS or UK are subject to the marking provisions applicable at the moment of placing the cranes on the market.

EU Declaration of Conformity

Upon delivery of the equipment with a CE marking, the EU Declaration of Conformity according to Directive 2006/42/EC is provided directly after the cover sheet of the crane operating instructions. The EU Declaration of Conformity is valid in the following form and language in all countries of the European Union, as well as in countries that recognize the Directives of the European Union. Keep the EU Declaration of Conformity in a safe place.

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Note

- ► This declaration of conformity is only valid when this mobile crane meets the directives and standards stated in this EU Declaration of Conformity. This applies especially for the programming and function of the safety-relevant overload protection. The CE sign must be removed if changes were made on the crane, which do not conform to the stated directives and standards. These include in particular a tipping load utilization (85 % load charts) that are not permissible in Europe and a changed version of the bypass device for the overload protection.
- ► If this modified mobile crane is re-imported later into a country which is within the validity range of the EC machine directive, then the importer is responsible for the verification and the written confirmation, that the condition of the mobile crane at importation into the EC meets the directives and standards, which are stated in this declaration of conformity.
- ► The complete crane documentation must be complete and present in the official language of the community of the member state, in which the machine is placed into service and / or where it is operated.
- ► For the verification and confirmation we recommend that the importer contacts the crane manufacturer or a person authorized by him.
- ► After written confirmation of the importer and the mobile crane manufacturer, the mobile crane may be labelled again with a CE marking and the EU Declaration of Conformity becomes valid again. Therefore for this crane, the directives and standards valid at initial delivery continue to apply.

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EU Declaration of conformity

If changes are made to the equipment that were not approved in writing by Liebherr-Werk Ehingen GmbH, then this EU declaration of conformity becomes invalid.

Type of machine:	**Mobile crane**
Type:	**XXX**
Serial No.:	**XXX**
Year of construction:	**XXX**
Power output of the diesel engine:	**XXX kW / XXX rpm**
L_{WA} measured[1)]:	**XXX dB**
L_{WA} guaranteed[1)]:	**XXX dB**

We herewith declare that the above declared machine in its delivery condition complies with all relevant provisions of the following EU Directives:

- **Directive 2006/42/EC of the European Parliament on machinery**
- **Directive 2005/88/EC of the European Parliament amending the Directive 2000/14/EC relating to noise emission[1)]**
- **Directive 2014/53/EU of the European Parliament relating to the making available on the market of radio equipment**

Applied harmonized standards:

EN 13000:2010 + A1:2014 Cranes – Mobile cranes

Applied evaluation procedure according to Annex VIII of Directive 2000/14/EC
Name of the notified body:

TÜV Rheinland LGA Products GmbH, D-90014 Nürnberg, Identification No.: 0197

Authorized agent for the compilation of the technical documentation:

Head of Design Department
Dr.-Hans-Liebherr-Straße 1
89584 Ehingen/Donau

[1)] during crane operation

Ehingen

_____
(Head of Design Department)

Liebherr-Werk Ehingen GmbH
Dr.-Hans-Liebherr-Straße 1
89584 Ehingen
Germany
15.10.2020_en

LIEBHERR

Fig.159807-en: Exemplary illustration of the crane's EU Declaration of Conformity

Information for the REACH regulation of the European Union

Based on the REACH regulation (EC) no. 1907/2006, article 33, there is an information requirement for substances of very high concern, hereafter indicated as SVHC. SVHC: Substance of Very High Concern.

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Liebherr-Werk Ehingen GmbH uses its best judgment to avoid the use of these SVHC and to enable the customer to handle these substances safely.

When using the crane as intended, there is not expected to be any significant risk to human health or the environment.

According to information from suppliers and internal product information, Liebherr-Werk Ehingen GmbH is aware of SVHC that are present in more than 0.1 percent by weight in individual products of this vehicle.

For more information, contact REACH-LWE@liebherr.com.

Intended use

The crane is designed and intended for assembly operation.

The intended use of the crane consists solely in the vertical lifting and lowering of free and unfixed loads, whose weight and center of gravity are known as well as the moving of these loads, using slewing gear, luffing gear, telescoping gear as well as travel gear within the permissible moving speeds and deceleration speeds.

To do so, a load hook or hook block approved by Liebherr must be reeved on the hoist rope and it may only be operated within the set up configurations according to the operating instructions or the set up conditions that can be selected in the crane control.

The crane may only be used in a flawless technical condition and according to its mission as well as with constant awareness of safety and dangers. Any problems that could affect safety must be fixed immediately.

Driving with the crane, with or without an attached load is only permissible if corresponding driving charts or load charts are available. The set up configurations intended for it and the safety conditions must be observed according to the corresponding crane documentation.

For cranes approved for on-road driving: Intended use also includes on-road driving in a permissible travel condition according to the national regulations applicable in the respective country.

Part of destined use is also the observance of the crane documentation as well as the safety regulations, conditions, prerequisites, set up configurations and working steps required in the crane documentation (for example: operating instructions, load chart, erection and take-down charts, job planner).

Any other use or any use that exceeds what is indicated is not destined use.

Non-intended use

The manufacturer is **not** liable for damage caused by non-destined use or improper use of the crane. Any associated risk it is carried solely by the owner, the operator and the user of the crane.

Non-destined use is:
- Working outside the permissible boom radii and slewing ranges according to the load charts.
- When the set up key is activated, not operating the crane in compliance with the operating instruction
- Operating the crane outside of the limit values approved by the manufacturer, such as:
  - Ambient temperature range
  - Load chart (load / boom radius / slewing range)
  - Moving speeds
  - Deceleration speeds
  - Wind speed
- Moving the crane superstructure at a slewing speed higher than permitted in the operating instructions
- Moving the crane without taking the actual operating conditions into account
- Operating the suspended ballast or the ballast trailer at a distance greater than 250 mm from the ground

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- Approaching shut-off limits at an excessive speed without prior braking in accordance with the situation (for example when turning with a load, not carrying out the turning movement or braking in a very careful manner or approaching the hoist limit switch too quickly)
- Selecting load charts that do not correspond to the actual set up configuration.
- Operating the crane when the entries and settings in the set up program do not comply with the actual crane set up configuration (for example incorrect reeving of the hoist rope, incorrect specification of the hook block, incorrect specification of the counterweight)
- Crane ballasting (counterweight, central ballast, derrick ballast and / or auxiliary ballast) is not carried out according to the load charts and / or the erection and take-down charts.
- Working with bypassed / deactivated safety equipment, for example bypassed load torque limiter or with bypassed hoist limit switch.
- Increasing the boom radius of the lifted load after a load torque limiter shut-off, for example by diagonally pulling the load.
- Using the support pressure display as information in order to utilize the crane up to the tipping limit.
- Using the crane in emergency operation without an emergency situation.
- Operating the crane in an area exposed to explosion hazards.
- Start up or attempted start up or use of the crane or crane parts or equipment that is not assembled according to the operating instructions or the corresponding rod plan.
- Installation of non-original or unapproved equipment or replacement parts.
- Operating the crane with non-original or unapproved equipment or replacement parts.
- Using counterweights that are not approved by Liebherr.
- Using external ballast that is not slip-resistant (for example, o the suspended ballast pallet)
- Using service items that are not approved in the operating instructions
- Repairs without considering the operating instructions.
- The maintenance work and repair work required in the maintenance schedule and inspection plan in the operating instructions were not carried out by authorized and trained service personnel or Liebherr service personnel.
- Changing the pressure accumulator for the W-relapse press by unauthorized service personnel
- Using the crane at sports events or recreational events, especially use for:
  - „Bungee jumps“
  - „Dinner in the sky®“ or „suspended restaurants“
  - Lifting equipment on which persons are located.
  - Lifting persons for entertainment purposes.
- Driving in an impermissible travel condition.
- Driving the crane with the equipment in place with or without a load in an impermissible travel condition.
- Driving a crawler crane outside of the limit conditions specified in the operating instructions, such as, for example:
  - Ground incline.
  - Position of the superstructure and boom.
  - Travel speed too high.
- Using the crane on ground that is not suitable for the applied loads.
- Driving the crane without a suitable view or without a guide.
- Pushing, pulling or lifting loads with the level control, the sliding beams or the support cylinders.
- Pushing, pulling or lifting loads by actuating the slewing gear or the telescoping gear.
- Rubbing or pulling the load on the ground.
- Ripping stuck objects loose with the crane.
- Use of the crane for dynamic uses, for example soil compaction, demolition balls.
- Handling operation without consideration of the work cycle in the load spectrum, or without observing the information for the handling operation in the operating instructions.
- Lifting loads that are fastened to multiple cranes without observing the operating instructions.
- Releasing the crane suddenly (for example operating the grab or dumping operation).
- Utilizing the crane when the weight of the load suspended on the crane is changed, for example by filling a container suspended on the load hook, except when saving and salvaging persons and in consideration of the chapter „Lifting of personnel“ in the operating instruction.
- Use, start up, assembly, operation or maintenance of the crane without consideration of the operating instructions.
- Operating the crane with incomplete or a non-current version of the operating instructions.

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- Erecting and taking down the crane when the mechanical auxiliary support is required, without supporting the mechanical auxiliary support on load bearing ground.
- Closing or opening the crane boom using a method other than what is specified in the operating instructions (for example, closing it on another intermediate section, etc.).
- Substructure not in compliance with the operating instructions, for example during the assembly or disassembly of boom systems.
- Interrupting crane operation or ending crane operation without considering the operating instructions.
- Operating the crane without an emergency plan (for example how the crane is brought into a safe condition if an unforeseen event occurs).
- Operation of the crane and access to the crane by unauthorized and untrained expert personnel who do not work in a safety and danger conscious manner.
- Start up or operation of the crane without complying with the periodic inspections required by national **and** international directives and standards and as described in the operating instructions.
- Start up or operation of the crane without observing the national regulations concerning safety distances when working with the crane or the information in the operating instructions.
- Start up or operation of the crane with safety equipment not applied properly or defective.
- Working on the crane with defective protective equipment (such as defective height safety equipment).
- Using a fall arrest system (for example height safety equipment) that was not obtained from Liebherr-Werk Ehingen.

The crane may **not** be used for:

- Fastening a stuck load for which the weight and center of gravity are not known and which is released only by flame cutting, for example.
- Transporting persons outside the driver's cab during travel operation.
- Transporting persons outside the crane cab during crane operation.
- Start up or operation of the crane when there are persons in addition to the crane operator outside of the cab or on the crane, except for the procedures approved in the operating instructions.
- Transporting personnel in the crane cab.
- Transporting personnel with the carrying equipment or the load handling equipment or on the load.
- Transporting personnel with work baskets (cherry pickers), if national regulations (for example the responsible work safety organization) are not observed.
- Using cranes for protecting persons against falling without considering the operating instructions.
- Transporting loads and objects on the crane chassis except for in the specified points, storage boxes, storage compartments.
- Transporting loads and objects on the crane superstructure.
- Transporting loads and objects on the ballast trailer.
- Transporting loads and objects on the suspended ballast.
- Transporting loads and objects on the boom lattice sections and / or the crane boom.
- Two hook operation without auxiliary equipment.
- Extended material handling operation.
- Crane operation on a floating device if the conditions in chapter „Crane on a floating device“ are not fulfilled and the written release by **Liebherr Werk Ehingen GmbH** is not present.

The crane documentation must be read and used by all persons who are involved in use, operation, assembly and maintenance of the crane.

Ambient temperature

The range of application of the crane is an ambient temperature from -20 °C to +50 °C. The use of the crane at ambient temperatures from +40 °C to +50 °C is connected to a reduction in drive performance and service life.

If the ambient temperature is lower than -20 °C the crane must be modified with „auxiliary equipment for working at low temperatures“.

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WARNING
Working at low temperatures without the corresponding auxiliary equipment!
The crane components can be damaged and fail. The load can rip off.
Death, severe bodily injuries, property damage.

If the crane is operated at an ambient temperature lower than -20 °C:
- ► Make sure that the crane is equipped with the corresponding „auxiliary equipment for working at low temperatures“. Observe and comply with chapter 2.08.
- ► Use the operating fluids for the corresponding ambient temperature in time. Observe and comply with chapter 7.07.

Cranes with electric mode

Electric mode is installed only for certain cranes.

The range of application of the crane is an ambient temperature from -20 °C to +40 °C and in diesel operation an ambient temperature from -20 °C to +50 °C A use of the crane in diesel operation at ambient temperatures from +40 °C to +50 °C is connected to a reduction in drive performance and service life.

Safety equipment

Special attention must be paid to the safety equipment built into the crane. The safety equipment must constantly be checked for functionality. The crane may not be operated if the safety equipment are not working or not working correctly.

Note
Your motto must always be:
- ► **Safety first!**

The crane has been built in accordance with the European regulations for crane operation and travel operation and has been approved by the relevant authorities.

Responsibility for use or resale of the crane

If the crane is used or sold in an area where other laws or regulations apply, the operating company is responsible to ensure that the crane complies with the requirements of the laws and regulations of the destination.

This can refer to the following, for example:
- – Signs
- – Exhaust gas regulations
- – Lighting
- – Underride protection

The operating company must make contact in advance to receive information about any necessary adjustments. Contact Customer Service at Liebherr-Werk Ehingen GmbH.

Equipment and spare parts

WARNING
Danger of fatal injury if original equipment parts are **not** used!
If the crane is operated with **non**-original equipment parts, the crane can fail.
Death, severe bodily injuries, property damage.
- ► Operate the crane only with original equipment parts!
- ► Crane operation with equipment parts, which do **not** belong to the crane is prohibited!
- ► If there is any doubt about the origin of equipment parts, contact Customer Service at Liebherr-Werk Ehingen GmbH.

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WARNING
The crane permit and the manufacturer's warranty will become void!
If any original installed parts are modified, manipulated or replaced (e.g. removal of parts, installation of non-original Liebherr parts), both the crane permit and the manufacturer's warranty will become void.
- ► Leave installed original parts unchanged.
- ► Do not remove installed original parts.
- ► Use only Original Liebherr spare parts.
- ► If there is any doubt about the origin of spare parts, contact Customer Service at Liebherr-Werk Ehingen GmbH.

For ordering equipment parts and spare parts, always keep the crane number handy and provide it.

Definition of directional data for mobile cranes

Driving forward: Driving with the driver's cab forward.

Driving in reverse: Driving with the taillights of the crane chassis forward.

Front, **rear**, **right**, **left** in the **driver's cab** refer to the crane chassis. The driver's cab is always in the front.

Front, **rear**, **right**, **left** in the **crane cab** refer to the crane superstructure. The front is always in the direction of the taken-down boom.

0° crane superstructure slewing angle: The boom points in the longitudinal direction to the rear over the rear of the vehicle.

180° crane superstructure slewing angle: The boom points in the longitudinal direction to the front over the driver's cab.

Definition of directional data for crawler cranes

Driving forward driving forward from the view of the crane operator seated in the crane cab. Turntable in the 0° or 180° position.

Driving reverse driving backward from the view of the crane operator seated in the crane cab. Turntable in the 0° or 180° position.

Front, **rear**, **right**, **left** always orient themselves on the **crawler travel gear** from the position of the chain tension devices. The chain tension devices on the crawler travel gear are always on the front.

Front, **rear**, **right**, **left** refer to the direction of view of the crane operator seated in the **crane cab**. The front is always in the direction of the taken-down boom.

Optional equipment and functions

The equipment marked with ***** and the functions are optionally available and are **not** part of the standard crane (optional equipment).

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Conversion chart

	Initial unit	Multiplication factor	Target unit
Length	mm	0.03937	in
	in	25.4000	mm
	mm	0.00328	ft
	ft	304.8	mm
	cm	0.39370	in
	in	2.5400	cm
	cm	0.0328	ft
	ft	30.48	cm
	m	39.37	in
	in	0.0254	m
	m	**3.281**	**ft**
	ft	**0.3048**	**m**
	km	0.62137	mile
	mile	1.6093	km
Area	cm^2	0.155	in^2
	in^2	6.4516	cm^2
	m^2	**10.764**	**ft^2**
	ft^2	**0.0929**	**m^2**
Volume	cm^3	0.06102	in^3
	in^3	16.387	cm^3
	m^3	35.3147	ft^3
	ft^3	0.0283	m^3
	l	0.001	m^3
	m^3	1000	l
	l	61.024	in^3
	in^3	0.016387	l
	l	0.0353	ft^3
	ft^3	28.32	l
	l	0.264178	US. liq. gal
	US. liq. gal	3.7853265	l

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	Initial unit	Multiplication factor	Target unit
Mass (weight)	kg	2.20462	lb
	lb	0.45359	kg
	t	**2204.62**	**lb**
	lb	**0.0004536**	**t**
	t	1.1023	short ton US (tn. sh.)
	short ton US (tn. sh.)	0.90718	t
	t	**0.45359**	**kip**
	kip	**2.20462**	**t**
Mass / length	kg/m	0.055998	lb/in
	lb/in	17.857781	kg/m
	kg/m	0.67197	lb/ft
	lb/ft	1.48816	kg/m
Force	N	0.2248	lbf
	lbf	4.4483986	N
	kN	**224.809**	**lbf**
	lbf	**0.0044483986**	**kN**
Turning moment	Nm	8.85075	lbf·in
	lbf·in	0.112984	Nm
	Nm	0.73756	lbf·ft
	lbf·ft	1.3559	Nm
Performance	HP (DIN HP)	0.7355	kW
	kW	1.3596	HP (DIN HP)
Speed	m/s	39.37	in/s
	in/s	0.0254	m/s
	m/s	**3.28084**	**ft/s**
	ft/s	**0.3048**	**m/s**
	km/h	0.62137	mph (mi/h)
	mph (mi/h)	1.60935	km/h
	m/s	2.2369	mph (mi/h)
	mph (mi/h)	0.44704	m/s

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	Initial unit	Multiplication factor	Target unit
Pressure	kPa (kN/m²)	0.01	bar
	bar	100	kPa (kN/m²)
	bar	14.5038	psi
	psi	0.06895	bar
	kPa (kN/m²)	**0.145038**	**psi**
	psi	**6.894759**	**kPa (kN/m²)**
	N/cm²	1.450377	psi
	psi	0.6894759	N/cm²
	N/m²	0.000145038	psi
	psi	6894.759	N/m²
	t/m²	204.81	lbs/ft²
	lbs/ft²	0.0048828	t/m²
Load-related area	m²/t	0.004882	ft²/lbs
	ft²/lb	204.81	m²/t
Temperature	**°C**	**([°C] · 1.8) + 32**	**°F**
	°F	**([°F] - 32) / 1.8**	**°C**

Conversion chart

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1 Description of crane

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1 Component overview crawler travel gear

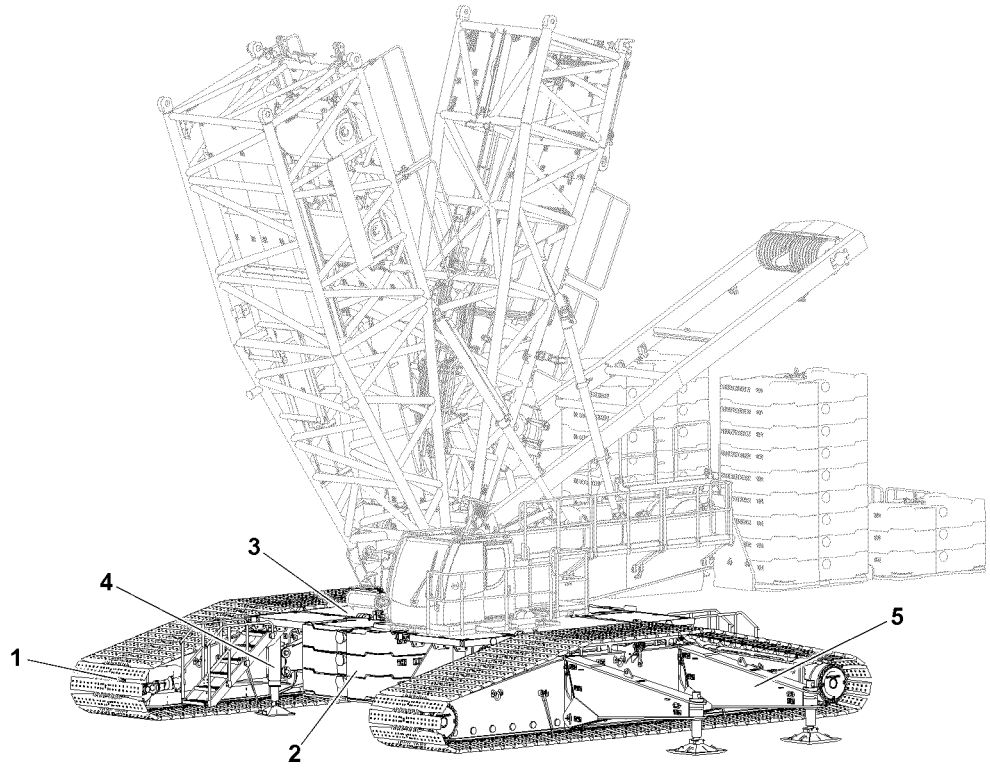

Fig.147687: Component overview crawler travel gear

1 Crawler carrier
2 Central ballast
3 Crawler center section
4 Hydraulic assembly supports
5 Mechanical auxiliary supports

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2 Turntable component overview

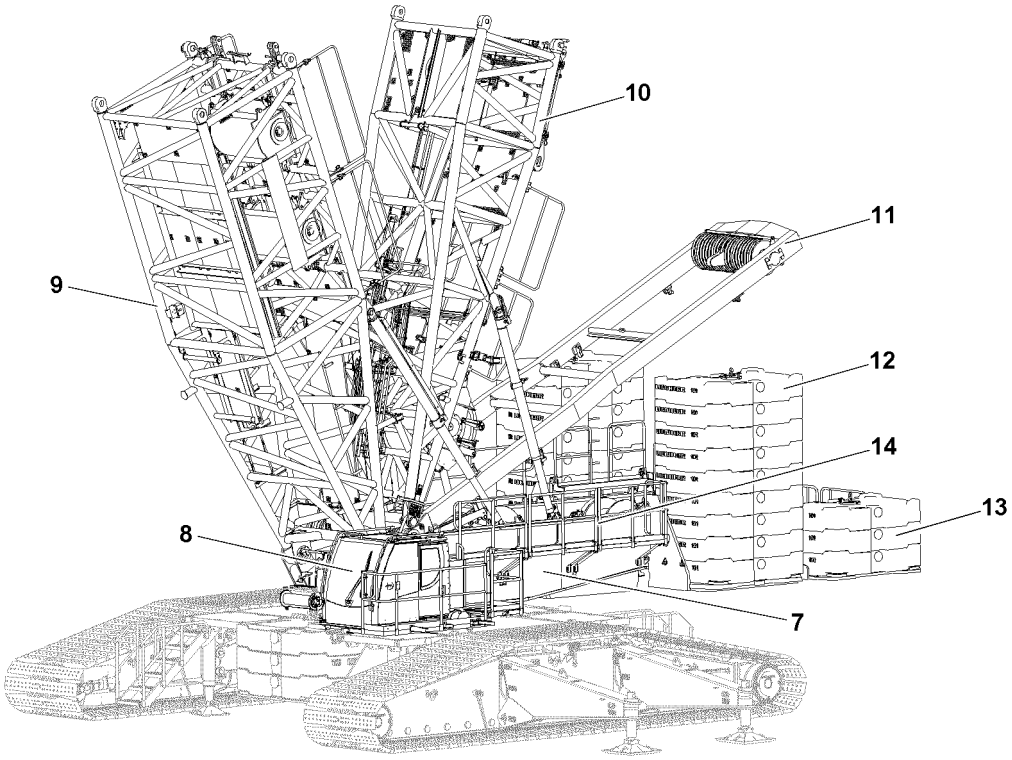

Fig.147688: Turntable component overview

7 Turntable
8 Crane operator's cab
9 S-pivot section
10 D-pivot section
11 SA-frame
12 Counterweight
13 Turntable extension with counterweight
14 Turntable catwalks and railing

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3 Boom component overview

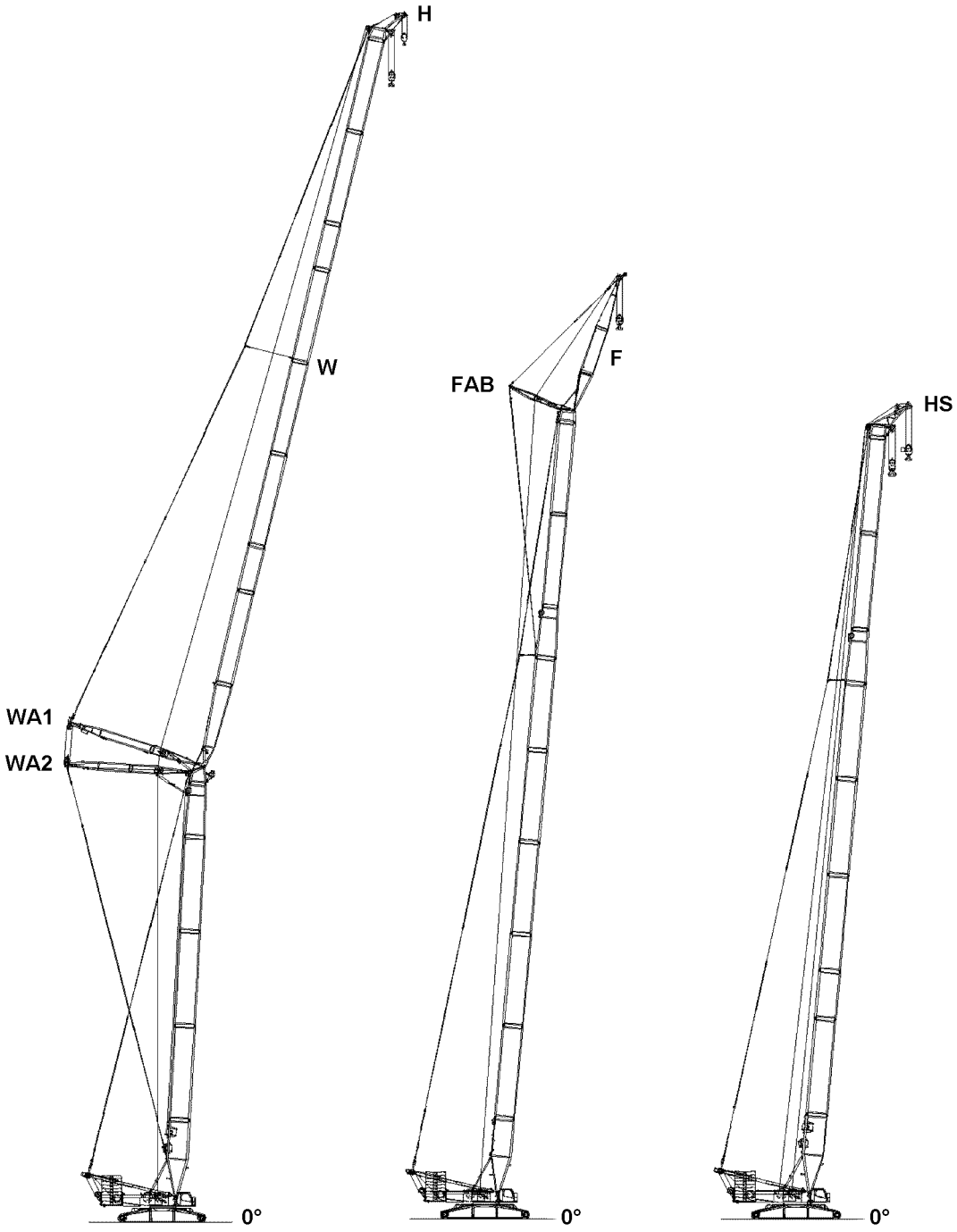

Fig.147691: Boom component overview

WA1 WA-frame 1
WA2 WA-frame 2
W Luffing lattice jib
H Boom nose
HS Auxiliary jib
FAB F-guying frame
F Fixed lattice jib

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4 Winch component overview

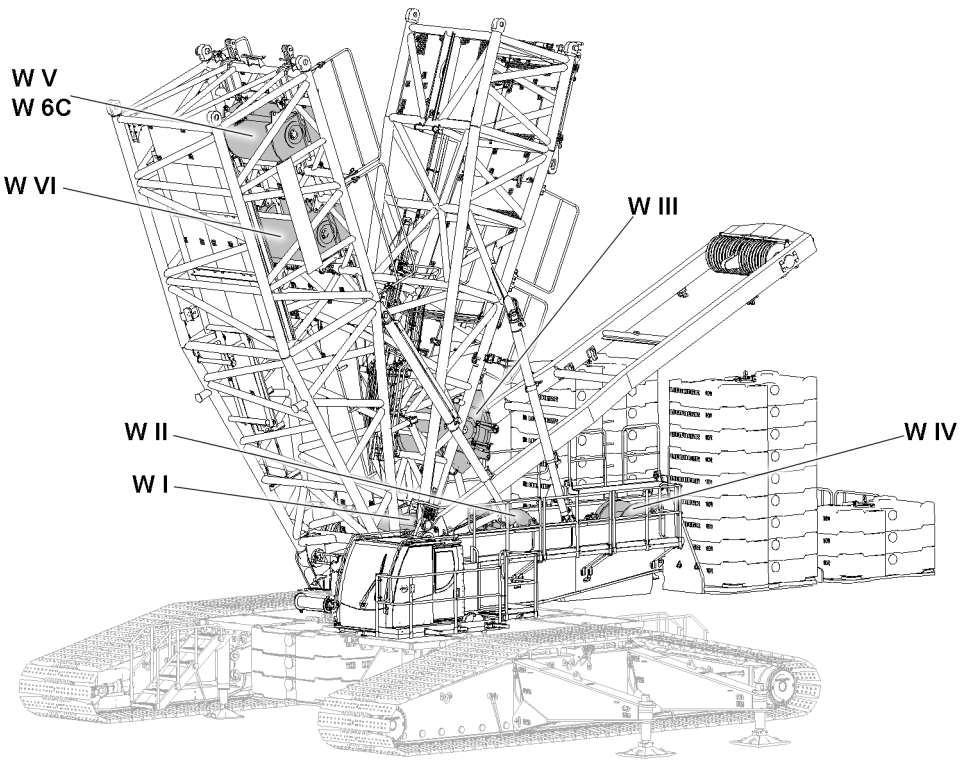

Fig.147689: Winch component overview

WI Winch 1
WII Winch 2
WIII Winch 3
WIV Winch 4
WV Winch 5
W6C Winch 6C
WVI Winch 6

5 Derrick ballast component overview

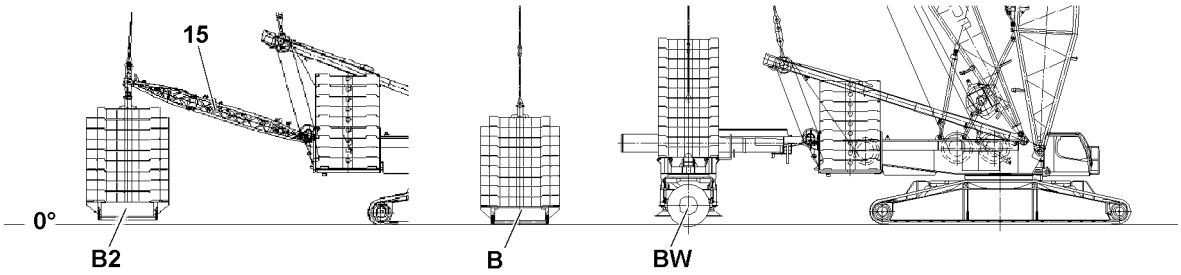

Fig.147690: Derrick ballast component overview

15 Suspended ballast guide
B Derrick ballast - suspended ballast
B2 Derrick ballast - suspended ballast with mechanical suspended ballast guide
BW Ballast trailer

Note
► The ballast trailer **BW** and the suspended ballast **B** are generally referred to as the **derrick ballast**.

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6 Ground connection

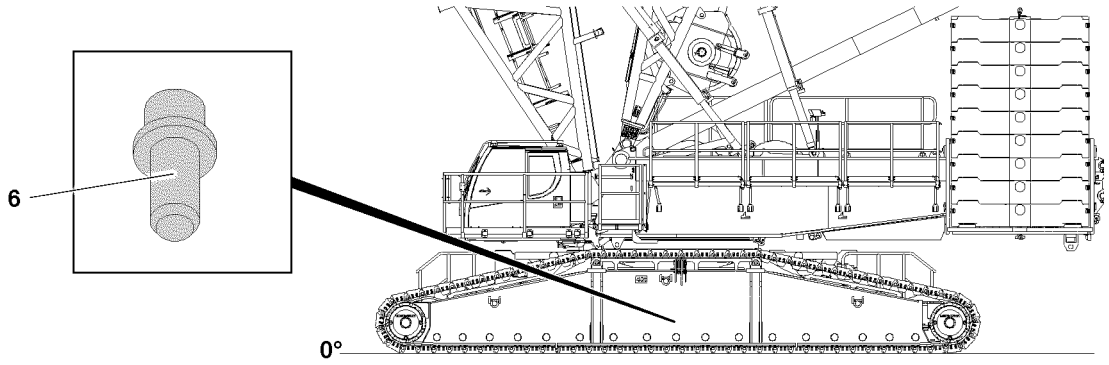

Fig.147692: Ground connection

6 Ground connection

Note

Ground the crane:

► Observe and adhere to the instructions in chapter 2.04.

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7 S // SL // SL(HS) // SL9-boom combinations

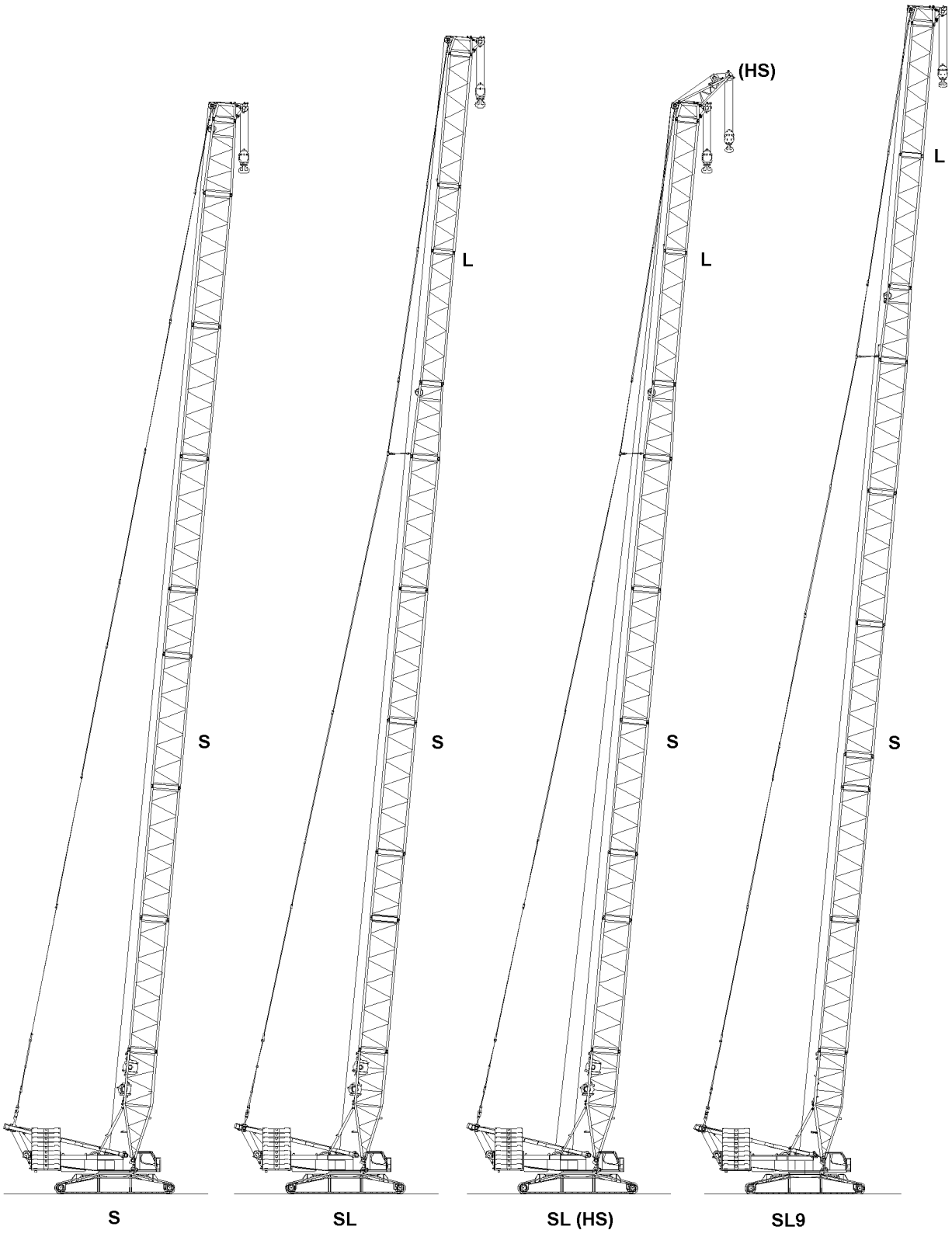

Fig.147694: S // SL // SL(HS) // SL9

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WARNING
The crane can topple over!
- ► Make sure that all boom systems are installed only according to the respective assembly chapters and the associated rod plans.
- ► Make sure that danger notes for assembly and for crane operation are observed and adhered to.
- ► The use of the following boom illustrations for assembly purposes is prohibited.

S Main boom
- Heavy-duty version

SL Main boom
- Heavy-duty version, supplemented on top with light lattice sections **L**

SL9 Main boom
- Heavy-duty version, supplemented on top with light lattice sections **L**
- **SL9** Variation

HS Auxiliary jib
- Auxiliary jib with own load chart

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8 SLF // SL3F // SL8F3-boom combinations

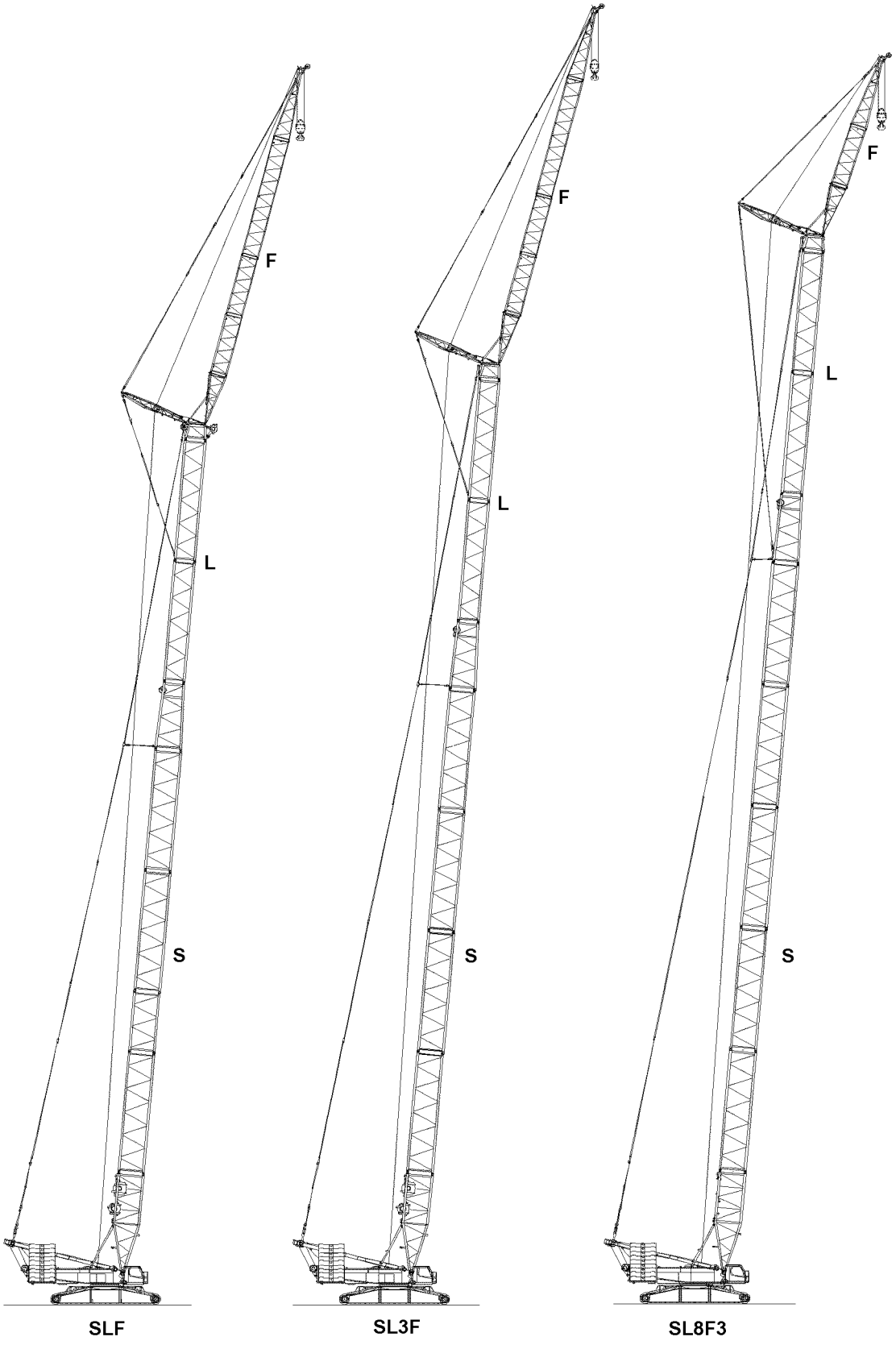

Fig.147693: SLF // SL3F // SL8F3

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- ► Make sure that danger notes for assembly and for crane operation are observed and adhered to.
- ► The use of the following boom illustrations for assembly purposes is prohibited.

S Main boom
- Heavy-duty version

SL Main boom
- Heavy-duty version, supplemented on top with light lattice sections **L**

SL3 Main boom
- Heavy-duty version, supplemented on top with light lattice sections **L**
- **SL3** Variation

SL8 Main boom
- Heavy-duty version, supplemented on top with light lattice sections **L**
- **SL8** Variation

F Fixed jib
- Light version

F3 Fixed jib
- With fiber guy ropes and auxiliary lugs

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9 SDBW/B // SLDB/BW // SL2DBW/B-boom combinations

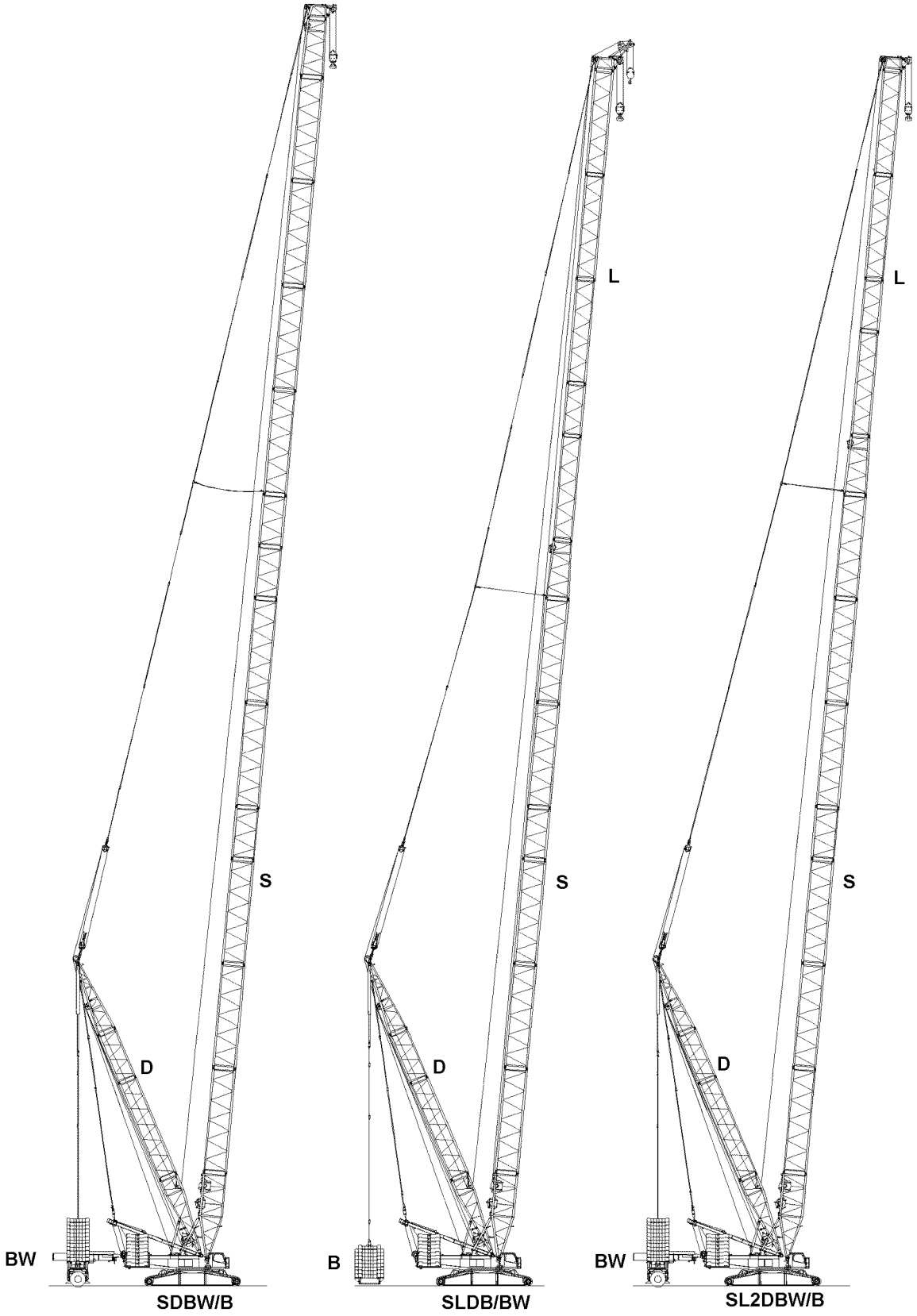

Fig.147695: SDBW/B // SLDB/BW // SL2DBW/B

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- ► Make sure that danger notes for assembly and for crane operation are observed and adhered to.
- ► The use of the following boom illustrations for assembly purposes is prohibited.

S Main boom
- Heavy-duty version

SL Main boom
- Heavy-duty version, supplemented on top with light lattice sections **L**

SL2 Main boom
- Heavy-duty version, supplemented on top with light lattice sections **L**
- **SL2** Variation

D Derrick boom
- Alone as an assembly device or in connection with SD or SLD

B Suspended ballast
- Derrick ballast

BW Ballast trailer
- Derrick ballast

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10 SW // SWF-boom combinations

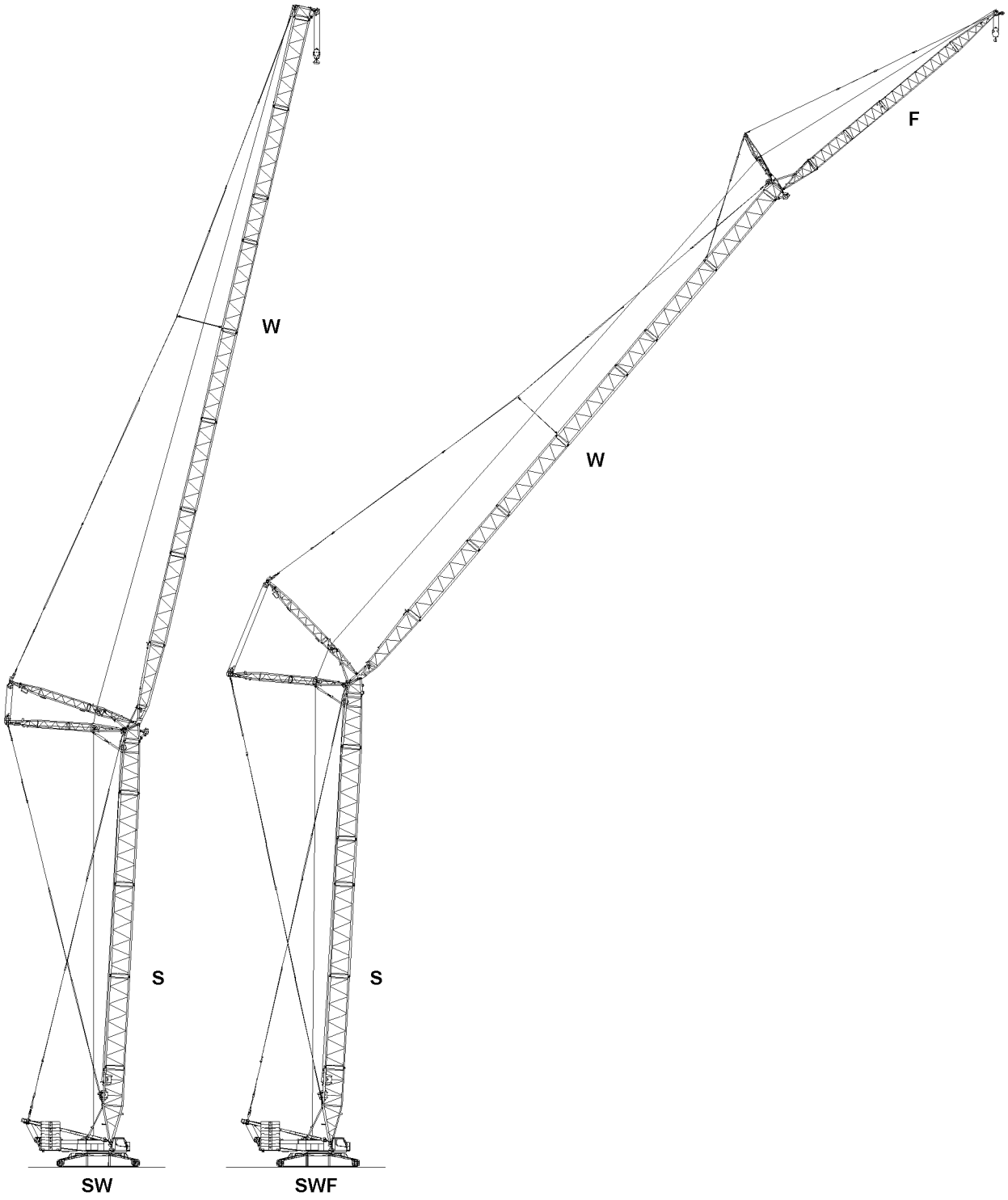

Fig.147696: SW // SWF

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- ► Make sure that danger notes for assembly and for crane operation are observed and adhered to.
- ► The use of the following boom illustrations for assembly purposes is prohibited.

S Main boom
- Heavy-duty version

W Luffing jib
- Heavy-duty version

F Fixed jib
- Light version

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11 SDWBW/B // SDWVB/BW-boom combinations

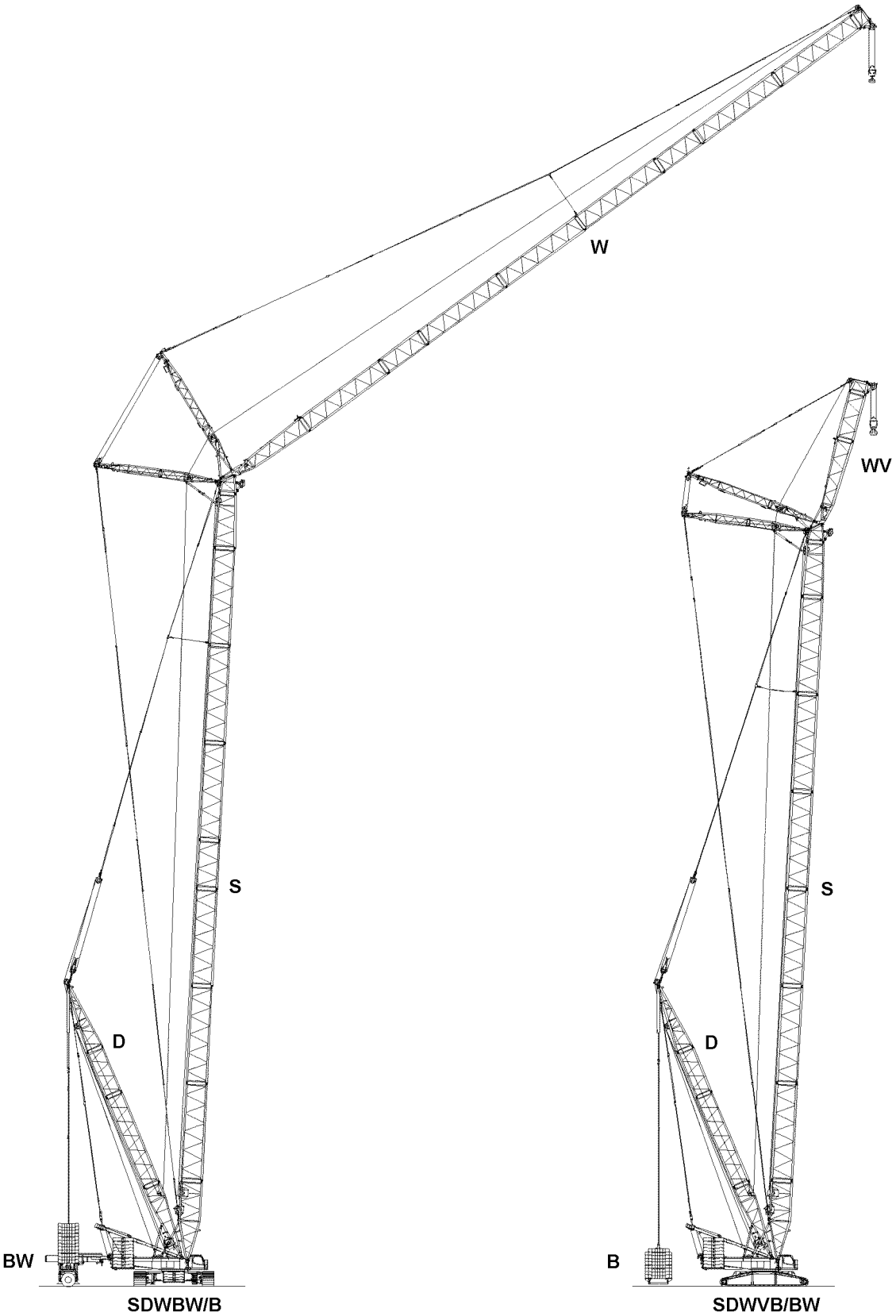

Fig.147697: SDWBW/B // SDWVB/BW

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- ► Make sure that danger notes for assembly and for crane operation are observed and adhered to.
- ► The use of the following boom illustrations for assembly purposes is prohibited.

S Main boom
- Heavy-duty version

D Derrick boom
- Alone as an assembly device or in connection with SD or SLD

W Luffing jib
- Heavy-duty version

V Fixed jib
- Heavy-duty version

B Suspended ballast
- Derrick ballast

BW Ballast trailer
- Derrick ballast

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12 SL2DFB/BW // SL4DFB/BW // SL5DFBW/B-boom combinations

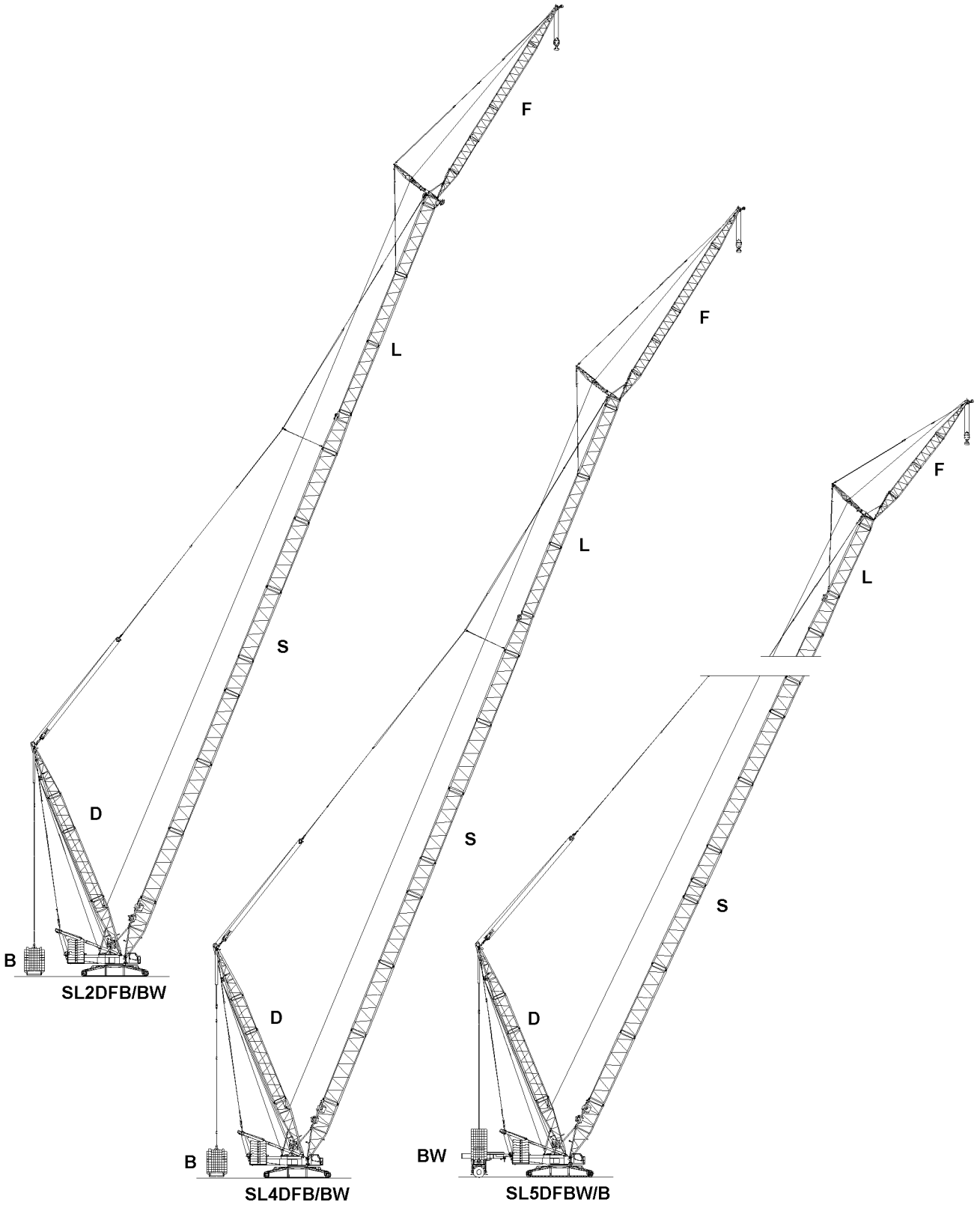

Fig.147698: SL2DFB/BW // SL4DFB/BW // SL5DFBW/B

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- ► Make sure that all boom systems are installed only according to the respective assembly chapters and the associated rod plans.
- ► Make sure that danger notes for assembly and for crane operation are observed and adhered to.
- ► The use of the following boom illustrations for assembly purposes is prohibited.

SL Main boom
- Heavy-duty version, supplemented on top with light lattice sections **L**

Main boom variations SL:
- **SL2** Main boom
- **SL4** Main boom
- **SL5** Main boom

D Derrick boom
- Alone as an assembly device or in connection with SD or SLD

F Fixed jib
- Light version

B Suspended ballast
- Derrick ballast

BW Ballast trailer
- Derrick ballast

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13 SL10DFB/B2 // SL11DB/B2- boom combinations

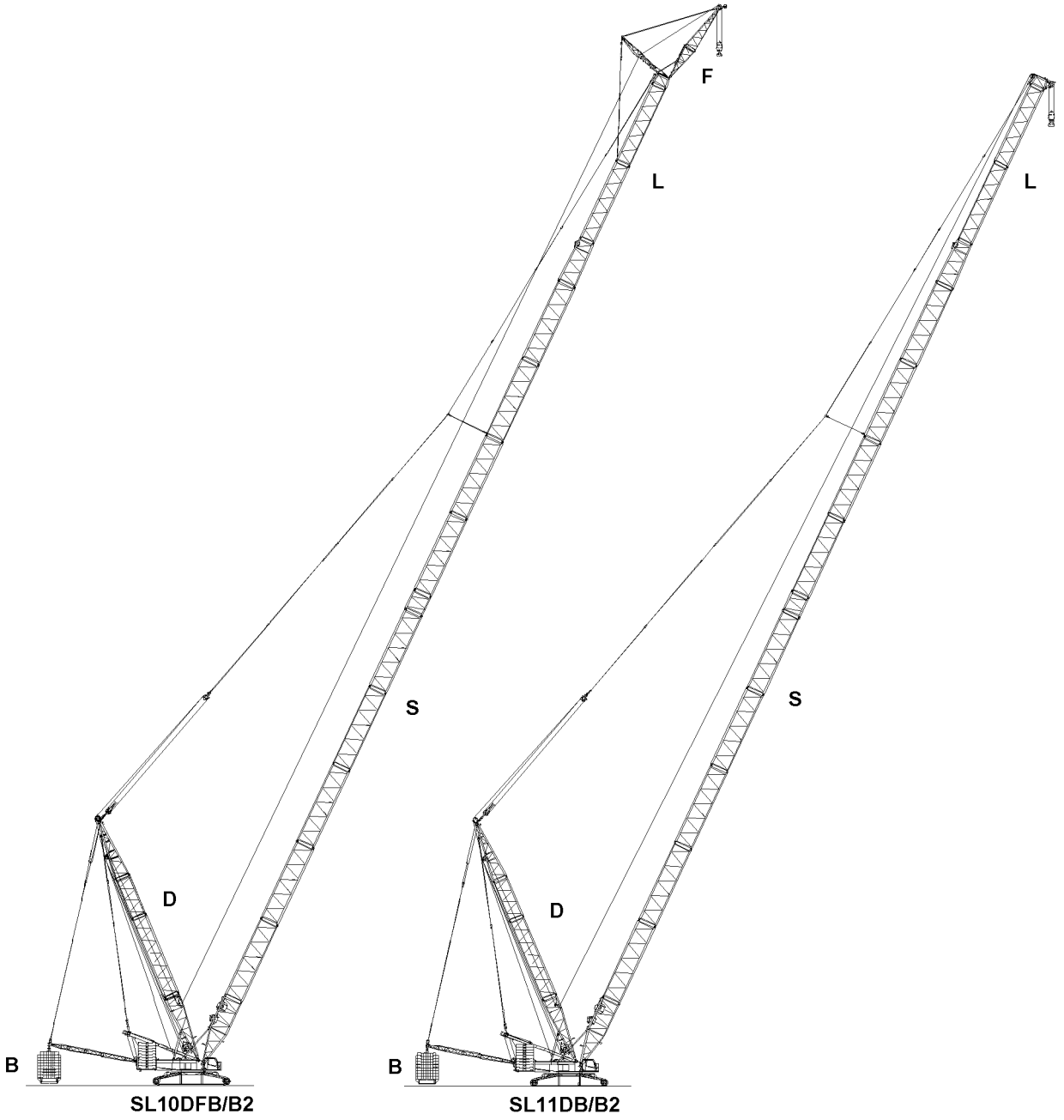

Fig.147699: SL10DFB/B2 // SL11DB/B2

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- ► Make sure that danger notes for assembly and for crane operation are observed and adhered to.
- ► The use of the following boom illustrations for assembly purposes is prohibited.

SL Main boom
- Heavy-duty version, supplemented on top with light lattice sections **L**

Main boom variations SL:
- **SL10** Main boom
- **SL11** Main boom

D Derrick boom
- Alone as an assembly device or in connection with SD or SLD

F Fixed jib
- Light version

B Suspended ballast
- Derrick ballast

BW Ballast trailer
- Derrick ballast

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14 SL13DFB/B2 // SL14DB/B2-boom combinations

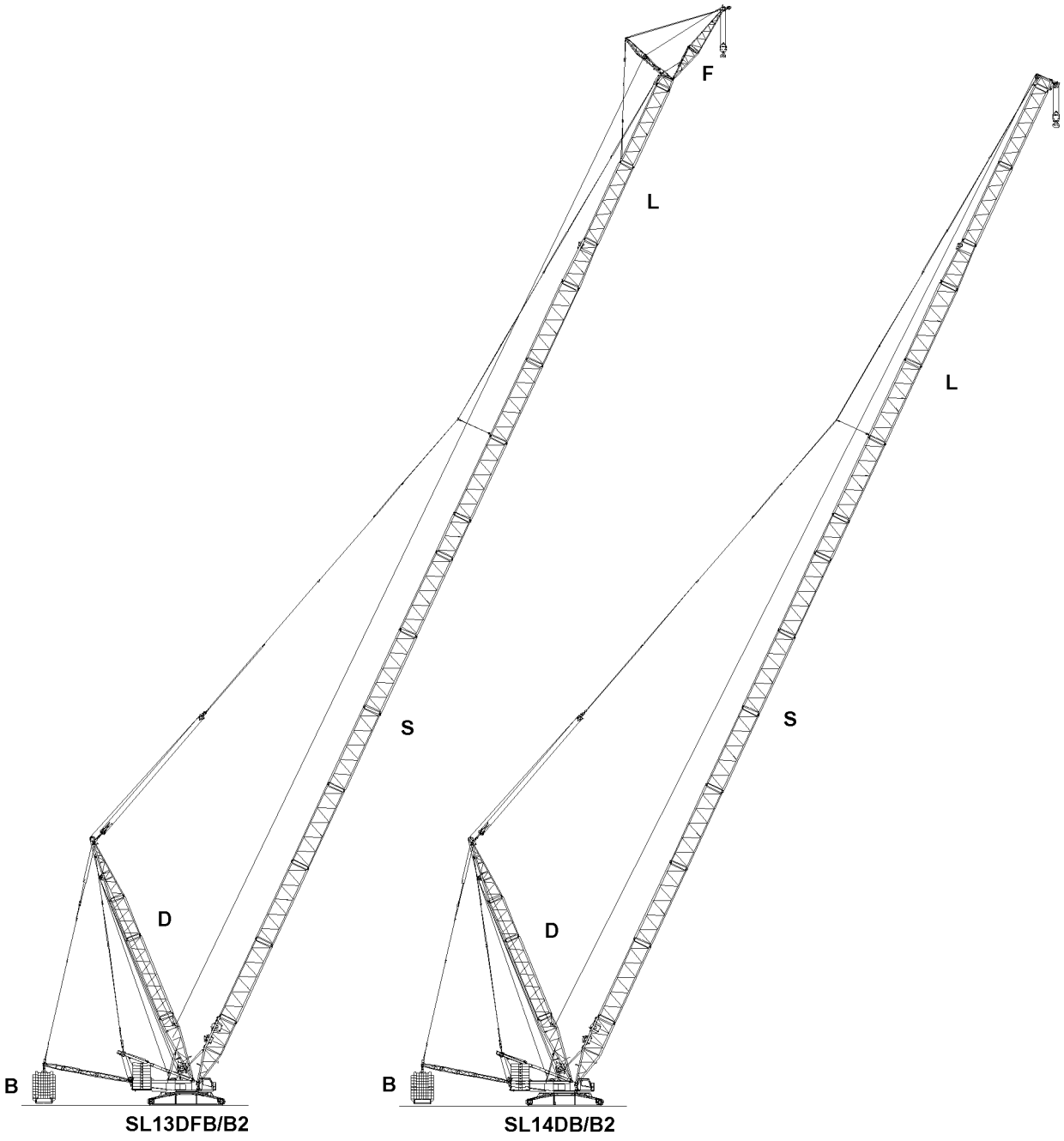

Fig.147700: SL13DFB/B2 // SL14DB/B2

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- ► Make sure that danger notes for assembly and for crane operation are observed and adhered to.
- ► The use of the following boom illustrations for assembly purposes is prohibited.

SL Main boom
- Heavy-duty version, supplemented on top with light lattice sections **L**

Main boom variations SL:
- **SL13** Main boom
- **SL14** Main boom

D Derrick boom
- Alone as an assembly device or in connection with SD or SLD

F Fixed jib
- Light version

B Suspended ballast
- Derrick ballast

BW Ballast trailer
- Derrick ballast

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15 HSDBW/B // HSLDB/BW // HSL2DBW/B-boom combinations

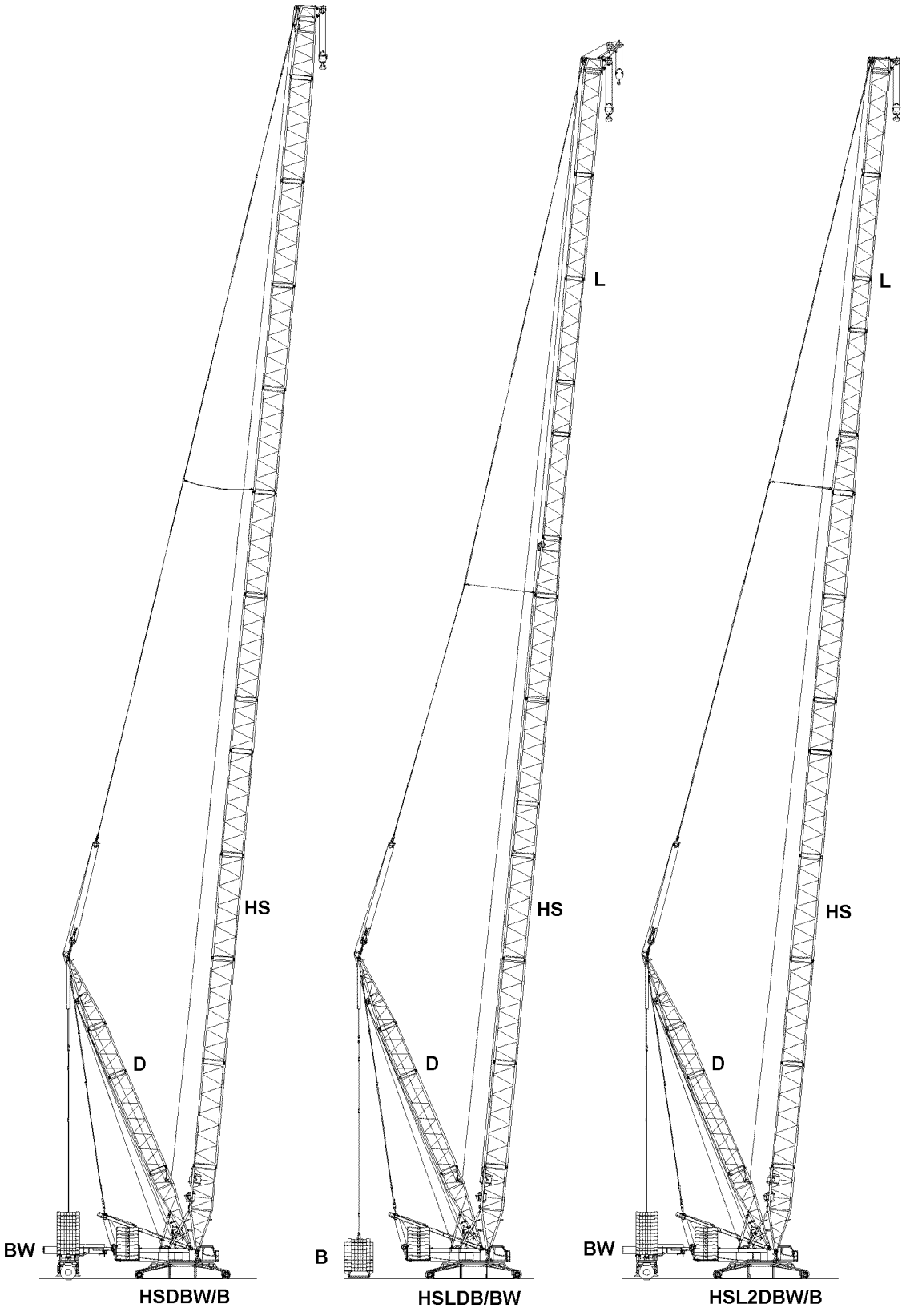

Fig.147703: HSDBW/B // HSLDB/BW // HSL2DBW/B

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- ► Make sure that danger notes for assembly and for crane operation are observed and adhered to.
- ► The use of the following boom illustrations for assembly purposes is prohibited.

HS Main boom
- Heavy duty version

HSL Main boom
- Heavy duty version, supplemented on top with light lattice sections **L**

HSL2 Main boom
- Heavy duty version, supplemented on top with light lattice sections **L**
- **HSL2** Variation

D Derrick boom
- Alone as assembly device or in connection with HSD or HSLD

B Suspended ballast
- Derrick ballast

BW Ballast trailer
- Derrick ballast

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16 HSDWBW/B // HSDWVB/BW-boom combinations

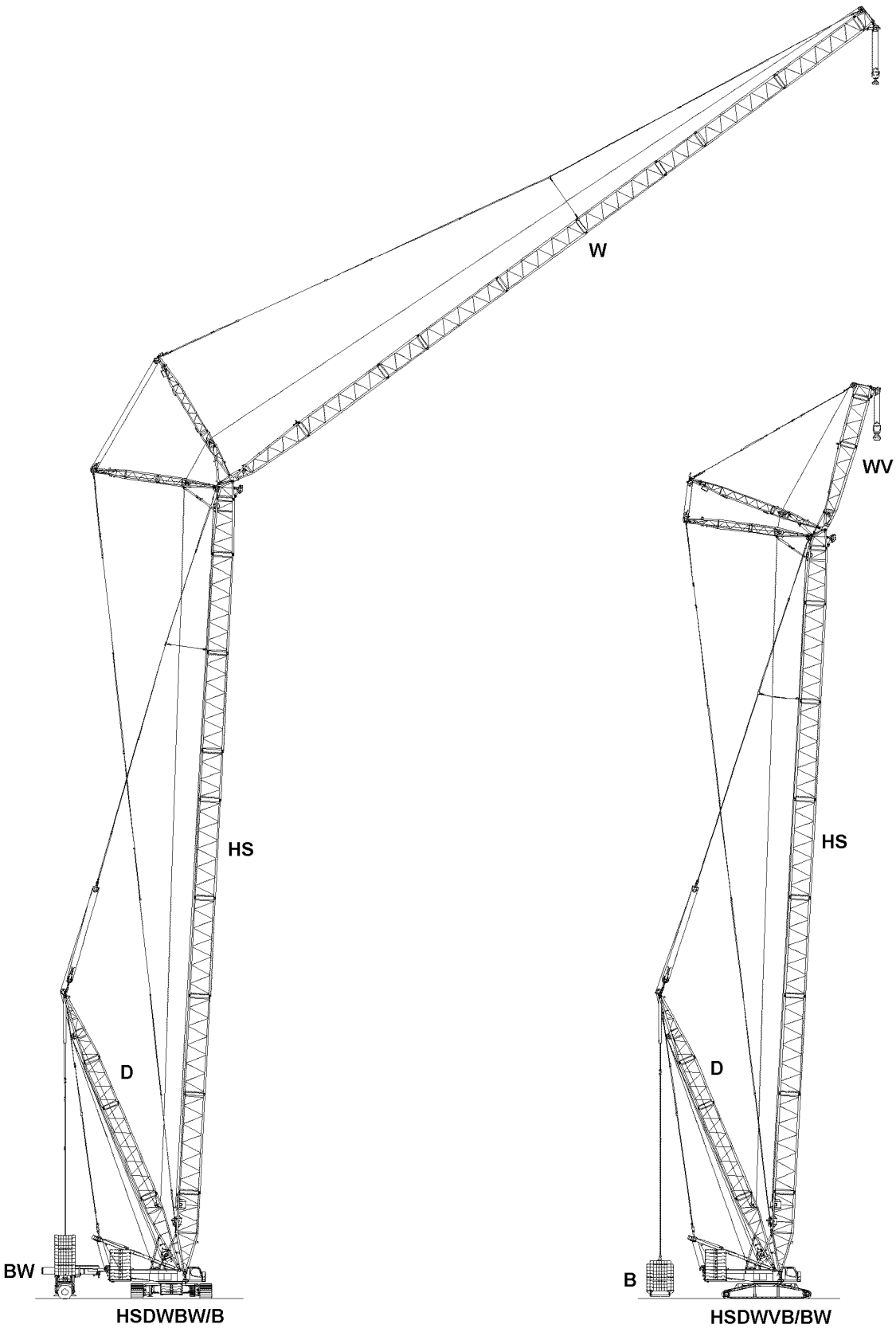

Fig.147701: HSDWBW/B // HSDWVB/BW

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- ► Make sure that danger notes for assembly and for crane operation are observed and adhered to.
- ► The use of the following boom illustrations for assembly purposes is prohibited.

HS Main boom
- Heavy duty version

D Derrick boom
- Alone as assembly device or in connection with HSD or HSLD

W Luffing jib
- Heavy-duty version

V Fixed jib
- Heavy-duty version

B Suspended ballast
- Derrick ballast

BW Ballast trailer
- Derrick ballast

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17 HSL2DFB/BW // HSL4DFB/BW-boom combinations

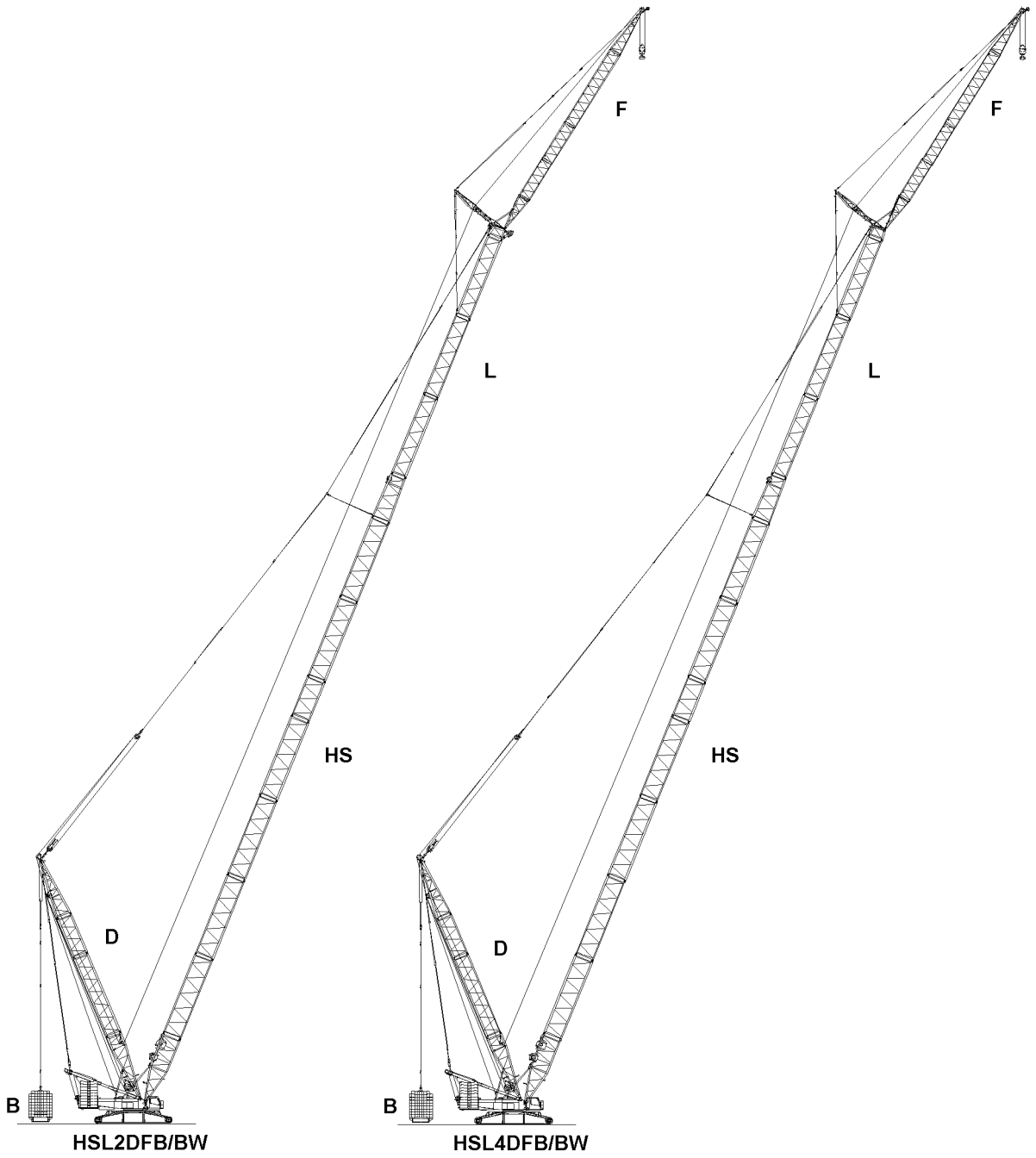

Fig.147702: HSL2DFB/BW // HSL4DFB/BW

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WARNING
The crane can topple over!
- ► Make sure that all boom systems are installed only according to the respective assembly chapters and the associated rod plans.
- ► Make sure that danger notes for assembly and for crane operation are observed and adhered to.
- ► The use of the following boom illustrations for assembly purposes is prohibited.

HSL Main boom
- Heavy duty version, supplemented on top with light lattice sections **L**

Main boom variations HSL:
- **HSL2** Main boom
- **HSL4** Main boom

D Derrick boom
- Alone as assembly device or in connection with HSD or HSLD

F Fixed jib
- Light version

B Suspended ballast
- Derrick ballast

BW Ballast trailer
- Derrick ballast

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1.02 Product description

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4	Boom systems / boom combinations	4
5	Auxiliary equipment	5

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1 Crawler travel gear

1.1 Frame / crawler center section

- In-house manufactured, distortion-resistant welded structure made from high-strength, close-grained structural steel.
- The crawler carriers can be removed and can be assembled / disassembled by the crane itself

1.2 Crawler travel gear

- Maintenance free, dirt protected crawler travel gear with flat track pads, consisting of a crawler center section and two crawler carriers
- Pad width: 1.5 m or 2.0 m *****
- Track width: 8.4 m

1.3 Central ballast*

- 2 platforms each 2.5 t
- Total central ballast 65 t
- 6 counterweight plates each 10.0 t

1.4 Drive

- Hydraulic travel drives with planetary gears
- The crawler chains can be controlled independently and in the opposite direction
- There is no preferred travel direction

1.5 Travel power

- Stepless speed from 0 km/h to 1.09 km/h

2 Crane superstructure

2.1 Turntable frame

- In-house manufactured, distortion-resistant welded structure made from high-strength, close-grained structural steel.
- Connection to crawler travel gear via 3-row roller ring connection, 360° slewable
- Quick-Connection **QC***

2.2 Diesel engine

- Number of cylinders: 6
- Make: LIEBHERR
- Water cooled

Note

► Engine type, see also separate operating instructions for the diesel engine.

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2.2.1 Engine type D 946 A7-04 with exhaust aftertreatment system SCR

Performance: 400 KW at 1900 rpm
Maximum torque: 2515 Nm at 1350 rpm

2.2.2 Engine type D 946 A7-03 without exhaust aftertreatment system

Performance: 400 KW at 1900 rpm
Maximum torque: 2516 Nm at 1350 rpm

2.3 Crane drive

- Hydraulic via pump distributor gear with four axial piston variable displacement pumps with power regulation, closed oil circuits
- Axial piston pumps in open circuit for luffing and telescoping

2.4 Crane control

- Servo control with electronic synchronous run device
- Energy recycling when lowering the load
- All movements are carried out independently of each other via joysticks (master switch)

2.5 Slewing gear

- Hydraulically driven via axial piston pumps and planetary gears
- Disk brakes spring loaded and hydraulically vented
- Slewing speed steplessly regulated from 0 rpm to 0.95 rpm

2.6 Crane cab

- Steel plate design with safety glass
- Operating and control instruments
- Air conditioned
- Slewable to the side
- Can be tilted to the rear

2.7 Safety equipment

- LICCON overload display
- Hoist limitation
- Electronic incline display
- Safety valves against pipe and hose breaks
- Wind warning system
- Airplane warning light

2.8 Camera monitoring

- 2 color monitors
- 3 cameras for winches and turntables in the rear

2.9 Counterweight

- Consists of two consoles, each 5.0 t
- 18 counterweight plates each 10.0 t

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– Total counterweight 190 t

2.10 Electrical system

– Modern data bus technology
– Direct current 24 V
– 2 batteries, each 143 Ah

3 Winches

– Winches hydraulically driven via axial piston variable displacement pumps and integrated planetary gear
– Disk brakes spring loaded and hydraulically vented

3.1 Winch 1

– Hoist winch

3.2 Winch 2

– Hoist winch

3.3 Winch 3

– Control winch for main boom for derrick operation

3.4 Winch 4

– Intake gear

3.5 Winch 5

– Adjustment luffing lattice jib

3.6 Winch 6

– Auxiliary hoist gear

3.7 Winch 6C

– Auxiliary hoist gear

4 Boom systems / boom combinations

4.1 Boom systems

Note
► See chapter 1.01.

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5 Auxiliary equipment

5.1 Mechanical auxiliary support

– To erect long boom combinations without derrick ballast

5.2 Hydraulic assembly support

– Lifting of basic machine for assembly / removal
– Consisting of 4 support cylinders, including support plates, installed on the crawler center section

5.3 Hydraulic assembly cylinder

– For self-assembly / disassembly of crawler travel gear

5.4 Pin pulling device

– Including mobile hydraulic aggregate
– For assembly / disassembly of pins on crawler travel gear and center section as well as boom intermediate sections

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Fig.195219

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1 Crane

All dimension data in meters (m)

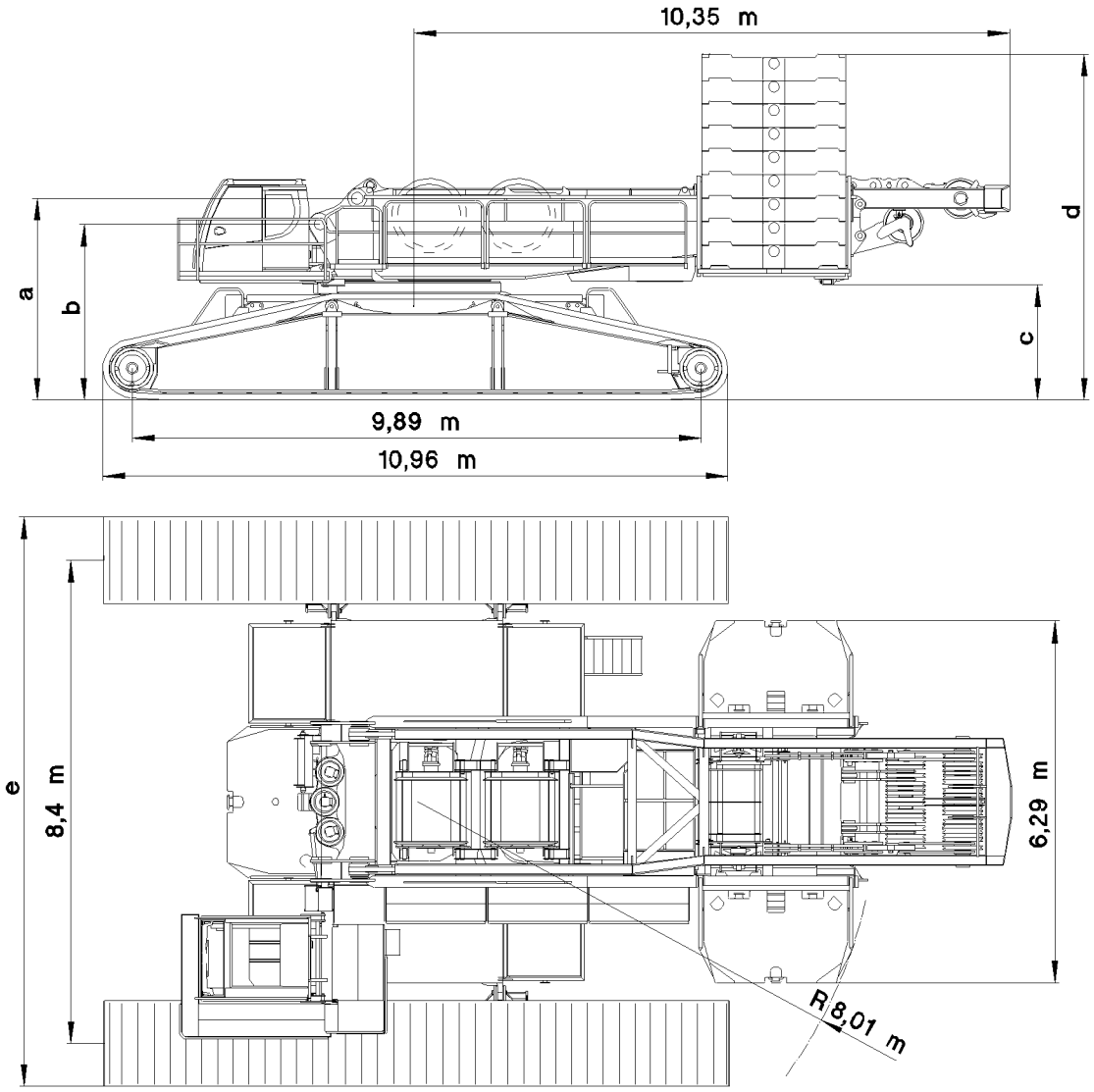

Fig.126805: Crane

Component	a	b	c	d
Crawler travel gear with Quick Connection	3.8 m	3.4 m	2.3 m	6.3 m
Crawler travel gear without Quick Connection	3.5 m	3.1 m	2.0 m	6.0 m

Component	Track pad width	e
Crawler travel gear	1.5 m	9.9 m
Crawler travel gear	2.0 m	10.4 m

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2 Noise emission

Control platform Crane cab	
Sound pressure level [L_{pA}], according to EN13000	73 db(A)

3 Vibrations

Vibrations transferred to the operator	Value
Total vibration value to which the upper body limbs are exposed	Not more than 2.5 m/s²
Effective value of weighted acceleration to which the entire body is exposed	Not more than 0.5 m/s²

4 Crane speeds

Note
► The crane speeds refer to an engine rpm of 1900 rpm !

Drives	Speed
Winch 1	0 m/min to 132 m/min for a single strand
Winch 2	0 m/min to 132 m/min for a single strand
Winch 3	0 m/min to 130 m/min for a single strand
Winch 5	0 m/min to 132 m/min for a single strand
Winch 6C	0 m/min to 144 m/min for a single strand
Winch 6	0 m/min to 94 m/min for a single strand
Winch 4	2 x 78 m/min for a single strand

Drives	RPM
Slewing gear	0 rpm to 0.95 rpm

5 Crane surface pressure

Note
► Determination of the crane's surface pressure, see the LICCON job planner operating instructions.

6 Load handling equipment

Note
► For load handling equipment, see the load chart manual.

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7 Hoist ropes

	Rope diameter	Rope category number RCN
Winch 1	28 mm	See rope certificate
Winch 2	28 mm	See rope certificate
Winch 6 (Type 1)	28 mm	See rope certificate
Winch 6C (Type 1)	28 mm	See rope certificate
Winch 6 (Type 2)	25 mm	See rope certificate

8 Control ropes

	Rope diameter	Rope category number RCN
Winch 3	28 mm	See rope certificate
Winch 4	28 mm	See rope certificate
Winch 5	28 mm	See rope certificate

9 Guy ropes

	Rope diameter	Rope category number RCN
Auxiliary guying	34 mm	See rope certificate

10 Assembly rope

	Rope diameter	Rope category number RCN
Assembly winch	8 mm	See rope certificate

11 Dimensions and weights of the crane components

Note

- ► The following listed weights are reference values and may not match your crane exactly.
- ► The illustrations of crane components / crane parts are examples and may not apply exactly to your crane.

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WARNING
Danger of accidents when handling crane components / crane parts!
- ► Make sure that the actual weight is known before fastening crane components / crane parts.
- ► Check the weight label on the crane components / crane parts.
- ► Fasten crane components / crane parts solely with approved and sufficiently load bearing fastening equipment.
- ► Make sure that crane components / crane parts are fastened only on the intended fastening points.

12 Crawler carrier

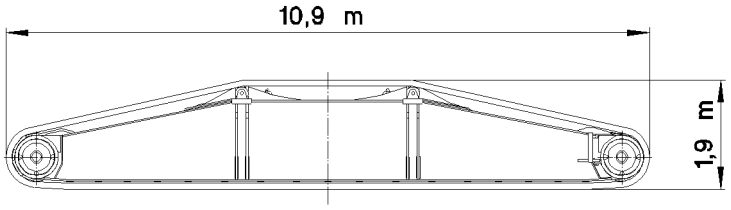

Fig.119973: Crawler carrier

Component	Track pad width	Weight	Width
Crawler carrier with two travel drives	1.5 m	35.0 t	1.8 m
Crawler carrier with two travel drives	2.0 m	38.0 t	2.0 m

13 Turntable with crawler center section with SA-frame with Quick Connection

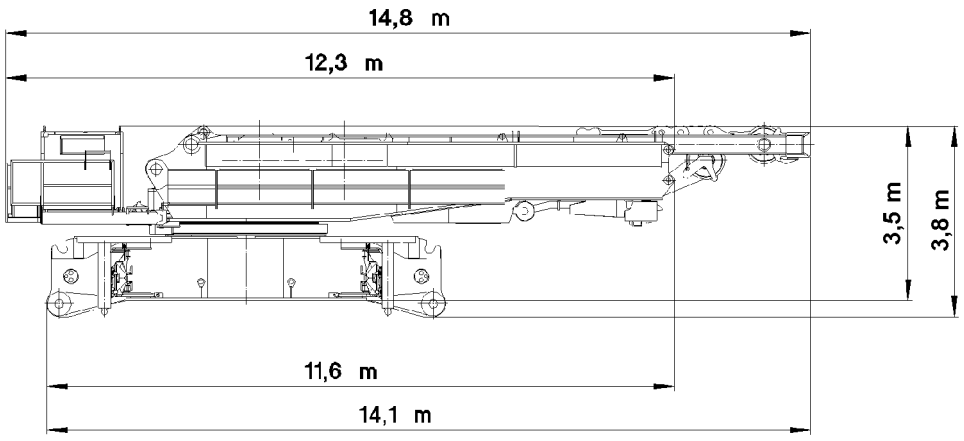

Fig.149469: Turntable with crawler center section with SA-frame with Quick Connection

The following applies in general for the weight data of the assembly connections:
- – Inclusive of 3 slewing gears
- – Winches including ropes
- – SA-frame with roller set

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Component	Weight	Width
Turntable with SA-frame and winch 4 with rope With crawler center section and assembly support Without winch 1 and winch 2	75.1 t	3.0 m

14 Turntable with crawler center section with SA-frame without Quick Connection

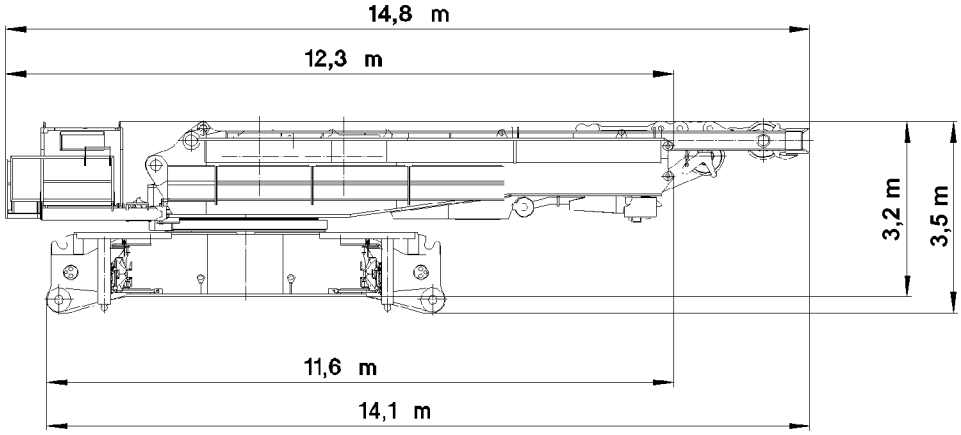

Fig.149470: Turntable with crawler center section with SA-frame without Quick Connection

The following applies in general for the weight data of the assembly connections:
- Inclusive of 3 slewing gears
- Winches including ropes
- SA-frame with roller set

Component	Weight	Width
Turntable with SA-frame and winch 4 with rope With crawler center section and assembly support Without winch 1 and winch 2	75.1 t	3.0 m

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15 Turntable with crawler center section without SA-frame with Quick Connection

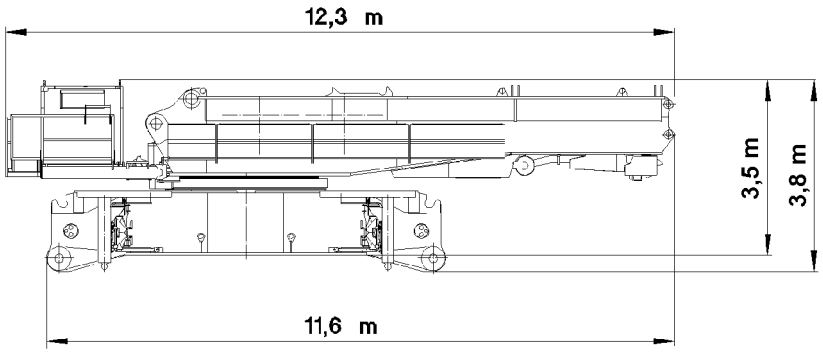

Fig.149471: Turntable with crawler center section without SA-frame with Quick Connection

The following applies in general for the weight data of the assembly connections:
– Inclusive of 3 slewing gears

Component	Weight	Width
Turntable without SA-frame With crawler center section and assembly support Without winch 1 and winch 2	61.3 t	3.0 m

16 Turntable with crawler center section without SA-frame without Quick Connection

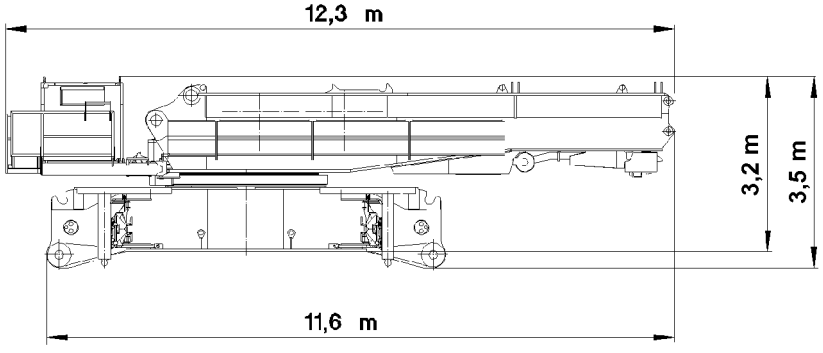

Fig.149472: Turntable with crawler center section without SA-frame without Quick Connection

The following applies in general for the weight data of the assembly connections:
– Inclusive of 3 slewing gears

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Component	Weight	Width
Turntable without SA-frame With crawler center section and assembly support Without winch 1 and winch 2	57.6 t	3.0 m

17 Crawler center section

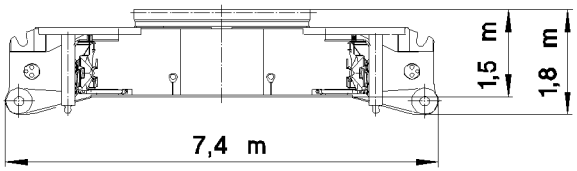

Fig.119975: Crawler center section

Component	Weight	Width
Crawler center section	27.5 t	3.0 m

18 Turntable with a Quick Connection with SA-frame

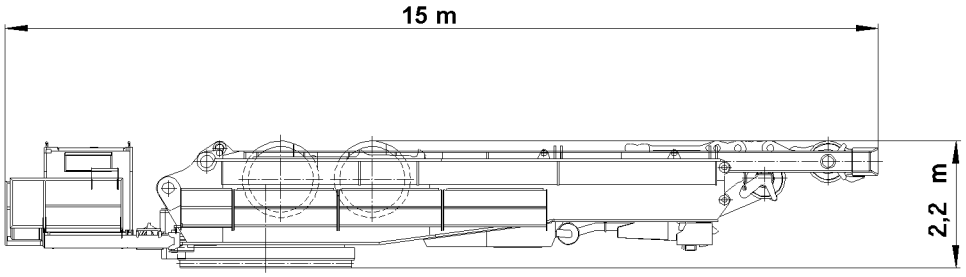

Fig.149473: Turntable with a Quick Connection with SA-frame

The following applies for the weight data of assembly connections:
- Inclusive of 3 slewing gears
- Winches including ropes
- SA-frame with roller set

Component	Weight	Width
Turntable with winch 1, winch 2 and winch 4 and SA-frame	64.5 t	3.0 m

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19 Turntable with Quick connection without SA-frame

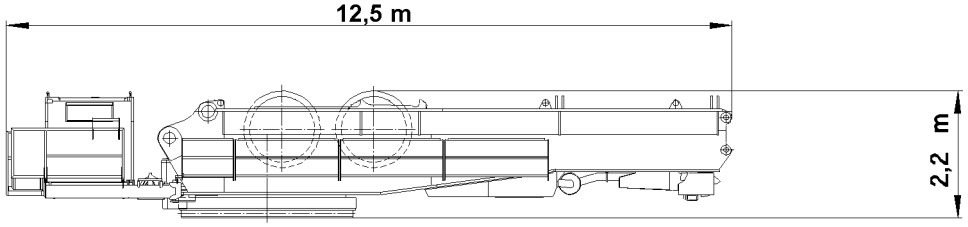

Fig.149474: Turntable with Quick connection without SA-frame

The following applies for the weight data of assembly connections:
- Inclusive of 3 slewing gears
- Winches including ropes

Component	Weight	Width
Turntable with winch 1, winch 2, without winch 4, and SA-frame	47.5 t	3.0 m

20 SA-frame with winch 4

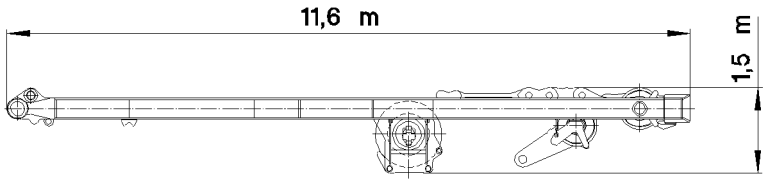

Fig.119978: SA-frame with winch 4

Component	Weight	Width
SA-frame with winch 4 including rope and roller set	17.0 t	2.7 m

21 Mechanical auxiliary support

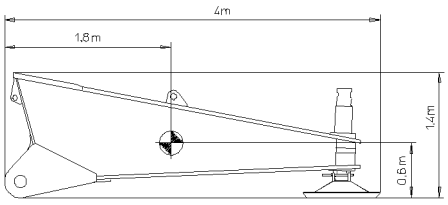

Fig.119974: Mechanical auxiliary support

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Component	Weight	Width
Mechanical auxiliary support	2.3 t	0.9 m

22 Winch 1

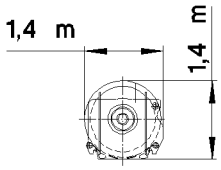

Fig.119979: Winch 1

Component	Weight	Width
Winch 1 with rope	7.5 t	2.0 m

23 Winch 2

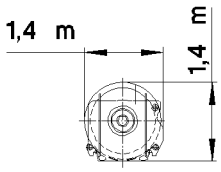

Fig.119980: Winch 2

Component	Weight	Width
Winch 2 with rope	7.5 t	2.0 m

24 Counterweight platform

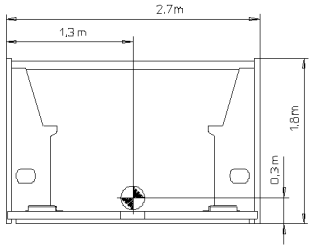

Fig.120040: Counterweight platform

Component	Weight	Width
Counterweight platform	5.0 t	1.8 m

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25 Central ballast platform

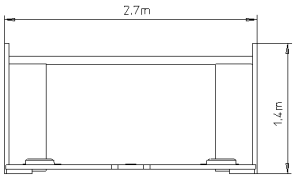

Fig.120039: Central ballast platform

Component	Weight	Width
Central ballast platform	2.5 t	2.0 m

26 Ballast plate for central ballast / counterweight / derrick ballast

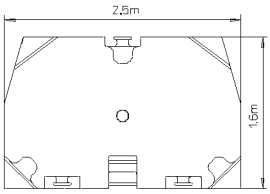

Fig.120041: Ballast plate for central ballast / counterweight / derrick ballast

Note
► The ballast plates are used as central ballast, counterweight and as derrick ballast.

Component	Weight	Thickness
Ballast plate	10.0 t	0.5 m
Ballast plate	7.5 t	0.4 m

27 S-pivot section 10 m

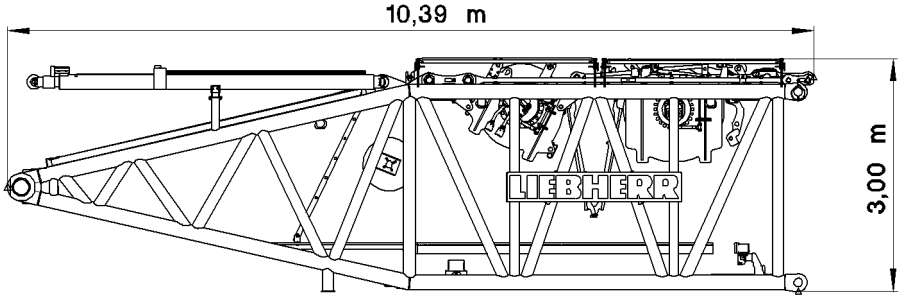

Fig.120042: S-pivot section 10 m

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Component	Weight	Width
S-pivot section complete[1)]	25.5 t	3.0 m
S-pivot section complete[2)]	26.5 t	3.0 m

1) Winch 6 with rope (rope diameter 25 mm)
2) Winch 6 with rope (rope diameter 28 mm)

28 S-intermediate section 3 m

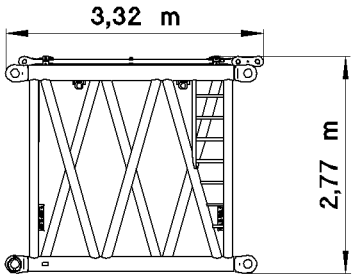

Fig.120043: S-intermediate section 3 m

Component	Weight	Width
S-intermediate section 3 m **2825.25**	3.0 t	3.0 m

29 S-intermediate section 6 m

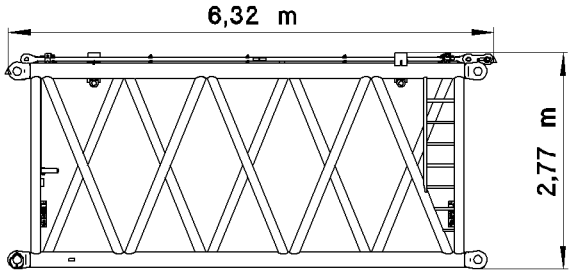

Fig.120044: S-intermediate section 6 m

Component	Weight	Width
S-intermediate section 6 m **2825.25**	5.3 t	3.0 m
S-intermediate section 6 m **2825.20**	4.6 t	
S-intermediate section 6 m **2825.16**	4.4 t	

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30 S-intermediate section 12 m

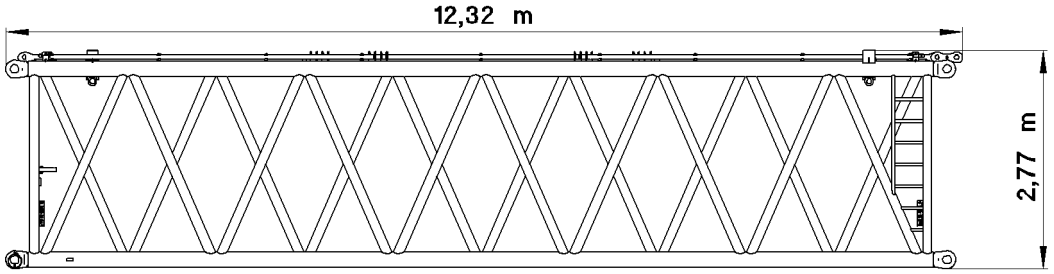

Fig.120045: S-intermediate section 12 m

Component	Weight	Width
S-intermediate section 12 m **2825.45**	11.1 t	3.0 m
S-intermediate section 12 m **2825.25**	9.2 t	
S-intermediate section 12 m **2825.20**	8.3 t	
S-intermediate section 12 m **2825.20 FLM**	9.3 t	
S-intermediate section 12 m **2825.16Z**	7.7 t	
S-intermediate section 12 m **2825.16**	7.7 t	

31 SW-end section

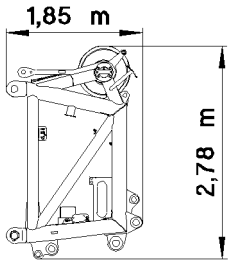

Fig.120049: SW-end section

Component	Weight	Width
SW-end section	4.5 t	2.7 m

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32 SL-reducer 6.75 m

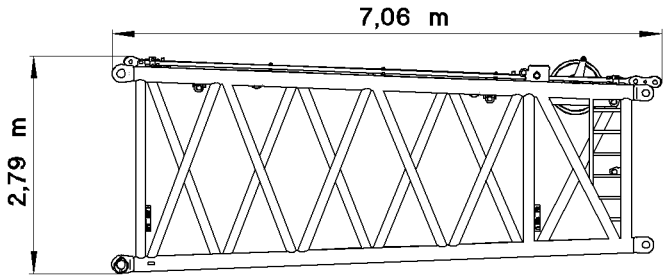

Fig.120046: SL-reducer 6.75 m

Component	Weight	Width
SL-reducer section with S-guy rods	5.0 t	3.0 m

33 LI-intermediate section 6 m

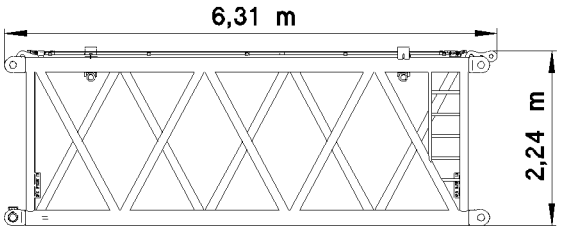

Fig.120048: LI-intermediate section 6 m

Component	Weight	Width
LI-intermediate section 6 m , **2420.12**	3.0 t	2.6 m
LI-intermediate section 6 m , **2420.10**	2.8 t	

34 LI-intermediate section 12 m

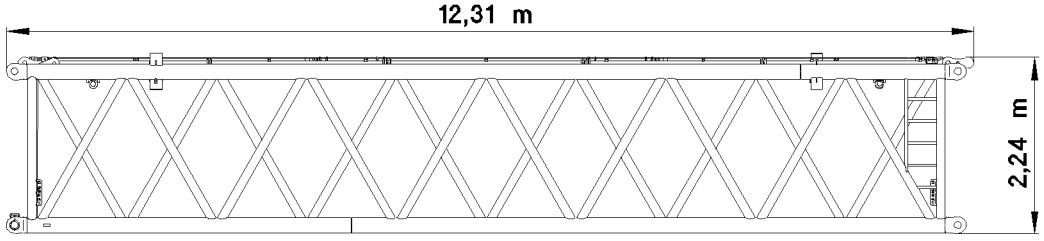

Fig.120047: LI-intermediate section 12 m

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Component	Weight	Width
LI-intermediate section 12 m , **2420.12**	5.2 t	2.6 m
LI-intermediate section 12 m , **2420.10Z**	4.9 t	
LI-intermediate section 12 m , **2420.10**	4.7 t	
LI-intermediate section 12 m , **2420.09F**	5.1 t	

35 F-connector head

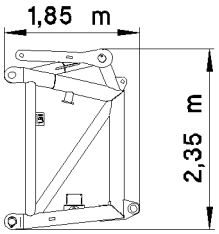

Fig.120050: F-connector head

Component	Weight	Width
F-connector head	1.9 t	2.7 m

36 Boom nose

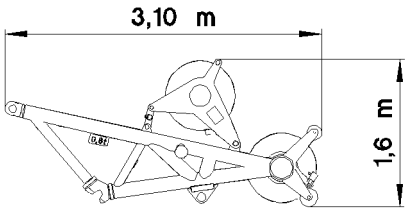

Fig.120051: Boom nose

Component	Weight	Width
Boom nose	0.9 t	1.5 m

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37 Roller set 300 t

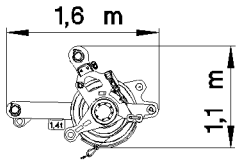

Fig.120052: Roller set 300 t

Component	Weight	Width
Roller set 300 t	1.4 t	1.3 m

38 Roller set 320 t

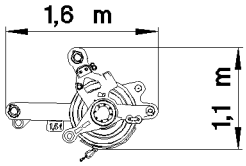

Fig.120053: Roller set 320 t

Component	Weight	Width
Roller set 320 t	1.5 t	1.4 m

39 Roller cart

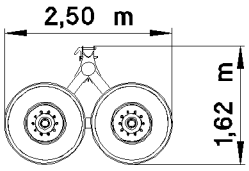

Fig.120054: Roller cart

Component	Weight	Width
Roller cart	1.5 t	1.8 m

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40 F-assembly unit

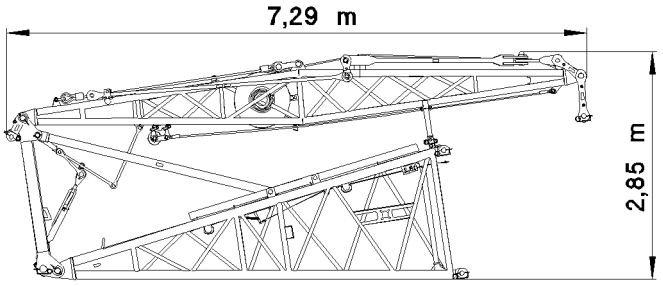

Fig.120055: F-assembly unit

Component	Weight	Width
Assembly unit	2.7 t	2.8 m

41 F-intermediate section 6 m , 1916.06

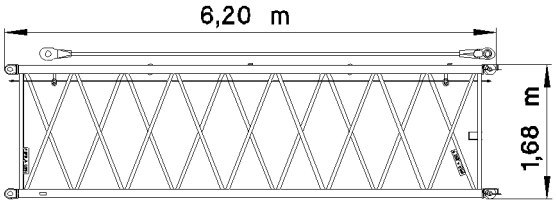

Fig.120056: F-intermediate section 6 m , 1916.06

Component	Weight	Width
F-intermediate section 6 m , 1916.06	1.0 t	2.0 m

42 F-intermediate section 12 m , 1916.06

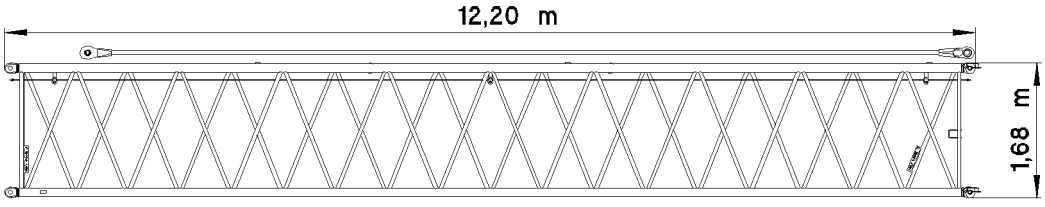

Fig.120057: F-intermediate section 12 m , 1916.06

Component	Weight	Width
F-intermediate section 12 m , 1916.06	1.7 t	2.0 m

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43 F-end section

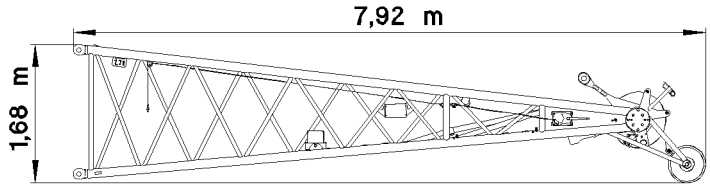

Fig.120058: F-end section

Component	Weight	Width
F-end section	1.7 t	2.0 m

44 D-pivot section 9.5 m

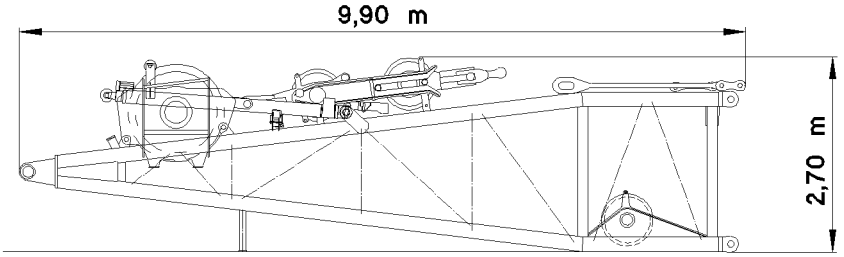

Fig.120059: D-pivot section 9.5 m

Component	Weight	Width
D-pivot section 9.5 m	22.8 t	3.0 m

45 D-end section 8.5 m

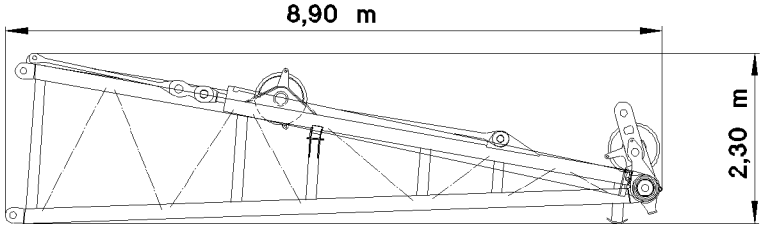

Fig.120060: D-end section 8.5 m

Component	Weight	Width
D-end section 8.5 m	13.3 t	2.7 m

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46 D-intermediate section 6 m , 2420.16

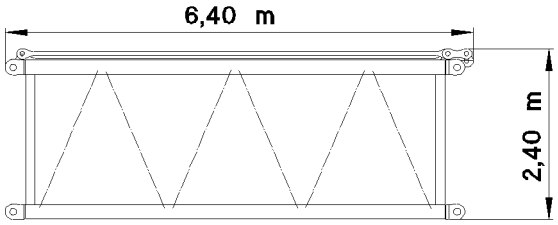

Fig.120071: D-intermediate section 6 m , 2420.16

Component	Weight	Width
D-intermediate section 6 m , 2420.16	4.4 t	2.6 m

47 D-intermediate section 12 m , 2420.20

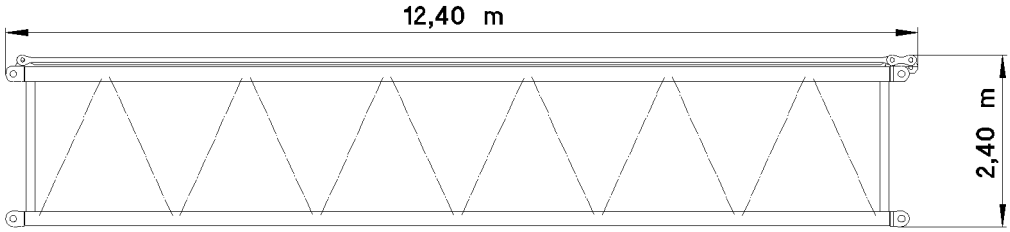

Fig.120072: D-intermediate section 12 m , 2420.20

Component	Weight	Width
D-intermediate section 12 m , 2420.20	8.1 t	2.6 m

48 W-pivot section 10.75 m with WA-frame 1 pivot section (transport unit 1)

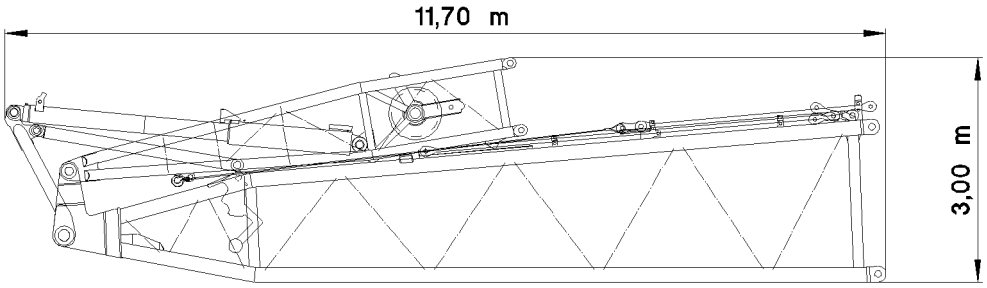

Fig.120073: W-pivot section 10.75 m with WA-frame 1 pivot section (transport unit 1)

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Component	Weight	Width
W-pivot section with pivot section WA-frame 1	12.0 t	2.8 m

49 WA-frame 1 and WA-frame 2, end sections (transport unit 2)

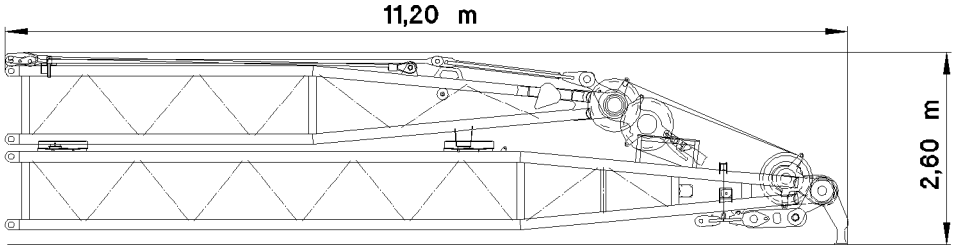

Fig.120074: WA-frame 1 and WA-frame 2, end sections (transport unit 2)

Component	Weight	Width
WA-frame 1 and WA-frame 2 end sections	8.7 t	2.7 m

50 WA-frame 2, pivot section (transport unit 3)

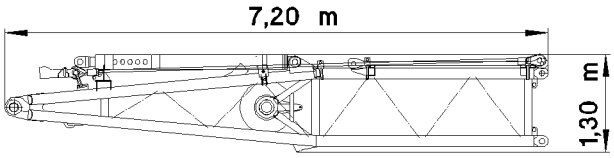

Fig.120075: WA-frame 2, pivot section (transport unit 3)

Component	Weight	Width
WA-frame 2 pivot section	3.6 t	2.7 m

51 W-connector head

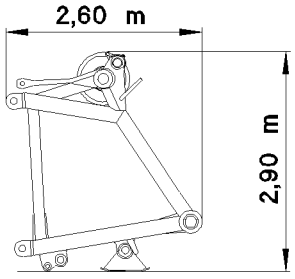

Fig.120076: W-connector head

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Component	Weight	Width
W-connector head	5.0 t	2.7 m

52 Ballast trailer

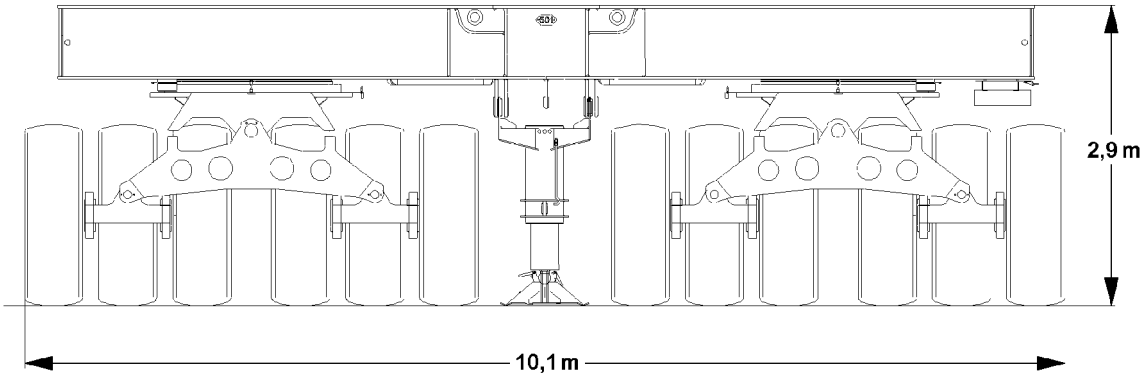

Fig.120077: Ballast trailer

Component	Weight	Width
Ballast trailer	47.2 t	2.9 m

53 Complete guide for ballast trailer

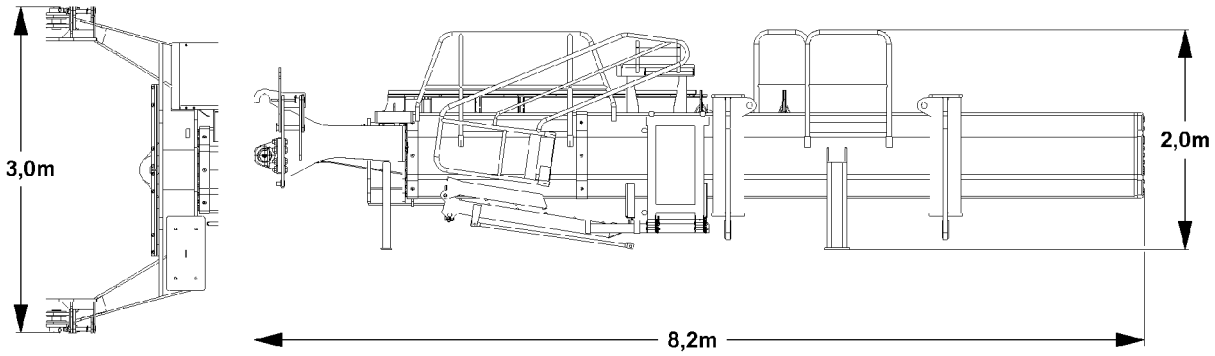

Fig.120078: Complete guide for ballast trailer

Component	Weight	Width
Complete guide for ballast trailer	15.9 t	3.0 m

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54 Ballast trailer with wheel drive

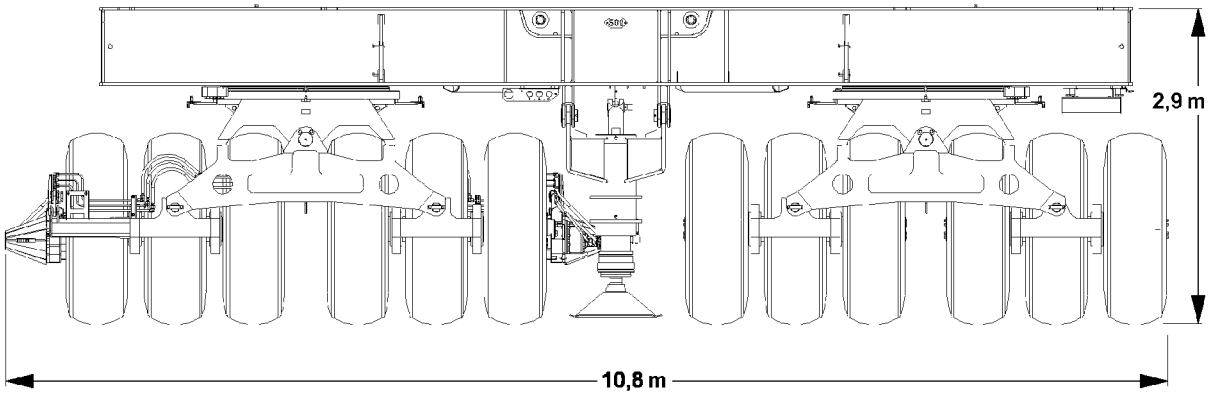

Fig.120079: Ballast trailer with wheel drive

Component	Weight	Width
Ballast trailer with wheel drive	50.0 t	2.9 m

55 Complete guide with adapter, for ballast trailer

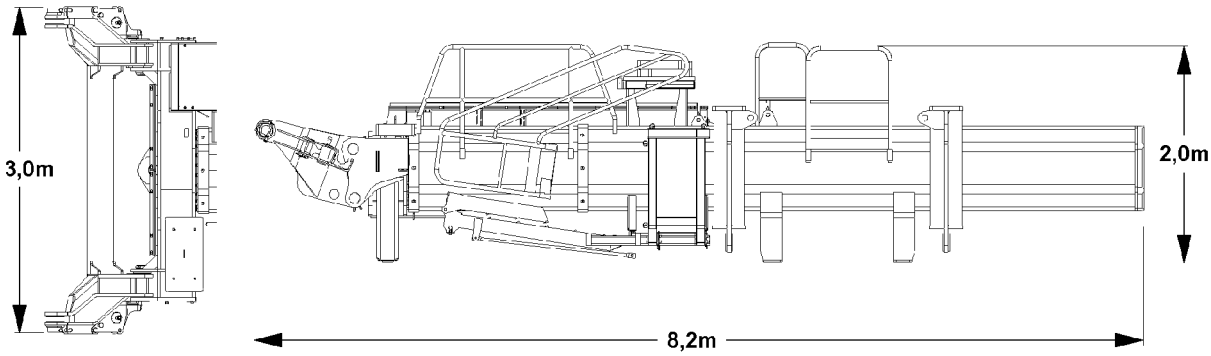

Fig.120080: Complete guide with adapter, for ballast trailer

Component	Weight	Width
Complete guide with adapter, for ballast trailer	15.9 t	3.0 m

56 Ballast pallet suspended ballast

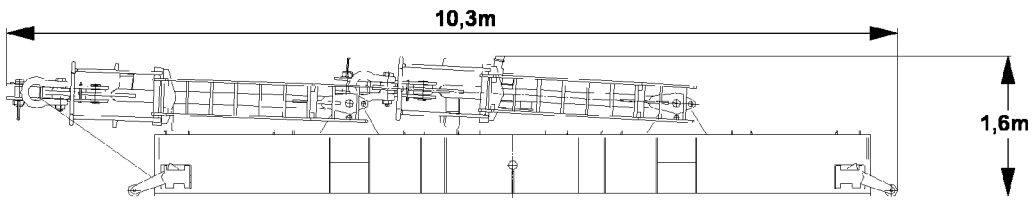

Fig.120081: Ballast pallet suspended ballast

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Component	Weight	Width
Ballast pallet suspended ballast	11.0 t	2.4 m

57 Suspended ballast guide B2, pivot section

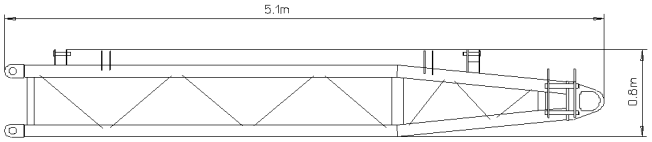

Fig.120082: Suspended ballast guide B2, pivot section

Component	Weight	Width
Suspended ballast guide B2, pivot section	1.2 t	3.1 m

58 Suspended ballast guide B2, intermediate section

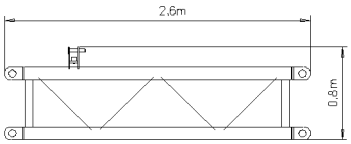

Fig.120083: Suspended ballast guide B2, intermediate section

Component	Weight	Width
Suspended ballast guide B2, intermediate section	0.6 t	2.9 m

59 Suspended ballast guide B2, end section

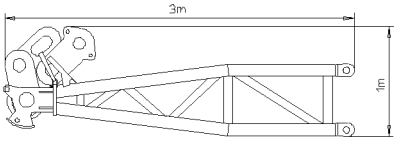

Fig.120084: Suspended ballast guide B2, end section

Component	Weight	Width
Suspended ballast guide B2, end section	1.4 t	4.3 m

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1.03.10 Outrigger pads

1	Description	2
2	Safety	2
3	Fastening the outrigger pad	5
4	Technical track pad data for cranes with a telescopic boom	8
5	Technical outrigger pad data for cranes with a lattice mast boom	24

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1 Description

By using the outrigger pads, the support load is distributed over a large area of the ground. Liebherr-Werk Ehingen GmbH offers different versions of outrigger pads. The outrigger pads suitable for the respective crane type can be taken via the corresponding LWE ID number from the following table „Track pads for support load distribution“.

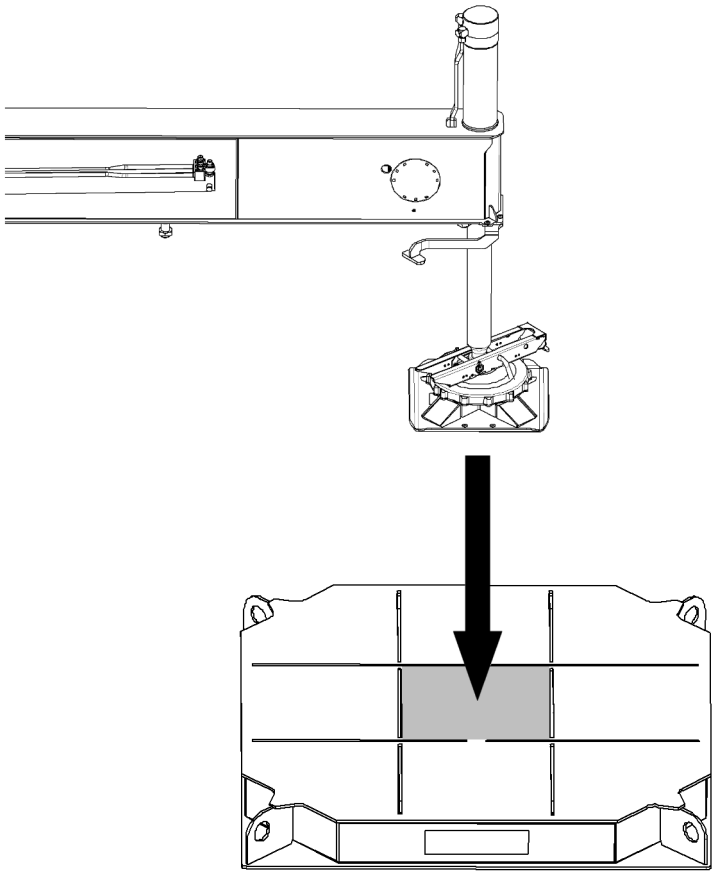

Fig.154813: Sample illustration of a outrigger pad for a crane with a telescopic boom

2 Safety

Before working with the outrigger pads, observe the safety instructions:
- General safety instructions, see chapter 2.04.
- Supporting the crane, see chapter 3.05.
- Installing and driving the outrigger pad (not for all crane types), see chapter 3.05.
- Assembling the outrigger pad (not for all crane types), see chapter 3.10.

WARNING
Impermissible support plate substructure!
The crane can topple over.
Death, bodily injury, property damage.
- ► The ground must be able to safely absorb the occurring forces.
- ► Position a maximum of **one** support plate on **one** outrigger pad.
- ► Place the outrigger pads **centrally** below the support plates.
- ► The outrigger pad must be able to safely absorb the support force.

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2.1 Placement width

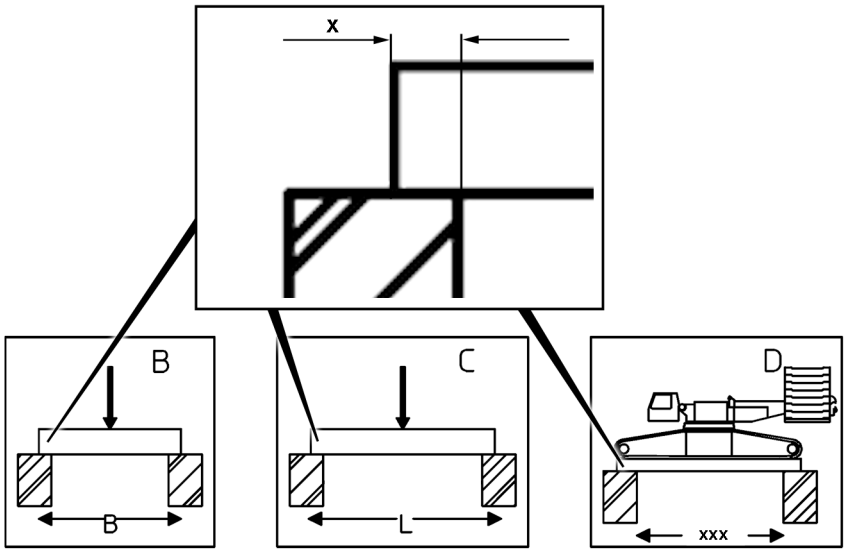

*Fig.154918: Placement width **x***

WARNING
Placement width **x not** adhered to!
The crane can topple over.
Death, bodily injury, property damage.
► Adhere to the placement width **x**.

2.2 Loads on the ground

When the crane is supported, significant forces (support forces) are transferred by the support cylinders via the support plates to the ground, see chapter 2.04. The same applies for crane operation on crawler. In this case, the forces (support forces) are transferred via the crawler plates to the ground.

- The ground must be able to safely withstand the resulting pressure. If the surface area of the crawler plates or support plates is inadequate, a substructure is required according to the load bearing capacity of the ground. Outrigger pads can be used for this.
- The support plate must be placed in the **center** on the outrigger pad. If off-center positioning is permitted, this is indicated for the corresponding outrigger pad with permissible support area.
- The required substructure for outrigger pads can be calculated from the load bearing capacity of the ground and the crawler pressures of the crane, see chapter 2.04. For the calculation examples, an even pressure distribution over the substructure surface is assumed.

Note
► An even pressure distribution over the substructure surface can be obtained by centrally positioning the crawler or the support plates on the outrigger pad.

2.2.1 Permissible load configurations

Pressure forces distribute themselves differently on the ground depending on the support type and the support condition. The permissible load configurations are shown in the following illustration.

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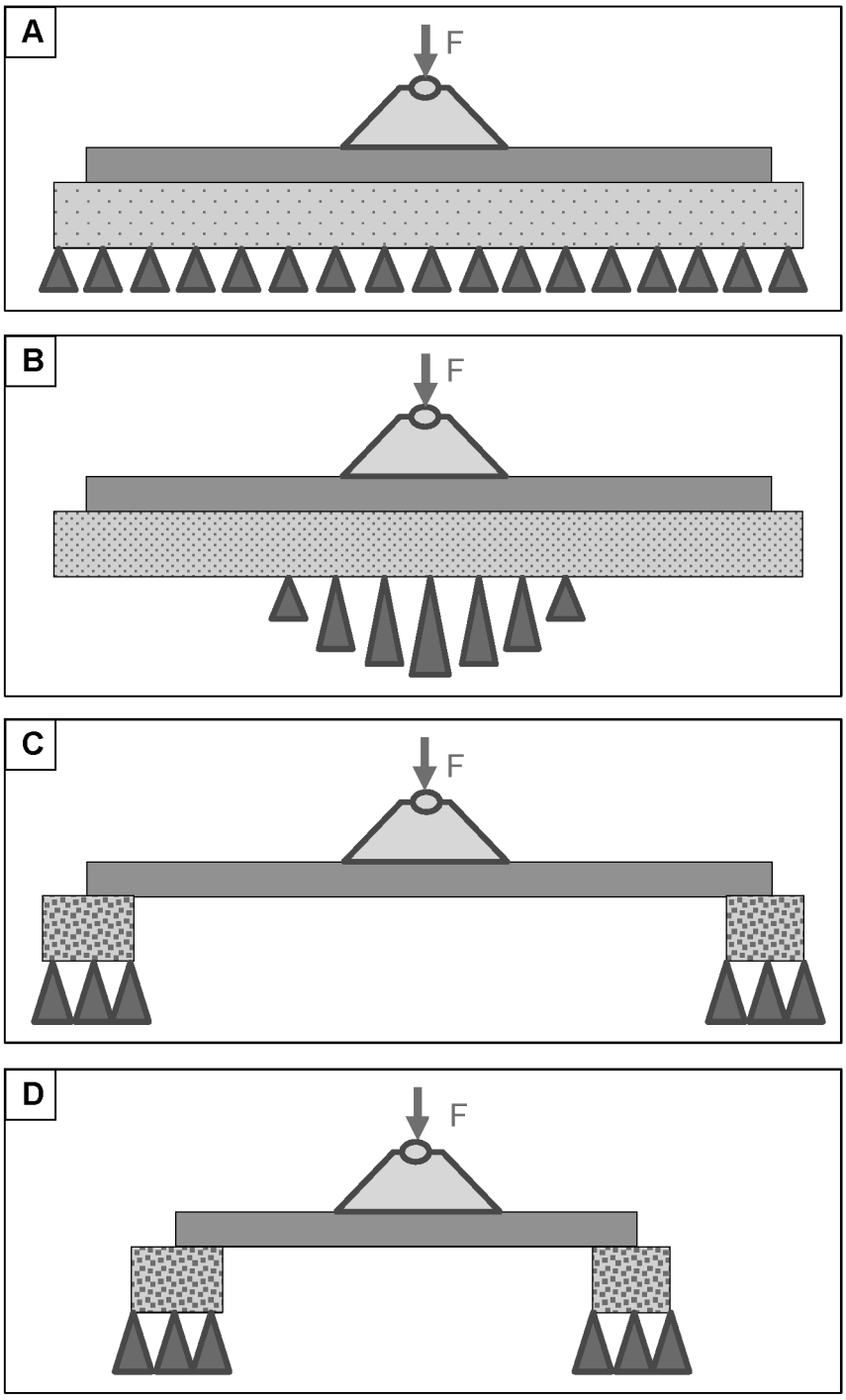

Fig.154921: Permissible load configurations

A Soft ground — even pressure distribution

B Hard ground — concentrated pressure distribution in the middle

C Bridge a cavity (longitudinal direction) — concentrated pressure distribution on the support surface

D Bridge a cavity (cross direction) — concentrated pressure distribution on the support surface

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3 Fastening the outrigger pad

WARNING
Incorrectly fastened outrigger pad!
Death, severe bodily injury, property damage.
- ► Fasten the outrigger pad in **all** fastening points.
- ► Use only approved and suitable fastening equipment.
- ► Always maintain a sufficient distance from the suspended load.
- ► Carry out all crane movements with a suspended load precisely and with caution.

Depending on the version, the outrigger pad can be fastened individually or in multiples in a stack. The number of outrigger pads permitted when fastening is specified in the chapter for the respective outrigger pads.

3.1 Fastening the individual outrigger pad

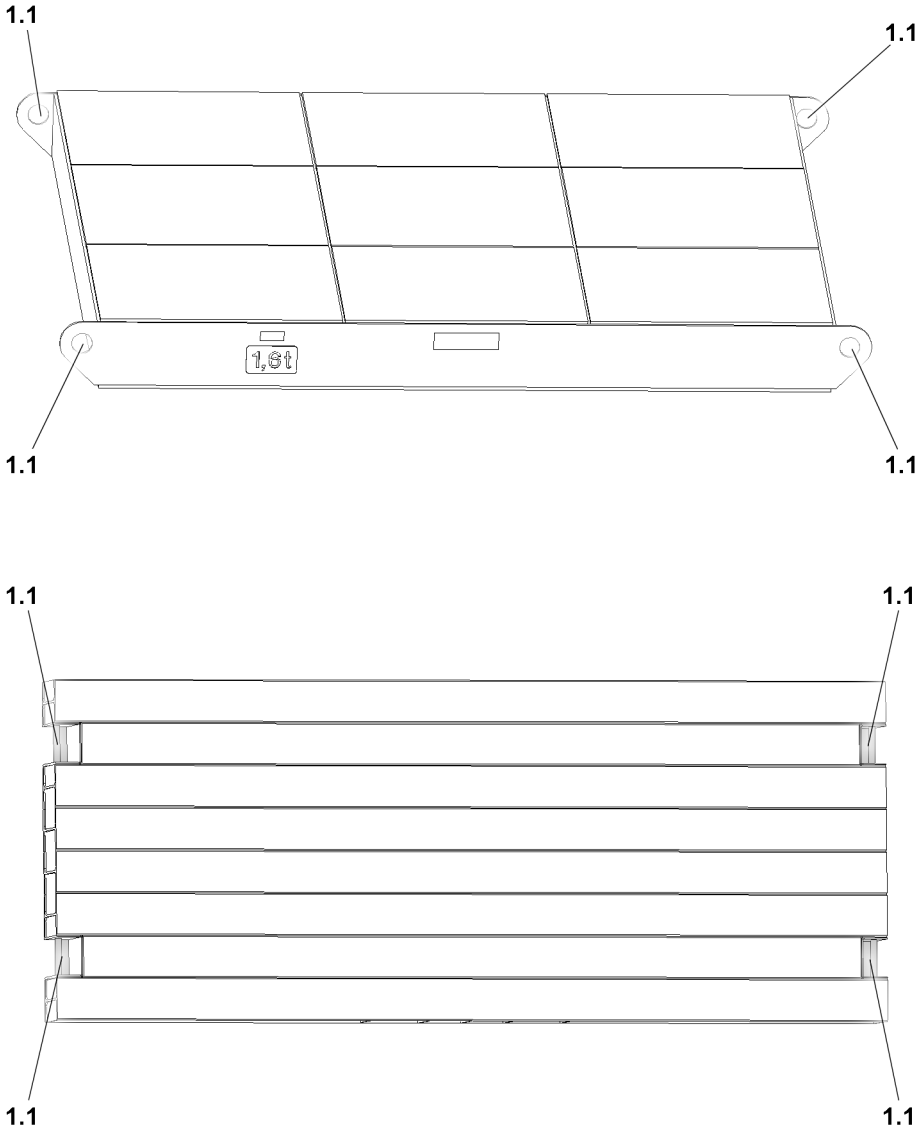

Fig.154993: Fastening points on the outrigger pads are shown as an example

Fasten the outrigger pad in the fastening points **1.1**.

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3.2 Fastening the multiple outrigger pads

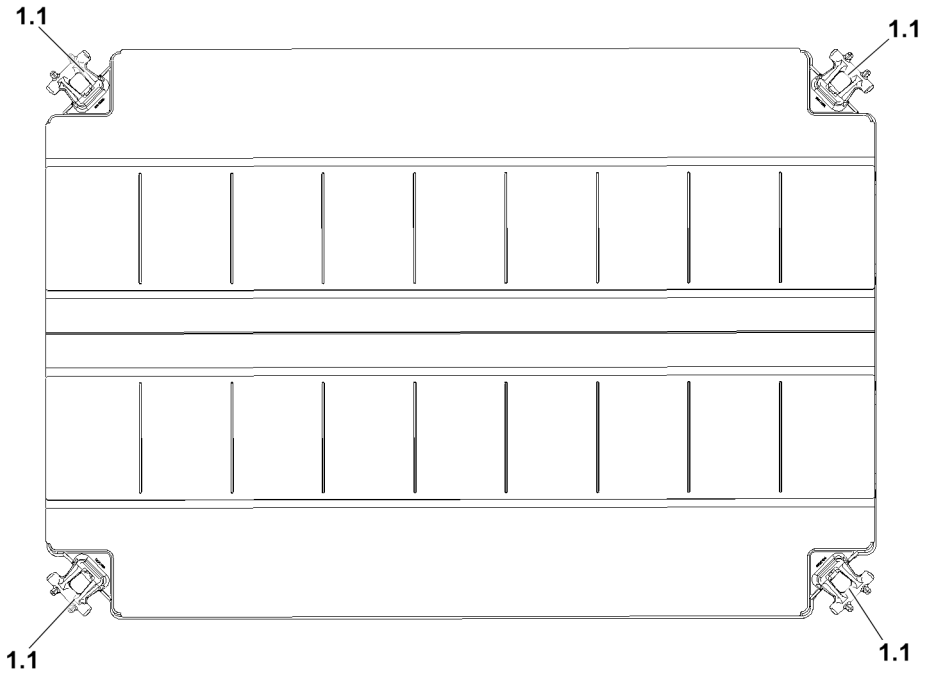

Fig.162745: Fastening points on the outrigger pads are shown as an example

Fasten the outrigger pad in the fastening points **1.1**.

3.2.1 Fastening multiple outrigger pads with a round sling

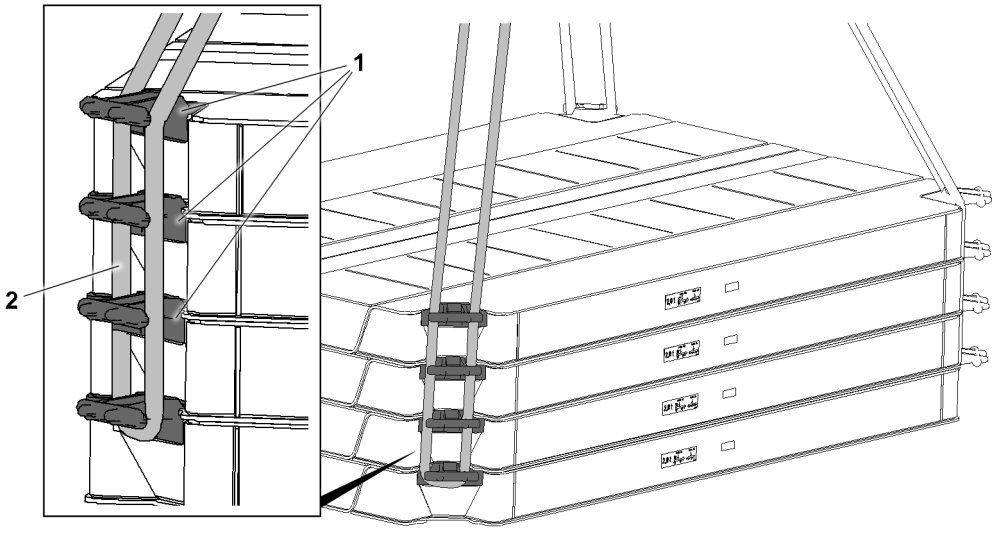

Fig.162740: Fastening multiple outrigger pads with a round sling

Fasten only the lowest outrigger pad.

When fastening with a round sling **2** make sure that the round sling **2** is located to the **side** on the fastening panel **1**.

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3.2.2 Fastening multiple outrigger pads with a chain

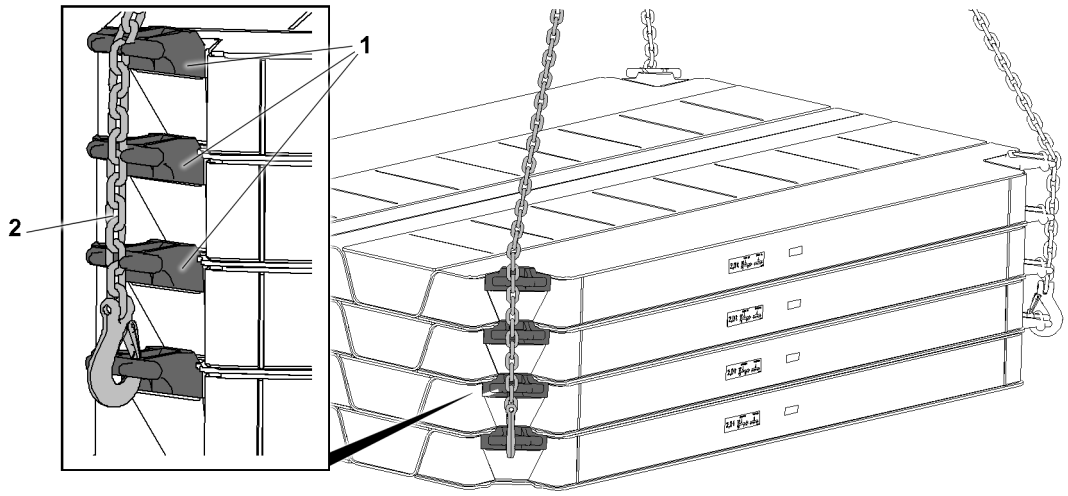

Fig.162742: Fastening multiple outrigger pads with a chain

Fasten only the lowest outrigger pad.

When fastening with a chain **2** make sure that the chain **2** is located to the **front** on the fastening panel **1**.

3.2.3 Stacking the outrigger pads

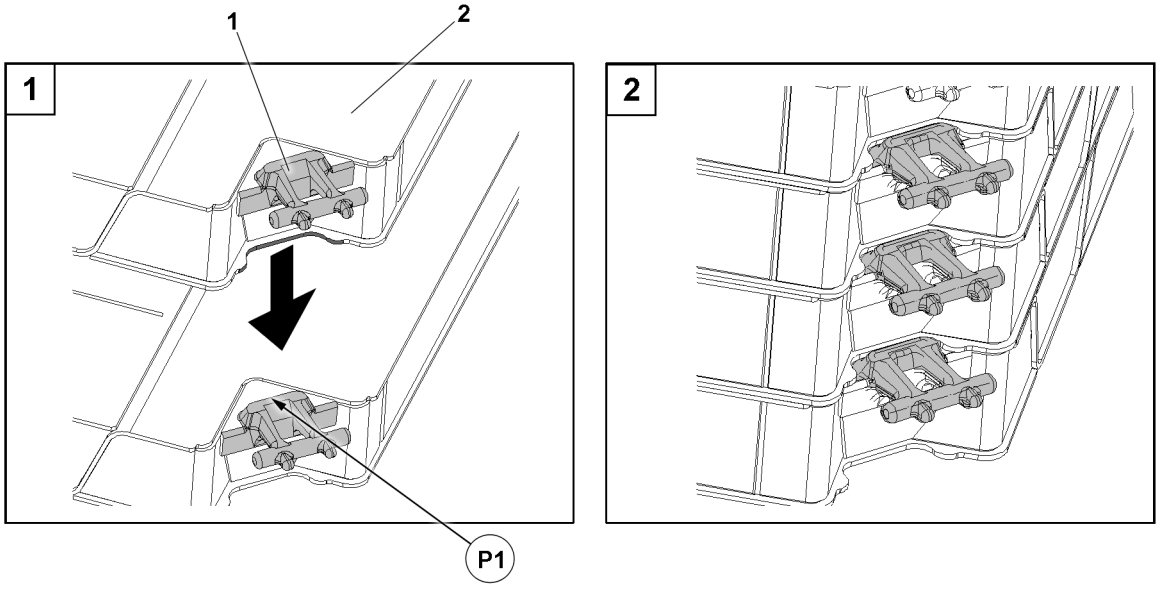

Fig.162744: Stacking the interlocking outrigger pads

Until the outrigger pads align on top of each other:
Position the upper outrigger pad **2** and lower carefully.

The fastening panels **1** are used when stacking the outrigger pads to establish an interlocking connection in position **P1**.

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4 Technical track pad data for cranes with a telescopic boom

The following description of the outrigger pads only applies for supported crane operation.

The following outrigger pads are designed for all LWE support plates.

4.1 Outrigger pad LWE ID number 914786508

Observe the additional information:
– see section “Fastening the outrigger pads”.

WARNING
Incorrectly fastened outrigger pad!
Death, severe bodily injury, property damage.
► Fasten a maximum of **one** outrigger pad.

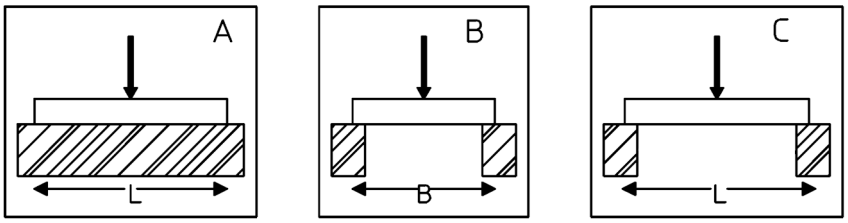

Fig.154815: Permissible support pressures

A The outrigger pad is placed completely on the surface
B The outrigger pad is positioned in the cross direction over a cavity
C The outrigger pad is placed in the longitudinal direction over a cavity

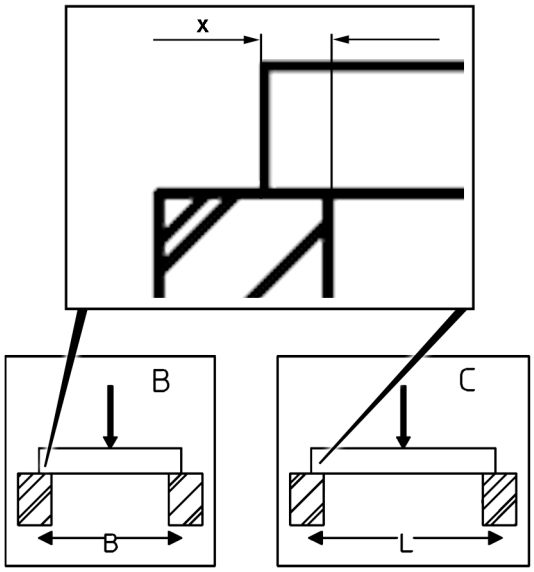

*Fig.154911: Placement width **x***

The placement width **x** must be at least 1.5 x height of the outrigger pad.

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LWE ID number	Dimensions L x W x H[1)]	Surface	Mass	Permissible support pressures		
				A[2)]	B[3)]	C[4)]
914786508	1.0 x 1.0 x 0.12 m	1 m²	130 kg	100 t	100 t	100 t

Outrigger pads for support load distribution

[1)] Dimensions in Length x Width x Height
[2)] The outrigger pad is placed completely on the surface
[3)] The outrigger pad is positioned in the cross direction over a cavity
[4)]The outrigger pad is placed in the longitudinal direction over a cavity

4.2 Outrigger pad LWE ID number 914861908

Observe the additional information:
– see section “Fastening the outrigger pads”.

WARNING
Incorrectly fastened outrigger pad!
Death, severe bodily injury, property damage.
► Fasten a maximum of **one** outrigger pad.

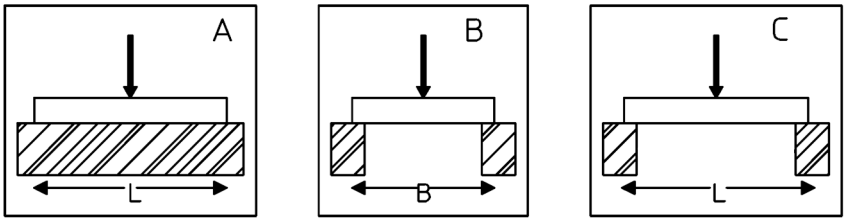

Fig.154815: Permissible support pressures

A The outrigger pad is placed completely on the surface
B The outrigger pad is positioned in the cross direction over a cavity
C The outrigger pad is placed in the longitudinal direction over a cavity

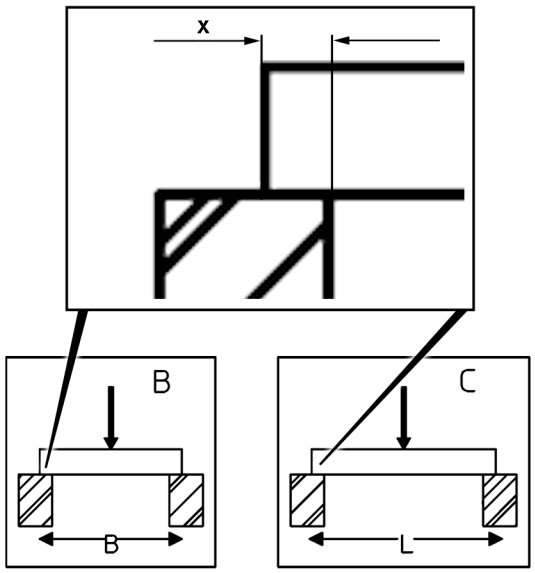

*Fig.154911: Placement width **x***

The placement width **x** must be at least 1.5 x height of the outrigger pad.

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LWE ID number	Dimensions L x W x H[1)]	Surface	Mass	Permissible support pressures		
				A[2)]	B[3)]	C[4)]
914861908	1.4 x 1.2 x 0.122 m	1.68 m²	232 kg	130 t	130 t	130 t

Outrigger pads for support load distribution

[1)] Dimensions in Length x Width x Height
[2)] The outrigger pad is placed completely on the surface
[3)] The outrigger pad is positioned in the cross direction over a cavity
[4)]The outrigger pad is placed in the longitudinal direction over a cavity

4.3 Outrigger pad LWE ID number 914786808

Observe the additional information:
– see section “Fastening the outrigger pads”.

WARNING
Incorrectly fastened outrigger pad!
Death, severe bodily injury, property damage.
► Fasten a maximum of **one** outrigger pad.

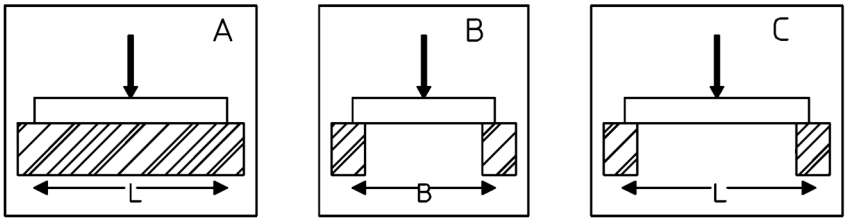

Fig.154815: Permissible support pressures

A The outrigger pad is placed completely on the surface
B The outrigger pad is positioned in the cross direction over a cavity
C The outrigger pad is placed in the longitudinal direction over a cavity

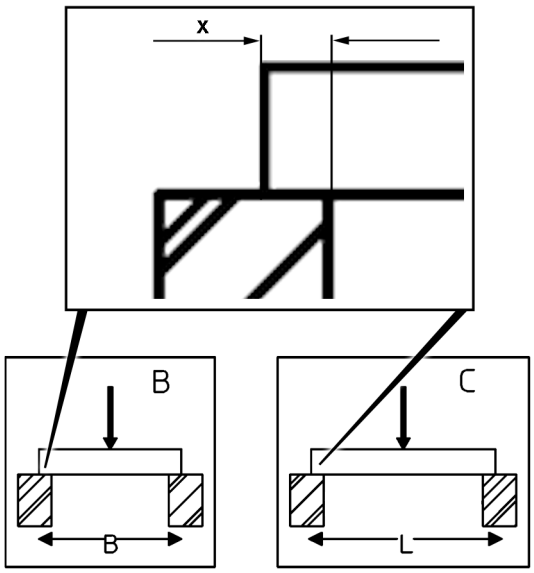

*Fig.154911: Placement width **x***

The placement width **x** must be at least 1.5 x height of the outrigger pad.

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LWE ID number	Dimensions L x W x H[1)]	Surface	Mass	Permissible support pressures		
				A[2)]	B[3)]	C[4)]
914786808	2.0 x 1.8 x 0.2 m	3.6 m²	555 kg	210 t	210 t	210 t

Outrigger pads for support load distribution

[1)] Dimensions in Length x Width x Height
[2)] The outrigger pad is placed completely on the surface
[3)] The outrigger pad is positioned in the cross direction over a cavity
[4)]The outrigger pad is placed in the longitudinal direction over a cavity

4.4 Outrigger pad LWE ID number 915236308

Observe the additional information:
– see section “Fastening the outrigger pads”.

WARNING
Incorrectly fastened outrigger pad!
Death, severe bodily injury, property damage.
► Fasten a maximum of **one** outrigger pad.

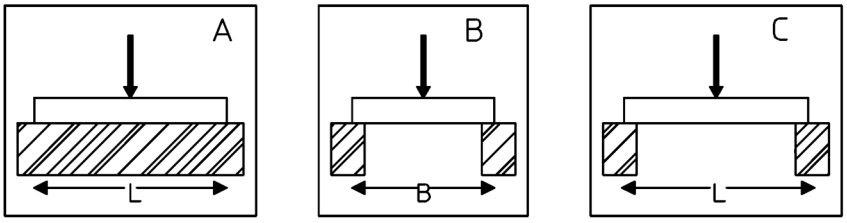

Fig.154815: Permissible support pressures

A The outrigger pad is placed completely on the surface
B The outrigger pad is positioned in the cross direction over a cavity
C The outrigger pad is placed in the longitudinal direction over a cavity

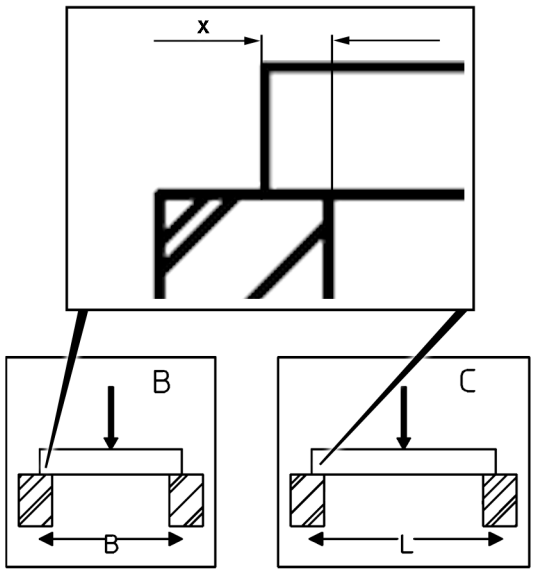

*Fig.154911: Placement width **x***

The placement width **x** must be at least 1.5 x height of the outrigger pad.

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LWE ID number	Dimensions L x W x H[1)]	Surface	Mass	Permissible support pressures		
				A[2)]	B[3)]	C[4)]
915236308	2.5 x 2.4 x 0.25 m	6 m²	1600 kg	320 t	320 t	320 t

Outrigger pads for support load distribution

[1)] Dimensions in Length x Width x Height
[2)] The outrigger pad is placed completely on the surface
[3)] The outrigger pad is positioned in the cross direction over a cavity
[4)]The outrigger pad is placed in the longitudinal direction over a cavity

4.4.1 Positioning the support plate off-center on the outrigger pad

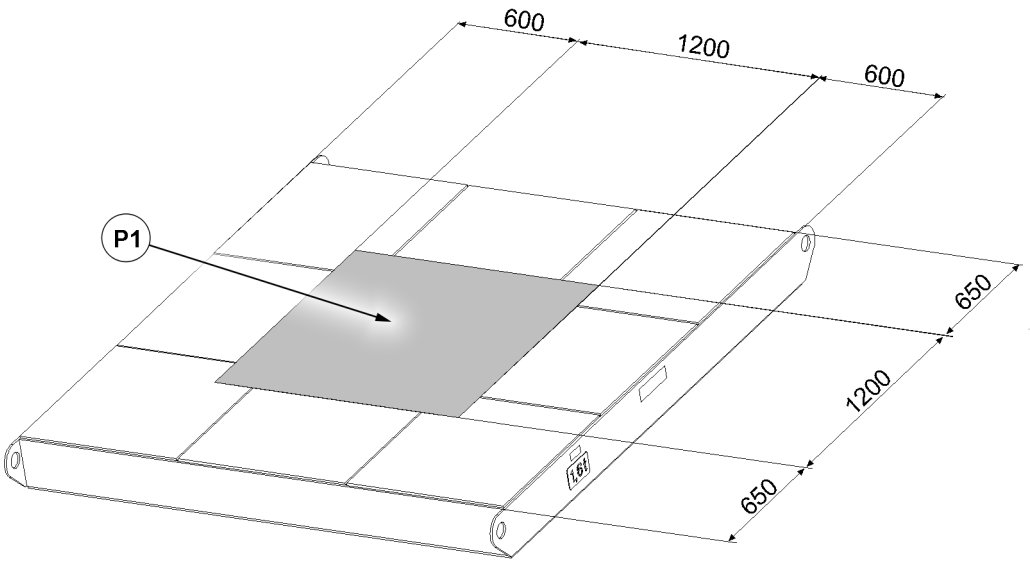

Fig.154923: Permissible placement surface for support plates

P1 Support surface for support plates with permissible support pressure 320 t

An even pressure distribution over the substructure surface can be obtained by centrally positioning the support plates on the outrigger pad.

WARNING
Impermissible support plate substructure!
The crane can topple over.
Death, bodily injury, property damage.
► Place the outrigger pads **centrally** or according to the description under the support plates.

4.5 Outrigger pad LWE ID number 915236408/915464608

Observe the additional information:
– see section “Fastening the outrigger pads”.

WARNING
Incorrectly fastened outrigger pad!
Death, severe bodily injury, property damage.
► Fasten a maximum of **one** outrigger pad.

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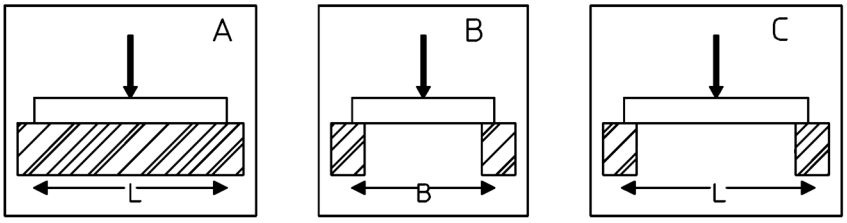

Fig.154815: Permissible support pressures

A The outrigger pad is placed completely on the surface

B The outrigger pad is positioned in the cross direction over a cavity

C The outrigger pad is placed in the longitudinal direction over a cavity

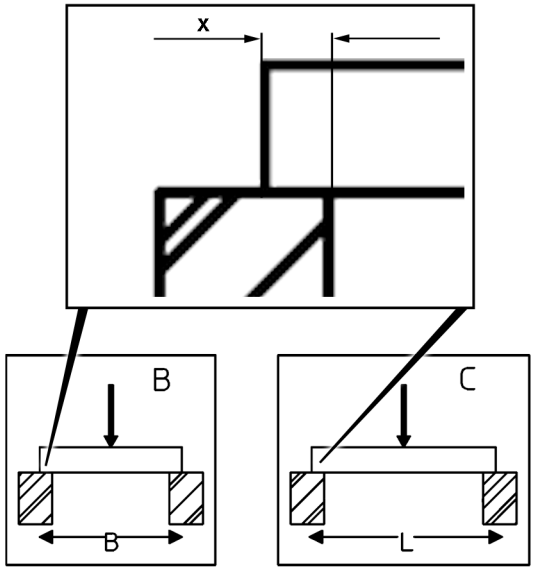

*Fig.154911: Placement width **x***

The placement width **x** must be at least 1.5 x height of the outrigger pad.

LWE ID number	Dimensions L x W x H[1)]	Surface	Mass	Permissible support pressures		
				A[2)]	B[3)]	C[4)]
915236408/915464608	3.5 x 2.4 x 0.25 m	8.4 m^2	2350 kg	320 t	320 t	320 t

Outrigger pads for support load distribution

[1)] Dimensions in Length x Width x Height
[2)] The outrigger pad is placed completely on the surface
[3)] The outrigger pad is positioned in the cross direction over a cavity
[4)]The outrigger pad is placed in the longitudinal direction over a cavity

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4.5.1 Positioning the support plate off-center on the outrigger pad

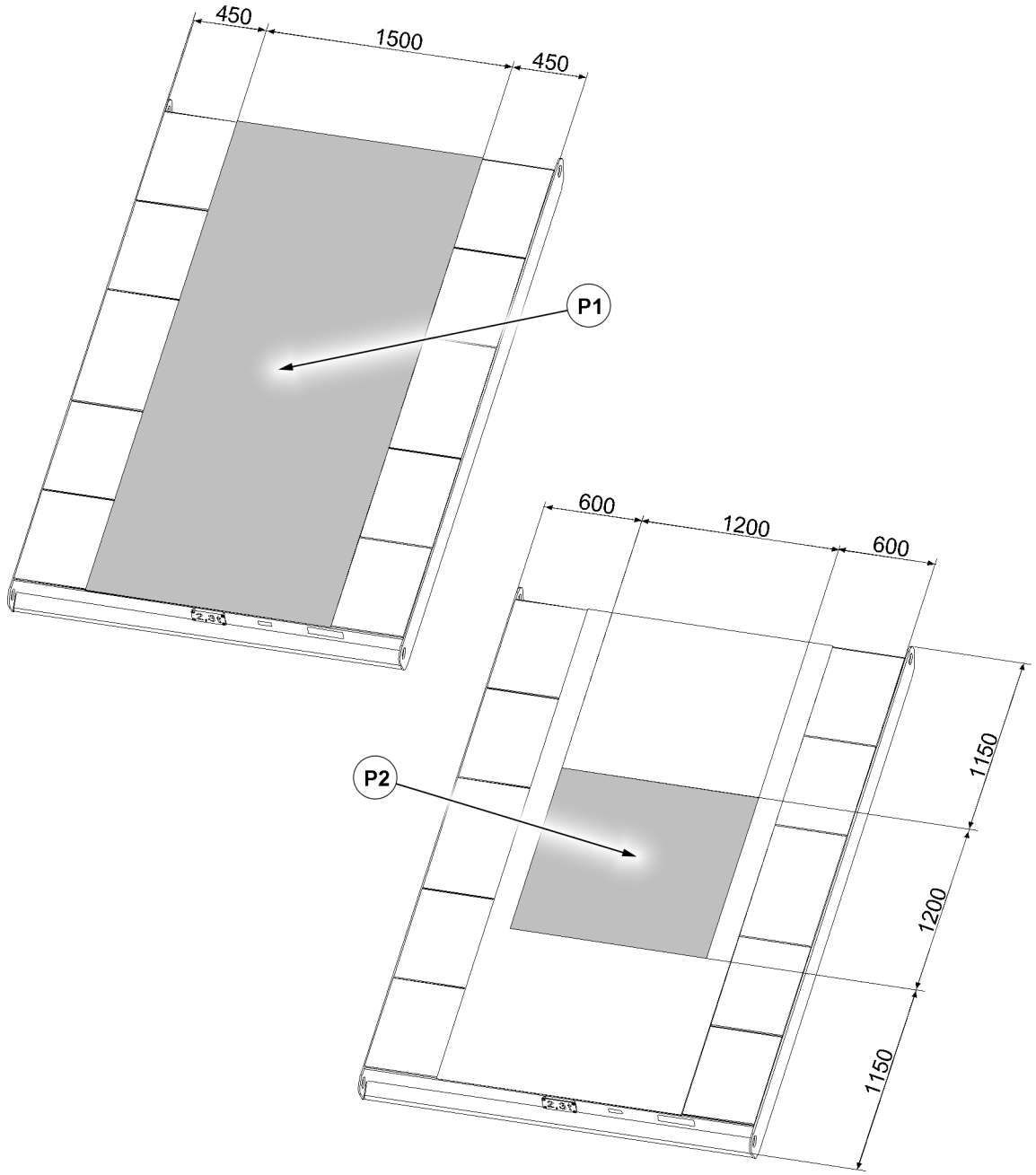

Fig.154924: Permissible placement surface for support plates

P1 Support surface for support plates with permissible support pressure up to 210 t

P2 Support surface for support plates with permissible support pressure greater than 210 t up to 320 t

An even pressure distribution over the substructure surface can be obtained by centrally positioning the support plates on the outrigger pad.

WARNING
Impermissible support plate substructure!
The crane can topple over.
Death, bodily injury, property damage.
► Place the outrigger pads **centrally** or according to the description under the support plates.

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4.6 Outrigger pad LWE ID number 919663108

Observe the additional information:
– see section “Fastening the outrigger pads”.

WARNING
Incorrectly fastened outrigger pad!
Death, severe bodily injury, property damage.
► Fasten a maximum of **four** outrigger pads.
► Fasten the fastening equipment only on the lowest outrigger pad.

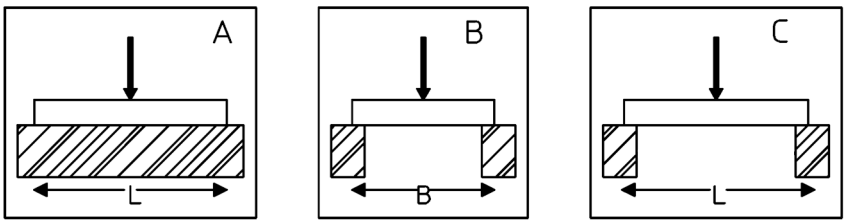

Fig.154815: Permissible support pressures

A The outrigger pad is placed completely on the surface
B The outrigger pad is positioned in the cross direction over a cavity
C The outrigger pad is placed in the longitudinal direction over a cavity

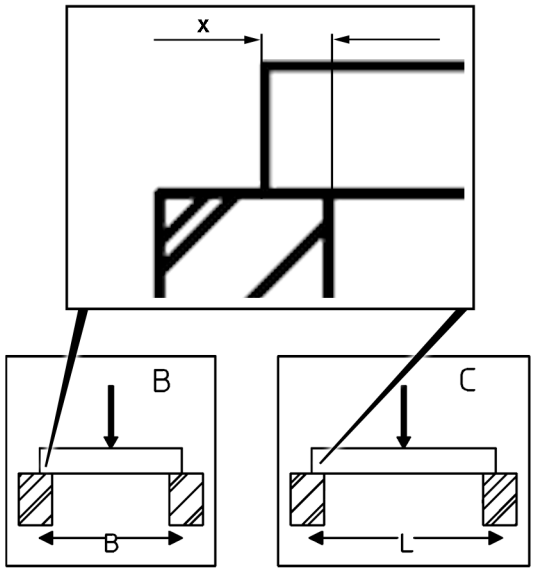

*Fig.154911: Placement width **x***

The placement width **x** must be at least 2.5 x height of the outrigger pad.

LWE ID number	Dimensions L x W x H[1)]	Surface	Mass	Permissible support pressures		
				A[2)]	B[3)]	C[4)]
919663108	1.2 x 1.5 x 0.12 m	1.7 m²	270 kg	1100 kN	1100 kN	1100 kN

Outrigger pads for support load distribution

[1)] Dimensions in Length x Width x Height
[2)] The outrigger pad is placed completely on the surface
[3)] The outrigger pad is positioned in the cross direction over a cavity
[4)]The outrigger pad is placed in the longitudinal direction over a cavity

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4.6.1 Positioning the support plate off-center on the outrigger pad

Depending on the support surfaces of the outrigger paid, the support plates can be placed off-center on the outrigger pad.

Positioning the support plate off-center on the outrigger pad lying on the complete surface

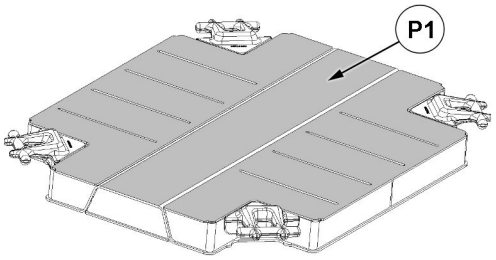

Fig.162737: Permissible placement surface for support plates

P1 Support surface for support plates with permissible support pressure 1100 kN

An even pressure distribution below the support surface can be obtained by centrally positioning the support plates on the outrigger pad.

Positioning the support plate off-center on the outrigger pad over a cavity

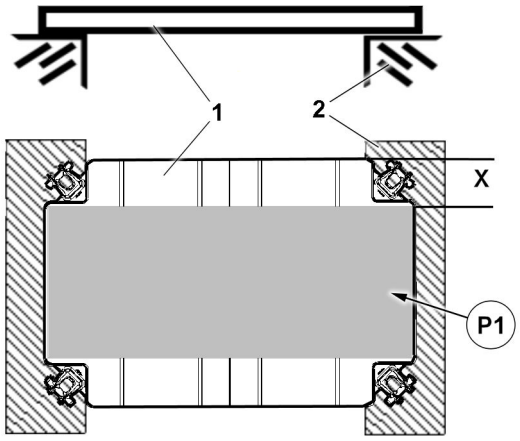

Fig.162738: Exemplary illustration of a permissible placement surface for support plates

1 Outrigger pad

2 Substructure

P1 Support surface for support plates with permissible support pressure 1100 kN

The distance **X** between the support plates and freely standing outrigger pad edge must be at least 2.5 x the height of the outrigger pad.

An even pressure distribution on the substructure surface can be obtained by centrally positioning the support plates on the outrigger pad.

WARNING
Impermissible support plate substructure!
The crane can topple over.
Death, bodily injury, property damage.
► Place the outrigger pads **centrally** or according to the description under the support plates.

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4.7 Outrigger pad LWE ID number 919663508

Observe the additional information:
– see section “Fastening the outrigger pads”.

WARNING
Incorrectly fastened outrigger pad!
Death, severe bodily injury, property damage.
► Fasten a maximum of **four** outrigger pads.
► Fasten the fastening equipment only on the lowest outrigger pad.

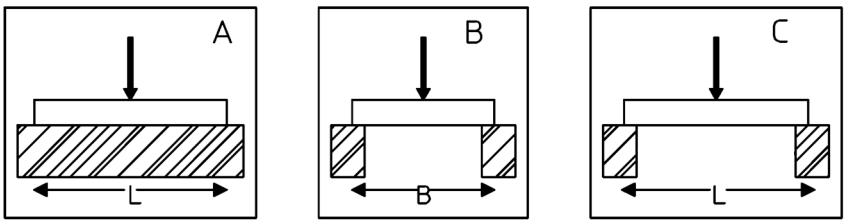

Fig.154815: Permissible support pressures

A The outrigger pad is placed completely on the surface
B The outrigger pad is positioned in the cross direction over a cavity
C The outrigger pad is placed in the longitudinal direction over a cavity

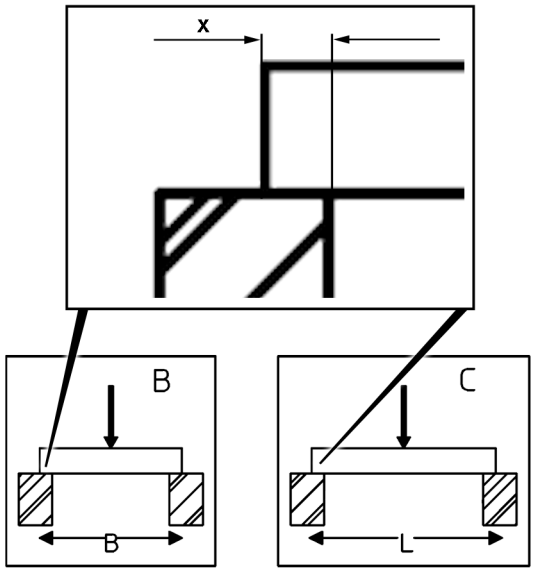

*Fig.154911: Placement width **x***

The placement width **x** must be at least 1.5 x height of the outrigger pad.

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LWE ID number	Dimensions L x W x H[1)]	Surface	Mass	Permissible support pressures		
				A[2)]	B[3)]	C[4)]
919663508	2.4 x 1.6 x 0.19 m	3.8 m²	720 kg	1800 kN	1800 kN	1800 kN

Outrigger pads for support load distribution

[1)] Dimensions in Length x Width x Height
[2)] The outrigger pad is placed completely on the surface
[3)] The outrigger pad is positioned in the cross direction over a cavity
[4)]The outrigger pad is placed in the longitudinal direction over a cavity

4.7.1 Positioning the support plate off-center on the outrigger pad

Depending on the support surfaces of the outrigger paid, the support plates can be placed off-center on the outrigger pad.

Positioning the support plate off-center on the outrigger pad lying on the complete surface

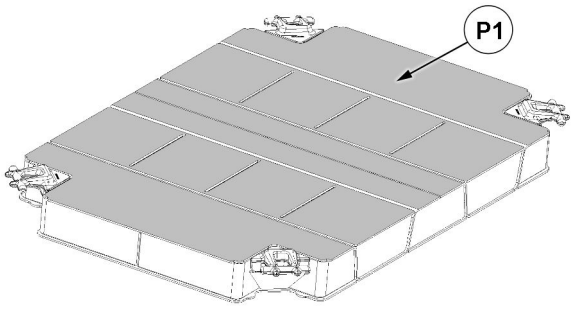

Fig.162739: Permissible placement surface for support plates

P1 Support surface for support plates with permissible support pressure 1800 kN

An even pressure distribution below the support surface can be obtained by centrally positioning the support plates on the outrigger pad.

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Positioning the support plate off-center on the outrigger pad over a cavity

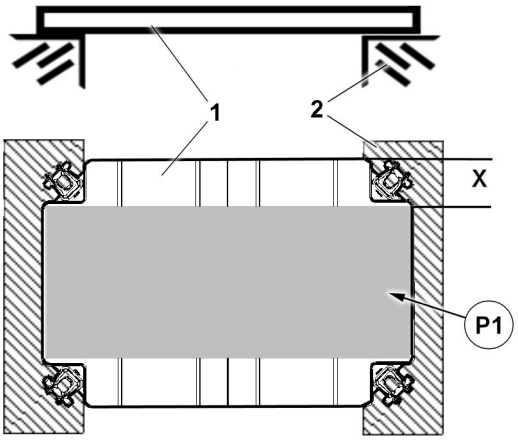

Fig.162738: Exemplary illustration of a permissible placement surface for support plates

1 Outrigger pad

2 Substructure

P1 Support surface for support plates with permissible support pressure 1800 kN

The distance **X** between the support plates and freely standing outrigger pad edge must be at least 1.5 x the height of the outrigger pad.

An even pressure distribution on the substructure surface can be obtained by centrally positioning the support plates on the outrigger pad.

WARNING
Impermissible support plate substructure!
The crane can topple over.
Death, bodily injury, property damage.
► Place the outrigger pads **centrally** or according to the description under the support plates.

4.8 Outrigger pad LWE ID number 919663608

Observe the additional information:
– see section “Fastening the outrigger pads”.

WARNING
Incorrectly fastened outrigger pad!
Death, severe bodily injury, property damage.
► Fasten a maximum of **four** outrigger pads.
► Fasten the fastening equipment only on the lowest outrigger pad.

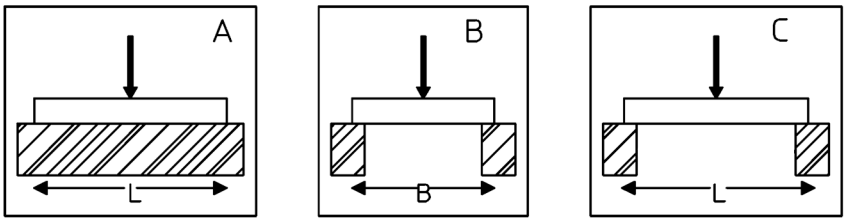

Fig.154815: Permissible support pressures

A The outrigger pad is placed completely on the surface

C The outrigger pad is placed in the longitudinal direction over a cavity

For continuation of legend for illustrations, see next page

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B The outrigger pad is positioned in the cross direction over a cavity

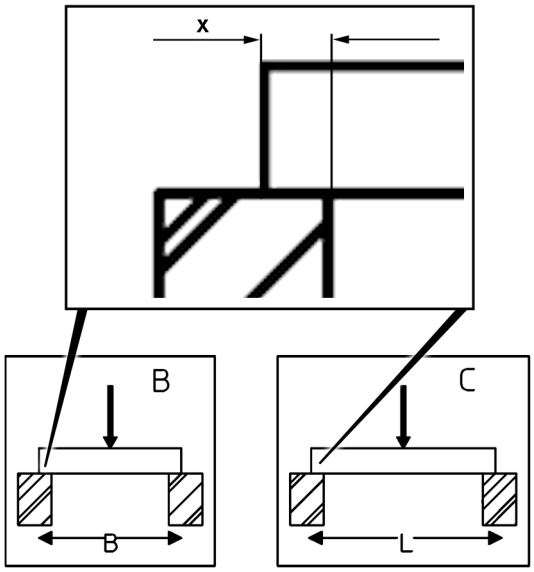

*Fig.154911: Placement width **x***

The placement width **x** must be at least 1.5 x height of the outrigger pad.

LWE ID number	Dimensions L x W x H[1)]	Surface	Mass	Permissible support pressures		
				A[2)]	B[3)]	C[4)]
919663608	2.4 x 2.4 x 0.21 m	5.7 m²	1200 kg	2100 kN	2100 kN	2100 kN

Outrigger pads for support load distribution

[1)] Dimensions in Length x Width x Height
[2)] The outrigger pad is placed completely on the surface
[3)] The outrigger pad is positioned in the cross direction over a cavity
[4)]The outrigger pad is placed in the longitudinal direction over a cavity

4.8.1 Positioning the support plate off-center on the outrigger pad

Depending on the support surfaces of the outrigger paid, the support plates can be placed off-center on the outrigger pad.

Positioning the support plate off-center on the outrigger pad lying on the complete surface

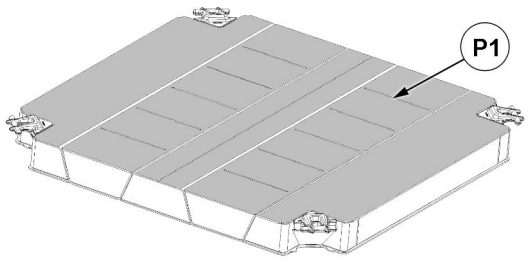

Fig.162741: Permissible placement surface for support plates

P1 Support surface for support plates with permissible support pressure 2100 kN

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An even pressure distribution below the support surface can be obtained by centrally positioning the support plates on the outrigger pad.

Positioning the support plate off-center on the outrigger pad over a cavity

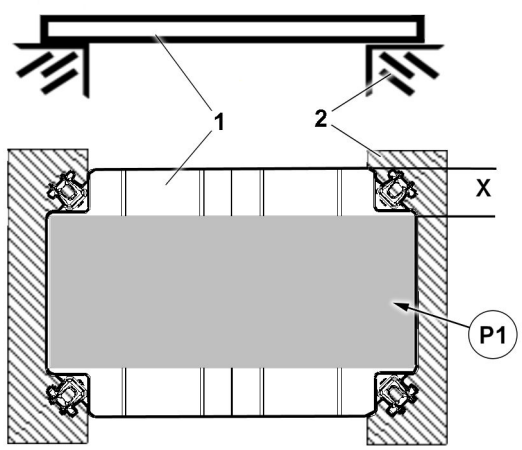

Fig.162738: Exemplary illustration of a permissible placement surface for support plates

1 Outrigger pad

2 Substructure

P1 Support surface for support plates with permissible support pressure 2100 kN

The distance **X** between the support plates and freely standing outrigger pad edge must be at least 1.5 x the height of the outrigger pad.

An even pressure distribution on the substructure surface can be obtained by centrally positioning the support plates on the outrigger pad.

WARNING
Impermissible support plate substructure!
The crane can topple over.
Death, bodily injury, property damage.
► Place the outrigger pads **centrally** or according to the description under the support plates.

4.9 Outrigger pad LWE ID number 919663708

Observe the additional information:
– see section “Fastening the outrigger pads”.

WARNING
Incorrectly fastened outrigger pad!
Death, severe bodily injury, property damage.
► Fasten a maximum of **four** outrigger pads.
► Fasten the fastening equipment only on the lowest outrigger pad.

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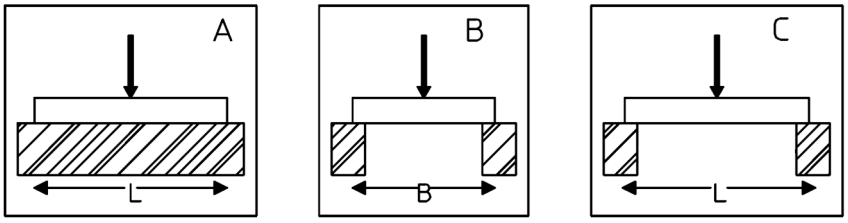

Fig.154815: Permissible support pressures

A The outrigger pad is placed completely on the surface

B The outrigger pad is positioned in the cross direction over a cavity

C The outrigger pad is placed in the longitudinal direction over a cavity

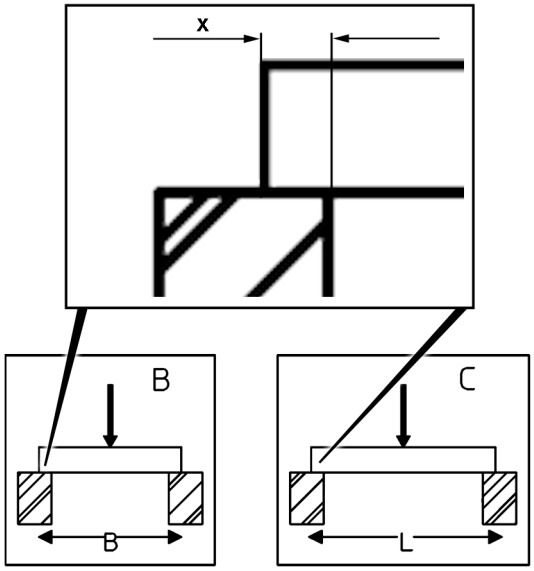

*Fig.154911: Placement width **x***

The placement width **x** must be at least 1.5 x height of the outrigger pad.

LWE ID number	Dimensions L x W x H[1)]	Surface	Mass	Permissible support pressures		
				A[2)]	B[3)]	C[4)]
919663708	3.5 x 2.4 x 0.23 m	8.3 m²	2000 kg	3200 kN	3200 kN	3200 kN

Outrigger pads for support load distribution

[1)] Dimensions in Length x Width x Height
[2)] The outrigger pad is placed completely on the surface
[3)] The outrigger pad is positioned in the cross direction over a cavity
[4)]The outrigger pad is placed in the longitudinal direction over a cavity

4.9.1 Positioning the support plate off-center on the outrigger pad

Depending on the support surfaces of the outrigger paid, the support plates can be placed off-center on the outrigger pad.

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Positioning the support plate off-center on the outrigger pad lying on the complete surface

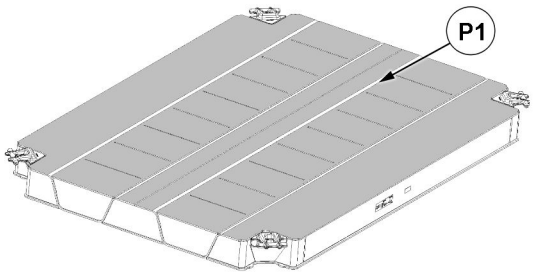

Fig.162743: Permissible placement surface for support plates

P1 Support surface for support plates with permissible support pressure 3200 kN

An even pressure distribution below the support surface can be obtained by centrally positioning the support plates on the outrigger pad.

Positioning the support plate off-center on the outrigger pad over a cavity

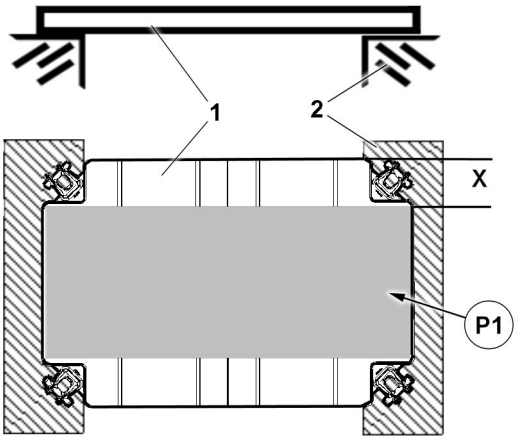

Fig.162738: Exemplary illustration of a permissible placement surface for support plates

1 Outrigger pad

2 Substructure

P1 Support surface for support plates with permissible support pressure 3200 kN

The distance **X** between the support plates and freely standing outrigger pad edge must be at least 1.5 x the height of the outrigger pad.

An even pressure distribution on the substructure surface can be obtained by centrally positioning the support plates on the outrigger pad.

WARNING
Impermissible support plate substructure!
The crane can topple over.
Death, bodily injury, property damage.
► Place the outrigger pads **centrally** or according to the description under the support plates.

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5 Technical outrigger pad data for cranes with a lattice mast boom

The following description of the outrigger pads only applies for supported crane operation and in crane operation on crawler.

5.1 Outrigger pad LWE ID number 914618608

Observe the additional information:
– Installing and driving the outrigger pad, see chapter 3.05.

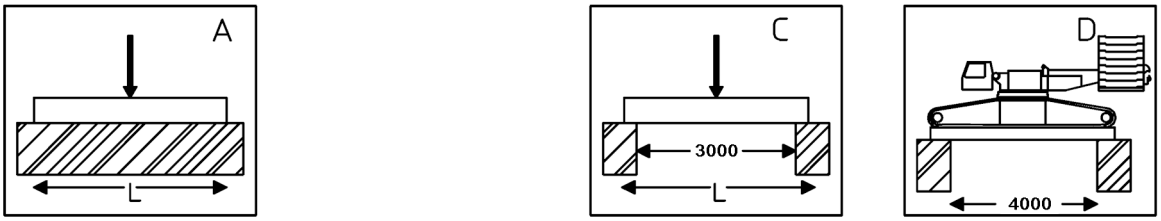

Fig.154942: Permissible support pressures

A The outrigger pad is placed completely on the surface

C The outrigger pad is placed in the longitudinal direction over a cavity

D The outrigger pad is placed in the longitudinal direction over a cavity and driven with the crawler crane

Note
► Driving the outrigger pads over a cavity is only permissible with the own weight of the crane (without a hoist load).

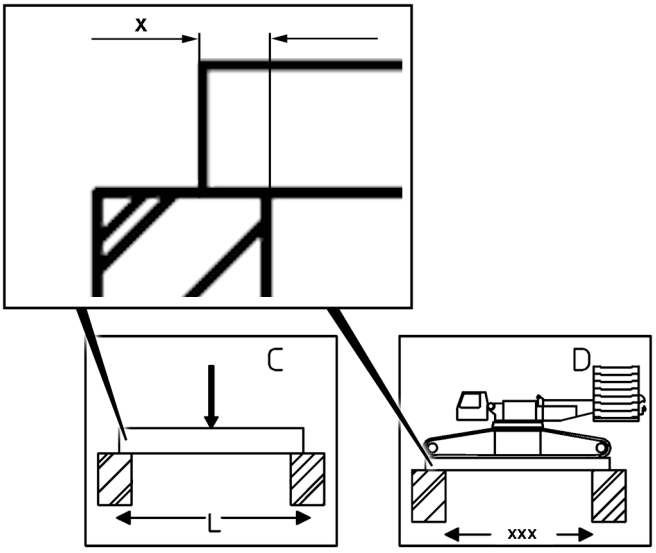

*Fig.154941: Placement widths **x***

C The placement width must be at least 1.5 m.

D The placement width must be at least 1.0 m.

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LWE ID number	Dimensions L x W x H[1)]	Surface	Mass	Permissible support pressures			
				A[2)]	B[3)]	C[4)]	D[5)]
914618608	6.0 x 2.4 x 0.3 m	14.4 m²	7800 kg	4500 kN		4500 kN	

Outrigger pads for support load distribution

[1)] Dimensions in Length x Width x Height
[2)] The outrigger pad is placed completely on the surface
[3)] The outrigger pad is positioned in the cross direction over a cavity
[4)]The outrigger pad is placed in the longitudinal direction over a cavity
[5)]The outrigger pad is placed in the longitudinal direction over a cavity and driven with the crawler crane

5.1.1 Positioning the support plate off-center on the outrigger pad

Off-center positioning is only permitted if the outrigger pad lies across the entire circumference (not only on two sides) on ground that is at least 100 mm wide.

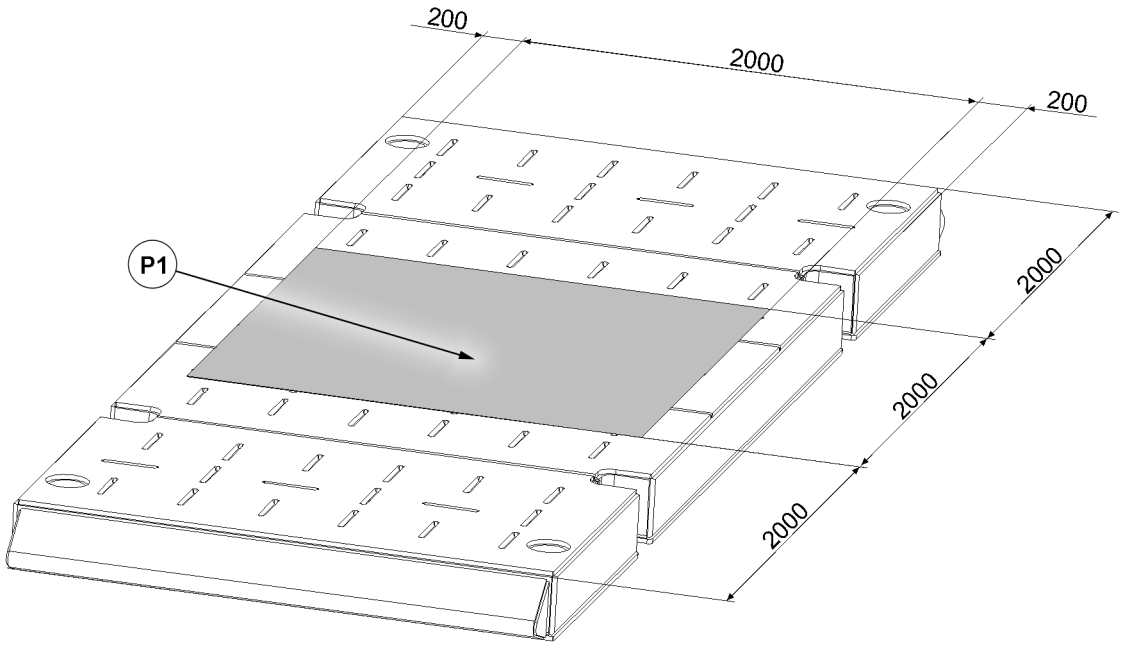

Fig.154926: Permissible placement surface for support plates

P1 Support surface for support plates with permissible support pressure 4500 kN

An even pressure distribution over the substructure surface can be obtained by centrally positioning the support plates on the outrigger pad.

WARNING
Impermissible support plate substructure!
The crane can topple over.
Death, bodily injury, property damage.
► Place the outrigger pads **centrally** or according to the description under the support plates.

5.2 Outrigger pad LWE ID number 915696408

Observe the additional information:
– Outrigger pad assembly, see chapter 3.10.

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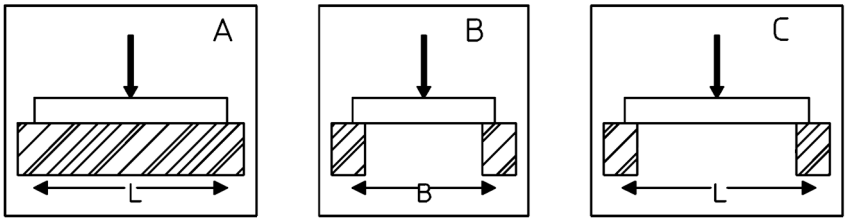

Fig.154815: Permissible support pressures

A The outrigger pad is placed completely on the surface

B The outrigger pad is positioned in the cross direction over a cavity

C The outrigger pad is placed in the longitudinal direction over a cavity

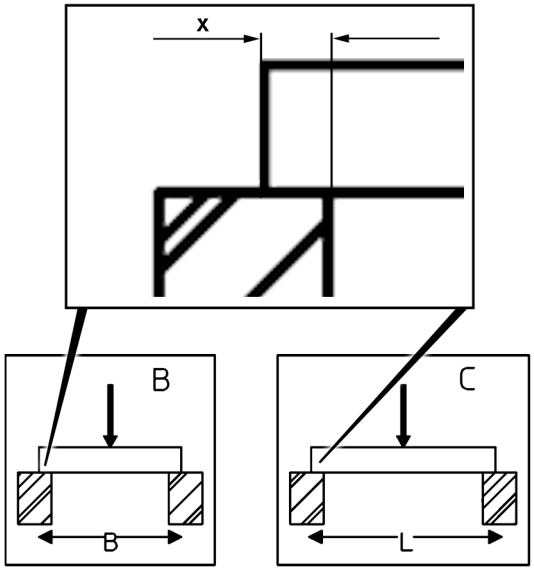

*Fig.154911: Placement width **x***

The placement width **x** must be at least 2.5 x height of the outrigger pad.

LWE ID number	Dimensions L x W x H[1)]	Surface	Mass	Permissible support pressures		
				A[2)]	B[3)]	C[4)]
915696408	4.0 x 2.4 x 0.25 m	9.6 m^2	3300 kg	4500 kN	4500 kN	4500 kN

Outrigger pads for support load distribution

[1)] Dimensions in Length x Width x Height
[2)] The outrigger pad is placed completely on the surface
[3)] The outrigger pad is positioned in the cross direction over a cavity
[4)]The outrigger pad is placed according to the longitudinal direction over a cavity

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5.3 Outrigger pad LWE ID number 918339808

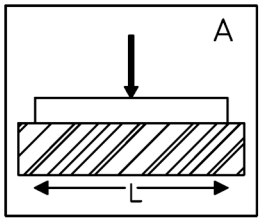

Fig.154917: Permissible support pressures

A The outrigger pad is placed completely on the surface

LWE ID number	Dimensions L x W x H[1)]	Surface	Mass	Permissible support pressures
				A[2)]
918339808	6.0 x 2.4 x 0.4 m	14.4 m^2	7900 kg	2650 kN

Outrigger pads for support load distribution

[1)] Dimensions in Length x Width x Height
[2)] The outrigger pad is placed completely on the surface

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5.3.1 Positioning the support plate off-center on the outrigger pad

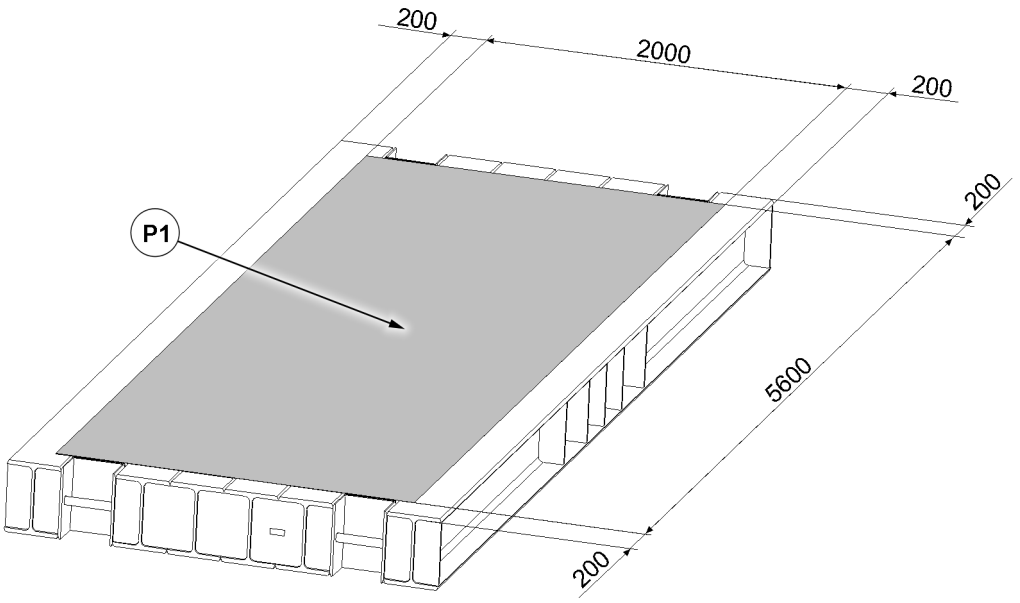

Fig.154925: Permissible placement surface for support plates

P1 Support surface for support plates with permissible support pressure 2650 kN

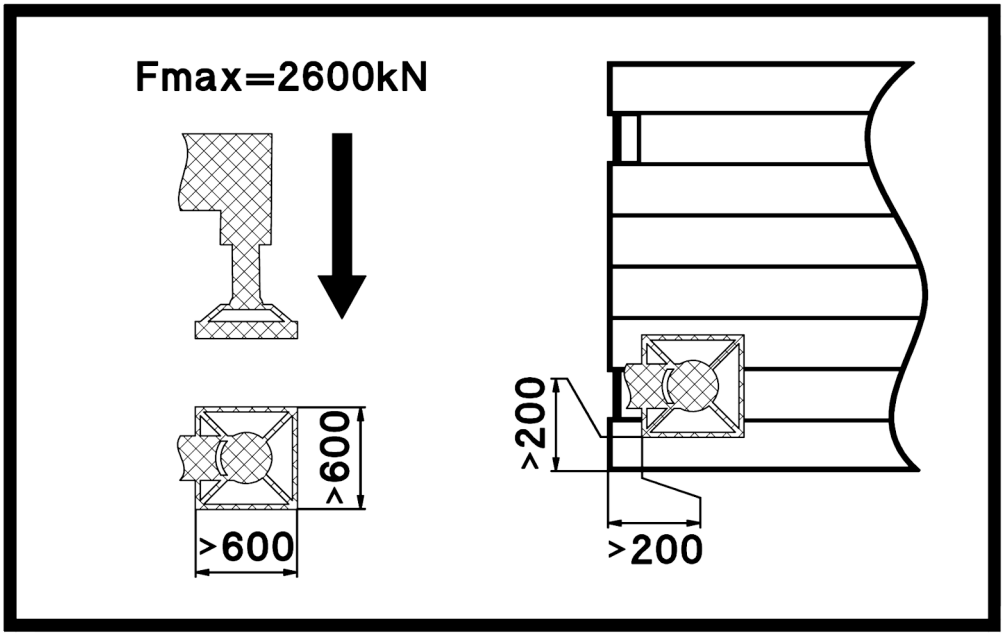

Fig.154913: The support plate is positioned off-center on the outrigger pad

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An even pressure distribution over the substructure surface can be obtained by centrally positioning the support plates on the outrigger pad.

WARNING
Impermissible support plate substructure!
The crane can topple over.
Death, bodily injury, property damage.
► Place the outrigger pads **centrally** or according to the description under the support plates.

A support plate can be placed off-center on this outrigger pad. The minimum distance is 200 mm from the side edge of the outrigger pad. The side length of the support plate must be at least 600 mm.

5.3.2 Driving the outrigger pad in the cross direction with a crawler crane

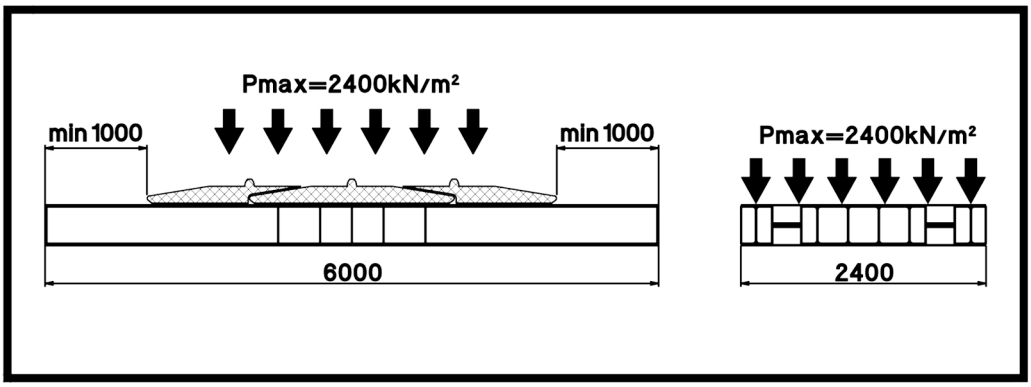

Fig.154912: Driving the outrigger pad in the cross direction with a crawler crane

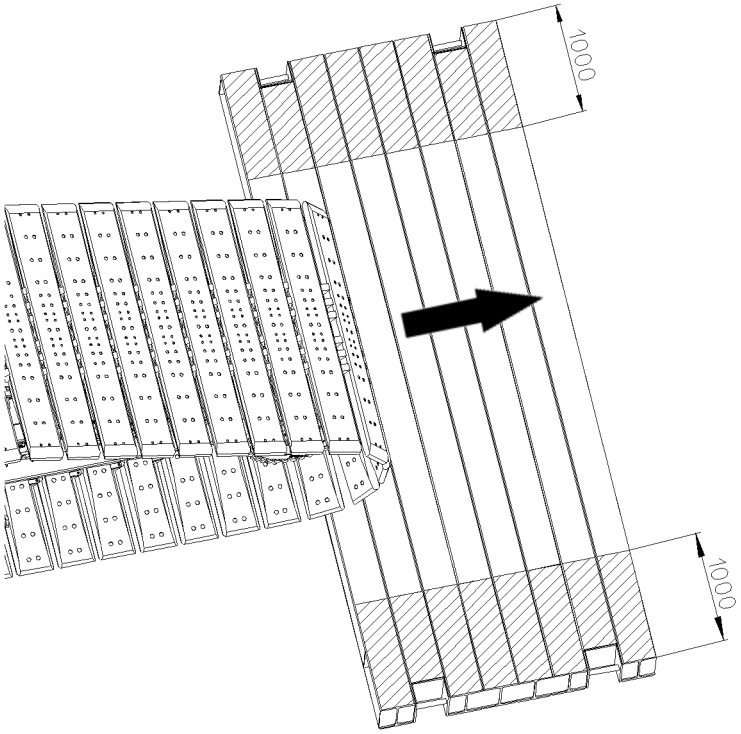

Fig.154922: Permissible driving range with the crawler crane

This outrigger pad can be driven in the cross direction with an approved crawler crane. The distance of at least 1000 mm to the side edges (longitudinal side) of the outrigger pad must be observed.

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5.4 Outrigger pad LWE ID number 919427108

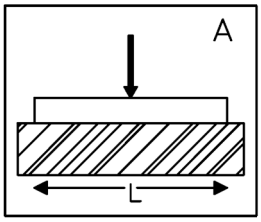

Fig.154917: Permissible support pressures

A The outrigger pad is placed completely on the surface

Note

► Driving the outrigger pads over a cavity is only permissible with the own weight of the crane (without a hoist load).

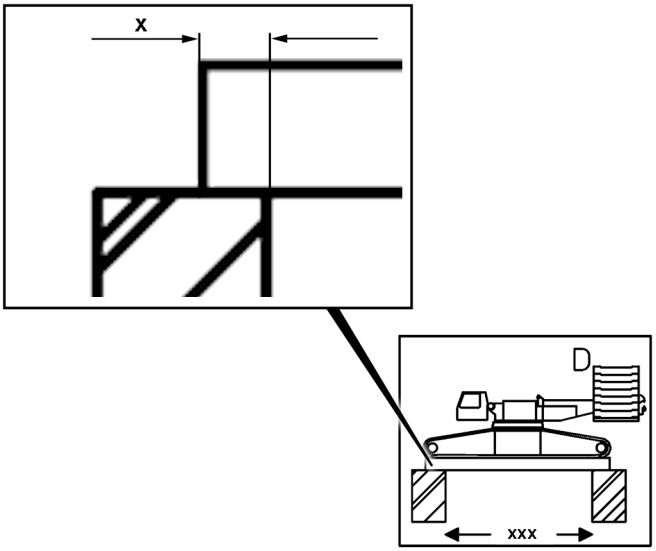

*Fig.156550: Placement widths **x***

D The placement width must be at least 0.5 m .

D The cavity may be maximum 1.0 m .

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LWE ID number	Dimensions L x W x H[1)]	Surface	Mass	Permissible support pressures	
				A[2)]	D[3)]
919427108	4.0 x 2.4 x 0.2 m	9.6 m²	3200 kg	2000 t for support plates with a placement surface of 0.6 x 0.6 m	
				3100 t for support plates with a placement surface of 0.7 x 0.7 m	

Outrigger pads for support load distribution

[1)] Dimensions in Length x Width x Height
[2)] The outrigger pad is placed completely on the surface
[3)] The outrigger pad is placed in the longitudinal direction over a cavity and driven with the crawler crane

5.4.1 Positioning the support plate off-center on the outrigger pad

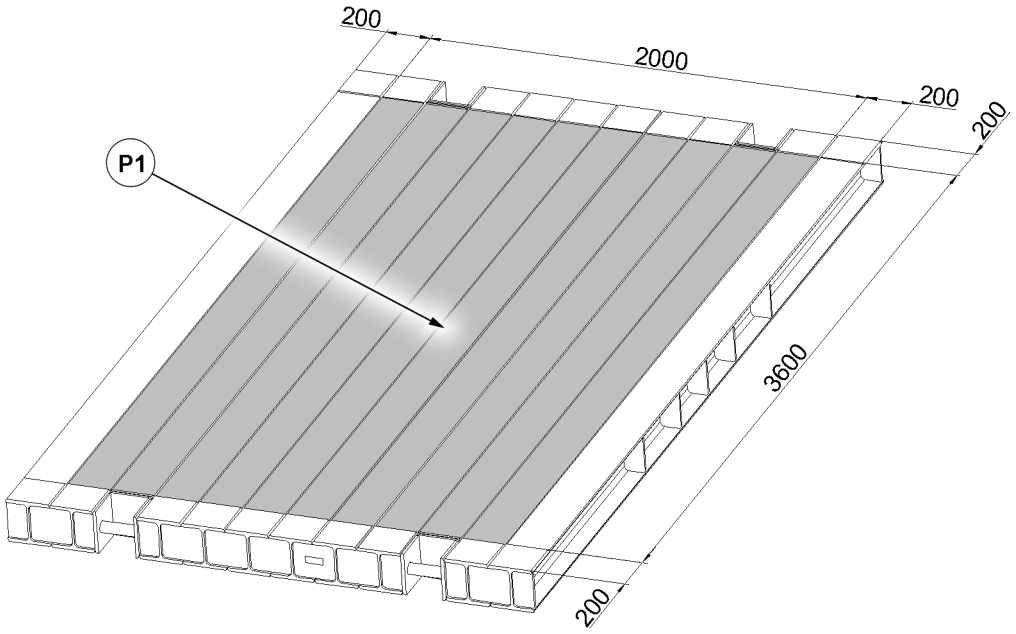

Fig.156546: Permissible placement surface for support plates

P1 Support surface for support plates with placement surface of 600 x 600 mm with permissible support pressure of 2650 kN

P1 Support surface for support plates with placement surface of 700 x 700 mm with permissible support pressure of 3100 kN

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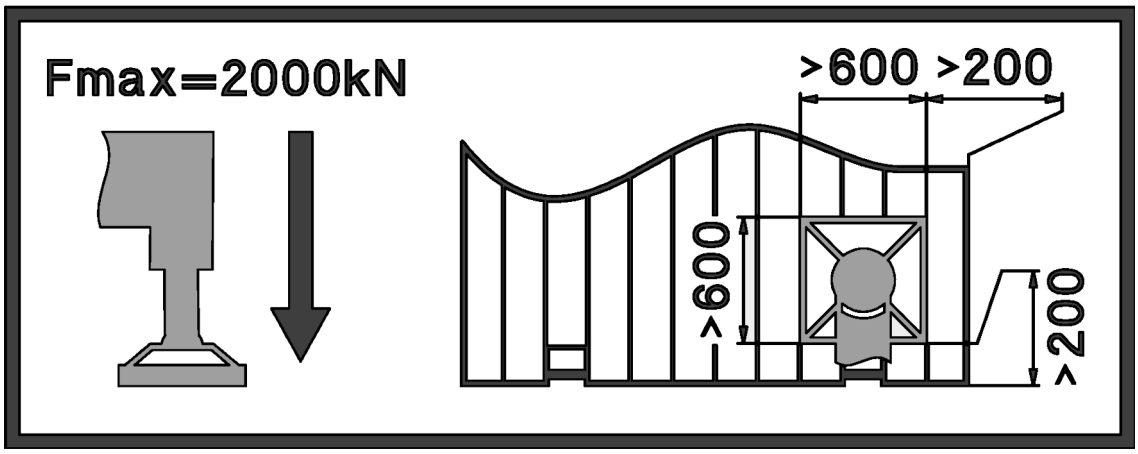

Fig.156549: The support plate is positioned off-center on the outrigger pad

An even pressure distribution over the substructure surface can be obtained by centrally positioning the support plates on the outrigger pad.

WARNING
Impermissible support plate substructure!
The crane can topple over.
Death, bodily injury, property damage.
► Place the outrigger pads **centrally** or according to the description under the support plates.

A support plate can be placed off-center on this outrigger pad. The minimum distance is 200 mm from the side edge of the outrigger pad. The side length of the support plate must be at least 600 mm.

5.4.2 Driving the outrigger pad in the cross direction with a crawler crane

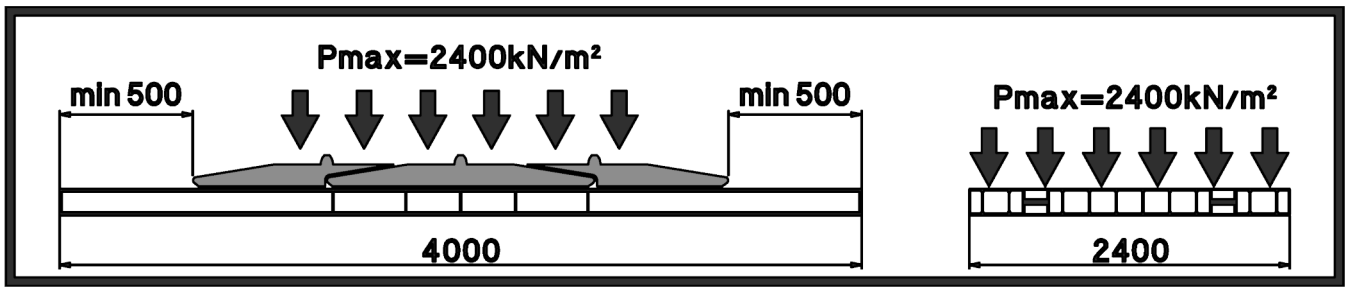

Fig.156548: Driving the outrigger pad in the cross direction with a crawler crane

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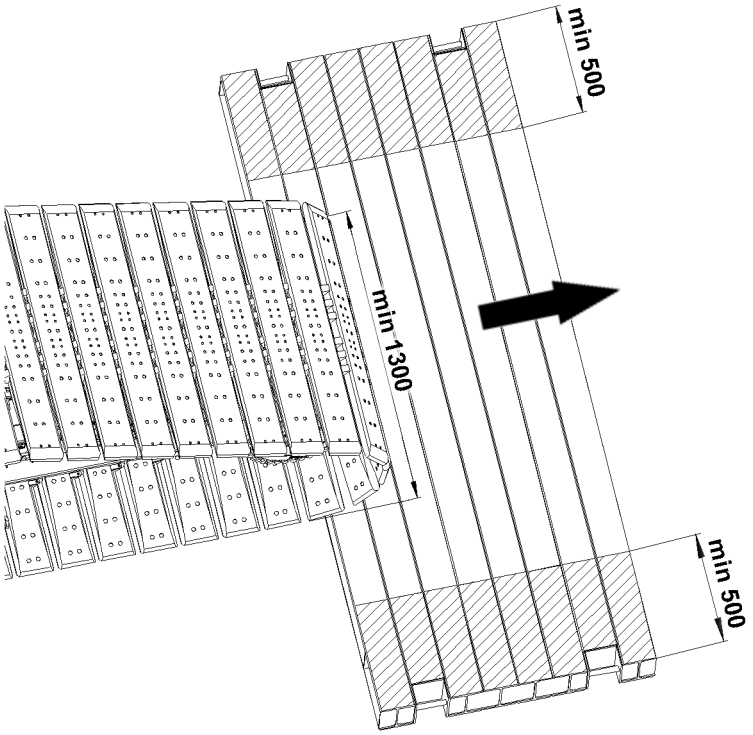

Fig.156547: Permissible driving range with the crawler crane

This outrigger pad can be driven in the cross direction with an approved crawler crane. The distance of at least 500 mm to the side edges (longitudinal side) of the outrigger pad must be observed. The support width of the crawler chain must be at least 1300 mm.

5.4.3 Driving the outrigger pad in the cross direction over a cavity with a crawler crane

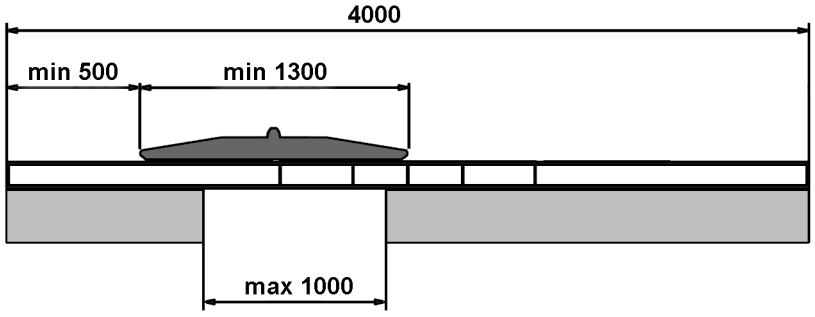

Fig.156551: Permissible driving range with the crawler crane

This outrigger pad can be driven in the cross direction over a cavity with an approved crawler crane. The distance of at least 500 mm to the side edges (longitudinal side) of the outrigger pad must be observed. The support width of the crawler chain must be at least 1300 mm. The cavity can have a maximum width of 1000 mm.

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2 Safety

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2.03 Job planning

1 Planning Crane operation 3

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Fig.195219

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1 Planning Crane operation

In addition to a perfectly working crane and a well-trained crew, the **planning for crane operation** is an important principle for safe crane operation.

WARNING
Missing information!
Death, severe bodily injuries, property damage.
► Obtain the required information and adhere to it.

Obtain the following information before crane operation and adhere to it:
– Type of crane operation
– National laws and regulations
– Height and width clearance measurements
– When mobile crane: Job site, distance and travel route
– Space prerequisites at the job site
– Electrical transmission lines with voltage data
– Movement restrictions caused by buildings
– Weight and dimensions of the load(s) to be lifted
– Geometric form and air resistance coefficient of the load(s) to be lifted
– Required lifting height and boom projection
– Ground bearing capacity at the job site
– Required space for the assembly and disassembly of the crane
– Weather data and weather forecasts

Assemble the equipment for crane operation:
– Hook block / load hook
– Auxiliary boom
– Fastening equipment
– Counterweight
– Base materials for support plates

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2.04 Technical safety instructions

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Fig.195219

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Note
► The illustrations in this chapter are only examples. The illustrations may differ depending on the crane model.

1 Dangers on the crane

1.1 Chemicals

Proposition 65 of the US State of California warns against chemicals that are known to cause cancer and birth defects or other reproductive harm. For additional information, see the website: **www.P65Warnings.ca.gov**

Proposition 65

WARNING: This product can expose you to chemicals, which are known to the State of California to cause cancer and birth defects or other reproductive harm.

- Avoid direct contact with chemicals.
- Use personal protective equipment: Always wear protective gloves.
- After handling: Wash hands thoroughly.
- Dispose of chemicals in an environmentally acceptable manner according to local regulations.

For more information see: www.P65Warnings.ca.gov.

Fig.154660: Example of a Proposition 65 sign for USA: Chemicals

WARNING
Chemicals!
Damage to health such as cancer and birth defects or other reproductive harm.
► Avoid direct contact with chemicals.
► Use personal protective equipment: **Always** wear protective gloves.
► After handling: Wash hands thoroughly.
► Dispose of chemicals in an environmentally acceptable manner according to local regulations.

1.2 Diesel engine exhaust emissions

Proposition 65 of the US State of California warns against diesel engine exhaust emissions that are known to cause cancer and birth defects or other reproductive harm. For additional information, see the website: **www.P65Warnings.ca.gov/diesel**

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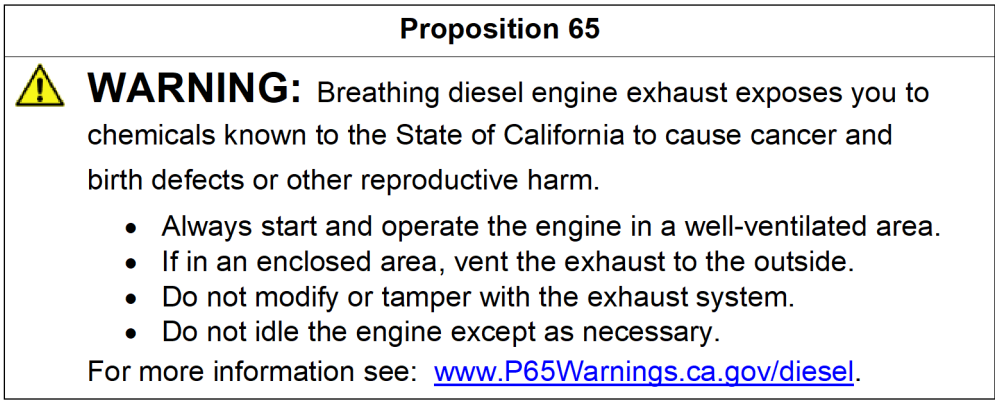

Fig.154661: Example of a Proposition 65 sign for USA: Diesel engine exhaust emissions

WARNING
Diesel engine exhaust emissions!
Damage to health such as cancer and birth defects or other reproductive harm.
► Always start and operate the diesel engine in properly ventilated spaces.
► If in enclosed areas: Direct the exhaust gas to the outside.
► Do not convert the exhaust system or make any other changes.
► Do not run the engine at idle speed for longer than necessary.

1.3 Lead and lead compounds

Proposition 65 of the US State of California warns against lead and lead compounds that are known to cause cancer and birth defects or other reproductive harm. For additional information, see the website: **www.P65Warnings.ca.gov**

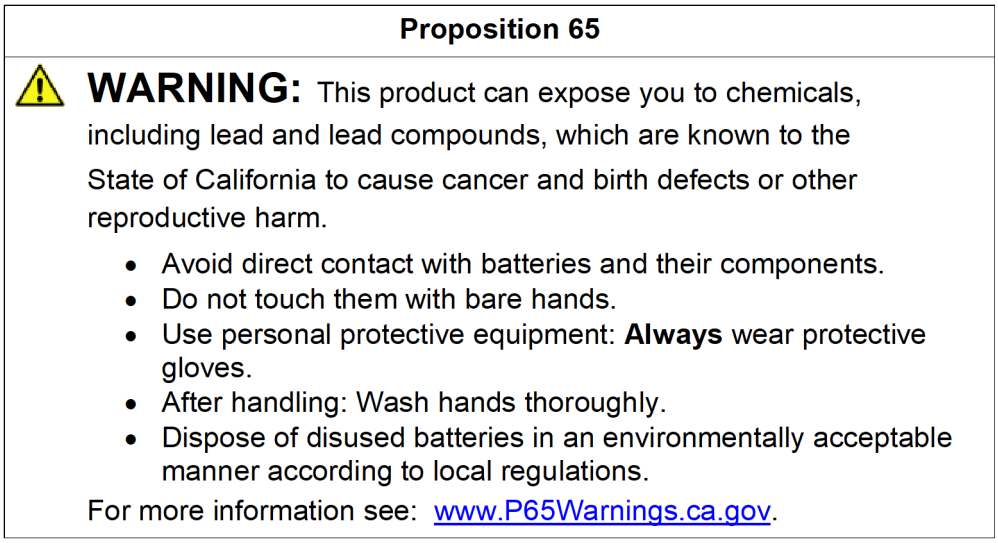

Fig.154662: Example of a Proposition 65 sign for USA: Lead and lead compounds

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WARNING
Batteries, battery poles, battery terminals and other battery components contain lead and lead compounds!
Damage to health such as birth defects and other reproductive harm.
- ► Avoid direct contact with batteries and their components.
- ► Do not touch them with bare hands.
- ► Use personal protective equipment: **Always** wear protective gloves.
- ► After handling: Wash hands thoroughly.
- ► Dispose of disused batteries in an environmentally acceptable manner according to local regulations.

1.4 Hydraulic oil, diesel fuel, operating fluids

WARNING
Due to technical defects or open tank covers, hydraulic oil, diesel fuel or service fluids spill out!
Dirt from the road and ground.
Traffic endangerment: Danger of skidding, death, severe bodily injuries.
Environmental pollution: Death, severe damage to health.
- ► Remedy the technical defect immediately.
- ► Securely close the tank cover after refueling.
- ► Immediately and thoroughly remove traces of hydraulic oil, diesel fuel, operating fluids.
- ► Avoid skin contact with hydraulic oil, diesel fuel and operating fluids.
- ► Wear personal protective equipment.

WARNING
Hot hydraulic oil! Hot service fluids!
Severe burns, severe scalds and severe bodily injuries.
- ► Before all work: Let hot hydraulic oil and hot operating fluids cool off.
- ► Avoid contact with hot hydraulic oil and hot operating fluids.
- ► Wear personal protective equipment.

1.5 Heated crane components

WARNING
Heated crane components! Hot surfaces!
Severe burns.
This applies in particular to exhaust systems, engines and transmissions.
- ► Let the components cool down before touching them.
- ► Proceed with special caution near heated crane components.
- ► Avoid skin contact with hot surfaces.
- ► Use personal protective equipment, such as protective gloves.

2 Danger zone of crane

2.1 Crane in operation

The danger zone of the crane is made up of the areas which are accessed during crane operation by the load or by movements of the crane or the crane components.

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WARNING
Do not stay in danger zone!
Personnel within the danger zone can be hit by falling loads or components.
Personnel in the danger zone can be caught by moving crane components or loads.
Fatal or severe injuries can be the result.
- ► Warn any personnel within the danger zone with the warning device of the crane.
- ► After the warning is issued, wait and ensure that no personnel remains within the danger zone.
- ► If required, block off the danger zone at a safety distance.

2.2 Crane out of service

Take the crane out of service, failure to comply with the regulations represents considerable danger for the entire area around the crane.

WARNING
Actual wind speed higher than the wind speed permitted for the crane set up configuration!
Personnel within the danger zone can be hit by a toppling crane or crane components.
- ► Make sure that the condition of the crane complies with the regulations and the wind speed charts.
- ► If required, block off the danger zone at a safety distance.

WARNING
Icing on the boom!
Personnel within the danger zone can be hit by a falling ice.
- ► Make sure that there is no personnel in the danger zone.
- ► If required, block off the danger zone at a safety distance.

3 Traffic endangerment and environmental damage

WARNING
Danger of slipping and skidding!
If the road becomes contaminated due to technical defects, open tank covers or leaking hydraulic oil, then this would pose a severe traffic endangerment.
Fatal accidents can result.
- ► Remove oil immediately and thoroughly.

4 Endangering air traffic

When working with crane, heights are reached which could endanger air traffic. This applies especially to areas near airports.

WARNING
Endangering air traffic!
If no protective measures are taken, this can result in endangerment to air traffic.
- ► Get the approval from agency responsible for air traffic.
- ► Comply with national and international regulations and laws. For example, in order to identify aviation obstructions.
- ► Carry out identification if required according to the regulations and laws (for example with flags or warning signs).
- ► Install the airplane warning light on the boom head and turn it on.
- ► If the airplane warning lights is operated for a longer period of time, with the engine turned off, then the battery can be discharged and as the result the airplane warning light turns off. To prevent the battery from discharging, an external electrical power supply must be established.

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5 Movement on the crane

To ensure that people can move safely on the crane, the crane has accessible surfaces.

Flat accessible surfaces have an anti-slip coating.

Accessible surfaces are, for example:
- Walking surfaces and stepping surfaces
- Stairs
- Ladders
- Gratings
- Platforms

WARNING
Danger of slipping and falling!
The traction of accessible surfaces and hand rails changes due to effects of the weather, such as wetness, snow, ice, frost and dirt.
People can slip and fall down from the crane. Death, severe bodily injuries are possible.
The crane can be damaged.
- ► Step on the accessible surfaces only by taking the present conditions into account, such as icing in winter or dirt.
- ► Step or place a load only on the approved accessible surfaces.
- ► Observe the signage.
- ► Replace damaged safety signs (warning signs) immediately.

WARNING
Slippery surfaces, lack of stability!
Personnel can fall down. Death, severe bodily injuries.
- ► Keep accessible surfaces free of objects and obstacles.
- ► Only step on accessible surfaces with a sufficiently clear height.
- ► Step on accessible surfaces only with clean shoes.
- ► Keep accessible surfaces free of heavy dirt, snow and ice!
- ► Stepping on accessible surfaces by persons, including tools and equipment, weighing more than 150 kg is prohibited.
- ► Do **not** step on damaged accessible surfaces and replace them immediately.
- ► Do **not** trip over attachment parts.
- ► Personnel must wear an approved fall arrest system and protective equipment before performing any work on the crane superstructure.

When fall protection equipment is **not** in the assembly / disassembly position or personnel is on **non**-accessible surfaces:
- ► Personnel must hook themselves to the hook points and safety ropes with an approved fall arrest system to prevent falling.

WARNING
Danger of tripping and falling!
When walking on a lattice boom / lattice section, there is a danger of tripping due to attachment parts.
Personnel can fall down. Death, severe bodily injuries.
- ► Personnel must hook themselves to the hook points and safety ropes with an approved fall arrest system to prevent falling.
- ► A grating is approved for a maximum of two people with a total weight of 150 kg including tools and equipment.
- ► No objects, such as boom components or a pin pulling aggregate may be placed or moved on the grating.

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6 Emergency exit - driver's cab

WARNING
The driver’s cab **can** not be left using the normal path!
Danger of falling when exiting.
Crane damaged, inclined or tipped over: Increased danger of falling when exiting.
► Exit carefully in an emergency.

If the crane is damaged, inclined or tipped over:
► Accept help from others if possible.

The driver's cab can be exited through the driver's door or the passenger door.

6.1 Emergency exit through an open door

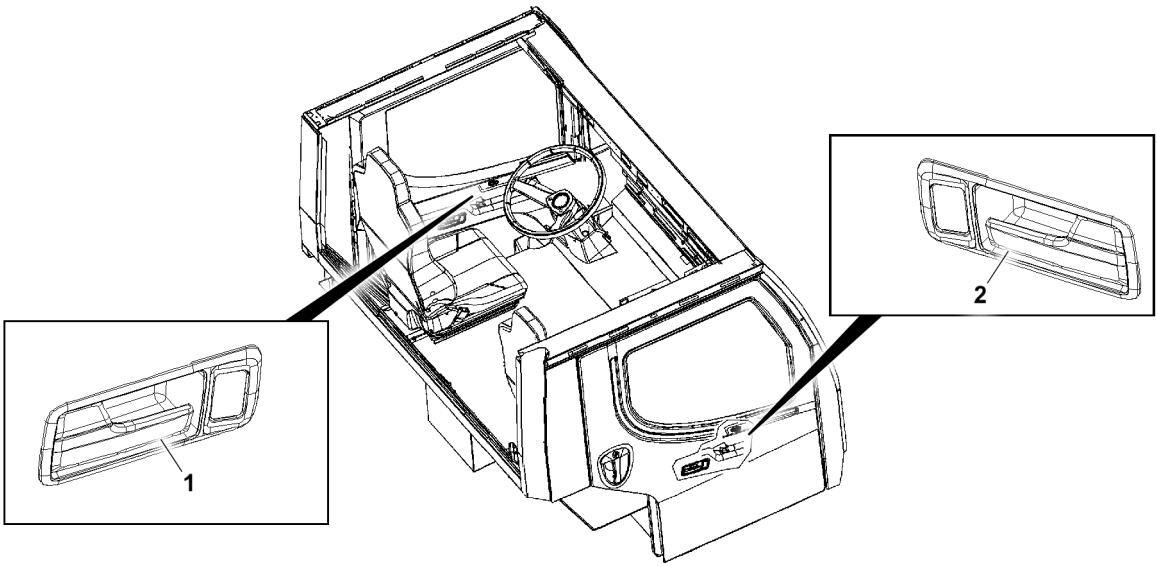

Fig.160365: Example of an emergency exit through an open door

Emergency exit through the open driver’s door:
– Pull the door handle *to the left* **1** and open the driver’s door.
– Leave the driver’s cab through the driver’s door.

Emergency exit through the open passenger door:
– Pull the door handle *to the right* **2** and open the passenger door.
– Leave the driver’s cab through the passenger door.

7 Emergency crane cab exit

WARNING
The crane cab **can** not be left using the normal path!
Danger of falling when exiting.
Crane damaged, inclined or tipped over: Increased danger of falling when exiting.
► Exit carefully in an emergency.

If the crane is damaged, inclined or tipped over:
► Accept help from others if possible.

The crane cab can be left in different ways depending on the type of crane:
– Emergency exit through the open cab door

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– Emergency exit through the open front window
– Emergency exit through the roof window with emergency release
– Emergency exit through the side window with emergency release

Note
Each crane cab has at least a suitable window for an emergency exit.
► Windows with sufficiently large openings can be used as an emergency exit depending on the emergency situation.
► Some windows require an emergency release in order to create an opening large enough to climb through.

Not all windows can be used for an emergency exit:
► Some windows are kept small for safety reasons or secured, for example with a securing bracket.

7.1 Emergency exit through the open cab door

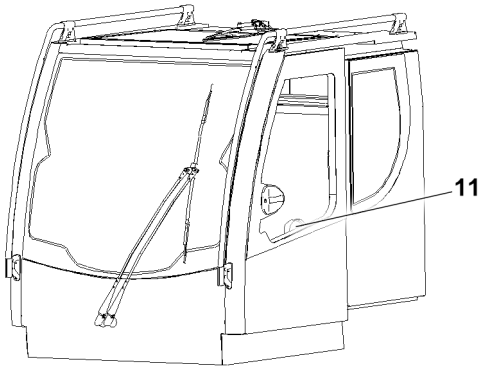

Fig.160389: Emergency exit through the open cab door

Emergency exit through the open cab door:
– Turn the inner door handle **11** and open the cab door.
– Leave the crane cab through the cab door.

7.2 Emergency exit through the open front window

For crane types with a tipping front window

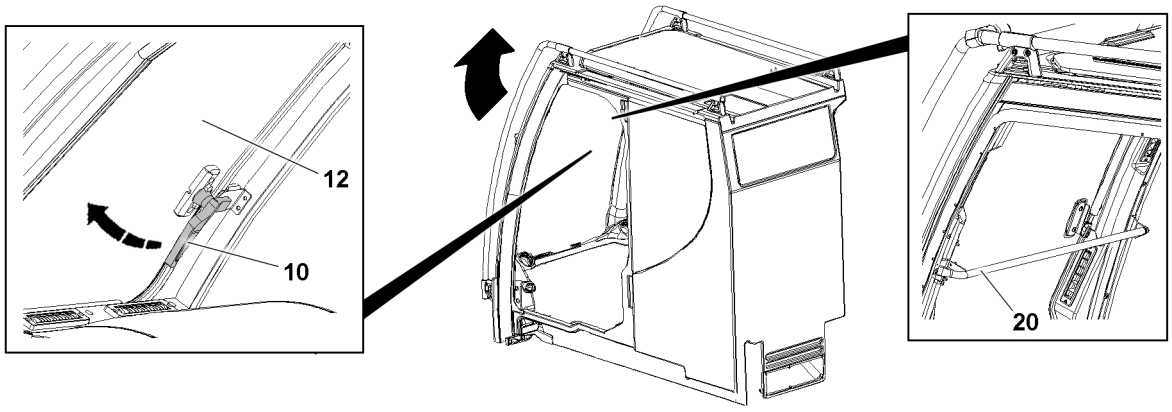

Fig.157680: Emergency exit through the open front window

Note
► The front windows **12** with a securing bracket **20** are not designed as an emergency exit.

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– Release all turn handles **10** on the front window **12**.
– Open the front window **12**.
– Leave the crane cab through the front window **12**.

7.3 Emergency exit through the roof window with emergency release

Note
When the roof window is closed, the emergency release is difficult to operate.
► First open the roof window.

There are two variations of the emergency release:
– Window handle emergency release
– Gas pressure spring emergency release

7.3.1 Emergency release on the window handle

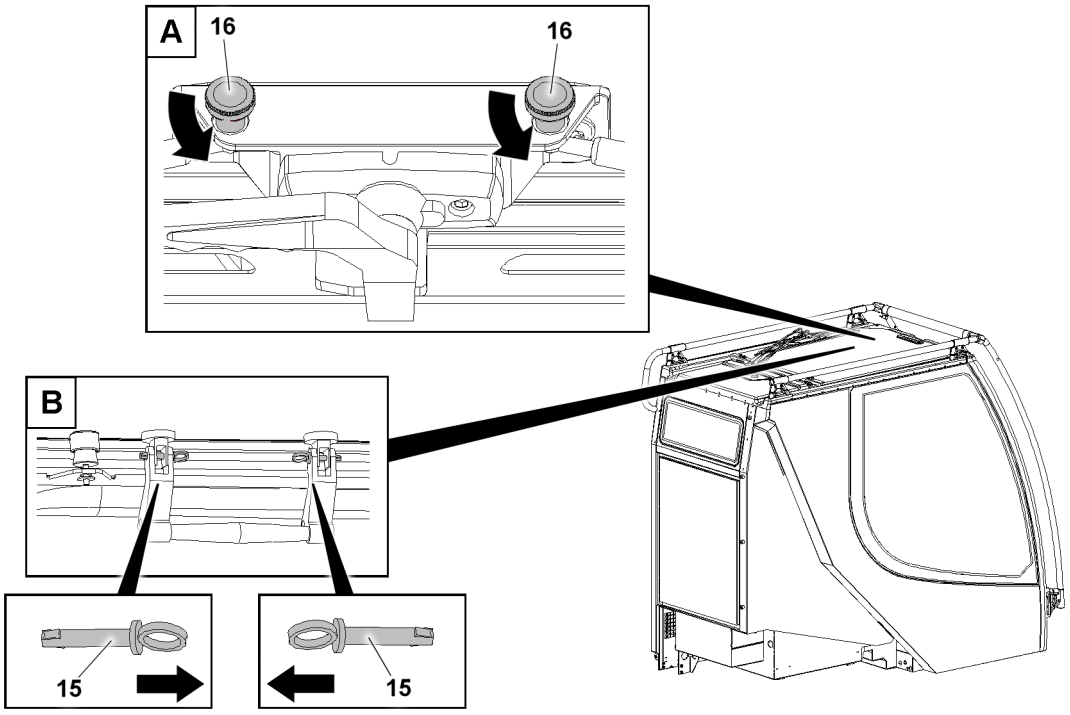

Fig.160655: Emergency release on the window handle

For crane types with an emergency release on the roof window:
– Open the roof window with the window handle.
– Operate the emergency release for the roof window, see variation A or variation B.

Variation A:
• Turn both thumbscrews **16** counterclockwise and release.

Variation B:
• Unpin both pins **15** by pulling them.
– Leave the crane cab through the roof window.

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7.3.2 Gas pressure spring emergency release

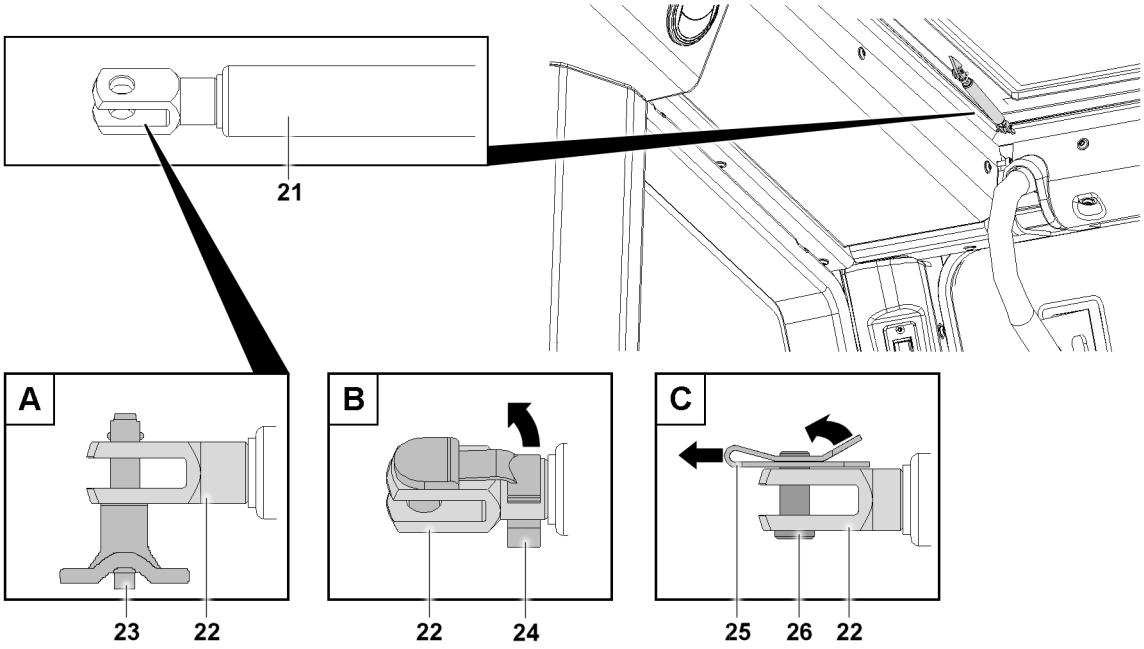

Fig.160604: Gas pressure spring emergency release

For crane types with an emergency release on the roof window:

– Open the roof window with the window handle.
– Operate the gas pressure spring **21** for the roof window, see variation A, variation B or variation C:

  Variation A:
  - Release the ball locking pin **23** by pressing and holding the press button on the side of the handle.
  - Unpin the ball locking pin **23** by pulling it out of the fork head **22**.

  Variation B:
  - Release the pin **24** on the fork head **22** by swinging it.
  - Unpin the released pin **24** by pulling it out of the fork head **22**.

  Variation C:
  - Lift the retaining element **25** on the protruding part and push it away at the same time.
  - Unpin the released pin **26** by pulling it out of the fork head **22**.
– Leave the crane cab through the roof window.

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7.4 Emergency exit through the side window with emergency release

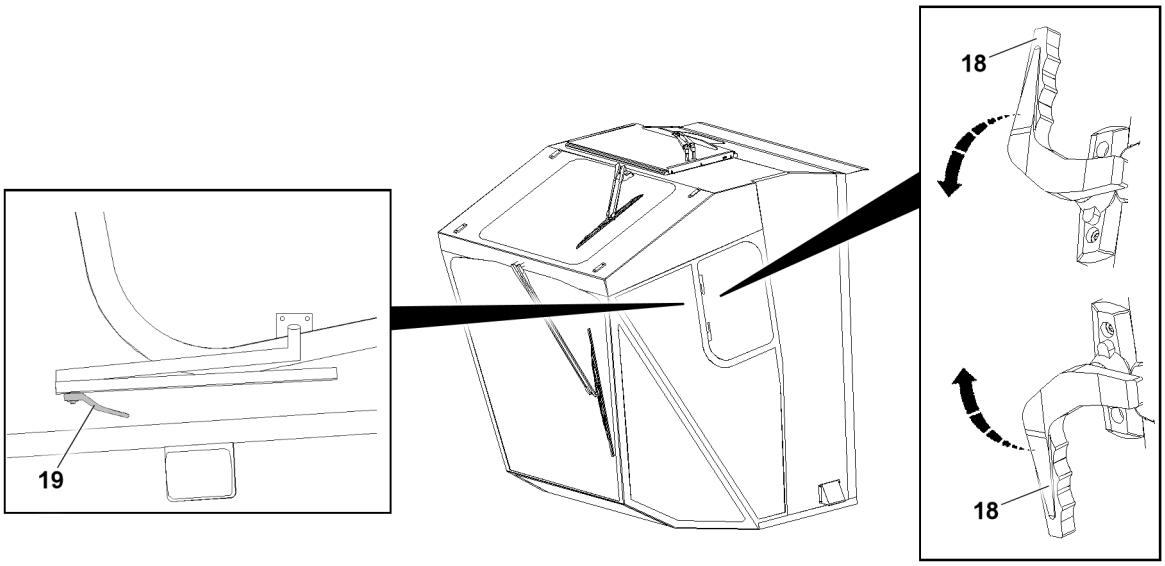

Fig.158755: Emergency exit through the side window with emergency release

For crane types with an emergency release on the side window:
- Release all turn handles **18** on the side window.
- Disassemble the clamping lever **19** on the side window.
- Open the side window completely.
- Leave the crane cab through the side window.

8 Personal protective equipment

When working on the crane, the required personal protective equipment according to national regulations and accident prevention regulations must be provided and used.

Personal protective equipment includes the following:
- Supplied fall arrest system (safety harness and height safety equipment)
- Supplied height rescue system
- Head protection with chin strap
- Safety shoes
- Protective gloves
- Safety goggles
- Warning apparel
- Hearing protection
- Respiratory protection

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WARNING
Personal protective equipment when working on the crane not used!
Death, severe bodily injuries.

The crane operator must ensure the following:
- ► The personal protective equipment is made available.
- ► The provided personal protective equipment is taken along and used.
- ► The operating instructions and maintenance instructions of the manufacturer for the personal protective equipment are observed and complied with.
- ► The product identifications are regularly checked for damage.
- ► Personal protective equipment with damaged product identification is replaced immediately.
- ► Damaged fall arrest systems with height rescue systems will be replaced immediately and handed over to an authorized inspector.
- ► Personal protective equipment is checked for damage and completeness before use.
- ► Defective or damaged personal protective equipment is replaced immediately with functioning protective equipment.

8.1 Supplied fall arrest system

When no other safety measures are possible for working in the presence of a fall hazard, the supplied fall arrest system must be used.

A fall with a fall arrest system cannot exclude an injury. The fall arrest system reduces however the severity of the injuries.

WARNING
Persons not secured!
Personnel can fall down. Death, severe bodily injuries.
- ► Use the supplied fall arrest system.

WARNING
Fall arrest system damaged!
Personnel can fall down. Death, severe bodily injuries.
- ► Do **not** use a damaged fall arrest system.
- ► Replace a damaged fall arrest system immediately with a new fall arrest system.
- ► Do **not** use the fall arrest system as fastening equipment for loads.
- ► Protect the fall arrest system from external influences.

The fall arrest system must be protected against the following external influences:
- – Extreme temperatures
- – Guiding the connecting devices over or around sharp edges
- – Chemical influences
- – Electrical influences
- – Cuts, wear
- – Climatic effects

Note

If the fall arrest system (safety harness and height safety equipment) is not available or is damaged:
- ► Order is from Liebherr-Werk Ehingen GmbH.

Identification and operating instructions
- – The supplied fall arrest system must be clearly and permanently identified.
- – If the identification is no longer legible, then the supplied fall arrest system must be immediately replaced and handed over to an authorized inspector.
- – The operating instructions must be available in the language of the user country.
- – If the crane and the relative personal protective equipment is sold to another country, then the purchaser must make sure that the complete documentation, such as the operating instructions, the

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manufacturer's operating instructions, inspection log and maintenance documents, are available in the language of the user country.

8.1.1 Safety harness with height safety equipment

The fall arrest system consists of the following components:
- Safety harness **1** approved according to **EN 361**
- Single strand height safety equipment **2** approved according to **EN 360** (for horizontal use and sharp edges)
- or two strand height safety equipment **3** approved according to **EN 360** (for horizontal use and sharp edges)

Fall arrest systems that are not obtained from Liebherr-Werk Ehingen GmbH are **not** designed for the crane structure.

WARNING
Impermissible fall arrest system!
Personnel can fall down. Death, severe bodily injuries.
► Utilize exclusively a fall arrest system from Liebherr-Werk Ehingen GmbH.

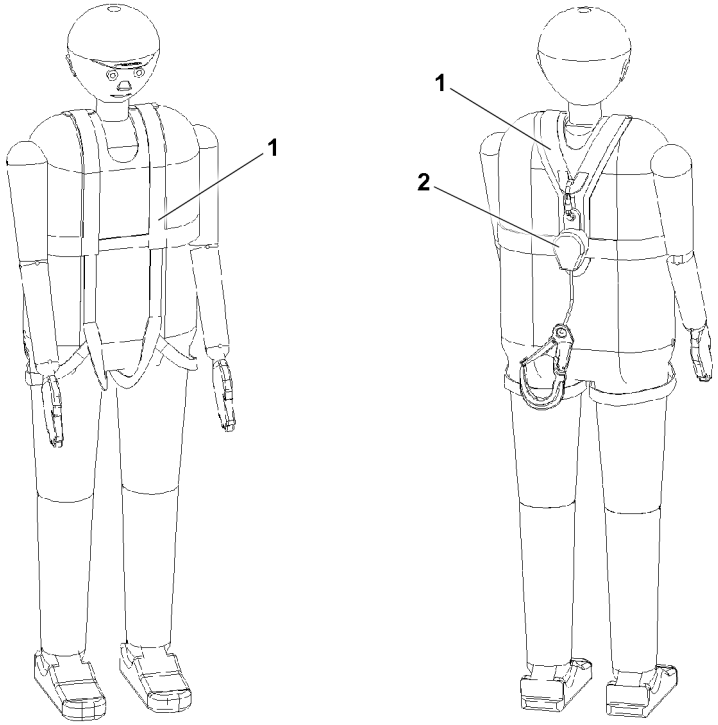

*Fig.146453: Example of a safety harness **1** with single strand height safety equipment **2***

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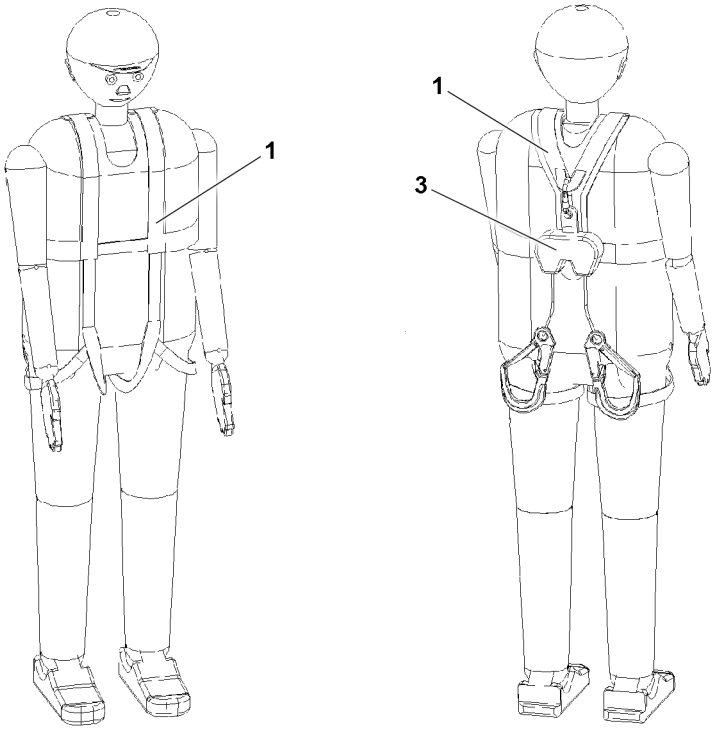

*Fig.146454: Example of a safety harness **1** with two strand height safety equipment **3***

Prior to crane operation:
- Make sure that the fall arrest system is completely available and functional.
- Check the fall arrest system before use for visible defects. In the case of visible defects: Replace the fall arrest system immediately.

Handling the supplied fall arrest system:
- Observe and comply with the operating instructions of the fall arrest system.
- Check the fall arrest system before use for visible defects.
- The fall arrest system must be worn where no other fall protection equipment, such as railings, can be installed for technical reasons.
- The fall arrest system is effective from a height of 2.5 m. The fall space must be free of obstacles.
- Do **not** change the configuration of the fall arrest system.
- Do **not** lengthen or shorten the fall arrest rope.
- A fall absorber is integrated in the height safety equipment. Do **not** use an additional fall absorber.
- Fasten the fall arrest system only to the hook points, safety ropes and fastening points designed for this purpose. See chapter 2.06.

Behavior in the case of a fall, damage or impairment of the functionality:
- In the case of damage or impairment of the functionality: Replace the fall arrest systems immediately and hand then over to an authorized inspector.
- After every fall: Take down the fall arrest system immediately and hand it over to an authorized inspector. The results must be documented in the fall arrest system inspection log book.
- Only after a written approval may the fall arrest system be reused. The approval must be provided in writing and documented.
- Fall arrest systems that are no longer approved must **not** be used. Unapproved fall arrest systems must be disposed of and replaced with new fall arrest systems.

Storage of the fall arrest system:
- Store the fall arrest system dry and without the effect of UV radiation in the corresponding transport bag.

The operator must ensure the following:
- Personnel must be instructed at least once a year on how to use the supplied fall arrest system (safety harness and height safety equipment) with practical exercises. Performance of the instruction and exercises must be documented.

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– The safety harness and height safety equipment must be checked at least once a year by an authorized inspector. The results must be documented in the fall arrest system inspection log book.

Single strand height safety equipment

The single strand height safety equipment is equipped with a belt strap. Single strand height safety equipment is provided for all cranes that do not have walking surfaces with safety ropes.

Use the supplied height safety equipment with extendable belt strap and snap hook with swivel according to **EN 362 Class A**.

Two strand height safety equipment

The two strand height safety equipment is equipped with two belt straps. Height safety equipment with two belt straps are provided for cranes with walking surfaces and two ropes as fastening device on the left and right hand side of the walking surface, for example lattice sections, lattice booms, possibly telescopic booms or assembly units.

Use the supplied height safety equipment with two extendable belt straps and snap hooks with swivel according to **EN 362 Class A**.

WARNING
Height safety equipment incorrectly used!
Personnel can fall down. Death, severe bodily injuries.

When two safety ropes are present on the booms, lattice sections or other components:
► Only use the height safety equipment with two belt straps.
► Connect one belt strap with snap hook for the fall arrest system per safety rope.
► When transferring to new safety equipment, a snap hook for the fall arrest system must **always** be hooked.

8.2 Height rescue system

The height rescue system is only supplied on certain crane types.

The height rescue system is an evacuation and rescue device. It is used to lift the fallen person to be able to unhook him from the height safety equipment and to lower him by rope.

The height rescue system consists of the following components:
– Rappelling rescue device
– Telescopic rod for hooking the snap hook on the safety harness

WARNING
Height rescue system not present!
Fallen person cannot be saved. Suspension trauma, death, severe bodily injuries.
► Always have the height rescue system ready.

WARNING
Height rescue system damaged!
Personnel cannot be saved.
► Do **not** use a damaged height rescue system.
► Replace a damaged height rescue system immediately with a new height rescue system.
► Protect the height rescue system from external influences.

The height rescue system must be protected against the following external influences:
– Extreme temperatures
– Chemical influences
– Electrical influences
– Cuts, wear
– Climatic effects

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Prior to crane operation:
- Make sure that the height rescue system is completely available and functional.
- Check the height rescue system before use for visible defects. In the case of visible defects: Replace the height rescue system immediately.

Handling the height rescue system:
- Observe and comply with the operating instructions of the height rescue system.
- Do **not** change the configuration of the height rescue system.

Behavior in the case of a fall, damage or impairment of the functionality:
- In the case of damage or impairment of the functionality: Replace the height rescue system immediately and hand it over to an authorized inspector.
- After every use: Hand the height rescue system over to authorized inspector. The results must be documented in the height rescue system inspection log book.
- Only after a written approval may the height rescue system be reused. The approval must be provided in writing and documented.
- Height rescue systems that are no longer approved must **not** be used. Unapproved height rescue systems must be disposed of and replaced with new height rescue systems.

Storage of the height rescue system:
- Store the height rescue system dry and without the effect of UV radiation in the corresponding transport bag.

The operator must ensure the following:
- Personnel must be instructed at least once a year on how to use the height rescue system with practical exercises. Performance of the instruction and exercises must be documented.
- The height rescue system must be checked at least once a year by an authorized inspector. The results must be documented in the height rescue system inspection log book.

8.3 Hard hat

Wear a hard hat with a chin strap, if head injuries are possible. For example, due to:
- Striking
- Falling, tipping or flying objects
- Oscillating objects

Replace the hard hat immediately, if:
- If is struck with force
- It has visible defects
- The maximum service life specified by the manufacture has been reached

An industrial hard hat can protect against striking fixed objects and falling or oscillating objects, but **not** against falling loads.

WARNING
Suspended and falling loads!
Death, severe bodily injuries.
► Do **not** remain under suspended loads.

8.4 Protective gloves

Wear protective gloves, if hand injuries are possible. For example, due to:
- Pointy or sharp objects
- Hot surfaces

When working with ropes: Protective gloves must be puncture proof.

8.5 Safety shoes

Wear safety shoes, if foot injuries are possible. For example, due to:
- Oscillating or falling parts
- Pointy or sharp objects

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- Impact or trapping
- Slipping on slippery ground or surfaces

8.6 Warning apparel

Avoid accidents: Wear reflecting, signal color warning clothing, when personnel must be visible and recognizable.

The „warning clothing“ category includes, for example:
- Safety vest
- Safety jacket
- Safety pants

8.7 Safety goggles

Wear safety goggles when eye injuries are possible. For example, due to:
- Corrosive fluids
- Pressurized fluids
- Flying parts

8.8 Hearing protection

Wear hearing protection when there is danger of hearing damage due to noise.

8.9 Respiratory protection

Wear respiratory protection when there is danger of damage due to polluted air.

8.10 Aids for work at a height

All work at a height, when there is a danger of falling, must be carried out with suitable aids.

Part of the category „Aids for working at a height“ are, for example:
- Work platforms
- Scaffolding
- Assembly platform
- Catwalks
- Ladders

When working at a height, working on a work platform, scaffolding, assembly platform, catwalk or similar is preferential to working on a ladder.

WARNING
Persons not secured when working at a height!
Personnel can fall down. Death, severe bodily injuries.

When work platforms, scaffolding, catwalks or similar are not available and the work cannot be carried out from the ground:
► Secure personnel with the supplied fall arrest system to prevent falling.

When fall protection equipment such as hook points, safety ropes and fastening points are available on the crane:
► Secure personnel with the fall arrest system to the fall protection equipment. See chapter 2.06.

When stepping on a ladder:
► Do not hold any objects in your hands.
► Adhere to the 3-point support. See chapter 2.04.10.

Rules when using the aids:
- Step on the ladder only with clean shoes.
- Keep it free from heavy dirt deposits.
- Keep it free of snow and ice.

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9 Supplied fire extinguisher

Storage of the fire extinguisher:
– To protect against damage, store the fire extinguisher in its designated location.

Before crane operation and travel operation:
– Make sure that the fire extinguisher is always freely accessible and functional.

After use:
– Have the fire extinguisher refilled immediately or replaced.

Replace the fire extinguisher immediately, if:
– It has visible defects.
– The fire extinguisher does not function.
– The inspection term specified by the manufacturer has been exceeded.
– The maximum service life specified by the manufacture has been reached.

The operator must ensure the following:
– Personnel must be instructed at least once a year on how to use the fire extinguisher with practical exercises. Performance of the instruction and exercises must be documented.
– The fire extinguisher must be checked by an authorized inspector according to the manufacturer's specifications and national regulations. The results must be documented.
– Non-functional and used fire extinguishers must be immediately repaired or replaced.

10 Securing persons to prevent them from falling

WARNING
Danger of falling!
► Wear the supplied fall arrest systems (safety harnesses and height safety equipment) correctly.
► When accessing a ladder, do not hold any objects in your hands.
► When accessing a ladder, adhere to the 3-point support. See the Crane operating instructions, chapter 2.04.10.

10.1 Working on the telescopic boom head and / or auxiliary boom

When performing assembly or disassembly work on a ladder, people can fall down:
– A second person must be present to hand the necessary items to the person on the ladder.

Reeve the hoist rope in or out on the pulley head:
– For ladder work, use the supplied ladder: For fastening and hook points, see the Crane operating instructions, chapter 2.06.
– For cranes that carry a ladder along **with** a hook device:
Use the hook device to secure the ladder.
– For cranes, which carry a ladder along **without** hook device:
Use the rigging belt to secure the ladder.
– When ascending, assembly personnel must ensure a 3-point support.
– If there is a danger of falling, the assembly personnel must hook themselves with the snap hooks of the fall arrest system on the fastening points and secure themselves against falling.

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10.2 Walking on the telescopic boom

WARNING
Danger of falling!
The assembly personnel can fall down by slipping on the telescopic boom and be killed or severely injured!
- ► The telescopic boom may only be accessed if assembly personnel is protected with suitable safety measures to prevent them from falling.
- ► If safety ropes are present on the telescopic boom, then assembly personnel must hook themselves with the supplied fall arrest system to the safety ropes of the telescopic boom on the left and right with both snap hooks and secure themselves against falling.
- ► Without safety measures, it is **strictly** prohibited to step on the telescopic boom.

Assembly of the hoist rope or the TY-guying:
- – During assembly, the assembly personnel must hook themselves on the fastening devices on the left and right with both snap hooks of the fall arrest system and secure themselves against falling.

10.3 Accessing the lattice sections or booms

Climbing the ladder:
- – When ascending, assembly personnel must ensure a 3-point support.

Changing from a ladder to a catwalk **without** a transition aid:
- – From a transition height above 1.8 m: **Before** transitioning, assembly personnel must hook at least one snap hook of the fall arrest system to a safety rope and secure themselves against falling.

Changing from a ladder to a catwalk **with** a transition aid:
- – **After** transitioning, assembly personnel must hook at least one snap hook of the fall arrest system to a safety rope and secure themselves against falling.

10.4 Walking on lattice sections or booms

Walking on catwalks:
- – When walking on catwalks, the assembly personnel must hook themselves on the safety ropes on the left and right with both snap hooks of the fall arrest system and secure themselves against falling.
- – When changing the fall arrest system over to a new lattice section, the assembly personnel must be hooked with at least one snap hook of the fall arrest system to one item of safety equipment.

10.5 Working on lattice sections or booms

Pinning, unpinning the lattice sections of pull rods:
- – During pinning, unpinning of lattice sections or pull rods, the assembly personnel must hook themselves on the safety ropes on the left and right with both snap hooks of the fall arrest system and secure themselves against falling.

Fastening the lattice sections:
- – When fastening the lattice sections, the assembly personnel must hook themselves on the safety ropes on the left and right with both snap hooks of the fall arrest system and secure themselves against falling.

10.6 Descending from lattice sections or booms

Accessing the ladder **without** a transition aid:
- – From a transition height above 1.8 m: **Before** stepping on the ladder, assembly personnel must hook at least one snap hook of the fall arrest system to a safety rope and secure themselves against falling.
- – When stepping on the ladder, assembly personnel must ensure a 3-point support.
- – The snap hook of the fall arrest system may only be unhooked after standing safely on the ladder (3-point support).

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Accessing the ladder **with** transition aid:
– When stepping on the ladder, assembly personnel must ensure a 3-point support.

Climbing down the ladder:
– When descending, the assembly personnel must ensure a 3-point support.

11 Rescuing the assembly personnel

The height rescue system is only supplied on certain crane types.

The height rescue system, consisting of the rappelling rescue device, is an evacuation and rescue device. It is used to lift the fallen person to be able to unhook him from the height safety equipment and to lower him by rope.

WARNING
Danger of falling!
► The assembly personnel must be instructed and trained properly in the correct handling of the height rescue system. Annual practice instructions and drills must be carried out.
► The supplied height rescue system must be kept available.
► The operating instructions of the manufacturer for the height rescue system must be observed and adhered to.
► The height rescue system must be checked annually by authorized and trained expert personnel and documented in the inspection log book.

11.1 First aid measures after rescue

WARNING
Danger of fatal injury!
► After the rescue, the patient must be positioned with the upper body raised (in seated or squatting position).
► Immediate flat position or even shock position can be fatal.

12 Crane cab

The roof of the crane cab is not designed as a support surface.

WARNING
Standing on the roof of the crane cab!
Persons on the roof of the crane cab can fall down, break through the roof or slide off.
► Do not access the roof of the crane cab.

WARNING
The superstructure is in a position in which it is **no** longer safe to climb up to it and it is **no** longer possible to change the position of the superstructure to a safe ascent position!
People can fall down while ascending. Death, severe bodily injuries.
► Guarantee safe ascent / descent: Set up suitable climbing aids, such as a platform or ladder.

12.1 Extendible step* for cranes on tires

An extendible step allows comfortable entry into the crane cab as well as safe exit from the crane cab to the crane chassis and safe access to the turntable.

The description for an „extendible step for cranes on tires“ only applies for cranes that drive on tires.

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Ascending and descending takes place via the ladder on the crane chassis. See chapter 2.07 „Accesses to the crane“.

WARNING
Extendible step in the incorrect position!
Personnel can fall down. Death, severe bodily injuries.
► Make sure that the extendible step is in the correct position.

The extendible step must be **retracted** for:
– **Access to the crane cab below the cab door**
Access to the crane cab via the ladder from the ground or when directly descending from the crane cab via the ladder to the ground
– **Access to the crane cab in front of the crane cab**
Access to the crane cab via the ladder from the ground or when directly descending from the crane cab via the ladder to the ground

The extendible step must be **extended** for:
– **Access via an extendable step from the rear**
Access to the crane cab via the crane chassis or the crane superstructure
– **Accessing via the front step**
Access to the crane cab via the crane chassis or the crane superstructure

12.1.1 Access to the crane cab below the cab door

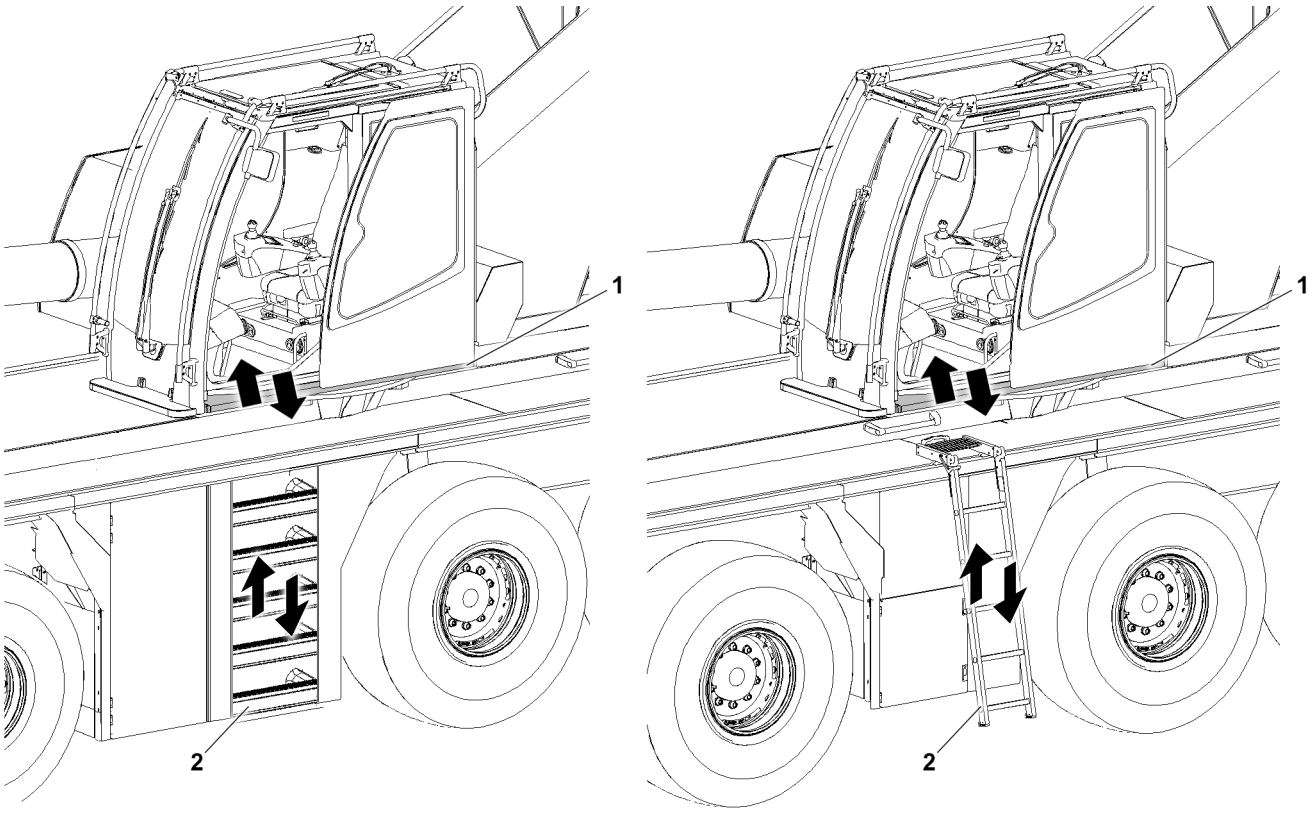

*Fig.160754: Crane superstructure in the 180° position: Step **retracted***

1 Extendible step **2** Ladder / folding ladder

Prior to climbing up to the crane cab via the ladder **2** from the ground or before descending from the crane cab via the ladder **2** to the ground, the following prerequisites must be met:
– The crane superstructure is in the 180° position.
– In the case of a crane cab with incline adjustment: The crane cab is in the horizontal position.
– The extendible step **1** under the crane cab is **retracted**.
– The folding ladders **2** are in the ascent and descent position.

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WARNING
Extendible step **1** in the incorrect position!
Personnel can fall down. Death, severe bodily injuries.
► Make sure that the extendible step **1** is fully retracted.

WARNING
The step **1 cannot** be retracted!
People can fall during ascent and descent via the ladder **2**.
Death, severe bodily injuries.
► Guarantee safe ascent / descent: Set up suitable climbing aids, such as a platform or ladder.

12.1.2 Access to the crane cab in front of the crane cab

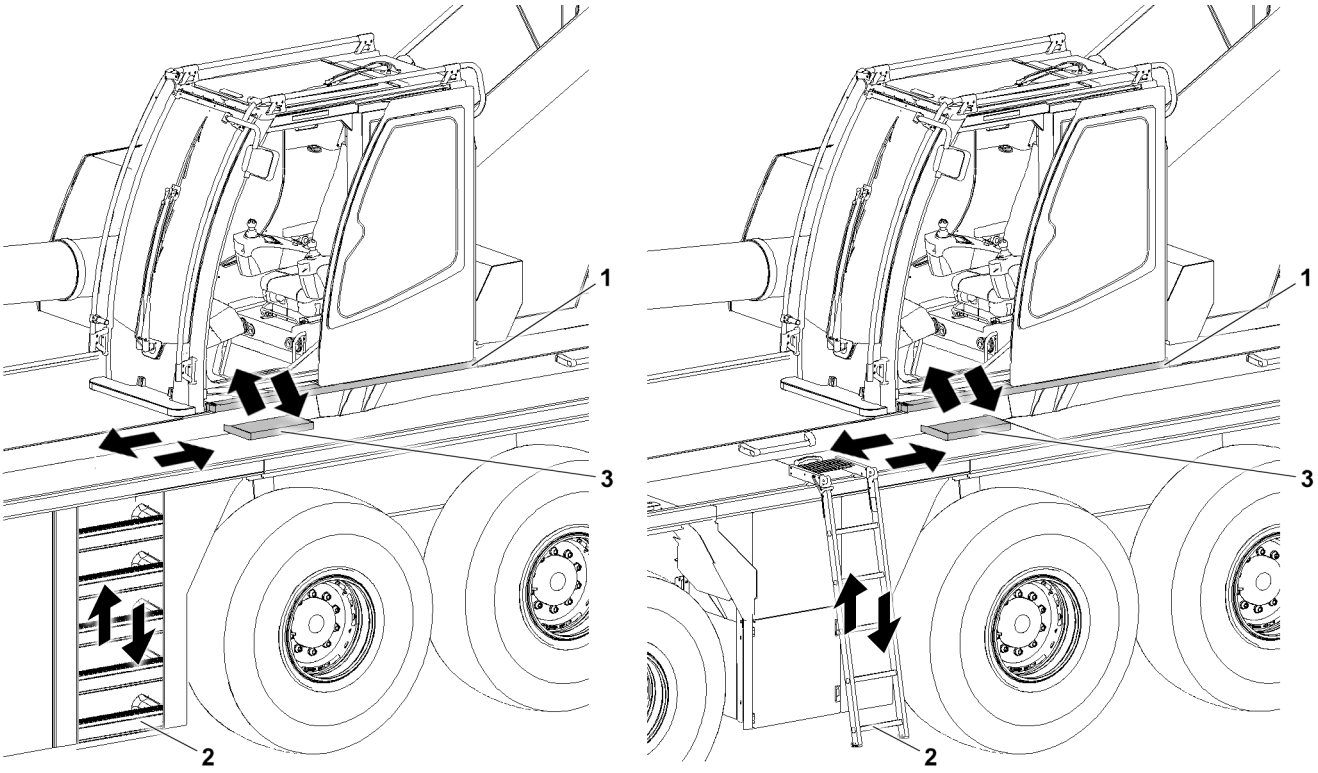

*Fig.160768: Crane superstructure in the 180° position: Step **retracted***

1 Extendible step **2** Ladder / folding ladder **3** Intermediate step

The intermediate step **3** is installed only for certain crane types.

When accessing the crane cab in front of the crane cab, the following prerequisites must be met:
– The crane superstructure is in the 180° position.
– In the case of a crane cab with incline adjustment: The crane cab is in the horizontal position.
– The extendible step **1** is **retracted**.
– The folding ladders **2** are in the ascent and descent position.

WARNING
Extendible step **1** in the incorrect position!
Personnel can fall down. Death, severe bodily injuries.
► Make sure that the extendible step **1** is fully retracted.

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12.1.3 Access via an extendable step from the rear

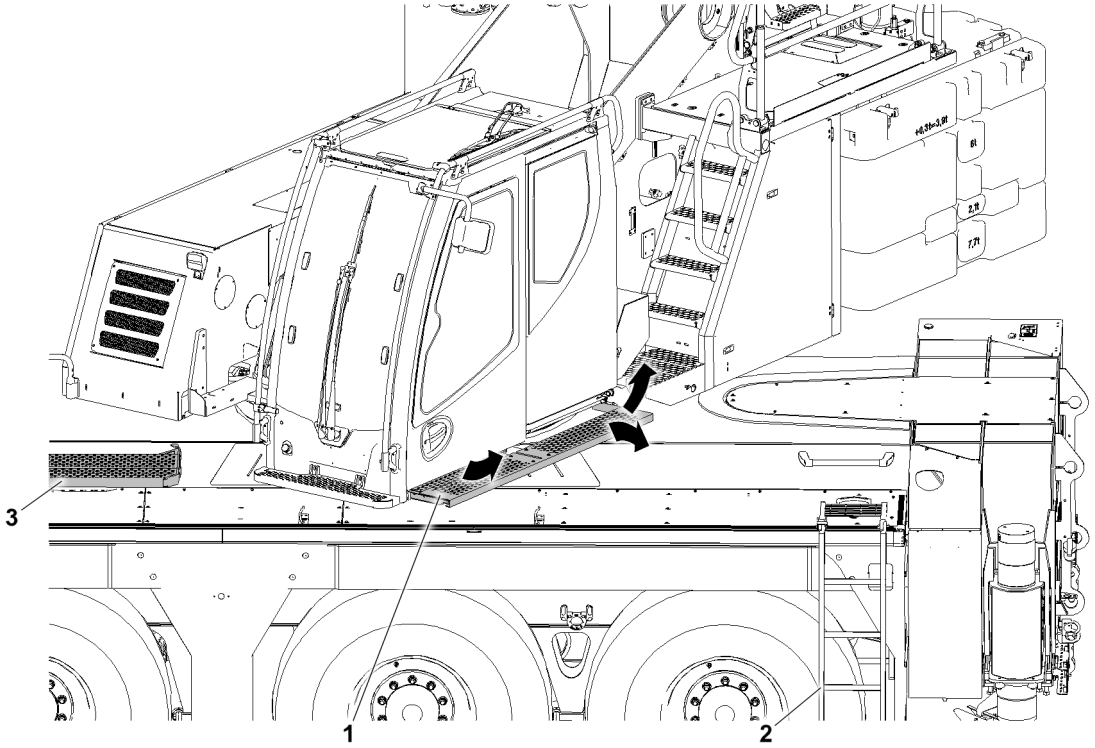

Fig.160756: Access via an extendable step from the rear

1 Extendible step
2 Folding ladder
3 Intermediate step

The intermediate step **3** is installed only for certain crane types.

When accessing via an extendable step **1** from the rear, the following prerequisites must be met:
- Access to walkable surfaces of the crane chassis is ensured.
- The extendible step **1 must** be extended.
- The **cab door** must be closed.
- In the case of a crane cab with incline adjustment: The crane cab is in the horizontal position.
- The folding ladders **2** are in the ascent and descent position.

WARNING
Extendible step **1** in the incorrect position!
Personnel can fall down. Death, severe bodily injuries.
► Make sure that the extendible step **1** is fully extended.

WARNING
Cab door opened!
The step depth of the extendible step **1** is too shallow.
Personnel can fall down. Death, severe bodily injuries.
► Make sure that the cab door is closed completely.

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12.1.4 Accessing via the front step

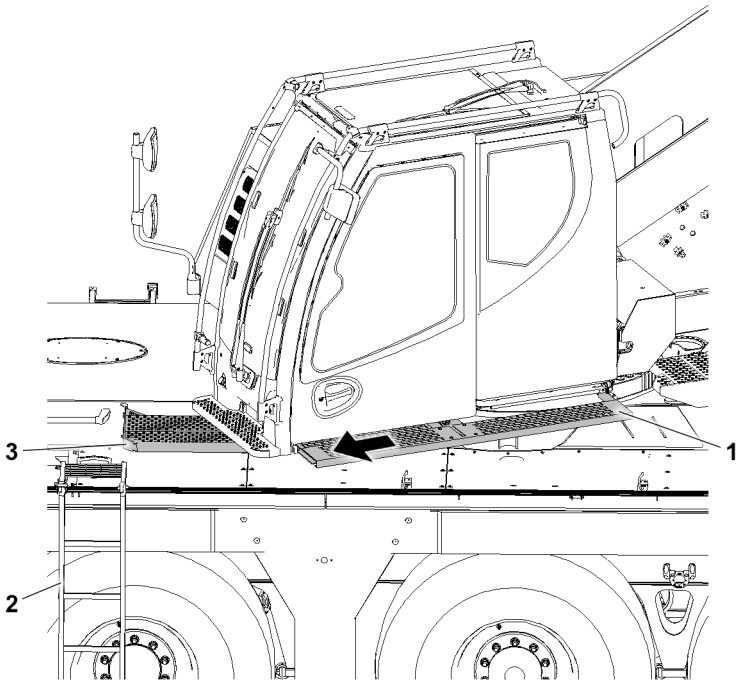

Fig.160757: Accessing via the front step

1 Extendible step
2 Folding ladder
3 Intermediate step

The intermediate step **3** is installed only for certain crane types.

When accessing via the front step, the following prerequisites must be met:
- Access to walkable surfaces of the crane chassis is ensured.
- The extendible step **1 must** be extended.
- In the case of a crane cab with incline adjustment: The crane cab is in the horizontal position.
- The folding ladders **2** are in the ascent and descent position.

WARNING
Extendible step **1** in the incorrect position!
Personnel can fall down. Death, severe bodily injuries.
► Make sure that the extendible step **1** is fully extended.

12.2 Access for LTR cranes

An extendible step allows comfortable entry into the crane cab as well as exit from the crane cab during crane operation.

The description for an „extendible step for LTR cranes“ only applies for LTR cranes.

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12.2.1 Access for LTR 1060 and LTR 1100

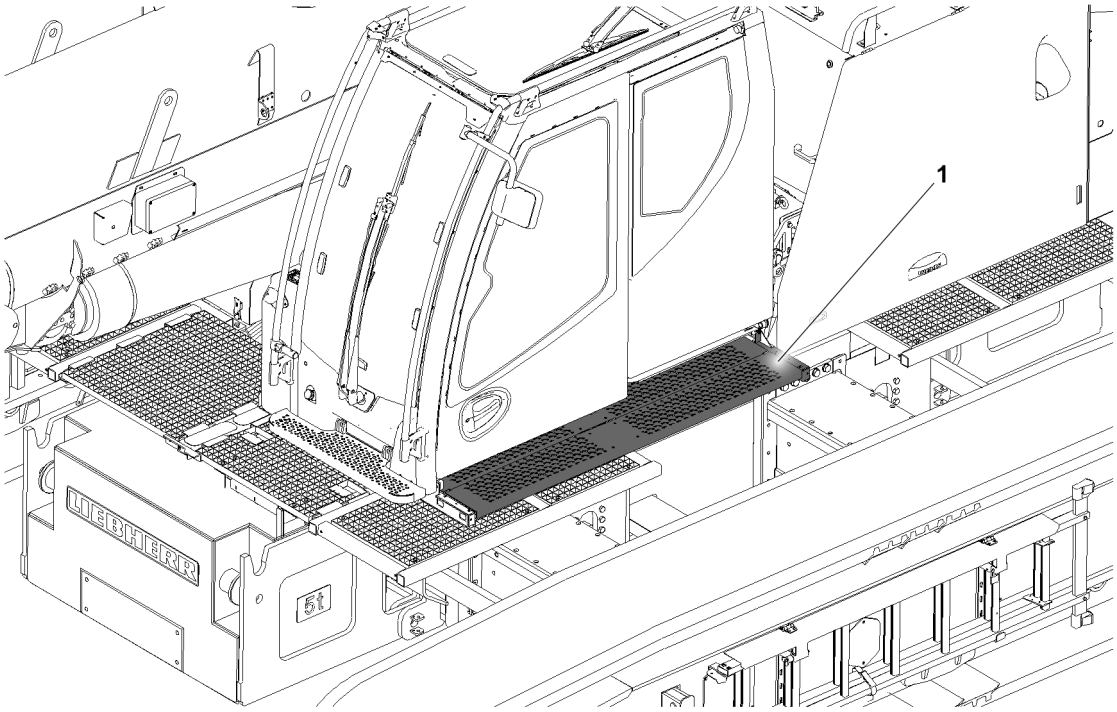

Fig.161886: Access for LTR 1060 and LTR 1100

1 Extendible step

Ascending and descending takes place on the walking surfaces of the crawler chain. See chapter 2.07 „Accesses to the crane“.

Before entering or exiting the crane cab, the following prerequisites must be met:
- The crane superstructure is in the 0° position (driving position).
- The crane is horizontally aligned.
- The crane cab is in the horizontal position.

WARNING
The superstructure is in a position in which it is **no** longer safe to climb up to it and it is **no** longer possible to change the position of the superstructure to a safe ascent position!
People can fall down while ascending. Death, severe bodily injuries.
► Guarantee safe ascent / descent: Set up suitable climbing aids, such as a platform or ladder.

WARNING
The rise from the walking surface and cab floor is more than 300 mm !
Personnel can fall down. Death, severe bodily injuries.
► Guarantee safe ascent and descent: Set up suitable climbing aids, such as a safety step.

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12.2.2 Access for LTR 1220

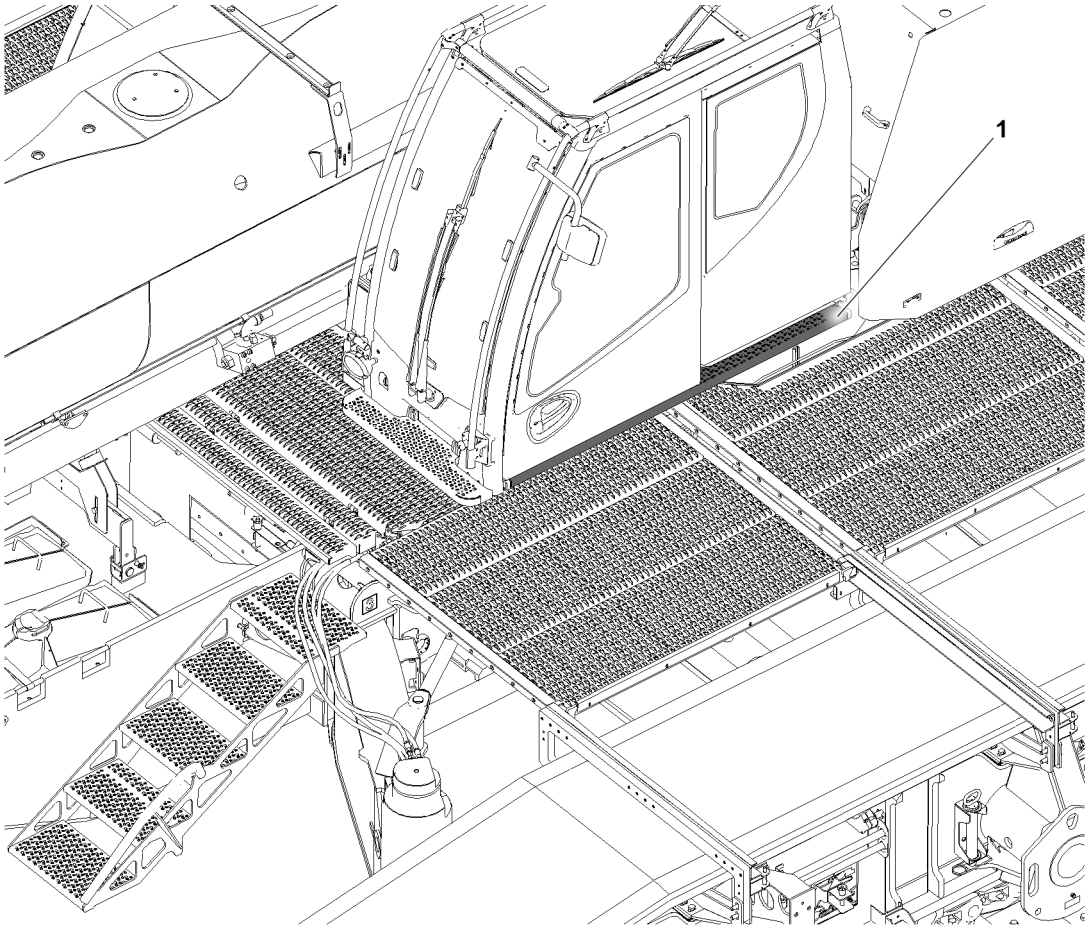

Fig.161887: Access for LTR 1220

1 Extendible step

Ascending and descending takes place on the walking surfaces of the crawler chain. See chapter 2.07 „Accesses to the crane“.

Before entering or exiting the crane cab, the following prerequisites must be met:
- The crane superstructure is turned to the point where a safe access to walkable surfaces of the crane chassis is ensured.
- The crane is horizontally aligned.
- The crane cab is in the horizontal position.

WARNING
The superstructure is in a position in which it is **no** longer safe to climb up to it and it is **no** longer possible to change the position of the superstructure to a safe ascent position!
People can fall down while ascending. Death, severe bodily injuries.
► Guarantee safe ascent / descent: Set up suitable climbing aids, such as a platform or ladder.

WARNING
The rise from the walking surface and cab floor is more than 300 mm !
Personnel can fall down. Death, severe bodily injuries.
► Guarantee safe ascent and descent: Set up suitable climbing aids, such as a safety step.

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12.3 Crane cab with incline adjustment

WARNING
Danger of falling!
If the crane cab cannot be swung from an inclined position (for example 20° position) to the horizontal position, for example due to a problem, then utmost caution must be used when entering and exiting.
Personnel can fall, death, severe bodily injuries.
- ► For safety reasons, we recommend making use of outside help.
- ► If necessary, have platforms or other suitable entry aids set up to ensure safe exit from the crane cab.

WARNING
Danger of accident!
If the door of the crane cab is opened in inclined position, then the door can move back suddenly.
Hands can be crushed or injured.
- ► When the crane cab is in an inclined position, open the door carefully.

12.4 Crane cab with securing bracket

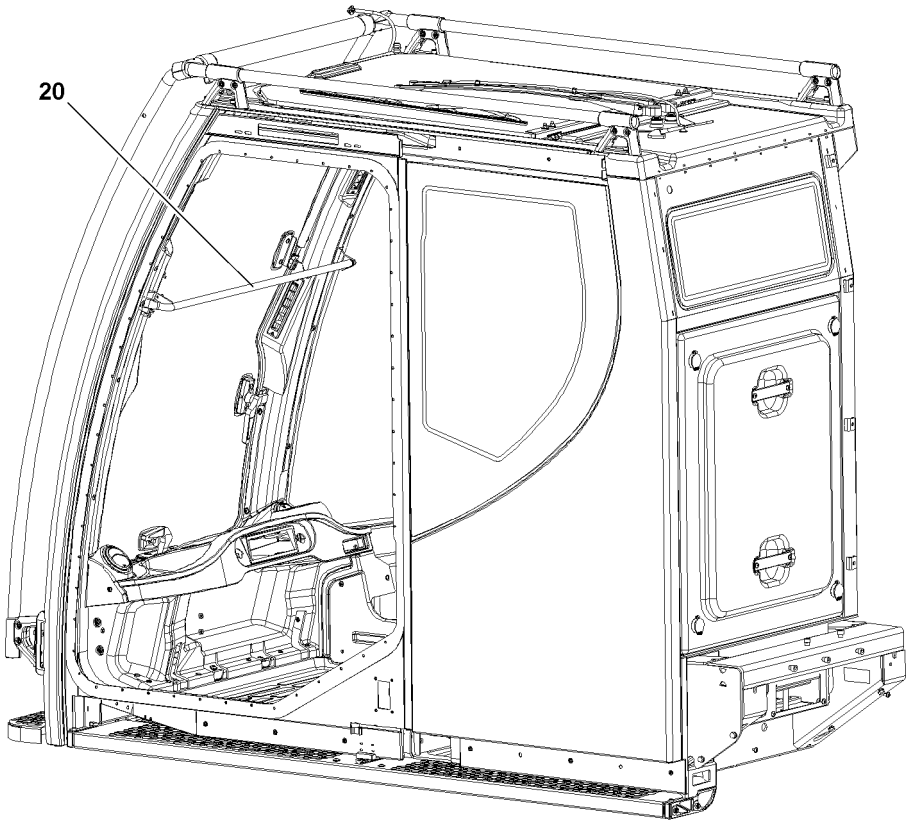

Fig.121158: Example of crane cab with securing bracket

Note
- ► The securing bracket **20** is installed to protect the crane operator from a danger of falling when the front window is open.

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13 Side window

WARNING
Close side window inadvertently!
Personnel can be crushed. Objects can be damaged!
- ► During closing, watch the side window pane as it moves up.
- ► Make sure that no persons are crushed or objects damaged.

14 Emergency hammer*

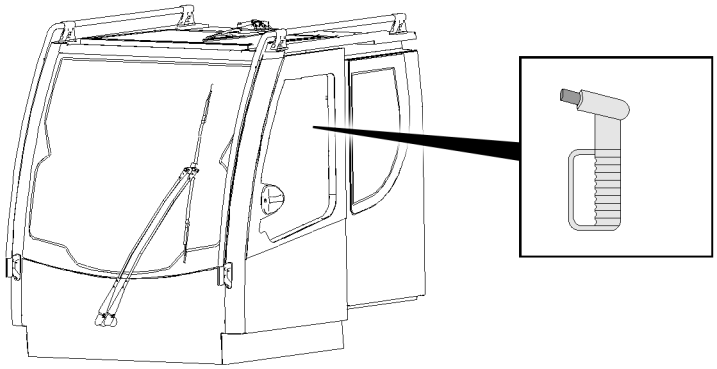

Fig.157682: The emergency hammer is shown as an example*

WARNING
Glass splinters and sharp broken edges!
If personnel is not suitably protected against glass splinters and sharp broken edges, serious bodily injury can result.
- ► Protect personnel when possible against glass splinters and sharp broken edges.
- ► When removing the destroyed glass pane, take the falling direction of the glass splinter into account.
- ► To climb through a destroyed glass pane, cover the broken edges or keep a distance.

14.1 Destruction of a glass pane

When an object suitable for destroying a glass panel is carried along, for example an emergency hammer* (as shown in the example)

WARNING
Glass splinters and sharp broken edges!
If personnel is not suitably protected against glass splinters when destroying a glass pane, serious bodily injury can result.

When a glass panel is destroyed:
- ► Cover your eyes and protect against glass splinters.

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Note
- ► Glass panes breaker easier when the outer edge of the glass pane is struck.
- ► Cover your eyes when striking a pane.
- ► When striking a pane, go to a position if possible that offers protection from the falling glass splinters.
- ► When removing the destroyed glass splinters, use an object if possible and protect people against the glass splinters.
- ► When removing the destroyed glass pane, proceed from the top to the bottom and take the falling direction of the glass splinter into account.
- ► In the case of a glass pane made out of laminated safety glass, the incorporated film makes it is harder to create a large opening for climbing through. Select another pane if possible.

With suitable self-protection:
- – Knock out the glass pane using a suitable object, such as an emergency hammer*.
- – Create a large enough opening.
- – Climb through the opening carefully.

15 Transport

WARNING
Error during transport!
Death, severe bodily injuries, property damage.
- ► To avoid accidents, observe and follow the notes provided in the following sections.
- ► Observe the legal as well as country-specific regulations for load securing.

WARNING
Falling of crane components!
If rigging devices are released and removed from crane components after transport, the crane components can slip or fall over.
Death, severe bodily injuries, property damage.
- ► Make sure that the crane components are fastened to the auxiliary crane after releasing the rigging devices.
- ► Make sure that the fastening equipment is tensioned before releasing the rigging devices on the crane components.

15.1 Crane and crane components

Follow the notes provided below to safely transport the crane and crane components:
- – Close the crane cab and all cover doors.
- – Use suitable transport vehicles.
- – Use rigging devices with sufficient load capacity.
- – Regularly check the rigging points and fastening points. See chapter 8.01.
- – Properly support and secure the components on the transport vehicle.
- – Use special transport devices. See chapter 3.80.
- – Transporting a complete luffing lattice jib is prohibited.

15.2 Lattice sections

Follow the notes provided below to safely transport the telescoped lattice sections:
- – Securely rig the lattice sections on the transport vehicle and secure them together in at least two independent points.
- – When there are rigging points on the lattice sections: Secure each lattice section individually to the provided rigging points using suitable rigging elements and clamping elements on the transport vehicle.
- – If there are no rigging points on the lattice sections: Secure each lattice section individually with suitable rigging devices and clamping elements to the transport vehicle.

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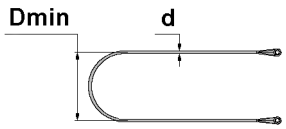
15.3 Fiber guy ropes

The prerequisites for transporting the fiber guy ropes are closely connected with the prerequisites for storage.

WARNING
Incorrect storage or transport of the fiber guy ropes!
Damage. The fiber guy ropes can rip.
Death, severe bodily injuries, property damage.
- ► Comply with the instructions and conditions for storage and transport in this section.
- ► Inspect the fiber guy ropes regularly, see chapter 8.16.
- ► Comply with the maintenance intervals, see chapter 7.03.50.

Fig.160904: Twisting marking for a straight fiber guy rope, example of a twisted fiber guy rope!

1 Straight fiber guy rope
2 Twisting marking
3 Fiber guy rope twisted 180°
4 Fiber guy rope twisted 360°



Dmin = 20 x d

Fig.160908: Fiber guy rope: Calculation of minimum permissible bending diameter

Formula element	Meaning
Dmin	Minimum permissible bending diameter
d	Rope diameter

Minimum permissible bending diameter: Definition of the formula elements

Make sure that the following instructions for storage and transport of fiber guy ropes are observed:
- – Do **not** bend, knot, twist or sever the fiber guy ropes.
- – The twist marking **2** is aligned straight along the entire rope length.
- – Never fall below the minimum permissible bending diameter **Dmin** of **20** x rope diameter **d**.
- – Do **not** drag the fiber guy ropes over the ground, rough surfaces or sharp edges.

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- Do **not** let the fiber guy ropes ball onto the ground or components.
- Do not place heavy loads on the rope.
- Do **not** allow heavy or sharp-edged objects fall onto the rope.
- Do **not** place the fiber guy ropes on sharp edges or pull them over sharp edges.
- Keep the fiber guy ropes away from hot surfaces, flames, lamps or other objects that radiate heat.
- Keep fiber guy ropes away from environments where grinding or welding takes place.
- Keep the fiber guy ropes free of ice and snow.
- Prevent contact with chemicals.
- Only fasten the fiber guy ropes in the permissible range with belt loops, see chapter 5.01.

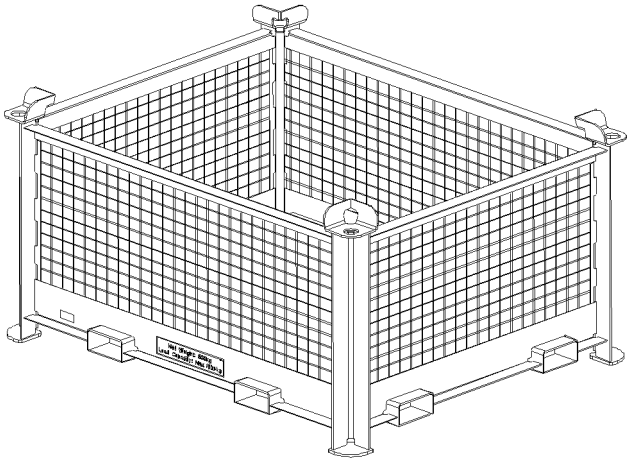

Fig.149503: Transport box for fiber guy ropes

Moist and wet environments lead to damage of the fiber guy ropes.

Make sure that the following conditions for storage and transport are observed:
- Let wet fiber guy ropes dry in the air at approx. 20 °C prior to storage.
- Store and transport the fiber guy ropes only in the provided transport box.
- Do **not** store or transport fiber guy ropes together with other components.
- Store the fiber guy ropes in a dry and well-ventilated area.

When assembled fiber guy ropes are transported and stored as part of an assembly unit:
- All instructions for storage and transport of fiber guy ropes apply to the same extent.
- Make sure that the assembly unit is stored in a dry and well-ventilated area.
- If the assembly unit **cannot** be stored in a well-ventilated and dry area until the next assembly: Disassemble the fiber guy ropes.

15.4 Mobile cranes

Follow the notes provided below for the safe transport of mobile cranes:
- To ensure the largest possible frictional coefficient to the transport surface, clean the wheels before transport.
- When driving on the transport vehicle, check the easy movement of the vehicle with the aid of a guide to avoid hitting too hard.
- Apply the parking brake. See the Crane operating instructions, chapter 3.04.
- Lower the crane with the level control to obtain a center of gravity as low as possible. Level control, see Crane operating instructions, chapter 3.03
- Stopping the mobile crane: Place wedges under the wheels. See the Crane operating instructions, chapter 2.04.
- Close the driver's cab.

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15.5 Accelerating, changing the load

NOTICE
Permissible acceleration exceeded!
Damage to the crane.
- ► Observe the maximum permissible longitudinal acceleration of 1.0 g.
- ► Observe the maximum permissible lateral acceleration of 0.8 g.
- ► Offloading and running is prohibited during rail transport.

If higher accelerations are expected (sea transport, rail transport, maneuvering operation):
- ► Carry out the special measures to secure the crane and crane components.

NOTICE
Frequent dynamic load change!
Premature fatigue of load bearing crane components.
- ► Demount and properly secure components with large masses.
- ► Prior to transport: Have the rigging points and crane structures checked for damage by an authorized inspector. See chapter 8.01.

16 Fastening

WARNING
Defective fastening equipment or fastening points!
The load can fall down.
- ► Make sure that the fastening points and fastening equipment are in a perfect condition.
- ► Regularly check the rigging points and fastening points. See the Crane operating instructions, chapter 8.01.
- ► Check the fastening equipment regularly. See the Crane operating instructions, chapter 8.01.

WARNING
Load bearing capacity of the fastening equipment is **not** sufficient!
The load can fall down.
- ► Determine the weight of the crane component to be fastened.
- ► Fasten the components solely with approved and sufficiently load bearing fastening equipment.

WARNING
Component incorrectly fastened!
The load can fall down.
- ► Attach the components only on the intended fastening points.

17 Crane operator responsibilities

17.1 General

The crane operator's primary responsibility is to use and operate the crane in a manner that is safe for both himself and others.

The following important safety instructions will help you achieve this.

Many crane accidents are caused by crane control errors.

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WARNING
Danger due to operating error!
► In your interest and in the interest of others, make sure that you know your crane. Also learn to recognize all dangers connected with the work to be carried out.

Operating errors, which are made again and again during travel operation or crane operation are especially careless while working, in particular:
- Swinging too quickly
- Stopping the load too quickly
- Pulling the load at an angle
- Allowing slack rope formation
- Overloading the crane
- Driving too fast with a load and / or equipment on an uneven road
- Error when fastening the load
- Unsuitable operation; especially angular pulling, breaking away stuck loads
- Wind action on suspended loads
- Errors during on-road driving, for example:
  - Overspeeding the engine when driving downhill
  - Driving with turned on differential lock
- Crashing into bridges, roofs or high voltage wires due to insufficient overhead clearance
- Inadequate support; support base, substructure under the support plates
- Errors during assembly or removal of booms
- Incorrect positioning of the crane when it is taken out of service
- Exceeding the permissible wind speeds in operation and when out of service

In many cases, crane damage is caused by improper maintenance:
- Insufficient oil, grease or antifreeze
- Contamination
- Broken cable wires, defective tires, worn components
- Emergency limit switch or load torque limiter (LMB) not operating properly
- Brake and clutch failure
- Hydraulic defects; for example cracked hoses
- Loose bolts

17.2 Working on the crane superstructure or boom

WARNING
Danger of falling!
When working on the crane superstructure or boom, personnel must be secured with appropriate safety measures to prevent them from falling. If this is not observed, working personnel can fall and be killed or severely injured.
► For all work on the crane where there is a danger of falling, suitable safety measures must be taken.
► The crane superstructure or the boom may not be accessed without suitable aids.
► Suitable aids are, for example: Lifting platforms, scaffoldings, ladders, assembly platforms, auxiliary crane.
► If railing are present on the crane superstructure, then they must be swung into operating position and secured for all work, see Crane operating instructions, chapter 2.06.
► Step on aids and stepping surfaces on the crane only with clean shoes.
► Keep aids and stepping surfaces on the crane clean and free from snow and ice.
► If the work cannot be carried out with such aids nor from the ground, then the assembly personnel must secure themselves with supplied fall arrest systems to avoid falling, see section „Personal protective equipment“.
► It is prohibited to step on the driver's cab or crane cab roof and specially marked surfaces, see Crane operating instructions, chapter 2.05.

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17.3 Obligations of the crane operator

1. Before starting to work, the crane operator must check the brake function and the emergency shut off devices. He must monitor the condition of the crane for obvious defects. On wireless controlled cranes, he must check the assignment of control unit and crane.
2. The crane operator must cease crane operation in case of problems endangering the safety.
3. The crane operator must report all defects on the crane to the appropriate supervisor, also to his replacement in case of crane change.
4. The crane operator must make sure that:
   - All control systems are set to neutral or idle position before release of the energy supply to the drive components.
   - The control systems are set to neutral or idle position and the energy supply is shut off before leaving the control platform.
   - When taking down the control unit for wireless control, the control unit is secured to prevent unauthorized persons from turning it on.
5. The crane operator must ensure that cranes subjected to wind are not operated past the limits which were set by the crane manufacturer, and that the boom is taken down at least when the critical wind speeds for the crane are reached and at the end of the work.
6. The crane operator must monitor the load for all crane movements or the load lifting devices when moving the crane without a load, if they could cause a dangerous situation. If observation is not possible, then the crane operator may move the crane only with the aid of a guide.
7. The crane operator must give warning signs when necessary.
8. The crane operator may not move loads over personnel.
9. Any loads attached by hand may only be moved by the crane operator after he received a clear sign from the person who attached the load, the guide or any other responsible party which was assigned to that task by the contractor. If signals must be used to communicate with the crane operator, then these signals must be agreed upon before use between the responsible party and the crane operator. If the crane operator determines that the loads are not properly attached, then he may not move these loads.
10. As long as a load is suspended on the crane, the crane operator must keep the control systems within reach. This does not apply for the towing of vehicles with towing cranes.
11. The crane operator may not run up operationally to end positions that are only limited by the emergency limit switches.
12. After a load torque limiter was triggered, the crane operator may not pick up an overload by pulling in / raising the boom.
13. The crane operator may **not** bypass the overload protection to increase the hoisting power of the crane.

18 Selecting the location

In the following illustrations 1 to 3 the possible situations are shown as an example.

It is very important to choose an appropriate location in order to prevent the danger of accident.

It must always be possible to take down the crane in order to take it down in a timely manner in the case of unexpected weather conditions.

It must always be possible to position the crane in a safe out of service position.

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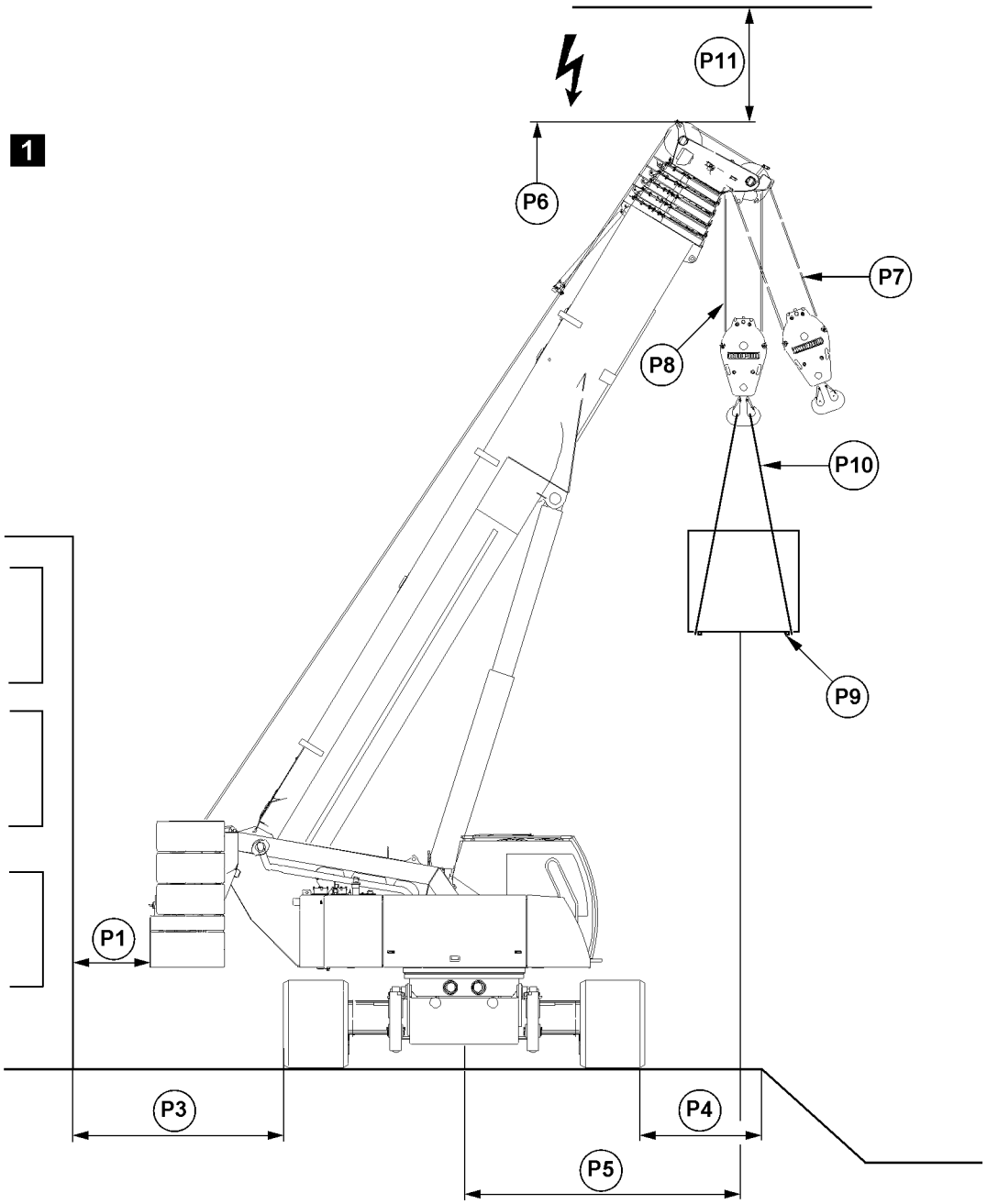

Fig.121166: Example of crawler crane with telescopic boom

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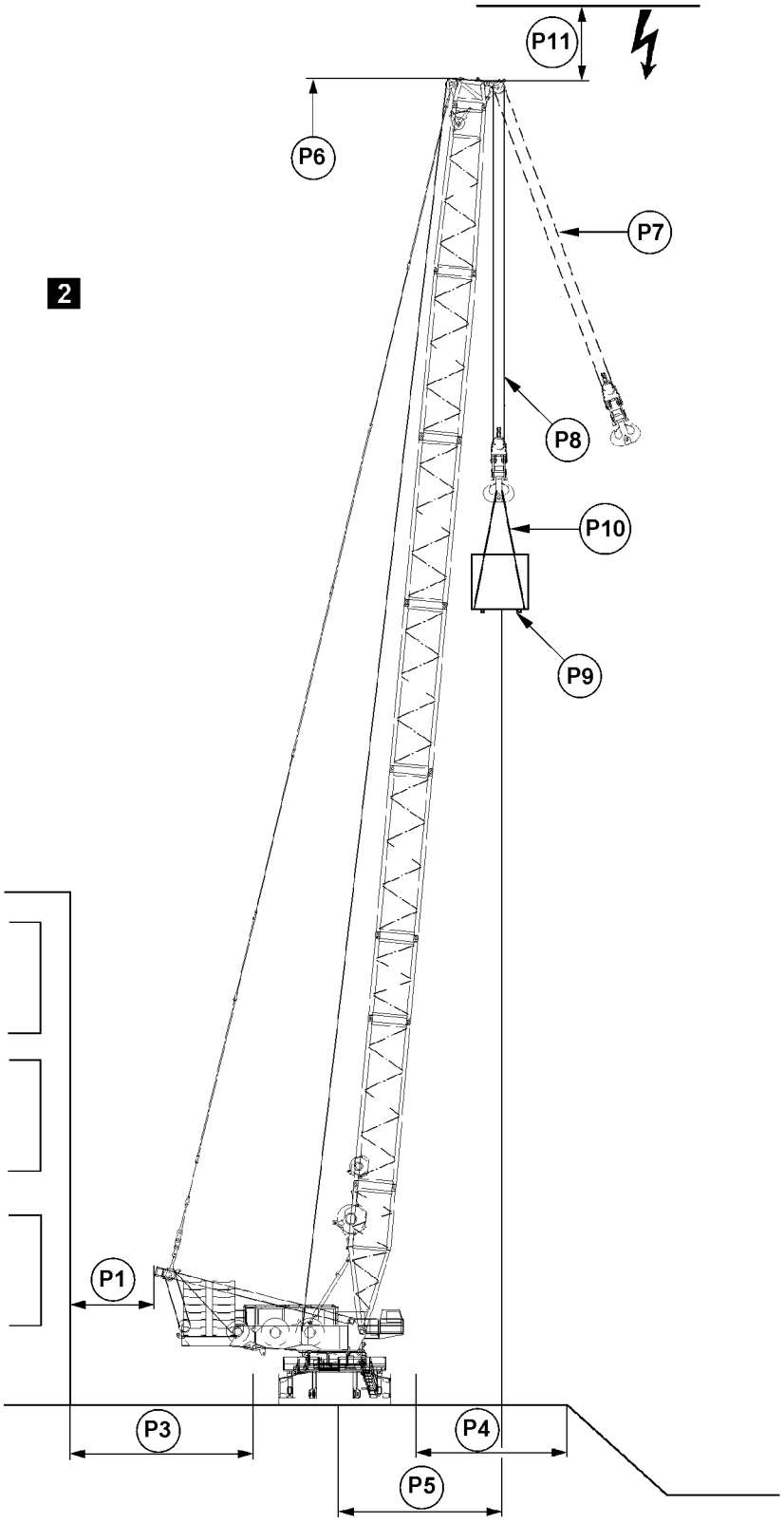

Fig.121167: Example of crawler crane with lattice mast boom

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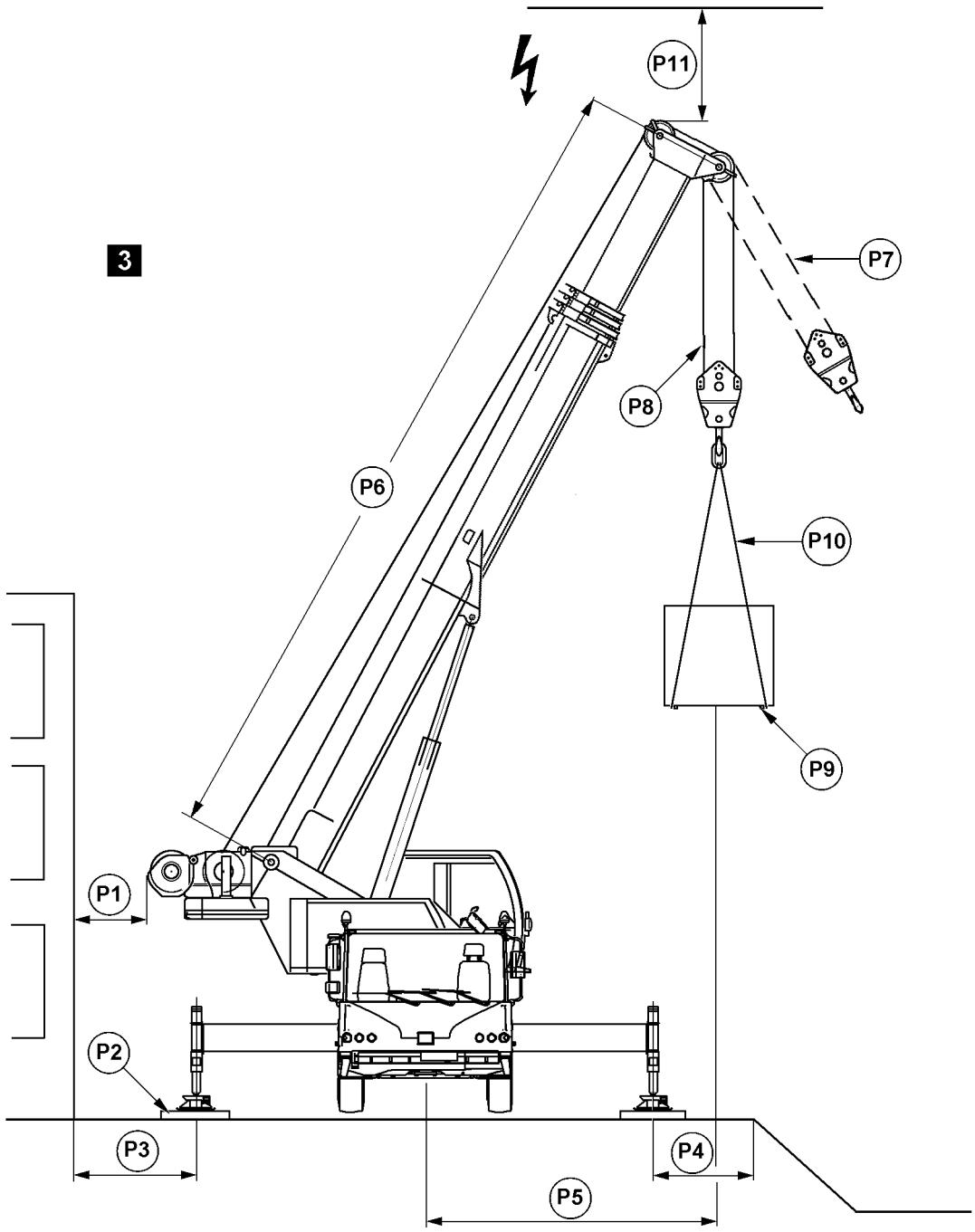

Fig.121168: Example of mobile cranes

DANGER
Danger of accidents due to ground with **insufficient** load bearing capacity!
If the crane is supported or driven on ground with an **insufficient** load bearing capacity, then the crane can topple over and kill personnel.
- ► Only support or drive the crane on ground with a sufficient load bearing capacity.
- ► Act responsibly when planning and selecting the crane location and route.
- ► Observe the following points.

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Sign	When selecting the placement location for the crane, observe and adhere to the following:
P1	Select the placement location in such a way that crane movements can be carried out without collision and that the supports can be extended to the support base specified in the load charts Make sure that no personnel is injured or killed Always keep a safety distance of 0.5 m. If this is not possible, block the danger zone off
P2	When crane support is required: Support the crane correctly and support the support plates large enough according to the load bearing capacity of the ground and the placement location
P3	Maintain a safety distance from basements or similar
P4	Maintain a safety distance from slopes or similar
P5	Select a boom radius as low as possible
P6	Select the correct boom length for the load case
P7	Angular pull is prohibited
P8	Select the correct reeving of the hoist rope for the load case
P9	Keep in mind the weight and the wind-exposed surface of the load
P10	Select fastening equipment according to the weight of the load, the type of attachment and the incline angle
P11	Maintain sufficient distance from electrical overhead lines

19 Slopes and excavations

In the following illustrations 4 and 5 the possible situations are shown as an example.

The crane may not be set up too close to slopes or excavations. Maintain adequate safety distance **A** and safety distance **B** in accordance with the type of soil.

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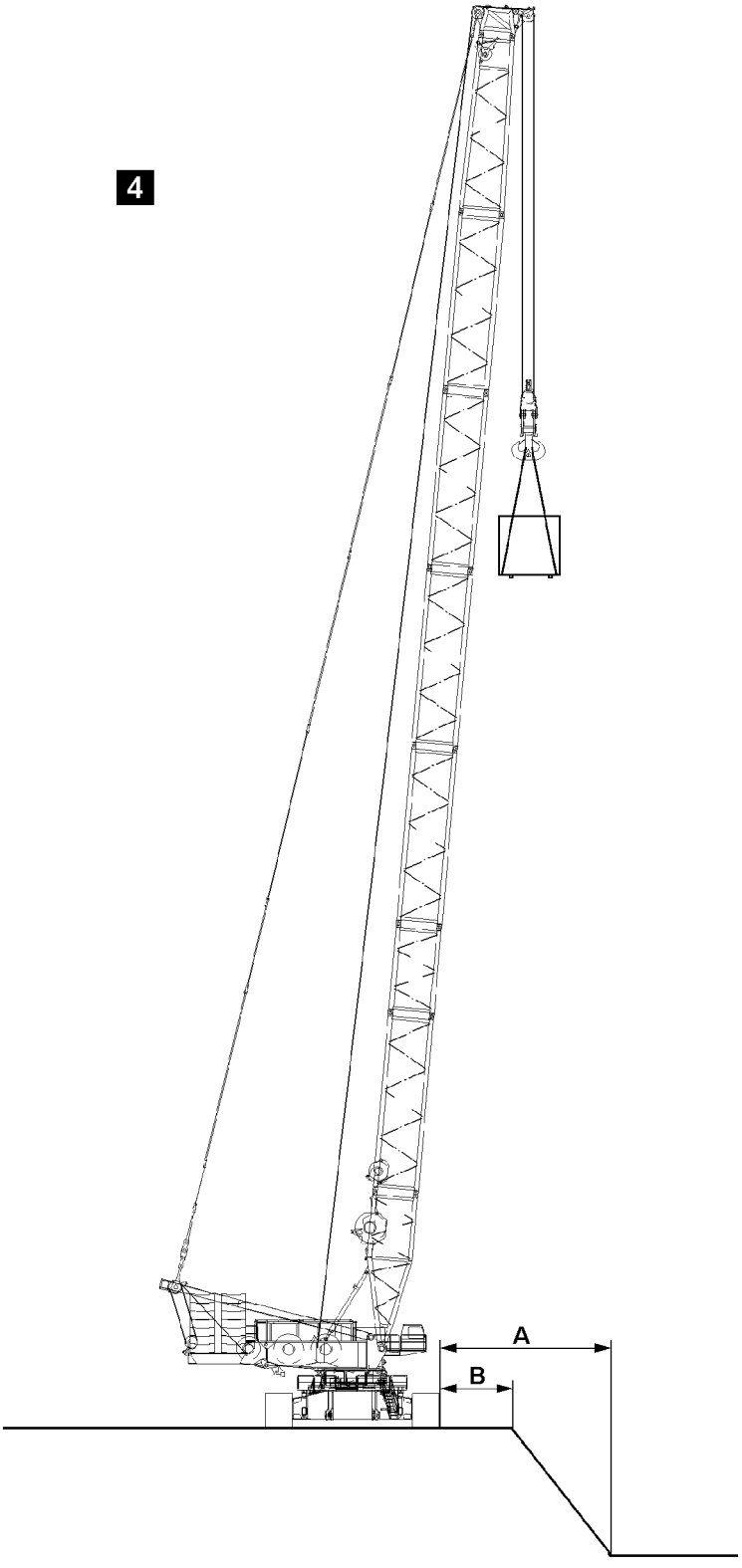

Fig.121162: Example of crawler cranes

A Distance from the bottom of excavation

B Distance from the excavation

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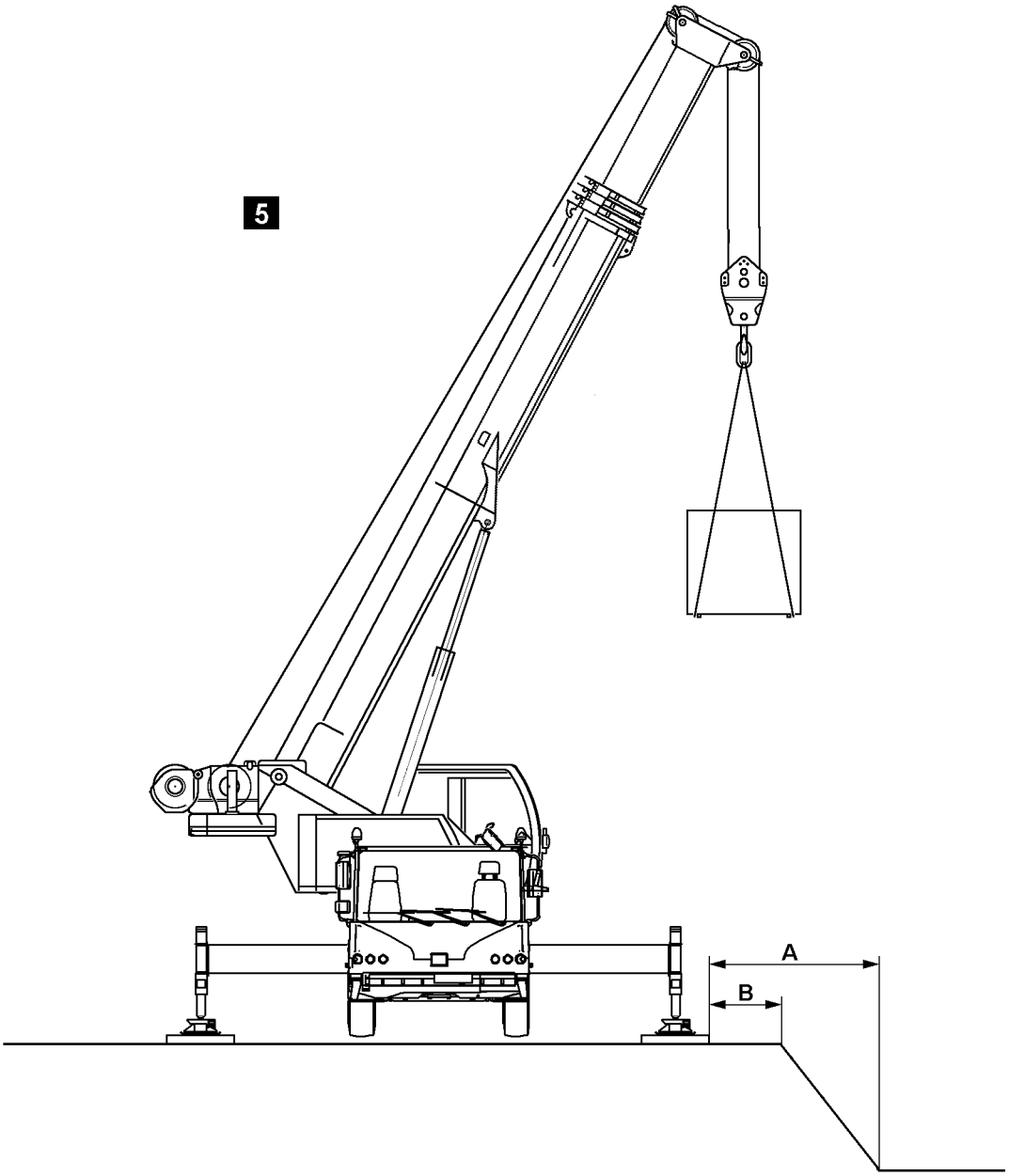

Fig.121163: Example of mobile cranes

A Distance from the bottom of excavation

B Distance from the excavation

WARNING
Safety distance **A** or safety distance **B** is too small!
The edge of the slope or the edge of the excavation can cave in.
The crane can topple over. Death, severe bodily injuries, property damage.
► Maintain the safety distance **A** and safety distance **B**.

Have the safety distance **A** and safety distance **B** calculated by a soil expert or geologist.

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20 Loads on the ground due to crane operation

Note
► Take into account that on a crane with high counterweight the crawler pressures or support forces at low load can be higher than at high load.

20.1 Load burdens on the ground on cranes on crawlers

For cranes on crawlers significant forces are transferred via the outrigger pads of the crawlers into the ground (crawler pressures).
– The ground must be able to safely withstand the resulting pressure.
– If the area of the outrigger pads is inadequate, then the crawlers must be supported from below according to the load bearing capacity of the ground.
– The required substructure can be calculated from the load bearing capacity of the ground and the crawler pressures of the crane.

WARNING
Load bearing capacity of the ground insufficient!
The ground can give, the crane can topple over.
Death or severe bodily injuries.
► Support large enough, according to the load bearing capacity of the ground with suitable materials, such as wooden beams or steel plates.

To obtain an even pressure distribution over the substructure surface:
► Set the crawlers centered on the substructure.

Note
► The respective ideal crawler pressure can be determined with the job planner program.

20.2 Load burdens on the ground on cranes on supports

When the crane is supported, significant forces (support forces) are transferred by the support cylinders via the support plates to the ground.

The ground must be able to safely withstand the resulting pressure.

If the support plate surface area is inadequate, then the support plates must be supported from below according to the load bearing capacity of the ground.

The required support surface areas can be calculated from the load bearing capacity of the ground and the support forces of the crane.

WARNING
Load bearing capacity of the ground insufficient!
The ground can give, the crane can topple over.
Death or severe bodily injuries.
► Support large enough, according to the load bearing capacity of the ground with suitable materials, such as wooden beams or steel plates.

To obtain an even pressure distribution over the substructure surface:
► Set the support plates centered on the substructure.

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20.3 Examples of the load bearing capacity of the ground

	Soil type	Permissible ground pressure [kN/m²]
1.	Organic ground:	
	Peat, sludge, muck	0
2.	Uncompacted fill:	
	Construction debris	0 to 100
3.	Non-cohesive ground:	
	Sand, gravel, rocks and mix	200
4.	Cohesive soil:	
	a) Clayed silt, mixed with topsoil	120
	b) Silt, consisting of poor clay and coarse clay	130
	c) Plastic clay, consisting of potter's clay and fill	
	Stiff	90
	Semi-solid	140
	Solid	200
	d) Mixed granular ground, clay to sand, gravel and rocky areas	
	Stiff	150
	Semi-solid	220
	Solid	330
5.	Rock in evenly solid condition:	
	a) Brittle, with traces of decomposition	1500
	b) Not brittle	4000

Examples: Permissible ground pressure of the ground

If there is any doubt about the load bearing capacity of the ground at the placement location, soil tests must be carried out by an authorized inspector, for example with a ram penetrometer.

20.4 Calculation examples

The following are general calculation examples. The values are used only to explain the calculation steps. The crane specific values are in chapter 1.03 of the crane operating instructions.

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Example: Calculation of ground pressure of support plates for cranes on supports		□
Support force according to Crane operating instructions, chapter 1.03 for example: 720 kN	720 kN	
Surface of square support plate with 550 mm side length according to the crane operating instructions, chapter 1.03, for example: 0.55 m x 0.55 m = 0.3 m^2	0.3 m^2	
80 % as the load bearing surface of the support plate: 0.3 m^2 x 0.8 = 0.24 m^2	0.24 m^2	
Ground pressure = Support force / load bearing surface support plate	720 kN / 0.24 m^2 = 3000 kN/m^2	
Ground pressure per support:	**3000 kN/m^2**	

Example: Calculation of ground pressure

- The value of the ground pressure is far higher than the permissible ground pressure for all types of granular soil.
- If this crane is utilized on bedrock, gravel type of ground, permissible ground pressure 200 kN/m^2 , then the support surface must be increased.

Example: Calculation of required support surface for cranes on supports		□
Support force according to Crane operating instructions, chapter 1.03 for example: 720 kN	720 kN	
Ground pressure from chart *Permissible ground pressures* for example: 200 kN/m^2	200 kN/m^2	
Required support surface = Support force / permissible ground pressure	720 kN / 200 kN/m^2 = 3.6 m^2	
Required support surface per support:	**3.6 m^2**	

Example: Calculation of the support surface

- The surface of the substructure for each support plate must be at least **3.6 m^2**.
- The height of the substructure must be selected depending on the load distribution angle.

Note

► The corresponding ideal support forces can be determined with the Job planner.

20.5 LICCON job planner

The calculation of support forces and crawler pressures with the LICCON job planner are based on idealized assumptions: level and homogenous ground, rigid crane structure, no consideration in regard to wind.

Side deformations of the boom system due to wind, incline position and elastic compliance of the steel structure can lead to increase of support forces or to increase of crawler pressures.

The determination of the values, taking wind load on the crane and the load into account, as well as the elastic deformation of the crane can only be carried out by the crane manufacturer or a qualified authorized inspector.

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20.5.1 Example of crane on crawler with derrick boom, suspended ballast and short (main) boom system

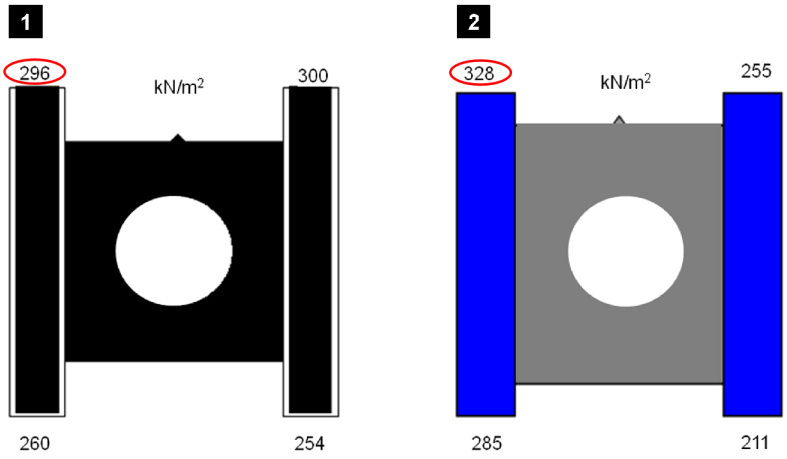

Fig.125052: Example of crane on crawler with derrick boom, suspended ballast and short (main) boom system

Illustration 1: Idealized crawler pressures from Job planner calculated with the aid of a rigid body system and without considering the wind

Illustration 2: Idealized crawler pressures with consideration of elastic deformation and wind on crane and load

20.5.2 Example of crane on crawler with derrick boom, suspended ballast and long (main) boom system

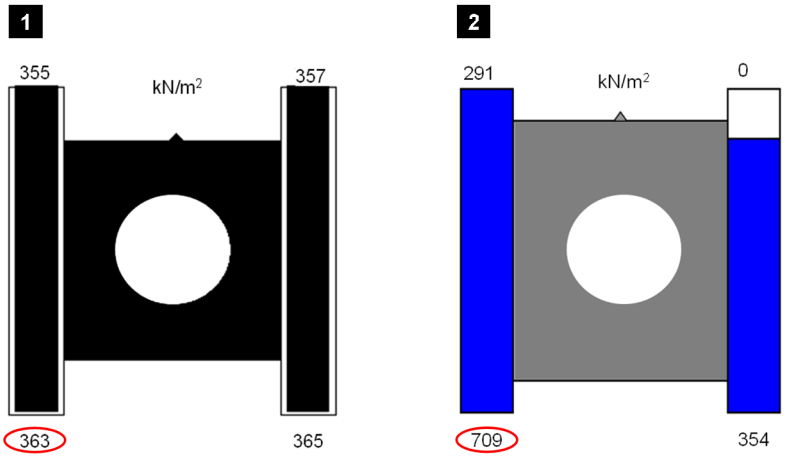

Fig.125053: Example of crane on crawler with derrick boom, suspended ballast and long (main) boom system

Illustration 1: Idealized crawler pressures from Job planner calculated with the aid of a rigid body system and without considering the wind

Illustration 2: Idealized crawler pressures with consideration of elastic deformation and wind on crane and load

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20.5.3 Example of crane on supports

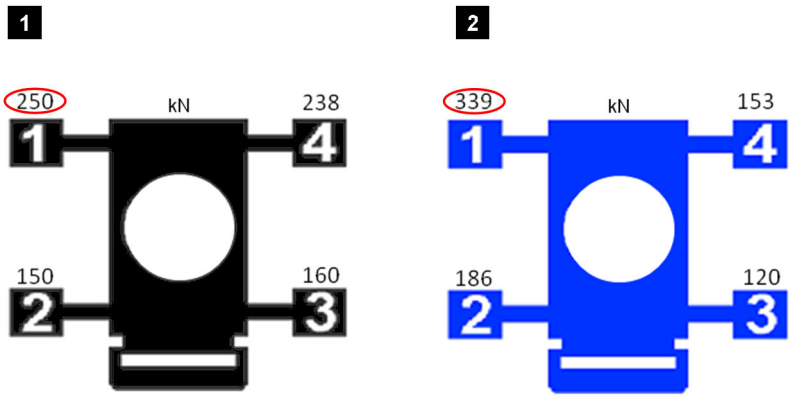

Fig.125054: Example of crane on supports

Illustration 1: Support forces from Job planner calculated with the aid of a rigid body system and without considering the wind

Illustration 2: Support forces with consideration of elastic deformation and wind on crane and load

21 Support

21.1 Support plates

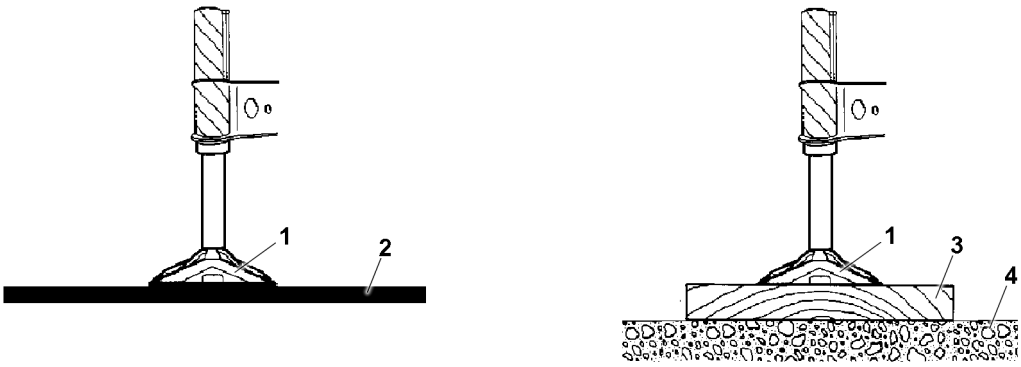

Fig.144244: Support plates

1 Support plate
2 Ground (**no** substructure necessary)
3 Substructure
4 Ground (substructure necessary)

When supporting the crane, the support plates must lie horizontally on the ground or on the substructure.

WARNING
The support plates are **not** laying horizontally!
The crane can topple over, death, property damage.
► Before supporting the crane, align the support plates horizontally.

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21.2 Supporting the crane

WARNING
The crane is **not** horizontally aligned!
The crane can topple over, death, property damage.
► Align the crane horizontally to 0.0° during the support procedure.

DANGER
The crane can topple over!
When actuating the supports with attached load and / or at loaded derrick ballast guying, the incline and the force conditions of the entire boom system change.
There is **no** shut-off by the LICCON overload protection.
The crane can topple over.
Personnel can be severely injured or killed.
► When a load is suspended it is prohibited to actuate the support.
► When the derrick ballast guying is loaded it is prohibited to actuate the support.

It is absolutely essential that the crane be supported with the support base exactly in accordance with the load chart to ensure safe crane operation.

The correspondence of the sliding beams placement surfaces must be observed to ensure proper force transfer between the sliding beams.

The crane may only be supported in these extension conditions.

WARNING
The crane can topple over!
If only the sliding beams on the load side are extended, then the crane can topple over and kill personnel.
► Push all four sliding beams and support cylinders out according to the data in the load chart and pin.
► Do **not** support in intermediate positions between the support bases.
► Pin the sliding beams to the support base according to the load chart.
► Fully insert and secure the pins.

WARNING
Risk of toppling the crane due to incorrect extension of the sliding beams!
The load suspended on the hook causes tension and deformation of the hoist rope and telescopic boom. The same applies for operation with lattice jib and guy ropes. If the load falls from the fastening ropes or if the fastening or hoist rope breaks in this situation, a sudden relief occurs. The boom snaps back quickly. This can cause the crane to topple over.
Despite previous assumption, it might become necessary to swing the load to the opposite side. This can cause the crane to topple over.
The boom and / or counterweight momentum may cause the crane to topple when turning from the longitudinal vehicle direction.
► Extend all four sliding beams and support cylinders according to the data in the load chart.

21.3 Supporting the crane with a *variable support*

When supporting the crane with a *variable support* special measures are required. These measures are described in detail in the Crane operating instructions, chapter 6.26.

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22 Aligning the crane

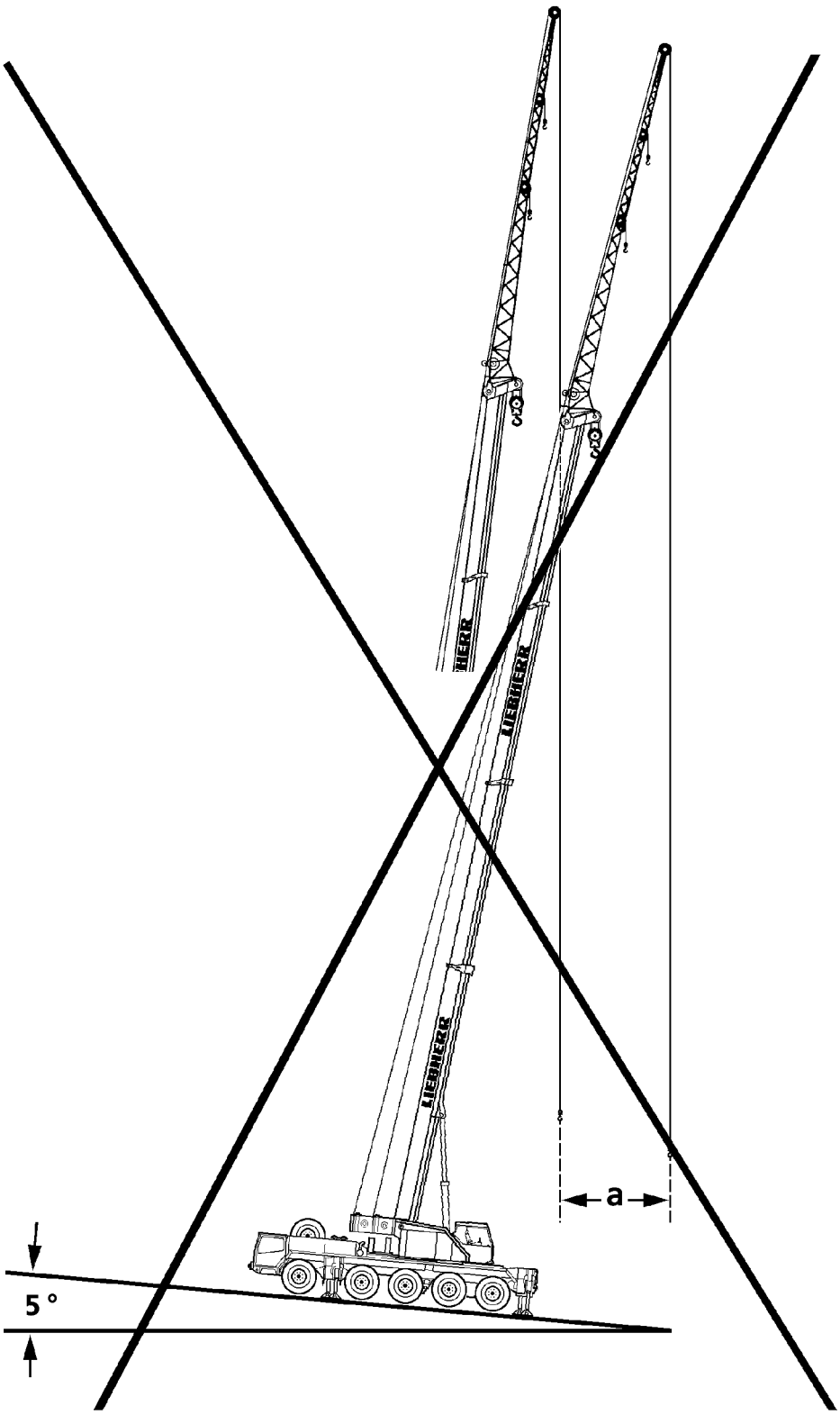

*Fig.121164: Example of **non-permissible** incline position*

In addition to the proper substructure for the supports, the horizontal alignment of the crane is of utmost importance for safe crane operation.

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DANGER
The crane can topple over due to the incline position!
If the crane is positioned at an incline, and if the boom is turned towards the slope, then the boom radius is increased as a result.
It is possible that the slewing gear can no longer hold the crane superstructure and, in extreme cases, the crane can topple over.
Personnel can be severely injured or killed.
► Align the crane horizontally before starting crane operation.

If the horizontal alignment of the crane has to be readjusted:
► Set the load down on the ground before readjusting the crane.

For cranes on crawlers, readjustment is **not** possible:
► If possible, use load charts for limited terrain incline.

Example: At a boom length of 50 m , an incline position of the crane by only 5° at a boom radius of 10 m causes an increase of the radius of a = 4 m.

23 Checking the safety measures

- The placement location has been selected so that all planned lifts included in the load chart for the erected set up configuration can be lifted.
- The load bearing capacity of the ground is adequate.
- There is safety distance to excavations and slopes.
- There are no live transmission wires within the working range of the crane.
- There are no obstacles that will hinder required crane movements.
- The crane is horizontally aligned.
- When crane support is required:
  - All four sliding beams and support cylinders have been extended according to the support base given in the load chart.
  - The sliding beams have been secured with pins to prevent them from moving.
  - The support plates are pinned and secured in the operating position.
- On mobile cranes:
  - The axle suspension is blocked.
  - The axles are relieved, which means the tires do not touch the ground.

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24 Safety instructions in case of an external power supply

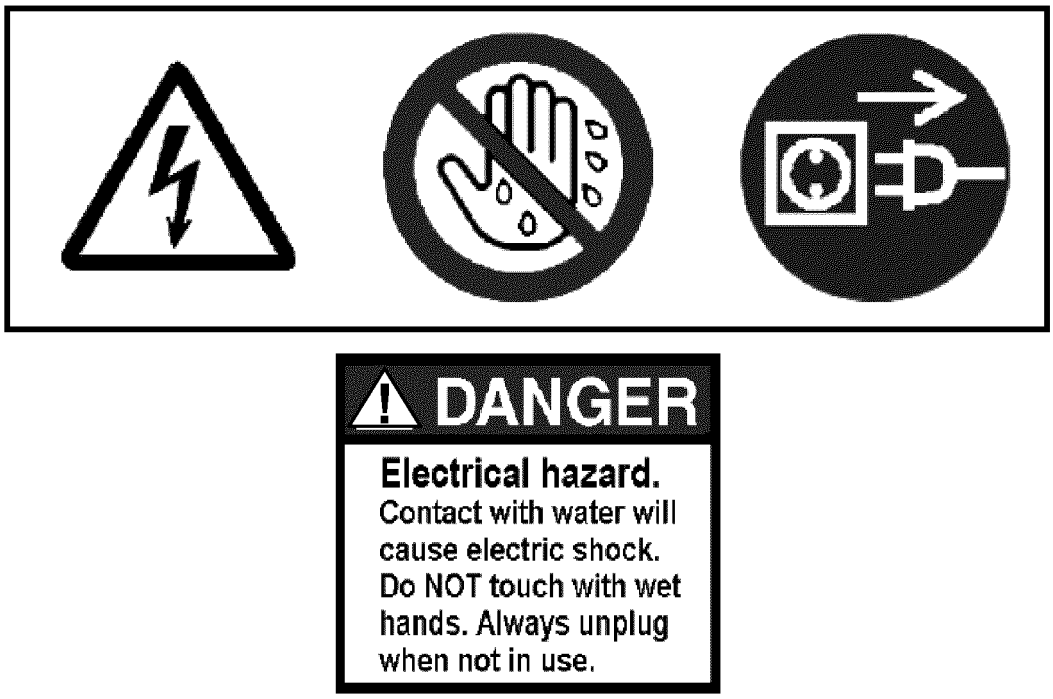

Fig.197720

A potential danger exists when supplying a crane with an external power supply from a low voltage distribution system (100 V AC to 400 V AC).

A special electrical hazard is present when a protective conductor is interrupted (caused by the mechanical stress on flexible supply lines or the service connection), loose terminal connections, high wire or contact resistance, mixed up conductors, defective or missing protective equipment (FI / fault interrupters) in combination with a body contact on the crane.

WARNING
Danger of fatal injury if the body conducts current!
Water and / or defective devices can cause hazardous stray voltages when touched. The person touching the crane is subject to lethal currents.
► The external supply cable must be in good working order.

Make sure that the external flexible supply cable is in good working order.

Where applicable, we recommend the use of a power isolating transformer.

25 Grounding for potential equalization

Have tasks regarding grounding performed by authorized and trained expert personnel.

– Crane grounding is done to establish the defined potential equalization between the crane that is electrically charged for any reason and the ground.
– Potential equalization protects people who are located near the crane. Potential equalization prevents currents from flowing through people who possibly touch a charged crane while standing on the ground.
– Potential equalization serves the purpose of protecting electronic components to prevent electrostatic charge.

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– Grounding for potential equalization is not designed to protect crane protections against extreme external influences (such as lightning).

25.1 Grounding the crane

For crane types with a ground connection*:
– Location of the ground connection*, see chapter 1.01 or chapter 3.01.

For crane types without a ground connection for grounding the crane:
– Properly connect the grounding with the crane.

WARNING
Danger of fatal injury due to electric shock!
There is a danger of electrical shock, if the crane is not properly grounded.
► Properly ground the crane.
► Make sure that there is a potential equalization between the crane and the ground.

The crane must be grounded before start up.

Examples of extremely strong electromagnetic fields:
– Near transmitters (transmission equipment, radio and TV transmitters, radio stations, etc.)
– Near high frequency switching stations and high voltage lines.
– In case of severe possibility of thunderstorms or potential thunderstorms.
Note: As regards protecting a crane against lightning, grounding must be considered separately.

The crane can become electrostatically charged, especially if the crane is equipped with synthetic support mats or if the support mats are placed on insulating materials (such as wooden planks).

25.2 Grounding the load

WARNING
Danger of fatal injury due to electric shock!
There is a danger of electrical shock, if the load is not properly grounded.
► Properly ground the load.
► Make sure that there is a potential equalization between the load and the ground.

The load must be grounded before start up:
– Near transmitters (radio and TV transmitters, radio stations, etc.).
– Near high frequency switching stations and high voltage lines.
– In case of severe possibility of thunderstorms or potential thunderstorms.
Note: As regards protecting the load against lightning, grounding must be considered separately.

The load can become electrostatically charged, even if the crane is grounded. This applies in particular if a hook block with pulleys made of synthetic material and non-conductive fastening equipment (for example plastic or manila ropes) are used.

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26 Working in the vicinity of transmitters

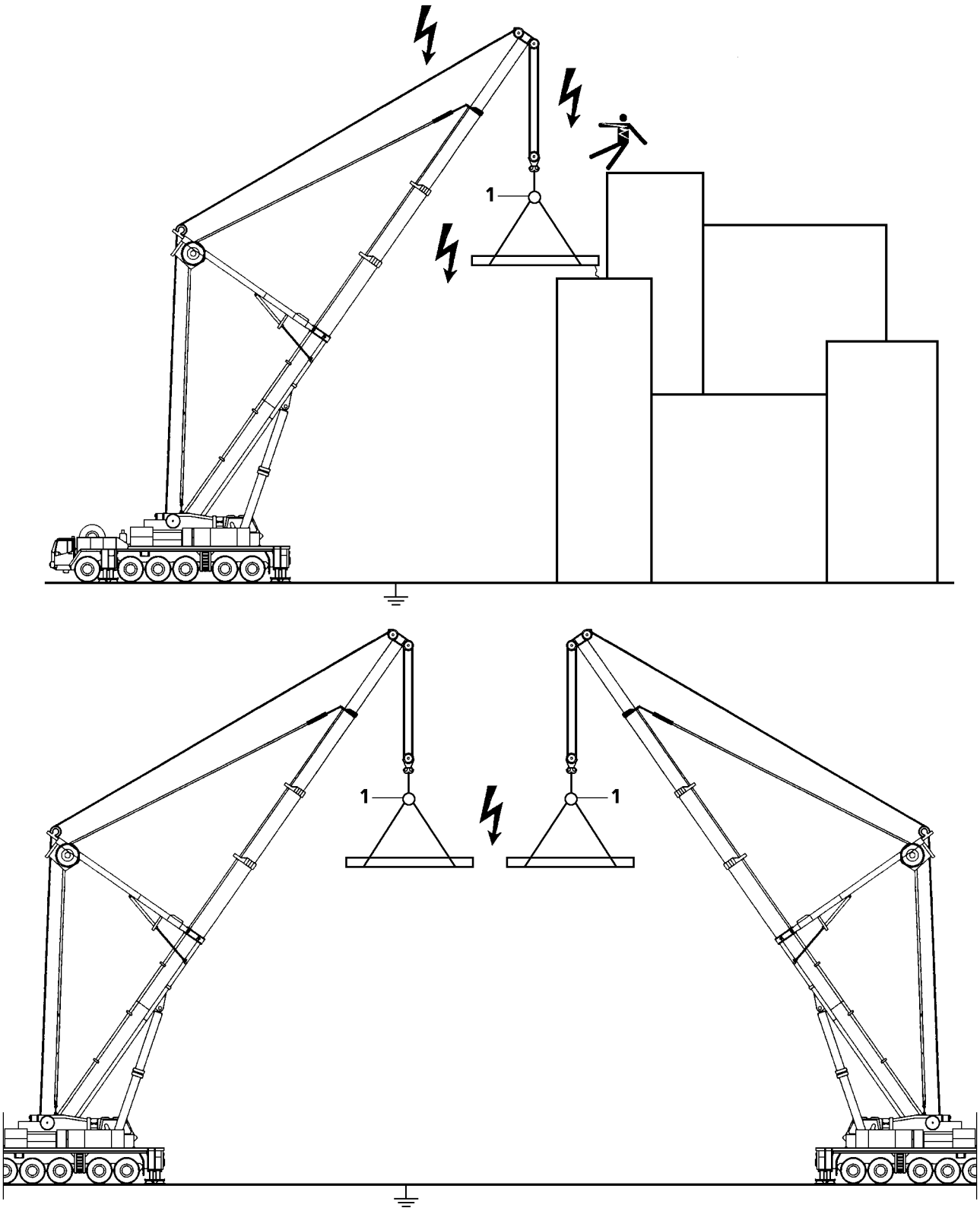

Fig.121165: Example of electrostatic charge

Strong electromagnetic fields are likely to be present if the construction site is close to a transmitter.

These electromagnetic fields can pose direct or indirect danger to persons or objects, for example:
- Effect on human organs due to temperature increase

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– Danger of burns or inflammation due to temperature increase
– Spark or electric arc formation

DANGER
Danger due to electromagnetic fields!
► Before operating a crane in the vicinity of transmitters, be sure to consult with Liebherr-Werk Ehingen GmbH.
► Also consult a high frequency specialist.

High frequency (HF) radiation from a transmitter requires extended work safety protection and special environmental specifications for crane operators and slingers:

1. Each crane must be „fully“ grounded. Check visually or use a simple continuity tester to ensure that the ladder, crane cab and rope pulleys are grounded.
2. All personnel working on the crane or with large metal objects must protect themselves from burns by wearing non-conductive synthetic gloves and suitable clothing while working.
3. There is no need to panic if you feel your hand warm up. Always work under the assumption that the respective workpiece, structural steel member or carrier is „hot“.
4. The temperature of objects affected by high frequency radiation depends on their „size“. Cranes, carriers and coverings, for example, are „hotter“.
5. Contact with other crane loads is not permitted when operating the crane (arcing). Since defects caused by burns considerably reduce rope's load bearing capacity, any such occurrences must be reported immediately to the customer service of Liebherr-Werk Ehingen GmbH so that the ropes can be inspected.
6. An insulator **1** is required at all times between the crane load hook and fastening equipment. It is strictly prohibited to remove this insulator **1**.
7. Do not touch the ropes above the insulator **1**.
8. Loads that are attached to the crane may not be touched by any unprotected parts of the body after the load has been lifted or set down.
9. Do not work with a bare upper torso or in short pants, this is prohibited.
10. To minimize absorption of high-frequency radiation, larger loads should be transported horizontally if possible.
11. Loads must be grounded, or additional insulation used (rubber material between the object and gloves) when manual work is required.
12. Use a suitable measuring instrument to check the „temperature“ of the workpiece.
    For example, if 500 V can be measured on a workpiece at a distance of 1 cm to 2 cm , then the workpiece may not be touched with bare hands.
    The greater the distance, the higher the voltage is on the object:
    At 10 cm distance, approx. 600 V are present, at 30 cm distance approx. 2000 V are present.
13. When refueling the crane, it must be ensured that no sparks are created within a radius of 6 m , neither by handling larger metallic parts nor by other work.
14. To avoid secondary accidents, use personal protective equipment when working on components that are high off the ground.
15. Any accidents and unexpected events must immediately be reported to the local construction supervisor and the safety engineer.

27 Crane operation in case of thunderstorms

WARNING
Danger of accident due to lightning!
Direct or indirect high current flow through the body.
Danger of falling when working above ground.
Death or severe bodily injuries.
► Make sure that there are no persons in the immediate area of the crane.
► Get the weather forecast for the entire period during which the will be used.
► Introduce safety measures in time.

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In the case of weather where there may be lightning, observe the following specifications:
- Work on the crane is stopped.
- The load is set down.
- In the case of cranes with derrick ballast: The derrick ballast is set down, if possible.
- The boom is, if possible, telescoped in and / or taken down.
- The crane is in a safe condition.

Make sure that no persons are seeking protection in the immediate area of the crane.

Make sure that the danger zone of crane is blocked off.

27.1 After a possible lightening strike to the crane

Lightening can cause many types of damage. For example, damage to casings, scorched cable or melding of metal components.

27.1.1 Checking the crane

WARNING
Damaged crane!

When crane damage is found:
► Crane operation with damaged components is prohibited.
► Repair the crane.

WARNING
Possible damage to the crane!

When crane damage cannot be excluded:
► Do not restart crane operation.
► Contact Liebherr Customer Service.

Step 1: Inspect the crane in detail, in particular perform a visual inspection for:
- Damage to the fiber guy ropes and plastic ropes.
- Damage to the hoist ropes and control ropes.
- Damage to cables, lines and hoses.
- Damage to hydraulic cylinders.

Step 2: If no damage is found during the visual inspection:
- Check the operation of the crane control, evaluate the error memory.

Step 3: If no damage was found in step 1 or step 2:
- Perform a function check for unusual behavior, vibrations and noise - control the slewing gear and winches slowly and pay attention to functionality and the generation of noise.
- Monitor the hydraulic cylinder for a long period of time for leakage.

27.2 Lightning: Protective measures for the crane and load

Protective measures regarding lightning / lightning protection for the crane and load, including optional grounding.

- Have the protective measures implemented by authorized and trained expert personnel with suitable knowledge about lightning protection.

28 Winch influences

Note
► The wind speeds are valid for a 360° wind direction for a 3-second wind gust at the highest point of the crane.

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WARNING
Disregard of permissible wind speeds!
If the permissible wind speeds are disregarded, the crane can topple over. Personnel can be severely injured or killed.
► It is prohibited to erect the crane to measure the wind speed.
► Observe the permissible wind speeds depending on the assembly / crane conditions and act accordingly, see following chart.

Assembly / crane conditions	Reference for permissible wind speed
Erection and take-down of various boom configurations	Wind speed charts and / or erection and take-down charts
Crane operation	Load chart manual
When the permissible wind speed according to the load charts is exceeded during crane operation, then **crane operation is prohibited.**	Wind speed charts
Interruption of crane operation when crane remains equipped	Wind speed charts
Crane out of operation, when crane remains equipped	Wind speed charts

Note
No wind speed charts available!

For a set up configuration for which no wind speed charts are available:
► Observe and adhere the maximum wind speeds of the load charts.

The wind load on the crane boom has **not** been taken into account for the planning of crane operation with the LICCON job planner.
– As a result, the actual values of the support force and / or the crawler pressure can be significantly higher than the values determined with the LICCON Job planner.
– The wind affecting the crane and the load, the elastic distortion of the crane structure, incline position as well as wind-exposed surface (A_w) per ton of hoist load larger than 1.2 m^2/t can significantly increase the support force and / or the crawler pressure.

WARNING
Increase of support force and / or the crawler pressure!
The resulting pressure on the ground becomes larger.
The permissible ground pressure can be exceeded.
► Do not exceed the permissible ground pressure.

Note
► The determining factor for all crane work in the actual wind speed at the job site of the crane.
► The current wind speed can be checked at the nearest weather bureau.
► Be aware that the wind speed on the boom jib is higher than near the ground.
► Always observe the national valid regulations.

28.1 Wind speed charts for a *variable support*

For a *variable support*: Observe and adhere to the wind speed charts according to the support base for the smallest extension length of the sliding beams.

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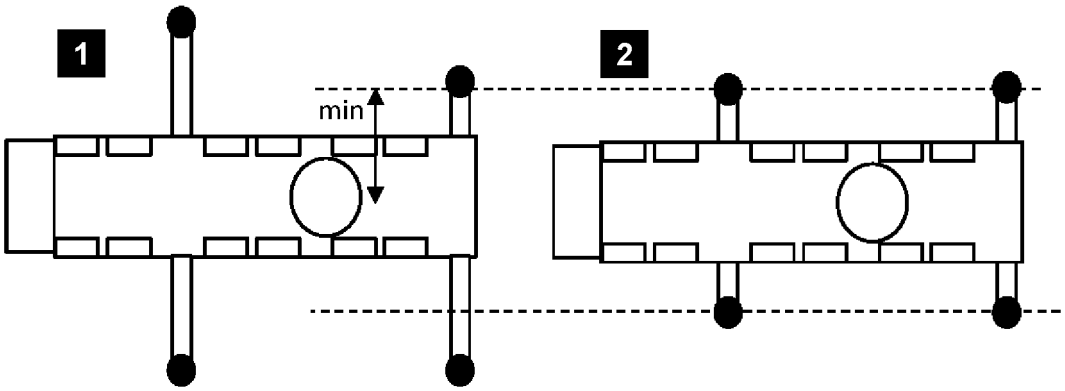

Fig.121577: Example of the selection of wind speed charts for a variable support

Example of the selection of wind speed charts for a *variable support*:
- The crane is supported with a *variable support* according to illustration **1**.
- Select wind speed charts according to the support base in illustration **2**.

Note
No wind speed charts available!

If the smallest extension length of a sliding beam is less than those of the wind speed charts on hand:
► Observe and adhere the maximum wind speeds of the load charts.

28.2 Wind speed, wind gust speed and wind direction

The depiction of the wind is made by statement of wind speed (wind force), wind gust speed and wind direction.

High above the ground, the wind is less influenced by the surface condition of the ground. In the lower layers of the atmosphere, the wind speed is reduced by the ground friction. One differentiates between roughness of terrain, influence of obstacles and influence of terrain contours. Vegetation, buildings etc. have great influence on the wind speed, wind gust speed and wind direction.

The site selection is thus especially important for wind measurement.

The wind speed, wind gust speed and wind direction are subject to significant time and local fluctuations. For that reason it is important to have reliable information regarding the expected wind speed, wind gust speed and wind direction during a load lift and to carry out exact wind measurements.

For mobile cranes, always assume a wind load of 360°. The determining factor is the „3 second gust speed“ on the highest point of the boom.

28.3 Measurement of wind speed

The anemometer installed on the crane boom measures the wind speed on the boom jib and shows the current wind speed in the crane cab.

The function of the anemometer must be checked every time before erection of the boom by manually actuating the shell start for easy movement and proper function.

Before lifting a load, especially with large wind-exposed surface, the wind speed and the wind direction expected during the lift must be known. Information can be obtained for example from the local weather bureau. The determining factor is the „3 second gust speed“ on the highest point of the boom.

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WARNING
Overload of crane!
The acoustic wind warning is only issued if the wind speed specified for the standard wind exposure surface in the load chart is exceeded (wind surface per ton load: 1 m^2 , drag coefficient: 1.2).
If the permissible wind speed must be reduced for loads due to large wind-exposed surfaces, no acoustic wind warning is issued.
There is no shut-off of crane movement.

- ► The wind-exposed surface and the wind resistance coefficient for the load to be lifted must be known.
- ► The maximum permissible wind speed specified in the load chart must be reduced for large wind exposure surfaces as described in the load chart manual chapter "Wind influences during crane operation".

To safely determination the wind speed, the crane must be turned 360° before use. The highest measured value while doing so must be compared with the „maximum permissible wind speed“ for the load according to the load chart. Therefore the possibility that the result of the measurement is distorted due to nearby buildings, cranes or components is eliminated.

In gusty wind conditions, the probability of sudden high wind speed increases. In gusty wind conditions no loads with a large surface may be lifted.

Note

- ► If in doubt and in case of questions for further information and / or training in the area of „Wind influences in crane operation“ contact the Customer Service at Liebherr-Werk Ehingen GmbH.

28.4 Conversion chart for wind force

Note

- ► The influence of the wind on the surrounding is described clearly in the Beaufort scale to provide an orientation for the crane driver.
- ► The wind force of the Beaufort scale refers to the wind speed determined over 10 minutes at a height of 10 m.

Wind force		Wind speed		Effect of the wind
Beaufort number	Designation	[m/s]	[km/h]	Inland
0	Calm	0 to 0.2	1	Calm, smoke rises vertically
1	Slight air movement (draft)	0.3 to 1.5	1 to 5	Wind direction is shown only by observing the trail of smoke, not by the wind sock
2	Light breeze	1.6 to 3.3	6 to 11	Wind can be felt on the face, the leaves rustle, wind sock moves slightly
3	Gentle breeze	3.4 to 5.4	12 to 19	Leaves and small twigs in constant motion. Wind extends a flag
4	Moderate breeze	5.5 to 7.9	20 to 28	Swirls up dust and loose paper, moves twigs and thin branches
5	Fresh breeze	8.0 to 10.7	29 to 38	Small deciduous trees begin to sway, whitecaps form at sea
6	Strong breeze	10.8 to 13.8	39 to 49	Thicker branches move; telephone lines begin to whistle, umbrellas are difficult to use
7	Near gale	13.9 to 17.1	50 to 61	Entire trees swaying; difficult to walk into wind

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Wind force		Wind speed		Effect of the wind
Beaufort number	Designation	[m/s]	[km/h]	Inland
8	Gale force wind	17.2 to 20.7	62 to 74	Breaks branches off trees, impedes walking in open areas considerably
9	Gale	20.8 to 24.4	75 to 88	Minor damage to property (chimney caps and roofing tile are blown off)
10	Severe storm	24.5 to 28.4	89 to 102	Trees are uprooted, significant damage to property
11	Violent storm	28.5 to 32.6	103 to 117	Extensive, widespread storm damage
12	Hurricane	32.7 and more	118 and more	Major destruction

Beaufort scale

28.5 Height-dependent wind speed

Note

- The maximum permissible wind speed (v_{max}) and the maximum permissible wind speed according to the load chart (v_{max_TAB}) always refer to the 3 second wind gust speed, which is present at the maximum height of the crane.
- Instead of the 3 second wind gust speed, weather information services often report a wind speed (v_m), which is averaged within a time period of 10 minutes (so-called 10 minute average). It refers to the wind force on the Beaufort scale, normally to the medium value of the wind speed, which is determined within a time from of 10 minutes at a height of 10 m above ground or above sea level.
- The 3 second wind gust speed at the maximum height of the crane that is the determining factor for the calculation is significantly higher than the average value of the wind speed, which is determined over a time of 10 minutes at a height of 10 m above ground.

Note

- The following chart shows the 3-second wind gust speed depending on the height and the Beaufort number and / or the wind speed determined over a period of 10 minutes at a height of 10 m.
- With the aid of this chart, the 3-second wind gust speed can be determined for a certain height.

Beaufort number	3	4	5[a]	5	6	7[a]	7	8	9	10
v_m [m/s[b]]	5.4	7.9	**10.1**	10.7	13.8	**14.3**	17.1	20.7	24.4	28.4
z [m]	v(z) [m/s]									
10	7.6	11.1	**14.1**	15.0	19.3	**20.0**	23.9	29.0	34.2	39.8
20	8.1	11.9	**15.2**	16.1	20.7	**21.5**	25.7	31.1	36.6	42.7
30	8.5	12.4	**15.8**	16.8	21.6	**22.4**	26.8	32.4	38.2	44.5
40	8.7	12.8	**16.3**	17.3	22.3	**23.1**	27.6	33.4	39.4	45.8
50	8.9	13.1	**16.7**	17.7	22.8	**23.6**	28.3	34.2	40.3	46.9
60	9.1	13.3	**17.0**	18.0	23.3	**24.1**	28.8	34.9	41.1	47.9
70	9.3	13.5	**17.3**	18.3	23.6	**24.5**	29.3	35.5	41.8	48.7
80	9.4	13.7	**17.6**	18.6	24.0	**24.8**	29.7	36.0	42.4	49.4
90	9.5	13.9	**17.8**	18.8	24.3	**25.1**	30.1	36.4	42.9	50.0
100	9.6	14.1	**18.0**	19.1	24.6	**25.4**	30.4	36.9	43.4	50.6

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Beaufort number	3	4	5[a]	5	6	7[a]	7	8	9	10
110	9.7	14.2	**18.2**	19.2	24.8	**25.7**	30.8	37.2	43.9	51.1
120	9.8	14.3	**18.3**	19.4	25.1	**25.9**	31.1	37.6	44.3	51.6
130	9.9	14.5	**18.5**	19.6	25.3	**26.2**	31.3	37.9	44.7	52.0
140	10.0	14.6	**18.7**	19.8	25.5	**26.4**	31.6	38.2	45.1	52.5
150	10.0	14.7	**18.8**	19.9	25.7	**26.6**	31.8	38.5	45.4	52.9
160	10.1	14.8	**18.9**	20.1	25.9	**26.8**	32.1	38.8	45.7	53.2
170	10.2	14.9	**19.1**	20.2	26.0	**27.0**	32.3	39.1	46.0	53.6
180	10.3	15.0	**19.2**	20.3	26.2	**27.1**	32.5	39.3	46.3	53.9
190	10.3	15.1	**19.3**	20.4	26.4	**27.3**	32.7	39.5	46.6	54.2
200	10.4	15.2	**19.4**	20.6	26.5	**27.4**	32.8	39.8	46.9	54.6

[a] Wind stages for the crane in operation:

1 light	v_m = 10.1 m/s	at z = 10 m	v(z) = 14.1 m/s	q(z) = 125 N/m²
2 normal	v_m = 14.3 m/s	at z = 10 m	v(z) = 20.0 m/s	q(z) = 250 N/m²

[b] Upper limit of the Beaufort scale

3-second wind gust speed depending on the height and the Beaufort number and / or the wind speed determined over a time of 10 minutes at a height of 10 m

Sign	Unit	Definition
v_m	[m/s]	Wind speed determined over a time of 10 minutes at a height of 10 m
z	[m]	Height above level ground
v(z)	[m/s]	Speed effective at height z, decisive for the calculation of a 3 second gust
q(z)	[N/m²]	At a height z effective quasi-static dynamic pressure, determined from v(z)

Symbol

28.6 Wind influences during erection and take-down

WARNING
The crane can topple over!
If a boom or a boom system is erected or taken down and the expected wind speeds are larger than the maximum permissible wind speeds according to the wind speed chart, then the crane can topple over and fatally injure personnel.

- ► If wind speeds are expected which are larger than the maximum permissible wind speeds for erection, then erection of the boom or erection of the boom system is prohibited.
- ► If wind speeds are expected, which are larger than the maximum permissible wind speeds for take-down, then the boom or the boom system must be taken down immediately.

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WARNING
Wind speed higher than permissible!
When the permissible wind speed for „Crane out of operation“ is higher than the permissible wind speed for take-down: Take-down of the boom is not permissible in case of an unexpected increase in wind speed.
The crane can topple over. Death, severe injury, property damage.
- ► If wind speeds are expected that are higher than the maximum permissible wind speeds for "Crane out of operation", then take the equipment and the boom down.
- ► Always take the boom down for safety reasons if weather conditions are unclear, see the Erection and take-down charts.
- ► Observe the permissible wind speeds for take-down.

28.7 Wind influences during crane operation

WARNING
The crane can topple over!
Unforeseeable factors, such as sudden wind gusts on the crane and the load cannot be exactly predicted in advance.
- ► The size and shape of the load has a significant influence on the permissible wind speed during crane operation.
- ► Carry out a professional job planning with authorized and trained expert personnel. All environmental conditions, such as weather forecast and wind speeds, must be taken into account.
- ► The authorized and trained expert personnel must have sufficient knowledge in the area of „Wind influences in crane operation“.

Note
- ► Calculation examples are included in the load charts. If you need further information, contact Liebherr-Werk Ehingen GmbH.

Depending on crane application, for example:
1. Lifting of large surfaced loads.
2. Working with long boom combinations.
3. Erection and take-down of boom combinations.

The crane operator must check with appropriate information sources about the expected wind speeds, at:
1. The start of crane operation.
2. Interruption of crane operation.
3. Resumption of crane operation.

WARNING
The crane can topple over!
If the crane is operated at wind speeds which are larger than the maximum permissible wind speeds according to the load chart, then the crane can topple over and kill personnel.
- ► If wind speeds are expected that are larger than the maximum permissible wind speeds for the equipped crane, then the equipment and the boom must be taken down.
- ► If wind speeds are expected that are higher than the maximum permissible winds speeds for crane operation, then it is prohibited to lift the load.

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28.8 Wind influences for „Crane out of operation“

WARNING
The crane can topple over. Death, severe injury, property damage!
If the crane is taken out of operation in the set up condition and the expected wind speeds are higher than the maximum permissible wind speeds according to the wind chart, then the crane can topple over and fatally injure personnel.
- ► If wind speeds are expected that are higher than the maximum permissible wind speeds for „Crane out of operation“, then take the equipment and the boom down.
- ► Always take the boom down for safety reasons if weather conditions are unclear, see the Erection and take-down charts.
- ► Observe the permissible wind speeds for take-down.

29 Lifting a load with two cranes

Before lifting a load with two cranes, the crane operator or a representative of the operator must determine the work sequence and assign a responsible supervisory person for the operation. The responsible supervisor must monitor the operation and remain in constant contact with the crane operators.

WARNING
Overload and toppling of the cranes!
If the load is not lifted or lowered exactly evenly by both cranes, then the center of gravity changes.
The cranes can be overloaded and topple over.
Personnel can be killed or seriously injured.
- ► Make sure that the cranes are horizontally aligned.
- ► Observe the national valid standards, regulations and accident prevention regulations.
- ► Determine the utilization degree of the cranes in operation, depending on the complexity of the load lift.
- ► Plan for sufficient safety reserves.
- ► Avoid side load on the boom.
- ► Carry out crane movements synchronously and slowly.

Note
- ► The total weight and the center of gravity of the load must be known exactly.
- ► Carry out the job planning in detail and with care.
- ► Avoid fastening points below the center of gravity of the load.

When the operational conditions or the work to be carried out require:
- ► Set up an assembly plan and operating instructions for the operation.

In the drawing is shown how the center of gravity for the load changes if the load is lifted or lowered unevenly. Even a slight incline of the load can cause the crane to be overloaded.

If the load on crane 2 **(F_2)** is lowered, the load on crane 1 **(F_1)** increases. Crane 1 can thereby be overloaded.

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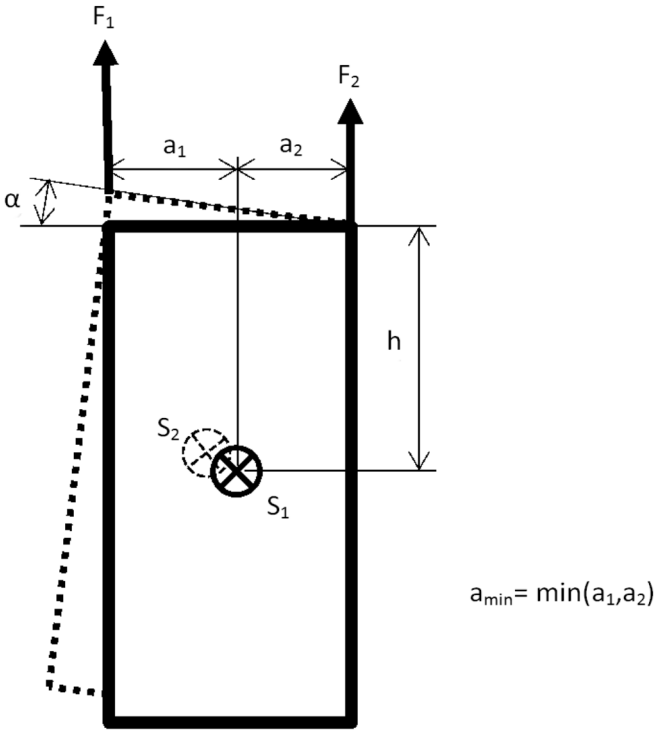

Fig.124126: Geometric conditions

F_1	Load on crane 1	**F_2**	Load on crane 2
S_1	Center of gravity of load	**S_2**	Center of gravity of load at incline position
h	Vertical distance between center of gravity of the load and the fastening points	**α**	Angle of load at incline position
a_1	Horizontal distance between center of gravity of load and fastening point crane 1	**a_2**	Horizontal distance between center of gravity of load and fastening point crane 2
a_{min}	Smallest horizontal distance between the center of gravity of the load and the fastening point (minimum from a_1 and a_2)		

The following diagram shows the dependence of the ratio of h/a_{min} at a maximum permissible incline position of the load of 3° in reference to the permissible load utilization of cranes as a percentage.

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Fig.124127: Maximum permissible load utilization

x Ratio of h to a_{min}

y Maximum permissible load utilization as a percentage, if α is smaller or equal to 3°

Example: A ratio h to a_{min} of 6, when retaining the incline position of the load of maximum 3° results in a maximum permissible load utilization of both cranes of approx. 76 % each.

30 Overlapping of working ranges of several cranes

WARNING
Danger of collision!
If the working ranges of several cranes overlap, there is a danger of collision.
Personnel can be injured or killed.
Significant property damage can result.
- ► The contractor or his representative must determine the work sequence in detail in advance.
- ► The contractor or his representative must ensure flawless communication between crane operators.
- ► The crane operators must ensure through calm operating mode, that no collisions occur due to uncontrolled movements. The crane operators must have been trained and instructed accordingly.

If the communication between the crane operators is not ensured by sound or visual connection, then suitable measures must be taken, such as using radio communication, guides or similar. When using derrick booms or TY-guying, it is necessary to proceed with extreme caution as these components protrude far past the rear turning radius of the turntable.

Note
- ► If guides are used, then the signals must be agreed upon between them and the crane operators, see section „Hand signals for guidance“.

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31 Hand signals for guidance

For all crane movements, the crane operator must always keep the load as well as the crane hook or load handling equipment when the crane is not loaded, in his field of vision.

WARNING
Danger of accident if standing under suspended loads!
- ► Always keep loads in sight.
- ► Standing under suspended loads is prohibited.

If this is not possible, the crane operator may only operate the crane if he is signed by an assigned guide.

The operator may be guided by hand signals or a two-way radio. It must be ensured that there are no misunderstandings.

WARNING
Danger of accident caused by misunderstood hand signals!
- ► Hand signals must be mutually agreed upon and clearly executed.
- ► In any case, the **national regulations** must be observed.

31.1 Hand signals

31.1.1 Starting operation, follow my instructions

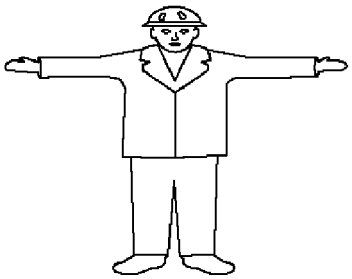

Fig.111700: Starting operation, follow my instructions

Both arms stretched out horizontally with hands open and palms directed to the front.

31.1.2 Stop (normal stop)

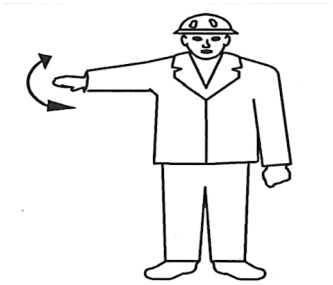

Fig.144245: Stop (normal stop)

Arm stretched out, palm of hand facing down, move the arm horizontally backward and forward.

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31.1.3 Emergency stop (quick stop)

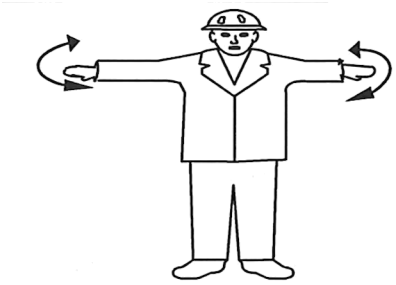

Fig.144246: Emergency stop (quick stop)

Both arms stretched out, both hand palms facing down, move arms horizontally backward and forward.

31.1.4 Ending operation, no longer follow my instructions

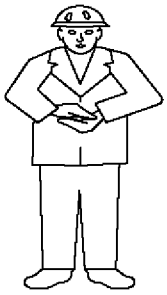

Fig.111703: Ending operation, no longer follow my instructions

Fold hands together at chest height in front of body.

31.1.5 Creeper gear or very slow movement

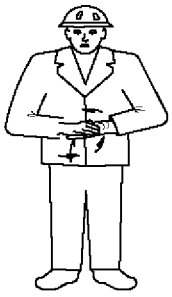

Fig.111704: Creeper gear or very slow movement

Rub palms together in circular motion. After this sign, all other applicable hand signals apply.

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31.2 Vertical movements

31.2.1 Showing the vertical distance

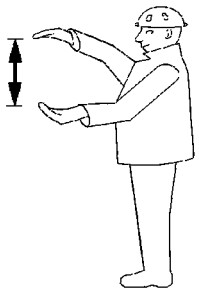

Fig.121364: Showing the vertical distance

Both arms stretched out in front of the body one on top of the other, with opposing palms.

31.2.2 Lifting / lowering a load with even speed

Fig.111706: Lifting / lowering a load with even speed

Lift one arm overhead with closed hand and index finger pointing upward, with small horizontal circular movements with forearm.

31.2.3 Lifting slowly

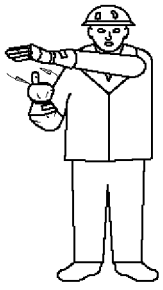

Fig.121365: Lifting slowly

Give lift signal with one hand, the other palm is not moving and positioned over the hand, which gives the signal.

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31.2.4 Lowering the load while stationary

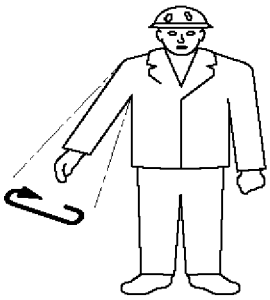

Fig.111708: Lowering the load while stationary

Point one arm away from the body, downward, with hand closed and index finger pointing down. Make small circular movements with forearm.

31.2.5 Lowering slowly

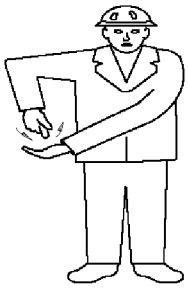

Fig.121366: Lowering slowly

Give lowering signal with one hand, do not move the other palm and hold it under the hand, pointing to the hand which gives the signal.

31.3 Horizontal movements

31.3.1 Driving / swinging in the specified direction

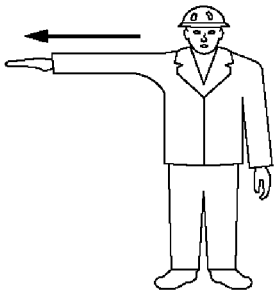

Fig.111710: Driving / swinging in the specified direction

Hold stretched out arm horizontally into the desired direction, with the hand open and the palm pointing down.

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31.3.2 Moving away from me

Fig.111711: Moving away from me

Stretch out both arms simultaneously with forearms in front, with both hands open and the palms pointing down. Move the forearms repeatedly between the horizontal and vertical position up and down.

31.3.3 Moving toward me

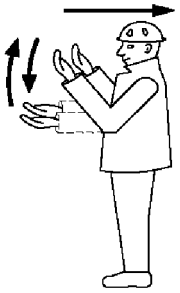

Fig.111712: Moving toward me

Stretch out both arms simultaneously with forearms vertically, with both hands open and the palms pointing to the rear. Move the forearms repeatedly up and down.

31.3.4 Moving both track chains

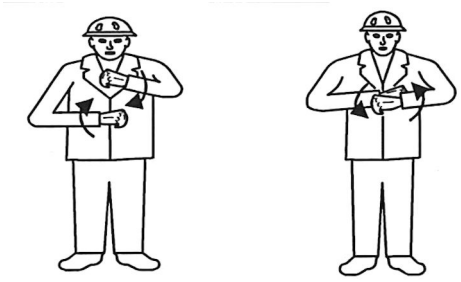

Fig.144247: Moving both track chains

Turn both fists around each other in front of the body in direction of the movement (forward or reverse).

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31.3.5 Moving one crawler chain

Fig.144248: Moving one crawler chain

Lift one fist to show blockage of chain on one side. Turn the other fist vertically in front of the body to signal movement of the opposite chain.

31.3.6 Showing the horizontal distance

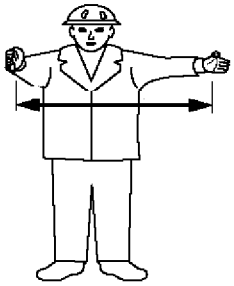

Fig.121380: Showing the horizontal distance

Keep both arms stretched out horizontally in front of the body with the palms opposite each other.

31.3.7 Transfer (between two cranes or two hooks)

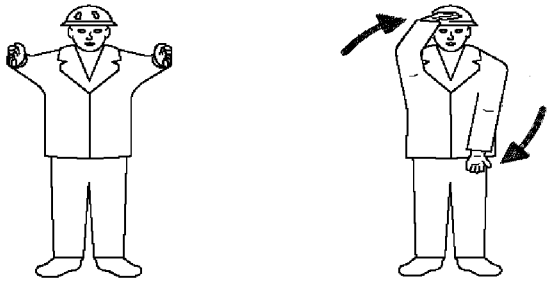

Fig.121368: Transfer (between two cranes or two hooks)

Hold both arms stretched out to the front, parallel and horizontally and turn by 90° in direction of the transfer.

WARNING
Load bearing capacity is **not** sufficient!
The crane can topple over, death, property damage.
► Make sure that the load bearing capacity of the individual crane and hook is sufficient even if the transfer of the load is suddenly asymmetric.

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31.4 Machine related movements

31.4.1 Lifting with main winch

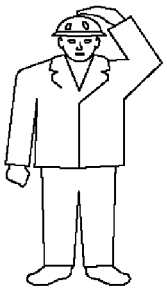

Fig.111719: Lifting with main winch

Place on hand on your head and hold the other arm on the side of the body.

After this signal all other hand signals apply only for the main winch.

Note

► If two or more main winches are present, then the signaler can show the number of the crane by pointing to it or signal with one finger.

31.4.2 Lifting with auxiliary winch

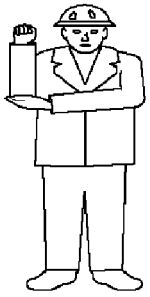

Fig.111720: Lifting with auxiliary winch

Hold one forearm vertically with closed hand and touch the elbow of this arm with the other hand.

After this signal all other hand signals apply only for the auxiliary winch.

31.4.3 Lifting the boom

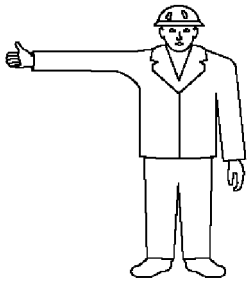

Fig.111721: Lifting the boom

Hold one arm horizontally with thumb directed upward.

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31.4.4 Lowering the boom

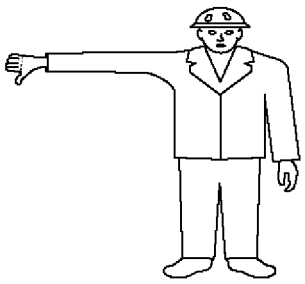

Fig.111722: Lowering the boom

Hold one arm horizontally with thumb directed downward.

31.4.5 Extending the boom

Fig.144249: Extending the boom

Hold both hands (with closed fists) stretched out to the front, with both thumbs directed away from each other.

31.4.6 Retracting the boom

Fig.144250: Retracting the boom

Hold both hands (with closed fists) stretched out to the front, with both thumbs directed toward each other.

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31.4.7 Lifting the boom and lower the load at the same time

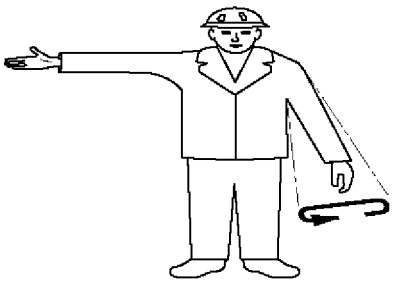

Fig.111725: Lifting the boom and lower the load at the same time

Hold one arm stretched out horizontally with thumb directed upward and stretch the other arm downward and away from the body, make small flat circles with the forearm.

31.4.8 Lowering the boom and lift the load at the same time

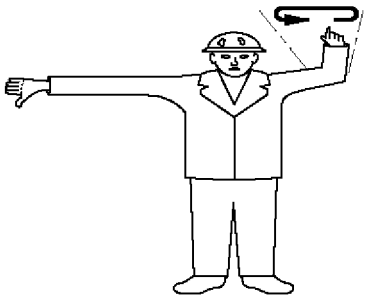

Fig.111726: Lowering the boom and lift the load at the same time

Hold one arm stretched out with thumb pointing down, stretch the other forearm upward and make small flat circles.

32 Travel operation

32.1 Starting to drive

Before starting to drive the crane
- Close all doors.
- Keep the doors closed during the travel operation.

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32.2 Turning / driving in reverse

WARNING
Danger of accidents when turning or driving in reverse!
When turning or driving in reverse, personnel can be overlooked and killed.
Objects can be severely damaged.
- ► When turning or driving in reverse, the driver must act in such a way that he does not endanger other traffic participants.
- ► The driver may only drive in reverse or back up when persons or devices are **not** endangered. If this can **not** be ensured, then he must use a guide.
- ► An acoustical back up warning device will never replace the guide.
- ► Make sure that there are no persons or objects behind the vehicle when driving in reverse.
- ► Make sure that no personnel is injured or even killed.
- ► Make sure that no objects are damaged.
- ► Driving in reverse is only permissible at slow driving speed (maneuvering speed).
- ► Adhere to the national regulations.

32.3 Driving with a trailer

Driving with a trailer depends on the weight of the mobile crane. The minimum weight of the mobile crane in trailer mode is 70 percent of the permissible total weight.

Number of axles	Permissible total weight of the mobile crane	Minimum weight of the mobile crane in trailer mode
4	48000 kg	Approx. 33000 kg
5	60000 kg	Approx. 42000 kg
6	72000 kg	Approx. 50000 kg

32.3.1 Driving with a reduced load

The load of the vehicle crane has been reduced to a range between the permissible total weight and the minimum weight for trailer mode. The load of the vehicle crane can be reduced by disassembling equipment.

The vehicle crane has a different, strong braking behavior. The vehicle crane can reeve out.

32.3.2 Driving with an extremely reduced load

The load of the vehicle crane has been reduced to the minimum weight for trailer mode or less. The load of the vehicle crane can be reduced extremely for example by disassembling the telescopic boom and by disassembling other equipment.

WARNING
Driving with a trailer with an extremely reduced load!
The mobile crane has a different, strong braking behavior. The mobile crane can reeve out.
Danger of accident, death, property damage.
- ► In the case of an extremely reduced load, do **not** drive the crane vehicle with a trailer.

32.4 Stopping the mobile crane

Make sure that the following prerequisites are met:
- – The mobile crane is standing on load bearing, level and tractive ground.
- – The parking brake is applied.

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WARNING
Parking brake is **not** applied!
The mobile crane can roll off, death, property damage.
► Park the mobile crane exclusively with applied parking brake.

– Turn off the ignition and pull out the ignition key.

When a battery master switch is present:
– Wait 10 seconds, turn off the battery master switch and pull out the switch cam.

WARNING
Downhill or uphill slope is too steep!
The mobile crane can roll off, death, property damage.
► Park the mobile crane at an downhill or uphill slope of no more than maximum 18 %.

Under the following conditions the mobile crane must be additionally secured with wheel chocks to prevent it from rolling off:
– The mobile crane is parked on a slope or an incline.
– The mobile crane is defective, particularly when the brake system is defective.

WARNING
Wedges incorrectly placed!
The mobile crane can roll off, death, property damage.
► So that the wedges have an immediate braking action and hold the mobile crane in park position: Place all wedges tightly directly under the wheel.
► Place all specified wedges.
► All wedges must counteract the downhill slope force.

If necessary:
– Place the wedges.

33 Crane operation

33.1 Before starting to work

Before starting to work with the crane:
– Make sure that the cylinders are free of ice.
– Close all doors.
– Keep the doors closed during crane operation.

33.2 While working with the crane

WARNING
Defective crane!
Death, severe bodily injuries, property damage.

If an erroneous function of a crane movement is recognized during crane operation:
► Telescope the boom in all the way and take it down, find the source of the problem and remedy it.

WARNING
Relapse cylinder pressure loss!
The luffing lattice jib can luff uncontrollably.

If the luffing lattice jib is assembled
► Make sure that no persons or obstacles are in the luffing range or are located below the lattice jib.

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WARNING
Relapse cylinder pressure loss!
The luffing lattice jib can luff uncontrollably due to slack rope on the luffing pulley block.

If an actuated luff down movement does not take place as expected:
► Immediately stop the luff down movement.
► Make sure that no slack rope has formed.

If slack rope has formed:
► Remedy the slack rope.

NOTICE
Freezing rain!
Property damage to the cylinder seals.

If freezing rain starts when working with the crane:
► Working with the crane is prohibited.
► Make sure that all cylinders are free of ice.

33.3 Crane operation with a load

WARNING
The crane can topple over!
If the crane is in condition which is **not** operationally safe, the crane can topple over or crane components can fall down.
Personnel can be severely injured or killed.
► Before starting to work, the crane operator must ensure that the crane is in operationally safe condition.
► If safe crane operation cannot be ensured by the crane operator, then crane operation is prohibited until an operationally safe condition for the crane is established.
► Safety equipment, for example: Load torque limiter, hoist limit switch, brakes must be fully functioning, otherwise crane operation is prohibited.

Make sure that the following prerequisites are met:
– The load torque limiter must be adjusted according to the current set up configuration of the crane.
– The loads given in the load chart may not be exceeded.
– The crane may never be subjected to a load that exceeds what is specified in the load charts.
– The weight, center of gravity and dimensions of the load to be lifted must be known.
– Load carriers, load handling and fastening equipment must be in accordance with specified requirements.

Note
► Make sure that the weight of the hook block and the weight of the fastening equipment is subtracted from the load given in the load chart, see the following chart.

Example:		
Maximum permissible load according to the chart		30.000 t
Weight of the hook block	350 kg	- 0.350 t
Weight of the fastening rope	50 kg	- 0.050 t
Actual load capacity of the crane		= **29.600 t**

The weight of the load to be lifted, in this example, may not exceed **29.6 t**.

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DANGER
There is a high danger of accident if the following points are not observed!
► Observe the following points.

There is a great danger of accident if:
- The load torque limiter is not set in accordance with the current crane set up configuration and is therefore not able to provide proper protection.
- The load torque limiter is defective or taken out of operation.
- The hoist limit switches are defective or not functioning.
- For crawler cranes and mobile cranes with luffing lattice jib:
  The angle sensor and the force test brackets are not functioning.
- For mobile cranes and crawler cranes with support:
  The sliding beams of the hydraulic support are not extended to the dimensions specified in the load chart.
- On crawler cranes:
  The crawlers are not supported with stable base material sufficiently large for the ground conditions.
- For mobile cranes and crawler cranes with support:
  The support plates are not supported with stable materials large enough for the ground conditions.
- Angular pulling is performed.
  Angular pull to the side is particularly dangerous, because the boom has only minimal lateral resistance momentum.
  Angular pull is prohibited.
- Load that is too heavy is attached during disassembly and hangs freely on the crane after release.
- The load hook is used to break away stuck loads.
  Even if the weight of a stuck load does not exceed the permissible load capacity, the crane can topple over backwards if the load is suddenly released due to the tension of the boom, which can cause it to tip backwards.
- Working when the wind is excessively strong.
  Comply with the load chart specifications.
- The crane is not levelled and the load is slewed in the direction of the slope.
- If improper control of crane movements cause the suspended load to swing like a pendulum.
- The loads and boom radii specified in the load charts are exceeded.
- When working in the vicinity of electricity transmission lines:
  - The electricity transmission lines were not turned off by expert electricians.
  - The danger zone was not covered or blocked off.

WARNING
Danger of current transfer!
If electricity transmission lines are not shut off nor covered nor blocked off, then there is an increased danger of accident due to current transfer.
► Adhere to the safety distance according to the following chart.

If the crane becomes electrified despite having taken all necessary precautions, proceed as follows:
► Remain calm.
► Do not leave the crane cab.
► Warn people outside: Stay in place and do not touch the crane.
► Move the crane away from the danger zone.

Nominal voltage	Safety distance	
Up to 50 kV	4 m	10 ft
Above 50 kV to 200 kV	5 m	15 ft
Above 200 kV to 350 kV	7 m	20 ft
Above 350 kV to 500 kV	8 m	25 ft

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Nominal voltage	Safety distance	
Above 500 kV to 750 kV	11 m	35 ft
Above 750 kV to 1000 kV	14 m	45 ft
Above 1000 kV	Determination by power supplier or authorized electrician	Determination by power supplier or authorized electrician

Safety distance to electrical power lines depending on the nominal voltage

33.3.1 Counterweight and / or ballast

The type of counterweight and / or ballast required depends on the weight of the load to be lifted and the boom radius required for crane operation. The deciding factor for the selection of the counterweight and / or ballast is the data in the corresponding load chart.

WARNING
The crane can topple over!
If the counterweight and / or ballast is not installed according to the load chart, then the crane can topple over and fatally injure personnel.
► Install the counterweight and / or ballast according to the load chart.

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33.3.2 Derrick ballast - suspended ballast

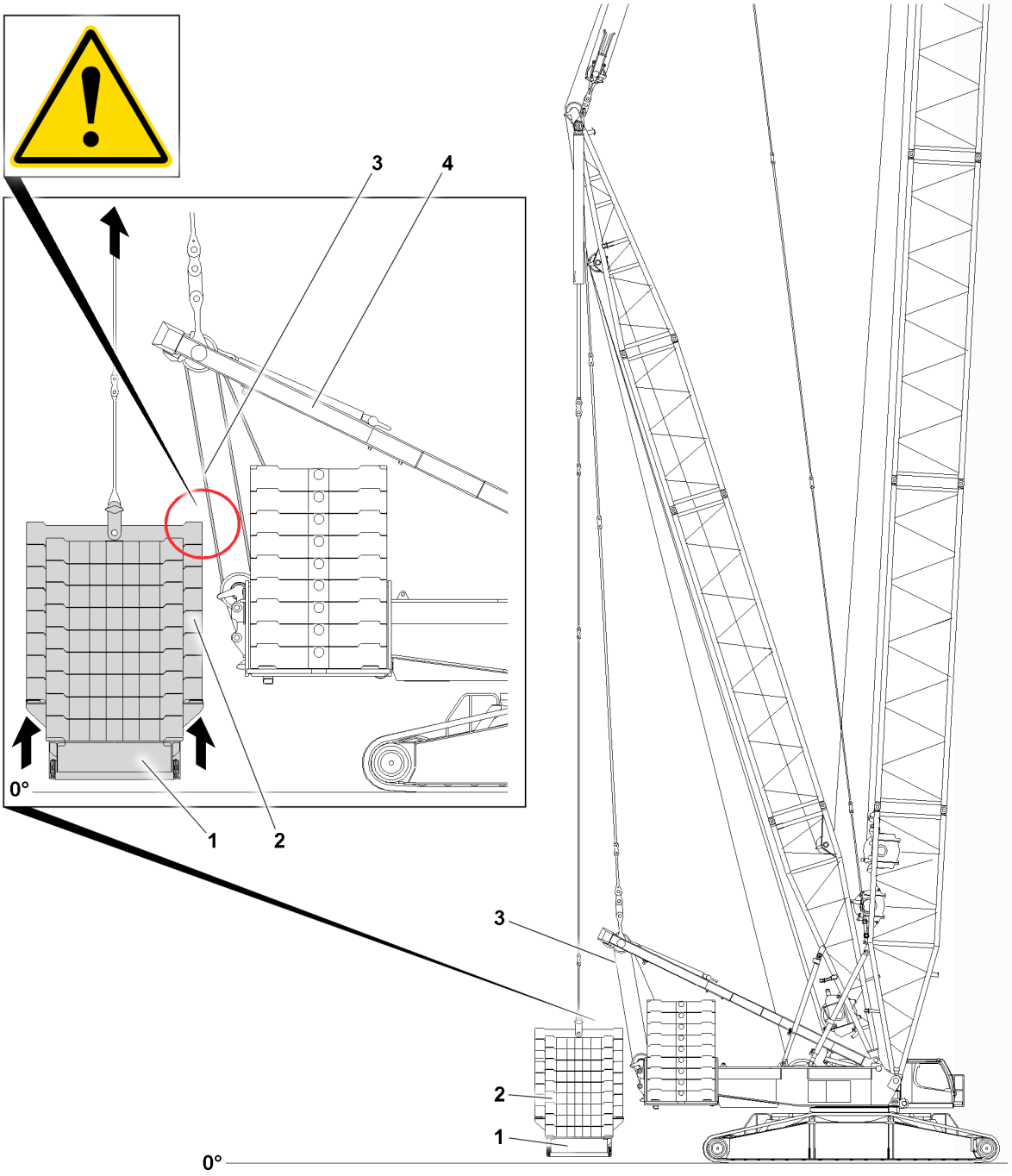

Fig.154801: Danger of collision when lifting the derrick ballast with small derrick ballast radii

1 Suspended ballast pallet

2 Derrick ballast plate

3 Winch 4 control rope

4 SA-frame

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WARNING
Danger of collision!
With small derrick ballast radii, the derrick ballast plates **2** can collide with the winch 4 control rope **3** when lifting the derrick ballast up off the ground.
Death, severe bodily injuries, property damage.
► Make sure that a guide monitors the lifting of the derrick ballast up off the ground.
► Adjust the lifting height of the derrick ballast.

33.3.3 Hoist gear, hoist rope

The lifting capability of the crane depends on the pull force of the hoist gear and the number of possible hoist rope reevings. When using a single strand, the crane can only lift a load that is pulled by the hoist gear.

If the load to be lifted is heavier than the pull force if the hoist gear, then the hoist rope must be reeved as needed according to the principle of a pulley between the pulley head on the boom and the hook block.

When reeving, carefully observe the load chart specifications and the operating instructions.

WARNING
Hoist rope failure!
If the maximum pull force of the hoist gear is exceeded, the hoist rope can break or the hoist gear can be damaged.
The load can fall and kill personnel.
► Observe the maximum pull force of the hoist gear.

33.3.4 Hydraulically adjustable auxiliary boom

WARNING
Impermissible luffing of the auxiliary boom!
Damage to the auxiliary boom due to collision with the ground or other objects. Component failure.
Death, severe bodily injuries, property damage.
► Do **not** luff the auxiliary boom down onto the ground or other objects by means of hydraulic adjustment.
► Do **not** luff the auxiliary boom down onto the ground or other objects by luffing the main boom down.

33.4 Interrupting crane operation

WARNING
Impermissible weather conditions!
If the crane is exposed to impermissible weather conditions during interruption of crane operation, situations can occur which could bring the crane into an unsafe condition.
Toppling crane, death, severe bodily injuries, property damage.
► Get the weather forecast for the entire period during which the crane is set up.

If the predicted wind speeds are above the permissible values according to the load chart and / or the wind speed chart:
► Take the boom and equipment down in time before impermissible wind speeds occur. See Crane operating instructions, wind speed charts and Erection and take down charts.

When wind conditions are present, which are above the permissible values of the wind speed chart and the boom can no longer be taken down:
► Make sure that there is no danger for persons, crane and surrounding area. Secure the crane and surrounding area of the crane far enough against access. Warn persons in the surrounding area and bring them in safety.

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A weather forecast includes information about:
- Changing weather conditions
- Wind
- Ice
- Precipitation
- Flooding
- Lightning

WARNING
Defective crane!
Death, severe bodily injuries, property damage.

If a crane movement occurs during the interruption of crane operation:
► Make sure, when an unintentional crane movement occurs, for example as a result of leak, no danger for persons, crane and surrounding is created.

Leaks can occur all on pressurized hydraulic cylinders, for example on the following cylinders:
- Support cylinder
- Luffing cylinder
- Telescoping cylinder
- Control cylinder
- Relapse cylinders

Note
► Movements can occur on hydraulic cylinders also as a result of changing oil temperature.

WARNING
Set up crane is not supervised!
Situations during interruption of crane operation may occur which could cause the crane to become unsafe if left unsupervised.
Toppling crane, death, severe bodily injuries, property damage.
► Always watch the crane and keep it under control.

If the crane is in set up condition:
► Do **not** leave the crane.

If the crane can **not** be constantly kept under control:
► Take the equipment down and telescope the boom in and take it down.
► The boom on the crane may only be placed down if the predicted wind speeds according to the wind speed charts are less than the maximum permissible wind speeds during assembly and disassembly.
► Before the crane is unsupervised: Establish an emergency plan.
► Carry out the measures listed below.

Note
► An emergency plan includes information how the crane is brought into a safe condition if an unforeseen event occurs.

If possible:
- Take down and secure the equipment, see the erection and take-down charts.
- Telescope the boom in and secure it. The crane boom may only be telescoped when the prevalent wind speed is lower than the wind speed indicated in the load chart for the boom.
- Take the boom down and secure it. The crane boom may only be placed down if the wind speeds are lower than the maximum permitted wind speeds according to the wind speed charts or does not exceed them according to the assembly / disassembly instructions.

On mobile cranes:
- Lift the axles to the maximum position and block the hydraulic suspension.

On lattice mast cranes:
- Set the Derrick ballast, if present, down on the ground.

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– Place the load completely on the ground and unhook it from the crane hook.
– Remove the fastening ropes from the hook.

– Place the load completely on the ground and unhook it from the crane hook.
– Remove the fastening ropes from the hook.

When the hook block remains installed:
– Lift the hook block into the highest position.
– Make sure that the hook block does not touch other crane parts or obstacles.

– Make sure that all measures were taken to keep the crane in a safe condition if something happens.
– If possible, turn the engines off.
– Set all control levers into neutral position or into a locked position.
– Turn all secondary systems off, except systems that are required for restart.
– Establish the energy supply and functionality of safety equipment.
– Close off all control devices, which are not in use.
– Disconnect all control devices, which are connected with cables, if possible, and secure them to prevent unauthorized use.
– Secure control devices without cables to prevent unauthorized use.
– Make sure that the batteries in control devices without cables are charged.
– Make sure that access to the crane and operation for unauthorized personnel is excluded: Lock the driver's cab and the crane cab.
– Secure all keys to prevent unauthorized access.

If the construction site has limited space:
– The decision not to take the boom down while the crane is unsupervised can only be made by an authorized and qualified crane operator, who is familiar with the construction site.
– Make sure that no danger can occur for persons, the crane and its surroundings if something unforeseen happens.
– Make sure for the duration of the interruption of crane operation, that the predicted wind speeds do not exceed the permissible values for the respective set up configuration, see wind speed chart.
– If the wind speed charts do not provide values for the set up condition, the permissible wind speed in the load chart shall be observed.

If crane operation with a set up crane is interrupted:
– Make sure measures are initiated in time by trained, qualified personnel to bring the crane into a safe condition if anything happens.
– Make sure that no danger can occur for persons, the crane and its surroundings if something unforeseen happens.

If the predicted wind speeds are above the permissible values:
– Bring the boom and equipment in time into a permissible condition before impermissible wind speeds occur, depending on the predicted wind speed, or take it down completely on the ground. See Crane operating instructions, wind speed charts and Erection and take down charts.
– Telescope the telescopic boom in and luff down to 0°. Position the boom and auxiliary boom, see the Crane operating instructions, wind speed charts and erection and take-down charts.

Situations are for example:
– Vandalism
– The ground giving way due to severe rain
– Melting ice under the supports
– Storm and thunderstorm
– Storm and wind
– Lightning
– Flooding
– Earthquakes
– Landslides
– Washouts
– For mobile cranes and crawler cranes with support:
  Yielding of support cylinders (leak, temperature changes)
– For cranes with a telescopic boom:
  Yielding of luffing cylinders (leak, temperature changes)

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– Yielding of luffing lattice jib relapse cylinders (leak, temperature changes)

33.5 Resuming crane operation

Before resuming crane operation, the crane operator is obligated, among others, but not exclusively, to check the crane condition, the safety equipment, as well as the environmental conditions.

WARNING
Danger of accident!

When the crane operator leaves the crane cab:
► Before resuming work, check the operating mode setting and reset, if necessary.

33.6 Ending crane operation

Before the crane operator may leave the crane, the following prerequisites must be met:
– Place the load fully on the ground and unhook from the crane hook.
– On crane with telescopic boom: Telescope the telescopic boom in all the way and take the boom down in the boom receptacle.
– For a crane with a lattice mast boom: Take the lattice mast boom down and disassemble if necessary.
– Bring the control lever (master switch) to the 0-position.
– Apply the parking brake on the crane chassis.
– Turn the engine off and pull out the ignition key.
– When a battery master switch is present: Wait ten minutes after removing the ignition key. After these ten seconds have passed, turn off the battery master switch and pull off the switch cam.
– Lock the crane cab.
– Secure the crane to prevent unauthorized use.
– For a mobile crane: Make sure that the driver's cab is **not** occupied. Lock the driver's cab. Secure the crane to prevent it from rolling off unintentionally, see section „Parking the vehicle“.
– Make sure that no danger can occur for persons, the crane and its surroundings if something unforeseen happens.

34 Lifting of personnel

34.1 Intended use

– The intended use of the crane is **lifting loads**.
– **Lifting personnel** is **not** part of the intended use of the crane.

Note
► These instructions do **not** apply for work platforms, which are attached on the crane boom and are used to lift personnel. This situation is governed by international standards for mobile aerial work platforms.

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WARNING
Non-designated use of the crane!
Personnel can be severely injured or killed.
- ► The crane is **not** intended to lift personnel.
- ► Lifting persons on the variable support is prohibited.
- ► The crane may **not** be used for recreational purposes and exhibitions, such as lifting personnel for shows, bungee jumping or Dinner in the sky.
- ► The crane may **not** be used for lifting of devices with personnel on them or under the device, such as lifting of tents.
- ► Exception: If lifting of personnel for special work situations is the least dangerous possibility to carry out the work, then personnel may be lifted or brought into a suspended position when using lifting cages (cherry pickers).

34.2 Prerequisites for lifting of personnel

Make sure that the following prerequisites are met:
- – Lifting personnel with cranes is permissible by national and local laws in the country where this crane application is carried out.

DANGER
Lifting of personnel!
Accidents which occur when lifting personnel often result in severe injuries or even death.
- ► This exceptional application is within the scope of responsibility of the user and is only permitted if the requirements and instructions in the next sections are observed and adhered to.
- ► The company, the supervisor, the crane operator and auxiliary personnel must proceed especially carefully and safety conscious.
- ► Before the lifting procedure, a meeting must be held with all associated personnel.
- ► The following warning notes and safety regulations must be strictly observed.

34.2.1 Legal prerequisites

Make sure that the following prerequisites are met:
- – Special arrangements were made for the use of the lifting cage (cherry picker) according to the requirements of national laws.
- – If required by national laws: The use of the crane to lift personnel is reported to the state agency for occupational health and safety. The lifting procedure may possibly require a special permit.
- – Before the implementation of the lifting procedure with the aid of a work-specific risk analysis for the possibility of rescuing personnel in emergencies was defined.
- – To rescue personnel in emergencies, precautionary measures must be present on the crane, if they are required by national laws.
- – The measures for safe operation near power lines, depending on the conditions on the job site and the national laws / national regulations were observed and adhered to.

34.2.2 Prerequisites for crane equipment and accessories

Make sure that the following prerequisites are met:
- – The hoist gear to lift personnel must also be able to be moved in emergency operation.
- – Before lifting personnel, the crane was inspected. No damage was found.
- – The lifting cage (cherry picker) is utilized according to national laws and / or standards and according to intended purpose.
- – Before lifting personnel, the lifting cage (cherry picker) was carefully inspected. No damage was found.
- – Every emergency rescue device was inspected and its operational readiness was determined, if required by national laws.
- – Any hooks in use must be equipped with a latch, which prevents the hook mouth to open. According to national laws, the latch must be manually closable or lockable or must automatically close via a spring.

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34.2.3 Inspecting before start up

Make sure that the following inspections are made before starting up the lifting cage (cherry picker):
- On every new construction site and after every modification or repair: To ensure the operating safety of the lifting cage (cherry picker) and the lifting equipment, a test with 125 % of the nominal load carrying capacity of the lifting cage (cherry picker) without personnel must be carried out. During the test, the lifting cage (cherry picker) may only be lifted just above the ground.
- A test lift with loaded lifting cage (cherry picker) without personnel must be carried out. The weight in the lifting cage (cherry picker) for the test lift must be at least as large as the weight of the personnel and the weight with the work equipment carried along. For this test lift, the course of all planned movements of the lifting procedure must be simulated.
- This test lift must be carried out for every location on a construction site, where personnel must be carried.

34.2.4 Prerequisites for operation with lifting cage (cherry picker)

Make sure that the following prerequisites are met for operation with lifting cage (cherry picker):
- The personnel and technical prerequisites for safe use and operation of the emergency control of the crane are present.
- The emergency control for emergency rescue of the person in the lifting cage is functioning.
- The rope pull is limited to 50 % of the maximum rope pull.
- The crane is utilized only to 50 % of its maximum load bearing capacity of the valid load chart.
- Only the hoist gear lifting / lowering, turning and luffing crane movements may be performed.

WARNING
Superimposed crane movements with hydraulic auxiliary users!
Superimposed crane movements by actuating hydraulic auxiliary users can lead to the unwanted acceleration or deceleration of the safety cage movement.
► It is prohibited to superimpose crane movements with hydraulic auxiliary users to tilt the cab, for example.

35 Securing personnel on shut off crane

35.1 Terms and abbreviations

- PSAgA: Personal protective equipment to prevent falling
- HSG: Height safety device

35.2 Intended use

Cranes are **not** designed to protect personnel against falling.

When the following prerequisites are met, personnel protection may be permissible:
- A justified individual case is present.
- A project-specific written risk assessment and work procedure for the precise case by the employer is on hand.
- The specific safety measures are strictly adhered to.

Limitations for transport and operation:
- Transporting the secured person on the crane **from** job site and **to** job site is impermissible.
- Transporting the secured person on the crane **from** job site and **to** job site is permissible only in case of a rescue operation.
- Operation of the crane by the secured person is impermissible.
- The crane is stopped off and secured against any movement.

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35.3 Prerequisites

WARNING
Prerequisites for personnel protection are **not** met!
Danger of accident. Death, severe bodily injuries.
► Carry out the personnel protection on the shut off crane only when **all** prerequisites in this section have been met.

Make sure that the following prerequisites are met:
– The country-specific, legal regulations are being observed.
– The written risk assessment shows:
  • Technical protective measures with at least the same protective effect are **not** available.
  • The normal fastening devices can **not** be used.
  • Personnel protection on the shut off crane is the safest and most useful method to carry out this work.
– Load transport and personnel protection occur independently of each other:
  • Do **not** carry out personnel protection at the same time as load transport. Simultaneous personnel transport is impermissible.
  • Riding along on the load is impermissible.
– Determination of fastening points and rescue plan for the precise case is on hand from the employer.

35.3.1 Personnel and qualification

Make sure that the following prerequisites for personnel and qualification are met:
– The crane operator is suited and competent to operate the crane.
– Person, which is secured, must be trained in handling the PSAgA.
– The following persons are present on the job site and separately instructed:
  • A supervisor
  • The crane operator
  • The required number of rescue staff according to the rescue plan
– Access protection, fall protection on the shut off crane is made in accordance with the project-specific risk assessment on hand and the measures to be taken.
– The supervisor monitors the safe execution of work. He may **not** take part in the work.
– An effective communication must be ensured between crane operator and the secured person.

35.3.2 PSAgA, rescue equipment and tools

Make sure that the following prerequisites and measures are met:
– Use only HSG (height safety device) according to EN 360 in connection with a safety harness according to EN 361 to secure the person.
– Connecting device is suited for the occurring stress on the edges, see Manufacturer's documentation or device identification.
– Recurring inspections have been made. There are **no** visible defects present.
– At least 1 m connecting device of the maximum possible extension length of the HSG (height safety device) must remain in the housing.
– Fasten the HSG (height safety device) with two separate connecting devices (for example securing on the crane hook and on the crane pulley block).
– Position the crane in such a way that the HSG (height safety device) is at least 5 m and plumb **over** the person being secured.
– Do **not** exceed the maximum permissible deflection of the HSG (height safety device)
– Keep the required clearance **below** the person being secured.
– All required objects (tools, building material) for the work are secured to prevent them from falling.

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35.3.3 Crane

Make sure that the following prerequisites are met:
- The maintenance intervals and periodic crane inspections have been adhered to. There are **no** visible defects present.
- The load on the crane hook in any possible position is at least 600 kg , see the Load chart (take the crane pulley block into account).
- Ensure sufficient load bearing capacity: For the load cases catching, pendular fall and possible angular pull adhere to the manufacturer's instructions.
- The crane is secured against movements and inadvertent movement (remote control is deactivated, crane control is activated).
- The overload protection is active.

35.4 Fastening device

Make sure that the following prerequisites are met:
- The crane hook is equipped with the hook safety.
- On the carrying device two connecting devices separated from each other can be fastened.
- HSG (height safety device) is redundantly fastened.
- Suitable fastening devices according to EN 795 Type B are on hand:
  - Round sling or fastening rope with steel core
  - Belt loop
- Textile components must be protected against greases, oils and other aggressive substances.
- Use only steel carabiners according to EN 362 with Tri-Lock function.

35.5 Rescue

A person in an accident must be lifted or lowered with the aid of the crane.

Carry out the following measures to ensure a safe rescue operation:
- Determine the rescue plan and rescue chain at the preparation of the mission.
- Ensure the rescue of a person involved in an accident immediately with locally available means and trained personnel.
- Have the rescue mission coordinated by another person, with visual and voice contact to the crane operator, ground personnel as well as to the person, which is rescued.

35.6 Additional risks

Make sure that the following risks are taken into account:
- Wind effect and environmental influences.
- Crushing and shearing points.
- Endangerment by additional cranes, for example material transport.

36 Welding work on the load

Note
► The load must also be grounded.

In case of welding work on the load, the screw clamp of the welding unit must be attached on the work piece to avoid current flow via hoist rope, crane superstructure or crane chassis.

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2.04.10 Ladders

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1 Intended use

Ladders are mobile work equipment that can be used in different locations. Ladders can be used to perform minor work at heights in cases where the use of other equipment would not be appropriate.

Ladders are designated for the ascent and descent of personnel.

Ladders may only be used as described. Any other use is considered unintended use and is therefore forbidden.

The manufacturer is **not** liable for damage caused by unintended use or improper usage.

2 Safety instructions

The ladders are built according to the present level of technology and recognized safety technical regulations. Despite that, during their use dangers to life and physical condition of the user and / or third parties can occur.

Ladders may exclusively be used in a flawless technical condition and according to their missions as well as with constant awareness of safety and dangers.

Changes to the structure may exclusively be made with written approval of the manufacturer.

The ladders that are illustrated are an example. Ladders with the same functional principle may appear differently.

WARNING
Safety instructions not observed!
Personnel can fall, death, severe bodily injuries.
- ► Observe and adhere to the assembly and safety instructions for ladders.
- ► Observe and adhere to the safety signs on the ladders.
- ► Install and secure the ladders properly.
- ► Use ladders exclusively if you are healthy enough to do this.
- ► Climb up / down with the 3-point support.
- ► Use the rungs as handles.
- ► Step into the rungs deep enough.
- ► Never bring the ladder to a new position during use.
- ► Do not use damaged ladders and replace them immediately.
- ► Repair the ladder exclusively through authorized service facilities.

2.1 Ladder categories

Ladders are divided into two categories according to the most up-to-date specifications:
- – Ladders for industrial use
- – Ladders for private use

Ladders for industrial use are tested according to the strictest criteria. Only use ladders for industrial use.

Ladders are marked according to their category allocation by a corresponding pictogram. See section „Safety signs“.

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2.2 Stationary stability

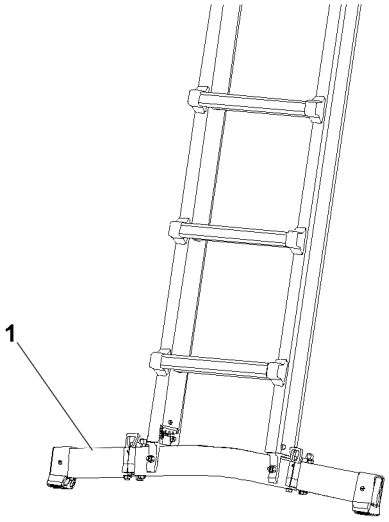

Fig.149993: Ladder with cross beam

According to the most up-to-date regulations, ladders with a length of more than 3 m must have a larger standing width. These ladders are equipped with a cross beam **1**.

2.3 Retrofitting old ladders

It is not mandatory to retrofit old ladders. It is the responsibility of the industrial user to ensure, in accordance with the operational safety regulation by means of a risk assessment, that the safety of the work equipment is ensured for all work tasks.

Older ladders that no longer corresponds with the state of technology according to current regulations, can continue to be used, **if** their safety has been checked **and** guaranteed.

3 Safety signs

Note

- ► The safety signs and instructions on the ladders must be complete and always legible.
- ► Observe and adhere to the manufacturer’s operating instructions.

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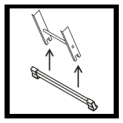
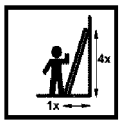
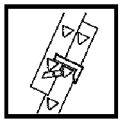
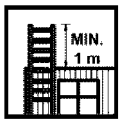
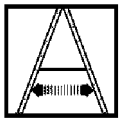
3.1 Symbols until the end of 2017

Sign	Explanation
	Read the operating instructions
	Maximum number of users on one ladder
	Maximum load
	In the case of ladders that have a cross beam, the cross beam must be assembled before the first use
	Correct set up angle 65° to 75°
	Before use: Engage the lift out safety
	Ladder overhang above the exit level
	Secure the upper / lower end of the ladder
	Before use: Tension the safety struts on stepladders

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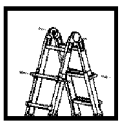
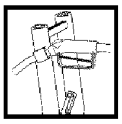
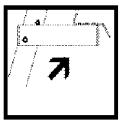
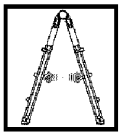
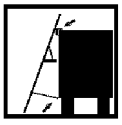
Sign	Explanation
	Before use: Engage the locking pin joints and pull pin locks
	To open / close the tank cover and to ascent / descent: Insert the fuel nozzle into the retainer.
	Before setting up the ladder: Fold out the platform.
	Before use: Check the ladder for damage
	Check the legs of the ladder
	Do not use the three uppermost rungs of an extension ladders as rungs to stand on
	Do not use the four uppermost rungs / steps of a stepladder without a platform to stand on
	Do not use the two uppermost rungs of a stepladder with integrated extension ladder as rungs to stand on
	If hinged ladders are used as stepladders: Spread the ladder legs to the stop
	Place the upper placement angle flat. Hold the belt on tension

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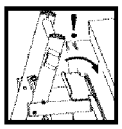
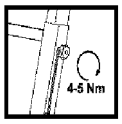
Sign	Explanation
	Hook the hook on the platform of the refueling ladder on the vehicle
	Tightening the star knob on the beam extension tightly
	Do **not** use a damaged ladder
	Preclude any contaminants on the ground
	Make sure the upper end of the ladder is placed correctly. Place the ladder only on safe surfaces
	Only one person may climb up / down on any accessible leg of the ladder
	Avoid leaning out to the side. Keep the body's center of gravity between the ladder beams
	Face the ladder when climbing up / down the ladder
	Use the ladder only with suitable shoes
	Do not use a stepladder as a leaning ladder

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Sign	Explanation
	Do **not** use the inner section of multi-part hinged ladders without outer sections as a stepladder
	Crushing danger
	Set the ladder up on horizontal and solid ground
	Set the ladder up on solid ground
	Use the ladder in the correct set up direction
	Do not carry along bulky objects or objects over 10 kg on the ladder
	It is not permitted to step off the ladder to the side
	During transport, pay attention to danger due to power lines
	Do not use the ladder as a walkway
	Do not transport snow and ice shovels over the ladder Use hooks!

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Sign	Explanation
	Danger due to shearing point
	Do not use the ladder with the cross beam folded in
	Do not use a ladder under the influence of drugs or alcohol
	Do not use a ladder to climb up to another lever
	Make sure that both ladder sections are opened completely and secured. Avoid an incorrect ladder position
	Only use the platform ladder with a locked spreader lock
	Only permissible ladder rungs / platforms may be used as standing and stepping surfaces. Other surfaces such as placement surfaces for cable clips or attachment hooks may **not** be used as standing and stepping surfaces
	If a crossbars is part of the delivery scope of the mobile platform ladder: Only use a mobile platform ladder with the crossbar assembled
	If auxiliary weights are part of the delivery scope of the mobile platform ladder: Only use the platform ladder with the auxiliary weights assembled

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Sign	Explanation
	If a foot brake is installed on the mobile platform ladder: Use the foot brake
	Make sure that the joint is locked
	In unfavorable weather conditions, do **not** use the ladder in the open

3.2 Symbols from 2018

Sign	Explanation
	Danger of falling!
	Read the operating instructions
	Maximum load
	Ladder for professional use
	Ladder for private use
	Maximum number of users on one ladder

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Sign	Explanation
	In the case of ladders that have a cross beam, the cross beam must be assembled before the first use
	Correct set up angle 65° to 75°
	Always keep a firm grip: When ascending and descending and when working on the ladder
	Ladder overhang above the exit level
	Before use: Engage the lift guards
	Do **not** use a damaged ladder
	Only use the ladder with the cross beam folded out
	Prior to use: The hinges and locks must be engaged
	Use the ladder in the correct set up direction
	Only use the ladder with appropriate footwear

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Sign	Explanation
	Do **not** use the ladder if physically impaired or under the influence of drugs or alcohol.
	Do **not** use the ladder on uneven or unsteady surface
	Do **not** use the ladder on a slippery or contaminated surface
	Do **not** place the ladder on unsuitable surfaces
	Do **not** carry along bulky objects or objects over 10 kg on the ladder
	Do **not** use the top three rungs as rungs to stand on
	Avoid leaning out to the side. Keep the body's center of gravity between the ladder beams
	Avoid working with a side load
	Climb up and down the ladder while facing it
	Do **not** use a stepladder as a leaning ladder

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Sign	Explanation
	Prior to use: Tension the safety struts on stepladders
	For stepladders without a platform: Do **not** use the top two rungs as rungs to stand on
	It is not permitted to step off to the side from the ladder
	When transporting or using the ladder, be aware of any danger due to overhead wires
	Do **not** use the ladder as a walkway

4 Ladder inspection

Make sure that the following conditions are met:
- All ladders are inspected at lease every 12 months. See chapter 8.17.
- The inspection may be made exclusively by authorized and trained expert personnel.
- The results of the inspection are documented.

5 User guidelines

Make sure that the following prerequisites are met before using the ladder:
- A risk evaluation had been made.
  The national legal regulations have been taken into account.
- People are physically able to use a ladder.
- The ladder is suited for the respective application.
- The ladder is complete and not damaged (visual inspection).
- The ladder is free of contaminants, such as:
  - Ice
  - Snow
  - Frost
  - Wet paint
  - Lubricants
- The legs of the ladders are not worn.
- Screws and connections have been checked for tight seating.
- The base is:

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- Level
- Horizontal
- Slip-resistant
- Unmoveable

When climbing up the ladder:
- Set the ladder up in the correct set up angle.
- Secure the locking devices of the ladder.
- Tension the spreaders of the stepladder.
- Do **not** set up the ladder from above.
- Do **not** set the ladder on braces or steps.
- Avoid the risk of a collision with pedestrians, vehicles or doors.
- Place the leaning ladder only suitably stable contact surfaces with both rails.

When using the ladder:
- Make sure that no children are playing on the ladders.
- Subject the ladder to no more than maximum 150 kg.
- Use the ladder exclusively as described in section „Ladder access“.
- Do **not** use the ladder outside in strong wind.
- Do **not** subject the ladder horizontally to excessive loads in side assembly work.
- Face the ladder when climbing up or down the ladder.
- Step on the ladder with suitable shoes.
- Do not use the ladder as a walkway.
- Secure the ladder to prevent it from being knocked over inadvertently.
- For leaning ladders, do not step on the uppermost three steps / rungs, in reference to the ladder placement point.
- For stepladders, do not step on the uppermost two steps / rungs.
- Do not work too long on the ladder without pauses. Tiredness is a safety risk.
- When working on a ladder, hold on tightly with one hand.
  If this is not possible: Take additional safety measures, such as: use the WORK POSITIONING SYSTEM (WPS).

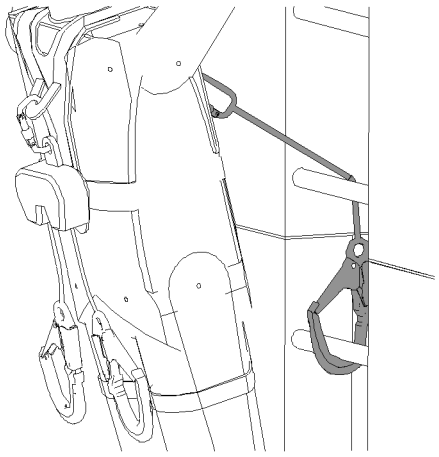

Fig.126746: Example of how to use the WPS

For repair, maintenance and storage of a ladder:
- Have repairs and maintenance made by expert personnel according to the manufacturer’s instructions.
- Store the ladders according to the manufacturer’s instructions.

Before transporting the ladders:
- Lock and secure the ladders in their provided transport retainers.

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6 Assembling the ladder

6.1 Supplied cross beam

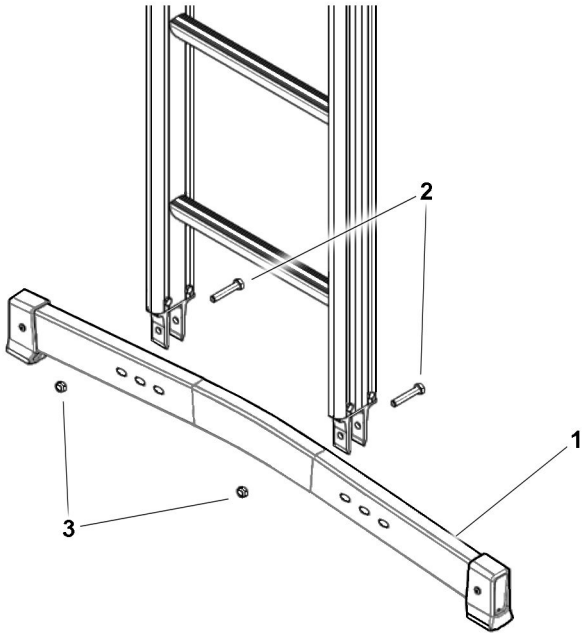

Fig.149565: Assembling the cross beam

Depending on the type of ladder and the delivery condition, the cross beam must be assembled prior to use.

Required tools:
- 2 x 13 mm wrenches
- The screws and nuts are included in the delivery scope.

Tightening torque:
- Approx. 8 Nm

► Position the cross beam **1** centrally between the cross beam fasteners.
► Secure the cross beam **1** with screws **2** and nuts **3**.
► Before using the ladder: Make sure that the screws **2** and nuts **3** are tightened correctly.

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6.2 Folding cross beam

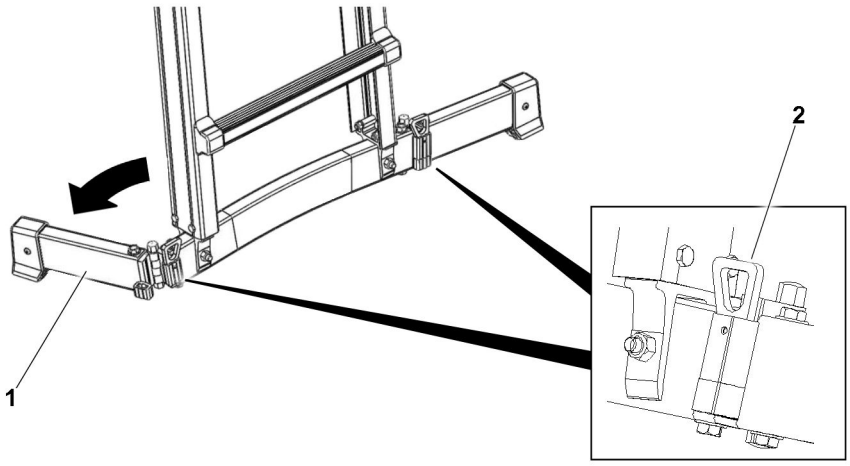

Fig.149566: Use the folding cross beam

Depending on the type of ladder, the folding cross beam must be brought into the operating position prior to use and brought to the transport position after use.

6.2.1 Bringing the cross beam into the operating position

- ► Swing the folding cross beam **1** on both sides into the operating position.
- ► Make sure that the retaining element **2** is engaged.
- ► Before using the ladder: Make sure that both retaining elements **2** have engaged.

6.2.2 Bringing the cross beam into the transport position

- ► Unlock the retaining element **2**.
- ► Swing the folding cross beam **1** on both sides into the transport position.
- ► Before storing the ladder: Make sure that both retaining elements **2** have engaged.

6.3 Cross beams for platform ladder

For platform ladders, the supplied cross beams must be assembled prior to use.

Required tools:
- – 2 x 13 mm wrenches
- – The screws and nuts are included in the delivery scope.

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6.3.1 Assembling the cross beam without wheels

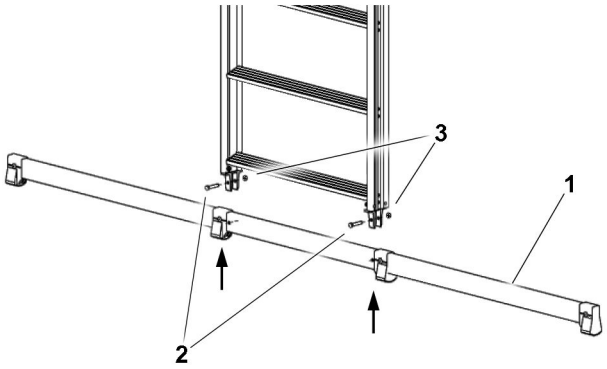

Fig.149595: Assembling the cross beam

- ► Position the cross beam **1** centrally between the cross beam fasteners.
- ► Secure the cross beam **1** with two screws **2** and two nuts **3**.
- ► Tighten the screws **2** by hand.

6.3.2 Assembling the cross beam with wheels

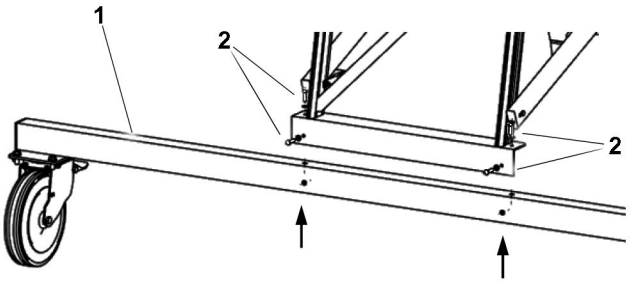

Fig.149596: Assembling the cross beam

- ► Position the cross beam **1** centrally between the cross beam fasteners.
- ► Secure the cross beam **1** with four screws **2** and four nuts.
- ► Tighten the screws **2** by hand.
- ► Before using the ladder: Make sure that all screws and nuts are correctly tightened.

6.4 Platform ladder

At least two people are required for ladder assembly and removal.

6.4.1 Assembling the platform ladder

WARNING
Platform ladder not correctly assembled!
Personnel can fall down. Death, severe bodily injuries.
- ► Before the platform ladder is correctly assembled: Do **not** step on or load the platform ladder.

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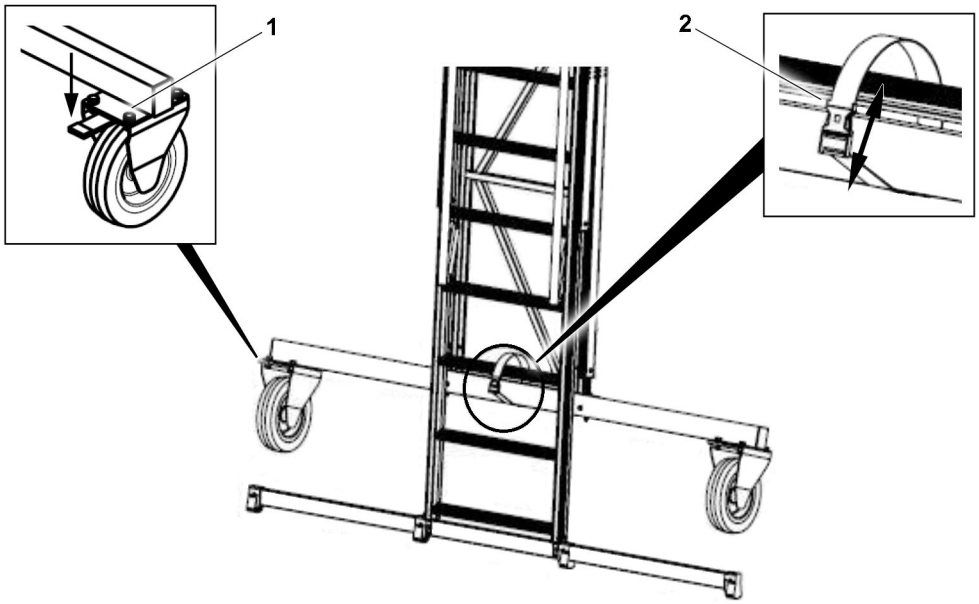

Fig.149597: Preparing the ladder

- ► Secure both pulleys **1**.
- ► Erect the ladder with two people.
- ► Release the rigging belt **2**.

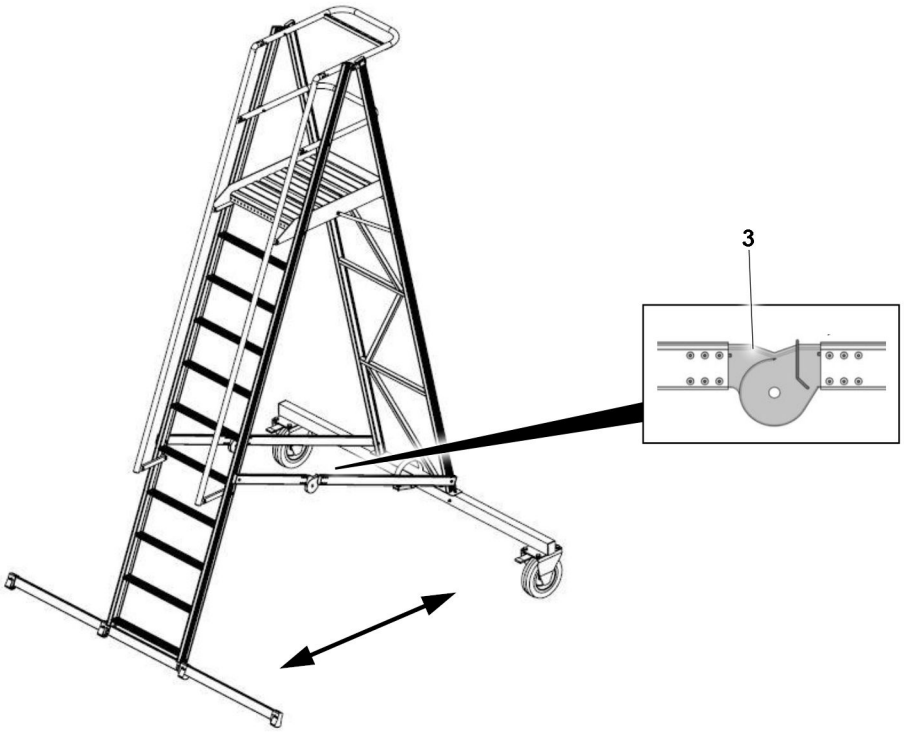

Fig.149598: Setting up the ladder

- ► Each half of the ladder is held by a person.
- ► Until both hinges **3** engage audibly: Carefully guide the ladder halves away from each other. When doing so, the platform surface will fold out automatically.

Result:

– The ladder is now assembled.

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6.4.2 Dismantling the platform ladder

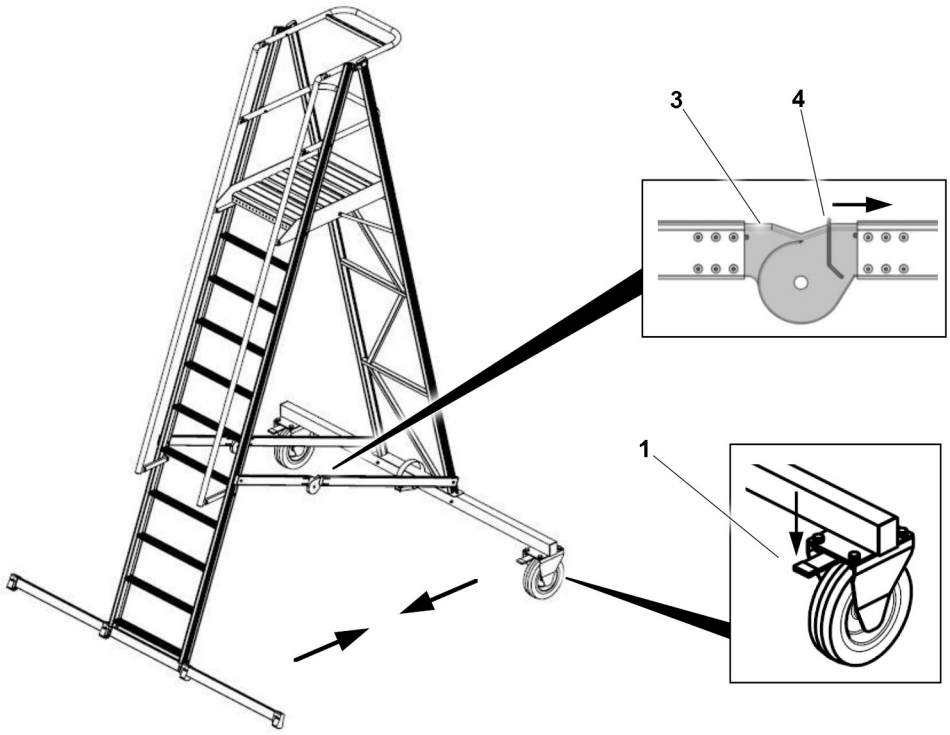

Fig.149599: Releasing the hinges

- ► Secure both pulleys **1**.
- ► Unlock the locking bracket **4** in the hinge **3** on both sides.
- ► Each half of the ladder is held by a person.
- ► Carefully guide the ladder halves toward each other. When doing so, the platform surface will fold together automatically.

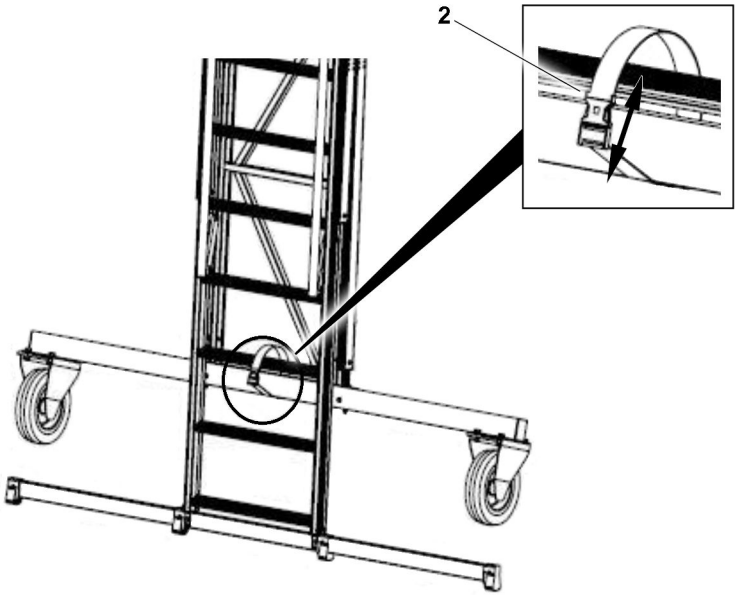

Fig.149600: Securing the ladder in the transport position

- ► Secure the rigging belt **2** on the cross beam and rung.
- ► Make sure that the clasp on the rigging belt **2** is closed.

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Result:
– The ladder is dismantled and secured in the transport position.

6.5 Hinged ladders

The hinged ladder can be used as a leaning ladder or stepladder.

To adjust a part of the ladder, both hinges on opposite sides must be actuated.

6.5.1 Using a hinged ladder as a leaning ladder

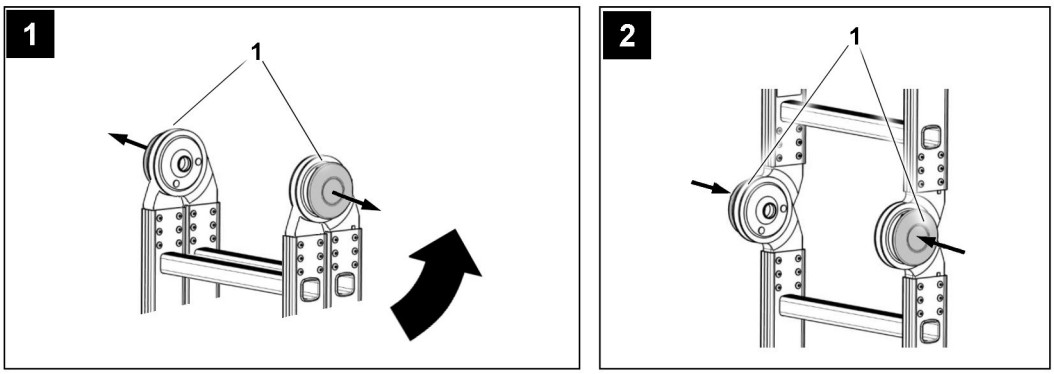

Fig.149567: Using a hinged ladder as a leaning ladder

► Release the hinges **1**.
► Until the hinges **1** engage again: Spread out the legs to the stop.
► Before using the hinged ladder as a leaning ladder: Make sure that the hinges **1** have engaged.

6.5.2 Bringing the leaning ladder into the transport position

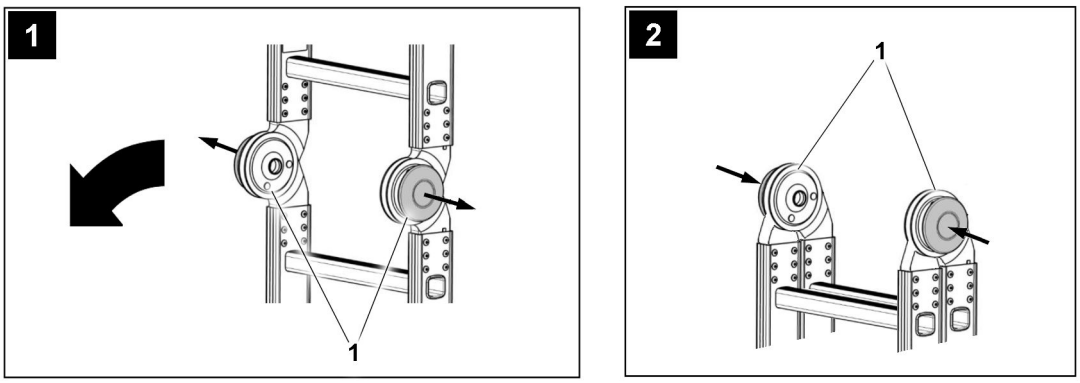

Fig.151625: Bringing the leaning ladder into the transport position

► Release the hinges **1**.
► Until the legs lie together and the hinges **1** engage: Fold the legs together.

Result:
– The hinged ladder is now in the transport position. The hinged ladder can be stored.

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6.5.3 Using a hinged ladders as a stepladder

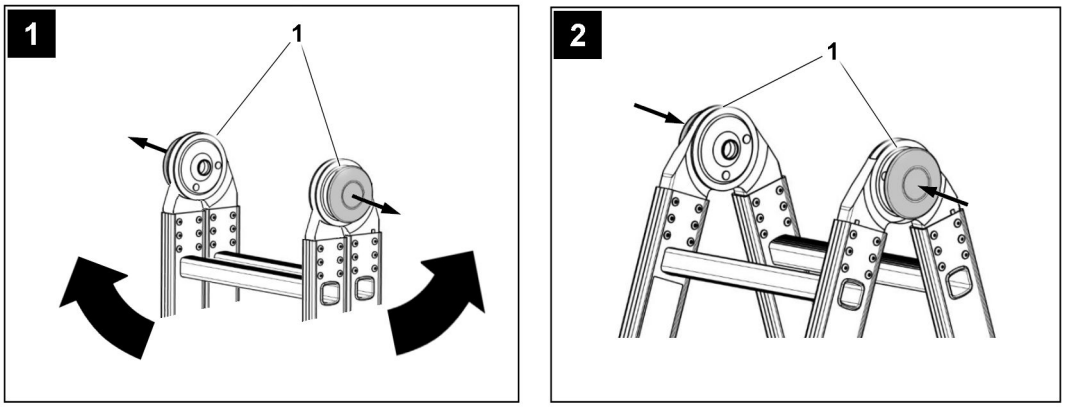

Fig.149568: Using a hinged ladders as a stepladder

- ► Release the hinges **1**.
- ► Until the hinges **1** engage again: Spread out the legs.
- ► Before using the hinged ladder as a stepladder: Make sure that the hinges **1** have engaged.

6.5.4 Bringing the stepladder into the transport position

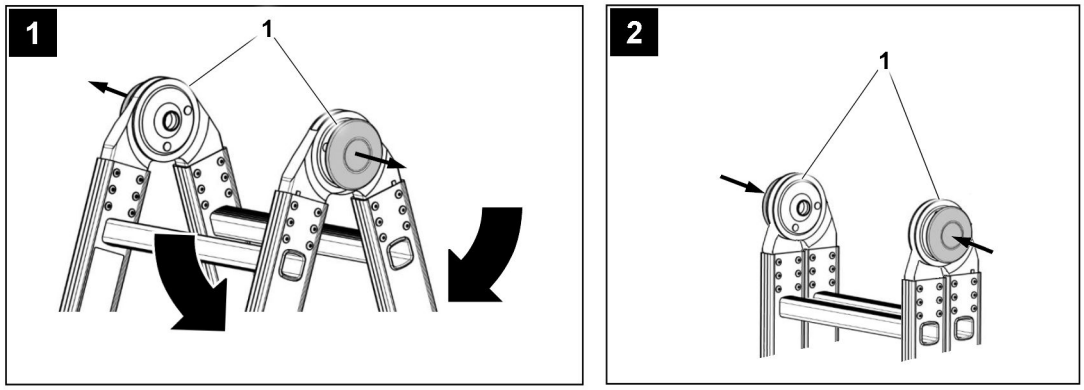

Fig.151607: Bringing the stepladder into the transport position

- ► Release the hinges **1**.
- ► Until the legs lie together and the hinges **1** engage: Fold the legs together.

Result:

– The ladder is now in the transport position. The ladder can be stored.

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6.6 Multi-purpose ladder with height adjustment

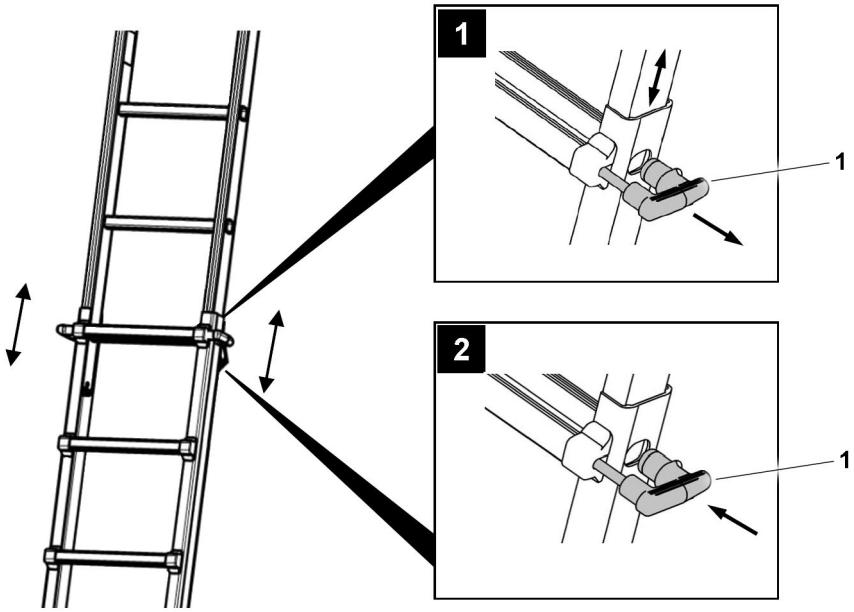

Fig.149570: Ladder with height adjustment

Multi-purpose ladders have a height adjustment device.

- ► Release the handle **1** on both sides.
- ► Pull out or push in the ladder to the desired length.
- ► Lock the ladder with the handle **1** on both sides.
- ► Before using the ladder: Make sure that both handles **1** have engaged.

6.7 Three-part multi-purpose ladder

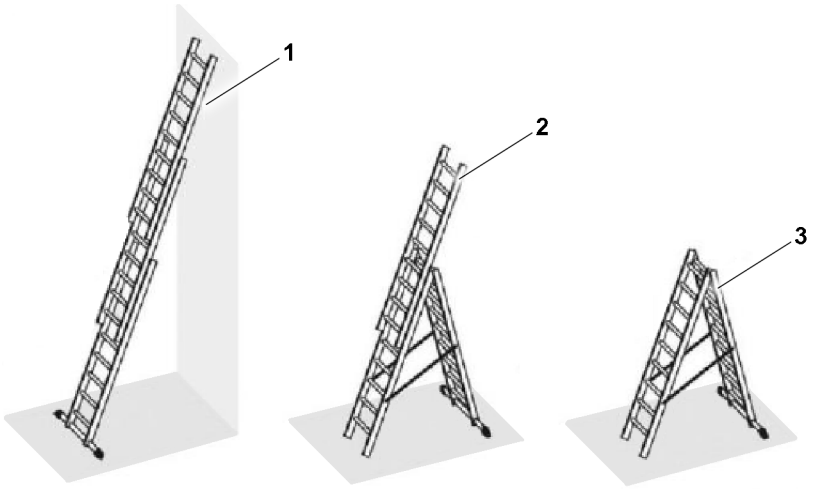

Fig.152833: Three-part multi-purpose ladder

The three-part multi-purpose ladder can be used as a leaning ladder **1**, stepladder with integrated extension ladder **2** or as a stepladder **3**.

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6.7.1 Using the three-part multi-purpose ladder as a leaning ladder

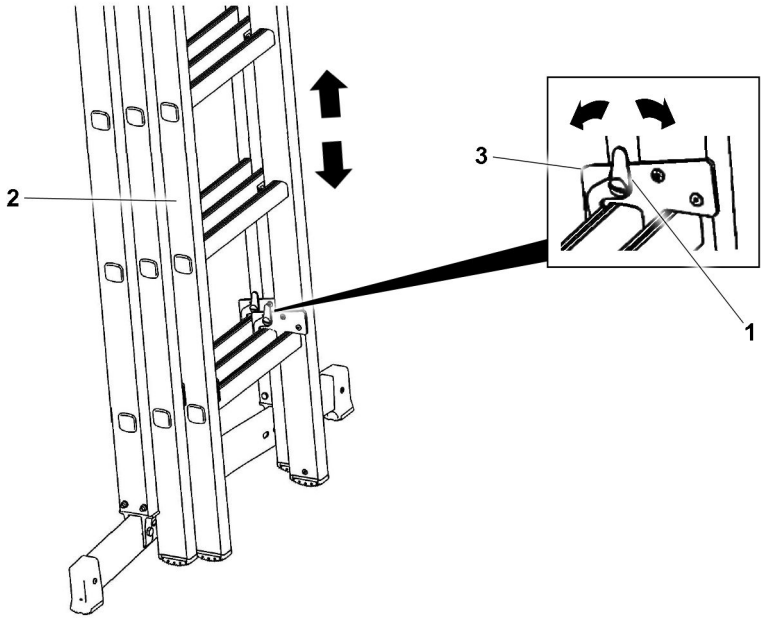

Fig.152834: Pushing out the ladder

Push out the upper ladder section **2**:

- ► Release the lock **1**. Slightly lift up the upper ladder section **2** at the same time.
- ► Swing out the upper ladder section **2** and push it out to the desired length.
- ► Refit the securing hooks **3**.
- ► Make sure that the lock **1** engages.

Push out the middle ladder section:

- ► Pull out and lock the middle ladder section in the same manner.
- ► Make sure that the lock **1** engages.

Result:
– The ladder can now be used.

Push the ladder together:

- ► Push together and lock the middle ladder section.
- ► Subsequently push together and lock the upper ladder section.
- ► Make sure that the lock **1** engages.

Result:
– The ladder is now in the transport position. The ladder can be stored.

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6.7.2 Using the three-part multi-purpose ladder as a stepladder

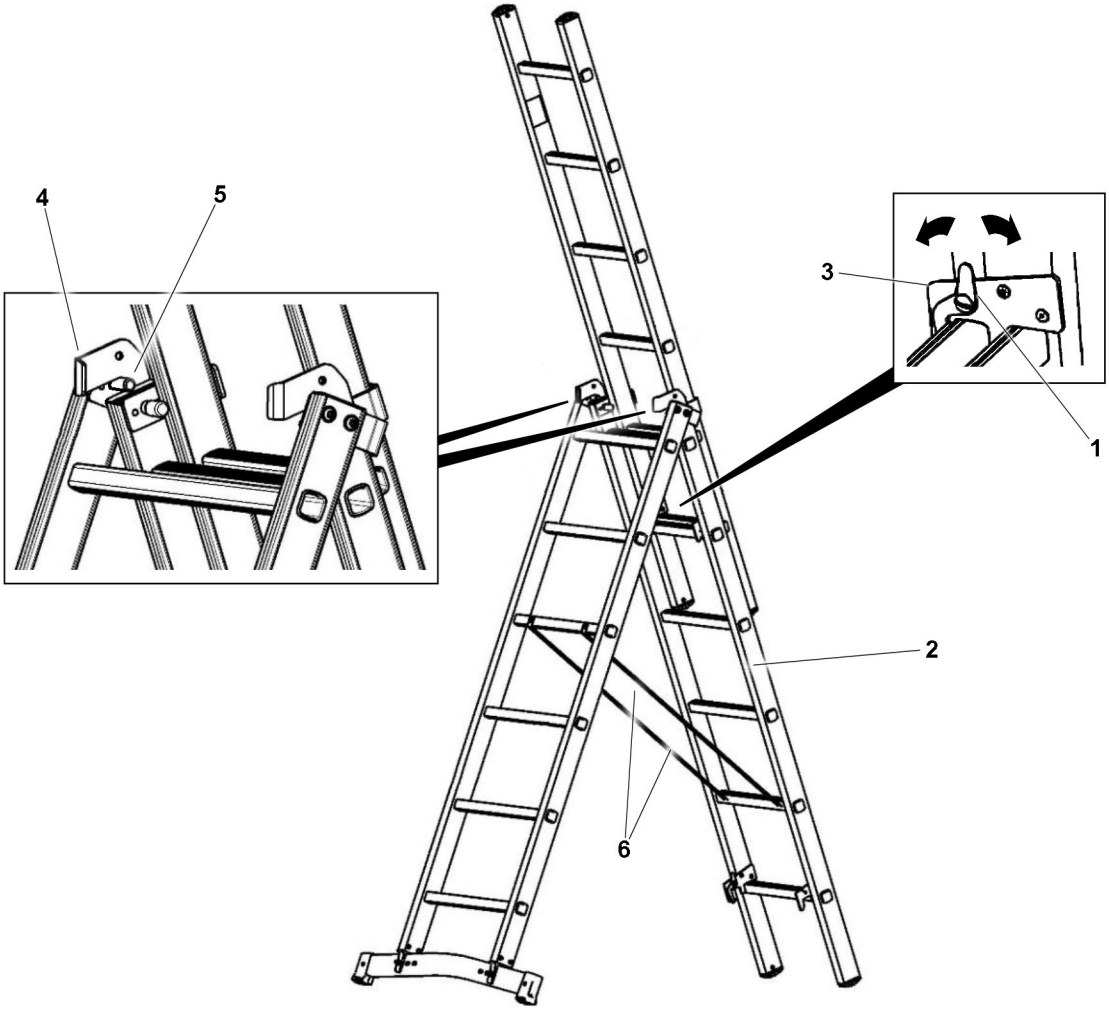

Fig.152835: Setting up the ladder

Push out the upper ladder section:

► Push out the upper ladder section to the desired length. See section „Using the three-part multi-purpose ladder as a leaning ladder“.

Swing out the middle ladder section **2**:

► Release the lock **1**. Slightly lift up the middle ladder section **2** at the same time.
► Until the contact point **5** of the bottom ladder section slides along the guide fitting **4** on both sides into the storage position: Spread out the legs.
► Make sure that the belt straps of the ladder locks **6** are tensioned.

Result:
– The ladder can now be used.

Bring the ladder into the transport position:

► Fold the middle and bottom ladder sections together.
► Push the upper ladder section together again.

Result:
– The ladder is now in the transport position. The ladder can be stored.

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6.8 Extension ladder

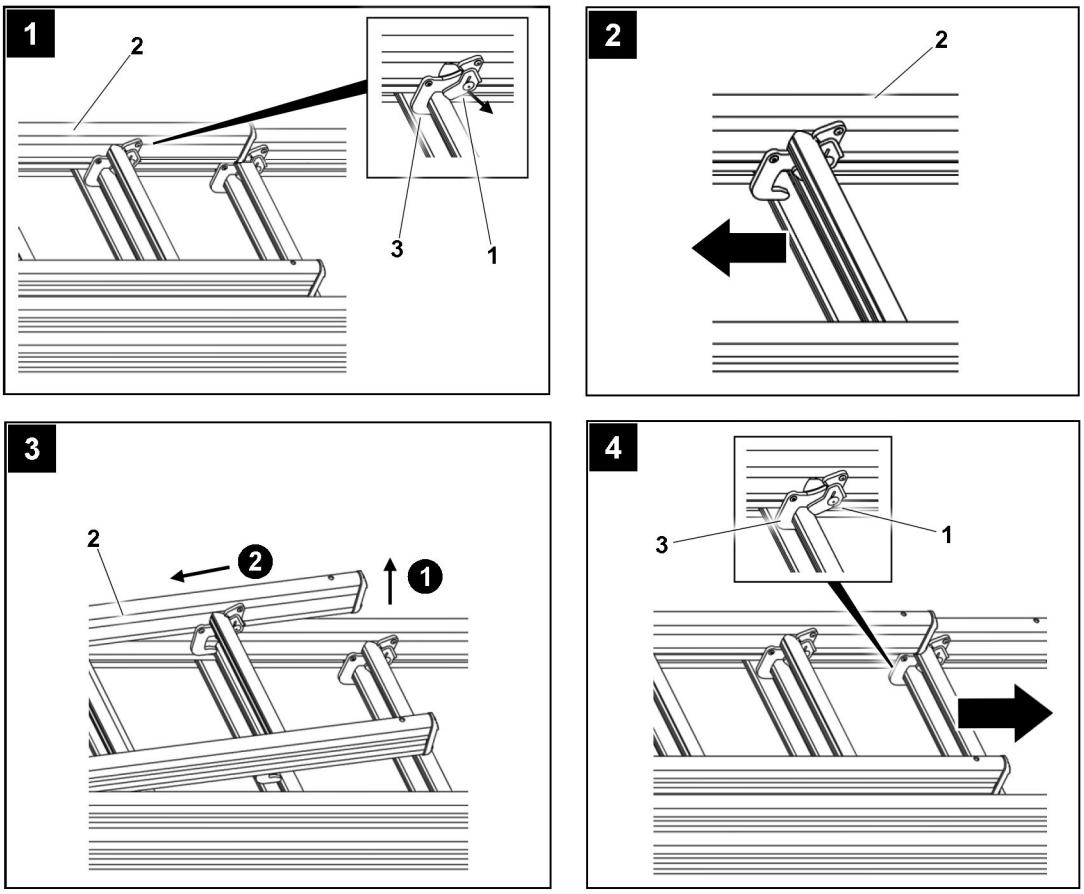

Fig.149569: Pushing out the ladder

Only pull out or push in the ladder when it is laid down.

Push out the upper ladder section:

- ► Release the lock **1** on the securing hook **3** on the upper ladder section **2**.
- ► Move the upper ladder section **2** slightly at the same time.
- ► Now swing the ladder section **2** outward and push it out to the desired length.
- ► Refit the securing hooks **3**.
- ► Make sure that the lock **1** re-engages.

Push out the middle ladder section:

- ► Pull out and lock the middle ladder section in the same manner.
- ► Make sure that the lock **1** engages.

Result:

– The ladder can now be used.

Push the extension ladder together:

- ► Push together and lock the middle ladder section.
- ► Subsequently push together and lock the upper ladder section.
- ► Make sure that the lock **1** engages.

Result:

– The ladder is now in the transport position. The ladder can be stored.

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7 Ladder access

Wearing the personal protection equipment to prevent falling and the ladder safeguard depend on the type of work, among others.

7.1 Ladder safeguards

The ladder can be secured to prevent it from sliding away to the side by:
- Restraint device, for example: Tether or side stops on component
- Friction lock, for example: Rubber caps or plastic caps on the end of the ladder beam at direct placement on a surface

The ladder can be secured to prevent it from tipping to the rear by:
- The correct placement angle

7.2 3-point support

A 3-point support is ensured when:
- Two hands have a safe hold and one leg is standing safely.
- Two legs are standing safely and one hand has a safe hold.
- Two legs are standing safely in straddle position on a stepladder which can be accessed from both sides, on the third respective rungs / steps from the top. The user locks the ladder with the knees.
- Two legs are standing safely and at the same time, the body is leaned on higher rungs / steps of the leaning (extension) ladder. The center of gravity of the body must always be between the two ladder beams.
- A WORK POSITIONING SYSTEM (WPS) is used.

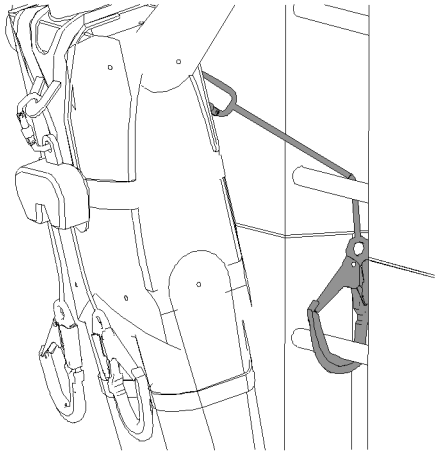

Fig.126746: Example of how to use the WPS

7.3 Light and / or heavy work

The following lists various light and heavy work

Examples for light work:
- Installing / removing retaining pins or spring retainers
- Fastening components, disengaging fastening equipment
- Pushing the transition aid out / in
- Establishing / disconnecting electrical or hydraulic connection between components
- Actuating the hand pump for the folding jib
- Reeving the auxiliary winch in / out
- Setting up / taking down foldable railings
- Carrying out maintenance and inspection work
- Refueling the crane chassis and / or crane superstructure

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Examples for heavy work:
- Knocking the connector pins in / out
- Installing / removing the wind warning
- Reeving the hoist rope in / out
- Installing / removing the connector pin with assembly aid (hydraulic cylinder or mechanical assembly tool)
- Assembling / disassembling the rope lock

7.4 Using the stepladder

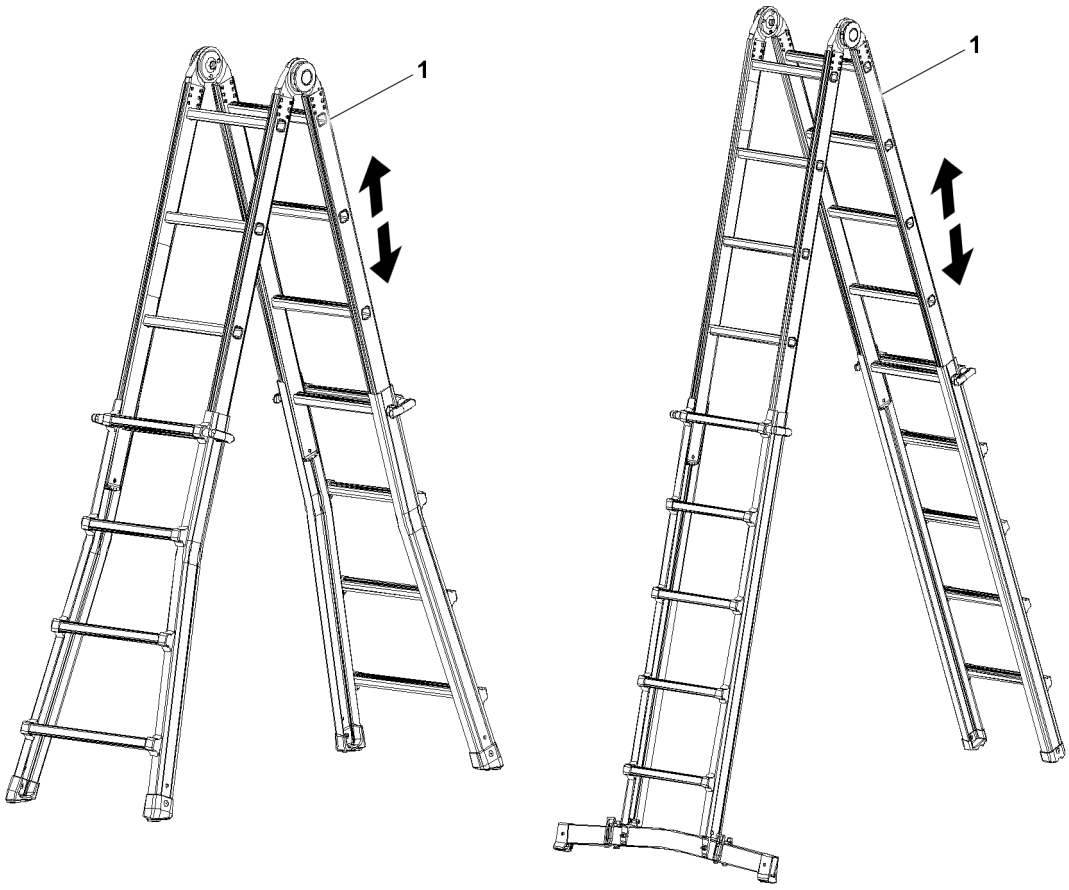

*Fig.149996: Example of stepladders **1***

WARNING
Transitioning from a stepladder to other components!
Personnel can fall, death, severe bodily injuries.
► Do **not** transition from a stepladder to other components.

WARNING
3-point support not adhered to!
Personnel can fall, death, severe bodily injuries.
► Adhere to the 3-point support.
► Adhere to the prerequisites and conditions for the use of stepladders.

Prerequisites for the use of stepladders **1**:
- Make sure that the weight of the tool carried along does not weigh more than 10 kg.
- Make sure that stepladder **1** is set up stably.

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Access	Work
Maximum rise to the third rung / step from the top	Maximum rise to the third rung / step from the top
3-point support required	3-point support required
	Rise to 1 m: Personal protective equipment to prevent falling not required
	Step height above 1 m to 7 m **Light work**: Personal protective equipment to prevent falling not required
	Step height above 1 m to 7 m **Heavy work**: Personal protective equipment to prevent falling required

*Conditions for access and work on stepladders **1***

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7.5 Using the Leaning ladder

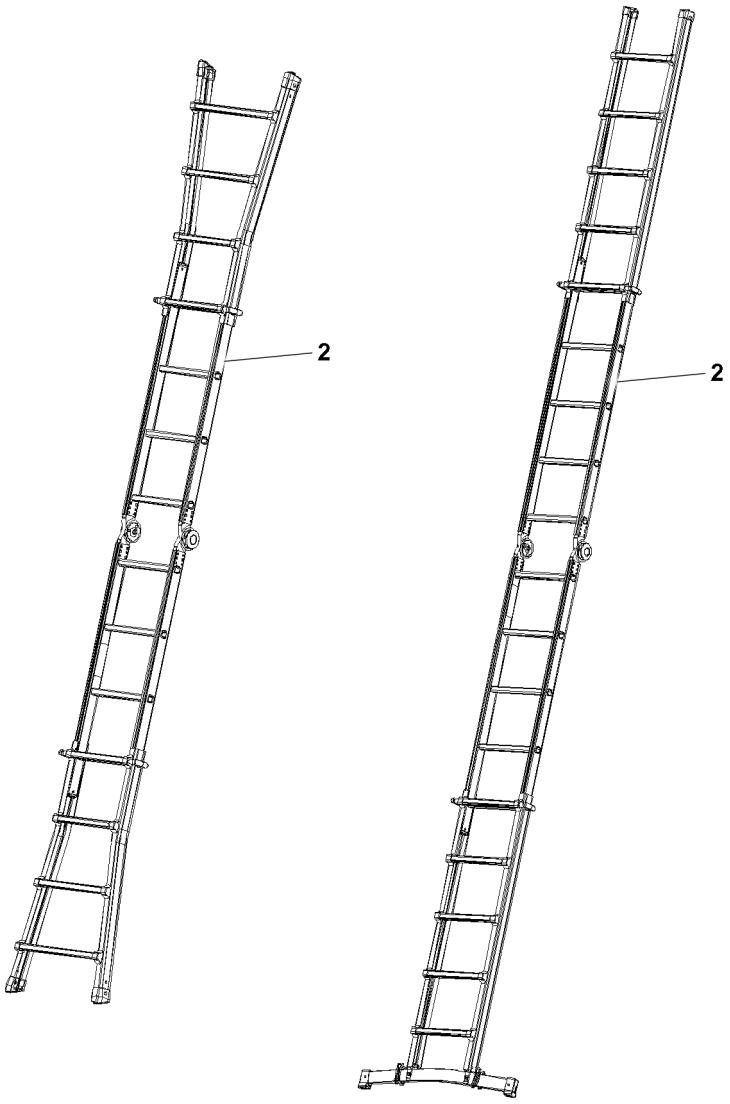

*Fig.149997: Example of leaning ladders **2***

WARNING
3-point support not adhered to!
Personnel can fall, death, severe bodily injuries.
► Adhere to the 3-point support.
► Adhere to the prerequisites and conditions for the use of leaning ladders.

Prerequisites for the use of leaning ladders **2**:
– Make sure that the 3-point support is complied with.
– Make sure that the leaning ladder **2** is positioned on a level placement surface.
– Make sure that the leaning ladder **2** is placed at an incline angle of 65° to 75° (approx. 1:4) to the horizontal.
– Make sure that the ladder overhang when leaning it on components is selected in such a way that the leaning ladder **2** is safely placed when subjected to a load / flexation due to ascending persons.
– Make sure that the weight of the tool carried along does not weigh more than 10 kg.

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Access	Work
Maximum rise to the fourth rung / step from the top, in reference to the placement point	Maximum rise to the fourth rung / step from the top, in reference to the placement point
3-point support required	3-point support required
	Rise to 1 m: Ladder safeguard not required Personal protective equipment to prevent falling not required
	Step height above 1 m to 7 m **Light work**: Ladder safeguard required Personal protective equipment to prevent falling not required
	Step height above 1 m to 7 m **Heavy work**: Ladder safeguard and protection to prevent it from tipping to the rear required Personal protective equipment to prevent falling required

*Conditions for access and work on leaning ladders **2***

7.5.1 Using the leaning ladder without the conical end section

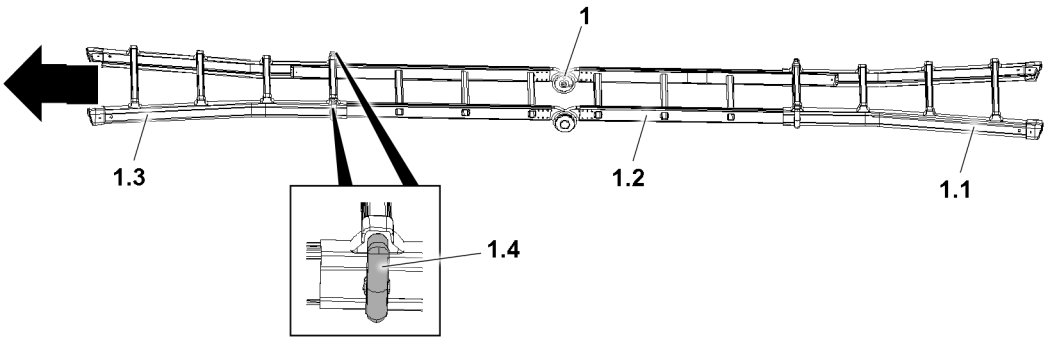

*Fig.126873: Disassemble the conical end section **1.3**.*

The leaning ladder **1** consists of the following components:
- **1.1** Base
- **1.2** Center section
- **1.3** End section
- **1.4** Locks

When the conic end section **1.3** is wider than the leaning tube on the telescopic boom or the intended placement surface, the leaning ladder **1** cannot be placed fully expanded.

In order to position the leaning ladder **1** fully expanded, the end section **1.3** must be disassembled and removed.

CAUTION
Fingers in the spring range of the lock **1.4**!
Finger crushing when locking and unlocking.
► Grip the lock **1.4** outside of the spring range.

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► Release the locks **1.4** on the left and right.
► Slide the end section **1.3** out of the center section **1.2** and remove it.

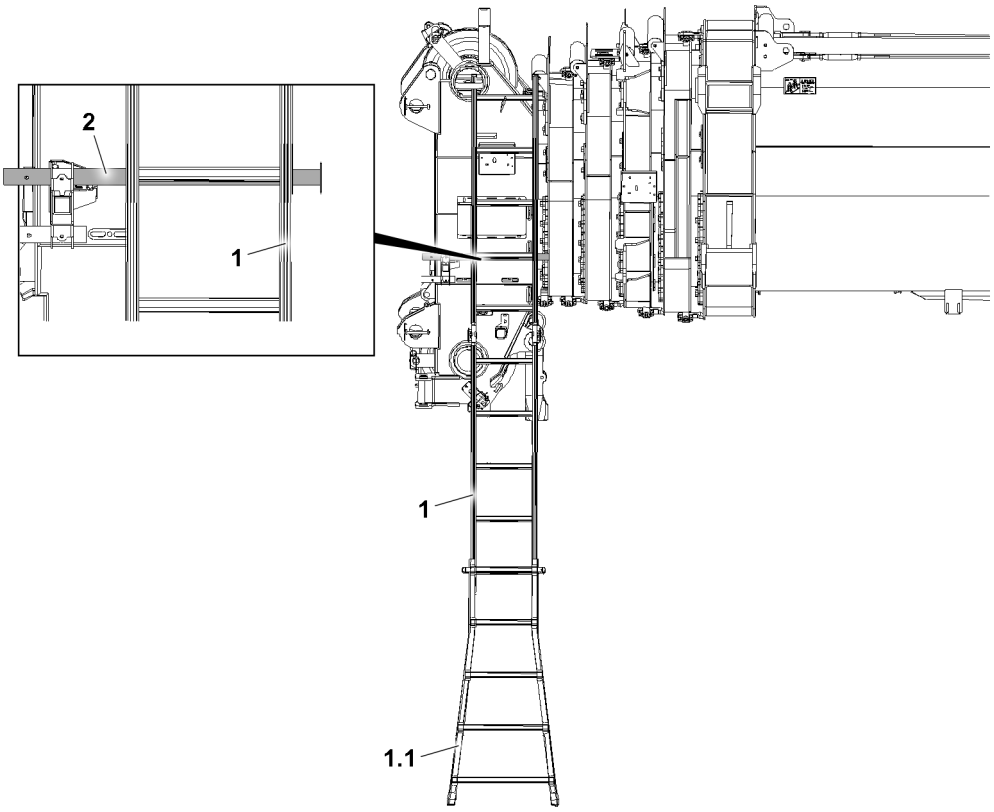

*Fig.126874: Place the leaning ladder **1** on the leaning tube **2***

When placing the leaning ladder **1**, the base **1.1** must be placed on the ground.

► Place the leaning ladder **1** on the leaning tube **2** or the intended placement surface.

WARNING
The leaning ladder **1** is wider than the leaning tube **2** or the intended placement surface!
The leaning ladder **1** can slip away when stepping on it and assembly personnel can fall down and be severely injured.
► When stepping on the leaning ladder **1** make sure that the leaning ladder **1 is not** wider than the leaning tube **2** or the intended placement surface.

► Climb on the leaning ladder **1**. Carry out the assembly work.

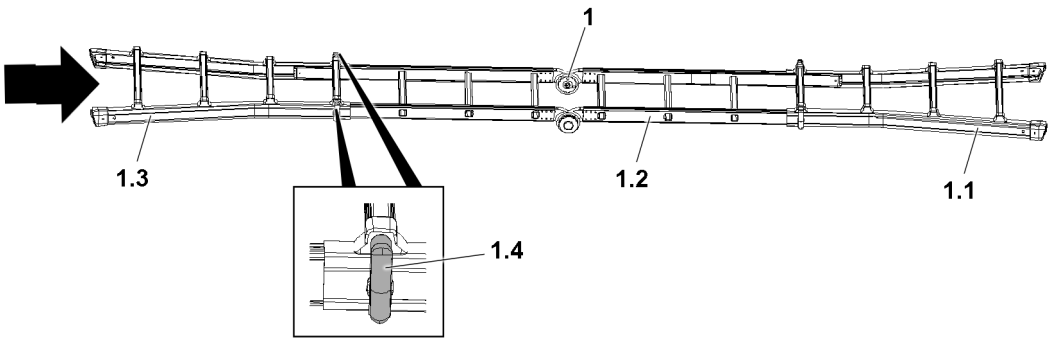

*Fig.158064: Assemble the conical end section **1.3**.*

Before leaving the jobsite, the conical end section **1.3** must be reinstalled.

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CAUTION
Fingers in the spring range of the lock **1.4**!
Finger crushing when locking and unlocking.
► Grip the lock **1.4** outside of the spring range.

► Release the lock **1.4** on the left and right.
► Insert the end section **1.3** in the central section **1.2** and push them together.
► Secure the leaning ladder **1** in the transport position on the crane.

7.5.2 Using the leaning ladder as a transition

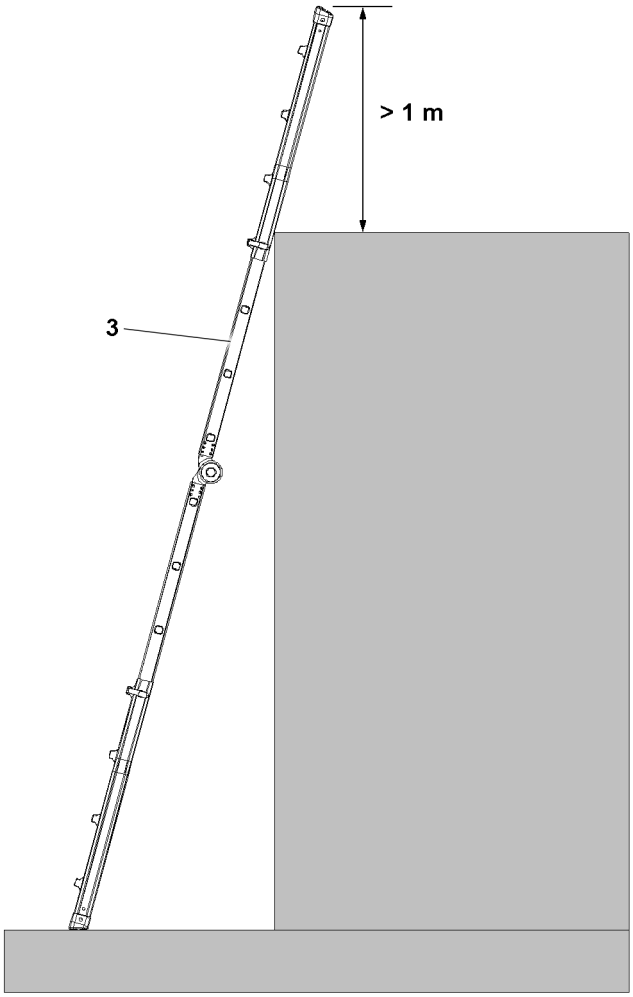

Fig.151626: Examples for leaning ladders with ladder overhang above the exit level

The leaning ladder can be used for transitioning.

WARNING
3-point support not adhered to!
Personnel can fall, death, severe bodily injuries.
► When transitioning, adhere to the 3-point support.
► Adhere to the prerequisites and conditions for the use of leaning ladders as a transition **3**.

Prerequisites for the use of leaning ladders as a transition **3**:
– Make sure that the leaning ladder **3** is positioned on a level placement surface.
– Make sure that the leaning ladder **3** is placed at an incline angle of 65° to 75° (approx. 1:4) to the horizontal.

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- Make sure, for transitioning to higher work locations, when no other safehold possibilities are available, that the ladders beams of the leaning ladder go past the placement location by at least 1 m.
- Make sure that the transition area is slip-resistant.
- Make sure that the ladder position can be recognized from above.
- Make sure that the contact point of the ladder on the component is selected such that it will not be deformed or swing away due to the load of the person climbing up the ladder.
- Make sure that the weight of the tool carried along does not weigh more than 10 kg.

Access	Transition
Maximum rise to a rung / step below the placement edge	Maximum rise to a rung / step below the placement edge
3-point support required	3-point support required
Personal protective equipment to prevent falling not required	Personal protective equipment to prevent falling not required
	Rise to 1 m: Ladder safeguard not required
	Step height above 1 m to 7 m: Ladder safeguard required

*Conditions for access and transition to leaning ladders with transition **3***

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7.5.3 Connecting and climbing up the leaning ladder

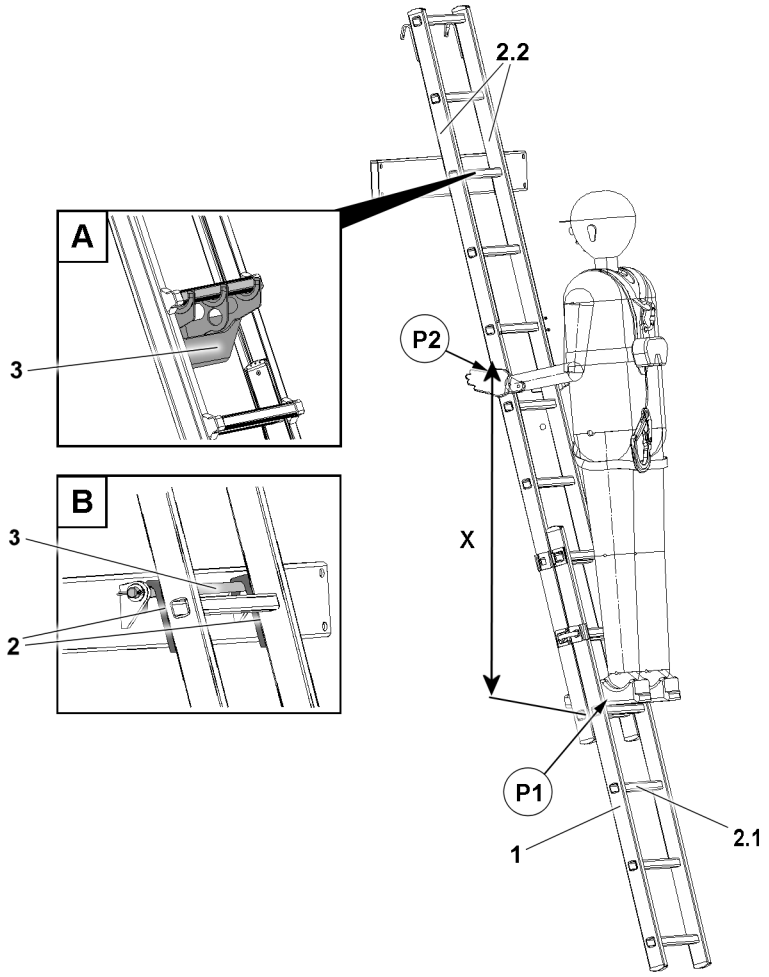

Fig.162714: Connecting the ladder to the suspension device

1	Leaning ladder	**X**	Length	**2.1**	Rung
2	Hook	**P1**	Standing position	**2.2**	Ladder beam
3	Suspension device	**P2**	Grip position		

Connected variations:
- Variation **A** rung **2.1** is connected to the suspension device **3**.
- Variation **B** hook **2** is connected to the suspension device **3**.

Prerequisites for the use of leaning ladders **1** when connected to the suspension device **3**:
- Make sure that leaning ladder **1** is set up stably.
- Make sure that the leaning ladder **1** is connected securely to the respective suspension device **3**.
- When ascending and descending: 3-point support observed.
- Make sure that the vertical mass **X** between the standing position **P1** on the rung **2.1** and the grip position **P2** on the ladder beam **2.2** is at least 1 m.
- Make sure that personnel holds the grip position **P2** on the ladder beam **2.2**.
- Do not use the rung **2.1** on the suspension device **3** as a standing position.
- Make sure that the last rung **2.1** below the suspension device **3** may only be used as a standing position if there is at least 1 m between the stopping position and the standing position.

Transition is only permissible if:
- The leaning ladder **1** is located at least 1 m above the higher work surface.
- **Or** safeholds are available when transitioning to the higher work surface.

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WARNING
The leaning ladder **1** is not correctly connected and used!
Personnel can fall, death, severe bodily injuries.

When the leaning ladder **1** is connected to the suspension device **3**:
- ► Adhere to the prerequisites and conditions for the use of the leaning ladder **1** in the suspension device **3**.
- ► Adhere to the 3-point support.

Access	Work
Maximum step height up to the last free rung below the suspension device **3**	Maximum step height up to the last free rung below the suspension device **3**
3-point support required	3-point support required
	Rise to 1 m: Personal protective equipment to prevent falling not required
	Step height above 1 m to 7 m **Light work**: Personal protective equipment to prevent falling not required
	Step height above 1 m to 7 m **Heavy work**: Personal protective equipment to prevent falling required

*Conditions for access and work on the leaning ladders **1** when connected to the suspension device **3**.*

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7.6 Using the vertical ladder with transition aid

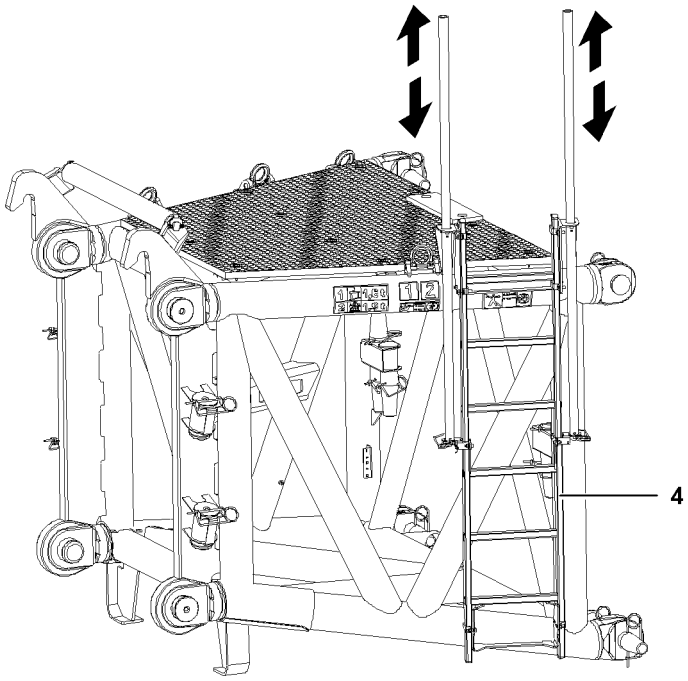

Fig.121178: Example for vertical ladder with transition aid

WARNING
Persons not secured!
Personnel can fall, death, severe injuries.

When using vertical ladders with transition aid **4**:
► Adhere to the 3-point support.

Before transitioning:
► Hook the personal protective equipment to prevent falling on a suitable location (for example: uppermost rung, safety rope or separate hook point).
► Adhere to the prerequisites and conditions for the use of vertical ladders with transition aid **4**.

Prerequisites for the use of vertical ladders with transition aid **4**:
– Make sure, a centered grip reachable from the transition edge and a possibility to support oneself with the second hand is present for transitioning.
– Make sure that the transition area is slip-resistant.
– Make sure that the ladder position can be recognized from above.
– Make sure that the weight of the tool carried along does not weigh more than 10 kg.

Access	Work
3-point support required	3-point support required
If necessary: Use a WORK POSITIONING SYSTEM (WPS) at a suitable hook point	If necessary: Use a WORK POSITIONING SYSTEM (WPS) at a suitable hook point

*Conditions for access and work on vertical ladders with transition aid **4***

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Ascent	Transition
3-point support required	3-point support required
Rise to 5 m: Personal protective equipment to prevent falling not required	Rise to 1.8 m: Without transition aid: Personal protective equipment to prevent falling not required
Rise above 5 m: Fall arrest system with moving along fall arrest device or back protection required	Rise above 1.8 m: Without transition aid: Personal protective equipment to prevent falling required

*Conditions for ascent and transition to vertical ladders with / without transition aid **4***

7.7 Using the platform ladder

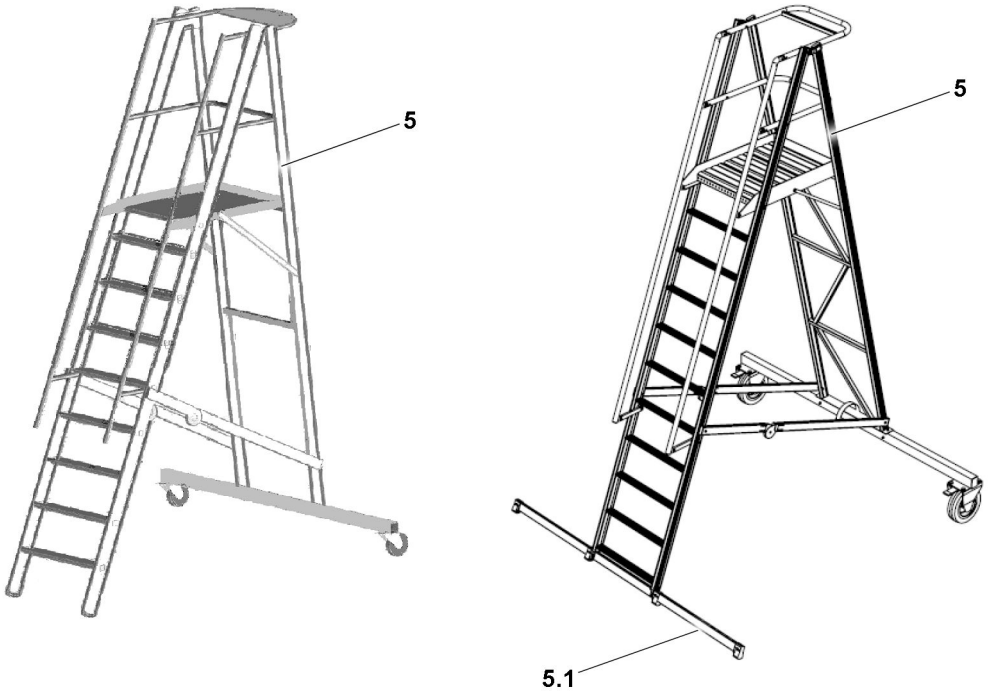

Fig.149995: Example of platform ladders

A platform ladder **5** with a cross beam **5.1** offers more stability. It is recommended to use a platform ladder with a cross beam.

WARNING
Transitioning from a platform ladder **5** to other components!
Personnel can fall, death, severe bodily injuries.
► Do **not** transition from a platform ladder **5** to other components.

WARNING
3-point support not adhered to!
Personnel can fall, death, severe bodily injuries.

When using platform ladders **5**:
► Adhere to the 3-point support.
► Adhere to the prerequisite and conditions for the use of platform ladders **5**.

Prerequisite for the use of platform ladders **5**:
– Make sure that the weight of the tool carried along does not weigh more than 10 kg.

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Access	Working on the ladder	Working on the platform
Maximum rise to platform height	Maximum rise to platform height	Maximum height: Platform height
3-point support required	3-point support required	
	Rise to 1 m: Personal protective equipment to prevent falling not required	
	Step height above 1 m to 7 m **Light work**: Personal protective equipment to prevent falling not required	Platform height **Light work**: Personal protective equipment to prevent falling not required
	Step height above 1 m to 7 m **Heavy work**: Personal protective equipment to prevent falling required	Platform height **Heavy work**: Personal protective equipment to prevent falling required

*Conditions for access and work on platform ladders **5***

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2.05 Signs on the crane

1 Signs 2

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1 Signs

1.1 Note regarding the signs

All signs must be complete and always legible. Replace any damaged or missing signs immediately.

Order damaged or missing signs from Customer Service at Liebherr-Werk Ehingen GmbH.

Always provide the ID no. when ordering. For example: 11952500.

Customer-specific special equipment*: See the supplied spare parts catalog.

1.2 11952500 – California Proposition 65 Label

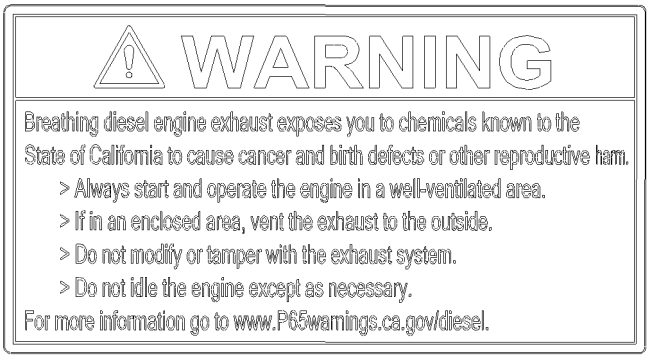

Fig.156191: California Proposition 65 Label

WARNING
Diesel engine exhaust emissions!
Damage to health such as cancer and birth defects or other reproductive harm.
- ► Always start and operate the diesel engine in properly ventilated spaces.
- ► If a diesel engine is operated in a closed space: Direct the exhaust gas to the outside.
- ► Do not convert the exhaust system or make any other changes.
- ► Do not run the engine at idle speed for longer than necessary.

1.3 772563908 – Warning of high voltage

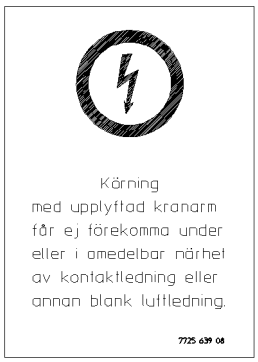

Fig.116269: Warning of high voltage

Note
- ► Only for certain countries.

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1.4 772564008 – Slewing range

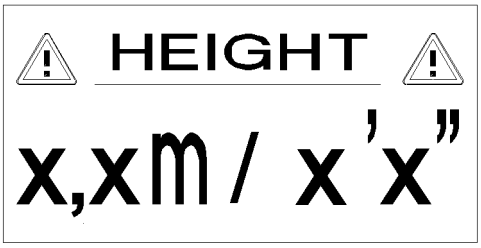
Fig.116270: Slewing range

Note
► Only for certain countries.

1.5 772580408 – Limitation of maximum travel speed

Fig.106035: Limitation of maximum travel speed

1.6 Vehicle height

ID no.	Vehicle height
970610408	
970629508	
970596108	
970608708	
979459108	

Vehicle height

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Note
► Vehicle height x.x m (x.x ft).

1.7 97137170 – Luffing cylinder and counterweight collision

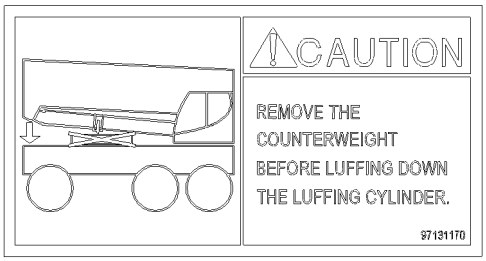

Fig.158141: Luffing cylinder and counterweight collision

NOTICE
Counterweight not disassembled from the crane chassis!
When taking the telescopic boom down, the luffing cylinder collides with the counterweight.
Damage to the luffing cylinder and counterweight.
► Before taking the luffing cylinder down: Disassemble the counterweight.

1.8 97124295 – Load stop

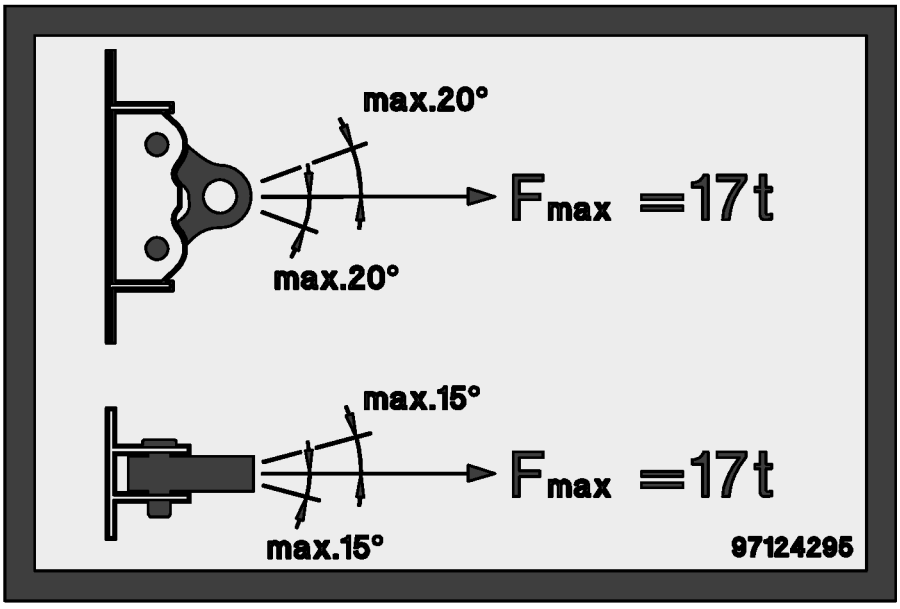

Fig.154929: Fastening the load according to the specifications on the sign

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1.9 Assembly aid

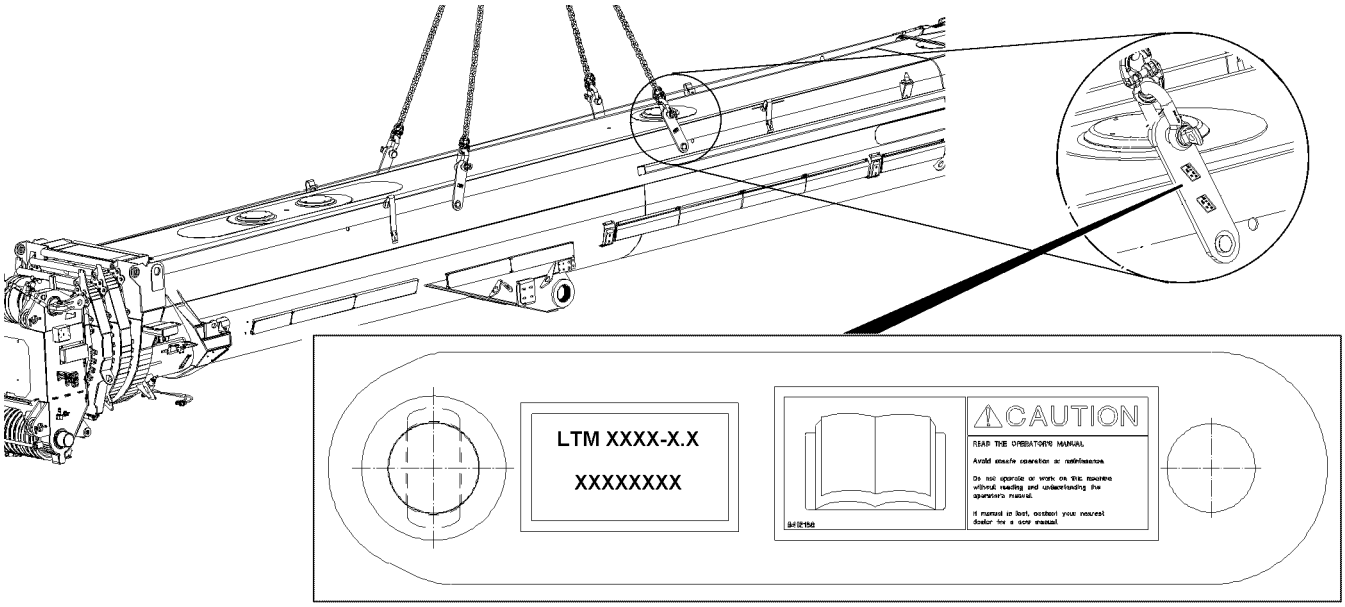

Fig.122741: Assembly aid

WARNING
Wrong assembly aids used!
The telescopic boom can fall down. Death, property damage.
► To assemble and disassemble the telescopic boom: Use solely the assembly aids that belong to the crane.

1.10 97127242 – Assembly aid

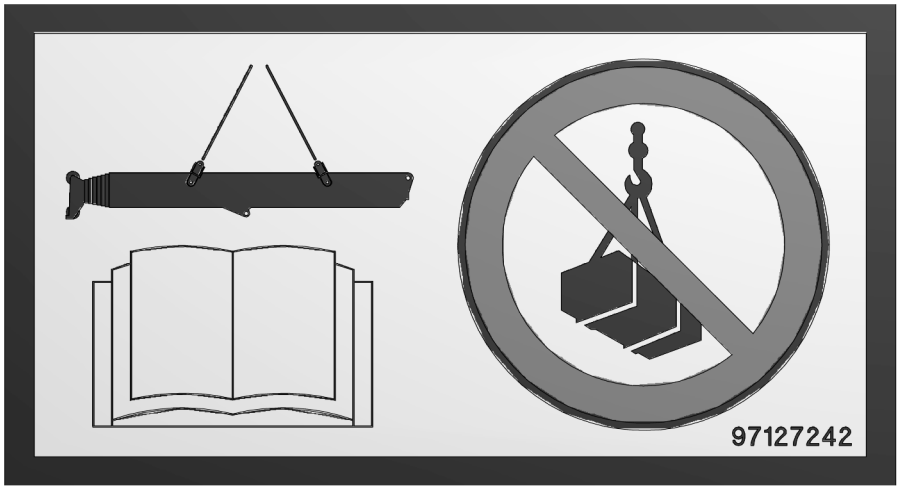

Fig.154928: Assembly aid

WARNING
Wrong assembly aids used!
The telescopic boom can fall down. Death, property damage.
► To assemble and disassemble the telescopic boom: Use solely the assembly aids that belong to the crane.
► Only use the assembly aids to assemble and disassemble the telescopic boom.

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1.11 97151252 – Hoist device

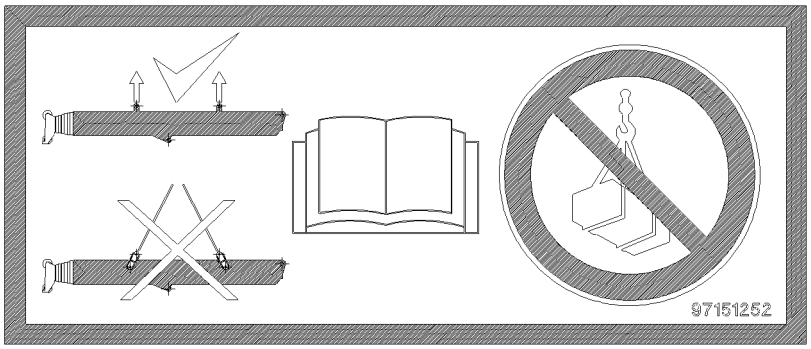

Fig.160978: Hoist device

WARNING
Faulty assembly and disassembly!
The telescopic boom can fall down. Death, property damage.
- ► Use a hoist device to assemble and disassemble the telescopic boom.
- ► To assemble and disassemble the telescopic boom: Use solely the assembly aids that belong to the crane.
- ► Only use the assembly aids to assemble and disassemble the telescopic boom.
- ► Guide the fastening equipment for the assembly aid only in a vertical position.
- ► Angular pull with the fastening equipment und the assembly aid is **prohibited**.
- ► Replace lost or incomplete operating instructions immediately.
- ► Observe and adhere to the operating instructions.

1.12 97133617 – Hydraulic connection

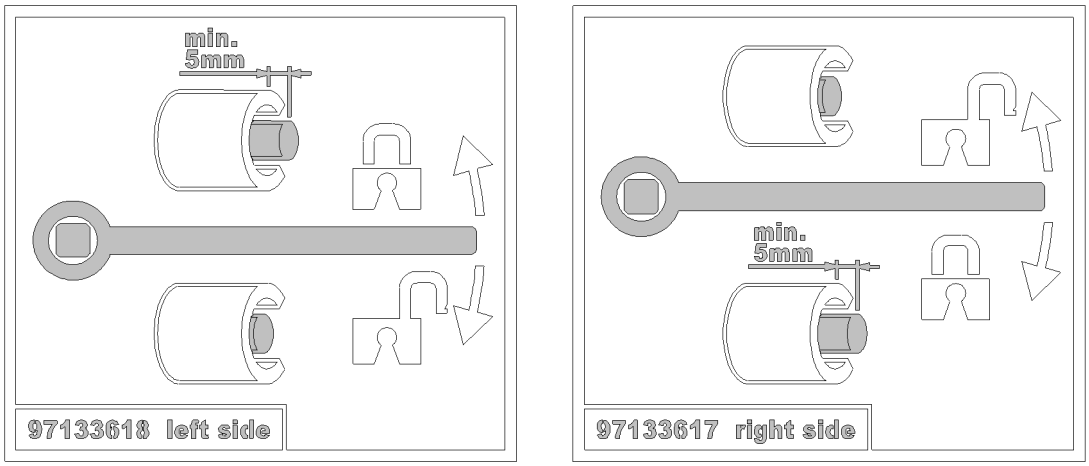

Fig.162452: Hydraulic connection

NOTICE
The crawler center section und crawler carrier hydraulic lines are not completely connected!
Emerging hydraulic oil, crawler carrier malfunction.
- ► The left and right side crawler center section and crawler carrier hydraulic lines are completely connected.
- ► After connecting the hydraulic lines: The threaded pins must project at least 5 mm over the sheath.

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1.13 9412158 – Reading the operating instructions

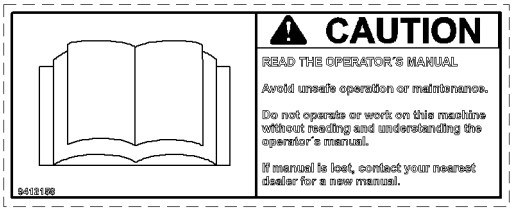

Fig.106048: Reading the operating instructions

WARNING
Danger of accident due to non-observance of operating instructions!
If the operating instructions are not read or understood, then this can lead to unsafe operation and improper maintenance.
Accidents with bodily injuries and property damage can result.
- ► The crane may only be operated if the contents of the operating instructions have been read and understood.
- ► Replace lost or incomplete operating instructions immediately.

1.14 97004046 – Safety harness, maximum two persons

Fig.115119: Safety harness, maximum two persons

DANGER
Danger of accidents due to overloaded safety ropes!
If safety ropes are used by more than two persons, then the safety ropes can be overloaded and fail in case of an accident.
Personnel can be severely injured or killed.
- ► A maximum of two people may use the safety ropes on the left and right to secure themselves against falling.

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1.15 97017585 – Falling telescopic boom during disassembly / assembly

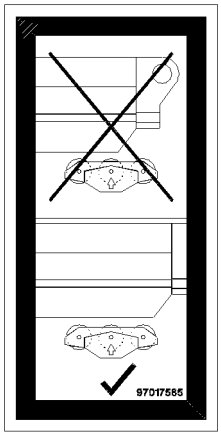

Fig.118467: Falling telescopic boom during disassembly / assembly

WARNING
Death due to falling telescopic boom!
► Make sure that all pulleys are touching and supporting during the assembly and disassembly of the telescopic boom.

1.16 97018351 – Falling telescopic boom during transport!

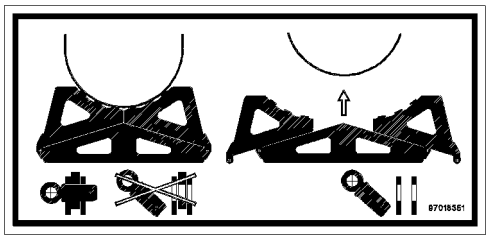

Fig.118466: Falling telescopic boom during transport

WARNING
Fatal accidents due to falling telescopic boom during transport!
► Pin and secure the transport bracket on the left and right.

1.17 97018564 – Falling telescopic boom during transport!

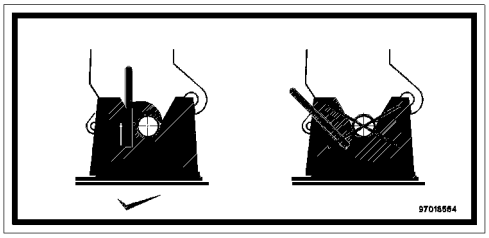

Fig.118533: Falling telescopic boom during transport

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WARNING
Fatal accidents due to falling telescopic boom during transport!
► Lock the telescopic boom in the head receptacle.

1.18 97027147 – Overloading of the combi box is prohibited

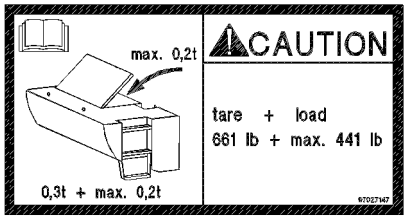

Fig.113829: Overloading of the combi box is prohibited

WARNING
Danger of overload!
If the combi box is subjected to a load of more than 0.2 t , the combi box can be damaged!
► The own weight of the combi box is 0.3 t and may be loaded with a maximum payload of 0.2 t.
► Do not subject the combi box to a weight of more than 0.2 t.

1.19 97036733 – Fastening point

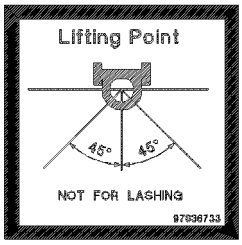

Fig.121184: Fastening point

WARNING
Damage to the fastening points!
► Use the fastening point solely to lift the load.
► Observe the maximum permissible fastening angle.

Note
► Fastening points and fastening angle.

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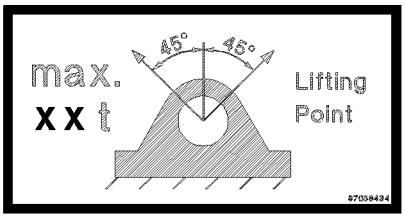
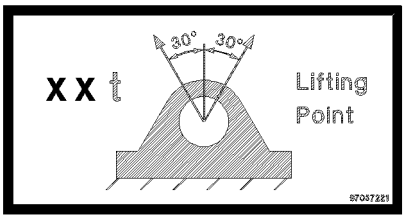
1.20 Suspended load fastening point

ID no.	Suspended load fastening point
97038434	 *Fastening point*
97037482	
97039068	

WARNING
Mortal danger if the load falls down!
If the maximum suspended load or the maximum fastening angle is exceeded, the load can fall down and kill personnel.
► Observe the maximum permissible suspended load and fastening angle.

1.21 Suspended load fastening point

ID no.	Suspended load fastening point
97037221	 *Fastening point*
97037223	

WARNING
Mortal danger if the load falls down!
If the maximum suspended load or the maximum fastening angle is exceeded, the load can fall down and kill personnel.
► Observe the maximum permissible suspended load and fastening angle.

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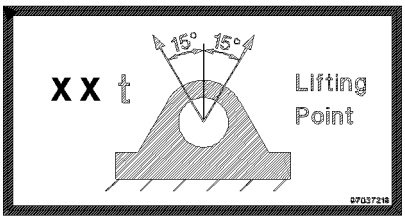
1.22 Suspended load fastening point

ID no.	Suspended load fastening point
97037219	 *Fastening point*

WARNING
Mortal danger if the load falls down!
If the maximum suspended load or the maximum fastening angle is exceeded, the load can fall down and kill personnel.
► Observe the maximum permissible suspended load and fastening angle.

1.23 97037625 – Suspended load Fastening points / rigging points

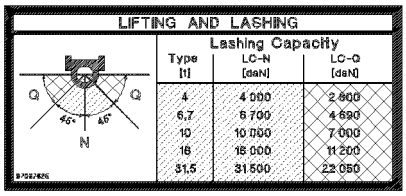


Fig.119988: Fastening points / rigging points

Note
► Fastening points and rigging points.

1.24 9402377 – Fastening point / lifting point

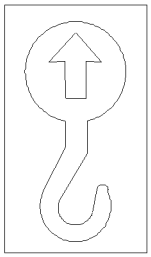


Fig.127586: Fastening point / lifting point

Note
► Fastening point / lifting point.

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1.25 97140080 – Assembling the fixed lattice jib

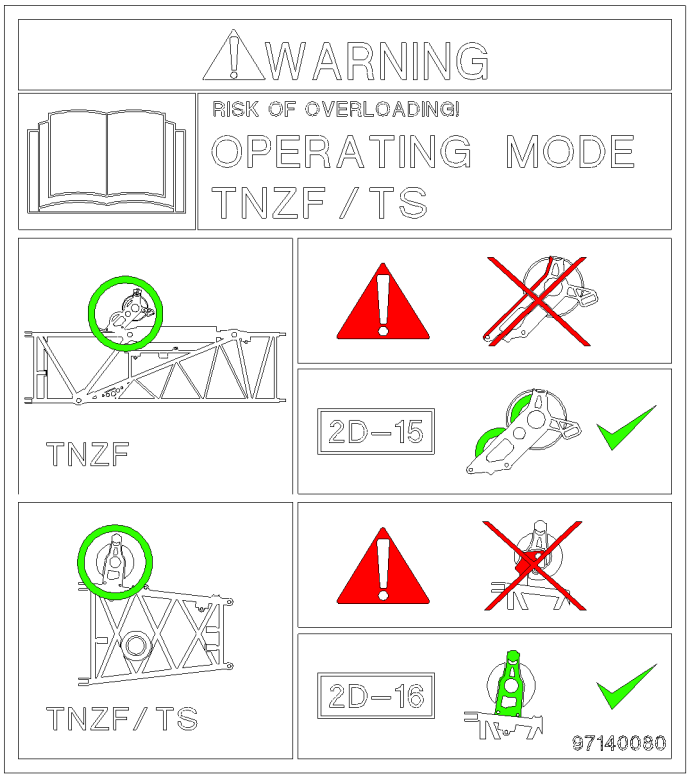

Fig.163345: Permissible components

WARNING
Incorrect assembly of the lattice sections!
The boom can break and the load can fall down.
Death or severe bodily injuries.
- ► Assemble the lattice sections according to the separately supplied assembly drawings.
- ► Any other arrangement of the lattice sections than specified in the separately supplied assembly drawings is prohibited.
- ► Assemble the lattice jib according to its descriptions.

1.26 97106824 – Installing the N-assembly unit

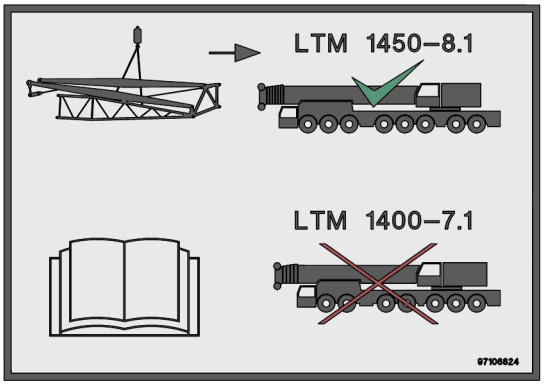

Fig.147594: Installing the N-assembly unit!

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WARNING
N-assembly unit installed on an impermissible crane type!
Death, severe bodily injuries, property damage.
- ► Use N-assembly units marked with this sign only for crane type LTM 1450-8.1.
- ► Observe and adhere to the operating instructions.

1.27 97096132 – Fastening points for N-assembly unit

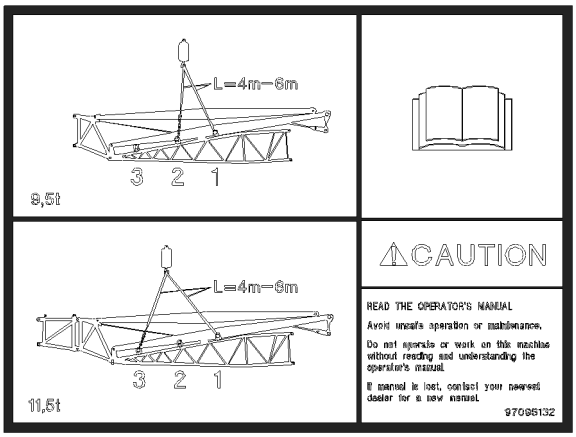

Fig.144774: Fastening points for N-assembly unit!

WARNING
Incorrectly selected fastening points!
The N-assembly unit can tip over and kill personnel.
- ► Fasten the N-assembly unit only on the intended fastening points.
- ► Use fastening equipment with the correct strand length.
- ► Observe and adhere to the operating instructions.
- ► Replace lost or incomplete operating instructions immediately.

1.28 97036735 – Fastening point for lattice section

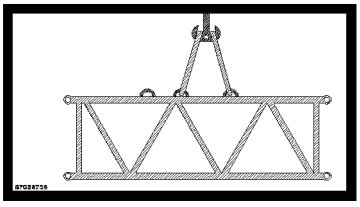

Fig.116266: Fastening point for lattice section

Note
- ► Fastening points for lattice section.

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1.29 97036736 – Fastening point for lattice sections

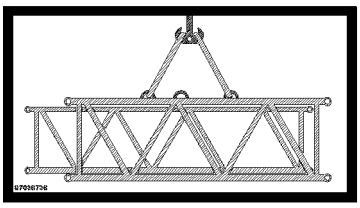

Fig.116267: Fastening point for lattice sections

Note
► Fastening points for lattice sections.

1.30 97038442 – Fastening point for lattice section

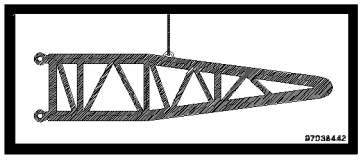

Fig.116288: Fastening point for lattice sections

Note
► Fastening point for lattice section.

1.31 97038452 – Fastening point for lattice sections

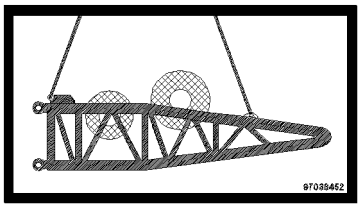

Fig.116289: Fastening point for lattice sections

Note
► Fastening points for lattice sections.

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1.32 97038454 – Fastening point for lattice sections

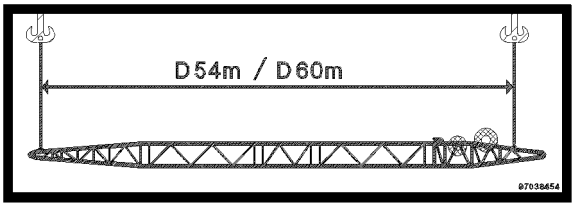

Fig.116290: Fastening point for lattice sections

Note
► Fastening points for lattice sections.

1.33 97037871 – Fastening points for lattice sections

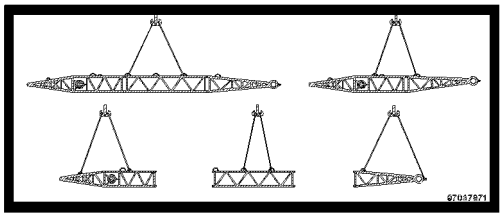

Fig.116292: Fastening points for lattice sections

Note
► Fastening points for lattice sections.

1.34 97053410 – Fastening equipment

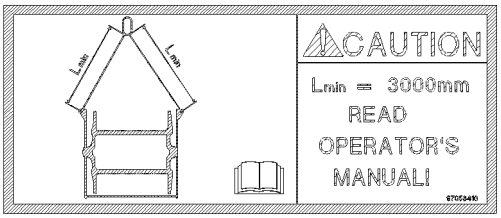

Fig.155031: Fastening equipment

NOTICE
The fastening equipment is too short!
The fastening equipment is overloaded, the load can fall down.
The assembly procedure cannot be carried out.
► Use fastening equipment with a minimum length of 3000 mm.
► Use only authorized fastening equipment with a suitable load bearing capacity.
► Observe and adhere to the operating instructions.

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1.35 97057767 – Fastening points for lattice sections

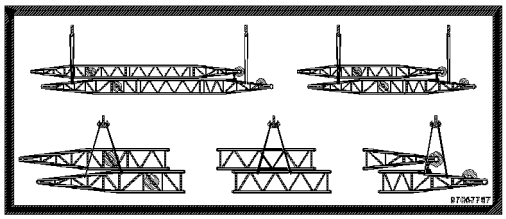

Fig.121181: Fastening points for lattice sections

Note
► Fastening points for lattice sections.

1.36 97057524 – Fastening point for assembly of lattice sections

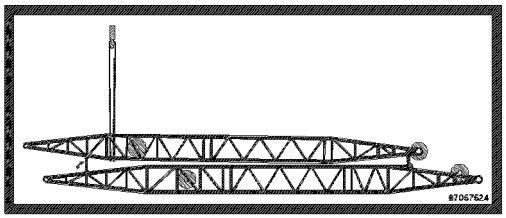

Fig.121182: Fastening point for assembly of lattice sections

Note
► Fastening point for assembly of lattice sections.

1.37 97057097 – Fastening point to turn the component

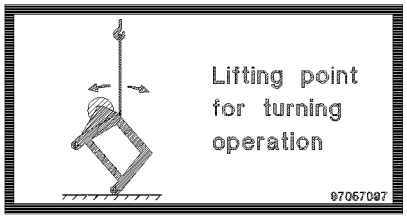

Fig.119987: Fastening point to turn the component

Note
► Fastening point to turn the component.

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1.38 97039035 – Suspended load Assembly unit

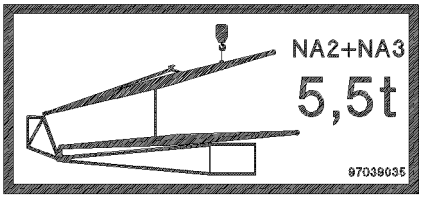

Fig.117348: Suspended load Assembly unit

Note
► Notice the suspended load.

1.39 97059339 – Suspended load Derrick pivot section

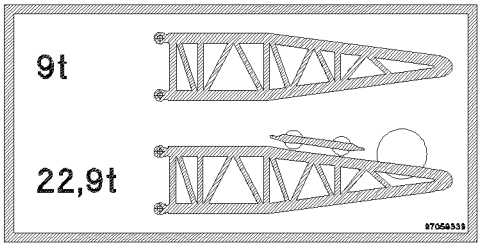

Fig.127469: Suspended load Derrick pivot section

Note
► Suspended load Derrick pivot section.
► Derrick pivot section suspended load with rope winch and luffing pulley block.

1.40 97068257 – Fastening point for end section

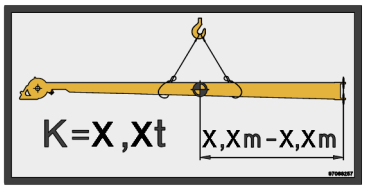

Fig.147595: Fastening point for end section

K = Weight in tons (t)

X.X to X.X = Distance of center of gravity in meters (m)

WARNING
End section improperly fastened!
The end section can tip over and fall down.
Death, severe bodily injuries, property damage.
► Fasten the end section only with two hooks.
► Select the fastening point such that the center of gravity is located within the fastening points.

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1.41 97095312 – Suspended load and fastening points for counterweight frame

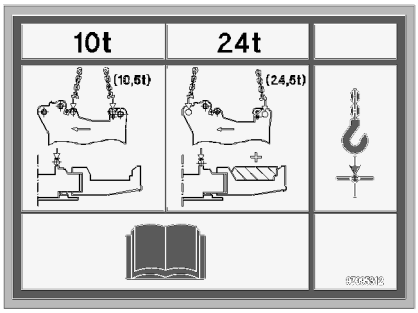

Fig.148126: Suspended load and fastening points for counterweight frame

Note
- ► Observe the suspended load and fastening points for counterweight frame.
- ► Observe and adhere to the operating instructions.

1.42 97003109 – Accessing the step ladder

Fig.109032: Accessing the step ladder

WARNING
Danger of falling!
If the step ladder is accessed before it is completely folded out, the assembly personnel can fall and be fatally injured.
- ► Before accessing the step ladder, fold the lowest step out.

1.43 97003110 – Folding the step ladder in and out

Fig.109033: Folding the step ladder in and out

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WARNING
Danger of falling!
When folding the step ladder in or out or when driving the crane, no personnel may remain on the step ladder or within the entire danger zone! Personnel can fall from the step ladder or be killed as the step ladder folds in or out.
► Fold the step ladder in and out only if there are no persons within the danger zone.

1.44 97006167 – Identifying the support base

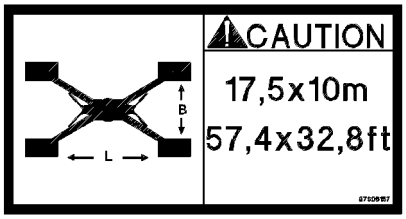

Fig.116285: Identifying the support base

Note
► The support beams are swung out / extended to a support base of 17.50 m x 10.0 m ; (57.4 ft x 32.8 ft).

1.45 97006167 – Identifying the support base

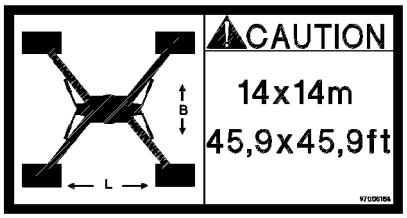

Fig.116286: Identifying the support base

Note
► The support beams are swung out / extended to a support base of 14.0 m x 14.0 m ; (45.9 ft x 45.9 ft).

1.46 97008514 – Warning of head injuries

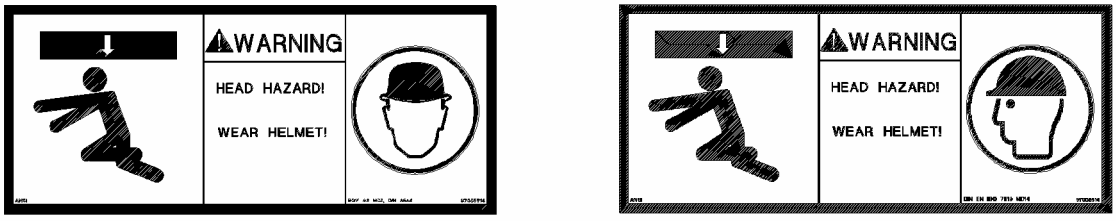

Fig.110550: Warning of head injuries

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WARNING
Head injuries!
Due to falling parts, personnel can be killed or severely injured.
Hitting the head can cause injuries.
► Protect your head with a hard hat.
► Proceed in an aware and safe manner.

1.47 97009799 – Data logger

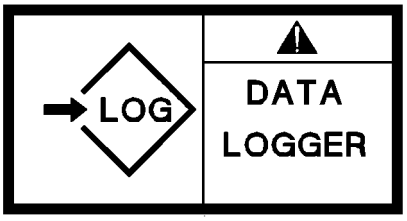

Fig.116261: Data logger

Note
► Data logger.

1.48 97012949 – Maximum load

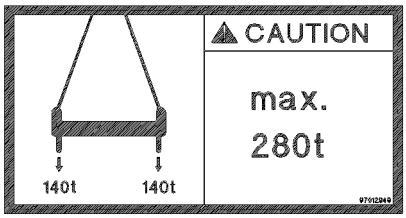

Fig.116263: Maximum load

CAUTION
Property damage due to overload!
If the cross beam is subjected to a higher load than permissible, damage can occur.
► Do not overload the cross beam.

1.49 97012095 – Maximum load

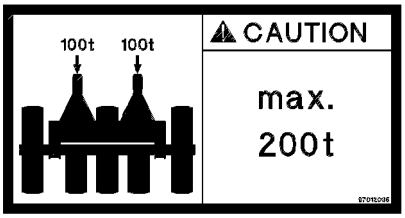

Fig.116265: Maximum load

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CAUTION
Property damage due to overload!
If the roller cart is subjected to a higher load than permissible, damage can occur.
► Do not overload the roller cart.

1.50 97069053 – Storage boxes open

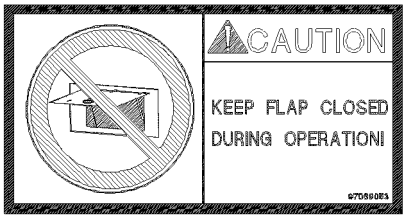

Fig.144736: Storage boxes open

NOTICE
Storage boxes open!
Damage of storage boxes.
► Before crane operation and before driving the crane, close the storage boxes.

1.51 97068370 – Closing the cab door

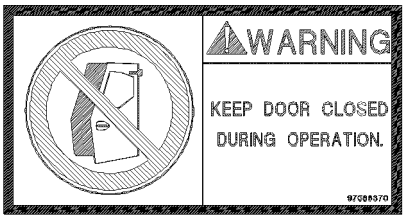

Fig.144737: Closing the cab door

WARNING
Cab door during crane operation **not** closed!
The crane operator can fall down.
Death, severe bodily injuries.
► Close the cab door during crane operation.

1.52 97053409 – Entanglement hazard during winch operation

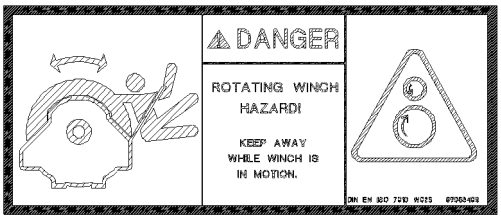

Fig.144738: Entanglement hazard during winch operation

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DANGER
Entanglement hazard during winch operation!
Body parts can be caught and entangled.
Death, severe bodily injuries, property damage.
► Do **not** stand in the hazard area of the winch.

1.53 97011689 – Danger of crushing

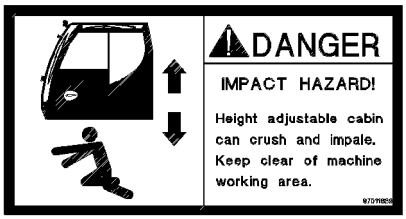

Fig.111047: Danger of crushing

DANGER
Danger of fatal injury!
► It is prohibited to remain within the danger zone of the cab.
► Stay away from the movement range of the cab.

1.54 97011690 – Overload of cab is prohibited

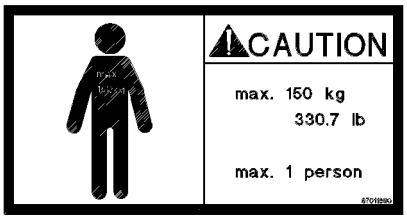

Fig.111048: Overload of cab is prohibited

WARNING
Danger of overload!
If the cab is subjected to a load of more than 150 kg then the cab or the telescoping arm can be damaged!
► Only one person at a time may remain in the cab!
► Do not subject the cab to a weight of more than 150 kg.

1.55 97016304 – Refueling

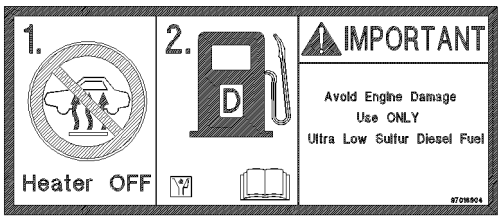

Fig.155029: Refueling

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WARNING
Danger of fire and explosion!
► Turn the auxiliary heater* off approx. 3 minutes before refueling the fuel tank.
► Before refueling the fuel tank, turn the engine off.

NOTICE
Property damage to the engine!
If incorrect fuel is added, the engine can be severely damaged.
► Refuel with fuel according to the Engine manufacturer's operating instructions.

1.56 97046488 – Corrosion inhibitor - antifreeze fluids

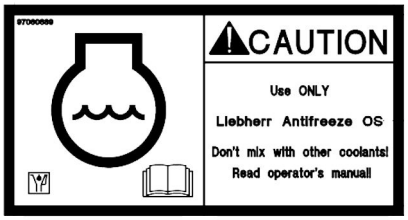

Fig.127585: Corrosion inhibitor - antifreeze fluids

NOTICE
Mixing of different corrosion inhibitor-antifreeze agents!
Damage to the cooling system.
► Fill the cooling system with corrosion inhibitor-antifreeze, see Service fill list.

1.57 97016392 – Crushing danger for feet

Fig.112474: Crushing danger for feet

WARNING
Crushing danger for feet!
Feet can be trapped or crushed.
► Keep feet away from the crushing area.

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1.58 97012737 – Danger of accident

Fig.111748: Danger of accident

WARNING
Danger of accident!
► Close the windshield when driving.

1.59 97023034 – Disassembling

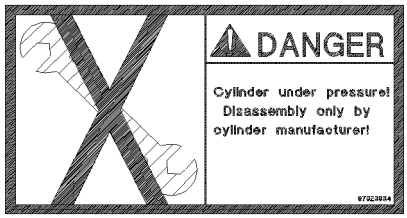

Fig.116264: Disassembling

DANGER
Danger of fatal injury due to repair!
The cylinder is pressurized.
Disassembly of the cylinder can result in death or serious injuries.
► The cylinder may only be removed by the manufacturer.

1.60 97036732 – Access via 3-point support

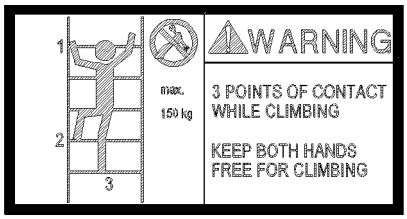

Fig.115172: Access via 3-point support

DANGER
Access via 3-point support!
While climbing up and down via a ladder, assembly personnel can fall down and be injured severely.
► When climbing up and down, a 3-point support must be ensured.
► Use ladders only up to a weight of 150 kg.
► When climbing up and down, hands must be free.

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A 3-point support is ensured when:
- Two legs are standing safely and one hand has a safe hold.
- Two hands have a safe hold and one leg is standing safely.

1.61 97003112 – Maximum suspended load

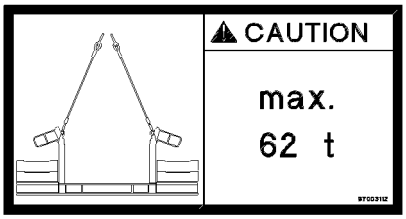
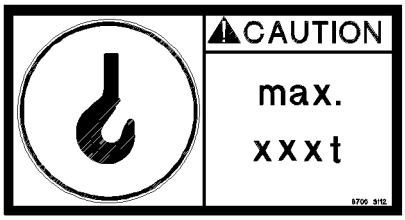


Fig.116282: Maximum suspended load

WARNING
Maximum suspended load!
If the maximum suspended load of 62 t is exceeded, the load can fall down and kill personnel.
► Observe the maximum permissible suspended load.

1.62 97036917 – Maximum suspended load

ID no.	Suspended load fastening point
97047630	
97036917	
97047630	
97077237	

WARNING
Mortal danger if the load falls down!
If the maximum suspended load is exceeded, the load can fall down and kill personnel.
► Observe the maximum permissible suspended load.

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1.63 97037383 – Urea

Fig.115173: Urea

CAUTION
Property damage due to incorrect operating fluids!
When refilling urea and the urea that is specified by the engine manufacturer is not used, then damage can occur.
► Refill **exclusively** urea.
► See the engine manufacturer's operating instructions.

1.64 97037952 – Danger of fatal injury due to electric shock

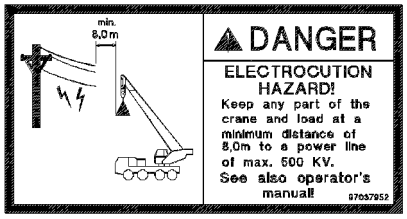

Fig.116280: Danger of fatal injury due to electric shock

DANGER
Danger of fatal injury due to electric shock!
If the boom or the hoist rope is powered with electric voltage, then death or severe injuries can occur if anyone touches the crane, the vehicle or the load.
► Keep a minimum distance of 8.0 m from current carrying parts.

1.65 97042730 – Falling luffing cylinder

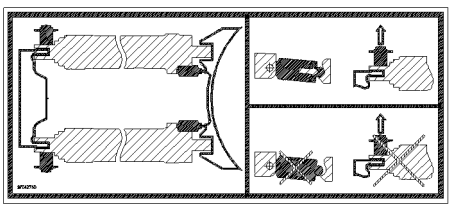

Fig.118465: Falling luffing cylinder

WARNING
Mortal danger if the luffing cylinders fall down!
► Make sure, before unpinning the luffing cylinder, that the erection cylinders are placed on both luffing cylinders.

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1.66 97047810 – Pinning brackets

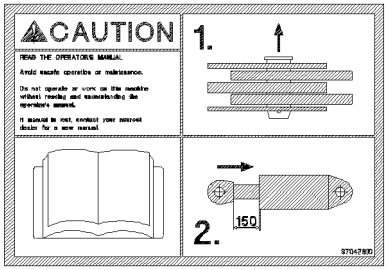

Fig.121709: Pinning brackets

NOTICE
Damage to the brackets due to collision!
► Make sure, before pinning and unpinning, that the hydraulic cylinder is set to a distance of 150 mm.

1.67 97042797 – Overload of components

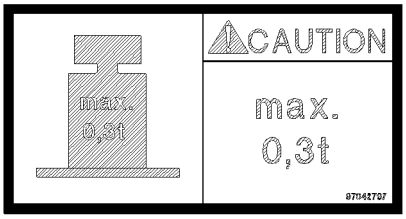

Fig.117347: Overload of components

DANGER
Danger of falling due to overload!
If a component, such as a sliding beam platform, is subjected to a weight of more than 0.3 t , then the sliding beam platform can break.
Personnel can fall down and be severely injured or killed.
► Subject the component (sliding beam platform) to no more than maximum 0.3 t.

1.68 97041305 – Overload of components

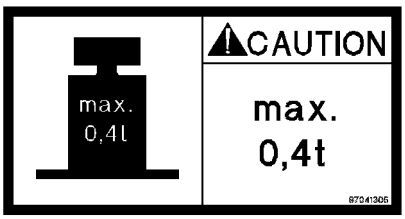

Fig.116792: Warning of overload of components

DANGER
Danger of falling due to overload!
If a component, such as a sliding beam platform, is subjected to a weight of more than 0.4 t , then the sliding beam platform can break.
Personnel can fall down and be severely injured or killed.
► Subject the component (sliding beam platform) to no more than maximum 0.4 t.

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1.69 97070905 – Disassembling the auxiliary jib (boom nose)

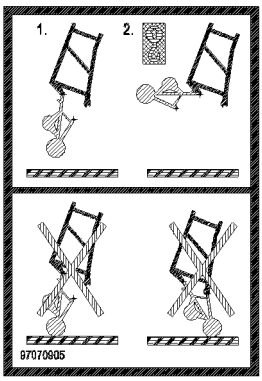

Fig.122645: Disassembling the auxiliary jib (boom nose)

NOTICE
Property damage

Before taking the N-head down:
► Disassemble the auxiliary jib (boom nose).

1.70 97077304 – Positioning the outrigger pad

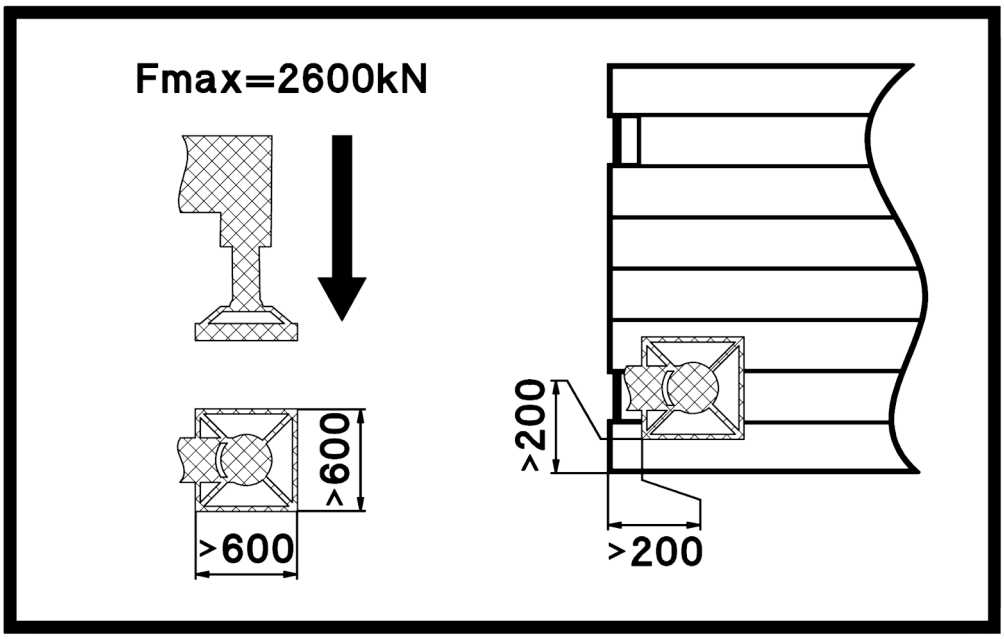

Fig.154913: Positioning the outrigger pad

WARNING
Outrigger pad incorrectly positioned!
The crane can topple over. Death, property damage.
► Position the outrigger pad **in the center** or according to the description in chapter 1.03.10 under the support plate.

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1.71 9707704 – Driving with the outrigger pad

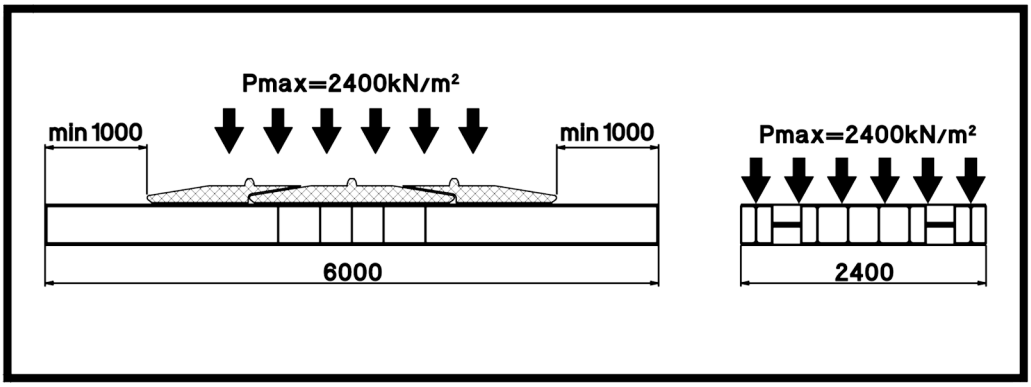

Fig.154912: Driving with the outrigger pad

WARNING
Outrigger pad incorrectly driven!
The crane can topple over. Death, property damage.
► Drive with the outrigger pad according to the specifications on the sign.

1.72 Permissible support pressures on the outrigger pad [A-B-C]

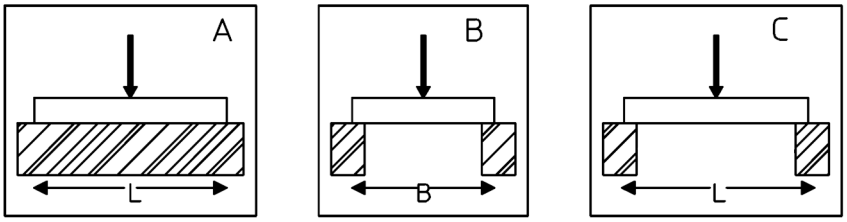

Fig.154815: Permissible support pressures on the outrigger pad for application cases [A-B-C]

1.73 Permissible support pressures on the outrigger pad [A-B-C-D]

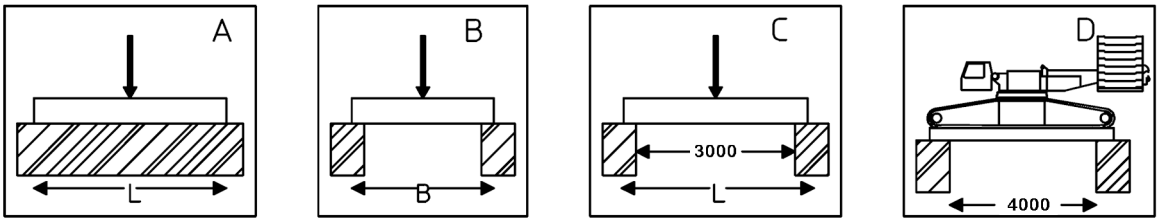

Fig.154816: Permissible support pressures on the outrigger pad for application cases [A-B-C-D]

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1.74 97033982 – Assembling / disassembling the Derrick pivot section

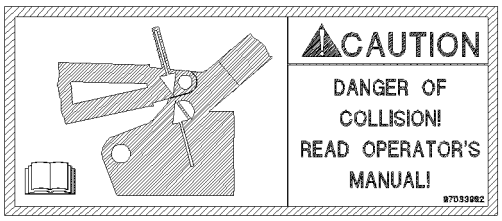
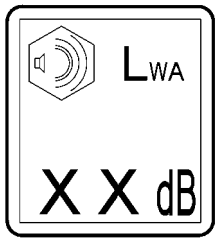


Fig.127470: Assembling / disassembling the Derrick pivot section

NOTICE
Derrick pivot section assembly procedure carried out incorrectly!

Damage to the Derrick pivot section receptacle.
► Perform the assembly procedure according to the operating instructions.

1.75 Maximum sound power level

ID no.	Maximum sound power level
975809508	 *Maximum sound power level*
971693308	
971693408	
971693508	
971693608	

Note
► The maximum sound power level can be read on the outside of the crane operator's cab or in the CE declaration of conformity.

1.76 97097951 – Counterweight

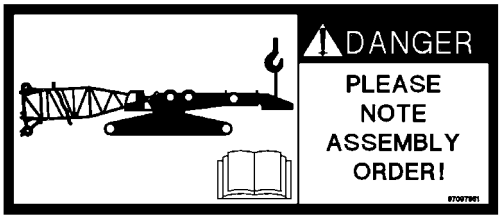


Fig.146805: Counterweight

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DANGER
Counterweight not secured!
Falling counterweight death, property damage.
► Observe and adhere to the operating instructions.
► Do not remove the auxiliary crane until the counterweight is pinned and secured on both sides with the turntable.

1.77 97100047 – Retaining pins for erection rack

Fig.158614: Retaining pins for erection rack

DANGER
Retaining pins not inserted!
Falling ladder and erection rack, death, property damage.
► Before stepping on the erection rack ladder: Insert and secure the erection rack retaining pins.

1.78 97100629 – Connector pins for erection rack / guy rods

Fig.158615: Connector pins for erection rack / guy rods

DANGER
Unpin the erection rack / guy rods connector pins!
Falling ladder and erection rack, death, property damage.

Before unpinning the erection rack / guy rods:
► Insert and secure the erection rack retaining pins.

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1.79 97107101 – Unlocking the telescopic boom locking pin

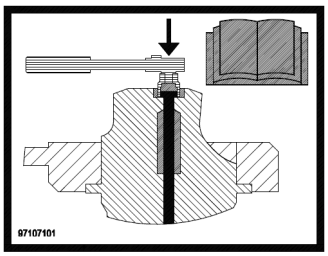

Fig.148421: Unlocking the telescopic boom locking pin

Note
- ► The locking pin may be unlocked according to the operating instructions.
- ► Observe and adhere to the operating instructions.

1.80 97107199 – Do not unlock the telescopic boom locking pin

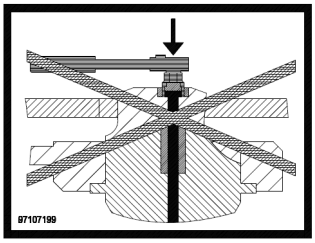

Fig.148422: Do not unlock the telescopic boom locking pin

WARNING
Impermissible telescopic boom locking pin unlocked!
The telescopic boom can retract in an uncontrolled manner.
Death, severe bodily injuries, property damage.

If a locking pin is marked with this sign:
- ► **Never** unlock the locking pin.

1.81 97128894 – Counterweight and counterweight radius

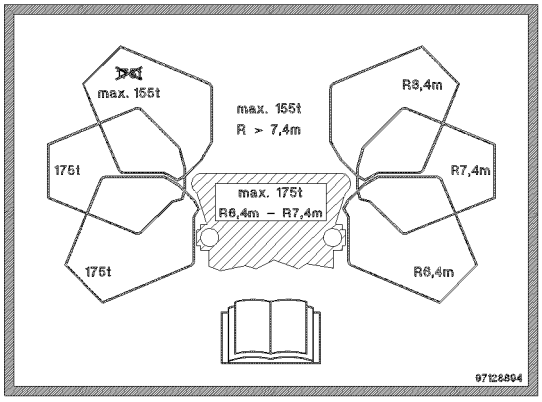

Fig.155030: Counterweight and counterweight radius

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Counterweight radius	Maximum permissible counterweight
R- 6.4 m – R- 7.4 m	175.0 t
R- > 7.4 m	155.0 t

Note
- ► This notice sign indicates the maximum permissible counterweight for the different weight radii.
- ► Observe and adhere to the operating instructions.

1.82 97131530 – Reduced crawler crane track width

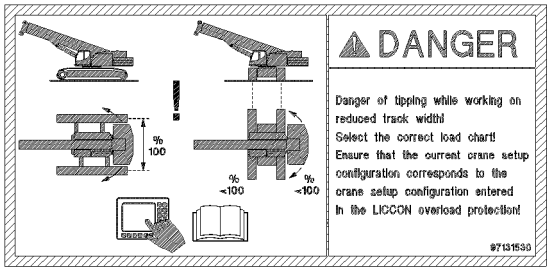

Fig.156174: Reduced crawler crane track width

DANGER
Danger of tipping when working with a reduced track width!
- ► Select the correct load chart.
- ► Make sure that the actual crane set up configuration and the set up configuration entered in the LICCON overload protection match.

1.83 977055908 – Fastening point for swingable sliding beam

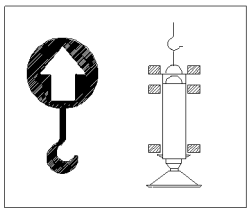

Fig.106894: Fastening point for swingable sliding beam

1.84 971494208 – Limitation of maximum travel speed

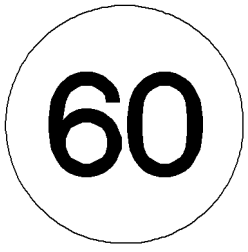

Fig.106034: Limitation of maximum travel speed

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1.85 971539808 – Warning notice for unpinning the auxiliary boom on the pulley head

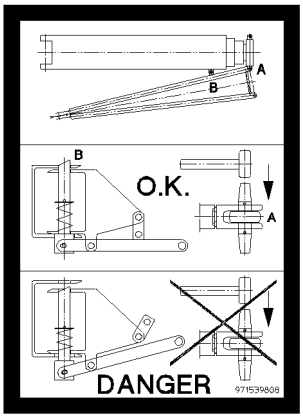

Fig.106040: Warning notice for unpinning the auxiliary boom on the pulley head

DANGER
Danger of fatal injury!
If the auxiliary boom is not locked correctly to the pivot section, it can fall down.
Personnel can be severely injured or killed.
► Unpinning the auxiliary boom on the pulley head is prohibited.

1.86 971539908 – Warning notice for unlocking the auxiliary boom

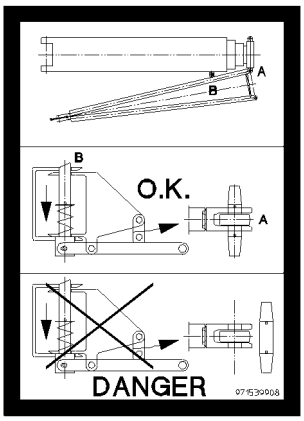

Fig.106041: Warning notice for unlocking the auxiliary boom

DANGER
Danger of fatal injury!
If the auxiliary boom is not locked correctly to the pulley head, it can fall down.
Personnel can be severely injured or killed.
► Unpinning the auxiliary boom on the pivot section is prohibited.

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1.87 978673908 – Warning of suspended load

Fig.106026: Warning of suspended load

DANGER
Danger of fatal injury under suspended load!
► Standing under a suspended load is prohibited.
► Stay away from the working range of the machine.

1.88 978674008 – Access for unauthorized personnel prohibited

Fig.106037: Access for unauthorized personnel prohibited

DANGER
Danger of fatal injury!
If the crane or the working area is accessed by unauthorized personnel, life threatening injuries can occur as a result.
► It is prohibited for unauthorized personnel to enter the crane or the working area.

1.89 97039753 – Danger of stumbling

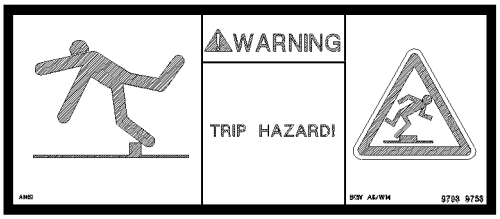

Fig.117346: Danger of stumbling

WARNING
Danger of stumbling!
► Move with caution.

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1.90 978674108 – Warning of crushing danger

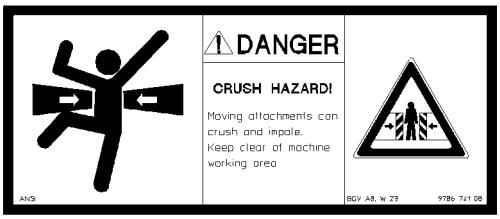

Fig.106027: Danger of crushing

DANGER
Danger of fatal injury when remaining in areas with crushing danger!
- ► It is prohibited for anyone to remain in areas where there is a crushing danger.
- ► Stay away from the working range of the machine.

1.91 97016911 – Danger of collision

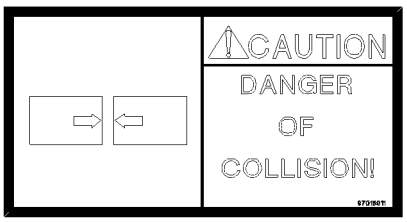

Fig.117344: Danger of collision

NOTICE
Danger of collision!
- ► Avoid a collision.

1.92 978674308 – Radio remote control

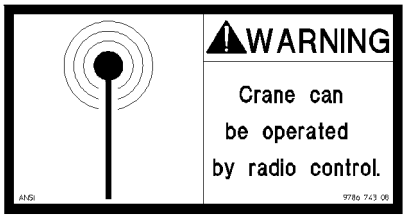

Fig.106047: Radio remote control

WARNING
Danger of injury due to crane operation with radio remote control!
- ► The crane can be operated with radio remote control!
- ► During crane operation, it is prohibited for anyone to remain in the danger zone!

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1.93 978674408 – Danger of burns to hands

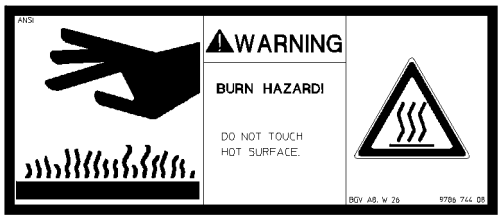

Fig.106028: Danger of burns to hands

WARNING
Danger of burns when touching hot surfaces!
► Do not touch hot surfaces.

1.94 978674508 – Warning of rotating parts

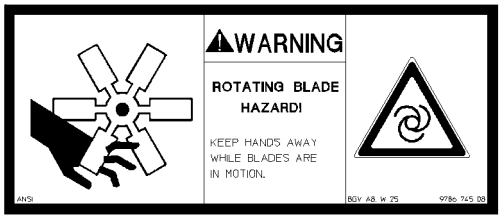

Fig.106029: Warning of rotating parts

WARNING
Rotating parts!
The rotating fan blade can cause finger and hand injuries.
► Keep your hands away from the rotating fan blade.

1.95 978674608 - Crushing danger for hands

Fig.106030: Crushing danger for hands

WARNING
Danger of injuries for hands!
Hands can be caught, trapped or crushed within the danger zone.
► Keep hands away from the danger zone!

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1.96 978674808 – Personal protective equipment

Fig.123900: Personal protective equipment

DANGER
Danger of falling!
► Use personal protective equipment.

1.97 978674908 – Accessing the area is prohibited

Fig.106038: Accessing the area is prohibited

WARNING
Danger of accident!
If the prohibited area is accessed, accidents can occur.
Personnel can be severely injured or killed.
► Do not access the prohibited area.

1.98 978675008 – Access prohibited

Fig.106039: Access prohibited

WARNING
Danger of falling!
If the crane is accessed by unauthorized personnel, life threatening injuries can occur.
► Do not get on the crane.

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1.99 978687408 – Rigging point

Fig.112475: Rigging point

WARNING
Rigging point!
- ► Use the rigging point **solely** for rigging.
- ► Lifting at the rigging point is prohibited.

1.100 97036734 – Rigging point

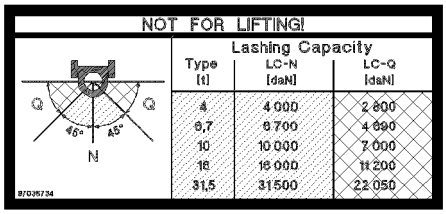

Fig.116287: Rigging point

WARNING
Rigging point!
- ► Use the rigging point **solely** for rigging.
- ► Lifting at the rigging point is **prohibited**.

1.101 978867108 – Danger of fatal injury due to electric shock

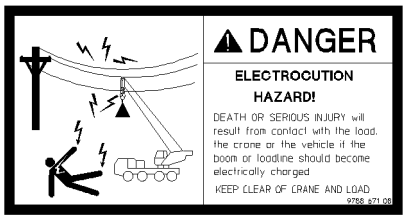

Fig.106814: Danger of fatal injury due to electric shock

DANGER
Danger of fatal injury due to electric shock!
If the boom or the hoist rope is powered with electric voltage, then death or severe injuries can occur if anyone touches the crane, the vehicle or the load.
- ► Stay away from the crane and load.

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1.102 97094940 – Spark catcher

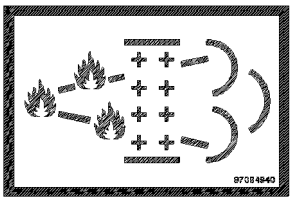

Fig.144735: Spark catcher

Note
► The exhaust system is equipped with an integrated spark catcher.

1.103 979383308 – Oil change

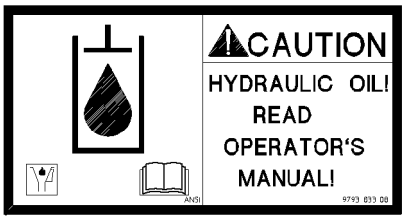

Fig.113827: Oil change

CAUTION
Property damage due to oil change!
If the oil specified in the operating instructions is not used during the oil change, it can lead to damage.
► See the Crane operating instructions, chapter 7.07.

1.104 979561108 – Counterweight

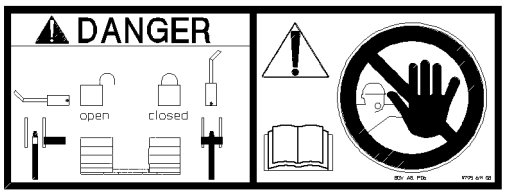

Fig.109026: Counterweight

WARNING
The counterweight can fall down!
If the auxiliary crane is removed on the counterweight before the counterweight is locked on both sides with the turntable, then the counterweight will fall down and can fatally injure assembly personnel.
► Do not remove the auxiliary crane until the counterweight is locked and secured on both sides with the turntable. See chapter 4.07.

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1.105 97001802 – Falling platform

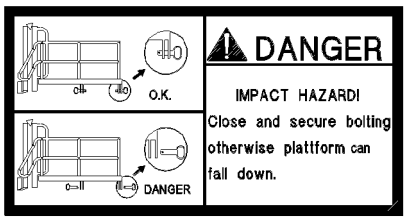

Fig.117345: Falling platform

WARNING
Falling platform!
► Pin and secure the platform in assembly / disassembly position.

1.106 973974408 - Transport weights of the components

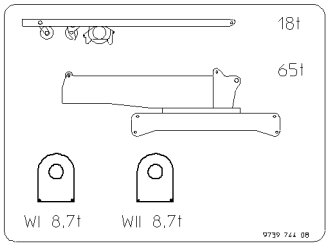

Fig.112440: Transport weights of the components

1.107 973974608 - Transport weights of the components

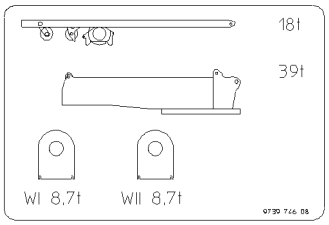

Fig.112441: Transport weights of the components

1.108 97011336 - Transport weights of the components

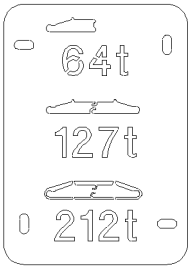

Fig.116271: Transport weights of the components

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1.109 97068839 - Transport weights of the components / fastening length of the fastening equipment

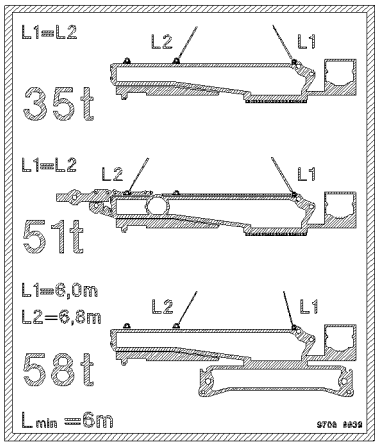
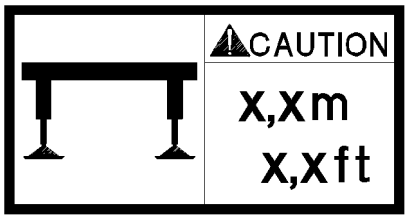


Fig.127587: Transport weights of the components / fastening length of the fastening equipment

1.110 Identification of sliding beam

ID no.	Identification of sliding beam
978675108	 *Identification of sliding beam*
978675208	
978772808	
978772908	
978809308	
978809408	
978809508	
978818408	
978818508	
978875908	
978902608	
978903108	
97029203	
978903208	
979126008	
979126108	
979210508	

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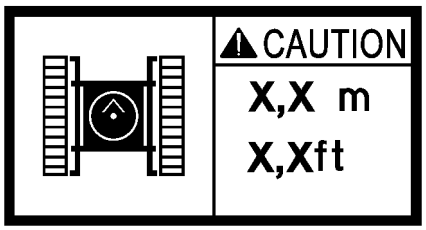
ID no.	Identification of sliding beam
979210608	
979210608	
979210708	
979309108	
979309208	
97019140	
97003224	
979410808	

Identification of sliding beam

Note
► Extend the sliding beams to a support width of X.X m (X.X ft).

1.111 Identification of track width retracted

ID no.	Identification of track width retracted
97009840	
97009841	
97017044	
97017045	
97017046	

Identification of track width

Identification of track width

Note
► Track width retracted to x.xx m (x.x ft).

1.112 976624808 – Fastening the load

Fig.116283: Fastening the load

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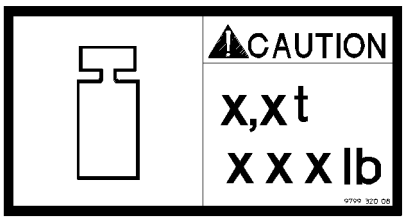
WARNING
Fastening the load is prohibited!
If the load is lifted on this point, the load can fall down and kill personnel.
► Lifting the load on unmarked locations is prohibited.

1.113 Note of sliding beam weight

ID no.	Weight of sliding beams
979932008	 *Weight of sliding beams*
979932108	
979932708	
979932808	

Note
► Pay attention to the weight of the sliding beams.

1.114 Center of gravity of the counterweight

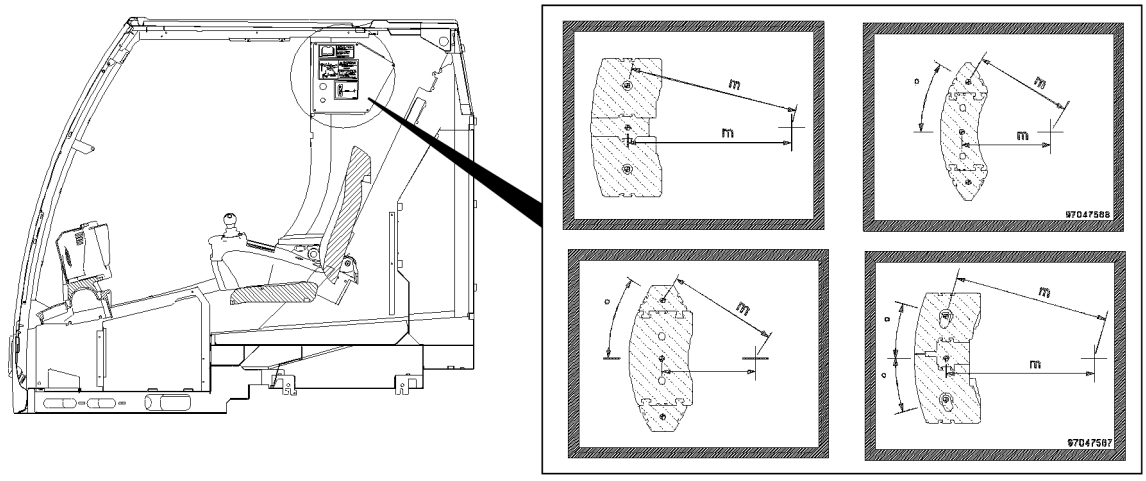


Fig.154058: Notice sign: Distance between center of gravity of counterweight and center of rotation

The depicted notice sign are only examples and can differ depending on the crane type.

The notice signs are displayed in the crane operator's cab.

Note
► This notice sign indicates the distance between the center of rotation and the center of gravity of the counterweight.

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Notice sign: Distance between center of gravity of counterweight and center of rotation			
Crane type	ID number notice sign	Crane type	ID number notice sign
LTM 1030-2.1	97096584	LTM 1230-5.1	97103719
LTM 1040-2.1	97095218		97103720
LTM 1050-3.1	97094881	LTM 1250-5.1	97070214
LTM 1055-3.1	97047566		97070215
LTM 1060-3.1	97051053	LTM 1300-6.2	97064080
LTM 1070-4.1	97095971	LTM 1350-6.1	97128099
LTM 1090-4.1	97092106	LTM 1450-8.1	97093816
	97092109		
LTM 1095-5.1	97047565	LTC 1050-3.1	97095960
LTM 1100-4.2	97094364	LTF 1045–4.1	97095046
LTM 1100-5.2	97095763	LTF 1060–4.1	97096030
LTM 1130-5.1	97055765	LTR 1060	97128100
LTM 1160-5.2	97081129		

1.115 Minimum rope reeving / minimum hook block weight

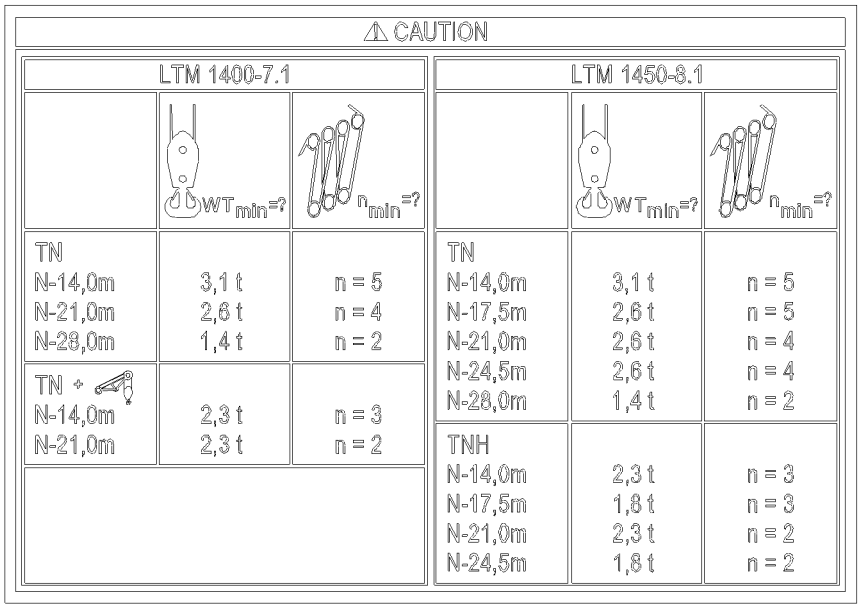

Fig.127972: Minimum rope reeving / minimum hook block weight with luffing lattice jib / boom nose

WARNING
Minimum rope reeving / minimum hook block weight not adhered to!
Too low hook block weight leads to the formation of slack rope.
Rope reeving too low, hoist rope is overloaded.
► Adhere to the hook block weight and hoist rope reeving.

Example: LTM 1400-7.1

With a luffing lattice jib -TN **N-21 m** a hook block with a weight of **2.6 t must** be installed and minimum rope reeving of **4** must be used.

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With a luffing lattice jib **N-21 m** and boom nose a hook block with a weight of **2.3 t must** be installed and minimum rope reeving of **2** must be used.

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2.05.10 Labeling of the load carriers

1	Identifications on the hook block or load hook	3
2	Identifications on single hook or double hook	4
3	Identifications on auxiliary weights	5

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Fig.195219

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1 Identifications on the hook block or load hook

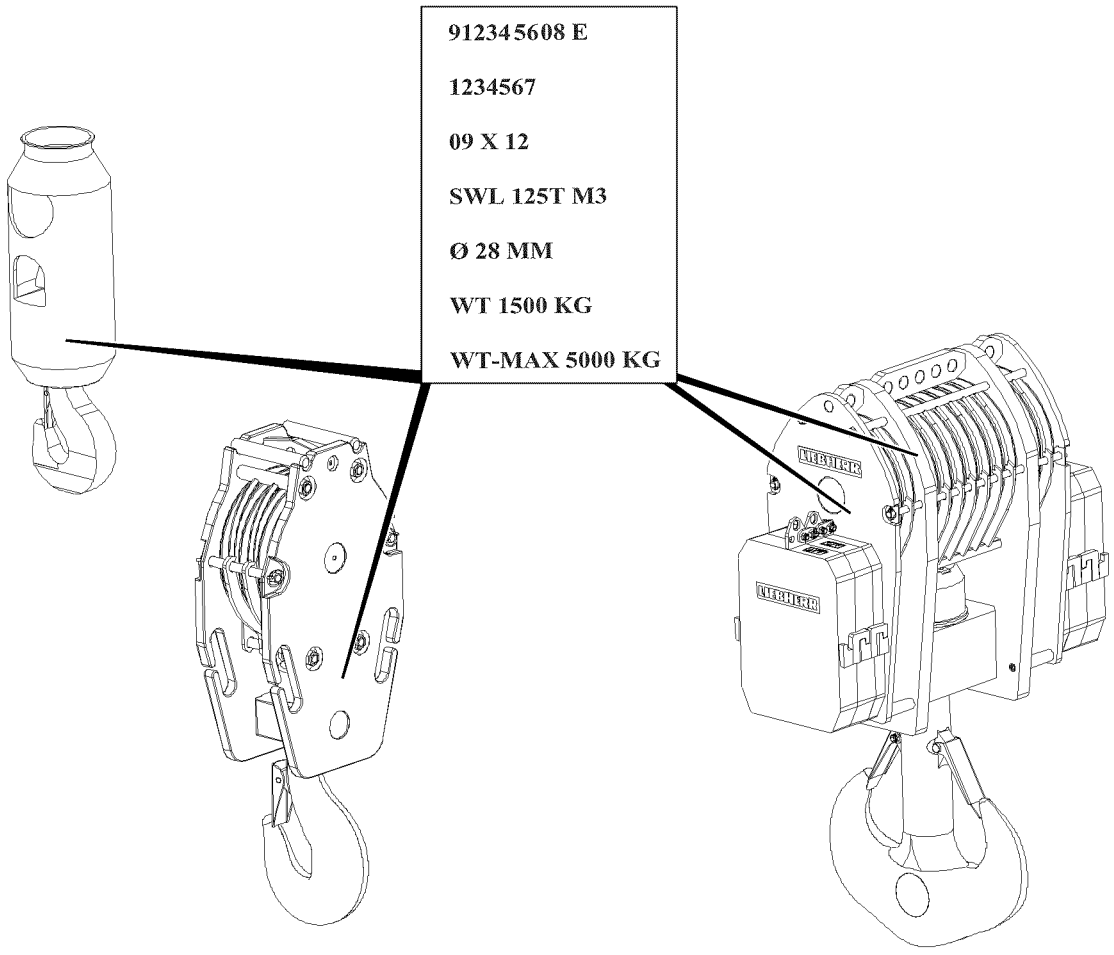

Fig.118509: Identifications on the hook block or load hook

Note

- ► The load hooks and hook blocks approved for this crane type can be found in the load chart.
- ► The hook blocks shown are examples only and can deviate from the existing hook block.

Punch mark area	Explanation
912345608 E	Liebherr ID no., „E = entschärft (deburred)“
123456	Series or factory test number
09 X 12	Month of construction / supplier marks / year of construction
SWL 125T M3	SWL (Safe Working Load) = Load carrying capacity for power train group M3
Ø 28 mm	Hoist rope diameter
WT 1500 Kg	WT (Weight Tare) = Own weight (without auxiliary weights)

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Punch mark area	Explanation
WT-MAX 5000 Kg	WT-Max = Maximum permissible own weight of lower pulley block and total number of progressively installed auxiliary weights
	Limits the number of installed auxiliary weights
	Determination via addition of assembled own weights (number of auxiliary weights + hook block)

Identifications on the hook block or load hook

2 Identifications on single hook or double hook

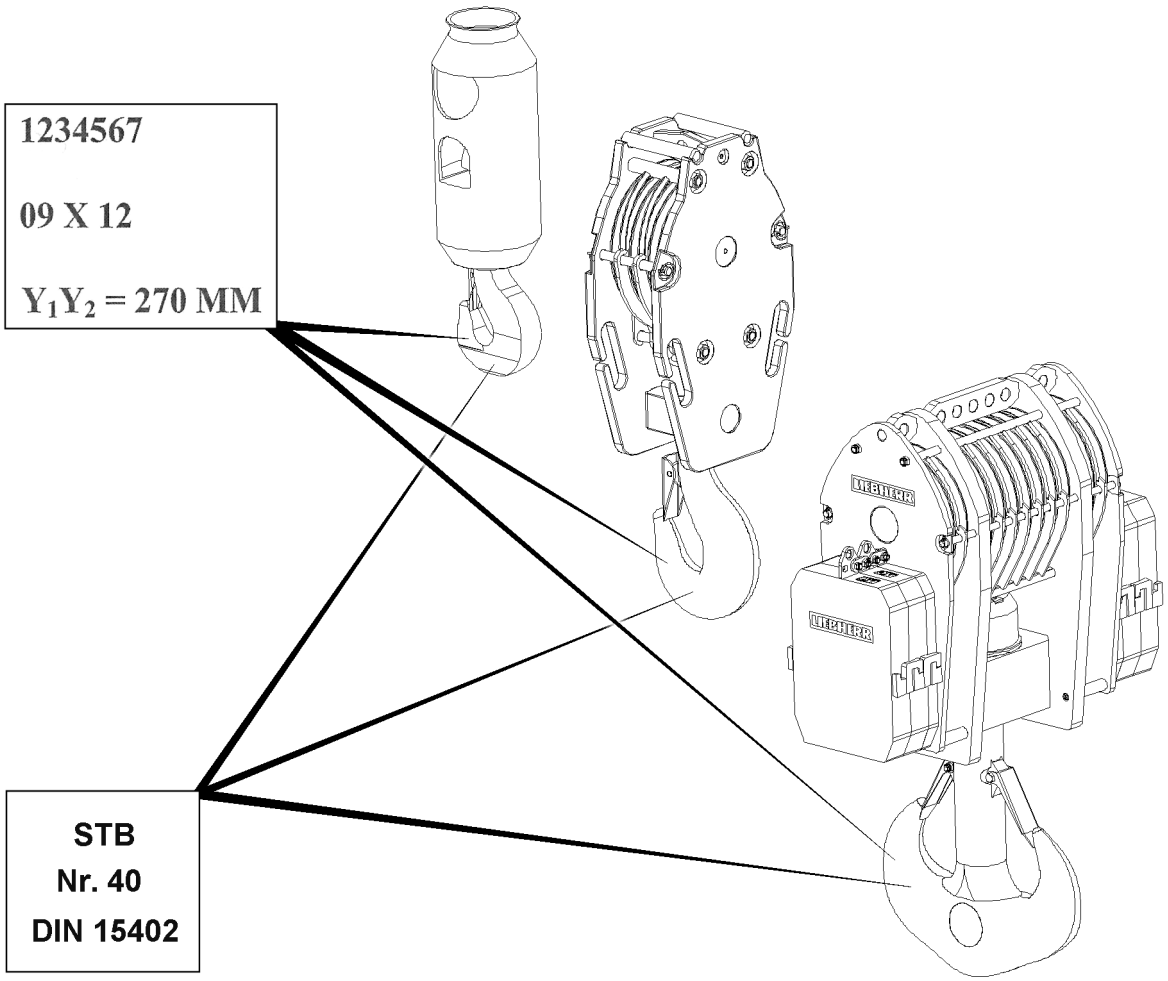

Fig.149061: Identifications on single hook or double hook

Punch mark area	Explanation
STB	Hook manufacturer
40-T	Hook number + strength class according to DIN 15 400
DIN	Hook shape according to DIN 15 401 /DIN 15 402
123456	Series or factory test number

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Punch mark area	Explanation
09 X 12	Month of construction / supplier marks / year of construction
Y1Y2 = 270 mm	Dimension Y or dimension Y1 and dimension Y2 according to DIN (= Test dimensions for recurrent tests)

Identifications on single hook or double hook

3 Identifications on auxiliary weights

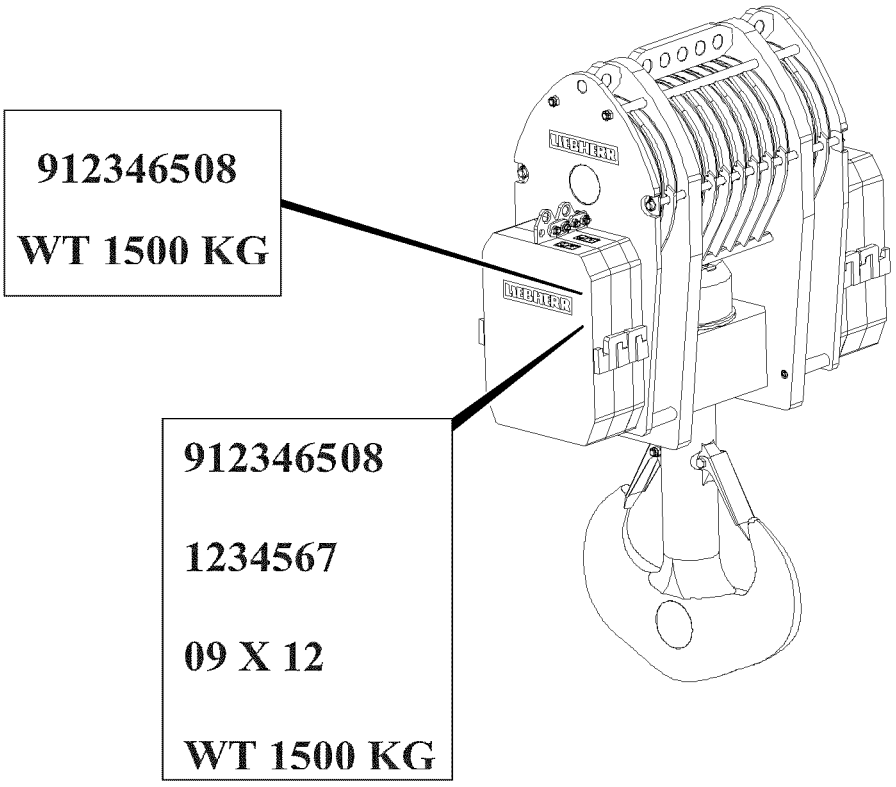

Fig.118511: Identifications on auxiliary weights

Note

► The own weight of the individual auxiliary weight is noted on the side on the respective auxiliary weight.

3.1 Identifications on auxiliary weights at delivery

Punch mark area	Explanation
912346508	Liebherr ID no.
WT 1500 Kg	WT (Weight Tare) = Own weight of individual auxiliary weight

Identifications of auxiliary weights at delivery

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3.2 Identifications on auxiliary weights for reorder

Punch mark area	Explanation
912346508	Liebherr ID no.
123456	Series or factory test number
09 X 12	Month of construction / supplier marks / year of construction
WT 1500 Kg	WT (Weight Tare) = Own weight of individual auxiliary weight

Identifications of auxiliary weights at reorder

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2.06 Fall protection equipment on the crane

1	Personal protective equipment	3
2	Fall protection equipment on the crane chassis	5
3	Fall protection equipment on the crane operator’s cab	9
4	Fall protection equipment on the crane superstructure	11
5	Fall protection equipment on the counterweight brackets	13
6	Fall protection equipment on the turntable extension	15
7	Fall protection equipment on the pivot sections and lattice mast boom	19

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Fig.195219

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1 Personal protective equipment

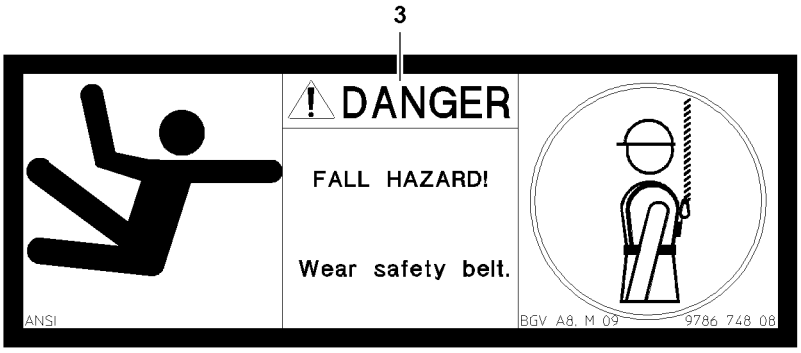

Fig.124519

WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, assembly personnel must be secured with appropriate aids to prevent them from falling.
Assembly personnel can fall down.
Death, severe bodily injuries.
- ► The assembly personnel must always move carefully and anticipatory on the crane, the crane components or lattice sections.
- ► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
- ► If fall protection equipment is available, then it must be used.
- ► If aids are not available and work cannot be carried out from the ground, then the assembly personnel must secure themselves with the permissible fall arrest system to prevent falling, see Crane operating instructions, chapter 2.04.
- ► The fall arrest system must be attached to the fastening and hook points as well as to the safety ropes.
- ► Only step on the aids, ladders and catwalks with clean shoes.
- ► Keep aids, ladders and catwalks free of heavy dirt, snow, frost and ice.

WARNING
Danger of accident due to fall arrest system exposed to a fall!
If a fall arrest system is not replaced after a fall, then the fall arrest system can fail in case of a new fall.
Death, severe bodily injuries.
- ► After every fall, the fall arrest system must be removed and inspected by authorized and trained experts.
- ► The results must be documented in the inspection log book.
- ► Only after written release by expert personnel may be fall arrest system be reused.

Note
- ► The sign **3** marks the fastening points, where assembly personnel must hook themselves in the fall arrest system to protect against falling.

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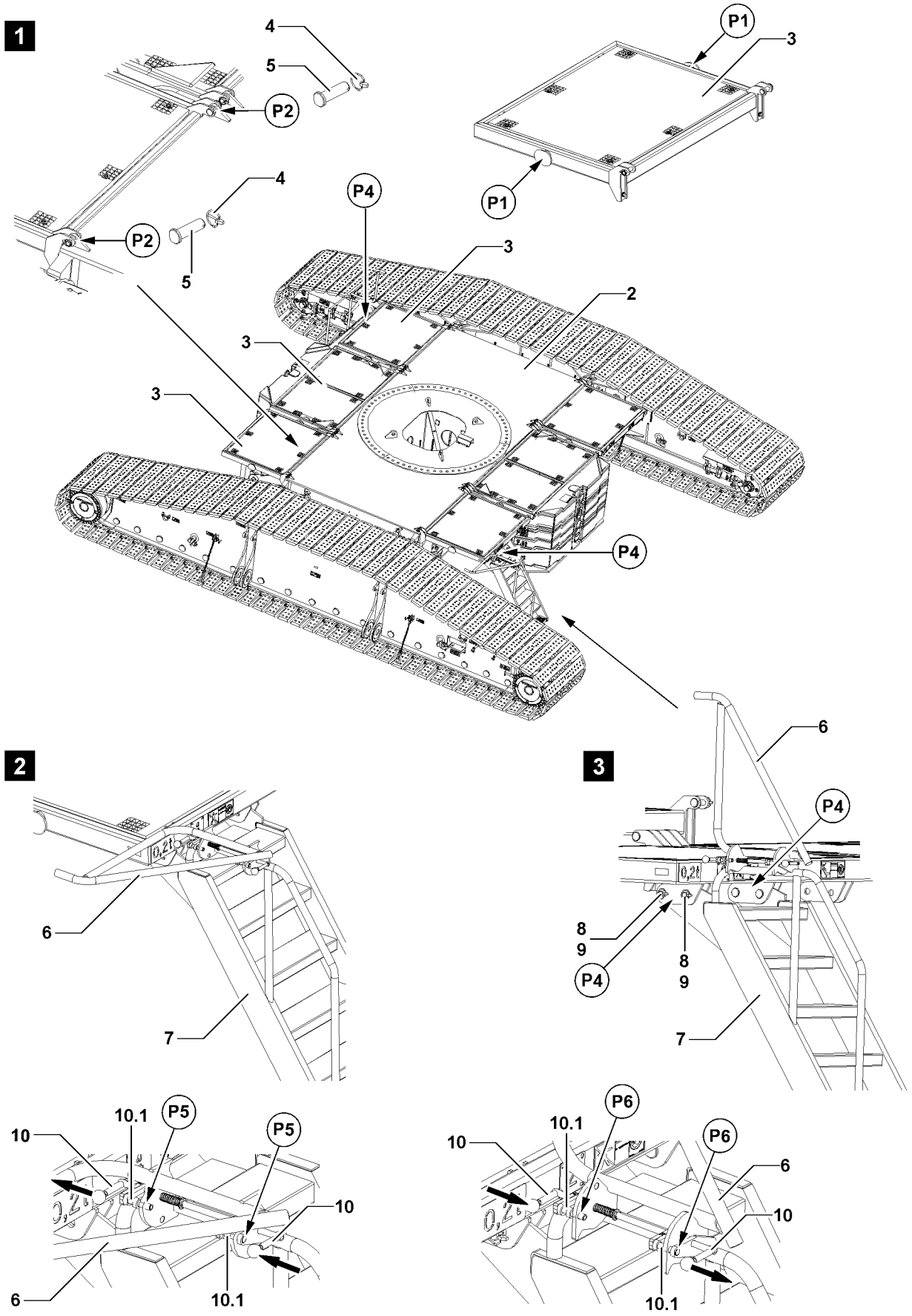

Fig.110962

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2 Fall protection equipment on the crane chassis

WARNING
Working at a height!
When working at a height, there is a danger of falling.
Death, severe bodily injuries.
► Properly assemble and secure all fall protection equipment, such as platforms, catwalks, ladders and railings on the crane chassis.

WARNING
Incorrect handling of the fastening equipment!
If fastening equipment cannot be attached correctly and if it is not secured sufficiently to prevent it from loosening up, loads can fall down.
Death, severe bodily injuries, property damage.
► Make sure that the fastening equipment is correctly attached on the fastening points and that it is secured sufficiently to prevent it from loosening up.

2.1 Platforms on the crane chassis

2.1.1 Installing the front and rear platforms

WARNING
Falling platform!
Death, severe bodily injuries, property damage.
► Do not remove the auxiliary crane until the platform **3** is pinned on both sides on points **P2** and until it is secured with the locking pins **4** on both sides.

► Fasten the platform **3** in points **P1** to the auxiliary crane and lift.
► Push the platform **3** in on both sides on the brackets in points **P2** on the crawler center section **2**.
► Pin the platform **3** on the crawler center section **2**: Insert the pins **5** on points **P2** from the inside to the outside and secure with locking pins **4**.
► Install three platforms respectively on the front and on the rear on the crawler center section **2**.
► Unhook the auxiliary crane from the platform **3**.

2.1.2 Removing the front and rear platforms

► Fasten the platform **3** in points **P1** to the auxiliary crane.
► Tension the fastening equipment.
► Unpin the platform **3** on the crawler center section **2**: Remove the locking pins **4** on both sides and unpin the pins **5** in points **P6**.
► Lift the platform **3** with the auxiliary crane and remove it.
► Take the platform **3** down.
► Disassemble all platforms.

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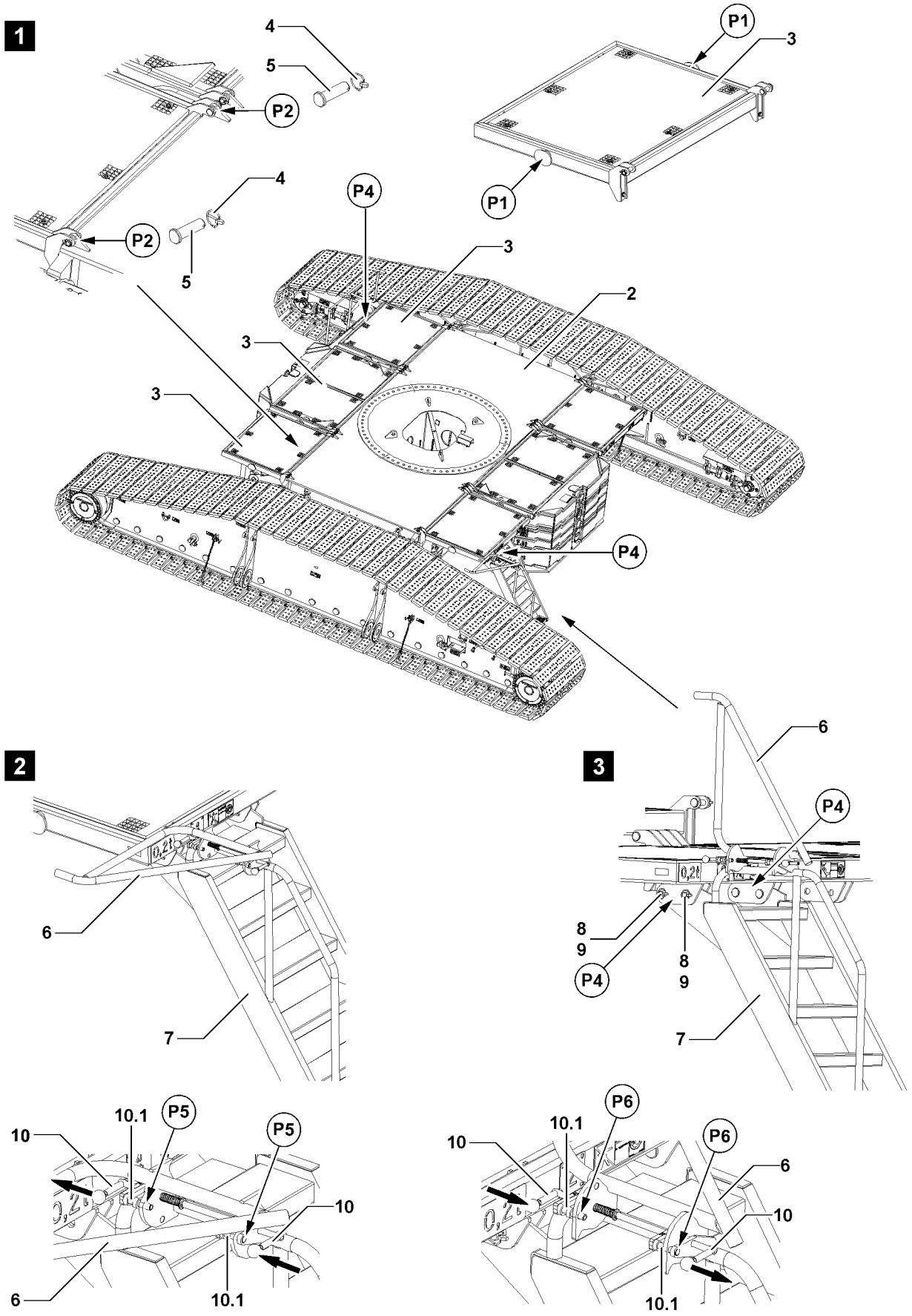

Fig.110962

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2.2 Steps on the crane chassis

2.2.1 Installing the steps

- ► Fasten the step **7** to the auxiliary crane and position it under the platforms **3** in points **P4**.
- ► Pin the step **7** on the platform **3**: Insert the pins **8** in the points from the inside to the outside and secure with locking pins **9**.
- ► Install the second step.

2.2.2 Steps during crane operation

NOTICE
Damage to the steps!
If the hand rails **6** are not folded to the side before crane operation or before driving the crane, then the hand rails **6** can be damaged during crane operation.
► Before crane operation, fold the hand rails **6** to the side.

Make sure that the following prerequisite is met:
– The hand rails **6** are folded upward.

Fold the hand rails to the side

► Pull the lever **10** on both sides to the rear until the pins **10.1** are unpinned on the points **P5**.

When the pins **10.1** are unpinned in the points **P5**:
► Hold the lever **10** pulled to the rear and fold the hand rail **6** to the side.
► Slowly release the lever **10** until the pins **10.1** are pinned in the points **P6**.

2.2.3 Steps while the crane is at a standstill

WARNING
When working at a height, there is a danger of falling!
If the hand rails **6** are not folded up and secured before stepping on the steps **7**, personnel can fall down.
Death, severe bodily injuries, property damage.
► Before stepping on the ladders, fold the hand rails **6** up and secure them.

NOTICE
Damage to the steps!
If the hand rails **6** are not folded to the side before crane operation or before driving the crane, then the hand rails **6** can be damaged during crane operation.
► Before crane operation, fold the hand rails **6** to the side.

Make sure that the following prerequisite is met:
– The hand rails **6** are folded to the side.

Fold the hand rails up

The lever **10** is actuated simultaneously from top and bottom.

► Pull the lever **10** on both sides to the rear until the pins **10.1** are unpinned on the points **P6**.

When the pins **10.1** are unpinned in the points **P6**:
► Hold the lever **10** pulled to the rear and fold the hand rail **6** up.
► Slowly release the lever **10** until the pins **10.1** are pinned in the points **P5**.

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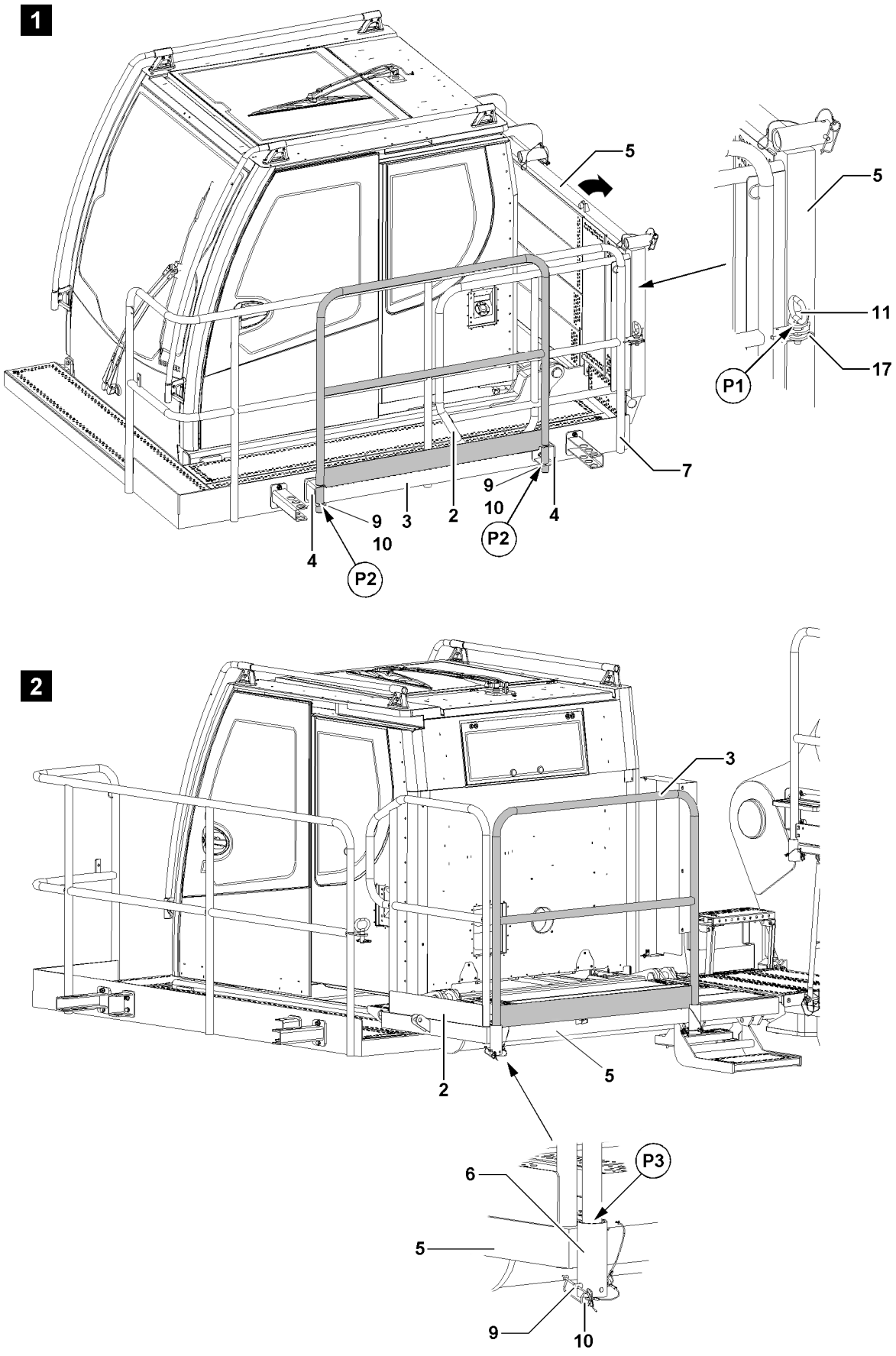

Fig.124520

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3 Fall protection equipment on the crane operator's cab

3.1 Installing the platform

WARNING
Folding down of the platform!
Death, severe bodily injuries, property damage.
- ► Fold the platform **5** carefully by hand.
- ► Make sure that there is no one under the platform **5** during the folding procedure.

At assembly, the platform **5** is folded down with the installed railing **2**, see illustration **1**.

- ► Unpin the platform **5** on the railing **7**: Remove the locking pin **17** in point **P1** and unpin the connector **11**.
- ► Fold the platform **5** into the horizontal position.
- ► Insert the connector **11** in point **P1** and secure with the locking pin **17**.

3.2 Assembling the railings

- ► In points **P2** remove the spring retainers **10** and unpin the pins **9**.
- ► Remove the railing **3** from the retainers **4** in points **P2**.
- ► Insert the railing **3** in the points **P3** in the receptacles **6**, see illustration **2**.
- ► Pin the railing **3** to the platform **5**: Insert the pins **9** and secure with the spring retainers **10**.

3.3 Removing the platform

WARNING
Folding down of the platform!
Death, severe bodily injuries, property damage.
- ► Fold the platform **5** carefully by hand.
- ► Make sure that there is no one under the platform **5** during the folding procedure.

- ► Unpin the railing **3** on the platform **5**: Remove the spring retainers **10** and unpin the pin **9**, see illustration **2**.
- ► Insert the railing **3** in the points **P2** in the receptacles **4** and secure with the pins **9** and spring retainer **10**.
- ► Remove the locking pin **17** and unpin the connector **11**.
- ► Fold the platform **5** into the vertical position.
- ► Pin the platform **5** to the railing **7**: Insert the connector **11** in point **P1** and secure with the locking pin **17**.

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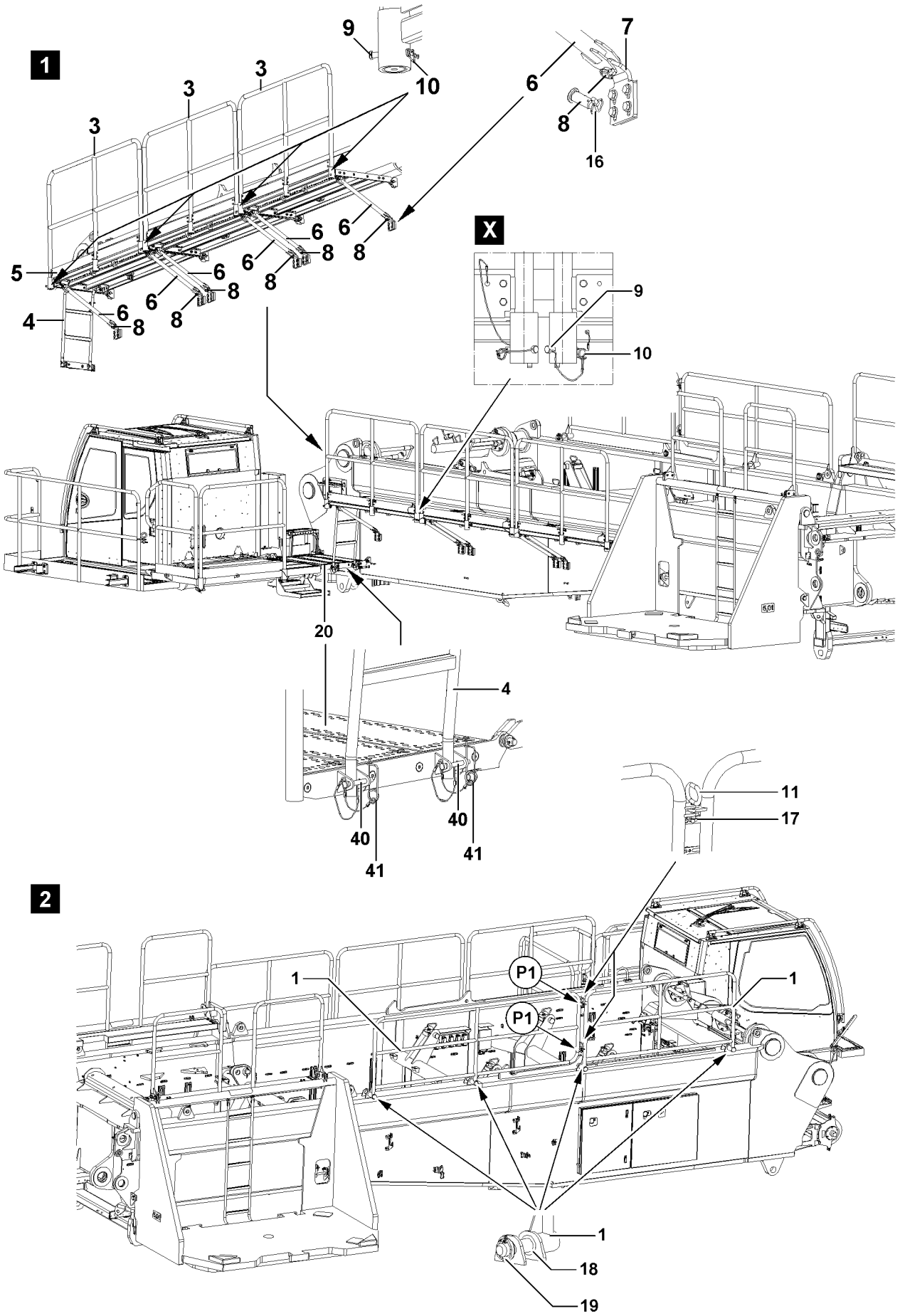

Fig.110374

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4 Fall protection equipment on the crane superstructure

WARNING
When working at a height, there is a danger of falling!
If fall protection equipment (railing) is intended for winches, for example, or assembly units, then it must be properly assembled and secured.
► Properly assemble and secure all fall protection equipment, such as catwalks, platforms, ladders and railings on the crane superstructure.

Retaining elements for a railing **3**, see detail **X**:
– A pin **9** and a spring retainer **10** are fastened with a rope on the railing **3**.
– A pin **9** and a spring retainer **10** are installed with a rope on the platform **5**.

4.1 Assembling platforms and ladder

WARNING
Danger of falling!
Before any assembly / disassembly work, maintenance and inspections, assembly personnel must wear approved fall arrest systems.
During assembly and disassembly, assembly personnel must be secured with appropriate aids to prevent them from falling.
If this is not observed, assembly personnel can fall down.
Death, severe bodily injuries, property damage.
► Make sure for all assembly / disassembly work, maintenance and inspection work, that the platforms **5**, railings **3**, the platform **20** and the ladder **4** are in the operating position and that they are properly installed and secured.
► Step on all ladders and steps only with „clean shoes“.
► Keep the ladder clean, free of snow, frost and ice.
► Replace damaged ladders immediately.
► Set up all ladders stable and safe to access.

► Fold all platforms **5** horizontally and position the supports **6** on the retainers **7**, see illustration **1**.
► Pin all supports **6** on the retainer **7**: Insert the pin **8** and secure with the locking pin **16**.
► Unpin the platform **20** and fold it into the horizontal position.
► Pin the ladder **4** on the platform **20**: Insert the pins **40** and secure with the spring retainers **41**.

4.2 Assembling the railings

► Insert the railing **3** in the platforms **5**, see illustration **1**.
► Pin the railings **3** with pins **9** on the platforms **5** and secure with spring retainers **10**.
► Insert both railings **1** on top on the turntable into the bores **18** and secure with locking pins **19**, illustration **2**.
► Pin both railings **1** in points **P1** with connectors **11** and secure with locking pins **17**.

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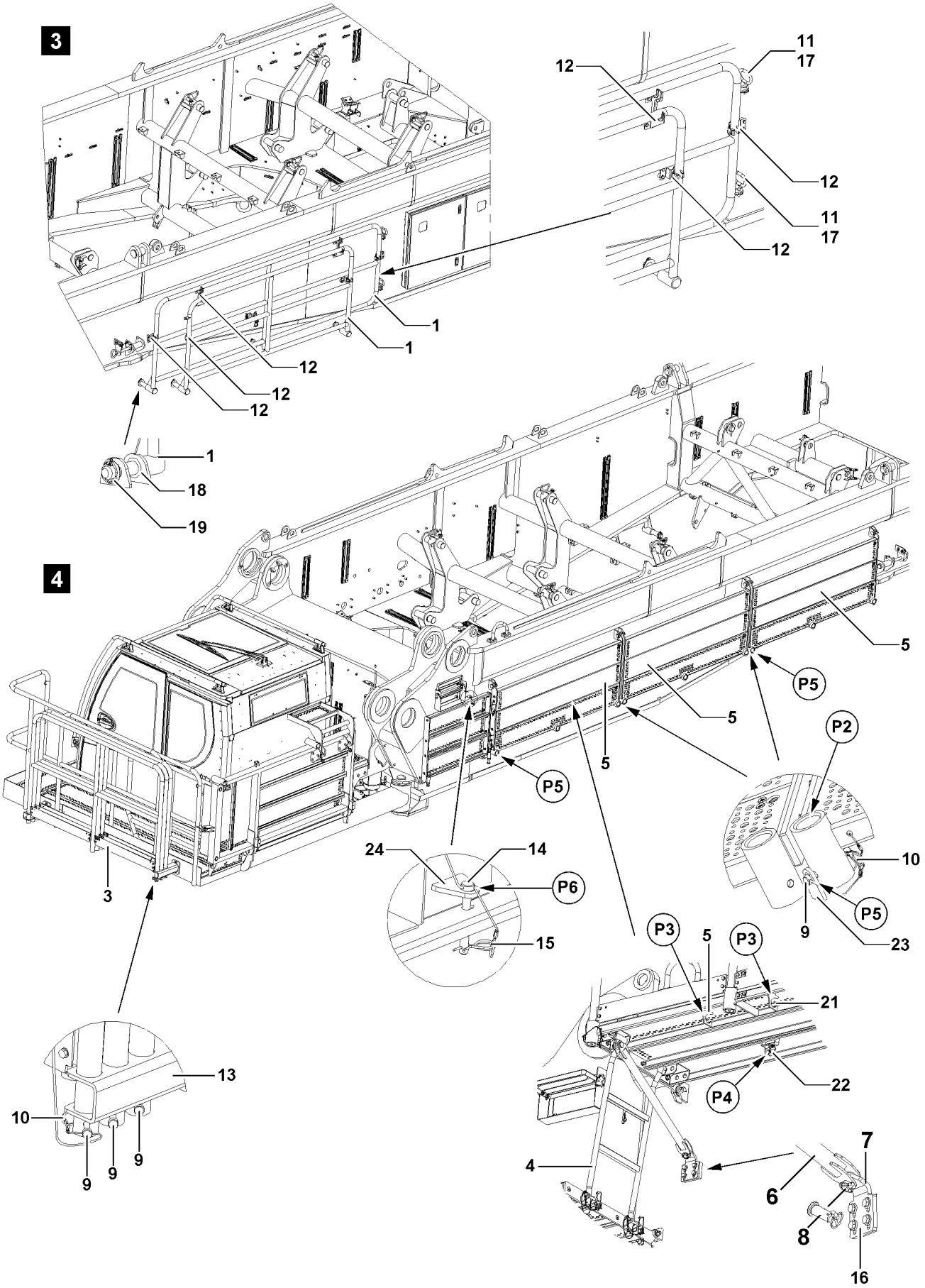

Fig.110375

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4.3 Removing the catwalks for transport

- ► Separate both railings **1** from each other: Remove the locking pin **17** and unpin the connector **11** see illustration **3**.
- ► Unpin the railing **1** on the turntable: Remove the locking pin **19** and pull the railing **1** from the bores **18**.

The wide railing is attached on the inside, the short railing on the outside.

- ► Attach the railings **1** on the retainers **12** on the turntable.
- ► Unpin the railings **3** on the platforms **5**: Remove the spring retainers **10** and unpin the pin **9**, see illustration **4**.
- ► Pull the railings **3** from the platforms **5** and insert them into the retainers **13**.
- ► Insert the railings **3** into the retainers **13** and secure with pins **9** and with spring retainers **10** on one side.
- ► Unpin the ladder **4** on the platform **20**: Remove the spring retainers **41** and unpin the pins **40**.

WARNING
Folding down of the platform!
Death, severe bodily injuries, property damage.
- ► Make sure that the platform **5** is secured in the horizontal position when folding the supports **6** in.

- ► Unpin the support **6** in the retainer **7**: Remove the locking pin **16** and unpin the pin **8**.
- ► Fold the supports **6** in and place them in the retainers **21** in points **P3**.
- ► Fold the ladder **4** in and attach it in the retainer **22** in point **P4**.
- ► Fold the platforms **5** down.
- ► Pin the platform **5** on the brackets **23**: Insert the pins **9** in the points **P5** and secure with locking pins **10**.
- ► Fold the platform **20** up and pin in the bracket **24**: Insert the pin **14** in point **P6** and secure with the locking pin **15**.

5 Fall protection equipment on the counterweight brackets

WARNING
When working at a height, there is a danger of falling!
If fall protection equipment (railing) is intended for winches, for example, or assembly units, then it must be properly assembled and secured.
- ► Properly assemble and secure all fall protection equipment, such as catwalks, platforms, ladders and railings on the crane superstructure.

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5.1 Bringing the railings on the counterweight brackets into the operating position

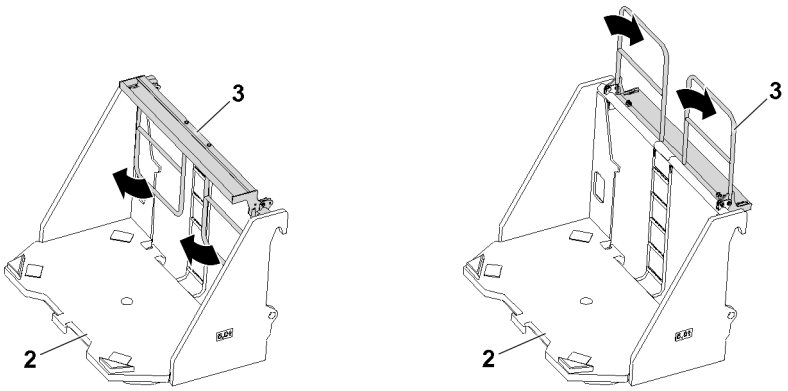

Fig.144819: Bringing the railings on the counterweight brackets into the operating position

Make sure that the following prerequisite is met:
– The counterweight bracket are located on the ground or on a load bearing substructure.

WARNING
Railing swinging down!
Death, severe bodily injuries, property damage.
► Make sure that the railings are safely held and brought to the operating position in a controlled manner.

► Swing the railing **3** „upward“ into the operating position.

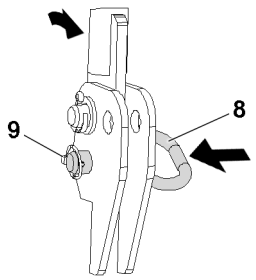

Fig.144850: Pin location

When the railing **3** is in the operating position:
► Pin the railing in the operating position with the pin **8** and secure with the retaining element **9**.

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5.2 Bringing the railings on the counterweight brackets into the transport position

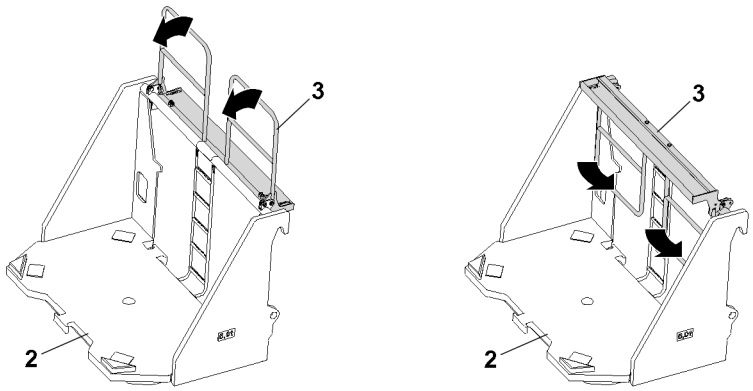

Fig.144820: Bringing the railings on the counterweight brackets into the transport position

Make sure that the following prerequisite is met:
- The counterweight bracket are located on the ground or on a load bearing substructure.
- There are no counterweight plates on the counterweight brackets.

WARNING
Railing swinging down!
Death, severe bodily injuries, property damage.
► Make sure that the railings are safely held and lowered to the transport position in a controlled manner.

► Swing the railing **3** „downward“ into the transport position.

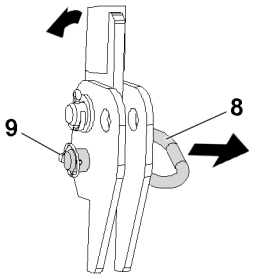

Fig.144851: Pin location

When the railing **3** is in the transport position:
► Pin the railing correctly in the transport position with the pin **8** and secure with the retaining element **9**.

6 Fall protection equipment on the turntable extension

WARNING
When working at a height, there is a danger of falling!
If fall protection equipment (railing) is intended for winches, for example, or assembly units, then it must be properly assembled and secured.
► Properly assemble and secure all fall protection equipment, such as catwalks, platforms, ladders and railings on the crane superstructure.

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6.1 Bringing the railing on the turntable extension into the operating position

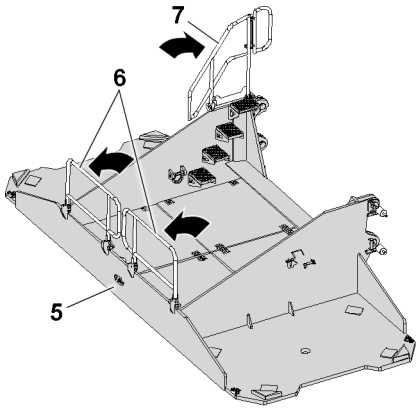

Fig.144875: Bringing the railing on the turntable extension into the operating position

Make sure that the following prerequisite is met:
– The turntable extension is located on the ground or on a substructure with load bearing capacity.

WARNING
Railing swinging down!
Death, severe bodily injuries, property damage.
► Make sure that the railings are safely held and brought to the operating position in a controlled manner.

► Swing the railing **6** and railing **7** „up“ into the operating position.

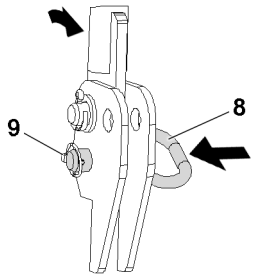

Fig.144850: Pin location

When the railing **6** is in the operating position:
► Pin the railing in the operating position with the pin **8** and secure with the retaining element **9**.

When the railing **7** is in the operating position:
► Pin the railing in the operating position with the pin **8** and secure with the retaining element **9**.

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6.2 Bringing the railing on the turntable extension into the transport position

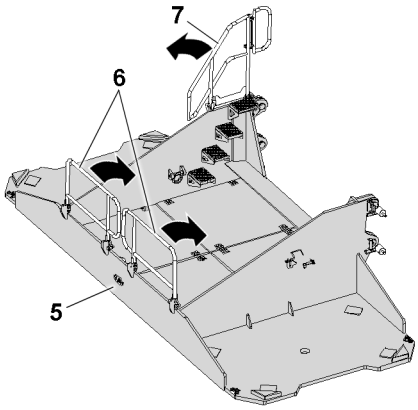

Fig.144874: Bringing the railing on the turntable extension into the transport position

Make sure that the following prerequisites are met:
- The turntable extension **5** is located on the ground or on a substructure with load bearing capacity.
- There are no counterweight plates on the turntable extension **5**.

WARNING
Railing swinging down!
Death, severe bodily injuries, property damage.
► Make sure that the railings are safely held and lowered to the transport position in a controlled manner.

► Swing the railing **6** and railing **7** „down“ into the transport position.

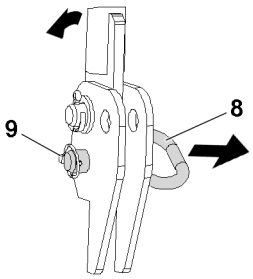

Fig.144851: Pin location

When the railing **6** is in the transport position:
► Pin the railing correctly in the transport position with the pin **8** and secure with the retaining element **9**.

When the railing **7** is in the transport position:
► Pin the railing correctly in the transport position with the pin **8** and secure with the retaining element **9**.

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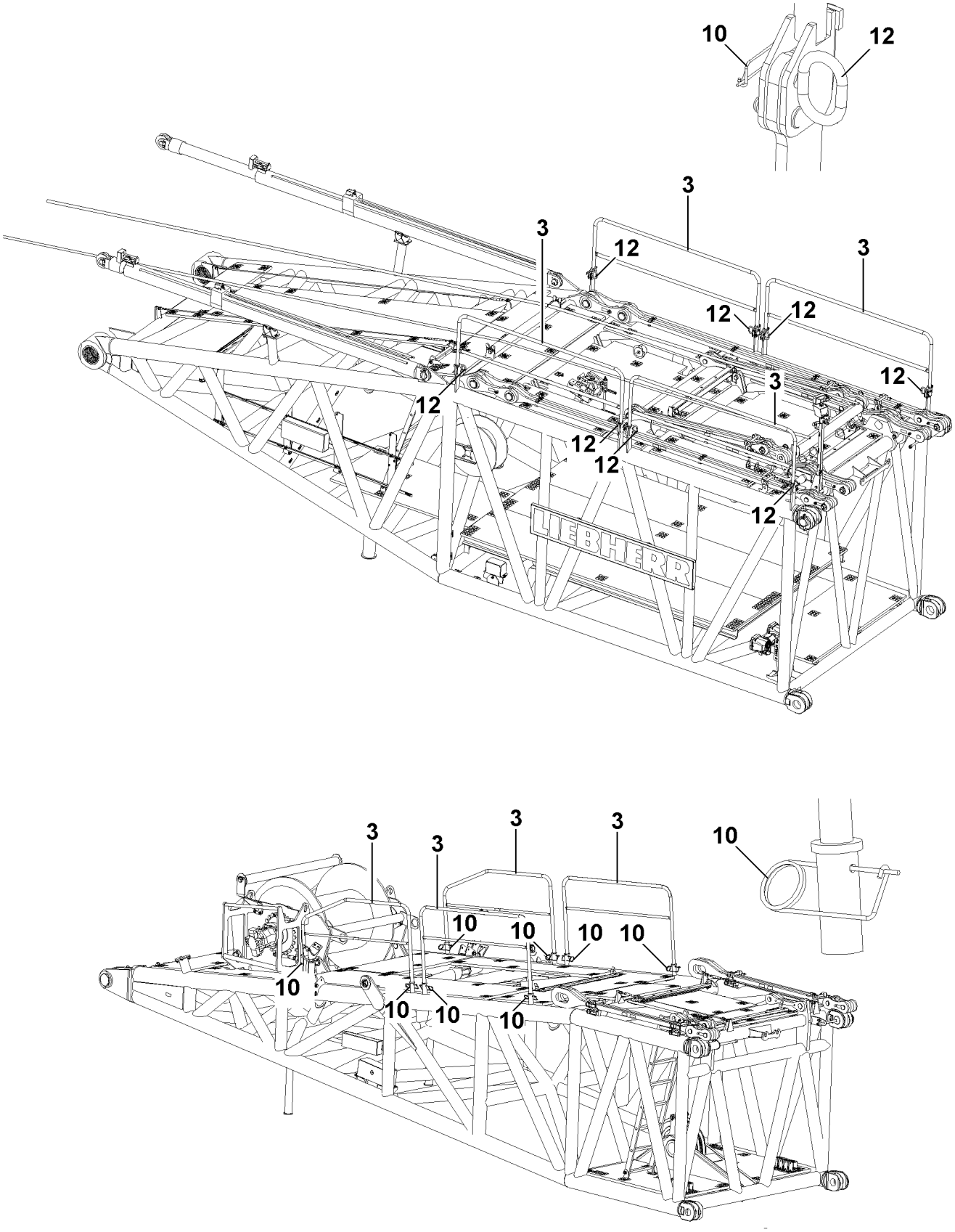

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Fig.105374

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7 Fall protection equipment on the pivot sections and lattice mast boom

WARNING
When working at a height, there is a danger of falling!
If fall protection equipment (railing) is intended for winches, for example, or assembly units, then it must be properly assembled and secured.
► Properly assemble and secure all fall protection equipment, such as catwalks, platforms, ladders and railings on the crane superstructure.

WARNING
Danger of falling!
Before any assembly / disassembly work, maintenance and inspections, assembly personnel must wear approved fall arrest systems.
During assembly and disassembly, assembly personnel must be secured with appropriate aids to prevent them from falling.
If this is not observed, assembly personnel can fall down.
Death, severe bodily injuries, property damage.
► For assembly / disassembly work, maintenance work and inspections on the pivot sections and the lattice mast boom, install all railings and secure.
► Only step on pivot sections and the lattice mast boom with „clean shoes“.

7.1 Assembling the railing on the S-pivot section and the derrick pivot section

► Swing the railing **3** on the S-pivot section into position, pin with pins **12** and secure with the spring retainers **10**.
► Push the railings **3** on the derrick pivot section into position and secure with the spring retainers **10**.

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7.2 Assembling the railing on the SL-reducer

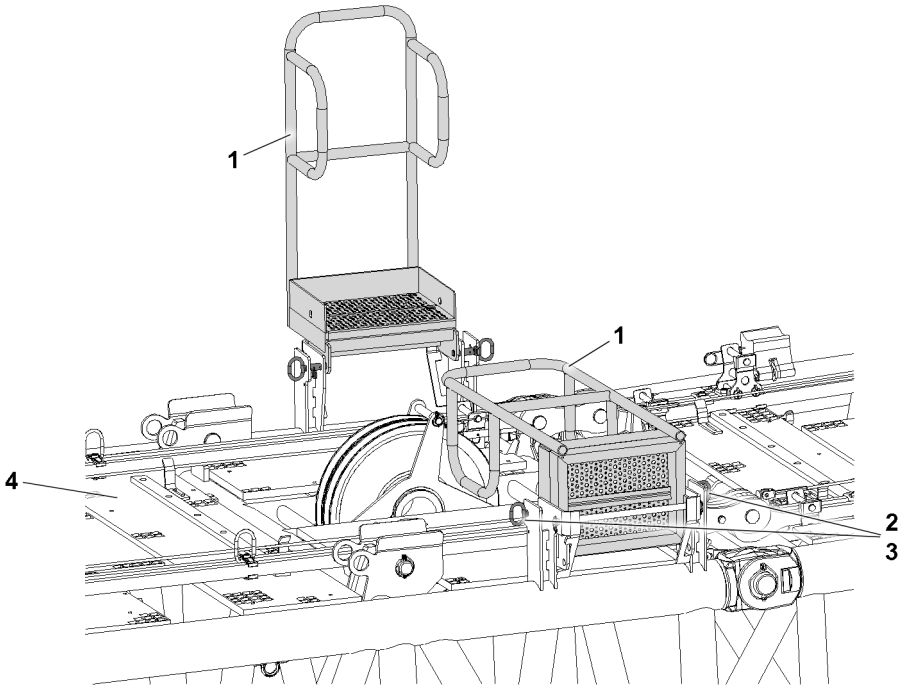

Fig.147776: Folding platforms on the SL-reducer

Note

► To retain the system dimensions for on road travel the folding platforms on the SL-reducer must be folded in into the transport position and pinned.

WARNING

Folding platform swinging down!

The folding platform can swing down uncontrolled due to its own weight when it is unpinned or pinned.

Death, severe bodily injuries, property damage.

Fingers and hands can be crushed.

► For safety reasons, **two** persons must always be used to unpin or pin.
► When unpinning or pinning the pin connection, hold the folding platform.
► Do not reach with your hands into the danger zone.

7.2.1 Folding platform operating position

Release the folding platform **1** on the SL-reducer **4** from the transport position:

► Remove the retaining element **3** and unpin the socket pin **2**.
► Swing the folding platform **1** upward.

Pin and secure folding platform **1** into the operating position:

► Insert the socket pin **2** again and secure with the retaining element **3**.

7.2.2 Folding platform transport position

Release the folding platform **1** on the SL-reducer **4** from the operating position:

► Remove the retaining element **3** and unpin the socket pin **2**.
► Swing the folding platform **1** downward.

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Pin and secure the folding platform **1** in the transport position:

► Insert the socket pin **2** again and secure with the retaining element **3**.

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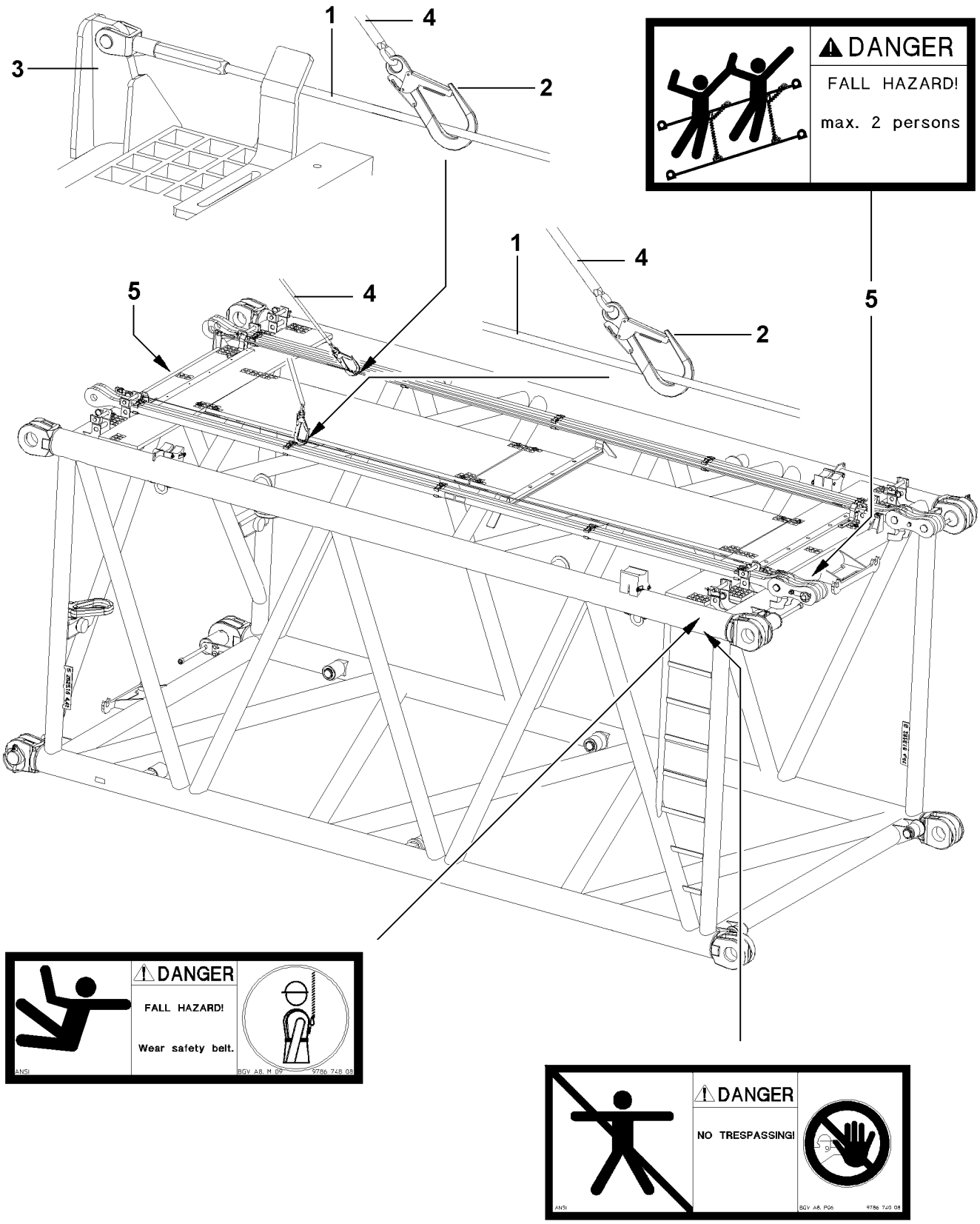

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Fig.107341

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7.3 Safety ropes on the lattice sections

On the lattice sections, on the upper left and right hand side, safety ropes **1** are installed as fall protection equipment.

NOTICE
Danger of damage!
► Never hang loads or objects on the safety ropes **1**.

WARNING
Danger of falling!
During assembly and disassembly, assembly personnel must be secured with appropriate aids to prevent them from falling. If this is not observed, assembly personnel can fall down.
Death, severe bodily injuries, property damage.
► Any work, where there is a danger of falling, must be carried out with suitable aids (for example: lifting platforms, scaffoldings, ladders, auxiliary crane).
► If the work cannot be carried out with such aids nor from the ground, then the assembly personnel must secure themselves with approved fall arrest systems **4** to avoid falling, see Crane operating instructions, chapter 2.04.
► Assembly personnel must hook themselves for all installation / removal work, maintenance and inspection work on the lattice mast boom with approved fall arrest systems **4** on the safety ropes **1** on the left and right hand side with both snap hooks **2** and secure themselves to prevent them from falling. (For example: Safety harness with self-actuating blocking function and an automatic tension and pull in device for the connectors)
► The connector must be set to a length as short as possible so that is it impossible to hit the ground in case of a fall.
► Fall absorbers may not be used, because they stretch too much in case of a fall.
► On the safety ropes **1** on the left and right hand side, no more than **maximum two persons** may hook themselves with the snap hooks **2** and secure themselves to prevent falls, see sign **5**.
► Changing the snap hooks **2** over is only permissible on the connecting points from lattice section to lattice section.
► When changing the snap hook **2** from lattice section to lattice section, one snap hook **2** must always be hooked on one safety rope **1**.
► Never release both snap hooks **2** simultaneously from the safety ropes **1**.
► Before any assembly / disassembly work, maintenance and inspection work it must be ensured that all obstacles below have been removed from the work place and that there is sufficient clearance in case of a fall.
► During all assembly / disassembly work, maintenance work and inspections, travel or crane operation is prohibited.

7.4 Replacing safety ropes subjected to a fall

WARNING
Danger of accident due to fall subjected safety ropes!
If fall subjected safety ropes **1** are not replaced after a fall, then the safety ropes can fail in case of another fall.
Death, severe bodily injuries, property damage.
► **Expert personnel** must immediately replace any safety ropes **1** which were subjected in a fall and inspect the respective anchor points **3** for damage.
► If the anchor points **3** are damaged, then they must be replaced immediately by **expert personnel**.

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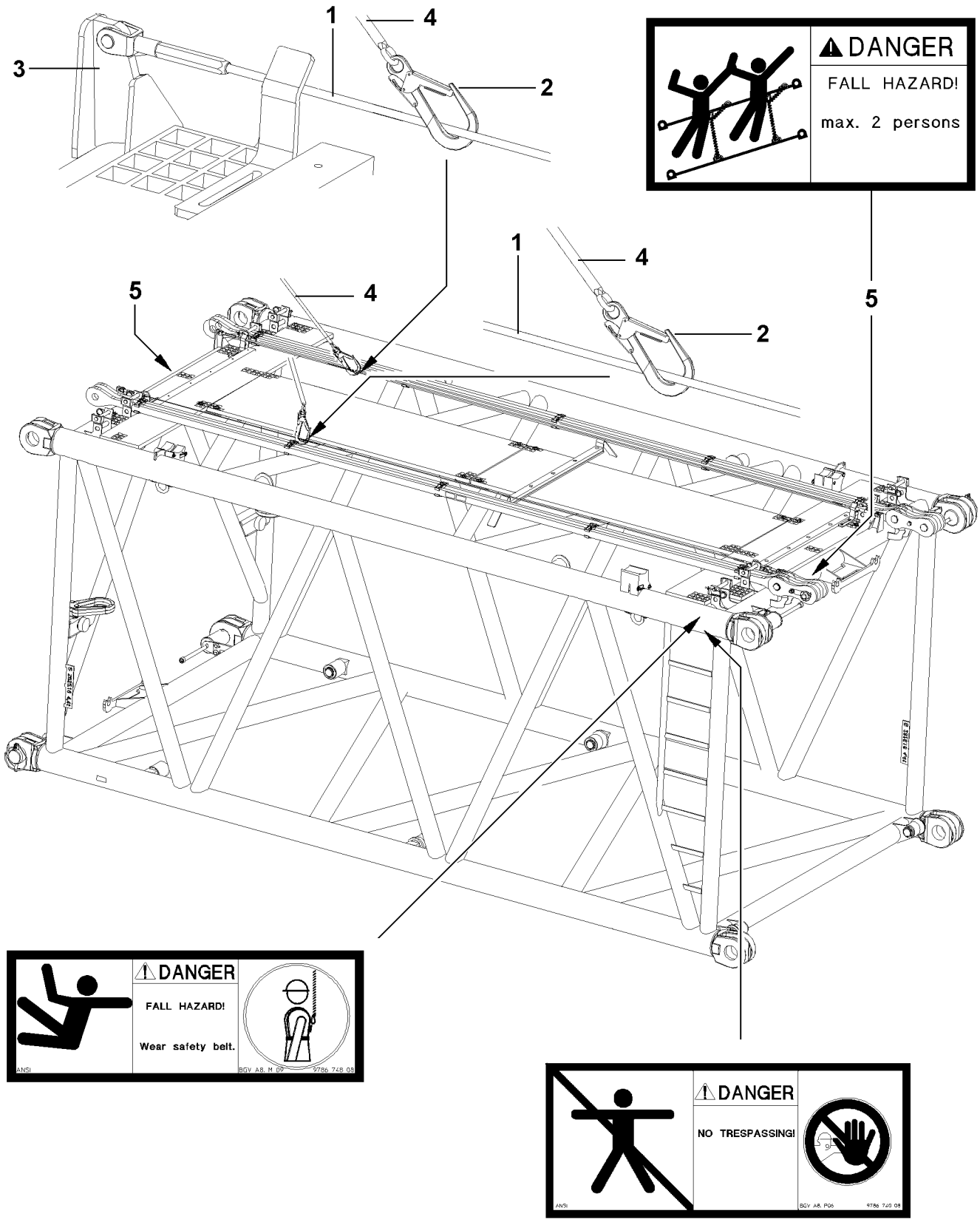

Fig.107341

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7.5 Inspecting safety ropes and anchor points

WARNING
Danger of falls due to damaged safety ropes or anchor points!
The safety ropes **1** and anchor points **3** must be inspected **at least once a year** by **expert personnel** for safety and damage.
If any defects are found on the safety ropes **1** or anchor points **3** during the inspections, then the safety ropes **1** or anchor points **3** must be replaced immediately by **expert personnel**. If this is not observed, assembly personnel can fall down.
Death, severe bodily injuries, property damage.
► Have damaged safety ropes **1** or anchor points **3** replaced immediately by **expert personnel**.

7.6 Documenting the inspections in writing

Note
► The scope and results of tests should be documented to permit reproducibility. This documentation forms part of the crane records and should be safely stored during the entire service life of the crane.

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2.08 Working in low temperatures

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1 Auxiliary equipment

At ambient temperatures between -20 °C and +50 °C the crane can be operated and stored „without auxiliary equipment for working in low temperatures“.

At ambient temperatures below -20 °C , the crane must be modified and equipped with „auxiliary equipment for working at low temperatures“.

WARNING
Working at low temperatures without the corresponding auxiliary equipment!
The crane components can be damaged and fail. The load can rip off.
Death, severe bodily injuries, property damage.

If the crane is operated at an ambient temperature lower than -20 °C:
- ► Make sure that the crane is equipped with the corresponding „auxiliary equipment for working at low temperatures“.
- ► Match the operating fluids in time to the ambient temperature.

2 Safety

Temperature changes cause technological changes to material properties in the case of steel / cast steel and many other materials.

Crane components made of steel / cast steel are very sensitive to sudden movements, impacts and shocks at decreasing negative temperatures.

This effect increases if the crane compacts are impacted with a load and / or large weights.

To ensure safe operation at low temperatures, the crane structure must be checked at short intervals for cracks.

Note
- ► Observe and adhere to the instructions in chapter 8.01.

DANGER
The crane can topple over!
Due to decreasing negative temperatures, crane components reach their technological load limits much earlier.
Crane components can break.
The crane can topple over.
Death, severe bodily injuries, property damage.
- ► For safe crane operation, the **temperature of the crane components is the deciding factor** and not the ambient temperature.
- ► For safe crane operation with component temperatures **down to -40 °C** , the crane must be equipped with „auxiliary equipment for working at low temperatures“.
- ► With component temperatures **below -40 °C** , do not operate the crane. In the case of doubt, contact Customer Service at Liebherr-Werk Ehingen GmbH.

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3 Environmental / component temperature below -20 °C

3.1 Winter operation

Low temperatures, as well as snow, frost and ice can impair crane operation and cause problems on the crane.

Freezing takes place often at low temperatures.

WARNING
Snow, frost and ice on the accesses!
Personnel can fall from the accesses.
Death, severe bodily injuries, property damage.
► Remove the snow, frost and ice from all accesses, steps and catwalks.
► Remove the snow, frost and ice from the crane.

NOTICE
Snow, frost and ice on the crane components!
The crane components can be damaged and fail.
Cylinder seals can be destroyed by frozen piston rods.
► Remove the snow, frost and ice from the piston rods.
► Remove the snow, frost and ice from all rope pulleys and winches.
► Remove the snow, frost and ice from the hose drums and limit switches.

WARNING
Snow, frost and ice below the support plates or the crawler carriers!
The crane can slide.
Death, severe bodily injuries, property damage.
► Remove the snow, frost and ice on top and below the support plates.
► Remove the snow, frost and ice on top and below the crawler carrier.
► Remove the snow, frost and ice from the roadway.

Prerequisites for crane start up with component temperatures below -20 °C
– The hose drums and cables are easy to move.
– All rope pulleys are easily movable.
– The view from the crane cab is free.
– The mirrors are free of snow, frost and ice.
– Fastening equipment is approved for the ambient temperatures present.
– The load fastening points are approved for the ambient temperatures present.

3.2 Preheating time

WARNING
Limited crane control during radio operation!
In the case of falling negative temperatures, the LCD displays react increasingly slowly to changes made to images and icons on the displays.
In the case of minus temperatures below -25 °C , changes made to images and icons could be displayed with a considerable delay or not at all.
This can lead to dangerous situations if warnings are displayed with a delay.
Death, severe bodily injuries, property damage.
► If the component temperature of the radio remote control is below -25 °C: Preheat the radio remote control prior to start up.
► In the case of increasing sluggishness of the LCD displays during radio operation with temperatures below -25 °C: Warm up or preheat the radio remote control occasionally.

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Crane components	Preheating time
Engine preheating up to start at -40 °C component temperature	45 minutes
Preheat the hydraulic system in the crane superstructure and the crane chassis	30 minutes
Preheat the crane cab / driver's cab for start up at the same time up to 5 °C	10 minutes
Total preheating time	**75 minutes**

► To ensure safe crane operation: Adhere to the preheating times.

3.3 Engine preheating

If the components temperature is lower than -20 °C the chassis engine and / or superstructure engine must be preheated before starting.

Depending on the crane type, a chassis engine and / or a superstructure engine is installed.

Pre-warming the chassis engine is described in chapter 6.01.

Pre-warming the superstructure engine is described in chapter 6.02.

► Preheat the chassis engine and / or the superstructure engine.
► Start the chassis engine and / or the superstructure engine.

When the chassis engine and / or the superstructure engine has reached its operating temperature:
► Turn off engine preheating.

3.4 Preheating the hydraulic oil

If the ambient temperature is lower than -20 °C the hydraulic oil must be preheated prior to crane operation.

NOTICE
Hydraulic oil **not** preheated!
The hydraulic system can be damaged during crane operation.
► Before starting crane operation, preheat the hydraulic oil to at least 20 °C.
► Retract and extend all the hydraulic cylinders in an unloaded state over the entire stroke multiple times.

WARNING
Persons in the area of the hoist movement!
Death, severe bodily injuries, property damage.
► Observe the area of the hoist movement.
► Make sure that there are **no** persons in the area of the hoist movement.

3.4.1 Turning the hydraulic oil preheating on

Make sure that the following prerequisites are met:
– The engine is running.
– Hydraulic oil preheating is available.

Hydraulic oil preheating is described in chapter 4.03.

► Turn the hydraulic oil preheating on.

When the hydraulic oil is preheated:
► Turn the hydraulic oil preheating off.

3.4.2 Supporting the crane

Supporting the crane vehicle is described in chapter 3.05.

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All support plates must be supported with suitable and stable materials.

If moveable support plates are not available, the support plates must be supported **on one side of the crane** with greased polyamide plates.

WARNING
No movable support plates or crane **not** supported with greased polyamide plates!
The sliding beams can bend. The support plates can suddenly move to the side.
The load can oscillate.
Death, severe bodily injuries, property damage.
► Use moveable support plates.

If there are no movable support plates available:
► Support the support plates **on one side of the crane** with greased polyamide plates.

If not sure if the crane has been equipped with support cylinders for an operating temperature down to -40 °C , contact Customer Service at Liebherr-Werk Ehingen GmbH.

If the crane is **not** equipped with support cylinders for an operating temperature down to -40 °C:
► When supporting, extend the support cylinder a maximum of 50 %.

The wheels must not come in to contact with the ground after the crane is supported.

► Support the support plates when necessary.
► Support the crane.

3.4.3 Cranes with lattice mast boom

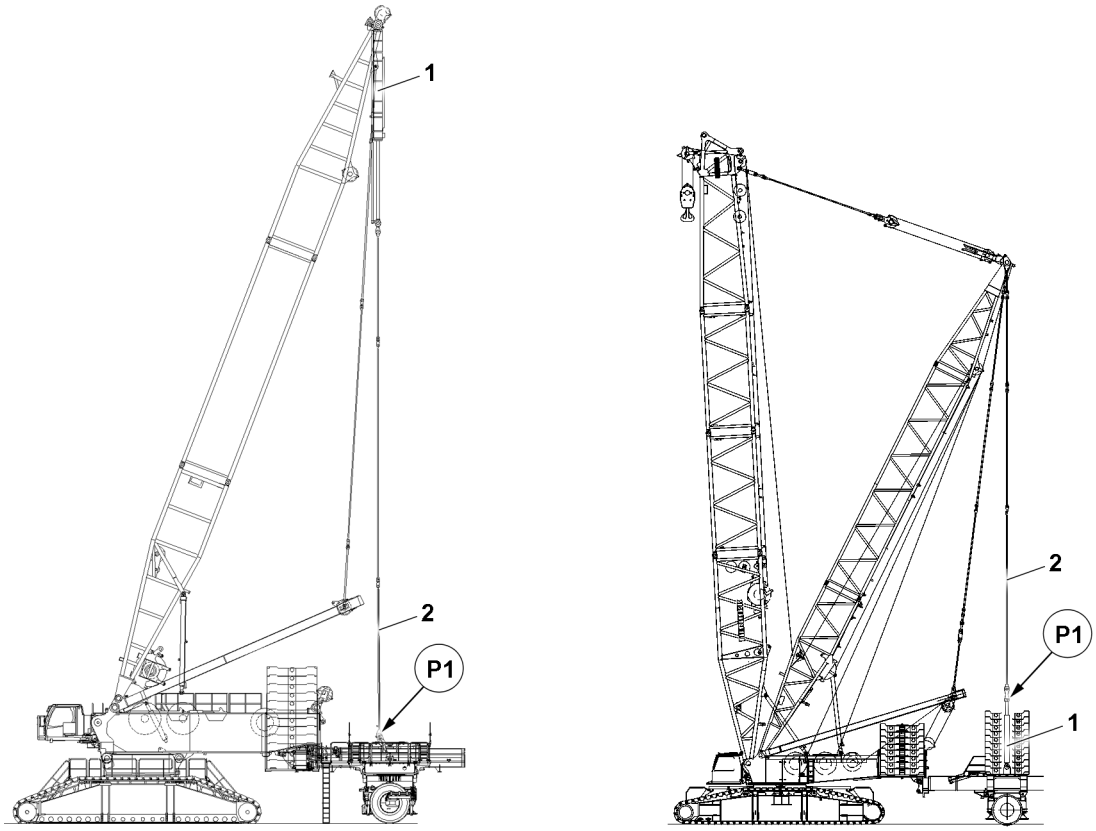

Fig.126875: Removing the guy rods on the derrick ballast

With component temperatures of less than -20 °C , the pull cylinders must be preheated by means of retraction and extension. Before the pull cylinders can be preheated, the guy rods **2** must be removed in position **P1** on the derrick ballast.

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Disassembly and assembly of the guy rods **2** on the derrick ballast is described in the Crane operating instructions, chapter 5.35 and chapter 5.36.

► Remove the guy rods **2** at position **P1** on the derrick ballast.

NOTICE
Danger of collision!
Damage of the guy rods, derrick ballast or other components.
► When retracting and extending the guy rods, avoid contact with other components.

► Retract and extend the pull cylinders **1** in an unloaded state over the entire stroke multiple times.

When additional hydraulic cylinders are installed on the crane with lattice mast:
► Retract and extend the hydraulic cylinders in an unloaded state over the entire stroke multiple times.

3.4.4 Cranes with a telescopic boom

Make sure that the following prerequisites are met:
– The crane is supported and horizontally aligned.
– There is no load on the hook.

► Retract and extend the luffing cylinder in an unloaded state over the entire stroke multiple times.
► Retract and extend the telescoping cylinder in an unloaded state over the entire stroke multiple times.

3.5 Assembling / disassembling the crane components

If the component temperature is lower than -20 °C , there is an increased danger that in the case of impact and / or strong component contact that the crane components will be damaged as a result of their changed technological material properties. In particular counterweights and crane components made of cast steel are subject to a greater risk of damage due to impact at component temperatures below -20 °C .

NOTICE
Striking of the crane component during assembly or disassembly!
Crane components can be damaged.
► Do **not** strike the crane component during assembly and disassembly.
► Carry out all work slowly and with utmost caution.

3.6 Reducing rope pull

When working with rope / component temperature below -20 °C , Liebherr-Werk Ehingen GmbH recommends reducing the rope pull.

The rope pull on the hoist rope can be reduced by increasing the rope reeving.

Note
Increase of rope reeving!
Due to the increased rope reeving, the hoist rope length may not be sufficient for lowering the hook block to the ground.
► Pay attention to rope length.

NOTICE
Rope reeving higher than specified in the load chart!
Danger of slack rope formation due to a too low hook block weight. Damage to the hoist rope.
► Increase the hook block weight accordingly.

► Increase the rope reeving specified in the load chart.
► If necessary: Increase the hook block weight.

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3.7 Increasing the hook block weight

The calculation of the minimum required hook block weight is described in the load chart.

Rope / component temperature	Increasing the hook block weight
-21 °C to -+30 °C	Increase the minimum required hook block weight by 10 %
-31 °C to -+40 °C	Increase the minimum required hook block weight by 15 %

- ► Increase the required hook block weight depending on the rope or component temperature.
- ► Observe and adhere to the „hook block weight“ charts.

Note

- ► Observe and comply with the permissible hook block weights for erection and take-down of the boom systems in the erection and take down charts.

3.8 Crane operation

In case of an ambient / component temperature below -20 °C , crane operation requires an anticipatory working procedure adapted to the weather conditions.

WARNING
Sudden acceleration and deceleration of crane movements!
Crane components can break.
Death, severe bodily injuries, property damage.

- ► Accelerate and decelerate crane movements sensitively and with utmost caution.

3.8.1 Reducing the maximum load

Cranes with lattice mast boom

In the case of cranes with pull cylinders in the derrick ballast guying, if the component temperature is between -30 °C and -40 °C the maximum derrick ballast must be reduced. The maximum load is also reduced due to the reduction of the maximum derrick ballast.

Note

- ► Take load reduction into account during job planning.

- ► Reduce the maximum derrick ballast by 15 % in case of component temperatures between -30 °C and -40 °C.

Cranes with a telescopic boom

Cranes with a telescopic boom: For component temperatures between -30 °C and -40 °C the maximum load must be reduced.

- ► Reduce the maximum load by 15 % in the case of component temperatures between -30 °C and -40 °C.

4 Maintenance

4.1 Load bearing crane structures

Checking the load bearing crane structure is described in Chapter 8.01.

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► The load bearing crane structure must be visually inspected more often at low temperatures.

4.2 Rope pulleys and hydraulic cylinders

Checking the rope pulleys and hydraulic cylinders is described in Chapter 8.01.

► Rope pulleys and hydraulic cylinders must be visually inspected more often at low temperatures.

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2.15 General technical safety instructions for operation with a ballast trailer

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2	Inspecting tires and disk wheels	4

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1 Safety guidelines

WARNING
Danger of falling!
► During assembly or disassembly work on the ballast trailer, assembly personnel must be secured with appropriate aids! If this is not observed, assembly personnel can fall and suffer life-threatening or fatal injuries!

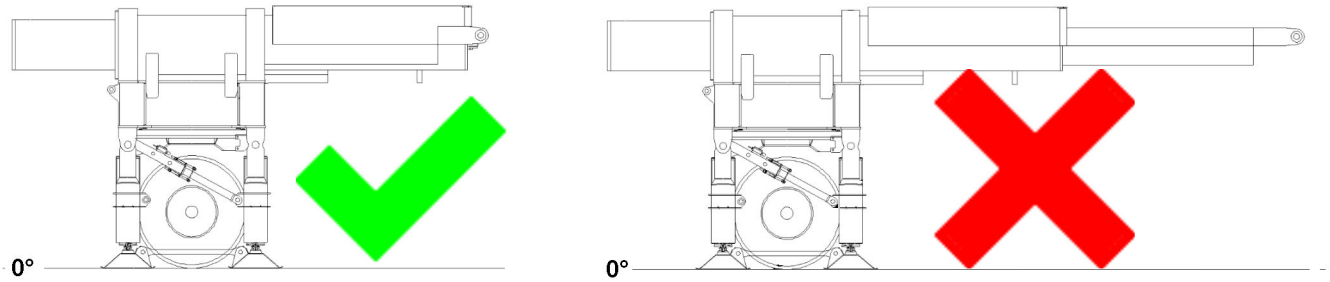

Fig.144267: Ballast trailer correctly parked // ballast trailer incorrectly parked

WARNING
Ballast trailer tipping danger!
If the following notes are not observed, the freestanding ballast trailer or the ballast trailer which needs to be disassembled can tip over.
Death, severe bodily injuries, property damage.
► The ballast trailer may only be parked on level ground with a sufficient load bearing capacity.
► The ballast trailer may only be unpinned from the crane and parked if the ballast trailer guide is fully retracted.
► The ballast trailer may only be unpinned from the crane and parked if there is sufficient ballast on the ballast trailer to ensure the stability of the ballast trailer.
► To unpin and disassemble the ballast trailer from the crane, it may be necessary for the ballast trailer guides to not be fully retracted. This is only permissible when in chapter 5.35 the procedure for this is fully described and specifically permitted. The specifications and prerequisites in chapter 5.35 must be observed and adhered to.
► The ballast trailer may only be unpinned from the crane and parked if the support cylinders are extended and the tires are relieved.
► The ballast trailer may only be unpinned from the crane and parked if the brace on the support cylinders is pinned and secured.

WARNING
Danger of fatal injury if the permissible travel speed is exceeded!
If the permissible travel speed is exceeded, the tires can be damaged.
Death, severe bodily injuries, property damage.
As a result, significant property damage can occur on the crane and on the ballast trailer.
► The travel speed of the ballast trailer when turning or driving with maximum ballast on the tires may be not more than maximum 1 km/h (0.28 m/s).

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WARNING
The crane can topple over if the level of the road differs!
Due to impermissible level differences between the ballast trailer roadway and the crane placement level, the entire crane system can be pulled back suddenly.
The relapse cylinders can run out to the block position. The relapse cylinders and the boom system can be damaged.
Depending on the distortion of the turntable and the load of the tires on the ballast trailer, a shut-off of crane movements may be activated with a retracted ballast trailer guide due to an excessive inclination of the ballast trailer (depending on the crane type and time of crane delivery), see chapter 4.02.
Death, severe bodily injuries, property damage.
- ► Do not exceed or fall below the permissible level difference between the ballast trailer road and the crane placement level.
- ► The travel path of the crane or the circular path of the ballast trailer must be level and of sufficient load bearing capacity.
- ► The permissible level difference of the ballast trailer travel path and crane travel path for „towing“ and „parallel driving“, may be maximum 250 mm when the ballast trailer guide is extended.
- ► The permissible level difference of the ballast trailer path and the crane travel path in relation to the crane travel path for circular driving may be no more than maximum 250 mm with the ballast trailer guide extended - based on a constant uphill incline or constant downhill incline on a 90° turning range.

WARNING
The crane can topple over!
If the following notes are not observed, the crane can topple over.
Death, severe bodily injuries, property damage.
- ► When lifting or lowering the ballast trailer, pay attention to the horizontal alignment of the ballast trailer.
- ► The assembly or disassembly work must be carried out according to chapter 5.35 **or** chapter 5.35.10 **or** chapter 5.35.20.

NOTICE
Damage to the ballast trailer, ballast trailer guide and / or the turntable!
If the ballast trailer inclination is too large or the level difference of the standing levels between the crane and ballast trailer are too large, this can cause damage to the ballast trailer, the ballast trailer guide and / or the turntable.
- ► Keep the ballast trailer inclination as small as possible.
- ► Do not exceed the maximum permissible level difference of the standing levels of 250 kg between the crane and the ballast trailer.

NOTICE
Danger of damage to the crane and the ballast trailer!
Due to steering movements on the crawler tracks while driving parallel, the crane and the ballast trailer can be significantly damaged.
- ► During parallel travel, steering the crawler travel gear is prohibited.
- ► For parallel travel, the side tire distortion on the wheel sets must be observed by an instructed person over the entire travel route of the crane. If the tires distort by more than 100 mm , then the position of the wheel sets must be corrected.

Note
General technical safety instructions!
- ► The ballast trailer guy rods must be assembled and secured according to the rod plan. The numbering on the rod plan must be identical to the numbering on the guy rods.

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2 Inspecting tires and disk wheels

Note
► See chapter 8.01.

WARNING
Danger of fatal injury when using non-approved tires!
Due to the use of tires that are not explicitly approved by **LIEBHERR-Werk Ehingen GmbH**, uncontrollable operation conditions on the ballast trailer can occur due to the heavy load.
The tires can be destroyed and the ballast trailer as well as the crane can be significantly damaged.
Death, severe bodily injuries, property damage.
► Use only spare tires that have been approved in writing by **LIEBHERR-Werk Ehingen GmbH**.
► Using spare tires that have been not explicitly approved in writing by **LIEBHERR-Werk Ehingen GmbH** is prohibited.

NOTICE
Damage to tires!
Due to external environmental influences (for example: rain, wind, snow, rime, frost, sun exposure) and the great weight load on the tires by the ballast trailer, the tires can become porous and the body can loose its original strength.
► The tires must be replaced according to the data of the tire manufacturer at least after 5 years, or if an expert representative of the tire manufacturer states in writing, after extensive inspection of the tires, that the tires can be utilized for an additional operation period stated by the expert representative.

Note
Tightening torque of ballast trailer tires!
► The tightening torque for the wheel lugs is 600 Nm.
► Check the wheel lugs according to the specified maintenance intervals for tight seating, see chapter 7.02.

2.1 Tires with air inflation

It is imperative to comply with the following instructions:
– After extended downtime, the inflation pressure must be checked before using the ballast trailer.
– The tires must be protected against UV rays during extended downtimes with tarps or wooden boards.

Note
Inflation pressure of ballast trailer tires!
► The inflation pressure in all tires inflated with air that were approved in writing by **LIEBHERR-Werk Ehingen GmbH** is **10 bar**.
► Check the inflation pressure according to the specified maintenance intervals for tight seating, see chapter 7.02.

WARNING
Danger of accident due to damaged ballast trailer tires!
Due to extended downtime of the crane, when the ballast trailer tires are not relieved with supports, the tires can become irregular.
As a result, the tires can be destroyed and the ballast trailer as well as the crane can be significantly damaged.
Death, severe bodily injuries, property damage.
► During extended downtimes, the ballast trailer tires must always be relieved by the supports.

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WARNING
Danger of accident due to damaged ballast trailer tires!
When driving the crane on insufficiently prepared ground, the tires can become damaged or punctured by large rocks or other foreign matter.
As a result, the ballast trailer as well as the crane can be significantly damaged.
Death, severe bodily injuries, property damage.
- ► The travel route of the crane or the ballast trailer must be level, of sufficient load bearing capacity and free of rocks or other foreign matter.
- ► The travel route of the crane must be walked off personally in advance by the crane operator.
- ► Rocks and other foreign matter on the travel route must be removed before starting to travel.
- ► If the crane operator cannot ensure that the ballast trailer tires may not be damaged when driving the crane, then the ballast trailer tires must be foamed with a special foam approved by **LIEBHERR-Werk Ehingen GmbH**. Contact **LIEBHERR-Werk Ehingen GmbH** in this regard.
- ► If you decide to foam the ballast trailer tires, then ballast trailer operation is only permissible if all tires of the ballast trailer have been foamed according to the specifications of **LIEBHERR-Werk Ehingen GmbH**.

2.2 Tires foamed with special foam

The tires of the ballast trailer are foamed with a special, high quality foam.

Due to extended downtime of the crane, when the ballast trailer tires are not relieved with supports, the tires can become irregular.

It is imperative to comply with the following instructions:
- – Relieve the tires on the ballast trailer if it is at a standstill for more than 2 h via the support cylinders.
- – The tires must be protected against UV rays during extended downtimes with tarps or wooden boards.

WARNING
Danger of fatal injury when using non-approved tire foams!
Due to the use of tire foams that are not explicitly approved by **LIEBHERR-Werk Ehingen GmbH**, uncontrollable operation conditions on the ballast trailer can occur due to the heavy load.
The tires can be destroyed and the ballast trailer as well as the crane can be significantly damaged.
Death, severe bodily injuries, property damage.
- ► Use of spare tires filled with water, air or special foam of lower quality is prohibited.
- ► Using spare tires that have been not explicitly approved in writing by **LIEBHERR-Werk Ehingen GmbH** is prohibited.

WARNING
Danger of accident due to retreaded tires!
If tires foamed with the special foam are retreaded, the usage properties can be significantly changed in a negative manner.
The tires can be destroyed and the ballast trailer as well as the crane can be significantly damaged.
Death, severe bodily injuries, property damage.
- ► Tires which are filled with special foam may not be retreaded, except if a written approval has been issued by the tire manufacturer.

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2.25 Crane on floating body

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1 Non-intended use

WARNING
Non-intended use!
The boom can break off. The crane can topple over.
Death, severe injuries, property damage.
► Use the crane only as intended.
► Comply with the operating conditions and notes in this chapter.

Liebherr mobile cranes and crawler cranes are **not** designed for special requirements according to „EN 13852-2, Cranes - Offshore cranes“ or other offshore specifications and regulations.

For a precise definition of **non**-intended use, see the preface.

2 Intended use

Liebherr mobile cranes and crawler cranes are only designed for assembly work and erection work and can only withstand a limited number of load cycles.

Liebherr mobile cranes and crawler cranes are designed for special properties and movements: Evenly distributed drive forces, only occasional operation and load conditions according to „EN 13000, Cranes - Mobile cranes“ and comparable international standards.

For a precise definition of intended use, see the preface.

3 Floating device

The term floating device includes all floating devices such as barges and ships.

The floating device must fulfil the prerequisites for crane operation.

4 Operating conditions

4.1 Areas of responsibility for operating conditions

Observe the areas of responsibility:
– The crane contractor and crane operator are responsible for ensuring that the conditions for crane operation at the job site are fulfilled. Liebherr-Werk Ehingen GmbH strongly recommends involving a shipbuilding engineer.
– The correct functional, technical and static interaction between the crane and the floating device is the sole responsibility of the crane contractor and the crane operator.
– The correct functional, technical and static interaction between the crane and the floating device must be clarified and checked before operating the crane on a floating device.

4.2 Basic requirements

Observe the following to ensure the safe operation of the crane on floating devices:
– Comply with all country-specific, legal specifications and conditions.
– Perform a risk assessment according to the Occupational Safety and Health Act to ensure safe working conditions.
– Outrigger forces or crawler pressures generated by crane operation must be safely supported by the steel construction of the floating device.
– Assemble and operate the crane according to manufacturer specifications.
– Secure the crane to prevent it from slipping and lifting up.

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- The conditions when working on a floating device must correspond with the conditions on land.
- Crane operation is only permissible in very calm waters and therefore on very calmly moving floating devices.
- Comply with the maximum permissible ground incline according to the load charts.
- Implement precautions that permit the boom system to be taken down at any time, for example if the wind and sea start to be strong.

4.2.1 Floating device, supported

Observe the following additional notes to ensure the safe operation of the crane on supported floating devices:

- Design the supported floating device such that if the wind and sea start to be strong it will not cause the floating device to buoy upward.

4.2.2 Floating device, not supported

Observe the following to ensure the safe operation of the crane on a **non** supported floating device:

- Crane operation on a **non** supported floating device is only permissible in very calm waters.
- Crane operation on a **non** supported floating device is only permissible with the main boom or alternatively a boom nose. No other additions on the main boom are permissible.
- Crane operation with the main boom in combination with the derrick ballast is only permitted with one derrick ballast that is set down and secured.
  Note: The derrick ballast must be secured in all four horizontal directions (forward / backward / right / left). The height of the horizontal retainer must be implemented such that it is not possible to lift out by derrick ballast by lifting it. Keep in mind that the crane superstructure may not rotate.
- The incline of the floating device may **not** exceed the maximum permissible ground inclination of the crane according to the load chart.
- Before the crane is operated on the floating device: Calculate the incline of the floating device in the lateral direction and in the longitudinal direction in advance. The incline results from the interaction of the crane with the floating device.
- If the wind and sea start to be strong, the crane with the taken down boom system must also be secured against slipping and against oscillations.

5 Crane transport on floating devices

5.1 Areas of responsibility for crane transport on floating devices

Observe the areas of responsibility:

- The crane contractor is solely responsible for transporting the crane on a floating device.
- The crane contractor and crane operator are responsible for the assembly, securing and removal of the crane on the floating device.

5.2 Safety of crane transport on floating devices

Transport at sea can have a negative impact on the structural strength / stability and the fatigue limit of the crane.

Observe the following to ensure the safe transport of the crane on floating devices.

Secure the crane during „transport on a floating device“ so that the following is prevented:

- Damage and releasing of components on the crane
- Slipping of the crane
- Inadvertent turning (swinging) of the crane superstructure
- Capsizing of the floating device

Make sure that the following measures are carried out prior to „transport on a floating device“:

- Take the boom system down and support it using adequate means.
- With telescope cranes:
  Disassemble the counterweight plates and secure on the floating device.

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Disassemble the separate counterweight brackets and secure on the floating device.
- With cranes with lattice mast / crawler cranes:
  Secure the turntable using adequate means.
  Disassemble the counterweight brackets and counterweight plates and secure on the floating device.
  Disassemble the central ballast brackets and central ballast plates and secure on the floating device.
  Support the installed counterweight brackets and counterweight plates separately using adequate means and secure against slipping.
  Support the installed central ballast brackets and central ballast plates separately using adequate means and secure against slipping.
- Observe and adhere to the specifications for transporting the crane and the crane components, see chapter 3.80.

6 Increased corrosion

Extremely salty air near the sea can cause severe corrosion on the crane.

Increased corrosion can cause premature damage to the components (for example, the hydraulic cylinder, wire ropes, electrical and electronic components, driver's cab).

Submerging the hook block in water causes damage to the hook block and the rope.

The crane contractor and the crane operator are solely responsible for preventing severe corrosion.

Measures for preventing corrosion:
- Avoid direct contact between the crane and its components with salt water.
- Do **not** submerge the hook block in water.

Measures for detecting premature damage:
- Have the crane checked regularly and extensively by a qualified person.

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3 Crane assembly

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3.01 Crawler carrier assembly

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Fig.195219

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1 Crawler travel gear component overview

Note
► Dimensions and weights, see chapter 1.03.

Note
► The crawler carrier of the narrow track crane with slewing aid (centrally installed track rollers with large diameter) may not be operated on a crane with a normal (wide) crawler travel gear.

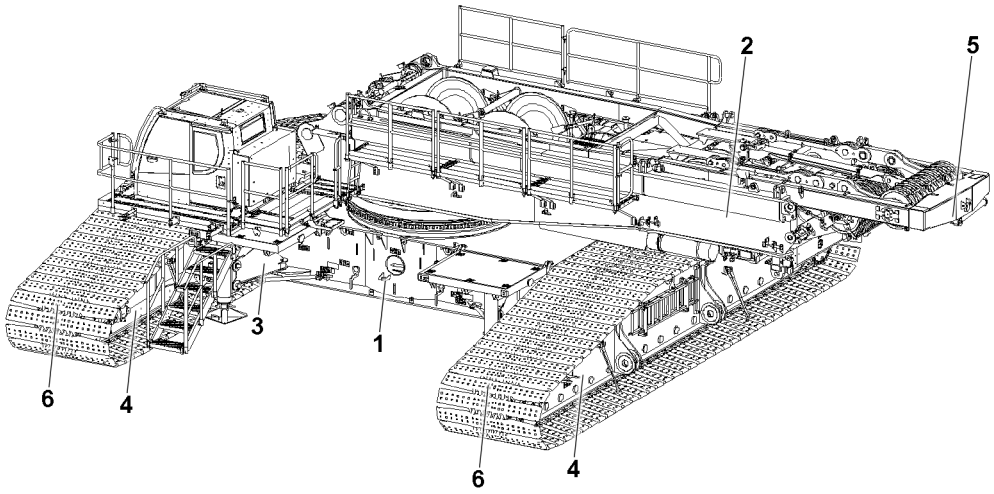

Fig.148784: Component overview

Position	Component
1	Crawler center section
2	Turntable frame
3	Hydraulic support
4	Crawler carrier
5	SA-frame
6	Crawler chain

2 Dimensions and weights

Note
► See chapter 1.03.

3 Fastening points

WARNING
Components incorrectly fastened!
Death, severe bodily injuries, property damage.
► Fasten the components only on the intended fastening points on both sides, see section „Fastening points“.

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3.1 Crawler center section fastening points

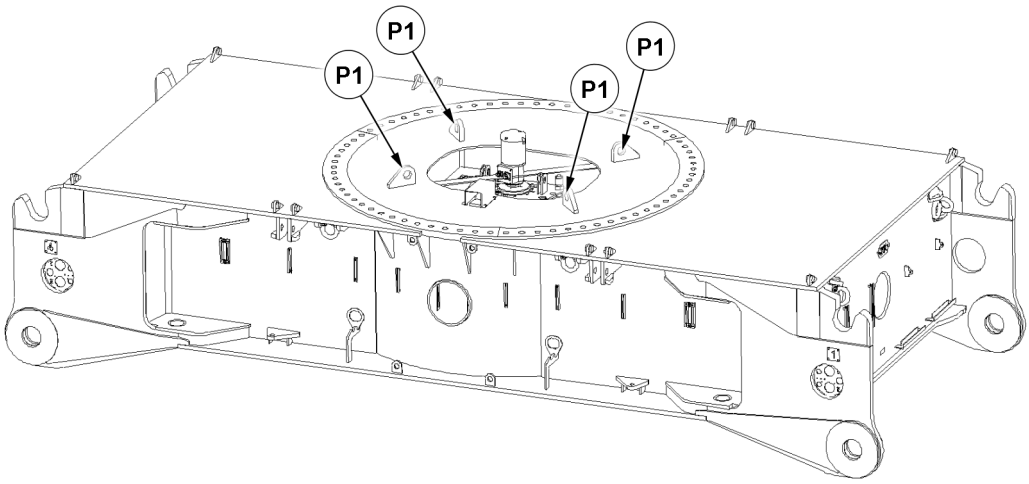

Fig.148785: Fastening points on the crawler center section

Fastening points	Component
P1	Crawler center section

3.2 Fastening points on the crawler carrier

NOTICE
Lugs in the operating position!
If the lugs in point **P2** are not swung down into the transport position after assembly with the auxiliary crane, then the crawler carrier and the hook points can be damaged later when driving the crane.
► Make sure that the lugs in point **P2** are swung into the transport position after completion of the crawler carrier assembly.

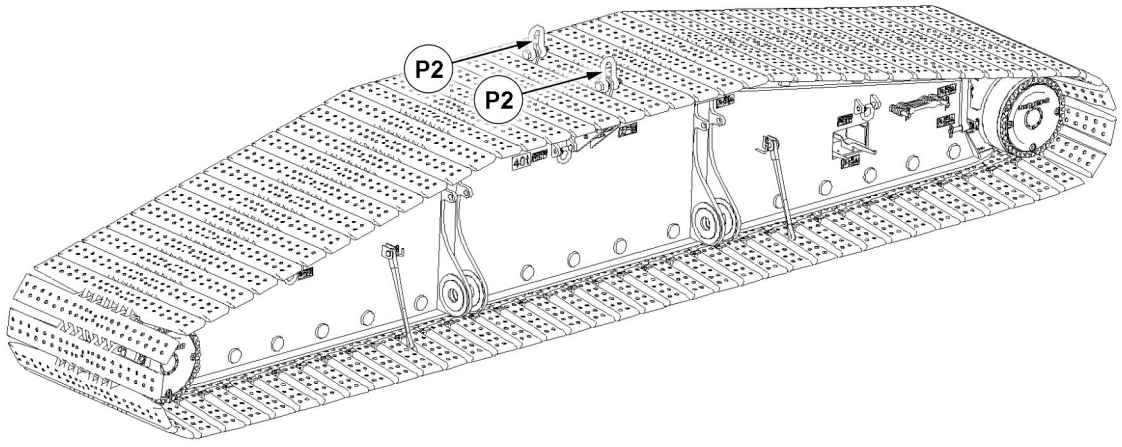

Fig.148786: Fastening points on the crawler carrier

Fastening points	Component
P2	Crawler carrier

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4 Assembly supports

4.1 Assembling the assembly supports in the operating position

WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.
- ► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
- ► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the supplied fall arrest system to prevent falling, see chapter 2.04.
- ► If fall protection equipment is available, then it must be used, see chapter 2.06.
- ► When lifting, lowering, swinging crane parts in and out, no persons may remain in the danger zone.
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work.
- ► It is prohibited to lean the ladder against the component being disassembled.
- ► Only step on the aids, ladders and catwalks with clean shoes.
- ► Keep aids, ladders and catwalks free of heavy dirt, snow, frost and ice.
- ► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
- ► Remaining on a suspended load is prohibited.
- ► Stepping or walking on crane components and lattice sections, which have an incline of more than 20° is prohibited.
- ► For all assembly work, the crane operator of the main crane must be in voice contact with the crane operator / crane operators of the auxiliary crane / auxiliary cranes.
- ► For assembly / disassembly tasks, the crane operator may only initiate crane movements when the responsible guide has explicitly released the movement.

WARNING
Danger of impact / crushing!
When assembling and disassembling crane components with the auxiliary crane, they can start to swing back and forth.
When lifting / lowering and positioning crane components, there is an increased danger of impacts / crushing.
Death, severe bodily injuries, property damage.
- ► Make sure that personnel cannot be caught by components.
- ► When working in danger zones: Use aids to protect limbs.
- ► Guide components with suitable aids to minimize oscillation.

DANGER
Do not disengage the auxiliary crane until the component is completely pinned and secured!
If a component is disengaged from the auxiliary crane before it is pinned, then it can fall.
Death, severe bodily injuries, property damage.
- ► Do not disengage the auxiliary crane until the component is pinned and secured.

WARNING
Working without personal protective equipment!
During assembly and disassembly of crane components, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.
- ► Use personal protective equipment.

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Note
- ► For the assembly of the crawler carriers with the SA-frame, the turntable must be assembled, see chapter 3.02.
- ► Illustrations are provided to provide a better example overview without a turntable and load lifting gear.

Note
- ► The swinging out and locking procedure of the assembly support is the same for all four assembly supports and is therefore described only once.

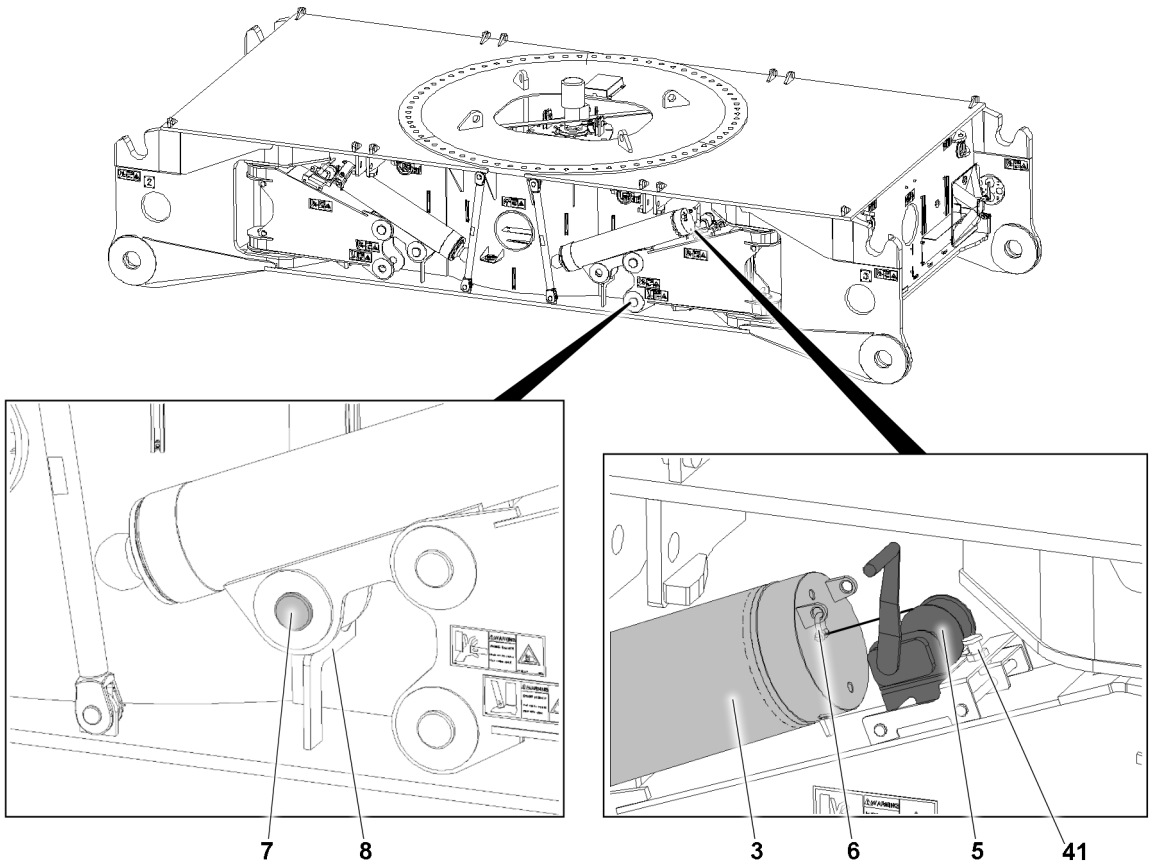

Fig.148789: Assembling the assembly supports in the operating position — lifting the assembly supports out of the transport retainer

3 Support cylinder
5 Rope winch
6 Eyehook
7 Pin
8 Transport retainer
41 Spring latch

This procedure is described based on the example of a crawler center section hanging on the auxiliary crane.

When the support cylinder is assembled on the ground, the following additional points must be observed:
- The substructure must be high enough so that the assembled hydraulic cylinder and support plates pass below it.
- The substructure must safely absorb the weight of the crawler center section.
- Both crawler carriers have been disassembled.

Make sure that the following prerequisite is met:
- The rope for the rope winch **5** is fastened to the eyehook **6** on the support cylinder **3**.

► Unpin the assembly support from the transport retainer **8**: Remove the retaining element and unpin the pin **7**.

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Before the rope winch **5** can be operated, the spring latch **41** must be pulled and the rope winch **5** must be moved to the side. The spring latch **41** must be engaged and the crank can be rotated freely.

► Pull the spring latch **41** up and hold it.
► Push the rope winch **5** out in direction of the crank until the spring latch **41** engages again.

Result:

– The rope winch **5** is locked in the operating position.

► Lift the support cylinder **3** out of the transport retainer **8** by spooling up the rope winch **5**.

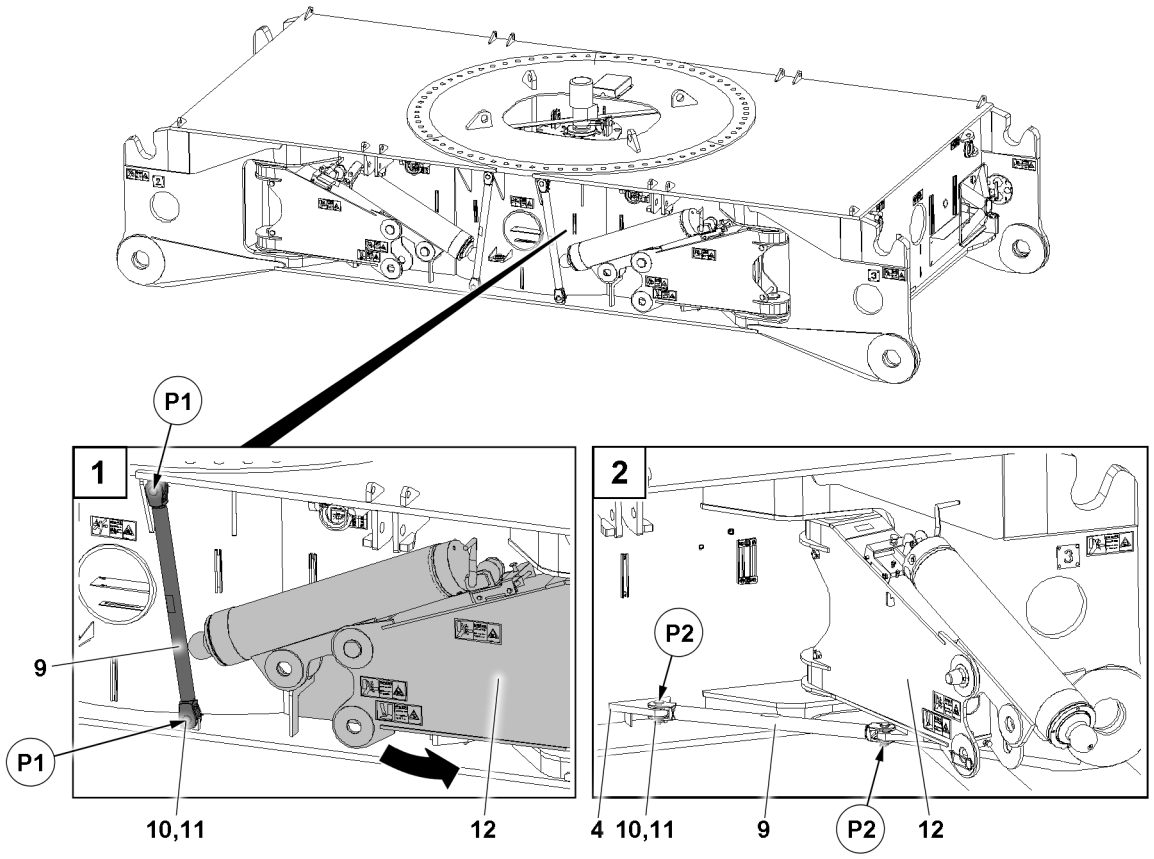

Fig.148790: Assembling the assembly supports in the operating position — swinging the assembly supports into the operating position

4 Crawler center section
9 Strut
10 Retaining element
11 Pin
12 Assembly support

WARNING
Disassembly of the strut **9** by one person!
The strut **9** can fall when being unpinned due to its own weight.
Death, severe bodily injuries, property damage.
► For safety reasons, the strut **9** must always be unpinned by **two** persons.
► Make sure that there are no persons within the danger zone during the entire unpinning procedure.

► Unpin the strut **9** from the transport position: Remove the retaining elements **10** and unpin the pins **11** in points **P1** on both sides.
► Swing the assembly support **12** out.

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WARNING
Strut **9** not secured!
If the strut **9** is not properly secured in the operating position, then it can loosen up by itself during crane operation.
Death, severe bodily injuries, property damage.
► Make sure for all four assembly supports that the strut **9** is properly secured with pin **11** and retaining element **10**.

► Pin the strut **9** on the crawler center section **4** and on the assembly support **12**: Insert the pins **11** in points **P2** on both sides and secure with the retaining element **10**.

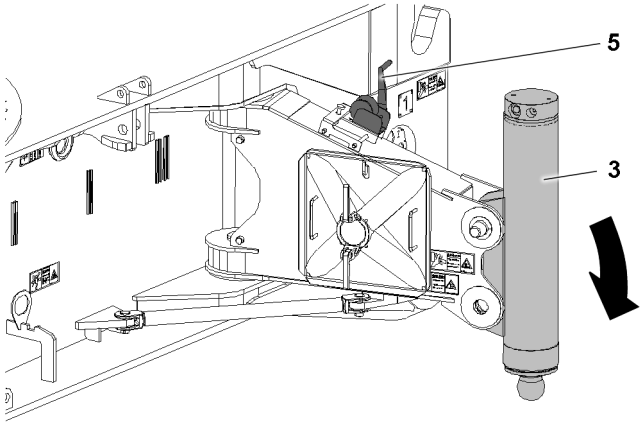

Fig.149374: Assembling the assembly supports in the operating position — swinging the support cylinders into the operating position

3 Support cylinder
5 Rope winch

► Spool out the rope winch **5** and lower the support cylinder **3**.

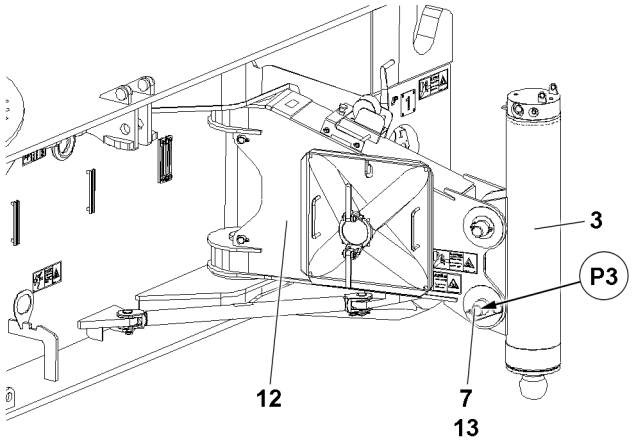

Fig.149375: Assembling the assembly supports in the operating position — pinning the support cylinders in the operating position

3 Support cylinder
7 Pin
12 Assembly support
13 Retaining element

► Pin the support cylinder **3** in point **P3** of the assembly support **12**: Insert the pin **7** and secure it with the retaining element **13**.

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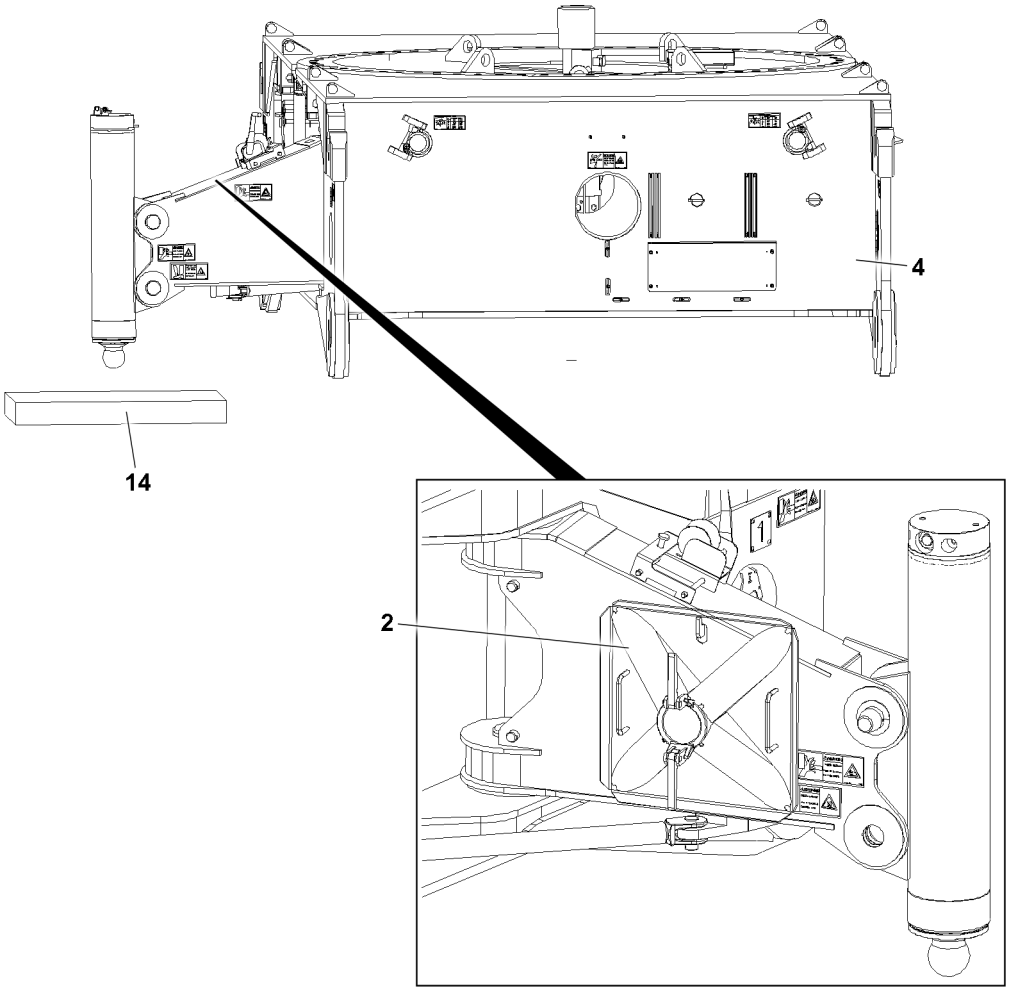

Fig.149376: Assembling the assembly supports in the operating position — positioning the support plates

2 Support plate
4 Crawler center section
14 Substructure

WARNING
Danger of accident due to improper substructure!
If the support plates **2** are not properly supported, the crawler center section **4** can sink into the ground.
Death, severe bodily injuries, property damage.
- ► The substructure of the support plates **2** must be able to safely absorb the weight of the crawler center section, the turntable and the crawler carrier.
- ► The substructure **14** must be made large enough for the ground conditions, with solid materials, such as wood, steel or concrete slabs, see chapter 2.04.

WARNING
Disassembly of the support plate by one person!
The support plate **2** can fall down due to its own weight when releasing it.
Death, severe bodily injuries, property damage.
- ► For safety reasons, always assemble the support plates **2** with **two** persons.
- ► Make sure that there are no persons within the danger zone during the entire unpinning procedure.

► Take the support plate **2** from the transport retainer and place it on the substructure **14**.

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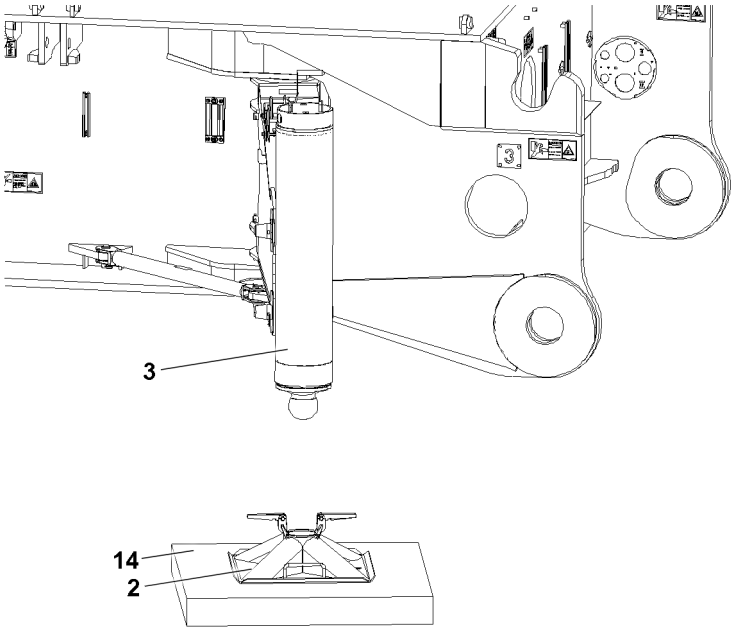

Fig.148793: Assembling the assembly supports in the operating position — aligning the support plates

2 Support plate **3** Support cylinder

► Align the support plate **2** with the support cylinder **3**.

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4.2 Connecting the hydraulic aggregate

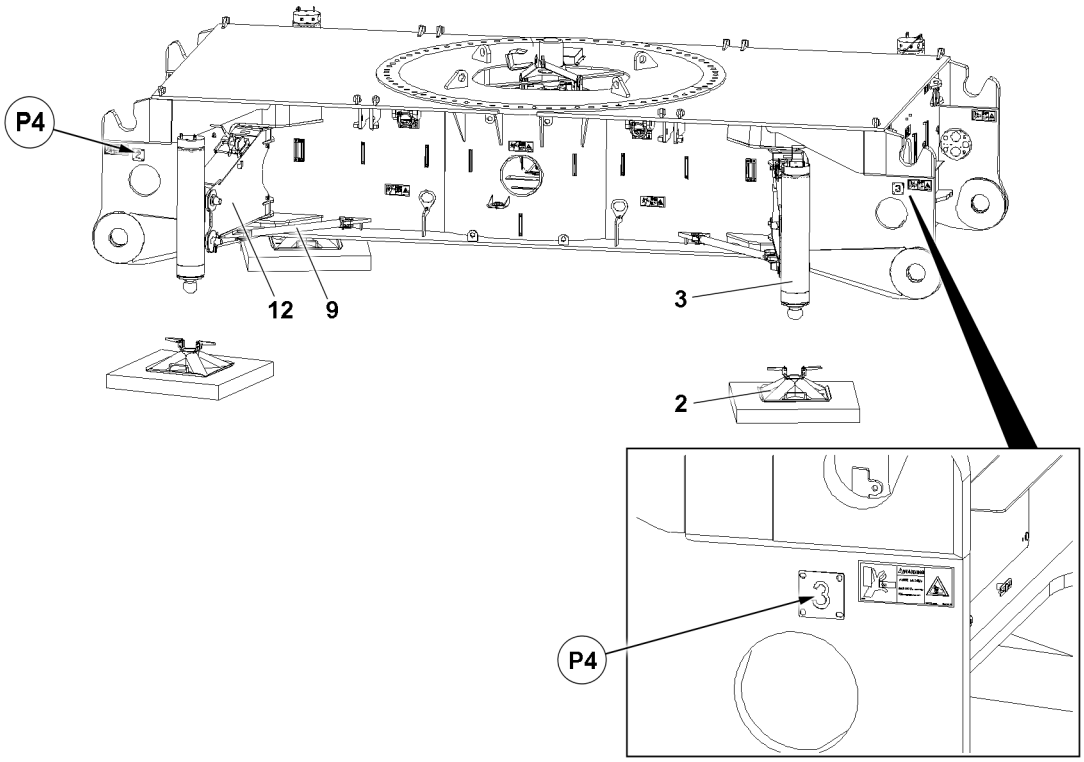

Fig.148795: Connecting the hydraulic aggregate — markings

2	Support plate	**9**	Strut
3	Support cylinder	**12**	Assembly support

Make sure that the following prerequisites are met:
- The assembly supports **12** are locked in the operating position with struts **9**.
- The support plates **2** are aligned with the support cylinder **3**.

Note

► The support cylinder **3** marking (numbers 1 to 4) are located on the crawler center section in points **P4**.

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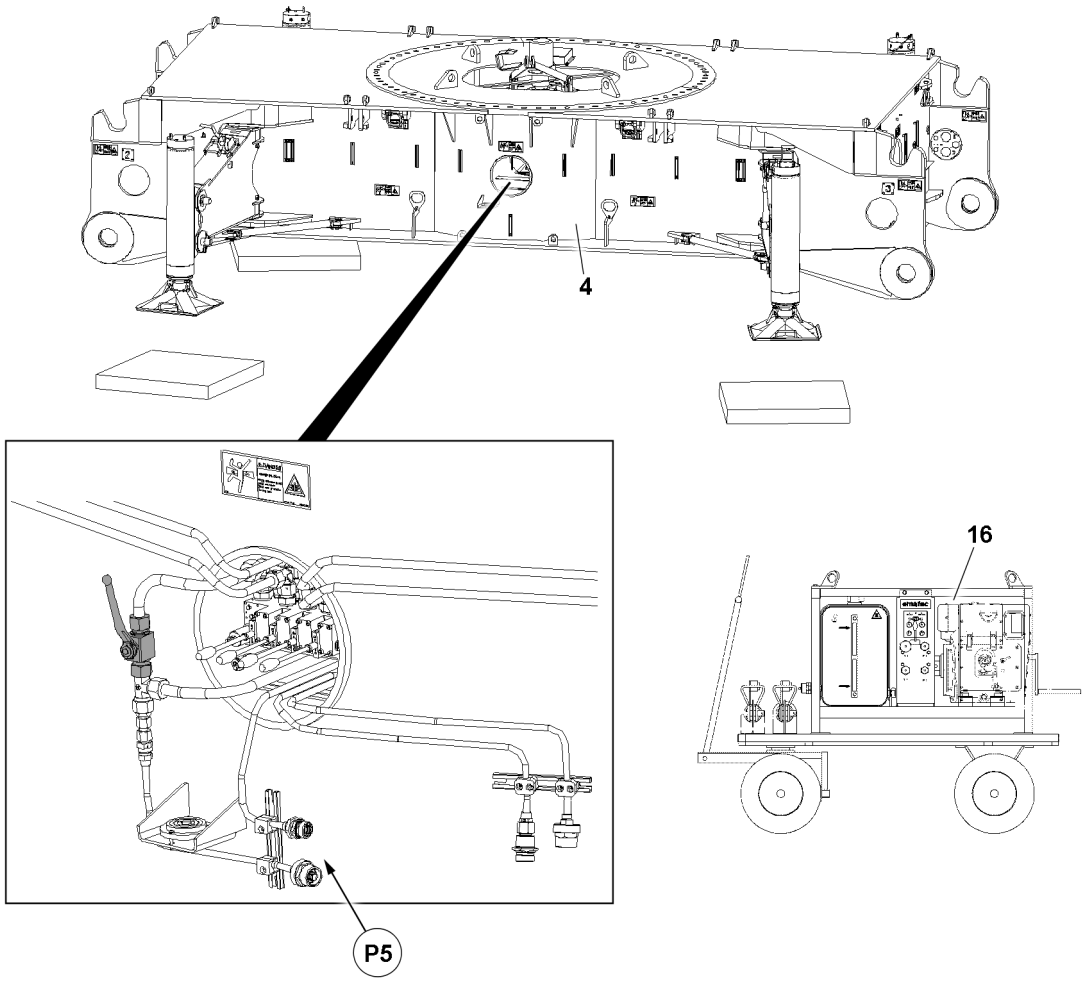

Fig.148796: Connecting the hydraulic aggregate — establishing the hydraulic connections

4 Crawler center section **16** Hydraulic aggregate

Note

- ► Observe the information in the Operating and Maintenance manual of the hydraulic aggregate.
- ► Hydraulic connections from hydraulic aggregate **16** to the crawler center section **4**, see the Hydraulic diagram.

WARNING

Pressure in the hydraulic lines!

If the pressure supply is not interrupted before connecting / releasing the hydraulic lines, the hydraulic oil can escape with high pressure.

Death, severe bodily injuries, property damage.

- ► Release the pressure in the hydraulic system before connecting / disconnecting: Interrupt the pressure supply and wait for a short time.

- ► Connect the coupling components (sleeve and connector) and screw together with the knurled nut.
- ► Tighten the hydraulic coupling by hand. Turn the knurled nut until it reaches a tangible, fixed stop position.
- ► Establish the hydraulic connections between the hydraulic aggregate **16** and the crawler center section **4** in point **P5**.

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4.3 Operating the assembly supports

WARNING
Incorrect prerequisites and procedures when supporting!
Depending on the assembly condition of the crawler center section and the extension condition of the support cylinders, the support forces of up to **90 t** can occur on the individual support cylinders.
Death, severe bodily injuries, property damage.
- ► Make sure that the ground under the support cylinders is able to safely take on the occurring support forces.
- ► Make sure that the support cylinders are supported from below over a large surface with load bearing materials.
- ► Make sure that the support cylinders are retracted and / or extended evenly.
- ► When supporting or lowering the crawler center section pay attention to the horizontal alignment.

WARNING
Improper support!
If the support plates **2** are not properly supported, then they can sink into the ground.
Death, severe bodily injuries, property damage.
- ► The substructure must be able to safely absorb the weight of the crawler center section, the turntable frame and the crawler carrier.
- ► The substructure must be made large enough for the ground conditions, with solid materials, such as wood, steel or concrete slabs, see chapter 2.04.

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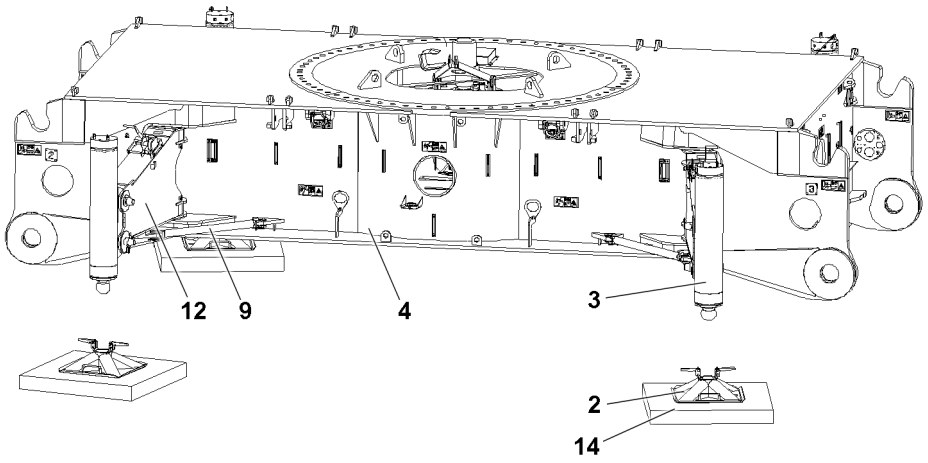

Fig.148797: Operating the assembly supports — prerequisites

2 Support plate
3 Support cylinder
4 Crawler center section
9 Strut
12 Assembly support
14 Substructure

Make sure that the following prerequisites are met:
- The assembly supports **12** are locked with struts **9**.
- The hydraulic cylinders **3** are pinned and secured.
- The hydraulic connections between the hydraulic aggregate and the crawler center section **4** have been properly established.
- The support cylinders **3** of the assembly support have been properly supported.
- The support plates **2** are aligned with the substructure **14** such that the hydraulic cylinder **3** can be retracted.
- The hydraulic aggregate is turned on.

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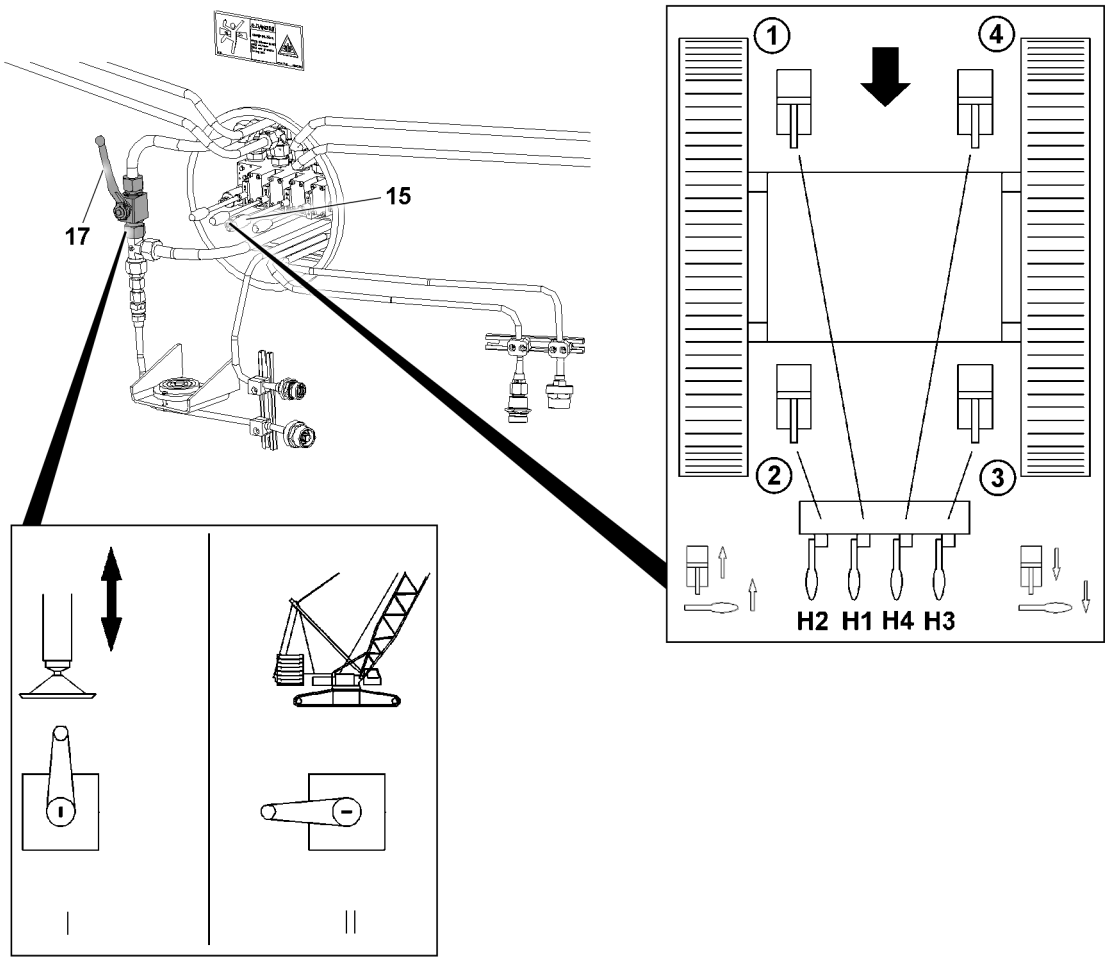

Fig.148798: Operating the assembly supports — function assignment

15 Hand lever **17** Ball valve

Note
- ► The support cylinders are marked with numbers.
- ► Observe the identification on the hand lever **15** and on the support cylinder.

Ball valve positions	
Position **I**	Assembly support
Position **II**	Crane operation / crawler carrier installation with SA-frame

Function assignment of hand levers for the support cylinders	
H1	Hand lever for support cylinder **1**, left rear
H2	Hand lever for support cylinder **2**, left front
H3	Hand lever for support cylinder **3**, right front
H4	Hand lever for the support cylinder **4**, right rear

- ► Set the ball valve **17** to the „assembly support“ position **I**.

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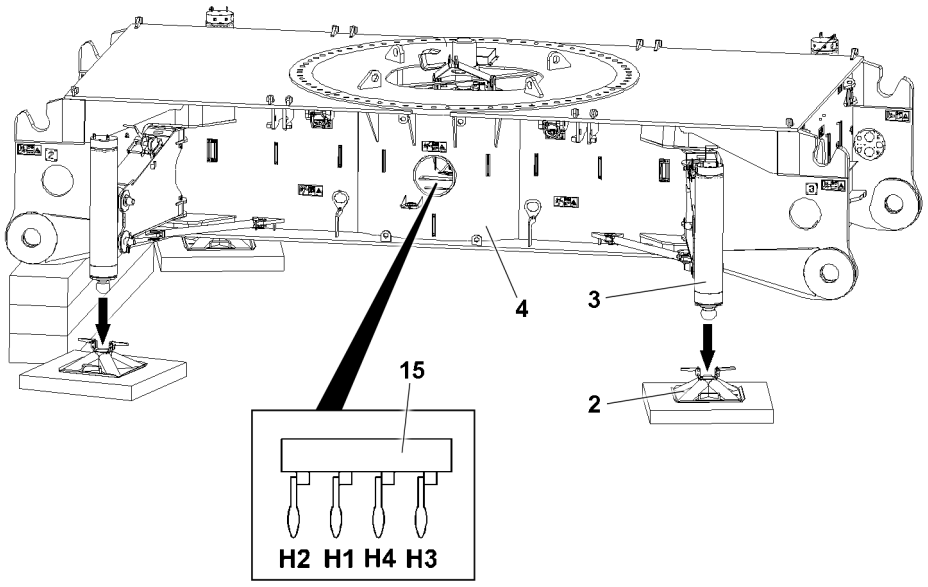

Fig.148799: Operating the assembly supports — operation

2 Support plate
3 Support cylinder
4 Crawler center section
15 Hand lever

WARNING
The crawler center section is not horizontal!
If the support cylinders **3** are extend and retracted unevenly, the crawler center section **4** can tip over.
Death, severe bodily injuries, property damage.
► When lifting the crawler center section **4**, pay attention to the horizontal alignment.
► Perform a visual inspection.

If the support cylinders **3** must be extended:
► Actuate the hand lever **H1**, hand lever **H2**, hand lever **H3** and hand lever **H4** downward.
► Align the crawler center section horizontally with the aid of the sight gauge **18**.

When the crawler center section is properly supported and horizontally aligned:
► Put the ball valve **17** in the „crane operation / crawler carrier installation“ position **II**.
► Turn the hydraulic aggregate off.

Result:

– The crawler center section is supported.

If the support cylinders must be retracted:
► Actuate the hand lever **H1**, hand lever **H2**, hand lever **H3** and hand lever **H4** upward.

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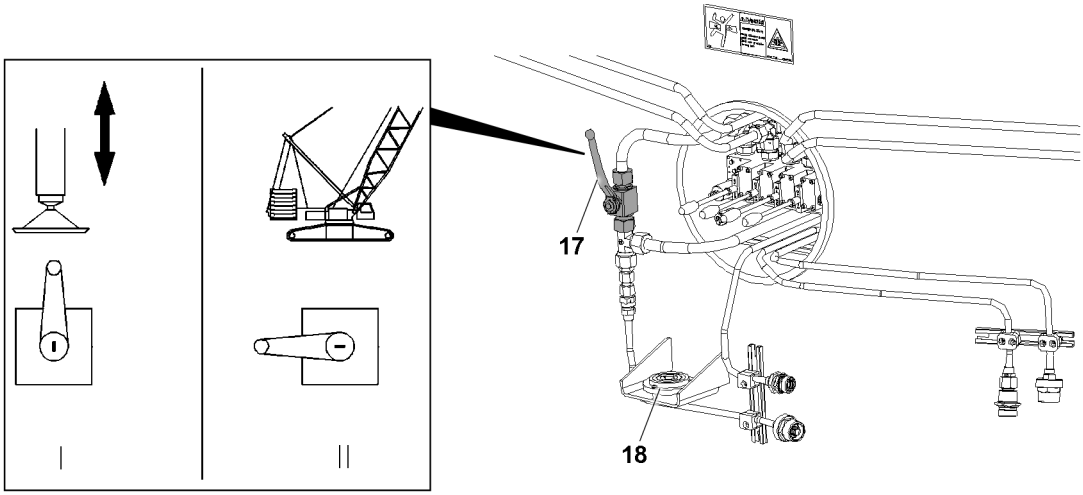

Fig.148800: Operating the assembly supports — aligning the crane horizontally

17 Ball valve **18** Sight gauge

Note

► The horizontal alignment of the crawler center section is checked and aligned with the aid of the sight gauge **18**.

► Align the crawler center section horizontally with the aid of the sight gauge **18**.

When the support cylinders are retracted:

► Put the ball valve **17** in the „crane operation / crawler carrier installation“ position **II**.

► Turn the hydraulic aggregate off.

Result:

– The support cylinders are retracted.

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4.4 Assembling the assembly supports in the transport position

WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.
- ► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
- ► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the supplied fall arrest system to prevent falling, see chapter 2.04.
- ► If fall protection equipment is available, then it must be used, see chapter 2.06.
- ► When lifting, lowering, swinging crane parts in and out, no persons may remain in the danger zone.
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work.
- ► It is prohibited to lean the ladder against the component being disassembled.
- ► Only step on the aids, ladders and catwalks with clean shoes.
- ► Keep aids, ladders and catwalks free of heavy dirt, snow, frost and ice.
- ► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
- ► Remaining on a suspended load is prohibited.
- ► Stepping or walking on crane components and lattice sections, which have an incline of more than 20° is prohibited.
- ► For all assembly work, the crane operator of the main crane must be in voice contact with the crane operator / crane operators of the auxiliary crane / auxiliary cranes.
- ► For assembly / disassembly tasks, the crane operator may only initiate crane movements when the responsible guide has explicitly released the movement.

WARNING
Danger of impact / crushing!
When assembling and disassembling crane components with the auxiliary crane, they can start to swing back and forth.
When lifting / lowering and positioning crane components, there is an increased danger of impacts / crushing.
Death, severe bodily injuries, property damage.
- ► Make sure that personnel cannot be caught by components.
- ► When working in danger zones: Use aids to protect limbs.
- ► Guide components with suitable aids to minimize oscillation.

DANGER
Do not disengage the auxiliary crane until the component is completely pinned and secured!
If a component is disengaged from the auxiliary crane before it is pinned, then it can fall.
Death, severe bodily injuries, property damage.
- ► Do not disengage the auxiliary crane until the components are pinned and secured.

WARNING
Working without personal protective equipment!
During assembly and disassembly of crane components, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.
- ► Use personal protective equipment.

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Note
- ► Illustrations are provided to provide a better example overview without a turntable and load lifting gear.
- ► The assembly of the assembly supports in the transport position is described based on the example with take-down on a substructure. The assembly procedure in the transport position applies in the same way when the crawler carriers are assembled.

Note
- ► Assembly in the transport position is the same for all four assembly supports and is therefore described only once.

4.4.1 Supporting the crawler center section

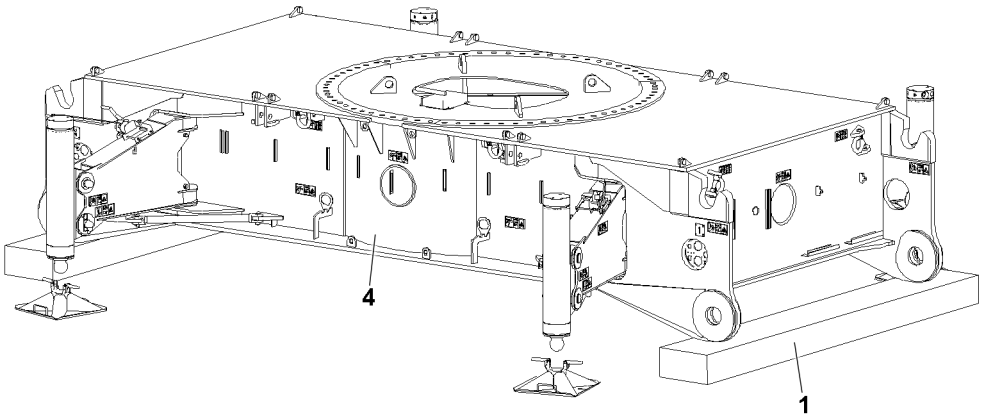

Fig.149433: Supporting the crawler center section

1 Substructure **4** Crawler center section

Note
- ► This section is only relevant is both crawler carriers are disassembled and the crawler center section **4** is not hanging on the auxiliary crane.

Make sure that the following prerequisite is met:
- – The crawler carriers are completely disassembled.

Note
- ► The substructure **1** must be high enough so that the support cylinders can be completely retracted and folded into the transport position.
- ► The substructure **1** must safely absorb the weight of the crawler center section **4**.

- ► Support the crawler center section **4** with hardwood timbers or other suitable materials.

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4.4.2 Lowering the crawler center section on the substructure

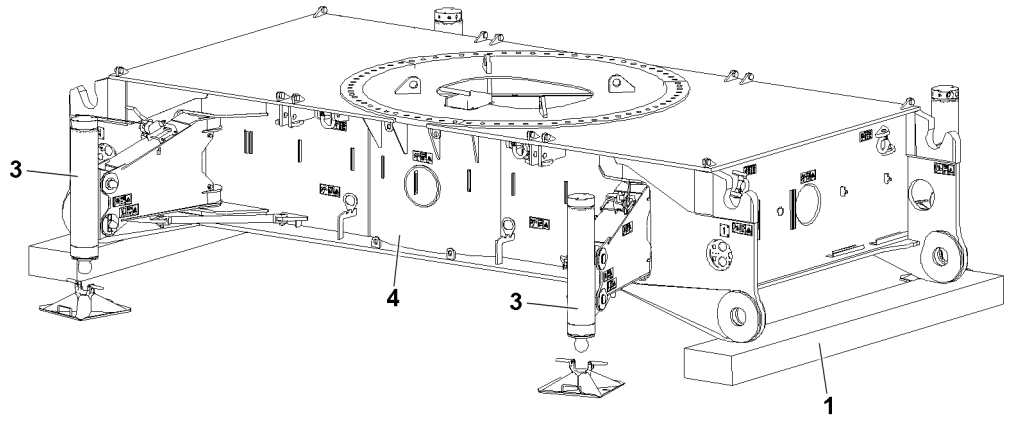

Fig.149404: Lowering the crawler center section on the substructure

1 Substructure
3 Support cylinder
4 Crawler center section

Note
► This section is only relevant is both crawler carriers are disassembled and the crawler center section **4** is not hanging on the auxiliary crane.

Make sure that the following prerequisite is met:
– The crawler center section **4** is supported properly with materials **1** of sufficient load-bearing capacity.

WARNING
The crawler center section **4** is not horizontal when lowering!
If the support cylinders **3** are retracted unevenly, the crawler center section **4** can tip over.
Death, severe bodily injuries, property damage.
► When lowering the crawler center section **4**, pay attention to the horizontal alignment.
► Perform a visual inspection.

► Completely retract the support cylinders **3**, see section „Operating the assembly supports“.

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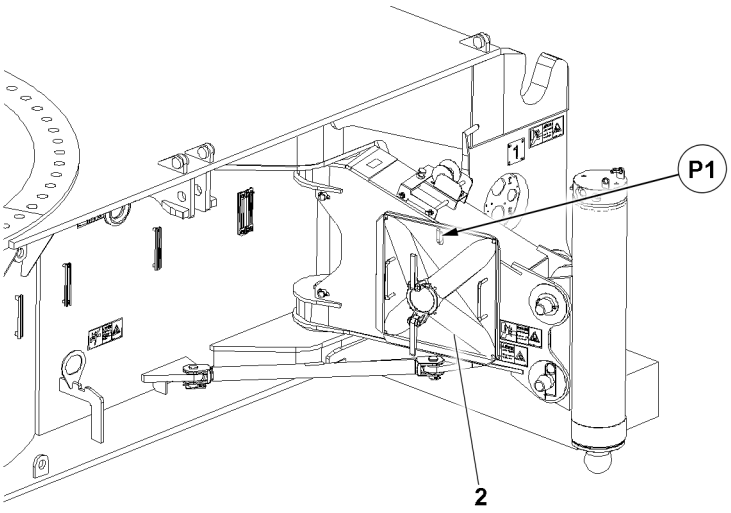

Fig.149405: Lowering the crawler center section on the substructure — transport position support plates

2 Support plate

► Fasten the support plates **2** in the transport position **P1**.

4.4.3 Assembling the assembly supports in the transport position

Note

► The swinging in and locking procedure of the assembly support is the same for all four assembly supports and is therefore described only once.

Make sure that the following prerequisite is met:

– The support plates are in the transport position.

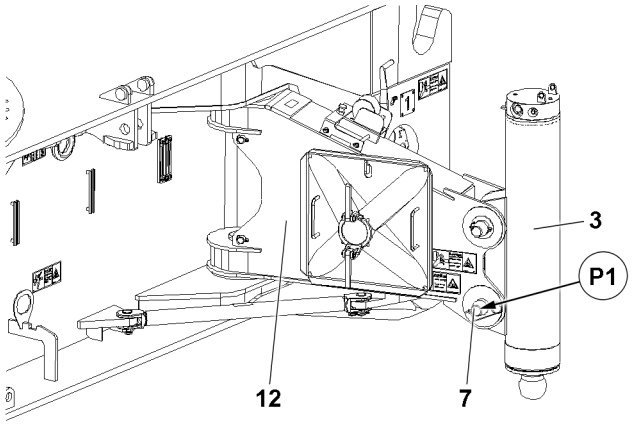

Fig.149406: Assembling the assembly supports in the transport position — unpinning the support cylinders

3 Support cylinder
7 Pin
12 Assembly support

► Unpin the support cylinder **3** in point **P1** of the assembly support **12**: Release and unpin the pin **7**.

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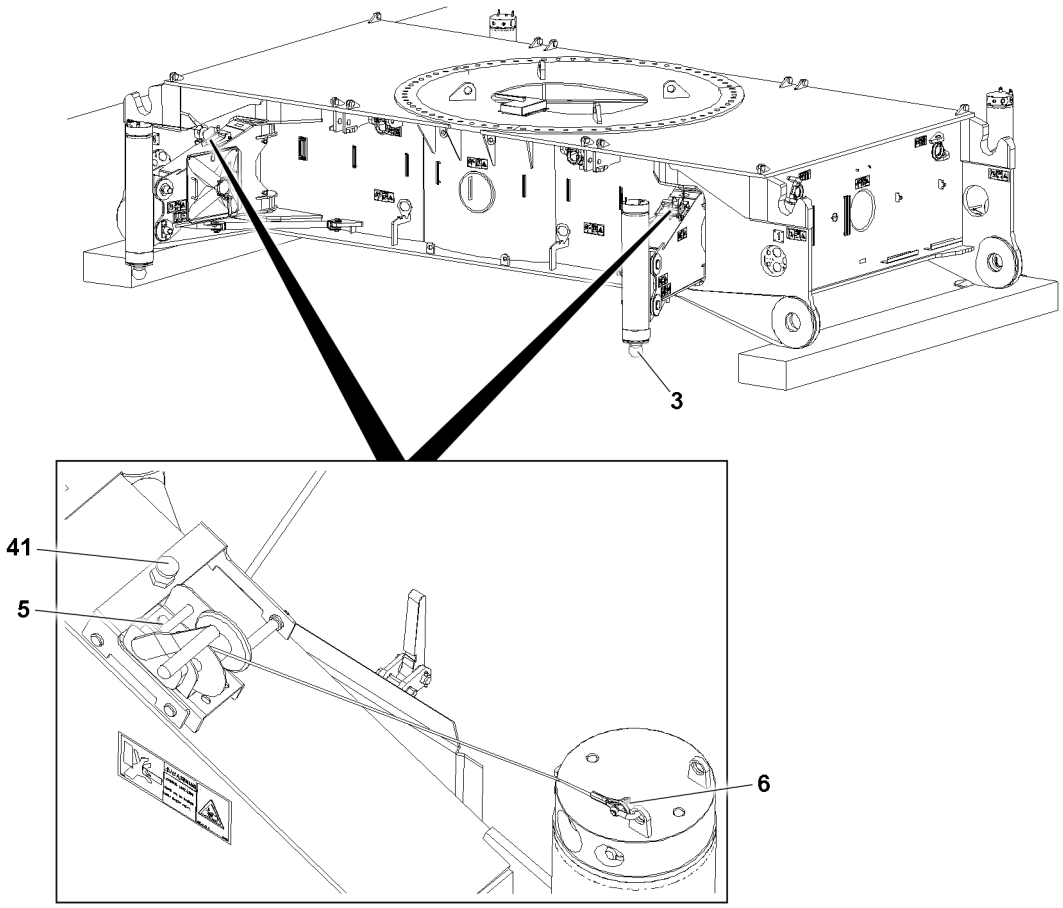

Fig.149407: Assembling the assembly supports in the transport position — assembling the rope winch

3 Support cylinder
5 Rope winch
6 Eyehook
41 Spring latch

Before the rope winch **5** can be operated, the spring latch **41** must be pulled and the rope winch **5** must be moved to the side. The spring latch **41** must be engaged and the crank can be rotated freely.

► Pull the spring latch **41** up and hold it.
► Push the rope winch **5** out in direction of the crank until the spring latch **41** engages again.

Result:

– The rope winch **5** is locked in the operating position.

► Attach the rope of the rope winch **5** to the eyehook **6**.
► Lift the support cylinder **3** as far as possible by spooling up the rope winch **5**.

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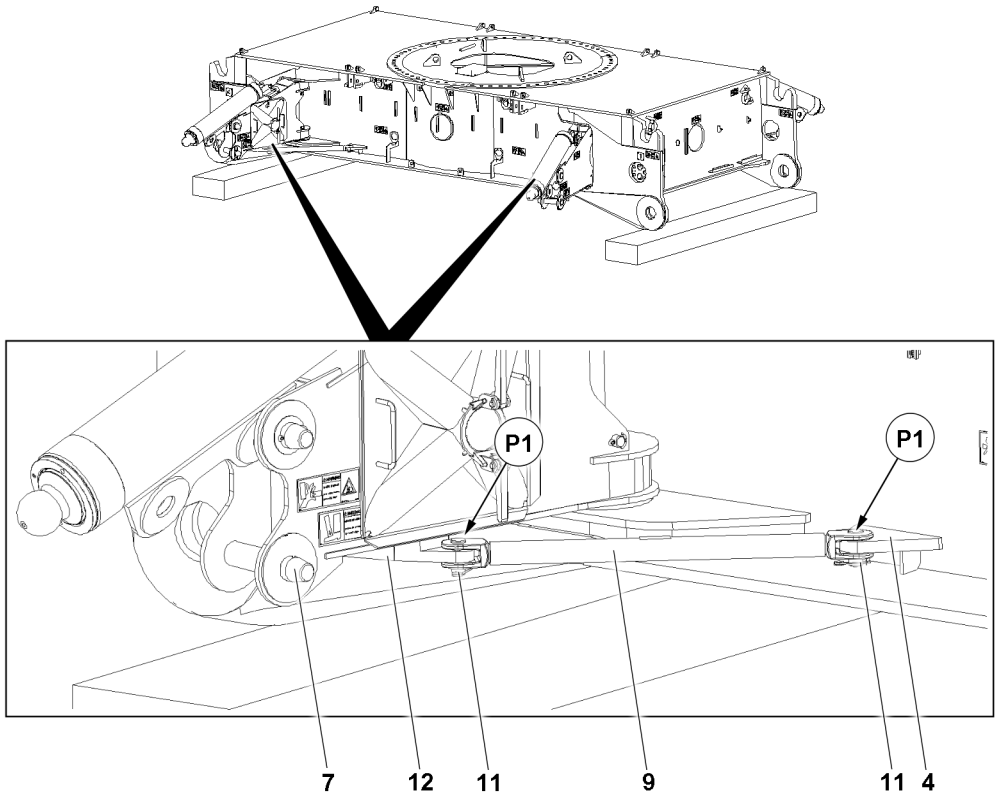

Fig.149408: Assembling the assembly supports in the transport position — disassembling the struts

4 Crawler center section
7 Pin
9 Strut
11 Pin
12 Assembly support

Note
► The pin **7** is not yet secured with the retaining element at this moment.

► Insert the pin **7**.
► Unpin the strut **9** on the crawler center section **4** and on the assembly support **12**: Release the pins **11** in points **P1** and unpin.

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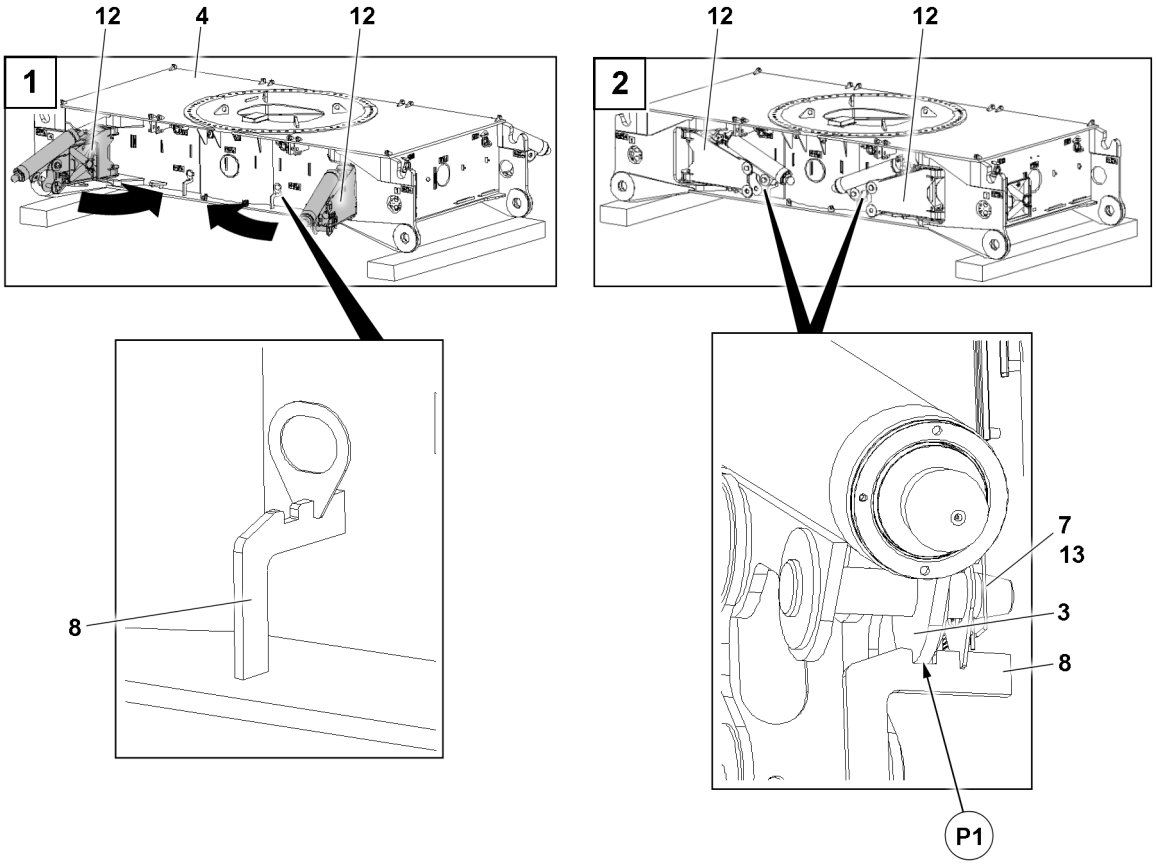

Fig.149410: Assembling the assembly supports in the transport position — swinging the assembly supports into the transport position

3 Support cylinder
4 Crawler center section
7 Pin
8 Transport retainer
12 Assembly support
13 Retaining element

► Swing the assembly support **12** in to the transport retainer **8** on the crawler center section **4**.
► Until the support cylinder **3** is engaged in position **P1**: Lower the support cylinder **3** with the hand winch.

When the assembly support **12** is locked on the crawler center section **4**:
► Secure the assembly support **12** with the pin **7** and the retaining element **13**.

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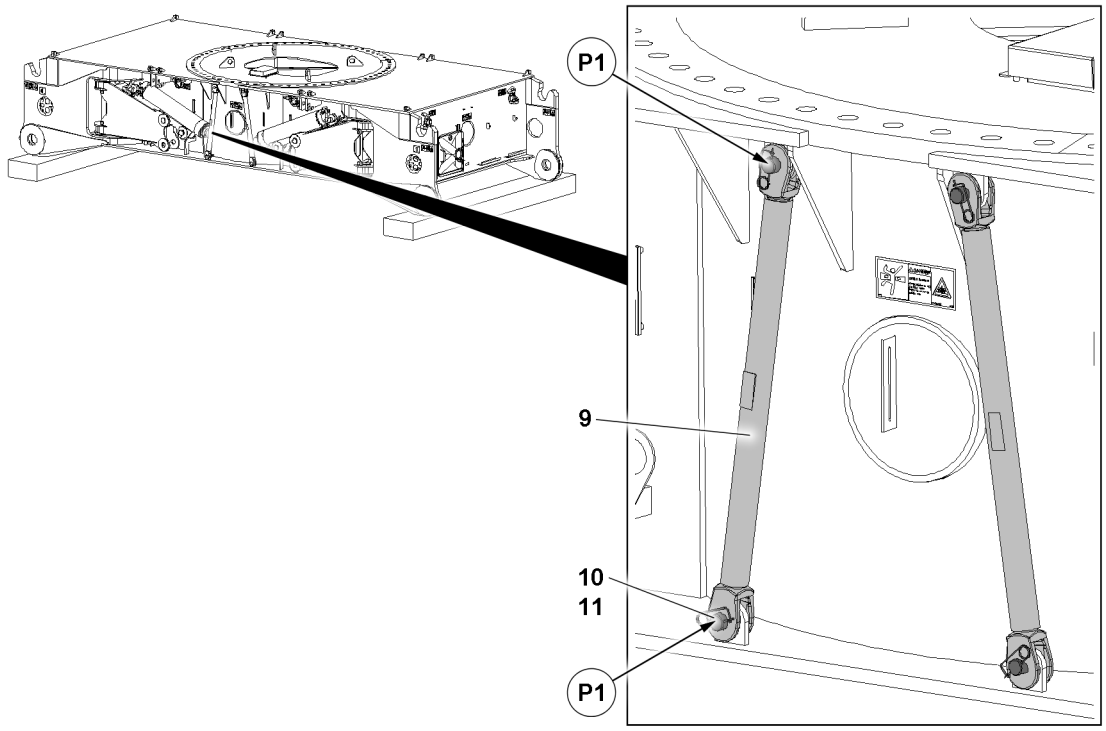

Fig.149409: Assembling the assembly supports in the transport position — pinning the struts in the transport position

9 Struts
10 Retaining element
11 Pin

► Assemble the struts **9** in the transport position: Insert the pins **11** in points **P1** and secure with the retaining element **10**.

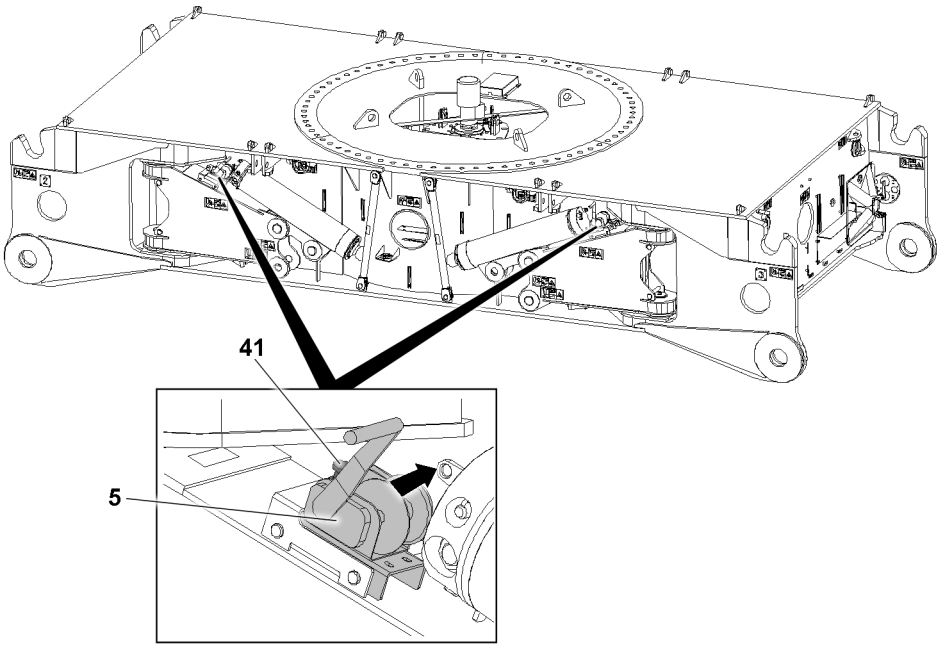

Fig.149411: Assembling the assembly supports in the transport position — locking the rope winch in the transport position

5 Rope winch
41 Spring latch

► Bring the rope winch **5** into the transport position: Pull the spring latch **41** up and hold it.

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► Push the rope winch **5** inward in the direction of crawler center section until the spring latch **41** engages.

Result:

– The rope winch **5** is locked in the transport position.

5 Assembling / disassembling the crawler carriers with the SA-frame

5.1 Assembling the crawler carriers with SA-frame

WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.
► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the supplied fall arrest system to prevent falling, see chapter 2.04.
► If fall protection equipment is available, then it must be used, see chapter 2.06.
► When lifting, lowering, swinging crane parts in and out, no persons may remain in the danger zone.
► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work.
► It is prohibited to lean the ladder against the component being disassembled.
► Only step on the aids, ladders and catwalks with clean shoes.
► Keep aids, ladders and catwalks free of heavy dirt, snow, frost and ice.
► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
► Remaining on a suspended load is prohibited.
► Stepping or walking on crane components and lattice sections, which have an incline of more than 20° is prohibited.
► For all assembly work, the crane operator of the main crane must be in voice contact with the crane operator / crane operators of the auxiliary crane / auxiliary cranes.
► For assembly / disassembly tasks, the crane operator may only initiate crane movements when the responsible guide has explicitly released the movement.

WARNING
Danger of impact / crushing!
When assembling and disassembling crane components with the auxiliary crane, they can start to swing back and forth.
When lifting / lowering and positioning crane components, there is an increased danger of impacts / crushing.
Death, severe bodily injuries, property damage.
► Make sure that personnel cannot be caught by components.
► When working in danger zones: Use aids to protect limbs.
► Guide components with suitable aids to minimize oscillation.

DANGER
Do not disengage the auxiliary crane until the component is completely pinned and secured!
If a component is disengaged from the auxiliary crane before it is pinned, then it can fall.
Death, severe bodily injuries, property damage.
► Do not disengage the auxiliary crane until the component is pinned and secured.

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WARNING
Working without personal protective equipment!
During assembly and disassembly of crane components, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.
► Use personal protective equipment.

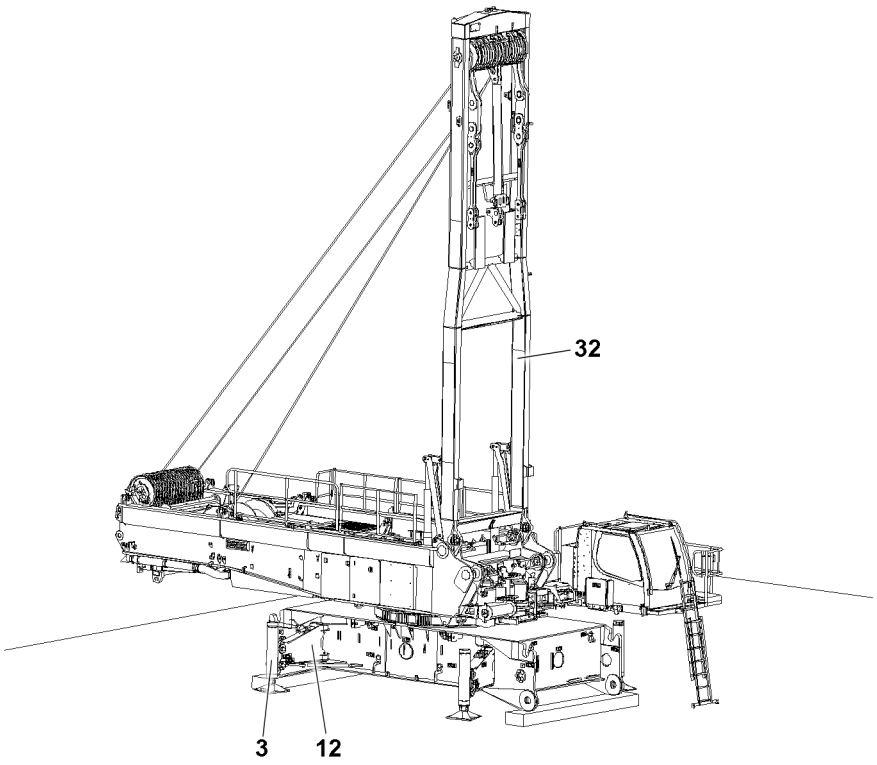

Fig.149377: Assembling the crawler carriers with SA-frame

3 Support cylinder
12 Assembly support
32 SA-frame

Make sure that the following prerequisites are met:
– The set up location is level and has a sufficient load bearing capacity.
– The SA-frame **32** is erected to the 90° „vertical“ position, see chapter 5.02.
– The assembly supports **12** are in the operating position, see section „Assembling the assembly supports“.
– The support cylinders **3** have been fully retracted.
– The hydraulic aggregate is connected, see section „Connecting the hydraulic aggregate“.

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5.1.1 Lifting the crawler center section

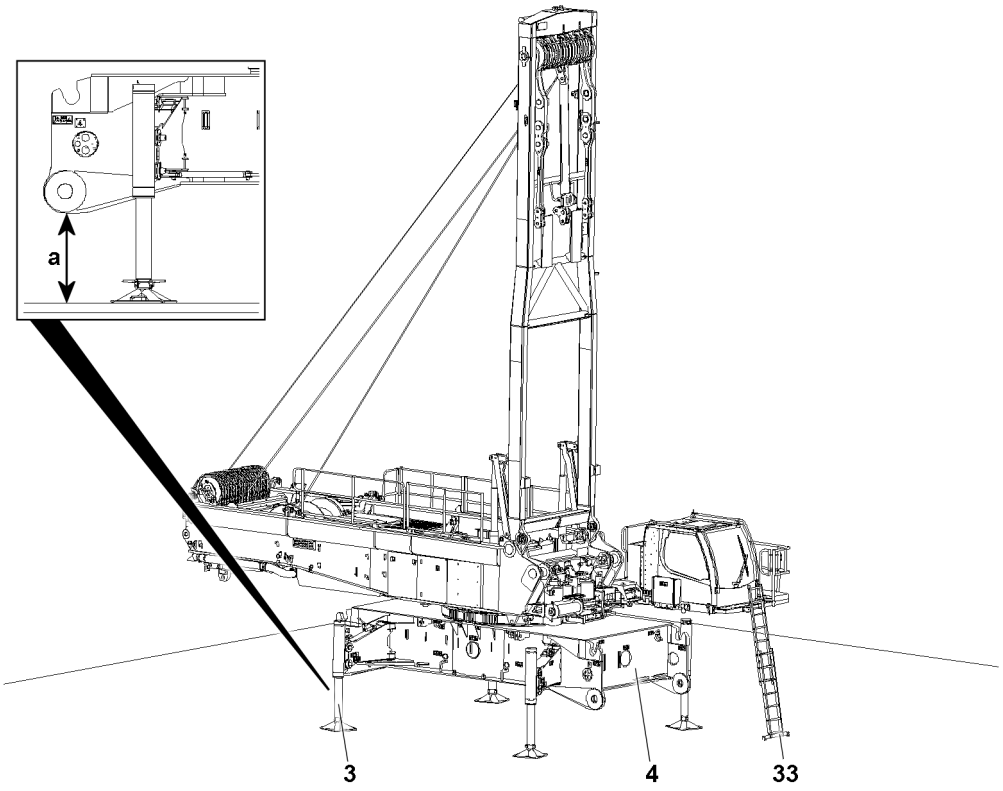

Fig.149378: Lifting the crawler center section

a	950 mm	**4**	Crawler center section
3	Support cylinder	**33**	Leaning ladder

WARNING
The SA-frame **32** is not vertically aligned!
If the SA-frame **32** is not in „vertical“ position before supporting the crane, the crane can topple over.
Death, severe bodily injuries, property damage.
► Make sure that the SA-frame **32** is erected vertically before the crane is supported.

WARNING
Ground not sufficiently load bearing!
If the ground is not sufficiently load bearing, the crane can topple over.
Death, severe bodily injuries, property damage.
► Make sure that the ground has sufficient load bearing capacity to take on the weight of the crane safely.

► Lift the crawler center section **4** evenly until the distance **a** = 950 mm: Extend the support cylinder **3**, see section „Assembly supports“.
► Remove the substructure.
► Realign the leaning ladder **33** if necessary, see chapter 2.06.

5.1.2 Preparing the crawler carrier for assembly

Note
► The description applies for both crawler carriers.

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WARNING
Working without personal protective equipment!
During assembly and disassembly of the crane components, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.
► Use personal protective equipment.

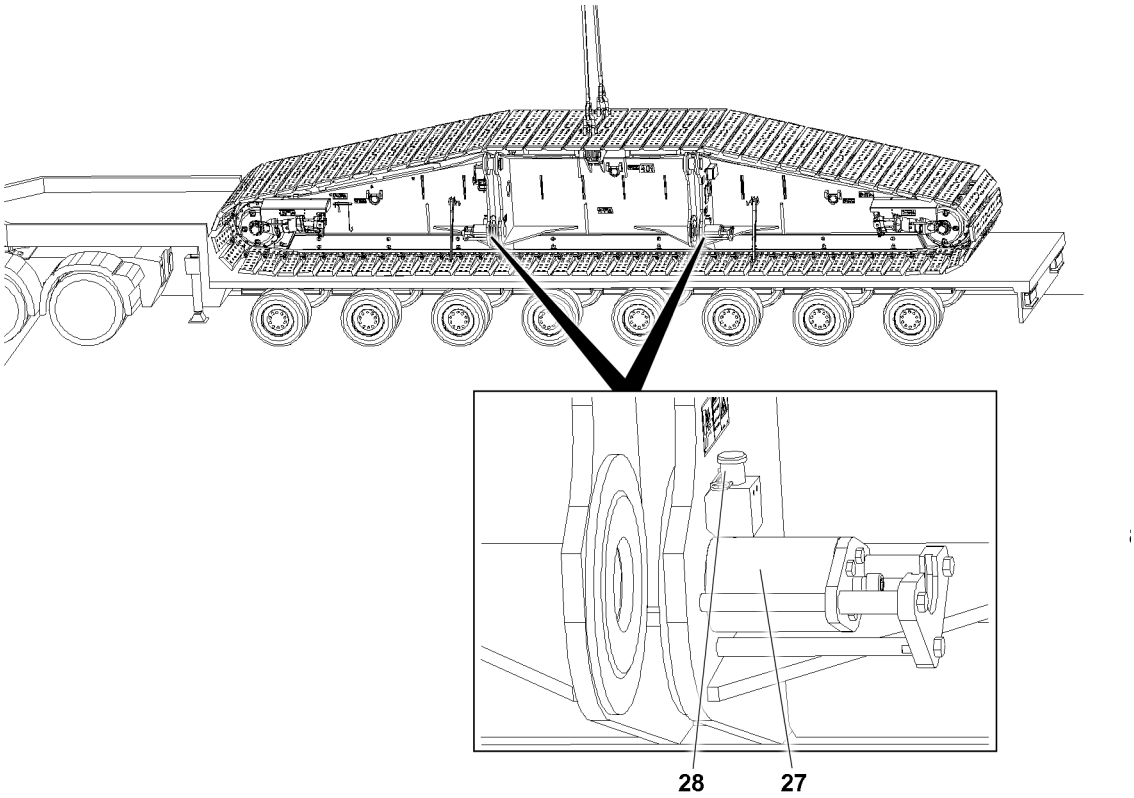

Fig.149384: Preparing the crawler carrier for assembly — unpinned pins

27 Pin **28** Retaining pin

Make sure that the following prerequisites are met:
– The pins **27** are unpinned.
– The retaining pins **28** are secured in the unpinned position.

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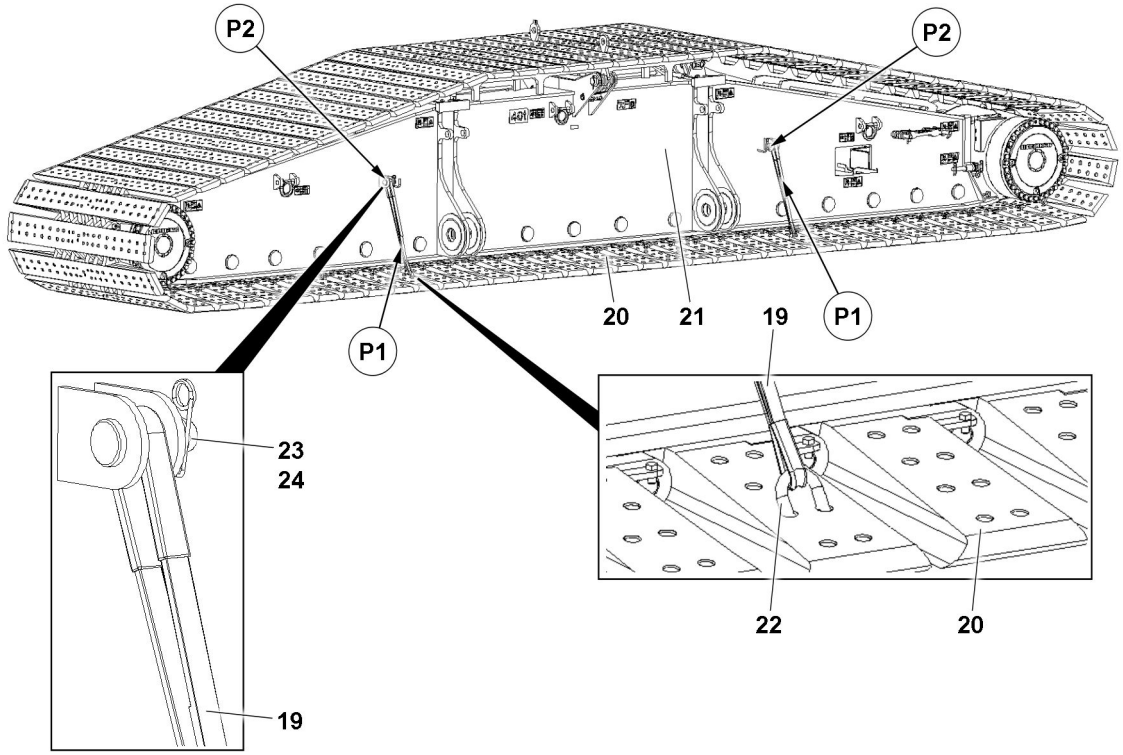

Fig.148801: Preparing the crawler carrier for assembly — securing the outrigger pads

19 Belt
20 Outrigger pad
21 Crawler carrier
22 Bracket
23 Pin
24 Retaining element

Note

► Four belts **19** must be used for each crawler carrier **21**: Two on each side.

The outrigger pads **20** must be secured before assembly with belts **19** on the crawler carrier **21** to prevent sagging (points **P1**).

► Disengage the belts **19** in park position **P2**.
► Hang the belts **19** with the brackets **22** in the outrigger pads **20**.
► Check if all belts **19** are secured with pins **23** and retaining elements **24**.

If the belts **19** are not secured:

► Insert the pin **23** through the belt **19** and secure with the retaining element **24**.

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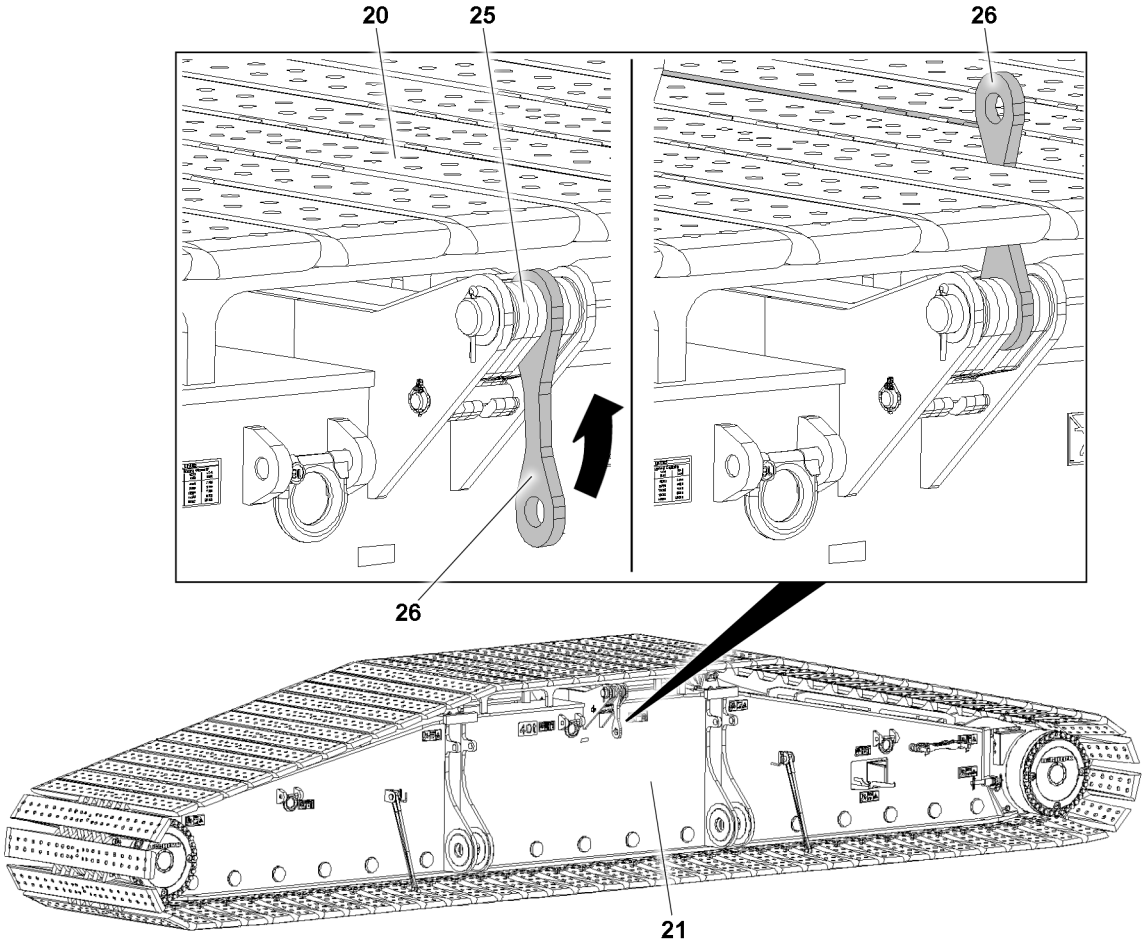

Fig.148803: Preparing the crawler carrier for assembly — assembling the lugs in the operating position

20 Outrigger pad
21 Crawler carrier
25 Spacer plate
26 Lug

Note

- ► Arrange the spacer plate **25** to the right and left of the lugs **26** such that the lugs **26** can be swung up between the outrigger pads **20**.
- ► If the lugs **26** are swung upward, they are in the operating position.

- ► Swing the lugs **26** upward between the outrigger pads **20**.
- ► Fill the columns on both sides with spacer plates **25**.
- ► Fasten the crawler carrier **21** to the lugs **26**, see section „Fastening points on the crawler carrier“.

5.1.3 Assembling the first crawler carrier

WARNING
Incorrect prerequisites and procedures when supporting!
Depending on the assembly condition of the crane and the extension condition of the support cylinders, the support forces on the individual support cylinders can occur up to **90 t**.
Death, severe bodily injuries, property damage.

- ► Make sure that the ground under the support cylinders is able to safely take on the occurring support forces.
- ► Make sure that the support cylinders are supported from below over a large surface with load bearing materials.
- ► Make sure that the support cylinders are retracted and / or extended evenly.
- ► When supporting or lowering the crawler center section pay attention to the horizontal alignment.

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NOTICE
The crane is not horizontally aligned!
If the crane is not horizontally aligned, it can be severely damaged when unloading the crawler carrier.
► Make sure that the crane is horizontally aligned.

NOTICE
Exceeding the maximum distance between the crawler carrier and the center of the turntable!
If the maximum distance is exceeded, the crane can be severely damaged when unloading the crawler carrier.
► The maximum permissible distance of 5500 mm between the center of the crawler carrier and the center of the turntable may not be exceeded.

NOTICE
Failure to observe the data in the SA-operation load chart!
If the data from the SA-operation load chart is not observed, the crane can be severely damaged when unloading the crawler carrier.
► The data in the SA-operation load chart must be adhered to.

Note
► Note the identification on the crawler carrier and the crawler center section.
► The crawler carrier and crawler center section are marked with numbers.

WARNING
Working without personal protective equipment!
During assembly and disassembly of the crane components, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.
► Use personal protective equipment.

Make sure that the following prerequisites are met:
– The crawler center section is supported: The support cylinders are fully extended.
– The crawler center section is horizontally aligned.
– The turntable is properly assembled and secured on the crawler center section, see chapter 3.02.
– The „SA-frame“ operating mode has been set and confirmed on the LICCON computer system.
– The SA-frame is erected to 90°, see chapter 5.02.
– The pull cylinder is unsecured.
– Observe the SA-frame angle indicator on the LICCON monitor, see chapter 4.02.
– Extend the hydraulic support cylinders until the distance between the crawler center section and the ground is 950 mm.
– The outrigger pads of the crawler carrier are secured to prevent them from sagging.
– The maximum height of the loading surfaces of the crawler carrier transport vehicle may not exceed 1000 mm.

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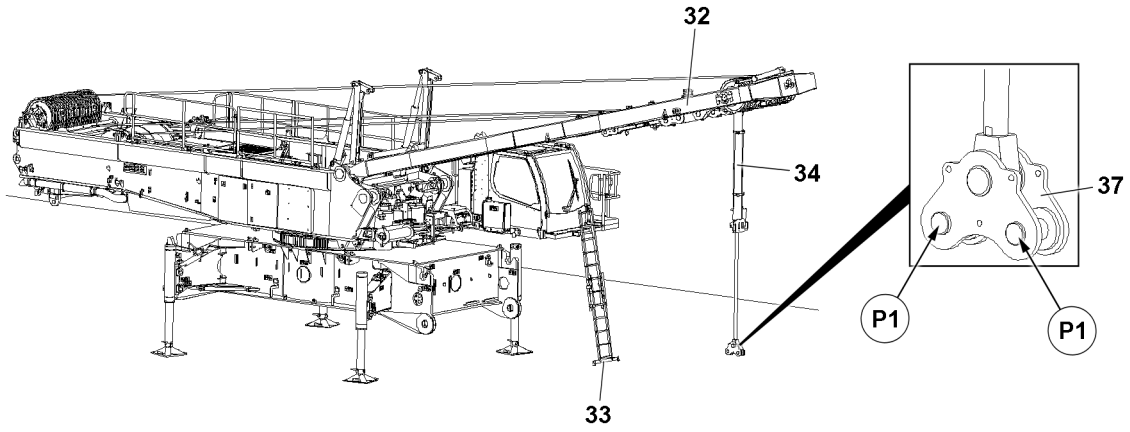

Fig.149379: Assembling the first crawler carrier — 15° SA-frame position

32 SA-frame
33 Leaning ladder
34 Pull cylinder
37 Assembly device

► Luff the SA-frame **32** down to 15°.

Note
► The pull cylinder **34** may not be completely extended.
► If the pull cylinder **34** is completely extended and the limit switch position is reached, an error display and LMB stop occurs on the LICCON monitor.

► Until the load lifting gear can be assembled in points **P1** of the assembly device **37**: Extend the pull cylinder **34**.
► Hook the load lifting gear in points **P1**.
► Remove the leaning ladder **33**.

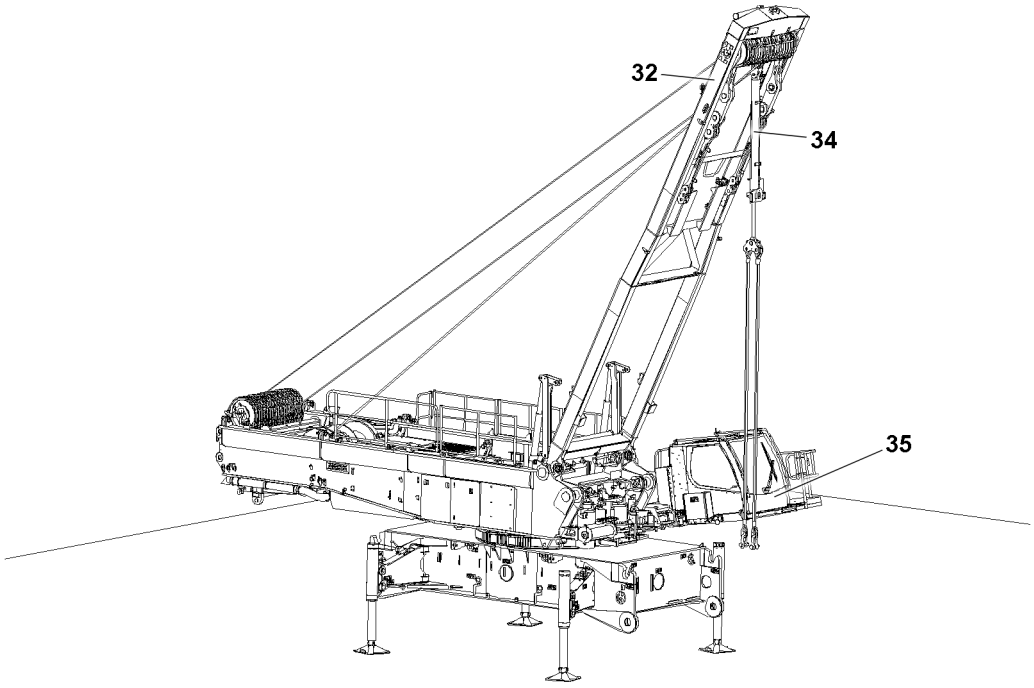

Fig.149380: Assembling the first crawler carrier — 64° SA-frame position

32 SA-frame
34 Pull cylinder
35 Cab

► Luff the SA-frame **32** up to 64°.
► Retract the pull cylinder **34**.

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► Luff the cab **35** up 10°.

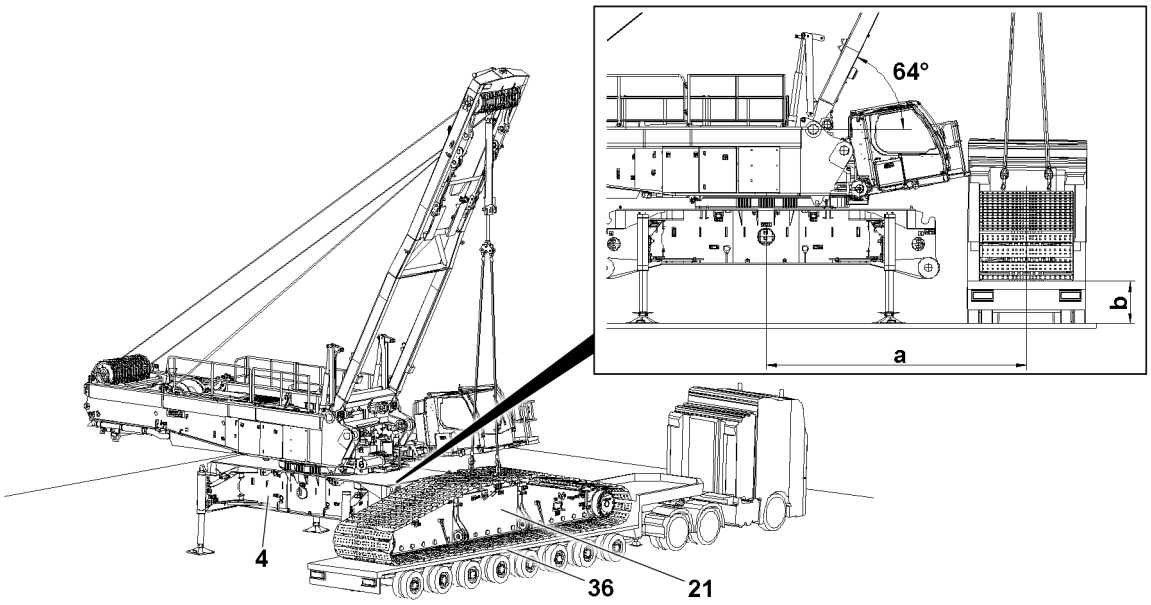

Fig.149381: Assembling the first crawler carrier — 10° cab position

a max. 5500 mm
b max. 1000 mm
4 Crawler center section
21 Crawler carrier
36 Transport vehicle

Note

► Note the identification on the crawler carrier **21** and the crawler center section **4**.
► The crawler carrier **21** and crawler center section **4** are marked with numbers.
► The maximum permitted height of the loading surface on the crawler carrier **21** is 1000 mm.

WARNING

The maximum distance between the crawler carrier and the center of the turntable is exceeded!
If the following instructions are not observed, the crane can tip over at assembly.
Death, severe bodily injuries, property damage.

► The maximum permissible distance of 5500 mm between the center of the crawler carrier **21** and the center of the turntable may not be exceeded.

► Position the transport vehicle **36** such that the crawler carrier **21** has a maximum distance of 5500 mm from the center of the turntable.

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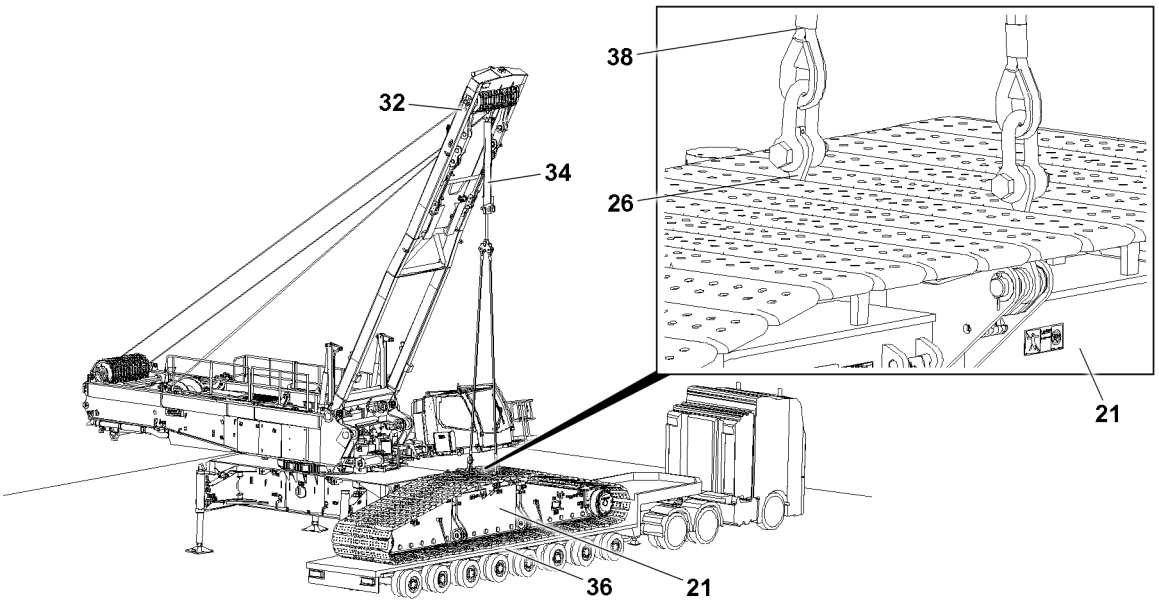

Fig.149382: Assembling the first crawler carrier — lifting the crawler carrier from the transport vehicle

21 Crawler carrier
26 Lug
32 SA-frame
34 Pull cylinder
36 Transport vehicle
38 Lifting gear

Note
► The rotation angle on the turntable during assembly of the first crawler carrier is 360°.
► The maximum load is 40 t.

► Luff the SA-frame **32** down until the pull cylinder **34** is centered above the crawler carrier **21**.
► Until the lifting gear **38** can be fastened to the crawler carrier **21**:Extend the pull cylinder **34**.
► Fasten the lifting gear **38** to the lugs **26**.
► Retract the pull cylinder **34** until the lifting gear **38** is tensioned.
► Lift the crawler carrier **21** with the pull cylinder **34** from the transport vehicle **36**.
► Carefully luff the SA-frame **32** up.
► Remove the transport vehicle **36**.

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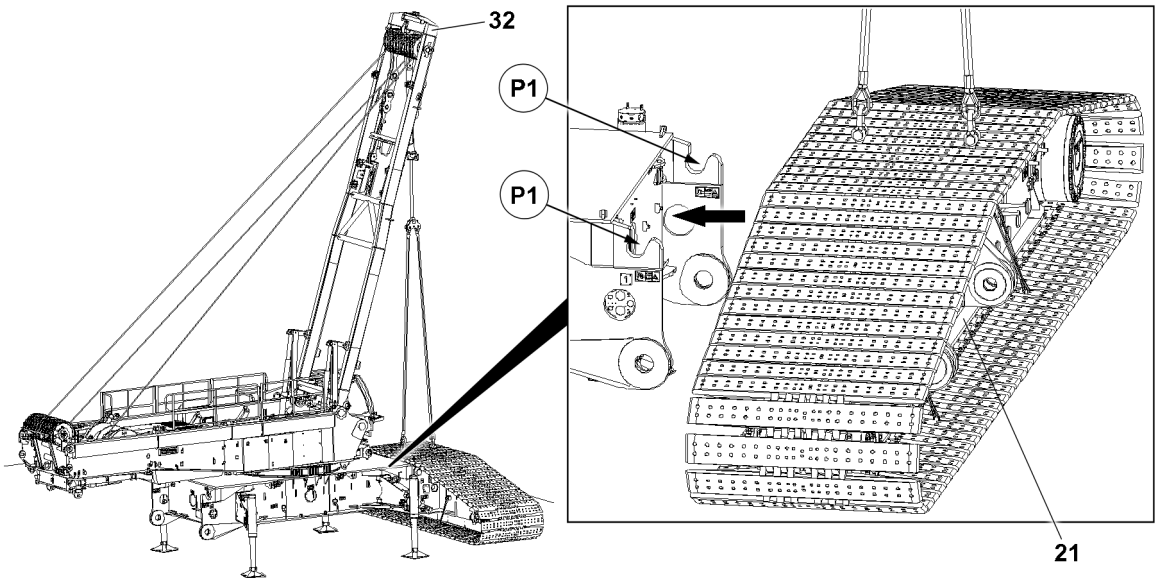

Fig.149383: Assembling the first crawler carrier — positioning the crawler carrier

21 Crawler carrier **32** SA-frame

► Carefully swing the crawler carrier **21** in with the SA-frame **32** to the points **P1**.
► Hook the crawler carrier **21** in points **P1**.

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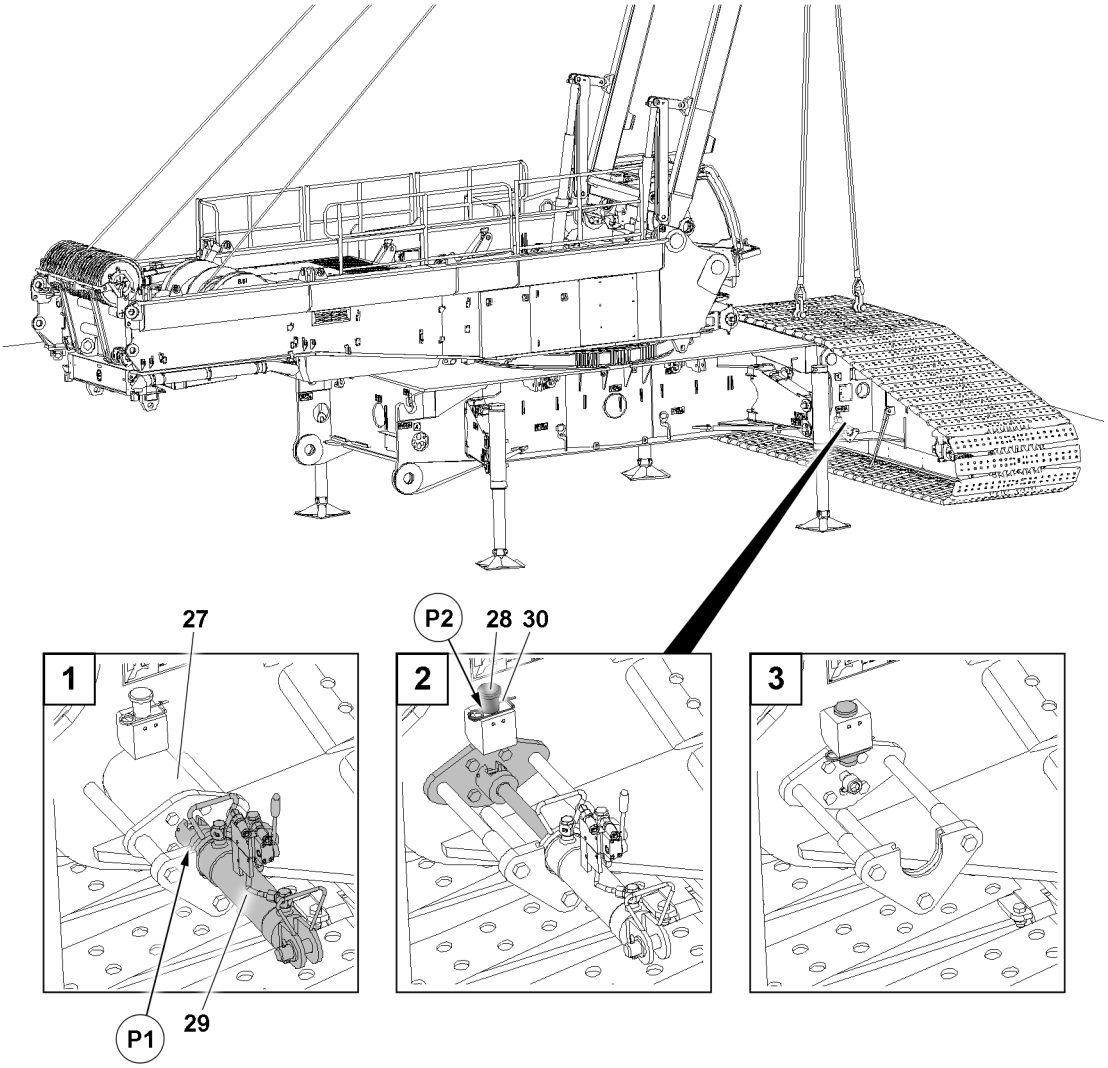

Fig.149385: Assembling the first crawler carrier — pinning the crawler carrier

27 Pin
28 Retaining pin
29 Pin pulling cylinder
30 Retaining element

► Use the pin pulling cylinder **29** in position **P1**.

NOTICE
The retaining pins **28** are not secured in position **P2**!
Property damage.
► Secure the retaining pin **28** in park position **P2** with the retaining element **30**.

► Insert the pin **27** with the pin pulling cylinder **29**.

WARNING
Unsecured pin!
If the pins are not secured with retaining pins **28** and retaining elements **30**, the retaining pins can loosen up by themselves during crane operation.
Death, severe bodily injuries, property damage.
► Make sure that the pins **27** are secured with a retaining pin **28** and retaining element **30**.

► Insert the retaining pins **28** and secure with the retaining elements **30**.
► Repeat the procedure in the same manner on the second pin **27** of the crawler carrier **21**.

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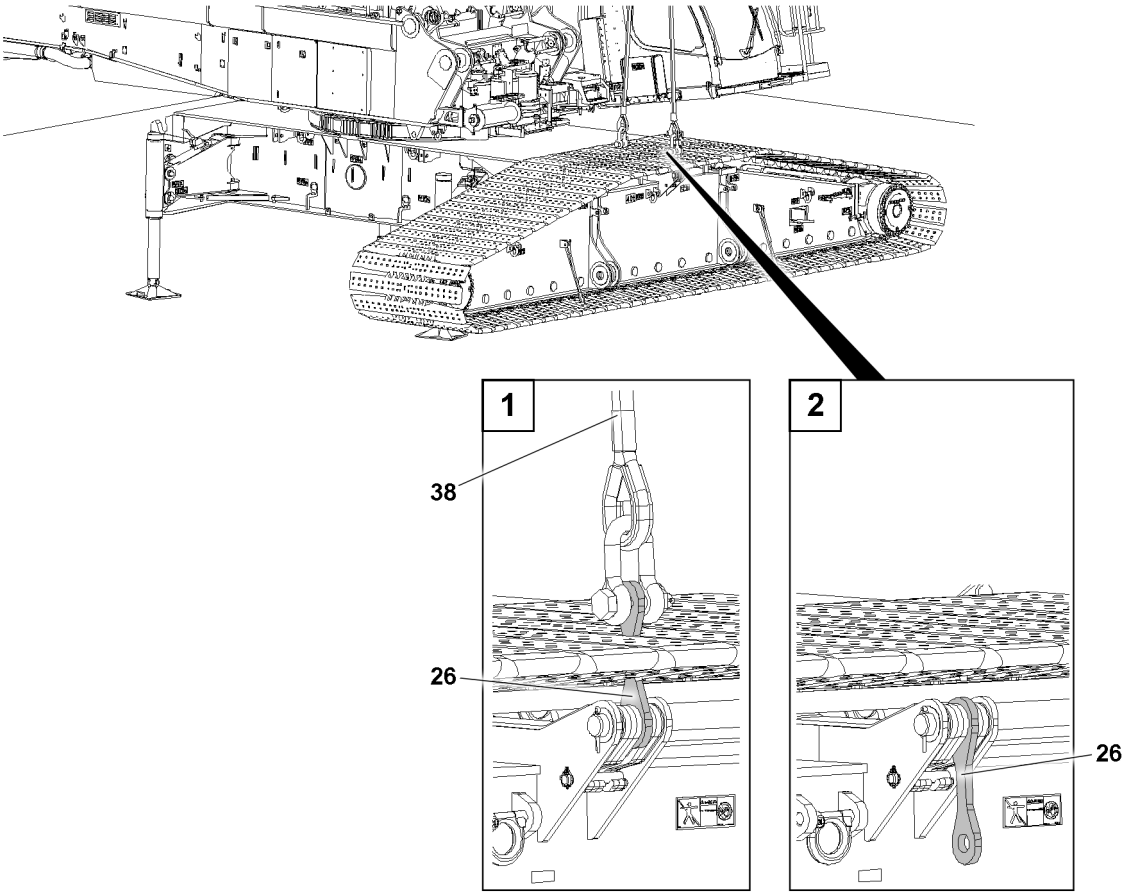

Fig.149386: Assembling the first crawler carrier — swinging the lugs into the park position

26 Lug **38** Lifting gear

► Remove the lifting gear **38**.

NOTICE
Lugs **26** in the operating position!
If the lugs **26** are not swung down after the lifting gear **38** is removed, the lugs **26** can be damaged.
► Swing the lugs **26** downward into the transport position.

► Swing the lugs **26** down.

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5.1.4 Stopping the crawler center section on the first crawler carrier

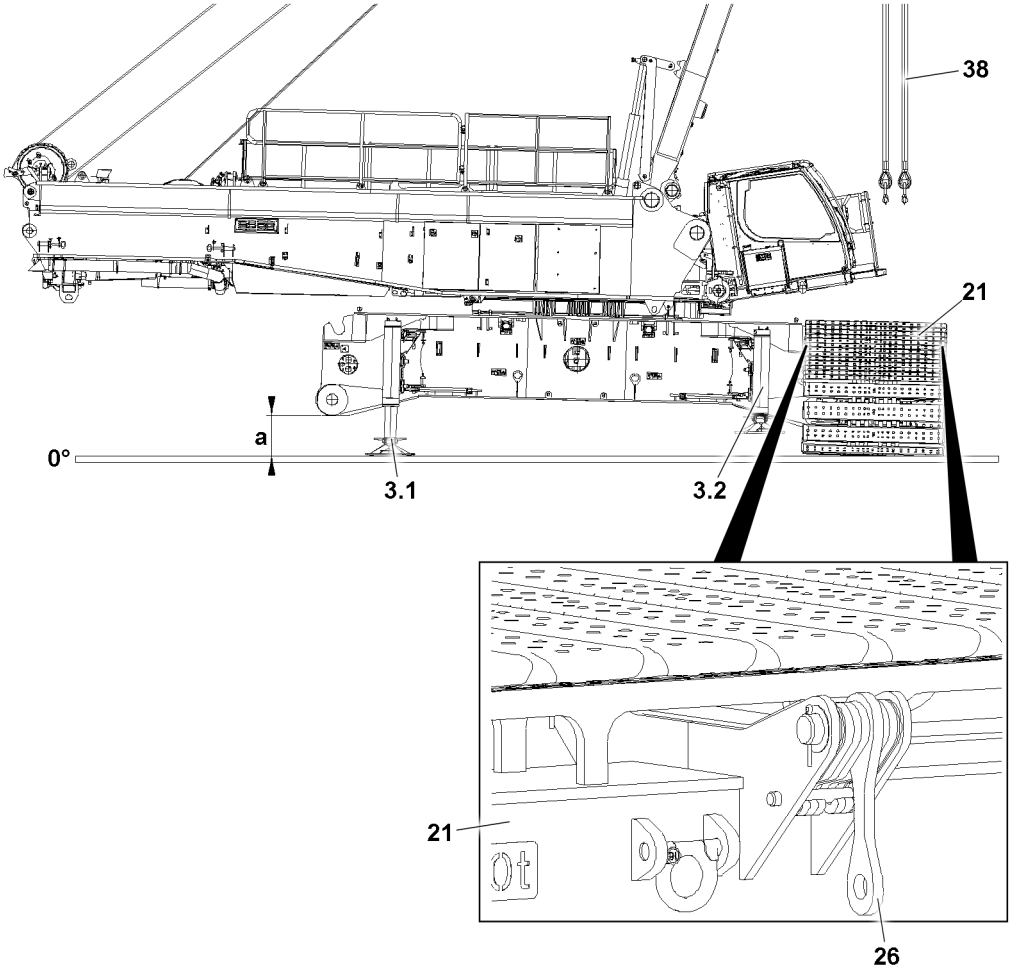

Fig.149387: Stopping the crawler center section on the first crawler carrier

a 555 mm
3 Support cylinder
21 Crawler carrier
26 Lug
38 Lifting gear

Make sure that the following prerequisites are met:
– The first crawler carrier **21** is completely assembled.
– The lifting gear **38** is removed from the crawler carrier **21**.
– The lugs **26** are swung downwards.

WARNING
The crane is not horizontal!
If the support cylinders are extended / retracted unevenly, the crane can tip over.
Death, severe bodily injuries, property damage.
► When extending / retracting the support cylinders, pay attention to the horizontal alignment.
► Perform a visual inspection.

► Lower the crane evenly until the distance **a** = 555 mm: Retract all support cylinders **3**.
► Completely retract both support cylinders **3.2** on the side of the already assembled crawler carrier **21** evenly.

Result:
– The angle between the ground and the crawler center section is approx. 1.4°.

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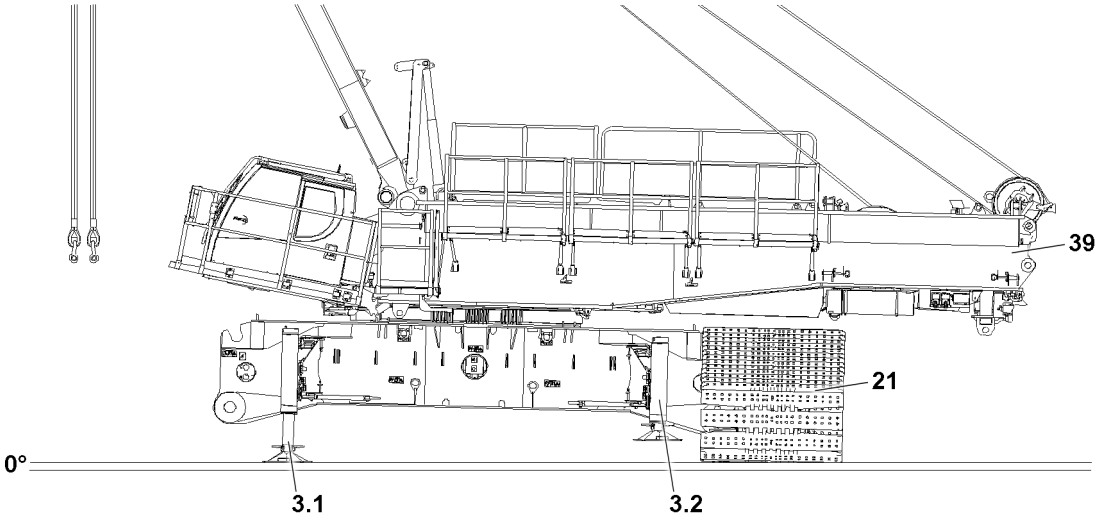

Fig.149388: Stopping the crawler center section on the first crawler carrier - turning the turntable

3 Support cylinder
21 Crawler carrier
39 Turntable

WARNING
The support cylinder **3.2** is not completely retracted on the crawler side!
If the first already assembled crawler carrier **21** is not already on the ground before turning the turntable **39**, there is danger of tipping.
Death, severe bodily injuries, property damage.
► Before turning the turntable: Set the first installed crawler carrier **21** on the ground.
► The support cylinder **3.2** on the crawler side must be retracted completely.

► Turn the turntable **39** 180°.

5.1.5 Assembling the second crawler carrier

WARNING
Incorrect prerequisites and procedures when supporting!
Depending on the assembly condition of the crane and the extension condition of the support cylinders, the support forces on the individual support cylinders can occur up to **90 t**.
Death, severe bodily injuries, property damage.
► Make sure that the ground under the support cylinders is able to safely take on the occurring support forces.
► Make sure that the support cylinders are supported from below over a large surface with load bearing materials.
► Make sure that the support cylinders are retracted and / or extended evenly.

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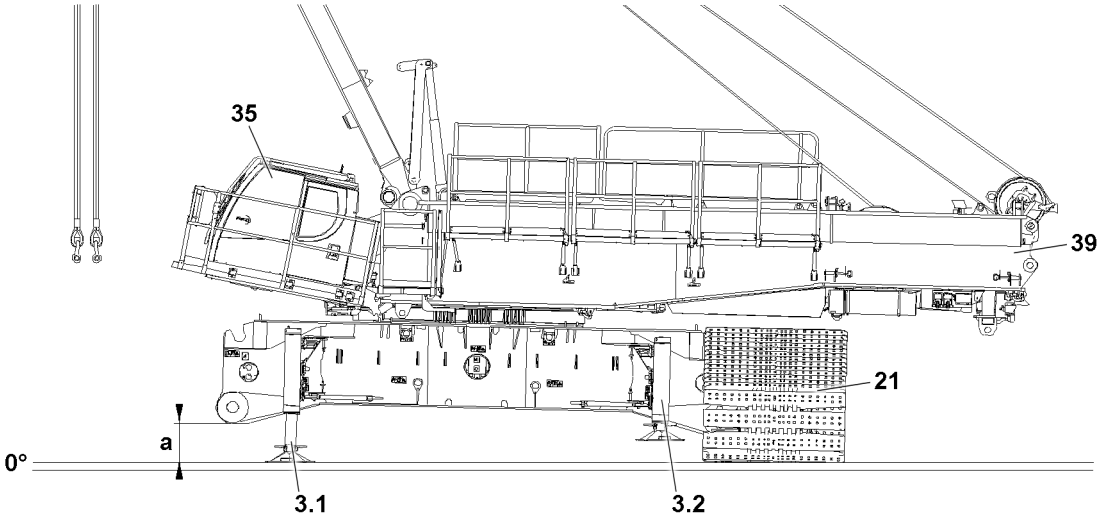

Fig.149389: Assembling the second crawler carrier — prerequisites

a 555 mm
3 Support cylinder
21 Crawler carrier
35 Cab
39 Turntable

Make sure that the following prerequisites are met:
- The first assembled crawler carrier **21** is positioned on the ground.
- The second crawler carrier **21** is prepared for assembly, see section „Preparing the crawler carrier for assembly“.
- The support cylinders **3.1** are extended until the distance **a** = 555 mm.
- The support cylinders **3.2** are fully retracted.
- The crane is inclined 1.4°in direction of the assembled crawler carrier **21**.
- The cab **35** is inclined upwards 10°.
- The turntable **39** points in direction of the assembly position of the second crawler carrier.
- The rotation angle of the turntable **39** is blocked in the LICCON control at +/- 70°.

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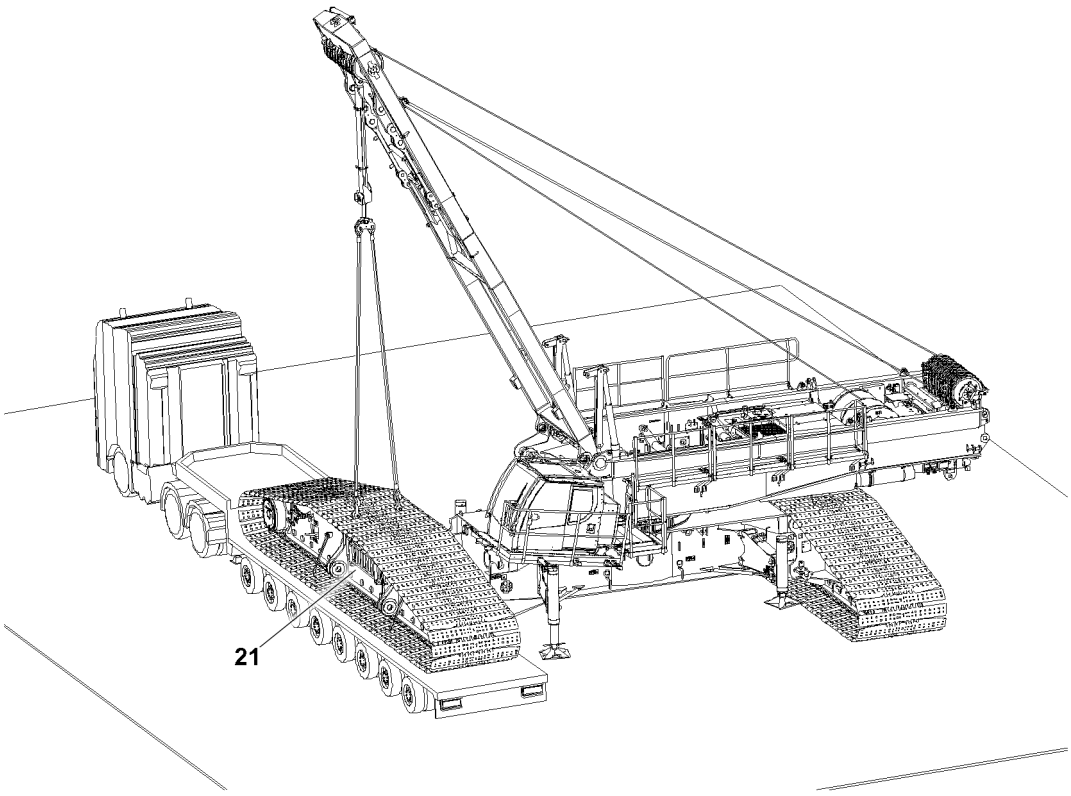

Fig.149391: Assembling the second crawler carrier — lifting the crawler carrier from the transport vehicle

21 Crawler carrier

Note

► Procedure for assembly of the second crawler carrier **21**, see section „Assembling the first crawler carrier“.

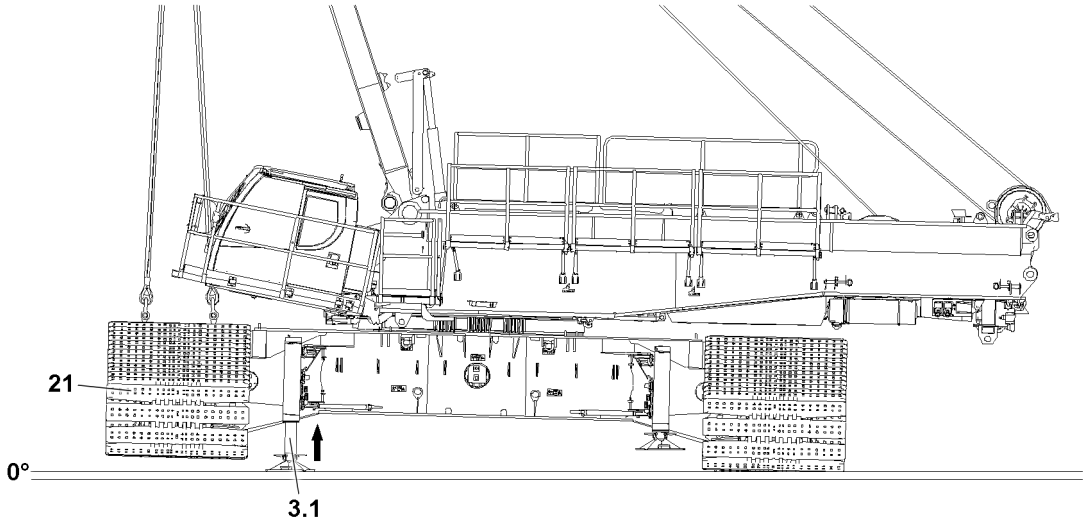

Fig.149390: Assembling the second crawler carrier — placing the crane on the crawler carriers

3 Support cylinder

21 Crawler carrier

When the second crawler carrier **21** is installed:

► Set the second crawler carrier **21** on the ground: Retract the support cylinders **3.1** evenly.

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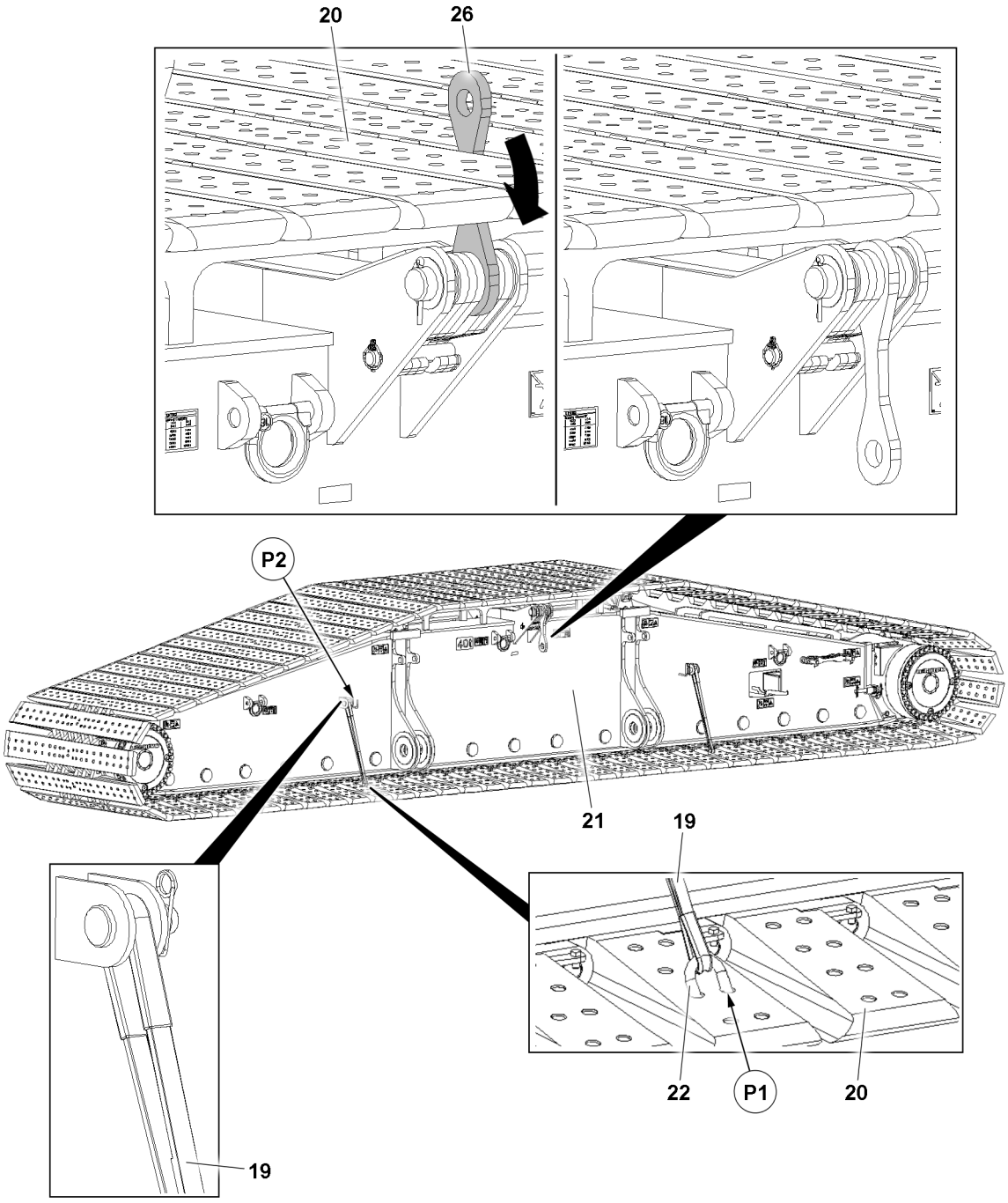

Fig.149392: Assembling the second crawler carrier — preparing the crawler carrier for operation

19 Belt
20 Outrigger pad
21 Crawler carrier
22 Bracket
26 Lug

Note
► Four belts **19** are used for each crawler carrier **21**: Two on each side.

When the support cylinders **3.1** are fully retracted:
► Release the outrigger pad **20**: Disengage the belts **19** with the brackets **22** in position **P1**.
► Hang the belts **19** in park position **P2**.

Note
► The assembly support must remain swung out.

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► Unpin the lifting gear from the lugs **26**.

NOTICE
Lugs **26** in the operating position!
► After removing the lifting gear, the lugs **26** must be swung down into the transport position.

► Swing the lugs **26** down.

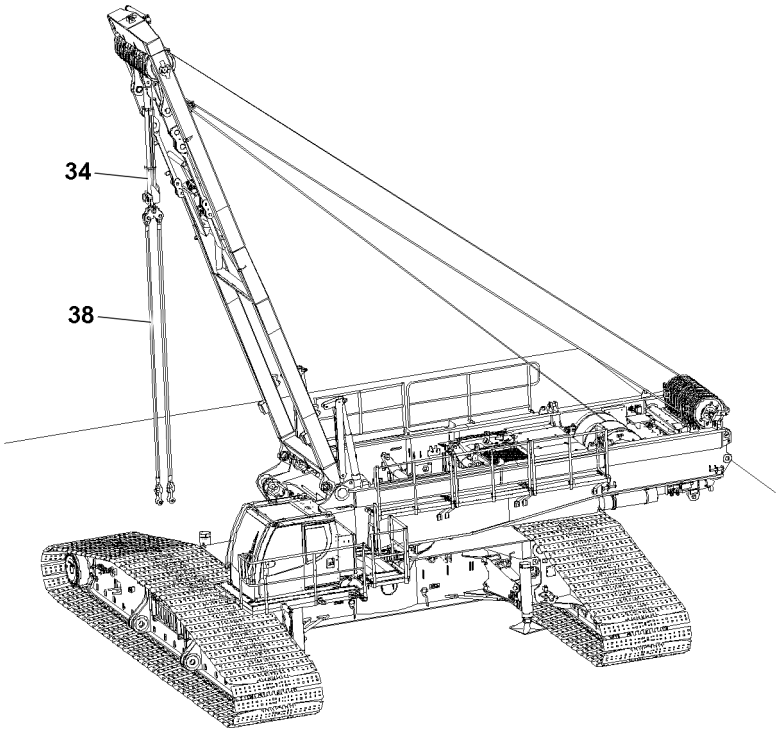

Fig.149393: Assembling the second crawler carrier — removing the load lifting gear

34 Pull cylinder **38** Lifting gear

► Disassemble the lifting gear **38** from the pull cylinder **34**.
► Completely retract the pull cylinder **34**.

5.1.6 Establishing the connections to the crawler carriers

Make sure that the following prerequisite is met:
– Both crawler carriers are properly assembled, pinned and secured.

Establishing the hydraulic connections

The hydraulic connections are established with quick couplings.

When connecting hydraulic lines with quick couplings, make sure that the coupling procedure is carried out correctly.

WARNING
Pressure in the hydraulic lines!
If the pressure supply is not interrupted before connecting / releasing the hydraulic lines, the hydraulic oil can escape with high pressure.
Death, severe bodily injuries, property damage.
► Release the pressure in the hydraulic system before connecting / disconnecting: Interrupt the pressure supply and wait for a short time.

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WARNING
Incompletely connected quick couplings!
Incompletely connected quick couplings can cause loss of pressure or leakage.
Incorrectly coupled or self-loosening quick couplings (particularly return lines) can result in serious accidents due to component failure.
► Check that the quick couplings have been properly connected before using the crane.

► Connect the coupling components (sleeve and connector) and screw together with the knurled nut.
► Tighten the hydraulic coupling by hand. Turn the knurled nut until it reaches a tangible, fixed stop position.
► Establish the hydraulic connections, see the Hydraulic diagram.

Establishing the electrical connections

► Establish the electrical connections, see the Electric wiring diagram.

5.1.7 Disassembling the assembly support

Note
► For the disassembly of the assembly supports, see section „Assembly supports“.

5.2 Disassembling the crawler carrier with SA-frame

WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.
► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the supplied fall arrest system to prevent falling, see chapter 2.04.
► If fall protection equipment is available, then it must be used, see chapter 2.06.
► When lifting, lowering, swinging crane parts in and out, no persons may remain in the danger zone.
► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work.
► It is prohibited to lean the ladder against the component being disassembled.
► Only step on the aids, ladders and catwalks with clean shoes.
► Keep aids, ladders and catwalks free of heavy dirt, snow, frost and ice.
► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
► Remaining on a suspended load is prohibited.
► Stepping or walking on crane components and lattice sections, which have an incline of more than 20° is prohibited.
► For all assembly work, the crane operator of the main crane must be in voice contact with the crane operator / crane operators of the auxiliary crane / auxiliary cranes.
► For assembly / disassembly tasks, the crane operator may only initiate crane movements when the responsible guide has explicitly released the movement.

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WARNING
Danger of impact / crushing!
When assembling and disassembling crane components with the auxiliary crane, they can start to swing back and forth.
When lifting / lowering and positioning crane components, there is an increased danger of impacts / crushing.
Death, severe bodily injuries, property damage.
► Make sure that personnel cannot be caught by components.
► When working in danger zones: Use aids to protect limbs.
► Guide components with suitable aids to minimize oscillation.

DANGER
Do not disengage the auxiliary crane until the component is completely pinned and secured!
If a component is disengaged from the auxiliary crane before it is pinned, then it can fall.
Death, severe bodily injuries, property damage.
► Do not disengage the auxiliary crane until the component is pinned and secured.

WARNING
Working without personal protective equipment!
During assembly and disassembly of the crane components, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.
► Use personal protective equipment.

Note
► The weight of the crawler carrier, depending on the equipment configuration, is a maximum of 38 t , see the chart in chapter 3.01.
► The assembly support on the crawler center section is connected to the turntable hydraulics.

Note
► For function assignment of hand levers for extending / retracting the support cylinders, see section „Assembly supports“.

Make sure that the following prerequisites are met:
– The crane must be aligned horizontally.
– The placement location must be level and have adequate load-bearing capacity.
– The turntable is properly assembled and secured on the crawler center section, see chapter 3.02.
– The „SA-frame“ operating mode has been set and confirmed on the LICCON computer system.
– The SA-frame is erected to 90°, see chapter 5.02.
– The pull cylinder is unsecured.
– The maximum height of the loading surfaces of the crawler carrier transport vehicle may not exceed 1000 mm.
– Suitable material must be available for the substructure of the assembly supports.
– The assembly support is in the operating position.
– The support plates are installed.

5.2.1 Disconnecting the connections to the crawler carriers

Make sure that the following prerequisite is met:
– Both crawler carriers are properly assembled, pinned and secured.

Disconnecting the hydraulic connections

The hydraulic connections are established with quick couplings.

When disconnecting hydraulic lines with quick couplings, make sure that the uncoupling procedure is carried out correctly.

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WARNING
Pressure in the hydraulic lines!
If the pressure supply is not interrupted before connecting / releasing the hydraulic lines, the hydraulic oil can escape with high pressure.
Death, severe bodily injuries, property damage.
► Release the pressure in the hydraulic system before connecting / disconnecting: Interrupt the pressure supply and wait for a short time.

► Loosen the hydraulic coupling by hand.
► Disconnect the hydraulic connections, see the Hydraulic diagram.
► Protect the hydraulic connections from contamination with caps.

Disconnecting the electrical connections

► Disconnect the electrical connections to the crawler carrier, see Electrical wiring diagram.

5.2.2 Preparing the crawler carrier for disassembly

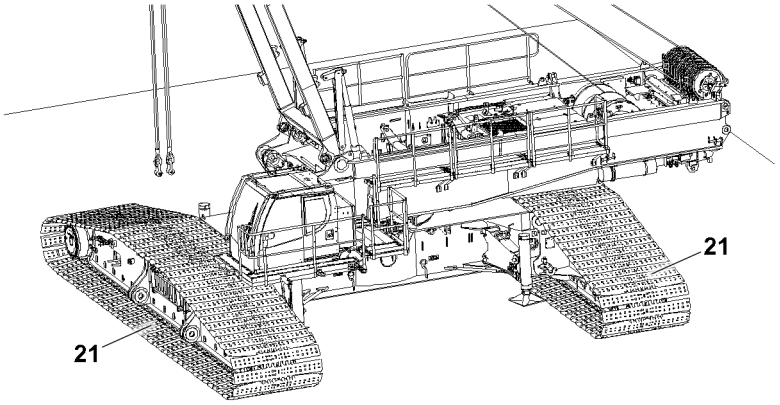

Fig.149394: Preparing the crawler carrier for disassembly

21 Crawler carrier

Note
► The description applies for both crawler carriers **21**.

WARNING
Working without personal protective equipment!
During assembly and disassembly of the crane components, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.
► Use personal protective equipment.

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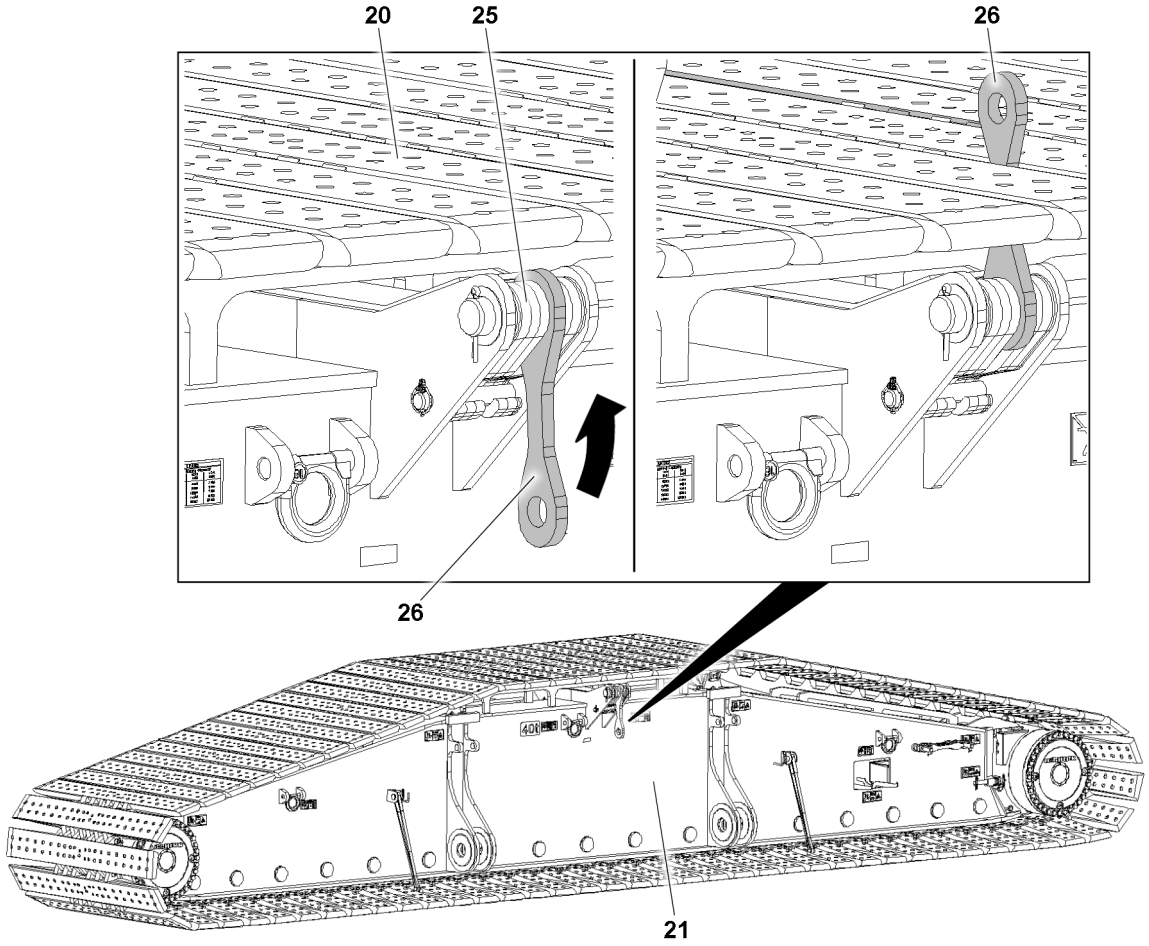

Fig.148803: Preparing the crawler carrier for disassembly — aligning the outrigger pads

20 Outrigger pad
21 Crawler carrier
25 Spacer plate
26 Lug

Note

► The outrigger pads **20** of both crawler carriers **21** must be positioned such that the lugs **26** can be swung through between the outrigger pads **20** „upward“ in the operating position.

Note

► Arrange the spacer plate **25** to the right and left of the lugs **26** such that the lugs **26** can be swung up between the outrigger pads **20**.
► If the lugs **26** are swung upward, they are in the operating position.

► Swing the lugs **26** upward between the outrigger pads **20**.
► Fill the columns on both sides with spacer plates **25**.
► Fasten the crawler carrier **21** to the lugs **26**, see section „Fastening points on the crawler carrier“.

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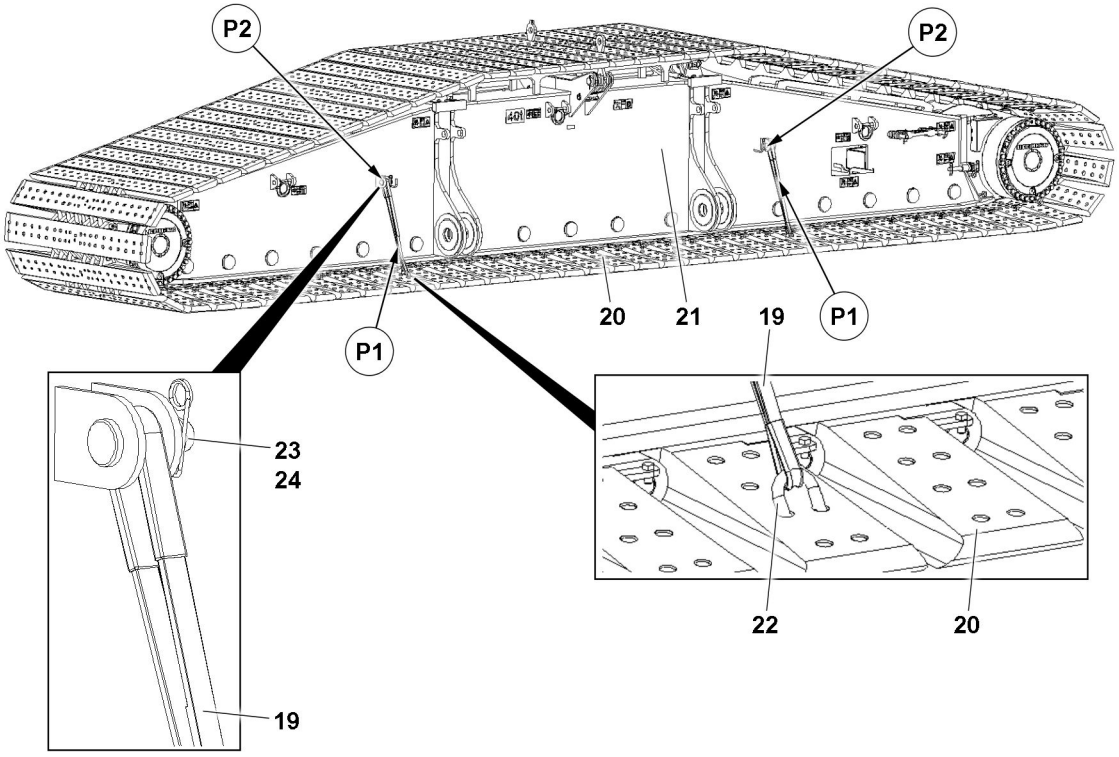

Fig.148801: Preparing the crawler carrier for disassembly — securing the outrigger pads to prevent sagging

19 Belt
20 Outrigger pad
21 Crawler carrier
22 Bracket
23 Pin
24 Retaining element

Note
► Four belts **19** must be used for each crawler carrier **21**: Two on each side.

NOTICE
Unsecured outrigger pads **20**!
If the outrigger pads **20** are not secured with the belts **19** to prevent them from sagging, the crawler carrier **21** can be severely damaged.
► Secure the outrigger pads **20** before assembly of the crawler carrier **21** with the belts **19** against sagging.

The outrigger pads **20** must be secured before assembly with belts **19** on the crawler carrier **21** to prevent sagging (points **P1**).

► Disengage the belts **19** in park position **P2**.
► Hang the belts **19** with the brackets **22** in the outrigger pads **20**.
► Check if all belts **19** are secured with pins **23** and retaining elements **24**.

If the belts **19** are not secured:
► Insert the pin **23** through the belt **19** and secure with the retaining element **24**.

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5.2.3 Disassembling the first crawler carrier

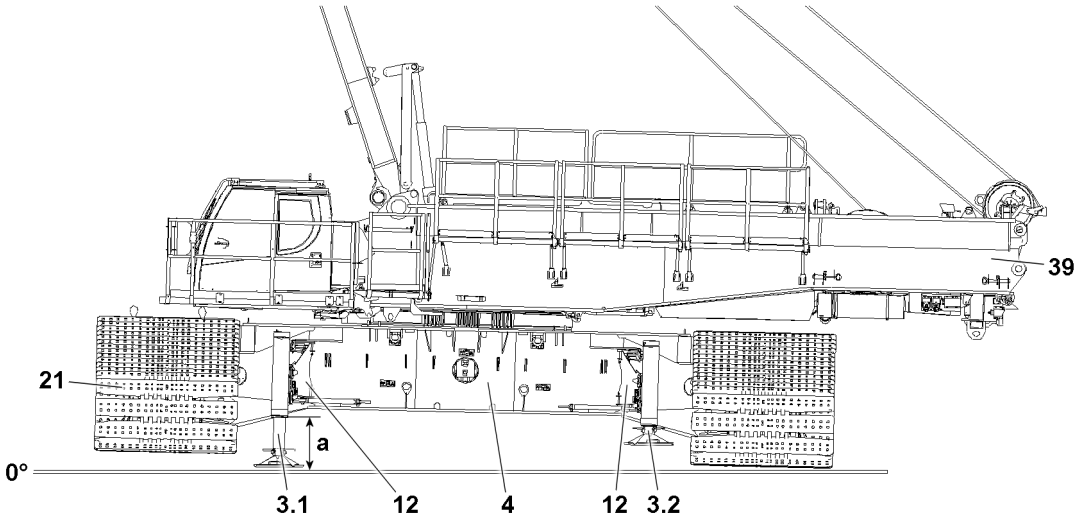

Fig.149396: Disassembling the first crawler carrier — overview

a	555 mm	**12**	Assembly support
3	Support cylinder	**21**	Crawler carrier
4	Crawler center section	**39**	Turntable

Make sure that the following prerequisites are met:
- The assembly support **12** is assembled, see section, „Assembling the assembly supports“.
- The lifting gear is assembled on the pull cylinder.
- The „SA-frame“ operating mode has been set and confirmed on the LICCON computer system.
- Observe the SA-frame angle indicator on the LICCON monitor, see chapter 4.02.
- The connections between the crawler carriers **21** and the crawler center section **4** are disconnected.
- The maximum height of the loading surfaces of the crawler carrier transport vehicle may not exceed 1000 mm.
- The rotation angle of the turntable **39** is blocked in the LICCON control at +/- 70°.

WARNING
Improper support!
If the assembly support is not properly supported, then it can sink into the ground.
Death, severe bodily injuries, property damage.
► The substructure must safely absorb the weight of the crawler travel gear.
► The substructure must be made large enough for the ground conditions, with solid materials, such as wood, steel or concrete slabs, see chapter 2.04.

► Lift the first crawler carrier **21** off the ground: Extend the support cylinders **3.1** until the distance **a** = 555 mm.

Result:
- The angle between the ground and the crawler center section **4** is approx. 1.4°.

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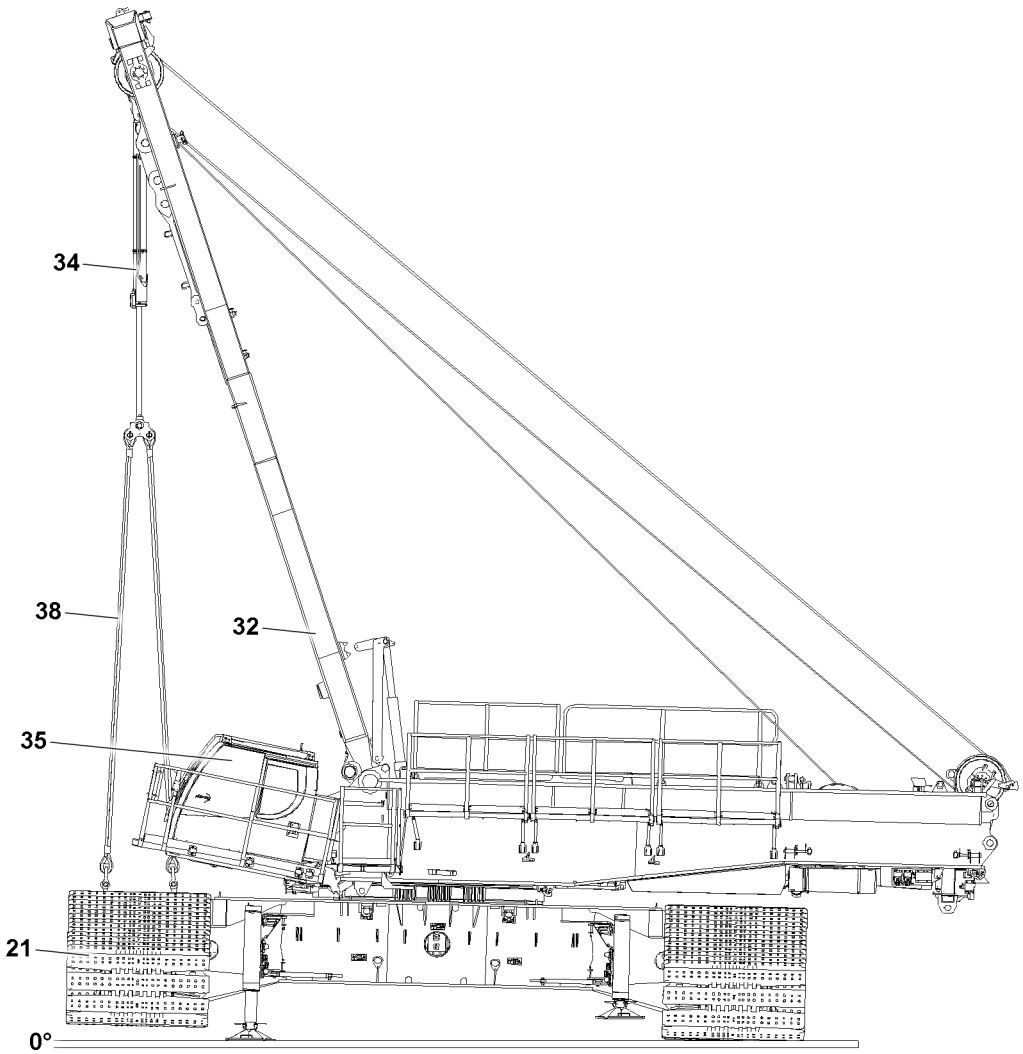

Fig.149397: Disassembling the first crawler carrier — fastening the crawler carrier

21 Crawler carrier
32 SA-frame
34 Pull cylinder
35 Cab
38 Lifting gear

► Tilt the cab **35** 10°.
► Luff the SA-frame **32** down until the pull cylinder **34** is centered above the crawler carrier **21**.

Note
► The pull cylinder **34** may not be completely extended.
► If the pull cylinder **34** is extended completely and the limit switch position is reached, an error display and the LMB stop appear on the LICCON monitor.

► Extend the pull cylinder **34** until the lifting gear **38** can be fastened to the crawler carrier **21**.
► Fasten the crawler carrier **21**.

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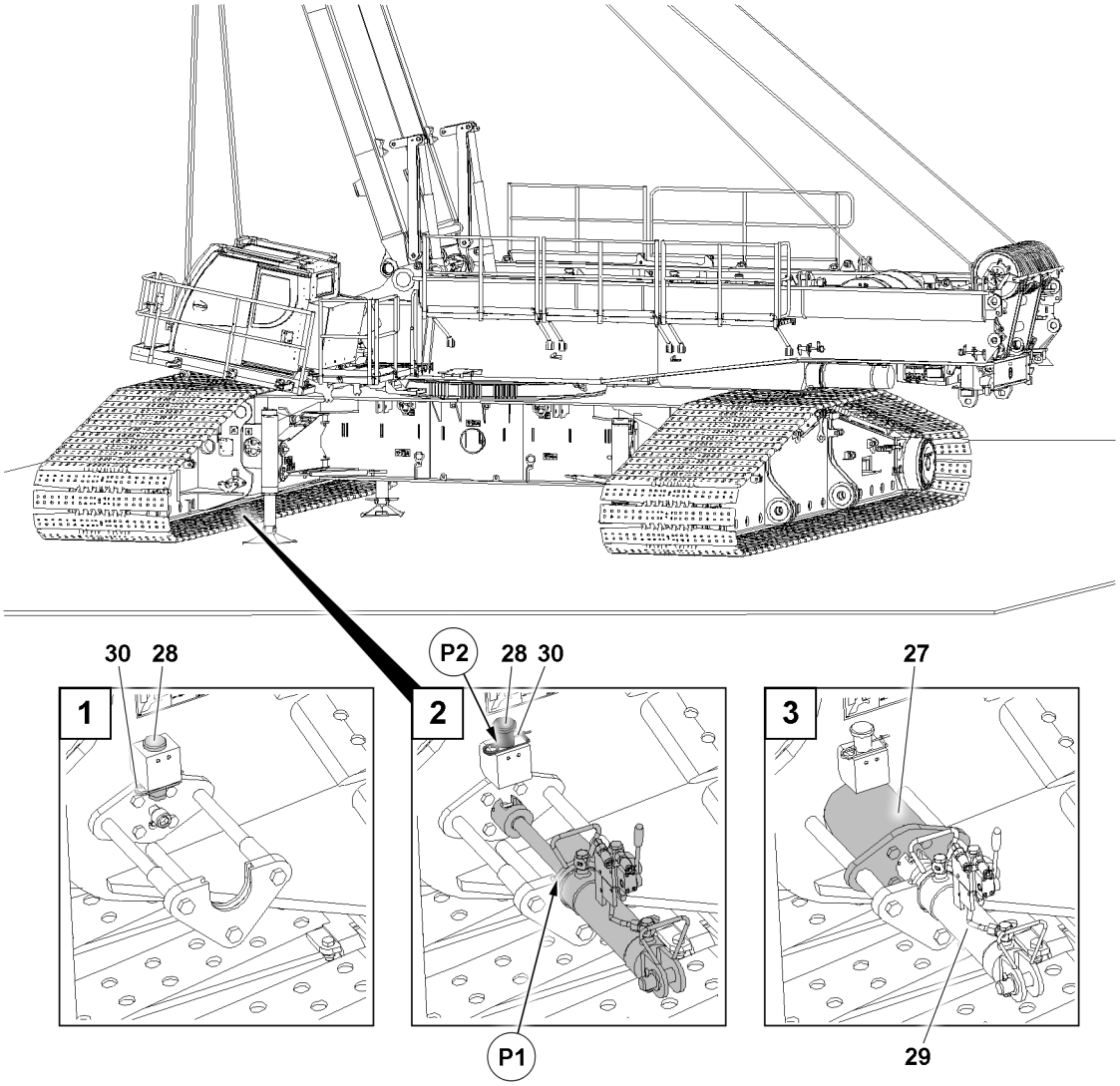

Fig.149398: Disassembling the first crawler carrier — unpinning the crawler carrier

27 Pin
28 Retaining pin
29 Pin pulling cylinder
30 Retaining element

► Remove the retaining element **30**.
► Unpin the retaining pin **28**.

NOTICE
The retaining pins **28** are not secured in position **P2**!
Property damage.
► Secure the retaining pin **28** in park position **P2** with the retaining element **30**.

► Make sure that the retaining pin **28** is secured in position **P2**.
► Use the pin pulling cylinder **29** in position **P1**.
► Unpin the pin **27** with the pin pulling cylinder **29**.
► Remove the pin pulling cylinder **29**.
► Repeat the procedure in the same manner on the second pin **27** of the crawler carrier **21**.

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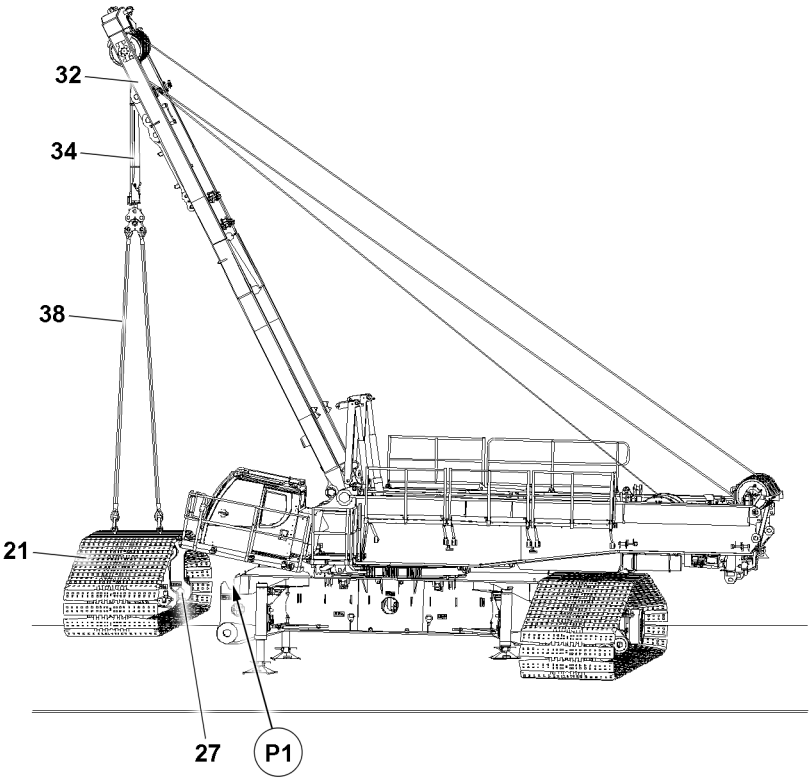

Fig.149399: Disassembling the first crawler carrier — removing the crawler carrier from the center section

21 Crawler carrier
32 SA-frame
34 Pull cylinder
38 Lifting gear

When both pins **27** are unpinned:
► Retract the pull cylinder **34** until the lifting gear **38** is tensioned.
► Lift the crawler carrier **21** with the pull cylinder **34** and unhook in position **P1**.

NOTICE
Exceeding the maximum distance between the crawler carrier **21** and the center of the turntable!
If the maximum distance is exceeded, the crane can be severely damaged when unloading the crawler carrier **21**.
► The maximum permissible distance of 5500 mm between the center of the crawler carrier **21** and the center of the turntable may not be exceeded.

NOTICE
Failure to observe the data in the SA-operation load chart!
If the data from the SA-operation load chart is not observed, the crane can be severely damaged when unloading the crawler carrier **21**.
► The data in the SA-operation load chart must be observed.

► Until a maximum distance of 5500 mm is reached between the center of the crawler carrier and the center of the turntable: Luff the SA-frame **32** down.

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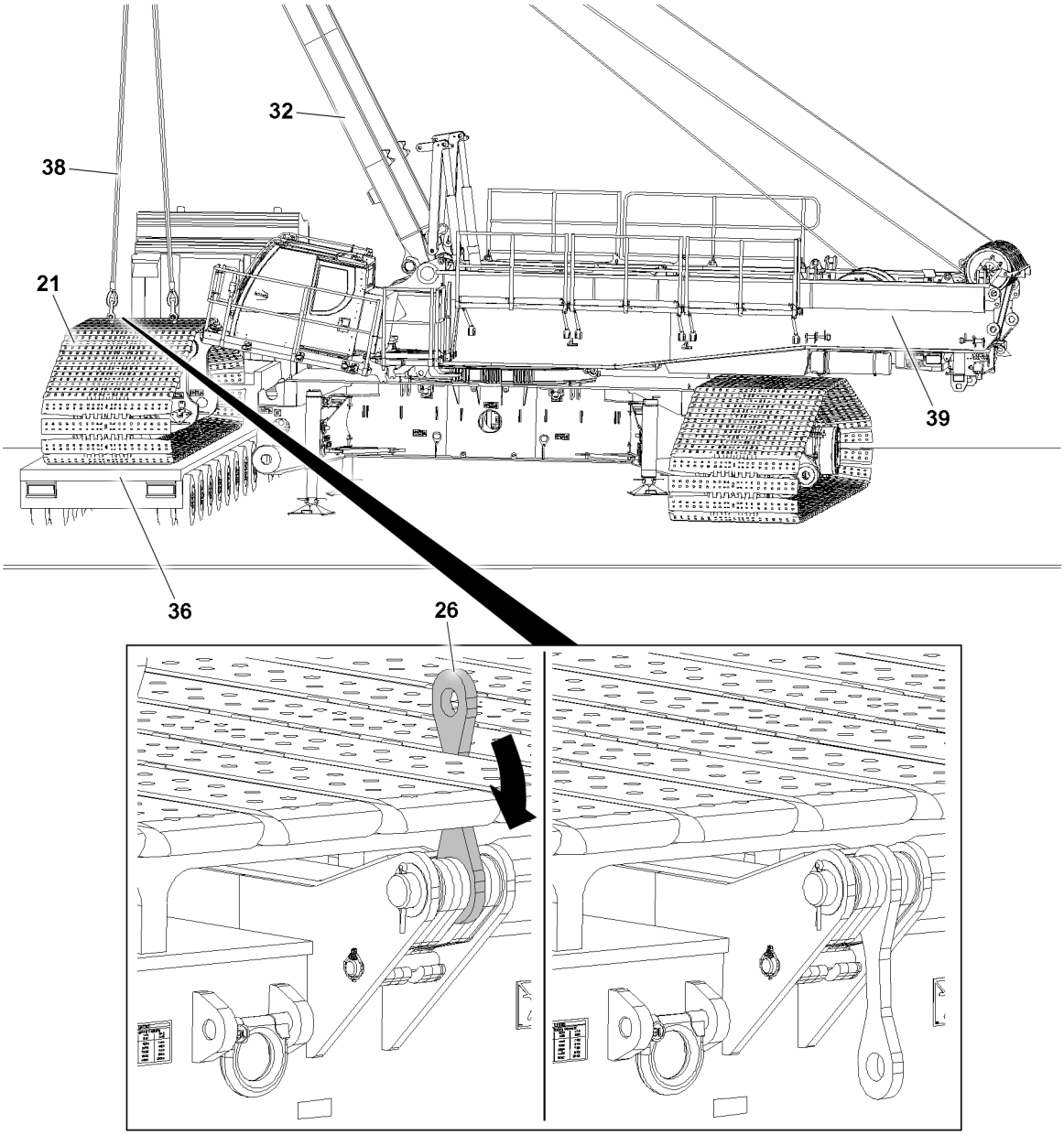

Fig.149400: Disassembling the first crawler carrier — swinging the lugs into the park position

21 Crawler carrier
26 Lug
32 SA-frame
36 Transport vehicle
38 Lifting gear
39 Turntable

Note

► The maximum height of the loading surfaces of the crawler carrier transport vehicle **36** may not exceed 1000 mm.

► Take the crawler carrier **21** down onto the transport vehicle **36**.
► Release the lifting gear **38** from the lugs **26**.
► Remove the lifting gear **38** from the crawler carrier **21**: Luff the SA-frame **32** up.

NOTICE

Lugs **26** in the operating position!
If the lugs **26** are not swung down after the lifting gear **38** is removed, the lugs **26** can be damaged.
► Swing the lugs **26** downward into the transport position.

► Swing the lugs **26** down.

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If the transport vehicle **36** leaves the slewing range of the turntable **39**:
► Turn the turntable **39** 180°.

5.2.4 Supporting the crawler center section evenly

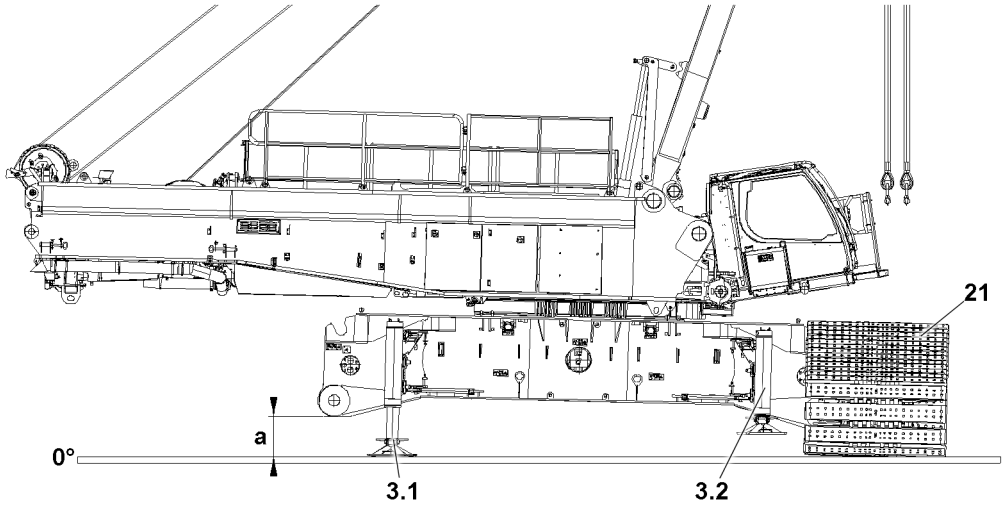

Fig.149434: Supporting the crawler center section evenly

3 Support cylinder **21** Crawler carrier

Make sure that the following prerequisites are met:
– The first crawler carrier **21** has been removed.
– The support cylinders **3.2** have been fully retracted.
– The support cylinders **3.1** are extended until the distance **a** = 555 mm.

► Until the crane is aligned horizontally with distance **a** = 555 mm , extend both support cylinders **3.2** evenly

WARNING
The crane is not horizontal!
If the support cylinders **3** are extended / retracted unevenly, the crane can tip over.
Death, severe bodily injuries, property damage.
► When extending / retracting the support cylinders **3**, pay attention to the horizontal alignment.
► Perform a visual inspection.

► Lift the crane evenly with all four support cylinders **3** until the crane is aligned horizontally with distance **a** = 950 mm.

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5.2.5 Disassembling the second crawler carrier

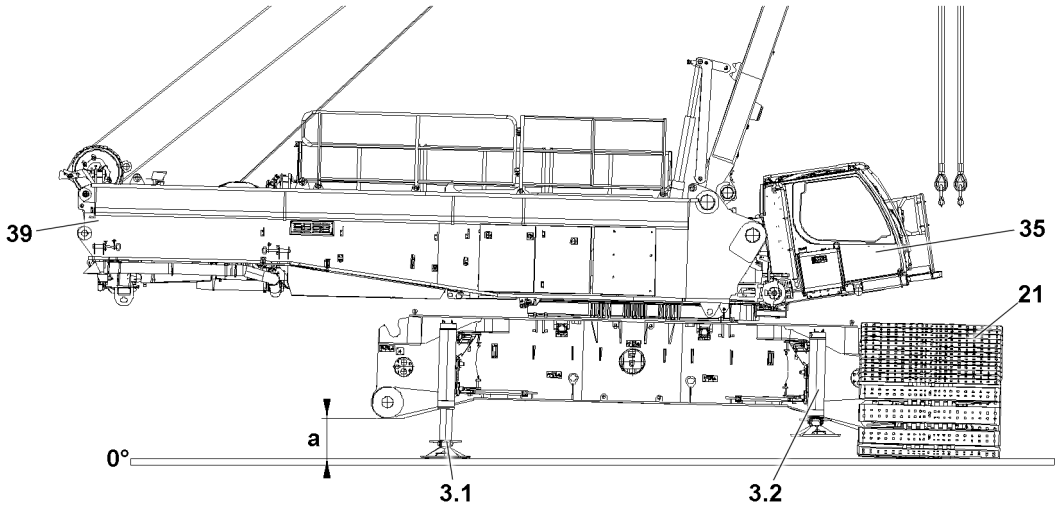

Fig.149401: Disassembling the second crawler carrier — overview

3 Support cylinder
21 Crawler carrier
35 Cab
39 Turntable

WARNING
Incorrect prerequisites and procedures when supporting!
Depending on the assembly condition of the crane and the extension condition of the support cylinders, the support forces on the individual support cylinders can occur up to **90 t**.
Death, severe bodily injuries, property damage.
- ► Make sure that the ground under the support cylinders is able to safely take on the occurring support forces.
- ► Make sure that the support cylinders are supported from below over a large surface with load bearing materials.
- ► Make sure that the support cylinders are retracted and / or extended evenly.

Make sure that the following prerequisites are met:
- – The crane is horizontally aligned.
- – The first crawler carrier **21** has been removed.
- – The second crawler carrier **21** is prepared for disassembly, see section „Preparing the crawler carrier for disassembly“.
- – The support cylinders **3** are extended until the distance **a** = 950 mm.
- – The cab **35** is inclined upwards 10°.
- – The turntable **39** points in direction of the assembly position of the second crawler carrier **21**.

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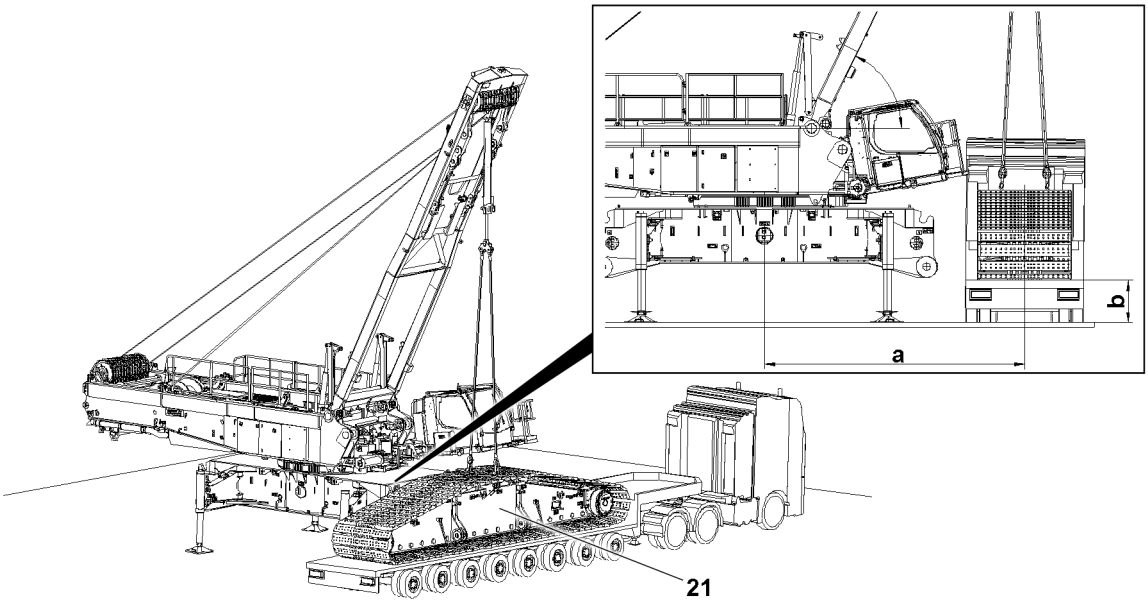

Fig.149402: Disassembling the second crawler carrier — taking the crawler carrier down on the transport vehicle

a max. 5500 mm
b max. 1000 mm
21 Crawler carrier

Note
► For procedure for disassembly of the second crawler carrier **21**, see section „Disassembling the first crawler carrier“.

When the second crawler carrier **21** is disassembled:
► Disassemble assembly supports, see section „Disassembling the assembly supports“.

5.2.6 Disassembling the assembly support

Note
► For the disassembly of the assembly supports, see section „Assembly supports“.

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6 Assembling / disassembling of the crawler carrier with the auxiliary crane

6.1 Assembling the crawler carrier with the auxiliary crane

WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.
- ► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
- ► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the supplied fall arrest system to prevent falling, see chapter 2.04.
- ► If fall protection equipment is available, then it must be used, see chapter 2.06.
- ► When lifting, lowering, swinging crane parts in and out, no persons may remain in the danger zone.
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work.
- ► It is prohibited to lean the ladder against the component being disassembled.
- ► Only step on the aids, ladders and catwalks with clean shoes.
- ► Keep aids, ladders and catwalks free of heavy dirt, snow, frost and ice.
- ► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
- ► Remaining on a suspended load is prohibited.
- ► Stepping or walking on crane components and lattice sections, which have an incline of more than 20° is prohibited.
- ► For all assembly work, the crane operator of the main crane must be in voice contact with the crane operator / crane operators of the auxiliary crane / auxiliary cranes.
- ► For assembly / disassembly tasks, the crane operator may only initiate crane movements when the responsible guide has explicitly released the movement.

WARNING
Danger of impact / crushing!
When assembling and disassembling crane components with the auxiliary crane, they can start to swing back and forth.
When lifting / lowering and positioning crane components, there is an increased danger of impacts / crushing.
Death, severe bodily injuries, property damage.
- ► Make sure that personnel cannot be caught by components.
- ► When working in danger zones: Use aids to protect limbs.
- ► Guide components with suitable aids to minimize oscillation.

DANGER
Do not disengage the auxiliary crane until the component is completely pinned and secured!
If a component is disengaged from the auxiliary crane before it is pinned, then it can fall.
Death, severe bodily injuries, property damage.
- ► Do not disengage the auxiliary crane until the component is pinned and secured.

WARNING
Working without personal protective equipment!
During assembly and disassembly of the crane components, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.
- ► Use personal protective equipment.

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6.1.1 Assembling the crawler center section on the first crawler carrier

Note
- ► Note the identification on the crawler carrier and the crawler center section.
- ► The crawler carrier and crawler center section are marked with numbers.

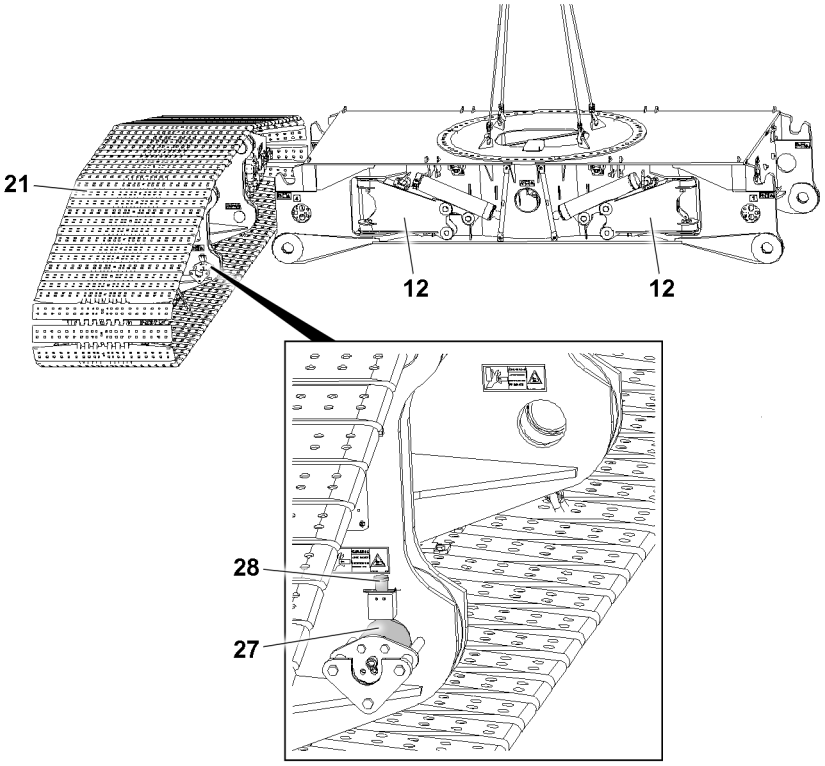

Fig.149415: Assembling the crawler center section on the first crawler carrier

12 Assembly support
21 Crawler carrier
27 Pin
28 Retaining pin

Make sure that the following prerequisites are met:
- An auxiliary crane with sufficient load carrying capacity is available.
- The assembly supports **12** are in the transport position.
- The crawler carrier **21** is positioned on a level, load-bearing surface.
- The crawler carrier **21** is horizontally aligned.
- The crawler carrier **21** is secured to prevent it from tipping over.
- The retaining pins **28** are secured in the unpinned position on both sides.
- The pins **27** are unpinned on both sides.

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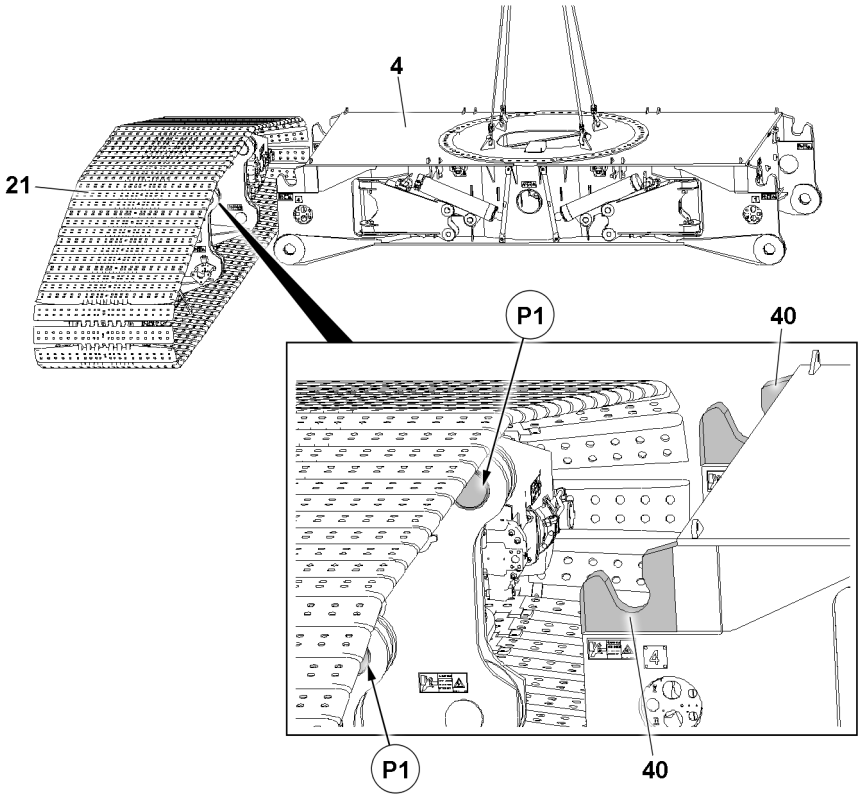

Fig.149413: Assembling the crawler center section on the first crawler carrier — positioning the crawler center section

4 Crawler center section
21 Crawler carrier
40 Centering

► Fasten the crawler center section **4** to the auxiliary crane, see section „Fastening points“.
► Check if the crawler carrier **21** is horizontal.

When the crawler carrier **21** hangs horizontally:
► Position the crawler center section **4** such that the hook points **P1** of the crawler carrier **21** can retract in the centering devices **40**.

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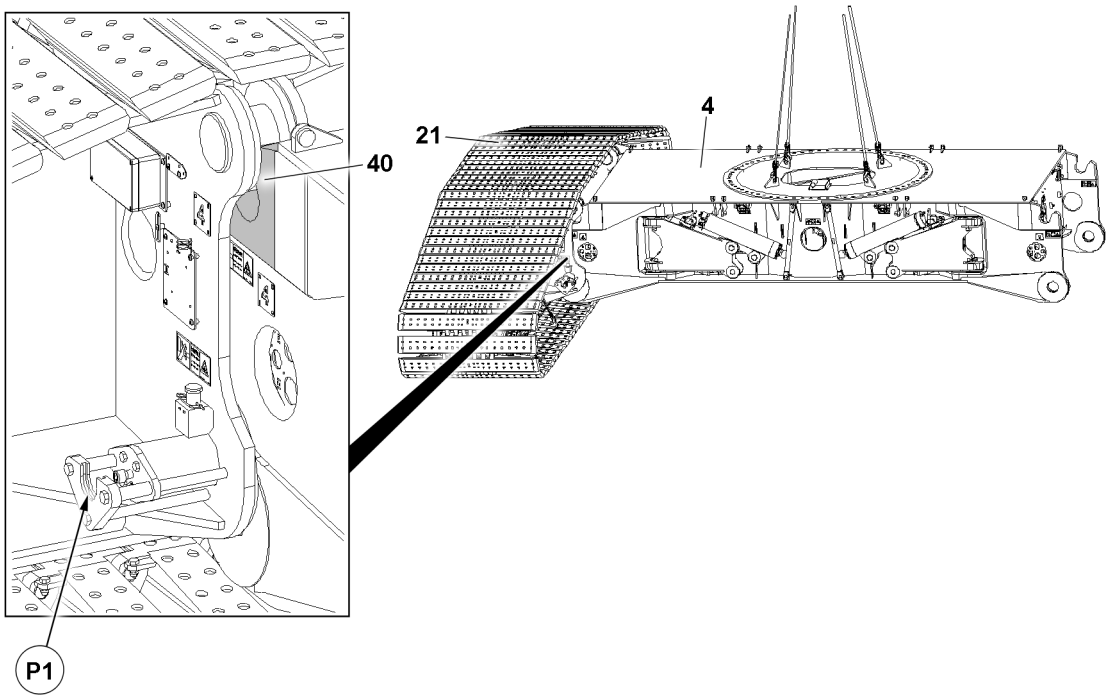

Fig.149414: Assembling the crawler center section on the first crawler carrier — hanging the crawler center section

4 Crawler center section
21 Crawler carrier
40 Centering

► Retract the centring devices **40** of the crawler center section **4** in the crawler carrier **21**

When the crawler center section **4** is centered:
► Use the pin pulling cylinder in position **P1**.

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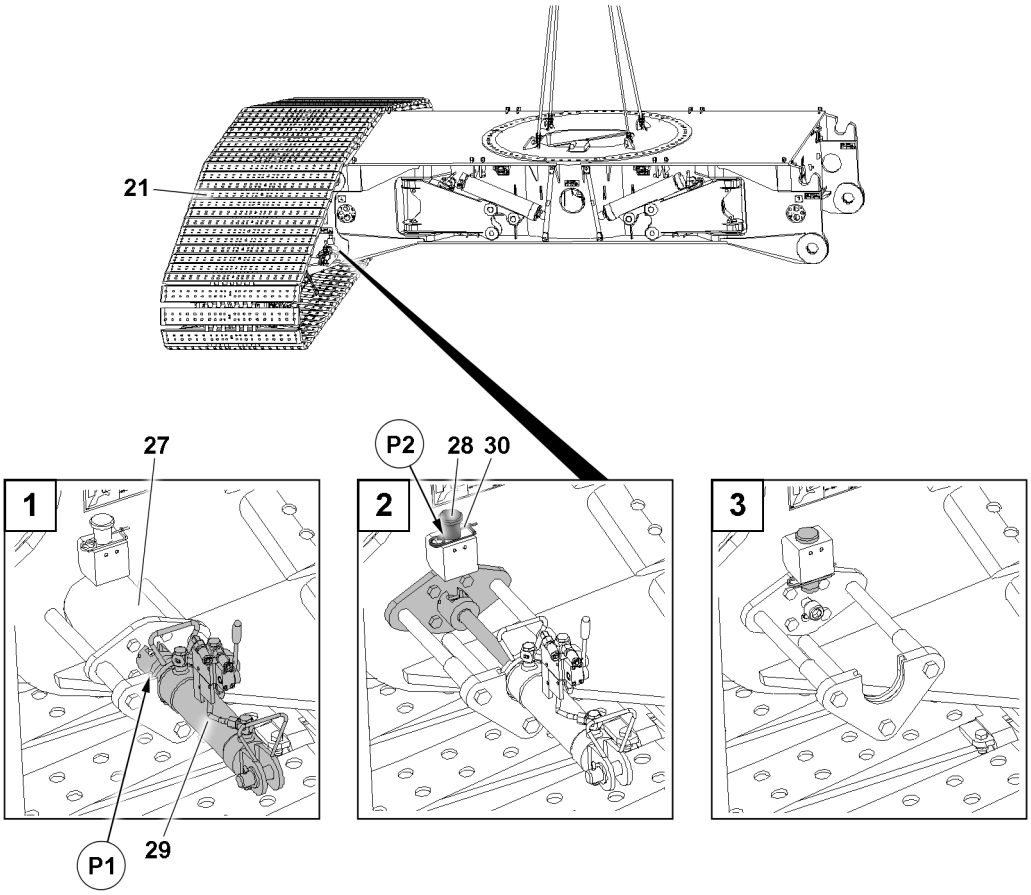

Fig.149416: Assembling the crawler center section on the first crawler carrier — pinning the crawler center section

21 Crawler carrier
27 Pin
28 Retaining pin
29 Pin pulling cylinder
30 Retaining element

NOTICE
The retaining pins **28** are not secured in position **P2**!
Property damage.
► Secure the retaining pin **28** in park position **P2** with the retaining element **30**.

► Insert the pin **27** with the pin pulling cylinder **29**.

WARNING
Unsecured pin!
If the pins **27** are not secured with retaining pins **28** and retaining elements **30**, the pins **27** can loosen up by themselves during crane operation.
Death, severe bodily injuries, property damage.
► Make sure that the pins **27** are secured with a retaining pin **28** and retaining element **30**.

► Insert the retaining pins **28** and secure with the retaining elements **30**.
► Repeat the procedure in the same manner on the second pin **27** of the crawler carrier **21**.

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6.1.2 Supporting the crawler center section on one side

WARNING
Incorrect prerequisites and procedures when supporting!
Depending on the assembly condition of the crane and the extension condition of the support cylinders, the support forces on the individual support cylinders can occur up to **90 t**.
Death, severe bodily injuries, property damage.
- ► Make sure that the ground under the support cylinders is able to safely take on the occurring support forces.
- ► Make sure that the support cylinders are supported from below over a large surface with load bearing materials.
- ► Make sure that the support cylinders are retracted and / or extended evenly.
- ► When supporting or lowering the crawler center section pay attention to the horizontal alignment.

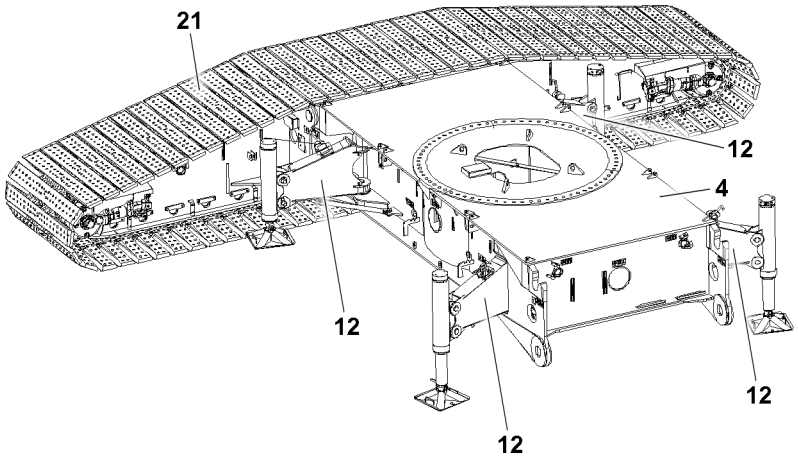

Fig.149417: Supporting the crawler center section on one side — prerequisites

4 Crawler center section
12 Assembly support
21 Crawler carrier

Make sure that the following prerequisites are met:
- – The hydraulic connections between the hydraulic aggregate and the crawler center section **4** have been properly established.
- – The crawler center section **4** is completely assembled on the first crawler carrier **21**.
- – The assembly support **12** is in the operating position, see section „Assembly supports“.

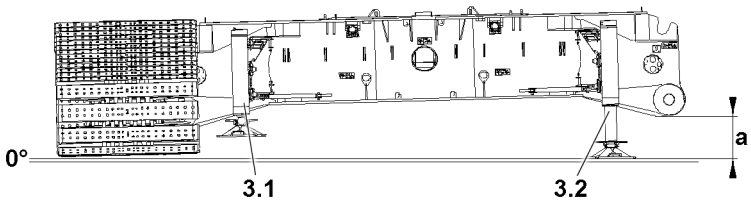

Fig.149418: Supporting the crawler center section on one side — extending the support cylinders

a 555 mm
3 Support cylinder
4 Crawler center section

WARNING
The crane is not horizontal!
If the support cylinders **3** are extended / retracted unevenly, the crane can tip over.
Death, severe bodily injuries, property damage.
- ► When extending / retracting the support cylinders **3**, pay attention to the horizontal alignment.
- ► Perform a visual inspection.

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Note

► For function assignment of hand levers for extending / retracting the support cylinders **3**, see section „Assembly supports“.

► Until the distance **a** = 555 mm: Extend the support cylinders **3.2**.

When the crawler center section **4** is supported:

► Remove the lifting gear.

6.1.3 Preparing the second crawler carrier for assembly

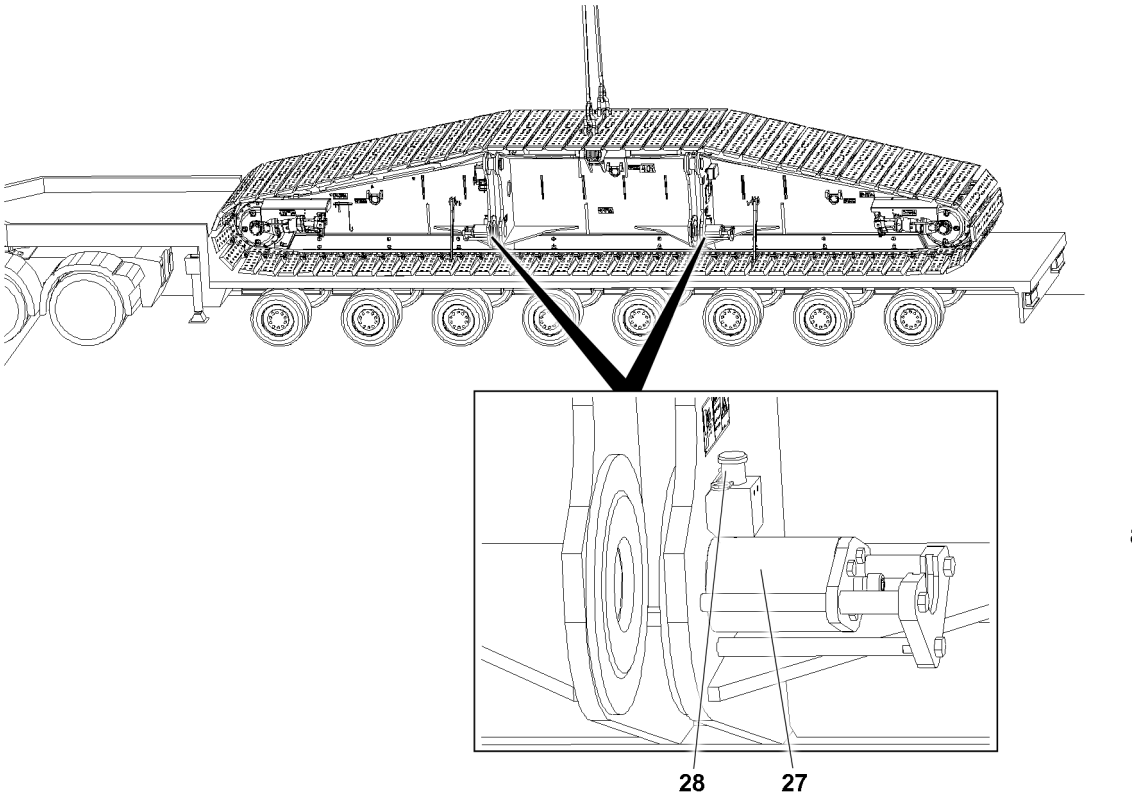

Fig.149384: Preparing the second crawler carrier for assembly — unpinned pins

27 Pin **28** Retaining pin

Make sure that the following prerequisites are met:

– The pins **27** are unpinned.
– The retaining pins **28** are secured in the unpinned position.

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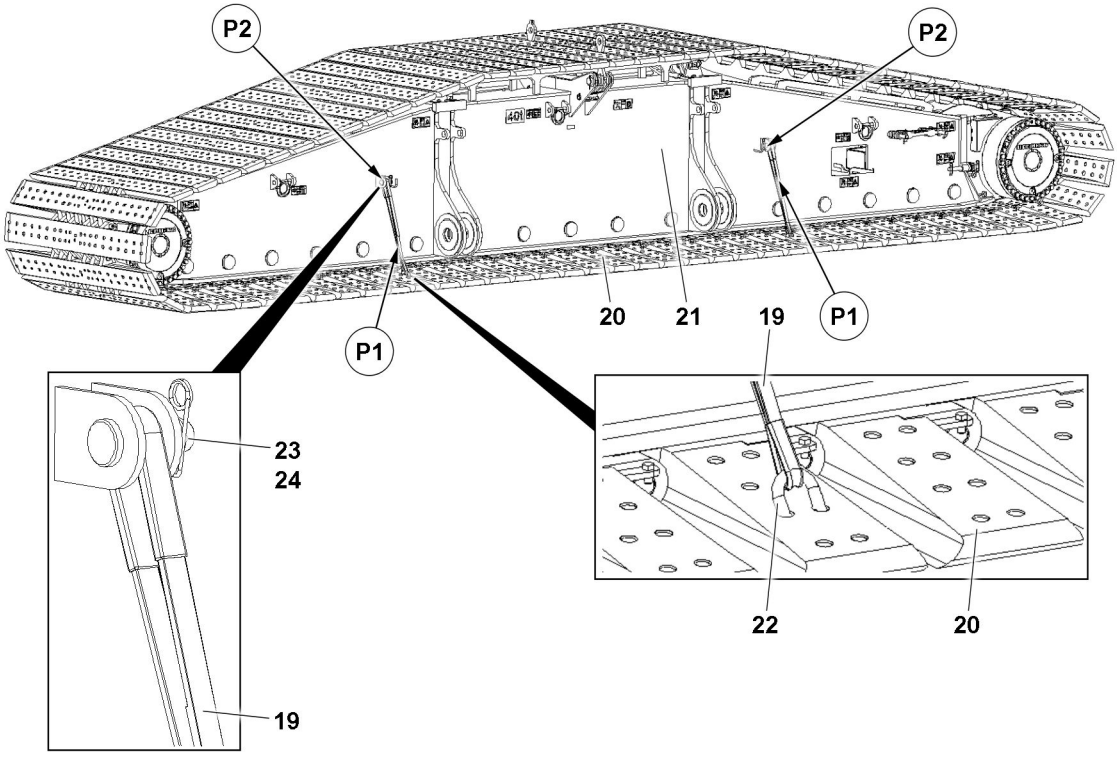

Fig.148801: Preparing the second crawler carrier for assembly — securing the outrigger pads

19 Belt
20 Outrigger pad
21 Crawler carrier
22 Bracket
23 Pin
24 Retaining element

Note
► Four belts **19** must be used for each crawler carrier **21**: Two on each side.

The outrigger pads **20** must be secured before assembly with belts **19** on the crawler carrier **21** to prevent sagging (points **P1**).

► Disengage the belts **19** in park position **P2**.
► Hang the belts **19** with the brackets **22** in the outrigger pads **20**.
► Check if all belts **19** are secured with pins **23** and retaining elements **24**.

If the belts **19** are not secured:
► Insert the pin **23** through the belt **19** and secure with the retaining element **24**.

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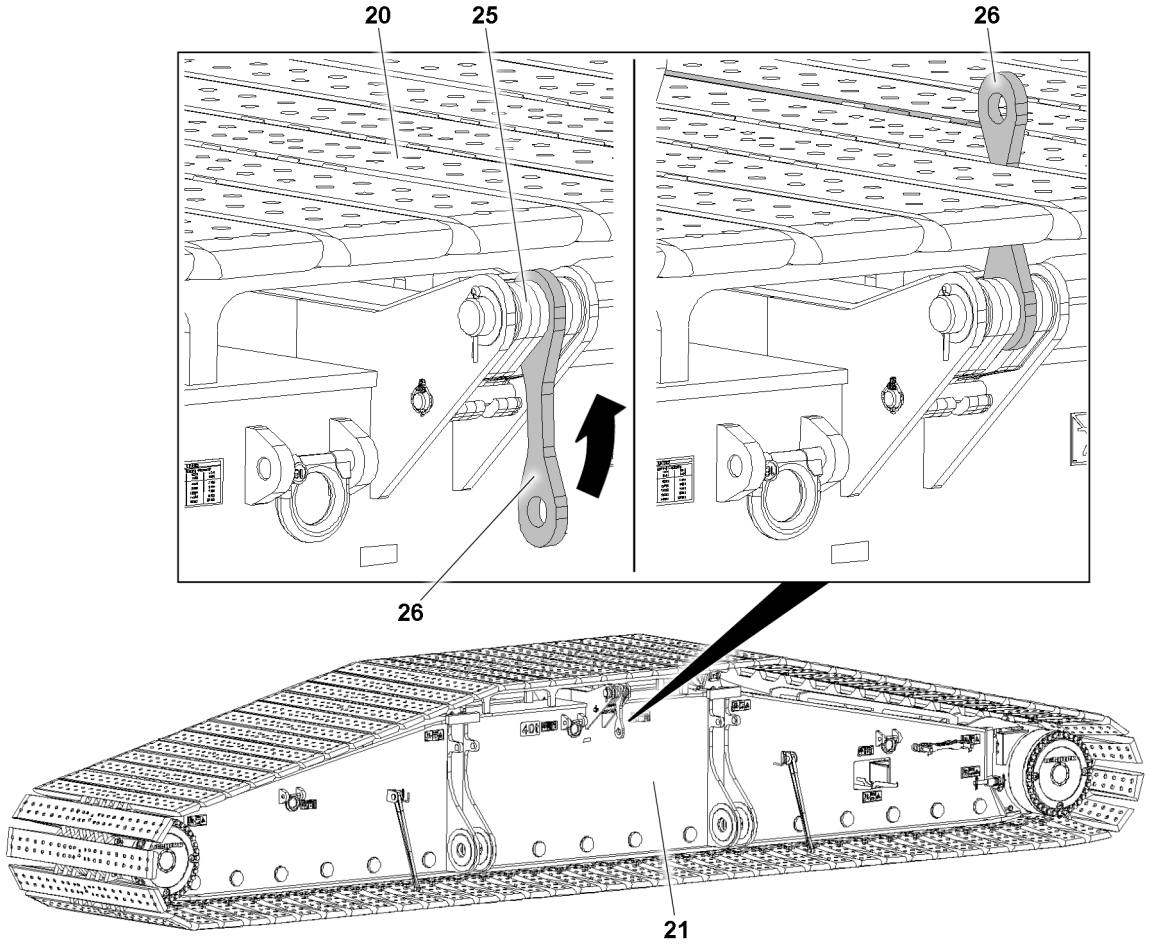

Fig.148803: Preparing the second crawler carrier for assembly — swinging the lugs into the operating position

20 Outrigger pad
21 Crawler carrier
25 Spacer plate
26 Lug

Note

► Arrange the spacer plate **25** to the right and left of the lugs **26** such that the lugs **26** can be swung up between the outrigger pads **20**.
► If the lugs **26** are swung upward, they are in the operating position.

► Swing the lugs **26** upward between the outrigger pads **20**.
► Fill the columns on both sides with spacer plates **25**.
► Fasten the crawler carrier **21** to the lugs **26**, see section „Fastening points on the crawler carrier“.

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6.1.4 Assembling the second crawler carrier

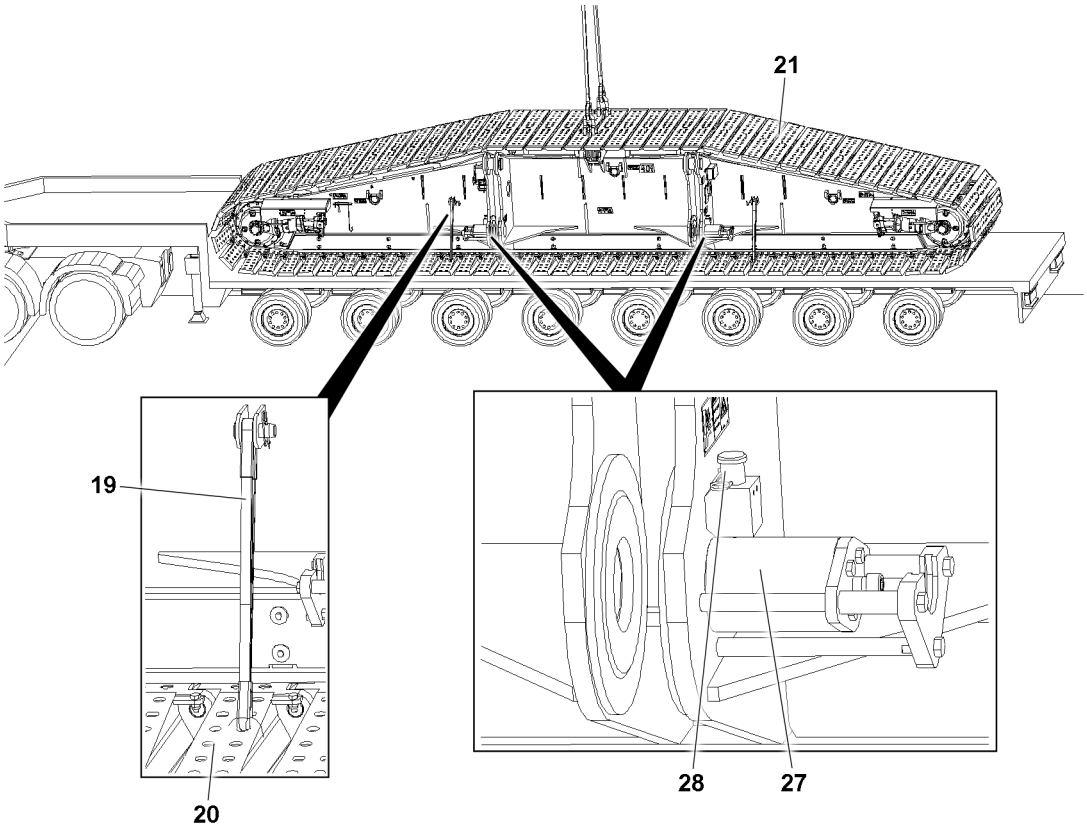

Fig.149365: Assembling the second crawler carrier — prerequisites

19 Belt
20 Outrigger pad
21 Crawler carrier
27 Pin
28 Retaining pin

Make sure that the following prerequisites are met:
- The outrigger pads **20** of the crawler carrier are secured with four belts **19** each to prevent them from sagging.
- The pins **27** are unpinned in the transport position.
- The retaining pins **28** are unpinned and secured in the park position.
- The pin pulling cylinder is connected to the hydraulic aggregate.
- The crawler carrier **21** is fastened to the auxiliary crane.

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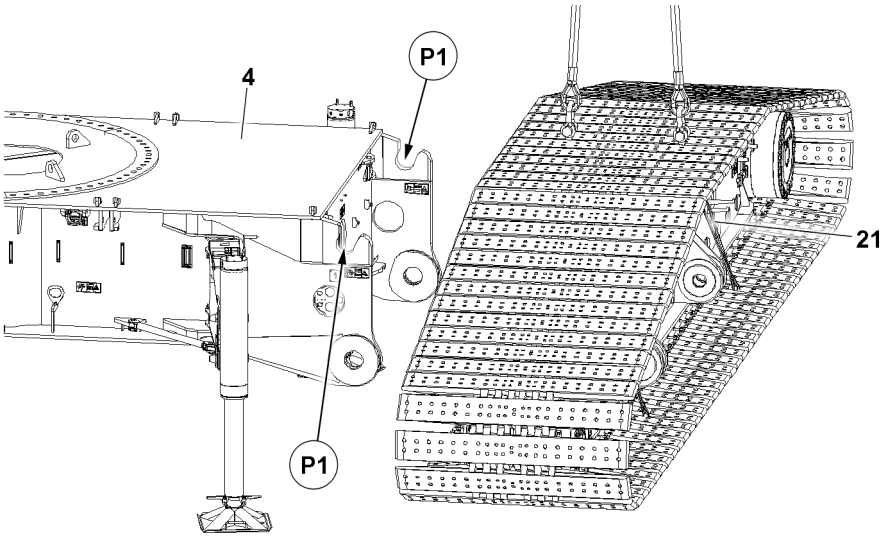

Fig.149366: Assembling the second crawler carrier — hanging the crawler carrier

4 Crawler center section **21** Crawler carrier

► Carefully swing the crawler carrier **21** with the auxiliary crane up to the points **P1** on the crawler center section **4**.
► Hook the crawler carrier **21** in points **P1**.

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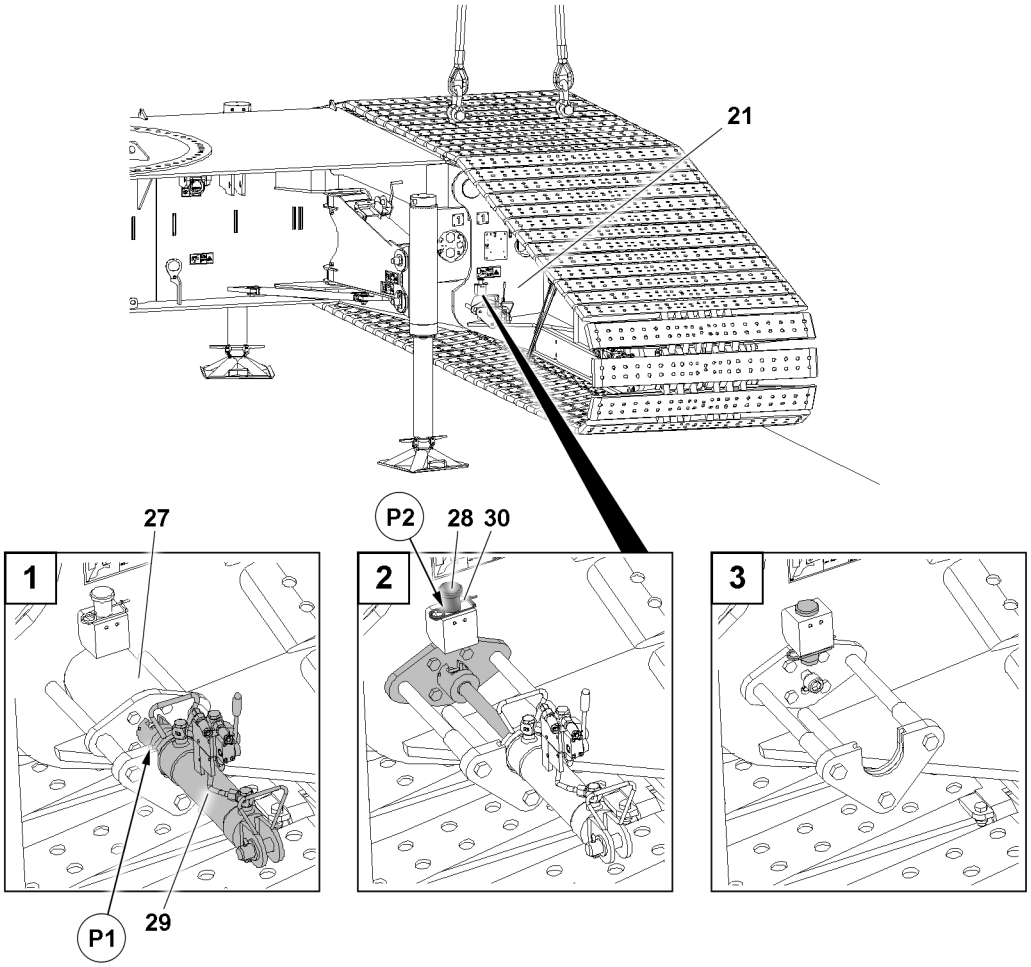

Fig.149367: Assembling the second crawler carrier — pinning the crawler carrier

27 Pin
28 Retaining pin
29 Pin pulling cylinder
30 Retaining element

► Use the pin pulling cylinder **29** in position **P1**.

NOTICE
The retaining pins **28** are not secured in position **P2**!
Property damage.
► Secure the retaining pin **28** in park position **P2** with the retaining element **30**.

► Insert the pin **27** with the pin pulling cylinder **29**.

WARNING
Unsecured pin!
If the pins **27** are not secured with a retaining pin **28** and a retaining element **30**, the retaining pins **28** can loosen up by themselves during crane operation.
Death, severe bodily injuries, property damage.
► Make sure that the pins **27** are secured with a retaining pin **28** and retaining element **30**.

► Insert the retaining pins **28** and secure with the retaining elements **30**.
► Repeat the procedure in the same manner on the second pin **27** of the crawler carrier **21**.

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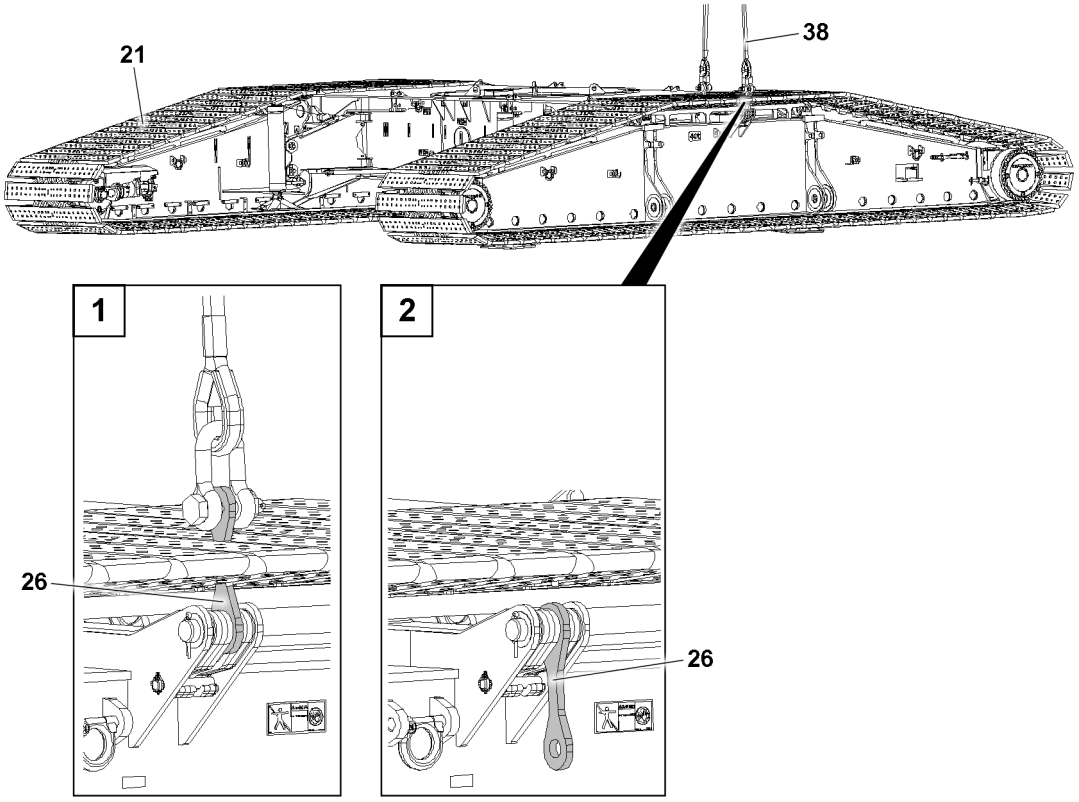

Fig.149412: Assembling the second crawler carrier — swinging the lugs into the park position

21 Crawler carrier
26 Lug
38 Lifting gear

► Remove the lifting gear **38**.

NOTICE
Lugs **26** in the operating position!
If the lugs **26** are not swung down after the lifting gear **38** is removed, the lugs **26** can be damaged.
► Swing the lugs **26** downward into the transport position.

► Check if all lugs **26** are swung downward.

6.1.5 Establishing the connections to the crawler carriers

Make sure that the following prerequisite is met:
– Both crawler carriers **21** are properly assembled, pinned and secured.

Establishing the hydraulic connections

The hydraulic connections are established with quick couplings.

When connecting hydraulic lines with quick couplings, make sure that the coupling procedure is carried out correctly.

WARNING
Pressure in the hydraulic lines!
If the pressure supply is not interrupted before connecting / releasing the hydraulic lines, the hydraulic oil can escape with high pressure.
Death, severe bodily injuries, property damage.
► Release the pressure in the hydraulic system before connecting / disconnecting: Interrupt the pressure supply and wait for a short time.

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WARNING
Incompletely connected quick couplings!
Incompletely connected quick couplings can cause loss of pressure or leakage.
Incorrectly coupled or self-loosening quick couplings (particularly return lines) can result in serious accidents due to component failure.
► Check that the quick couplings have been properly connected before using the crane.

► Connect the coupling components (sleeve and connector) and screw together with the knurled nut.
► Tighten the hydraulic coupling by hand. Turn the knurled nut until it reaches a tangible, fixed stop position.
► Establish the hydraulic connections, see the Hydraulic diagram.

Establishing the electrical connections

► Establish the electrical connections, see the Electric wiring diagram.

6.1.6 Disassembling the assembly support

Note
► For the disassembly of the assembly supports, see section „Assembly supports“.

6.2 Disassembling the crawler carrier with the auxiliary crane

WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.
► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the supplied fall arrest system to prevent falling, see chapter 2.04.
► If fall protection equipment is available, then it must be used, see chapter 2.06.
► When lifting, lowering, swinging crane parts in and out, no persons may remain in the danger zone.
► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work.
► It is prohibited to lean the ladder against the component being disassembled.
► Only step on the aids, ladders and catwalks with clean shoes.
► Keep aids, ladders and catwalks free of heavy dirt, snow, frost and ice.
► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
► Remaining on a suspended load is prohibited.
► Stepping or walking on crane components and lattice sections, which have an incline of more than 20° is prohibited.
► For all assembly work, the crane operator of the main crane must be in voice contact with the crane operator / crane operators of the auxiliary crane / auxiliary cranes.
► For assembly / disassembly tasks, the crane operator may only initiate crane movements when the responsible guide has explicitly released the movement.

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WARNING
Danger of impact / crushing!
When assembling and disassembling crane components with the auxiliary crane, they can start to swing back and forth.
When lifting / lowering and positioning crane components, there is an increased danger of impacts / crushing.
Death, severe bodily injuries, property damage.
► Make sure that personnel cannot be caught by components.
► When working in danger zones: Use aids to protect limbs.
► Guide components with suitable aids to minimize oscillation.

DANGER
Do not disengage the auxiliary crane until the component is completely pinned and secured!
If a component is disengaged from the auxiliary crane before it is pinned, then it can fall.
Death, severe bodily injuries, property damage.
► Do not disengage the auxiliary crane until the component is pinned and secured.

WARNING
Working without personal protective equipment!
During assembly and disassembly of the crane components, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.
► Use personal protective equipment.

Make sure that the following prerequisites are met:
– The crane must be aligned horizontally.
– The placement location must be level and have adequate load-bearing capacity.
– Suitable material must be available for the substructure of the assembly supports.
– The turntable is disassembled.
– The assembly support is in the operating position.
– The support plates are installed.

6.2.1 Disconnecting the connections to the crawler carriers

Make sure that the following prerequisite is met:
– Both crawler carriers are properly assembled, pinned and secured.

Disconnecting the hydraulic connections

The hydraulic connections are established with quick couplings.

When disconnecting hydraulic lines with quick couplings, make sure that the uncoupling procedure is carried out correctly.

WARNING
Pressure in the hydraulic lines!
If the pressure supply is not interrupted before connecting / releasing the hydraulic lines, the hydraulic oil can escape with high pressure.
Death, severe bodily injuries, property damage.
► Release the pressure in the hydraulic system before connecting / disconnecting: Interrupt the pressure supply and wait for a short time.

► Loosen the hydraulic coupling by hand.
► Disconnect the hydraulic connections, see the Hydraulic diagram.
► Protect the hydraulic connections from contamination with caps.

Disconnecting the electrical connections

► Disconnect the electrical connections to the crawler carrier, see Electrical wiring diagram.

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Disconnecting the connections to the central lubrication system

- ► Disconnect the connections to the central lubrication system.
- ► Protect the connections of the central lubrication system with caps from contamination.

6.2.2 Preparing the crawler carrier for disassembly

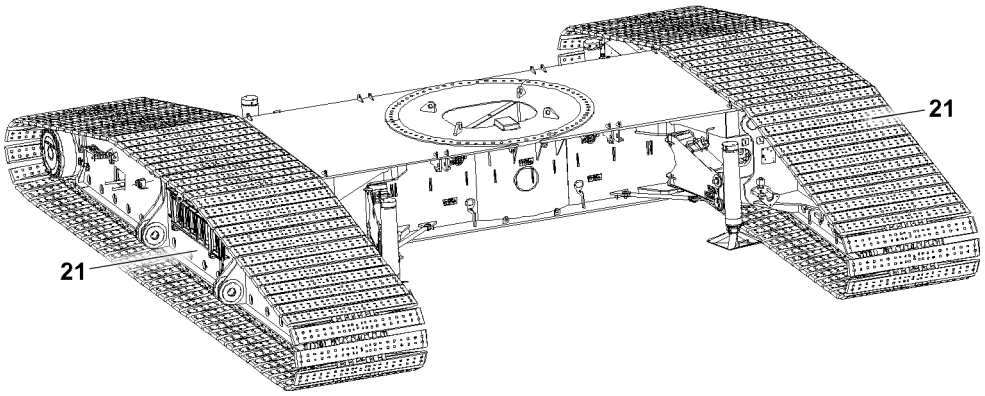

Fig.149419: Preparing the crawler carrier for disassembly

21 Crawler carrier

Note

- ► The description applies for both crawler carriers **21**.

WARNING

Working without personal protective equipment!
During assembly and disassembly of the crane components, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.

- ► Use personal protective equipment.

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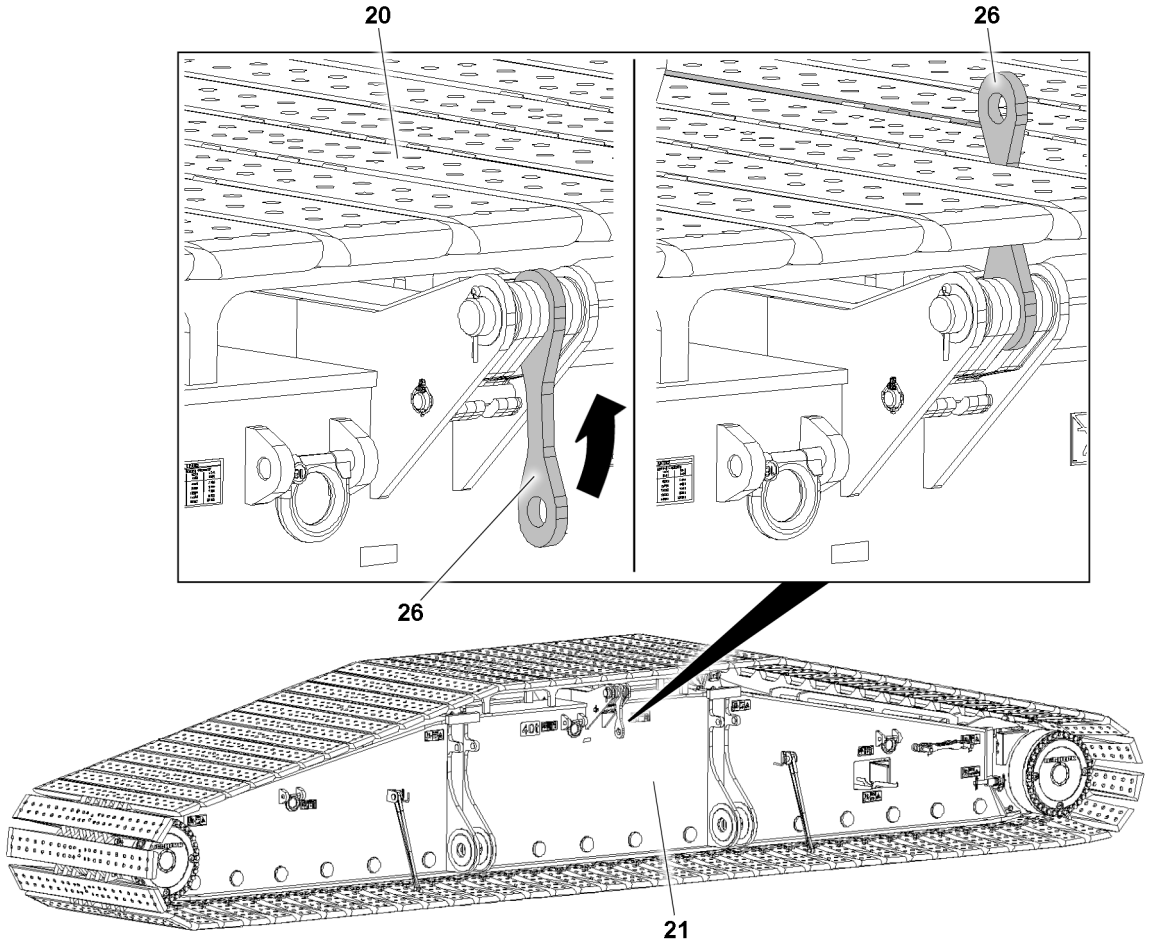

Fig.149403: Preparing the crawler carrier for disassembly — positioning the outrigger pads

20 Outrigger pad
21 Crawler carrier
26 Lug

Note

► The outrigger pads **20** of both crawler carriers **21** must be positioned such that the lugs **26** can be swung through between the outrigger pads **20** „upward“ in the operating position.

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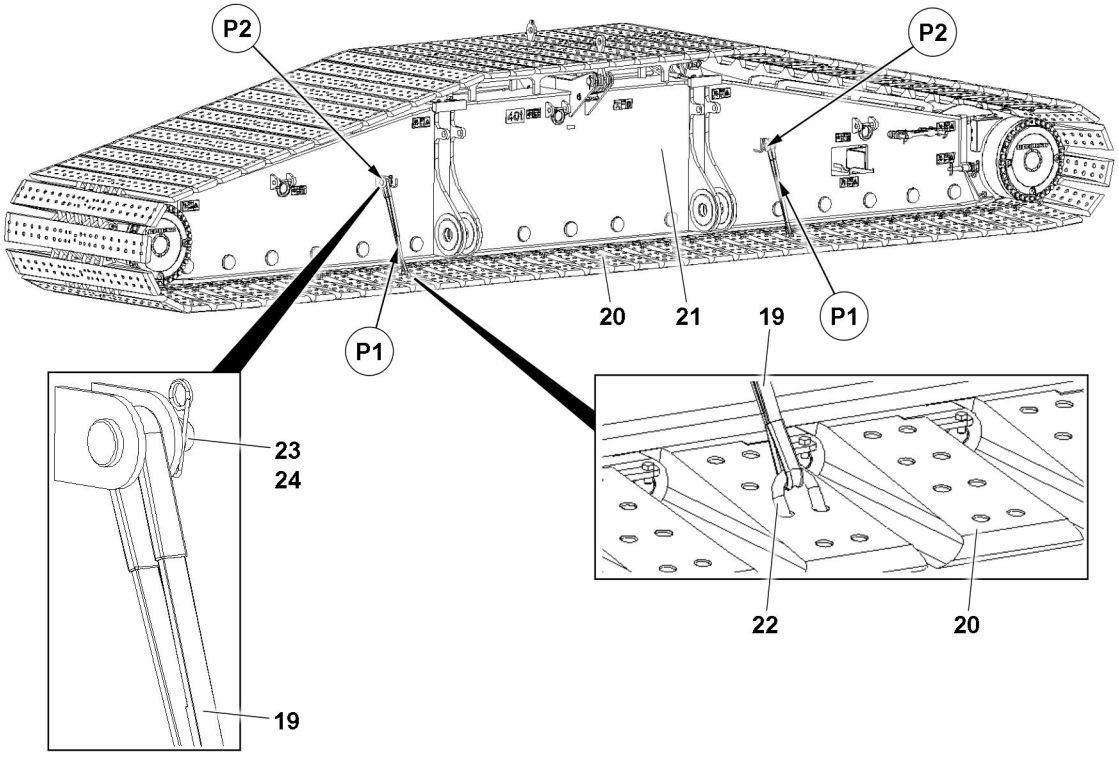

Fig.148801: Preparing the crawler carrier for disassembly — securing the outrigger pads

19 Belt
20 Outrigger pad
21 Crawler carrier
22 Bracket
23 Pin
24 Retaining element

Note
► Four belts **19** must be used for each crawler carrier **21**: Two on each side.

NOTICE
Unsecured outrigger pads **20**!
If the outrigger pads **20** are not secured with the belts **19** to prevent them from sagging, the crawler carrier **21** can be severely damaged.
► Secure the outrigger pads **20** before assembly of the crawler carrier **21** with the belts **19** to prevent sagging.

The outrigger pads **20** must be secured before assembly with belts **19** on the crawler carrier **21** to prevent sagging (points **P1**).

► Disengage the belts **19** in park position **P2**.
► Hang the belts **19** with the brackets **22** in the outrigger pads **20**.
► Check if all belts **19** are secured with pins **23** and retaining elements **24**.

If the belts **19** are not secured:
► Insert the pin **23** through the belt **19** and secure with the retaining element **24**.

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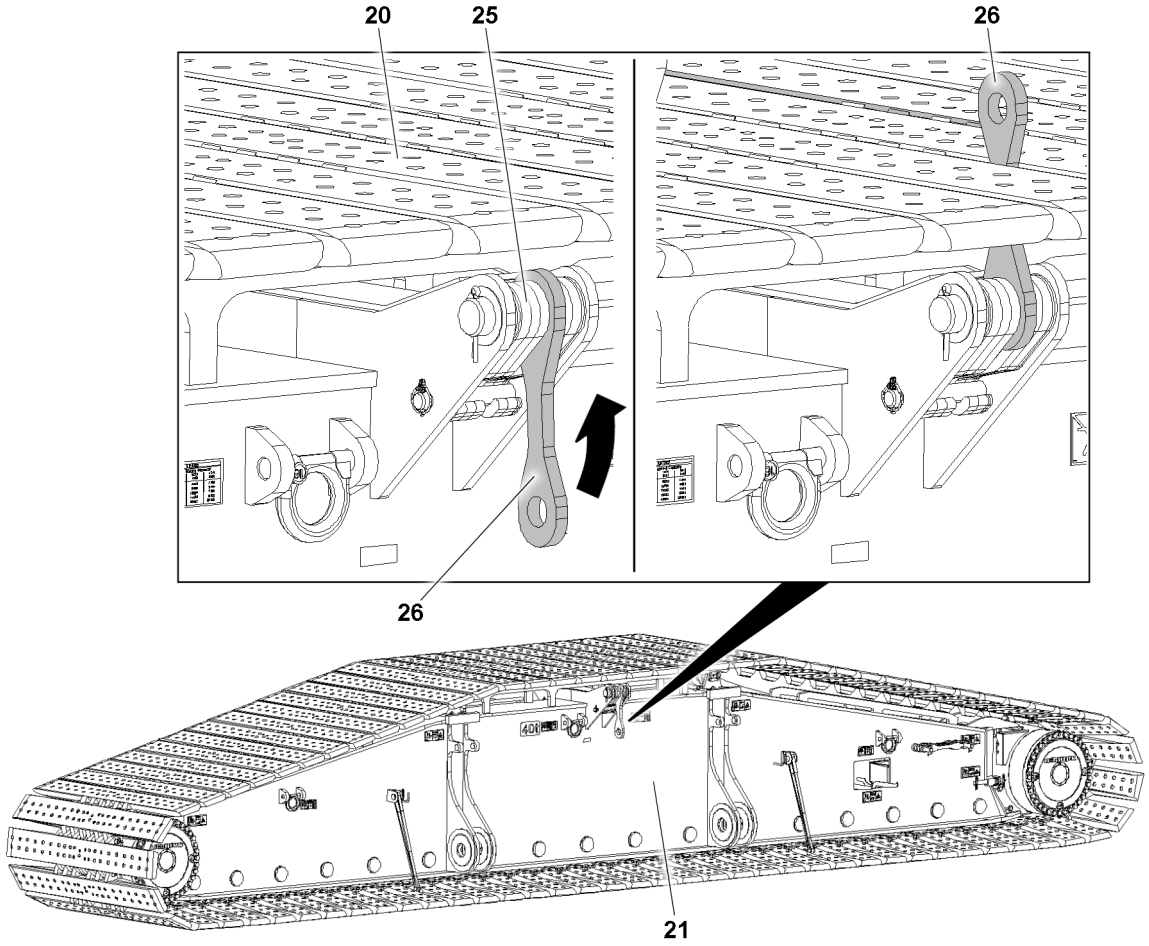

Fig.148803: Preparing the crawler carrier for disassembly — swinging the lugs into the operating position

20 Outrigger pad
21 Crawler carrier
25 Spacer plate
26 Lug

Note

► Arrange the spacer plate **25** to the right and left of the lugs **26** such that the lugs **26** can be swung up between the outrigger pads **20**.
► If the lugs **26** are swung upward, they are in the operating position.

► Swing the lugs **26** upward between the outrigger pads **20**.
► Fill the columns on both sides with spacer plates **25**.
► Fasten the crawler carrier **21** to the lugs **26**, see section „Fastening points on the crawler carrier“.

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6.2.3 Disassembling the first crawler carrier

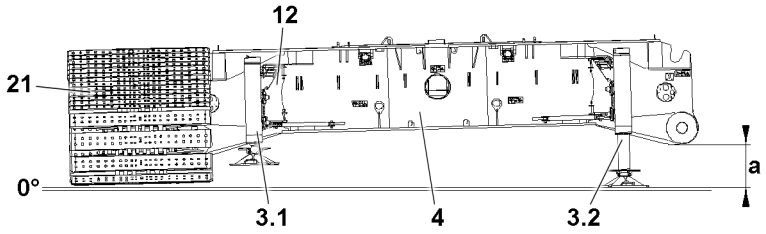

Fig.149420: Disassembling the first crawler carrier — prerequisites

a 555 mm
3 Support cylinder
4 Crawler center section
12 Assembly support
21 Crawler carrier

Make sure that the following prerequisites are met:
– The assembly support **12** is assembled, see section, „Assembling the assembly supports“.
– The connections between the crawler carriers **21** and the crawler center section **4** are disconnected.

WARNING
Improper support!
If the assembly support **12** is not properly supported, then it can sink into the ground.
Death, severe bodily injuries, property damage.
► The substructure must safely absorb the weight of the crawler travel gear.
► The substructure must be made large enough for the ground conditions, with solid materials, such as wood, steel or concrete slabs, see chapter 2.04.

► Lift the first crawler carrier **21** off the ground: Until the distance **a** = 555 mm , extend the support cylinders **3.2**.

Result:
– The angle between the ground and the crawler center section **4** is approx. 1.4°.

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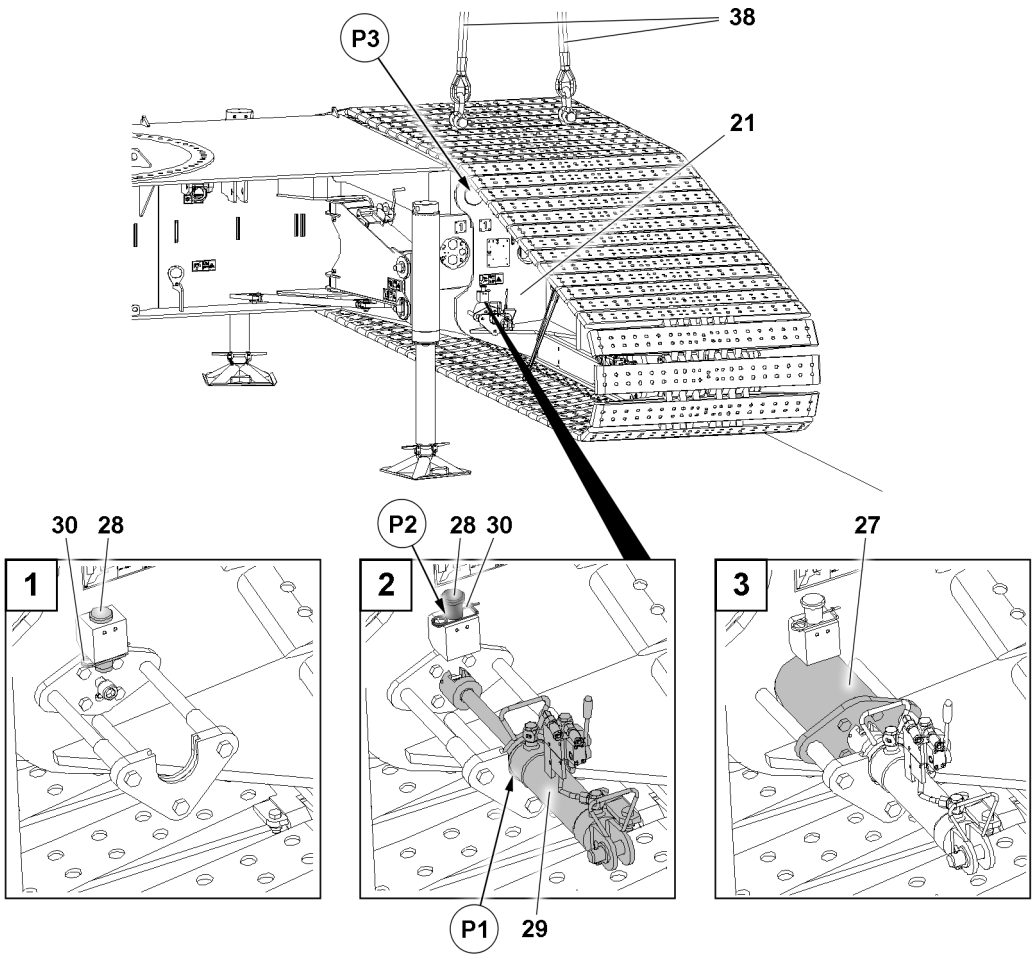

Fig.149421: Disassembling the first crawler carrier — unpinning the crawler carrier

21 Crawler carrier
27 Pin
28 Retaining pin
29 Pin pulling cylinder
30 Retaining element
38 Lifting gear

► Remove the retaining element **30**.
► Unpin the retaining pin **28** to the park position.

NOTICE
The retaining pins **28** are not secured in position **P2**!
Property damage.
► Secure the retaining pin **28** in park position **P2** with the retaining element **30**.

► Make sure that the retaining pin **28** is secured in position **P2**.
► Use the pin pulling cylinder **29** in position **P1**.
► Unpin the pin **27** with the pin pulling cylinder **29**.
► Remove the pin pulling cylinder **29**.
► Repeat the procedure in the same manner on the second pin **27** of the crawler carrier **21**.

When both pins **27** are unpinned:
► Tension the lifting gear **38**.
► Lift the crawler carrier **21** with the auxiliary crane and disengage it in position **P3**.

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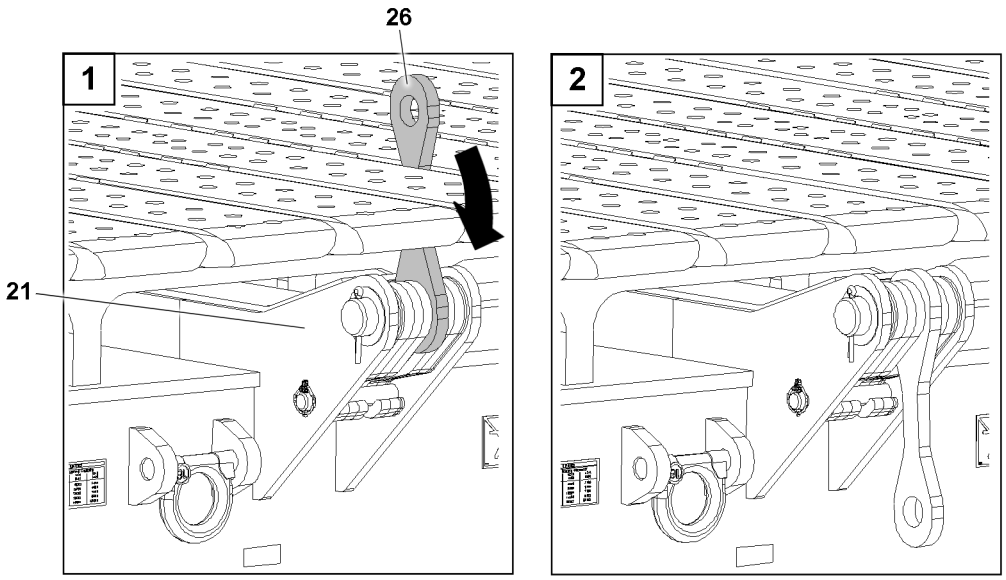

Fig.149422: Disassembling the first crawler carrier — swinging the lugs into the park position

21 Crawler carrier **26** Lug

► Take the crawler carrier **21** down onto the transport vehicle.
► Release the lifting gear from the lugs **26**.

NOTICE
Lugs **26** in the operating position!
If the lugs **26** are not swung down after the lifting gear is removed, the lugs **26** can be damaged.
► Swing the lugs **26** downward into the transport position.

► Swing the lugs **26** down.

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6.2.4 Disassembling the crawler center section

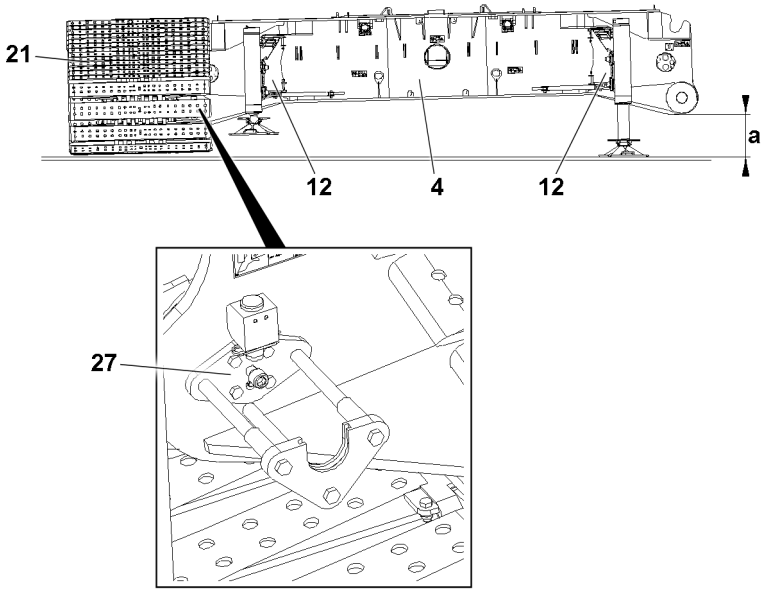

Fig.149423: Disassembling the crawler center section — prerequisites

4	Crawler center section	**21**	Crawler carrier
12	Assembly support	**27**	Pin

Make sure that the following prerequisites are met:
- An auxiliary crane with sufficient load carrying capacity is available.
- The assembly supports **12** are in the operating position.
- The connections between the crawler carrier **21** and the crawler center section **4** are disconnected.
- The crawler carrier **21** is positioned on a level, load-bearing surface.
- The pins **27** are pinned on both sides.

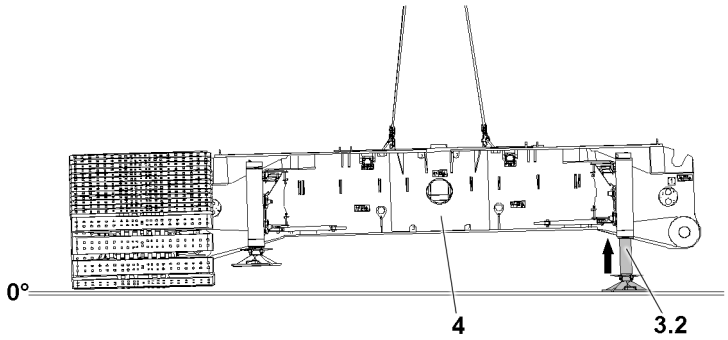

Fig.149424: Disassembling the crawler center section — prerequisites

3	Support cylinder	**4**	Crawler center section

► Fasten the crawler center section **4** to the auxiliary crane, see section „Crawler center section fastening points“.

Note

► For function assignment of hand levers for extending / retracting the support cylinders **3.2**, see section „Assembly supports“.

► Retract the support cylinders **3.2** completely.

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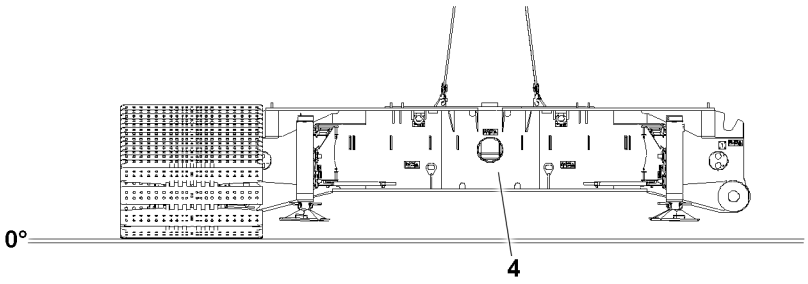

Fig.149425: Disassembling the crawler center section — aligning the crawler center section horizontally

4 Crawler center section

When the crawler center section **4** hangs horizontally on the auxiliary crane:
► Align the crawler center section **4** horizontally.

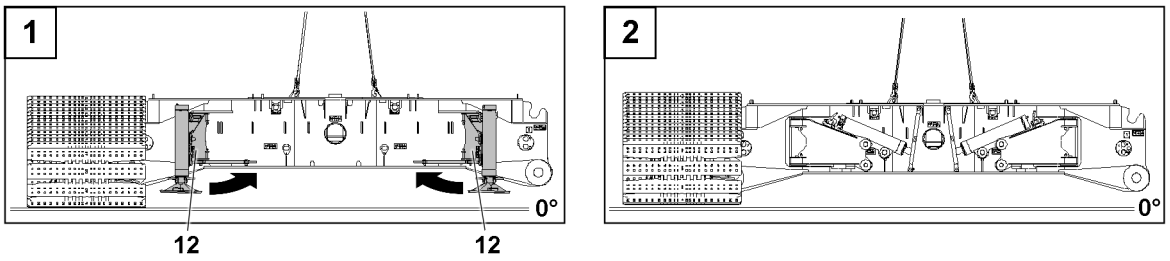

Fig.149426: Disassembling the crawler center section — assembling the assembly supports in the transport position

12 Assembly support

► For assembling the assembly support **12** in the transport position, see section „Assembling the assembly supports in the transport position“.

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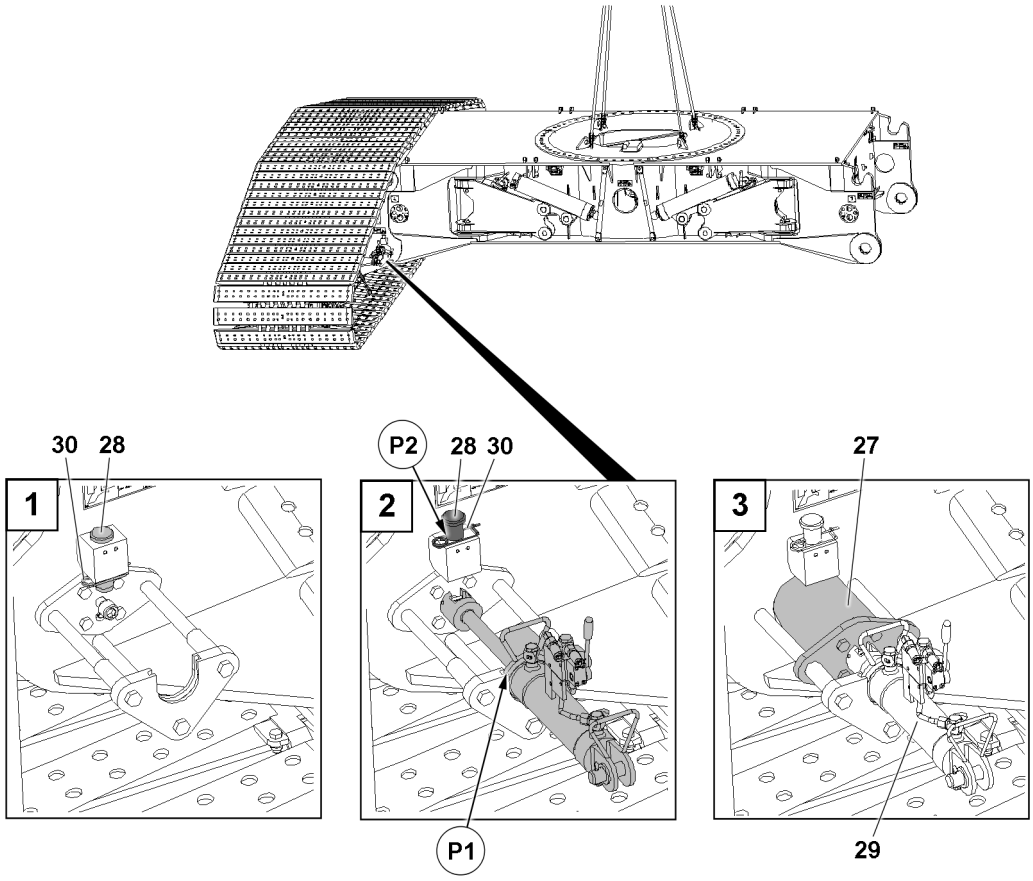

Fig.149427: Disassembling the crawler center section — unpinning the crawler center section

27 Pin
28 Retaining pin
29 Pin pulling cylinder
30 Retaining element

► Remove the retaining element **30**.
► Unpin the retaining pin **28**.

NOTICE
The retaining pins **28** are not secured in position **P2**!
Property damage.
► Secure the retaining pin **28** in park position **P2** with the retaining element **30**.

► Make sure that the retaining pin **28** is secured in position **P2**.
► Use the pin pulling cylinder **29** in position **P1**.
► Unpin the pin **27** with the pin pulling cylinder **29**.
► Remove the pin pulling cylinder **29**.
► Repeat the procedure in the same manner on the second pin **27** of the crawler carrier **21**.

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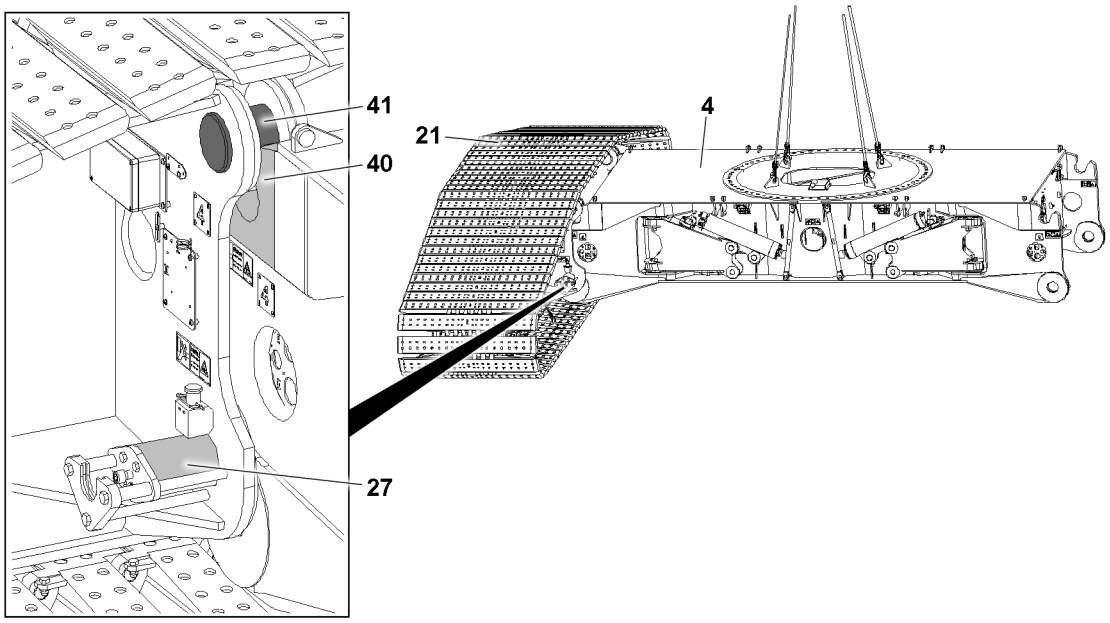

Fig.149428: Disassembling the crawler center section — assembling the assembly supports in the transport position

4 Crawler center section
21 Crawler carrier
27 Pin
40 Centering
41 Pin

When both pins **27** are unpinned:
► Release the centering device **40** from the pin **41**: Lower the crawler center section **4**.
► Remove the crawler center section **4** from the crawler carrier **21**.

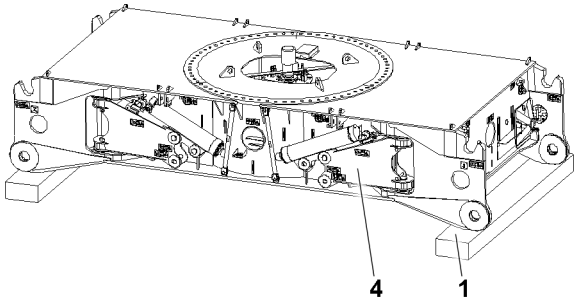

Fig.149429: Disassembling the crawler center section — taking down the crawler center section

1 Substructure
4 Crawler center section

► Take the crawler center section **4** down on the support **1**.

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6.2.5 Loading the second crawler carrier onto the transport vehicle

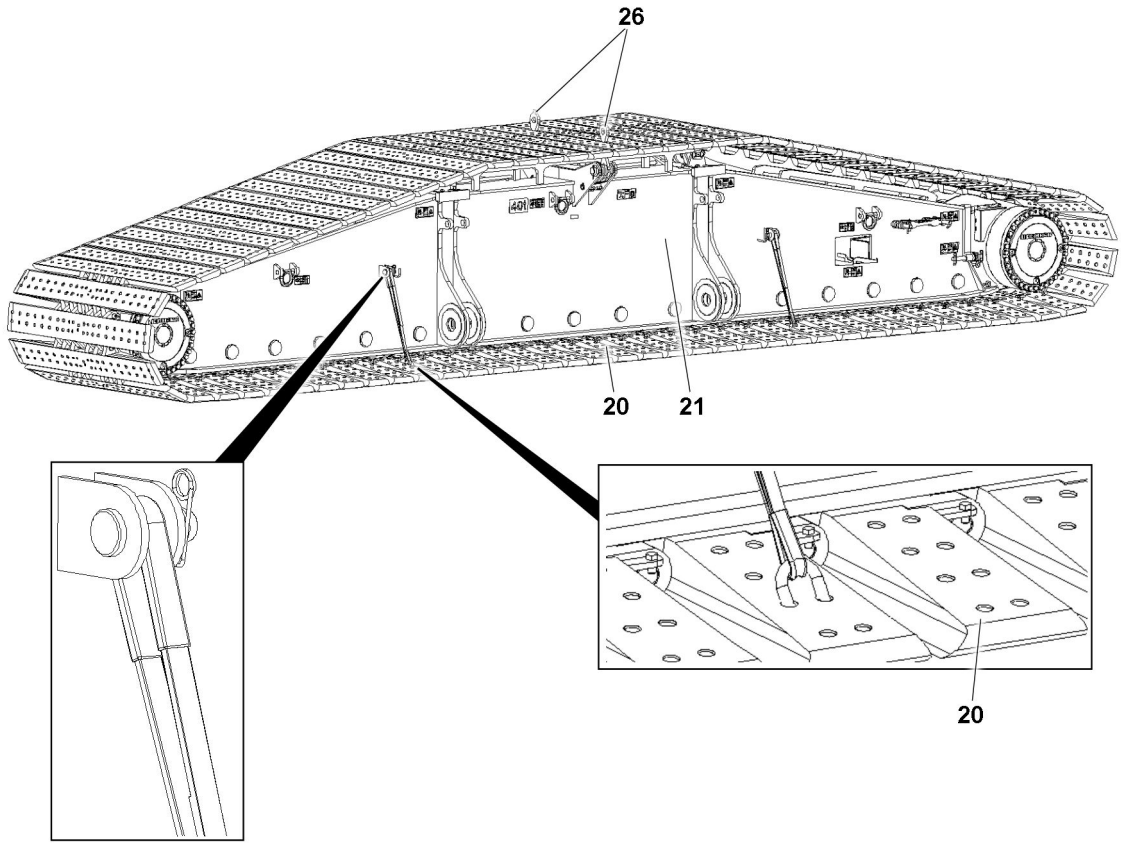

Fig.149431: Loading the second crawler carrier onto the transport vehicle — prerequisites

20 Outrigger pad
21 Crawler carrier
26 Lug

Make sure that the following prerequisites are met:
- The crawler center section is disassembled.
- The outrigger pads **20** of the crawler carrier **21** are secured to prevent them from sagging.
- The lugs **26** are in the operating position.

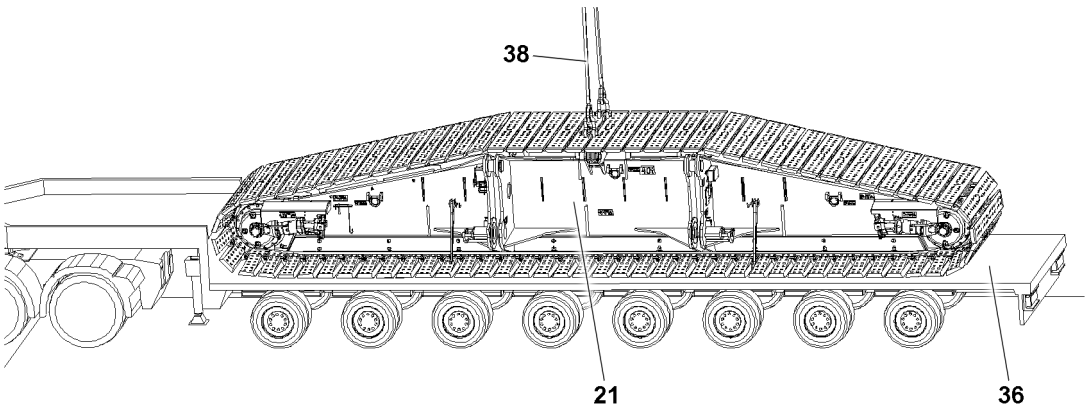

Fig.149430: Loading the second crawler carrier onto the transport vehicle — taking the crawler carrier down on the transport vehicle

21 Crawler carrier
36 Transport vehicle
38 Lifting gear

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- ► Fasten the crawler carrier **21** to the auxiliary crane, see section „Fastening points on the crawler carrier“.
- ► Lift the crawler carrier **21** and load it onto the transport vehicle **36**.
- ► Remove the lifting gear **38** from the crawler carrier **21**.

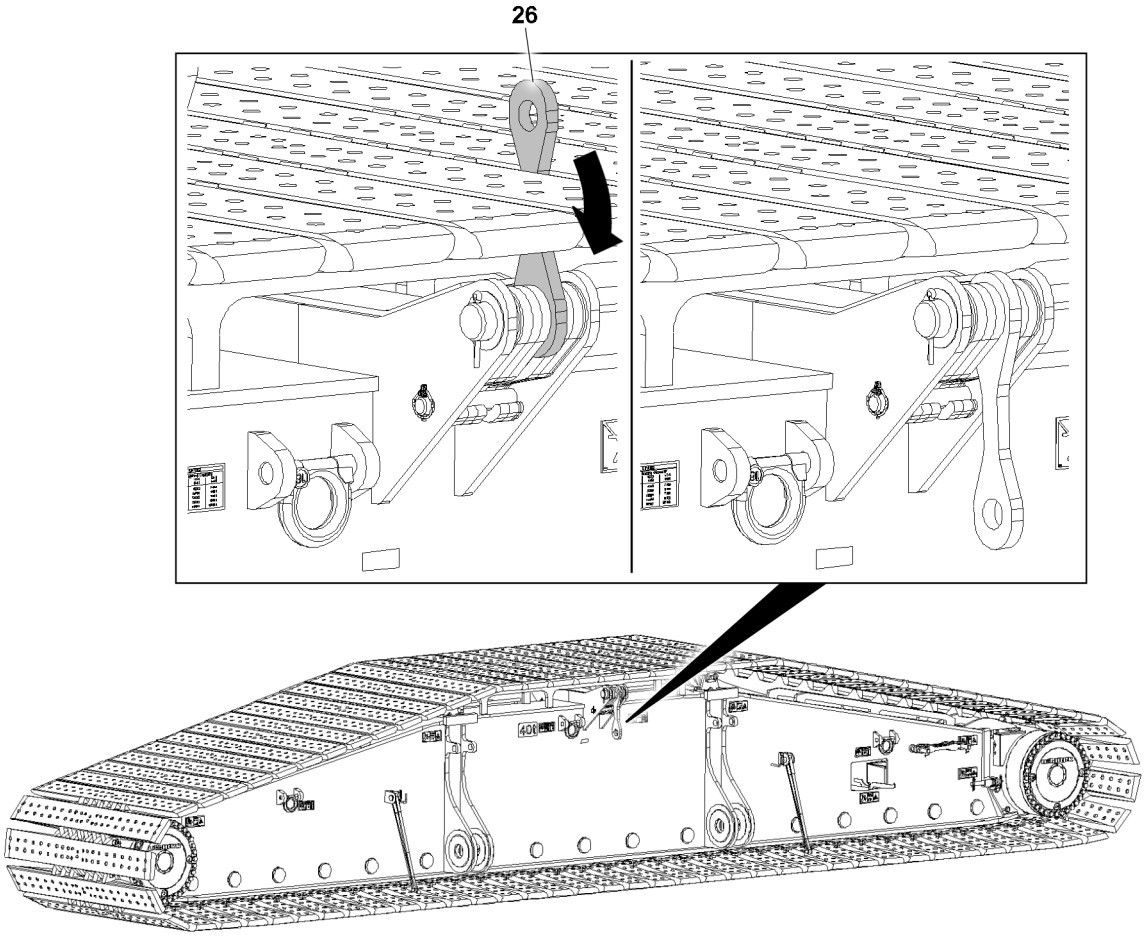

Fig.149432: Loading the second crawler carrier onto the transport vehicle — swinging the lugs into the park position

26 Lug

- ► Fold the lugs **26** down into the transport position.

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3.02 Turntable assembly

1	Turntable with Quick Connection*	3
2	Assembling the turntable	7
3	Disassembling the turntable	15

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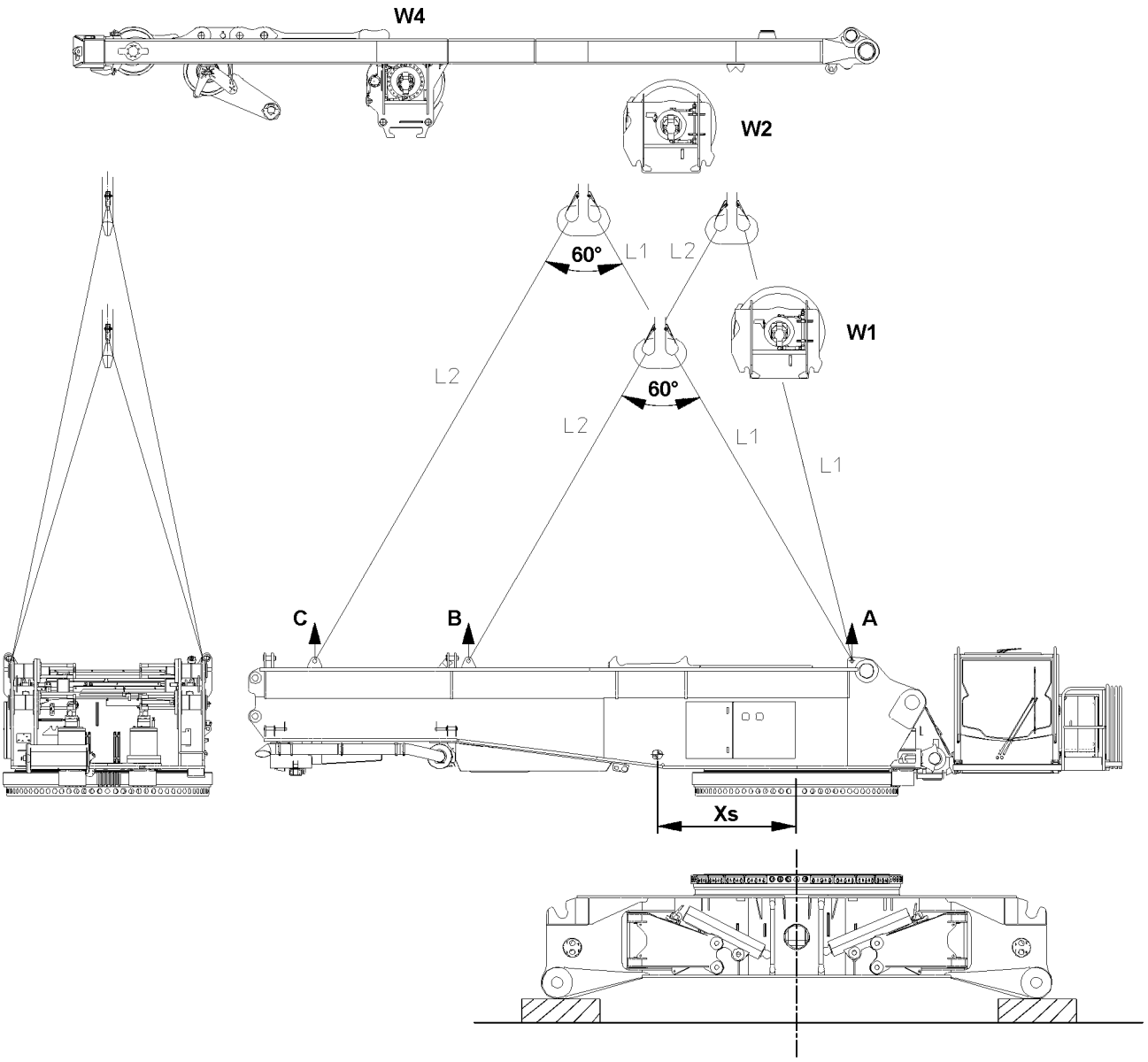

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1 Turntable with Quick Connection*

For transport, the turntable can be separated from the crawler center section by means of the Quick Connection* device. In that case, the turntable as well as the crawler center section are each transported on a separate transport vehicle.

1.1 Taking on a load with an auxiliary crane

		Suspended load			Center of gravity	Length of fastening equipment	
	Weight	**A**	**B**	**C**	**Xs**	**L1**	**L2**
Turntable with 2 slewing gears	33.90 t	18.59 t	15.31 t	–	-1.69 m	L1 = L2	
+ SA-frame with winch 4 and rope	51.40 t	24.44 t	–	26.96 t	-3.24 m	L1 = L2	
+ Winch 1 with 1050 m rope	58.90 t	30.94 t	–	27.96 t	-2.86 m	L1 = L2	
+ Winch 2 with 1050 m rope	66.40 t	35.93 t	–	30.47 t	-2.74 m	L1 = L2	
Turntable + center section + 2 slewing gears	61.30 t	42.05 t	19.25 t	–	-0.94 m	6.3 m	7.1 m
+ SA-frame with winch 4 and rope	78.80 t	37.10 t	41.70 t	–	-2.12 m	L1 = L2	
+ Winch 1 with 1050 m rope	86.30 t	43.20 t	43.10 t	–	-1.95 m	L1 = L2	
+ Winch 2 with 1050 m rope	93.80 t	47.16 t	46.64 t	–	-1.94 m	L1 = L2	

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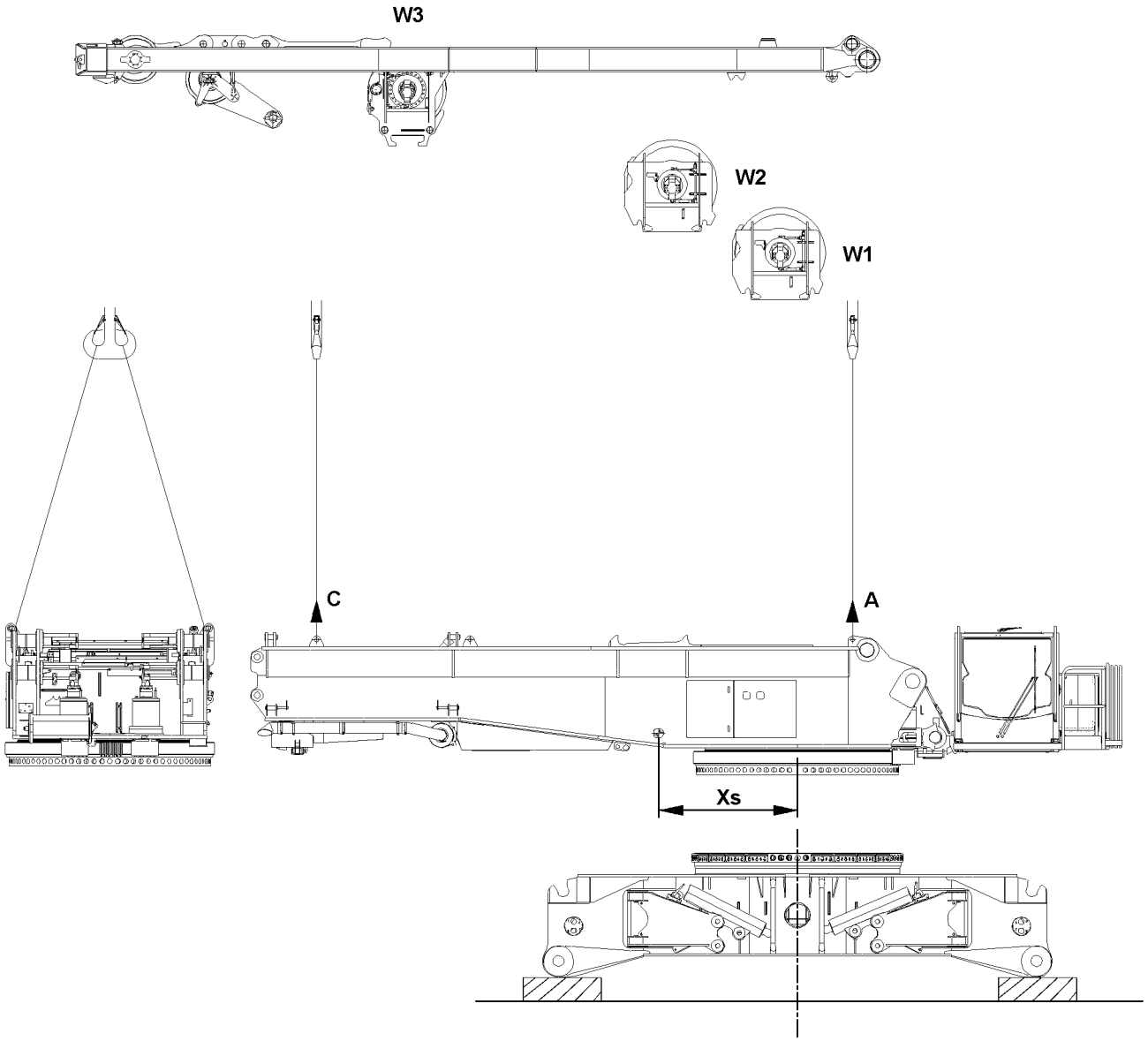

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Fig.105487

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1.2 Taking on a load with two auxiliary cranes

		Suspended load		Center of gravity
	Weight	**A**	**C**	**Xs**
Turntable with 2 slewing gears	33.90 t	22.97 t	10.93 t	-1.69 m
+ 1 slewing gear	0.55 t	+0.60 t	-0.05 t	
+ Winch 1 with 1050 m rope	7.50 t	+6.49 t	+1.01 t	
+ Winch 2 with 1050 m rope	7.50 t	+4.97 t	+2.53 t	
+ SA-frame with winch 4 and rope	17.50 t	+1.46 t	+16.04 t	
Turntable, complete	66.40 t	35.93 t	30.47 t	-2.74 m
Turntable + center section with 2 slewing gears	61.30 t	47.56 t	13.74 t	-0.94 m
+ 1 slewing gear	0.55 t	+0.60 t	-0.05 t	
+ Winch 1 with 1050 m rope	7.50 t	+6.49 t	+1.01 t	
+ Winch 2 with 1050 m rope	7.50 t	+4.97 t	2.53 t	
+ SA-frame with winch 4 and rope	17.50 t	+1.46 t	+16.04 t	
Turntable, cpl. + center section	93.80 t	60.50 t	33.30 t	-1.94 m

1.3 Lifting the turntable from the transport vehicle

Make sure that the following prerequisites are met:
- One or two auxiliary cranes are available.
- The corresponding fastening equipment is available, see charts.
- The fastening equipment is pinned on the turntable, according to the data in the charts.

DANGER
Turntable incorrectly fastened!
Accidents can occur if the turntable is incorrectly or improperly fastened.
If the fastening equipment is attached on the turntable on the incorrect fastening points, the fastening equipment can be overloaded.
Components can swing back and forth and / or fall down.
Personnel can be severely injured or killed.
This could result in significant property damage.
- ► Fasten the fastening equipment only in the specified fastening points, see the charts.
- ► Fasten the turntable with the provided fastening equipment in the corresponding length.
- ► Fasten the turntable in the provided fastening points.
- ► Make sure that the fastening equipment is properly fastened to the turntable and that it is secured sufficiently to prevent it from loosening up.

- ► Tension the fastening equipment.
- ► Lift the turntable.

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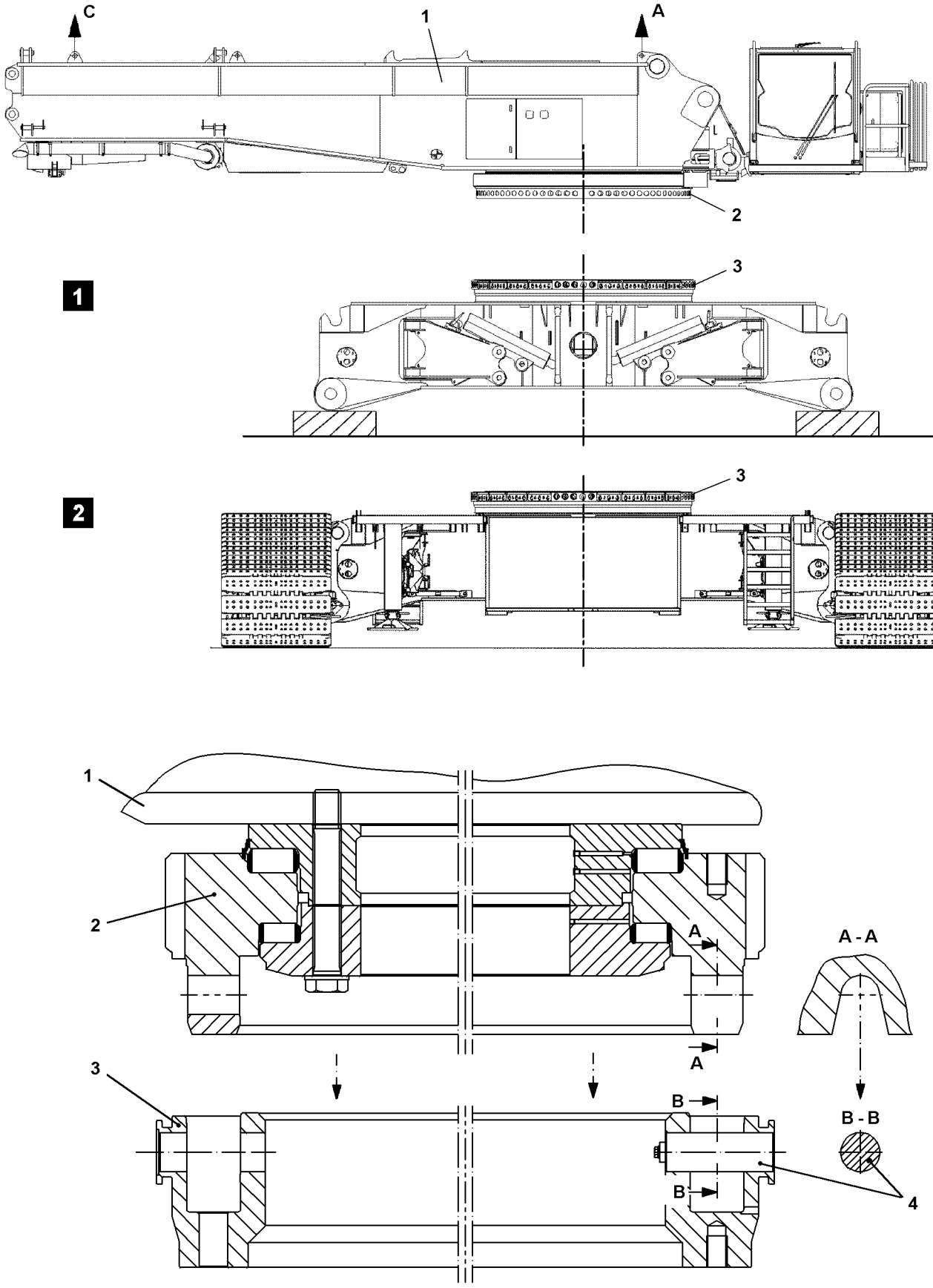

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Fig.105488

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2 Assembling the turntable

The turntable **1** can be installed on:
- **Illustration 1**, center section supported
- **Illustration 2**, Center section with installed crawler carriers

NOTICE
Property damage!
If the roller ring connection is dirty, severe damage can occur, even requiring replacement!
► Clean the upper section , the lower section as well as the pins properly.

Before setting the turntable on the crawler center section, the support surfaces or the contact surfaces as well as the pin bores on the upper section **2** and the lower section **3** on the roller ring connection must be cleaned.

Make sure that the following prerequisites are met:
- The crawler or the center section is horizontally aligned.

2.1 Placing the turntable on the crawler center section

Make sure that the following prerequisites are met:
- The two centering pins **4** are installed and secured on the lower section **3** of the roller ring connection.
- The centering pins **4** are greased with water repellent grease.

WARNING
Danger of fatal injury if anyone remains within the slewing range of the auxiliary crane or below the turntable!
When swinging in and lowering the turntable **1** onto the crawler center section, people can be caught in the danger zone.
Death, severe bodily injuries, property damage.
► It is prohibited for anyone to remain within the slewing range of the auxiliary crane or under the turntable **1**.
► Make sure that there are no persons in the danger zone.

Note
► Pay attention to the exact alignment of the turntable or the pocket receptacles **A-A** with respect to the centering pins **4**.
► Before lowering the turntable, bring it into position in such a way that the pocket receptacles **A-A** are positioned over the centering pins **4** on the lower section **3**.
► Lower the turntable **1** slowly.

WARNING
Crushing, sheering off of limbs!
During insertion and assembly of the upper section **2** on the lower section **3** of the roller ring connection, fingers and hands can be crushed or limbs can be severed.
► Keep limbs out of the danger zone.

WARNING
Tipping of the turntable!
The center of gravity of the turntable **1** is outside the roller ring connection.
If the fastening equipment is not kept tensioned, the fitted turntable **1** can tip over.
Death, severe bodily injuries, property damage.
► Keep the fastening equipment tensioned until the pins of the Quick-Connection are properly inserted and secured.

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- ► Lower the turntable **1** into the lower section to the point where the upper section is not yet touching but the fastening equipment is still „tensioned“.
- ► Carefully place the turntable **1** on the crawler center section.

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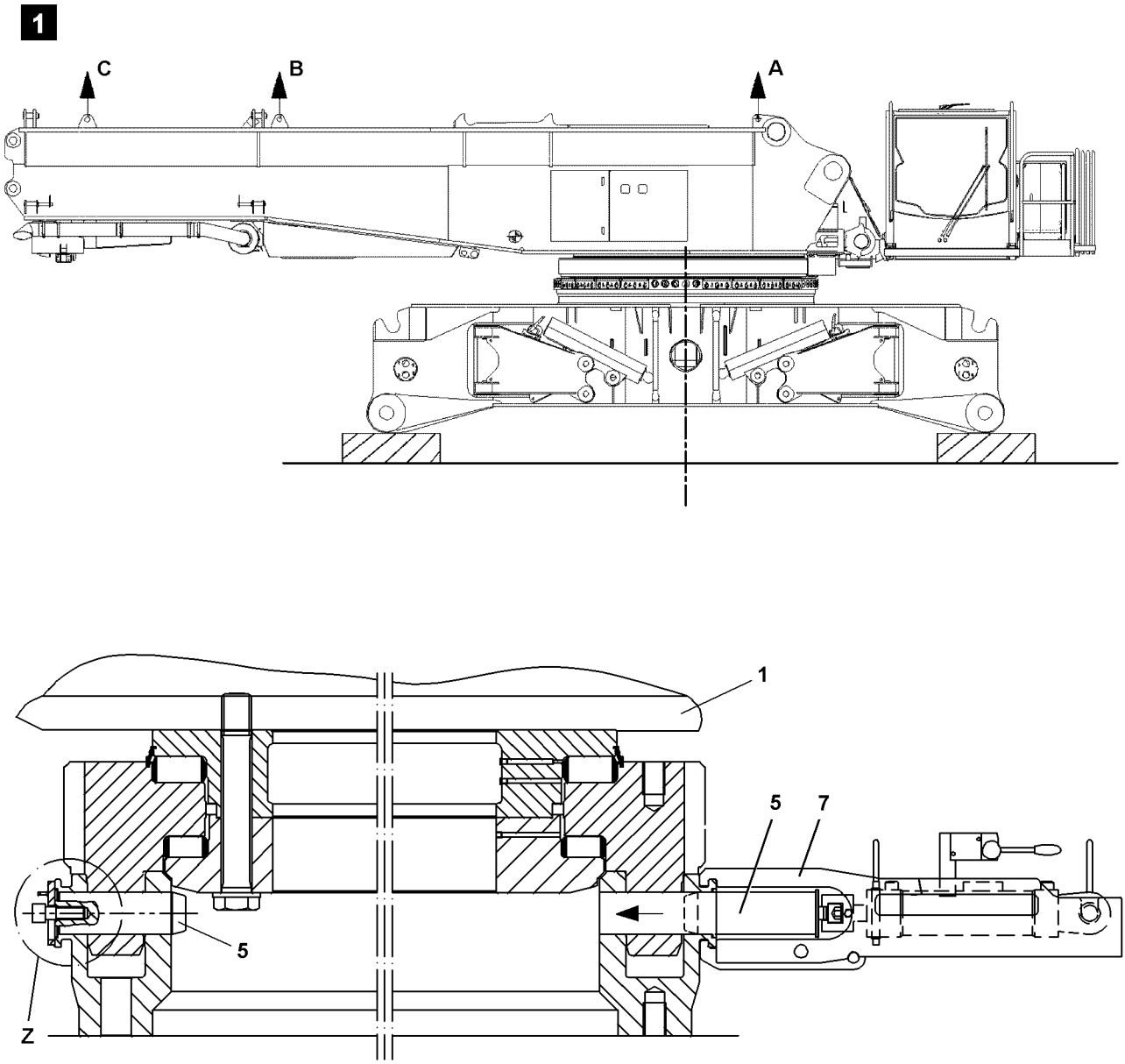

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2.2 Pinning the Quick Connection

Make sure that the following prerequisites are met:
- The turntable **1** is seated in the lengthwise direction on the supported center section.
- The pin bores are clear on the circumference of the roller ring connection.
- The fastening equipment is still „tensioned“.
- The connector pins **5** are greased with water repellent grease.

2.2.1 Pinning

WARNING
Personnel in the danger zone!
When pinning, there is a danger of accident for personnel in the Quick Connection.
Death, severe bodily injuries.
► Work from **outside** the turntable to insert the connector pins **5**.

► Insert all connector pins **5** around the circumference of the roller ring connection by hand.

Note
► Align all pin bores by lifting or lowering the turntable.
► Use a hydraulic pin pulling device **7** in the case of difficulty when pinning.

WARNING
The connector pins are not secured!
Unsecured connector pins **5** can become unpinned on their own.
The Quick Connection can fail, the turntable can release from the crawler travel gear.
Death, severe bodily injuries, property damage.

After inserting the connector pins **5**:
► Secure all connector pins **5** with securing brackets **6**.

► Attach the securing bracket **6** and secure all connector pins **5** around the circumference of the roller ring connection, see illustration **U,Z**.

2.2.2 Establishing the connections to the turntable

Make sure that the following prerequisites are met:
- The upper and lower section of the Quick Connection are pinned and secured.

Pinning the drawbar on the rotary connection

Pin the drawbar in the fixed point.

► Insert the connector pin from the drawbar to the fixed point and secure with the retaining element.

Establishing the hydraulic connections to the turntable

The hydraulic connections on the turntable are established on the rotary connection.

When connecting hydraulic lines with quick couplings, make sure that the coupling procedure is carried out correctly.

WARNING
Pressure in the hydraulic lines!
If the pressure supply is not interrupted before connecting / releasing the hydraulic lines, the hydraulic oil can escape with high pressure!
Personnel can be severely injured or killed!
► Release the pressure in the hydraulic system before connecting / disconnecting: Interrupt the pressure supply and wait for a short time!

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WARNING
Loss of pressure or leakage!
Incorrectly coupled or self-loosening quick couplings (particularly return lines) can result in serious accidents due to component failure!
► Check that the quick couplings have been properly connected before using the crane!

Note
► The matching quick couplings are marked.
► To connect or release the hydraulic lines with quick couplings, see chapter 5.01.

► Connect the coupling components to the sleeve and connector according to the drawing and screw together with the knurled nut.
► Tighten the hydraulic coupling by hand. Turn the knurled nut until it reaches a tangible, fixed stop position.

Establishing the electrical connections to the turntable

► Establish the electrical connections to the turntable on the rotary connection, see the separate electric wiring diagram.

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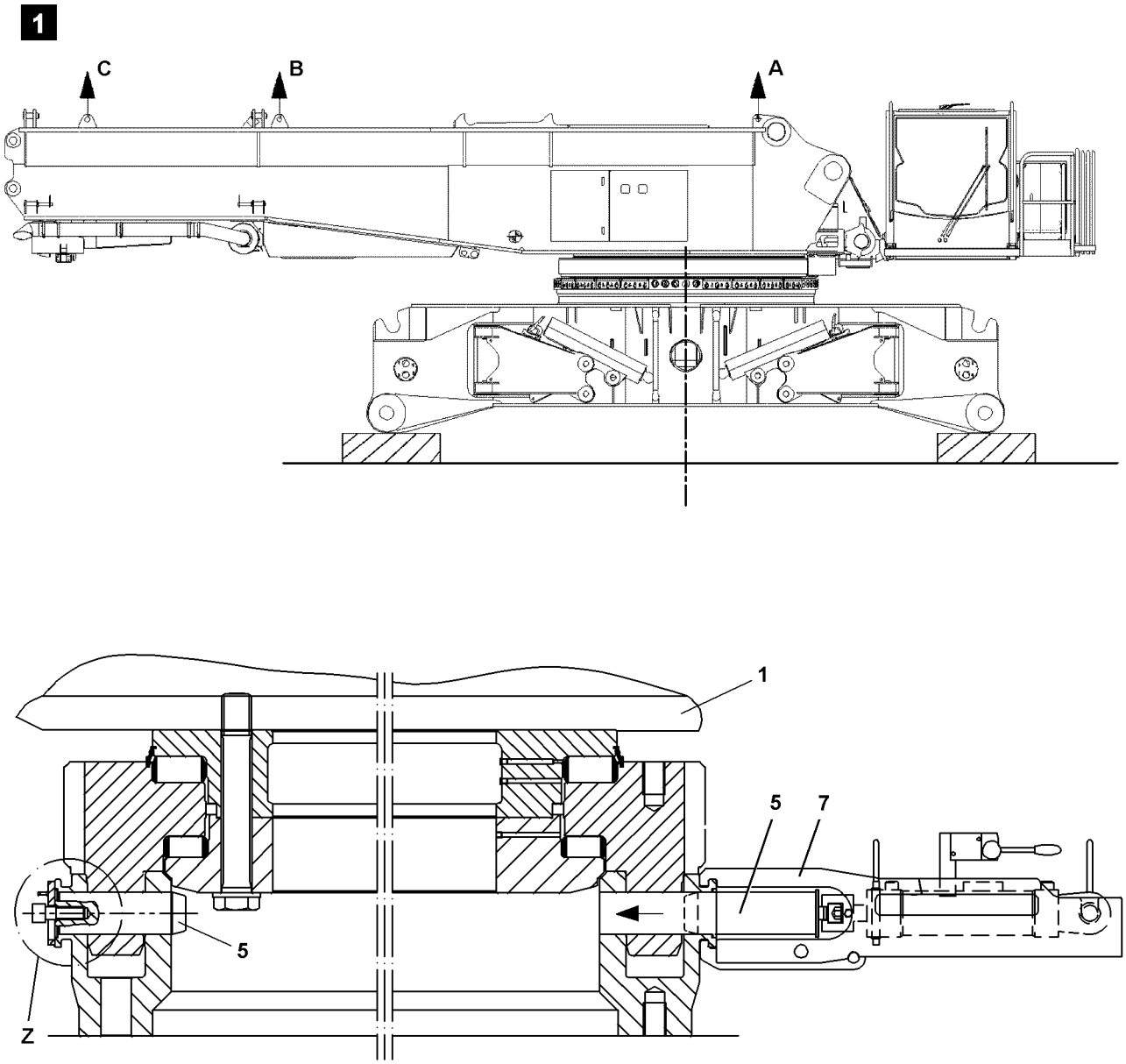

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Fig.105489

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3 Disassembling the turntable

Make sure that the following prerequisites are met:
- One or two auxiliary cranes are available.
- The turntable ballast and the boom system are disassembled.
- The crawler carriers are disassembled.
- The crawler center section is supported and horizontally aligned.
- The corresponding fastening equipment is available, see the charts in section „Turntable with Quick Connection“.
- The fastening equipment is pinned on the turntable, according to the data in the charts.

3.1 Disconnecting the connections to the turntable

Make sure that the following prerequisites are met:
- The upper and lower section of the Quick Connection are pinned and secured.

3.1.1 Disconnecting the hydraulic connections to the turntable

When releasing hydraulic lines with quick couplings, make sure that the coupling procedure is carried out correctly.

WARNING
Pressure in the hydraulic lines!
If the pressure supply is not interrupted before connecting / releasing the hydraulic lines, the hydraulic oil can escape with high pressure!
Personnel can be severely injured or killed!
► Release the pressure in the hydraulic system before connecting / disconnecting: Interrupt the pressure supply and wait for a short time!

► Release the hydraulic coupling by hand.
► Disconnect the hydraulic connection to the turntable on the rotary connection.

3.1.2 Disconnecting the electrical connections to the turntable

► Disconnect the electrical connection to the turntable on the rotary connection.

3.1.3 Unpinning the drawbar on the rotary connection

Unpin the drawbar in the fixed point.

► Remove the retaining element and unpin the connector pin from the drawbar to the fixed point.
► Fold the drawbar away and insert the connector pin with the retaining element in the park position.

3.2 Disassembling

Make sure that the following prerequisites are met:
- The connections to the turntable are disconnected.

WARNING
The turntable can fall down!
If an unsecured turntable is unpinned, the turntable can fall down.
Death, severe bodily injuries, property damage.
► Fasten the turntable to the auxiliary crane and secure. Unpin the turntable only afterward.

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DANGER
Turntable incorrectly fastened!
Accidents can occur if the turntable **1** is incorrectly or improperly fastened.
If the fastening equipment is attached to the turntable **1** in the incorrect fastening points, the fastening equipment can be overloaded or the turntable **1** can tip over. Personnel can be severely injured or killed.
- ► Fasten the fastening equipment only in the specified fastening points, see the charts in section „Turntable with Quick Connection“.
- ► Fasten the turntable **1** with the provided fastening equipment in the corresponding length.
- ► Fasten the turntable **1** in the provided fastening points.
- ► Make sure that the fastening equipment is properly fastened to the turntable **1** and that it is secured sufficiently to prevent it from loosening up.

WARNING
Tipping of the turntable!
The center of gravity of the turntable **1** is outside the roller ring connection.
If the fastening equipment is not kept tensioned, the fitted turntable **1** can tip over.
Death, severe bodily injuries, property damage.
- ► Always keep the fastening equipment tensioned.

NOTICE
The connections on the rotary connection are not disconnected!
If not all connections are disconnected, the rotary connection will be damaged when lifting the turntable.
- ► Before lifting the turntable **1**, make sure that connections to the rotary connection are disconnected.

- ► Tighten the fastening equipment with the auxiliary crane.

WARNING
Incorrect location for unpinning!
When unpinning, there is a danger of accident for personnel in the Quick Connection.
Death, severe bodily injuries.
- ► Work from **outside** the turntable to unpin the connector pins **5**.

WARNING
Forceful unpinning of jammed pins!
If a connector pin **5** cannot be unpinned using the pin pulling device **7**, it can be jammed.
If a jammed pin is unpinned in a forceful and violent manner without knowledge the cause of the jamming, this can have dangerous consequences. This applies in particular if it is the last connector pin **5** to be unpinned.
Death, severe bodily injuries, property damage.

If it is the last connector pin **5** to be unpinned:
- ► To be safe, insert two easy to move connector pins **5** on opposite sides back in the Quick Connection (QC).
- ► Before using increased force on the jammed connector pin **5** determine the cause for the jamming and remedy it.
- ► Loosen and unpin the jammed connector pin **5**.
- ► Only unpin the last connector pin **5** to be loosened when it is not jammed and can be easily unpinned from the outside.

- ► Release and remove the securing bracket **6**, see illustration **U,Z**.
- ► Unpin all connector pins **5** around the circumference of the roller ring connection with the pin pulling device **7**.

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WARNING
Persons not at a safe distance!
When lifting and swinging the turntable **1** away with the auxiliary crane, there is a danger of accident in the nearby vicinity.
The turntable **1** can spring up, oscillate, tip over or fall down.
Objects and components can fall down from the turntable **1**.
Death or severe bodily injuries.
- ► Make sure that no persons are inside the Quick Connection.
- ► Make sure that no persons are below or directly next to the turntable **1**.
- ► Make sure that no persons are within the slewing range of the auxiliary crane or the turntable.

NOTICE
The connector pins on the Quick Connection (QC) are not unpinned!
If not all connector pins **5** are unpinned, the Quick Connection (QC) will be damaged when lifting the turntable **1**.
- ► Before lifting the turntable **1**, make sure that all connector pins **5** on the Quick Connection (QC) are fully unpinned.

- ► Carefully lift the turntable from the crawler center section.
- ► Slowly swing the turntable **1** away from the crawler center section using the auxiliary crane.

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3.03 Central ballast

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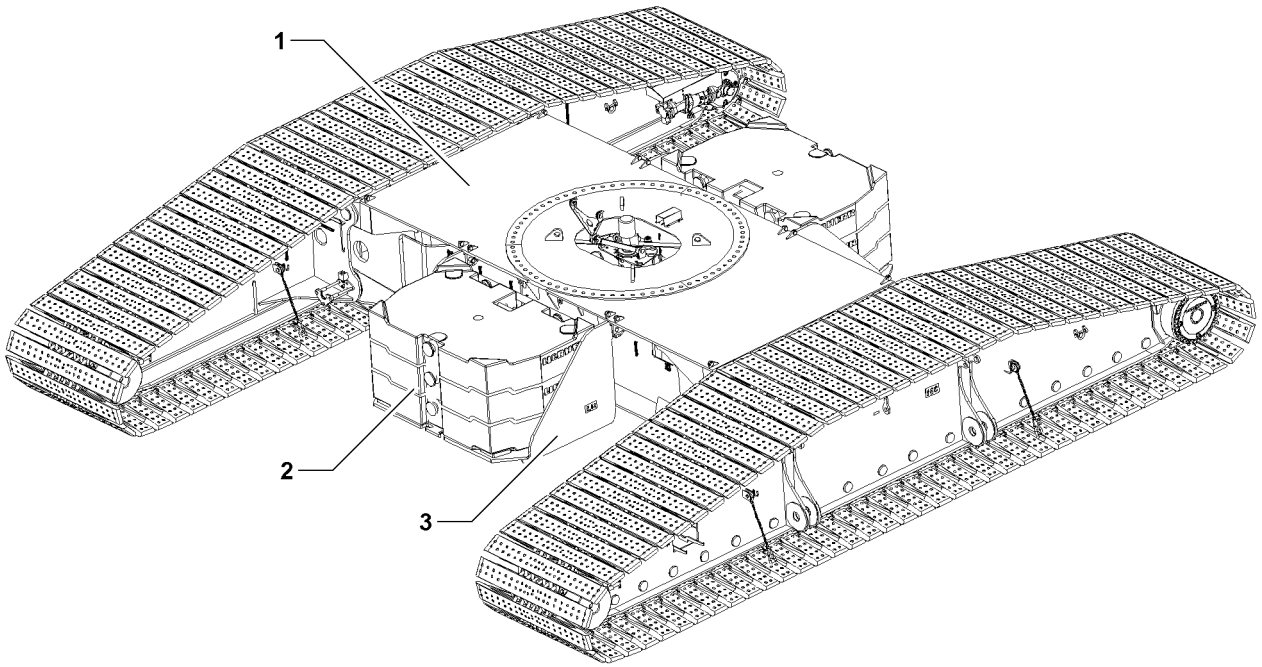

Fig.109235

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1 Components

For the central ballast on the crawler center section **1**, the following components are required:

2 Central ballast plates

3 Consoles central ballast

1.1 Central ballast plates

Note

► The central ballast plates **2** and the consoles **3** are marked with their own weight.

Component	Weight
Central ballast plate **2**	7.5 t 10.0 t

1.2 Consoles central ballast

Component	Weight
Console central ballast **3**	2.5 t

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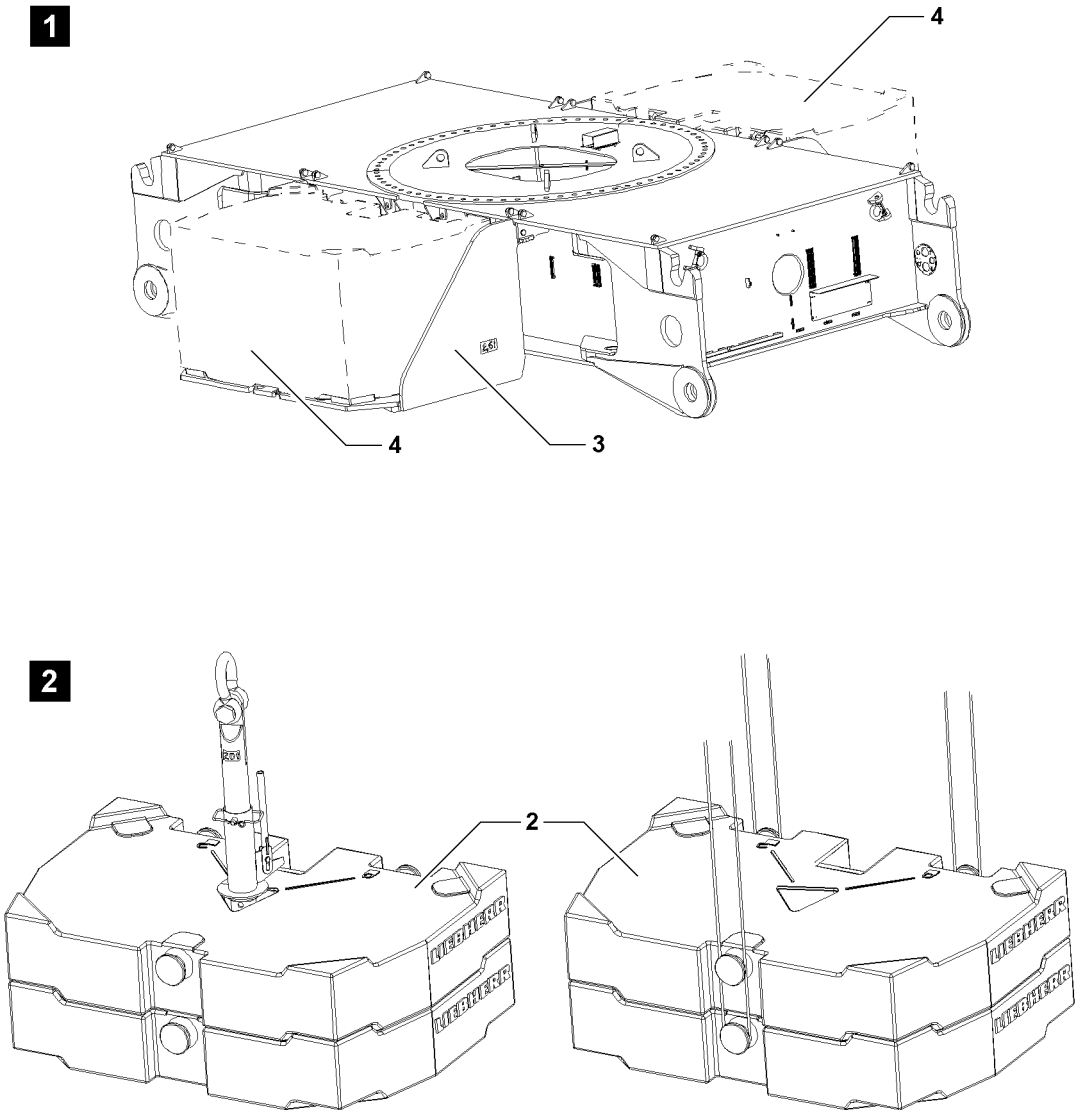

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Fig.109241

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2 Central ballast combinations

Various central ballast combinations can be placed in the central ballast assemblies **4**:

Central ballast	Combination	Individual weight
5 t	2 x console	2.5 t

Central ballast	Combination	Individual weight
25 t	2 x console	2.5 t
	2 x central ballast plate	10 t

Central ballast	Combination	Individual weight
65 t	2 x console	2.5 t
	8 x central ballast plate	7.5 t

Central ballast	Combination	Individual weight
65 t	2 x console	2.5 t
	6 x central ballast plate	10 t

3 Permissible central ballast assemblies

WARNING
Overload attachment points central ballast plates!
If more than the permissible number of central ballast plates **2** are lifted together, then the attachment points can be overloaded!
The central ballast plates **2** and components can fall down!
Personnel can be severely injured or killed!
► Attach only the maximum permissible number of central ballast plates **2** per lift!

Individual weight	Maximum number of same central ballast plates per lift over	
Central ballast plate	Twist lock	Bitt
7.5 t	2	2
10.0 t	2	2

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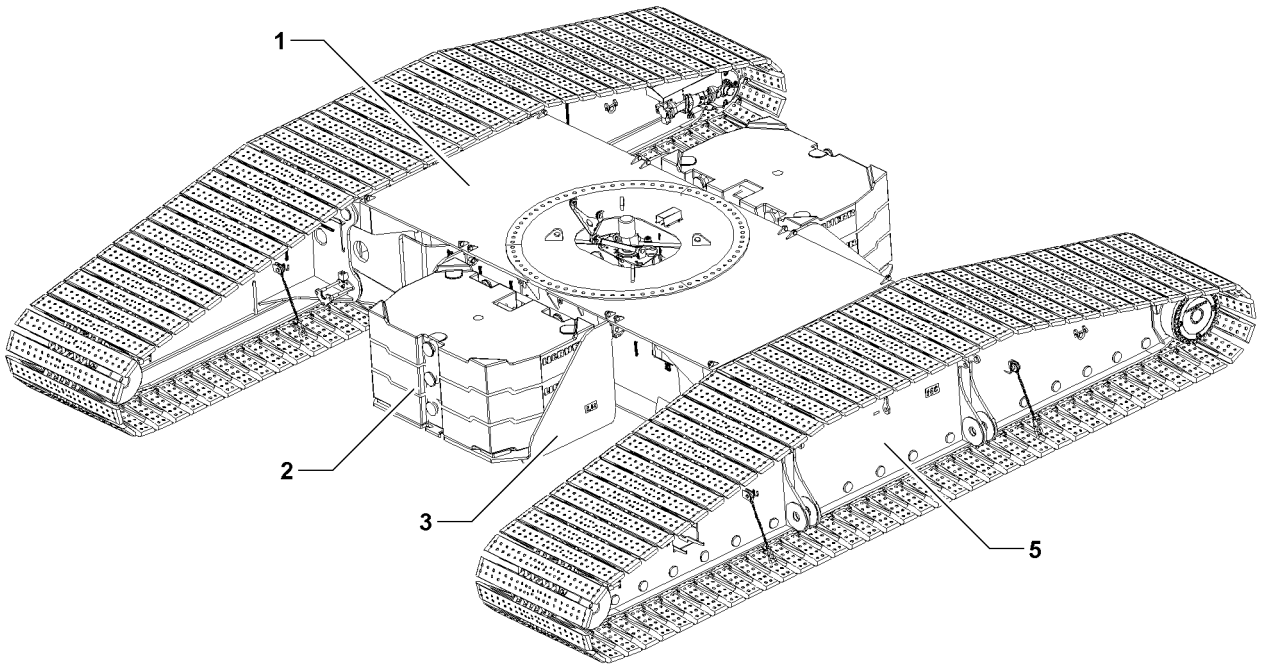

Fig.109260

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4 Installing the central ballast

WARNING
Danger of slipping / falling during assembly / disassembly work!
During assembly and disassembly work, personnel must be secured with appropriate antifall guards to prevent them from falling!
Weather influences, such as wetness, wind, snow, frost increase the slipping / falling danger!
Personnel can be severely injured or killed!
- ► All assembly / disassembly work must be carried out using suitable aids (lifting platforms, scaffolding, ladders, auxiliary crane, etc.)!
- ► If work cannot be carried out on the ground or using such aids, then assembly personnel must be secured with the personal fall arrest system (see Crane operating instructions, chapter 2.04) to protect against falling!
- ► Hang in the personal antifall system in the corresponding attachment points on the crane (see Crane operating instructions, chapter 2.06)!
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work!
- ► Step on aids and fall arresters only with clean shoes!
- ► Keep aids and fall arresters clean and free from snow and ice!

WARNING
Falling components and central ballast plates!
At assembly / disassembly, the components and central ballast plates **2** can fall down!
Personnel can be severely injured or killed!
- ► Make sure that no persons or objects are within the danger zone!

WARNING
Incorrect handling of the attachment equipment!
If attachment equipment cannot be attached correctly and if it is not secured sufficiently to prevent it from loosening up, loads can fall down. Personnel can be severely injured or killed!
- ► Make sure that the attachment equipment is correctly attached on the attachment points and that it is secured sufficiently to prevent it from loosening up!

WARNING
Danger of impact / crushing!
If anyone remains within the assembly / disassembly area of the ballast, they would be exposed to a danger of impact / crushing!
Personnel can be severely injured or killed!
- ► Make sure that there are no persons between the components which are to be assembled / disassembled on the components and the crawler travel gear!

Make sure that the following prerequisites are met:
- – the installation of the crawler carrier **5** is completed
- – both crawler carriers **5** are standing on the ground
- – the crane is aligned in horizontal direction

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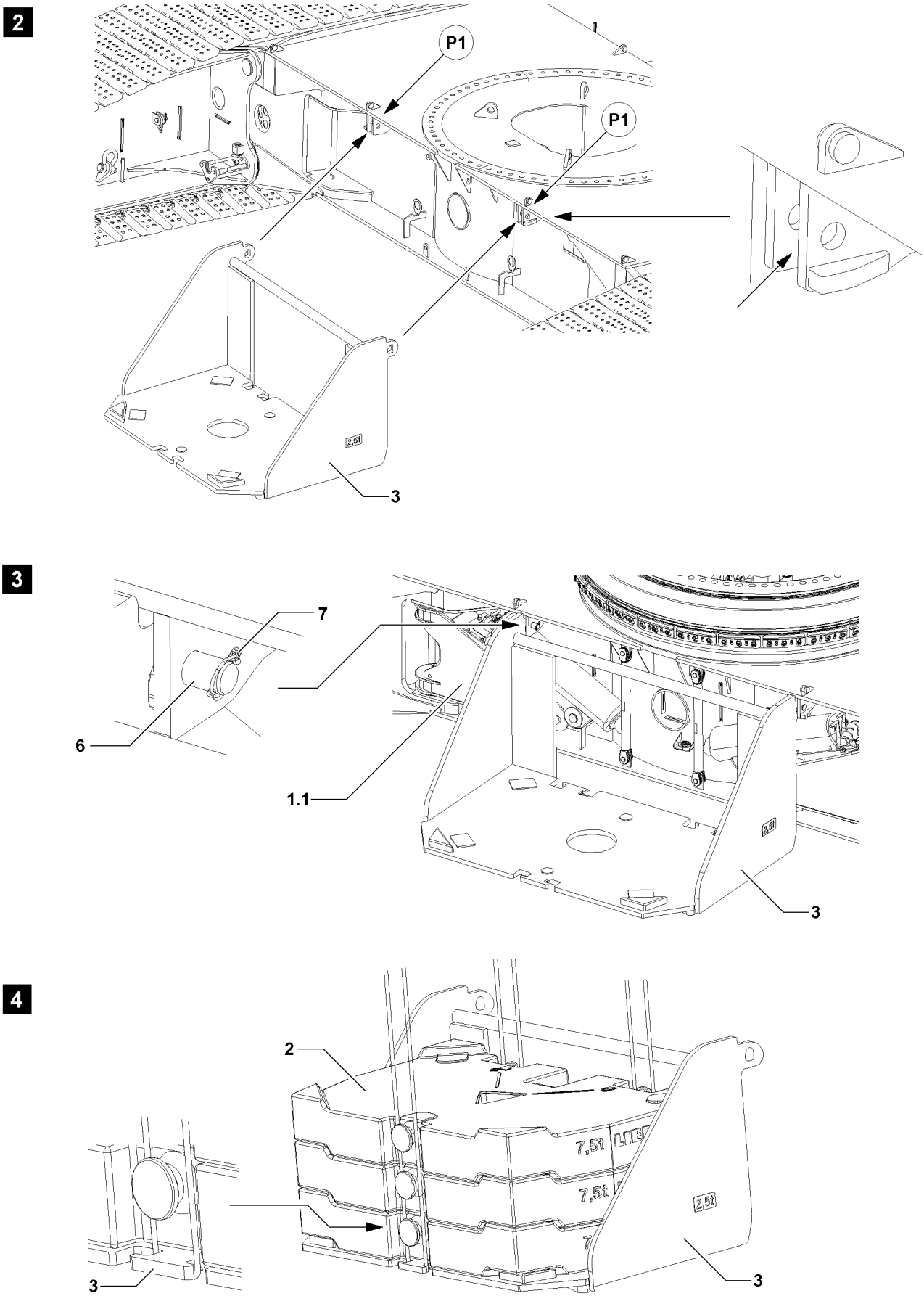

Fig.109242

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4.1 Installing the console

Ensure that the following prerequisite is met:
– The pin **6** is unpinned on point **P1**

Note
► It is permissible to install the consoles **3** under certain prerequisites with placed central ballast plates **2**, see illustration **4**!
► Observe section „Installing the consoles with placed central ballast plates“ in this chapter!

Note
► The consoles can be installed either with folded in or folded out assembly support **1.1**!

► Attach the console **3** onto the auxiliary crane.
► Guide the console **3** with the auxiliary crane to the brackets on point **P1** and position in the perforation.
► Insert the pins **6** and secure with linch pins **7**, see illustration **3**.

4.2 Installing the consoles with placed central ballast plates

WARNING
Overload of attachment points console!
If the console **3** is lifted with more than 22.5 t of placed central ballast plates **2**, the attachment points will be overloaded!
The console **3** and central ballast plates **2** can fall down!
Personnel can be severely injured or killed!
► Make sure that no more than maximum 22.5 t of central ballast plates **2** are placed on the console **3** to be lifted, see illustration **4**!

Note
► When placing the central ballast plates **2** on the console **3** observe section „Placing the central ballast plates“ in this chapter!

Ensure that the following prerequisite is met:
– The pin **6** is unpinned on point **P1**

► Attach the console **3** with the placed central ballast plates **2** on the auxiliary crane, see illustration **4**.
► Guide the console **3** with the auxiliary crane to the brackets on point **P1** and position in the perforation.
► Insert the pins **6** and secure with linch pins **7**, see illustration **3**.

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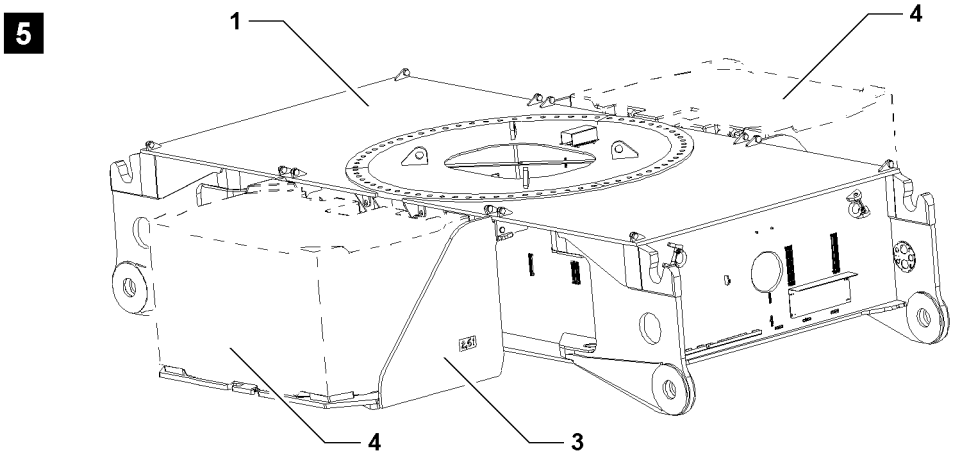

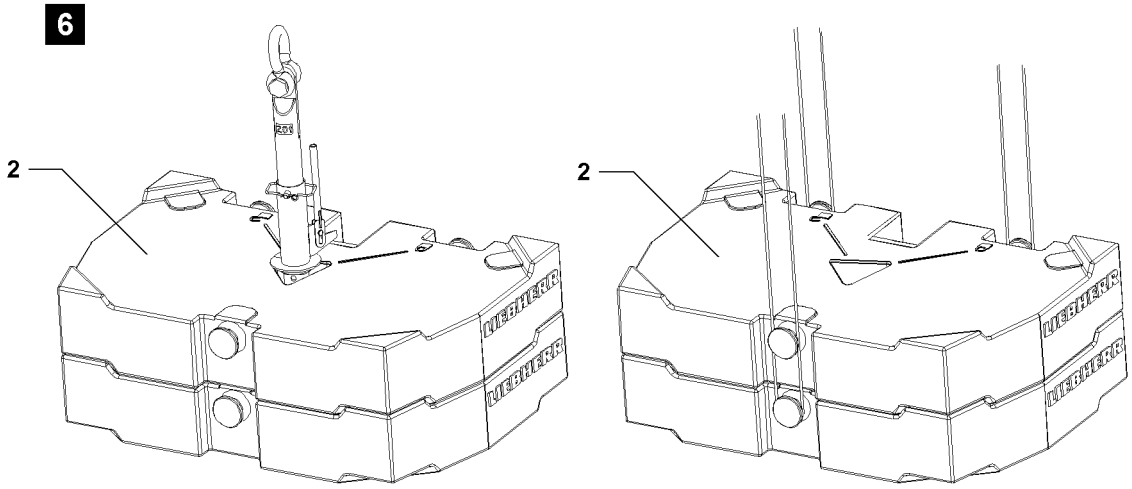

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Fig.109243

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4.3 Placing the central ballast plates

WARNING
Central ballast too low / too high!
If the placed central ballast deviates from the specified data in the load charts or the assembly conditions, then the crane can be damaged or topple over!
Personnel can be severely injured or killed!
► Make sure that the central ballast is placed according to the load chart!

WARNING
Damaged central ballast plates!
Damage on the central ballast plates **2** can cause the tackle to release!
The central ballast plates **2** and components can fall down!
Personnel can be severely injured or killed!
► Do not use damaged central ballast plates **2** and replace them immediately!

WARNING
Asymmetric central ballast distribution!
If the central ballast is not distributed evenly on both consoles **3**, then this can lead to overload!
The crane can be damaged and components can fall down!
Personnel can be severely injured or killed!
► Make sure that the central ballast is distributed evenly on the consoles **3**!

WARNING
Toppling central ballast assembly!
Lopsided stacked central ballast plates **2** create instability in the central ballast assembly **4**!
The central ballast plates **2** can tip from the consoles **3** and cause the crane to topple over!
Personnel can be severely injured or killed!
► Make sure that the central ballast plates **2** are placed correctly on the centerings!

Ensure that the following prerequisite is met:
– the consoles **3** are pinned and secured on the crawler center section **1**.

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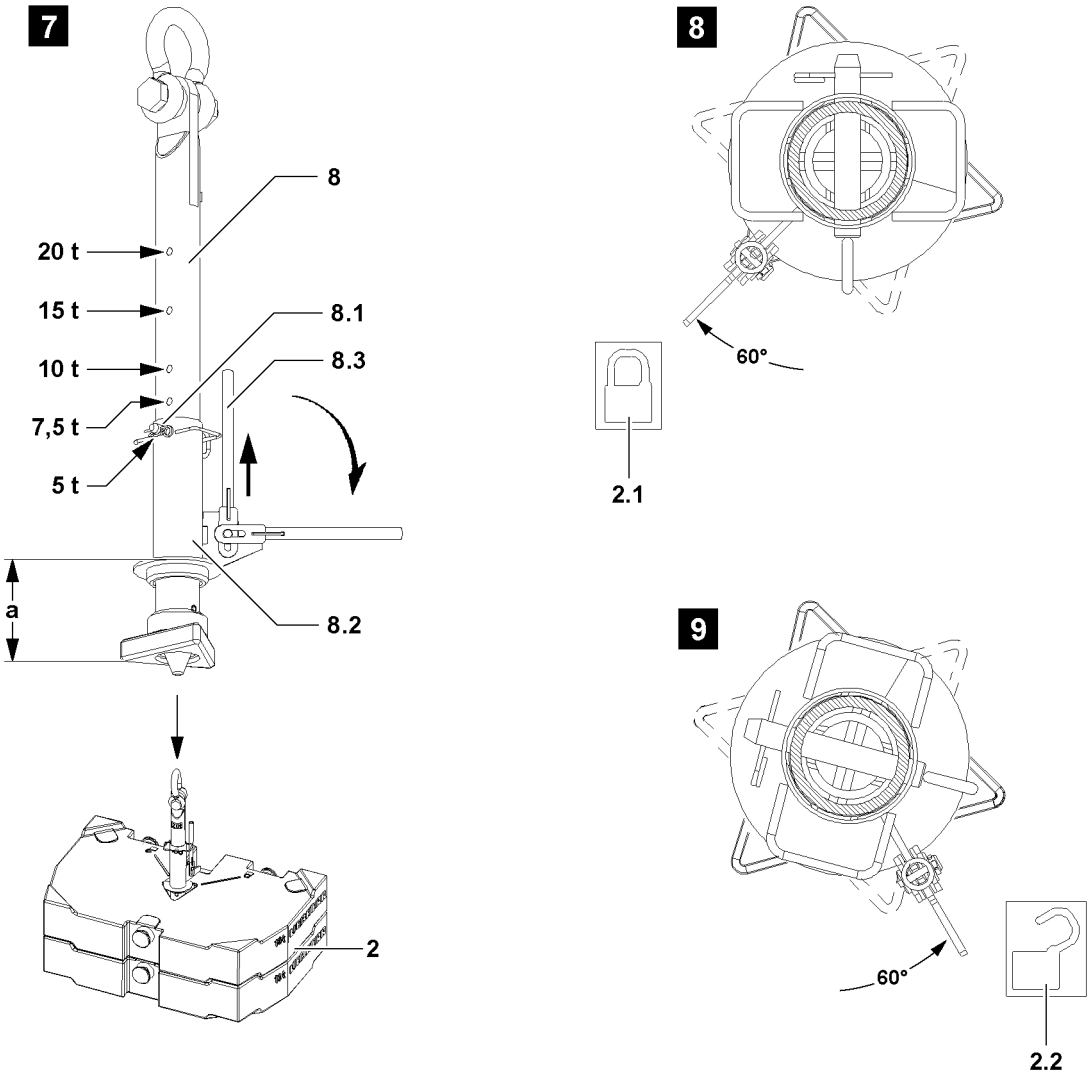

Fig.109244

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4.3.1 Placing the central ballast plates, attachment system: „Twist lock“

WARNING
Overload of receptacle stud and central ballast plates!
If more than the permissible number of central ballast plates **2** are lifted with the receptacle stud **8**, the receptacle stud **8** and the central ballast plates **2** can be overloaded and damaged!
Central ballast plates **2** can fall down!
Personnel can be severely injured or killed!
► Observe the chart „Permissible central ballast assemblies“ in this chapter!

WARNING
Damage of receptacle stud and central ballast plates!
If two central ballast plates **2** are lifted which do not lay correctly in their centerings, the receptacle stud **8** and the central ballast plates **2** can be damaged!
Damage can cause the central ballast plates **2** to fall down!
Personnel can be severely injured or killed!
► Make sure that the central ballast plates **2** to be lifted are placed correctly in the centerings!

WARNING
Twist lock system opens by itself!
If the receptacle stud **8** is not correctly locked, the Twist lock system can open by itself!
Central ballast plates **2** can fall down!
Personnel can be severely injured or killed!
► Make sure, when initiating a lift, that the lever **8.3** points directly on the symbol „Locked“ **2.1** of the central ballast plates **2**!

Note
► During a lift, the locked Twist lock system cannot release by itself due to its gravitational retention!
► During a lift, the locked Twist lock system cannot be released by hand due to its gravitational retention!

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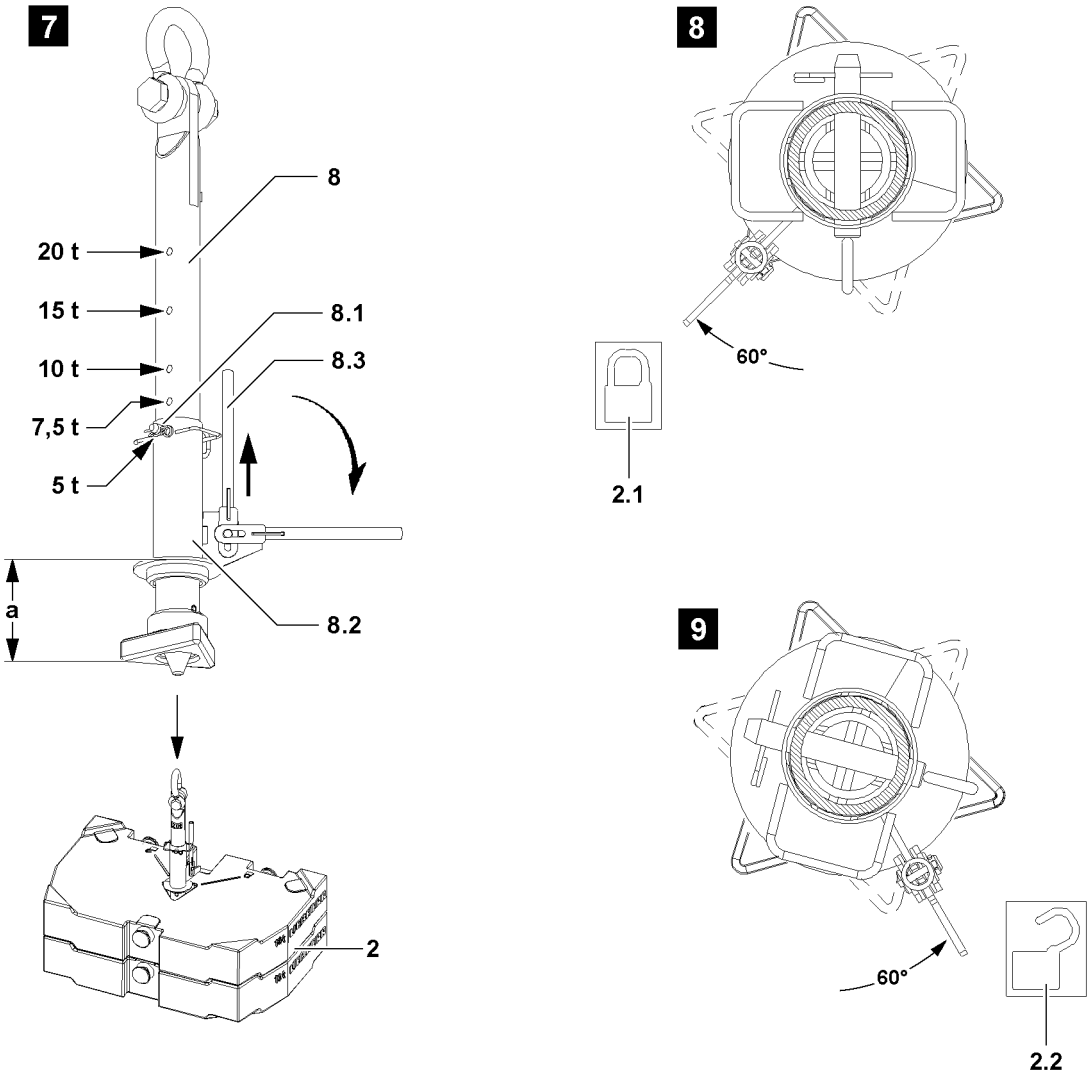

Fig.109244

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Before the receptacle stud **8** is guided in the central ballast plates **2**, make sure that the insertion length **a** of the receptacle stud **8** is set correctly.

The insertion length **a** of the receptacle stud **8** for central ballast plates **2** can be adjusted by hand.

If the insertion length **a** of the receptacle stud **8** is to be adjusted:
- ► Release and unpin the pins **8.1**.
- ► Adjust the insertion length **a** by moving the guide sleeve **8.2** to the desired value, observe the stages in illustration **7**.
- ► Insert and secure the pin **8.1**.

Result:

– The receptacle stud **8** is adjusted.

Note
- ► The receptacle stud **8** in illustration **7** is set to 5 t !

- ► Attach the receptacle stud **8** on the auxiliary crane and guide it into the central ballast plate(s) **2**.
- ► Pull up the lever **8.3** and fold it down.
- ► Turn the receptacle stud **8** with the lever **8.3** by 60° until it points to the symbol „Locked“ **2.1** of the central ballast plate **2**, see illustration **8**.

Note
- ► The receptacle stud **8** is locked by lifting the central ballast plate(s) **2**!

- ► Lift the central ballast plate(s) **2** or the central ballast assembly with the receptacle stud **8** and place it carefully on the centerings on the console **3** or on another central ballast plate **2**, see illustration **10**.

When the central ballast plate(s) **2** are placed down:
- ► Turn the receptacle stud **8** with the lever **8.3** by 60° to the stop in direction of the symbol „unlocked“ **2.2** of the central ballast plate **2**, see illustration **9**.

Result:

– The receptacle stud **8** is unlocked.

- ► Carefully pull out the receptacle stud **8**.
- ► Place the central ballast plates **2** according to the load chart.

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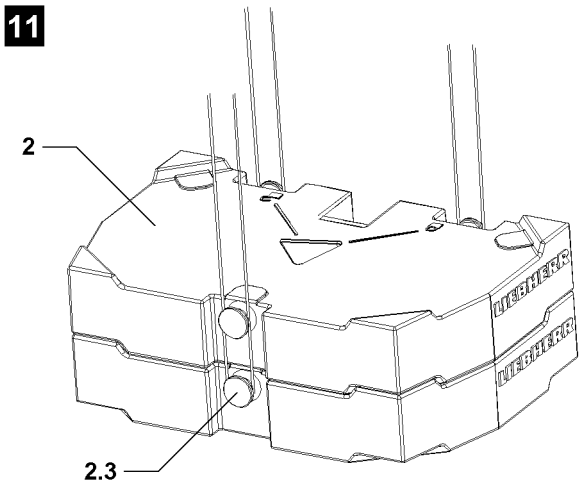

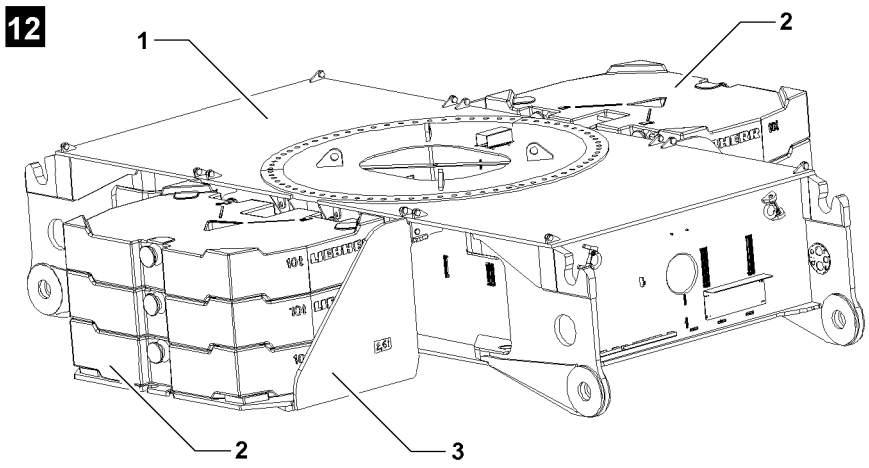

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Fig.109255

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4.3.2 Placing the central ballast plates, attachment points: Bitt

WARNING
Overloaded central ballast plates!
If more than the permissible loads are lifted, the bitts **2.3** are overloaded!
The central ballast plates **2** can be damaged and fall down!
Personnel can be severely injured or killed!
► Observe the chart „Permissible central ballast assemblies“ in this chapter!

WARNING
Incorrect handling of the attachment equipment!
If tackle cannot be attached correctly and if it is not secured sufficiently to prevent it from loosening up, the central ballast plates **2** can fall down!
Personnel can be severely injured or killed!
► Make sure that the tackle is correctly attached on the bitts **2.3** and that it is secured sufficiently to prevent it from loosening up!

► Attach the central ballast plates **2** or the central ballast assembly, see illustration **11** on the auxiliary crane.
► Place the central ballast plates **2** or the central ballast assembly on the centerings of the console **3** or on another central ballast plate **2**.

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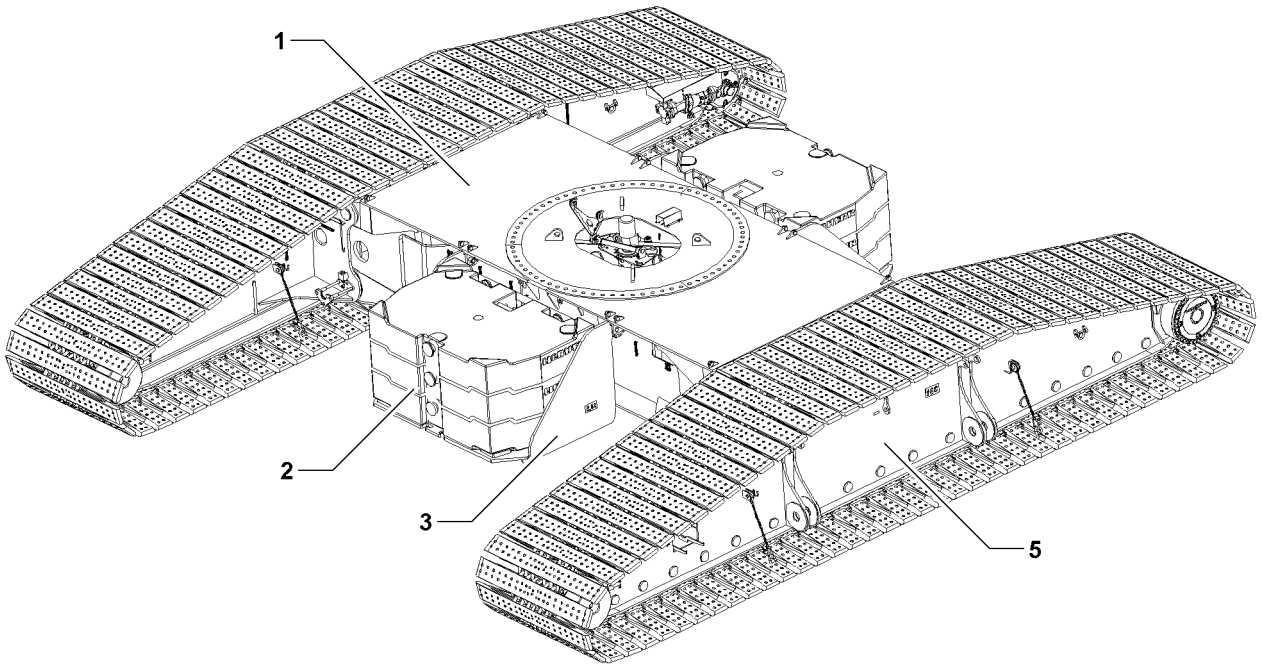

Fig.109260

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5 Removing the central ballast

WARNING
Danger of slipping / falling during assembly / disassembly work!
During assembly and disassembly work, personnel must be secured with appropriate antifall guards to prevent them from falling!
Weather influences, such as wetness, wind, snow, frost increase the slipping / falling danger!
Personnel can be severely injured or killed!
- ► All assembly / disassembly work must be carried out using suitable aids (lifting platforms, scaffolding, ladders, auxiliary crane, etc.)!
- ► If work cannot be carried out on the ground or using such aids, then assembly personnel must be secured with the personal fall arrest system (see Crane operating instructions, chapter 2.04) to protect against falling!
- ► Hang in the personal antifall system in the corresponding attachment points on the crane (see Crane operating instructions, chapter 2.06)!
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work!
- ► Step on aids and fall arresters only with clean shoes!
- ► Keep aids and fall arresters clean and free from snow and ice!

WARNING
Falling components and central ballast plates!
At assembly / disassembly, the components and central ballast plates **2** can fall down!
Personnel can be severely injured or killed!
- ► Make sure that no persons or objects are within the danger zone!

WARNING
Incorrect handling of the attachment equipment!
If tackle cannot be attached correctly and if it is not secured sufficiently to prevent it from loosening up, loads can fall down!
Personnel can be severely injured or killed!
- ► Make sure that the attachment equipment is correctly attached on the attachment points and that it is secured sufficiently to prevent it from loosening up!

WARNING
Danger of impact and crushing!
If anyone remains within the assembly / disassembly area of the ballast, they would be exposed to a danger of impact and crushing!
Personnel can be severely injured or killed!
- ► Make sure that there are no persons between the components which are to be assembled / disassembled on the components and the crawler travel gear!

Make sure that the following prerequisites are met:
- – both crawler carriers **5** are standing on the ground
- – the crane is aligned in horizontal direction

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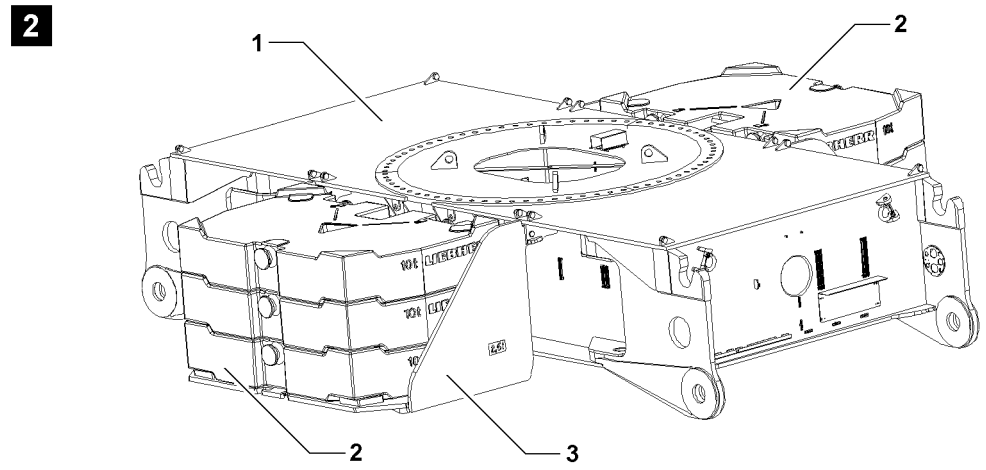

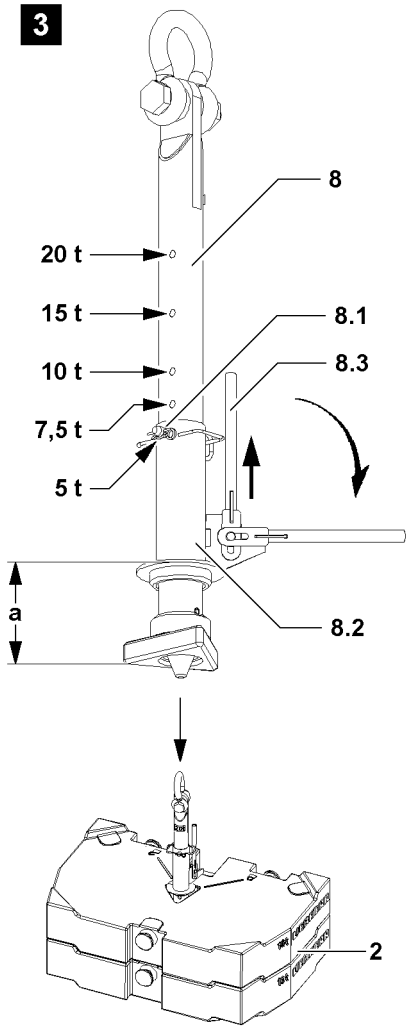

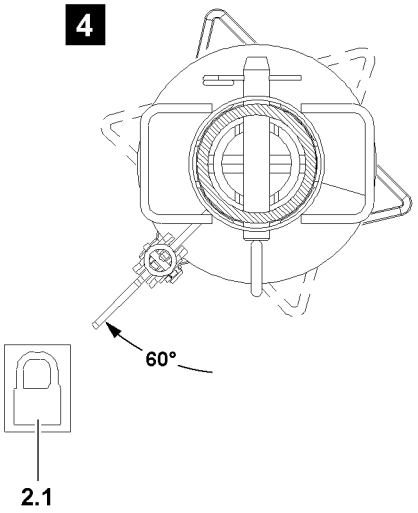

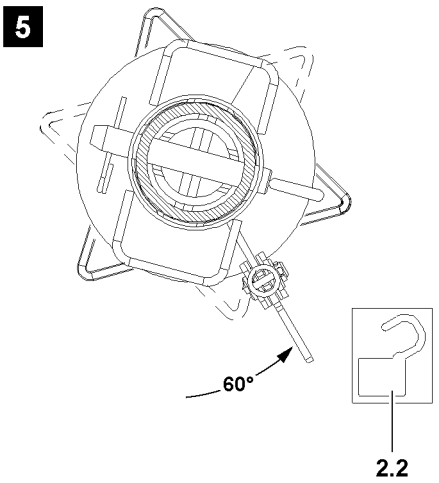

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Fig.109257

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5.1 Removing the central ballast plates

Note
- ► It is permissible to remove the consoles **3** under certain prerequisites with placed central ballast plates **2**!
- ► Observe section „Removing the consoles with placed central ballast plates“ in this chapter!

5.1.1 Removing the central ballast plates, attachment system: „Twist lock“

WARNING
Overload of receptacle stud and central ballast plates!
If more than the permissible number of central ballast plates **2** are lifted with the receptacle stud **8**, the receptacle stud **8** and the central ballast plates **2** can be overloaded and damaged!
Central ballast plates **2** can fall down!
Personnel can be severely injured or killed!
- ► Observe the chart „Permissible central ballast assemblies“ in this chapter!

WARNING
Damage of receptacle stud and central ballast plates!
If two central ballast plates **2** are lifted which do not lay correctly in their centerings, the receptacle stud **8** and the central ballast plates **2** can be damaged!
Damage can cause the central ballast plates **2** to fall down!
Personnel can be severely injured or killed!
- ► Make sure that the central ballast plates **2** to be lifted are placed correctly in the centerings!

WARNING
Twist lock system opens by itself!
If the receptacle stud **8** is not correctly locked, the Twist lock system can open by itself!
Central ballast plates **2** can fall down!
Personnel can be severely injured or killed!
- ► Make sure, when initiating a lift, that the lever **8.3** points directly on the symbol „Locked“ **2.1** of the central ballast plates **2**!

Note
- ► During a lift, the locked Twist lock system cannot release by itself due to its gravitational retention!
- ► During a lift, the locked Twist lock system cannot be released by hand due to its gravitational retention!

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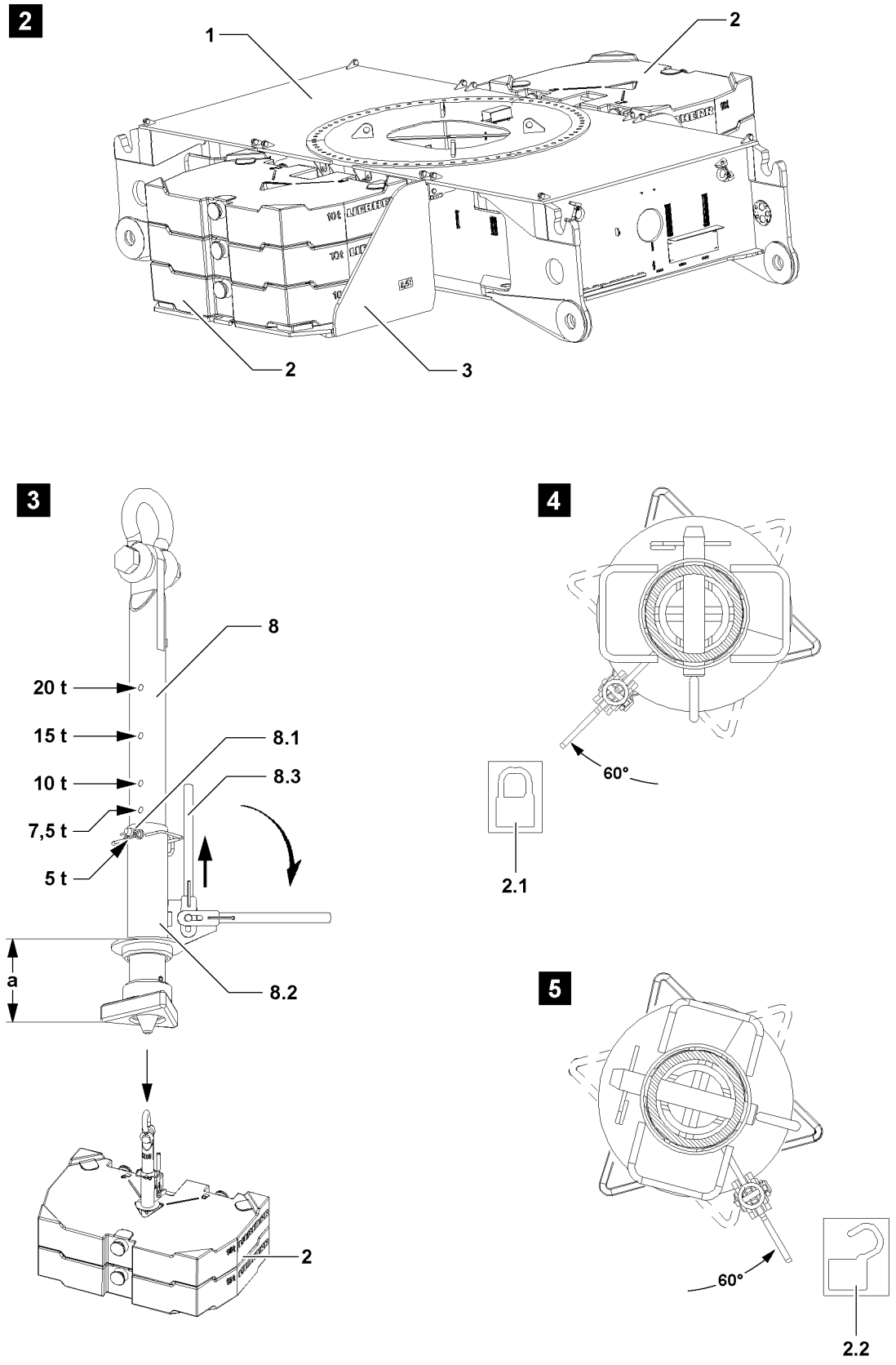

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Before the receptacle stud **8** is guided in the central ballast plates **2**, make sure that the insertion length **a** of the receptacle stud **8** is set correctly.

The insertion length **a** of the receptacle stud **8** for central ballast plates **2** can be adjusted by hand.

If the insertion length **a** of the receptacle stud **8** is to be adjusted:
- ► Release and unpin the pins **8.1**.
- ► Adjust the insertion length **a** by moving the guide sleeve **8.2** to the desired value, observe the stages in illustration **3**.
- ► Insert and secure the pin **8.1**.

Result:

– The receptacle stud **8** is adjusted.

Note
► The receptacle stud **8** in illustration **3** is set to 5 t !

- ► Attach the receptacle stud **8** on the auxiliary crane and guide it into the central ballast plate(s) **2**.
- ► Pull up the lever **8.3** and fold it down.
- ► Turn the receptacle stud **8** with the lever **8.3** by 60° until it points to the symbol „Locked“ **2.1** of the central ballast plate **2**, see illustration **4**.

Note
► The receptacle stud **8** is locked by lifting the central ballast plate(s) **2**!

► Lift the central ballast plate(s) **2** or the central ballast assembly with the receptacle stud **8** and place them carefully on a suitable storage location.

When the central ballast plate(s) **2** are placed down:
► Turn the receptacle stud **8** with the lever **8.3** by 60° to the stop in direction of the symbol „unlocked“ **2.2** of the central ballast plate **2**, see illustration **5**.

Result:

– The receptacle stud **8** is unlocked.

► Carefully pull out the receptacle stud **8**.

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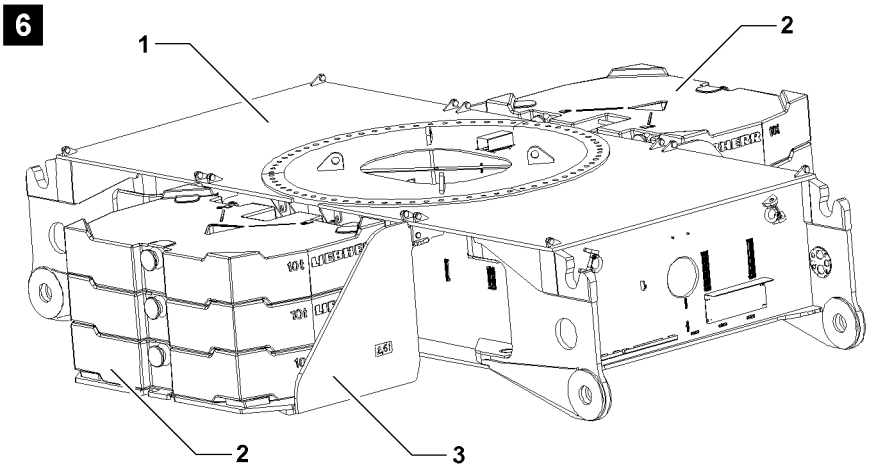

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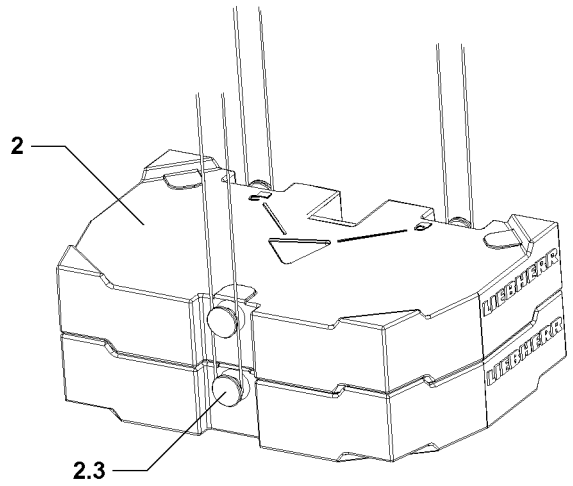

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Fig.109258

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5.1.2 Removing the central ballast plates, attachment points: Bitt

WARNING
Overloaded central ballast plates!
If more than the permissible loads are lifted, the bitts **2.3** are overloaded!
The central ballast plates **2** can be damaged and fall down!
Personnel can be severely injured or killed!
► Observe the chart „Permissible central ballast assemblies“ in this chapter!

WARNING
Incorrect handling of the attachment equipment!
If tackle cannot be attached correctly and if it is not secured sufficiently to prevent it from loosening up, the central ballast plates **2** can fall down!
Personnel can be severely injured or killed!
► Make sure that the tackle is correctly attached on the bitts **2.3** and that it is secured sufficiently to prevent it from loosening up!

► Attach the central ballast plates **2** or the central ballast assembly, see illustration **7** on the auxiliary crane.
► Remove the central ballast plates **2** or the central ballast assembly from the console **3** and place it on a suitable storage location.

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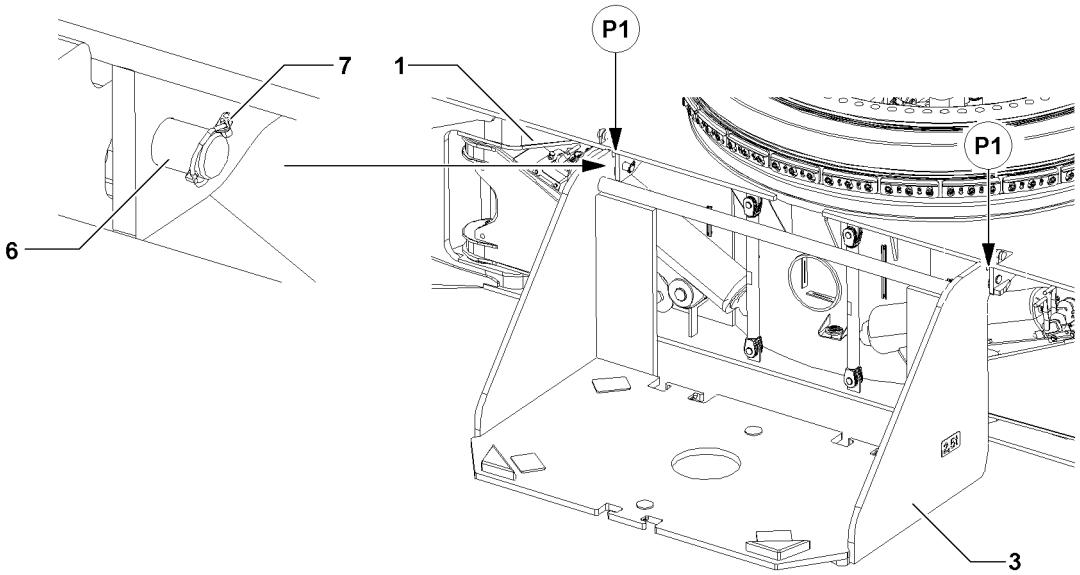

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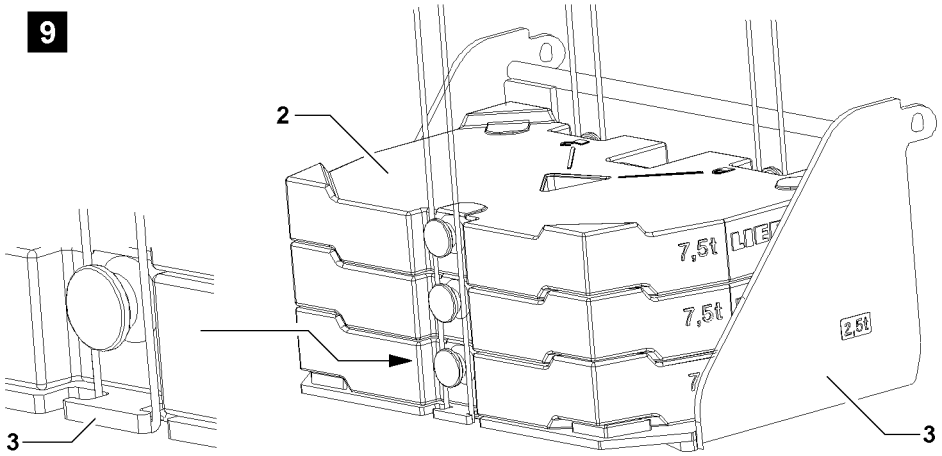

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Fig.109259

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5.2 Removing the consoles

WARNING
Danger of accidents due to diagonal pull!
If pulled diagonally, a suspended console **3** can start to swing back and forth after releasing it from the crawler center section **1**!
Personnel can be severely injured or killed!
- ► Always position the tackle in the center above the attachment points!
- ► Take special caution when unpinning the consoles **3**!

- ► Position the tackle with the auxiliary crane in the center above attachment points.
- ► Attach the console **3** onto the auxiliary crane.
- ► Tighten the tackle with the auxiliary crane.
- ► Remove the linch pin **7** and unpin the pin **6**.
- ► Pull the console **3** with the auxiliary crane from the brackets on points **P1**.

5.3 Removing the consoles with placed central ballast plates

WARNING
Danger of accidents due to diagonal pull!
If pulled diagonally, a suspended console **3** can start to swing back and forth after releasing it from the crawler center section **1**!
Personnel can be severely injured or killed!
- ► Always position the tackle in the center above the attachment points!
- ► Take special caution when unpinning the consoles **3**!

WARNING
Overload of attachment points console!
If the console **3** is lifted with more than 22.5 t of placed central ballast plates **2**, the attachment points will be overloaded!
The console **3** and central ballast plates **2** can fall down!
Personnel can be severely injured or killed!
- ► Make sure that no more than maximum 22.5 t of central ballast plates **2** are placed on the console **3** to be lifted, see illustration **9**!

Note
- ► When removing the central ballast plates **2** from the console **3** observe section „Removing the central ballast plates“ in this chapter!

- ► Position the tackle with the auxiliary crane in the center above attachment points of the console **3**.
- ► Attach the console **3** with the placed central ballast plates **2** on the auxiliary crane.
- ► Tighten the tackle with the auxiliary crane.
- ► Remove the linch pin **7** and unpin the pin **6**.
- ► Pull the console **3** with the auxiliary crane from the brackets on points **P1**.

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3.04 Mechanical auxiliary support

1	Assembling the mechanical auxiliary support	3
2	Disassembling the mechanical auxiliary support	9

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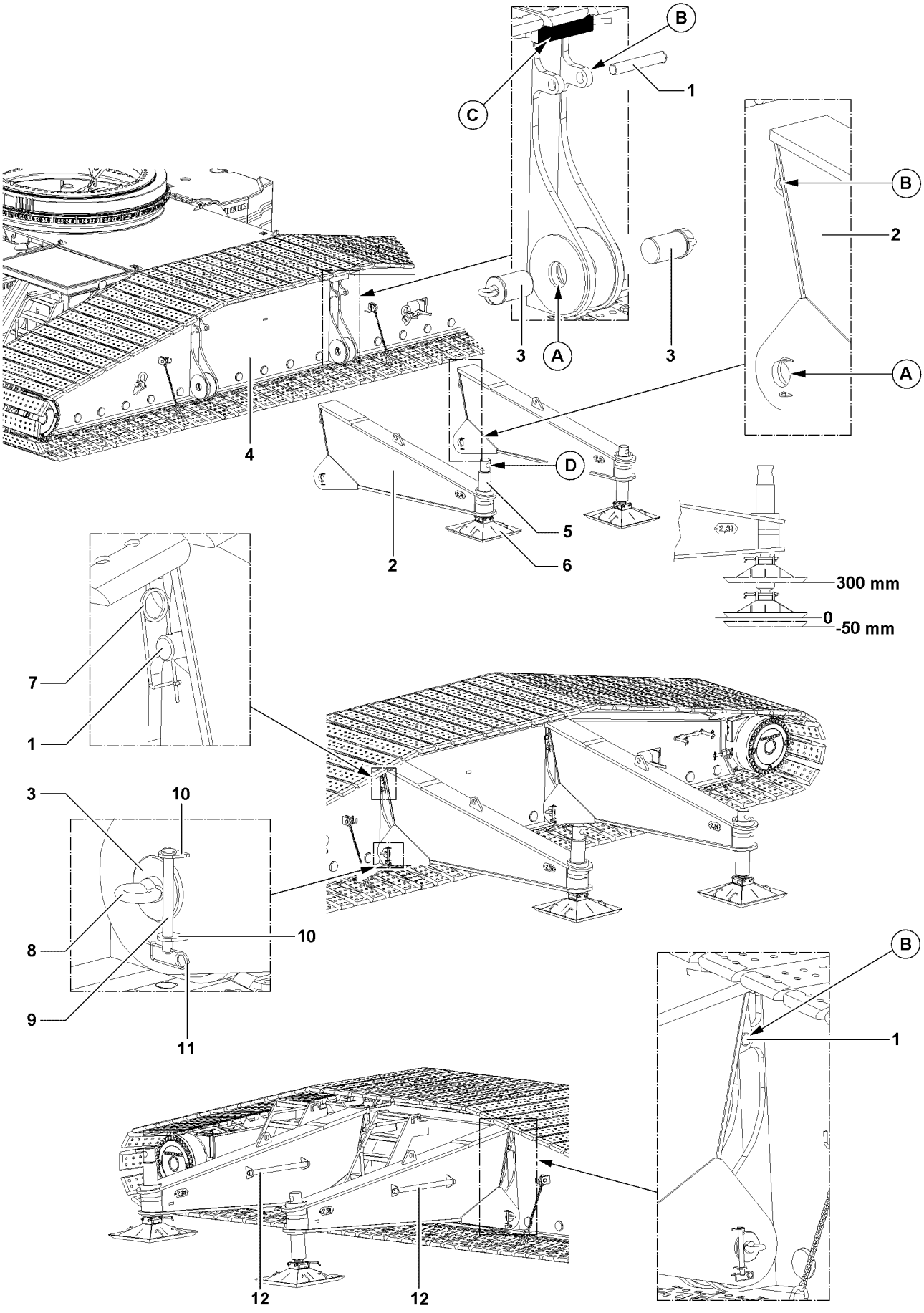

Fig.105233

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1 Assembling the mechanical auxiliary support

Make sure that the following prerequisites are met:
- The crawler carriers are assembled.
- The crane is horizontally aligned.
- The ground has sufficient load bearing capacity in the area of the support plates.
- An auxiliary crane is available.
- All pins and pin bores are clean and greased.

Note
- ► The mechanical auxiliary support is comprised of two support beams **2** with add-on parts and is required to erect or take down certain boom combinations.
- ► The mechanical auxiliary support is only an erection and take-down device.
- ► Due to the mechanical auxiliary support, the stability of the crane increases toward the side on which the two support beams **2** are installed.

DANGER
Incorrect use of the mechanical auxiliary support!
If the mechanical auxiliary support is used during crane operation or travel operation after the erection or take-down procedure, there is danger of accident.
Death, severe bodily injuries, property damage.
- ► The mechanical auxiliary support is only an erection and take-down device.
- ► Crane operation or travel operation is prohibited with the mechanical auxiliary support installed.
- ► The increase of stability momentum through the mechanical auxiliary support may not be used to increase the load momentum.
- ► Make sure that the mechanical auxiliary support is only used for erection and take-down of boom systems.
- ► Disassemble the mechanical auxiliary support as soon as possible after the erection and take-down procedure.

WARNING
The crane can topple over!
If a boom system is erected or taken-down without mechanical auxiliary support contrary to the specifications, then the crane can topple over.
Personnel can be severely injured or killed.
- ► Observe and adhere to the data in the erection and take-down charts.
- ► Pin both support beams **2** to the crawler carrier **4** and bring the support plates **6** down onto the ground by turning the spindle **5**.
- ► Erection and take-down with only one installed support beam **2** is prohibited.
- ► Support the support plates **6** wide enough for the ground conditions with solid materials, such as wood, steel or concrete slabs, see the Crane operating instructions, chapter 2.04.

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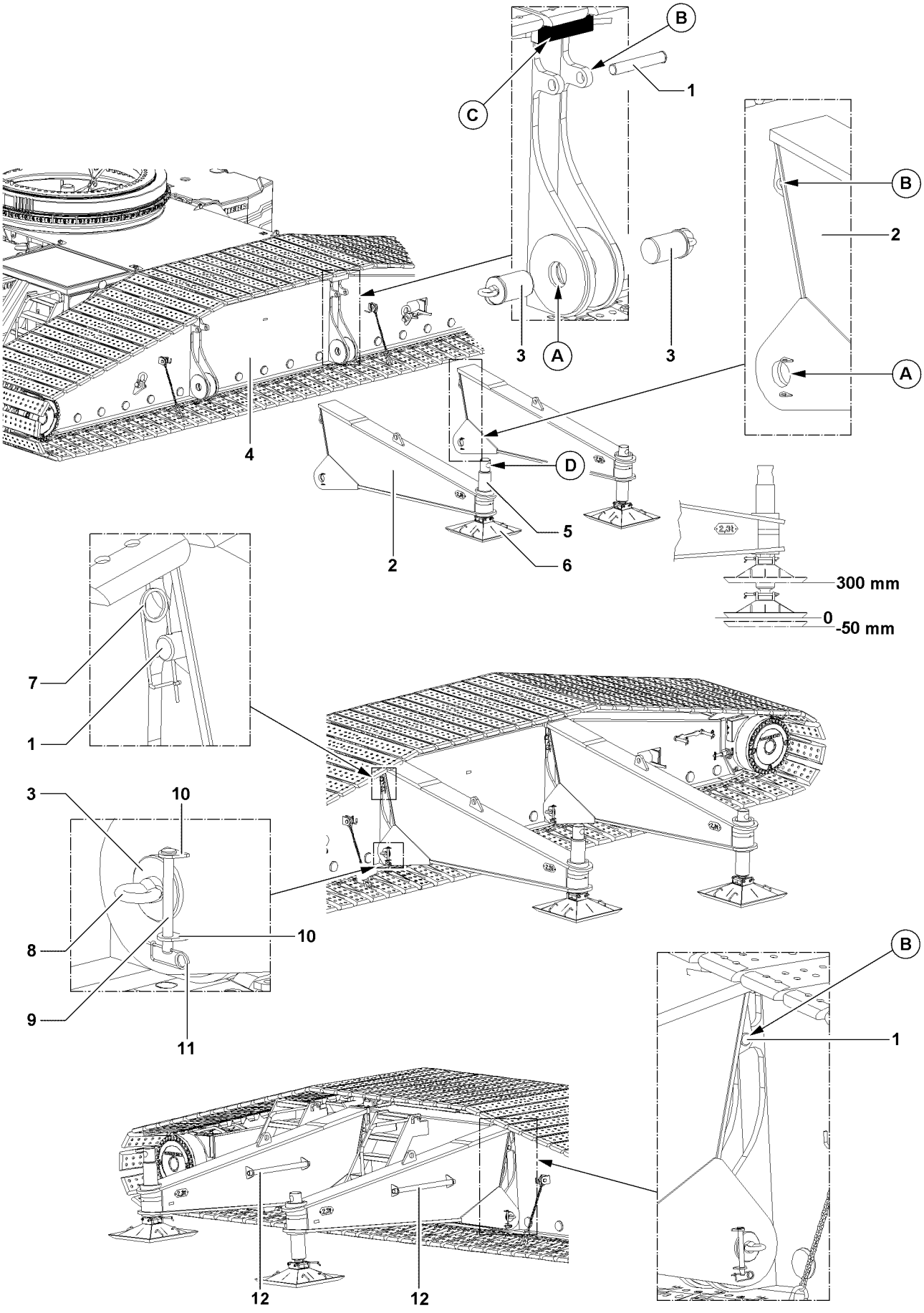

Fig.105233

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1.1 Pinning the mechanical auxiliary support

Note
► Assemble both support beams **2** in the same way.

► Connect the support beam **2** to the auxiliary crane and swing it into the pin position.
► Align the support beam **2**: Make sure that the pin bores of the support beam **2** and crawler carrier **4** align in points **A** and in points **B**.
► Pin each pin **3** from the left and right in point **A**.
► Secure each pin **3** from the left and right: Insert the pins **9** in the brackets **10** and secure with the spring retainer **11**.
► Insert the pin **1** in point **B** and secure with the spring retainer **7**.
► Release the support beam **2** from the auxiliary crane.

Before the boom combination is erected or taken down:
► Make sure to adjust the mechanical auxiliary support, see the following section.

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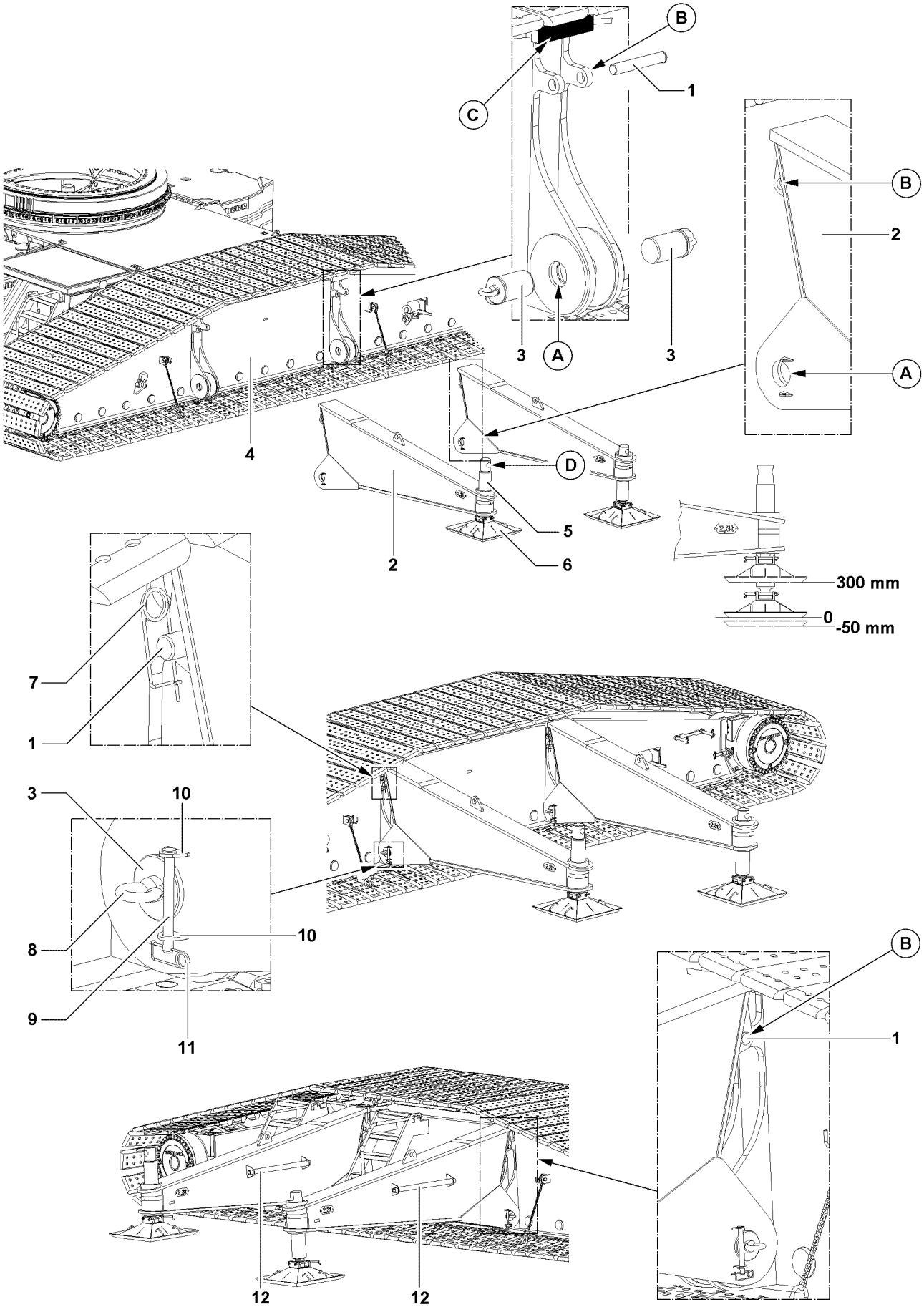

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1.2 Adjusting the mechanical auxiliary support

Note

► The adjustment of both support beams **2** for the mechanical auxiliary support is done in the same way.

DANGER

The crane can topple over!
If the support plates **6** are not supported according to the ground conditions, they could sink when loaded.
The crane can topple over.
Personnel can be severely injured or killed.

► Support the support plates **6** wide enough for the ground conditions with solid materials, such as wood, steel or concrete slabs, see the, see chapter 2.04.
► The substructures must have a horizontal support surface.

WARNING

Jerky movements of the boom system!
If the support beams **2** do not lie on the crawler carrier **4** in points **C**, the boom system can move jerkily during erection and take-down.
The crane can be damaged and topple over.
Personnel can be severely injured or killed.

► Turn and tension the support plates **6** with the spindle **5** until both support beams **2** lie flush in points **C**.

Note

► Adjustment range of the support plates **6** from - 50 mm to + 300 mm

► Remove the pipe **12** from the transport retainer.
► Insert the pipe **12** in point **D** into the bore in the spindle **5**.
► Extend the support plate **6** by turning the spindle **5** with the pipe **12** down until it is „tensioned“ and placed flush on the substructure. The support beam **2** must have full contact with the placement surface **C** on the crawler carrier **4**.
► Insert the pipe **12** in the transport retainer.

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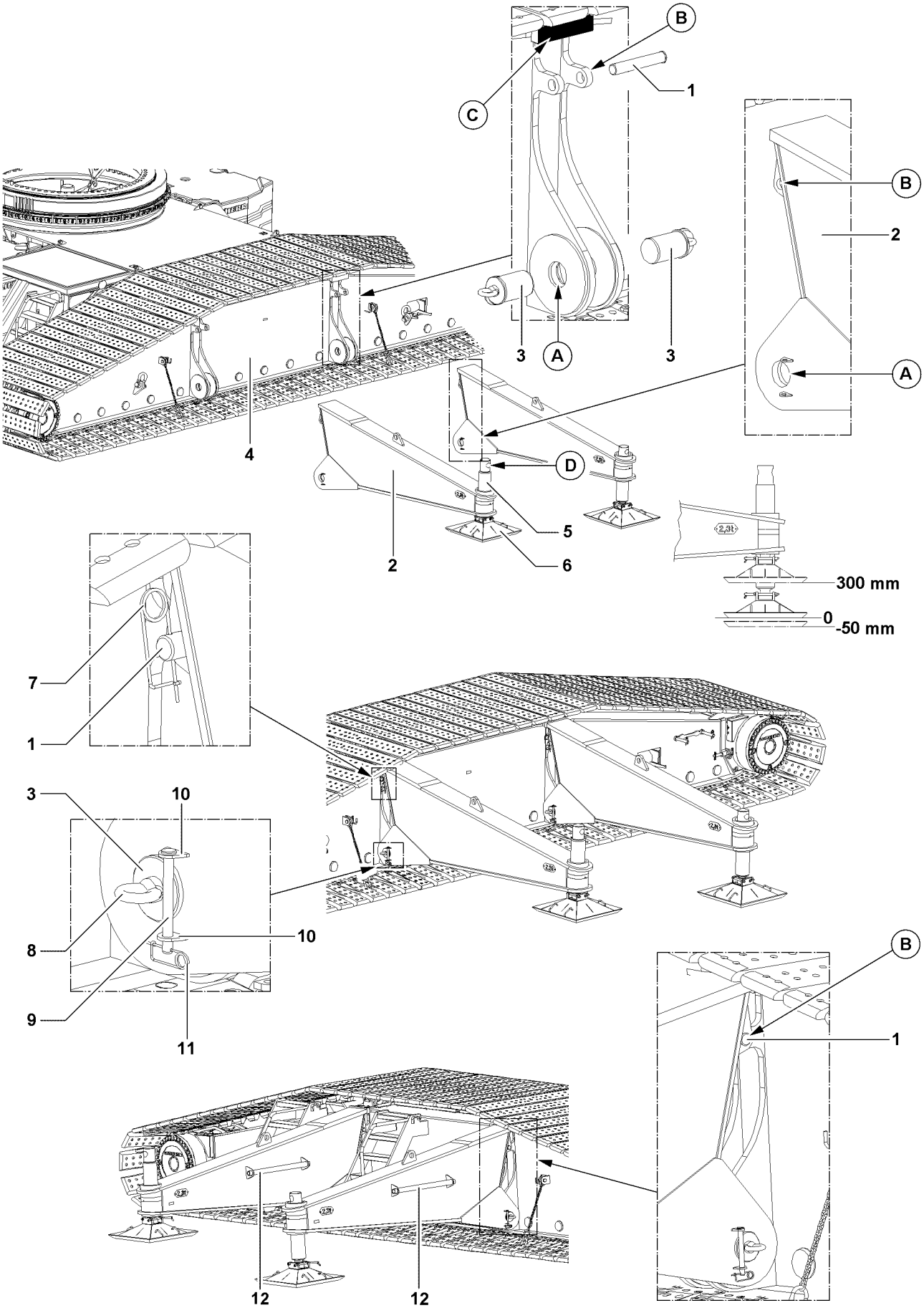

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2 Disassembling the mechanical auxiliary support

Make sure that the following prerequisites are met:
- The crane is horizontally aligned.
- An auxiliary crane is available.
- Both spindles **5** are turned up fully (position 300 mm)

Note
► Disassemble both support beams **2** in the same way.

► Connect the support beam **2** to the auxiliary crane.
► Tension the fastening equipment such that the pin **1** is free in point **B**.
► Remove the spring retainer **7** and unpin the pin **1**.
► Tension the fastening equipment such that the pin **3** is free in point **A**.

On both sides:
► Remove the spring retainer **11** and unpin the pin **9** from the brackets **10**.
► Unpin both pins **3**.

WARNING
The support beam moves uncontrolled!
If a stuck pin **3** is unpinned with force, the released support beam **2** can move uncontrolled.
Death, severe bodily injuries, property damage.
► Do not use the eyebolt **8** to unpin a stuck pin **3** with force.
► Position the attached support beam **2** with the auxiliary crane such that the pin **3** can be easily unpinned.

► Carefully lift the support beam **2** away with the auxiliary crane and set it down on the ground. When doing so, keep the fastening equipment tensioned.

Establish the transport positions of the pins on the support beam **2**:

► Point **A** on the support beam **2**: Insert the pin **3** on both sides.
► Point **A** on the support beam **2**: Insert both pins **9** in the brackets **10** and secure with the spring retainer **11**.
► Point **B** on the support beam **2**: Insert the pin **1** and secure with the spring retainer **7**.

WARNING
Toppling support beam!
The support beams can fall over after setting them down.
Death, severe bodily injuries, property damage.
► Secure the support beams **2** immediately after setting them down to prevent them from falling over. Keep the fastening equipment tensioned until it is secured to prevent it from falling over.

► Set the support beam **2** down in the desired location. When doing so, keep the fastening equipment tensioned.
► Secure the support beam **2** to prevent it from toppling over.
► Release the support beam **2** from the auxiliary crane.

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3.05 SA-frame assembly

1	Component overview SA-frame	3
2	Attachment points SA-frame	3
3	Assemble SA-frame	5
4	Disassemble SA-frame	13

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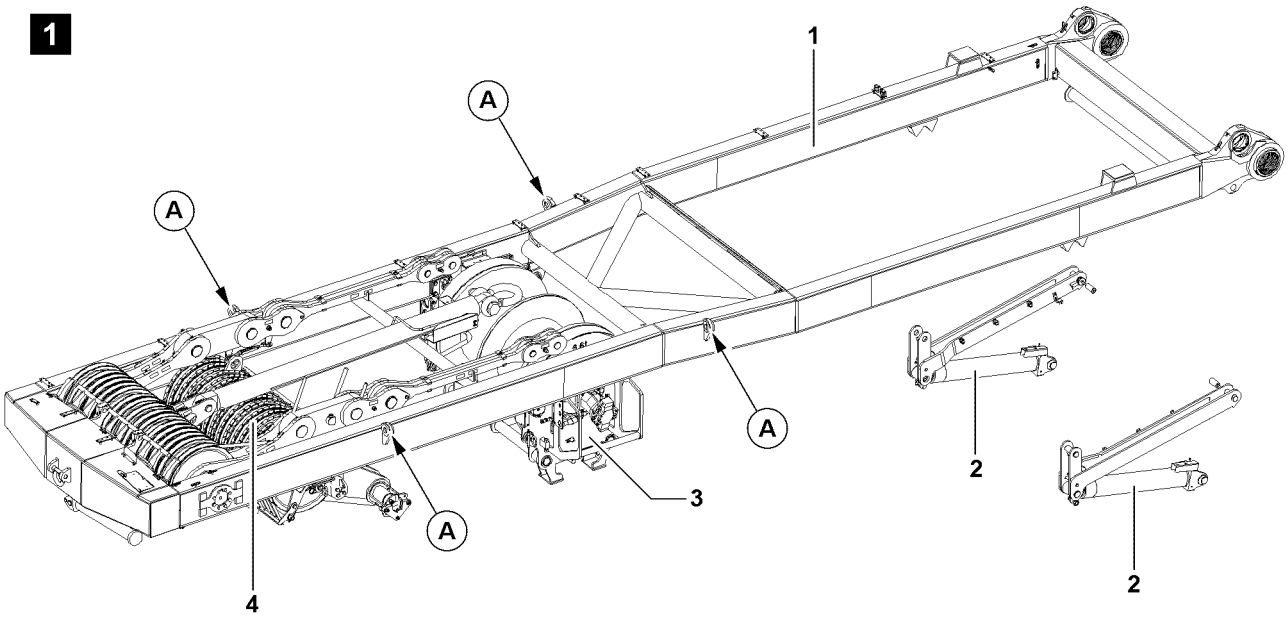

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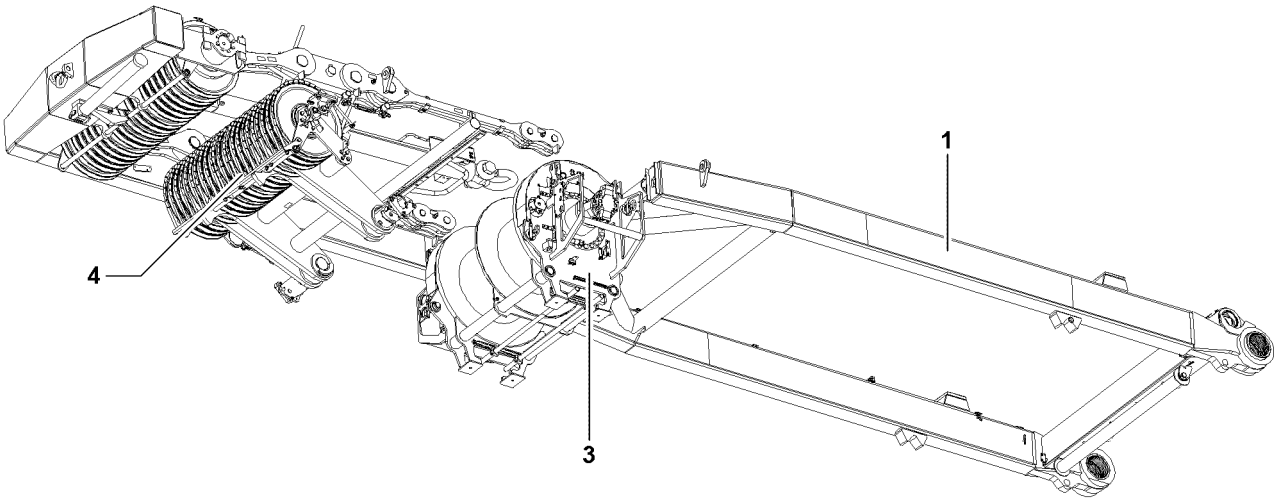

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Fig.107281

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1 Component overview SA-frame

Position	Component	Weight
1	SA-frame	
3	Intake gear winch 4	
4	Roller bearings	
	SA-frame complete	17.5 t
2	Erection cylinder	

2 Attachment points SA-frame

WARNING
Danger of accident due to incorrect attachment!
Life-threatening situations can arise due to improper or incorrect attachment of the corresponding components!
► The corresponding components must be attached on the intended points **A**!

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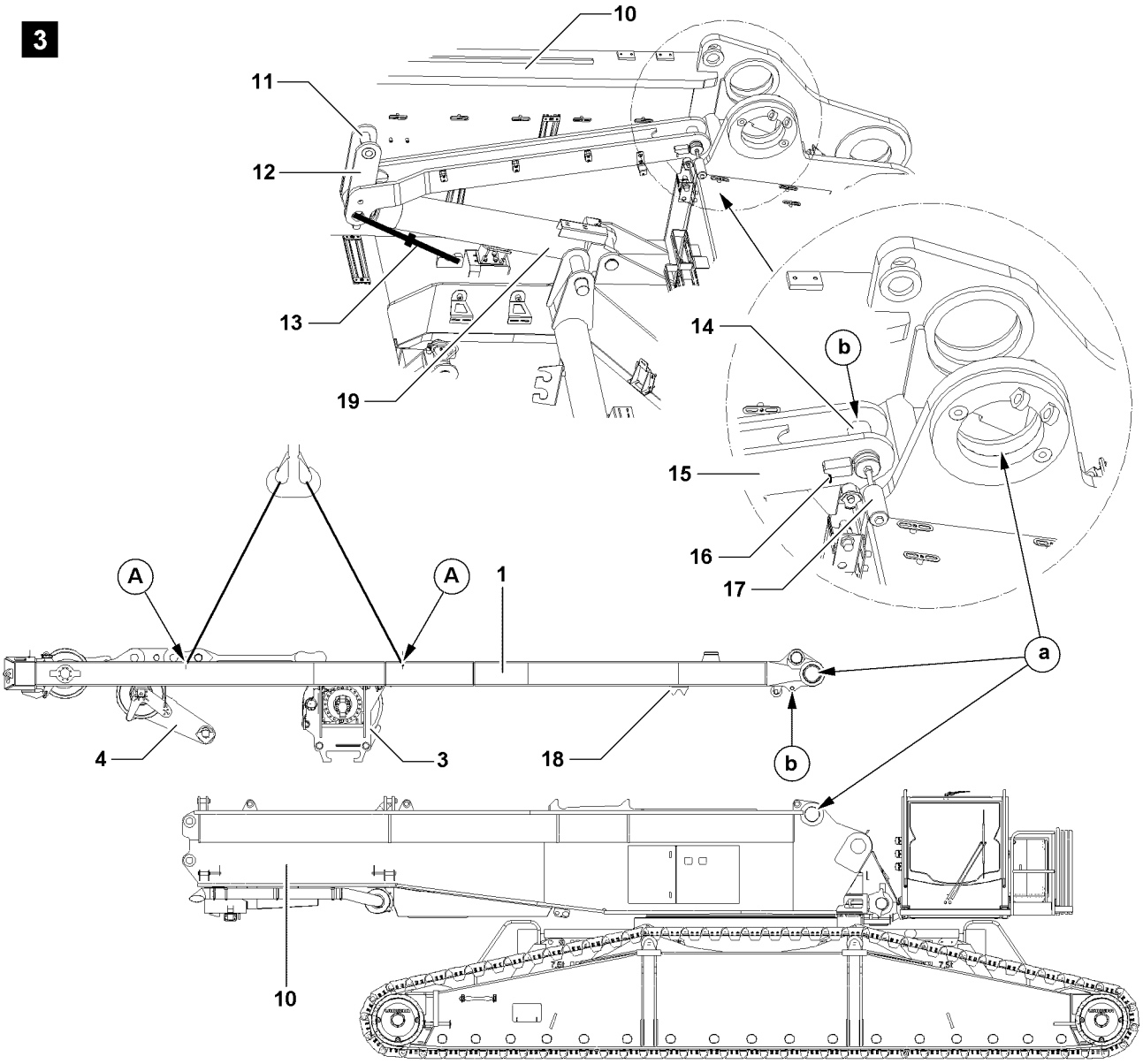

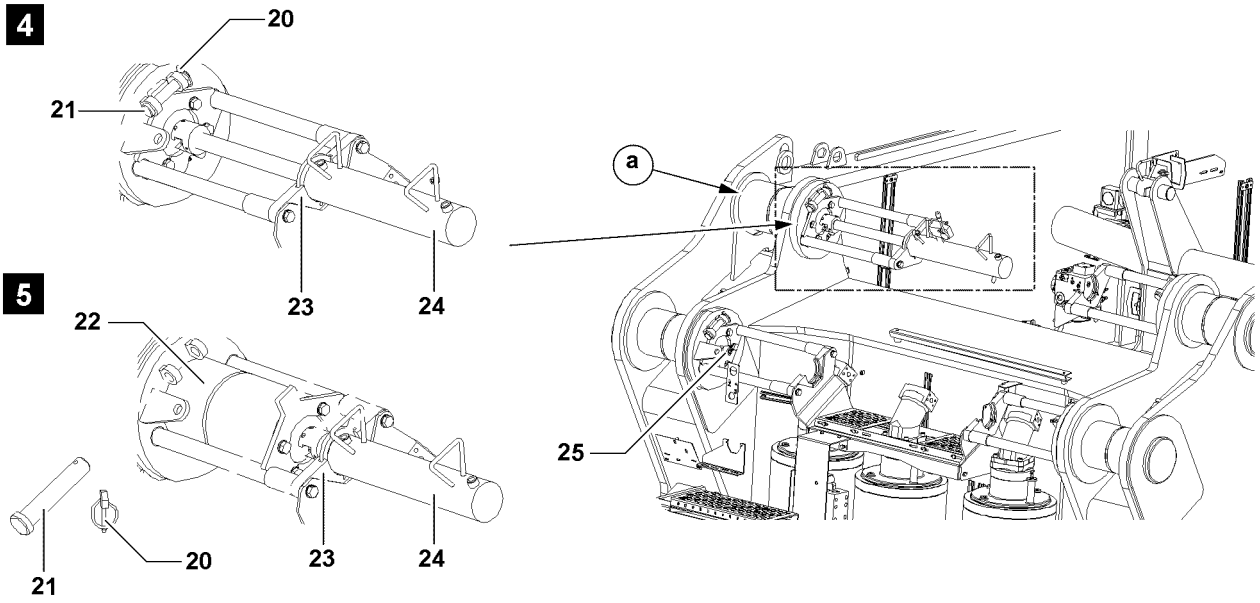

Fig.107282

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3 Assemble SA-frame

3.1 Pin the SA-frame on the turntable

Note

► Guarantee equally long tackle such that the SA-frame can be horizontally positioned over the turntable.

NOTICE

Collision of components!

If the SA-frame is positioned with the auxiliary crane on the turntable, roller bearings and hoist gear can collide with the turntable. Components can be damaged.

► Make sure that the roller bearing **4** does not collide with the turntable **10**.

► Make sure that the intake gear winch 4 **3** does not collide with the turntable **10**.

Ensure that the following prerequisite is met:

– unpin the pins **22** on both sides,

– unpin the pins **14** on both sides.

► Remove the linch pin **20** and unpin pins **21** see illustration **5**.

Result:

– The pin **22** cannot be pinned.

► Attach the pin pulling cylinder **24** between the retainer **23** and the pull screw **25**.

► Attach SA-frame **1** with auxiliary crane on the attachment points.

► Position SA-frame **1** with auxiliary auxiliary crane on the turntable **10** so that pinning points **a** and pinning points **b** align.

► Insert the pins **22** on both sides.

► Remove the pin pulling device **24**.

► Secure the pin **22**: Insert the pin **21** and secure with linch pin **20**.

► Pull, turn and latch spring pin **16** on both sides.

► Pin pins **14** with pin device **17**.

► Pins **16** should be pinned on both sides and secured with spring retainers **14**.

NOTICE

SA frame damage!

If the turnbuckle is not unpinned before the operation, the SA-frame is damaged.

► Unpin turnbuckle **13** before operation.

► Lay down SA-frame **1** completely: Make sure that the pins **11** lie on both sides of the plate **18**.

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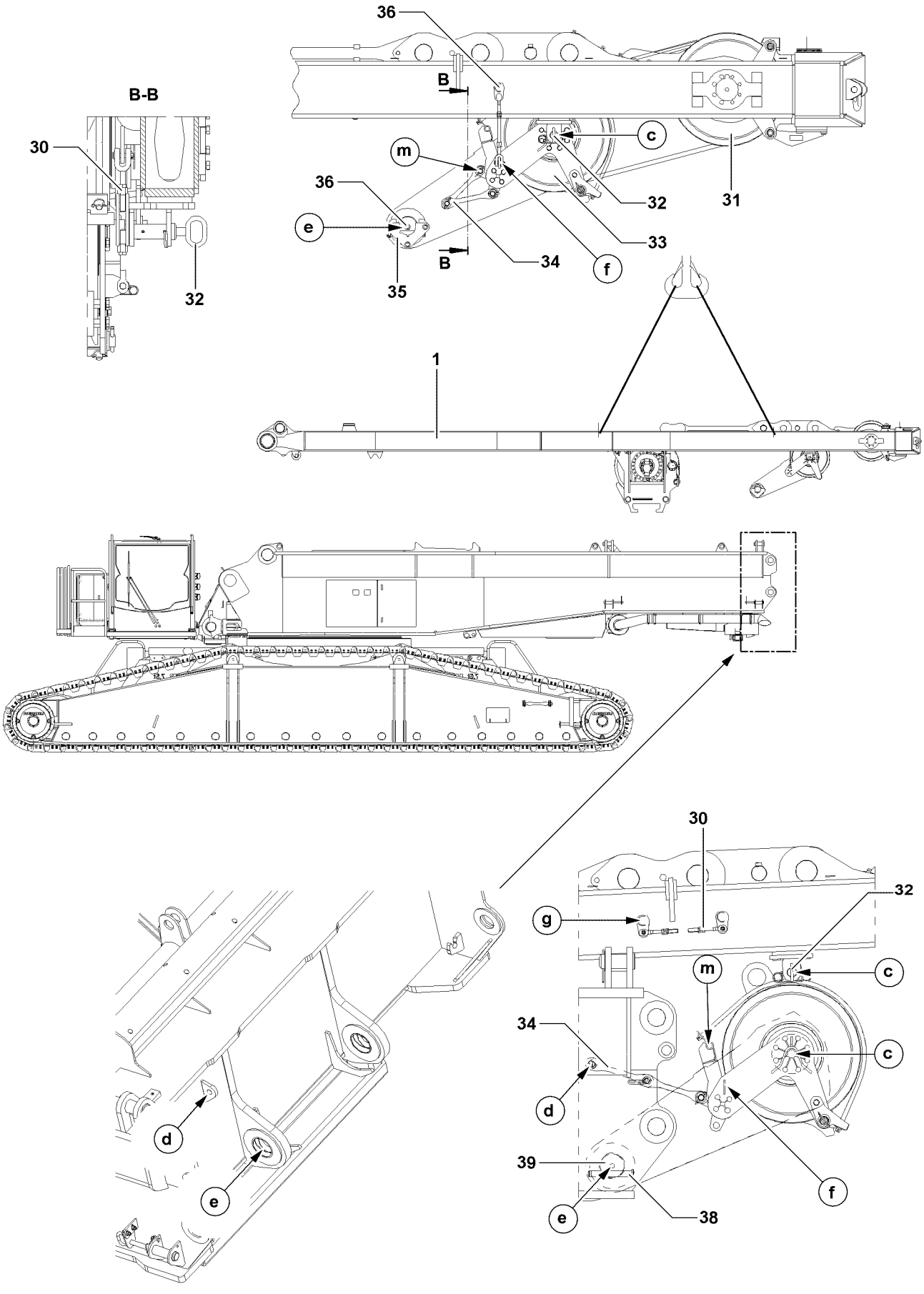

Fig.107283

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3.2 Pin roller bearings.

Ensure that the following prerequisite is met:
- align pinning points **e**.

► Hang the pin pulling cylinder on the retainer **35** and on the screw **36**.
► Insert the pin **39** and secure with pins **38**.
► Remove the pin pulling device.
► Hang pulley set **33** onto the auxiliary crane and and lightly lift until the retaining pin **32** may be unpinned.
► Unpin retaining pins **32**.
► Unpin turnbuckle **30** on the point **f** and pin and secure in park position **g**.
► Unpin and release the scissor clamping device **34** on the pinning point **m**.
► Lower pulley set **33** until scissor clamping device **34** may be pinned on pinning point **d**.
► Pin withscissor clamping device **34** on pinning point **d** and secure with cotter pin.
► Lower pulley set **33** with auxiliary crane, until pulley set **33** hangs completely in the rope reeving.
► Remove the auxiliary crane.

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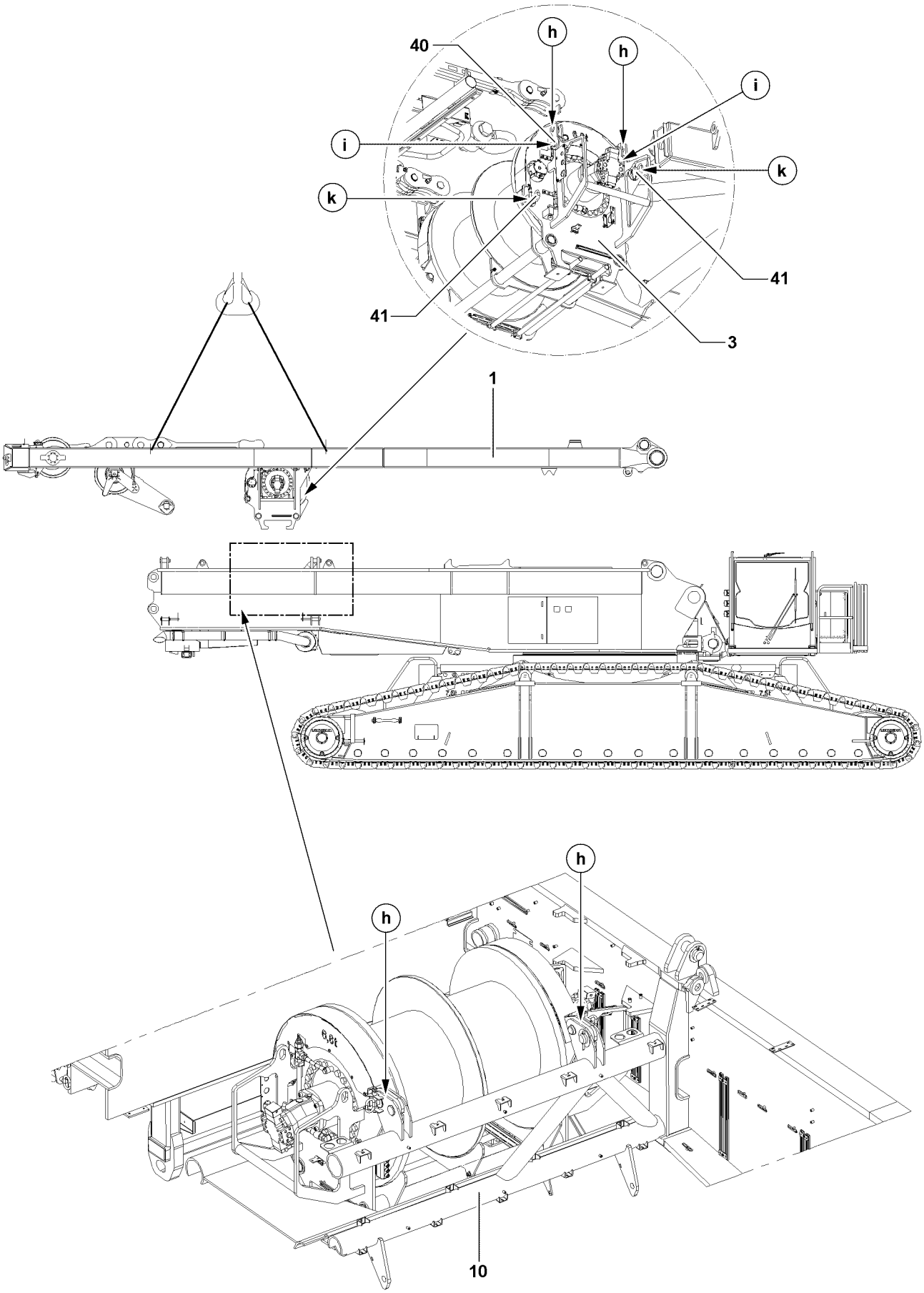

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Fig.107284

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3.3 Pin intake gear winch 4 on turntable

- ► Connect intake gear winch 4 **3** with turntable **10**: Pin locking pin **41** on the pinning points **k** and secure with spring retainers.
- ► Separate intake gear winch 4 **3** from SA-frame **1**: Remove spring retainers on the pinning points **i** and unpin locking pins **40**.
- ► Secure the locking pins **40** on both sides with spring retainers in the parking positions **h**.

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Fig.195219

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3.4 Establishing the electrical connections

Note

► For production of the electrical connections on the SA-boom, the separate electrical diagram is to be employed.

► Establish electric connections between turntable and SA-frame.
► Establish electric connections between turntable and intake gear winch 4.

3.5 Establish the hydraulic connections.

When hydraulic lines are connected and disconnected with quick-release couplings, make sure that the coupling procedure is being performed correctly.

DANGER

Risk of accident due to loss of pressure or leakage!
Incorrectly coupled or self-loosening quick-release couplings (particularly return lines) can result in serious injury due to component failure!

► Check that the quick-release couplings have been properly connected before using the crane.

Note

► To connect or release the hydraulic lines with quick couplers, see chapter 5.01.

► Release the pressure in the hydraulic system before connecting and disconnecting. Turn the engine off and wait for short time.
► Assembling coupling components (sleeve and connector) by using hand-tightened nut.
► Combine coupling components.

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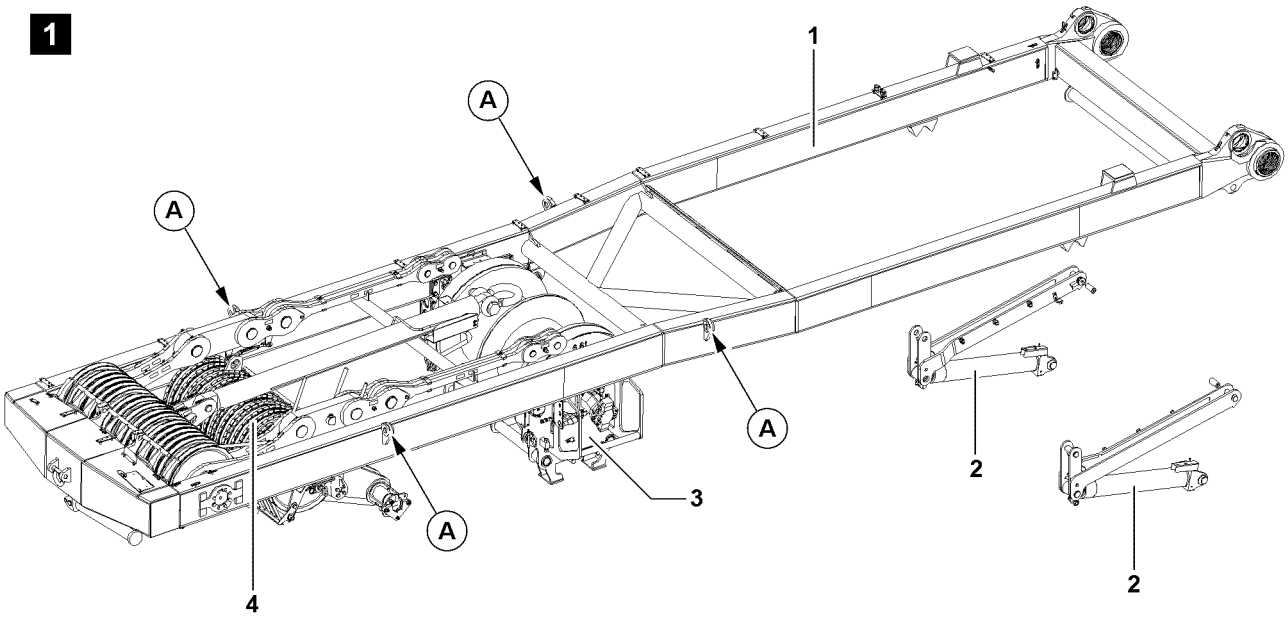
1



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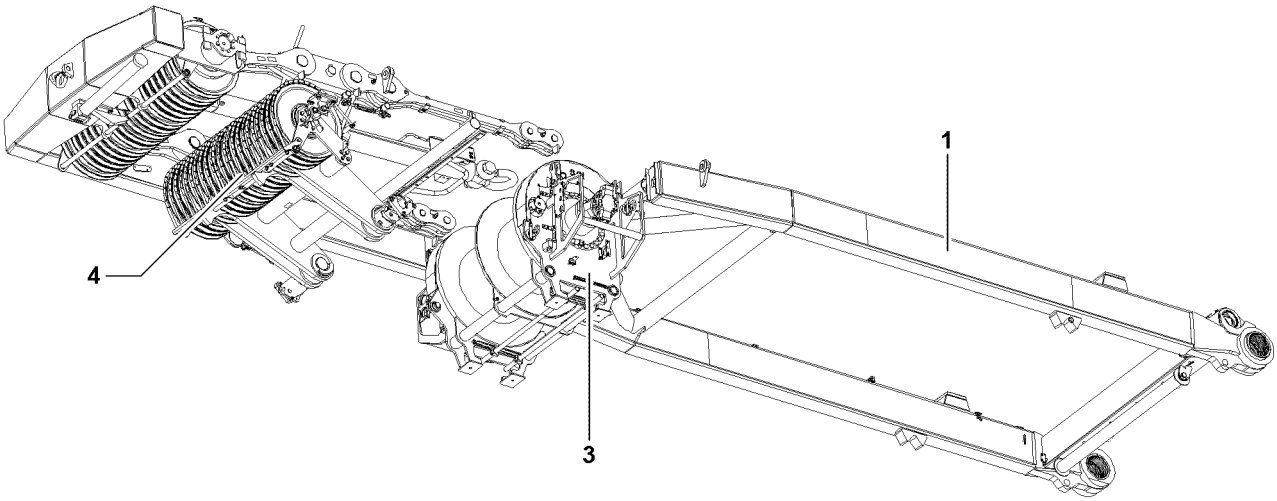

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Fig.107281

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4 Disassemble SA-frame

Ensure that the following prerequisite is met:
– roller bearings are found in transport position: SA-frame is found in the 0° position.

4.1 Disconnect the electrical connections

► Separate and properly store electrical connections between turntable and SA-frame.
► Separate and properly store electrical connections between turntable and winch 4.

4.2 Disconnect the hydraulic connections.

When hydraulic lines are connected and disconnected with quick-release couplings, make sure that the coupling procedure is being performed correctly.

Note
► To connect or release the hydraulic lines with quick couplers, see chapter 5.01.

► Release the pressure in the hydraulic system before connecting and disconnecting. Turn the engine off and wait for short time.
► Loosen coupling components (sleeve and connector) by using hand-tightened nut.
► Separate coupling components.
► Properly store hydraulic hoses on the the SA-frame on the turntable.
► Fitting the coupling components with protective caps against contamination and damage.

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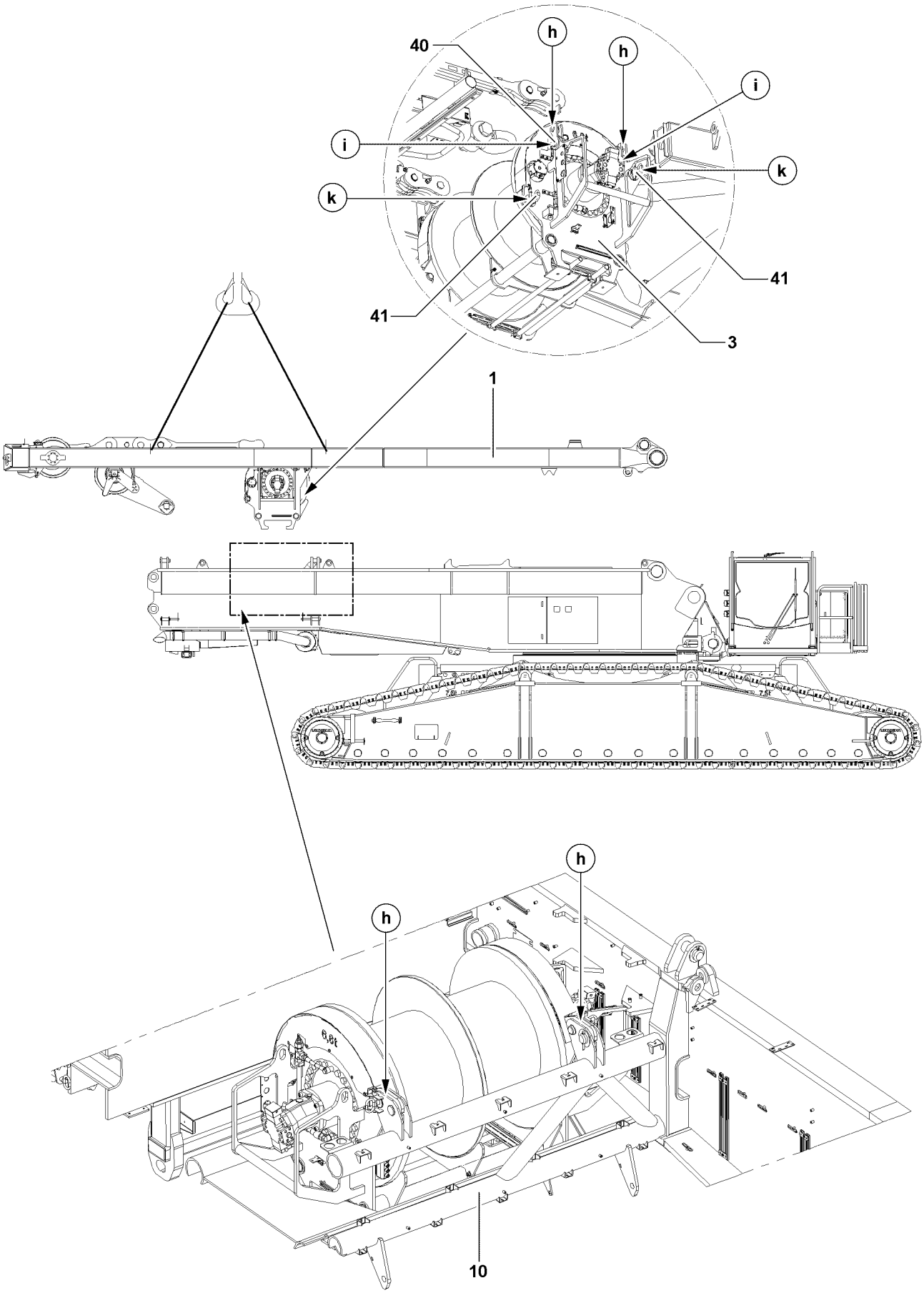

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Fig.107284

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4.3 Prepare intake gear winch 4 for transport

- ► Separate intake gear winch 4 **3** from turntable **10**: Remove spring retainers on the pinning points **k** on both sides and unpin locking pins **41**.
- ► Connect intake gear winch 4 **3** with SA-frame **1**: Release and unpin the socket pin **40** from the park positions **h**.
- ► Pin locking pin **40** on the pinning points **i** and secure with spring retainers.

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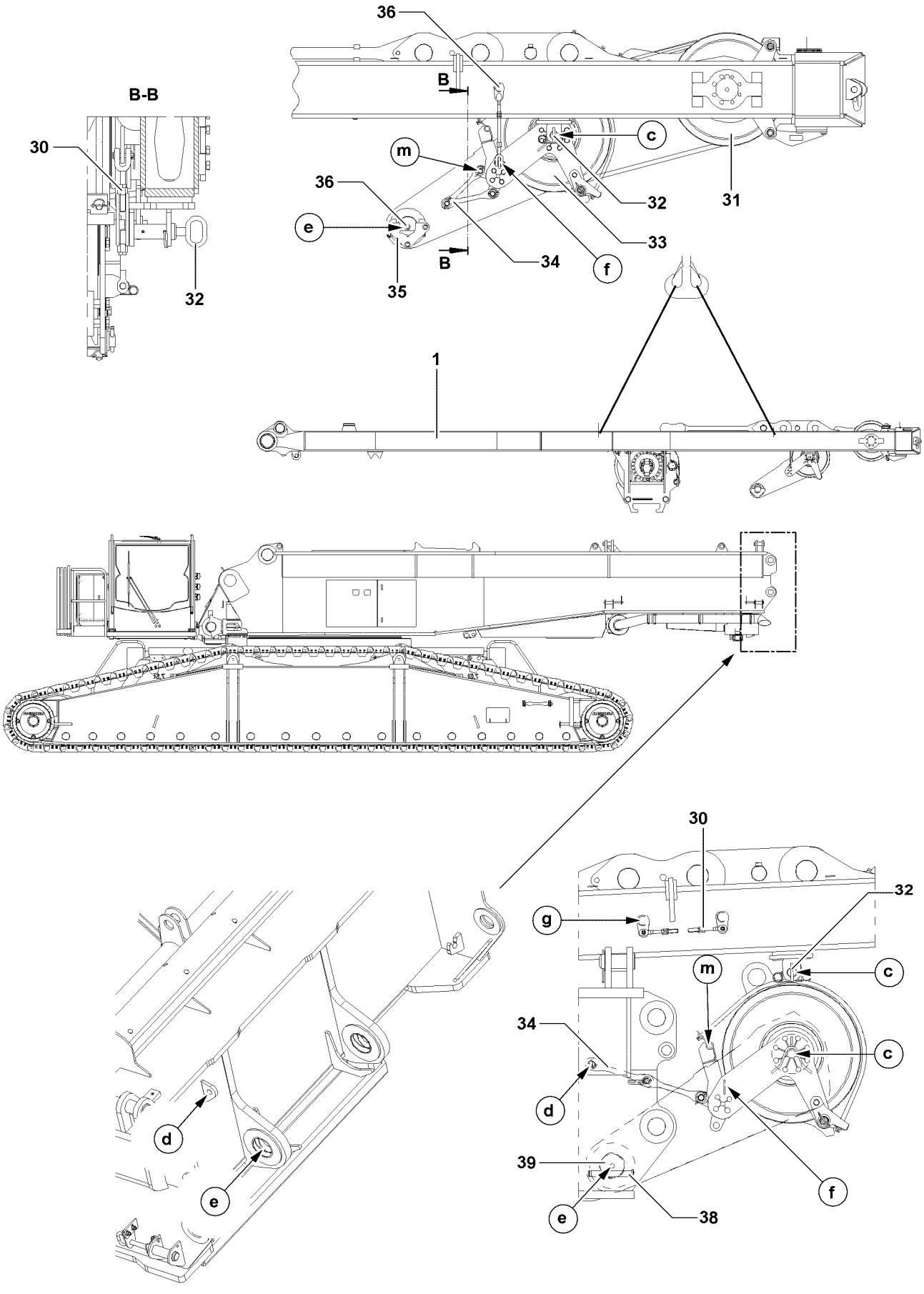

Fig.107283

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4.4 Preparing the roller bearings for transport

- ► Attach and lift pulley set **33** on auxiliary crane until scissor clamping device **34** may be pinned on pinning point **d**.
- ► Unpin and release the scissor clamping device **34** on the pinning point **d**.
- ► Pin with scissor clamping device **34** on pinning point **m** and secure with cotter pin.
- ► Lift pulley set **33** until pinning points **c** align.
- ► Pin locking pin **32** in the pinning point **c** on both sides.
- ► Unpin turnbuckle **30** on the park position **g** and pin and secure on position **f**.
- ► Remove the auxiliary crane.
- ► Hang the pin pulling cylinder on the retainer **35** and on the screw **36**.
- ► Release pin **39**: Unpin the pin **38**.
- ► Unpin the pin **39**.
- ► Remove the pin pulling device.

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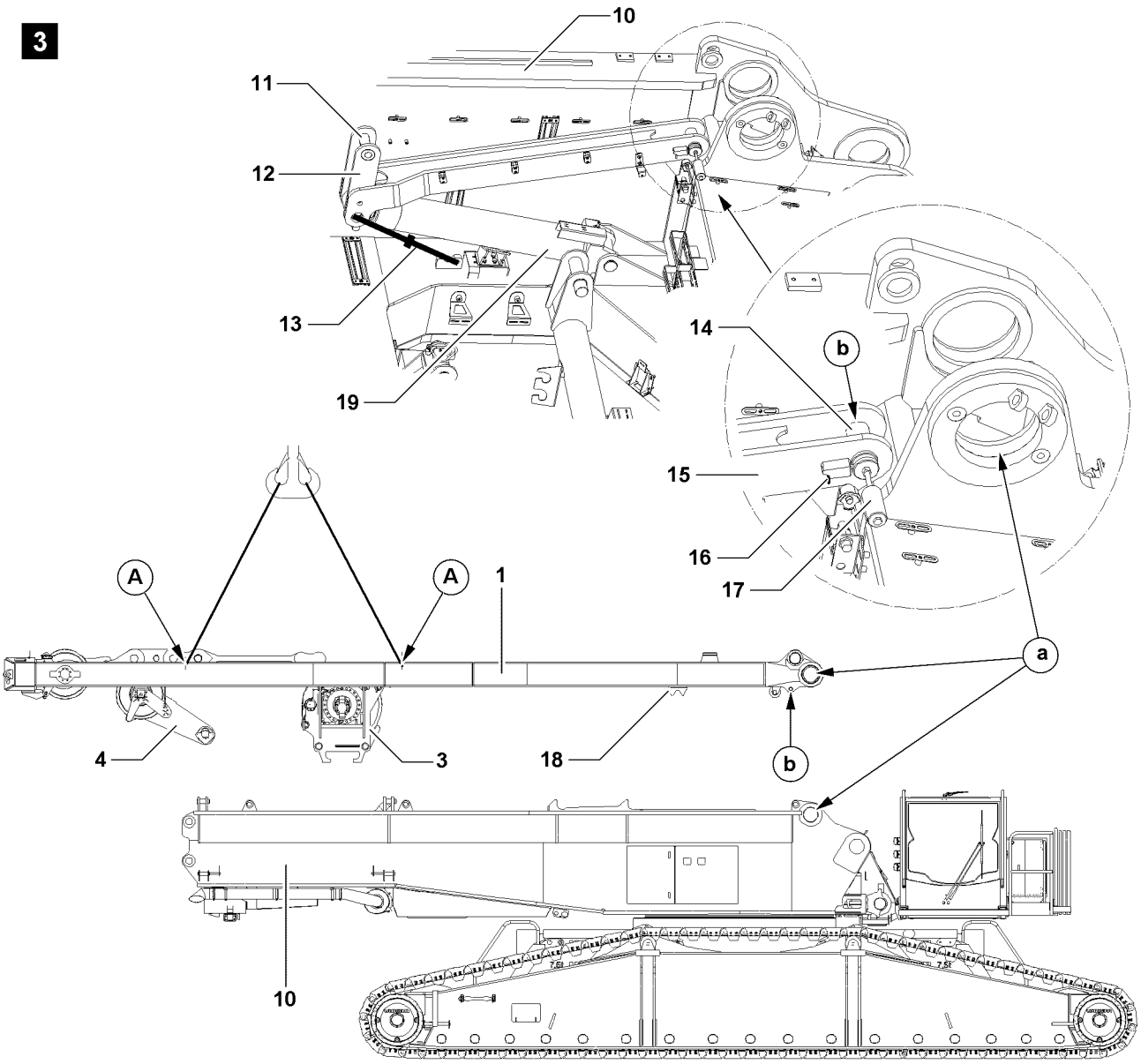

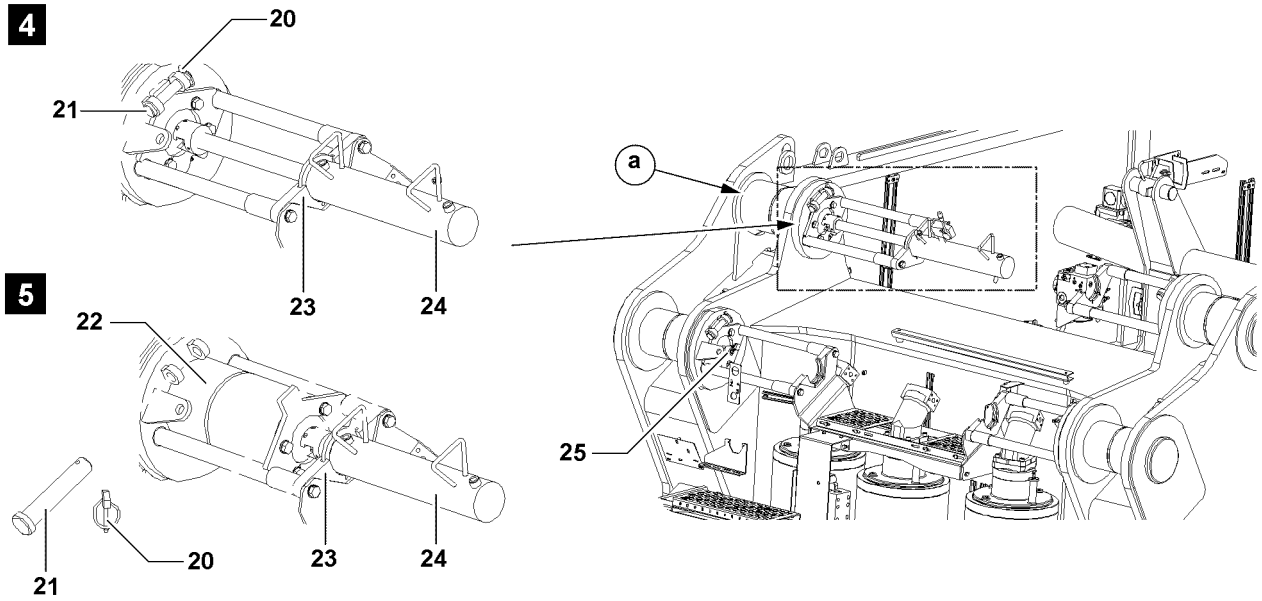

Fig.107282

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4.5 Unpin the SA-frame on the turntable

Ensure that the following prerequisites are met:
- intake gear winch 4 is in transport position,
- roller bearings are in transport position.

► Secure support cylinder **19**: Assembling the turnbuckle **13**.
► Pull, turn and latch spring pin **16** on both sides.
► Unpin pins **14** with pin device **17**.
► Pins **16** should be pinned on both sides and secured with spring retainers **14**.
► Attach the pin pulling cylinder **24** between the retainer **23** and the pull screw **25**.
► Release pin **22**: Remove the linchpin **20** and unpin the pin **21**.
► Unpin the pin **22** on both sides.
► Remove the pin pulling device **24**.

Result:

– SA-frame **1** is disassembled and can be lifted with the auxiliary crane.

4.6 Remove the SA-frame from the turntable

Note
► Guarantee equally long tackle such that the SA-frame can be horizontally lifted from the turntable.

NOTICE
Collision of components!
If the SA-frame is lifted with the auxiliary crane on the turntable, roller bearings and hoist gear can collide with the turntable. Components can be damaged.
► Make sure that the roller bearing **4** does not collide with the turntable **10**.
► Make sure that the intake gear winch 4 **3** does not collide with the turntable **10**.

► Attach SA-frame **1** with auxiliary crane on the attachment points.
► Carefully lift and remove SA-frame **1**.

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3.06 Assembly conditions

1 Assembly conditions for operation on crawlers 3

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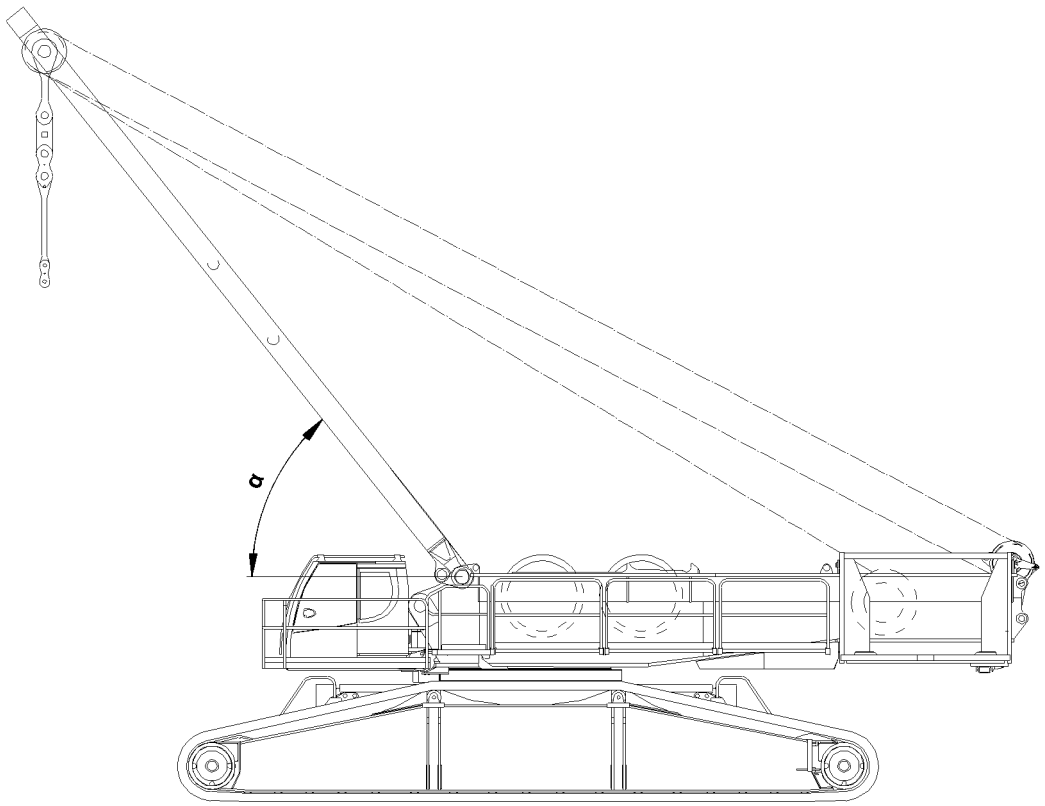

Fig.104917

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1 Assembly conditions for operation on crawlers

1.1 Definition of assembly conditions

WARNING
The crane folds backward!
Assembly conditions with an installed turntable extension* are particularly susceptible to falling backward ballasting is incorrect.
Death, severe bodily injuries, property damage.
- ► The turntable extension must always be assembled in accordance with chapter 4.07.10 and the corresponding assembly drawings.
- ► Permissible assembly conditions on the crawler travel gear with installed turntable extension, see chapter 4.07.10 and the assembly drawing.
- ► As long as work takes place on crawlers according to the following charts for assembly conditions, it is prohibited to install the turntable extension.

WARNING
Impermissible travel operation!
If the turntable ballast (counterweight) is installed, a crane can tip over in the assembly condition when driving.
If a pivot section is installed lying on the ground, a crane can be severely damaged in the assembly condition when driving.
Death, severe bodily injuries, property damage.
- ► Assembly conditions with installed turntable ballast are not permitted for travel operation.
- ► Assembly conditions with installed pivot section ballast are not permitted for travel operation.

Note
Driving / changing over the crane in the assembly condition.
- ► Travel operation in the assembly condition is only possible without turntable ballast and without the pivot section.

Note
- ► Always check the following charts in context.

The assembly conditions take the following components into account:
- SA-frame
- Winch I
- Winch II
- Winch IV
- S-pivot section
- D-pivot section

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Assembly condition	SA-frame, angle α	Winch I	Winch II	Winch IV	S-/D-pivot section [1]
1	Taken down on the rear	–	–	With rope	–
2	90°	–	–	With rope	–
3	90°	Without rope	–	With rope	–
4	90°	With rope	–	With rope	–
5	90°	With rope	With rope	With rope	–
6	Smaller than 60° (to the front)	With rope	With rope	With rope	installed (lies on [2])

Assembly conditions

1) S-pivot section **or** D-pivot section
2) On the ground or, if necessary, on a substructure

1.2 Permissible turntable ballast - ballast combinations

Note
► Definition of assembly conditions, see chart section „Definition of assembly conditions“.

Assembly condition	Maximum permissible turntable ballast [3] 360° slewing range on crawler travel gear 8.7 m x 8.4 m			
	for central ballast 65 t	for central ballast 25 t	for central ballast 5 t	for central ballast 0 t
1 [1]	130 t	90 t	70 t	70 t
2 [1]	150 t	130 t	90 t	90 t
3 [1]	150 t	130 t	110 t / 115 t	90 t
4 [1]	170 t	130 t	110 t / 115 t	90 t
5 [1]	170 t	130 t	110 t / 115 t	110 t / 115 t
6 [2]	190 t	150 t	130 t	110 t / 115 t

Maximum permissible turntable ballast depending on assembly condition and central ballast

1) Anticipatory driving is possible in this assembly condition with 0 t turntable ballast.
2) Driving is not possible in this assembly condition.
3) Not on the turntable extension.

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3.07 Winch assembly

1 Winch assembly 3

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Fig.195219

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1 Winch assembly

Note
The assembly of the various winches is described in separate chapters.
► Observe the following chapter 3.07.xx (for example 3.07.10, 3.07.20...).

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3.07.10 Winch 1 assembly

1	Component overview	2
2	Safety	2
3	Winch 1 fastening points	2
4	Assembling winch 1	3
5	Establishing the connections from winch 1 to the turntable	7
6	Disconnecting the connections from winch 1 to the turntable	8
7	Disassembling winch 1	9

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1 Component overview

Note
► Winch 1 dimensions and weights, see chapter 1.03.

Note
► Winch 1 is marked with its own weight.

2 Safety

Before assembly of winch 1, observe the safety instructions.

- General safety information: See chapter 2.04.
- Information regarding personal protective equipment: See chapter 2.04.
- Information regarding the use of ladders: See chapter 2.04.10.
- Information regarding fall protection equipment: See chapter 2.06.
- Information regarding assembly conditions: See chapter 3.06.

WARNING
Improper winch assembly!
Death, severe bodily injuries, property damage.
► Observe the information ad instructions.

3 Winch 1 fastening points

WARNING
Winch incorrectly fastened!
Life-threatening situations can arise if the winch is incorrectly or improperly fastened.
Death, severe bodily injuries, property damage.
► Attach the winch only on the intended fastening points.
► Attach the fastening equipment on winch solely in connection with shackles.
► Make sure that the shackels and fastening equipment have sufficient load bearing capacity.
► Observe the technical safety instructions during assembly and disassembly, see chapter 5.01.

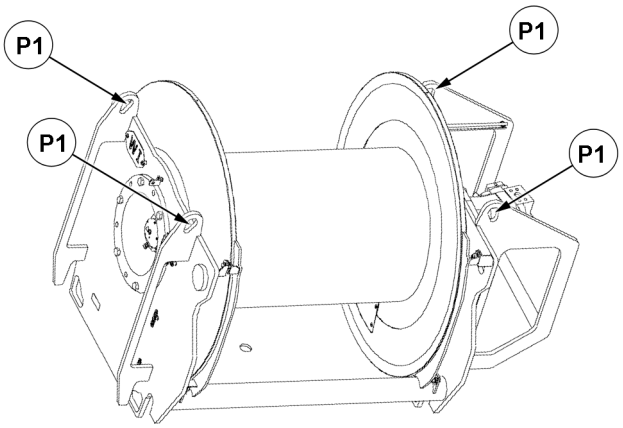

Fig.152420: Winch 1 fastening points

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Fastening points	
P1	Winch 1

4 Assembling winch 1

WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.
- ► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
- ► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the supplied fall arrest system to prevent falling, see chapter 2.04.
- ► If fall protection equipment is available, then it must be used, see chapter 2.06.
- ► When lifting, lowering, swinging crane parts in and out, no persons may remain in the danger zone.
- ► When closing or opening boom systems during boom assembly or boom disassembly, no persons may remain on the boom system or in the danger zone.
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work.
- ► Only step on the aids, ladders and catwalks with clean shoes.
- ► Keep aids, ladders and catwalks free of heavy dirt, snow and ice.
- ► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
- ► Remaining on a suspended load is prohibited.
- ► Stepping or walking on crane components and lattice sections, which have an incline of more than 20° is prohibited.
- ► For all assembly work, the crane driver of the main crane must be in voice contact with the crane driver / crane drivers of the auxiliary crane / auxiliary cranes.
- ► For assembly tasks, the crane driver may only initiate crane movements when the responsible guide has explicitly released the movement.

WARNING
Danger of impact / crushing!
When installing / removing crane components with the auxiliary crane, crane components can start to swing back and forth.
When lifting / lowering and positioning crane components, there is an increased danger of impacts / crushing.
Death, severe bodily injuries, property damage.
- ► Make sure that personnel cannot be caught by components.
- ► Make sure that the crane is horizontally aligned.
- ► When working in danger zones: Use aids to protect limbs.
- ► Guide components with suitable aids to minimize oscillation.

DANGER
The components can fall down!
If the corresponding component is disengaged from the auxiliary crane before the corresponding component is pinned, then the corresponding component can fall down.
Death, severe bodily injuries, property damage.
- ► Do not disengage the auxiliary crane until the respective component is pinned and secured.

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4.1 Preparing the turntable for winch 1 installation

Make sure that the following prerequisites are met:
- The crane is horizontally aligned.
- Turntable assembly is complete.
- Observe the assembly conditions on the crawler.
- Winch 1 is on the flatbed trailer near the assembly point.

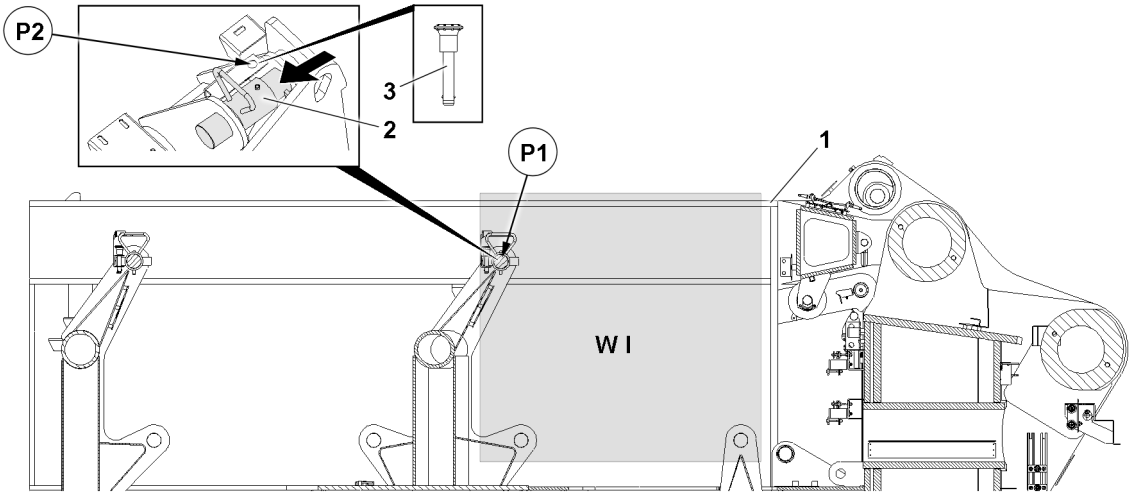

*Fig.152421: Preparing the turntable **1** for winch 1 **W I** installation*

► Release the pins **2** on both sides: Remove the ball locking pin **3** on both sides in point **P2**.
► Unpin the pin **2** on both sides in the direction of the arrow.

Result:

- Winch 1 can be used in the turntable **1**.

4.2 Lifting winch 1 from the flatbed trailer

Make sure that the following prerequisites are met:
- An auxiliary crane with a suitable load-bearing capacity is available.
- Fastening equipment with a corresponding load carrying capacity is available.

WARNING
Danger of accident due to incorrect fastening!
Life-threatening situations can arise if the winch 1 is incorrectly or improperly fastened.
Death, severe bodily injuries, property damage.
► Fasten winch 1 to the provided fastening points, see section „Winch 1 fastening points“.
► Make sure that the fastening equipment is correctly fastened to winch 1 and that it is secured sufficiently to prevent it from loosening up.

► Fasten winch 1 properly to the auxiliary crane.
► Bring the fastening equipment to „tension“ with the auxiliary crane.
► Release and remove the transport retainers on the flatbed trailer.

WARNING
Falling components!
When lifting winch 1 from the flatbed trailer, components or winch 1 can fall down.
Death, severe bodily injuries, property damage.
► Make sure that there are no persons within the danger zone.

► Lift winch 1 with the auxiliary crane from the flatbed trailer.
► Swing winch 1 in with the auxiliary crane to the turntable.

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4.3 Using winch 1 in the turntable

Make sure that the following prerequisites are met:
- The SA-frame **2** is assembled and erected to approx. 163°.

or:
- The SA-frame **2** is assembled and taken down on the turntable **1**.
- The central ballast is ballasted according to the assembly conditions.
- The counterweight is ballasted according to the assembly conditions.
- The pin bores are clear in point **P1** on both sides.

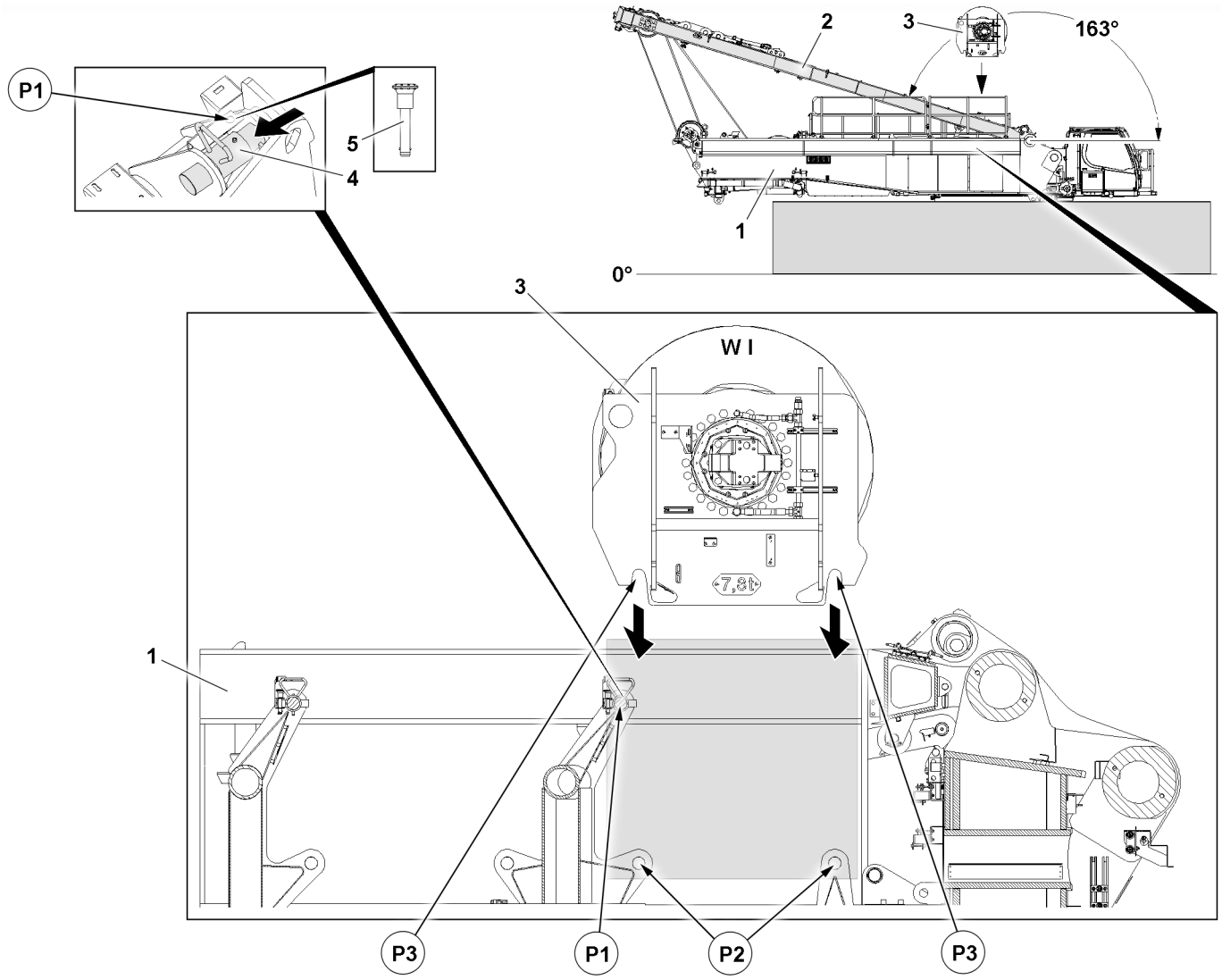

*Fig.152423: Using winch 1 **3** in the turntable **1***

WARNING
Danger of accident when swinging in and lowering winch 1 **3**!
When swinging in and lowering winch 1 **3** on the turntable **1**, limbs can be crushed or even severed.
Death, severe bodily injuries, property damage.
- ► Make sure that there is no personnel in the danger zone.
- ► Do not reach with your hands into the danger zone.

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NOTICE
Property damage!
If the following notes are not observed, damage can result to the crane or winch 1 **3**.
► When retracting winch 1 **3** through the SA-frame **2**, make sure that winch 1 does not hit against the SA-frame.

Note
► Pay attention to the exact alignment of winch 1 **3**, or the pocket receptacles, point **P3**, with the centring pins in point **P2** on the turntable **1**.
► Before lowering, bring winch 1 **3** into position so that the pocket receptacles, point **P3** are above the centering pins inpoint **P2** on the turntable **1**.

► Retract winch 1 **3** with the auxiliary crane between the SA-frames **2**.
► Slowly lower winch 1 **3** in the turntable.

When winch 1 **3** is aligned:
► Set winch 1 **3** carefully on the centring pins in point **P2** on the turntable.

4.4 Pinning winch 1 with the turntable

Make sure that the following prerequisites are met:
– Winch 1 **3** is positioned on the centering pins in point **P2**.
– The fastening equipment between winch 1 **3** and the auxiliary crane is „tensioned“.
– The SA-frame is approx. at 148°.

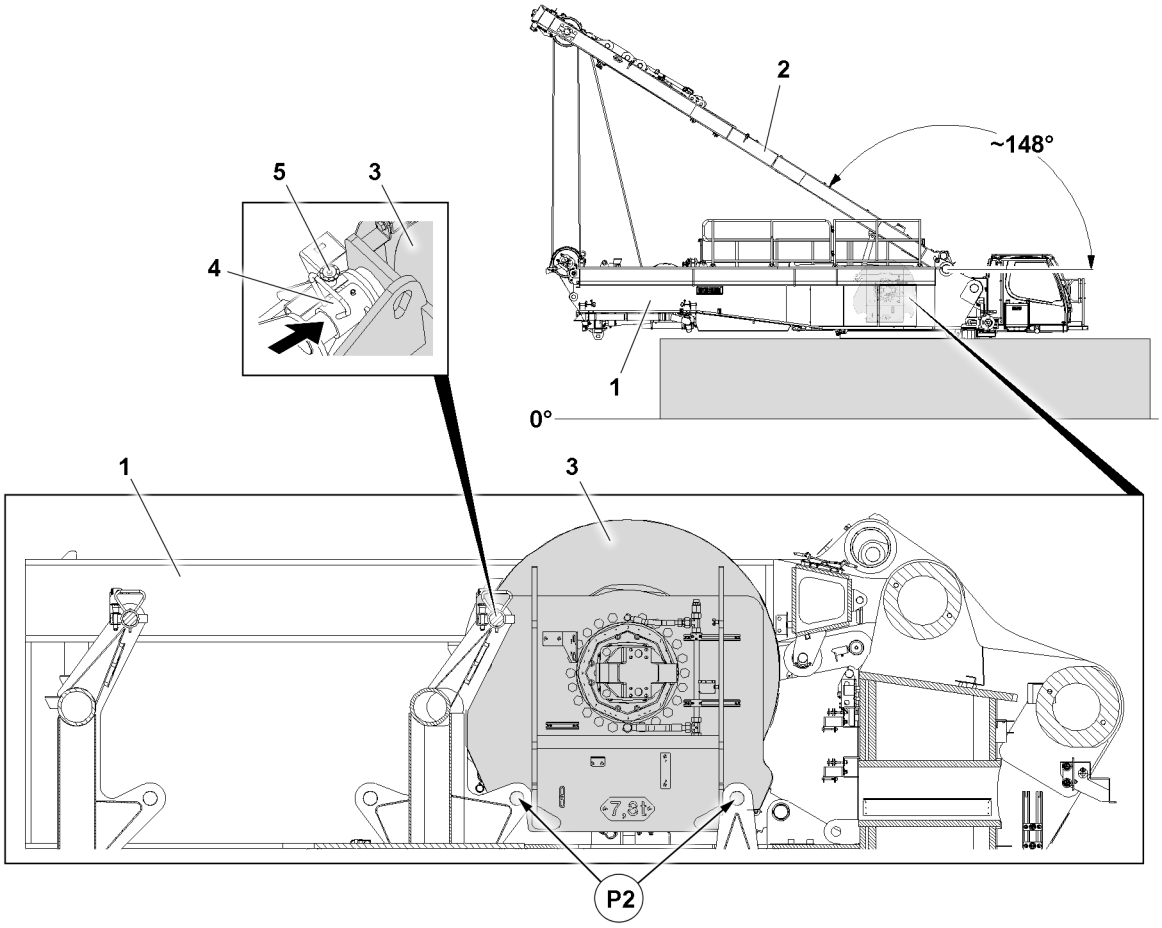

*Fig.152424: Pinning winch 1 **3** with the turntable **1***

► Insert the pins **4** on both sides.

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WARNING
The pins can loosen up by themselves!
Death, severe bodily injuries, property damage.
► Secure the pins **4** immediately after pinning with ball locking pins **5**.

When the pins **4** are completely pinned:

► Secure the pins **4** with ball locking pins **5**.
► Remove the fastening equipment from winch 1 **3**.

5 Establishing the connections from winch 1 to the turntable

Make sure that the following prerequisites are met:
– Winch 1 **3** is properly installed, pinned and secured in the turntable.
– The fastening equipment has been removed.

5.1 Establishing the hydraulic connections to winch 1

The hydraulic connections are established to winch 1 **3** with quick couplings.

When connecting hydraulic lines with quick couplings, make sure that the coupling procedure is carried out correctly.

WARNING
Pressure in the hydraulic lines!
If the pressure supply is not interrupted before connecting / releasing the hydraulic lines, the hydraulic oil can escape with high pressure.
Death, severe bodily injuries, property damage.
► Release the pressure in the hydraulic system before connecting / disconnecting: Interrupt the pressure supply and wait for a short time.

WARNING
Loss of pressure or leakage!
Incorrectly coupled or self-loosening quick couplings (particularly return lines) can result in serious accidents due to component failure.
► Check that the quick couplings have been properly connected before using the crane.

► Connect the coupling components (sleeve and connector) and screw together with the knurled nut.
► Tighten the hydraulic coupling by hand. Turn the knurled nut until it reaches a tangible, fixed stop position.
► Establish the hydraulic connection to winch 1 **3**.

5.2 Establishing the electrical connections to winch 1

► Establish the electrical connections to winch 1 **3**, see the electric wiring diagram.

5.3 Establishing the connections of the central lubrication system to winch 1

► Establish the connections of the central lubrication system to winch 1 **3**.

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6 Disconnecting the connections from winch 1 to the turntable

Make sure that the following prerequisite is met:
– The hoist rope is completely spooled up.

6.1 Disconnecting the hydraulic connections to winch 1

When releasing hydraulic lines with quick couplings, make sure that the coupling procedure is carried out correctly.

WARNING
Pressure in the hydraulic lines!
If the pressure supply is not interrupted before connecting / releasing the hydraulic lines, the hydraulic oil can escape with high pressure.
Death, severe bodily injuries, property damage.
► Release the pressure in the hydraulic system before connecting / disconnecting: Interrupt the pressure supply and wait for a short time.

► Release the hydraulic coupling by hand.
► Disconnect the hydraulic connection to winch 1.

6.2 Disconnecting the electrical connections to winch 1

► Disconnect the electrical connections to winch 1.

6.3 Disconnecting the connections of the central lubrication system to winch 1

► Disconnect the connections to winch 1.

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7 Disassembling winch 1

WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.
- ► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
- ► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the supplied fall arrest system to prevent falling, see chapter 2.04.
- ► If fall protection equipment is available, then it must be used, see chapter 2.06.
- ► When lifting, lowering, swinging crane parts in and out, no persons may remain in the danger zone.
- ► When closing or opening boom systems during boom assembly or boom disassembly, no persons may remain on the boom system or in the danger zone.
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work.
- ► Only step on the aids, ladders and catwalks with clean shoes.
- ► Keep aids, ladders and catwalks free of heavy dirt, snow and ice.
- ► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
- ► Remaining on a suspended load is prohibited.
- ► Stepping or walking on crane components and lattice sections, which have an incline of more than 20° is prohibited.
- ► For all assembly work, the crane driver of the main crane must be in voice contact with the crane driver / crane drivers of the auxiliary crane / auxiliary cranes.
- ► For assembly tasks, the crane driver may only initiate crane movements when the responsible guide has explicitly released the movement.

WARNING
Danger of impact / crushing!
When installing / removing crane components with the auxiliary crane, crane components can start to swing back and forth.
When lifting / lowering and positioning crane components, there is an increased danger of impacts / crushing.
Death, severe bodily injuries, property damage.
- ► Make sure that personnel cannot be caught by components.
- ► Make sure that the crane is horizontally aligned.
- ► When working in danger zones: Use aids to protect limbs.
- ► Guide components with suitable aids to minimize oscillation.

DANGER
The components can fall down!
If the corresponding component is disengaged from the auxiliary crane before the corresponding component is pinned, then the corresponding component can fall down.
Death, severe bodily injuries, property damage.
- ► Do not disengage the auxiliary crane until the respective component is pinned and secured.

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7.1 Unpinning winch 1 on the turntable

Make sure that the following prerequisites are met:
- The hydraulic connections to winch 1 **3** are disconnected.
- The electrical connections to winch 1 **3** are disconnected.
- The connections of the central lubrication system to winch 1 **3** are disconnected.
- The SA-frame is approx. at 148°.
- An auxiliary crane with a suitable load-bearing capacity is available.
- Fasten the fastening equipment properly to the fastening points of winch 1 **3**.

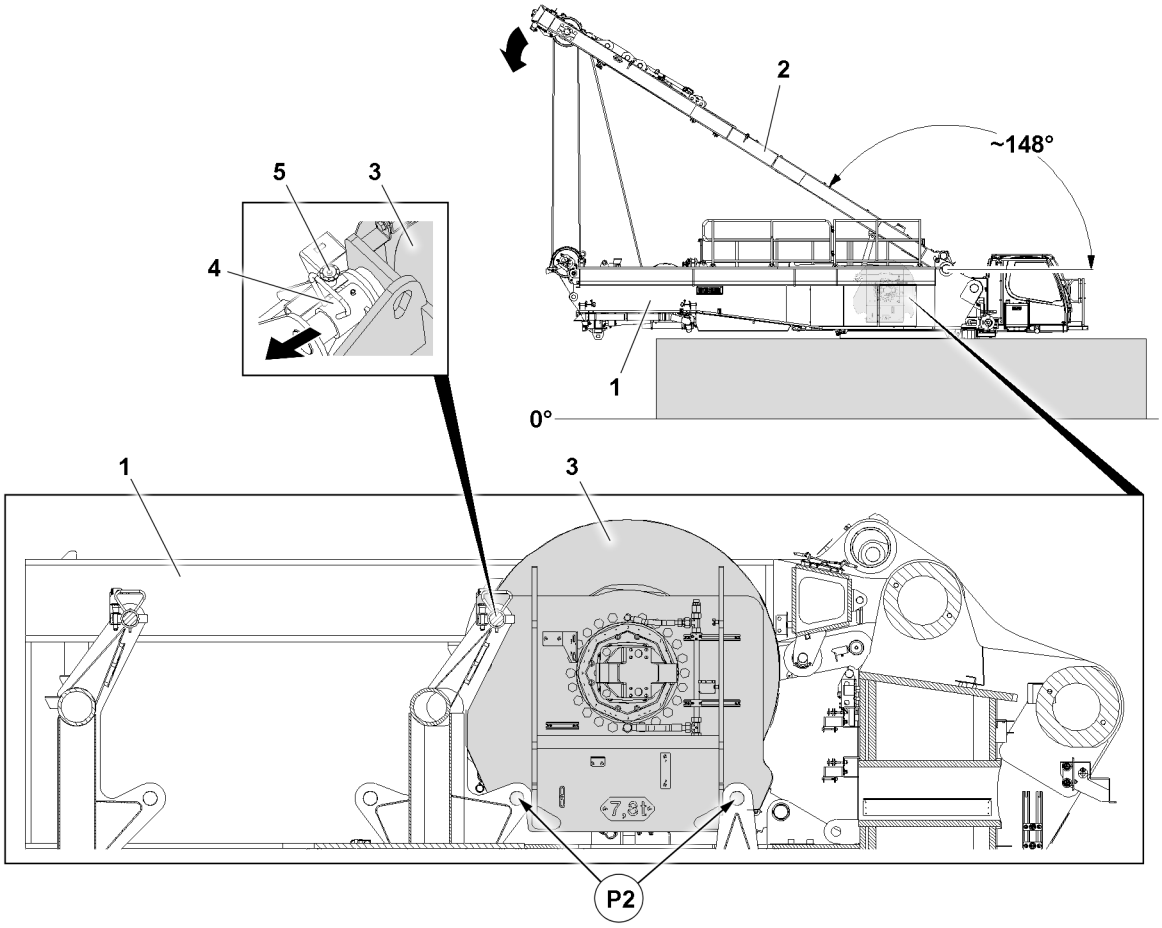

*Fig.152425: Unpinning winch 1 **3** on the turntable **1***

► Bring the fastening equipment to „tension“ with the auxiliary crane.

When the fastening equipment between the auxiliary crane and winch 1 **3** is tensioned:
► Release the ball locking pins **5**.
► Unpin the pin **4**.
► Luff the SA-frame **2** up to 163°.

NOTICE
Damage to the connector parts!
By lifting winch 1 **3**, the connector lines can be damaged.
► Make sure that the pins **4** are unpinned.
► Make sure that the SA-frame **2** is at 163°.
► Make sure that all connections between winch 1 **3** and the turntable **1** are disconnected.

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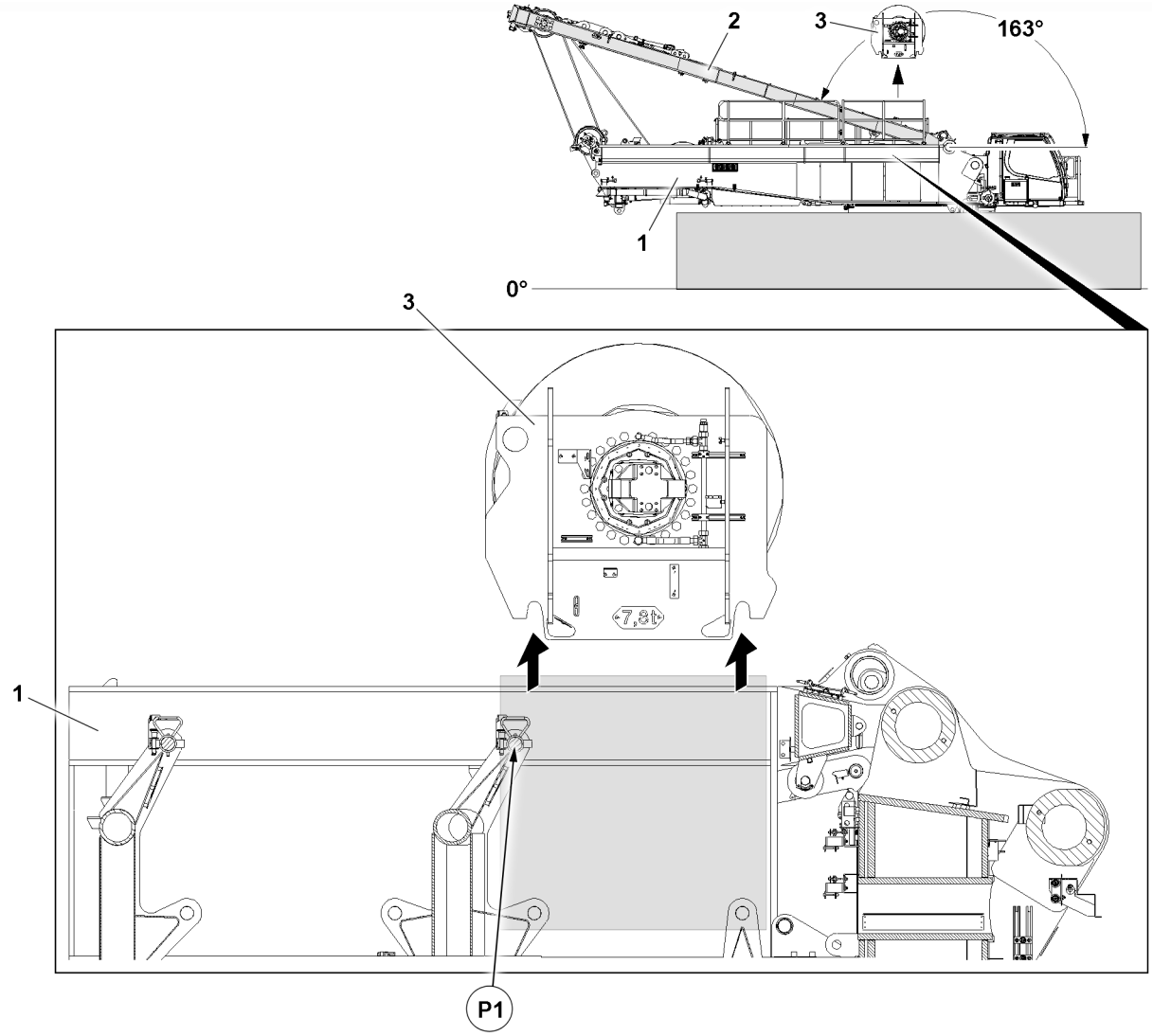

*Fig.152426: Lifting winch 1 **3** from the turntable **1***

NOTICE
Property damage!
If the following notes are not observed, damage can result to the crane or winch 1.
► When lifting winch 1 **3** through the SA-frame **2**, make sure that winch 1 **3** does not hit against the SA-frame **2**.

When the pins **4** in point **P1** are pinned on both sides:

► Lift winch 1 **3** carefully with the auxiliary crane.

WARNING
Falling components!
When lifting winch 1 **3** from the turntable, components or winch 1 **3** can fall down.
Death, severe bodily injuries, property damage.
► Make sure that there are no persons within the danger zone.

► Extend winch 1 **3**.

When winch 1 **3** is extended:
► Place winch 1 **3** on the flatbed trailer.
► Remove the auxiliary crane.

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3.07.20 Winch 2 assembly

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1 Component overview

Note
► Winch 2 dimensions and weights, see chapter 1.03.

Note
► Winch 2 is marked with its own weight.

2 Safety

Before assembly of winch 2, observe the safety instructions.

- General safety information: See chapter 2.04.
- Information regarding personal protective equipment: See chapter 2.04.
- Information regarding the use of ladders: See chapter 2.04.10.
- Information regarding fall protection equipment: See chapter 2.06.
- Information regarding assembly conditions: See chapter 3.06.

WARNING
Improper winch assembly!
Death, severe bodily injuries, property damage.
► Observe the information ad instructions.

3 Winch 2 fastening points

WARNING
Winch incorrectly fastened!
Life-threatening situations can arise if the winch is incorrectly or improperly fastened.
Death, severe bodily injuries, property damage.
► Attach the winch only on the intended fastening points.
► Attach the fastening equipment on winch solely in connection with shackles.
► Make sure that the shackels and fastening equipment have sufficient load bearing capacity.
► Observe the technical safety instructions during assembly and disassembly, see chapter 5.01.

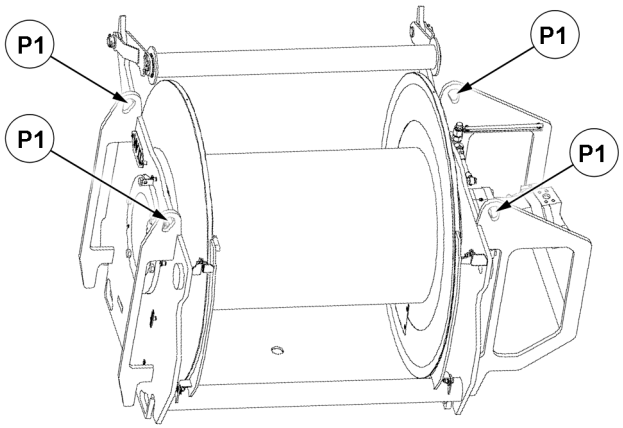

Fig.152419: Winch 2 fastening points

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Fastening points	
P1	Winch 2

4 Assembling winch 2

WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.
- ► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
- ► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the supplied fall arrest system to prevent falling, see chapter 2.04.
- ► If fall protection equipment is available, then it must be used, see chapter 2.06.
- ► When lifting, lowering, swinging crane parts in and out, no persons may remain in the danger zone.
- ► When closing or opening boom systems during boom assembly or boom disassembly, no persons may remain on the boom system or in the danger zone.
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work.
- ► Only step on the aids, ladders and catwalks with clean shoes.
- ► Keep aids, ladders and catwalks free of heavy dirt, snow and ice.
- ► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
- ► Remaining on a suspended load is prohibited.
- ► Stepping or walking on crane components and lattice sections, which have an incline of more than 20° is prohibited.
- ► For all assembly work, the crane driver of the main crane must be in voice contact with the crane driver / crane drivers of the auxiliary crane / auxiliary cranes.
- ► For assembly tasks, the crane driver may only initiate crane movements when the responsible guide has explicitly released the movement.

WARNING
Danger of impact / crushing!
When installing / removing crane components with the auxiliary crane, crane components can start to swing back and forth.
When lifting / lowering and positioning crane components, there is an increased danger of impacts / crushing.
Death, severe bodily injuries, property damage.
- ► Make sure that personnel cannot be caught by components.
- ► Make sure that the crane is horizontally aligned.
- ► When working in danger zones: Use aids to protect limbs.
- ► Guide components with suitable aids to minimize oscillation.

DANGER
The components can fall down!
If the corresponding component is disengaged from the auxiliary crane before the corresponding component is pinned, then the corresponding component can fall down.
Death, severe bodily injuries, property damage.
- ► Do not disengage the auxiliary crane until the respective component is pinned and secured.

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4.1 Preparing the turntable for winch 2 installation

Make sure that the following prerequisites are met:
- The crane is horizontally aligned.
- Turntable assembly is complete.
- Observe the assembly conditions on the crawler.
- Winch 1 **W I** is properly pinned and secured in the turntable frame **1**.
- Winch 2 is on the flatbed trailer near the assembly point.

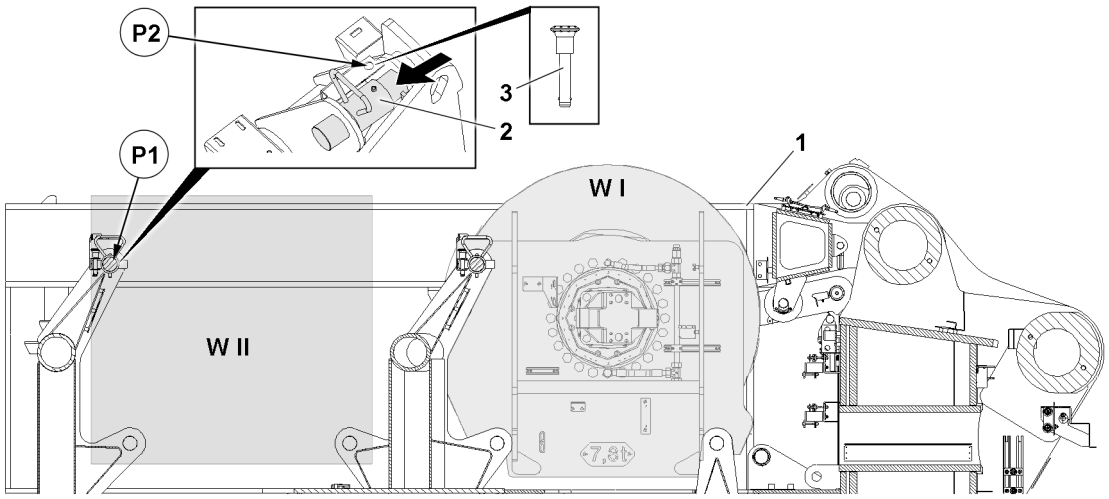

*Fig.152427: Preparing the turntable **1** for winch 2 **W II** installation*

► Release the pins **2** on both sides: Remove the ball locking pin **3** on both sides in point **P2**.
► Unpin the pin **2** on both sides in the direction of the arrow.

Result:

- Winch 2 can be used in the turntable **1**.

4.2 Lifting winch 2 from the flatbed trailer

Make sure that the following prerequisites are met:
- An auxiliary crane with a suitable load-bearing capacity is available.
- Fastening equipment with a corresponding load carrying capacity is available.

WARNING
Danger of accident due to incorrect fastening!
Life-threatening situations can arise if the winch 2 is incorrectly or improperly fastened.
Death, severe bodily injuries, property damage.
► Fasten winch 2 to the provided fastening points, see section „Winch 2 fastening points“.
► Make sure that the fastening equipment is correctly fastened to winch 2 and that it is secured sufficiently to prevent it from loosening up.

► Fasten winch 2 properly to the auxiliary crane.
► Bring the fastening equipment to „tension“ with the auxiliary crane.
► Release and remove the transport retainers on the flatbed trailer.

WARNING
Falling components!
When lifting winch 2 from the flatbed trailer, components or winch 2 can fall down.
Death, severe bodily injuries, property damage.
► Make sure that there are no persons within the danger zone.

► Lift winch 2 with the auxiliary crane from the flatbed trailer.
► Swing winch 2 in with the auxiliary crane to the turntable.

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4.3 Using winch 2 in the turntable

Make sure that the following prerequisites are met:
- Winch 1 **W I** is properly assembled in the turntable **1**.
- The SA-frame **2** is assembled and erected to approx. 163°.

or:
- The SA-frame **2** is assembled and taken down on the turntable **1**.
- The central ballast is ballasted according to the assembly conditions.
- The counterweight is ballasted according to the assembly conditions.
- The pin bores are clear in point **P1** on both sides.

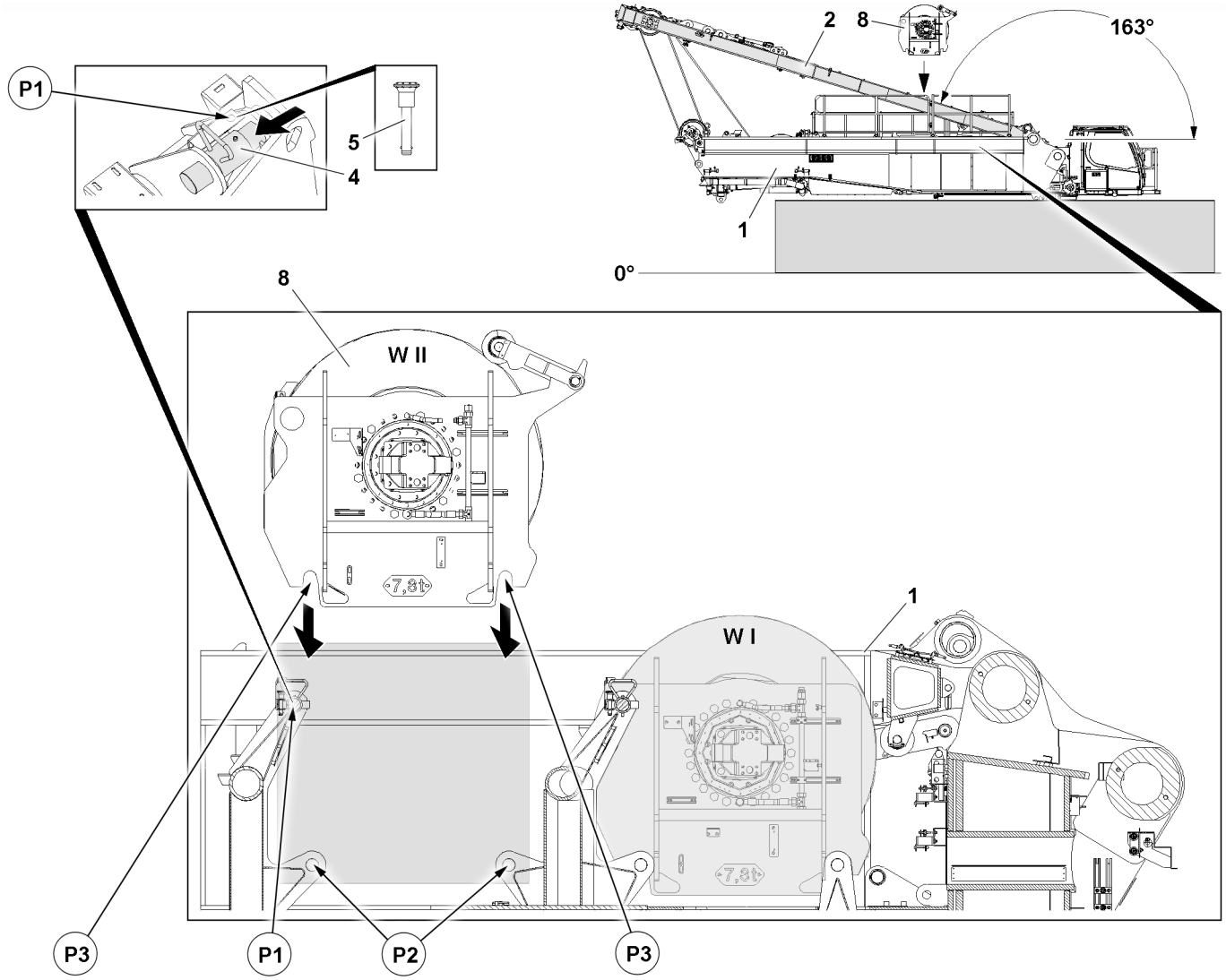

*Fig.152460: Using winch 2 **8** in the turntable **1***

WARNING
Danger of accident when swinging in and lowering winch 2 **8**!
When swinging in and lowering winch 2 **8** on the turntable **1**, limbs can be crushed or even severed.
Death, severe bodily injuries, property damage.
- ► Make sure that there is no personnel in the danger zone.
- ► Do not reach with your hands into the danger zone.

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NOTICE
Property damage!
If the following notes are not observed, damage can result to the crane or winch 2 **8**.
► When retracting winch 2 **8** through the SA-frame **2**, make sure that winch 2 does not hit against the SA-frame.

Note
► Pay attention to the exact alignment of winch 2 **8**, or the pocket receptacles, point **P3**, with the centring pins in point **P2** on the turntable **1**.
► Before lowering, bring winch 2 **8** into position so that the pocket receptacles, point **P3** are above the centering pins inpoint **P2** on the turntable **1**.

► Retract winch 2 **8** with the auxiliary crane between the SA-frames **2**.
► Slowly lower winch 2 **8** in the turntable **1**.

When winch 2 **8** is aligned:
► Set winch 2 **8** carefully on the centring pins in point **P2** on the turntable.

4.4 Pinning winch 2 with the turntable

Make sure that the following prerequisites are met:
– Winch 2 **8** is positioned on the centering pins in point **P2**.
– The fastening equipment between winch 2 **8** and the auxiliary crane is „tensioned“.

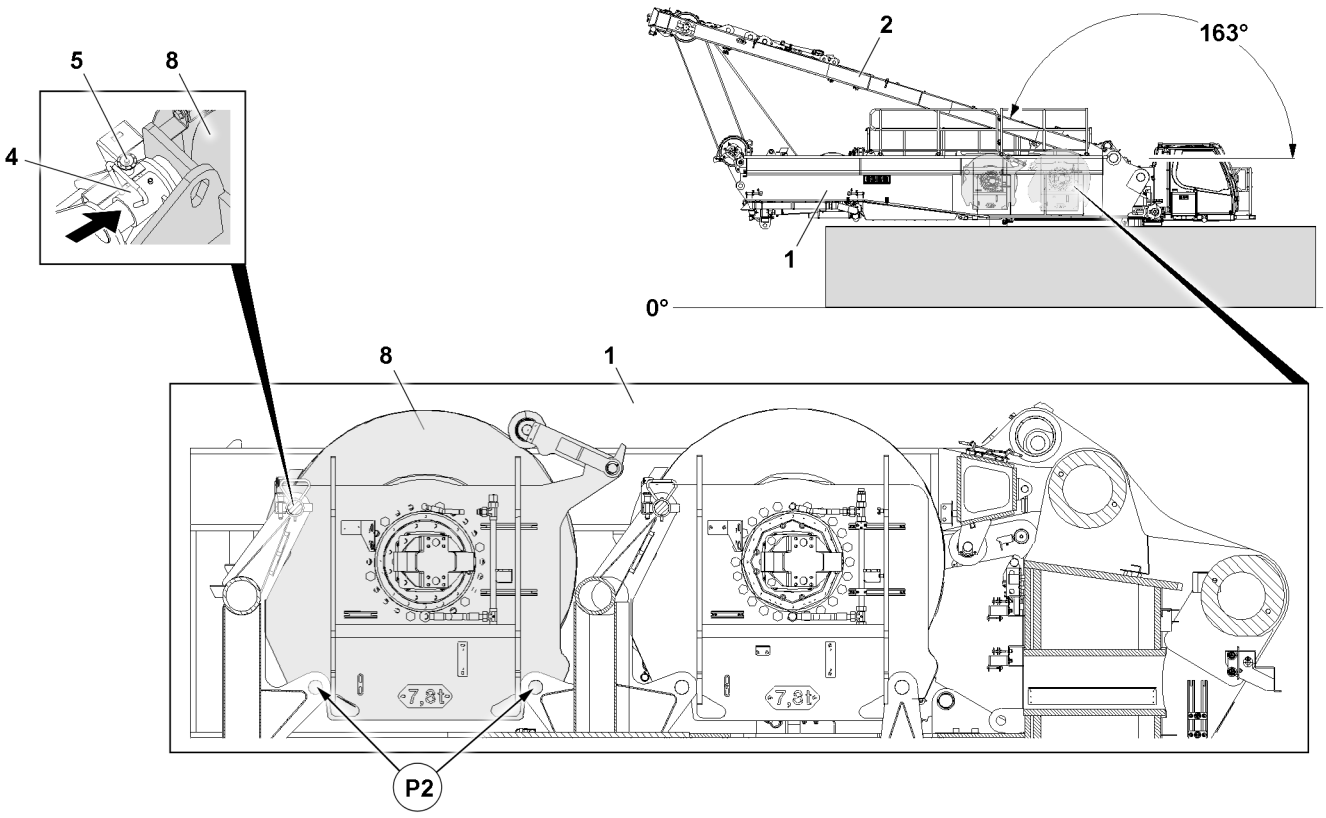

*Fig.152461: Pinning winch 2 **8** with the turntable **1***

► Insert the pins **4** on both sides.

WARNING
The pins can loosen up by themselves!
Death, severe bodily injuries, property damage.
► Secure the pins **4** immediately after pinning with ball locking pins **5**.

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When the pins **4** are completely pinned:

- ► Secure the pins **4** with ball locking pins **5**.
- ► Remove the fastening equipment from winch 2 **8**.

5 Establishing the connections from winch 2 to the turntable

Make sure that the following prerequisites are met:
- – Winch 2 **8** is properly installed, pinned and secured in the turntable.
- – The fastening equipment has been removed.

5.1 Establishing the hydraulic connections to winch 2

The hydraulic connections are established to winch 2 **8** with quick couplings.

When connecting hydraulic lines with quick couplings, make sure that the coupling procedure is carried out correctly.

WARNING
Pressure in the hydraulic lines!
If the pressure supply is not interrupted before connecting / releasing the hydraulic lines, the hydraulic oil can escape with high pressure.
Death, severe bodily injuries, property damage.
- ► Release the pressure in the hydraulic system before connecting / disconnecting: Interrupt the pressure supply and wait for a short time.

WARNING
Loss of pressure or leakage!
Incorrectly coupled or self-loosening quick couplings (particularly return lines) can result in serious accidents due to component failure.
- ► Check that the quick couplings have been properly connected before using the crane.

- ► Connect the coupling components (sleeve and connector) and screw together with the knurled nut.
- ► Tighten the hydraulic coupling by hand. Turn the knurled nut until it reaches a tangible, fixed stop position.
- ► Establish the hydraulic connection to winch 2 **8**.

5.2 Establishing the electrical connections to winch 2

- ► Establish the electrical connections to winch 2 **8**, see the electric wiring diagram.

5.3 Establishing the connections of the central lubrication system to winch 2

- ► Establish the connections of the central lubrication system to winch 2 **8**.

6 Winch 2 protective roller

The protective roller on winch 2 is used in the assembly position when reeving the hoist rope of winch 2 in / out to deflect the hoist rope of winch 2 over winch 1 and therefore prevent property damage to winch 1 and the hoist rope.

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The protective roller on winch 2 is used in the assembly position when reeving in the control rope of winch 4 (intake gear), to deflect the control rope of winch 4 over winch 2 and winch 1 and prevent property damage.

6.1 Bringing the protective roller on winch 2 into the assembly position; reeving in the hoist rope

Make sure that the following prerequisites are met:
- Winch 1 is properly assembled in the turntable.
- Winch 2 is properly assembled in the turntable.
- The hydraulic connections to winch 1 and winch 2 are established.
- The electrical connections to winch 1 and winch 2 are established.
- The connections of the central lubrication system to winch 1 and winch 2 are established.

WARNING
Danger of crushing when folding the protective roller!
Severe bodily injuries due to crushing.
- ► Use personal protective equipment.
- ► When folding the protective roller **8.1**, do not hold it near the stop, point **P1**.
- ► Make sure after folding that the protective roller **8.1** lies fully on the stop, point **P1**.

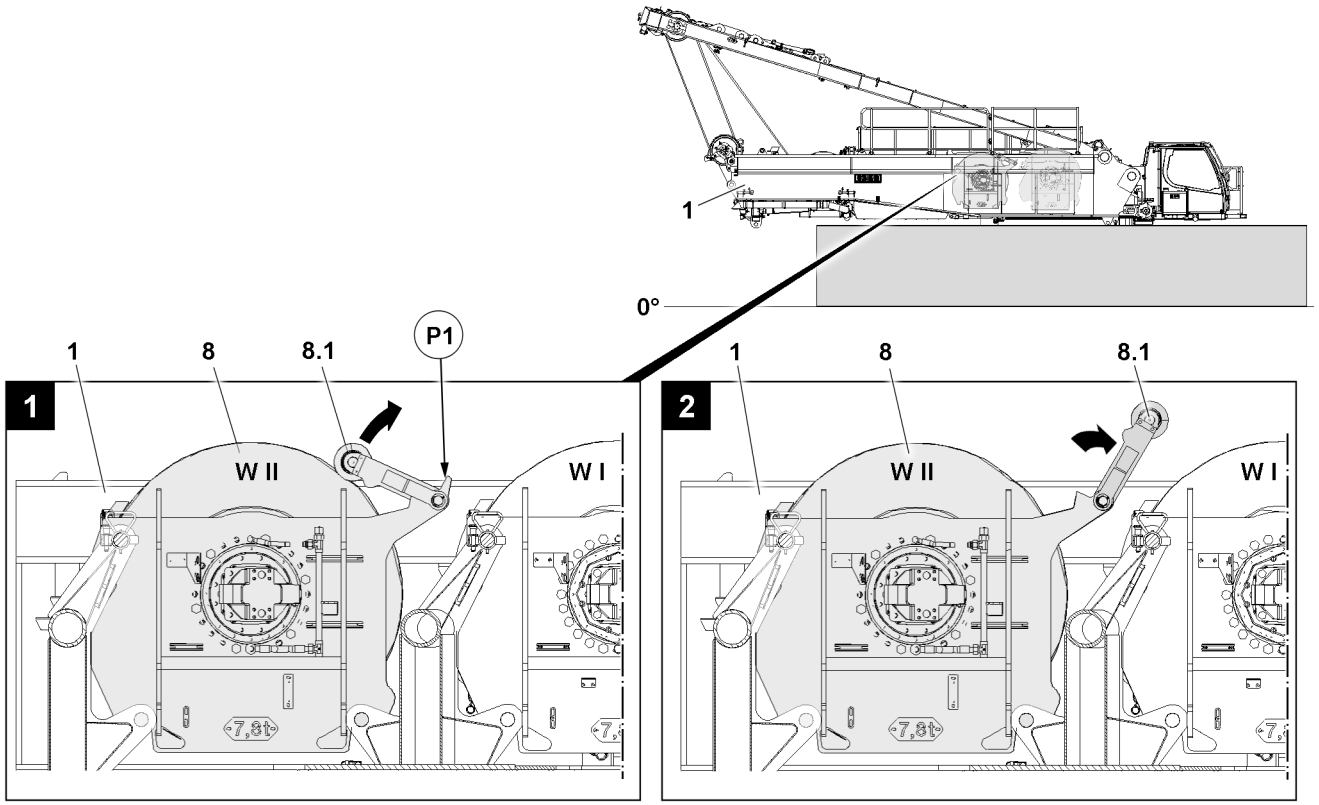

*Fig.152462: Bringing the protective roller **8.1** on winch 2 **8** into the assembly position*

- ► Fold the protective roller **8.1** in the direction of the arrow to the assembly position stop **P1**, illustration **1**.

Result:

- The protective roller **8.1** is in the assembly position, illustration **2**.

When the derrick boom on the crane and the derrick guying between the SA-frame and derrick boom are assembled:
- ► Pull the hoist rope of winch 2 **8** for reeving in via the protective roller **8.1**, see illustration **2** and chapter 5.05.

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or:

When the main boom on the crane and the main boom guying between the SA-frame and the boom are assembled:

► Pull the hoist rope of winch 2 **8** for reeving in over the protective roller **8.1**, illustration **2**.

6.2 Bringing the protective roller on winch 2 into the operating position, crane operation

Make sure that the following prerequisites are met:

– Winch 1 is properly reeved in.
– Winch 2 is properly reeved in.
– The boom system is erected and in the operating position.

NOTICE

Danger of property damage!

► Make sure that the protective roller **8.1** is changed to the operating position after reeving in the hoist rope of winch 2 **8** and after the successful erection of the boom system, see illustration **2**.

WARNING

Danger of crushing when folding the protective roller **8.1**!
Severe bodily injuries due to crushing.

► Use personal protective equipment.
► When folding the protective roller **8.1**, do not hold it near the stop, point **P2**.

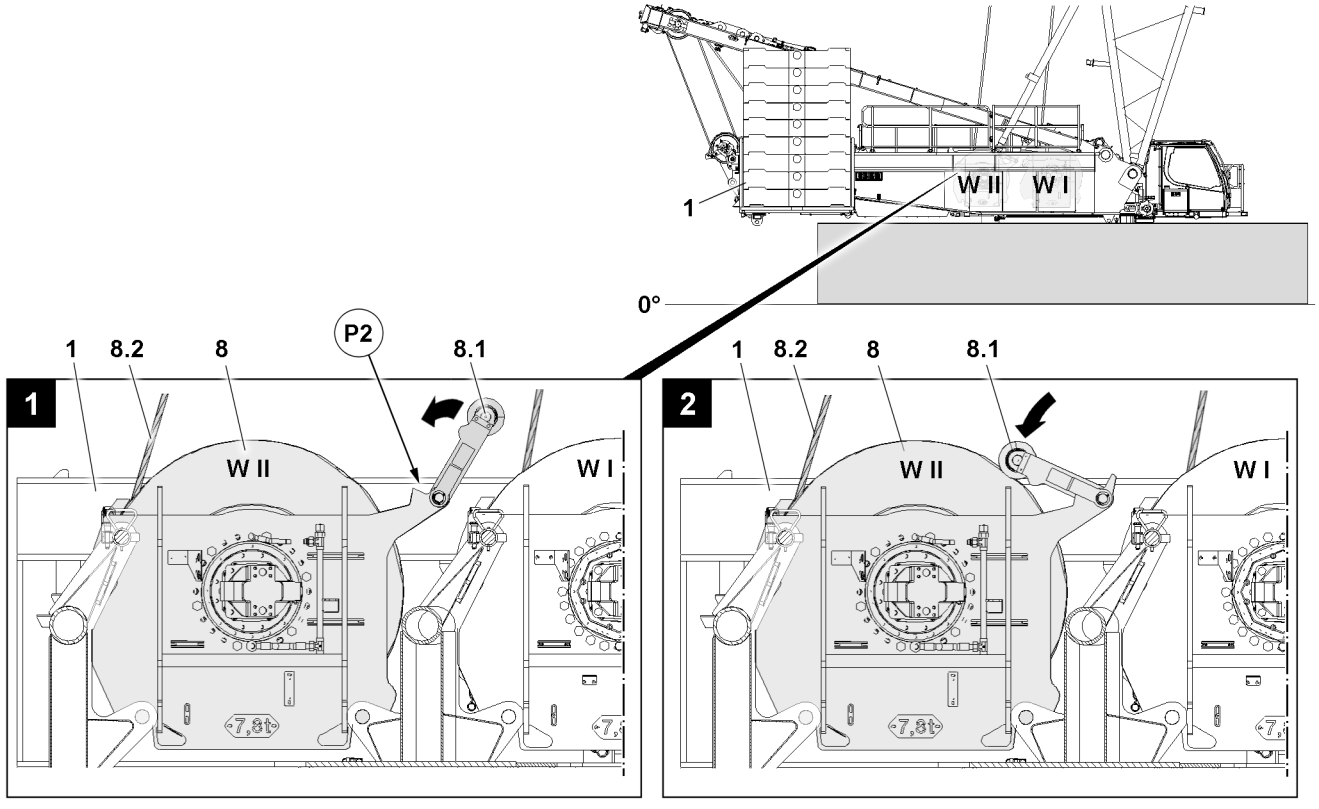

*Fig.152463: Bringing the protective roller **8.1** on winch 2 **8** into the operating position*

► Fold the protective roller **8.1** in the direction of the arrow to the operating position stop **P2**, illustration **1**.

Result:

– The protective roller **8.1** is in the operating position, illustration **2**.

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6.3 Bringing the protective roller on winch 2 into the operating position, crane operation with the derrick boom

Make sure that the following prerequisites are met:
- Winch 1 is properly reeved in on the derrick boom.
- Winch 2 is properly reeved in on the derrick boom.

WARNING
Automatic folding of the protective roller due to the hoist rope of winch 1!
If the derrick boom is erected in the operating position and the protective roller **8.1** is still in the assembly position, then the protective roller **8.1** will be folded in an uncontrolled manner into the operating position by the hoist rope **7.1** of winch 1 **7**.
Death, severe bodily injuries, property damage.
- ► Make sure that the protective roller **8.1** is folded into the operating position before the derrick boom reaches the operating position.
- ► Make sure that there are no persons within the danger zone of the winches.

WARNING
Danger of crushing when folding the protective roller!
Severe bodily injuries due to crushing.
- ► Use personal protective equipment.
- ► When folding the protective roller **8.1**, do not hold it near the stop, point **P2**.

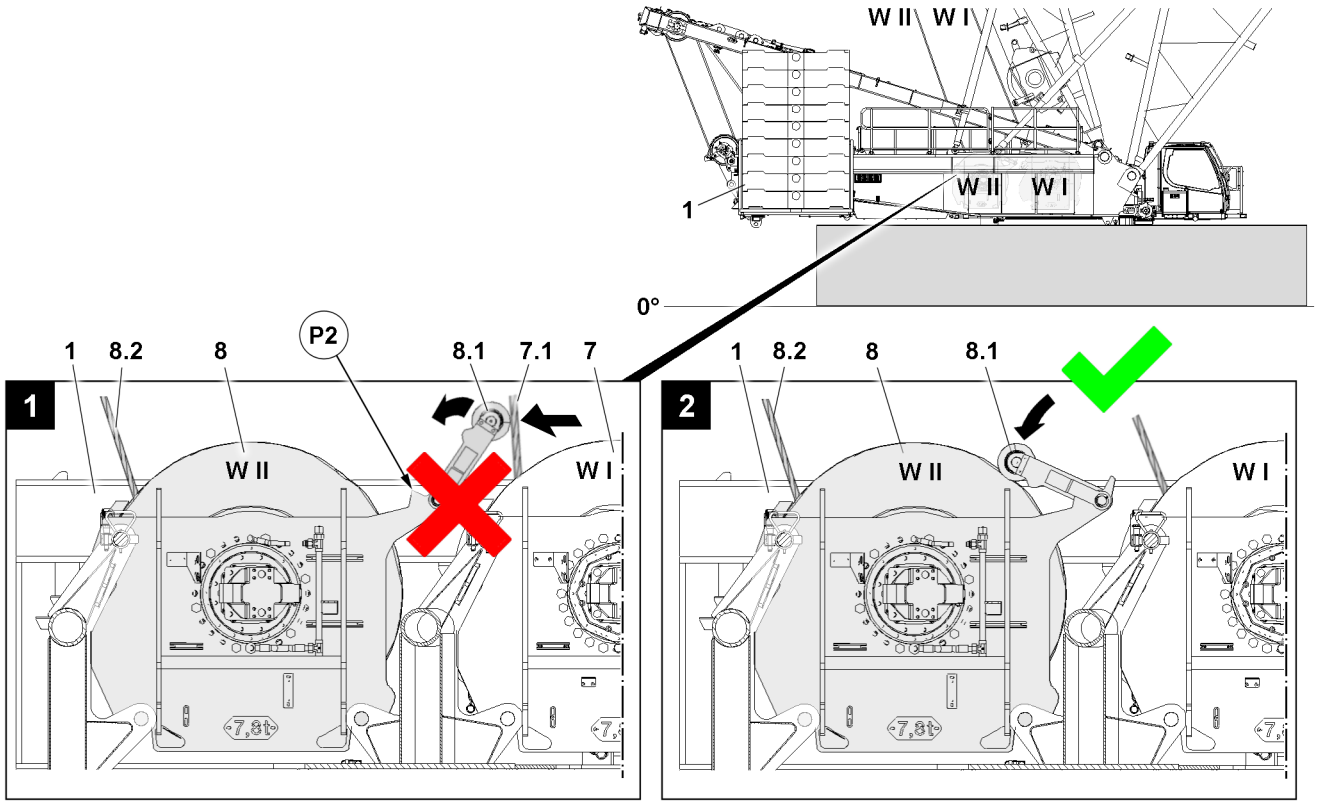

*Fig.152464: Bringing the protective roller **8.1** on winch 2 **8** into the operating position prior to contact between the hoist rope **7.1** and the protective roller **8.1***

Before the hoist rope **7.1** makes contact with the protective roller, illustration **1**:
- ► Stop the derrick boom erection procedure.
- ► Fold the protective roller **8.1** in the direction of the arrow to the operating position stop **P2**.

Result:

- The protective roller **8.1** is in the operating position, illustration **2**.

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7 Disconnecting the connections from winch 2 to the turntable

Make sure that the following prerequisite is met:
– The hoist rope is completely spooled up.

7.1 Disconnecting the hydraulic connections to winch 2

When releasing hydraulic lines with quick couplings, make sure that the coupling procedure is carried out correctly.

WARNING
Pressure in the hydraulic lines!
If the pressure supply is not interrupted before connecting / releasing the hydraulic lines, the hydraulic oil can escape with high pressure.
Death, severe bodily injuries, property damage.
► Release the pressure in the hydraulic system before connecting / disconnecting: Interrupt the pressure supply and wait for a short time.

► Release the hydraulic coupling by hand.
► Disconnect the hydraulic connection to winch 2.

7.2 Disconnecting the electrical connections to winch 2

► Disconnect the electrical connections to winch 2.

7.3 Disconnecting the connections of the central lubrication system to winch 2

► Disconnect the connections to winch 2.

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8 Disassembling winch 2

WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.
- ► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
- ► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the supplied fall arrest system to prevent falling, see chapter 2.04.
- ► If fall protection equipment is available, then it must be used, see chapter 2.06.
- ► When lifting, lowering, swinging crane parts in and out, no persons may remain in the danger zone.
- ► When closing or opening boom systems during boom assembly or boom disassembly, no persons may remain on the boom system or in the danger zone.
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work.
- ► Only step on the aids, ladders and catwalks with clean shoes.
- ► Keep aids, ladders and catwalks free of heavy dirt, snow and ice.
- ► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
- ► Remaining on a suspended load is prohibited.
- ► Stepping or walking on crane components and lattice sections, which have an incline of more than 20° is prohibited.
- ► For all assembly work, the crane driver of the main crane must be in voice contact with the crane driver / crane drivers of the auxiliary crane / auxiliary cranes.
- ► For assembly tasks, the crane driver may only initiate crane movements when the responsible guide has explicitly released the movement.

WARNING
Danger of impact / crushing!
When installing / removing crane components with the auxiliary crane, crane components can start to swing back and forth.
When lifting / lowering and positioning crane components, there is an increased danger of impacts / crushing.
Death, severe bodily injuries, property damage.
- ► Make sure that personnel cannot be caught by components.
- ► Make sure that the crane is horizontally aligned.
- ► When working in danger zones: Use aids to protect limbs.
- ► Guide components with suitable aids to minimize oscillation.

DANGER
The components can fall down!
If the corresponding component is disengaged from the auxiliary crane before the corresponding component is pinned, then the corresponding component can fall down.
Death, severe bodily injuries, property damage.
- ► Do not disengage the auxiliary crane until the respective component is pinned and secured.

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8.1 Unpinning winch 2 on the turntable

Make sure that the following prerequisites are met:
- The hydraulic connections to winch 2 **8** are disconnected.
- The electrical connections to winch 2 **8** are disconnected.
- The connections of the central lubrication system to winch 2 **8** are disconnected.
- The SA-frame **2** is approx. at 163°.
- An auxiliary crane with a suitable load-bearing capacity is available.
- Fasten the fastening equipment properly to the fastening points of winch 2 **8**.

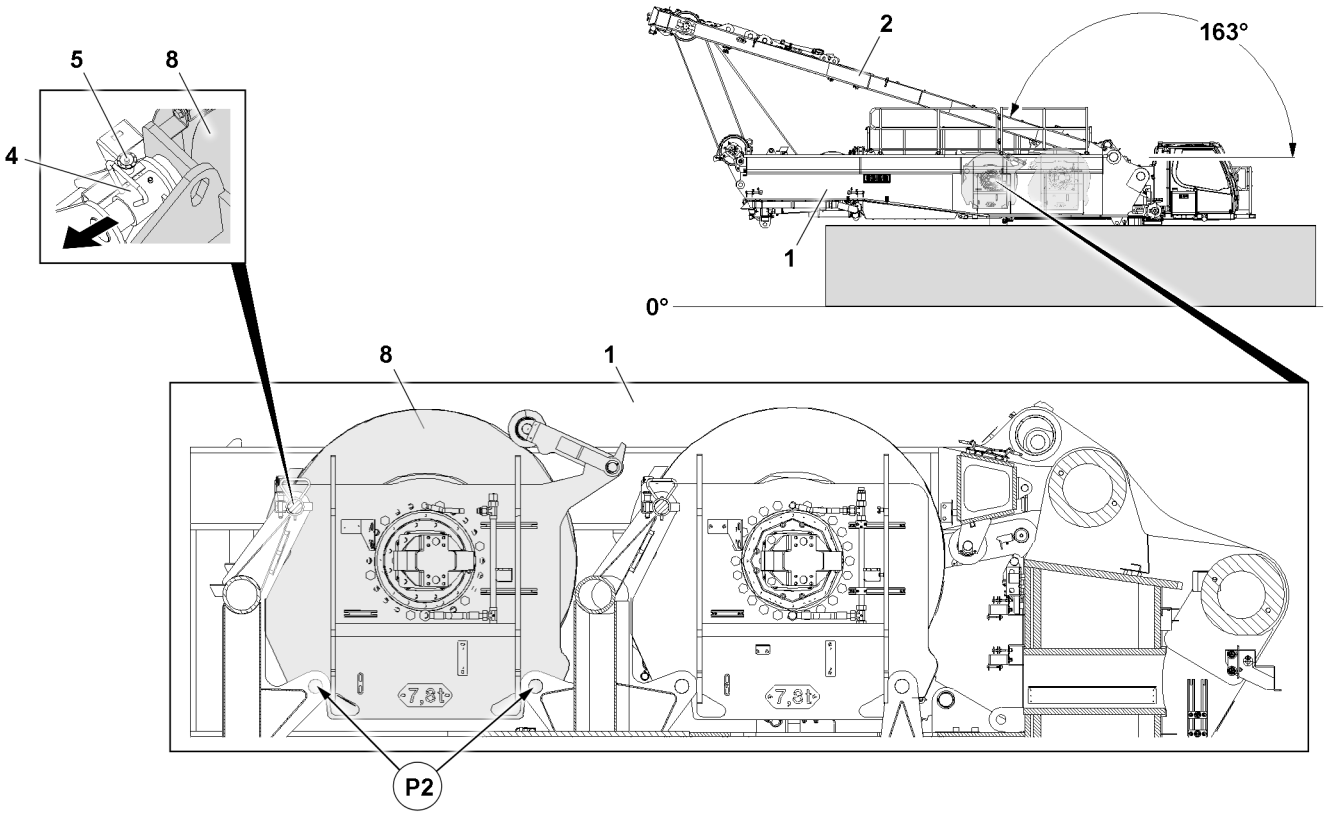

*Fig.152465: Unpinning winch 2 **8** on the turntable **1***

► Bring the fastening equipment to „tension“ with the auxiliary crane.

When the fastening equipment between the auxiliary crane and winch 2 **8** is tensioned:
► Release the ball locking pins **5**.
► Unpin the pin **4**.

NOTICE
Damage to the connector parts!
By lifting winch 2 **8**, the connector lines can be damaged.
► Make sure that the pins **4** are unpinned.
► Make sure that the SA-frame **2** is at 163°.
► Make sure that all connections between winch 2 **8** and the turntable **1** are disconnected.

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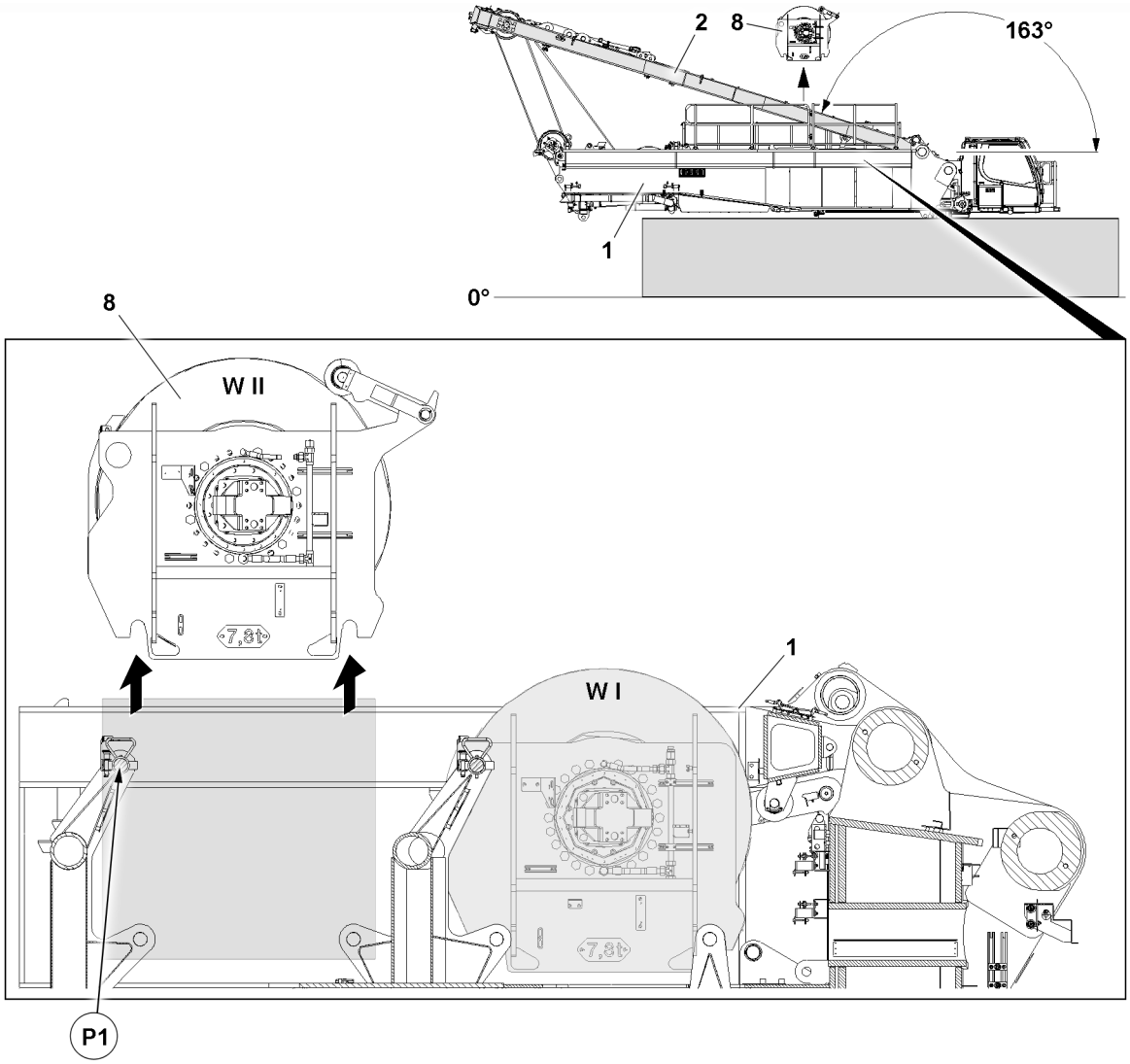

*Fig.152601: Lifting winch 2 **3** from the turntable **1***

NOTICE
Property damage!
If the following notes are not observed, damage can result to the crane or winch 2.
► When lifting winch 2 **8** through the SA-frame **2**, make sure that winch 2 **8** does not hit against the SA-frame **2**.

When the pins **4** in point **P1** are pinned on both sides:

► Lift winch 2 **8** carefully with the auxiliary crane.

WARNING
Falling components!
When lifting winch 2 **8** from the turntable, components or winch 2 **8** can fall down.
Death, severe bodily injuries, property damage.
► Make sure that there are no persons within the danger zone.

► Extend winch 2 **8**.

When winch 2 **8** is extended:
► Place winch 2 **8** on the flatbed trailer.
► Remove the auxiliary crane.

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3.07.65 Winch 6c assembly

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7	Disassembling the S-pivot section on the turntable	17
8	Disassembling winch 6C	17

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1 Safety

Before assembly and disassembly of winch 6C, observe the safety instructions:
- Information regarding work on the crane superstructure. See chapter 2.04.
- Information regarding personal protective equipment. See chapter 2.04.
- Information about securing persons to prevent them from falling. See chapter 2.04.
- Information regarding the use of ladders. See chapter 2.04.10.
- Information regarding fall protection equipment. See chapter 2.06.
- Information regarding accesses to the crane.
- Information regarding accessible surfaces.

2 Component overview

3 Winch 6C

In the case of long boom systems, winch 6C is used in connection with the derrick boom as the main hoist gear, which is installed on the main boom pivot section in winch position 5. By installing winch 6C in the main boom pivot section, the rope path for hoist rope reeving, which normally runs from the main hoist gear in the turntable through the derrick boom, is not necessary.

Winch 6C is electrically and hydraulically powered and operated by the connections of winch 6 in the main boom pivot section in the winch installation position of winch 5.

WARNING
Operation of Winch 6C in the 11th rope position!
Winch 6C can be overloaded.
Death, severe bodily injury, property damage.
► Make sure that when operating winch 6C, at least 130 m of rope is spooled out.

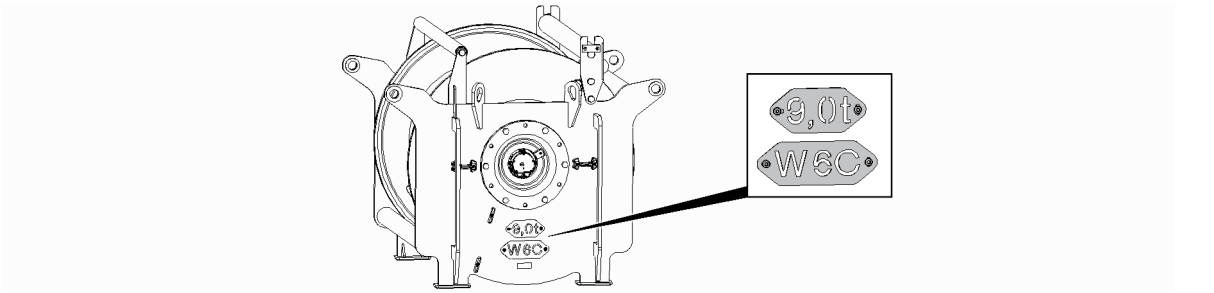

Fig.154279: Weight and designation of winch 6C

Component	Weight	Width
Winch 6C	9.0 t	2.0 m

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4 Fastening points

4.1 Winch 6C fastening points

WARNING
Winch incorrectly fastened!
Life-threatening situations can arise if the winch is incorrectly or improperly fastened.
Death, severe bodily injuries, property damage.
- ► Attach the winch only on the intended fastening points.
- ► Attach the fastening equipment on winch solely in connection with shackles.
- ► Make sure that the shackles and fastening equipment have sufficient load bearing capacity.
- ► Observe the technical safety instructions during assembly and disassembly, see the Crane operating instructions, chapter 5.01.

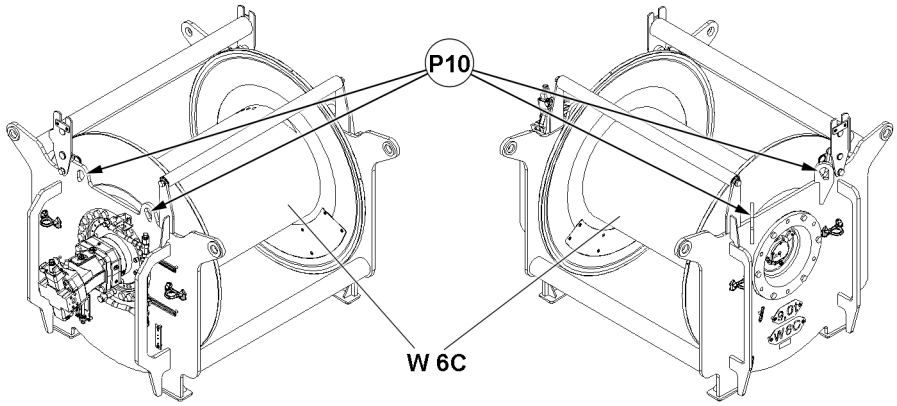

*Fig.156610: Winch 6C **W 6C** fastening points // View from left and right*

W6C Winch 6C **P10** Fastening point

Fastening points	
P10	Winch 6C

4.2 S-pivot section fastening points

WARNING
Falling lattice sections!
Death, severe bodily injuries, property damage.
- ► Make sure that the lattice sections are properly fastened on the respective fastening points.
- ► Make sure that the fastening equipment has the appropriate length and a sufficient load bearing capacity.
- ► Pay attention and adhere to the labels on the fastening points on the lattice sections and crane components.

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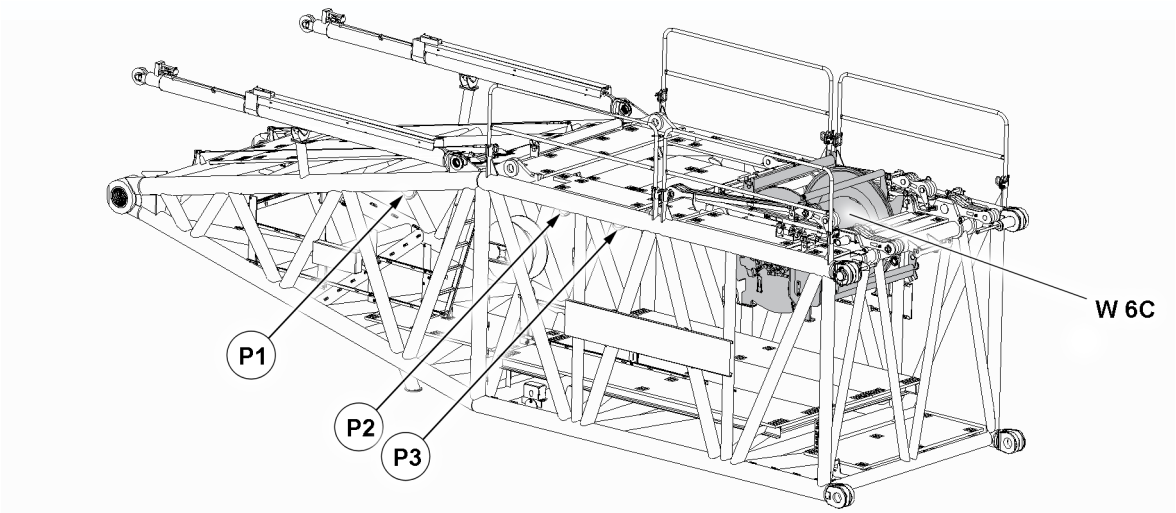

*Fig.154280: Fastening points on S-pivot section with winch 6C **W 6C***

Fastening points	
P2 + P3	S-pivot section with winch 6C[1)], without winch 6

1) Winch 6C **W 6C** installed in the installation location of winch 5

5 Winch 6C assembly

WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.

- ► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
- ► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the supplied fall arrest system to prevent falling, see chapter 2.04.
- ► If fall protection equipment is available, then it must be used, see chapter 2.06.
- ► When lifting, lowering, swinging crane parts in and out, no persons may remain in the danger zone.
- ► When closing or opening boom systems during boom assembly or boom disassembly, no persons may remain on the boom system or in the danger zone.
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work.
- ► Only step on the aids, ladders and catwalks with clean shoes.
- ► Keep aids, ladders and catwalks free of heavy dirt, snow, frost and ice.
- ► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
- ► Remaining on a suspended load is prohibited.
- ► Stepping or walking on crane components and lattice sections that have an incline of more than 20° is prohibited.
- ► For all assembly work, the crane driver of the main crane must be in voice contact with the crane driver / crane drivers of the auxiliary crane / auxiliary cranes.
- ► For assembly tasks, the crane driver may only initiate crane movements when the responsible guide has explicitly released the movement.

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WARNING
Danger of impact / crushing!
When assembling / disassembling crane components with the auxiliary crane, crane components can start to swing back and forth.
When lifting / lowering and positioning crane components, there is an increased danger of impact / crushing.
Death, severe bodily injuries, property damage.
- ► Make sure that personnel cannot be caught by components.
- ► Make sure that the crane is horizontally aligned.
- ► When working in danger zones: Use aids to protect limbs.
- ► Guide components with suitable aids to minimize oscillation.

DANGER
The component can fall down!
If the corresponding component is disengaged from the auxiliary crane before the corresponding component is pinned, then the corresponding component can fall down.
Death, severe bodily injuries, property damage.
- ► Do not detach the auxiliary crane until the respective component is pinned and secured.

5.1 Assembling winch 6C

5.1.1 Swinging the railing on the S-pivot section into the operating position

Make sure that the following prerequisites are met:
- – The S-pivot section **1** is lying completely on the ground.
- – The winch assembly opening of winch 5 / winch 6C is properly closed off by the grating **6**.
- – The winch assembly opening of winch 6 is properly closed off by the grating **7**.
- – The access ladder is properly assembled.

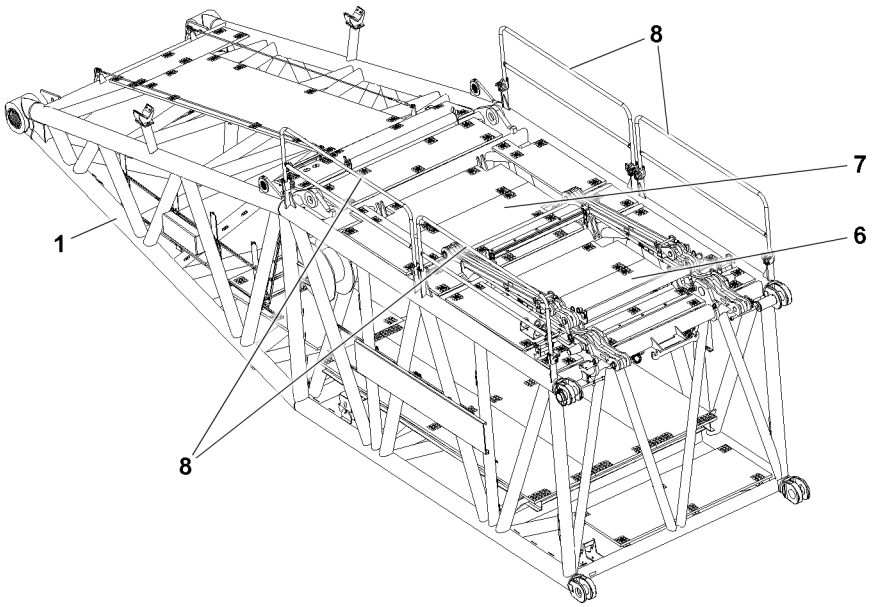

*Fig.156602: Swinging the railing on the S-pivot section **1** into the operating position*

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WARNING
Danger of falling!
During assembly and disassembly of the railings **8**, assembly personnel must be secured with appropriate aids to prevent them from falling.
Even during the assembly of the protective devices there is a danger of falling.
Death, severe bodily injuries, property damage.
- ► For assembly and disassembly work, maintenance and inspection work on the S-pivot section, all railings **8** must be assembled and secured.
- ► Only step on the S-pivot section **1** with „clean shoes“.

► Swing the railings **8** on the S-pivot section **1** into the operating position, see chapter 2.06.

5.1.2 Disassembling the S-guy rods on the S-pivot section

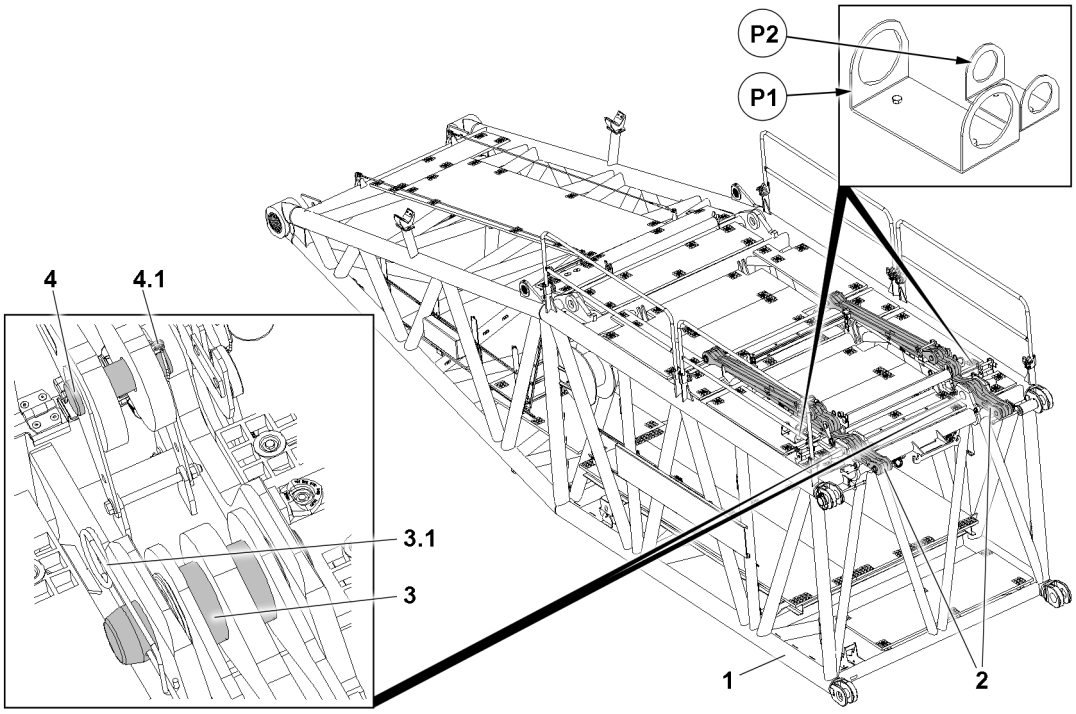

*Fig.156603: Disassembling the S-guy rods **2** on the S-pivot section **1***

Make sure that the following prerequisites are met:
- The S-pivot section **1** is lying completely on the ground.
- The winch assembly opening of winch 5 / winch 6C is properly closed off by the grating.
- The winch assembly opening of winch 6 is properly closed off by the grating.
- The railings on the S-pivot section are in the operating position, see chapter 2.06.
- The access ladder is properly assembled.
- An auxiliary crane with a suitable load-bearing capacity is available.

Note
- ► The disassembly of the S-guy rods **2** is described based on the example of one guy rod.
- ► The disassembly of the second S-guy rod is carried out in the same manner.

WARNING
Danger of crushing!
During assembly of the S-guy rod **2**, hands and / or limbs could be crushed.
Death, severe bodily injuries, property damage.
- ► When swinging in and positioning the S-guy rod **2**, do not reach into the assembly area.
- ► Wear personal protective equipment.

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► Fasten the first S-guy rod **2** properly to the auxiliary crane.

When the S-guy rod **2** is properly fastened to the auxiliary crane:
► Remove the retaining element **3.1** in the pin **3** and unpin the pin **3**.
► Insert the pin **3** in the park position **P1** and secure properly with the retaining element **3.1**.
► Remove the retaining element **4.1** in the pin **4** and unpin the pin **4**.
► Insert the pin **4** in the park position **P2** and secure properly with the retaining element **4.1**.

Result:

– The S-guy rod **2** is unpinned.

► Lift the first S-guy rod **2** using the auxiliary crane from the S-pivot section **1** and take it down onto the substructure on the ground.

Note
► The disassembly of the second S-guy rod is carried out in the same manner as the disassembly of the first S-guy rod.

► Disassemble the second S-guy rod **2** and use the auxiliary crane to lift it off the S-pivot section **1**.

5.1.3 Folding the grating into the installation position of winch 5 / winch 6C

Note
► If winch 5 / winch 6C is not installed in the transport condition of the S-pivot section **1**, then the installation / assembly opening of winch 5 / winch 6C on the S-pivot section is closed off with a grating **6**.
► The grating **6** must be folded down and secured properly in this position for the installation of winch 6C on the S-pivot section **1**.

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Make sure that the following prerequisites are met:
- No personnel is present on the grating **6**.
- The S-guy rods are disassembled on the S-pivot section **1**.
- No winch is assembled on the S-pivot section.
- A second person is present for assembly support.
- An auxiliary crane with an adequate load-bearing capacity is available.

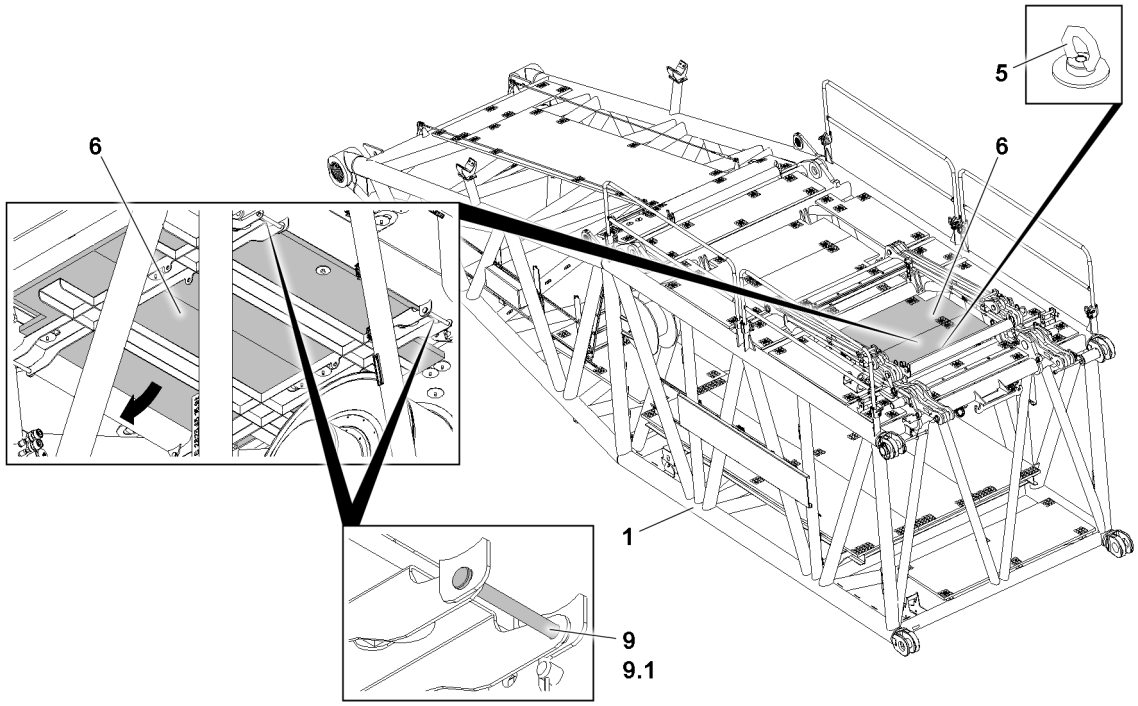

*Fig.156604: Folding the grating **6** down*

► Properly fasten the grating **6** to the ring nut **5** on the auxiliary crane.

When the grating **6** is properly fastened to the auxiliary crane:
► Carefully tension the fastening equipment.
► Unpin the pin **9**: Remove the retaining element **9.1** on both sides and unpin the pin **9** on both sides.

WARNING
Danger of accident due to the grating!
When lowering the grating **6**, people can fall down.
Death, severe bodily injuries, property damage.
► Make sure before lowering the grating **6** that no people are located on the grating.
► Make sure that there are no people within the slewing range of the grating **6**.

When the pins **9** are unpinned on both sides:
► Lower the grating **6** slowly with the auxiliary crane about 10 cm.

When the grating **6** has been lowered about 10 cm:
► Stop the lowering procedure of the grating **6**.
► Insert the pins **9** on both sides in the pin points in the grating **6** and properly secure with the retaining element **9.1**.
► Lower the grating **6** completely with the auxiliary crane.

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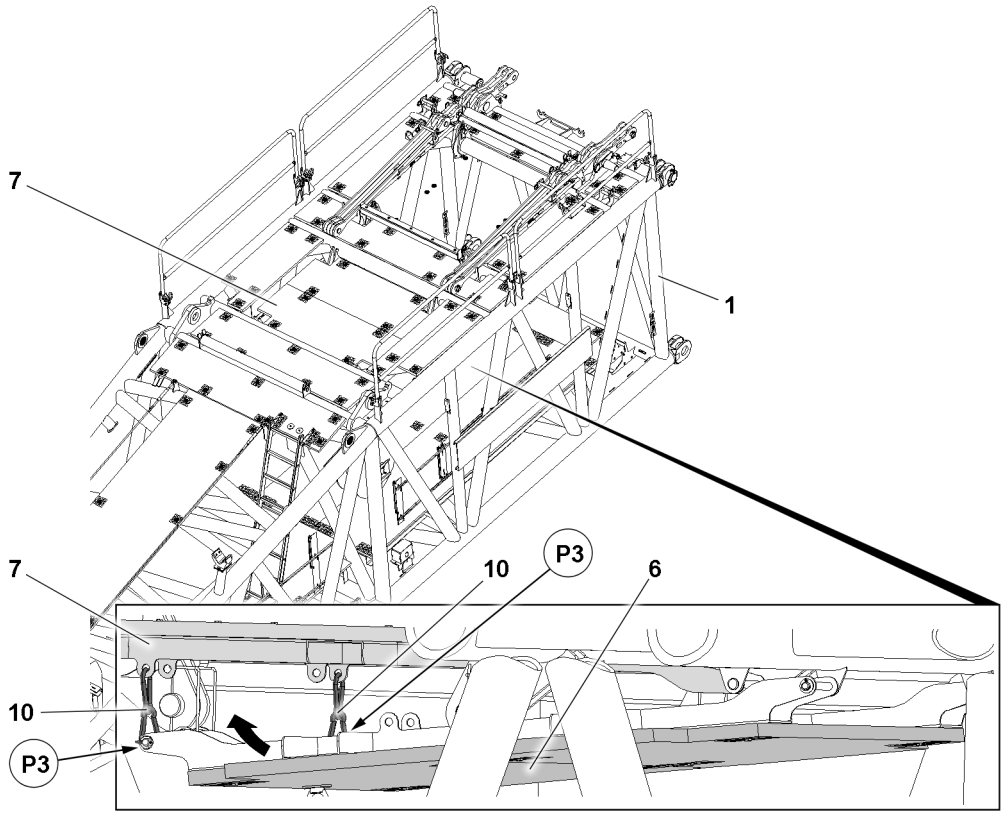

*Fig.156605: Swinging the grating **6** into the assembly position*

When the grating **6** is lowered completely:

► Remove the fastening equipment from the ring nut and swing the auxiliary crane out.

The grating **6** must be moved into the assembly position (direction of the grating **7**), held there and fixed on both sides with two snap hooks **10** in point **P3**.

NOTICE

Damage to the grating **6**!

If the grating **6** is secured in the assembly position on one side with the snap hook **10**, the grating **6** can be permanently damaged due to twisting.

► Always secure the grating **6** on both sides with two snap hooks **10**.

► Move the grating **6** manually to the assembly position (direction of the arrow) and hold it there.

► Fix the grating **6** in the assembly position: Connect the snap hooks **10** on both sides in point **P3**.

When the grating **6** is properly secured in the assembly position:

► Until the grating **6** is securely held by the snap hooks **10**: Lower the grating **6**.

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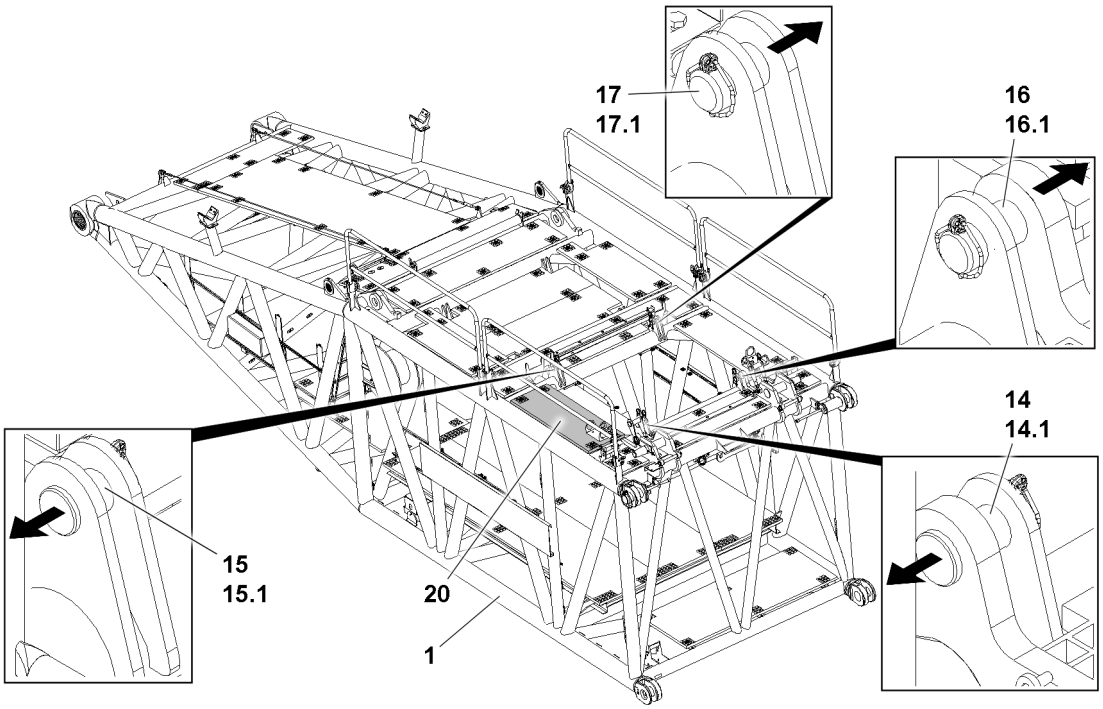

*Fig.156607: Preparing the S-pivot section **1** for winch 6C installation*

- ► Release the connector pin **14**, connector pin **15**, connector pin **16** and connector pin **17**: Remove the retaining element **14.1**, retaining element **15.1**, retaining element **16.1** and retaining element **17.1**.
- ► Completely unpin the connector pin **14**, connector pin **15**, connector pin **16** and connector pin **17**.
- ► Take down the connector pins and retaining elements.
- ► Disassemble the grating **20**.

Result:

– The S-pivot section **1** is prepared for winch 6C assembly.

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5.1.4 Swinging the protective pulley into the park position

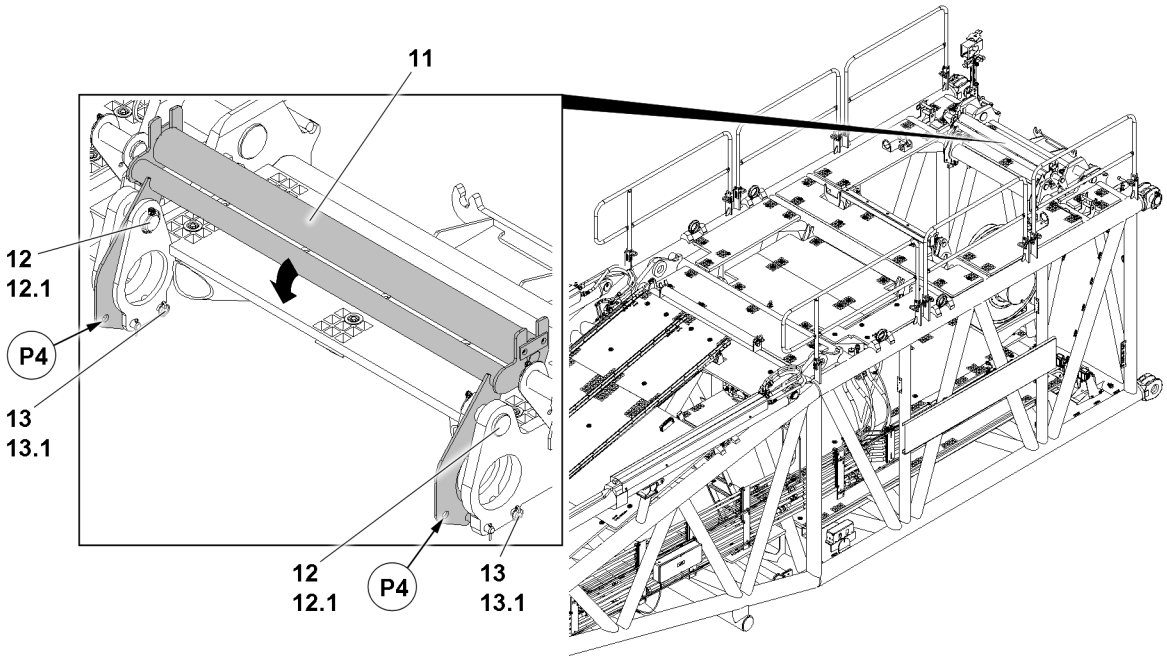

*Fig.156606: Swinging the protective pulley **11** into the park position*

- ► Unpin the pin **13**: Remove the retaining element **13.1** and unpin the pin **13** on both sides.
- ► Unpin the pin **12**: Remove the retaining element **12.1** and unpin the pin **12** on both sides.
- ► Until the protective pulley **11** can be pinned in point **P4**: Swing the protective pulley **11** down in the direction of the arrow.

When the protective pulley **11** is completely swung down:

- ► Insert the pin **13** on both sides and secure with the retaining element **13.1**.
- ► Insert the pin **12** on both sides and secure with the retaining element **12.1**.

5.1.5 Lifting winch 6C from the flatbed trailer

Make sure that the following prerequisites are met:

- – The minimum length of the fastening equipment is 3000 mm.
- – Pay attention to the labels on the components.

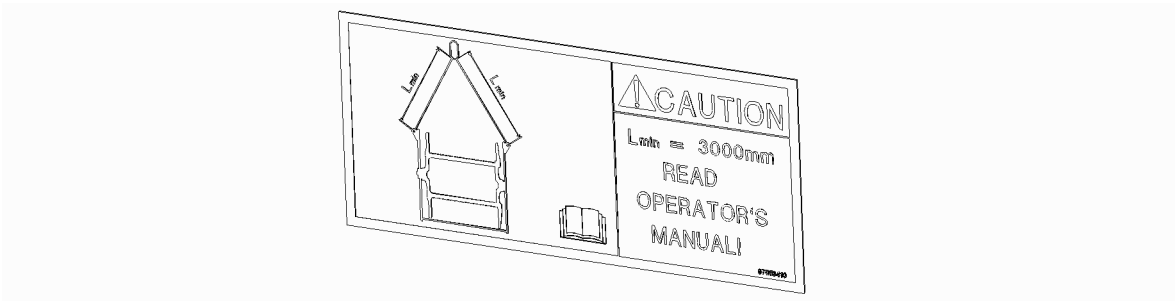

Fig.155507: Labels - minimum length of the fastening equipment 3000 mm

WARNING
Danger of accident during assembly of winch 6C!
Death, severe bodily injuries, property damage.

- ► Make sure that winch 6C is secured with an auxiliary rope to prevent it from swinging during transport with the auxiliary crane.

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- ► Fasten the fastening equipment in the fastening points properly, see section „Winch 6C fastening points“.
- ► Use the auxiliary crane to „tension“ the fastening equipment.
- ► Release and remove the transport retainers on the flatbed trailer.

WARNING
Falling components!
When lifting winch 6C from the flatbed trailer, components or winch 6C can fall down.
Death, severe bodily injuries, property damage.
- ► Make sure that there are no persons within the danger zone.

- ► Lift winch 6C with the auxiliary crane from the flatbed trailer.
- ► Swing winch 6C in with the auxiliary crane for assembly on the S-pivot section.
  or
  Use the auxiliary crane to place winch 6C on the substructure on the ground.

5.1.6 Swinging in and positioning winch 6C

Make sure that the following prerequisites are met:
- The S-pivot section **1** is lying completely on the ground.
- The railings on the S-pivot section **1** are in the operating position.
- The ground is able to safely take on the entire weight of the S-pivot section **1** inclusive of winch 6C **W 6C** to be assembled.
- Gratings, catwalks and fall protection equipment are properly installed.
- The access ladder is properly assembled.
- An auxiliary crane with a suitable load-bearing capacity is available.

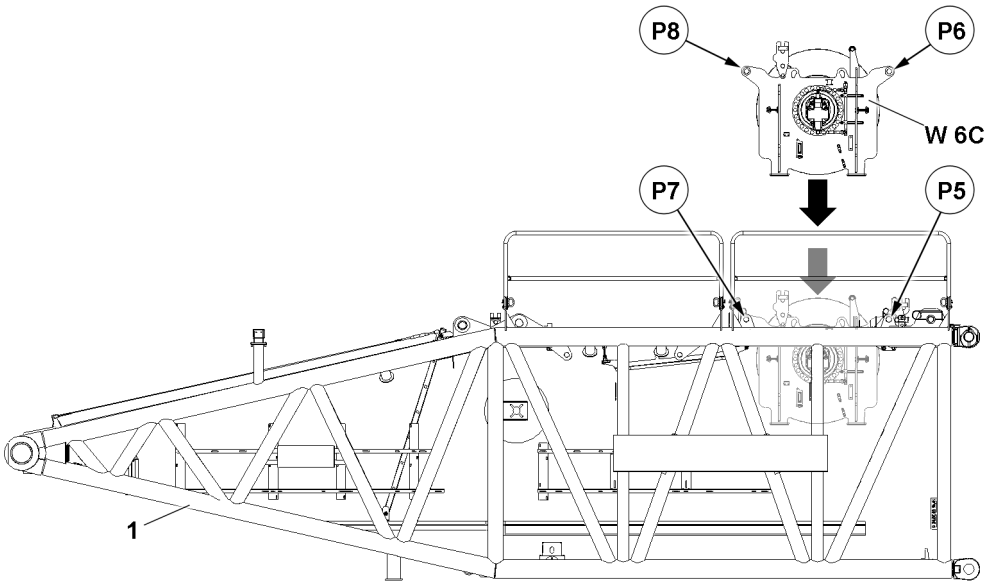

*Fig.156608: Positioning winch 6C **W 6C** on the S-pivot section **1***

WARNING
Danger of accident when swinging in and lowering winch 6C!
When swinging in and lowering winch 6C **W 6C** on the S-pivot section **1**, limbs can be crushed or even severed.
Death, severe bodily injuries, property damage.
- ► Make sure that there is no personnel in the danger zone.
- ► Do not reach with your hands into the danger zone.

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NOTICE
Property damage!
If the following notes are not observed, damage can result to the S-pivot section **1** or winch 6C **W 6C**.
► Make sure that winch 6C **W 6C** does not bump against the S-pivot section when lowering into the S-pivot section **1**.

Note
► The guide must be in constant visual and acoustic contact with the crane operator.

Note
► Pay attention to the exact alignment of winch 6C **W 6C** with respect to the installation position on the S-pivot section **1**.

► Swing winch 6C **W 6C** in with the auxiliary crane to the S-pivot section **1**.
► Position and align winch 6C **W 6C** over the installation opening on the S-pivot section **1**.

When winch 6C **W 6C** is aligned:
► Slowly and carefully lower winch 6C **W 6C** into the S-pivot section **1**.
► Until the bores, point **P5**, align with bores point **P6** and the bores, point **P7**, with bores point **P8**: Lower winch 6C **W 6C**.

5.1.7 Assembling winch 6C in the operating position

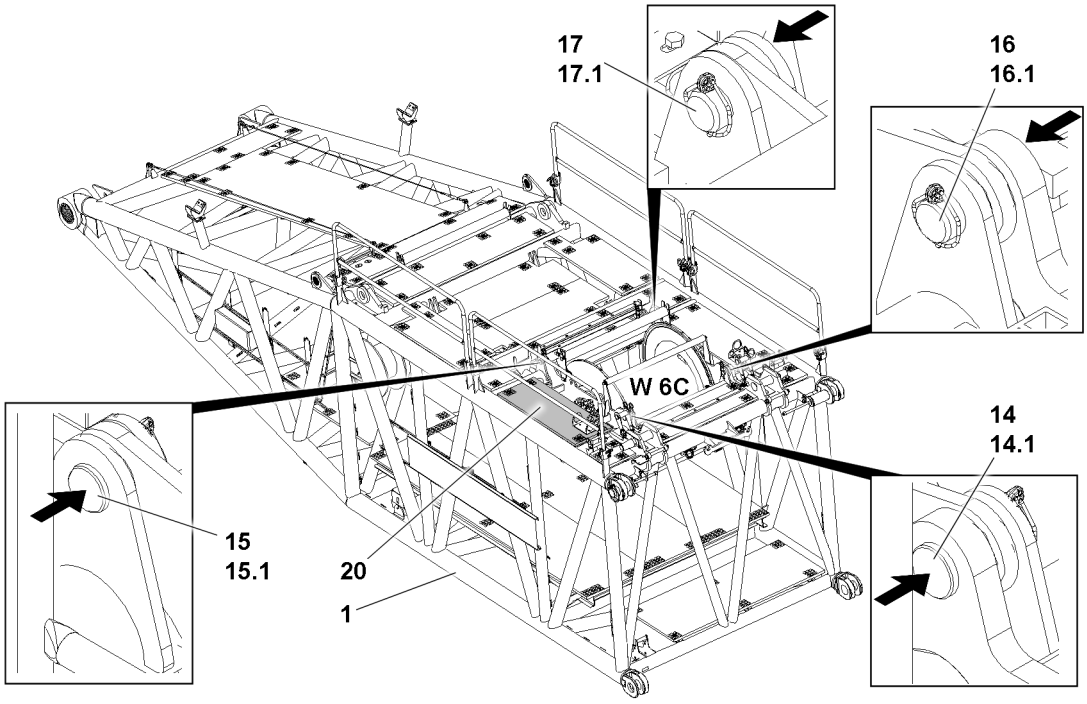

*Fig.156609: Pinning winch 6C **W 6C** on the S-pivot section **1** in the operating position*

WARNING
The connector pins can loosen up by themselves!
If the connector pins are not properly secured, they can come loose.
Death, severe bodily injuries, property damage.
► Secure all connector pins immediately after pinning with retaining pins and / or retaining elements.

Make sure that the following prerequisites are met:
– The bores of winch 6C **W 6C** align with the bores of S-pivot section **1**.
– Winch 6C **W 6C** must be pinned from the „bottom platform“ by assembly personnel.

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When the bores between winch 6C **W 6C** and the receptacles in the S-pivot section **1** align in point **P5**:
► Completely insert the connector pin **14** from the outside to the inside.
► Properly secure the connector pin **14** with the retaining element **14.1**.
► Completely insert the connector pin **16** from the outside to the inside.
► Properly secure the connector pin **16** with the retaining element **16.1**.

When the connector pin **14** and connector pin **16** are properly pinned and secured:
► Until the pin bores align in point **P6**: Use the auxiliary crane to lift or lower winch 6C **W 6C**

When the bores between winch 6C **W 6C** and the receptacles in the S-pivot section **1** align in point **P6**:
► Completely insert the connector pin **15** from the outside to the inside.
► Properly secure the connector pin **15** with the retaining element **15.1**.
► Completely insert the connector pin **17** from the outside to the inside.
► Properly secure the connector pin **17** with the retaining element **17.1**.

Result:

– The connector pins are properly pinned and secured.
– Winch 6C **W 6C** is properly installed in the operating position.

► Release the fastening equipment on winch 6C **W 6C**.
► Remove the auxiliary crane.
► Assemble the grating **20**.

5.1.8 Establishing the hydraulic connections to winch 6C

Note
► Establish the connections to winch 6C only when winch 6C is properly installed and secured.

Make sure that the following prerequisite is met:
– Winch 6C is properly installed, pinned and secured.

Establishing the hydraulic connections to the winch

Note
► After the hydraulic connections to winch 6C are established, the expansion tank must be checked and emptied.

The hydraulic connections for winch 6C are made with quick couplings to the hydraulic supply of winch 6.

When connecting the hydraulic lines with quick couplings, make sure that the coupling procedure is carried out correctly.

WARNING
Pressure in the hydraulic lines!
If the pressure supply is not interrupted before connecting / releasing the hydraulic lines, the hydraulic oil can escape with high pressure.
Death, severe bodily injuries, property damage.
► Release the pressure in the hydraulic system before connecting / disconnecting: Interrupt the pressure supply and wait a short time.

WARNING
Loss of pressure or leakage!
Incorrectly coupled or self-loosening quick couplings (return lines in particular) can result in serious accidents due to component failure.
► Check that the quick couplings have been properly connected before using the crane.

► Connect the coupling components (sleeve and connector) and screw together with the knurled nut.

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► Tighten the hydraulic coupling by hand: Turn the knurled nut until it reaches a tangible, fixed stop position.

Result:

– The hydraulic connections to winch 6C are established.

Establishing the electrical connections to winch 6C

► Establish the electrical connections to winch 6C, see the Electric wiring diagram.

WARNING
Malfunction if dummy plugs are not installed!
If the dummy plugs on the non-required electrical connections are not installed, then malfunctions or functional limitations can occur on the crane.
► Make sure that all non-required electrical connections, which have a dummy plug, are closed off with dummy plugs.
► Pay attention to the electrical wiring diagram.

► As a rule, close off on-required electrical connections (for example for accessories which cannot be installed) with the respective dummy plugs.

NOTICE
Property damage due to dirt and / or corrosion!
If unnecessary electrical connections are not closed off with the respective protective caps, then dirt and / or corrosion can damage the electrical connections.
This could result in malfunctions.
► Make sure that all non-required electrical connections are always closed off properly.
► Pay attention to the electrical wiring diagram.

► Close electrical connections, which have no dummy plugs, off properly with the corresponding protective caps.

Establishing the connections of the central lubrication system to winch 6C

► Establish the connections of the central lubrication system to winch 6C.

Result:

– Winch 6C is properly assembled on the S-pivot section.

5.1.9 Assembling the S-guy rods on the S-pivot section

Make sure that the following prerequisites are met:
– The S-pivot section **1** is lying completely on the ground.
– Winch 6C **W 6C** is properly assembled and secured in the operating position.
– The winch assembly opening of winch 6 is properly closed off by the grating.
– The railings on the S-pivot section are in the operating position, see chapter 2.06.
– Gratings, catwalks and fall protection equipment are properly installed.
– The access ladder is properly assembled.
– An auxiliary crane with a suitable load-bearing capacity is available.

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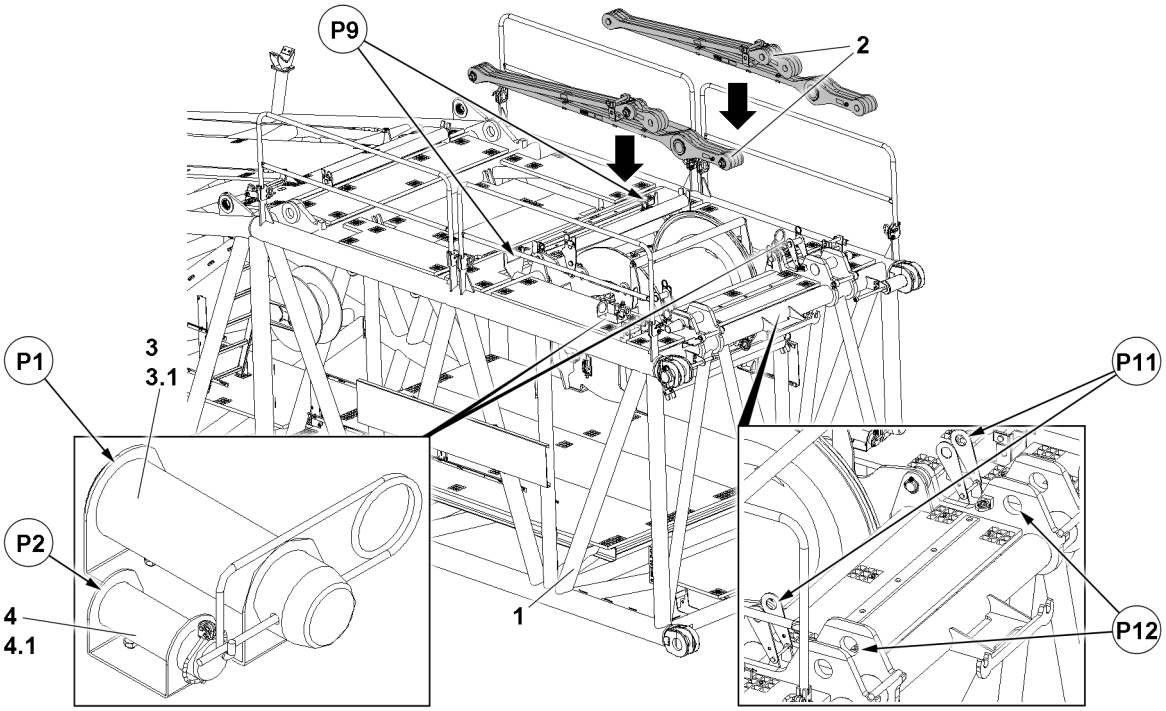

*Fig.156611: Assembling the S-guy rods on the S-pivot section **1***

Note
- ► The assembly of the S-guy rods **2** is described based on the example of one guy rod.
- ► The assembly of the second S-guy rod is carried out in the same manner.

WARNING
Danger of crushing!
During assembly of the S-guy rod **2**, hands and / or limbs could be crushed.
Death, severe bodily injuries, property damage.
- ► When swinging in and positioning the S-guy rod **2**, do not reach into the assembly area.
- ► Wear personal protective equipment.

► Fasten the first S-guy rod **2** properly to the auxiliary crane.

Note
- ► When swinging in and positioning the S-guy rod **2**, make sure that the S-guy rod **2** with the longer rod element is lying in point **P9**.

When the S-guy rod **2** is properly fastened to the auxiliary crane:
- ► Swing the S-guy rod **2** in with the auxiliary crane to the S-pivot section **1** and position it with the hollow axle in the pin point **P12**.

When the pin bores align in pin point **P12** and pin point **P11**:
- ► Unpin the pin **3** from the park position **P1**: Remove the retaining element **3.1** and unpin the pin **3**.
- ► Insert the pin **3** in the pin point **P12** from the inside to the outside and properly secure with the retaining element **3.1**.
- ► Unpin the pin **4** from the park position **P2**: Remove the retaining element **4.1** and unpin the pin **4**.
- ► Insert the pin **4** in the pin point **P11** from the inside to the outside and properly secure with the retaining element **4.1**.

Result:

– The S-guy rod **2** is properly pinned and secured.

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Note
► The assembly of the second S-guy rod is to be carried out in the same manner as the assembly of the first S-guy rod.

► Properly assemble the second S-guy rod **2**.

6 Assembling the S-pivot section on the turntable

Note
► Assemble the S-pivot section on the turntable, see chapter 5.38 and Chapter 5.39/5.39.20.

7 Disassembling the S-pivot section on the turntable

Note
► Disassemble the S-pivot section on the turntable, see chapter 5.38 and Chapter 5.39/5.39.20.

8 Disassembling winch 6C

Note
► The description in this section is only used when winch 6C is to be transported separately from the S-pivot section.

WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.
► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the supplied fall arrest system to prevent falling, see chapter 2.04.
► If fall protection equipment is available, then it must be used, see chapter 2.06.
► When lifting, lowering, swinging crane parts in and out, no persons may remain in the danger zone.
► When closing or opening boom systems during boom assembly or boom disassembly, no persons may remain on the boom system or in the danger zone.
► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work.
► Only step on the aids, ladders and catwalks with clean shoes.
► Keep aids, ladders and catwalks free of heavy dirt, snow, frost and ice.
► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
► Remaining on a suspended load is prohibited.
► Stepping or walking on crane components and lattice sections that have an incline of more than 20° is prohibited.
► For all assembly work, the crane driver of the main crane must be in voice contact with the crane driver / crane drivers of the auxiliary crane / auxiliary cranes.
► For assembly tasks, the crane driver may only initiate crane movements when the responsible guide has explicitly released the movement.

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WARNING
Danger of impact / crushing!
When assembling / disassembling crane components with the auxiliary crane, crane components can start to swing back and forth.
When lifting / lowering and positioning crane components, there is an increased danger of impact / crushing.
Death, severe bodily injuries, property damage.
- ► Make sure that personnel cannot be caught by components.
- ► Make sure that the crane is horizontally aligned.
- ► When working in danger zones: Use aids to protect limbs.
- ► Guide components with suitable aids to minimize oscillation.

DANGER
The component can fall down!
If the corresponding component is disengaged from the auxiliary crane before the corresponding component is pinned, then the corresponding component can fall down.
Death, severe bodily injuries, property damage.
- ► Do not detach the auxiliary crane until the respective component is pinned and secured.

8.1 Disconnecting the hydraulic connections from winch 6C

Make sure that the following prerequisites are met:
- – The hoist rope is completely spooled up to the winch.
- – The hoist rope is secured on the winch to prevent it from spooling out by itself.

8.1.1 Disconnecting the hydraulic connections to the winch

When releasing hydraulic lines with quick couplings, make sure that the coupling procedure is carried out correctly.

WARNING
Pressure in the hydraulic lines!
If the pressure supply is not interrupted before connecting / releasing the hydraulic lines, the hydraulic oil can escape with high pressure.
Death, severe bodily injuries, property damage.
- ► Release the pressure in the hydraulic system before connecting / disconnecting: Interrupt the pressure supply and wait a short time.

- ► Release the hydraulic coupling by hand.
- ► Disconnect the hydraulic connections to the winch.
- ► Close the hydraulic hoses and hydraulic lines off properly with the provided caps.
- ► Bring the hydraulic hoses into the park position for transport and secure them properly.

8.1.2 Disconnecting the electrical connections to the winch

- ► Disconnect the electrical connections to the winch.
- ► Close the electrical connections off properly with the provided caps.

8.1.3 Disconnecting the connections of the central lubrication system to the winch

- ► Disconnect the connections to the winch.
- ► Close the lube line connections properly off with the intended caps.

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8.2 Disassembling winch 6C

8.2.1 Disassembling the S-guy rods on the S-pivot section

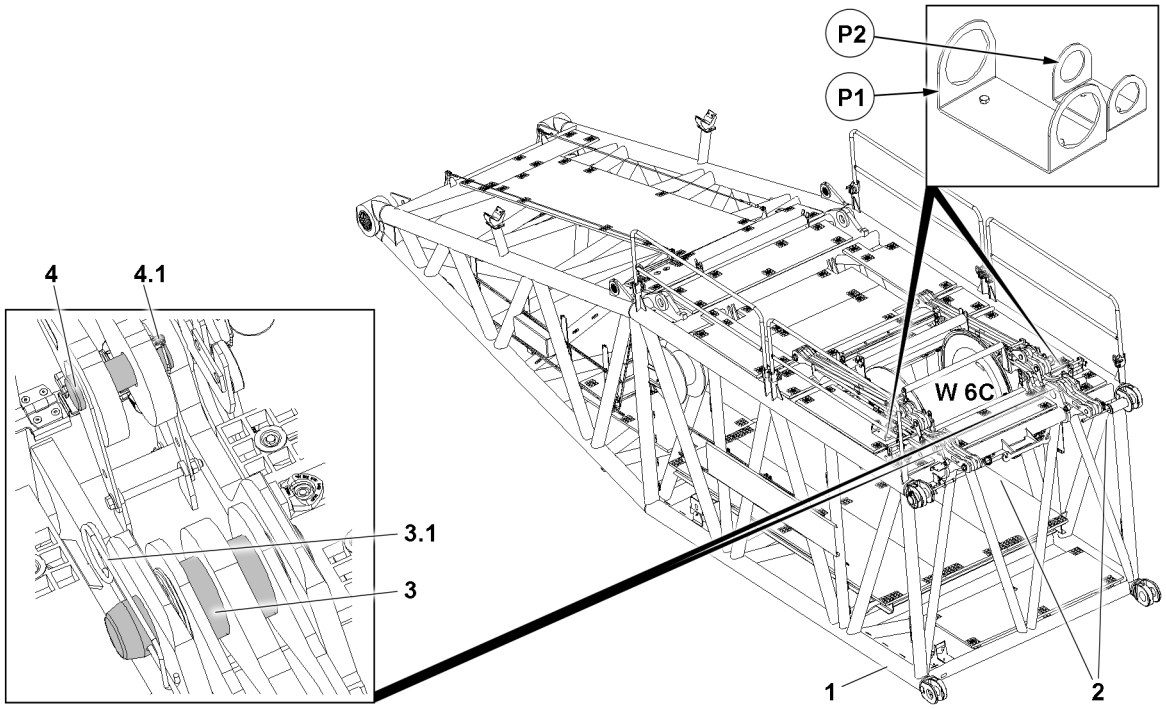

*Fig.156612: Disassembling the S-guy rods **2** on the S-pivot section **1***

Make sure that the following prerequisites are met:
- The S-pivot section **1** is lying completely on the ground.
- Winch 6C **W 6C** is properly assembled on the S-pivot section **1**.
- The winch assembly opening of winch 6 is properly closed off by the grating.
- The railings on the S-pivot section are in the operating position, see chapter 2.06.
- Gratings, catwalks and fall protection equipment are properly installed.
- The access ladder is properly assembled.
- An auxiliary crane with a suitable load-bearing capacity is available.

Note
- ► The disassembly of the S-guy rods **2** is described based on the example of one guy rod.
- ► The disassembly of the second S-guy rod is carried out in the same manner.

WARNING
Danger of crushing!
When lifting the S-guy rods **2**, limbs can be crushed or severed.
Death, severe bodily injuries, property damage.
- ► Make sure that the S-guy rods **2** are fastened such that they do not fold together when lifting with the auxiliary crane.

► Fasten the first S-guy rod **2** properly to the auxiliary crane.

When the S-guy rod **2** is properly fastened to the auxiliary crane:
- ► Carefully „tension“ the fastening equipment.
- ► Remove the retaining element **3.1** in the pin **3** and unpin the pin **3**.
- ► Insert the pin **3** in the park position **P1** and secure properly with the retaining element **3.1**.
- ► Remove the retaining element **4.1** in the pin **4** and unpin the pin **4**.
- ► Insert the pin **4** in the park position **P2** and secure properly with the retaining element **4.1**.

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Result:

– The S-guy rod **2** is unpinned.

► Lift the first S-guy rod **2** using the auxiliary crane from the S-pivot section **1** and take it down onto the substructure on the ground.

Note

► The disassembly of the second S-guy rod is carried out in the same manner as the disassembly of the first S-guy rod.

► Disassemble the second S-guy rod **2** and use the auxiliary crane to lift it off the S-pivot section **1**.

8.2.2 Unpinning winch 6C

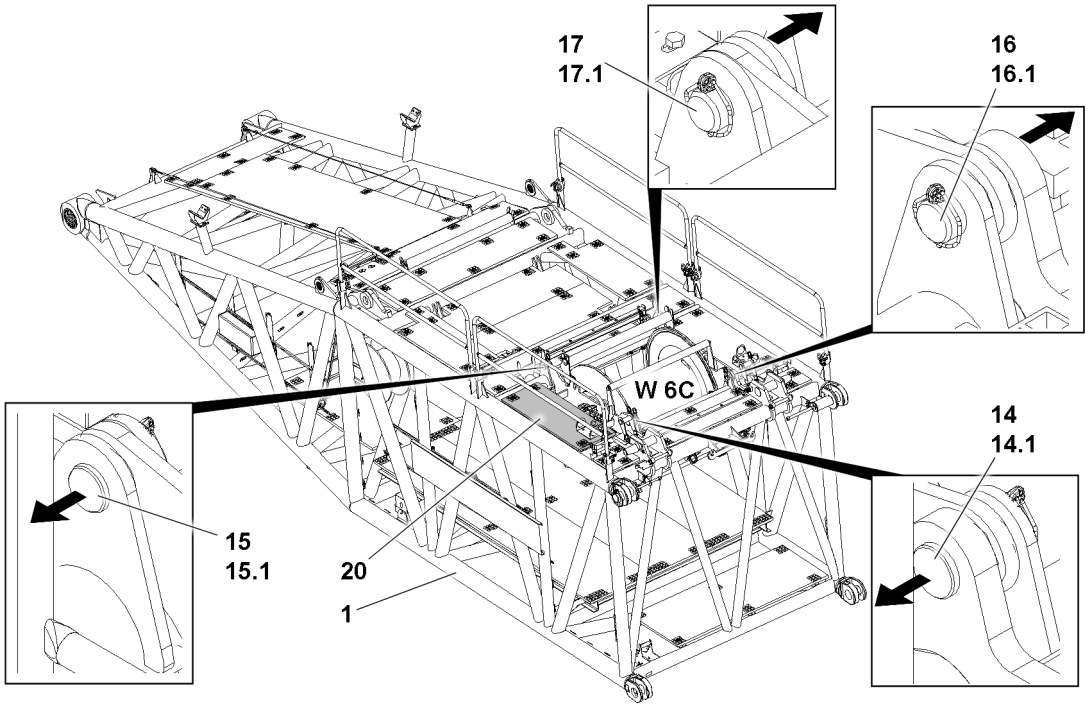

*Fig.156613: Unpinning winch 6C **W 6C** on the S-pivot section **1***

Make sure that the following prerequisites are met:
– The S-pivot section **1** is lying completely on the ground.
– The winch assembly opening of winch 6 is properly closed off by the grating.
– The railings on the S-pivot section **1** are in the operating position, see chapter 2.06.
– Gratings, catwalks and fall protection equipment are properly installed.
– The access ladder is properly assembled.
– The S-guy rods are disassembled on the S-pivot section.
– The hydraulic connections are properly disconnected and closed off.
– The electrical connections are properly disconnected and closed off.
– The connections of the central lubrication system are properly disconnected and closed off.
– An auxiliary crane with a suitable load-bearing capacity is available.

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WARNING
Danger of accident due to incorrect fastening!
Life-threatening situations can arise if winch 6C is incorrectly or improperly fastened.
Death, severe bodily injuries, property damage.
- ► The fastening equipment may be attached on the winch only on the intended fastening points.
- ► Make sure that the fastening equipment is properly fastened to winch 6C and that it is secured sufficiently to prevent it from loosening up.
- ► Standing in the danger zone, especially under a suspended load, is prohibited.

- ► Disassemble the grating **20**.
- ► Fasten the fastening equipment on both sides on winch 6C **W 6C**, see section „Winch 6C fastening points“.

When the fastening equipment is properly fastened to winch 6C **W 6C**:
- ► „Tension“ the fastening equipment carefully using the auxiliary crane.

When the fastening equipment is tensioned:
- ► Unpin the connector pin **14**: Remove the retaining element **14.1** and unpin the connector pin **14**.
- ► Unpin the connector pin **16**: Remove the retaining element **16.1** and unpin the connector pin **16**.
- ► Unpin the connector pin **15**: Remove the retaining element **15.1** and unpin the connector pin **15**.
- ► Unpin the connector pin **17**: Remove the retaining element **17.1** and unpin the connector pin **17**.

Result:

– Winch 6C **W 6C** is completely unpinned on the S-pivot section **1**.

8.2.3 Lifting winch 6C from the S-pivot section

Make sure that the following prerequisites are met:
- – Winch 6C **W 6C** is properly unpinned on the S-pivot section **1**.
- – All connections to winch 6C **W 6C** are disconnected.

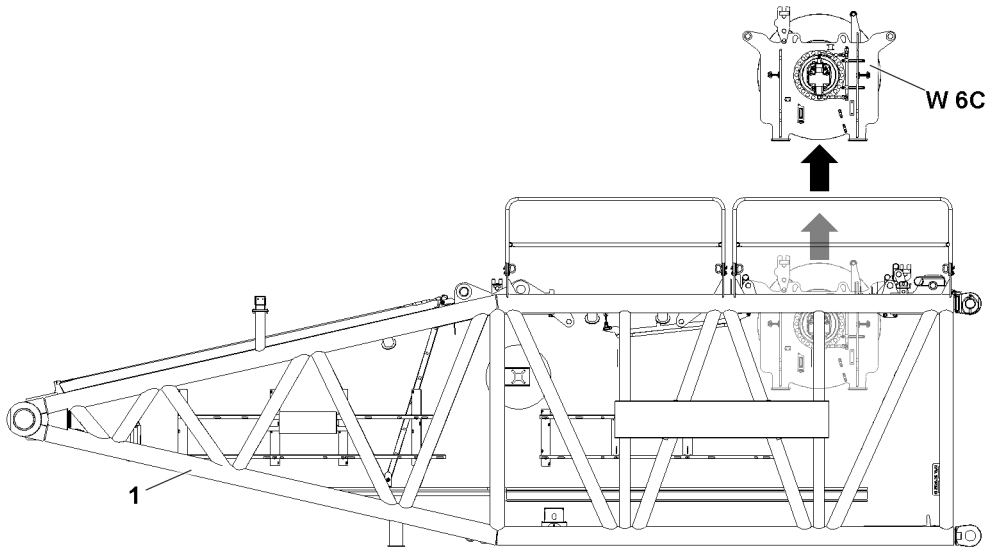

*Fig.156617: Lifting winch 6C **W 6C** from the S-pivot section **1***

WARNING
Falling components!
When lifting winch 6C **W 6C** on the S-pivot section **1**, components or winch 6C **W 6C** can fall down.
Death, severe bodily injuries, property damage.
- ► Make sure that there are no persons within the danger zone.

- ► Lift winch 6C **W 6C** carefully out with the auxiliary crane on the S-pivot section **1**.

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WARNING
Toppling winch!
When setting winch 6C **W 6C** on the ground, winch 6C **W 6C** can sink into the ground and fall over.
Death, severe bodily injuries, property damage.
- ► Make sure that winch 6C **W 6C** is properly supported.
- ► Make sure that the ground has sufficient load bearing capacity and can safely pick up the weight of winch 6C **W 6C**.

- ► Swing winch 6C **W 6C** out with the auxiliary crane and set it on the ground on a suitable substructure.
  or
  Swing winch 6C **W 6C** out with the auxiliary crane and set it on the transport vehicle.

When winch 6C **W 6C** has been set down properly:
- ► Remove the auxiliary crane.

8.2.4 Inserting the connector pins for transport

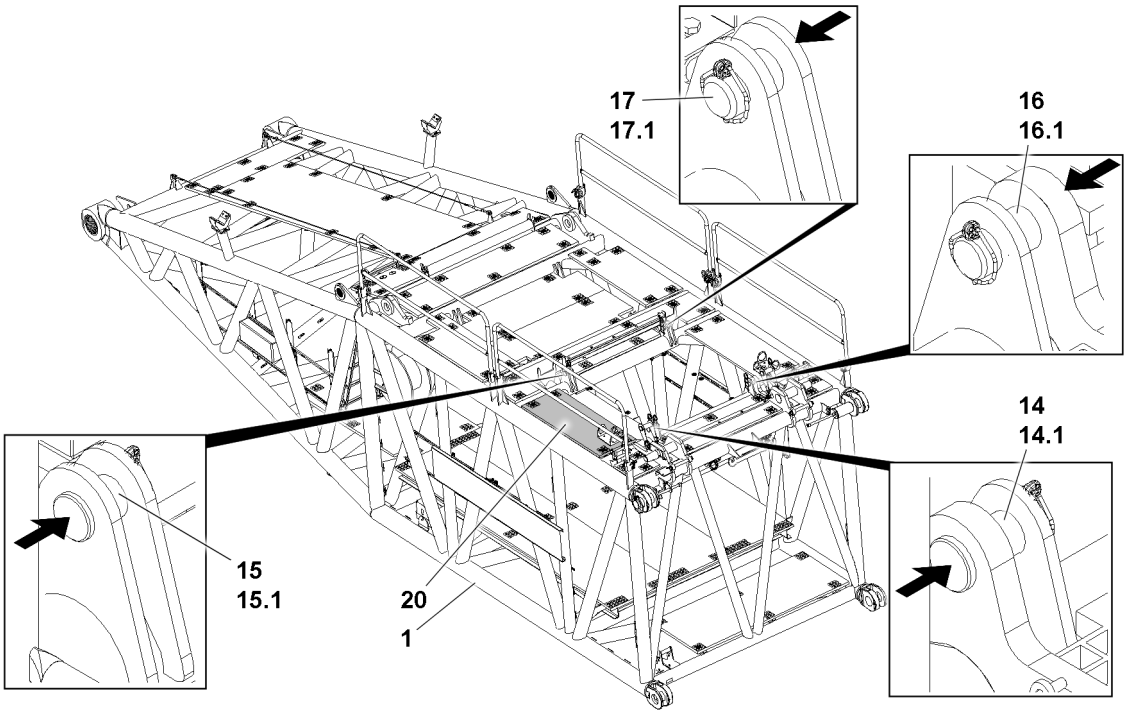

*Fig.156614: Inserting the connector pin in the S-pivot section **1***

- ► Insert connector pin **14**, connector pin **16**, connector pin **15** and connector pin **17** back in the pin bores in the S-pivot section **1** and secure with the relative retaining elements.
- ► Assemble the grating **20**.

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8.2.5 Swinging the protective pulley into the operating position

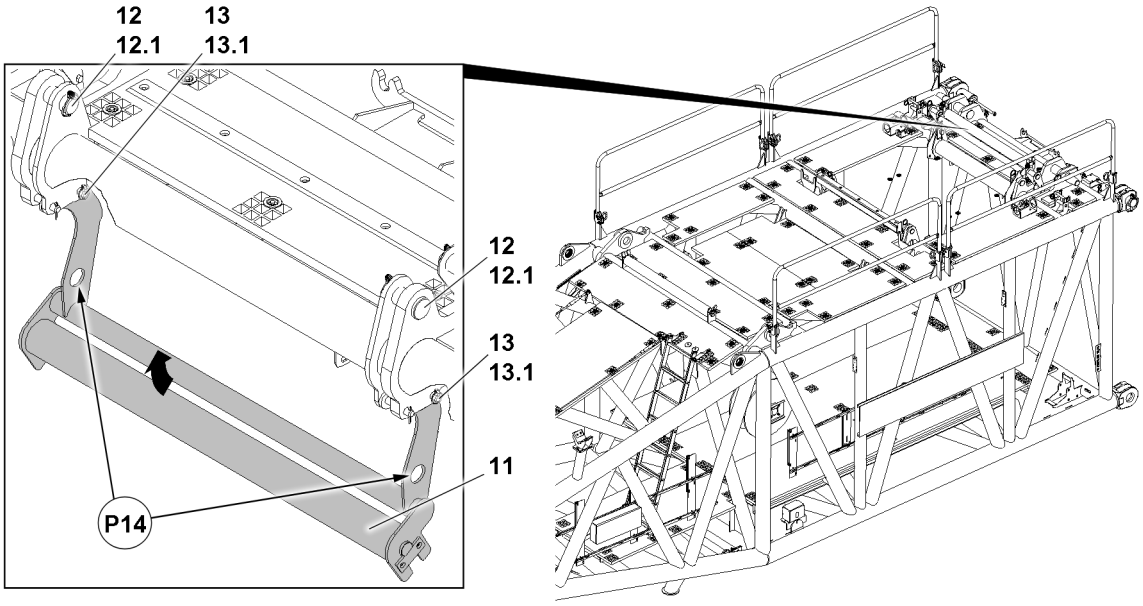

*Fig.156619: Swinging the protective pulley **11** into the operating position*

- ► Unpin the pin **12**: Remove the retaining element **12.1** and unpin the pin **12** on both sides.
- ► Unpin the pin **13**: Remove the retaining element **13.1** and unpin the pin **13** on both sides.
- ► Until the protective pulley **11** can be pinned in point **P14**: Swing the protective pulley **11** up in the direction of the arrow.

When the protective pulley **11** is swung up completely:

- ► Insert the pin **12** on both sides and secure with the retaining element **12.1**.
- ► Insert the pin **13** on both sides and secure with the retaining element **13.1**.

8.2.6 Closing the assembly opening of winch 5 / winch 6C

WARNING
Falling assembly personnel!
If the assembly opening of winch 5 / winch 6C is not properly closed off and secured after disassembly of winch 5 / winch 6C, then assembly personnel can fall down.
Death, severe bodily injuries, property damage.

- ► Make sure, after disassembly of winch 5 / winch 6C, that the assembly opening is properly closed off and secured with the grating **6**.

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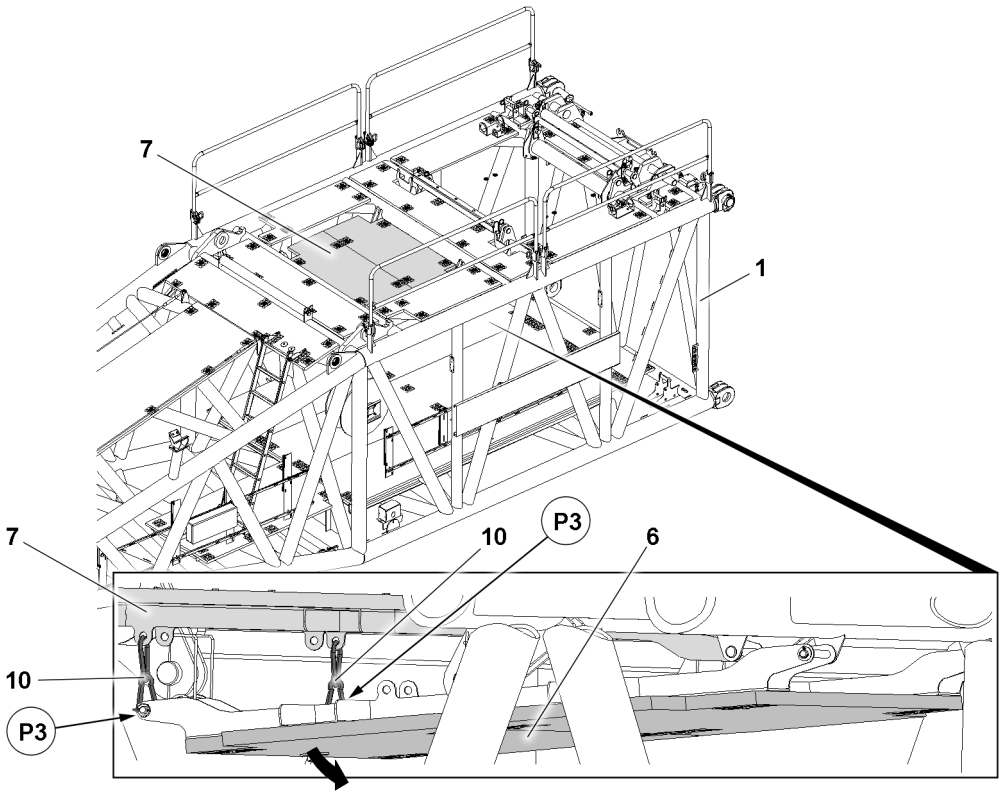

Fig.156615: Closing the assembly opening of winch 5 / winch 6C

► First person: Hold the grating **6** in the transport position.
► Second person: Release both carabiners **10** in point **P3**.

When both carabiners **10** between the S-pivot section **1** and grating **6** are removed:
► Swing the grating **6** down carefully and slowly.

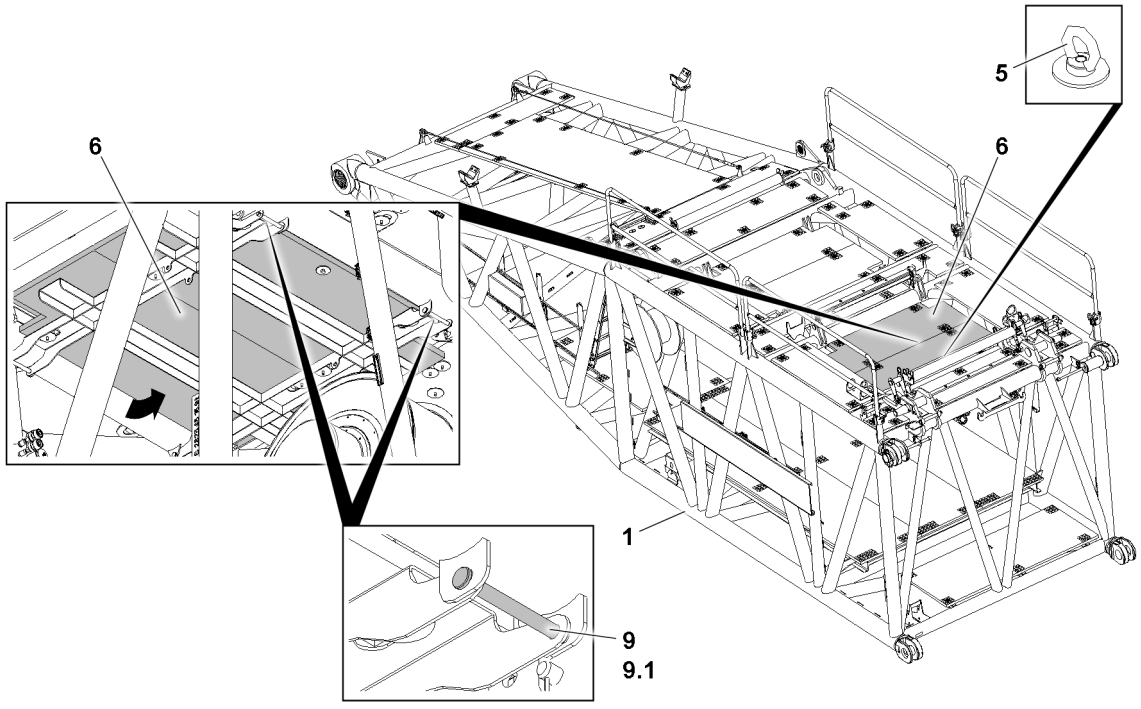

Fig.156616: Closing the assembly opening of winch 5 / winch 6C

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► Fasten the fastening equipment to the ring nut **5** and lift and block the grating **6** with the auxiliary crane.

When the winch 5 / winch 6C assembly opening is closed:

► Properly pin and secure the grating **6** in the upper position: Insert the pin **9** on both sides and properly secure with the retaining element **9.1**.

Result:

– The assembly opening of winch 5 / winch 6C is closed using the grating **6**.

8.2.7 Assembling the S-guy rods on the S-pivot section

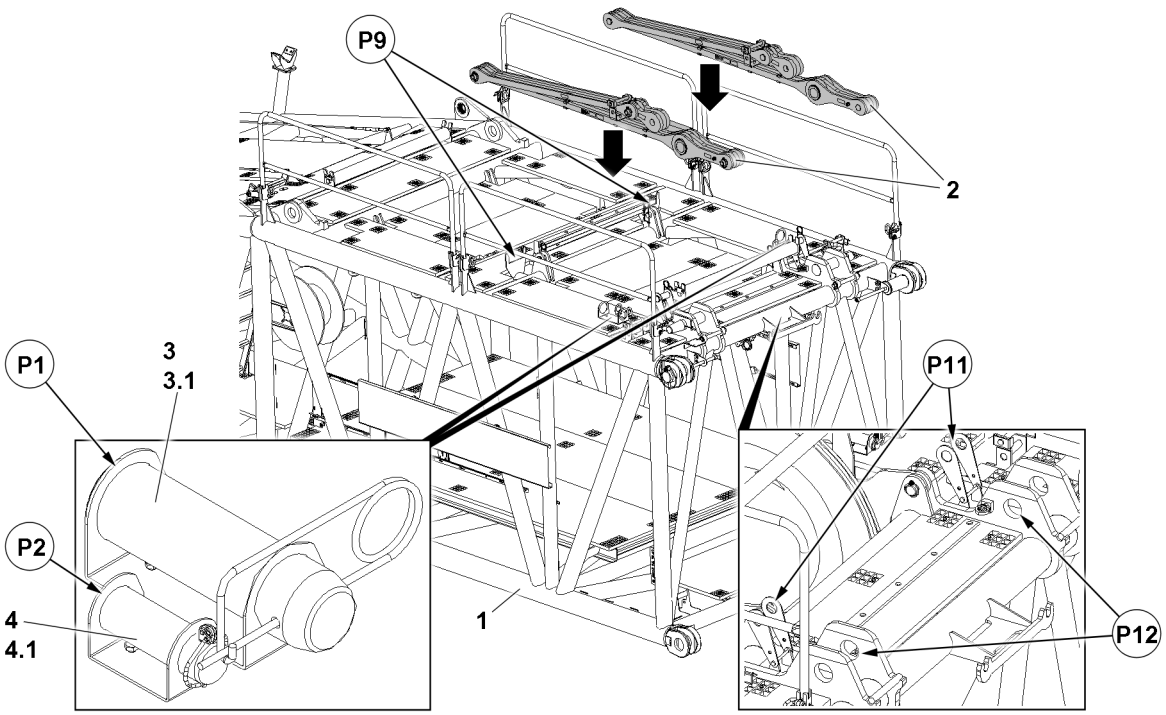

*Fig.156620: Assembling the S-guy rods **2** on the S-pivot section **1***

Make sure that the following prerequisites are met:

– The S-pivot section **1** is lying completely on the ground.
– Winch 5 / winch 6C is disassembled.
– The winch assembly opening of winch 5 / winch 6C is properly closed off.
– The railings on the S-pivot section **1** are in the operating position, see chapter 2.06.
– Gratings, catwalks and fall protection equipment are properly installed.
– The access ladder is properly assembled.
– An auxiliary crane with a suitable load-bearing capacity is available.

Note

► The assembly of the S-guy rods **2** is described based on the example of one guy rod.
► The assembly of the second S-guy rod is carried out in the same manner.

► Fasten the first S-guy rod **2** properly to the auxiliary crane.

Note

► When swinging in and positioning the S-guy rod **2**, make sure that the S-guy rod **2** with the longer rod element is lying in point **P9**.

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WARNING
Danger of crushing!
During assembly of the S-guy rod **2**, hands and / or limbs could be crushed.
Death, severe bodily injuries, property damage.
► When swinging in and positioning the S-guy rod **2**, do not reach into the assembly area.
► Wear personal protective equipment.

When the S-guy rod **2** is properly fastened to the auxiliary crane:
► Swing the S-guy rod **2** in with the auxiliary crane to the S-pivot section **1** and position it with the hollow axle in the pin point **P12**.

When the pin bore aligns in pin point **P12** and pin point **P11**:
► Release the pin **3** from the park position **P1** and unpin.
► Insert the pin **3** in the pin point **P12** from the inside to the outside and properly secure with the retaining element **3.1**.
► Release the pin **4** from the park position **P2** and unpin.
► Insert the pin **4** in the pin point **P11** from the inside to the outside and properly secure with the retaining element **4.1**.

Result:

– The S-guy rod **2** is properly secured in the transport position.

Note
► The assembly of the second S-guy rod is to be carried out in the same manner as the assembly of the first S-guy rod.

► Properly assemble the second S-guy rod **2**.

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3.80 Crane and crane component transport

1	Safety	2
2	Crane, assembled	3
3	Crane components	3

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1 Safety

Observe and adhere to the transport safety instructions. See chapter 2.04.

1.1 Forms of transport

Observe and adhere to the specifications for the respective form of transport:
- Road transport
- Rail transport
- Ship transport
- Air transport

1.2 Transport company

The transport company is responsible for fulfilling the following prerequisites:
- Loading on the transport vehicle must be positioned taking into consideration the applicable permissible axle loads in the respective countries.
- Suitable rigging devices are provided.
- The transport location is even, level in horizontal direction and of sufficient load bearing capacity.
- A guide is present.

1.3 Rigging points

WARNING
Impermissible use of the rigging points and rigging eyehooks!
The rigging points and rigging eyehooks can fail. The crane or components can fall from the transport vehicle.
Death, severe bodily injuries, property damage.
- ► Use the eyehooks only for rigging the crane or components.
- ► Do **not** use the eyehooks to lift the crane or components.
- ► Do **not** use the eyehooks to lift loads.
- ► Observe and adhere to the maximum permissible rigging forces.
- ► Make sure that eyehooks of the transport vehicle correspond at least to the load carrying capacity of the rigging device.

Eyehooks are designed only for road transport.

For certain crane components, specific rigging plans are available for rail transport.

1.4 Transport vehicle

Observe and adhere to the following notes for safe transport:
- Use a suitable transport vehicle.
- Establish the greatest possible frictional coefficient to the transport surface: Prior to transport, clean the support surfaces of the crane components.
- The loading surface must be free of snow, ice, grease and be well-swept.

1.5 Rigging device

Observe and adhere to the following notes for safe transport:
- Use a rigging device with a sufficient load capacity.
- Use the rigging belts and rigging chains in application of the respectively valid regulations for loading and load retention.

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1.6 Substructure

To avoid accidents, observe the following notes regarding anti-slip mats:
- Comply with the minimum friction value, minimum load bearing capacity and minimum thickness of the anti-slip mats.
- Replace the anti-slip mats when one of the following criteria is fulfilled:
  - Permanent deformation or pressure marks
  - Cracks
  - Abrasion on the surface
  - Broken out material area
  - Swollen areas
  - Damage due to contact with aggressive materials
  - Brittleness
  - Function-impairing contaminants

To avoid accidents, observe the following notes regarding wood:
- Wood with a minimum quality of „spruce“ is to be used.

2 Crane, assembled

2.1 Rigging plans

When the crawler crane must be luffed down completely:
► Contact Customer Service at Liebherr-Werk Ehingen GmbH.

3 Crane components

3.1 Rigging

The signs in the rigging points are described in chapter 2.05.

► Secure the crane or the crane components with tension belts or tension chains in the rigging points.
► Attach the tension belts or tension chains to the transport vehicle.

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4 Operation of crane superstructure

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4.01 Operating and monitoring instruments on the crane superstructure

1	Operating and control instruments	3
2	Cab equipment	3
3	Operating units in the cab	7
4	Crane chassis control units	37

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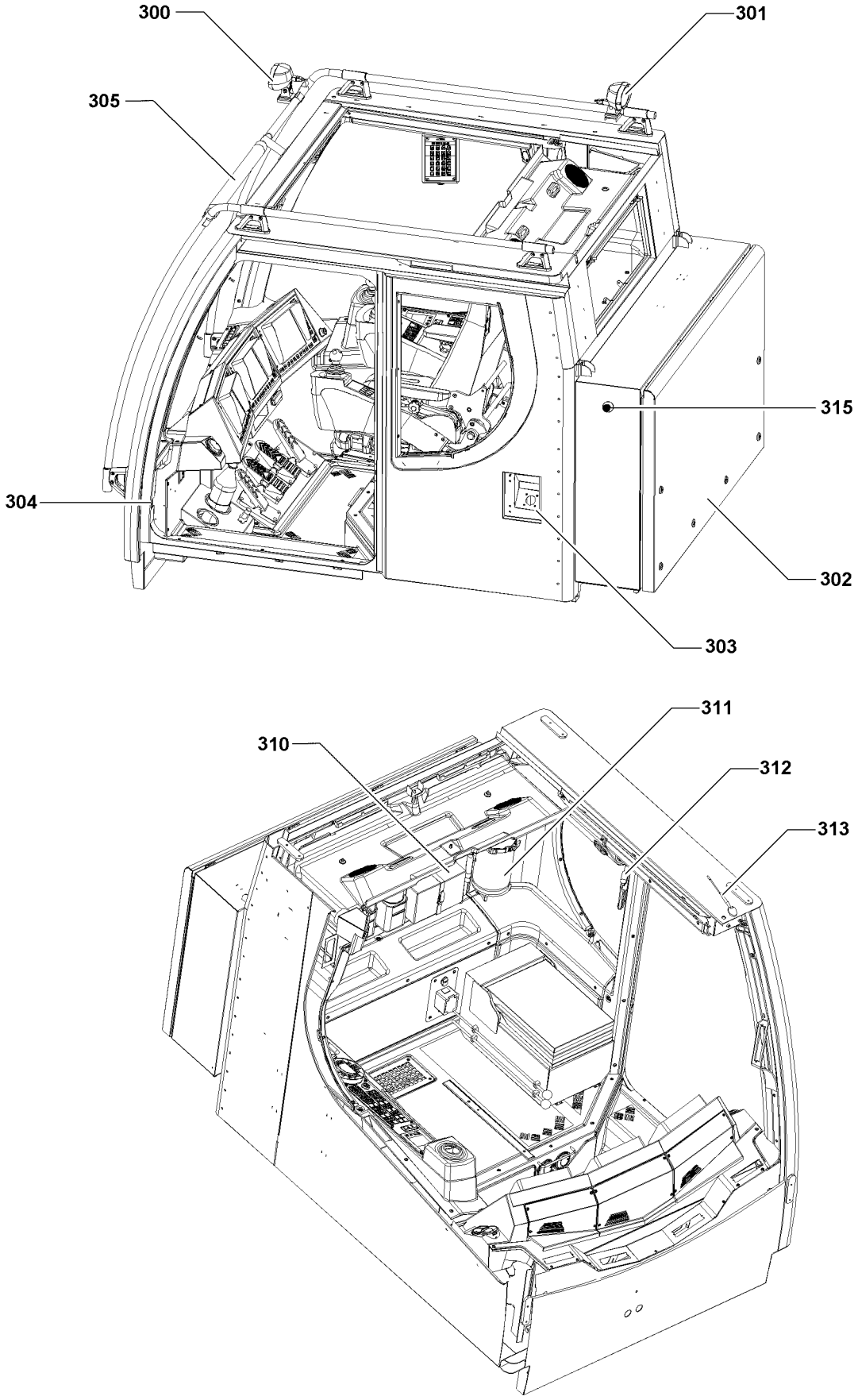

Fig.104888

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1 Operating and control instruments

This chapter describes the elements in the cab and is divided into:
- General equipment in the cab
- Operating units in the cab

2 Cab equipment

2.1 Cab attachment parts

300 Floodlight, front

301 Floodlight, rear

302 Control cabinet

303 Reservoir for window cleaning fluid

304 Door contact switch

305 Three color light
- LMB-warnings are displayed visually

313 Antenna

2.2 Emergency equipment

310 First aid kit

311 Fire extinguisher

312 Emergency hammer

315 EMERGENCY OFF switch

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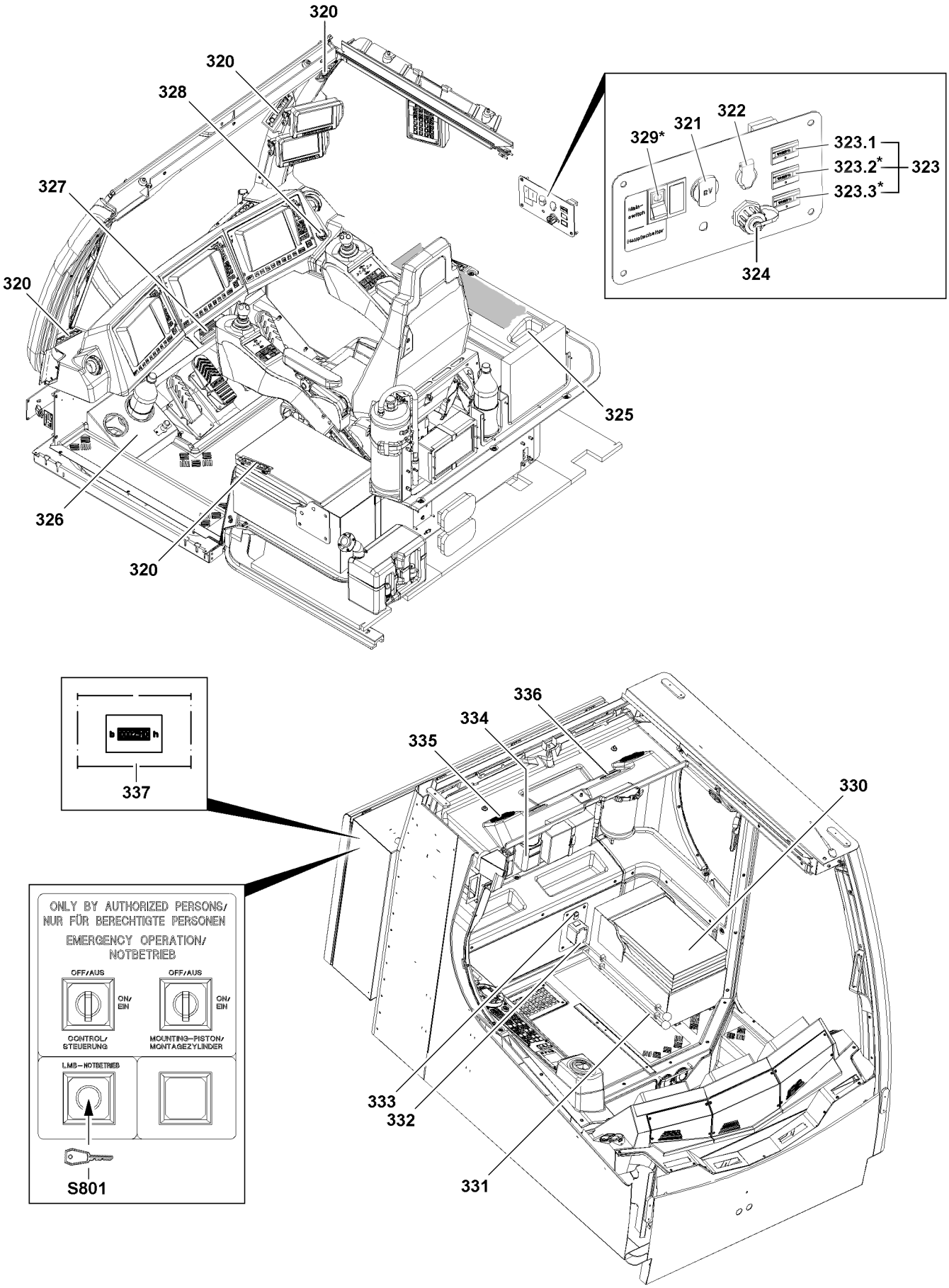

Fig.127916

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2.3 Interfaces

321 12 V socket

322 24 V socket

324 LAN socket

332 230 V socket*

333 12 V socket

2.4 Interior equipment

320 Outlet nozzles

323 Operating hour meter
- **323.1** Operating hour meter
  - Recording of crane operating hours
- **323.2** Operating hour meter*
  - Recording the operating hours of winch 1
- **323.3** Operating hour meter*
  - Recording the operating hours of winch 2

325 Rack

326 Bottle holder

327 Radio

328 Cigarette lighter

329 Toggle switch*
- Shut off / turn on main current circuit

330 Emergency seat

331 Manual control lever

334 Bottle holder

335 Speaker

336 Interior lights

2.5 Control cabinet

337 Operating hour meter
- Recording of crawler operating hours
- **Note**:
  For the narrow track version of the crane, the operating hour meter for the crawler operating hours can be located in the cabinet on the crane chassis.

S801 Key switch
- LMB emergency operation

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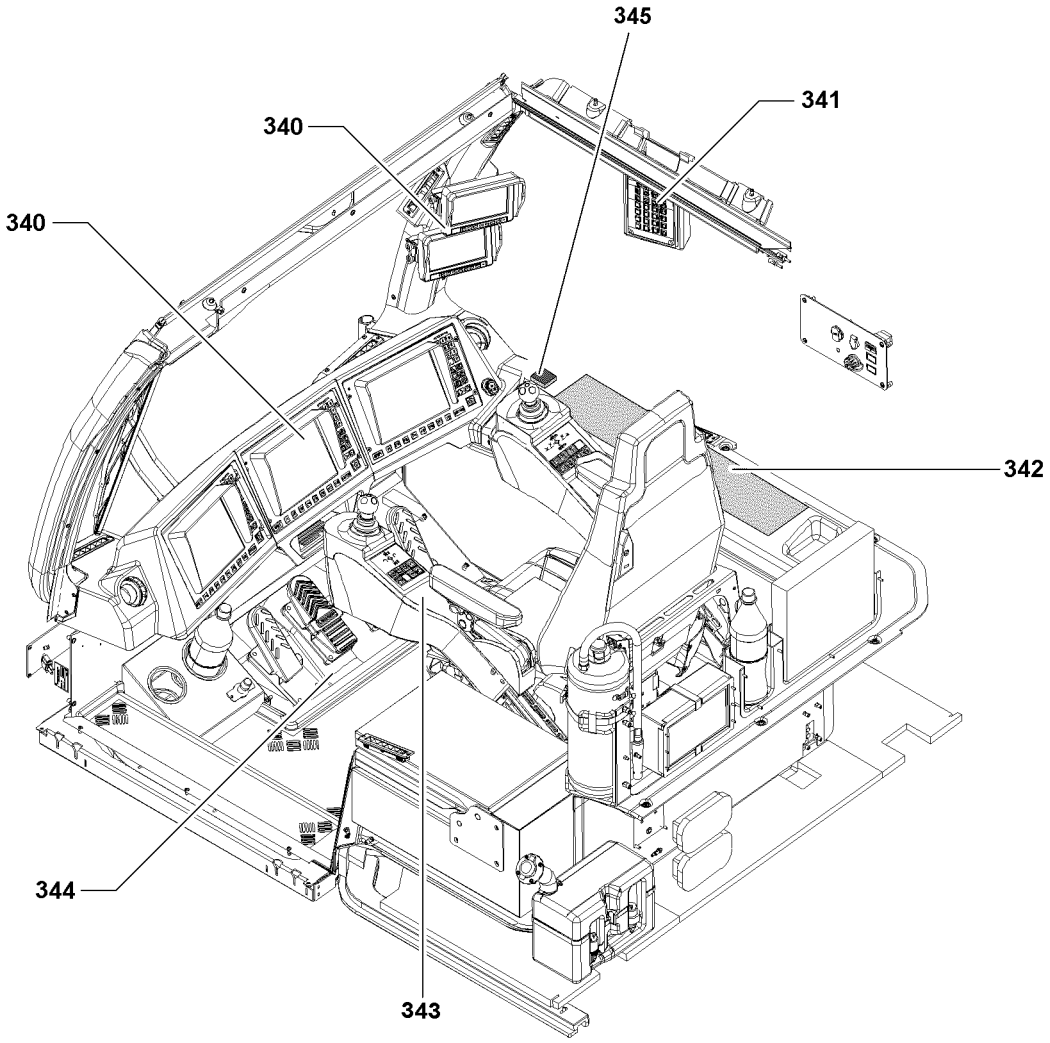

Fig.121864

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3 Operating units in the cab

The following operating units are in the cab:

340 Monitors and displays
341 Operating and control unit - BKE
342 Instrument panel
343 Control platform
344 Pedal carrier
345 HATZ Diesel operating unit***** **345** (installation location is an example)

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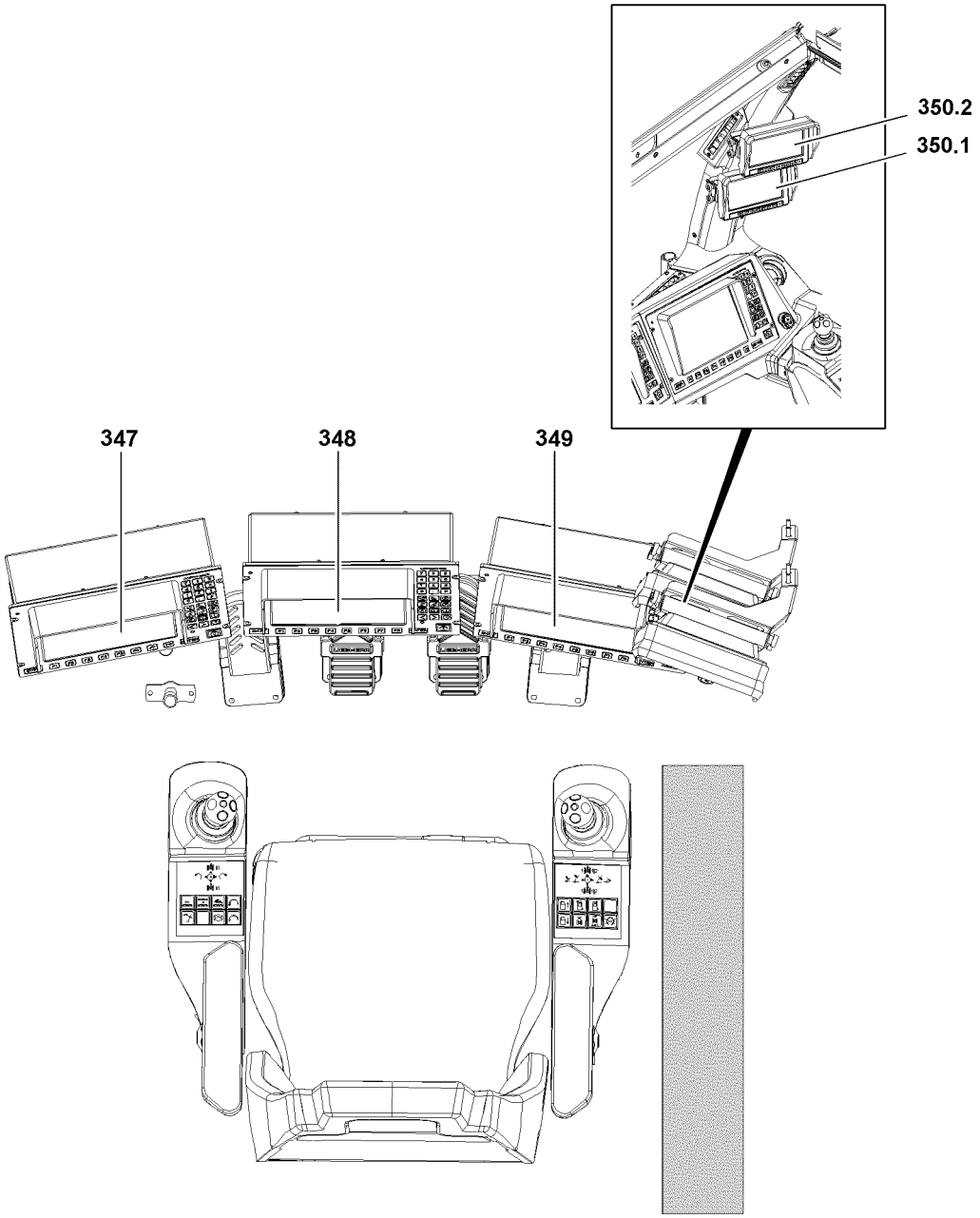

Fig.121865

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3.1 Monitors and displays

3.1.1 LICCON computer system

347 LICCON monitor 2
- User interface for the „LICCON job planner“

348 LICCON monitor 1
- User interface for operation with the „derrick“ boom

349 LICCON monitor 0
- User interface for entry of equipment configurations and for crane operation

3.1.2 Camera monitoring

Assignment of cameras to monitors, see the Electrical wiring diagram.

For a description of the monitor operating buttons, see the manufacturer documentation.

Location of monitors in the cab:

350.1 Monitor 1

350.2 Monitor 2

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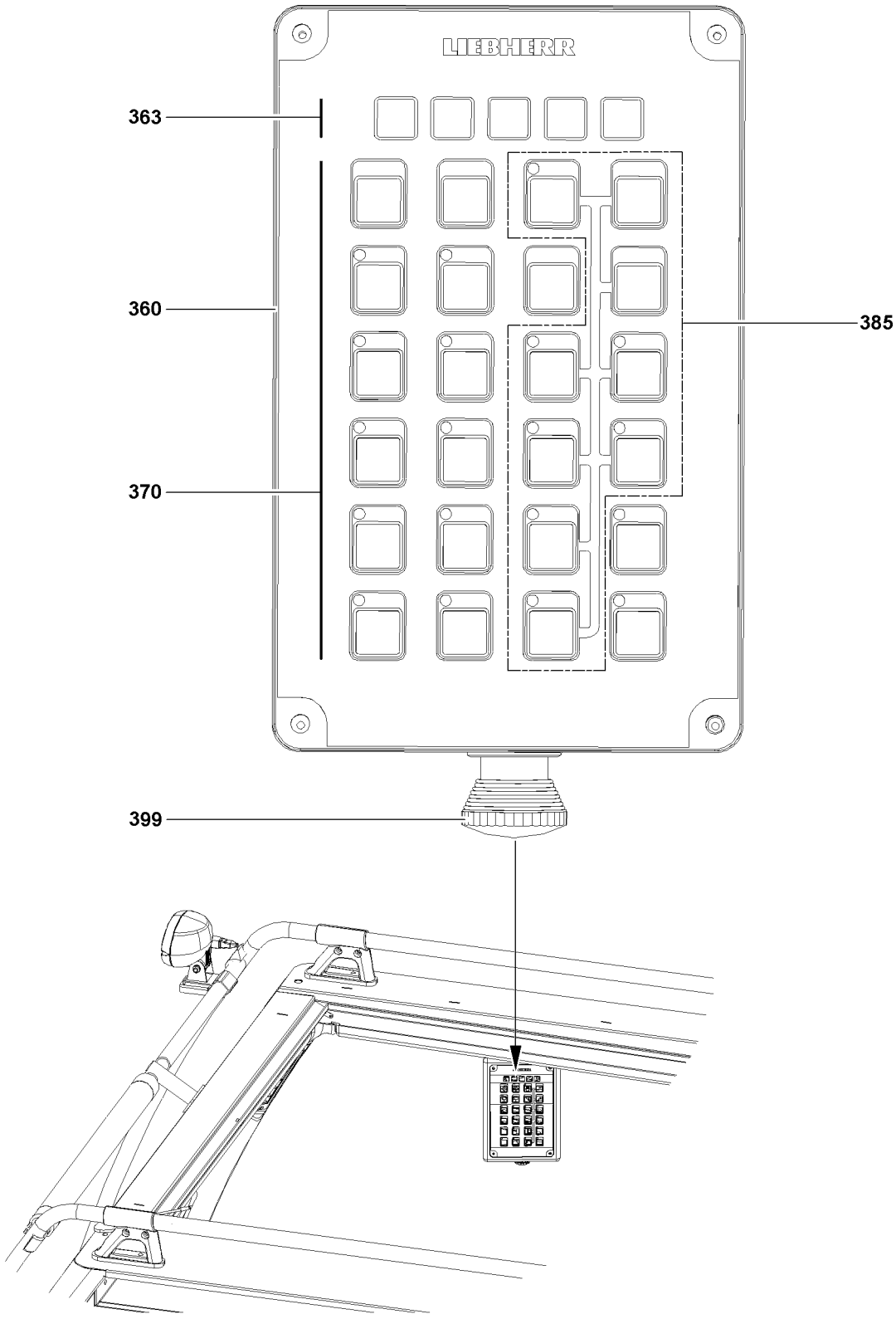

Fig.121862

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3.2 Operating elements on the operating and control unit (BKE)

3.2.1 Operating console

Note
► The indicator lights as well as the operating buttons are described in detail in the following sections.

360 Operating console
- Housing with indicator lights and buttons

399 EMERGENCY OFF switch
- Impact switch

363 Indicator lights on the BKE

370 Operating buttons on the BKE
- Standard assignment

385 Operating buttons on the BKE
- Standard assignment for release controls

3.2.2 Indicator lights on the BKE „363“

Position	Button	LED condition	Description
364	Superstructure engine monitoring	Yellow	Engine preheating active
		Yellow / red blinking	Engine ready to start
		Yellow blinking	Engine preheating Error / problem
		Off	Engine is running (after engine has been started)
		Red	The engine is running, the alternator does not charge
		Red blinking	Engine is running in emergency operation

Position	Button	LED condition	Description
365		**Note:**	Indicator light **not** assigned

Position	Button	LED condition	Description
366	Central lubrication	Yellow + red (orange)	Functional readiness (displayed after engine start for 1.5 seconds)
		Yellow	Lubrication active
		Red	Error / problem
		Off	Central lubrication not active

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Position	Button	LED condition	Description
367		**Note:**	Indicator light **not** assigned

Position	Button	LED condition	Description
368		**Note:**	Indicator light **not** assigned

3.2.3 Operating buttons on the BKE „370“

Note

► With the LEDs in the operating buttons, the operating conditions and problems can be recognized quickly and reliably by the crane driver.

Position	Button	Function	LED	Description
371	Washer pump front window	On		Clean the front window: By pressing and holding the operating button
		Off		By releasing the operating button
			Note:	After releasing the operating button, three additional wipe movements are carried out before the wiper blades return to their original position.

Position	Button	Function	LED	Description
372	Washer pump Roof window	On		Clean roof window: By pressing and holding the operating button
		Off		By releasing the operating button
			Note:	After releasing the operating button, three additional wipe movements are carried out before the wiper blades return to their original position.

Position	Button	Function	LED	Description
373		On	Lights up	By momentarily pressing the operating button (less than one second). By momentarily pressing it further, the interval stage changes incrementally.
	Window wiper for front window	Intermittent	Lights up	There are different interval stages: 1. Interval stage: Wipe with long pauses 2. Interval stage: Wipe with short pauses

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Position	Button	Function	LED	Description
				3. Wipe continuously off
		Off	Off	By pressing the operating button longer (more than one second until a beep sounds) **or** By pressing the operating button briefly (several times, less than one second) until the LED turns off[1)]

Position	Button	Function	LED	Description
374	 Window wiper for the roof window	On	Lights up	By momentarily pressing the operating button (less than one second). By momentarily pressing it further, the interval stage changes incrementally.
		Intermittent	Lights up	There are different interval stages: 1. Interval stage: Wipe with long pauses 2. Interval stage: Wipe with short pauses 3. Wipe continuously off
		Off	Off	By pressing the operating button longer (more than one second until a beep sounds) **or** By pressing the operating button briefly (several times, less than one second) until the LED turns off[1)]

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Position	Button	Function	LED	Description
375	Interior lighting crane cab	On		By opening the door **or** By momentarily pressing the operating button (less than one second). By momentarily pressing it further, the dimmer stage changes incrementally.
		Dim		There are different dimmer stages: 1. Dimmer stage 75 % 2. Dimmer stage 50 % 3. Dimmer stage 25 % 4. Interior lighting continuously off
		Off		By pressing the operating button longer (more than one second) **or** By pressing the operating button briefly (less than one second) several times until the interior lighting turns off **or** If the following conditions are present simultaneously for longer than 30 seconds: – Crane operator's seat not occupied – Cab door closed – Crane engine off

Position	Button	Function	LED	Description
376	Floodlight on rear of turntable	Off	Off	By pressing the button
		On	Lights up	By pressing the button
		On	Blinks	Error / problem

Position	Button	Function	LED	Description
377	Floodlight on front of turntable	Off	Lights up	By pressing the button
		On	Lights up	By pressing the button
		On	Blinks	Error / problem

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Position	Button	Function	LED	Description
378	Floodlight, winch	Off	Off	By pressing the button
		On	Lights up	By pressing the button
		On	Blinks	Error / problem

Position	Button	Function	LED	Description
379	Floodlight pivot section	Off	Off	By pressing the button
		On	Lights up	By pressing the button
		On	Blinks	Error / problem

Position	Button	Function	LED	Description
380	Camera illumination	Off	Off	By pressing the button
		On	Lights up	By pressing the button
		On	Blinks	Error / problem

Position	Button	Function	LED	Description
381	Airplane warning light		**Note:**	There are two different lighting types for the airplane warning light: Continuous light and flashing light 1. Airplane warning light **continuous light** on (LED turns on) 2. Airplane warning light **flashing light** on (LED flashes) 3. Airplane warning light off (LED off) Every press of the „airplane warning light“ button for less than 0.5 seconds changes the light status: OFF ⇒ continuous light ⇒ flashing light ⇒ OFF
		„Off“	Off	Pressing the „airplane warning light“ button for more than 1 second with continuous light Continuous light ⇒ OFF

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Position	Button	Function	LED	Description
382	Floodlight swing „boom“ up	Off	Off	By pressing the button
		On	Lights up	By pressing the button
		On	Blinks	Error / problem

Position	Button	Function	LED	Description
383	Floodlight swing „boom“ down	Off	Off	By pressing the button
		On	Lights up	By pressing the button
		On	Blinks	Error / problem

3.2.4 Operating buttons on the BKE „385“

Note
► For this crane, there are no functions that require a release.

Note
► The „release button“ is active for 30 seconds. If the operating button is pressed during this time, the release time is reset again to 30 seconds. The release stops after 30 seconds.
► A function is triggered by activating the „release button“ and then pressing the corresponding operating button.
► For the listed key combinations, hold the corresponding operating button until the desired end position is reached.

Position	Button	Function	LED	Description
385	Release button		**Note:**	For this crane, there are no functions that require a release. After actuating the „release button“, the functions that require a release can be activated
		On	Lights up	By pressing the button
		Off	Off	By pressing the button **or** as long as no button that requires a release is pressed: Automatically after 30 seconds

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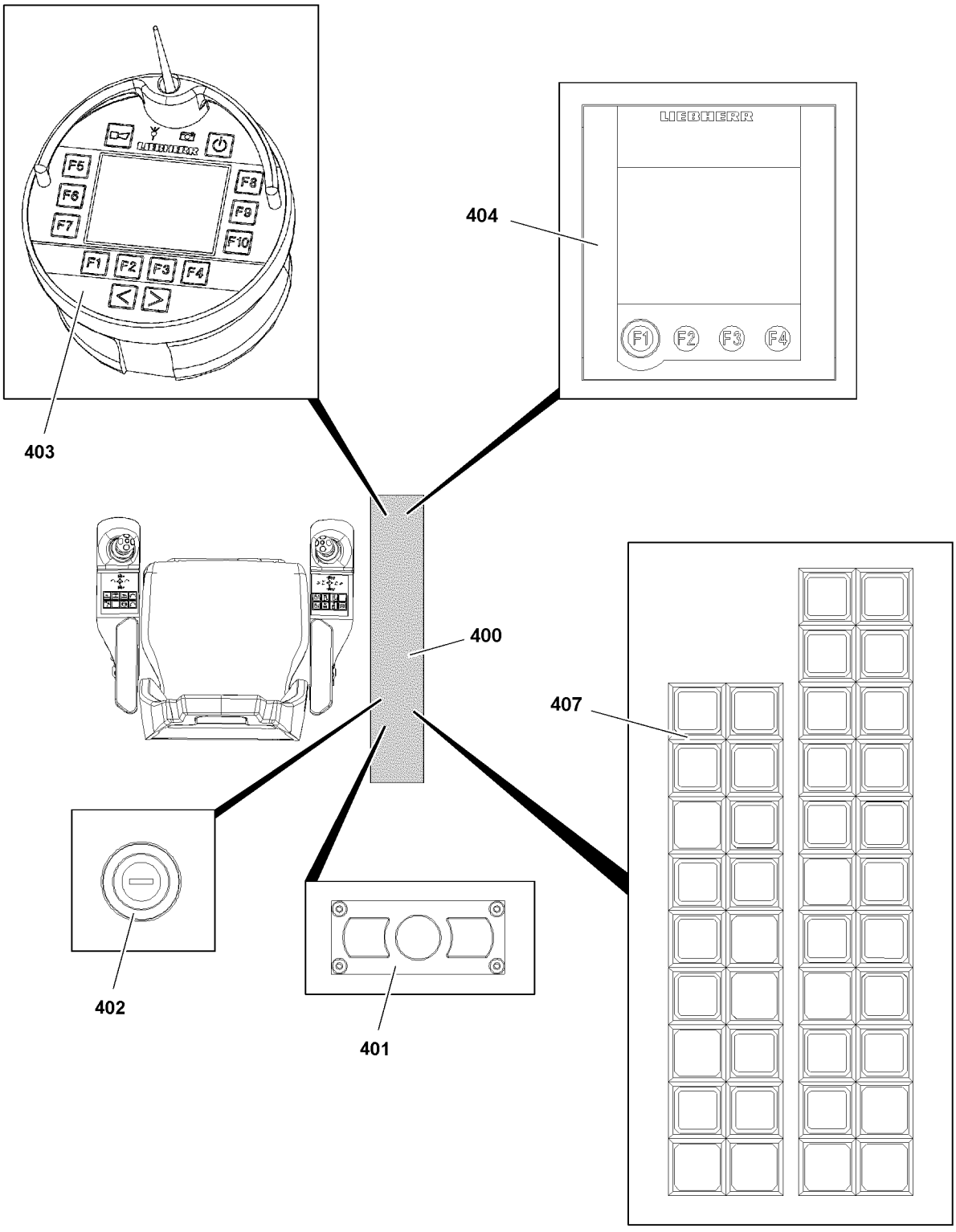

Fig.121860

3.3 Instrument panel

The instrument panel **400** consists of the following elements:

- **401** Micro module*****
- **402** Ignition key switch
- **403** BTT

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– **404** Touch display TE3
  • Heater and air conditioning system
– **407** Keypad
  • Indicator lights and operating buttons
– **408** Keypad
  • Indicator lights and operating buttons

3.3.1 Buttons and switches

Position	Button / switch	Function	LED	Description
433	With „Derrick ballast lifted off“ warning light		Blinks	by actuating the „Derrick ballast lifted off“ key button
			Off	By pressing the button
448	„Derrick ballast lifted off“ key button	On	–	Derrick ballast lifted off the ground, see the Crane operating instructions, chapter 5.35.
			Note:	The „Derrick ballast“ icon is shown lifted off on LICCON monitor 1 (Derrick monitor) when the key button is actuated, see the Crane operating instructions, chapter 4.02.

Position	Button / switch	Function	LED	Description
430		Off	–	By actuating the switch
	Instrument panel lighting	On	–	By actuating the switch

Position	Button / switch	Function	LED	Description
432*			**Note:**	Only available with the narrow track version of the crane.
			Note:	As long as the button is pressed, the ladder moves up until the upper end position of the ladder is reached.
	Cab ladder up	Up	–	By pressing the button

Position	Button / switch	Function	LED	Description
449*			**Note:**	Only available with the narrow track version of the crane.
			Note:	As long as the button is pressed, the ladder moves down until the lower end position of the ladder is reached.
	Cab ladder down	Down	–	By pressing the button

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Position	Button / switch	Function	LED	Description
445		Off	–	Releasing the button interrupts the movement
	Lower the derrick ballast	On	–	Pressing and holding the button lowers the derrick ballast

Position	Button / switch	Function	LED	Description
436		Off	–	Releasing the button interrupts the movement
	Lift the derrick ballast	On	–	Pressing and holding the button lifts the derrick ballast

Position	Button / switch	Function	LED	Description
444		Off	–	Releasing the button interrupts the movement
	Telescope derrick ballast in	On	–	Pressing and holding the button telescopes the derrick ballast in

Position	Button / switch	Function	LED	Description
443		Off	–	Releasing the button interrupts the movement
	Telescope derrick ballast out	On	–	Pressing and holding the button telescopes the derrick ballast out

Position	Button / switch	Function	LED	Description
437		Off	–	Releasing the button releases the compensation cylinder **A** on the derrick ballast
	Block derrick ballast compensation cylinder **A**	On	–	Pressing and holding the button blocks the compensation cylinder **A** on the derrick ballast

Position	Button / switch	Function	LED	Description
438		Off	–	Releasing the button releases the compensation cylinder **B** on the derrick ballast
	Blocking the derrick ballast compensation cylinder **B**	On	–	Pressing and holding the button blocks the compensation cylinder **B** on the derrick ballast

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Position	Button / switch	Function	LED	Description
439		Off	–	Releasing the button interrupts the movement
	Retract the front ballast trailer support cylinder	On	–	Press and hold the button: Support cylinder retracts in the front

Position	Button / switch	Function	LED	Description
442		Off	–	Releasing the button interrupts the movement
	Extend the front ballast trailer support cylinder	On	–	Press and hold the button: Support cylinder extends in the front

Position	Button / switch	Function	LED	Description
440		Off	–	Releasing the button interrupts the movement
	Retract the rear ballast trailer support cylinder	On	–	Press and hold the button: Support cylinder retracts in the rear

Position	Button / switch	Function	LED	Description
441		Off	–	Releasing the button interrupts the movement
	Extend the rear ballast trailer support cylinder	On	–	Press and hold the button: Support cylinder extends in the rear

Position	Button / switch	Function	LED	Description
415		On	On	By actuating the switch: Drive for ballast trailer is added See the Crane operating instructions, chapter 5.35
	Ballast trailer drive	Off	Off	By actuating the switch: The ballast trailer drive is turned off.

Position	Button / switch	Function	LED	Description
417		On	Blinks	Press and hold the button: Sets the wheel sets into Towing position
	Ballast trailer towing		Lights up	The wheel sets are in the Towing position

Position	Button / switch	Function	LED	Description
418		On	Blinks	Press and hold the button: Turn the wheels sets into Parallel driving position
	Parallel travel ballast trailer		Lights up	The wheel sets are in the Parallel driving position

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Position	Button / switch	Function	LED	Description
421	Manual steering correction to the left	On	Lights up	Operating mode Manual steering correction: When pressing and holding the button, the wheel sets turn to the left to drive in tight construction sites.

Position	Button / switch	Function	LED	Description
420	Manual steering correction to the right	On	Lights up	Operating mode Manual steering correction: When pressing and holding the button, the wheel sets turn to the right to drive in tight construction sites

Position	Button / switch	Function	LED	Description
419	Ballast trailer circular travel	On	Blinks	Press and hold the button: Turn the wheels sets into Circular driving position
			Lights up	The wheel sets are in the Circular driving position

Position	Button / switch	Function	LED	Description
412	Assignment of winch 6 to master switch MS3y	On	Lights up	By pressing the button
		Off	–	By pressing the button

Position	Button / switch	Function	LED	Description
425	Pressure supply for auxiliary users		**Note:**	For all functions that are actuated with the hydraulic manual control levers, the pressure supply must be changed over.
		On	–	Pressing the button establishes the pressure supply to the auxiliary users.
		Off	–	By pressing the button

Position	Button / switch	Function	LED	Description
414	Spool the assembly winch up	On	–	Press and hold the button: The assembly winch spools up.
		Off	–	Releasing the button interrupts the movement

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Position	Button / switch	Function	LED	Description
423		On	–	Press and hold the button: The assembly winch spools out.
	Spool the assembly winch out	Off	–	Releasing the button interrupts the movement

Position	Button / switch	Function	LED	Description
447			**Note:**	It can only be turned on with the „engine off“.
	Ballast trailer test system	On	Lights up	Actuating the switch switches from LICCON monitor 1 to the ballast trailer control test system

Position	Button / switch	Function	LED	Description
451		On	Lights up	By actuating the switch
	Hydraulic oil preheating	Off	Off	By actuating the switch

3.3.2 Indicator lights

Note

- ► The „Urea“ indicator light **431** is only available on engines which are equipped with a SCR exhaust aftertreatment system.
- ► If a warning occurrence is present, the indicator light lights up or blinks and a signal sounds.

WARNING

Insufficient Urea in the Urea reservoir or faulty function in the SCR exhaust aftertreatment system!
Due to insufficient Urea level or faulty function in the SCR system, a reduction in engine power can be activated by the engine control or a start block of the engine can be triggered.
The crane operation can be limited.

- ► Add missing Urea in the Urea reservoir in time.
- ► Remedy faulty function in the SCR system immediately.
- ► Observe the national / regional regulations valid on the job site.

Position	Indicator light	Function	LED	Description
431			Off	Urea is available
	Urea		Statically on	Urea is getting low or faulty function of the exhaust aftertreatment
			Note:	Add urea or remedy the malfunction of the exhaust aftertreatment.
			Blinks	Urea almost empty or faulty function of the exhaust aftertreatment
			Note:	Add urea immediately or remedy the faulty function of the exhaust aftertreatment.

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Note

- ► The „SCR exhaust aftertreatment“ indicator light **450** is only available on engines which are equipped with a SCR exhaust aftertreatment system.
- ► If a warning occurrence is present, the indicator light lights up or blinks and a signal sounds.

Position	Indicator light	Function	LED	Description
450	Exhaust aftertreatment		Off	Exhaust aftertreatment is OK
			Blinks	Advance warning: Exhaust aftertreatment
			Statically on	Exhaust aftertreatment is no longer ensured

Position	Indicator light	Function	LED	Description
411	Request engine stop		**Note:**	Pay attention to the system error, remedy the cause of the error immediately, turn the engine off if necessary.
			Lights up or blinks	In case of a warning occurrence

Position	Indicator light	Function	LED	Description
416	Ballast trailer support retracted		Lights up or blinks	Support is moved in

Position	Warning light	Function	LED	Description
434	Ballast trailer control		Lights up or blinks	Error in the control ballast trailer or turn sensor or length sensor is erroneous or missing

3.4 HATZ diesel operating unit*

The HATZ Diesel aggregate supplies the power supply for the air conditioning system.

For description of the operating elements and functions of the operating unit, see documentation of the manufacturer.

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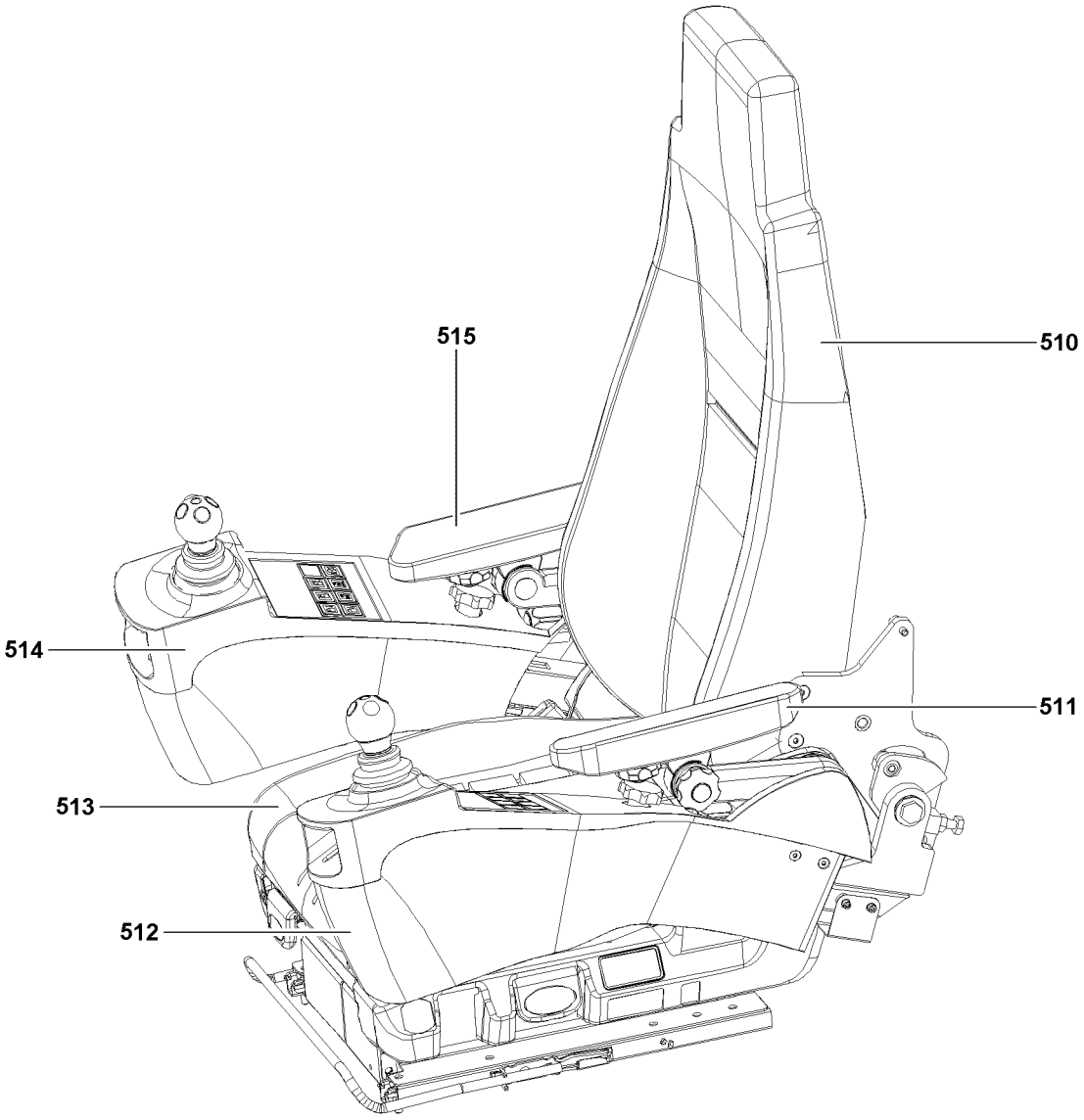

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Fig.104895

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3.5 Control platform operating elements

The control platform consists of the following elements:

510 Crane operator's seat
511 Left armrest
512 Control panel, left
513 Seat contact switch
514 Control panel, right
515 Right armrest

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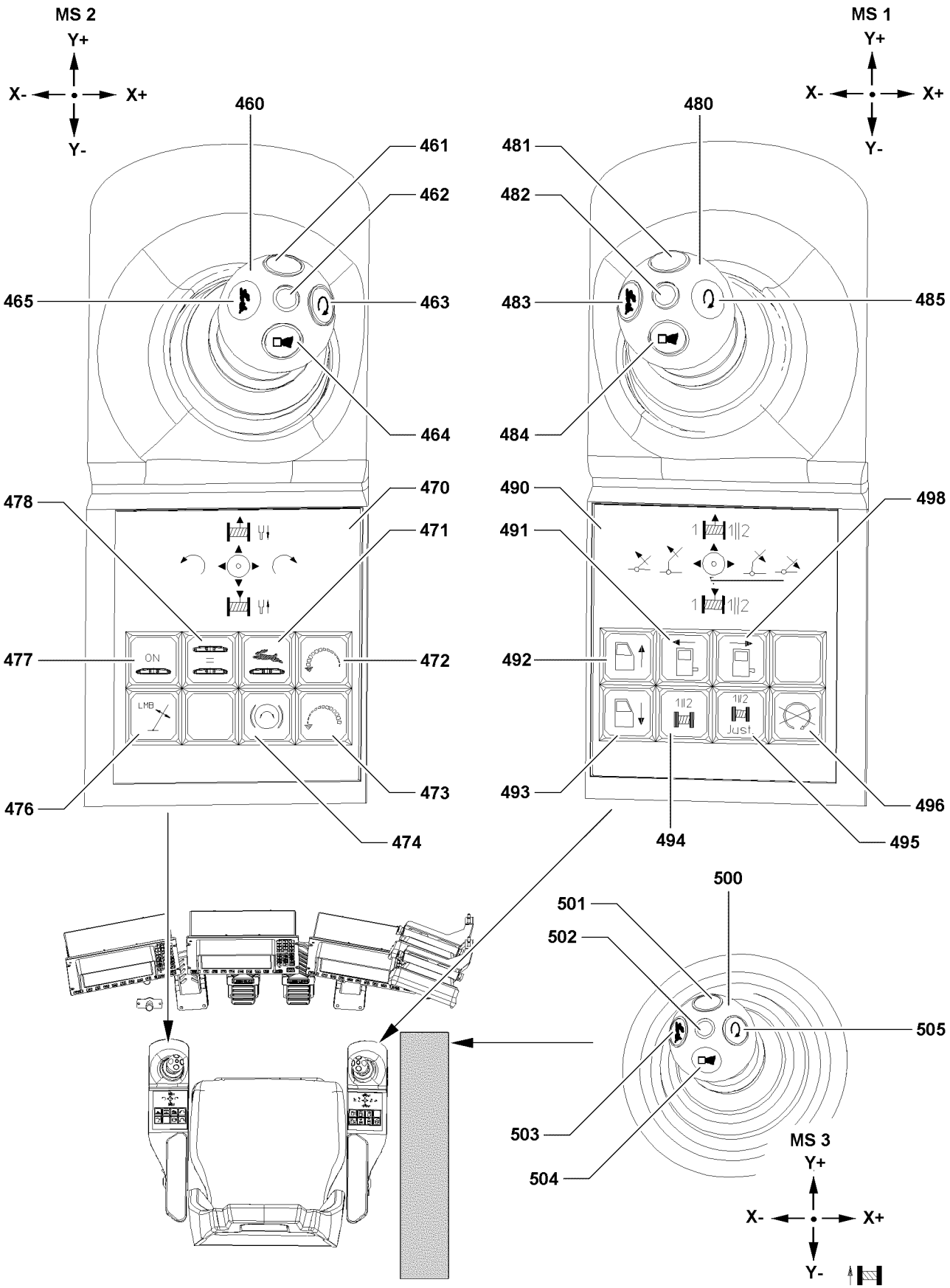

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Fig.121866

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3.5.1 Operating elements on the control panels

Control panel, left

Master switch assignment MS 2:

460 Left master switch (MS 2)
- **Note:**
  For assignment of master switch to operating modes, see the Crane operating instructions, chapter 4.05!

461 Button
- Bypass of the seat contact switch. **Or** if the seat contact switch is actuated: Activation of the vibration sensor **462**.

462 Vibration sensor
- Turn sensor and winches

463 Button
- Engine rpm lock
  Note:
  By pressing the button **463** the engine rpm is locked in the current state.

464 Button
- Horn

465 Button
- Power Plus activation, crane operation

Control panel fittings:

470 Control panel fittings

471 Switch with indicator light
- Crawler rapid gear on / off

472 Button
- Increase the engine rpm

473 Button
- Decrease the engine rpm

474 Switch with indicator light
- Turn the slewing gear brake slewing gear off / on
  Note:
  The indicator light lights up when the slewing gear brake is „on“.

476 Button
- Exceeding the overload protection, used to luff in with suspended load.
  DANGER
  The exceedance may only be carried out if the overload was caused by luffing down with a freely suspended load and the crane operator is absolutely certain that luffing up the load will take it out of the overload range.

477 Switch with indicator light
- Crawler operation on / off

478 Switch with indicator light
- Crawler parallel driving on / off

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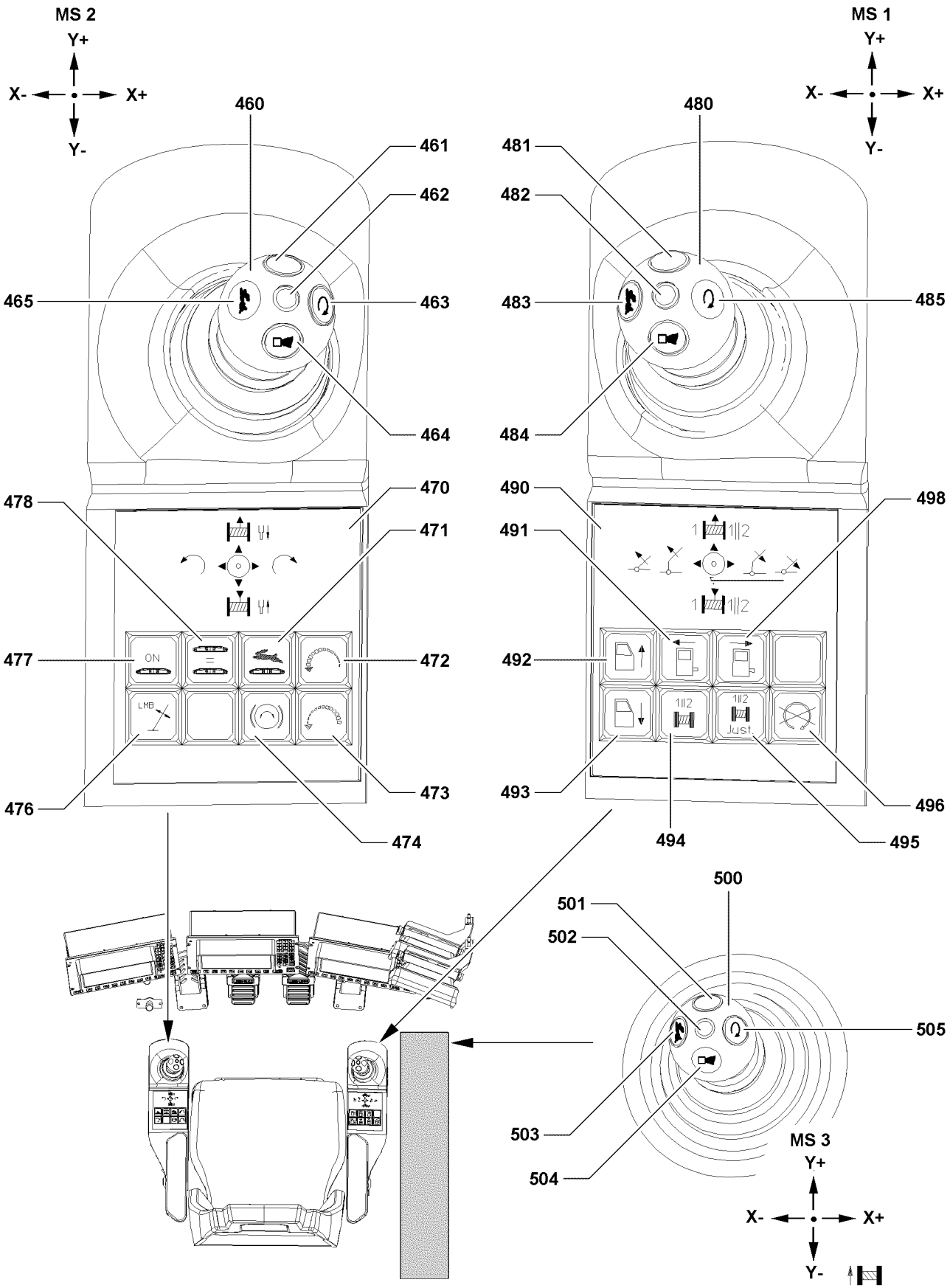

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Fig.121866

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Control panel, right

Master switch assignment MS 1:

480 Master switch - right (MS 1)

481 Button
- Bypass of the seat contact switch. **Or** if the seat contact switch is actuated: Activation of the vibration sensor **482**.

482 Vibration sensor
- Turn sensor and winches

483 Button
- Power Plus activation, crane operation

484 Button
- Horn

485 Button
- Engine rpm lock
  Note:
  By pressing the button **485** the engine rpm is locked in the current state.

Control panel fittings

490 Control panel fittings

491 Button
- Swing the cab into working position

492 Button
- Tilt the cab upward

493 Button
- Tilt the cab downward

494 Switch with indicator light
- Parallel operation Winch 1II2

495 Button
- Adjust parallel control winch 1II2
  Note:
  Adjust parallel control winch 1II2, see the Crane operating instructions, chapter 4.05.

496 Button
- Engine stop

498 Button
- Swing the cab into the transport position

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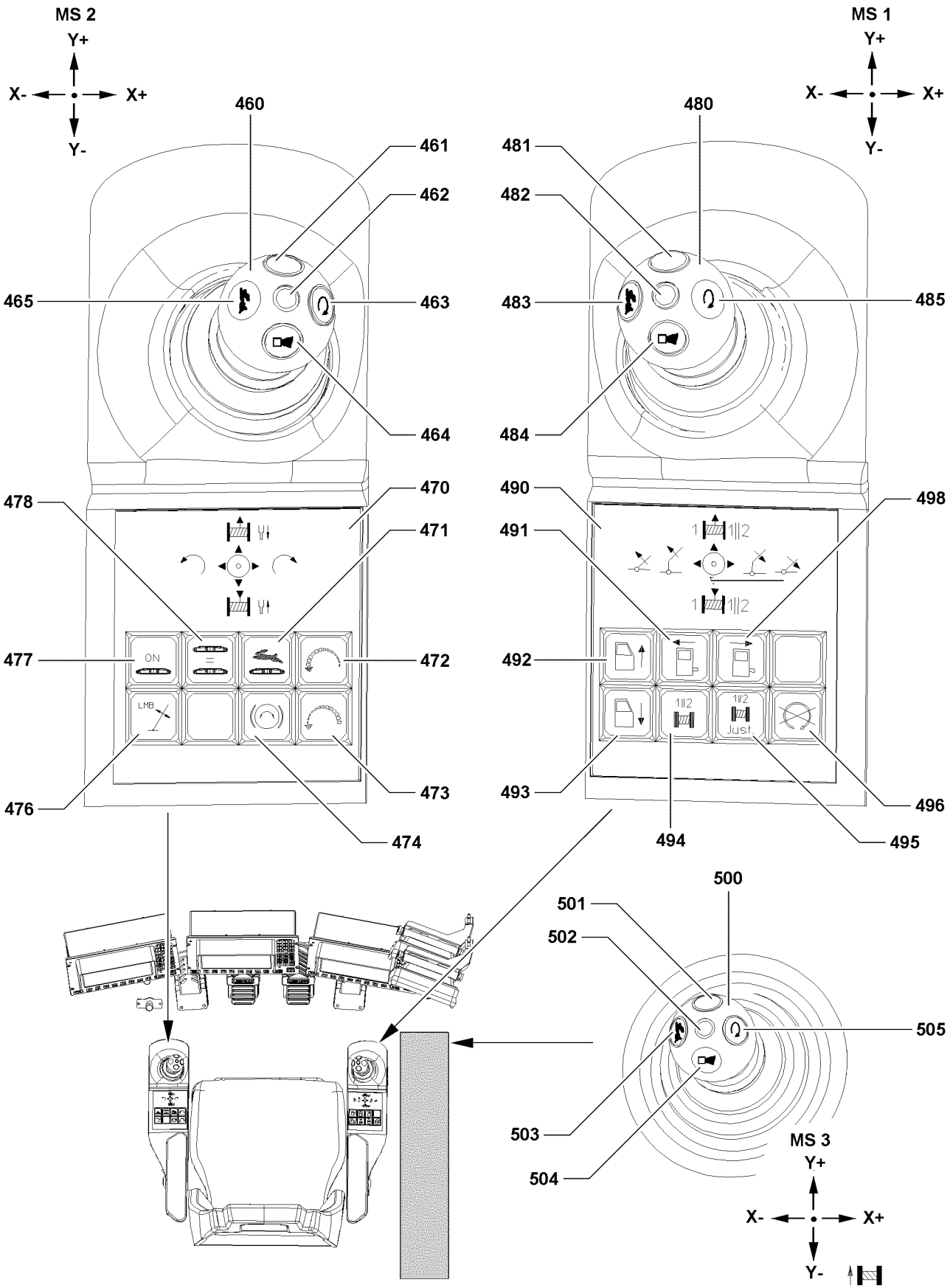

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Fig.121866

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3.5.2 Master switch (MS) 3 operating elements

500 Master switch (MS 3)

501 Button
- Bypass of the seat contact switch. **Or** if the seat contact switch is actuated: Activation of the vibration sensor **502**.

502 Vibration sensor
- Turn sensor and winches

503 Button
- Power Plus activation, crane operation

504 Button
- Horn

505 Button
- Engine rpm lock
  Note:
  By pressing the button **505** the engine rpm is locked in the current state.

3.5.3 Crane operator's seat operating elements

Note

► For detailed description of operating elements to adjust the crane operator's seat, see Crane operating instructions, chapter 4.03.

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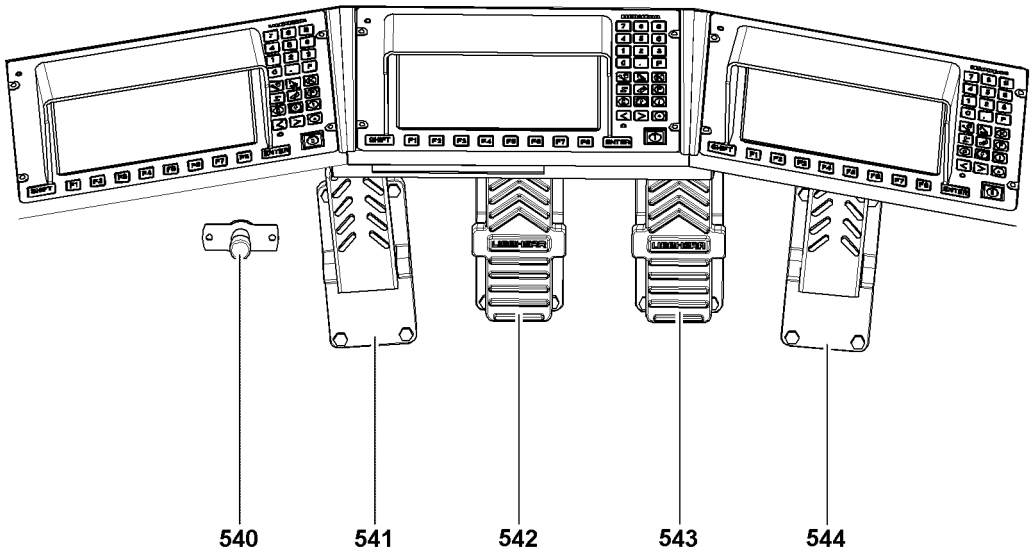

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Fig.104896

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3.6 Pedal carrier

540 Foot button
- Slewing gear freewheeling

541 Pedal
- Slewing gear brake

542 Foot rocker (MS4)
- Drive the crawler forward or backward on the left side

543 Foot rocker (MS5)
- Drive the crawler forward or backward on the right side

544 Pedal
- Engine regulation

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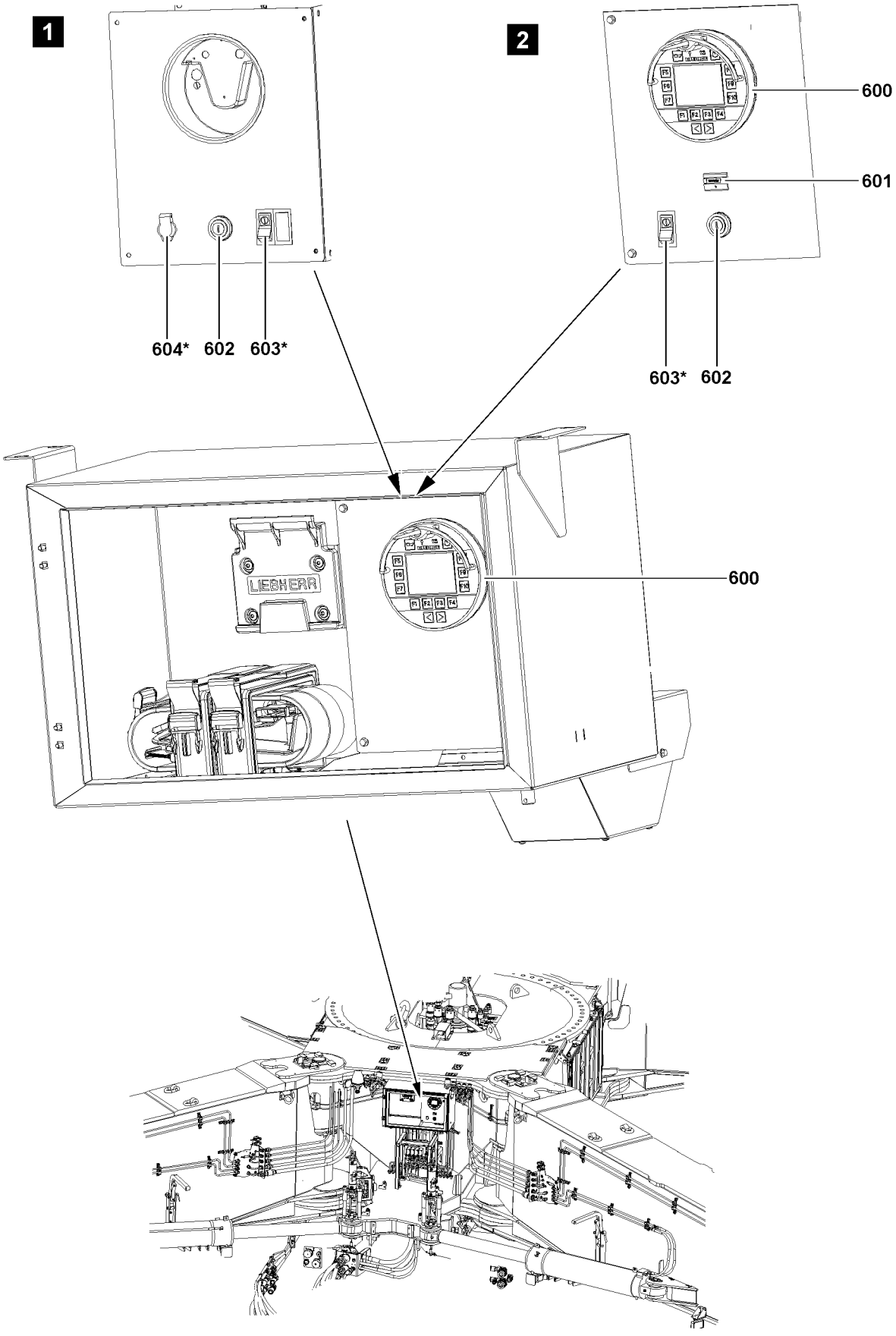

Fig.113579

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4 Crane chassis control units

4.1 Cabinet equipment

Note

- ► Only available in connection with cranes with narrow tracks.
- ► Depending on the equipment of the crane, the number and the version of the control elements can differ, see illustration **1** and illustration **2**.

600 Charging cradle

Note:

The rechargeable battery of the BTT is recharged as soon as theBTT is plugged into the charging cradle **600**.

For a detailed description of the „BTT“, refer to the Crane operating instructions, chapter 5.31!

601 Operating hour meter*****

- Recording of crawler operating hours
- **Note**:

  Depending on the version of the crane, the operating hour meter for the crawler operating hours can be in the control cabinet or in the crane operator's cab.

602 Ignition switch

- Start the engine

603 Rocker switch*****

- Shut off / turn on main current circuit

604 24V socket*****

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4.02 LICCON computer system

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Fig.199898

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1 General

Note
- ► The monitor illustrations in this chapter are only examples!
- ► The numerical values in the individual icons and charts do not have to necessarily match the crane exactly!
- ► Numbers and letters can be replaced by place holders!
- ► In addition, many of the illustrations show the maximum configuration of the LICCON monitor with icons!
- ► During normal crane operation, an identical display will **not** appear on the LICCON monitor!

The LICCON computer system is a computer system for controlling and monitoring mobile and crawler cranes. In addition to the overload protection (Load torque limiter = **LMB**) there are a number of application programs that can be used for controlling and monitoring the crane movements.

Currently the LICCON computer system includes the following application programs:
- Set up program
- Crane operation program
  - Crane operation program on monitor 0
  - Crane operation program on monitor 1
- The Control parameter program
- Support program (only narrow track crawler travel gear)
- Working range limitation program*
- Engine monitoring program
- LICCON computer system in stand-by mode

The electrical and electronic components are linked via data bus transmission technology (Liebherr System Bus = LSB).

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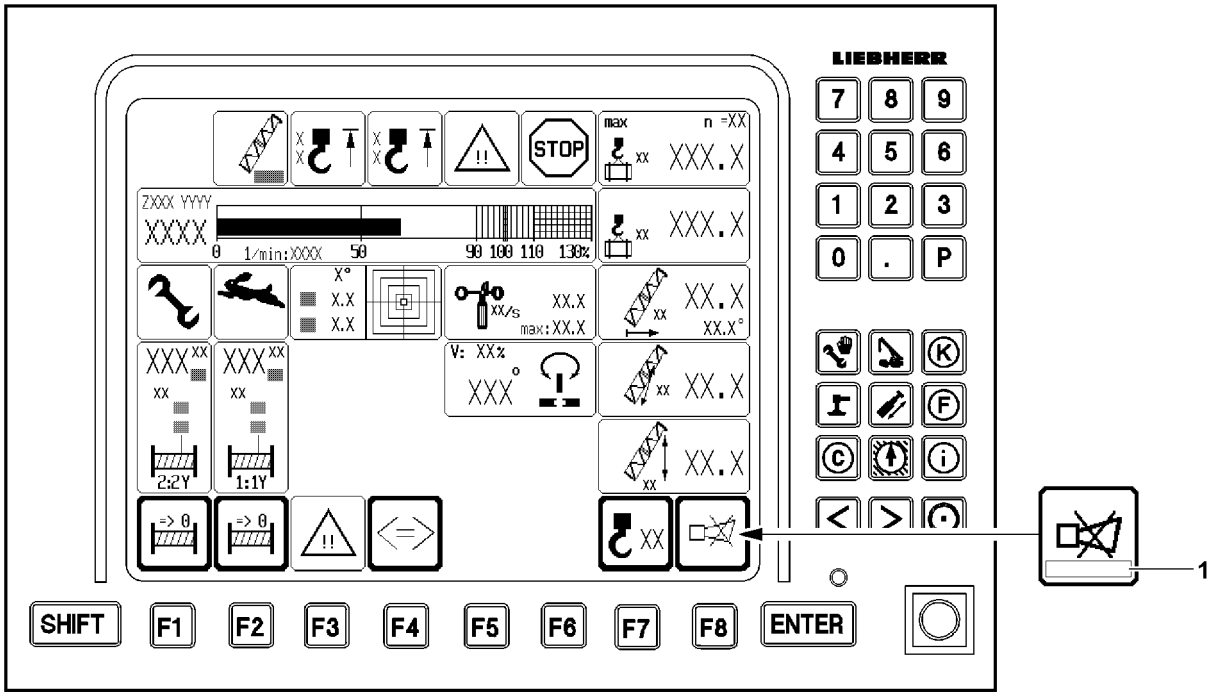

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Fig.112991

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1.1 Overload protection (LMB)

The overload protection is implemented in microprocessor CPU 0 of base assembly 0. The LICCON computer system works on the principle of comparing the current / actual load with the „maximum permissible load according to the load chart and reeving“.

1.1.1 Actual load

The current load is determined by recording variable values.

The **load on the crane** results from the load momentum and the boom momentum together. It exerts a force in the boom guying, which is measured by force test sensors.

The **boom momentum** is calculated from angle sensor information (boom angle) and the crane data (boom weights) for the set operating mode.

The **boom radius** is calculated with data from the angle sensors (boom angle) and the geometric data for the set operating mode. This also considers the boom deflection due to its own weight and the weight of the load.

The actual load is calculated from the total load, the boom momentum and the boom radius.

1.1.2 Maximum load according to load chart and reeving

Crane data such as load charts, boom weights and geometry data are stored in the central data memory of the LICCON computer system.

The „maximum load according to the load chart and reeving“ is constantly determined for the set up configuration, for the set reeving and for the calculated boom radius, based on the load charts.

1.1.3 Comparison

The actual load and the „maximum load according to the load chart and reeving“ are compared. When they approach the specified limit, an advance warning is issued. If the specified limit is exceeded, a LMB STOP is triggered due to overload. When a LMB STOP is triggered, load moment increasing crane movements are shut off.

1.2 Error messages

The LICCON computer system monitors the crane permanently for operating / system errors.

If errors occur, error messages **1** are issued. Error messages appear in the horn icon of LICCON monitor 0.

Note

- ► Always pay attention to error messages **1**!
- ► For the procedure in case of error messages, see the Diagnostics manual and the respective chapter in the Crane operating instructions!

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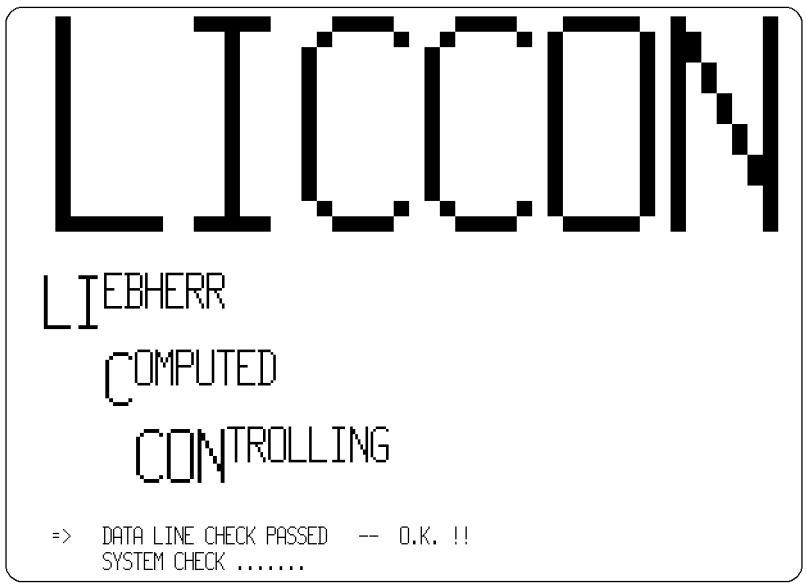
1



2

3

Fig.199899

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2 Booting up the LICCON computer system

There are two operating modes for the LICCON computer system:
- The LICCON computer system in normal mode (crane engine turned on).
- The LICCON computer system in stand-by mode (crane engine turned off).

Starting in normal mode:
- Boot up of LICCON computer system in connection with a started crane engine.

Starting in stand-by mode:
- See Section „LICCON computer system in stand-by mode“.

After it is turned on, the LICCON computer system performs a self test.

First the connections from the microprocessor CPU (CPU 0) to the monitor are checked. If no error was found during the test, then the monitor shows the message „O.K. !!“, see illustration **1**.

If the test finds no connection problems, there is a system test of all the microprocessor CPUs. The incremental sequence of the self test can be monitored on the 7 segment displays of the CPUs. If no error was found during the system test, then the monitor shows the message „O.K. !!“, see illustration **2**.

Shortly after that, this general initialization screen appears on the monitor, see illustration **3**.

Note
Error during LICCON computer system boot up!
If an error is found while the LICCON computer system boots up, then the boot up procedure is interrupted!
► For the procedure if an error occurs while the LICCON computer system boots up, see the Diagnostics manual!

3 Operating mode preselection on the LICCON computer system

WARNING
Danger of accident due to deviating set up configuration!
If the set up configuration and the operating mode of the crane set on the LICCON computer system **do not** match, then the crane can be overloaded without being noticed and topple over!
Personnel can be severely injured or killed!
► In the operating mode preselection, only the operating mode that actually corresponds to the equipment set up configuration of the crane may be selected!

If the start procedure is completed successfully after a successful self test of the LICCON computer system, the following appears on:

- **LICCON monitor 0** the operating mode preselection screen for approx. 3 seconds
- **LICCON monitor 1** the title screen with the words: **„LIEBHERR-WERK EHINGEN“**

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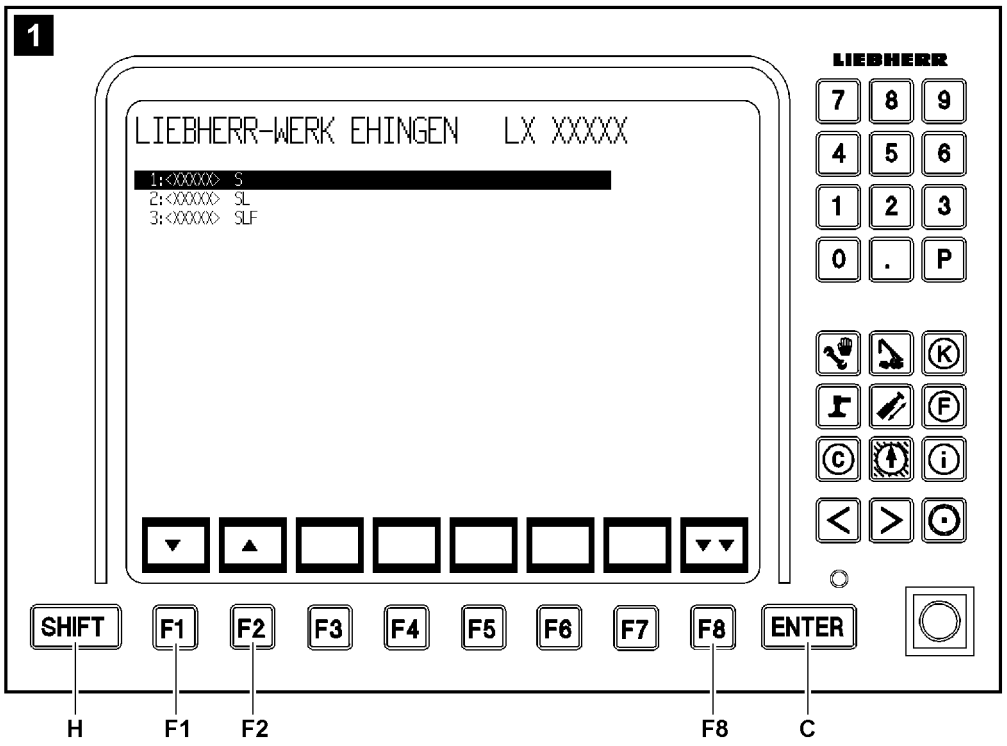

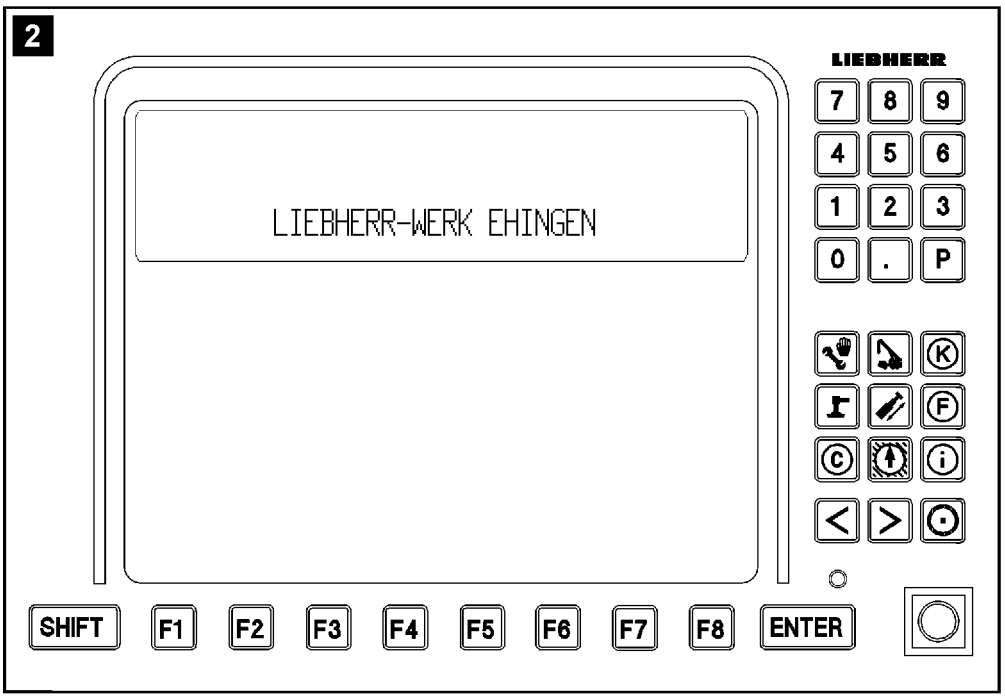

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Fig.112992

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3.1 LICCON monitor 0

After successful starting procedure, the operating mode preselection screen appears on the **LICCON monitor 0** for approximately three seconds, see illustration **1**.

Note
- ► The operating mode preselection screen is skipped if the crane only has one level! For example: The crane has only one S-boom (only S-operation possible)! In this case, the system changes directly to the set up screen for the only possible level!
- ► If the memory loses its data (for example as a result of a cold start) the previous operating mode is „rejected“ and the first operating mode in the operating mode selection menu is activated! In this case, the corresponding set up screen appears!

The function key **F1** or the function key **F2** is pressed within three seconds when the operating mode preselection screen appears.

Result:
- – The operating mode preselection screen is retained until the settings are confirmed by pressing the function key **F8** or the ENTER key **C**.

Note
- ► If neither the function key **F1** nor the function key **F2** are pressed within three seconds, then the last active operating mode remains set. The corresponding set up screen appears automatically!

To select the required operating mode group for crane operation, press the function key **F1** (cursor down) or function key **F2** (cursor up).

Note
- ► The selected operating mode group is highlighted in black in the operating mode preselection screen on the monitor!

Press the function key **F8** or the ENTER key **C**.

Result:
- – The set operating mode group is taken over in the LICCON computer system and the set up program appears with the corresponding set up screen.

3.2 LICCON monitor 1

After a successful starting procedure, the title screen with the following words appears on the **LICCON monitor 1**: **„LIEBHERR-WERK EHINGEN“**, see illustration **2**.

Note
- ► Depending on the set up configuration of the crane, it is possible that a note for an operating mode appears!

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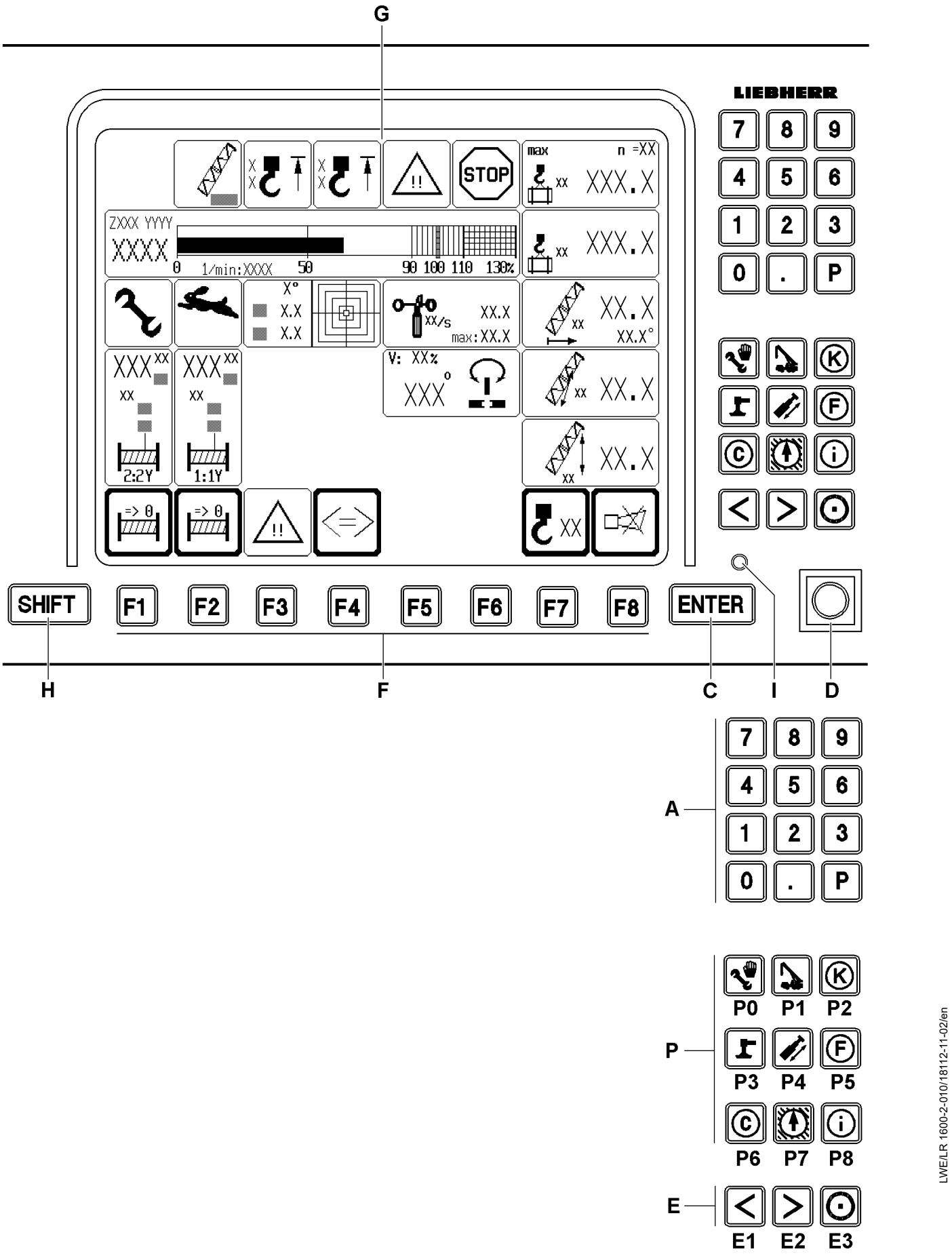

Fig.112357

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4 Operating elements of the LICCON computer system on monitor 0

The functions of the individual monitor operating elements are program-dependent and can differ, depending on the LICCON program that is currently running. This will be described in more detail in the description of the individual LICCON programs.

A Keypad

P Program keys
- Selection of the individual LICCON programs

P0 Set up
- SHIFT **H** and program key **P0**: Engine monitoring

P1 Crane operation

P2 Crane acceptance
- Correction coefficients (program blocked - for LIEBHERR service personnel only)

P3 Crane support
- Only narrow track crawler travel gear!

P4 —
- Program key not assigned!

P5 Winch -pulley head assignment screen
- Selecting a pulley head and assigning it to winches
- Entering the hook block weight

P6 Control parameter

P7 Working range limitation*****

P8 Test system
- **Note:**
  For a description of the test system, see the Diagnostics manual!

C ENTER input key
- Confirmation of changes

D Set up key
- Zero position (not actuated):
  Normal operation.
- Touching:
  The „Exceedance of shut off limits of LICCON overload protection“ function is released and / or the hoist limit switch is bypassed
  Observe the section „Special functions“.

Note

► By actuating the set up key **D**, all erection / take-down procedures for which no load charts are available can be carried out within the erection / take down charts!

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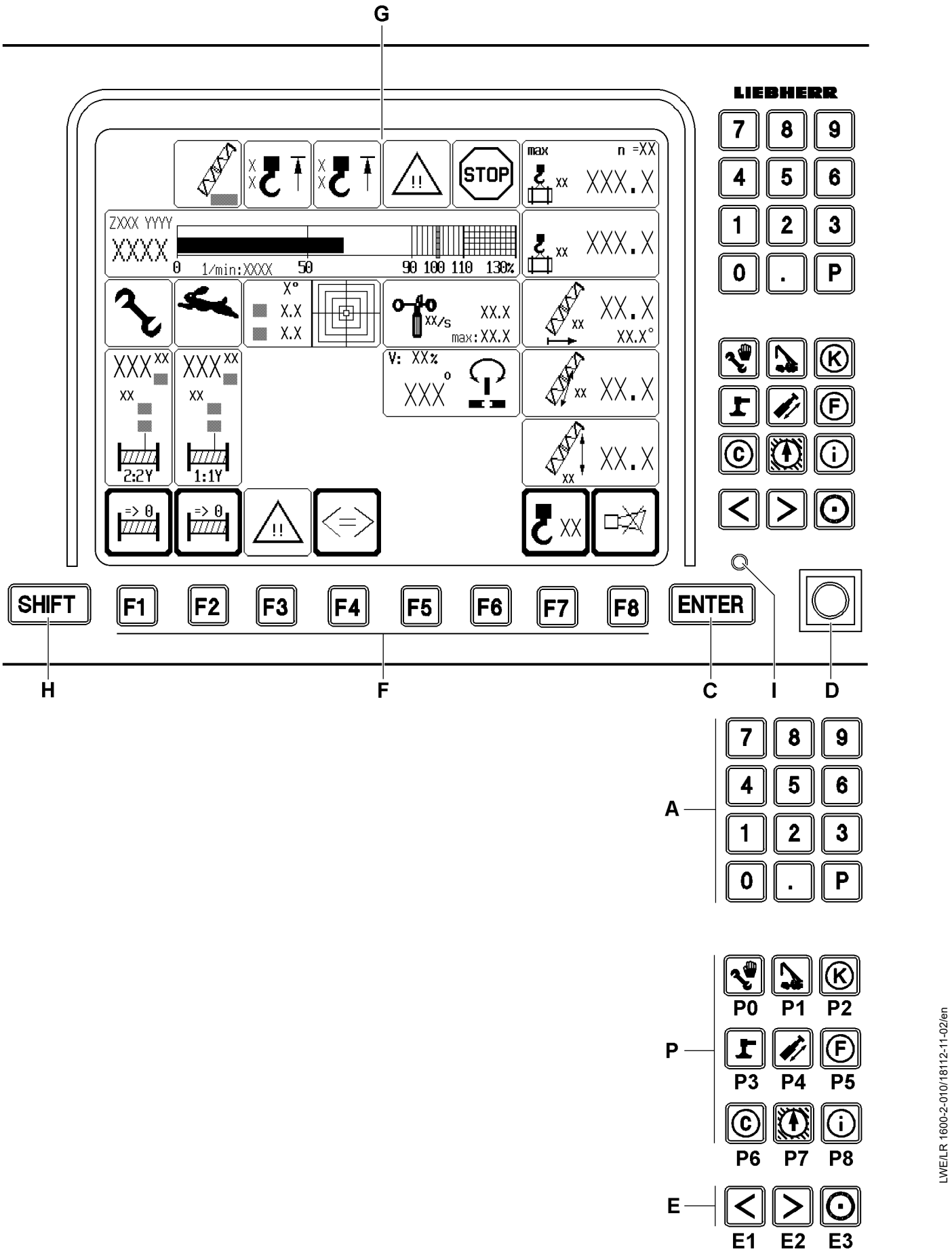

Fig.112357

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E Special function keys
- Monitor brightness adjustment
- Key combination **E3** and **E1**: Turn background illumination on / off
- Key combination **E3** and **E2**: Brightness adjustment in three stages
- **Note:**
  Additional functions of the special function keys are program-dependent and are explained further in the description of the individual LICCON programs.

F Function keys
- The function keys should always be viewed in conjunction with the function key icon line displayed on the monitor.

G Display
- Display of the individual programs (example: crane operation program)

H SHIFT key
- Change over key
- Second-level key assignments, for example „Supervisory function“

I LED display
- Monitor supply voltage present

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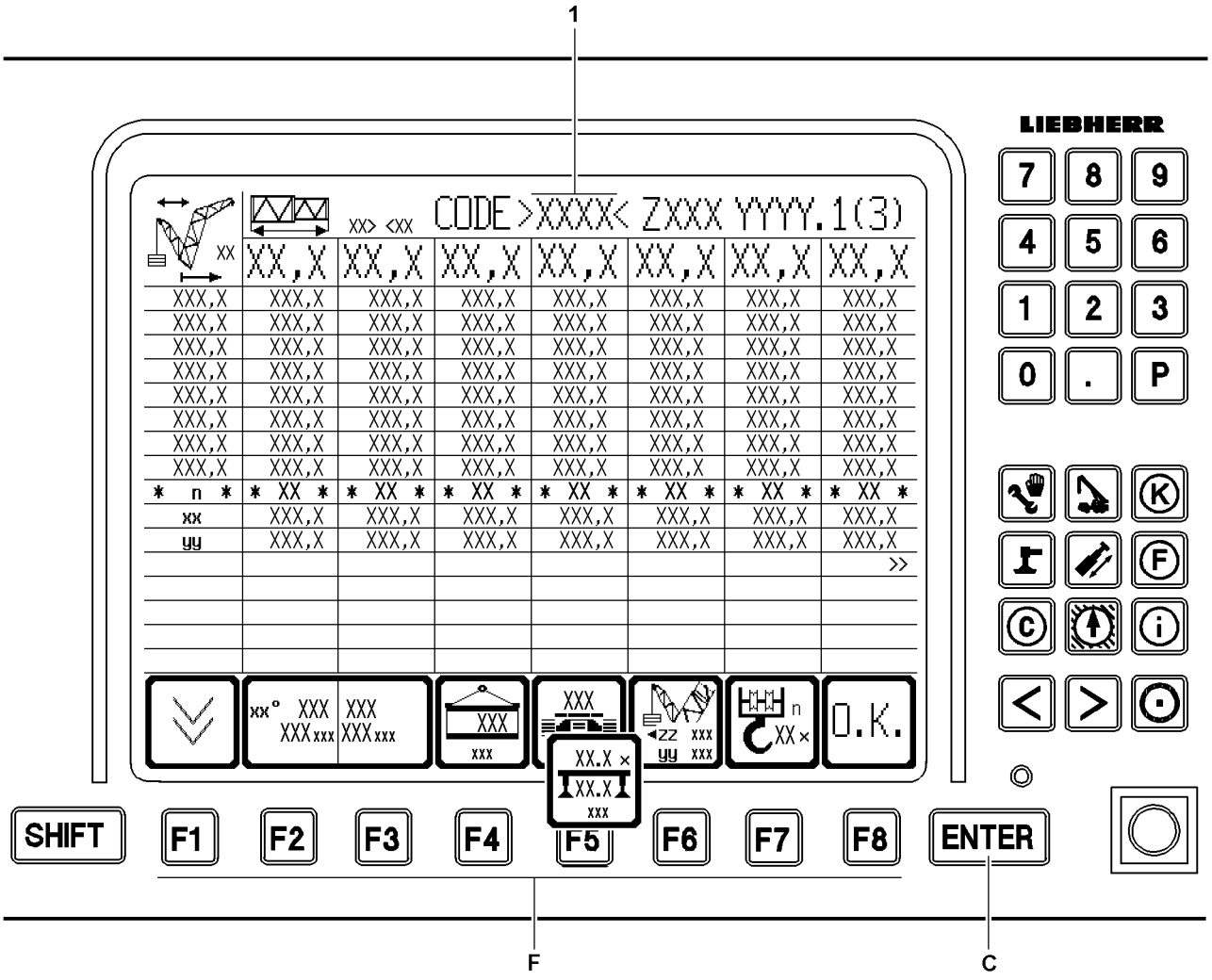

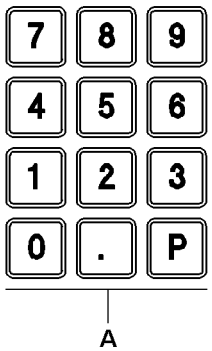

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Fig.112996

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5 The set up program

After the LICCON computer system boots up correctly, it switches automatically to the set up program.

Note
► All entries and settings that are made by the crane operator in the set up program can only be carried out on **LICCON monitor 0**!

Note
Adjustment and display of set up configuration and reeving!
► Normally, the most recently run set up configuration and the reeving used at that time will be automatically set and displayed!
► After rebooting the computer system following a component replacement or an update, the set up screen can display the first valid set up configuration (first valid operating mode and reeving number „0“)!

Using the set up program, the crane operator can set the current operating mode, the current set up configuration of the crane and the reeving number of the hoist rope.

In addition, in the set up program he can also see all the load charts programmed into the LICCON computer system.

5.1 Setting the operating mode and set up configuration

The crane operator can select the operating mode and the set up configuration with the function keys **F** or by entering a 4-digit short code **1**.

5.1.1 Setting the operating mode and set up configuration via the function keys

The function keys **F** are explained in the section „Function key line“ in this chapter.

► Select the respective function keys **F**.
► Press the ENTER key **C** to confirm and accept the settings.

Result:

– The data of the selected load chart can be viewed.

5.1.2 Setting the operating mode and set up configuration via the 4-digit short code

► Enter a 4-digit short code **1** with the keypad **A** on **LICCON monitor 0**.
► Press the ENTER key **C** to confirm and accept the settings.

Result:

– The data of the selected load chart can be viewed.

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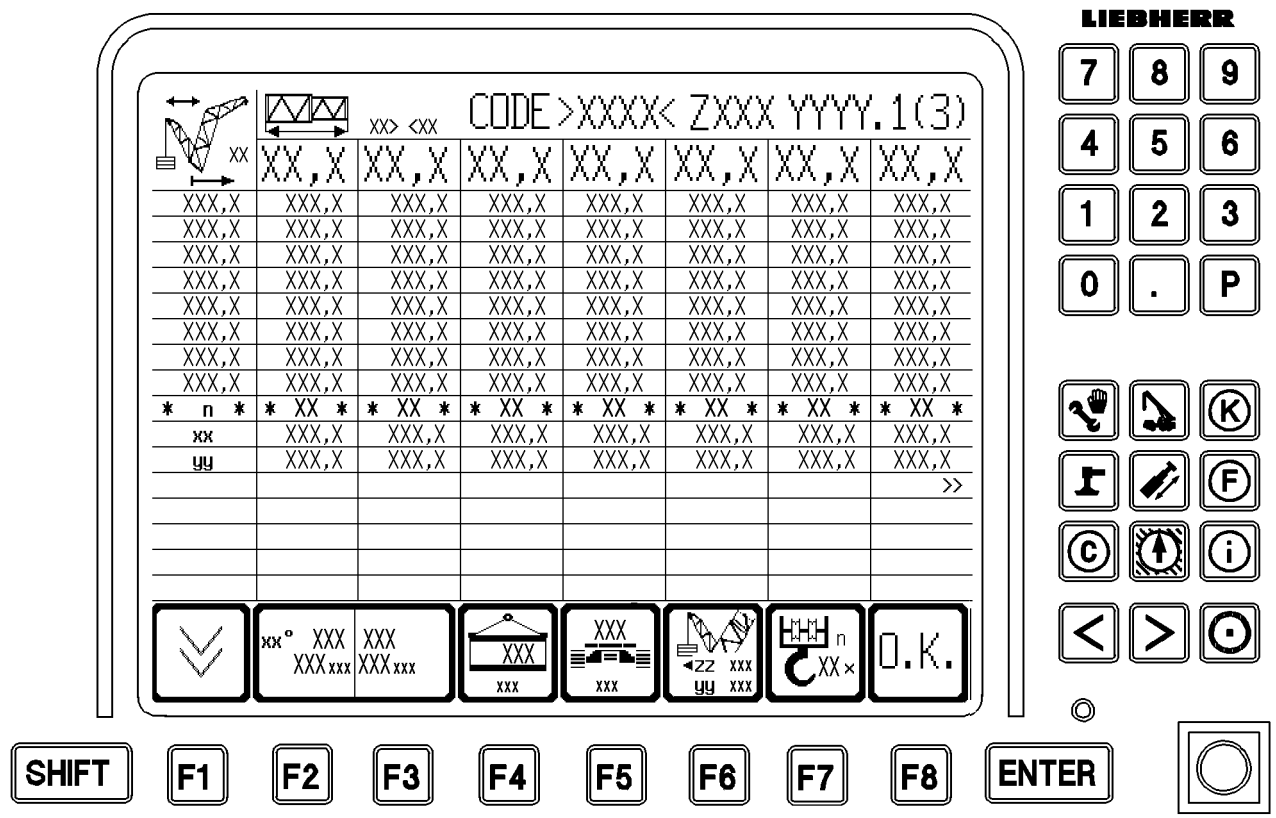

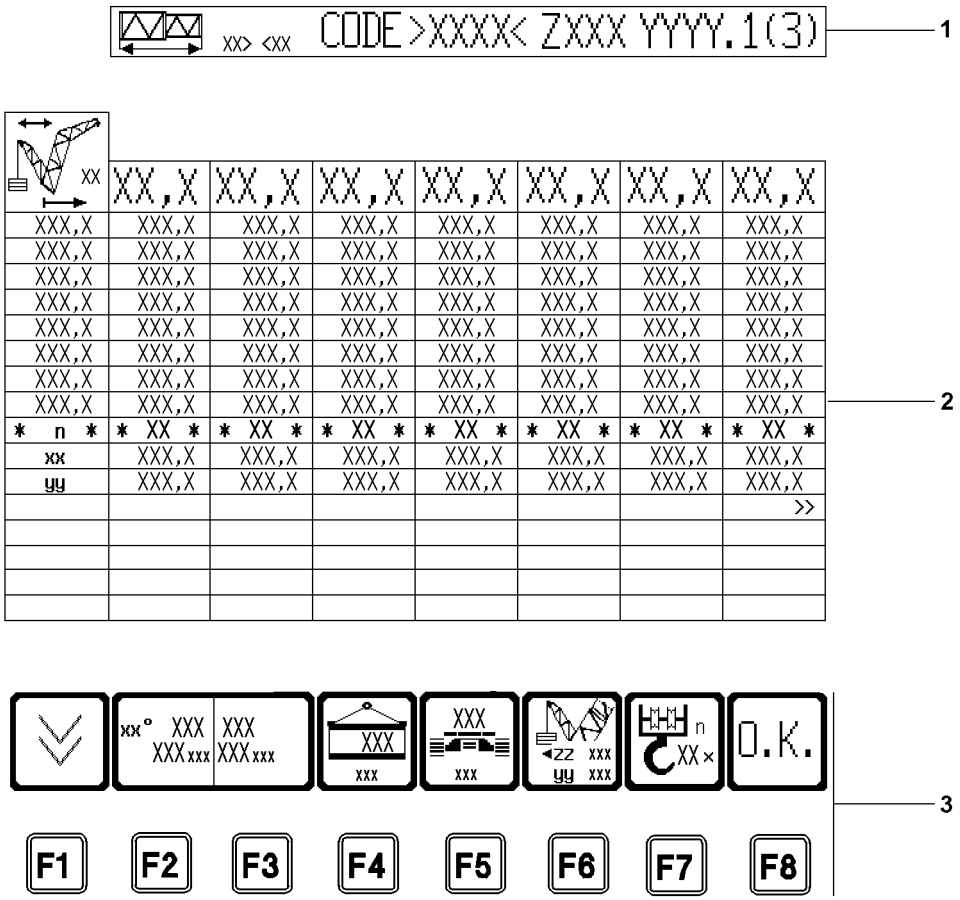

Fig.113279

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5.2 Set up program areas

Note
- ► The monitor illustrations in this chapter are only examples!
- ► The numerical values in the individual icons and charts do not have to necessarily match the crane exactly!
- ► Numbers and letters can be replaced by place holders!
- ► The programmed load charts for the crane are binding!

The monitor is divided into three areas in the set up program:

1 General information line

2 Display area of load chart values

3 Function key line with assigned icons

5.2.1 General information line

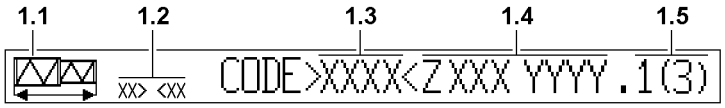

Fig.111920

1.1 Main boom length icon
- The icon is identical for all operating modes.

1.2 Measuring unit
- For the programmed length units (LE) and weight units (GE)

1.3 4-digit short code
- It is located next to the text „CODE“ inside angle brackets
- Each short code uniquely identifies a crane set up configuration. The valid set up configurations and their associated short code numbers for the crane can be found in the load chart manual of the crane.

1.4 Organization number
- For internal LIEBHERR load chart administration

1.5 Page number
- Relates to the currently displayed part of the load chart
- Is separated from the organization number with „.“
- The total number of pages in this load chart is in parentheses

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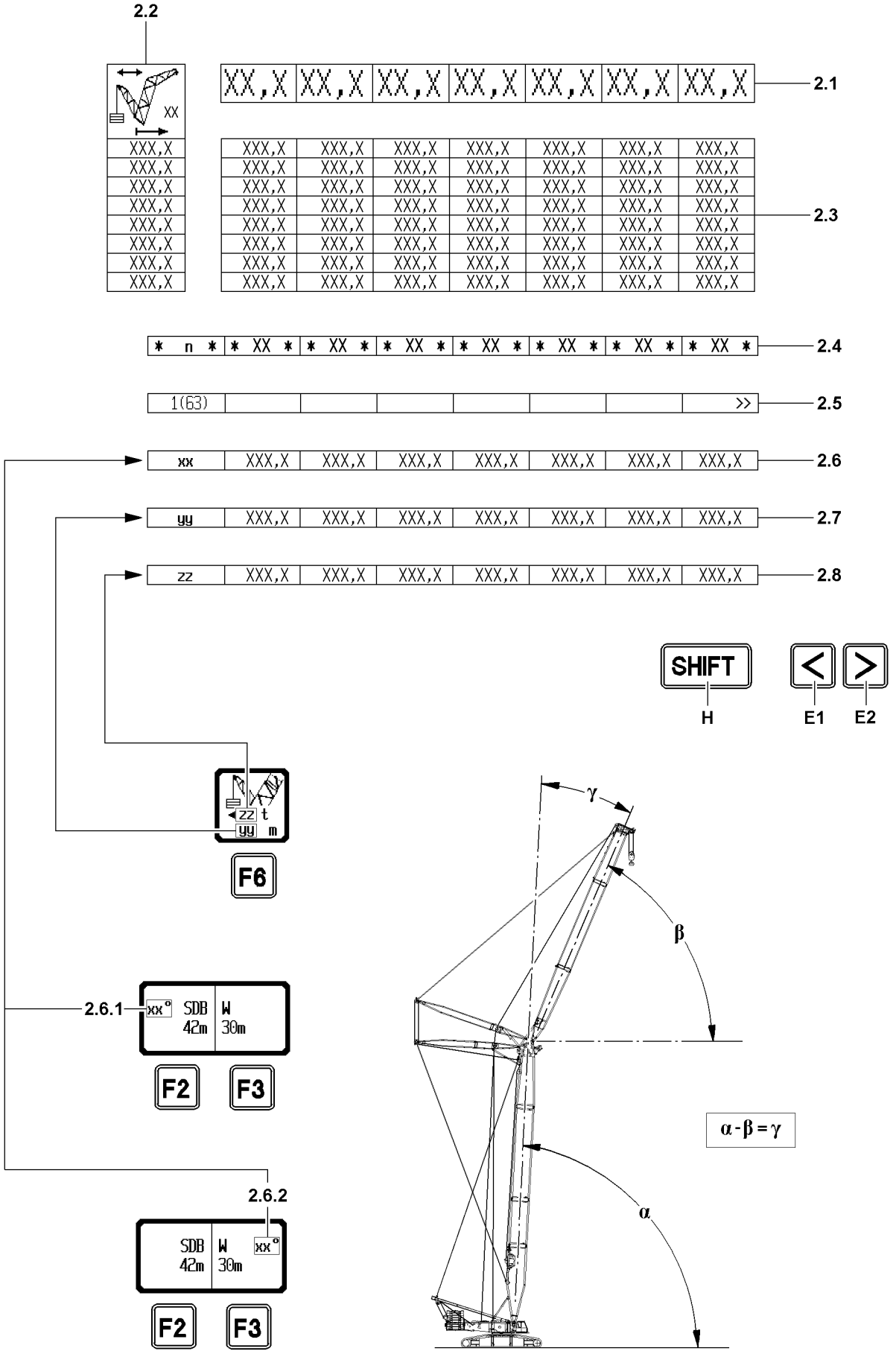

Fig.113278

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5.2.2 Display area of load chart values

2.1 Main boom lengths
- In [m] or [ft]
- Maximum of 7 columns per display page

Note
„Boom radius“ icon **2.2** view!
- ► Depending on the operating mode of the crane, the view changes from the „Boom radius“ icon **2.2**!
- ► In the illustration, the „Boom radius“ icon **2.2** shows an operating mode with (luffing) auxiliary boom / accessory, derrick boom and derrick ballast!

2.2 „Boom radius“ icon
- In [m] or [ft]
- Maximum 10 lines of radius values
- Vertical axis of the load value field

2.3 Load value field
- Columns under the main boom lengths and in the lines to the right of boom radius values
- Load values depending on boom length and boom radius

2.4 Hoist rope reeving number
- * n *
  n = Reeving number of the hoist rope between the boom head and hook block, in order to be able to lift the maximum load in the corresponding load chart column in single winch operation
- Enter and confirm the reeving on the LICCON monitor 0, according to the reeving on the boom head

NOTICE
Special equipment necessary!
- ► If a load value in the column exceeds that of a load that can be lifted with the maximum possible reeving, then there is an exclamation mark beside the reeving number („!“). This exclamation mark indicates that special equipment is needed to lift this load!

Note
Parallel operation of hoist winches!
- ► For parallel operation of hoist winches (1**II**2), during hoist rope reeving, the total reeving of winch 1 and winch 2 must be entered in the LICCON computer system!
- ► **Example**: Winch 1 and winch 2 are each reeved 7-ways, the total reeving is therefore n=14!
- ► The total reeving **must** always show an even number value in parallel operation!

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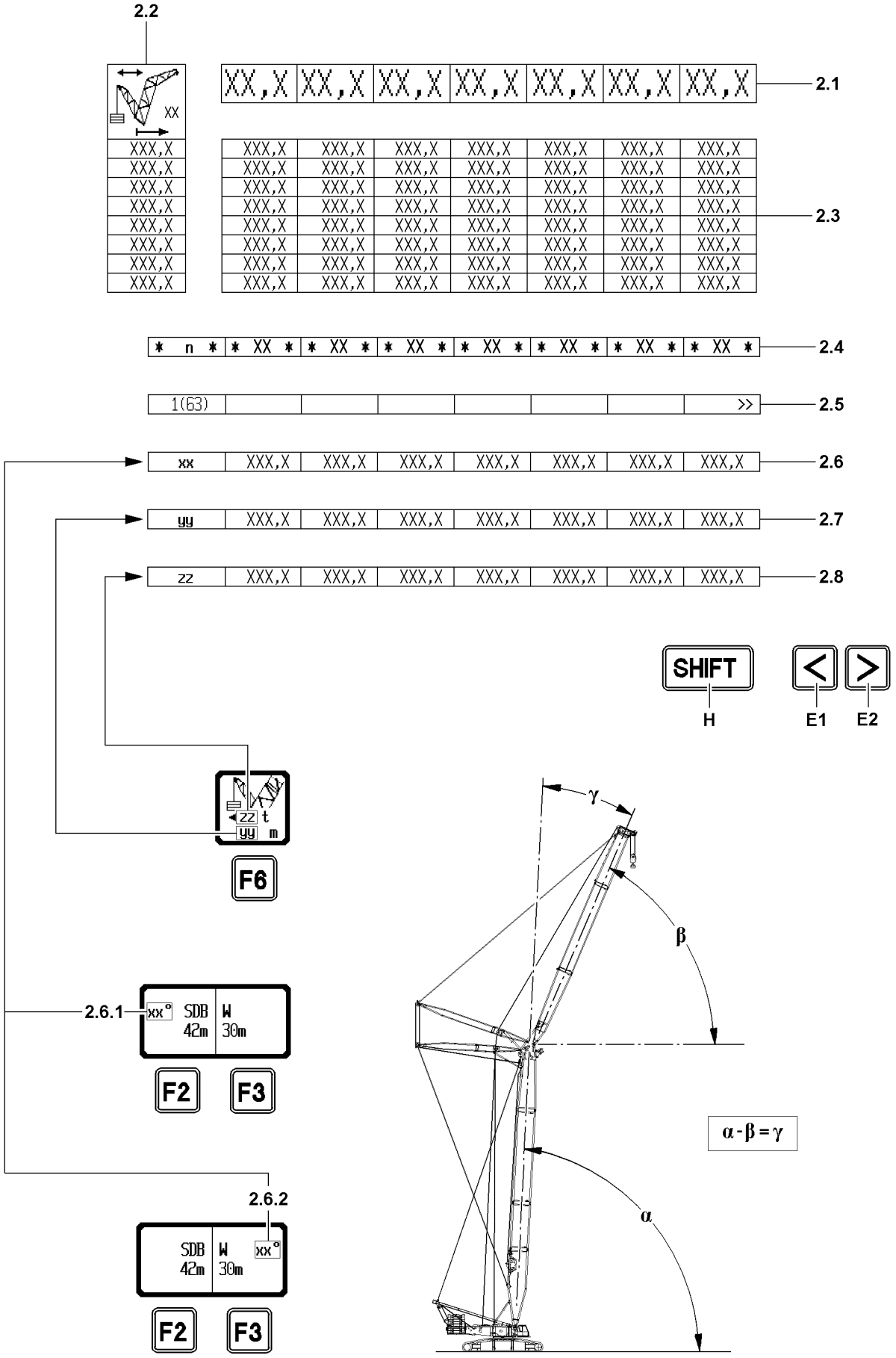

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2.5 Line for special displays
- If a load chart consists of more than seven columns, it cannot be fully displayed because of the size of the monitor. In that case, marking arrows in the first or the seventh field in this line indicate that there are additional chart columns to the left or right of the displayed chart. They can be shown by pressing the key **E1** or the key **E2**.
- **Note:**
  Using the key combination **SHIFT** and key **E1** or SHIFT **H** and key **E2**, you can, where possible, scroll left or right by seven load chart columns (corresponds to 1 page).

2.6 Boom angle
- Line **xx**
- In [°]
- **Note:**
  Appears **only** in operating modes with luffing auxiliary boom / accessory!

2.6.1 Boom angle main geometry
- If „**xx°**“ appears in the main geometry status icon (for example: **„xx° SDB“**), then **„xx °“** = main boom angle **α** in [°].
- Line **xx** lists the main boom angles that must be set in order to be able to lift the load values in the corresponding load chart column.

2.6.2 Boom angle auxiliary geometry
- If „**xx°**“ appears in the auxiliary geometry icon (for example: **„W“ „ xx°“**) then **„xx°“** = auxiliary boom / accessory relative angle **γ** in [°].
- In the load chart columns, the relative angles auxiliary boom / accessory that must be set to be able to lift the load values in the corresponding load chart column are listed next to each other.

Note
- ► Main boom angle **α**: The angle of the main boom to the placement surface of the crane!
- ► Auxiliary boom / accessory angle **β**: The angle of the auxiliary boom / accessory to the placement surface of the crane!
- ► Auxiliary boom / accessory relative angle **γ**: The angle of the auxiliary boom / accessory is determined relative to the main boom!

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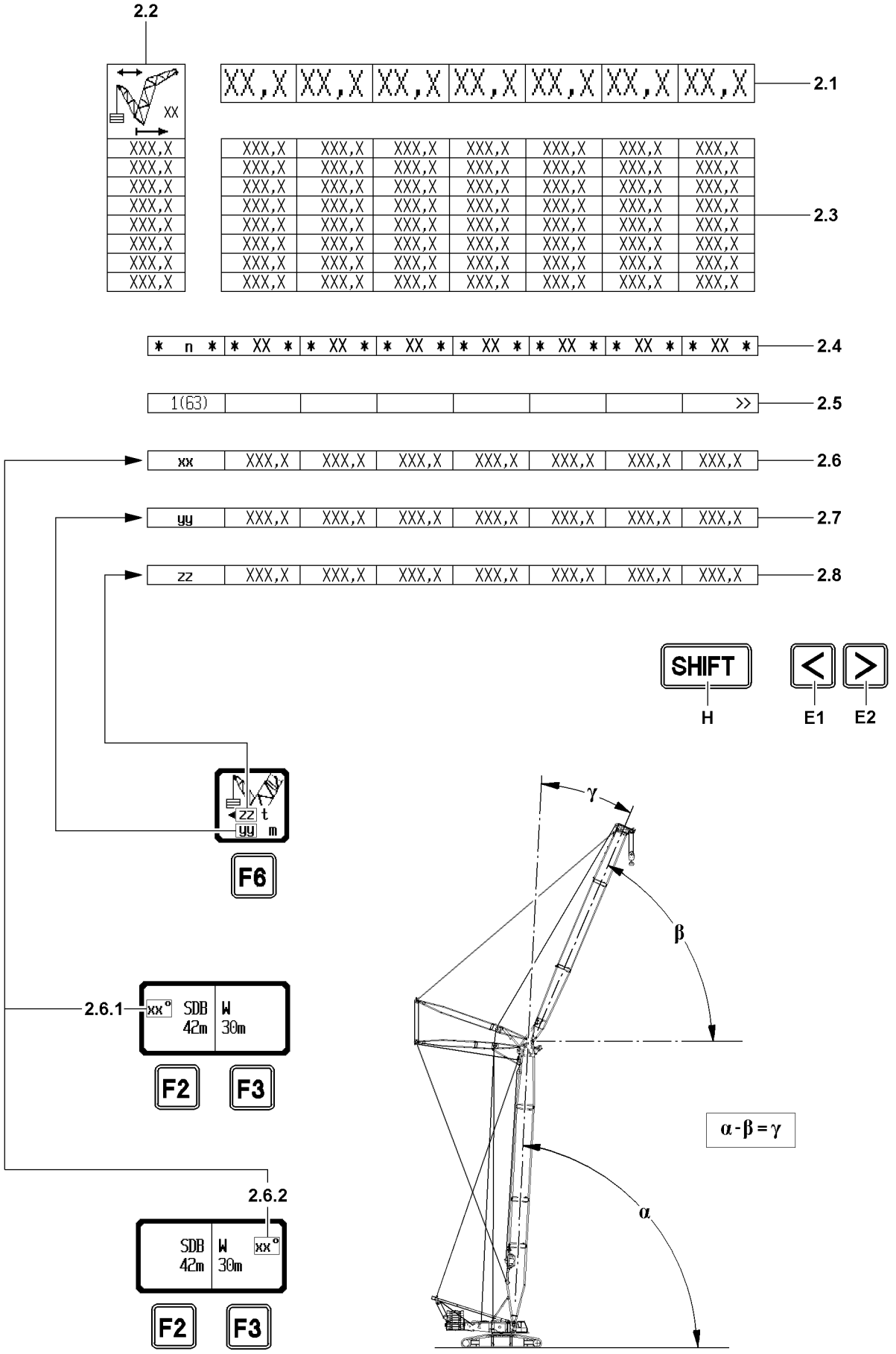

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2.7 Derrick ballast radius
- Line **yy**
- In [m] or [ft]
- **Note:**
  Appears **only** in operating modes with derrick ballast!
- Line **yy** lists the derrick ballast radii that must be set in order to be able to lift the load values in the corresponding load chart column.

2.8 Derrick ballast weight
- Line **zz**
- In [t] or [lbs]
- **Note:**
  Appears **only** in operating modes with derrick ballast!
- Line **zz** lists the derrick ballast weights that must be attached in order to be able to lift the load values in the corresponding load chart column.

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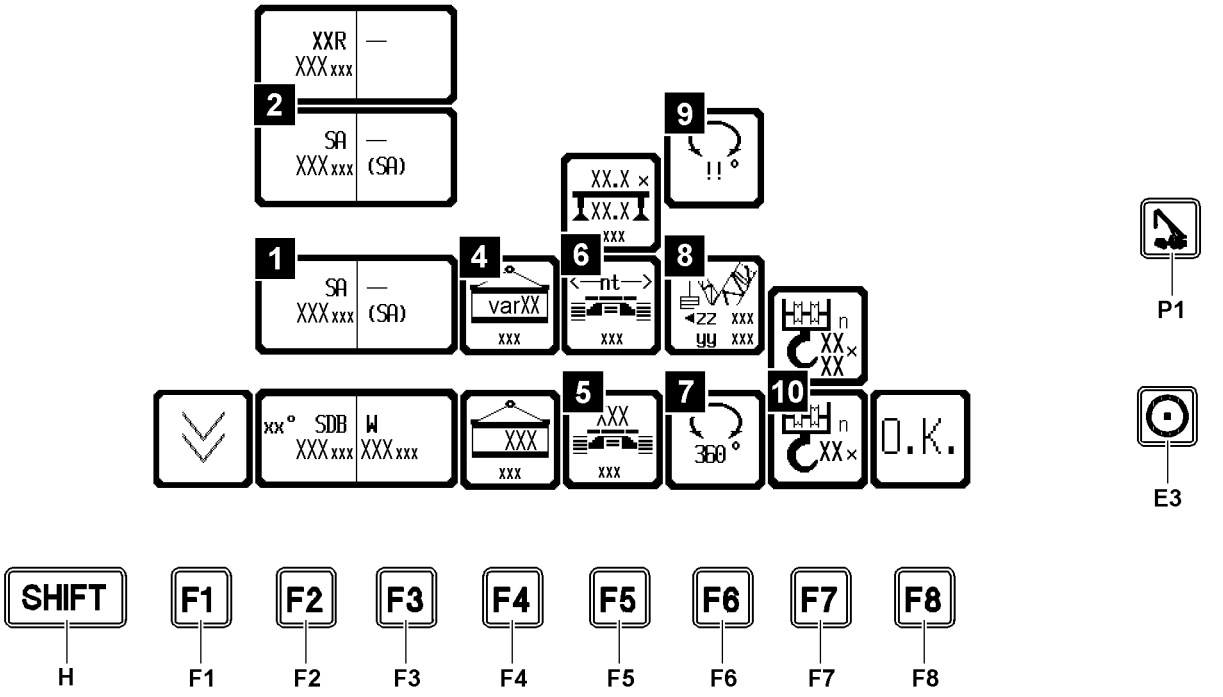

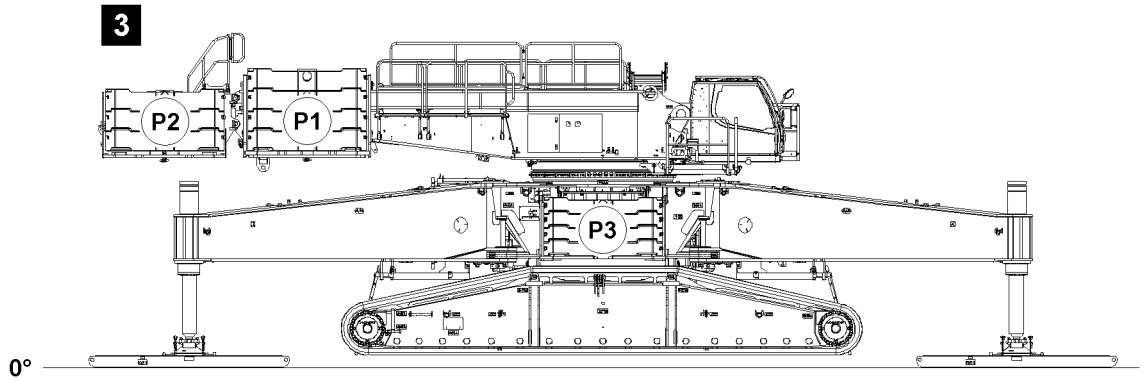

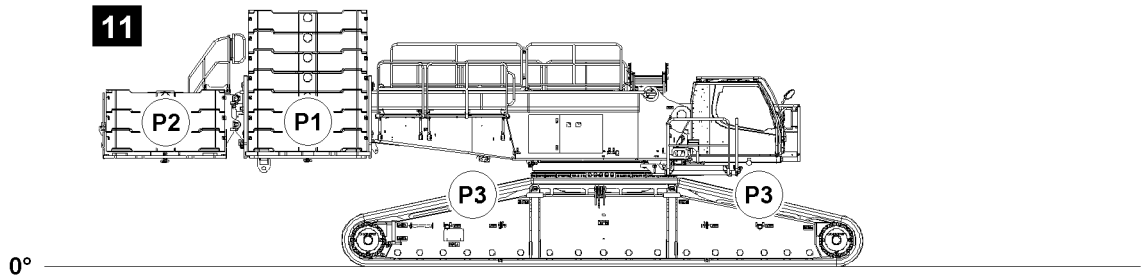

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5.2.3 Function key line in the set up program

The function key line consists of function keys **F1** to **F8** and the function key icon bar above it. The function keys correspond to the various function key icons above them.

Various functions are indicated by the function key icons, or they may refer to changes of:
- Operating mode and
- set up configuration.

Not all function keys have to be assigned icons on the LICCON monitor. This depends on the program selection.

Pressing a function key changes the appearance, the meaning, or the textual content of the icon above it.

F1 Vertical paging
- Depending on the size of the monitor, up to 10 load chart lines can be displayed at once. If a chart consists of more than 10 lines, then the display is spread over several pages. When pressing a key, the next page of the load chart will be displayed, and the number of the current page in the „general information line“ will be incremented by 1. When the last page is reached, page 1 will appear again after pressing the function key **F1**.

F2 Main boom geometry
- Adjustment possibility of different main boom operating modes and main boom lengths of the crane (if available). The types are described using abbreviations (for example: **SDB** = heavy main boom, derrick boom and suspended ballast) and length data in the icon.
- **Note (only standard crawler travel gear):**
  In addition to the main boom operating modes, the assembly operating mode SA can be set via the function key **F2**, see illustration **1**.
- **Note (only narrow track crawler travel gear):**
  In addition to the main boom operating modes, the assembly operating mode SA as well as the operating mode XXR (back equipped, no crane operation - only for driving the crane) can be set via the function key **F2**, see illustration **2**.

SHIFT and **F2**
- SHIFT **H** and program key **F2** key combination:
  Previous main boom geometry (if available).

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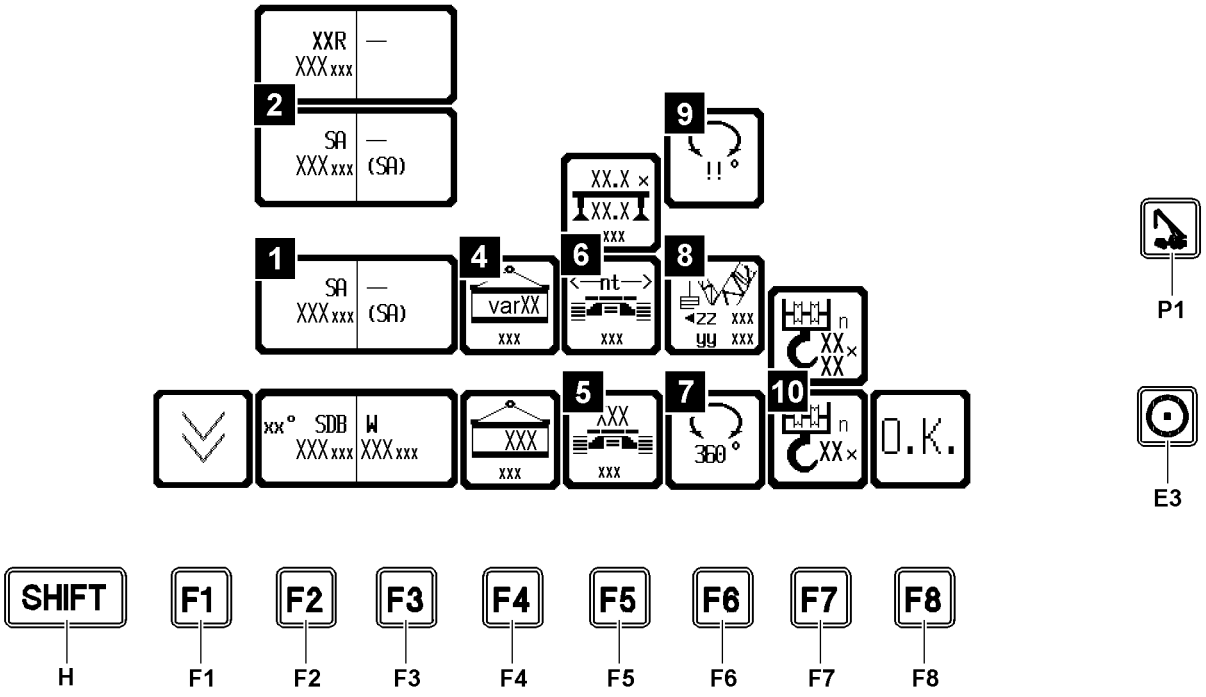

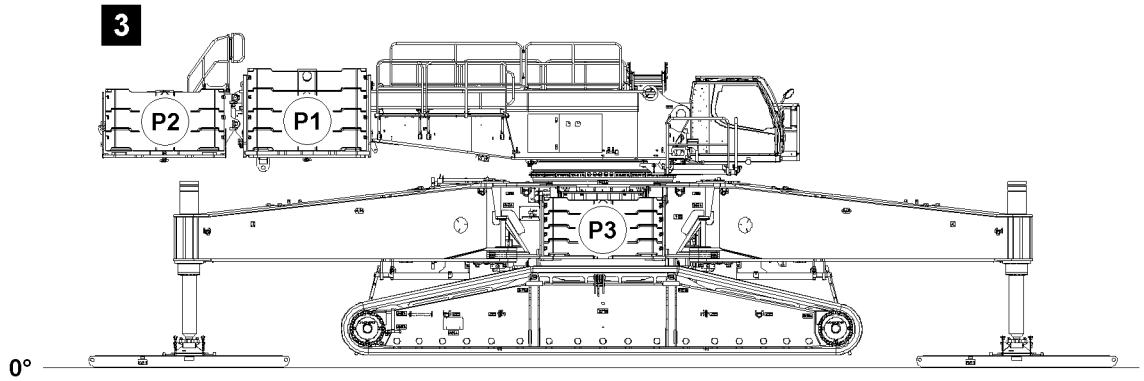

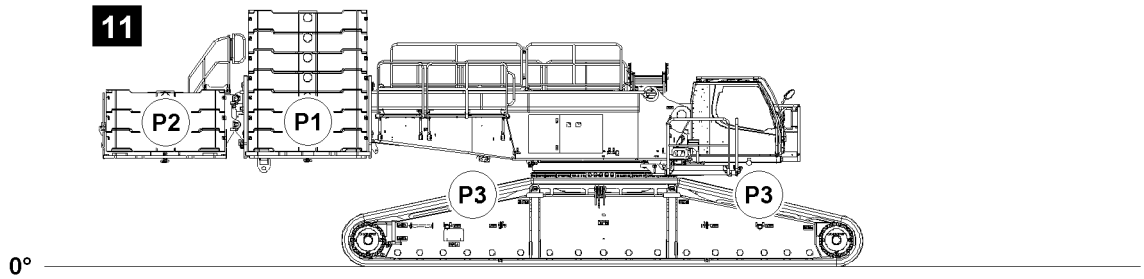

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F3 Auxiliary boom / accessory boom geometry

- Adjustment possibility of different auxiliary boom operating modes and auxiliary boom lengths of the crane (if available). The types are described using abbreviation (for example: **W** = luffing lattice jib) and length data in the icon.
  Additional angle data is noted in the icon, if applicable.
- **Note:**
  Pressing the function key **F2** and / or the function key **F3** deletes all data (operating mode, set up configuration) from the monitor and sets the short code in the general information line to „CODE >????<“!
- **Operating mode data:**
  - Boom length icon in the general information line
  - Length units and weight units
  - Load chart organization number
  - Boom radius icon
  - Boom length data
- **Set up dependent data:**
  - Numbering of current page number and total number of pages in the load chart
  - Radius values in length units
  - Load values in weight units

Note
Pressing the function key **F2** and / or the function key **F3** deletes all data (operating mode, set up configuration) from the monitor and sets the short code in the general information line to „CODE >????<“!
► Confirm the new set up configuration, see the function key **F8** description.

SHIFT and **F3**

- SHIFT **H** and program key **F3** key combination:
  Previous auxiliary boom geometry (if available).

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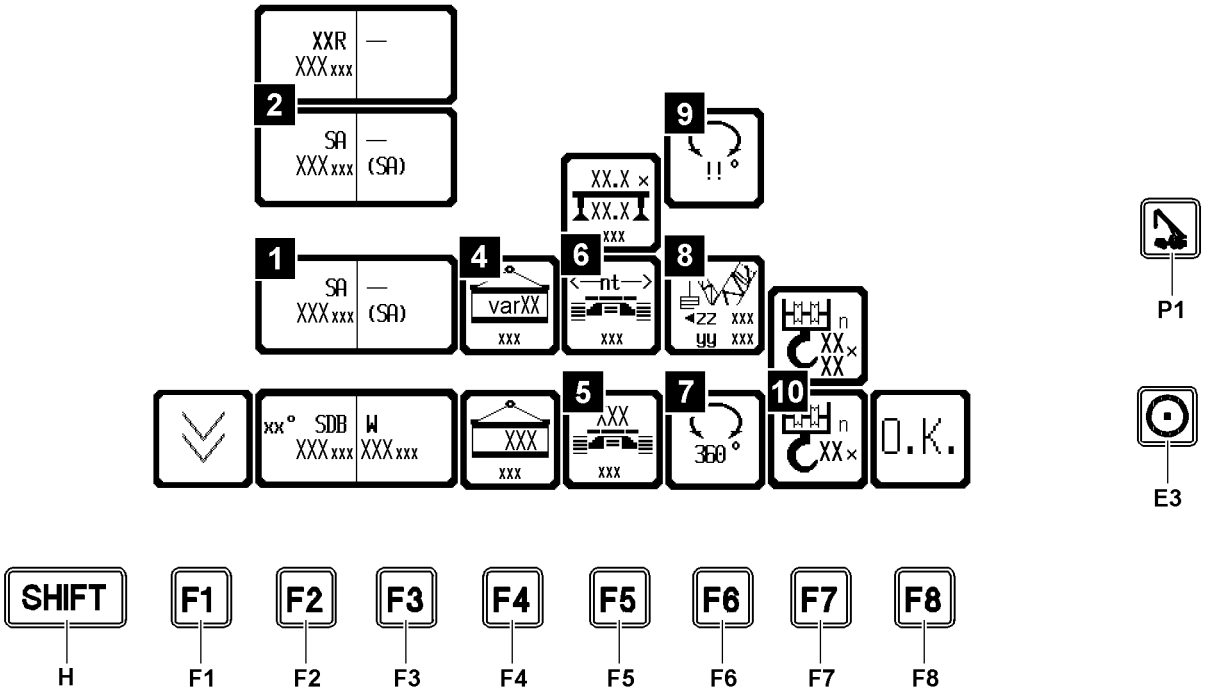

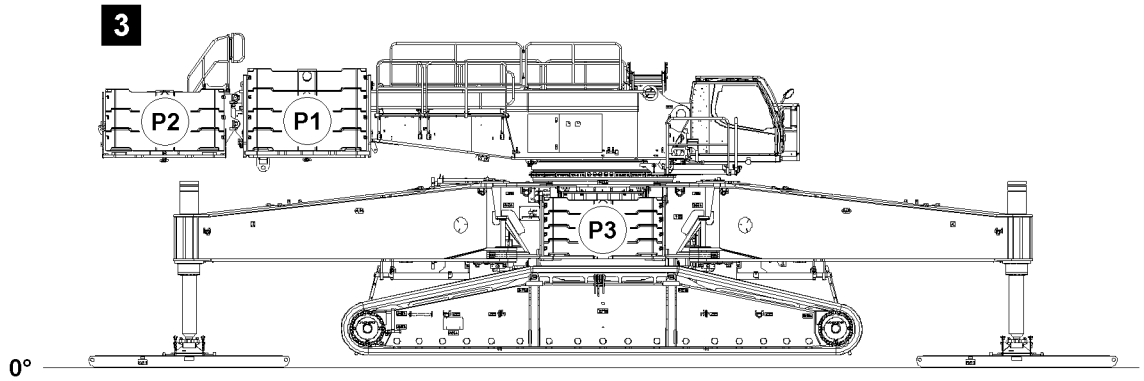

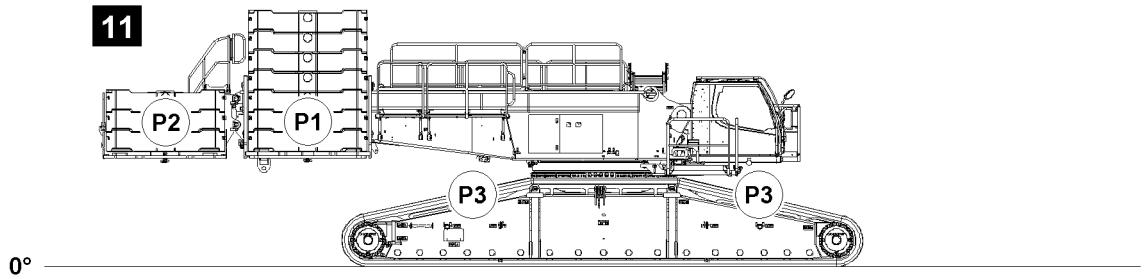

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Fig.147113: Ballast positions

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F4 Counterweight

- Adjustment possibility for the current counterweight that must be on the turntable in order to obtain the values in the current chart. When pressing a key, the following icon appears with additional text in the counterweight icon.
- Example:
  „ 110 t “ = total counterweight of 110 t
- **Note (only narrow track crawler travel gear,** illustration **3):**
  The counterweight can be shown on certain variations by means of coding (illustration **4**), see chart.

Coding (Illustration 4)	Turntable (P1)	Turntable extension (P2)	Central ballast (P3)	Overall
var1	90 t	67.5 t	65 t	90 t / 67.5 t / 65 t
var2	90 t	67.5 t	45 t	90 t / 67.5 t / 45 t
var3	90 t	47.5 t	45 t	90 t / 47.5 t / 45 t
var4	90 t	27.5 t	45 t	90 t / 27.5 t / 45 t

- **Note (only standard crawler travel gear,** illustration **11):**
  The counterweight can be shown on certain variations by means of coding (illustration **4**), see chart.

Coding (Illustration 4)	Turntable (P1)	Turntable extension (P2)	Central ballast (P3)	Overall
var5	150 t	67.5 t	65 t	150 t / 67.5 t / 65 t

F5 Crane chassis

- Adjustment possibility „Set up configuration chassis“ (for example: crawler, support, central ballast variation).
- **Note (only standard crawler travel gear,** illustration **5):**
  For operating modes where there are various central ballast variations, this can be set with the function key **F5**.
- **Note (only narrow track crawler travel gear,** illustration **6):**
  For operating modes where there are various crane chassis variations, this can be set with function key **F5**.

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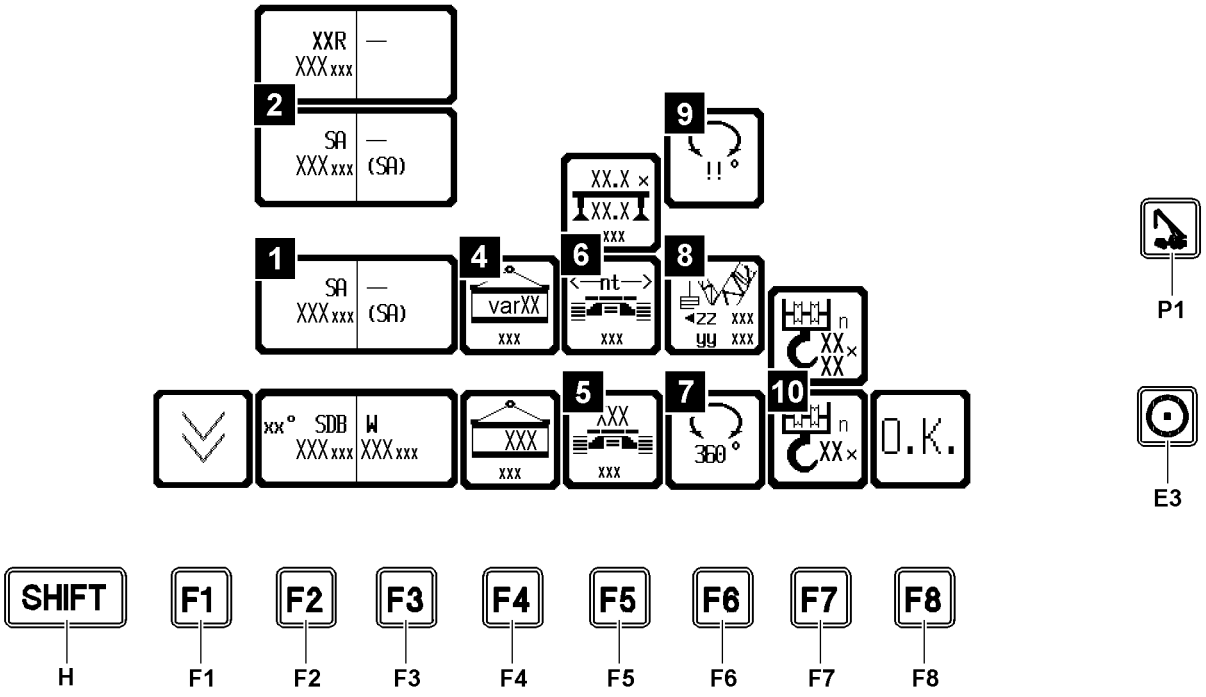

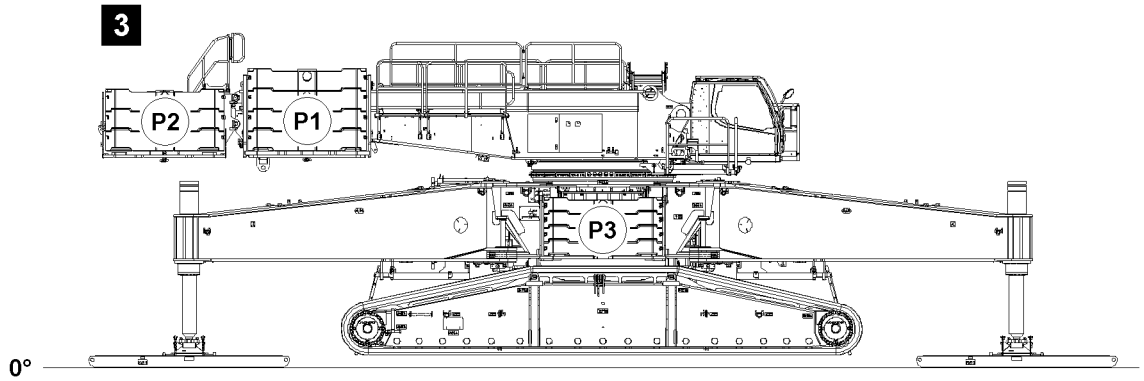

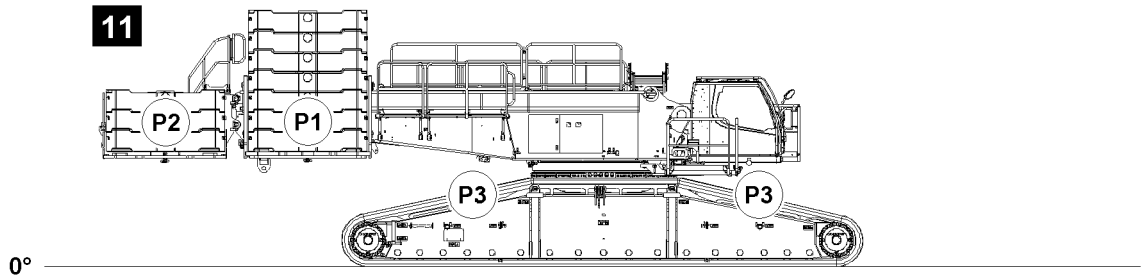

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Note

► For crane operating modes without derrick ballast, the crane superstructure slewing range icon appears at **F6**!

► For crane operating modes with derrick ballast, the derrick ballast radius icon appears at **F6**!

F6 Crane superstructure slewing range
- Slewing range icon 360° - Slewing range crane superstructure is not restricted, illustration **7**

or

F6 Derrick ballast radius
- See illustration **8**
- Set the derrick ballast radius set up configuration **yy** in [m] or [ft]
- Set the derrick ballast weight set up configuration **zz** in [t] or [lbs]

or

F6 Crane superstructure slewing range
- **Note (only narrow track crawler travel gear,** illustration **9):**
- The crane superstructure may not be turned (operating mode dependent)

F7 Hoist rope reeving
- Depending on the installed accessories, one of two values can be set, see illustration **10**
- Adjustment possibility for the **number of hoist rope strands on the boom and accessories** to obtain a certain load carrying capacity.
- Press the key: Reeving number is increased by 1.
- No hook block is reeved, for example during boom assembly, set the value to 0 as far as possible.
  Note: Reeving 0 is not possible for all operating modes.

SHIFT and **F7**
- SHIFT **H** and program key **F7** key combination:
  The reeving number on boom is reduced by 1.

Note

► The number of hoist rope strands (reeving) displayed in the icon will be increased with every keystroke by one counter, up to a fixed maximum value (depending on the operating mode)! If the maximum value is exceeded, the counter starts again at the minimum value!

► If the set value is still within the minimum and maximum values when switching to another operating mode, it remains valid! Otherwise it will be set to the minimum value for the new operating mode!

Note

Parallel operation of hoist winches!

► For parallel operation of hoist winches (1**II**2), during hoist rope reeving, the total reeving of winch 1 and winch 2 must be entered in the LICCON computer system!

► **Example**: Winch 1 and winch 2 are each reeved 7-ways, the total reeving is therefore n=14!

► The total reeving **must** always show an even number value in parallel operation!

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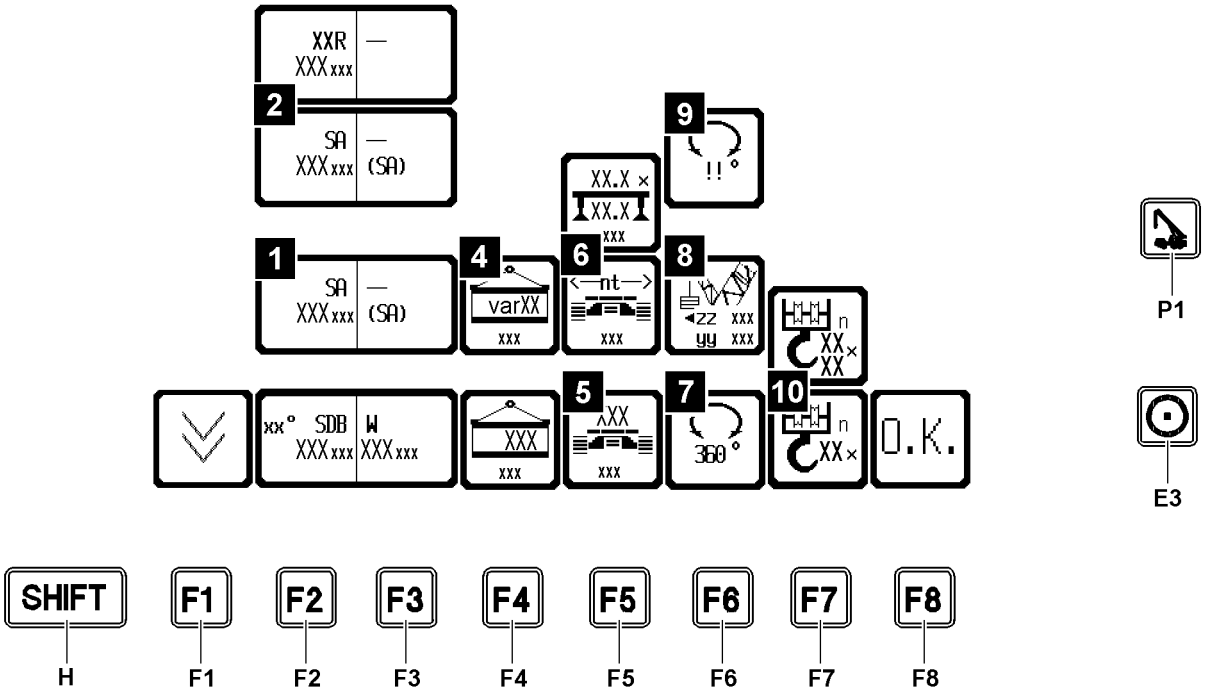

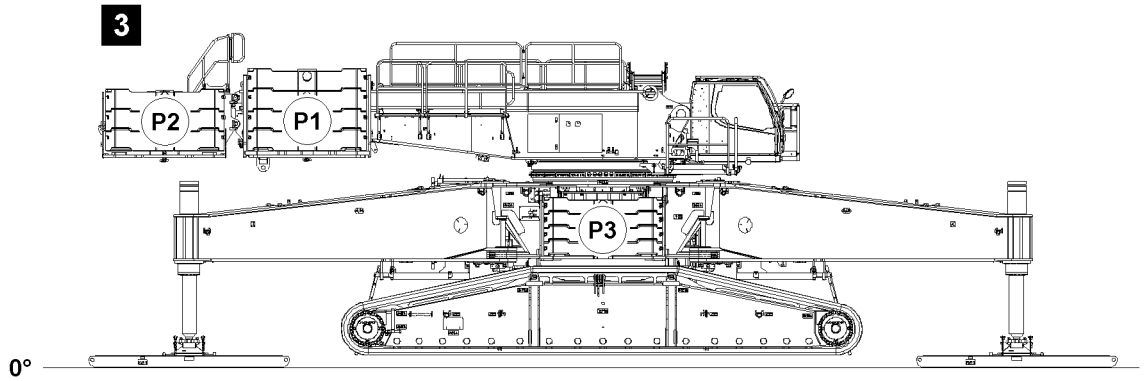

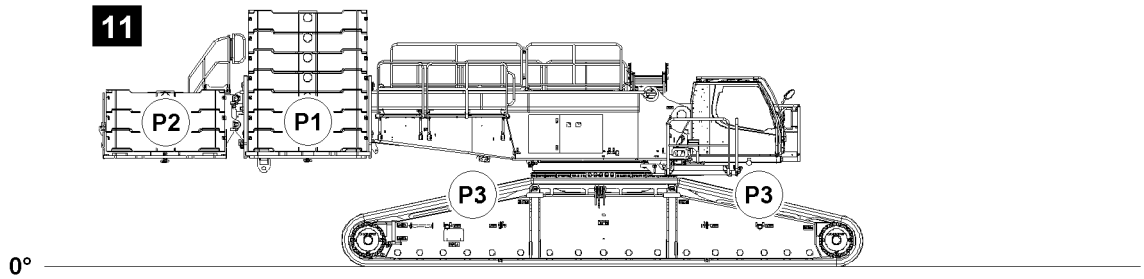

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E3 and **F7**
- Adjustment possibility for the **number of hoist rope strands on the accessories (for example the boom nose)** in order to reach a particular load carrying capacity.
- Press the key: Reeving number on accessories (upper number in the „hoist rope reeving“ icon) is increased by 1.

SHIFT and **E3** and **F7**
- Press the key combination SHIFT **H** and special function key **E3** and function key **F7**: The reeving number on accessories (upper number in the „reeving“ icon) is reduced by 1.

Note
Accessory reeving display!
- ► The reeving for the accessory (for example boom nose*) is only displayed (illustration **10**), when the accessory is assembled and detected by the crane control!
- ► If the accessory is assembled during operation, then its reeving must be correctly entered in the set up program.

F8 Confirmation key
- For confirmation of the selected set up configuration
- **Prerequisites:**
  - The entry of the set up configuration must be fully completed. A valid short code is shown and in the chart field are load values.
  - The external conditions for this set up configuration, if specified, must be met.
  - The crane may not be utilized more than 20 % in the previous set up configuration (applies only if the load suspended on the hook is heavier than 0.5 t). Switching to the crane operation program can otherwise only be done with the program key **P1**. In that case, the newly entered set up configuration is not accepted.

Note
- ► Make sure that the selected set up configuration (short code) and the hoist rope reevings are taken over after switching to the operating screen!

Note
Display of operating errors from the set up program!
- ► Operating errors created in the set up program are displayed in the icon above the function key **F8** and are saved in the error stack for about 5 seconds!
- ► If the function key **F8** is pressed within these 5 seconds, the program will switch automatically to the error determination screen in the test system and the error will be displayed documentarily!
- ► The operating error will not be saved!
- ► Operating errors are always placed on top in the error stack, see the Diagnostics manual!

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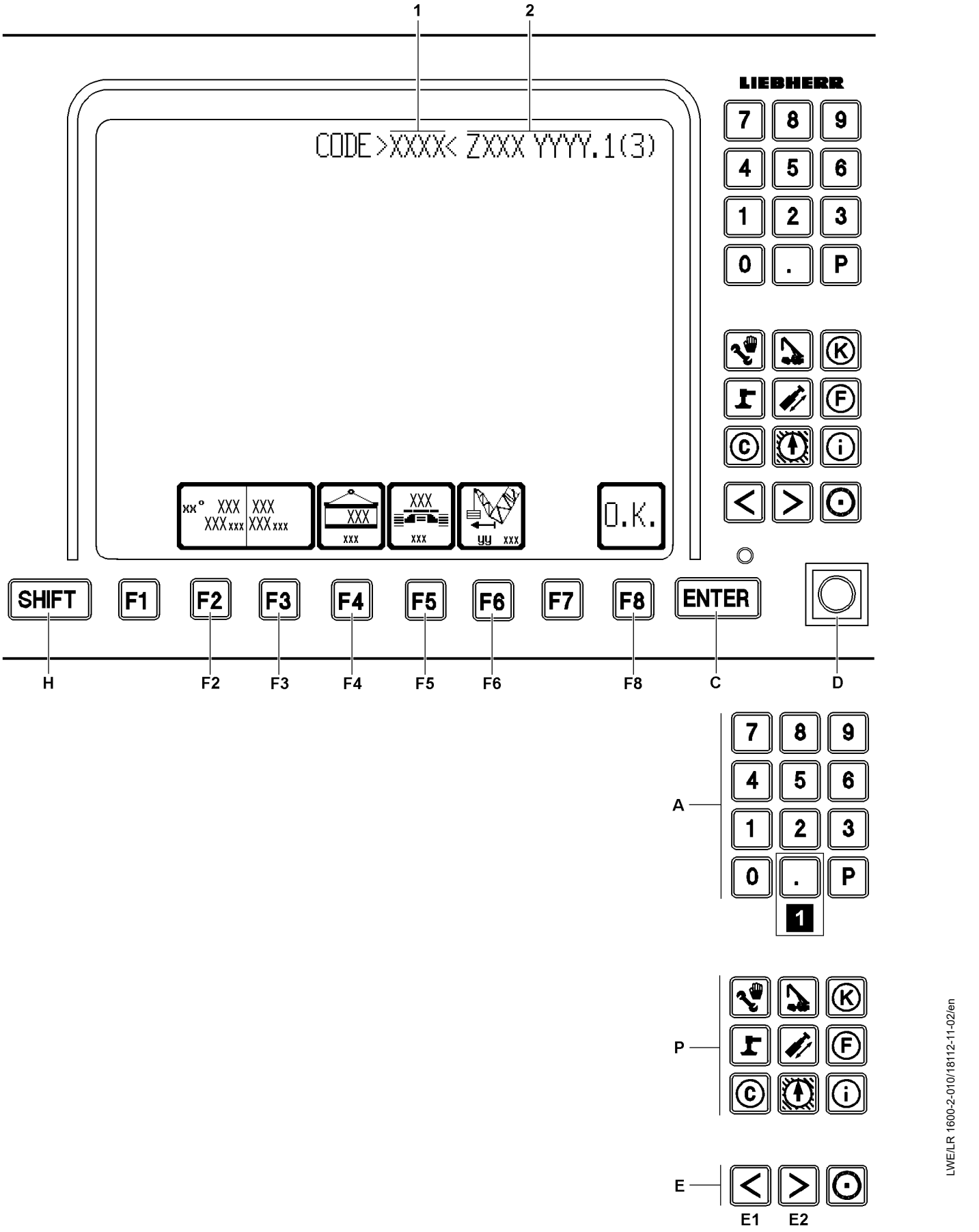

Fig.112308

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5.2.4 Operating elements in the Set up program

A Keypad
- Pressing the keypad deletes all operating mode and set up dependent data from the monitor.
- The keys **0** to **9** on the keypad can be used to enter the short code directly on the LICCON monitor.
- The key **P** and the key „**.**“ (illustration **1**) have no function in the set up program.

P Program keys
- Selection of individual programs. The settings in the set up program are discarded and the set up configuration and reeving, which were last confirmed with the function key **F8** (OK) are continued to be used.
  A program currently running **cannot** be called again using its program key.

C ENTER input key
- Confirmation of input both with a short code **1** as well as for any change in the set up configuration via the function keys.
- **ENTER** after entering the short code, the short code **1** is searched for in all stored load charts. If the matching load chart has been programmed, it will be displayed in full. Otherwise there is an error message in the form of „????“ in the second part of the organization number **2** and the acoustic signal „Horn“ sounds.
- **ENTER**, after changing the operating mode using the function key **F2** and the function key **F3**, searches for this operating mode. If successful, it sets its first set up configuration and displays the load chart and its short code **1**. In the event of an error, the short code **1** remains „CODE ????“, the organization number **2** is displayed as „ZXXX????“ and the acoustic signal „Horn“ sounds.
- **ENTER**, after changing the set up configuration with the function keys **F4** and **F5** as well as the function key **F6**, displays this load chart (if the chart exists) with the short code **1** on the monitor. In the event of error, the short code **1** remains „CODE ????“ and the acoustic signal „Horn“ sounds.

Note
Use of place holders
► The Short code **1** and the Organization number **2** are shown in this chapter with place holders (for example XXXX or ZXXX) instead of real numbers and letters!

D Set up key
- It has no function in the Set up program

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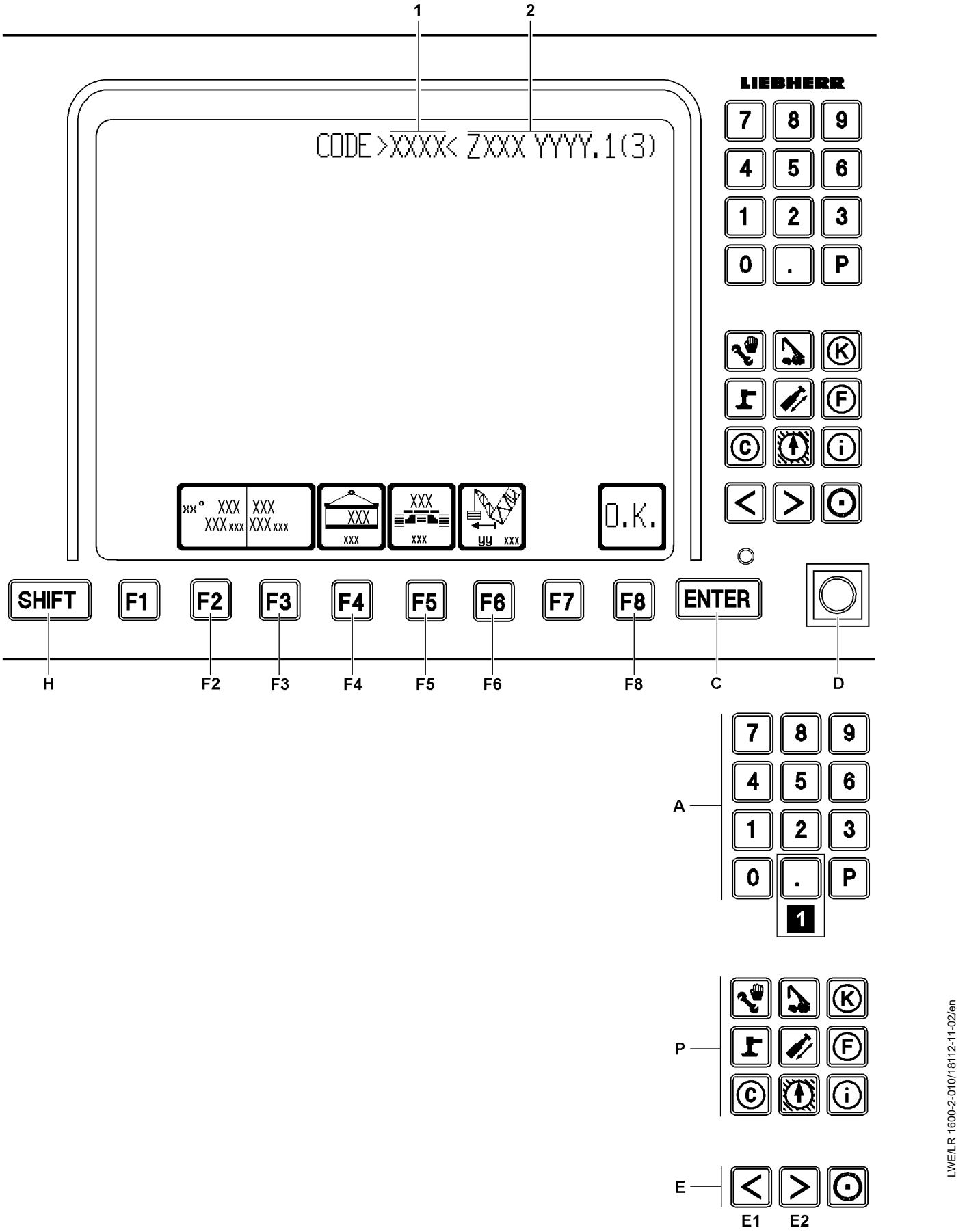

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E Horizontal paging
- **Note:**
  The key **E1** and key **E2** only have a function if this is indicated in the „Line for special displays“!
- If a load chart consists of more than 7 columns, the first display of the set up configuration only shows columns 1 to 7.
- Pay attention to the double arrow on the right (>>) and / or on the left (<<) edge of the line of the load chart! It indicates additional columns in the respective direction!
- Press the key **E1** to display the next left chart column.
- Press the key **E2** to display the next right chart column.
- **Note:**
  Using the key combination SHIFT **H** and key **E1** or SHIFT **H** and key **E2**, you can, where possible, scroll left or right by seven load chart columns (corresponds to 1 page).

H SHIFT key
- Supervisory function, for example
- By pressing and holding down the SHIFT **H** key and then pressing one of the function keys, which must correspond to the corresponding function, the previous main boom geometry, the auxiliary boom geometry and the previous reeving are reset.
- **Note:**
  See section „The function key line“ in the set up program!

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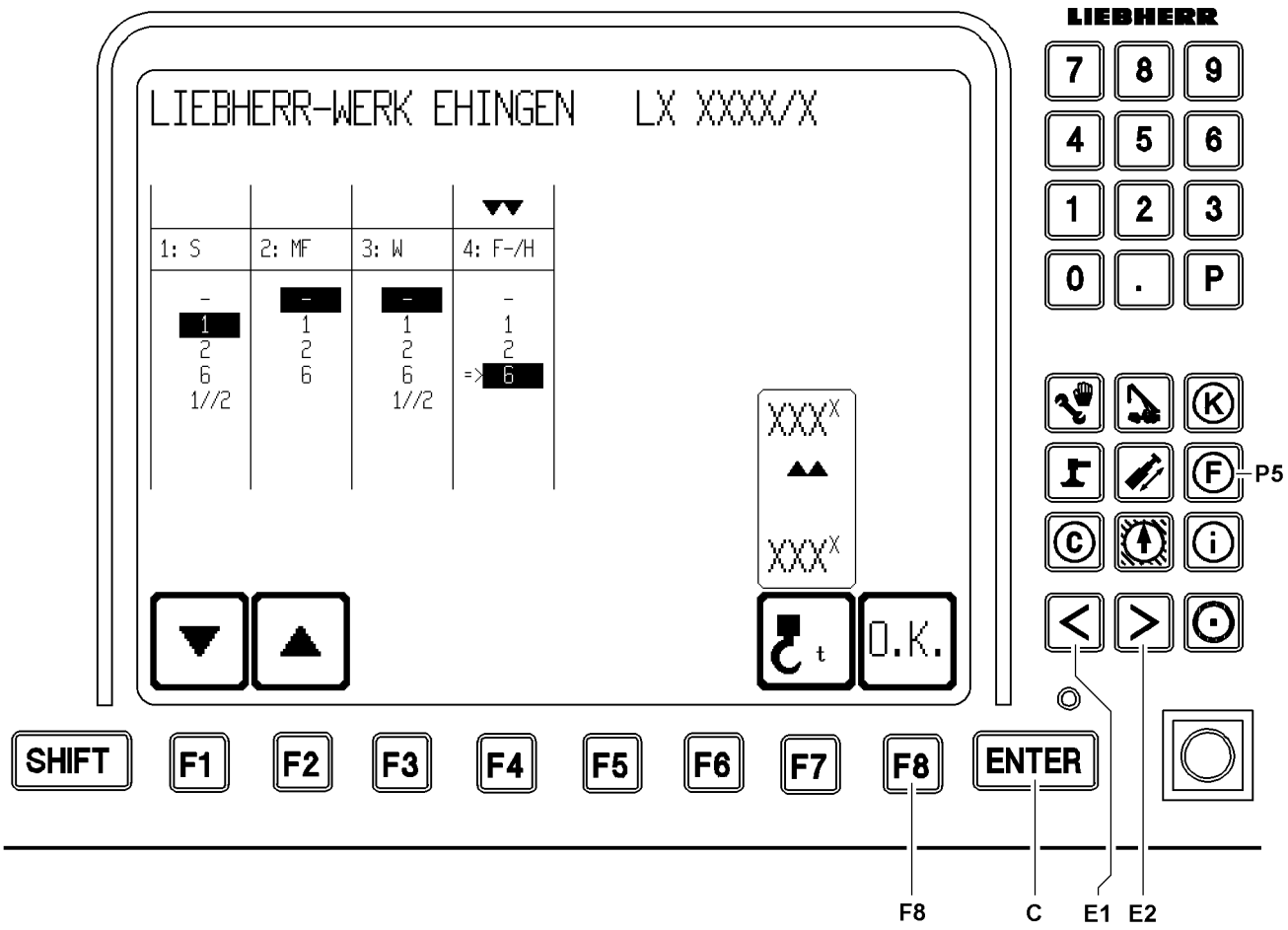

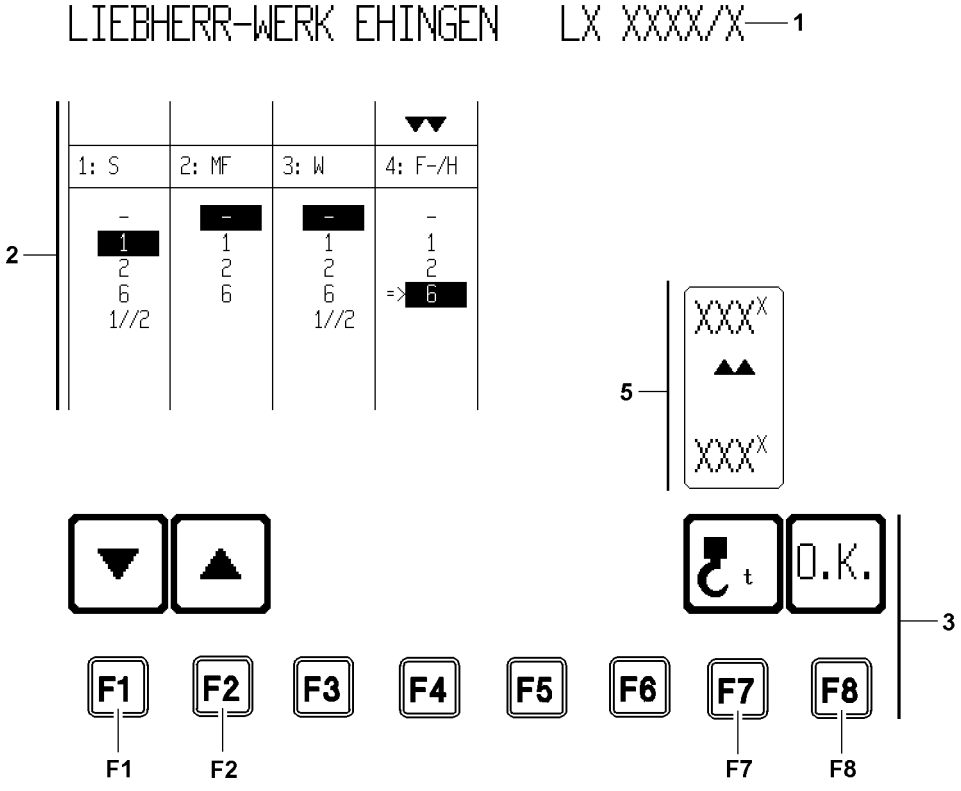

Fig.113268

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6 The winch - pulley head assignment screen

After the set up configuration that is set has been confirmed in the „Set up“ program with the function key **F8** (OK), the set up parameters are taken over by the LICCON computer system and the „winch - pulley head assignment screen“ appears automatically.

6.1 Starting the winch - pulley head assignment screen

On the „winch - pulley head assignment screen“ the crane operator must assign the required winch(es) for crane operation to the respective pulley heads (S, MF, W, F-/H) and additionally determine the appropriate hook block weight for the operating mode for erection and take-down of the boom or the boom system according to the erection and take-down charts.

By pressing the function key **F8** (OK) in the „Set up“ program, the LICCON computer system changes automatically to the „winch - pulley head assignment screen“.

Start the „winch - pulley head assignment screen“:

► Press the function key **F8** (OK) on the set up screen.
or
Press the program key **P5**.

6.2 Areas on the winch - pulley head assignment screen

The LICCON monitor is divided into three areas in the „winch - pulley head assignment“:

1 Crane type designation

2 Assignment overview
- For the „winch - pulley head assignment“

3 Function key line

5 Hook block weight icon

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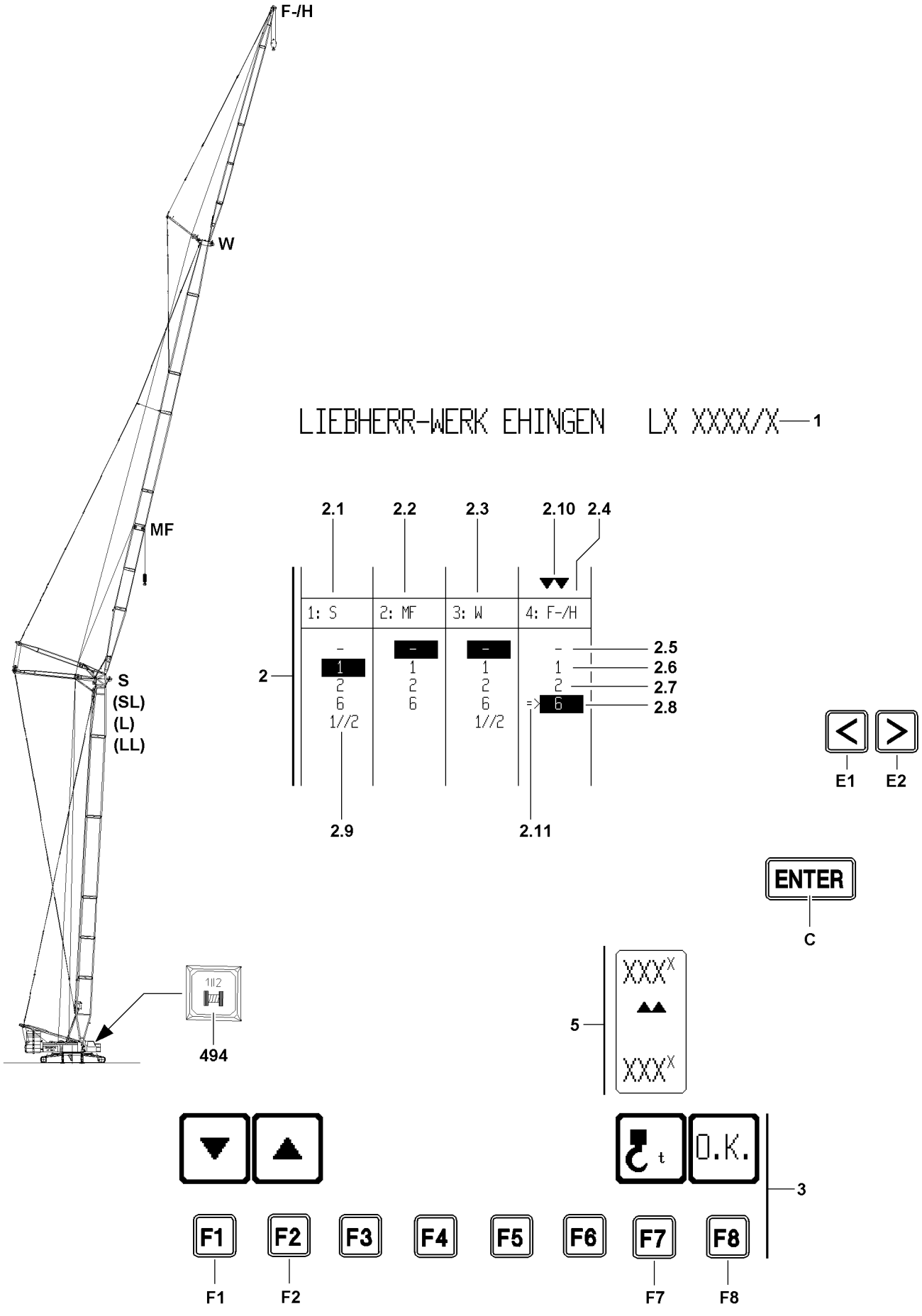

Fig.113266

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6.3 Operating interface

1 Crane type designation

2 Assignment overview
- **Note:**
  The winches are assigned to the pulley heads in the assignment overview.

2.1 „Pulley head 1“
- Pulley head on the main boom
- Valid for main boom operating modes (L, LL, SL, S, if present)

2.2 „Pulley head 2“*****
- „Midfall“ (MF)
- Pulley head on the center pulley of the luffing jib

2.3 „Pulley head 3“
- Pulley head on the „luffing jib*****“

2.4 „Pulley head 4“
- Pulley head on the „fixed jib*****“ **or** the „boom nose*****“

2.5 No winch assigned

2.6 Winch 1
- Not selected

2.7 Winch 2
- Not selected

2.8 Winch 6*****
- Selected (background is black)

2.9 Winch 1 and winch 2 in parallel operation
- Not selected

2.10 Selector arrow
- Double down arrow
- Select pulley head

2.11 Winch selector
- Right arrow
- Select the winch that should be assigned to the pulley head

3 Function key line

5 Hook block weight icon

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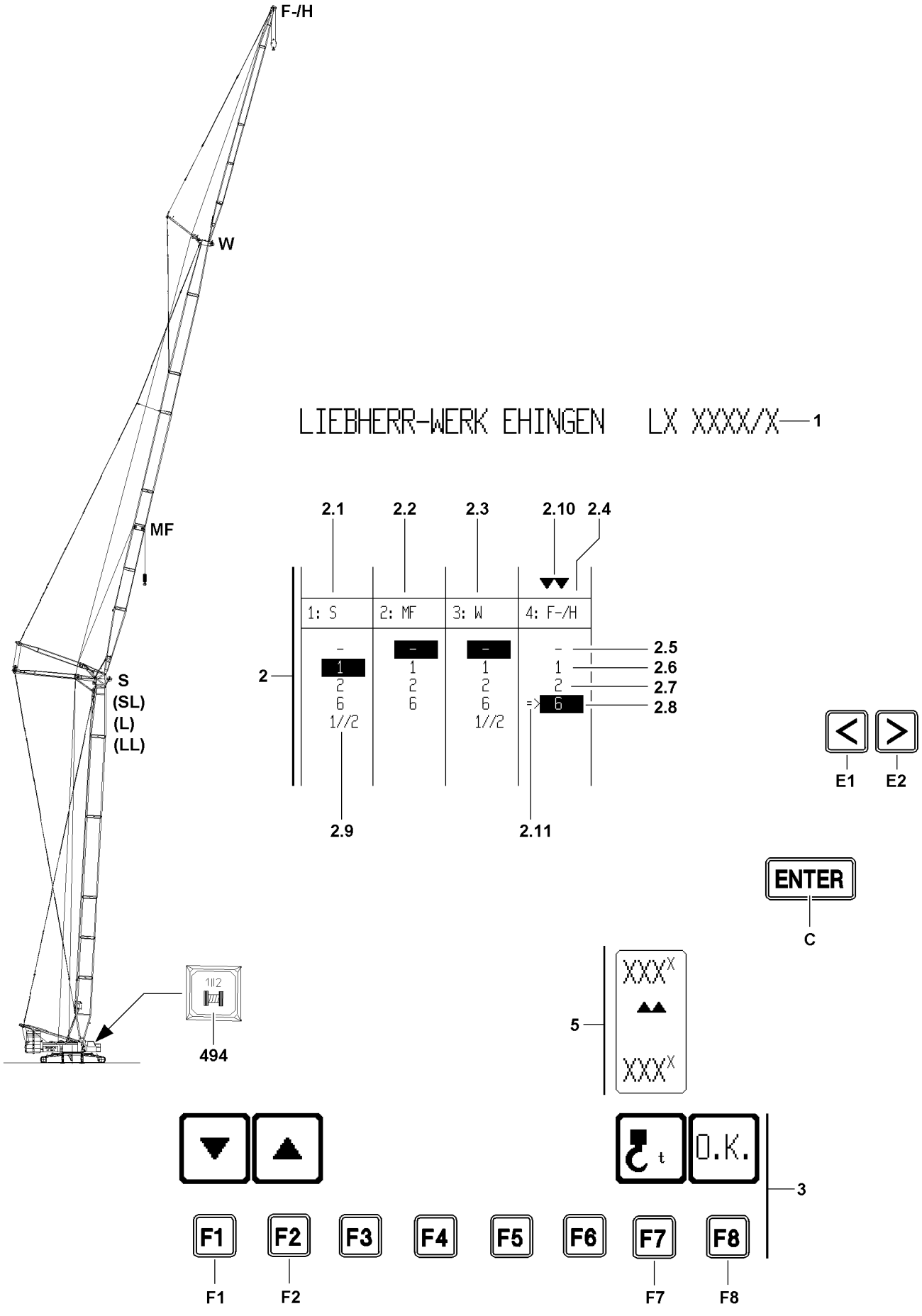

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F1 Function key
- Move the winch selector **2.11** „down“

F2 Function key
- Move the winch selector **2.11** „up“

F8 „OK“ function key
- Confirmation of settings on the „winch - pulley head assignment screen“ and take over of settings in the „crane operation program“

C ENTER
- According to winch selection:
  - The winch selected with the winch selector **2.11**, after pressing the ENTER **C** key, is highlighted in black and is therefore preselected.
- According to entry of a hook block weight:
  - The entered hook block weight is accepted after pressing the ENTER **C** key from the input field in the current input value.

E1 Special function key
- Move the selector arrow **2.10** to the left to select the pulley head
  Note:
  The winch selector **2.11** is taken over in the corresponding column at the same time with the selector arrow **2.10**!

E2 Special function key
- Move the selector arrow **2.10** to the right to select a pulley head
  Note:
  The winch selector **2.11** is taken over in the corresponding column at the same time with the selector arrow **2.10**!

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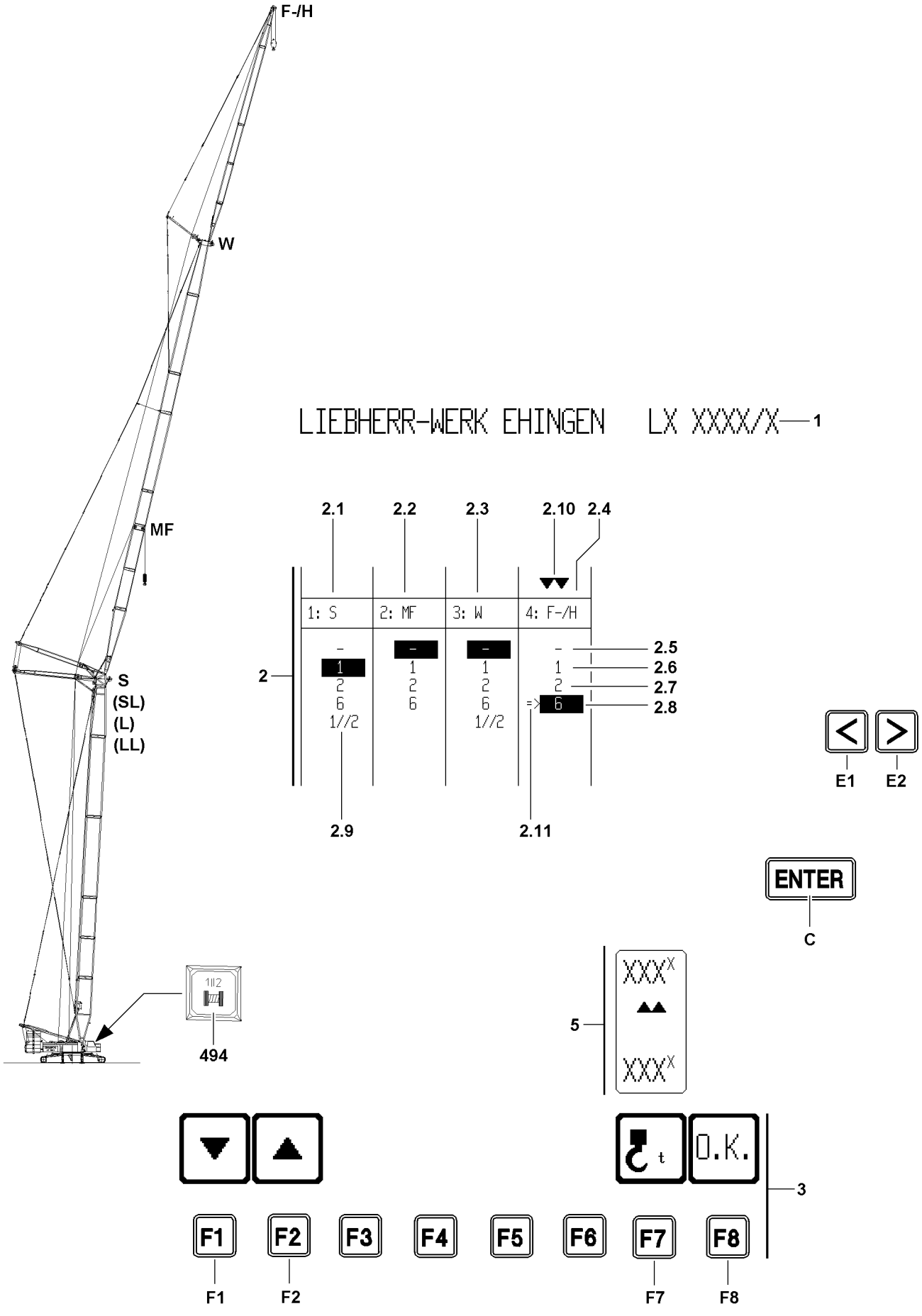

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6.4 Selecting a pulley head and assigning it to winches

Make sure that the following prerequisites are met:
- The set up parameters from the set up screen have been confirmed by pressing the OK **F8**function key„“.
- The „winch - pulley head assignment screen“ is shown on the LICCON monitor.

DANGER
The crane can topple over!
If an incorrect winch is assigned to a pulley head, then there is the possibility that the LMB does not recognize an overload condition or recognizes it too late, since a thick hoist rope is assumed for the calculation of the „load“, even though actually a thin hoist rope has been placed (the „load“ might be calculated too large in such a case)!
If an incorrect winch is assigned to a pulley head, then there is the possibility that the LMB does not recognize an overload condition or recognizes it too late, since a hoist rope lever arm, which is too small, is assumed for the calculation of the „actual load“ and as a result, the „actual load“ will be calculated too small!
The crane can be overloaded without being noticed and topple over!
Personnel can be severely injured or killed!
► The crane operator must ensure that the „winch - pulley head assignment“ matches the installed boom system and the set operating mode!

WARNING
Impermissible „winch - pulley head assignment“!
If a „winch - pulley head assignment“ is recognized by the LICCON computer system as impermissible, then the following display appears - after take over of the settings with the function key **F8** (OK) – on the winch icons of the crane operating screen (for winch 1, winch 2 and winch 6), following display: „ **??**“
► **Crane operation with impermissible settings is prohibited!**
► The crane operator must carefully check the settings in the „set up“ program and in the „winch - pulley head assignment“ and correct them, if necessary!
► The crane operator must ensure that the „winch - pulley head assignment“ matches the installed boom system and the set operating mode!
► The crane operator must ensure that the „winch - pulley head assignment“ has been taken over by the control correctly after confirmation of the settings with the function key **F8** (OK)! The correct boom designations must appear in the winch icons in the crane operating screen! If necessary, recheck the settings!
► If there is any doubt, contact Customer Service at Liebherr-Werk Ehingen GmbH!

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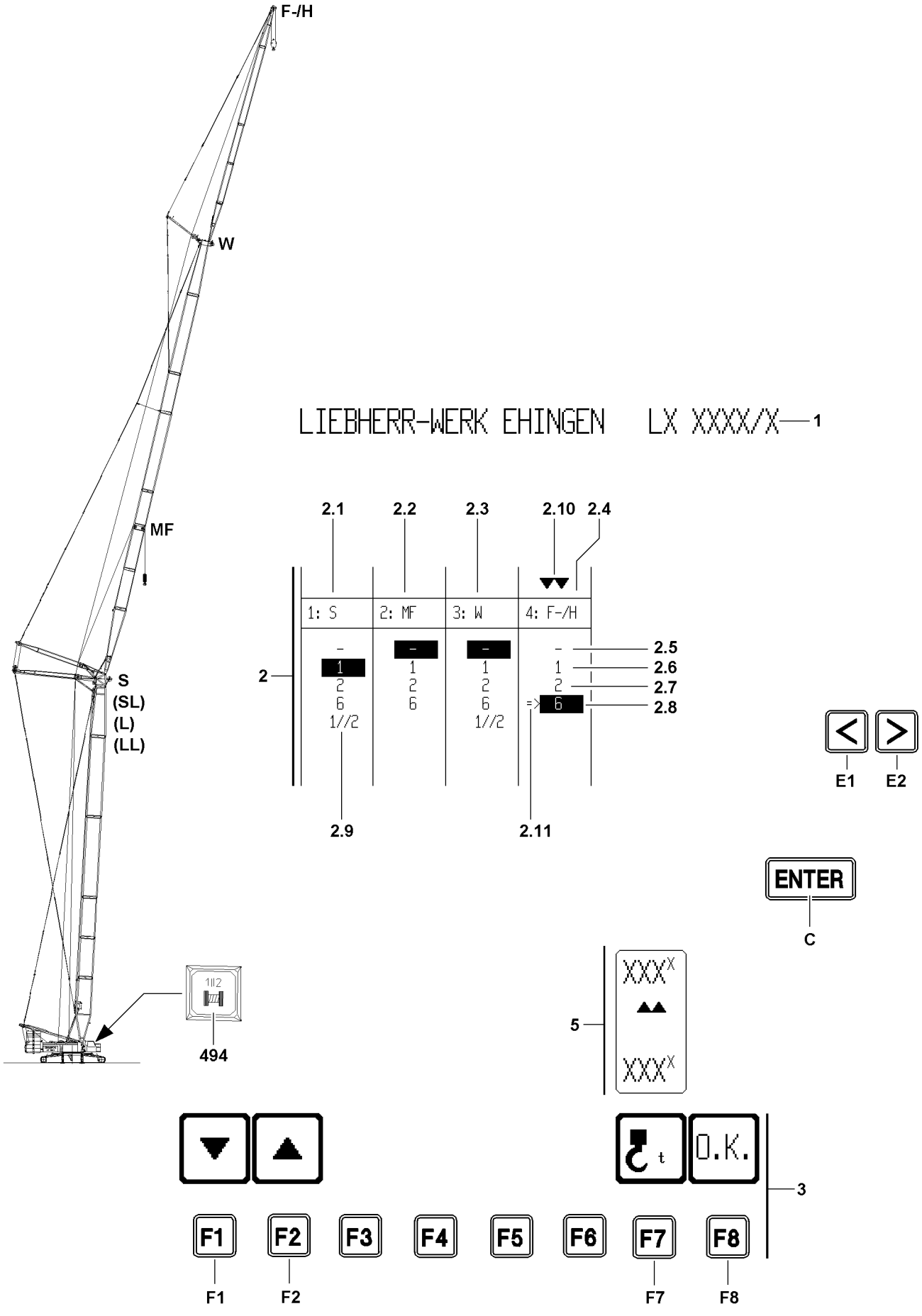

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6.4.1 Selecting a pulley head

Note

- ► The pulley heads are located in such a way that the boom radius increases from pulley head 1 to pulley head 4!
- ► The crane equipment consists of a maximum of four pulley heads!
- ► The selection of the desired pulley head by the selector arrow **2.10** is made by pressing the special function key **E1** or the special function key **E2**!

Move the selector arrow **2.10** to the desired column.

Move the selector arrow to the left

► Press the special function key **E1**.

Result:

– The selector arrow **2.10** and the winch selector **2.11** one column to the „left“.
– The winch selector **2.11** jumps automatically to the selected winch (black background).

Move the selector arrow to the right

► Press the special function key **E2**.

Result:

– The selector arrow **2.10** and the winch selector **2.11** one column to the „right“.
– The winch selector **2.11** jumps automatically to the selected winch (black background).

When the required pulley head is selected:
► Select the winch(es) according to the section „Assigning winch(es) “!

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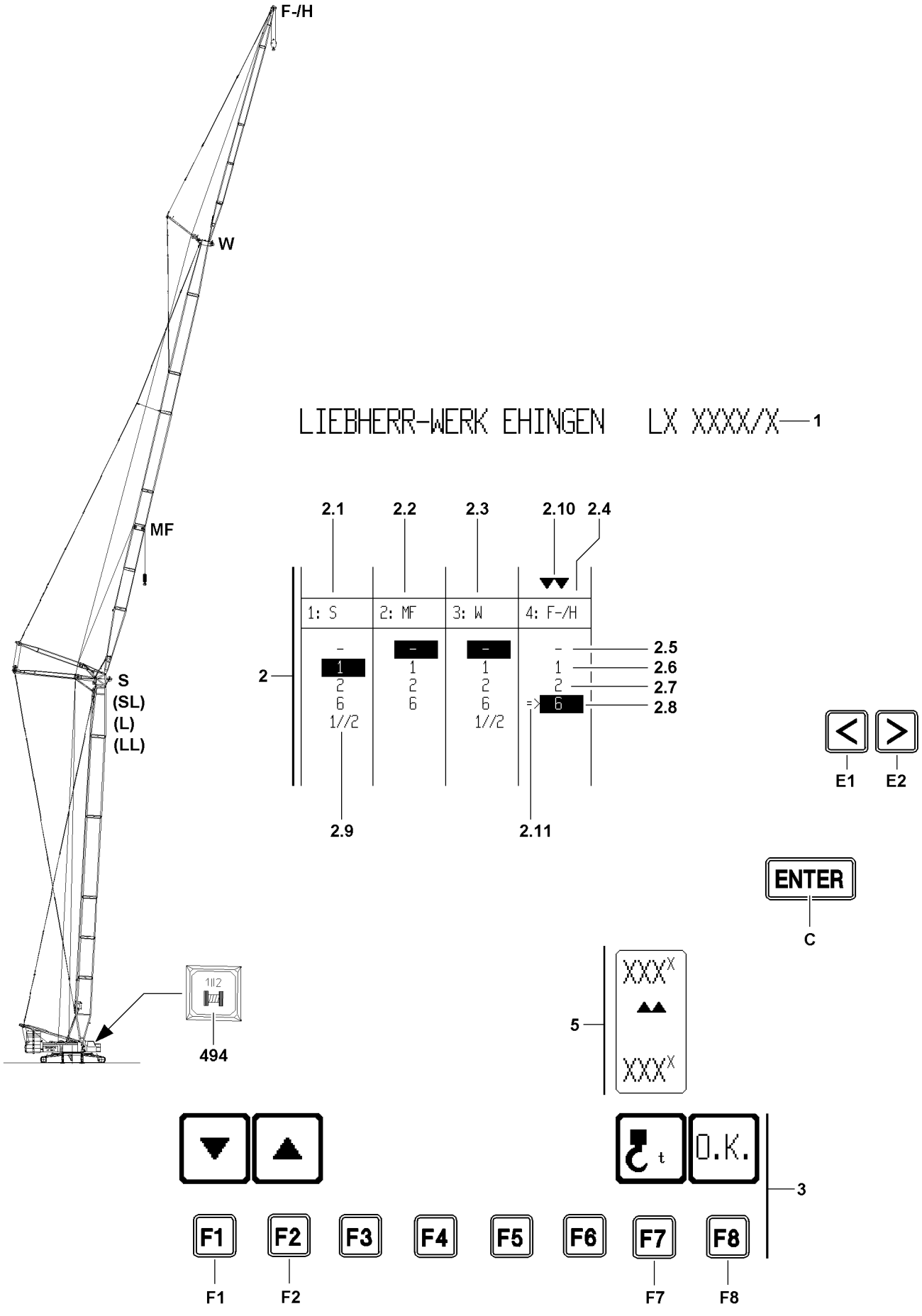

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6.4.2 Assigning winch(es)

WARNING
The crane can topple over!
Due to incorrect settings during the winch assignment, dangerous operating situations can occur, up to the toppling of the crane!
Personnel can be severely injured or killed!
- ► Upon winch assignment of winch 1 and winch 2 in parallel operation ((1II2), turn on the switch **494** (parallel operation) on the control panel to the right!
- ► Upon winch assignment of winch 1 and winch 2 in single operation, **turn off** the switch **494** on the control panel to the right!

Note
- ► The winch selector **2.11** is coupled to the selector arrow **2.10** and moves automatically to the same column as the selector arrow **2.10**. The winch selector **2.11** „jumps“ automatically to the selected winch (black background).
- ► The winch required for crane operation is selected by pressing the function key **F1** and the function key **F2**. This selection is confirmed by pressing the ENTER **C** key!
- ► A winch that is already assigned to another pulley head is ignored and passed over when the function key is pressed. The winch selector **2.11** jumps automatically to the next „free“ winch!
- ► One winch can only be assigned to one pulley head!

Note
- ► In the case of pulley heads that are not assembled, **or**, that are assembled or to which a winch should not be assigned, instead of the winch, „no winch selected“ **2.5** must be assigned!

Make sure that the following prerequisite is met:
- – The desired pulley head is selected.

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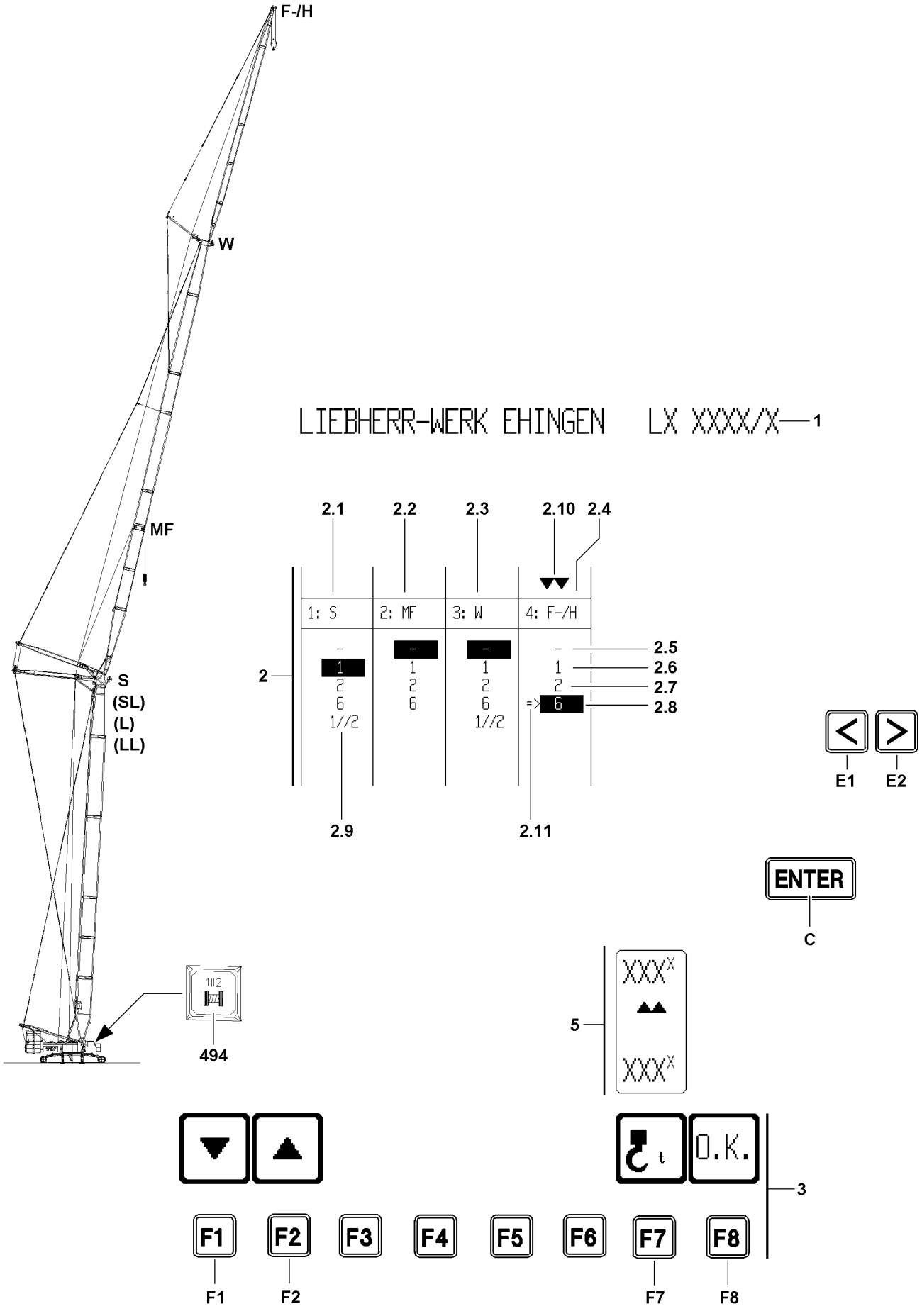

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Move the winch selector „down“

► Press the function key **F1**.

Result:

– The winch selector **2.11** moves „down“.

Move the winch selector „up“

► Press the function key **F2**.

Result:

– The winch selector **2.11** moves „up“.

Confirm the selection

If the desired winch is assigned to a pulley head, the crane operator must confirm the setting for this pulley head with ENTER **C**.

► Every assignment of a winch to a pulley head must be confirmed separately with the ENTER **C** key!

Result:

– The selected winch is highlighted in black.

6.4.3 Taking over the settings on the crane operating screen

If the „winch - pulley head assignment“ is completed for all required pulley heads, the data is taken over on the crane operating view and the control by pressing the „OK“ function key **F8**.

► Press the „OK“ function key **F8**.

Result:

– The settings are completely taken over in the control.
– The crane operating screen appears on the LICCON monitor.

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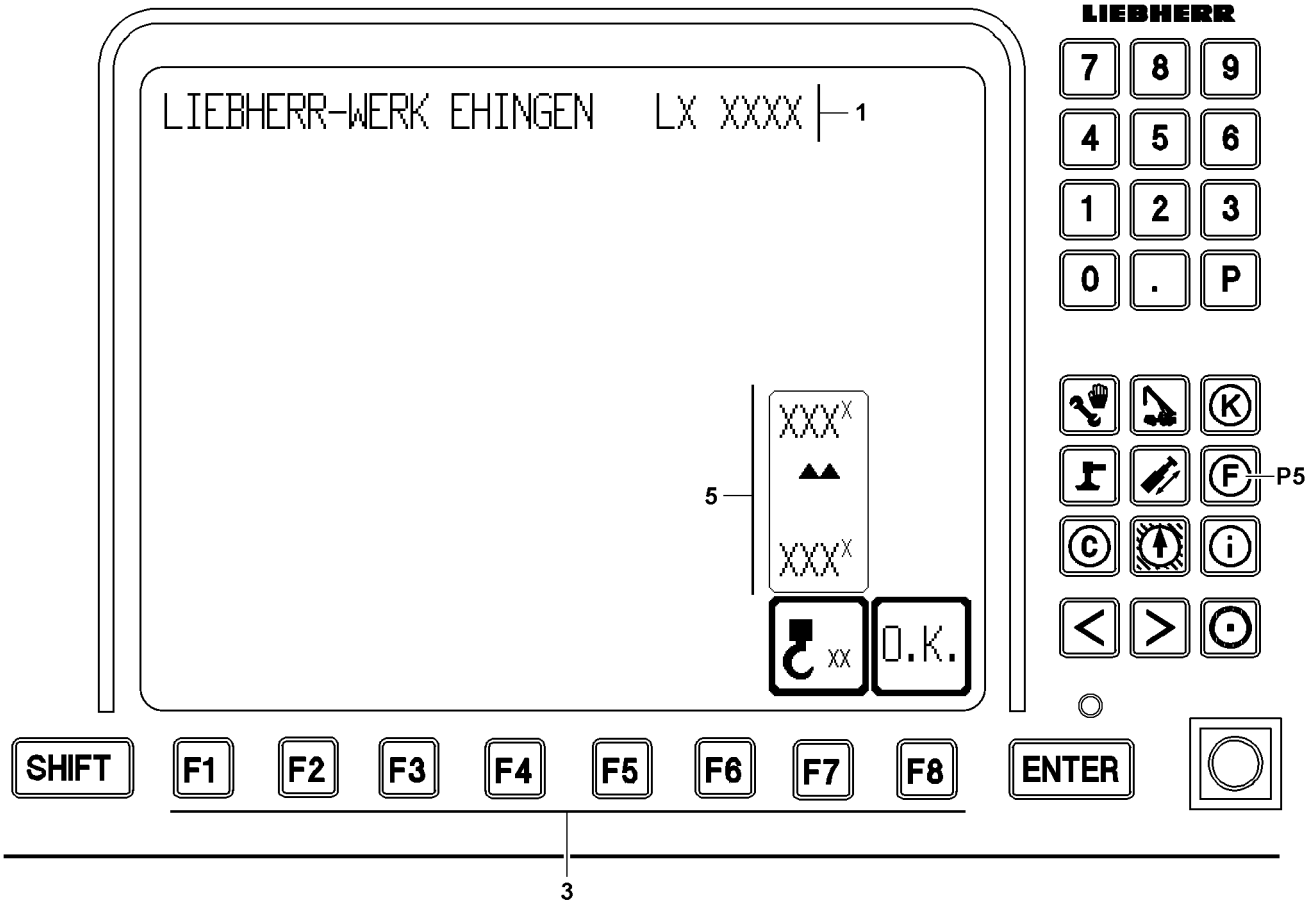

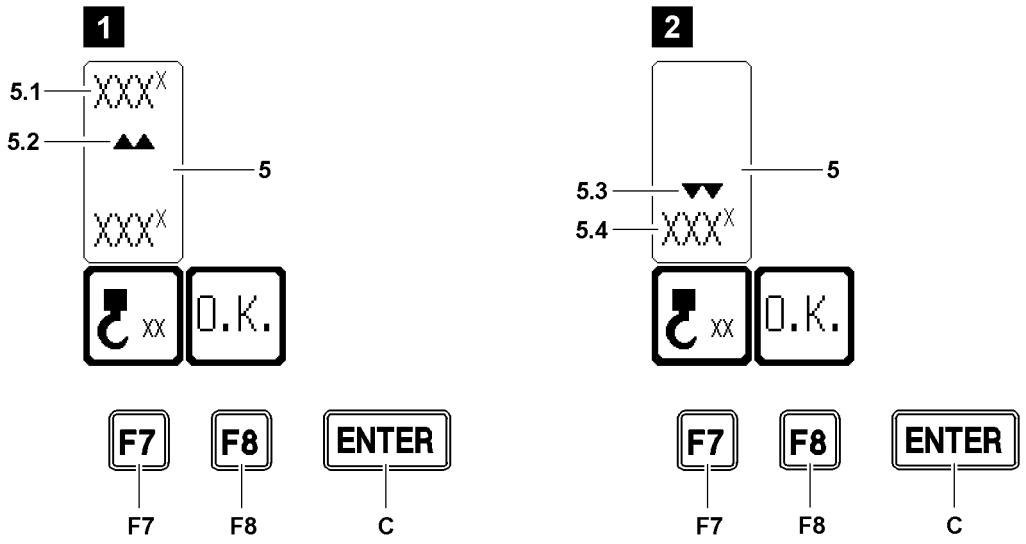

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Fig.113267

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6.5 Hook block weight input window

After the selected set up configuration was confirmed in the set up program with the function key **F8**, the set up parameters are taken over by the LICCON computer system. Afterward, the hook block weight input window appears automatically.

WARNING
Deviation from specifications of erection and take down charts!
In case of a deviation from the specifications of the erection and take-down charts, the crane can be overloaded and topple over!
Personnel can be severely injured or killed!
- ► The entered value must be taken from the erection and take-down charts, depending on the selected set up configuration!
- ► If the actual weight of the hook block exceeds the permissible hook block weight, then the hook block must be carried along for erection / take-down of the boom!
- ► The entered hook block weight is recorded with the data logger!

6.5.1 Starting the hook block weight input window

In the hook block weight input window, the crane operator must determine a hook block weight corresponding to the operating mode for erection / take-down of the boom systems according to the erection / take-down charts.

► Press the function key **F8** on the set up screen.
or
Press the program key **P5**.

Result:

– The hook block weight input window appears.

6.6 Operating interface

1 Crane type designation
3 Function key line
5 Hook block weight icon
5.1 Hook block weight input field
5.2 Double up arrow
- Input field is active, illustration **1**

5.3 Double down arrow
- Current input value is active, illustration **2**

5.4 Current input value of hook block weight

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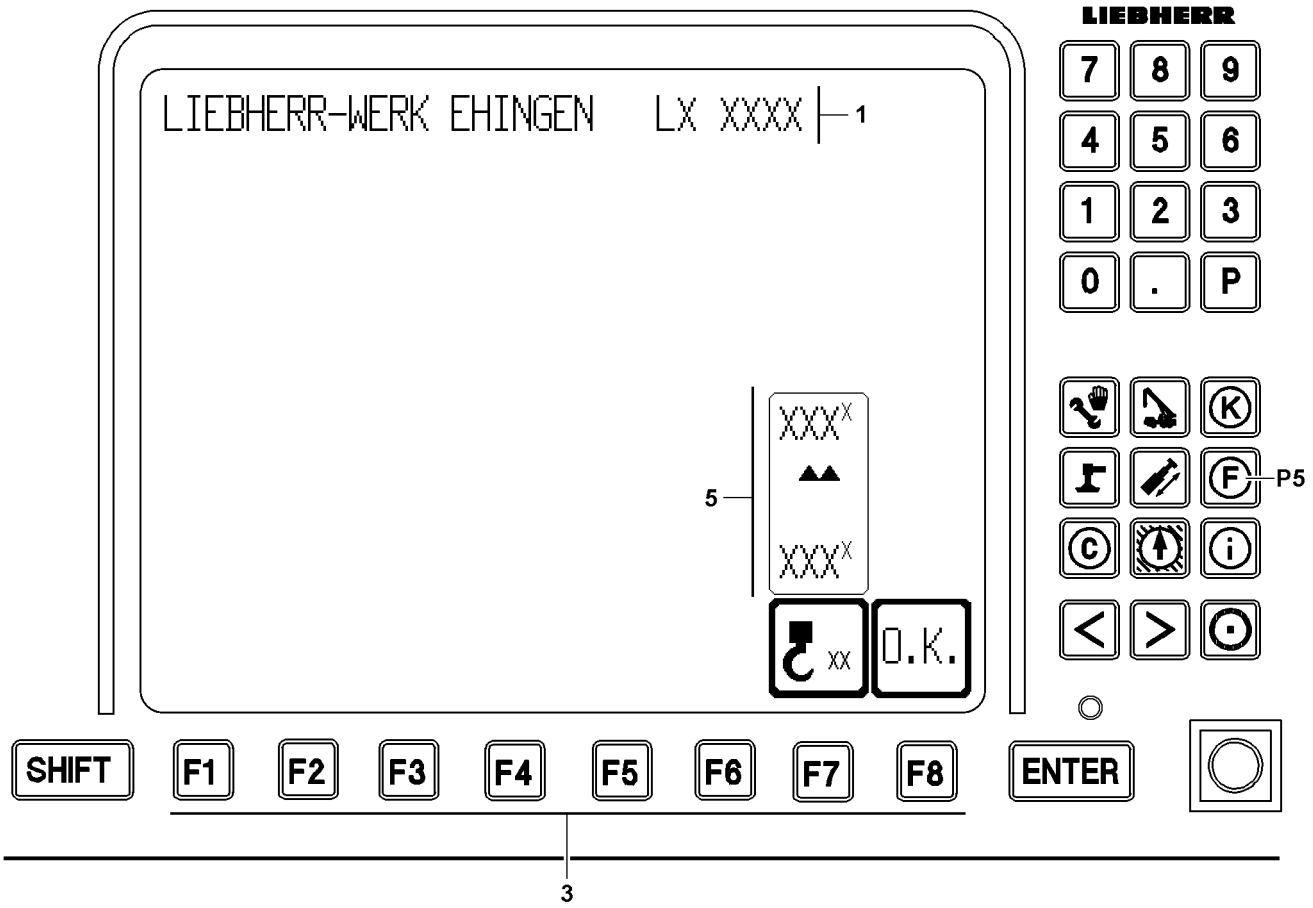

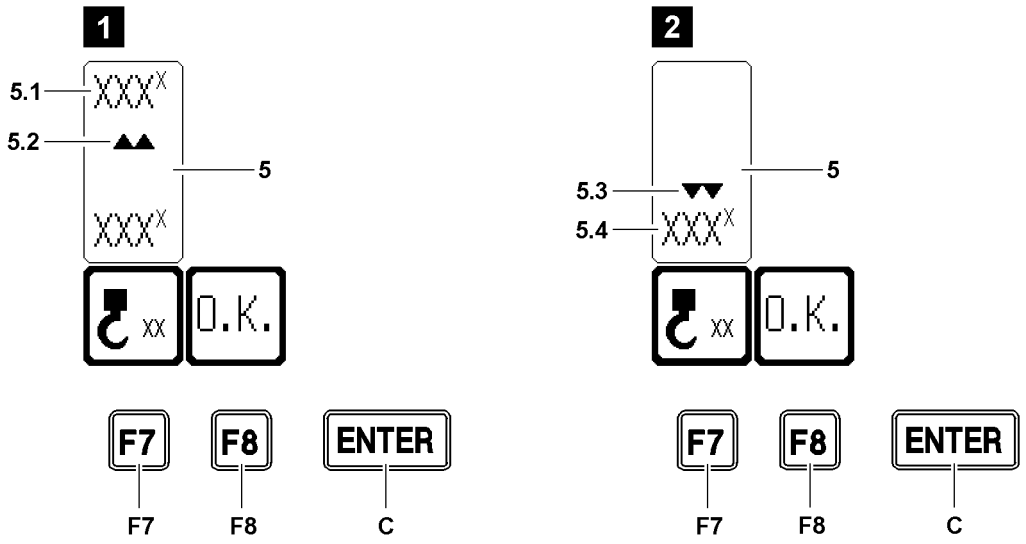

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Fig.113267

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6.7 Entering the hook block weight

To be able to erect / take-down a boom system, a valid hook block weight must first be entered in the hook block weight input window in the LICCON computer system and confirmed.

The permissible weight of the hook block must be taken according to the selected set up configuration from the erection and take-down charts.

Make sure that the following prerequisite is met:
– A valid set up configuration is entered and confirmed.

► Press the function key **F7**.

The double up arrow **5.2** is shown, hook block weight input field **5.1** is active.
► Enter the hook block weight using the keypad.

When the entered hook block weight is shown in the hook block weight input field **5.1**:
► Press the ENTER **C** input key.

Result:

– The hook block weight is taken over as the current hook block weight input value **5.4**, illustration **2**.
– The hook block weight input field **5.1** is faded out.
– The double down arrow **5.3** is shown.

Note
► By pressing the function key **F7** again, the entered hook block weight can be changed!

When the entered hook block weight has been accepted:
► Press the function key **F8** (OK).

Result:

– The entered hook block weight is accepted in the LICCON computer system.
– The crane operating screen appears.

Problem remedy
When luffing the boom up / down **with the hook block**, is the maximum load exceeded according to the load chart and reeving and is a LMB stop triggered?
► Take the hook block down and carry it along.

Problem remedy
When erecting / taking down the boom **with the hook block**, a higher value than the actual weight on the hook block is shown in the „Current load“ icon (crane operating screen)?
► For further procedure, see section „Adapting the hook block weight input value“.

Problem remedy
When erecting / taking down the boom **without the hook block** (load weighting), is a value of more than 0 t shown in the „Current load“ icon (crane operating screen)?
► For further procedure, see section „Adapting the hook block weight input value“.

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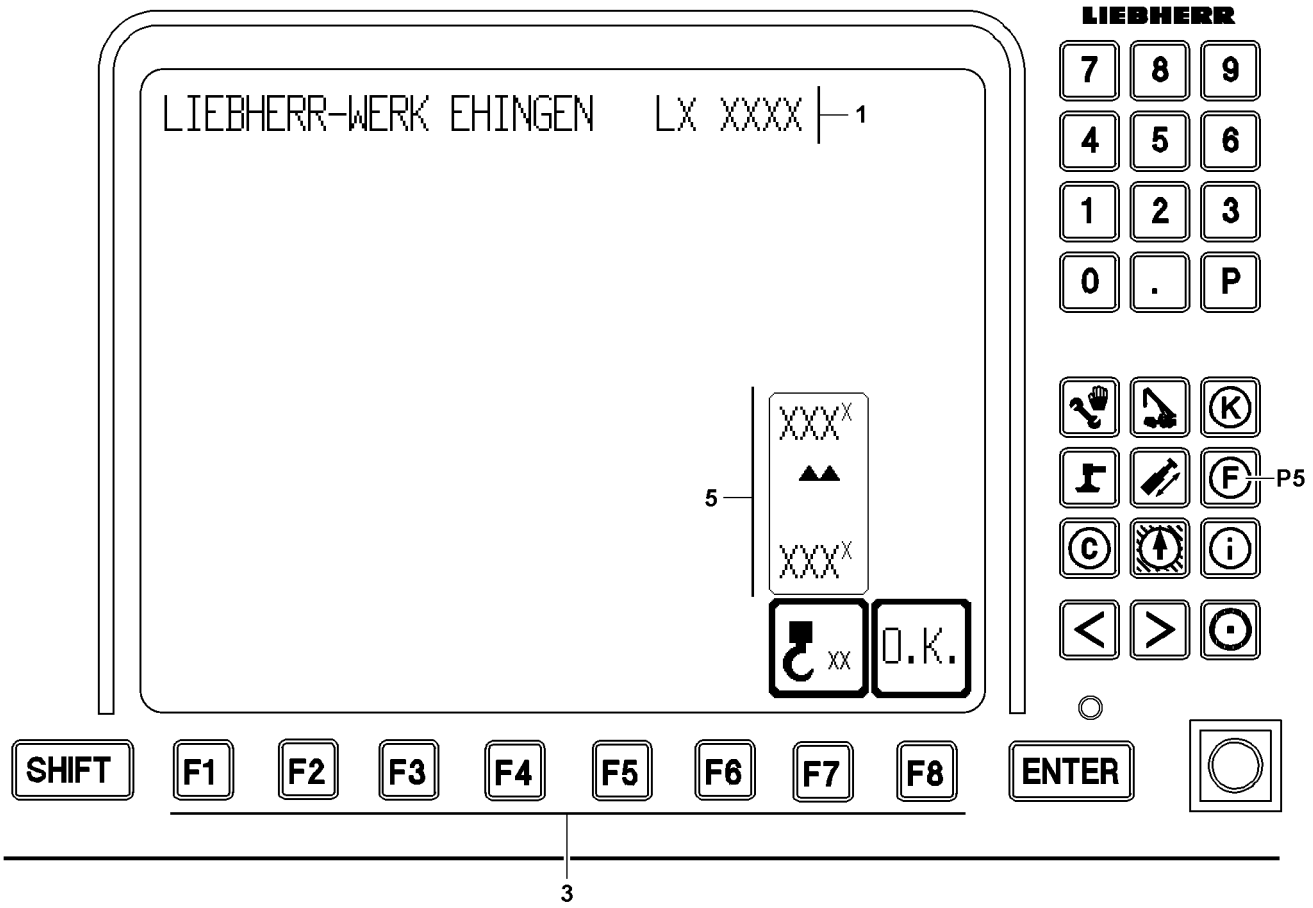

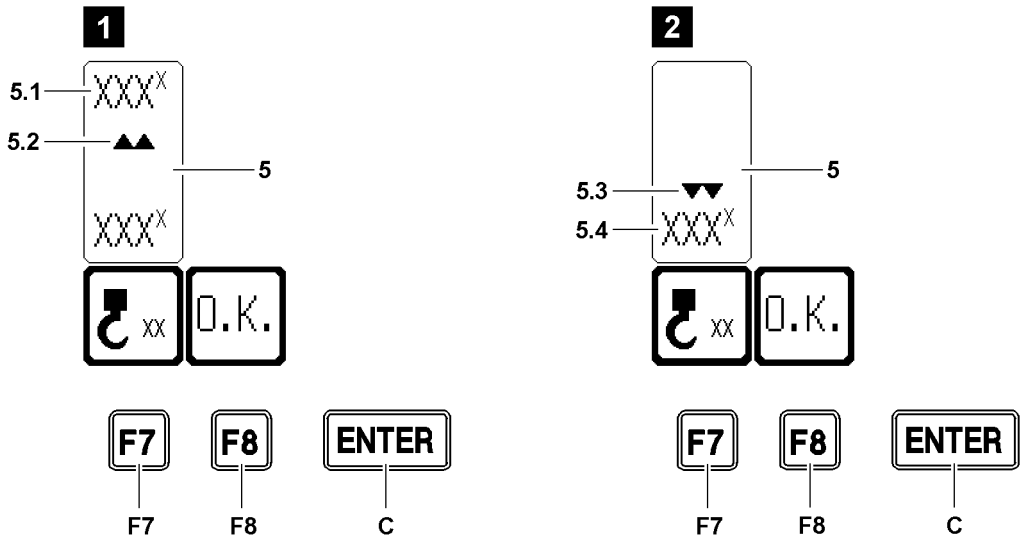

Fig.113267

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6.8 Adapting the hook block weight input value

It may be possible that the crane movement is shut off due to overload when trying to erect / take down the boom.

The reason for the shut-off may be a weighing error.

Note
Weighing error!
- ► A weighing error is a combination of environmental influences, manufacturing and sensor tolerances!
- ► This combination can cause an increased display value in the „Current load“ icon (crane operating screen)!

A weighing error can be compensated for by adapting the hook block weight input value.

WARNING
All-inclusive adaptation of the hook block weight!
If the hook block weight input value is adapted without a weighing error being determined, then the crane can be overloaded and topple over!
Personnel can be severely injured or killed!
- ► Before adapting the hook block weight input value, an existing weighing error must have been found!
- ► Only the determined weighing error may be added to the permissible hook block weight!

If a weighing error is suspected, then the crane operator must ensure, before carrying out additional steps, that:
- – A valid set up configuration has been entered in the LICCON computer system!
- – The assembled boom system matches the entered set up configuration of the crane!
- – The boom system is assembled according to the rod plans!
- – All attachment parts on the boom have been removed!
- – No guy rods are on the boom!
- – The boom is free of snow and ice!
- – The wind influence on the boom is not too great!
- – The weighing error is plausible and comprehensible!

If it is ensured that the above listed prerequisites are adhered to, then the determined weighing error may be added to the permissible hook block weight and entered in the hook block weight icon.

- ► Enter the adapted hook block weight, see section „Entering the hook block weight“.

Problem remedy
Is the adapted value of the hook block weight **not** taken over into the LICCON computer system, even though the weighing error is plausible and comprehensible?
- ► For erection of the boom system, carry the hook block along.

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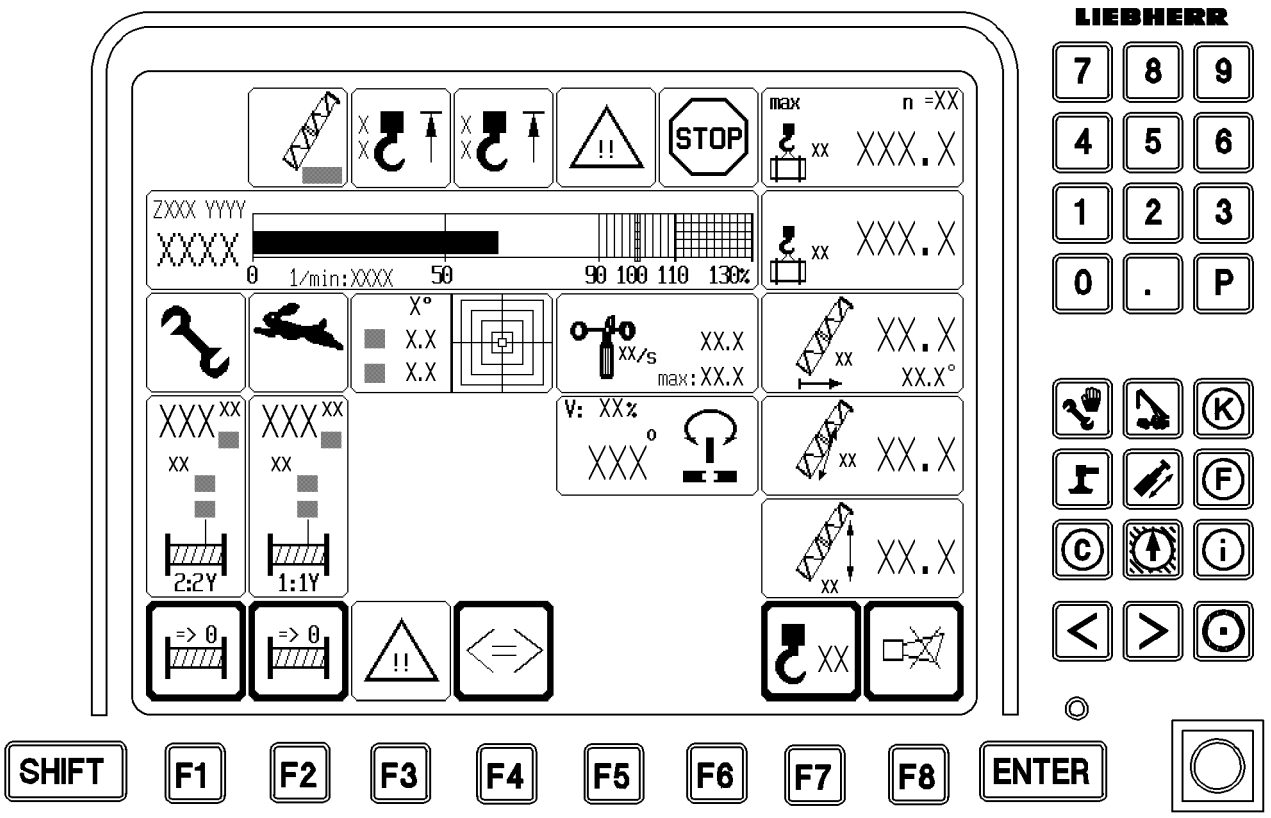

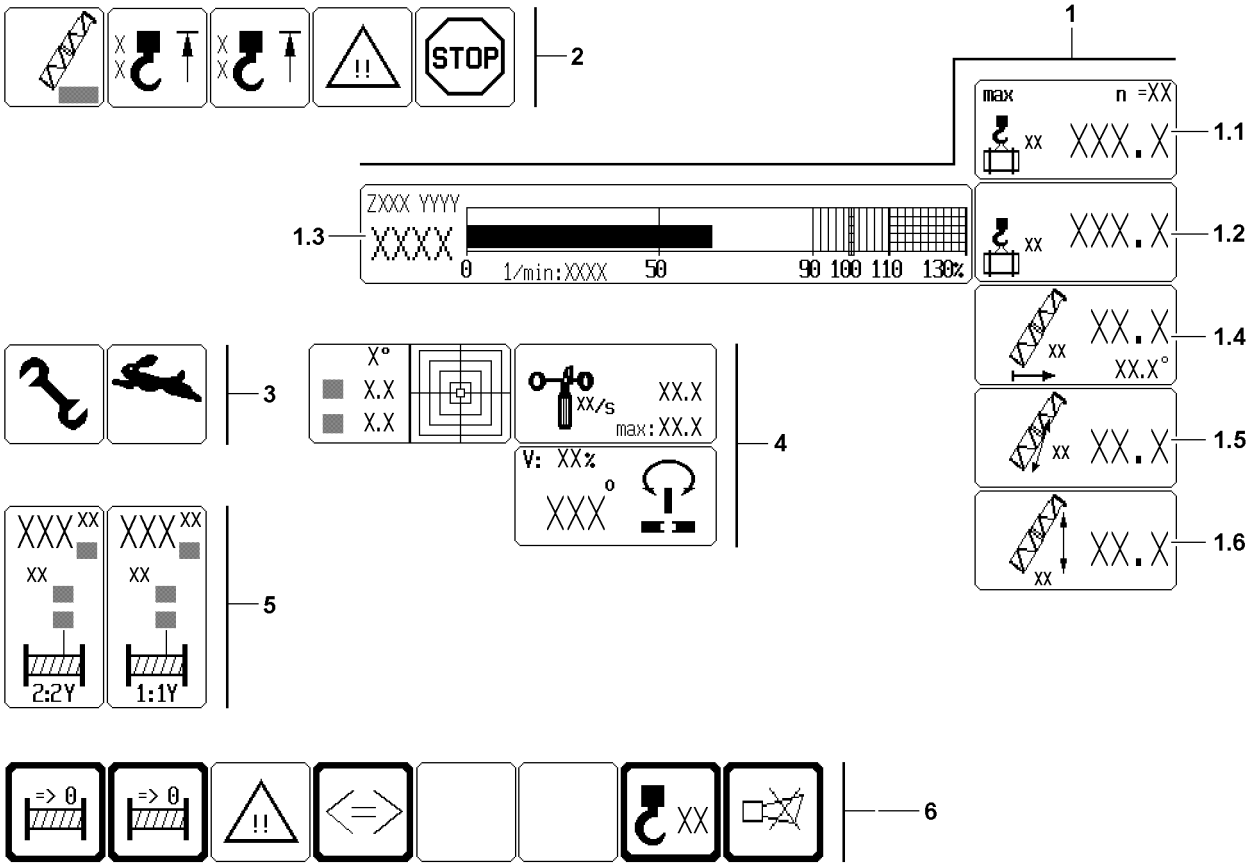

Fig.113450

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7 The Crane operation program on monitor 0

The LICCON program Crane operation assists the crane operator by displaying the data needed for operating the crane clearly on **monitor 0**. An acoustic signal accompanies all critical displays. Depending on the equipment, a range of other icons may also be turned on as additional displays, either as required by the crane operator, or automatically in case of a problem.

It also alerts the crane operator to imminent overload conditions. In the event of overload and many error conditions, which could be hazardous during crane operation, the system shuts off.

The LICCON monitor is divided into six areas in the Crane operation program:

1 Crane geometry and load information

2 Alarm functions

3 Special functions

4 Monitored auxiliary functions

5 Winch display
- Winch 1 and winch 2

6 Function key line

Note
- ► The monitor illustrations in this chapter are only examples!
- ► The numerical values in the individual icons and charts do not have to necessarily match the crane exactly!
- ► The configuration of the LICCON monitor with icons is only descriptive!
- ► An identical icon display will **not** appear during crane operation!

7.1 Crane geometry and load information

Note
- ► The crane illustrations in this section are only examples and are generalized!
- ► They may differ from the crane type and equipment!

The information regarding crane geometry and load is shown in six icons:

1.1 “Maximum load” icon

1.2 “Current load” icon

1.3 “Dynamic utilization bar” icon

1.4 “Boom radius” icon

1.5 “Boom length” icon

1.6 “Pulley head height” icon

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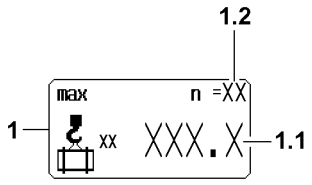

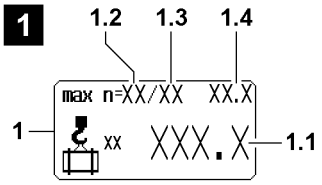

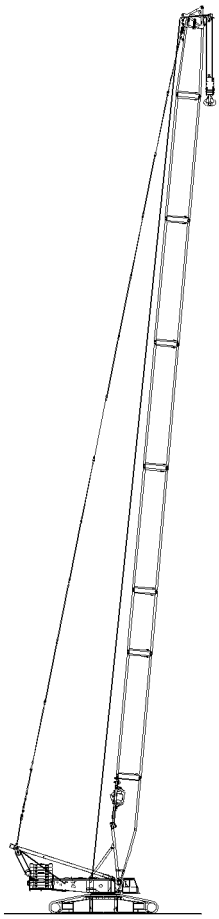

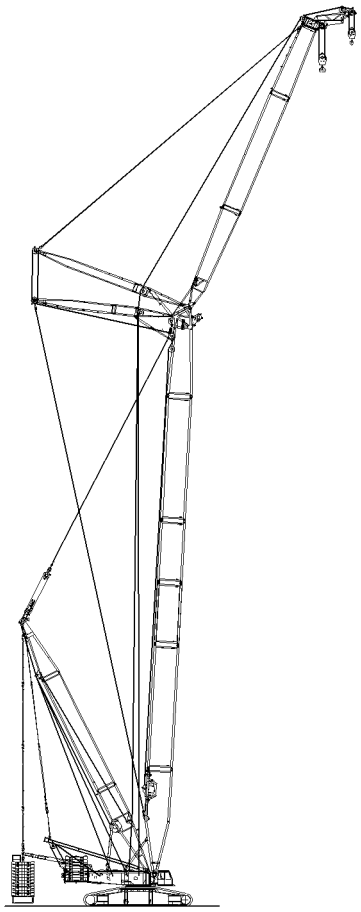

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Fig.111931

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7.1.1 Maximum load

According to the set up configuration, the following changes:
- The illustration of the icon
- The position of values in the icon, see sample illustration **1**!

1 „Maximum load“ icon
- In [t] or [lbs]

1.1 Maximum load on the boom
- In [t] or [lbs]
- The load capacity depends on:
  - The selected operating mode
  - The selected set up configuration (load chart)
  - The boom radius
  - The various boom angles
  - The derrick ballast radius*****
  - The currently pulled derrick ballast*****
  - The reeving of the hoist rope on the boom
- **Note:**
  The maximum load on the boom (also: maximum load according to the load chart and the reeving on the boom) is the load that the crane can lift in its current operating condition with the maximum utilized ballast / counterweight!
- **Note:**
  „? ? ? . ?“ is displayed when no load chart value can be accessed!
  An error message is output, see the Diagnostics manual!
  - Example:
    The crane is not in the range of the load chart!
    or
    The value cannot be calculated / determined!
- **Note:**
  During assembly operating mode SA, the maximum load capacity is shown in [t] or [lbs], according to the corresponding load chart.

1.2 Hoist rope reeving number on the boom
- n = reeving number of the hoist rope on the pulley head selected via the load chart. The reeving number was previously set in the set up program.
- **Note:**
  - In assembly operating mode SA, the reeving number is always 0.

1.3 Hoist rope reeving number on the accessory***** **1.3**, the boom nose*****, for example.
- n = Reeving number of the hoist rope on the installed accessory. The reeving number was previously set in the set up program.

1.4 Maximum load on the accessory***** **1.4**, the boom nose*****, for example.
- In [t] or [lbs]
- **Note:**
  The „maximum load“ of the accessory depends on the set reeving!
- **Note:**
  The maximum loads on the boom (1.1) and on the accessory***** (1.4) are monitored simultaneously!
  If the load in one position is exceeded, then an LMB stop is issued!

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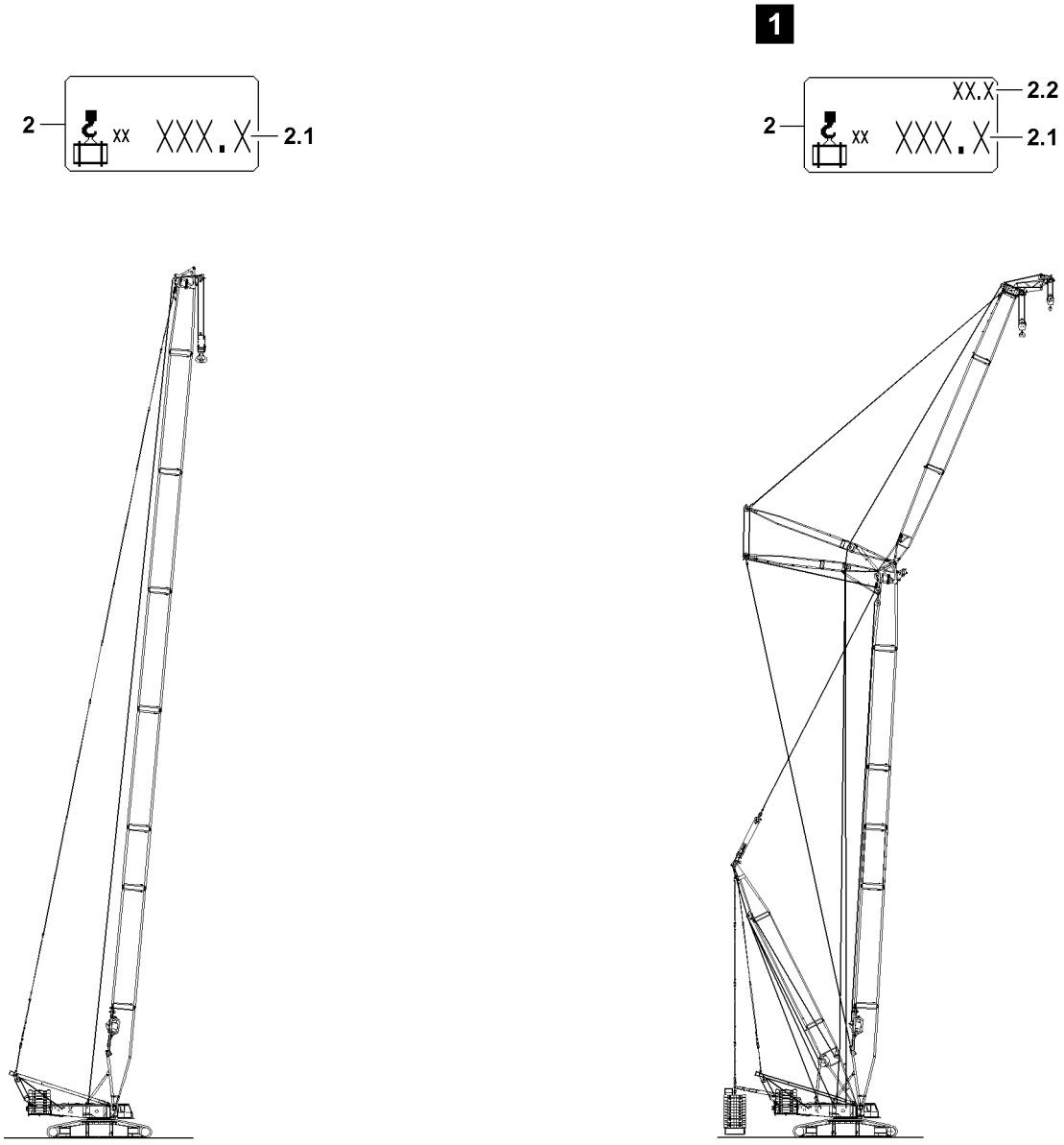

Fig.111932

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7.1.2 Current load

According to the set up configuration, the following changes:
- The illustration of the icon
- The position of values in the icon, see sample illustration **1**!

2 „Current load“ icon
- In [t] or [lbs]

2.1 Current load on the boom
- Actual load display = current load in [t] or [lbs] on the selected boom.
- Display of the calculated total load including the weights of the carrying equipment, the load handling equipment (hook block) and / or the fastening equipment, but **without** the nominal weight of the hoist rope.
- **Note:**
  „? ? ? . ?“ is shown if the value cannot be calculated / determined!
  An error message is output, see the Diagnostics manual!

Note
Assembly operating mode SA
► In assembly operating mode SA, the SA-frame is treated as the boom!
► The current load on the SA-frame is determined via pressure sensors on the assembly cylinder and shown in the „Current load“ icon **2**.

2.2 Current load on the accessory*
- Actual load display = current load (in [t] or [lbs]) on the accessory*, the boom nose*, for example.
- Display of the calculated total load on the boom nose*, including the weights of the carrying equipment, the lifting equipment (hook block) and / or the fastening equipment, **including** the hoist rope.
- **Note:**
  „? ? ? . ?“ is shown if the value cannot be calculated / determined!
  An error message is output, see the Diagnostics manual!

WARNING
Tolerances on the actual load display!
Due to tolerances, there may be a deviation in the actual load display in the „Current load“ icon **2**!
The current load display in the „Current load“ icon **2** is not a calibrated weighing device!
► Always observe the actual weight of the load in connection with the load charts and the set up configuration!

Note
Net load display in the „Current load“ icon **2**!
► By using the „Tare“ function (see description of function key **F7** in section „Function key line“) the display can be changed over to display the net load! The icon also contains the word „Net“!

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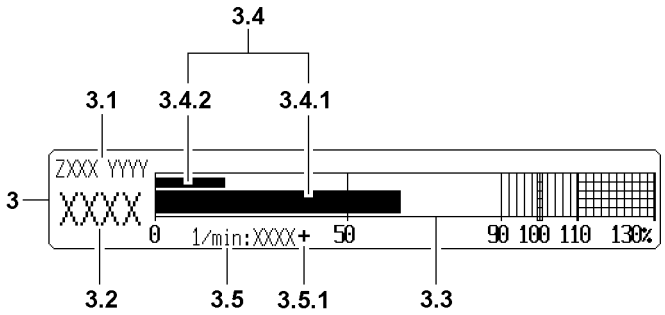

Fig.111933

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7.1.3 Dynamic utilization bar

3 „Dynamic utilization bar“ icon
- As a percentage

3.1 Organization number
- For internal LIEBHERR load chart administration

3.2 Short code
- Identifies the selected set up configuration

3.3 Utilization scale
- Marking from a utilization of 90 %: **Advance warning**
- Marking at a utilization of 100 %: **STOP shut-off**

3.4 Utilization bar

3.4.1 Crane utilization bar
- According to load chart and reeving
- **Note:**
  The utilization bar is the measurement for the current utilization of the crane!

Utilization of crane according to load chart and reeving	=	Current load on the boom head / Maximum load according to load chart and reeving

3.4.2 Accessory utilization bar
- **Note:**
  Maximum load of the accessory*, the boom nose*, for example The load that can be lifted by the boom nose alone!
  Prerequisite: Sufficiently high load on the boom head!

Utilization of the accessory*	=	Current load carrying capacity of the accessory* / Maximum load of the accessory*

3.5 Engine rpm
- In [rpm] or [n/min]
- **Note:**
  „????“ is displayed in case of an rpm recording error for approximately 5 seconds!
  Then the nominal speed for the diesel engine is set for the output regulation of the drives!
  The set nominal speed is shown blinking!
  An error message is output!

3.5.1 Engine rpm lock
- The engine rpm can be locked on the master switch. If the engine rpm has been locked, the icon „+“ appears behind the rpm display.

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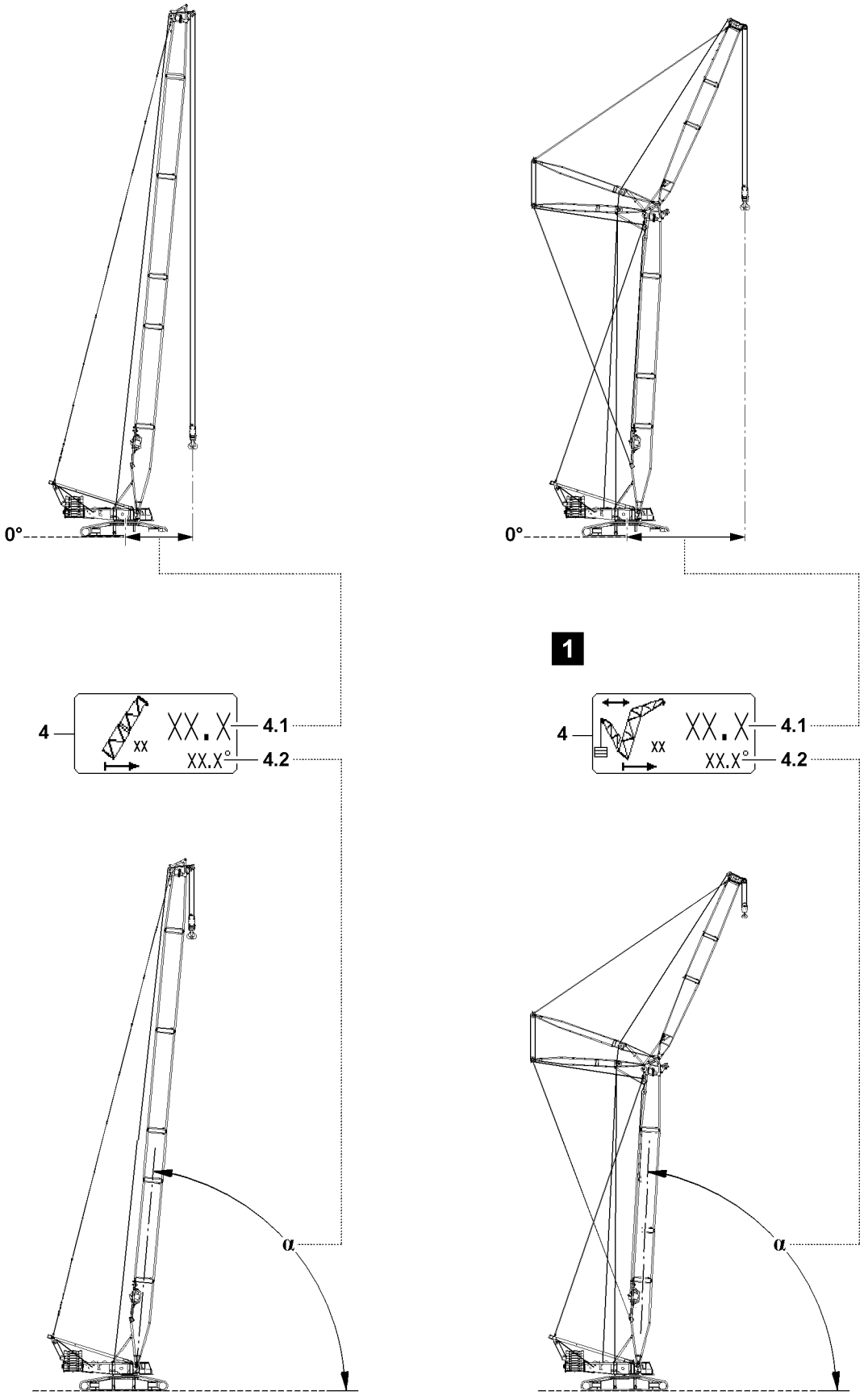

Fig.112633

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7.1.4 Boom radius

According to the set up configuration, the following changes:
- The illustration of the icon
- The position of values in the icon, see sample illustration **1**!

4 „Boom radius“ icon

4.1 Boom radius
- In [m] or [ft]
  Indicates the horizontal distance of the load hook from the rotation axis of the crane superstructure, measured on the ground! This also considers the boom deflection due to its own weight and the suspended weight of the load!
- **Note:**
  „? ? ? . ?“ is shown if the value cannot be calculated / determined!
  An error message is output, see the Diagnostics manual!

4.2 Main boom angle
- In [°]
- This displays the average value of the angle sensor in the main boom pivot section and the angle sensor in the main boom pulley head.
- **Note:**
  „? ? ? . ?“ is shown if the value cannot be calculated / determined!
  An error message is output, see the Diagnostics manual!

Note

► Main boom angle **4.2** (angle α): The angle of the main boom to the placement surface of the crane!

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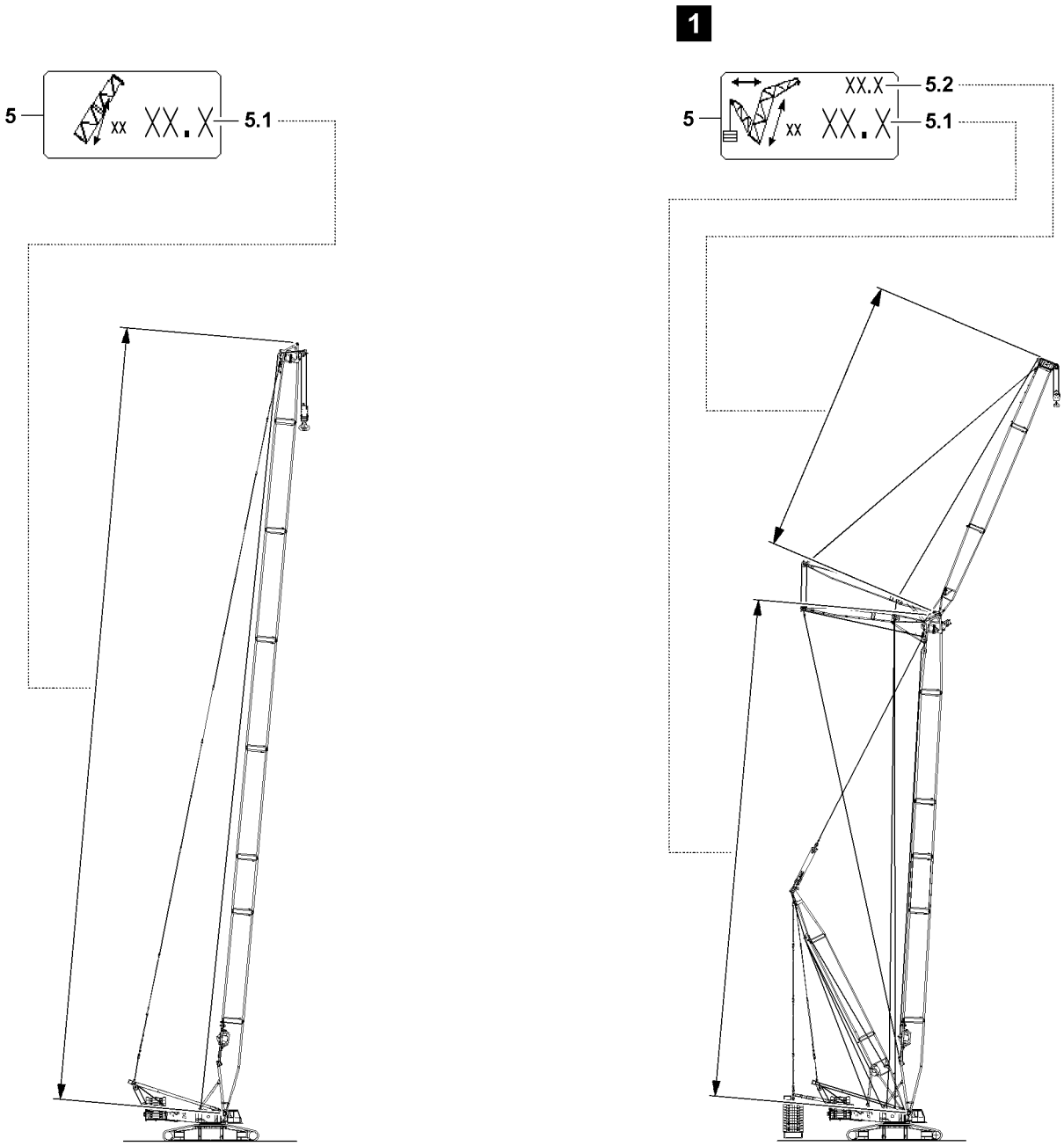

Fig.112638

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7.1.5 Boom length

According to the set up configuration, the following changes:
- The illustration of the icon
- The position of values in the icon, see sample illustration **1**!

5 „Boom length“ icon

5.1 Main boom length
- In [m] or [ft]

5.2 Length of auxiliary boom / accessory
- In [m] or [ft]

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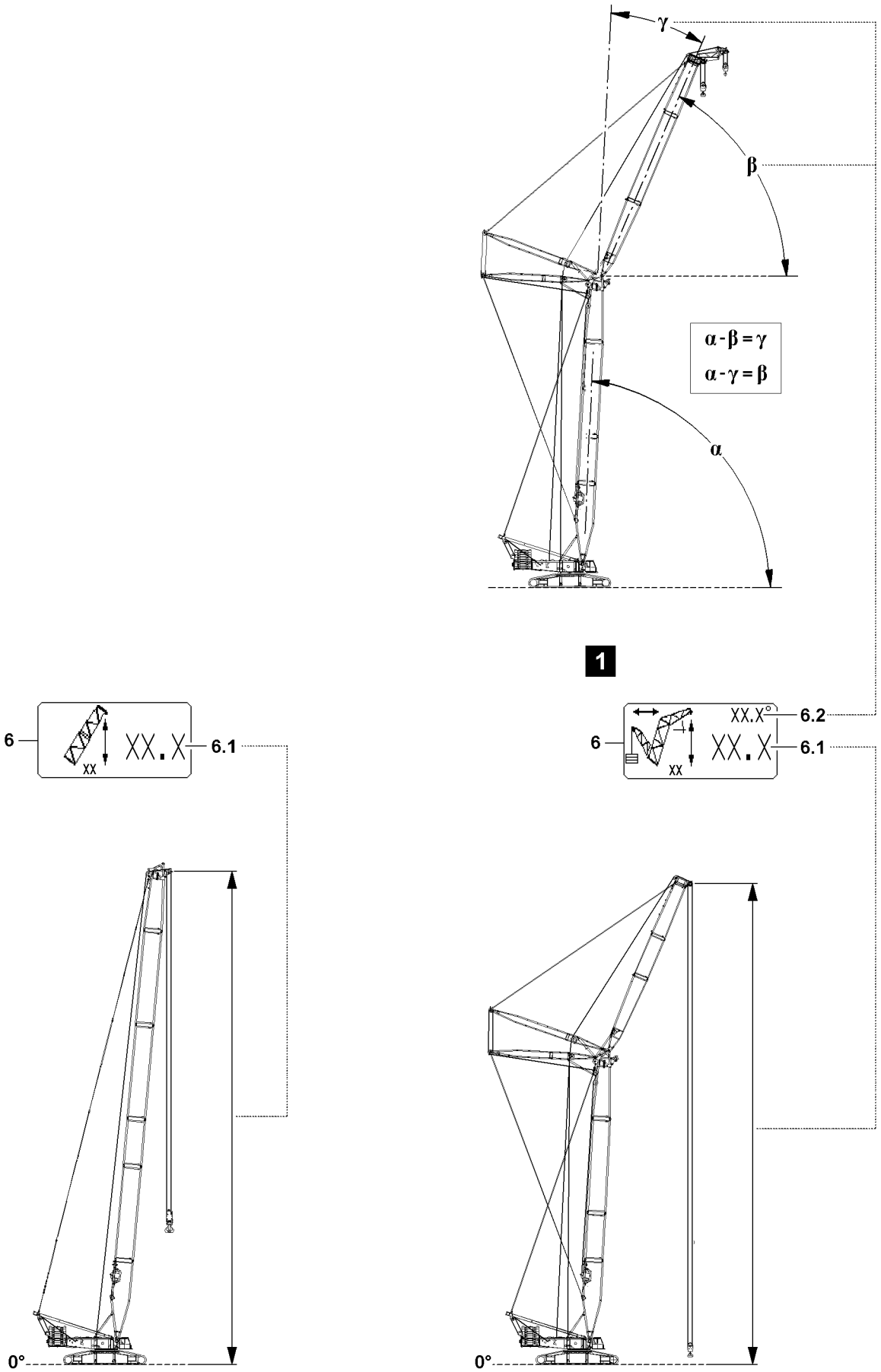

Fig.112639

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7.1.6 Pulley head height

Note
- ► Main boom angle **α**: The angle of the main boom to the placement surface of the crane!
- ► Auxiliary boom / accessory angle **β**: The angle of the auxiliary boom / accessory to the placement surface of the crane!
- ► Auxiliary boom / accessory relative angle **γ**: The angle of the auxiliary boom / accessory is determined relative to the main boom!

According to the set up configuration, the following changes:
- The illustration of the icon
- The position of values in the icon, see sample illustration **1**!

6 „Pulley head height“ icon

6.1 Pulley head height
- In [m] or [ft]
- Marks the vertical distance from the placement surface of the crane to the selected pulley head axle.
  The displayed maximum load is valid for the selected pulley head axis.
- **Note:**
  „? ? ? . ?“ is shown if the value cannot be calculated / determined!
  An error message is output, see the Diagnostics manual!

6.2 Auxiliary boom / accessory angle
- In [°]
- **Note:**
  „? ? ? . ?“ is shown if the value cannot be calculated / determined!
  An error message is output, see the Diagnostics manual!

Note
- ► Depending on the set up configuration and the load chart, a differentiation is made between an absolute angle display and a relative angle display!

β Auxiliary boom / accessory absolute angle
- The angle of the auxiliary boom / accessory to the horizontal (placement surface of the crane) in [°]
- Display absolute angle: For operating modes with a load chart for a fixed defined main boom angle!

or

γ Auxiliary boom / accessory relative angle
- Angle between the main boom and the auxiliary boom / accessory in [°]
- Display relative angle: For operating modes with a load chart for a fixed defined auxiliary boom / accessory angle!

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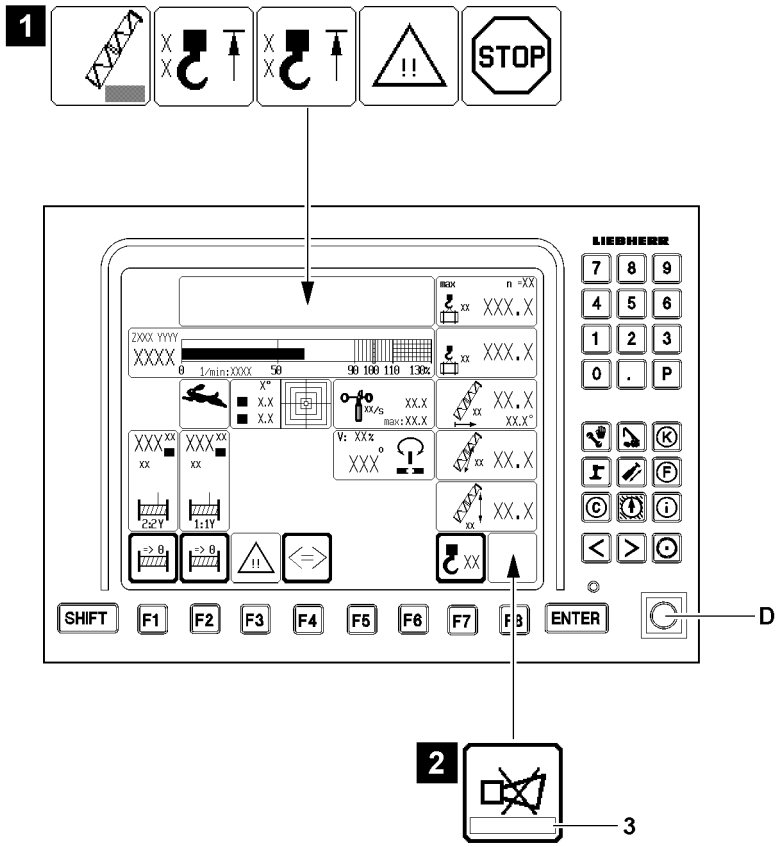

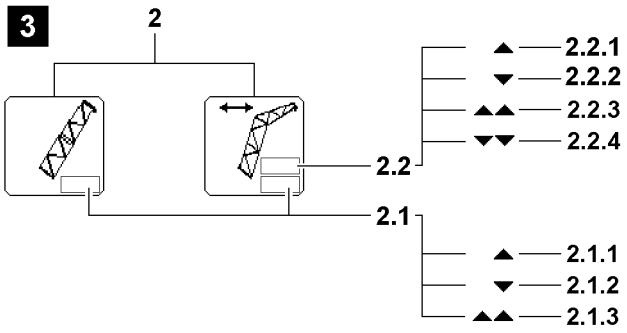

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Fig.111930

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7.2 Alarm functions

NOTICE
Triggered alarm function!
If an alarm function is triggered (for example an advance warning occurrence or LMB Stop), the cause must be determined!
► Always pay attention to triggered alarm functions!
► Alarm functions can flash over the monitor!

The limit ranges of the crane movements are monitored. When the limit ranges are reached, the crane operator is warned by the alarm functions.

The alarm functions are shown on the LICCON monitor:

– Displayed visually with icons, see illustration **1**.
– Indicated acoustically by a „horn“ warning sound, see illustration **2**.

In case of a failure of the relevant sensors / limit switches, special error messages **3** are added.

7.2.1 Boom limitation

See illustration **3**

Main boom limitation signs

Note
► The „Boom limitation“ icon **2** can change in different operating modes, but it is shown always in the same position on the LICCON monitor!
► The field **2.1** „on the bottom“ refers to the main boom!
► The field **2.2** „on the top“ refers to the auxiliary boom / accessory!

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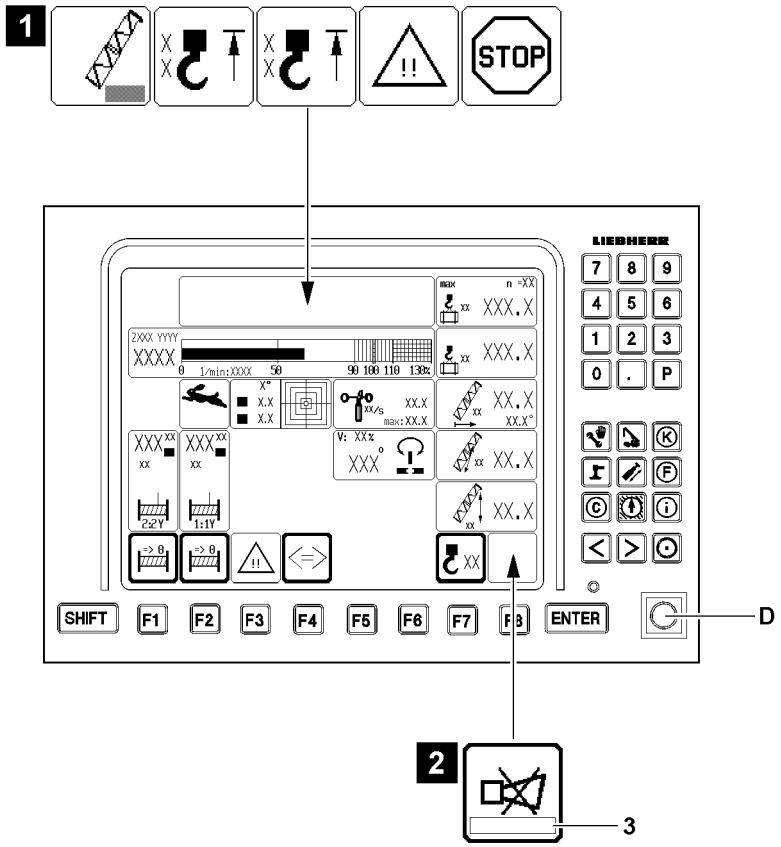

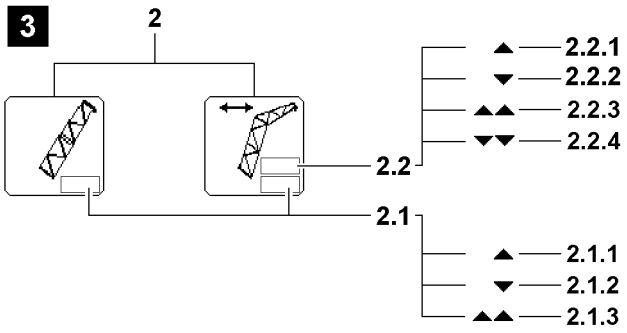

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Fig.111930

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2.1 „Main boom boom limitation“ icon
- The luffing range of the main boom is limited both upward and downward.
- This icon appears if an end position determined by the load chart is reached when luffing the boom or when luffing the boom is disabled by a proximity switch.
- Exclamation marks show when an associated sensor is defective.

Position	Icon	Description
2.1.1	▲	The „Luffing up the main boom“ shut-off is triggered by running against the upper load chart limit **or** Utilization greater than **95 %** and falling load carrying capacity occurs when luffing up the main boom **Note:** Luffing down the main boom is still possible!
2.1.2	▼	The „Luffing down the main boom“ shut-off is triggered by running against the lower load chart limit **Note:** Luffing up the main boom is still possible!

WARNING
Alarm function deactivated!
When the set up key **D** is actuated, there is no shut-off of crane movement via position **2.1.1** and position **2.1.2**!
► Observe the Crane operating instructions, chapter 4.20!

Position	Icon	Description
2.1.3	▲▲	The „Luffing up the main boom“ shut-off is triggered by running against the block limit switch of the main boom relapse cylinders on the left / right (steep boom) **or** due to an error in one block limit switch of the main boom relapse cylinders **Note:** Luffing down the main boom is still possible!

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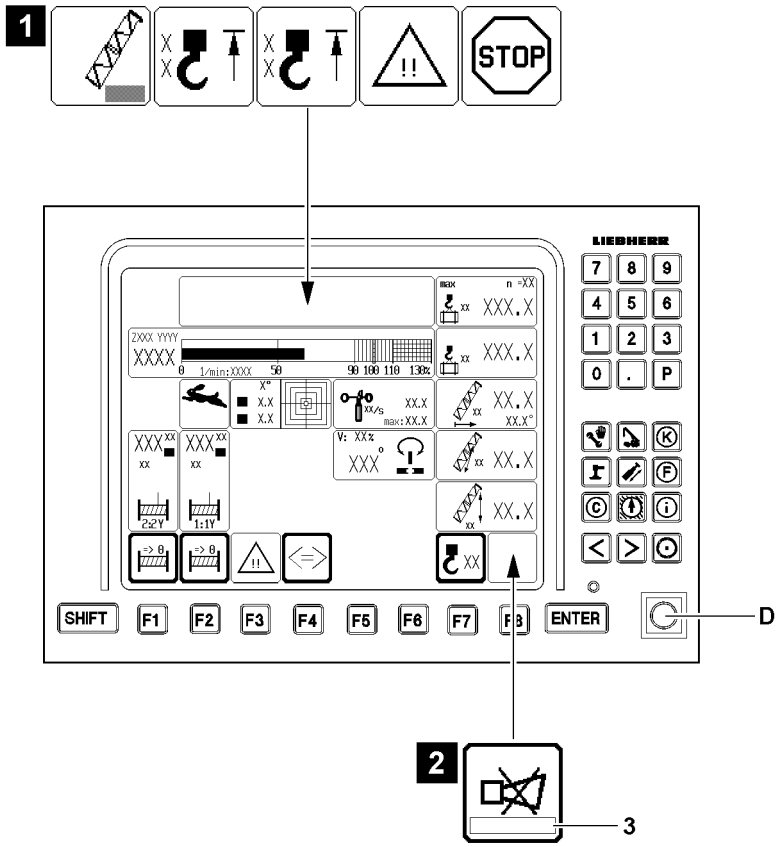

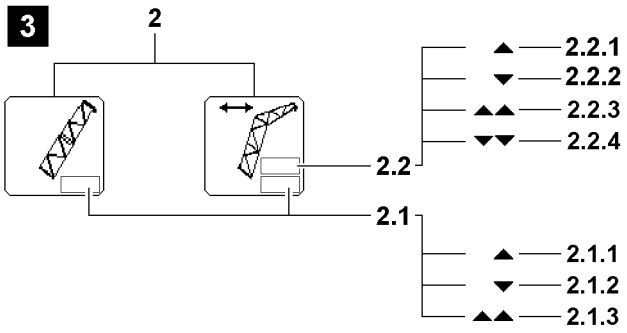

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Auxiliary boom / accessory limitation sign

Note

- ► The „Boom limitation“ icon **2** can change in different operating modes, but it is shown always in the same position on the LICCON monitor!
- ► The field **2.1** „on the bottom“ refers to the main boom limitation sign!
- ► The field **2.2** „on the top“ refers to the auxiliary boom / accessory limitation sign!

2.2 „Auxiliary boom / accessory boom limitation“ icon

- The luffing range of the auxiliary boom / accessory is limited both upward and downward.
- This icon appears if an end position determined by the load chart is reached when luffing the auxiliary boom / accessory or when luffing is disabled by a limit switch.
- Exclamation marks show when an associated sensor is defective.

Position	Icon	Description
2.2.1	▲	The „Luffing up the auxiliary boom / accessory“ shut-off takes place by reaching the upper load chart limit. **Note:** Luffing the auxiliary boom / accessory down remains possible!
2.2.2	▼	The „Luffing down the auxiliary boom / accessory“ shut-off is triggered by running against the lower load chart limit **Note:** Luffing up the auxiliary boom / accessory remains possible!

WARNING

Alarm function deactivated!

When the set up key **D** is actuated, there is no shut-off of crane movement via position **2.2.1** and position **2.2.2**!

- ► Observe the Crane operating instructions, chapter 4.20!

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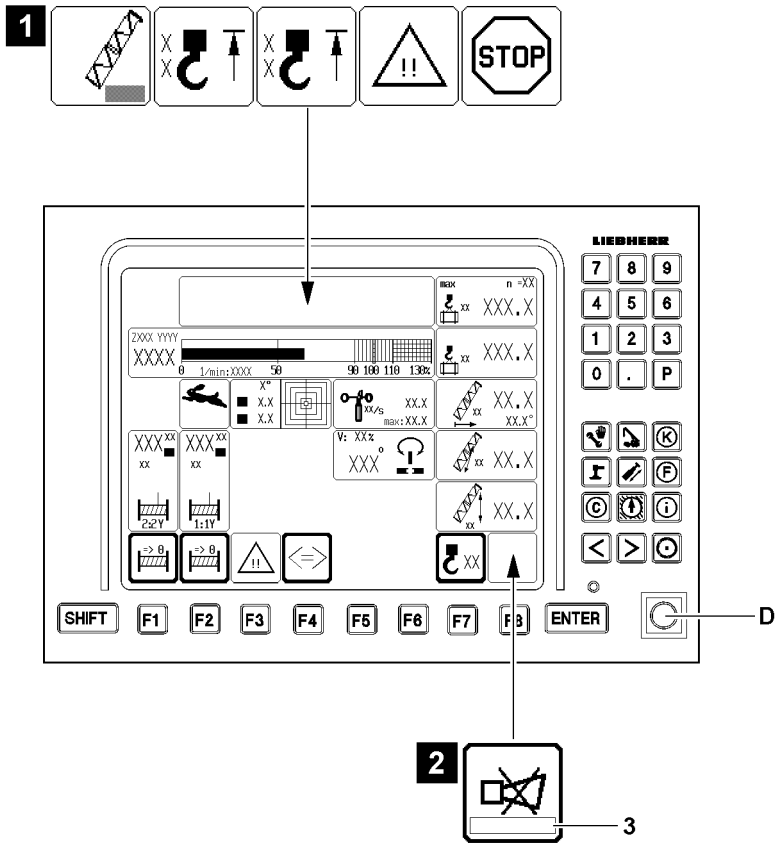

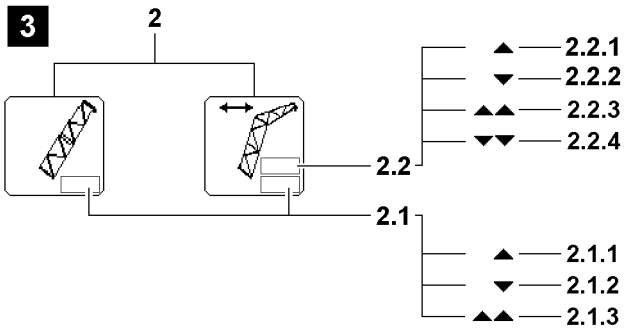

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Position	Icon	Description
2.2.3		The „Luffing up the auxiliary boom / accessory“ shut-off is triggered by running against a block limit switch of the auxiliary boom / accessory relapse cylinders **or** the relapse flap **or** an error on one limit switch occurs. **Note:** Luffing the auxiliary boom / accessory down remains possible!
2.2.4		The „Luffing down the auxiliary boom / accessory“ shut-off is triggered by running against a block limit switch („Auxiliary boom / accessory lower left / right“) **or** an error occurs on one of these limit switches. **Note:** Luffing up the auxiliary boom / accessory remains possible!

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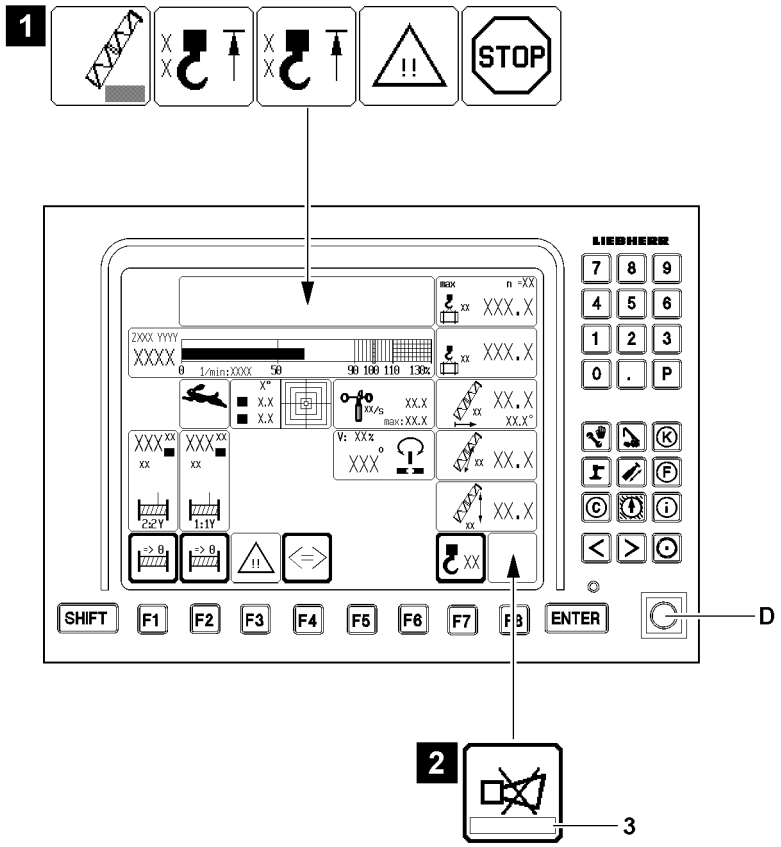

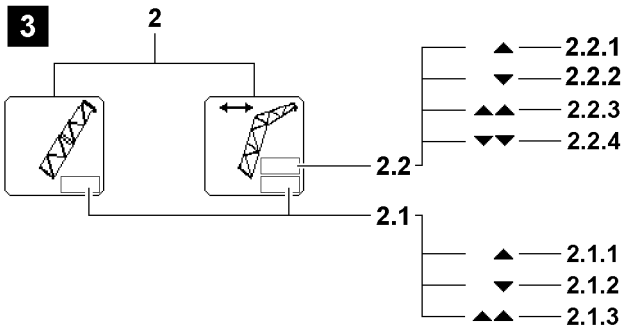

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7.2.2 Failure of sensor / limit switch

NOTICE
Failure of sensor / limit switch!
Depending on the classification of the sensor / limit switch, the crane can continue to be operated with limitation or is shut off by the control!
An error message is output in the horn icon **3**, see illustration **2**!
The error message shows defective sensors / limit switches, see the Diagnostics manual!
- ► The error must be remedied immediately!
- ► Crane movements after a failure of a sensor / limit switch must be carried out anticipatorily and with extreme caution!

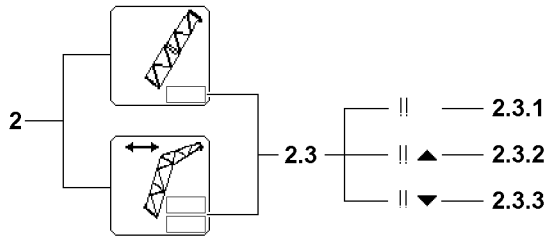

Fig.111928

Position	Icon	Description
2.3.1	!!	At least one associated sensor / limit switch is defective / missing on the auxiliary boom / accessory If an alarm function occurs at the same time, then the icon can be shown differently, see position **2.3.1**, position **2.3.2** or position **2.3.3**.
2.3.2	!!▲	
2.3.3	!!▼	**Note**: Not every failure of a sensor / limit switch on the boom is shown in the „Boom limitation“ icon **2** Observe the error message in the Horn **3** icon!

Note
- ► Depending on the classification of the sensor / limit switch, the respective crane movement is shut off **unbypassably** in case of a failure!
- ► When deflecting the master switch, an error message is output in the horn icon **3**! The error message shows defective sensors / limit switches!
- ► If the error cannot be remedied on your own, contact Liebherr Customer Service!

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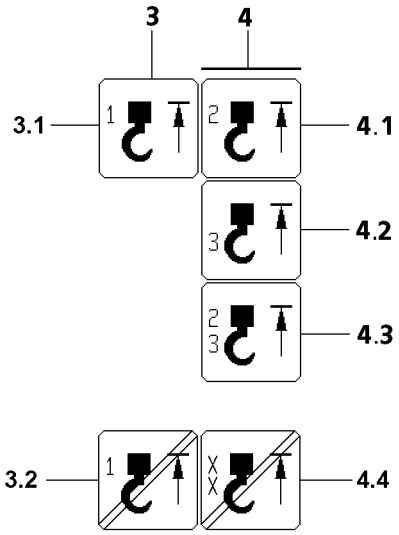

Fig.112365

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7.2.3 Hoist top limit switch HES1

3 „Hoist top on HES1“ icon
- In order to prevent the crane from being operated without hoist limit switches (HES), the minimum hoist limit switch configuration is continuously monitored to ensure it is present. If a hoist limit switch required for a particular operating mode is not plugged in, therefore not active on the LSB bus system, an LMB STOP is triggered and an error message is also output.
- **Note:**
  HES1 (HES1A + HES1B) must be present for all operating modes with the main boom!
  HES1 (HES1A + HES1B) turn off the same functions such as the remaining hoist limit switches!

3.1 HES1
- Location HES1A:
  Main boom end section: left, bus address: 27
- Location HES1B:
  Main boom end section: right, bus address: 28
- The **„HES1“** icon appears if:
  - The hook block runs against the HES1A.
  - HES1A is not active, although it must be present on the bus.
  - HES1A has an internal error.
  - The hook block runs against the HES1B.
  - HES1B is not active, although it must be present on the bus.
  - HES1B has an internal error.
- **Note:**
  The spool up the hoist winch, luff down the boom as well as luff down the derrick boom crane movements are turned off!

3.2 „Hoist top on boom bypassed“ icon
- The icon appears when the „Hoist top shut-off“ is bypassed

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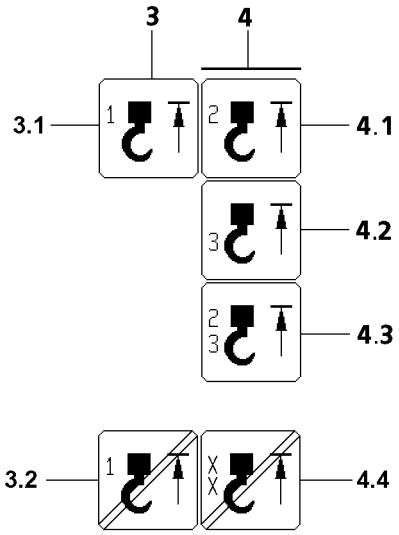

Fig.112365

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7.2.4 Hoist top limit switch HES2 and HES3

4 „Hoist top on HES2 / HES3“ icon

- In order to prevent the crane from being operated without hoist limit switches (HES), the minimum hoist limit switch configuration is continuously monitored to ensure it is present. If a hoist limit switch required for a particular operating mode is not plugged in, therefore not active on the LSB bus system, an LMB STOP is triggered and an error message is also output.
- **Note:**
  HES2 (HES2A + HES2B) must be present for all operating modes with an auxiliary boom / accessory!
  HES1 (HES2A + HES2B) turn off the same functions such as the remaining hoist limit switches!
- **Note:**
  HES3 must be present for all operating modes with an accessory*****!
  HES3 turn off the same functions such as the remaining hoist limit switches!

4.1 HES2

- Location HES2A: Auxiliary boom / accessory*****
  Bus address: 27
- Location HES2B: Auxiliary boom / accessory*****
  Bus address: 28
- The **„HES2“** icon appears if:
  - The hook block moves against the HES2A on the auxiliary boom / accessory.
  - HES2A is not active, although it must be present on the bus.
  - HES2A has an internal error.
  - The hook block moves against the HES2B on the auxiliary boom / accessory.
  - HES2B is not active, although it must be present on the bus.
  - HES2B has an internal error.
- **Note:**
  The spool up the hoist winch, luff down the boom as well as luff down the derrick boom crane movements are turned off!

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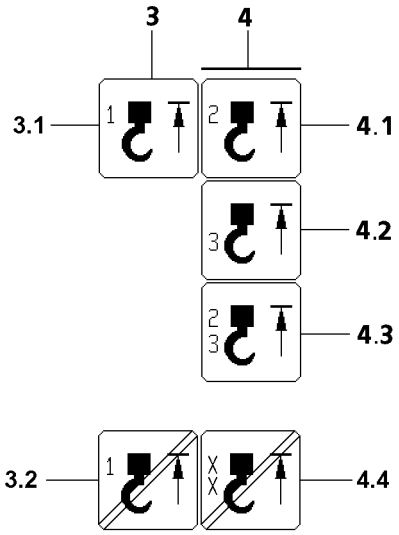

Fig.112365

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4.2 „Hoist top on HES3“ icon

Installation location(s):

- Main boom accessory 1, bus address: 24*****
- Main boom accessory 2, bus address: 25*****
- Main boom accessory 3, bus address: 26*****
- Auxiliary boom /accessory accessory 1, bus address: 24*****
- Auxiliary boom /accessory accessory 2, bus address: 25*****
- Auxiliary boom /accessory accessory 3, bus address: 26*****
- The **„HES3“** icon appears if:
  - The hook block runs against the HES3.
  - HES3 is not active, although it must be present on the bus.
  - HES3 has an internal error.
- **Note:**
  The spool up the hoist winch, luff down the boom as well as luff down the derrick boom crane movements are turned off!

4.3 HES2 and HES3

- The icon appears when HES2 and HES3 icons appear simultaneously.

4.4 „Hoist top on boom bypassed“ icon

- The icon appears when the „Hoist top shut-off“ is bypassed
- **Note:**
  Only the icons for active and bypassed hoist limit switches appear!

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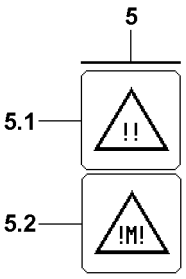

Fig.112366

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7.2.5 LMB advance warning / engine monitoring advance warning

5 „Advance warning“ icon

5.1 LMB advance warning
- The current load chart utilization is calculated from the „current load“ and the „maximum load according to the load chart and the reeving“.
- The „Advance warning“ icon appears if:
  - The current load chart utilization of the crane, according to the „Load chart and reeving“ exceeds the programmed limit (**90 percent**) for the advance warning.
    or
  - The current utilization of the accessory* exceeds the limit programmed for the advance warning (**90 percent**).

5.2 Engine monitoring advance warning
- If a warning event occurs in the engine monitoring system, the „Engine monitoring advance warning“ icon is displayed on the LICCON monitor.

NOTICE
Shut off engine monitoring!
Outside of the crane operation program, the engine monitoring is turned off!
When the engine monitoring is turned off, problems and warning occurrences are not recognized!
This could result in crane failure!
- ► If work is not carried out in the crane operation program, then turn the crane engine off and operate the LICCON computer system in stand-by mode, see section „LICCON computer system in stand-by mode“!
- ► If work has to be carried out for a longer period outside of the crane operation program, with the crane engine running, then switch regularly to the engine monitoring screen!

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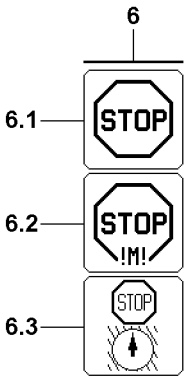

Fig.113264

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7.2.6 LMB STOP / Engine monitoring STOP

6 „STOP“ icon

6.1 LMB STOP
- The „STOP“ icon appears when the load chart utilization exceeds the **100 % mark** (LMB STOP).
- **Note:**
  All crane movements that increase the load momentum are shut off!

or

6.1 Sensor error
- The „STOP“ icon appears when a sensor that is required to monitor the load chart has an error (LMB STOP is actuated).
- **Note:**
  All crane movements that increase the load momentum are shut off!

or

6.1 No load chart
- The „STOP“ icon appears if no load chart is available (LMB STOP is actuated).
- **Note:**
  All crane movements that increase the load momentum are shut off!

6.2 Engine monitoring STOP
- If a STOP event occurs in the engine monitoring system, the system automatically switches over (from the Crane operation program) to the Engine monitoring program.

NOTICE
Shut off engine monitoring!
Outside of the crane operation program, the engine monitoring is turned off!
When the engine monitoring is turned off, problems and warning occurrences are not recognized!
This could result in crane failure!
- ► If work is not carried out in the crane operation program, then turn the crane engine off and operate the LICCON computer system in stand-by mode, see section „LICCON computer system in stand-by mode“!
- ► If work has to be carried out for a longer period outside of the crane operation program, with the crane engine running, then switch regularly to the engine monitoring screen!

6.3 Working range limitation*
- If a programmed working range limit* is reached, then this condition is indicated by the working range limitation* **6.3** STOP icon instead of the standard „STOP“ icon **6**.

Note
- ► If an LMB-STOP occurs simultaneously, the Working range limitation* **6.3** STOP icon continues to be displayed.
- ► The LMB-STOP is identifiable if the utilization bar exceeds 100 % or if a maximum load carrying capacity of 0 t is permitted!

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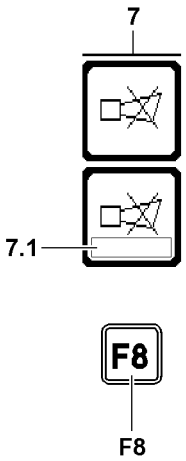

Fig.111270

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7.2.7 Acoustic warning on monitor 0

Acoustic warnings on monitor 0 are indicated by the „Horn“ warning sound.

The „horn“ warning sound is divided into two categories:
- The „horn“ is a beeping sound that lasts approximately 0.5 seconds and that is repeated every second.
- A „short horn“ is a beeping sound that lasts approximately 0.1 seconds, which is repeated in a second cycle.

7 Horn icon
- When the Horn icon is shown on the LICCON monitor, any acoustic signals that occur can be shut off by the LICCON monitor **0** by pressing the function key **F8**.
- If an error message is shown in the horn icon **7** in field **7.1**, then it can be used to determine the error in the diagnostics manual. Pressing the function key **F8** twice automatically switches to the error determination screen of the test system. The error is displayed there in documentary form.

„Horn“ acoustic signal

1. It sounds in addition to the visual display of an error message in the field **7.1** if operational errors are found that lead to the shut-off of a crane movement.
   Operational errors are:
   - Overload
   - Boom outside of the angle / boom radius range of the load chart
2. In case of application errors with error number (LICCON Error Code LEC). For example sensor errors, which occur due to insufficient sensor signals or a defective sensor.
   The following sensors are monitored:
   - Length sensors
   - Angle sensor
   - Pressure sensor
   - Pull test brackets (force test boxes)
   - Inductive sensors
   - Hoist limit switch
   - Wind sensor
   - Battery voltage

„Short horn“ acoustic signal

It sounds in addition to the visual display of error messages without an error number and that do not lead directly to crane movement shut-off by the LICCON overload protection
Monitored error messages are:
- Maximum permissible wind speed exceeded (only with an activated wind sensor*****)
- Maximum or minimum support force exceeded (only with active support force monitoring*****).
- Crane utilization value for „Advance warning“ (90 %) reached

Acoustic signal priority

- The „Horn“ alarm has higher priority than the „Short horn“ alarm, i.e. „Horn“ takes preference over „Short horn“.
- The „Horn“, as well as the „Short horn“ immediately become active again if an error recurs!

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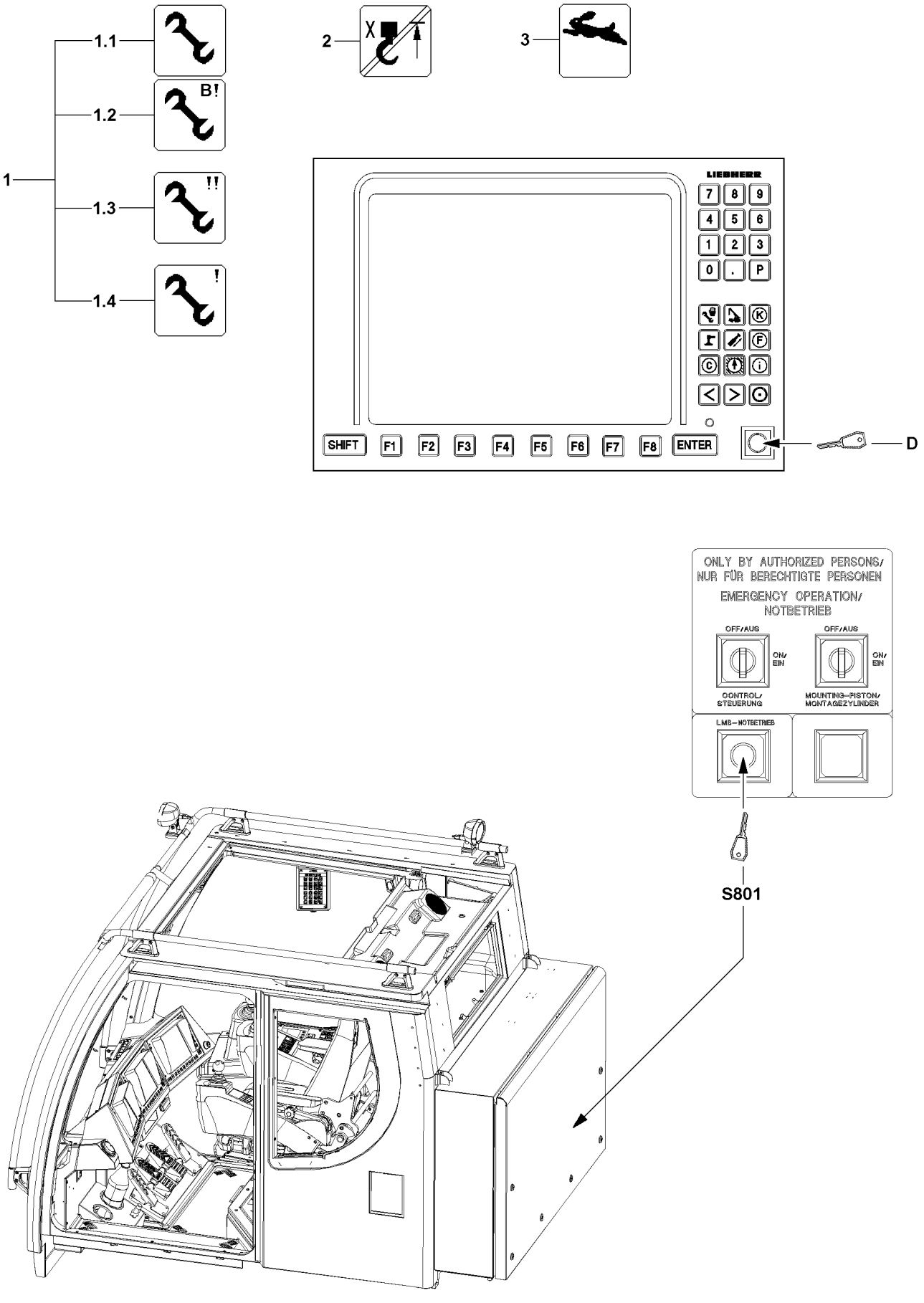

Fig.112993

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7.3 Special functions

WARNING
Danger of accident due to the „Exceedance of shut-off limits of the LICCON overload protection“ function!
If the shut-off limits of the LICCON overload protection are exceeded, there is no additional protection against crane overload!
Due to erroneous operation or deliberate misuse, the crane could collapse, the boom can break off or the crane can topple over!
Personnel can be severely injured or killed!
- ► The „Exceedance of shut-off limits of the LICCON overload protection“ function is only permissible in emergencies and for assembly purposes.
- ► The set up key **D** may only be actuated by persons who are aware of the effects of their acts regarding the „Exceeding the shut off limits of the LICCON overload protection“ function.
- ► The „Exceedance of shut off limits of the LICCON overload protection“ function requires the presence of an authorized person and must be performed with utmost caution.
- ► Crane operation with the „Exceedance of shut off limits of the LICCON overload protection“ function activated is prohibited.

Note
Double function set up key!
If the crane control „EN13000:2010 not active“ is programmed, then, when actuating the set up key **D**, the release for the „LICCON overload protection emergency operation“ is automatically activated!
- ► Take into account, when actuating the set up key **D**, that the „LICCON overload protection emergency operation“ is automatically released!

Before pressing the set up key **D** make sure that:
- – The conditions and specifications for using the set up key **D** are known
- – The conditions and specifications for using the set up key **D** were understood and adhered to

Note
- ► The various icons **1** are shown in the same position on the LICCON monitor, depending on the situation. Only one icon **1** can be displayed at a time.
- ► For operation and specifications for using the set up key **D**, see the Crane operating instructions, chapter 4.02, chapter 4.20 and chapter 7.15.

7.3.1 Exceeding the shut-off limits of the LICCON overload protection

1.1 Assembly
- The icon appears:
  - when a special case for operation of the LICCON overload protection was activated, for example the shut-off limits of the LICCON overload protection were bypassed by the set up key **D**.
  - **Note**:
    The „Crane operation“ program is locked, meaning that no other program can be turned on using the program keys.

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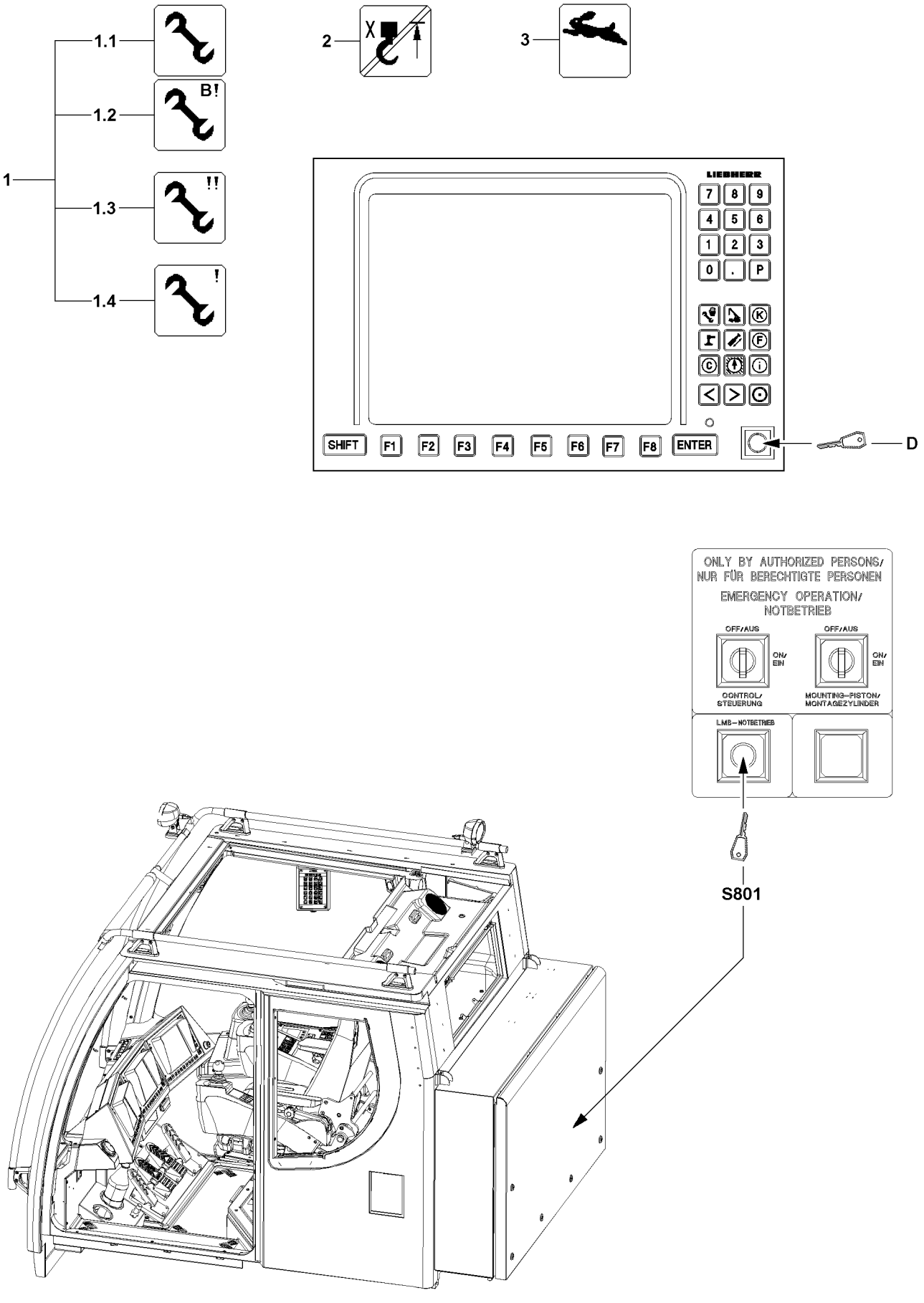

Fig.112993

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7.3.2 No load chart is available

1.2 Assembly - no load chart
- The icon appears:
  - When the shut-off limits of the LICCON overload protection are bypassed with the set up key **D and** no load chart is available.
  - The crane may only be operated according to the specifications of the load charts and / or the erection / take-down charts.
  - **Note**:
    By actuating the set up key **D**, all erection / take-down procedures for which no load charts are available can be carried out within the erection / take down charts!

7.3.3 LICCON overload protection emergency operation (EN 13000:2010 active)

WARNING
Increased danger of accident during emergency operation of the LICCON overload protection!
In emergency operation, the crane movements are no longer monitored by the LICCON overload protection!
- ► Emergency operation may only be activated by persons who are aware of the consequences of their actions!
- ► A shut-off by the LICCON overload protection may not be circumvented by the emergency operation!
- ► If normal „crane operation“ is possible, then the emergency operation may not be activated!
- ► All crane movements must be carried out with extreme caution and anticipatorily!

1.3 Emergency operation activated
- The icon appears:
  - when the LICCON overload protection emergency operation (LMB emergency operation) is activated using the key button **S801**.
  - **Note**:
    The Crane operation program is locked, meaning that no other program can be turned on using the program keys.

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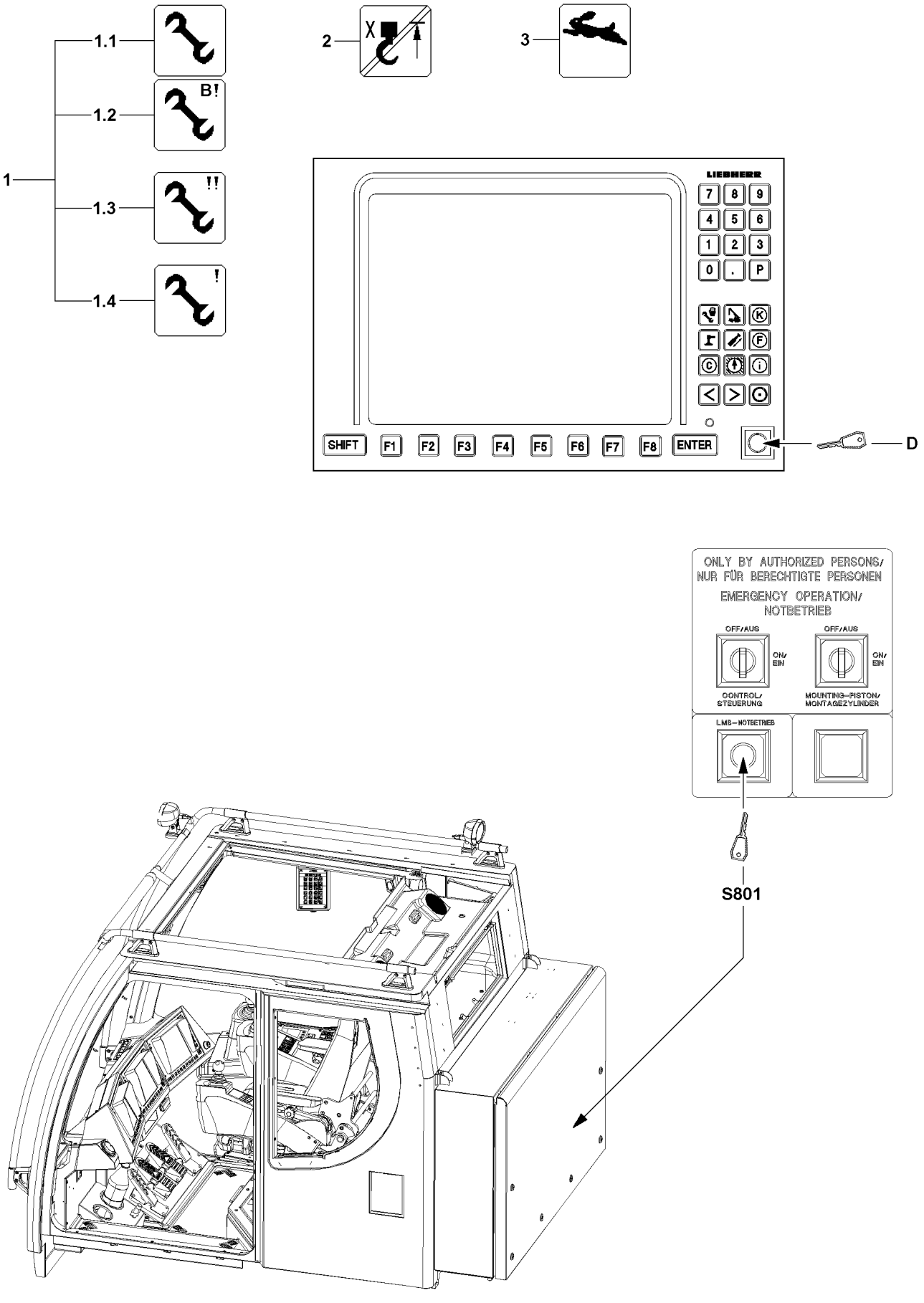

Fig.112993

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7.3.4 LICCON overload protection emergency operation (EN 13000:2010 not active)

Note
If the crane control „EN 13000:2010 not active“ is programmed, then the functions of the „Emergency operation of the LICCON overload protection“ are engaged by the set up key **D**!
► If LICCON overload protection emergency operation is needed, press the set up key **D**.
► Depending on the crane configuration, the key button **S801** can also activate emergency operation: Observe the icons on the LICCON monitor.

1.3 Emergency operation activated
- The icon appears:
  - when emergency operation is activated by the set up key **D** or the key button **S801**.
  - **Note:**
    Depending on the reason for the emergency operation, the icon for no load chart available **1.2** can also appear.
  - **Note:**
    The Crane operation program is locked, meaning that no other program can be turned on using the program keys.

7.3.5 Additional emergency operating modes

WARNING
Improper crane operation!
If one of the icons for additional emergency operating modes **1.4** appears, then there is a danger of accident due to erroneous operation of the crane!
Personnel can be killed or injured!
This could result in property damage!
► Deactivate additional emergency operating modes **1.4** again or contact Liebherr Customer Service and coordinate further procedure.

1.4 Additional emergency operating modes
- The icon **1.4** appears if additional emergency operating modes were activated.

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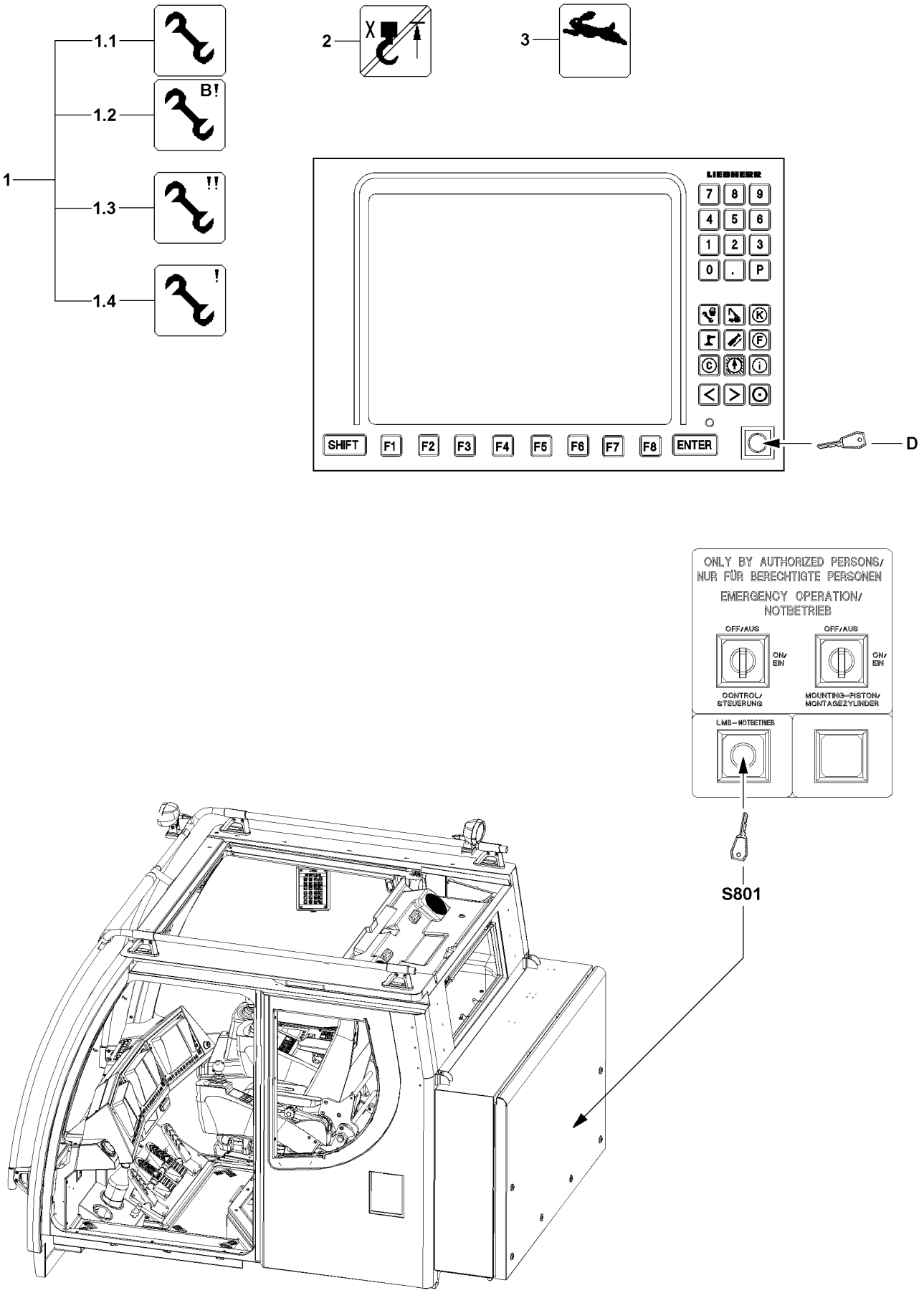

Fig.112993

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7.3.6 „Hoist top“ bypass

2 „Hoist top“ bypass
- The icon appears:
  - When the „hoist top“ shut-off is bypassed via the set up key **D**
  - **Note**:
    The Crane operation program is locked, meaning that no other program can be turned on using the program keys.

7.3.7 Rapid gear

3 „Rapid gear“ icon
- The icon appears if the rapid gear is activated during a crane movement
- This is possible for the following crane movements:
  - Lift / lower hoist gears
  - Luff the boom up / down

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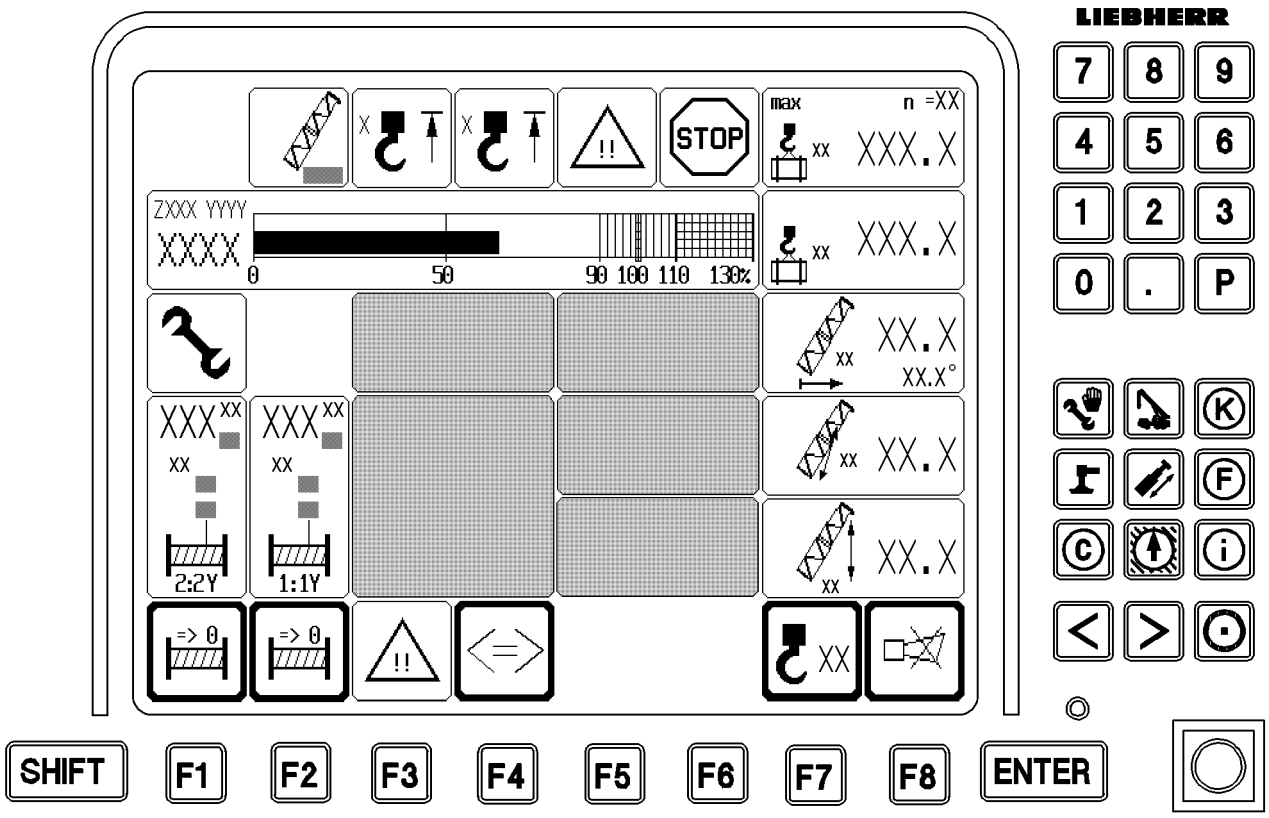

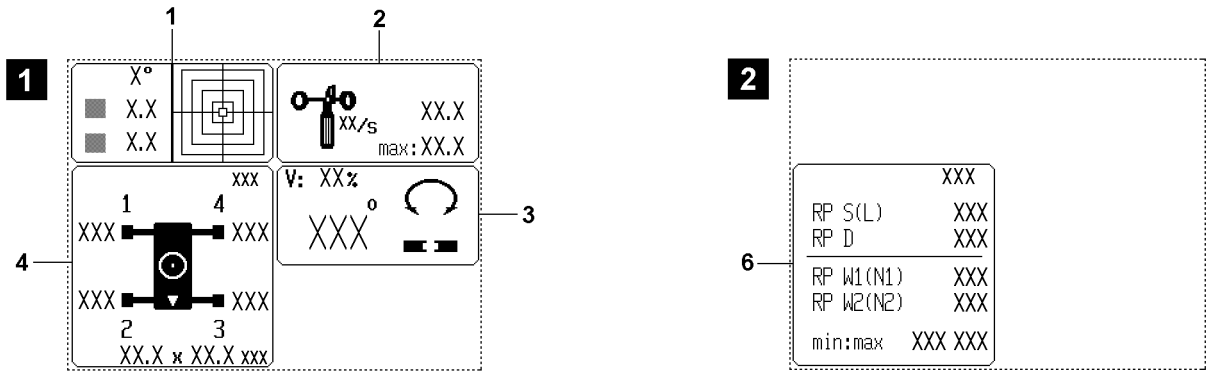

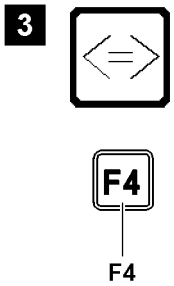

Fig.112998

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7.4 Monitored auxiliary functions for crane operation

There are several monitored auxiliary functions, which can be displayed when needed or automatically.

The monitoring of all auxiliary functions is always active, only the icons may be hidden. The icons of the monitored auxiliary functions have their fixed place on the LICCON monitor.

Note

► Using the function key **F3**, you can show the icons for the monitored auxiliary functions. Since not all icons of the auxiliary functions fit on one page (with maximum assignment), they are distributed over two pages. The icons on page 2 (if available) can be shown with the function key **F4**!

Page 1 (illustration **1):**

1 Crane incline
2 Wind speed
3 Slewing range
4 Support force display

- **Note:**
  only for narrow track crawler travel gear

Page 2 (illustration **2):**

6 Relapse cylinder monitoring

Note

► Depending on if the monitored auxiliary functions are turned off or on, the illustration of the monitored auxiliary functions differs!
► The „Change page“ icon can be actuated if it appears / blinks over the function key **F4**, see illustration **3**!

Monitored auxiliary functions turned off:

– No error:
  Icons are not shown.
– Only error in one function on page 1:
  Icon is displayed on page 1.
– Only error in one function on page 2:
  Icon is displayed on page 2.
– Error in a function on page 1 and 2:
  The icon is displayed on page 1 and the „Change page“ icon above function key **F4** blinks (= indicates an error of a function on page 2).

Monitored auxiliary functions turned on:

– No error:
  Optional icons (optional) are displayed.
  If there are also optional icons on page 2, the „Change page“ icon over the function key **F4** is activated (= reference to change option).
– Error in one function on page 2:
  Icon „Change page“ blinks (= indication regarding an error of a function on the other page).
– Error in a function on page 1 and 2:
  Icon is displayed on page 1.
  Icon „Change page“ blinks (= indication regarding an error of a function on the other page).

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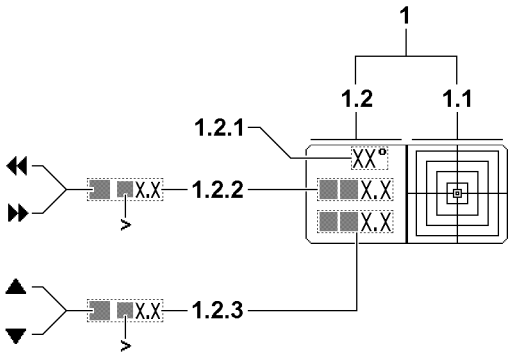

Fig.113445

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7.4.1 General

Note
„?“ instead of display value!
► The value cannot be determined due to an error!
► If an error occurs and an error message is output, see the Diagnostics manual!
► Always pay attention to error messages!
► Remedy the error always as quickly as possible!

7.4.2 Crane incline

WARNING
The crane can topple over!
The „larger than symbol“ shows that the crane is inclined further than can be shown!
The exact incline can then not be read!
► Do not exceed the permissible incline of the crane!

1 „Incline“ icon
- Display of the incline of the crane with respect to the horizontal in the longitudinal and lateral direction. The display is graphic as well as numeric.
- The direction specifications refer to the direction of the crane superstructure (view from the cab).

1.1 Graphic part
- The graphic display is in the form of a spirit level, with a moving dot representing the air bubble. The center of the dot shows the precise incline value.

1.2 Numeric part

1.2.1 Incline range
- This value identifies the resolution of the graphic display. The resolution is adjusted automatically to the incline.

1.2.2 Lateral direction
- Incline of the crane in the lateral direction in [°].
- The double arrow shows the direction of the incline
- If the „greater than symbol“ appears, then the crane is inclined further than can be shown!

1.2.3 Longitudinal direction
- Incline of crane in the longitudinal direction in [°]
- The arrow shows the direction of the incline
- If the „greater than symbol“ appears, then the crane is inclined further than can be shown!

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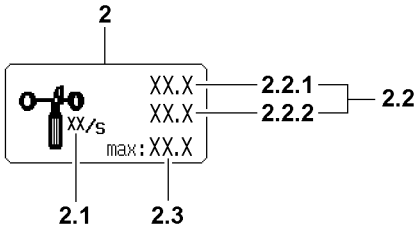

Fig.111265

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7.4.3 Wind speed

2 „Wind speed“ icon
- The wind speeds are displayed in [m/s] or [ft/s] depending on the units of measurement shown in the load chart

2.1 „Wind speed“ unit
- [m/s] or [ft/s]

2.2 Current wind speed

Note
- ► Depending on the set up configuration of the crane, a certain number of wind sensors must be present on the LSB bus!
- ► If no value can be determined for a wind sensor that must be present, then current wind speed **2.2** „???“ appears in the display!
- ► If a wind sensor that does not have to be present and is not plugged in, then nothing is displayed in the „Wind speed“ icon **2**!

2.2.1 Current wind speed
- Wind sensor 2
- Wind sensor 3
- **Note:**
  The priority of wind sensor 2 is higher than that of wind sensor 3, this means: If both wind sensors are present, then the value of wind sensor 2 is displayed!

2.2.2 Current wind speed
- Wind sensor 1
- **Note:**
  If several wind sensors are connected to the LSB bus, then the location of the wind sensor determines the corresponding display in the „Wind speed“ icon!
  The priority depends on the installation location of the wind sensor, from „outside“ (for example luffing jib) to „inside“ (for example boom head). The wind speed of the „exterior“ wind sensor is displayed in **2.2.1** and the wind speed of the „interior“ wind sensor is displayed in **2.2.2**.

WARNING
Crane operation without wind speed display value!
If current wind speed **2.2** „???“ appears in the display, then a wind sensor that must be present is missing or there is an error in the wind sensor!
- ► Remedy the error immediately!
- ► If an error cannot be remedied, then it must be ensured that the wind speed is monitored in another manner!

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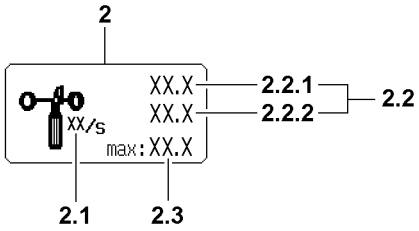

Fig.111265

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2.3 Maximum permissible wind speed
- The value depends on the operating mode and the set up configuration.
- **Note:**
  If access to a load chart is not possible, then the maximum value starts to blink and the „Short horn“ acoustic alarm sounds!
  If the current wind speed value exceeds the displayed maximum value, the maximum value starts to blink and the „Short horn“ acoustic alarm sounds!

WARNING
Wind speed too high!
If the maximum permissible wind speed is exceeded with an erected boom system, there is a danger of accident!
Dangerous situations can arise, such as a swinging load or shaking crane!
The crane can topple over, personnel can be severely injured or killed!
- ► **The crane movements will not be shut off!**
- ► The danger notes, see the Crane operating instructions, chapter 2.04 must be strictly observed and adhered to!

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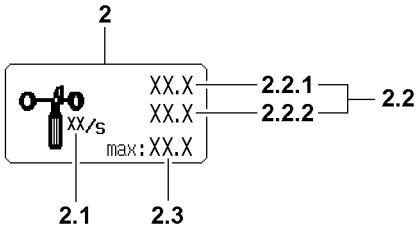

Fig.111265

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2.3 Maximum permissible wind speed
- With the „max“ icon text:
- The value depends on the operating mode and the set up configuration.
- **Note:**
  If access to a load chart is not possible, then the maximum value starts to blink and the „Short horn“ acoustic alarm sounds!
  If the current wind speed value exceeds the displayed maximum value, the maximum value starts to blink and the „Short horn“ acoustic alarm sounds!

WARNING
Wind speed too high!
If the maximum permissible wind speed is exceeded with an erected boom system, there is a danger of accident!
Dangerous situations can arise, such as a swinging load or shaking crane!
The crane can topple over, personnel can be severely injured or killed!
► **The crane movements will not be shut off!**
► The danger notes, see the Crane operating instructions, chapter 2.04 must be strictly observed and adhered to!

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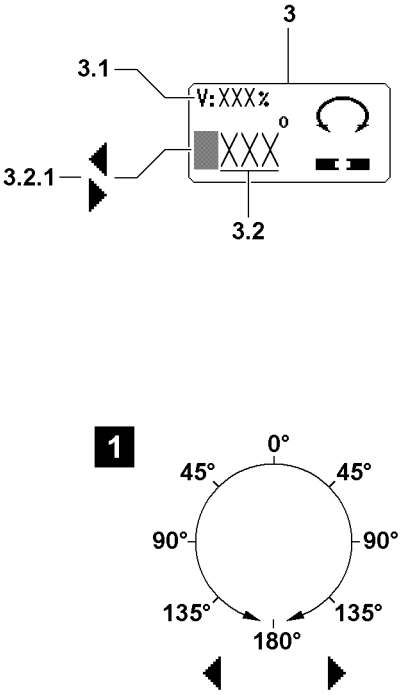

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7.4.4 Slewing range

DANGER
Danger of accident in case of excessive slewing speed!
► Select the slewing speed according to the specifications in the load chart manual!

3 „Slewing range“ icon

3.1 Maximum slewing speed
- V: [%]
- This identifies the current (selected) „Maximum slewing speed“ of the slewing gear with a fully deflected master switch, relating to the maximum attainable slewing speed of the slewing gear.
  This value may be preselected in fixed percentage stages in the LICCON control parameter program.

3.2 Current position of the crane superstructure
- In relation to the main working direction (0 [°])
  Increasing to the maximum value of 180°, see illustration **1**

3.2.1 Direction of deviation
- The arrow in front of the value indicates the direction of the deviation.
  - Right arrow: Crane superstructure is turned to the right.
  - Left arrow: The crane superstructure is turned to the left.

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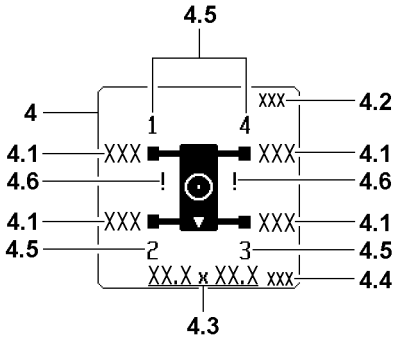

Fig.116741

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7.4.5 Support force display

Note
► Only the crane with narrow track crawler travel gear.

4 Support force display „icon“
- **Note:**
  The „support force display“ icon **4** appears only when the crane is supported. For crane operation on the crawler, the „support force display“ icon **4** does not appear.
- The LICCON support force monitoring system continuously records the current hydraulic pressure in all 4 support cylinders during crane operation using a pressure sensor, and converts this into a support force [t] value for each support.
  The Support force display „icon“*** 4** may be displayed in the „Operation“ program, if required, or the icon appears automatically with the „short horn“ alarm signal when a critical situation occurs, when a support has reached or exceeded the maximum force or has reached or fallen below the minimum force. The corresponding value is shown by a blinking display.
  Note:
  The same maximum support force and a common minimum support force is programmed for each support at the factory. In the „support“ program, these 5 values can be changed depending on the situation, see section „Changing the minimum and maximum support force monitoring“.
  Independently of the programmed minimum / maximum values, monitoring is continuous, when the total of the two lowest support forces is less than 15 % of the total support forces. If this limit is fallen below, the two supports with the lowest forces are displayed.

WARNING
The crane can topple over!
When reaching the programmed minimum / maximum support forces, **no** automatic shut-off of the crane movements occurs!
When the two supports with the lowest force are in the direction of the boom, the selected crane movements are turned off, observe the error message!
► Proceed with particular care!

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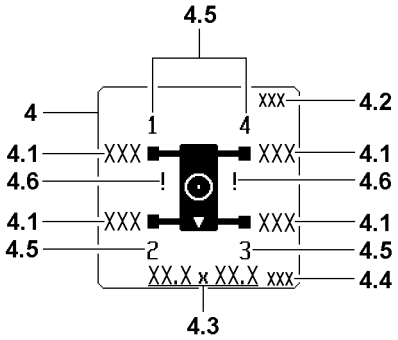

Fig.116741

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4.1 Current support force display
- Display of support force for each support

WARNING
Danger due to erroneous support force display!
The support force display may in some circumstances be defective or inaccurate!
► Proceed with particular care!
► Also refer to the hazard warnings in section „Support / Comments“!

4.2 Weight unit of the support force
- In [t] or [lbs]

4.3 Support base display

4.4 Support base measuring unit

4.5 Support beam numbering

4.6 Exclamation mark „**!**“
- Monitoring of the support beams is bypassed.
  Note:
  The exclamation mark„**!**“ **4.6** appears when support beam monitoring is bypassed.
  The monitoring of the support beams can only be bypassed in the Support program, see section „Support program“.

WARNING
The crane can topple over!
If the support is not correct, the crane can topple over and cause fatal injuries!
► Crane operation with incorrect support is prohibited!
► Support the crane correctly!

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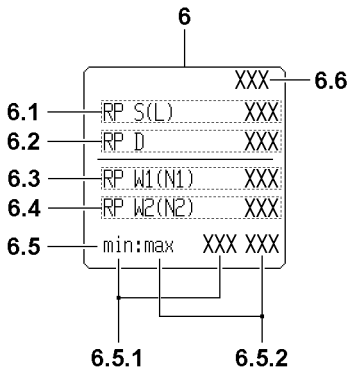

Fig.111897

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7.4.6 Relapse cylinder monitoring

Note
Display values of the pressure display!
- ► Pressure display = „0“, if these relapse cylinders are not present for the set operating mode!
- ► Pressure display = „???“, if the pressure sensor signal is faulty! There is an error display with an error number!

6 „Relapse cylinder monitoring“ icon

6.1 Pressure display RP S(L)
- Relapse cylinder S-, SL- or L-boom

6.2 Pressure display RP D
- Derrick boom relapse cylinder

6.3 Pressure display RP W1(N1)
- W1-relapse cylinder pressure (=RP W1) at W-operation
  or
- N1-relapse cylinder pressure (=RP N1) at N-operation

6.4 Pressure display RP W2(N2)
- W2-relapse cylinder pressure (=RP W2) at W-operation
  or
- N2-relapse cylinder pressure (=RP N2) at N-operation

6.5 Pressure limits
- Monitored pressure limits of relapse cylinders (W/N)
  Minimum / maximum pressure for RP W1(N1) and RP W2(N2)

6.5.1 Minimum pressure (W/N)
- If a pressure limit value is exceeded, then this is shown by a blinking pressure actual value and an error message is also displayed.
- This monitored minimum pressure is calculated from the angle of the main boom and the auxiliary boom / accessory. If one of the angles is invalid and is shown in the display with „???“, then the minimum pressure cannot be monitored.

6.5.2 Maximum pressure (W/N)
- If a pressure limit value is exceeded, then this is shown by a blinking pressure actual value and an error message is also displayed.

6.6 „Relapse cylinder monitoring“ measuring unit

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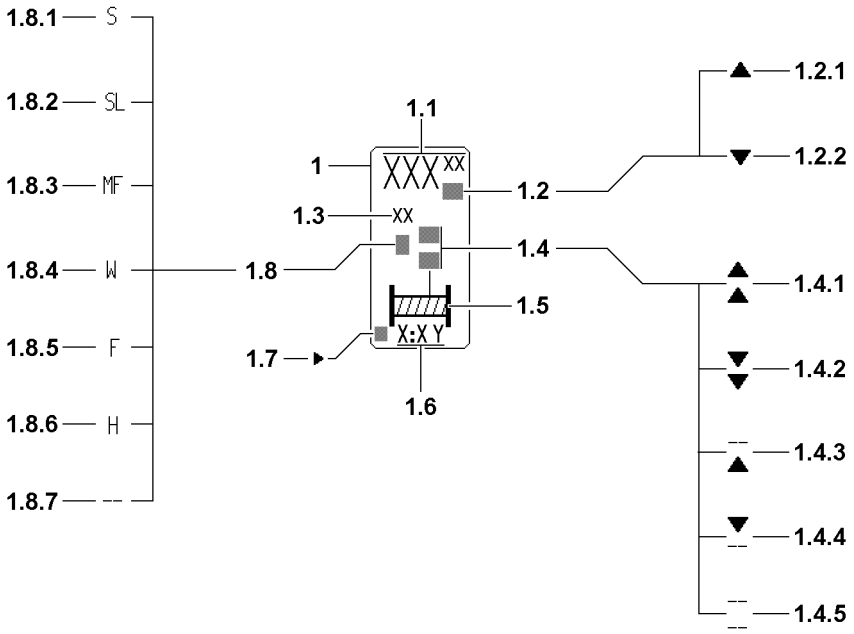

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Fig.112994

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7.5 Winch display

1 Winch icon
- The winch 1 and winch 2 icons have the same meaning and are explained based on one icon.
- The icon for winch 1 or winch 2 is only shown on monitor 0 if the crane is equipped with the respective winch.

1.1 Completed path
- In [m] or [ft]
  From a zero point to be determined
- For single operation with the reeving set in the Set up program: completed hook path.
- For parallel operation with the set total reeving made in the set up program: distance completed by the hook block.
- The positions before the decimal point are displayed with a maximum of three large digits. The digits after the decimal point are displayed in small digits. (Setting to zero point, see section „The function key line“).
- A prerequisite for a correct display is that the reeving value entered corresponds to the actual number of rope strands between the boom head and the hook block.

Note

Display area of the winch displays!

► The „completed path“ display **1.1** has only three positions before the decimal point, any positions before that are cut off! The crane operator must evaluate for himself if, for example 200 m of rope are spooled up on a winch or 1200 m. **The display in both cases would be identical to 200 m !**

► The hook path calculation only works accurately if the load is suspended freely and is not luffed during the lifting procedure! Flexation and rope expansion are not taken into account!

► The length display (hook path display) is only accurate and the layer jump is only taken into account correctly if the winch has been calibrated and there have been no interruptions in the CPU power supply (cold start)!

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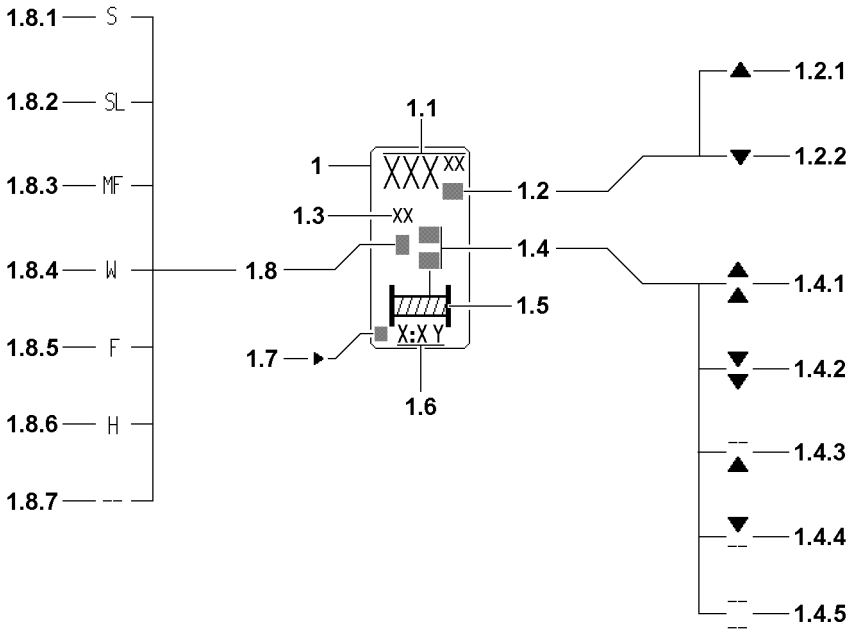

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1.2 Direction of the hook movement

The arrows on the length value show the direction of the hook movement in relation to the zero point:
- Up arrow **1.2.1**: The hook moves upward from the zero point
- Down arrow **1.2.2**: The hook moves downward from the zero point

1.3 Hook path display measuring unit

1.4 Winch status display
- There are five winch status icons (all blinking):

1.4.1 Spool out

1.4.2 Spool up

1.4.3 Spooled out
- Spooling out is blocked

1.4.4 Spooled up
- Spooling up is blocked

1.4.5 Winch is deactivated or unplugged
- Spooling up and spooling out are blocked (via the Control parameter program)
- **Note:**
  If a winch status icon does not appear, the activated winch is inactive and is neither spooled up nor out!

1.5 Winch icon
- (with rope end for winch status icon)

1.6 Winch number with master switch number and master switch operating direction
- Example: 1 : 1 Y
  First digit: Winch number.
  Second digit: Master switch number.
  Letter: Master switch operating direction.

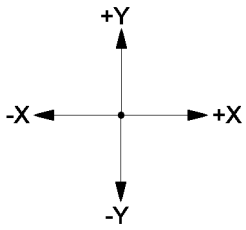

Fig.195422

1.7 Vibration sensor
- If the vibration sensor for a winch is activated on the master switch, then an arrow appears in this winch icon for the activated vibration sensor.
- **Note:**
  The vibration sensor is activated for the first actuated crane function!

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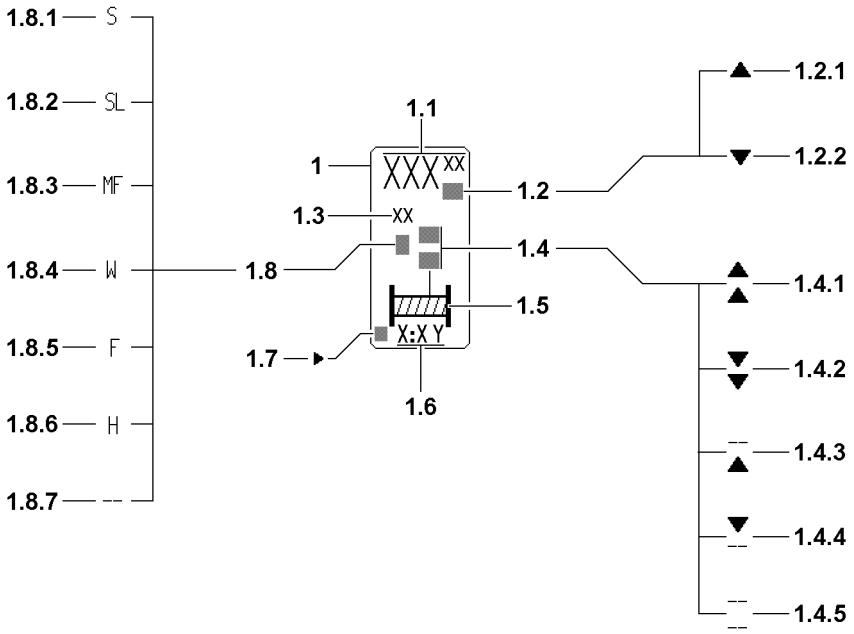

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Fig.112994

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1.8 Reeved in boom
- To check the settings for „winch-pulley head assignment“ of various hoist winches, the respective boom symbol, on which the winch must be reeved according to the winch pulley head assignment is shown in the „winch display“ icon element.
  Note:
  The reeved boom **1.8** icon is shown in the winch icon of winch 1, winch 2 and winch 6.

1.8.1 S
- The winch is reeved on the pulley head of the S-main boom

1.8.2 SL
- The winch is reeved on the pulley head of the SL-main boom

1.8.3 MF
- The winch is reeved on the pulley head of the center pulley of the luffing jib

1.8.4 W
- The winch is reeved on the pulley head of the luffing jib

1.8.5 F
- The winch is reeved on the pulley head of the F-lattice jib

1.8.6 H
- The winch is reeved on the pulley head of the boom nose

1.8.7 – –
- The winch is not reeved on **any** pulley head

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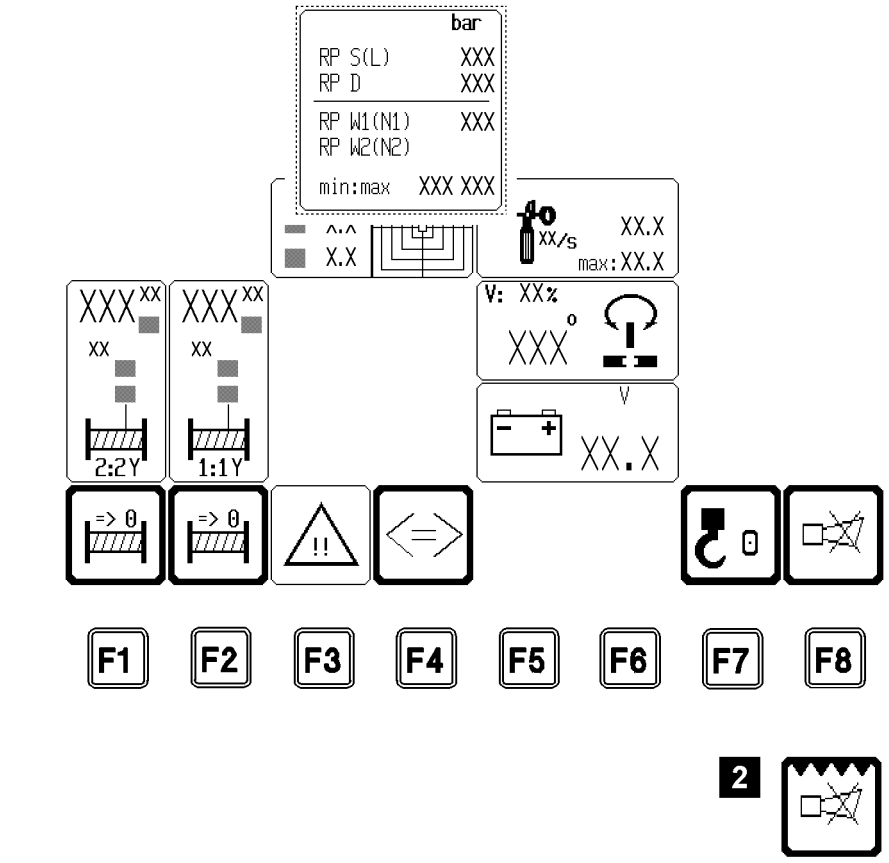

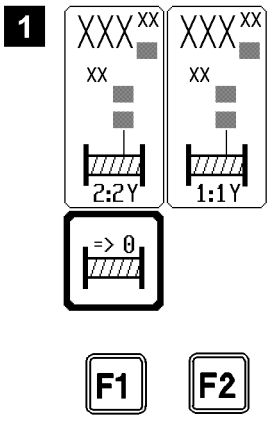

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7.6 The function key line in the crane operation program

The function key line consists of function keys **F1** to **F8** and the function key icon bar above it. The function keys correspond to the various function key icons above them.

The function key icons may trigger a function or they change their appearance upon the push of a key (function keys) and thereby their definition.

Not all function keys must have assigned icons. This depends on the „active“ program selection.

Pressing a function key changes the appearance, the meaning, or the textual content of the icon above it.

F1 Function key
- Zero point for hook path display, winch 2
- Pressing the function key **F1** causes the „Set winch display to zero“ icon to appear, i.e. the winch 2 hook path display in the winch icon above is set to „000.00“ when the key is pressed. The path measurement applies from here.

F2 Function key
- Zero point for hook path display, winch 1
- Pressing the function key **F2** causes the „Set winch display to zero“ icon to appear, i.e. the winch 1 hook path display in the winch icon above is set to „000.00“ when the key is pressed. The path measurement applies from here.
- **Note:**
  When winch 1 and winch 2 work in parallel operation, then the length displays of winch 1 and winch 2 can only be set together with the function key **F1** to „000.00“! Then the function key **F2** has no function, see illustration **1**!

F3 Function key
- Turn monitoring icons on / off
- The function key **F3** can be used to turn all the monitored auxiliary functions in the crane on or off
- The appearance of the icon changes according to the status:
  „Thick border“ = auxiliary function icons turned off
  „Thin border“ = auxiliary function icons turned on
- **Note:**

F4 Function key
- Change monitoring page (if present)
  see also section „Monitored auxiliary functions for crane operation“

Note
► The monitoring of all auxiliary functions is always active, even if the monitoring icons are hidden!
► When a monitored limit is exceeded, then an acoustic warning (horn) sounds and the respective icon is shown!

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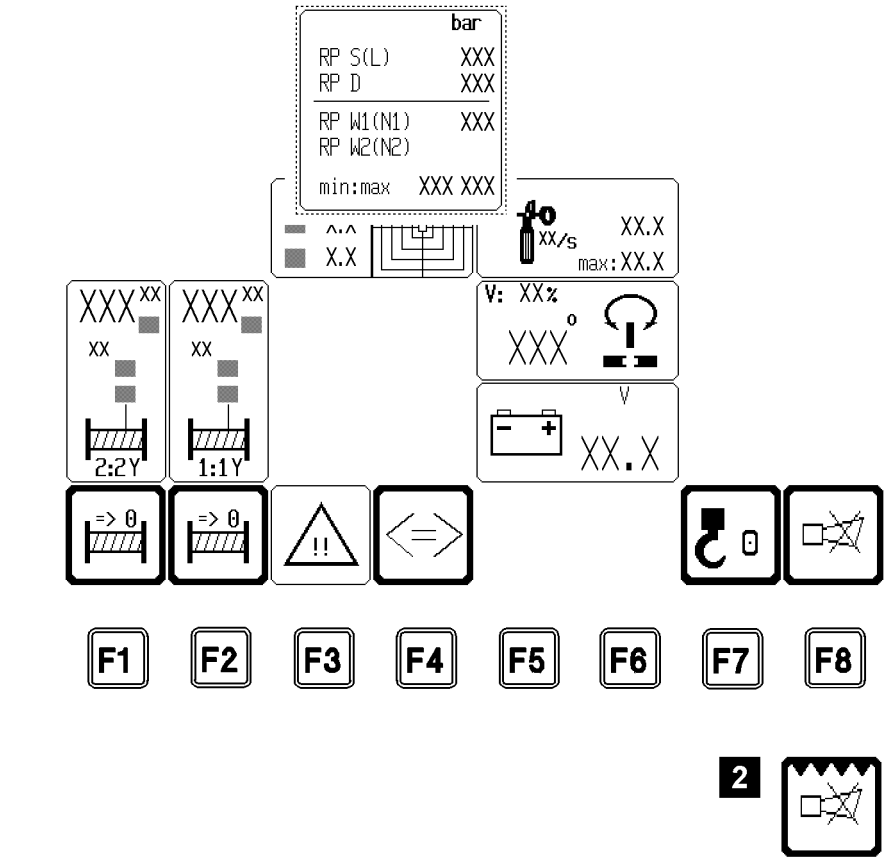

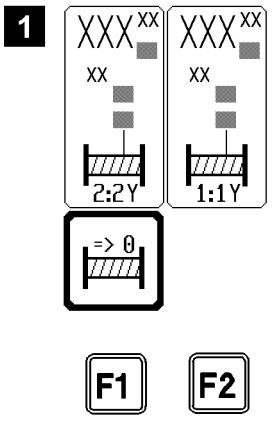

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Fig.112364

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F5 Function key
- Not assigned

F6 Function key
- Not assigned

F7 Function key
- Taring
- When the function key **F7** is pressed, the actual load display is set to „zero“. At the same time, the word „net“ appears in the icon of the actual load display. This function, for example, makes it possible to eliminate the weights of the hoist rope, load carriers, load handling and fastening equipment and only display the weight of the load that must be lifted (net load).
  If the taring is cancelled, the word „net“ disappears from the icon „Actual load display“ and the gross load value is displayed.
- Tare is cancelled by one of the following two actions:
  1.By pressing the function key **F7** again.
  2.Luffing more than ±4°.
- **Note:**
  If an accessory is installed, the function key **F7** also has an effect on the actual load display of the accessory!

F8 Function key
- Shut off the acoustic warning
  The „Horn“ and „Short horn“ acoustic warnings can be turned off by pressing the function key **F8**
- **Note:**
  A new error turns the acoustic warning on again!

WARNING
Malfunctions in the crane control!
A special program is available for LIEBHERR crane acceptance in the LICCON computer system!
This program is blocked after conclusion of crane acceptance!
If an additional marking is displayed in the „Horn“ icon (talons along the upper margin, see illustration **2**), then the special program is activated!
► Contact LIEBHERR Customer Service immediately!
► In order to prevent error functions, access to the special program is only permitted for trained LIEBHERR personnel!

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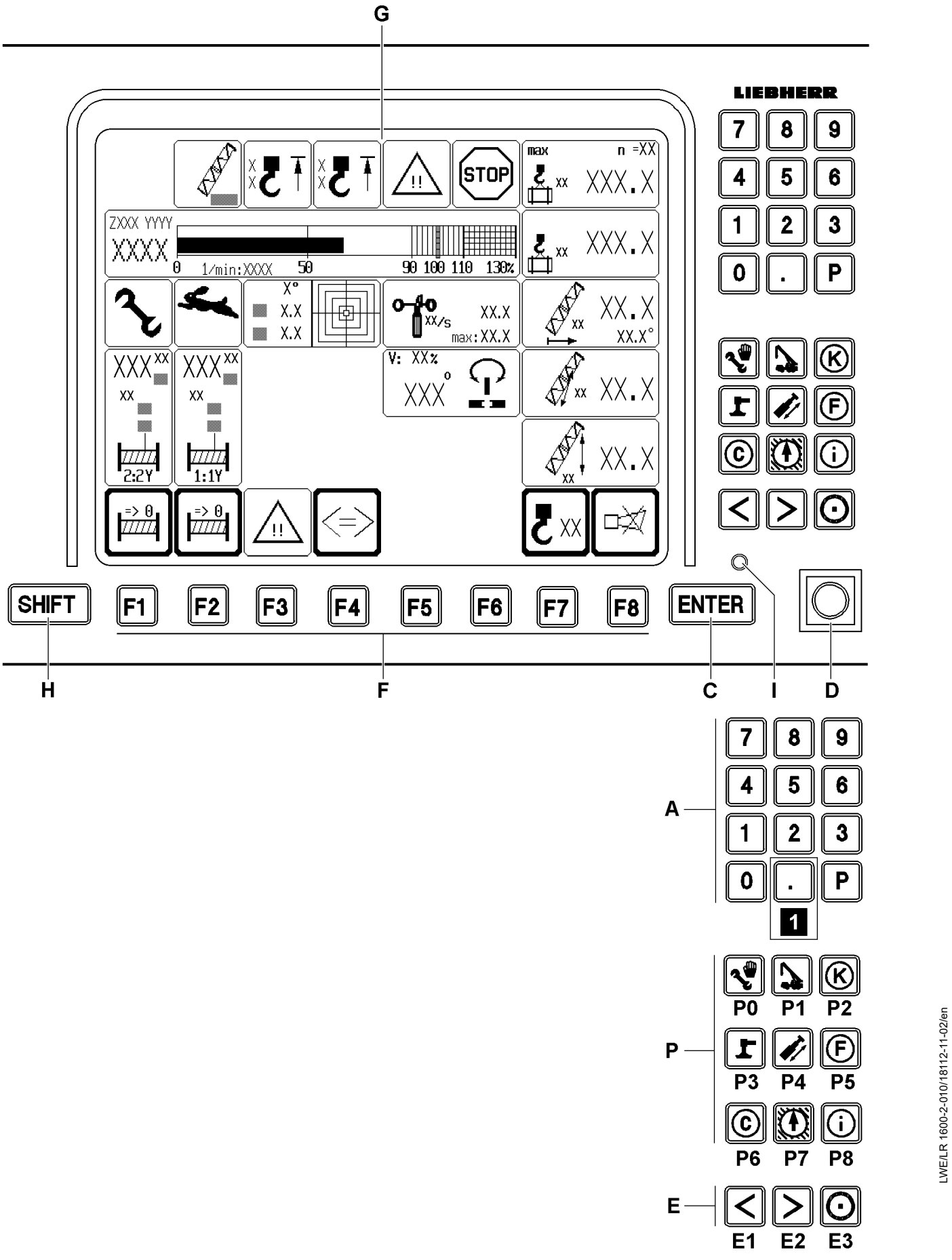

Fig.112354

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7.7 Other operating elements

The following functions are assigned to the other operating elements of the display and operating unit of the LICCON computer system in the Crane operation program.

A Keypad
- Keys „0“ to „9“ and „P“ have no function in the crane operation program
- Key „**.**“, illustration **1**
  The key „**.**“ turns the so-called test screen function on and off. All existing icons appear with a test value on the LICCON monitor.
- **Note:**
  The monitored auxiliary functions must be opened on the desired page to appear on the test screen!
  The test screen display can be maintained by pressing the SHIFT key **H** and the key „**.**“!
  By pressing the key „**.**“ again, the normal crane operating screen appears again!
  If the test screen is not maintained, then the normal crane operating screen appears after 10 seconds!

P Program keys
- The program keys are used to select individual programs. However, the appropriate program-specific features (for example, switching from set up to „crane operation“ once with O.K.) must be noted.
- **Note:**
  A program currently running **cannot** be called up again using its program key!
  The programs can only be called up with their program key when the set up key was not pressed before!

C ENTER input key
- No function in the crane operation program

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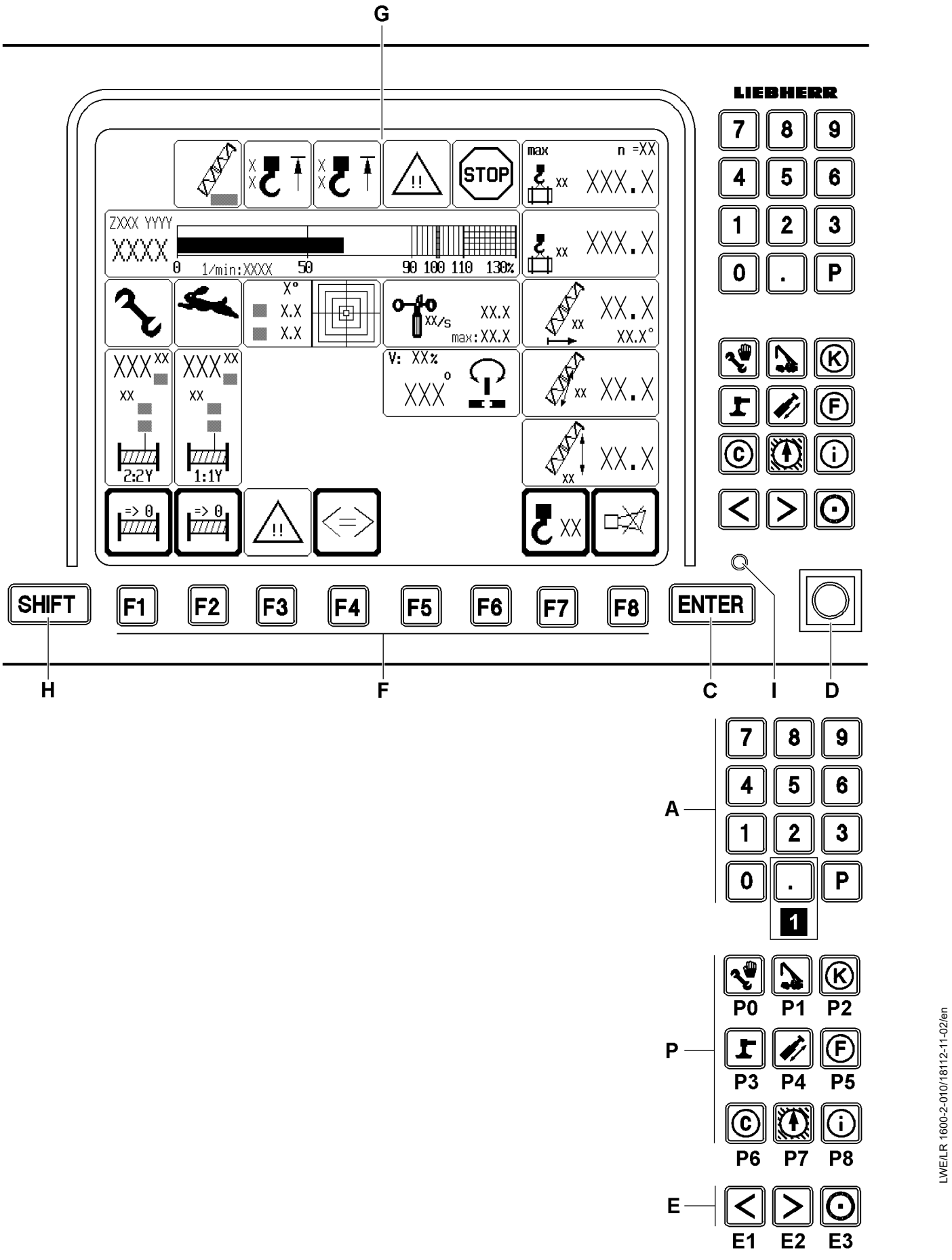

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D Set up key
- Zero position (not actuated):
  Normal operation.
- Touching:
  „Exceeding the shut-off limits of the LICCON overload protection“ function released.
- **Exceeding the shut-off limits of the LICCON overload protection!**
  If the shut-off limits of the LICCON overload protection are exceeded, the LICCON overload protection shuts the crane movements off!
  These shut-offs can be exceeded using the set up key **D** in the „Right touching“ position! To do so, chapter 4.20 in the Crane operating instructions must be observed!

Note
Double function set up key!
If the crane control is **not** configured according to EN13000:2010, when actuating the set up key **D**, the release for the „LICCON overload protection emergency operation“ is automatically activated!
► Take into account, when actuating the set up key **D**, that the „LICCON overload protection emergency operation“ is automatically released!

Note
Carry out the erection / take-down procedures!
► By actuating the set up key **D**, all erection / take-down procedures for which no load charts are available can be carried out within the erection / take-down charts (assembly operation)!

- **Bypass of the hoist top shut-off**
  If the hook block touches the hoist limit switch weight during the upward movement, the hoist limit switch reacts. The „spool up winches“ crane movement and others are shut off. This shut-off can be bypassed by the set up key **D** in the „right touching“ position. To do so, chapter 4.20 in the Crane operating instructions must be observed!

E Special function keys
- Monitor brightness adjustment
- Key combination **E3** and **E1**: Turn background illumination on / off
- Key combination **E3** and **E2**: Brightness adjustment in three stages

Note
► Additional functions of the special function keys **E** are program-dependent and are explained further in the description of the individual LICCON programs!

H SHIFT key
- Second level key assignments

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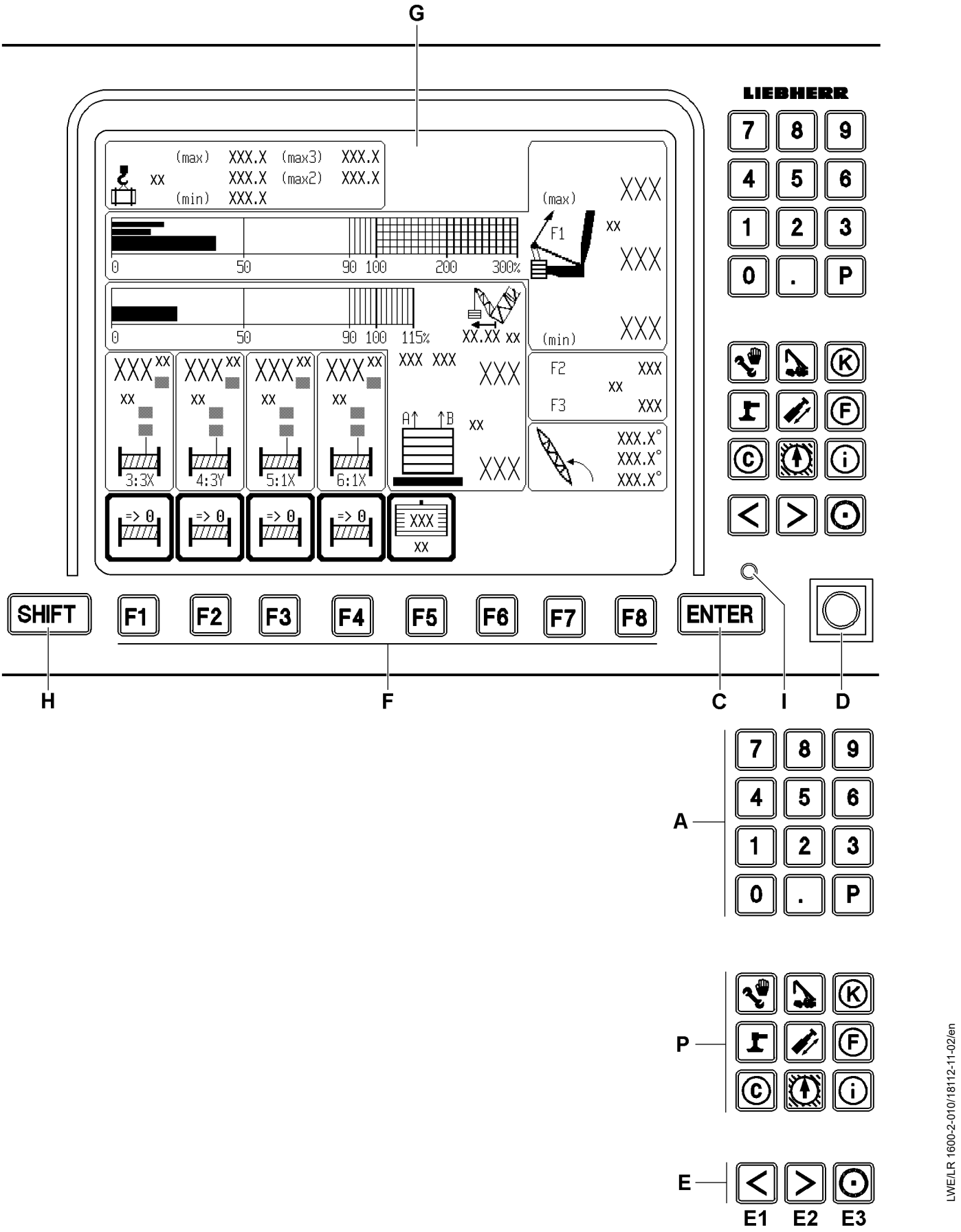

Fig.112941

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8 Operating elements of the LICCON computer system on monitor 1

A Keypad
- For input of derrick ballast value

P Program keys
- No function

C ENTER input key
- Confirmation of changes

D Key button
- Disengageable acoustic signals from the turntable bell / horn can be shut off.

E Special function keys
- Monitor brightness adjustment
- Key combination **E3** and **E1**: Turn background illumination on / off
- Key combination **E3** and **E2**: Brightness adjustment in three stages

Note

► Additional functions of the special function keys **E** are program-dependent and are explained further in the description of the individual LICCON programs!

F Function keys
- The function keys should always be viewed in conjunction with the function key icon line displayed on the monitor.

G Display
- The crane operation screen of monitor 1 „normally“ appears on the display.

H SHIFT key
- No function

I LED display
- Monitor supply voltage present

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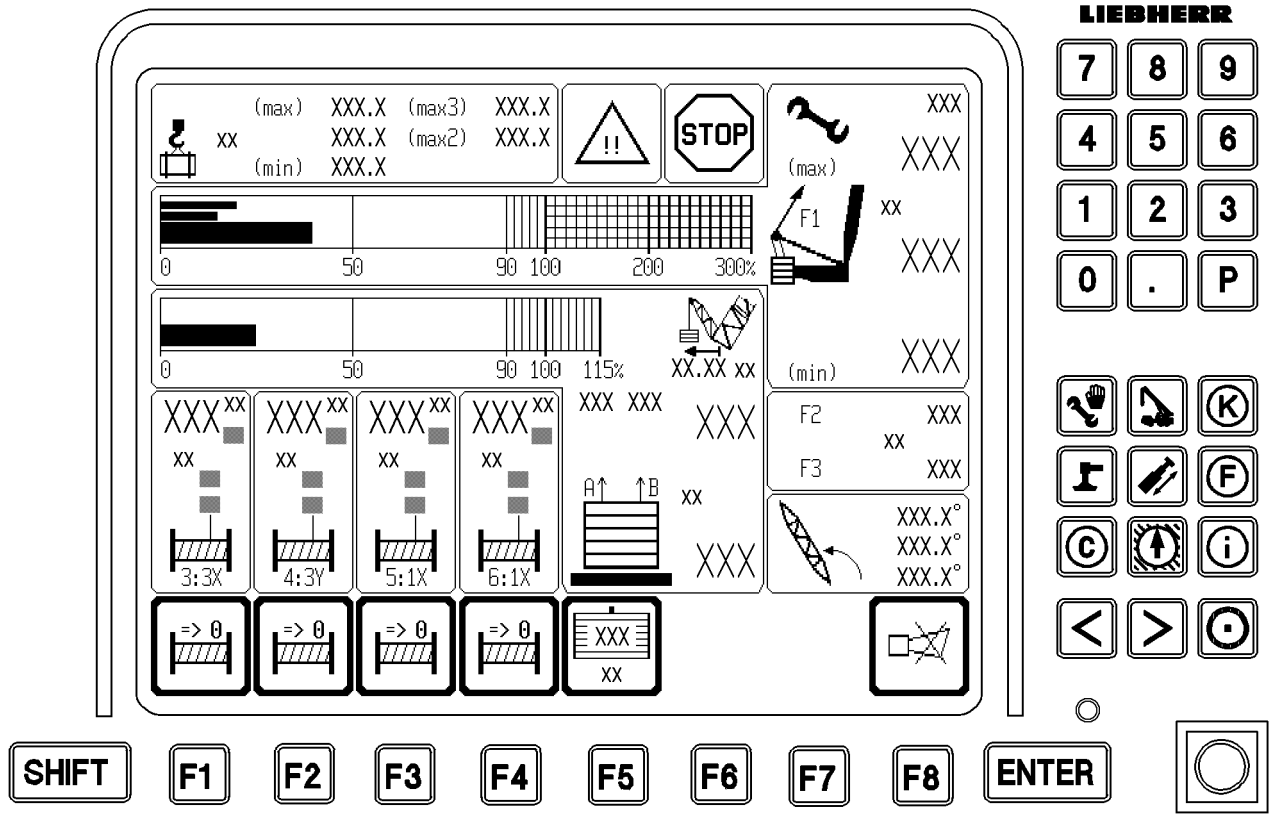

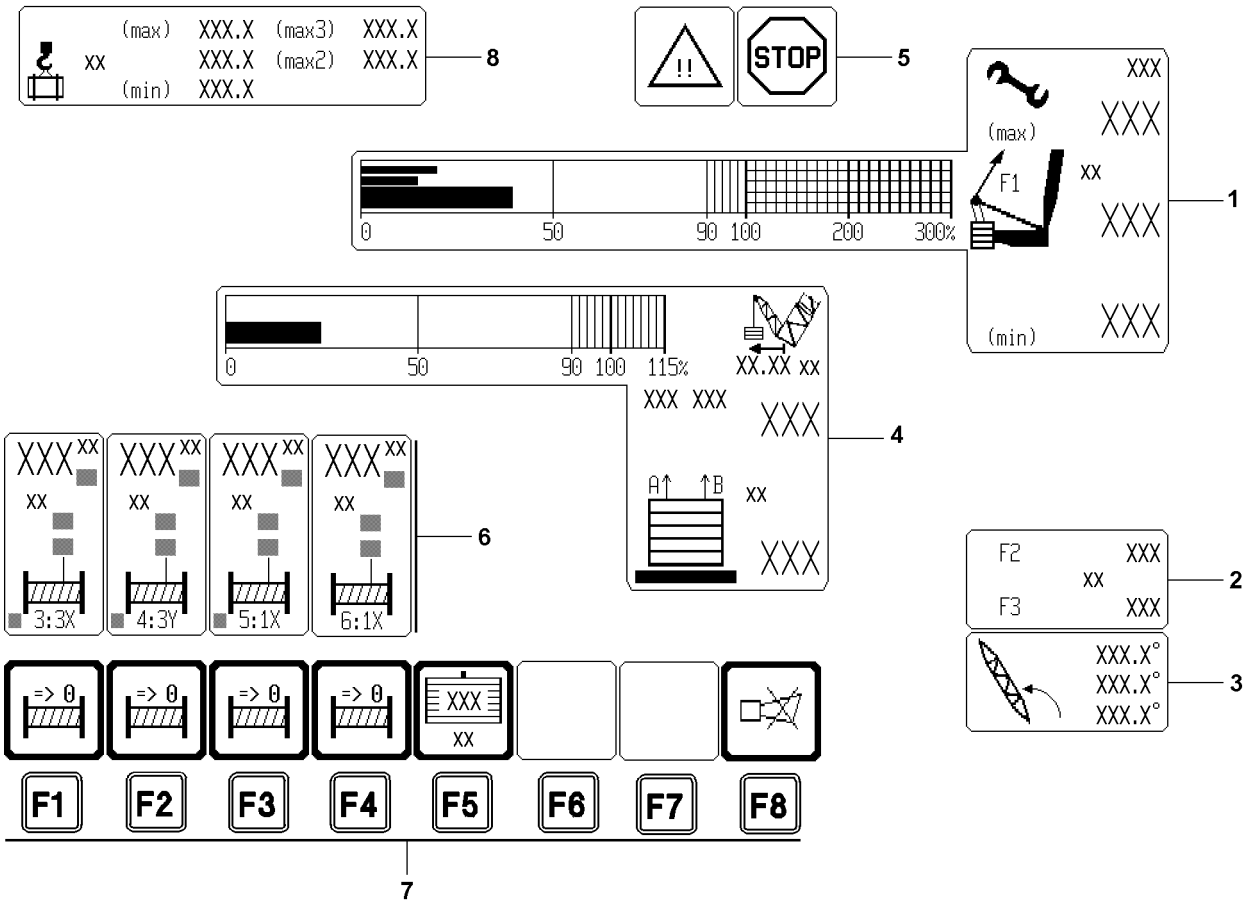

Fig.112942

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9 The Crane operation program on monitor 1

Note

► The suspended ballast and the ballast trailer* are generally referred to as the **derrick ballast**!

► The fixed compensation weight that is installed on the turntable is generally referred to as the **counterweight**!

The monitor is divided into eight areas in the crane operation program on monitor 1:

1 Test point 1 = F1
- F1-load display
- Pull test brackets in test points 1A and 1B in the SA-frame guying

2 Test points 2 / 3 = F2 / F3
- Pull test brackets in test points 2A and 2B in the N/W guying
- Pull test brackets in test points 3A and 3B in the S-guying during derrick operation

3 Derrick boom angle

4 Derrick ballast, weight and utilization
- Derrick ballast, placed and pulled
- Derrick ballast radius
- Derrick ballast utilization

5 Alarm functions
- „Advance warning“ and **„STOP“** icons.

6 Winch displays
- Winch 3*
- Winch 4
- Winch 5*
- Winch 6*

7 Function key line
- Function keys always refer to the icon shown directly above
- **Note:**
  If no icon is shown in the line directly above the function key, then no function is assigned in the program to the function key!
  See for example function key F6 and function key F7!

8 Min / max load

9.1 Test point 1 = F1

DANGER

Overload of crane in assembly operation!

If the crane is utilized in assembly operation past the assembly limit, then crane components can be overloaded!

The crane can topple over and personnel can be severely injured or killed!

► During assembly operation, the crane operator must make sure that the crane is not subjected to loads up to the assembly limit!

► The crane may always only be erected / taken down **without a load**, according to the data in the operating instructions and the erection and take-down charts!

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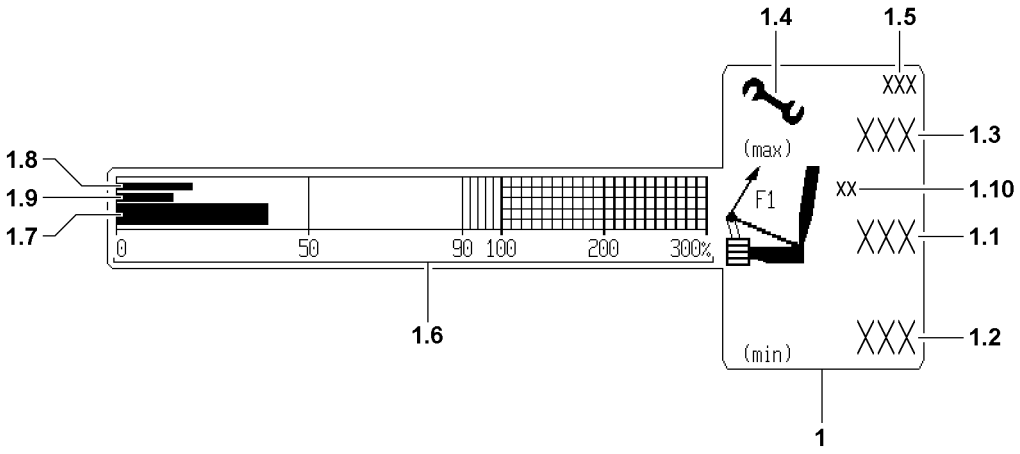

Fig.111912

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9.1.1 F1-assembly maximum force

The F1-assembly-maximum force is abbreviated in the chapter as $F1_{max\text{-}assembly}$.

Note

- ► A load chart is available in the operating range of the crane! Outside of the operating range, if no load chart is available, the specifications for assembly operation apply!
- ► $F1_{max\text{-}assembly}$ **1.5** can be greater within the operating range for static reasons than $F1_{max\text{-}assembly}$ **1.5** outside the operating range!
- ► When luffing out of the operating range with the load chart, the value $F1_{max\text{-}assembly}$ **1.5** can therefore be significantly reduced!

DANGER

Failure of the angle sensor!
If the angle sensors on the boom for the LMB are defective, then the LMB uses the highest permissible $F1_{max\text{-}assembly}$ **1.5** as the unbypassable maximum value!
This ensures that the boom can always be taken down, even with a defective angle sensor!
If the crane is not taken down after a failure of the angle sensors exactly according to the data in the operating instructions and the erection / take-down charts, then it can be overloaded!
The crane can topple over and personnel can be severely injured or killed!

- ► Take the crane down if needed exactly according to the data in the operating instructions and the erection / take-down charts!

Operating modes without derrick boom

For operating modes without a derrick boom, there is a unbypassable F1-limit value:

– **1.5** $F1_{max\ assembly}$
  As the upper limit for erection / take-down of the boom
  and
  For crane operation with the load chart

Operating modes with derrick boom

There are two F1-limit values for operating modes with the derrick boom

– $F1_{max\text{-}assembly}$ **1.5** outside the operating range
  For erection and assembly of the crane (unbypassable)
– **1.3** $F1_{max\text{-}operation}$
  As an upper limit for crane operation with a load chart (and a few angle degrees next to it)

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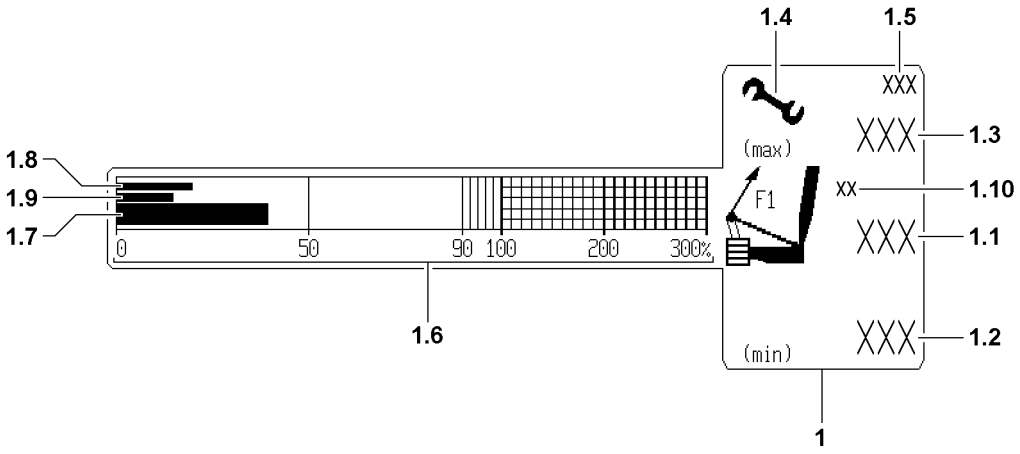

Fig.111912

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9.1.2 Test point 1 = F1 / icon description

Pull test brackets test point 1A and 1B are in the SA-frame guying

Position	Icons / display values	Type of display	Is displayed
1	Icon „Test point 1“	Static	Always
1.1	F1 actual force = $F1_{actual}$ $F1_{actual} = F1A_{actual} + F1B_{actual}$ $F1A_{actual}$ = F1-actual force test point 1A (SA-frame left) $F1B_{actual}$ = F1-actual force test point 1B (SA-frame right)	Static	With a valid value
		„???“ blinking	With an invalid value
1.2	F1-minimum force = $F1_{min}$	Static	Always when $F1_{min}$ is larger than 0 **Note:** A shut-off occurs when falling below $F1_{min}$ If no value is shown $F1_{min}$ = 0!
1.3	F1-operational maximum force = $F1_{max\text{-}operation}$	Static	Only in operating modes with derrick ballast (DB/DBW) **Note:** $F1_{max\text{-}operation}$ is the maximum value that may be reached during crane operation! During crane operation, the shut-off occurs at $F1_{actual}$ greater than $F1_{max\text{-}operation}$ + $F1\text{-}_{addition\ for\ shut\text{-}off}$ For cranes with a maximum load carrying capacity of up to 1000 t , $_{F1\text{- addition for shut off}}$ = 20 t

Note

$F1_{min}$ shut-off

- ► If the utilization of the derrick ballast is below 50 %, then there is no immediate shut-off when falling below $F1_{min}$ **1.2**!
- ► The acoustic and optical warnings remain unaffected by the utilization of the derrick ballast!

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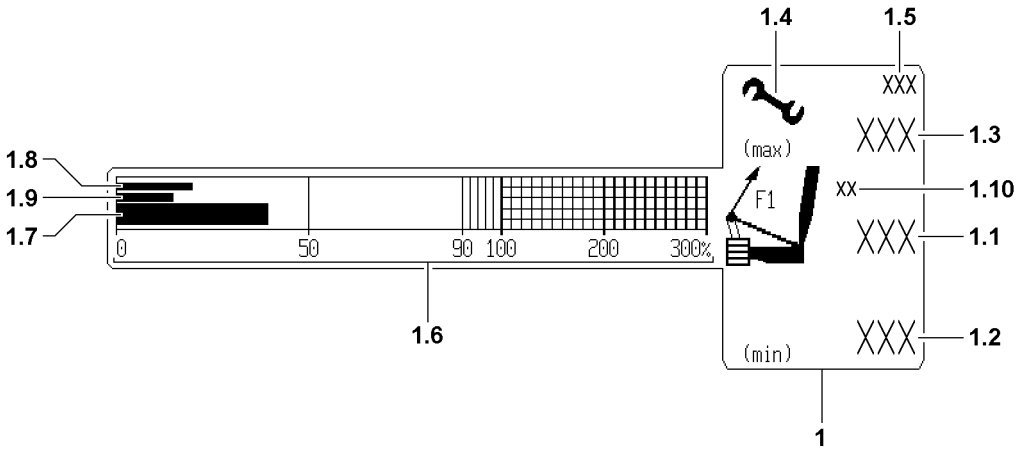

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Position	Icons / display values	Type of display	Is displayed
1.4	Assembly icon	Static / blinking	During „assembly operation: Boom not in the operating range“ **and / or** Advance warning / shut-off: Observe the F1 limit values!
1.5	F1-assembly maximum force = $F1_{max\ assembly}$	Static / blinking	During „assembly operation: Boom not in the operating range“ **and / or** Advance warning / shut-off: Observe the F1 limit values!
1.6	F1-utilization scale in percent [%]	Static	Always
1.7	F1-utilization bar = Ratio $F1_{actual}$ to $F1_{max\text{-}operation}$ No display (0 percent) at: $F1_{max\text{-}operation} = 0$ **or** No value **or** $F1_{min}$ = invalid	Dynamic	In operating modes with a derrick ballast (DB/DBW)

Note

► The F1-assembly maximum force ($F1_{max\text{-}assembly}$) appears if $F1_{actual}$ is greater than 90 % of $F1_{max\text{-}assembly}$

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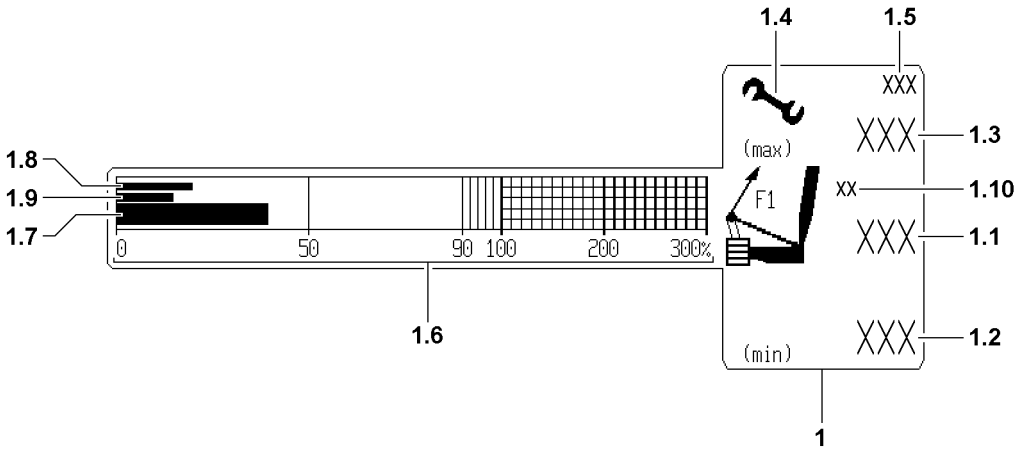

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Position	Icons / display values	Type of display	Is displayed
1.8	F1-Min-warning bar = Ratio $F1_{min\text{-}warning\ value}$ to $F1_{max\text{-}operation}$ ($F1_{min\text{-}warning\ value} = F1_{min} + \Delta_{F1}$) No display (0 percent) at: $F1_{max\text{-}operation} = 0$ **or** No value **or** $F1_{max\ operation}$ = invalid	Dynamic	In operating modes with a derrick ballast (DB/DBW) Δ_{F1} = 15 t for cranes with max- load less than 1000 t
1.9	F1-Min-Stop bar = Ratio $F1_{min}$ to $F1_{max\text{-}operation}$ 0 percent for: $F1_{max\text{-}operation} = 0$ **or** No value **or** $F1_{max\ operationb}$ = invalid	Dynamic	In operating modes with a derrick ballast (DB/DBW)
1.10	Measuring unit icon	Static	Always

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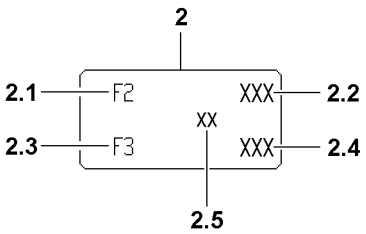

Fig.111913

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9.2 Test point 2 = F2 and test point 3 = F3

Pull test brackets test point 2A and 2B are in the N/W-guying

Pull test brackets test point 3A and 3B are in the derrick boom / main boom guying on the main boom head

Position	Icons / display values	Type of display	Is displayed
2	Icon for N/W-guy force and main boom guy force in derrick operation	Static	In operating modes with auxiliary boom / accessory and / or derrick boom
2.1	Icon F2 for N/W-guy force test point 2	Static	In operating modes with auxiliary boom / accessory
2.2	F2-actual force = $F2_{actual}$	Static	In operating modes with auxiliary boom / accessory and valid F2-value
	$F2_{actual} = F2A_{actual} + F2B_{actual}$ Test point 2A = left Test point 2B = right	„???“ blinking	In operating modes with auxiliary boom / accessory and invalid F2-value
2.3	Icon F3 for main boom guy force test point 3	Static	In operating modes with derrick boom
2.4	F3-actual force = $F3_{actual}$	Static	In operating modes with derrick boom and valid F3-value
	$F3_{actual} = F3A_{actual} + F3B_{actual}$ Test point 3A = left Test point 3B = right	„???“ blinking	In operating modes with derrick boom and invalid F3-value
2.5	Measuring unit icon	Static	Always

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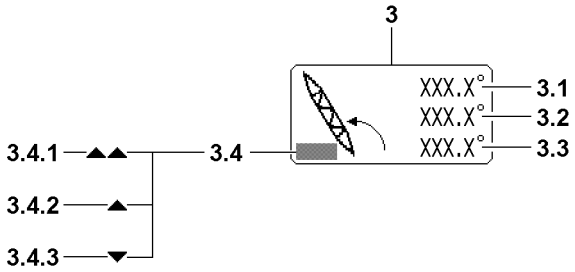

Fig.111914

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9.3 Derrick boom angle

Position	Icons / display values	Type of display	Is displayed
3	Derrick boom angle icon	Static	In operating modes with derrick boom
3.1	Maximum derrick boom angle in crane operation = angle-D_{max} in [°]	Static	In operating modes with derrick boom and angle-$D_{current}$ smaller or same as angle-D_{max}
		Blinking	In operating modes with derrick boom and angle-$D_{current}$ larger than angle-D_{max}
3.2	Current derrick boom angle = angle-$D_{current}$ in [°]	Static	In operating modes with derrick boom and valid value
		„???“ blinking	In operating modes with derrick boom and invalid value
3.3	Minimum derrick boom angle during crane operation = angle-D_{min} in [°]	Static	In operating modes with derrick boom and angle-$D_{current}$ larger or same as angle-D_{min}
		Blinking	In operating modes with derrick boom and angle-$D_{current}$ smaller than angle-D_{min}
3.4	Alarm functions derrick boom		Limitation / monitoring of relapse cylinders **Note:** When an icon appears, an error message is output!
3.4.1	Two arrows pointing up	Static	Relapse press on block (limit switch actuated) or sensor / limit switch defective
3.4.2	Up arrow	Static	At angle-$D_{current}$ larger than angle-D_{max}
3.4.3	Down arrow	Static	At angle-$D_{current}$ smaller than angle-D_{min}

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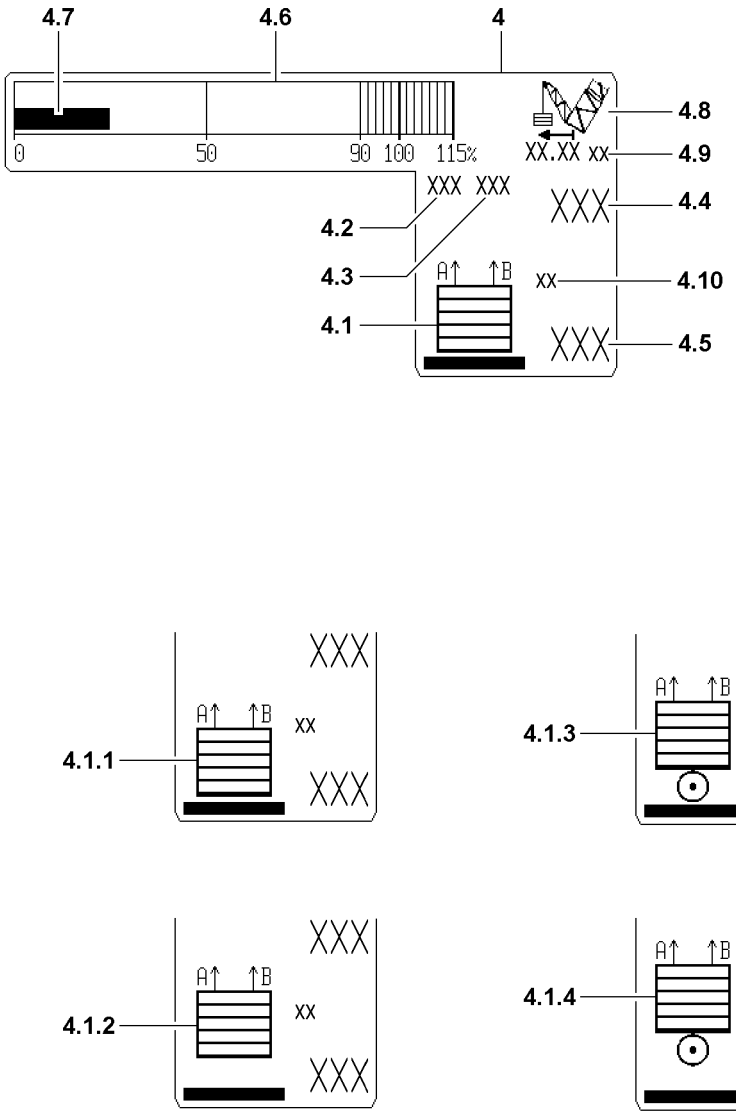

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Fig.112995

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9.4 Derrick ballast, weight and utilization

Test points for derrick ballast guying A are:
- Test point 4A = pressure sensor ring surface left F4A
- Test point 5A = pressure sensor piston surface left F5A

Test points derrick ballast guying B are:
- Test point 4B = pressure sensor ring surface right F4B
- Test point 5B = pressure sensor piston surface right F5B

Position	Icons / display values	Type of display	Is displayed
4	„Derrick ballast, weight and utilization“ icon	Static	In operating modes with a derrick ballast
4.1	„Derrick ballast“ icon	Static	In operating modes with derrick ballast, depending on the type and the condition of the derrick ballast (see 4.1.1 - 4.1.4)

Note
- ► The view of the „derrick ballast“ icon **4.1** changes depending on if the derrick ballast is set up as a suspended ballast or as a ballast trailer!
- ► During crane operation, observe the respective chapters for suspended ballast or the ballast trailer in the Crane operating instructions!

Position	Icons / display values	Type of display	Is displayed
4.1.1	„Suspended ballast on the ground“ icon	Static	Ground contact sensor reports „Suspended ballast **not suspended**“
4.1.2	„Suspended ballast suspended“ icon	Static	Ground contact sensor reports „Suspended ballast **suspended**“
4.1.3	„Ballast trailer on the ground“ icon	Static	Key button ballast trailer in position „Ballast trailer **not suspended**“
4.1.4	„Ballast trailer suspended“ icon	Static	Key button ballast trailer in position „Ballast trailer **suspended**“

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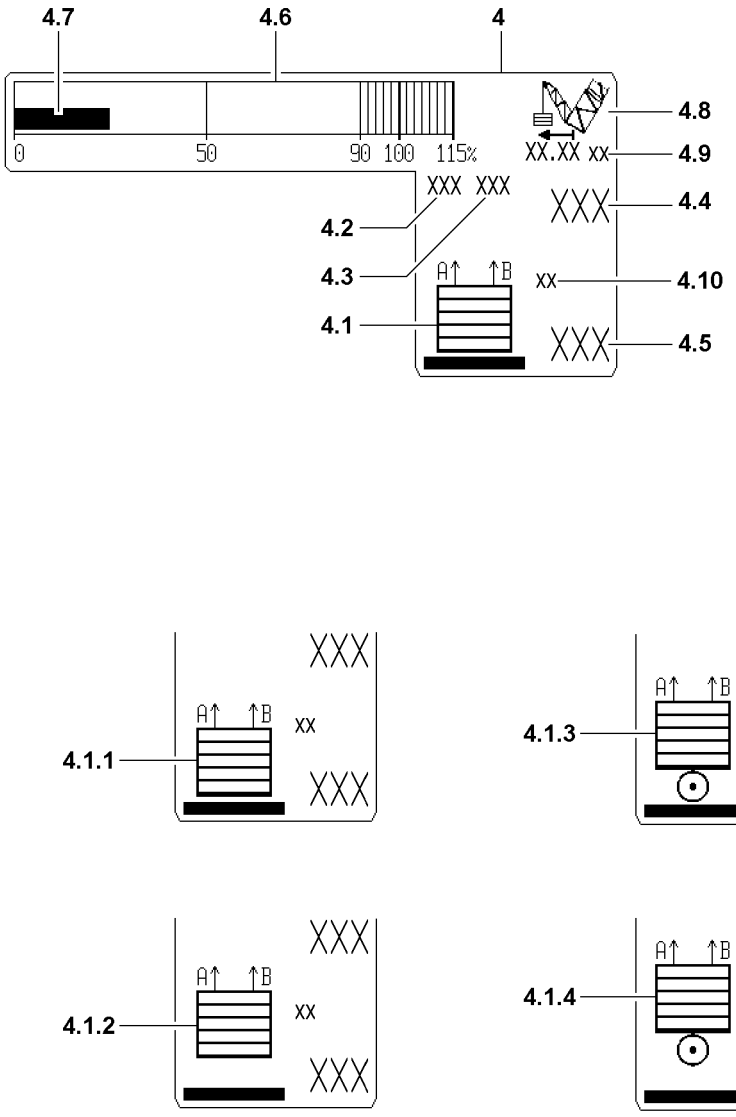

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Position	Icons / display values	Type of display	Is displayed
4.2	Force	Static	„Test point values“ valid
	Derrick ballast guying A (left) Test point 4A Test point 5A	Blinking	„Test point values“ valid **and** Difference between guy force A and B is greater than permissible
		„???“ Blinking	At least one „Value test point“ invalid
4.3	Force	Static	„Test point values“ valid
	Derrick ballast guying B (left) Test point 4B Test point 5B	Blinking	„Test point values“ valid **and** Difference between guy force A and B is greater than permissible
		„???“ Blinking	At least one „Value test point“ invalid

Note
Pressure sensor failure!
- ► If only one pressure sensor fails, for example F5A (test point 5A) is invalid, then the LICCON computer system assumes F5A = F5B in the interim! An error message is output!
- ► The error must be remedied immediately!

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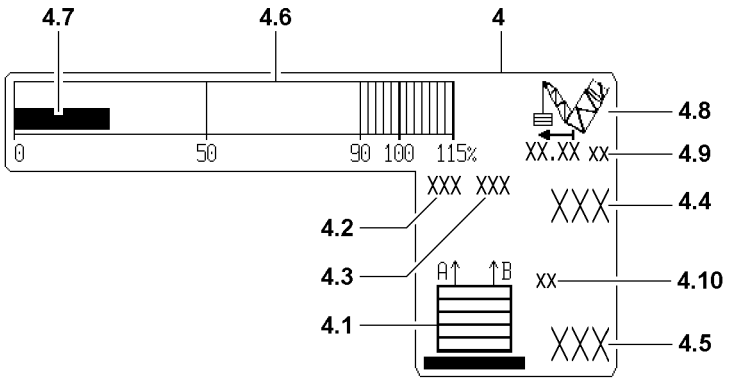

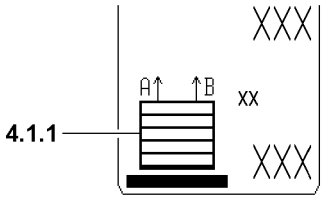

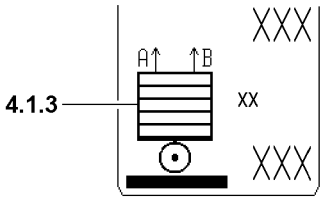

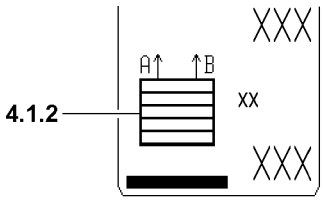

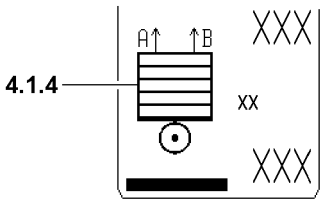

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Position	Icons / display values	Type of display	Is displayed
4.4	Pulled derrick ballast = BA_{pulled} = vertical force components in derrick ballast guying, calculated from test points 4A, 4B, 5A and 5B **Note:** The sum of forces in the derrick ballast guying A and B is greater than or equal to the pulled derrick ballast (BA_{pulled})!	Static	If value BA_{pulled} is valid
		„???“ Blinking	If value BA_{pulled} is invalid **or** Operating mode with ballast trailer and derrick ballast radius invalid
4.5	Placed derrick ballast = BA_{placed} **Note:** This value has been entered manually and confirmed with the **ENTER** key! The value is saved when turning off and is valid again after turning on until it is changed with the function key **„F5“**!	Static	If value BA_{placed} is permissible
		Blinking	If value BA_{placed} is questionable
		„???“ blinking	If value BA_{placed} is invalid

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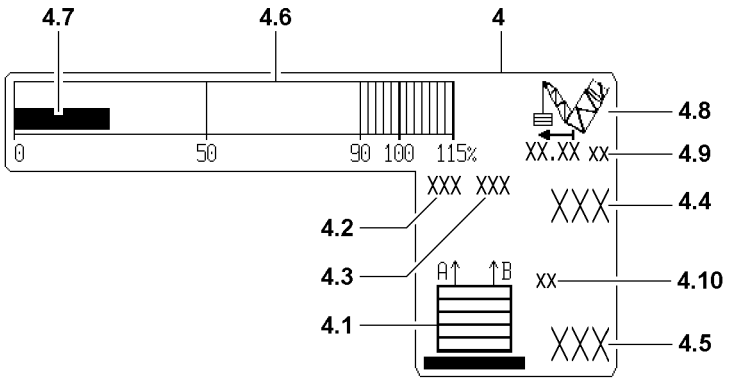

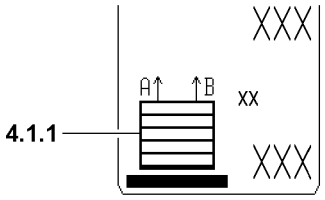

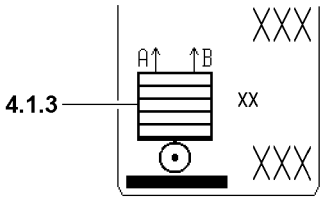

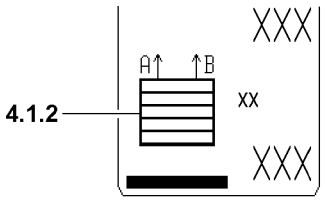

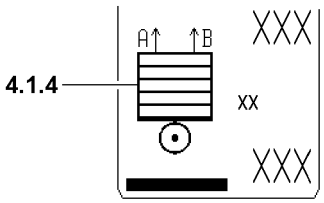

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Position	Icons / display values	Type of display	Is displayed
4.6	Ballast utilization scale	Static	Always
4.7	Derrick ballast utilization bar = Ratio BA_{pulled} to BA_{placed} as a percentage Derrick ballast utilization bar is 0 at: BA_{placed} less than BA_{placed_min} **or** BA_{pulled} = invalid	Dynamic	In operating modes with a derrick ballast **Note:** The utilization bar can show max. 115 %!
4.8	„Derrick ballast radius“ icon	Static	In operating modes with a derrick ballast
4.9	Display of derrick ballast radius with measuring unit	Static	When the derrick ballast radius value is valid
		„???“ blinking	When the derrick ballast radius value is invalid
4.10	Measuring unit Derrick ballast weight	Static	Always

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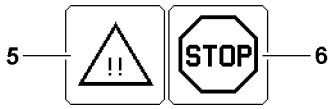

Fig.112317

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9.5 Alarm functions

NOTICE
Triggered alarm function!
If an alarm function is triggered (for example an advance warning occurrence or LMB Stop), the cause must be determined!
- ► Always pay attention to triggered alarm functions!
- ► Alarm functions can flash over the monitor!

Note
LMB Stop shut off delay!
- ► An LMB stop with shut off delay remains for a certain period of time! Possible fluctuating movements of the crane can be thereby minimized!

Position	Icons / display values	Type of display	Is displayed
5	„Advance warning“ icon	Blinking	If an advance warning occurs, for example: $F1_{min\text{-}advance\ warning}$: $F1_{actual}$ less than $F1_{min\text{-}warning\ value}$
6	„STOP“ icon	Blinking	If an LMB stop occurrence results, for example: At $F1_{min\text{-}stop}$ ($F1_{actual}$ less than $F1_{min}$) with shut off delay 3 s **or** At $F1_{max\text{-}operation\ stop}$ (F1 greater than or equal to $F1_{max\text{-}operation\ shut\ off\ value}$) with three second shut off delay **or** $F1_{max\text{-}assembly\text{-}stop}$ ($F1_{actual}$ greater than or equal to $F1_{max\text{-}assembly}$) with three second shut off delay **Note:** $F1_{max\text{-}operation\ shut\ off\ value}$ = $F1_{max\text{-}operation}$ + $F1_{addition\ for\ shut\text{-}off}$!

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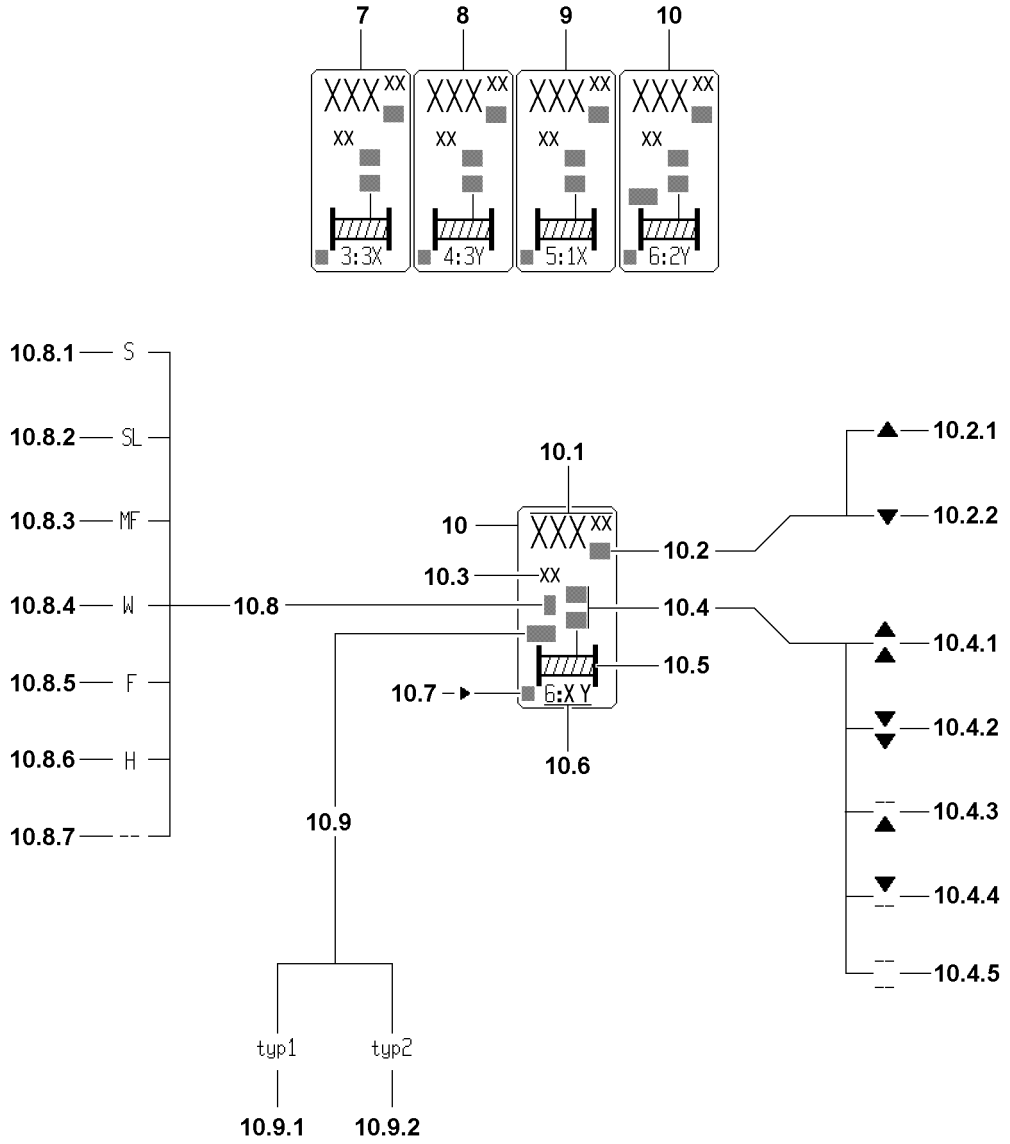

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Fig.116851

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9.6 Winch displays

9.6.1 Winches 3 to 6

The icons for winch 3*, winch 4, winch 5* and winch 6* are only shown on monitor 1, if the crane is equipped with these winches and the winches are activated.

The display of winches is the same as the display of winch 1 and 2 on LICCON monitor 0.

Note

- If one of the winches is used as a hoist winch according to the set operating mode, then the **completed hook path** is shown in the winch icon. The value, which was tared by the corresponding function key is still shown unchanged, even after turning off and on or after an operating mode change!
- If one of the winches is used as a control winch, then the current **rope length on the winch drum** is shown, not the hook path. Then taring is possible, but after turning on and off again or after an operating mode change, the original value „Rope length on the rope drum“ is shown again!

Position	Icons / display values	Type of display	Is displayed
7	Winch display winch 3*	Static	For installed and activated winch 3*
8	Winch display winch 4	Static	For installed and activated winch 4
9	Winch display winch 5*	Static	For installed and activated winch 5*
10	Winch display winch 6*	Static	For installed and activated winch 6*

Note

- „Winch 3*“, „winch 4“ and „winch 5“* are always calculated as control winches!
- „Winch 6*“ is calculated as hoist winch, if the reeving cannot be derived from the „reeving of the boom“ and the „reeving of the boom nose“. In these cases, n = 1 is used as the reeving!
- For winch 4 (intake gear), the rope length is valid equally for the left and the right half of the rope drum!

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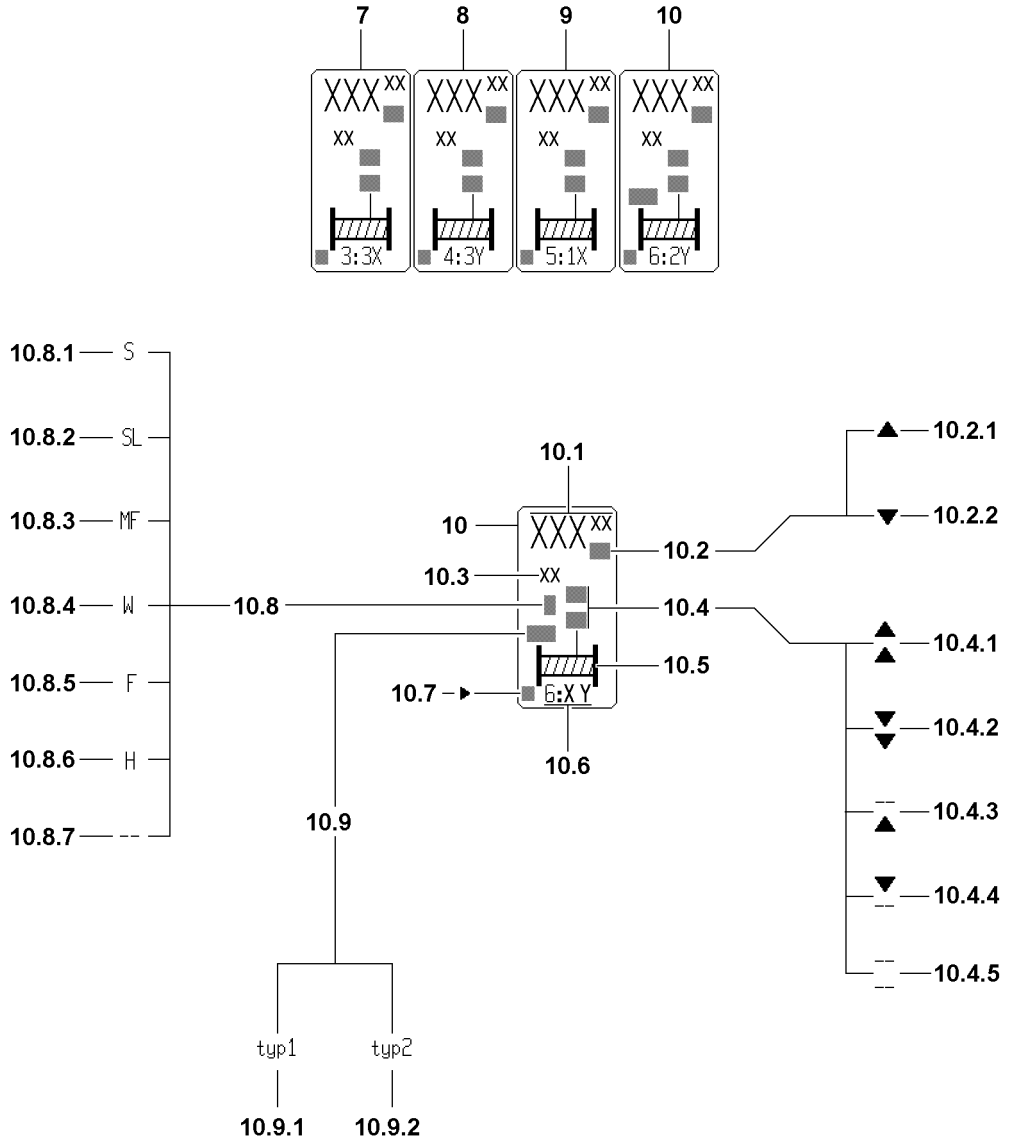

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Fig.116851

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9.6.2 Winch display

The winch 3 and winch 6 icons have the same meaning, which are explained for the „Winch 6“ **10** icon.

Note

- ► If one of the winches is used as hoist winch according to the set operating mode (for example „winch 3“ at derrick operation), then the **hook path** is shown in the winch icon. The value, which was tared by the corresponding function key is still shown unchanged, even after turning off and on or after an operating mode change!
- ► If one of the winches is used as a control winch, then the **current rope length on the winch drum** is shown, not the path of the hook block. Then taring is possible, but after turning on and off again or after an operating mode change, the original value „Rope length on the rope drum“ is shown again!

Note

Display area of the winch displays!

- ► The „completed path“ display **1.1** has only three positions before the decimal point, any positions before that are cut off! The crane operator must evaluate for himself if, for example 200 m of rope are spooled up on a winch or 1200 m. **The display in both cases would be identical to 200 m !**
- ► The hook path calculation only works accurately if the load is suspended freely and is not luffed during the lifting procedure! Flexation and rope expansion are not taken into account!
- ► The length display (hook path display) is only accurate and the layer jump is only taken into account correctly if the winch has been calibrated and there have been no interruptions in the CPU power supply (cold start)!

Note

Error in winch path measurement!

- ► In case of an error in the winch path measurement, blinking „???“ appear as the display value **10.1**!
- ► If an error occurs and an error message is output, see the Diagnostics manual!

10 „Winch 6“ icon

10.1 Completed hook path
- In [m] or [ft]
  From a zero point to be determined
- **Note:**
  It is displayed statically when the winch is calculated as a **hoist winch** and a manually entered reeving must be assigned to this winch!

or

10.1 Rope length on the winch drum
- In [m] or [ft]
- **Note:**
  It is displayed statically when the winch is calculated as a **control winch**!

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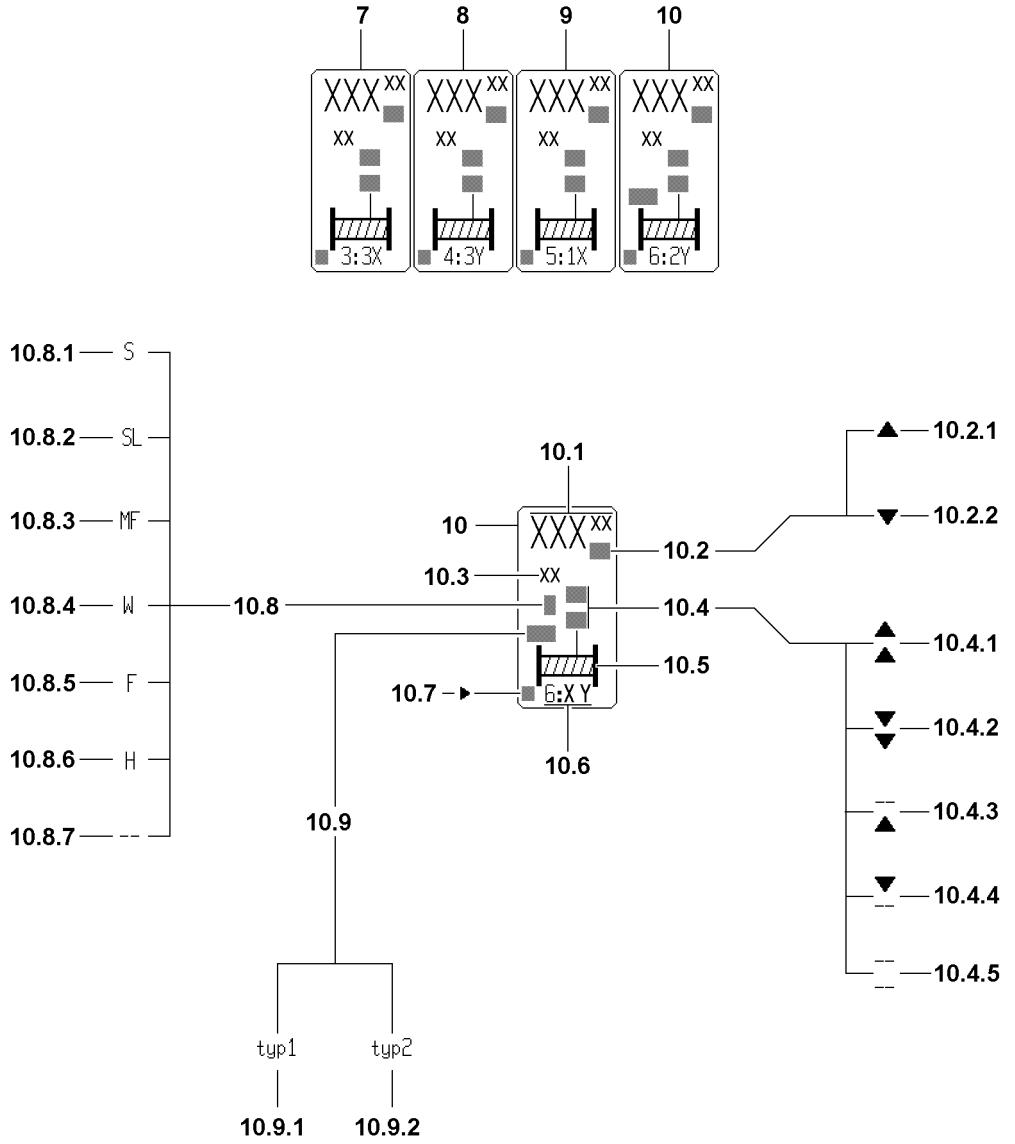

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10.2 Direction of the hook movement

The arrows on the length value show the direction of the hook movement in relation to the zero point:
- Up arrow **10.2.1**: The hook has moved upward from the zero point
- Up arrow **10.2.2**: The hook has moved down from the zero point

10.3 Length unit for hook path display
- In [m] or [ft]

10.4 Winch status display
- There are five winch status icons (all blinking):

10.4.1 Spool out

10.4.2 Spool up

10.4.3 Spooled out
- Spooling out is blocked

10.4.4 Spooled up
- Spooling up is blocked

10.4.5 Winch is deactivated
- Spooling up and spooling out are blocked (via the Control parameter program)
- **Note:**
  If a winch status icon does not appear, the activated winch is inactive and is neither spooled up nor out!

10.5 Winch icon
- (with rope end for winch status icon)

10.6 Winch number with master switch number and master switch operating direction
- Example: 6:2Y
  First digit: Winch number.
  Second digit: Master switch number.
  Letter: Master switch operating direction.

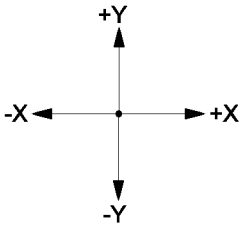

Fig.199930

10.7 Vibration sensor
- If the vibration sensor for a winch is activated on the master switch, then an arrow appears in this winch icon for the activated vibration sensor.
- **Note:**
  The vibration sensor is activated for the first actuated crane function!

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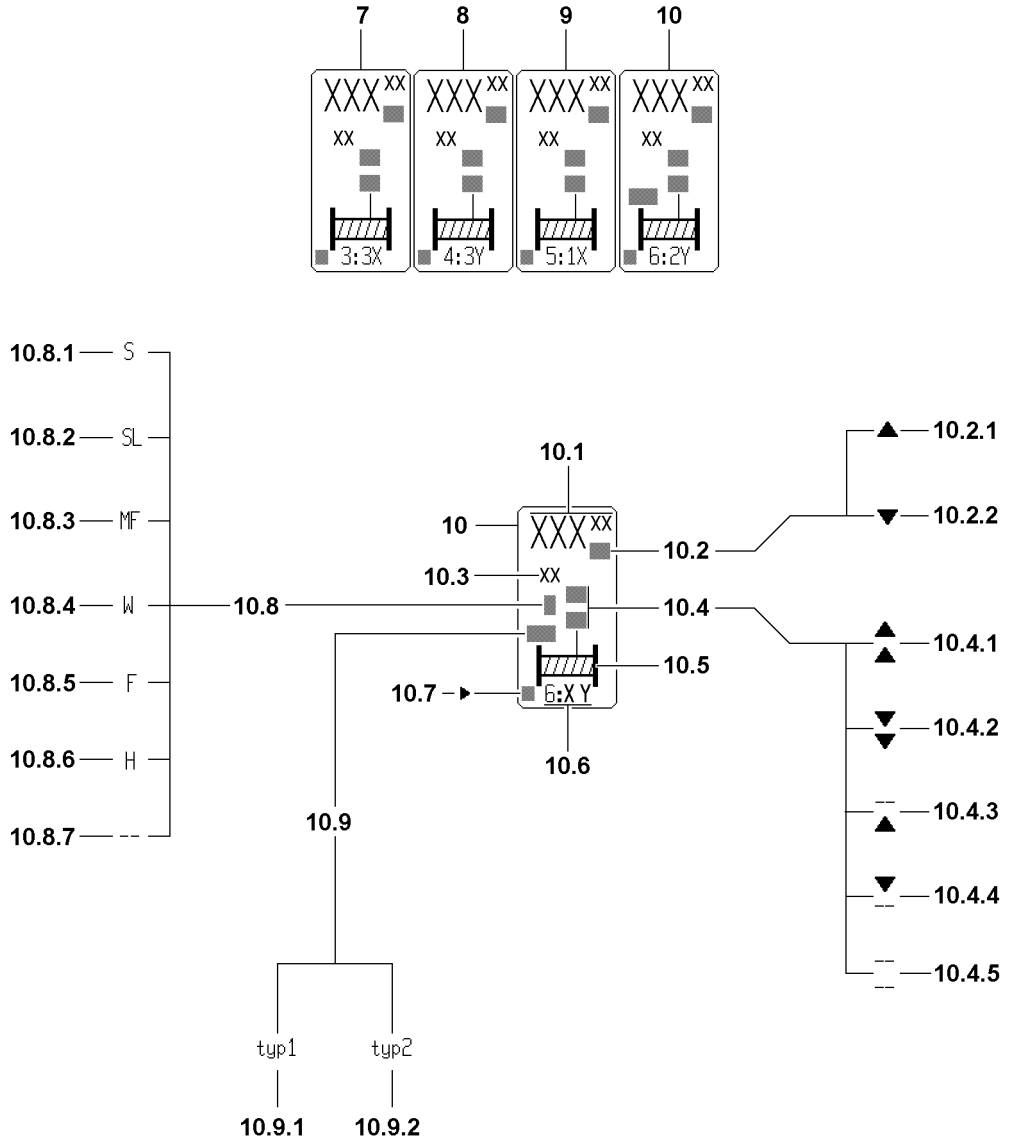

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10.8 Reeved in boom
- To check the settings for „winch-pulley head assignment“ of various hoist winches, the respective boom symbol, on which the winch must be reeved according to the winch pulley head assignment is shown in the „winch display“ icon element.
  Note:
  The reeved boom **10.8** icon is shown only in the winch icon of winch 1, winch 2 and winch 6.

10.8.1 S
- The winch is reeved on the pulley head of the S-main boom

10.8.2 SL
- The winch is reeved on the pulley head of the SL-main boom

10.8.3 MF
- The winch is reeved on the pulley head of the center pulley of the luffing jib

10.8.4 W
- The winch is reeved on the pulley head of the luffing jib

10.8.5 F
- The winch is reeved on the pulley head of the F-lattice jib

10.8.6 H
- The winch is reeved on the pulley head of the boom nose

10.8.7 – –
- The winch is not reeved on **any** pulley head

Note
► The winch type***** (type1 or type2) is only displayed in the winch icon of winch 6!

10.9 Winch type*****
- The crane control recognizes the respective winch type when winch 6 is installed.

10.9.1 Type 1
- Winch 6 with rope diameter 28 mm

10.9.2 Type 2
- Winch 6 with rope diameter 25 mm

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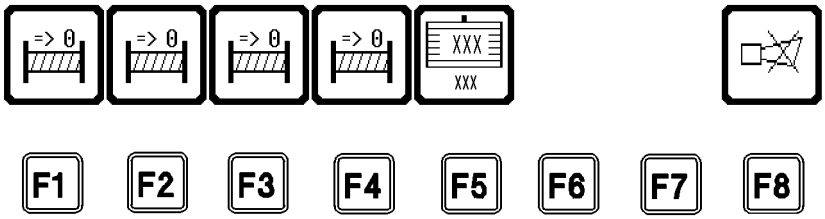

Fig.113270

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9.7 Function key line

Position	Function / function key line	Type of display	Is displayed
F1	Tare the length display of winch 3***** **Note:** Tare = length display is set to **0**!	Static	If the winch display for winch 3***** is shown
F2	Tare the length display of winch 4 **Note:** Tare = length display is set to **0**!	Static	If the winch display for winch 4 is shown
F3	Tare the length display of winch 5***** **Note:** Tare = length display is set to **0**!	Static	If the winch display for winch 5***** is shown
F4	Tare the length display of winch 6***** **Note:** Tare = length display is set to **0**!	Static	If the winch display for winch 6***** is shown

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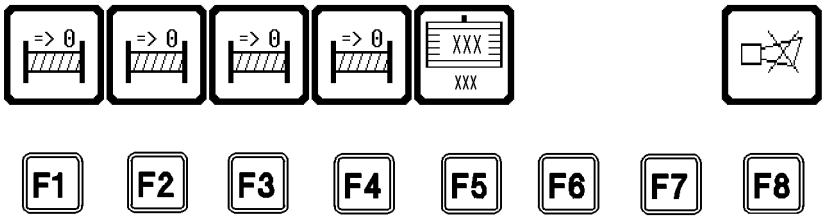

Fig.113270

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Position	Function / function key line	Type of display	Is displayed
F5	Ballasting key*****	Static	In operating modes with a derrick ballast
	When pressing function key F5, the thick icon frame changes to a thin icon frame. A blinking cursor appears in the ballast input field. The value for the placed ballast can only be entered in the displayed weight unit [t] or [kips] using the keypad on monitor 1		
	The ballast input can be ended as follows:		
	- Pressing the ENTER key **C**		
	= take over value. The entered value appears now as a value for the placed ballast (BA_{placed}) in the ballast icon		
	or		
	- Pressing the „F5“ key		
	= cancel ballast input. The change is discarded. The old value of BA_{placed} remains in the ballast icon.		

Note

► When entering the ballast, make sure to observe the respective section regarding the derrick ballast, see the Crane operating instructions, chapter 4.03!

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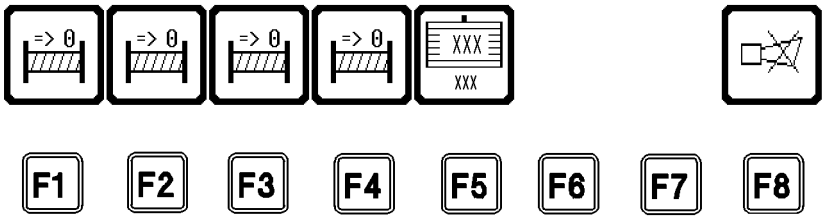

Fig.113270

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Position	Function / function key line	Type of display	Is displayed
F5*	Ballast input value (BA_{edit})* = entered ballast value in function key icon of „F5“	Static	With a **valid** ballast input value
		„???“ blinking	With an **invalid** ballast input value
F6	Not assigned		
F7	Not assigned		
F8	„Horn“ icon - Turn off the „Horn“ acoustic signal on monitor 1 by pressing the „F8“ key	Blinking	If the acoustic signal „Horn“ sounds on monitor 1. See section „Acoustic warning on monitor 1“.

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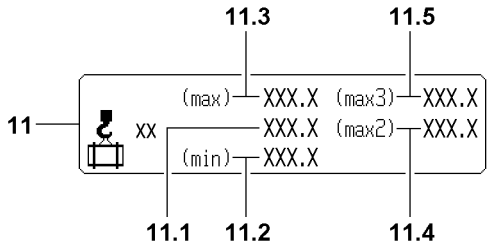

Fig.112946

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9.8 Min / max load

The „min / max load“ **11** icon appears on monitor 1 only if an operating mode with derrick ballast has been selected.

11 Min / max load
- In [t] or [kips])

11.1 Current load on the boom
- Actual load display = **Load** that is currently hanging on the selected boom.
- Display of the calculated total load including the weights of the carrying equipment, the load lifting equipment (hook block) and / or the fastening equipment, but **without** the nominal weight of the hoist rope.
- **Note:**
  The „current load on the boom“ **11.1 cannot** „be tared“ and set to zero on monitor 1.
  If the „current load on the boom“ **2.1** was not tared („zeroed“) on monitor 0, then the following applies:
  The „current load on the boom“ **11.1** of monitor 1 and the „current load on the boom“ **2.1** of monitor 0 are identical. The displayed values must match.

11.2 Min load
- This is the minimum load that the crane must pull in the current operating condition with the currently pulled derrick ballast, so that $F1_{actual}$ is greater than $F1_{min}$ and no $F1_{min}$ shut-off occurs as a result.
  If this „min-load“ is **not** reached, then the $F1_{min}$ shut-off occurs.
- The „min-load“ is an approximate calculated value, which can still change slightly when lifting / setting down the load.
- When the „min-load“ is greater then the weight of the hook and the fastening equipment, then this means that the load can only be set down if the pulled derrick ballast is also reduced. This means a suspended derrick ballast must be set down on the ground, otherwise the $F1_{min}$ shut-off occurs.

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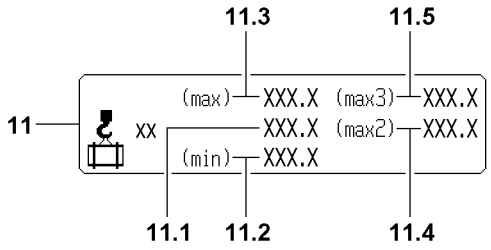

Fig.112946

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11.3 Max load
- This is the maximum load („maximum load according to the load chart and reeving on the boom“ **1.1**) that the crane can lift in the current operating condition with the currently **pulled** derrick ballast.
  Note:
  The „max-load“ on monitor 1 and the „maximum load“ on monitor 0 are identical. The displayed values must always match.

11.4 Max2 load
- This is the maximum load that the crane can lift in the current operating condition, when the **placed** derrick ballast is fully **pulled**.

11.5 Max3 load
- This is the maximum load that the crane can lift in the current operating condition, when the **optimum** derrick ballast is placed and fully **pulled**.
- **Note:**
  The optimum derrick ballast is reached when a further increase of the derrick ballast results in **no higher maximum load**.

Note
The following display values of the „min / max load“ **11** icon correspond:
- ► The „current load on the boom“ **11.1** and the actual force „$F1_{actual}$“ **1.1**
- ► The „min-load“ **11.2** and the minimum force „$F1_{min}$“ **1.2**
- ► The „max-load“ **11.3** and the maximum operating force „$F1_{max\text{-}operation}$“ **1.3**

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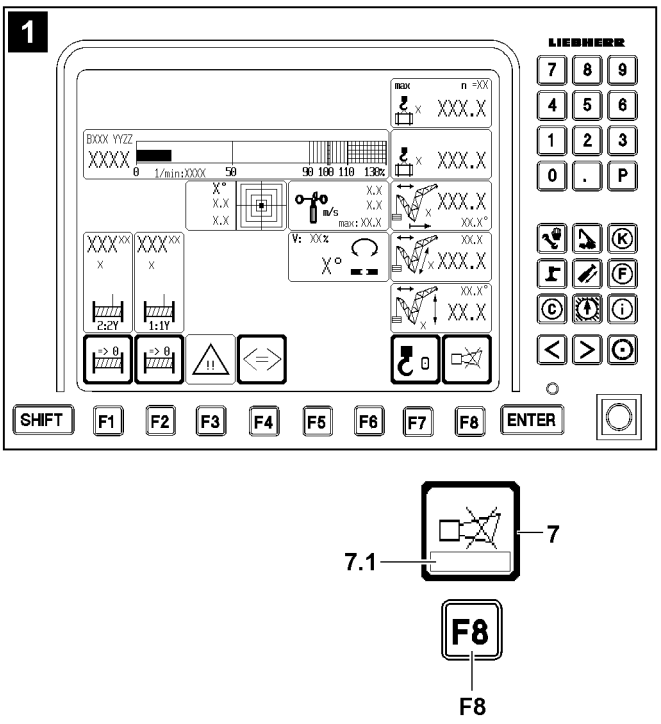

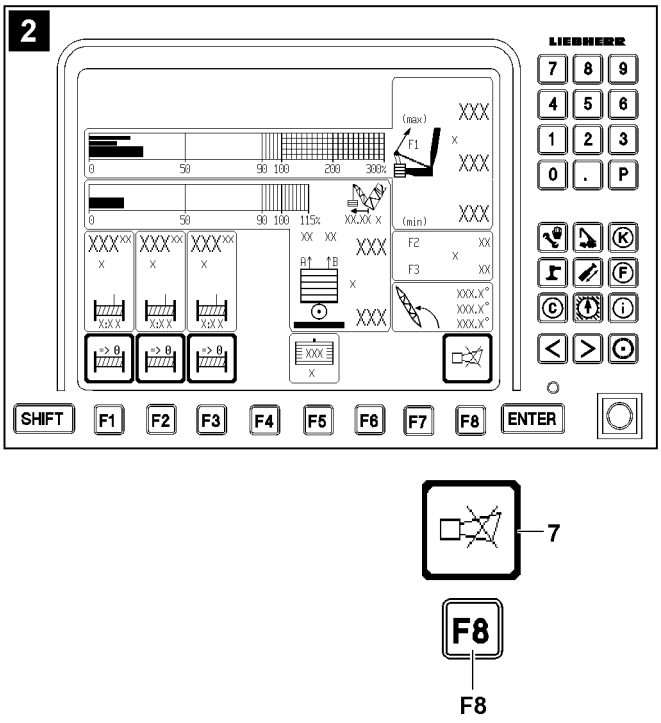

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9.9 Acoustic warning on monitor 1

Acoustic warnings on monitor **1** (illustration **2**) are indicated by the „horn“ warning sound.

Error messages are only shown in the Horn icon **7** of LICCON monitor **0** (illustration **1**).

The „horn“ warning sound is divided into two categories:
- The „horn“ is a beeping sound that lasts approximately 0.5 seconds and that is repeated every second.
- A „short horn“ is a beeping sound that lasts approximately 0.1 seconds, which is repeated in a second cycle.

7 Horn icon
- When the Horn icon **7** is shown on the LICCON monitor, any acoustic signals that occur can be shut off by the LICCON monitor **1** by pressing the function key **F8**.

9.9.1 „Horn“ acoustic signal

For some operational errors found on the Central Processing Unit 1 (CPU 1), which can lead to the shut-off of a movement, it is important to check the operating screen on monitor 1 and monitor 0. These errors are reported by the „horn“ warning sound on monitor 1 and additionally as visual display of the error message **7.1** on monitor 0.

Operational errors are:
- Exceeding of test point 1 - assembly maximum threshold.
- Exceeding of test point 1 - operation -max- shut off threshold.
- Exceeding of test point 1 - minimum threshold.
- Exceeding of maximum derrick boom angle.
- Falling below the minimum derrick boom angle.

Operational errors with error messages (LICCON-Error-Code LEC) are:
- Derrick ballast input error.
- Derrick ballast guy force: Difference between right (A) and left (B) too large.

Note
- ► The sensor monitored by CPU1 (pull test brackets, pressure sensors, angle sensors) are shown in case of an error by an error message on LICCON monitor 0!
- ► There is **no** „horn“ acoustic signal on monitor 1!

9.9.2 „Short horn“ acoustic signal

It sounds in addition to the visual display of error messages without an error number and that do not lead directly to crane movement shut-off by the LICCON overload protection
Monitored error messages are:
- Advance warning threshold of test point 1 - minimum force has been reached

9.9.3 Acoustic signal priority

- The „Horn“ alarm has higher priority than the „Short horn“ alarm, i.e. „Horn“ takes preference over „Short horn“.
- The „Horn“, as well as the „Short horn“ immediately become active again if an error recurs!

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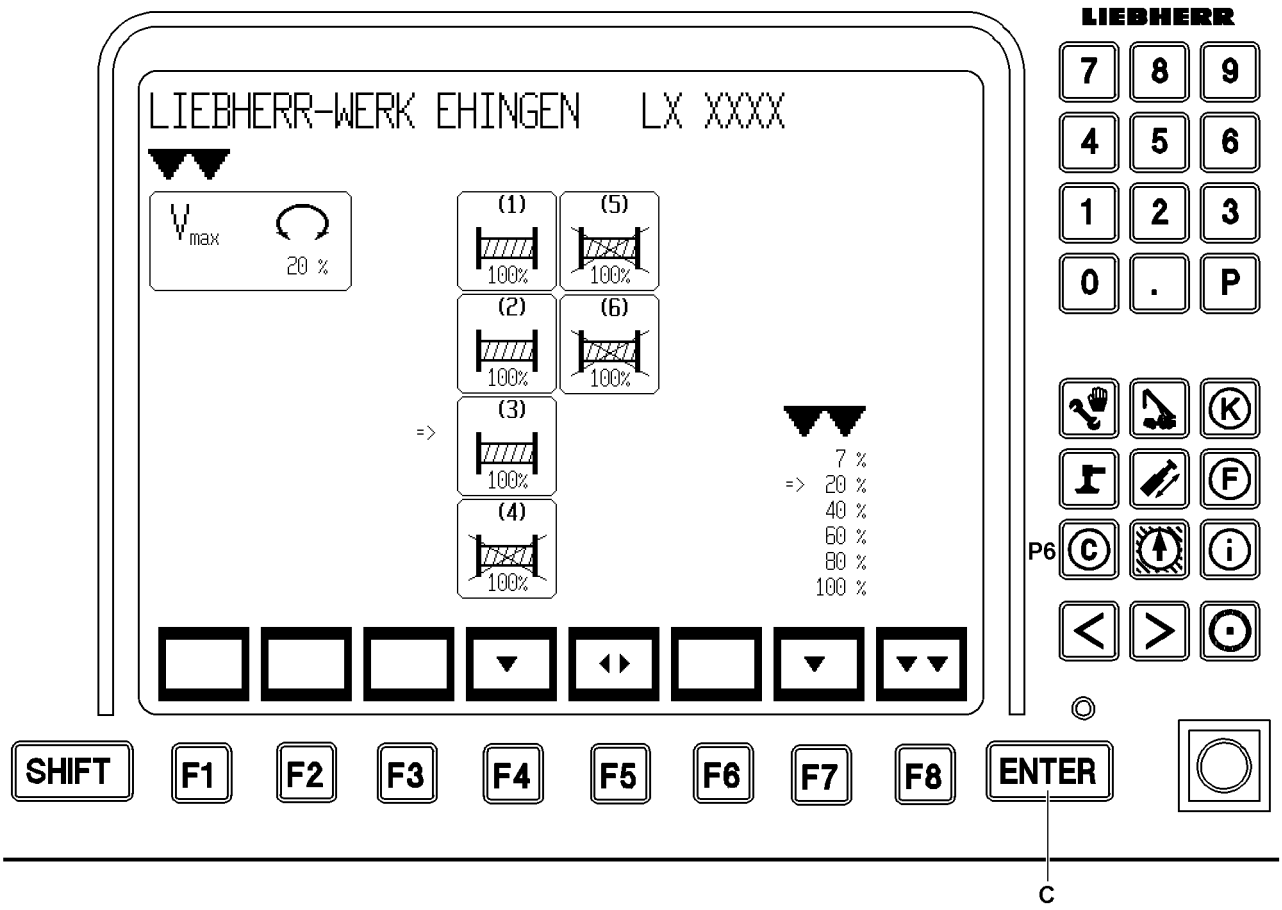

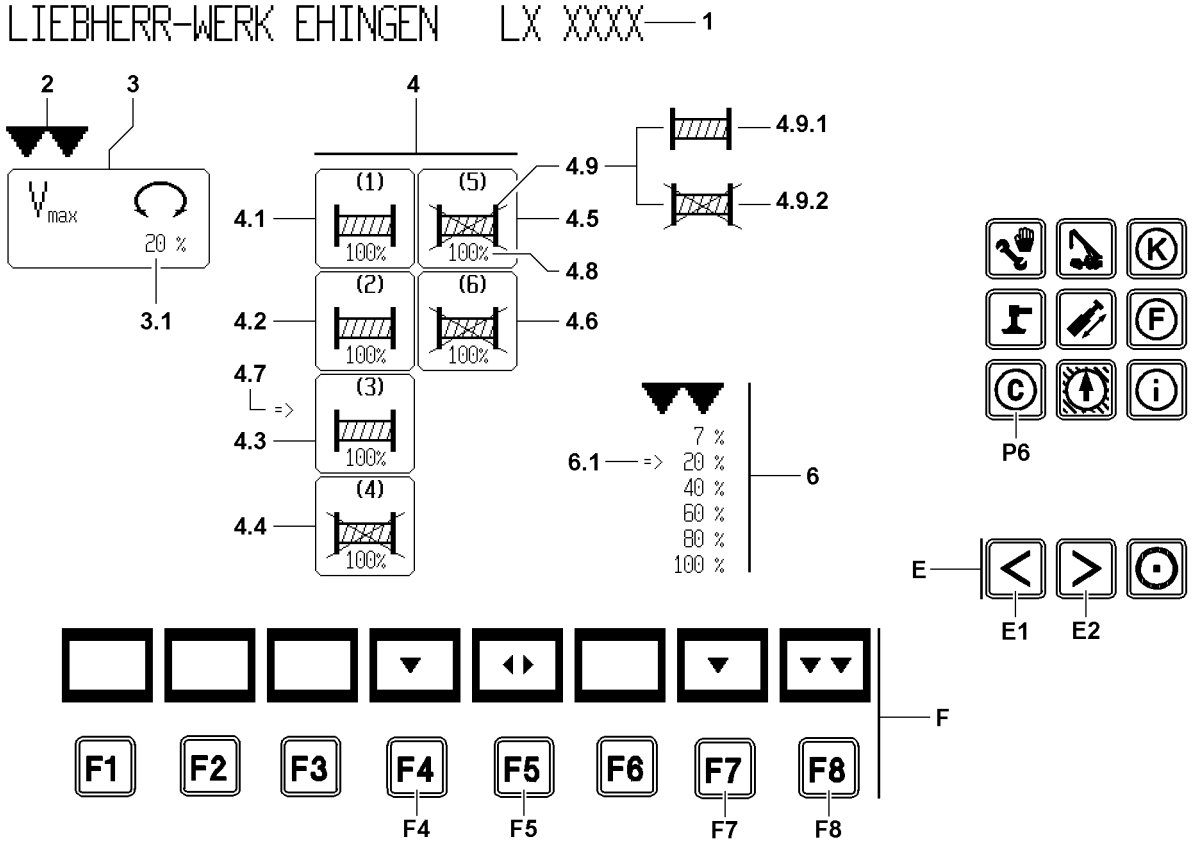

Fig.112947

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10 The Control parameter program

The Control parameter program offers the following possibilities:
- Preselection of maximum rotational speed of slewing gear.
- Preselection of maximum rotational speed of individual winches.
- Activation / deactivation of individual winches.

During the Control parameter program, the exceedance of shut off limits of the LICCON overload protection may not be activated. Otherwise the system switches back immediately to the Crane operation program.

DANGER
Danger of accident!
► **Never** change the speeds or the activation / deactivation of the winches while actuating a crane movement!

10.1 Starting the program

► Press the program key **P6**.

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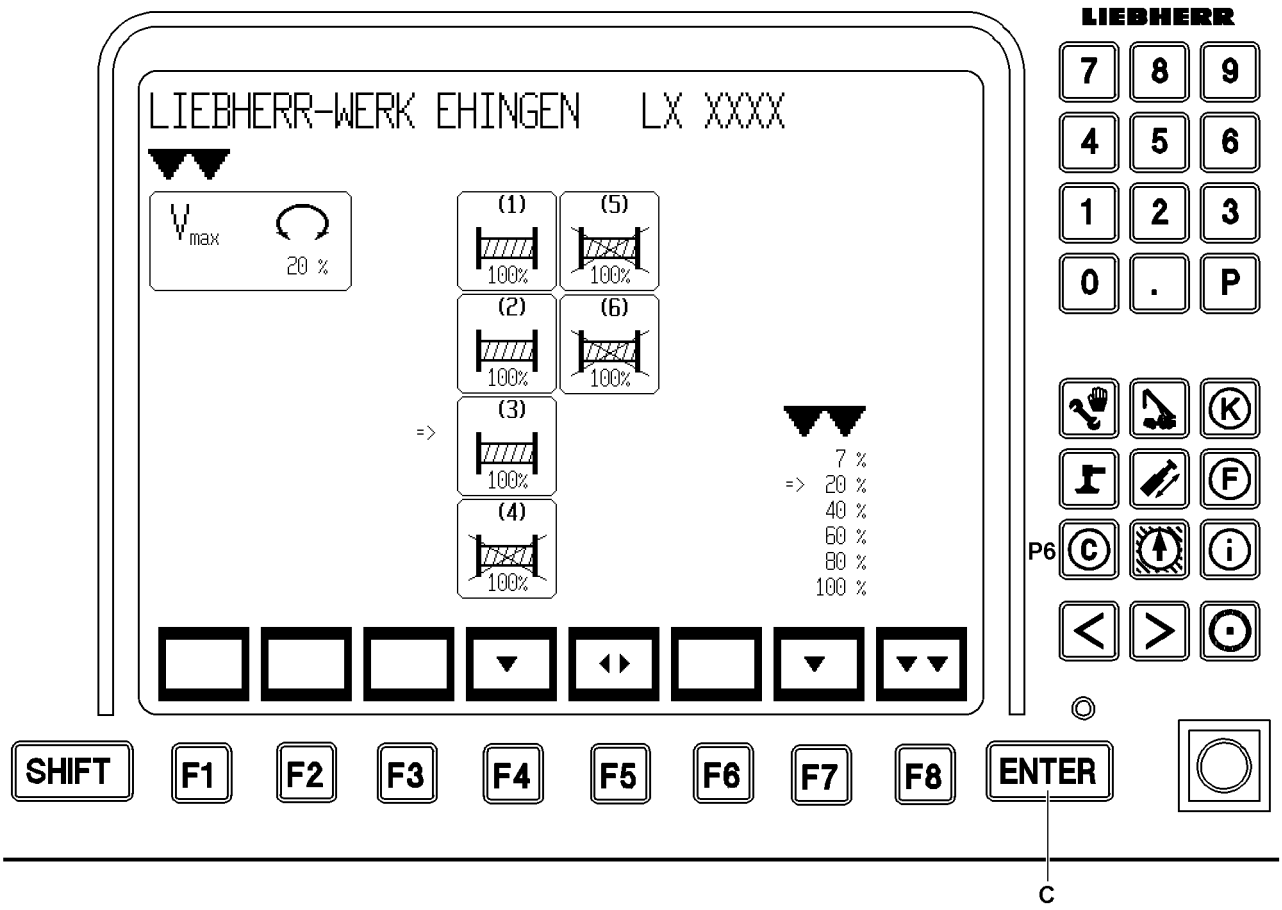

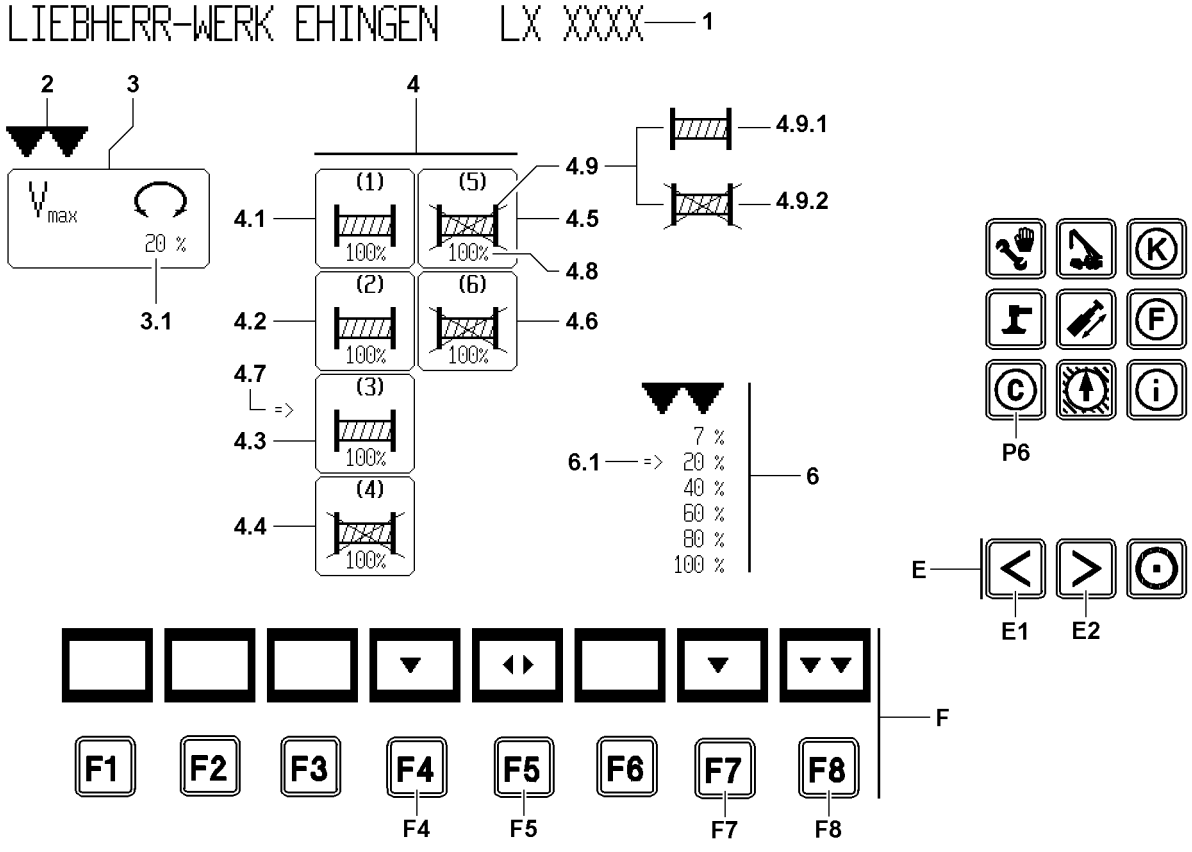

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10.2 Operating interface

1 Crane type

2 „Icon selection“ selector
- Shown by the double down arrow
- Select icon

3 „Slewing gear“ icon

3.1 „Maximum slewing speed“
- V_{max} as a percentage

4 „Winch“ icon group

Note

► The setting options are the same for all winches and are explained based on the Winch 5***** icon **4.5**!

4.1 Winch 1

4.2 Winch 2*****

4.3 Winch 3*****

4.4 Winch 4

4.5 Winch 5*****

4.6 Winch 6*****

4.7 Winch selector
- Shown by the right arrow
- Select the winch for which the „properties“ are to be changed

4.8 Winch speed
- As a percentage
- Current for the selected speed for the respective winch

4.9 Winch icon

4.9.1 Winch activated

4.9.2 Winch deactivated

6 Value field with selector
- The percentage values relate to the speed with maximum deflection of the manual control lever, always in relation to the maximum achievable speed of the drive, with 100 % preselected speed. Six stages may be preselected.

6.1 Speed selector
- Right arrow
- Select percentage value(s) for speed stages.

F Function key line

F4 Function key
- Select winch.

F5 Function key
- Activate / deactivate selected winch(es).

F7 Function key
- Select percentage value of corresponding speed in value field

F8 Function key
- Switch back to the crane operation program and take over parameter

C ENTER input key
- Take over the selected speed setting for the preset functions

E Special function keys

E1 Special function key
- Move the selector **2** for selecting icons to the left

E2 Special function key
- Move the selector **2** for selecting icons to the right

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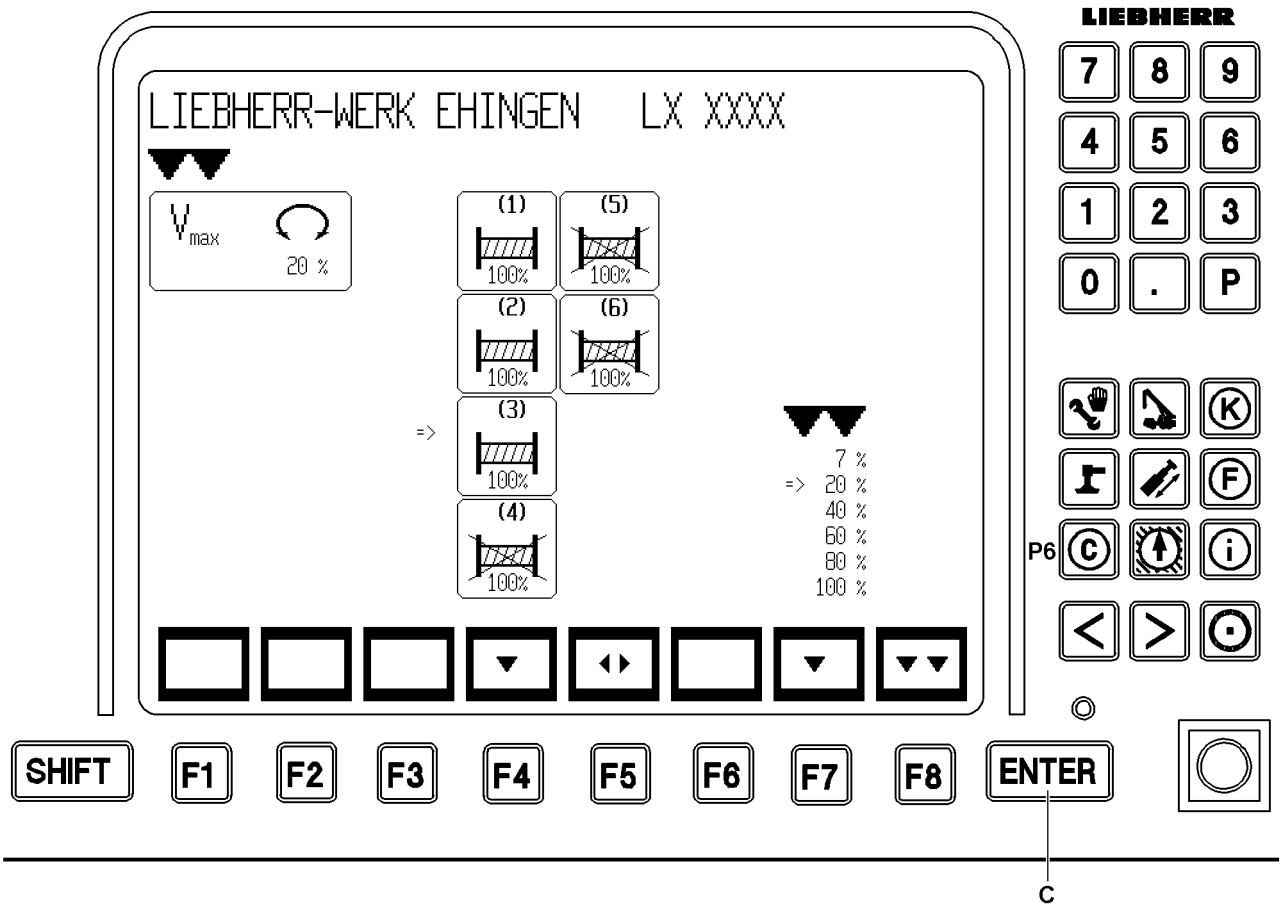

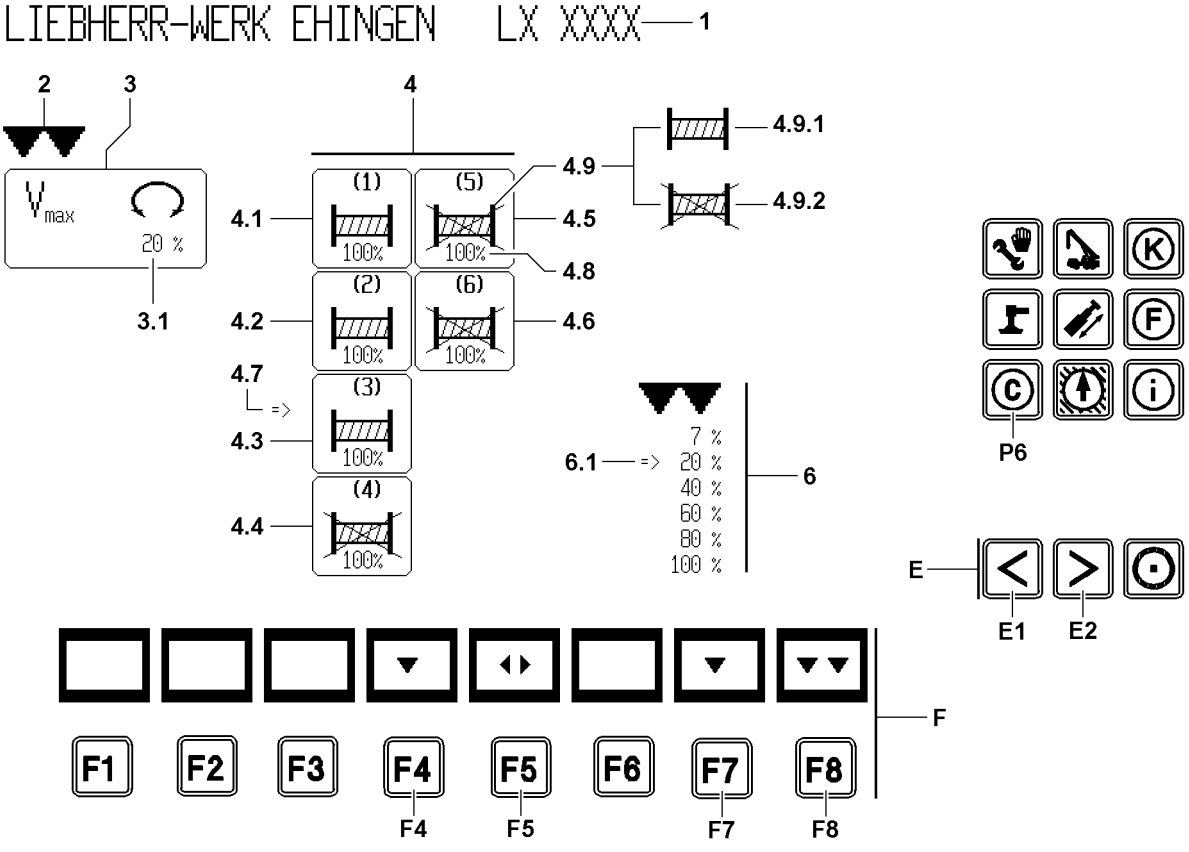

Fig.112947

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10.3 Changing the maximum rotational speed of slewing gear

DANGER
Danger of accident!
- ► Always adhere to the maximum rotational speeds relative to the boom length and the operating modes during crane operation with loads (according to load charts)!
- ► The longer and heavier the boom is and the greater the load, the smaller the set „Maximum slewing speed“ must be!
- ► **Never** deflect the master switch for the slewing gear to the stop at maximum load!

► Use the special function key **E1** or special function key **E2** to select the „Slewing gear“ icon **3**.

Result:

– Selector (double down arrow) **2** appears above the „Slewing gear“ icon **3**.

► Select the maximum rotational speed as a percentage with the function key **F7**.

Result:

– Selector (right arrow) **6.1** shows the selected percentage value.

► Use the ENTER key **C** to confirm the selected „Maximum rotational speed“.

Result:

– The value of the „Maximum rotational speed“ is shown in the icon and taken over in the control.

10.4 Winches

10.4.1 Changing the maximum winch speed

► Using the special function key **E1** or special function key **E2**, select the „Winches“ icon group **4**.

Result:

– Selector (double down arrow) **2** appears above the „Winches“ icon group.

► With the function key **F4**, select the icon for „Winch 1“ **or** „Winch 2“ **or** „Winch 3“*** or** „Winch 4“ **or** „Winch 5“*** or** „Winch 6“*****.

Result:

– Selector (right arrow) **4.7** shows the selected winch.

► Select the „Maximum winch speed“ as a percentage with the function key **F7**.

Result:

– Selector (right arrow) **6.1** shows the selected percentage value.

► Use the ENTER key **C** to confirm the selected „Maximum winch speed“.

Result:

– The value of the „Maximum winch speed“ is shown in the selected winch icon and taken over in the control.

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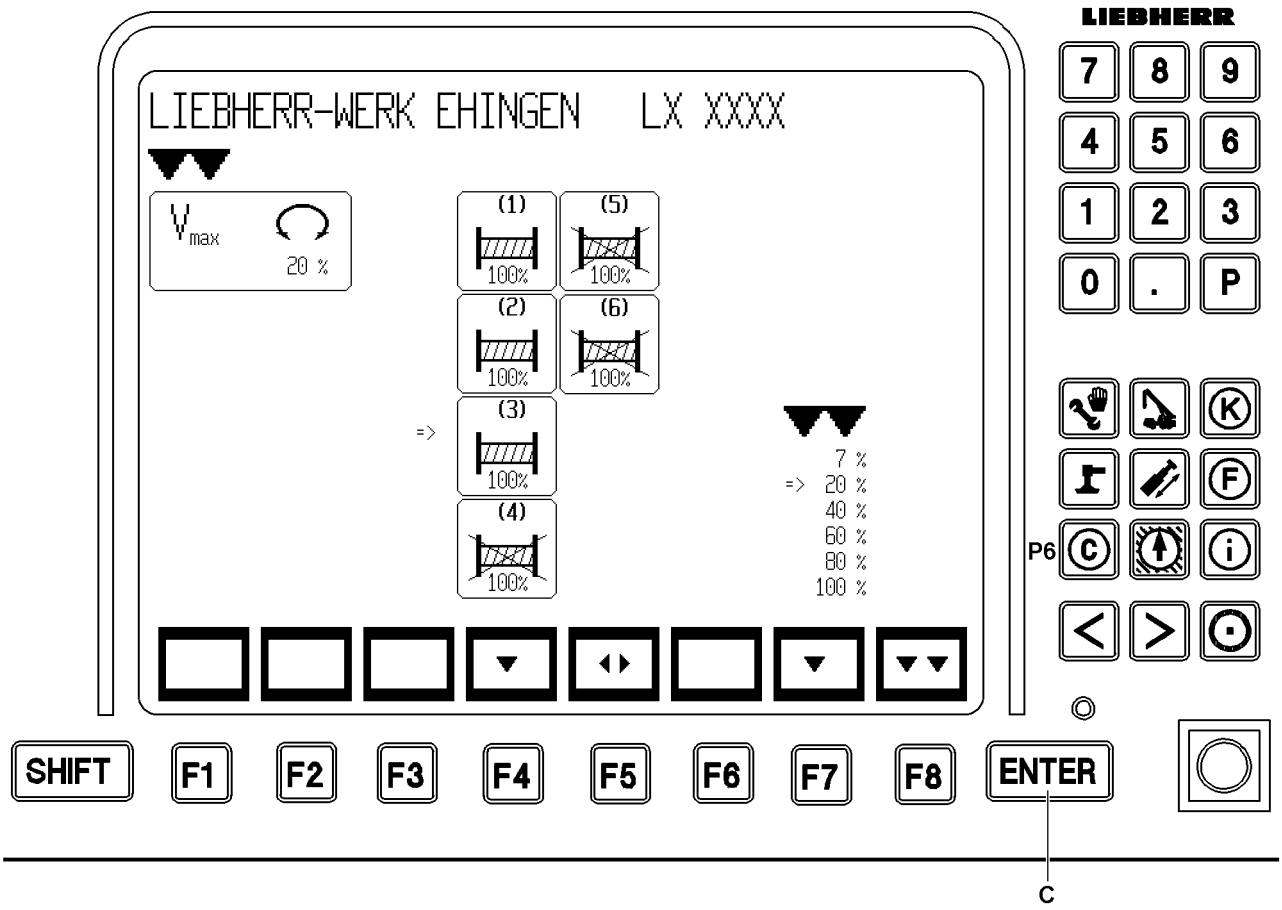

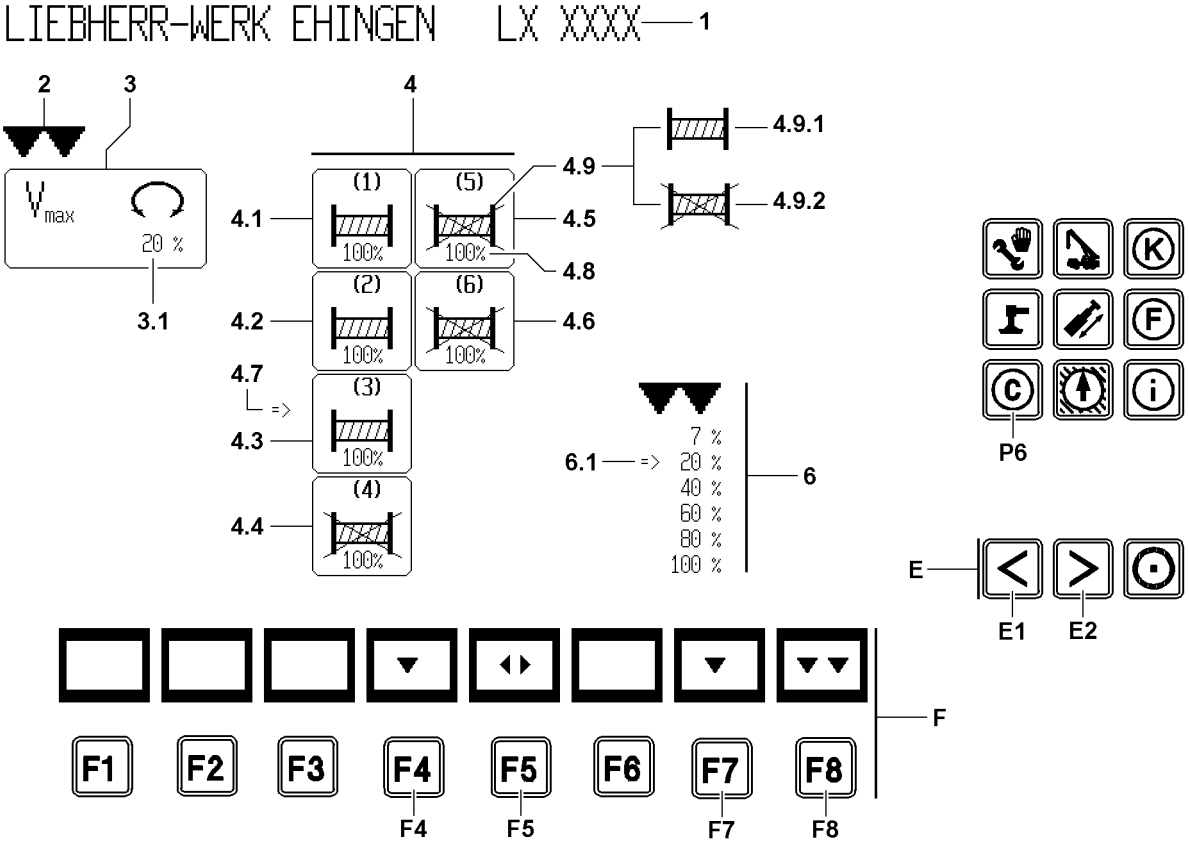

Fig.112947

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10.4.2 Activating / deactivating individual winches

In order to prevent unintentional activation of a winch that is currently not required, deactivate individual winches.

► Using the special function key **E1** or special function key **E2**, select the „Winches“ icon group **4**.

Result:

– Selector (double down arrow) **2** appears above the „Winches“ icon group **4**.

► With the function key **F4**, select the icon for „Winch 1“ **or** „Winch 2“ ***or** „Winch 3“*** or** „Winch 4“ **or** „Winch 5“*** or** „Winch 6“*****.

Result:

– Selector (right arrow) **4.7** shows the selected winch.

► Use the function key **F5** to activate or deactivate the selected winch.

Result:

– The winch icon in the icon changes the appearance.

Winch icon not crossed out = winch activated **4.9.1**.
Winch icon crossed out = winch deactivated **4.9.2**.

10.5 Switch back to the crane operation program

► Press the function key **F8**.

Result:

– The parameters previously confirmed with the ENTER key **C** will be taken over in the control.

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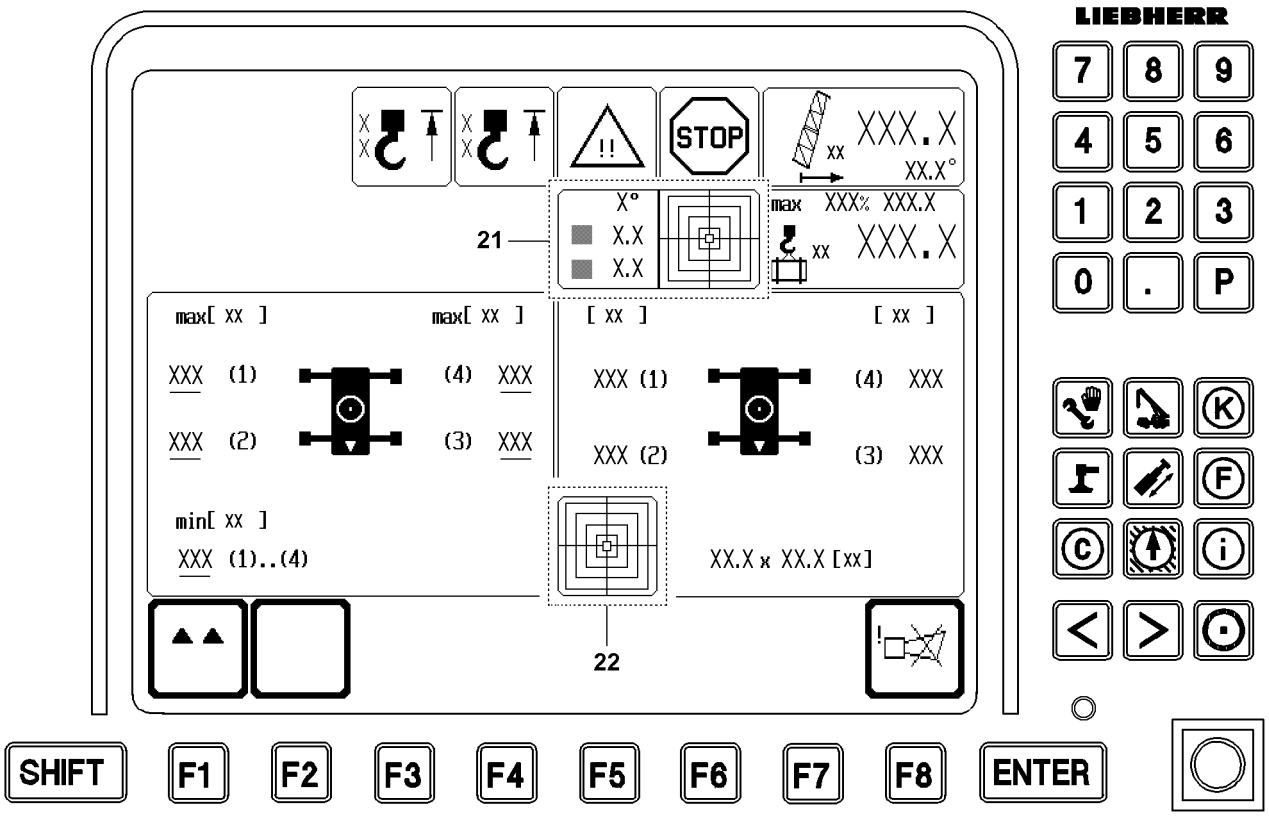

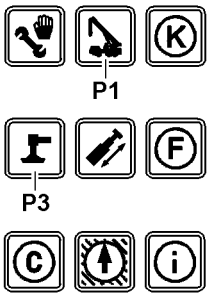

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Fig.113275

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11 Support program

Note
► Only the crane with narrow track crawler travel gear!

The monitor screen shows the complete configuration of the Support program. Depending on the optional or crane type, the individual parts of the program are inactive and therefore not visible on the LICCON monitor. The numerical values in the icons are only examples and may differ from the crane.

Note

In the support program, the incline of the crane is shown in two different icons:
► Incline of the crane in relation to the alignment of the crane superstructure: „Crane superstructure incline“ icon **21**!
► Incline of the crane in relation to the alignment of the crane chassis: „Crane chassis incline“ icon **22**!
► Example: If the crane superstructure is turned by 90°, then the „Crane superstructure incline“ icon **21** adjusts to the changed position of the crane superstructure, the display in the „Crane chassis incline“ icon **22** keeps its direction!

11.1 Starting / stopping the program

11.1.1 Starting the program

Note
► For a detailed description of the crane support, see the Crane operating instructions, chapter 3.10!

► Press the program key **P3**.

Result:

– The Support program is started.

11.1.2 Ending the program

► Press the program key **P1**.

Result:

– The Support program is ended.
– The system switches back to the crane operation program.

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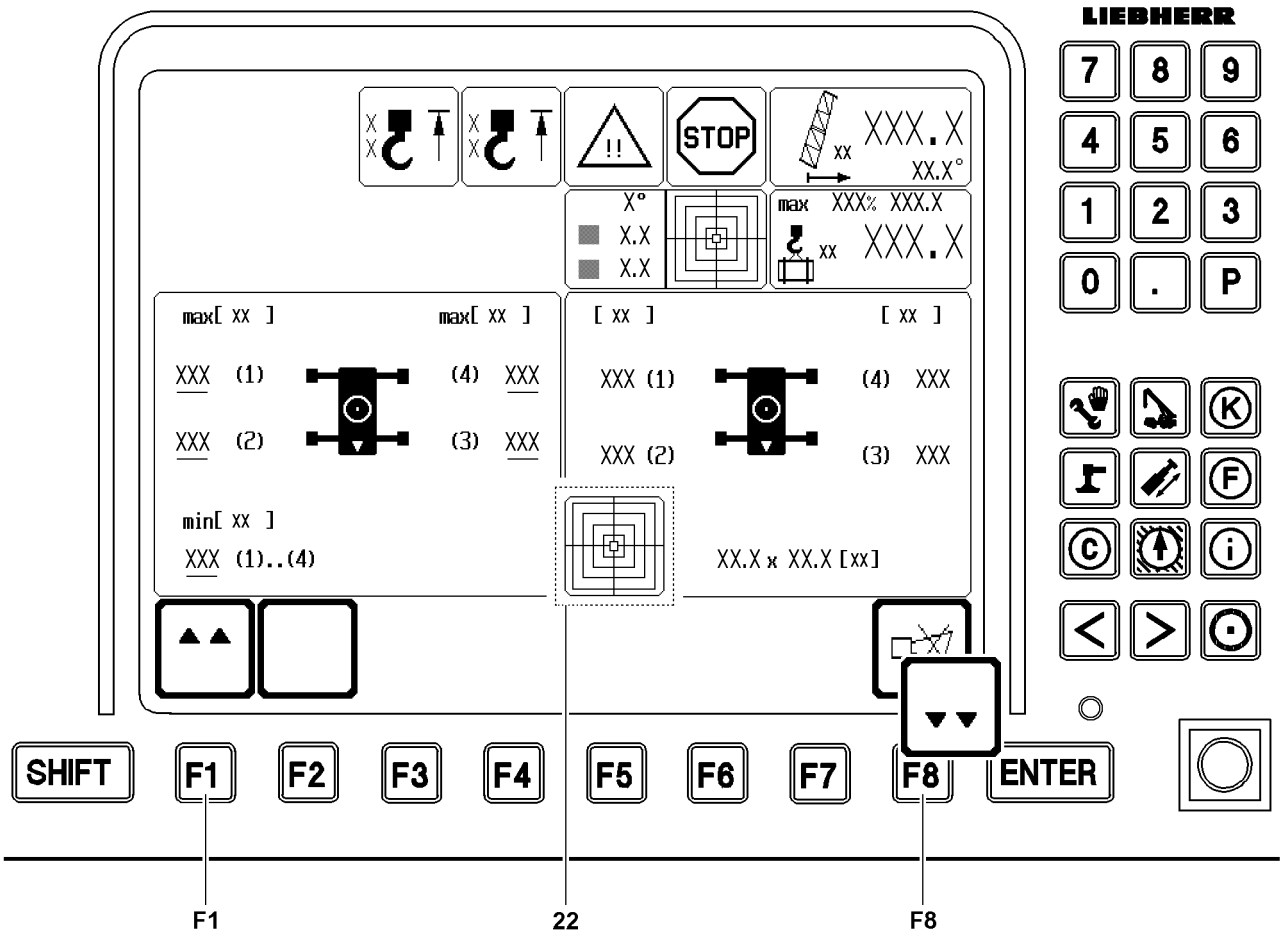

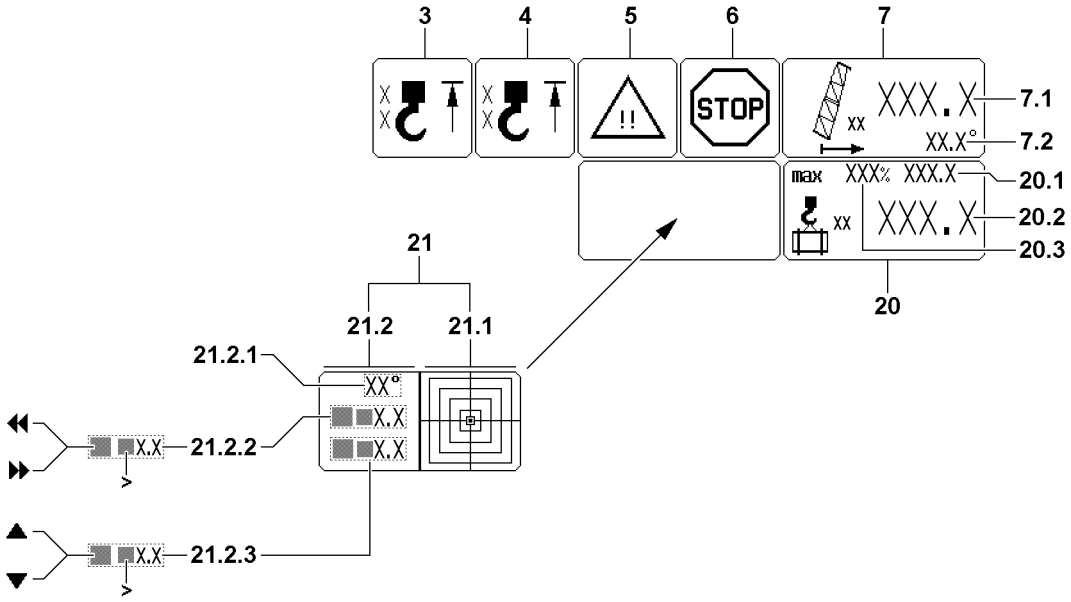

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Fig.113446

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11.2 Crane operation in the Support program

Note
- ► This function is only enabled for the „Support force monitoring“* option.
- ► For a more detailed description of icons 3 to 6, see section „Alarm functions“ in the crane operation program.

WARNING
Missing display values for wind speed!
The wind speed is not shown in the support program during crane operation!
- ► If wind conditions are unclear, crane operation in the support program is not permissible!

WARNING
Missing display values for crane operation with boom nose!
The utilization of the boom nose during crane operation in the support program is not shown!
- ► Crane operation with the boom nose is not permissible in the support program!

3 „Hoist top“ icon
- On HES1

4 „Hoist top“ icon
- On HES2 and / or HES3

5 „Advance warning“ icon

6 „STOP“ icon

7 „Boom radius and main boom angle“ icon
- For a more detailed description, see section „Crane geometry and load information“

7.1 Boom radius

7.2 Boom angle

20 „Maximum load“ icon

20.1 Maximum load on the boom
- In [t] or [lbs]

20.2 Current load on the boom
- In [t] or [lbs]

20.3 Utilization of main boom
- As a percentage

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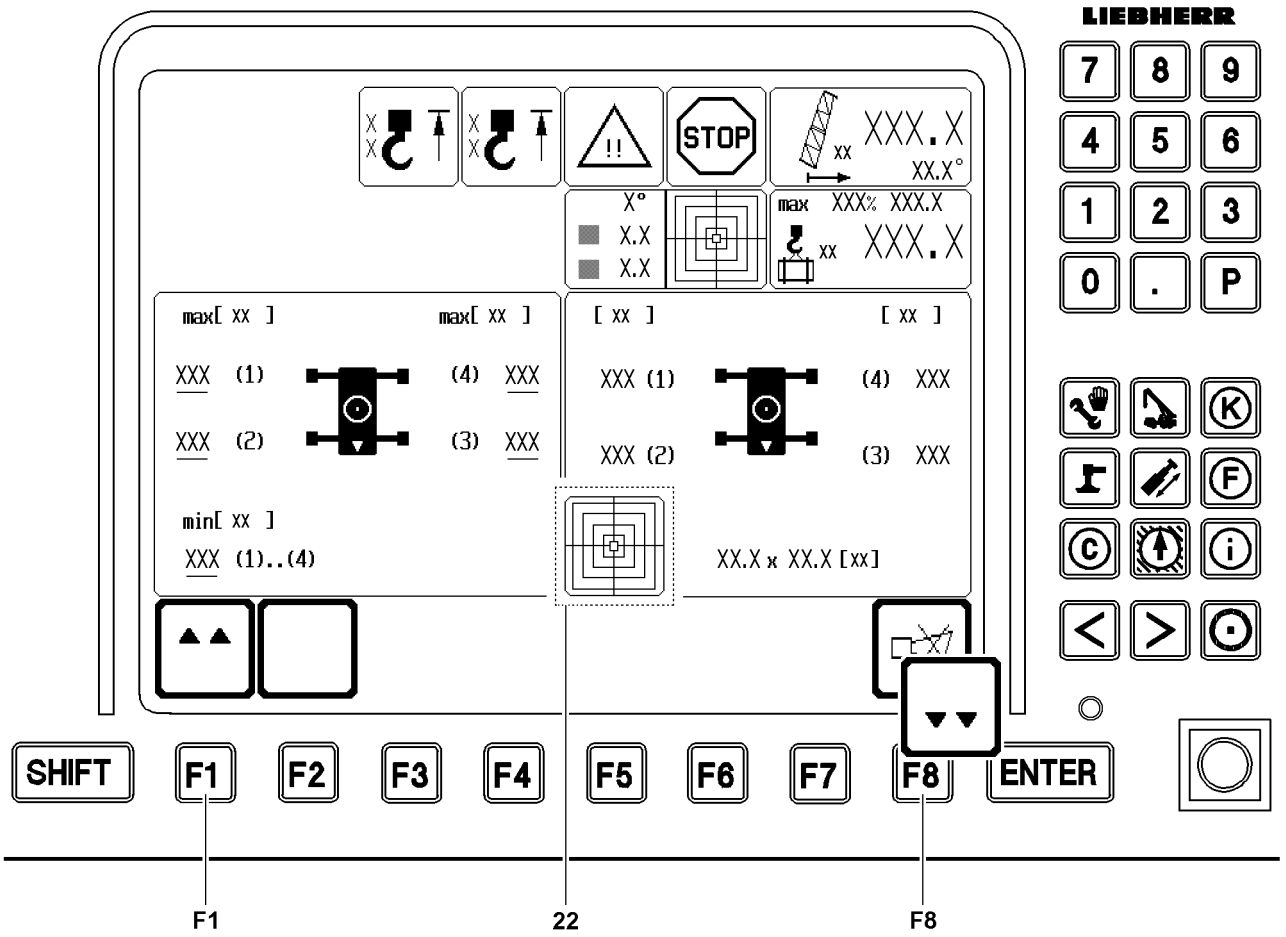

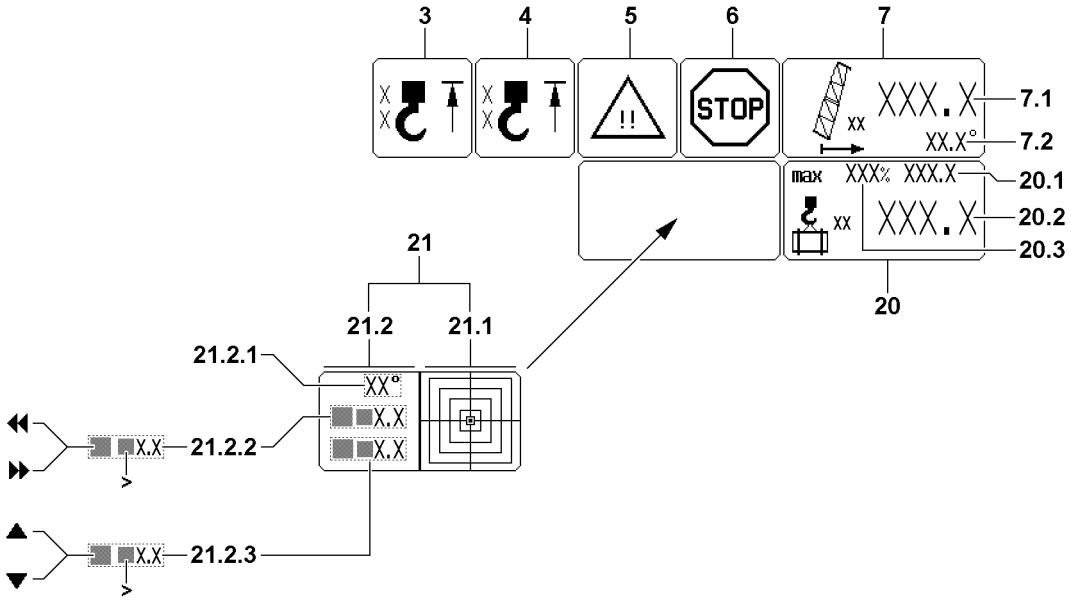

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Fig.113446

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21 „Crane superstructure incline“ icon
- Display of the incline of the crane with respect to the horizontal in the longitudinal and lateral direction. The display is graphic as well as numeric.
  The direction specifications refer to the direction of the crane superstructure (view from the cab).

21.1 Graphic part
- The graphic display is in the form of a spirit level, with a moving dot (small square) representing the air bubble. The center of the dot shows the precise incline value.

21.2 Numeric part

21.2.1 Incline range
- This value identifies the resolution of the graphic display. The resolution is adjusted automatically to the incline.

21.2.2 Lateral direction
- Incline of the crane in the lateral direction in [°].
- The double arrow shows the direction of the incline
- If the „greater than symbol“ appears, then the crane is inclined further than can be shown!

21.2.3 Longitudinal direction
- Incline of crane in the longitudinal direction in [°]
- The arrow shows the direction of the incline
- If the „greater than symbol“ appears, then the crane is inclined further than can be shown!

22 „Crane chassis incline“ icon
- Display of the incline of the crane chassis with respect to the horizontal in the longitudinal and lateral direction. The display appears graphically.

F1 Function key
- Switching over into the adjustment field for support limit forces (refer to section „Support force monitoring“)
- **Note:**
  When actuated, an LMB STOP is triggered! All stroke and luffing moments will be stopped and the icons for crane operation disappear!

F8 Function key
- Turn off acoustical signal / error determination screen
  or
- End adjustment mode

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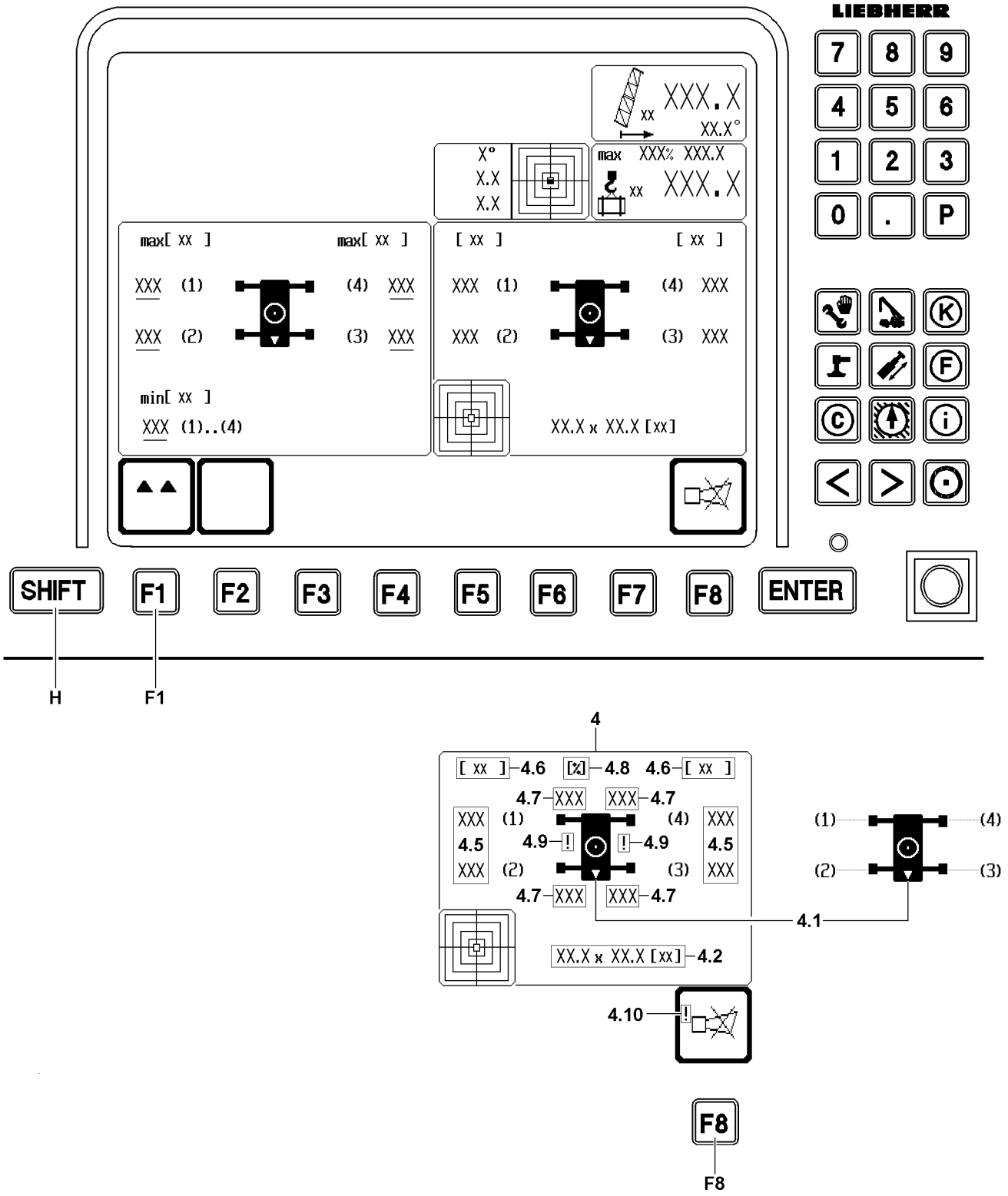

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Fig.116742

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11.3 Support beam monitoring*

4 Monitoring and control field

4.1 Crane icon
- Crane icon with assigned support numbers

4.2 Support base
- In [m] or [ft]

4.5 Support force values
- For the respective support
  In [t] or [kibs]

4.6 Unit of displayed support forces
- In [t] or [kibs]

4.7 Swing cylinder
- Extension length of swing cylinder as a percentage **4.8**
- The values swing cylinder **4.7** blink in the ranges that are not suitable for support.
  0 % – support beams folded in
  56%– reduced support base (17.5 m x 10.0 m)
  100% – wide support base (14.0 m x 14.0 m)

4.9 Exclamation mark „**!**“
- Monitoring of the support beams is bypassed.
  Note: The exclamation mark „**!**“ **4.9** will appear on the support screen **and** in the respective icon on the Crane operation screen when support beam monitoring is bypassed.

4.10 Exclamation mark „**!**“
- Sliding beam length monitoring can be bypassed
  Note: The exclamation mark „**!**“ **4.10** will only appear in the horn icon when it is possible to bypass support beam monitoring.

F1 Function key
- Switch to the setting field for support limit forces.

F8 Function key
- Press once:
  Turn the acoustic signal off.
- Press twice:
  In the „Horn“ icon, fields are automatically displayed on the error determination screen (see the Diagnostics manual)

11.3.1 Bypass of support beam monitoring

If the exclamation mark „**!**“ **4.10** appears in the horn icon, then it is possible to bypass support beam monitoring.

WARNING
Bypass of support beam monitoring!
If the support beam monitoring is bypassed, there will be no additional warning or shut-off in case of a deviation from the nominal support base.
The crane can topple over and personnel can be killed or severely injured.
► The crane operator must bypass support beam monitoring with extreme caution and he must constantly monitor the stability of the crane himself.

Press the SHIFT key **H** and function key **F8** simultaneously: Support beam monitoring is bypassed, the exclamation marks „**!**“ **4.9** appear.

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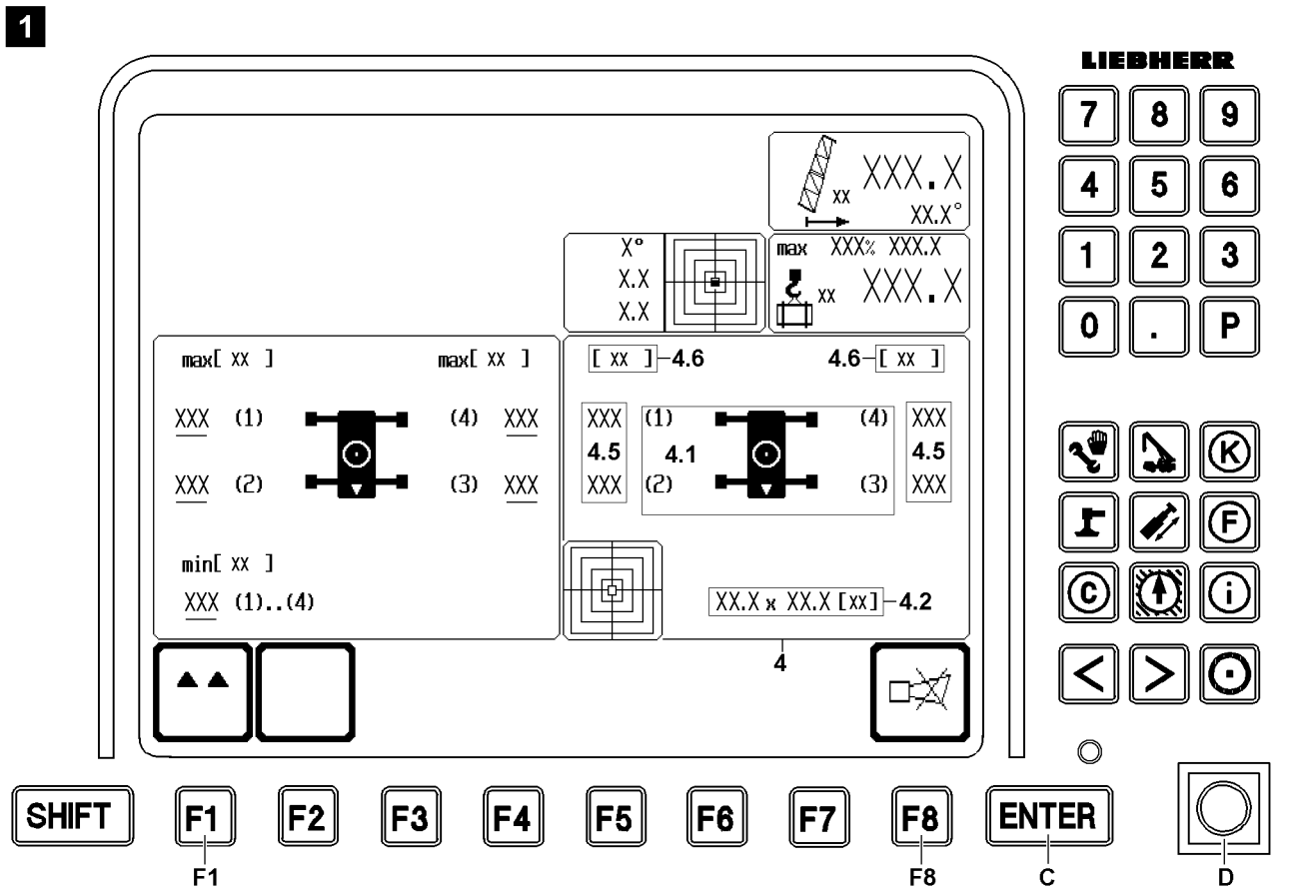

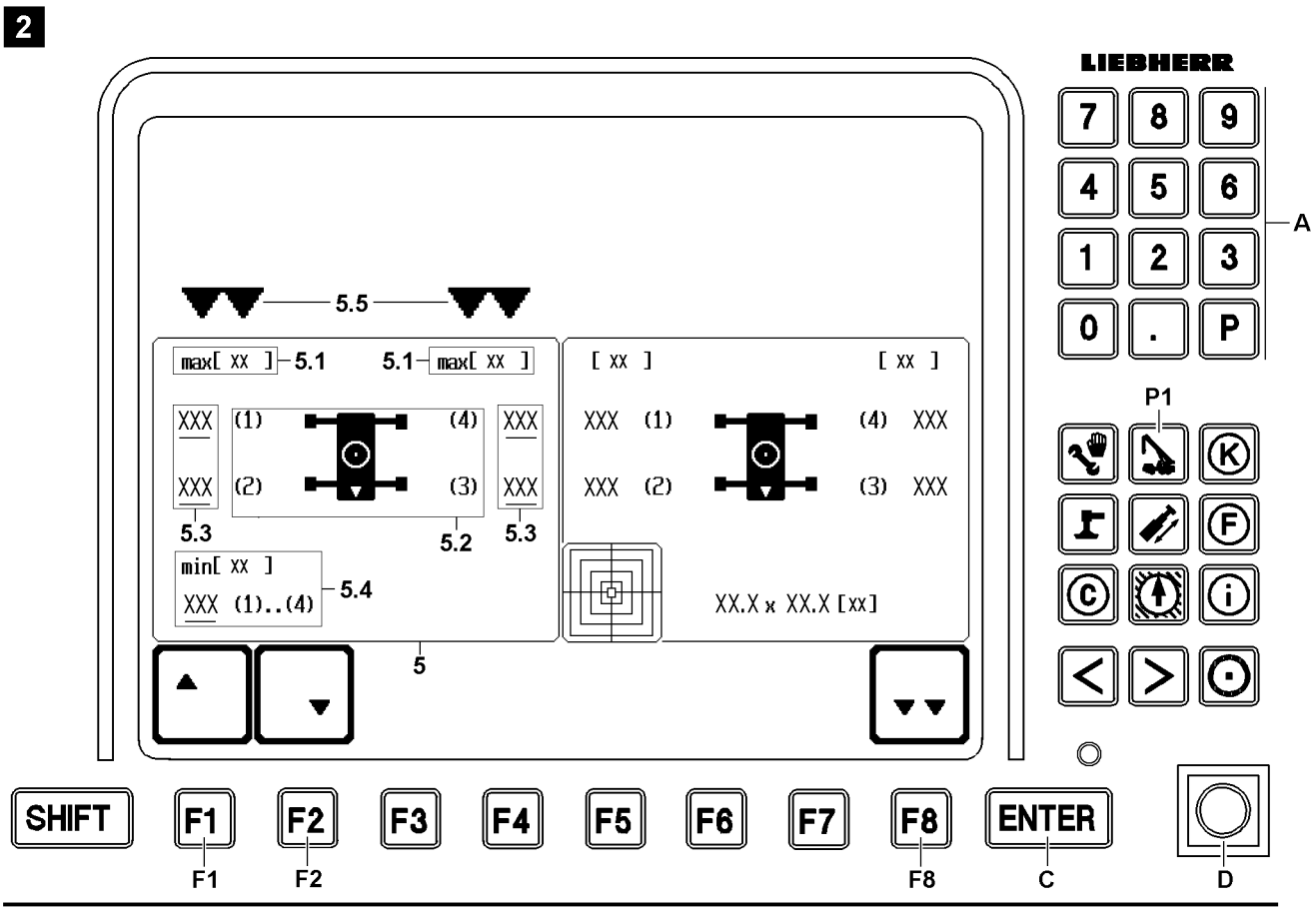

Fig.113265

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11.4 Support force monitoring*

DANGER
Danger of accident!
► LICCON support force monitoring is only an aid. It does **not** prevent a potential crane overload.
► Never use the support force monitoring to utilize the crane up to its tipping limit!

Support force monitoring constantly determines the current pressure on all 4 support cylinders during operation. The support force for each support is determined from that.

Due to the possibility to specify limit values, support force monitoring can be utilized for individual advance warning.

Example: For application under certain placement conditions, the:
– Maximum permissible total force is 100 t
– Desired advance warning 10 % before
Which results in: maximum support limit force value to be programmed is 90 t.

11.4.1 Monitoring mode / control mode

See illustration **1**

4 Monitoring and control field
4.1 Crane icon with support numbers
4.2 Support base
4.5 Support force values
- For the respective support
In [t] or [kibs]

4.6 Unit of displayed support forces
- In [t] or [kibs]

F1 Function key
- Switch to the setting field for support limit forces.

F8 Function key
- Press once:
Turn the acoustic signal off.
- Press twice:
In the „Horn“ icon, fields are automatically displayed on the error determination screen (see the Diagnostics manual)

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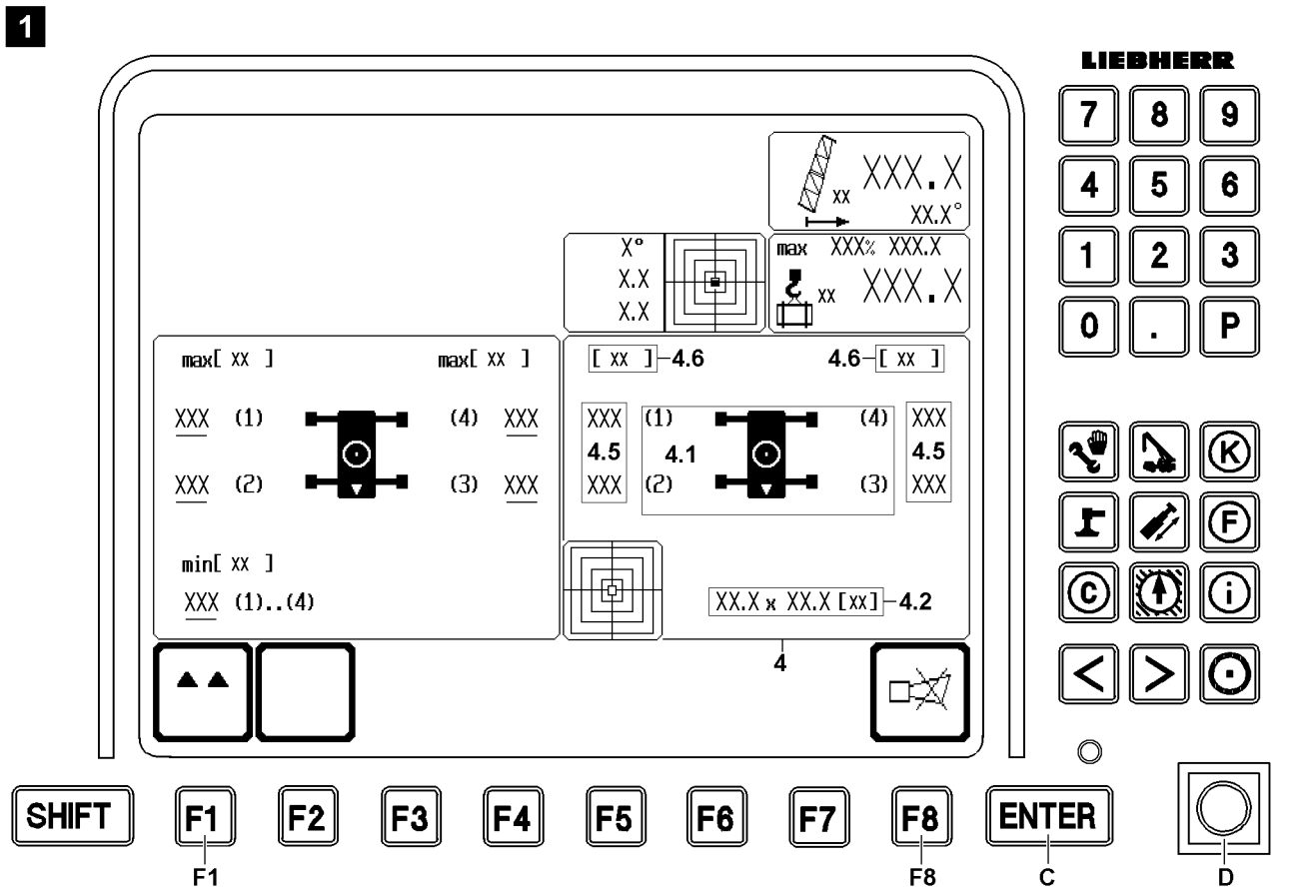

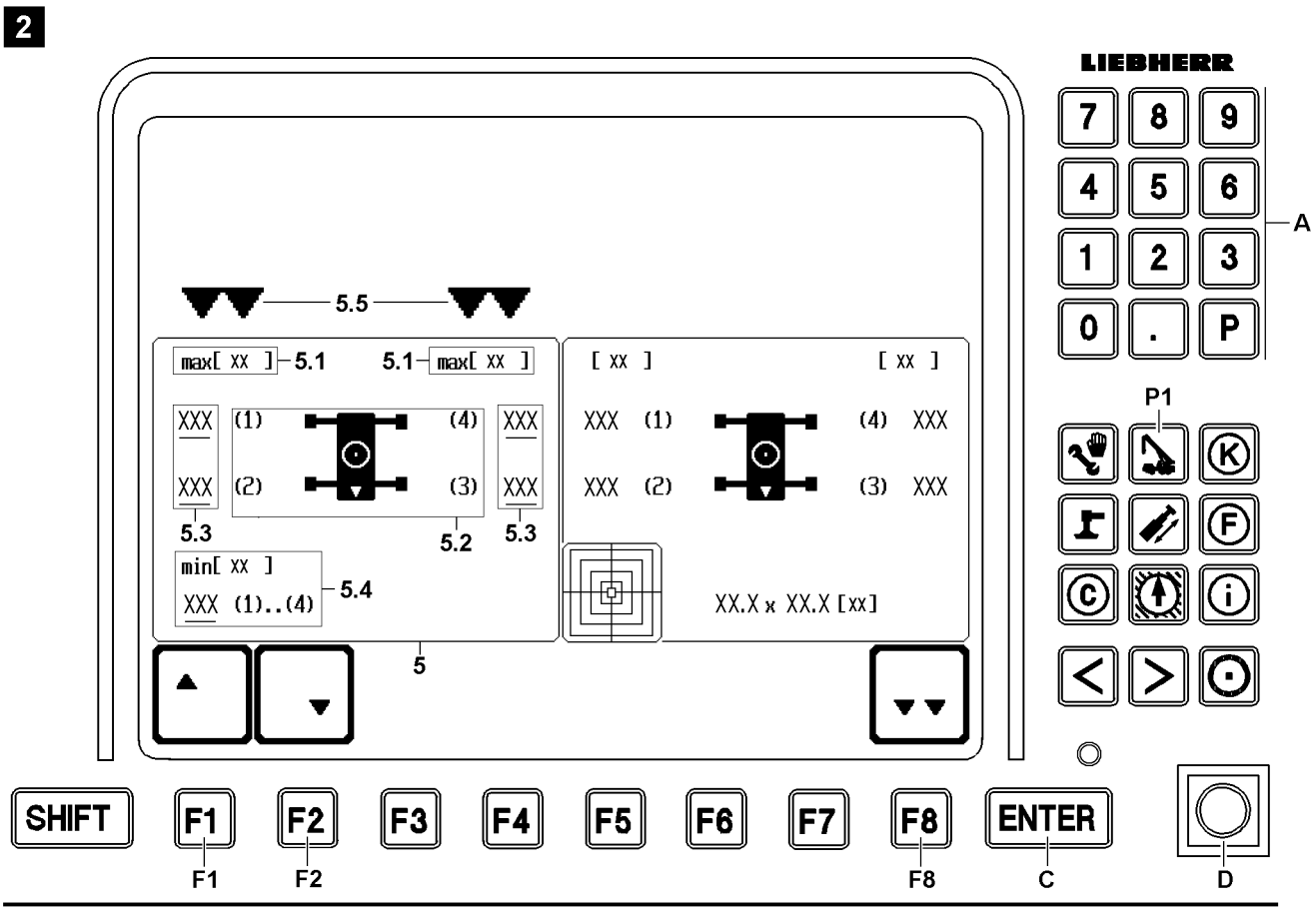

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11.4.2 Setting mode

See illustration **2**

5 Setting field for support limit forces

5.1 Unit of maximum support force limit values
- In [t] or [kibs]

5.2 Crane icon with support numbers

5.3 Maximum support force limit values
- For the respective support
  Maximum value in [t] or [kibs]

5.4 Minimum support force limit value
- Minimum value in [t] or [kibs]
  Valid for all four supports

5.5 Selector arrows
- Point to the active settings field

F1 Function key
- Move cursor (input pointer) to next support force limit value

F2 Function key
- Move cursor (input pointer) to previous support force limit value

F8 Function key
- Switch back to the Monitoring and control field **4**

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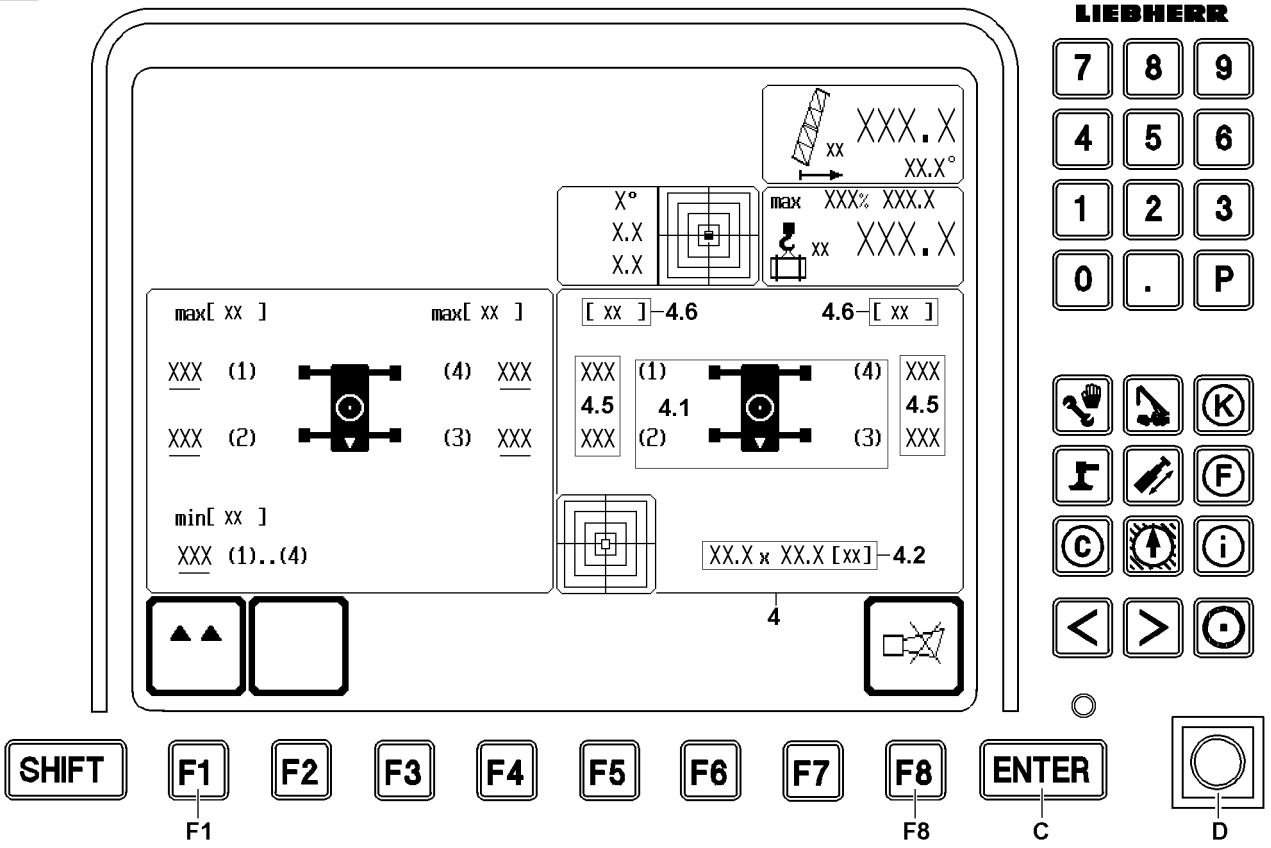
1



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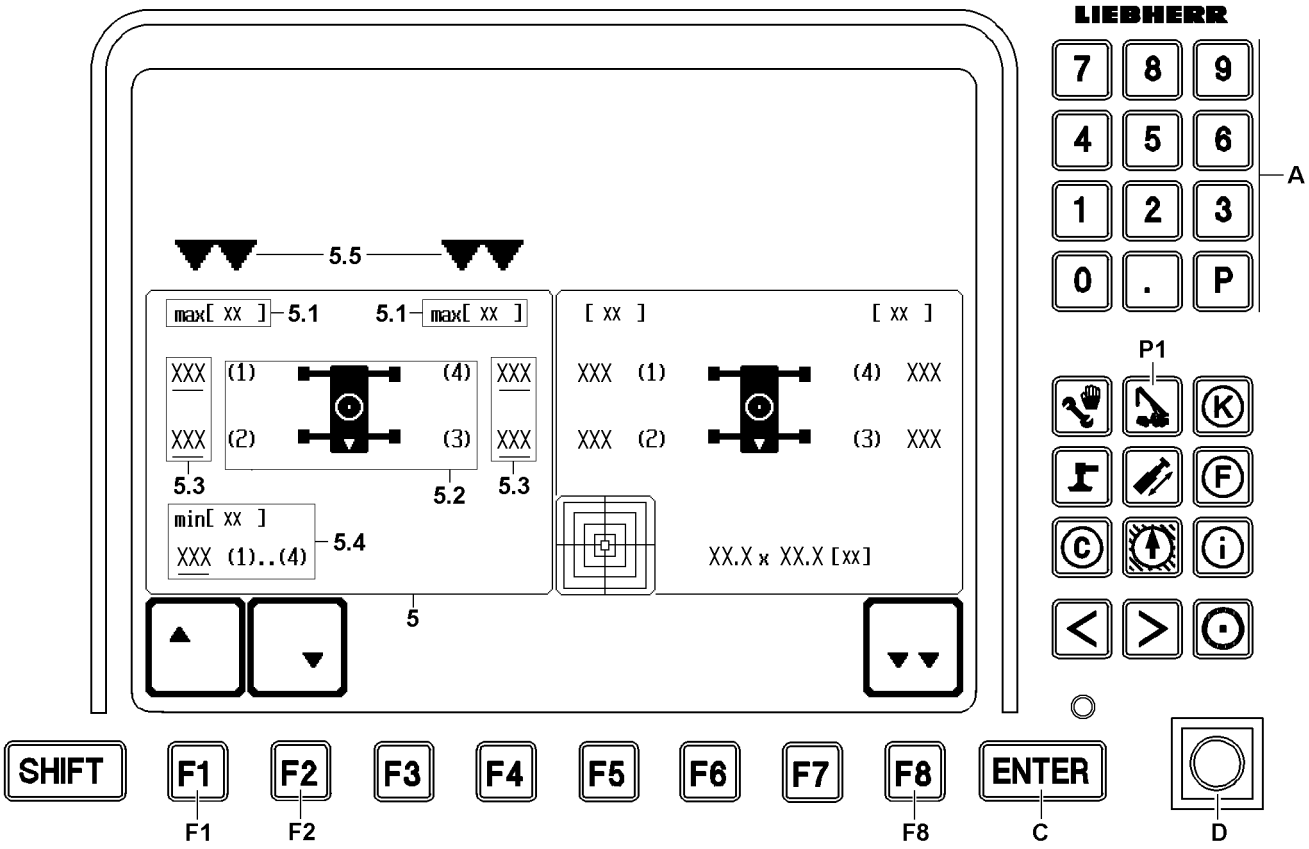

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11.4.3 Display of current support forces

Note

► Display of current support forces on the crane operating screen, see section „Monitored auxiliary functions for crane operation“.

The current support force values **4.5** are shown in the monitoring and control field **4**.

11.4.4 Remarks

Because of the option to determine limit values yourself, the LICCON support force monitoring can also be used as an advance warning device:

– Any trends in changes of the support forces during crane operation can be quickly recognized.
– Advance warning limits for the support forces can be individually programmed.

WARNING

Tolerances and erroneous operation of support force monitoring

For technical reasons, a test deviation of up to ± 2 % in relation to the maximum load bearing capacity of the crane is possible!

If the support cylinders are moved on the „bottom block“ or „top block“, then the display of the support forces is faulty!

► Make sure that there is no block position on the support cylinders!
► Take the tolerances in the display value into account!
► Take additional influences on the tolerance field into account!

The tolerance field expands:

– In case of large support forces.
– In case of far extended support cylinders.
– When extending the support cylinders and up to 15 minutes afterwards.

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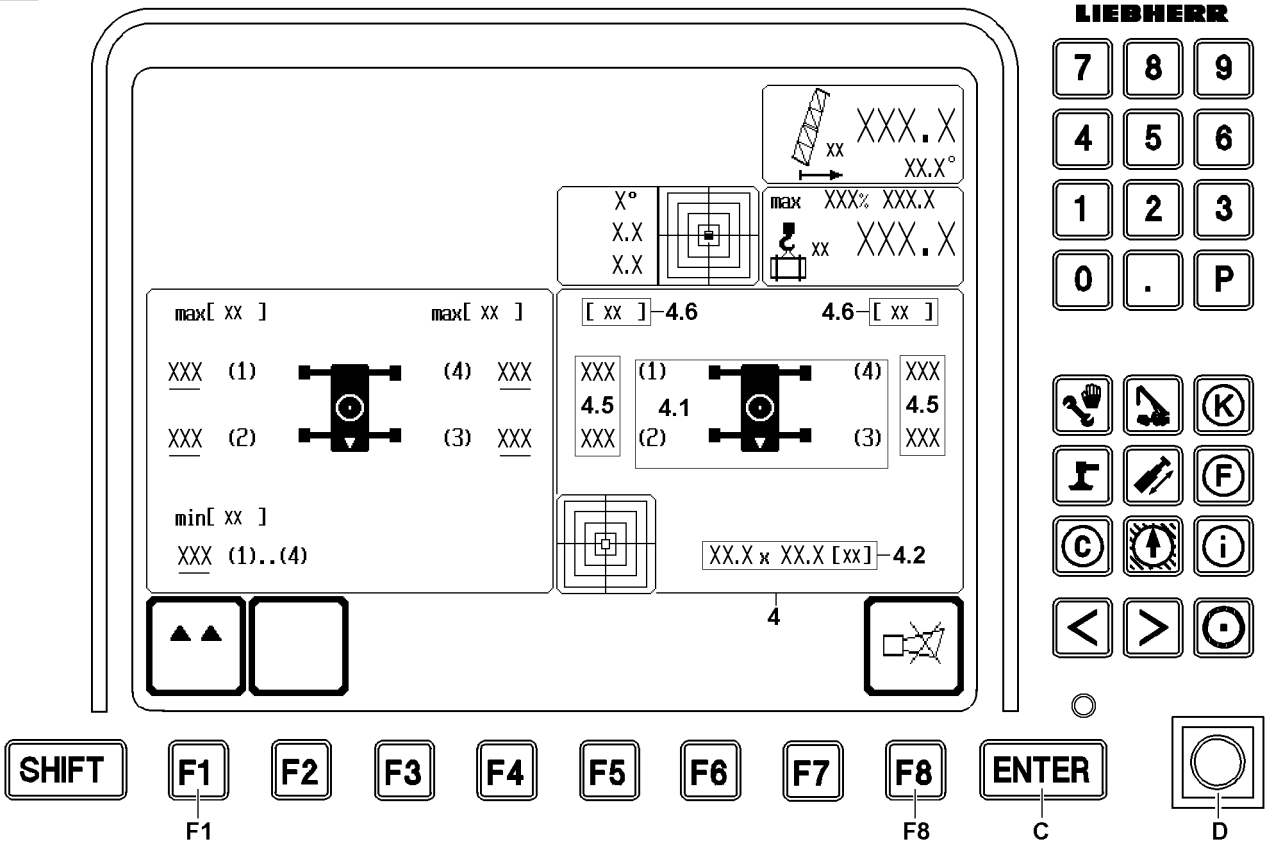
1



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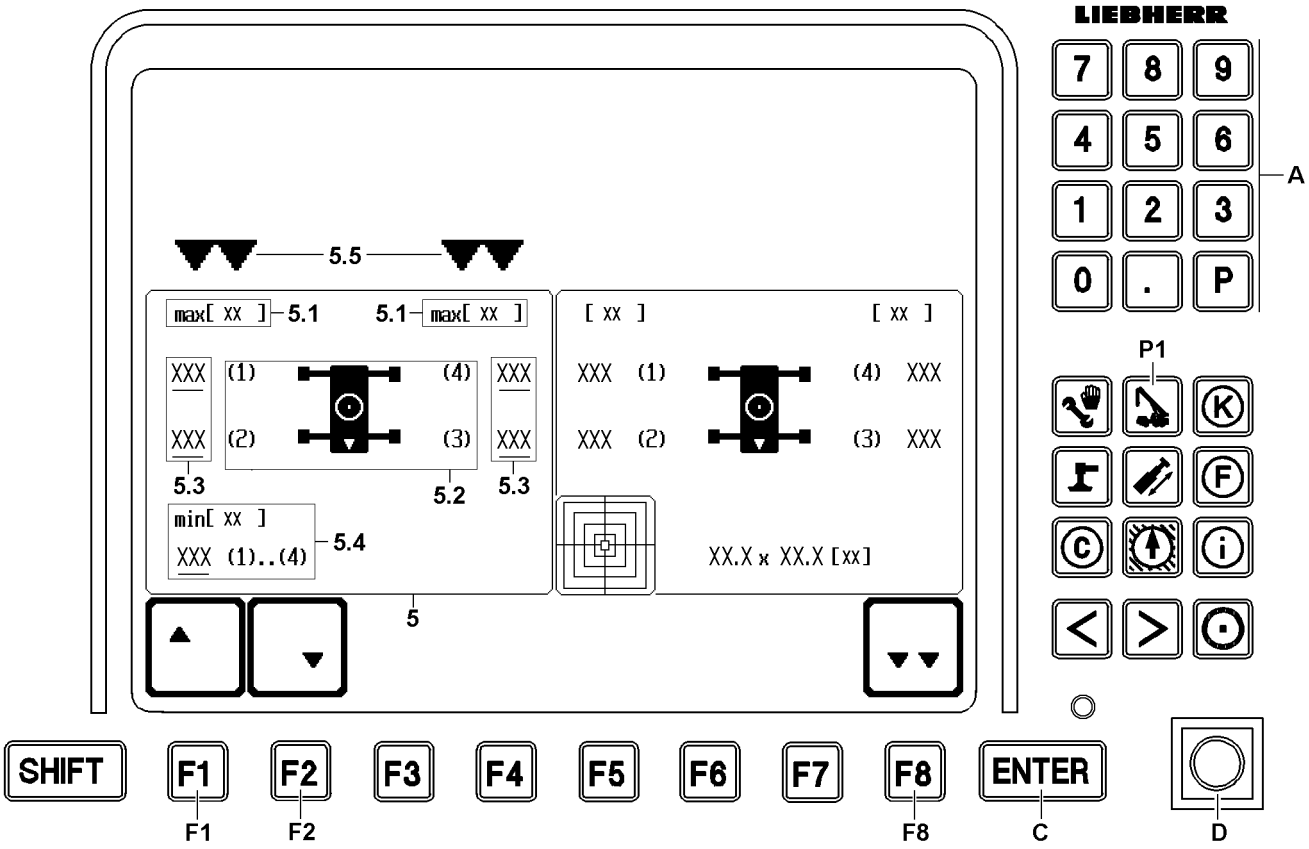

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11.4.5 Changing the minimum and maximum support limit forces

As an additional safety measure, this program monitors the set up key **D**. If the set up key **D** is actuated, the system switches back to the Crane operation program.

The current support force values are displayed in the Monitoring and control field **4**.

If one or more of the values are below or above the programmed maximum values for the support force limits, then they are displayed blinking.

The programmed maximum / minimum values for the support force limits are displayed in the setting field **5**.

Make sure that the following prerequisites are met:
- The crane is supported and horizontally aligned.
- The set up key **D** is not pressed.

The program initially runs in monitoring mode. All icons relevant to crane operation are displayed.

Note
Switch to the adjustment field for support limit forces.
► By pressing the function key **F1**, an LMB STOP / operating error is triggered immediately. All stroke and luffing moments will be stopped and the icons for crane operation disappear.

When pressing the function key **F1**, the two double arrows **5.5** point to the settings field **5** for support limit forces. The cursor appears on the maximum value of the support limit force on support 1.

By pressing the function key **F1** or function key **F2** you switch the cursor to the next or previous maximum value for the support limit force or the minimum value for the support limit force (valid for all four support cylinders).

Note
Test the validity range for the support limit force values.
Every newly entered support limit force value will be tested for its validity range.
► If valid, the entered value will be accepted.
► If invalid, the value will be rejected as too small or too large with an error message.

With the keypad **A** you can change the support limit force values and then close the input function using the ENTER key **C**.

Use the function key **F8** to switch back to the Monitoring and control field **4**.

Use the program key **P1** to switch back to the crane operation program.

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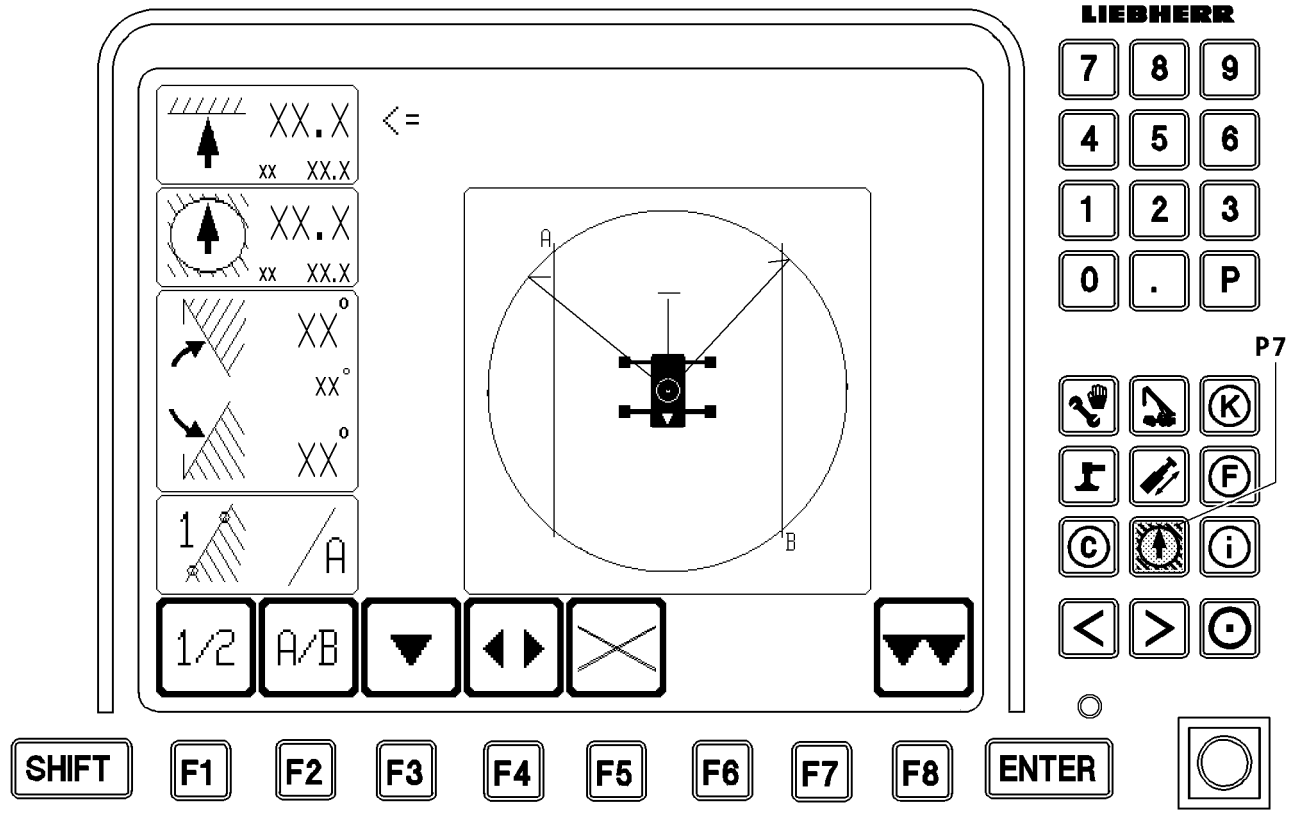

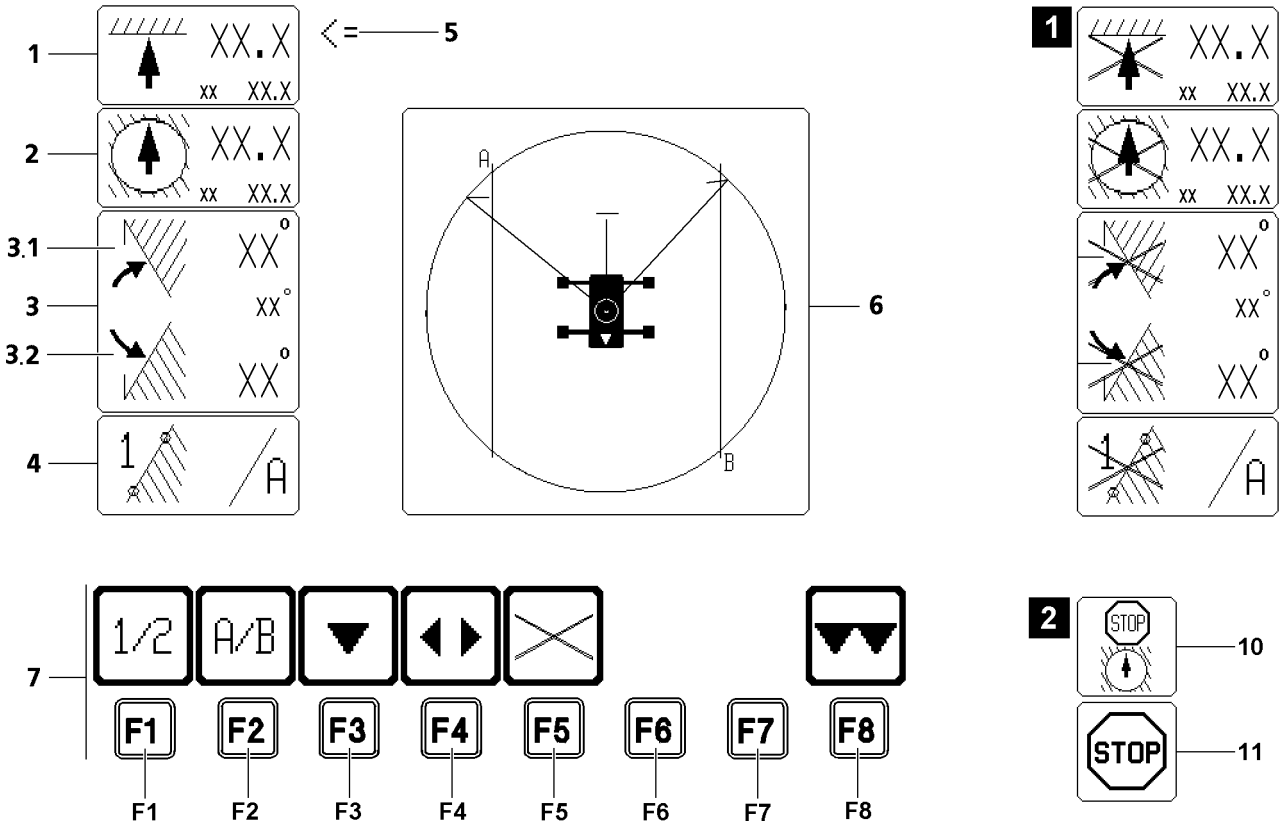

Fig.113273

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12 The working range limitation program*

Note
► For detailed description of the working range limitation, see the „Working range limitation“ manual.

12.1 Starting the program

► Press the program key **P7**.

12.2 Operating interface

1 „Pulley head height limitation“ icon
2 „Radius limitation“ icon
3 „Slewing limit stop“ icon
3.1 Right slewing limit stop
3.2 Left slewing limit stop
4 „Edge limitation with edge and point selection“ icon
5 Function selector
- For selecting limiting functions

6 „Graphic display of programmed limits“ icon
- **Note:**
  Depending on the crane type, either the crane chassis or crawler travel gear crane icon is shown!

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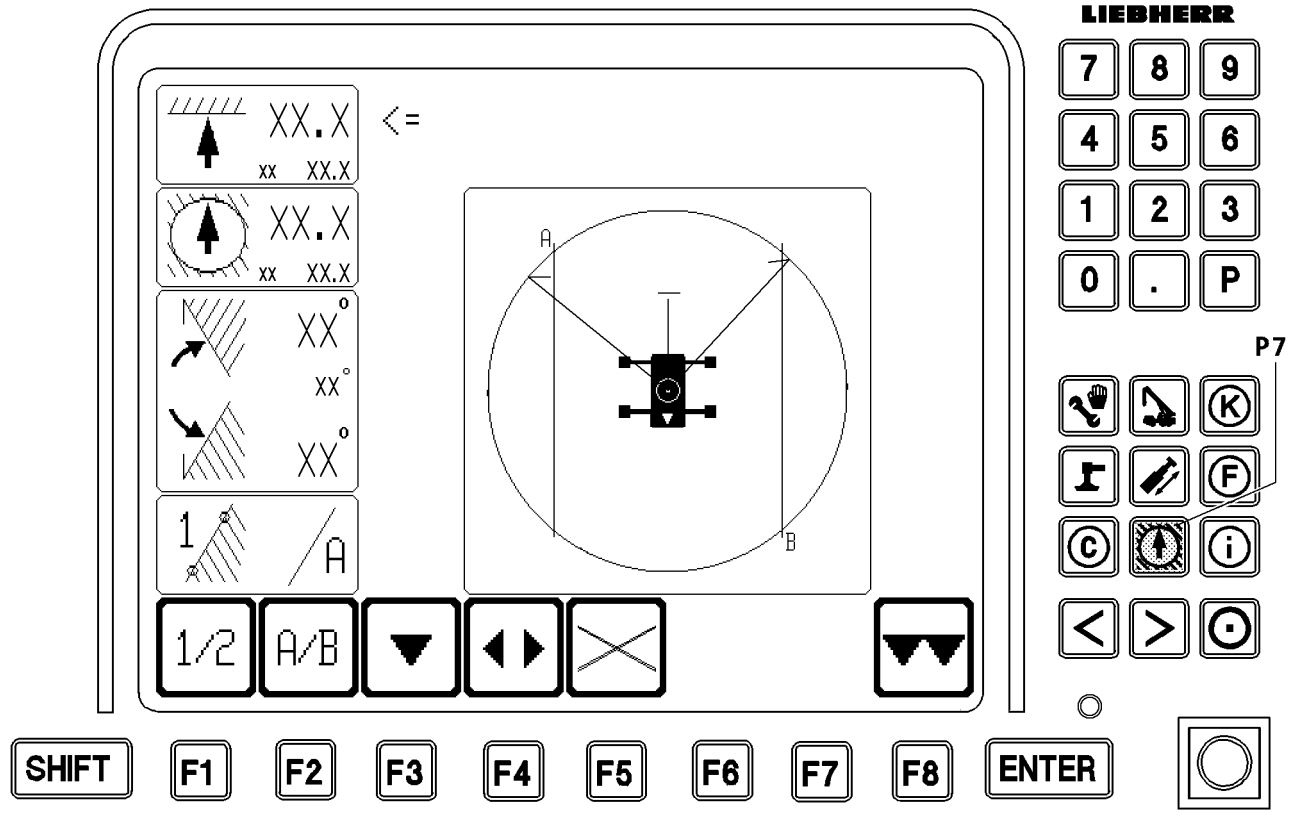

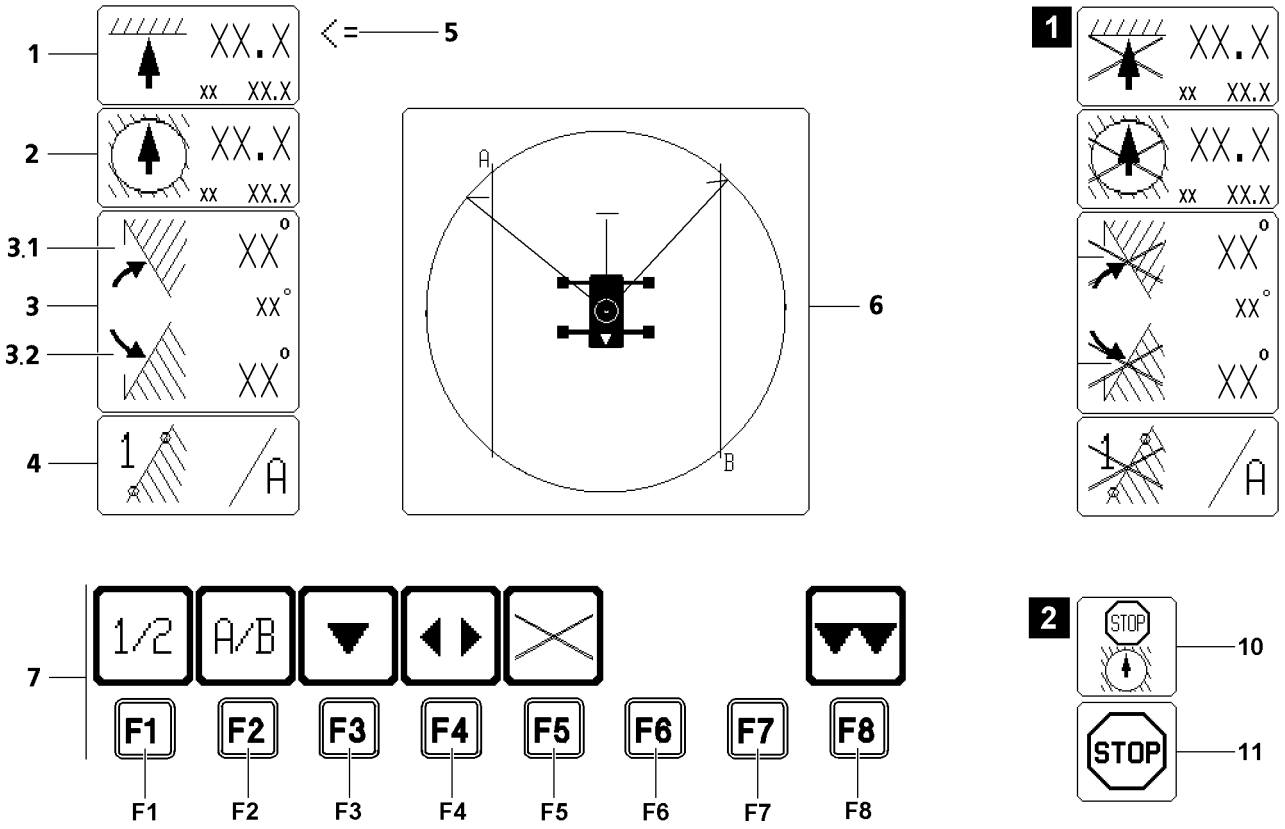

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12.2.1 Function key line

The function key line **7** is operated via the function key located below.

F1 Function key
- Selection of point 1 or 2 of selected edge A or B

F2 Function key
- Selection of edge A or B that is being programmed

F3 Function key
- The function selector is moved down by one limit function

F4 Function key
- The limit function selected with the function selector changes its status. If previously active, it will now be inactive when the function key **F4** is pressed, and vice versa. An inactive limit function is identified by a crossed out icon. If the function selector shows a turning limit to the left or the right, then both limits will always be switched.
- **Note:**
  For the edge limit, only the preselected edge will be switched! The edge that is not displayed can be active or inactive at the same time!

F5 Function key
- All limit functions become inactive, icons crossed out - see illustration **1**

F6 Function key
- Not assigned in the working range limitation program

F7 Function key
- Not assigned in the working range limitation program

F8 Function key
- Exit the program and return to the crane operation program

12.3 Displays in the crane operation program

If a programmed working range limitation is activated, then this status is indicated in the „Crane operation“ program by an alternative STOP icon **10** on the position of the normal LMB STOP icon **11**, see illustration **2**.

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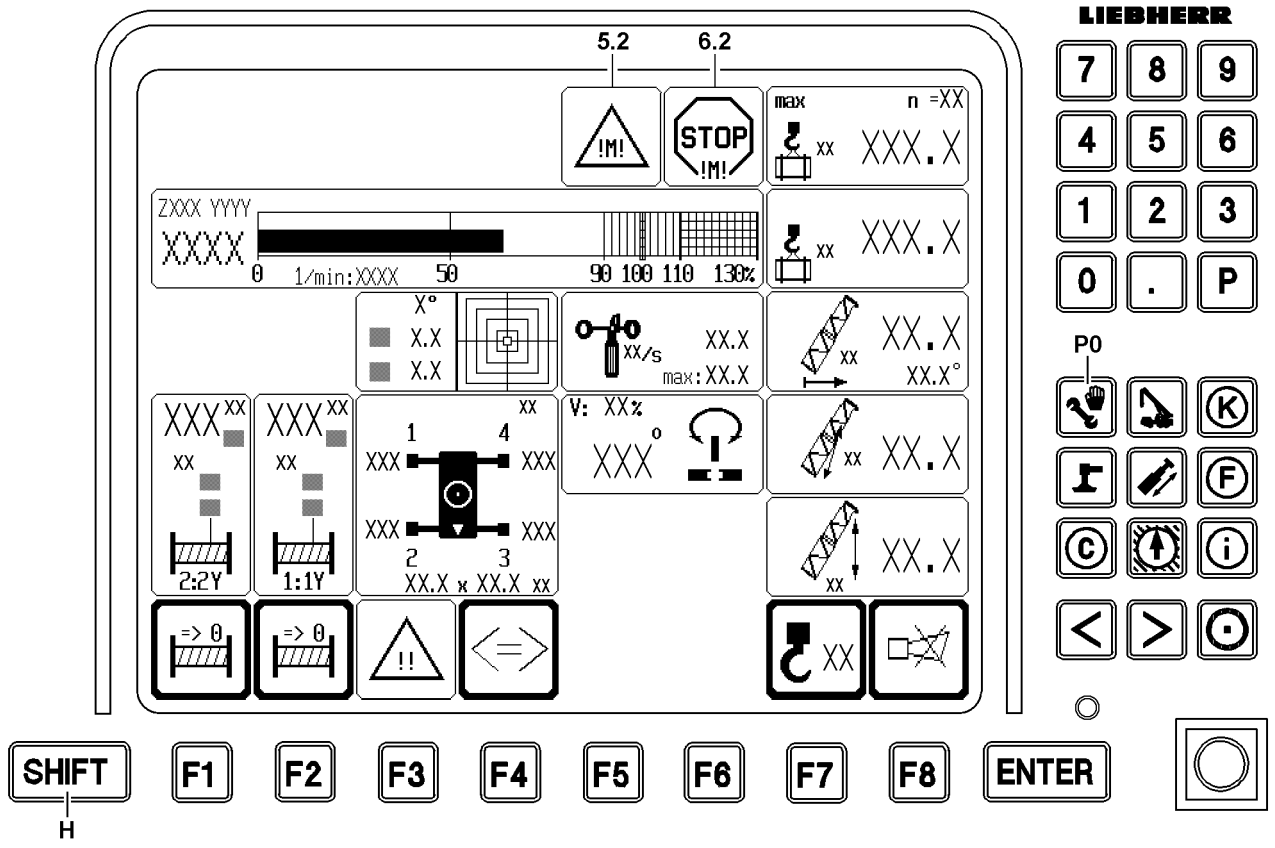

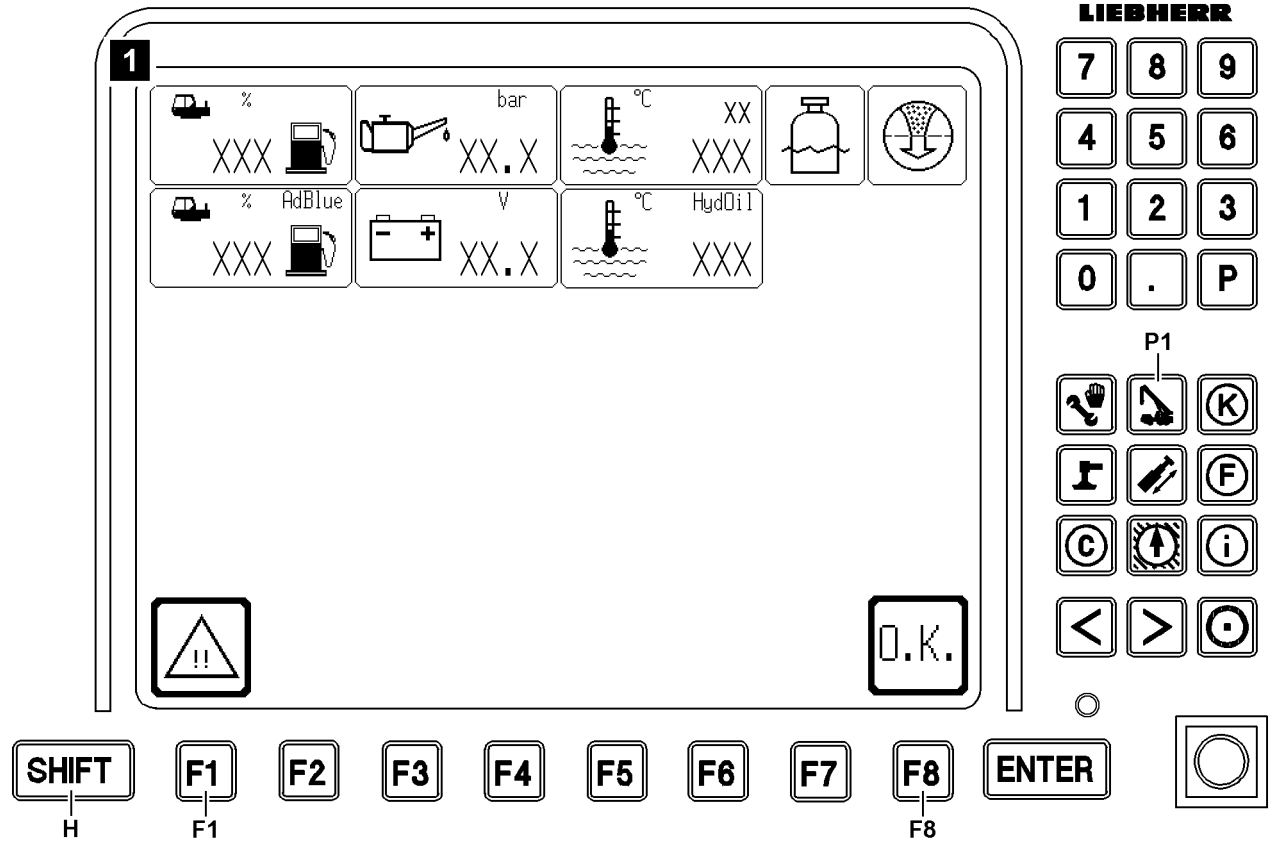

Fig.126906

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13 The Engine monitoring program

All engine-related data is displayed by the engine monitoring program, such as the engine oil pressure, coolant temperature etc. The change from the crane operation into the engine monitoring program is made automatically is case of a problem.

13.1 Starting the program

NOTICE
Danger of severe engine damage!
If the engine monitoring program reports a problem and / or warning occurrence, then you must react immediately and remedy the problem!
- ► React to problems and / or warning occurrences immediately and remedy the problem!
- ► If necessary, stop crane operation and turn the engine off!

NOTICE
Shut off engine monitoring!
Outside of the crane operation program, the engine monitoring is turned off!
When the engine monitoring is turned off, problems and warning occurrences are not recognized!
This could result in crane failure!
- ► If work is not carried out in the crane operation program, then turn the crane engine off and operate the LICCON computer system in stand-by mode, see section „LICCON computer system in stand-by mode“!
- ► If work has to be carried out for a longer period outside of the crane operation program, with the crane engine running, then switch regularly to the engine monitoring screen!

The program starts automatically:

- ► Once if a STOP event of the engine monitoring takes place during **crane operation** on the crane operation program (at least one master switch is deflected or activated). The engine monitoring screen is displayed for approx. 5 seconds and then automatically reverts to the crane operating screen.
  or
  At an advance warning, warning or STOP event of the engine monitoring during the boot up of the LICCON computer system.

This is how you start the program at the prompt:

- ► Press the SHIFT **H** and program key **P0** key combination.

Result:

- – The engine monitoring screen is displayed, see illustration **1**.
- – All **load moment increasing** crane movements are blocked or turned off.

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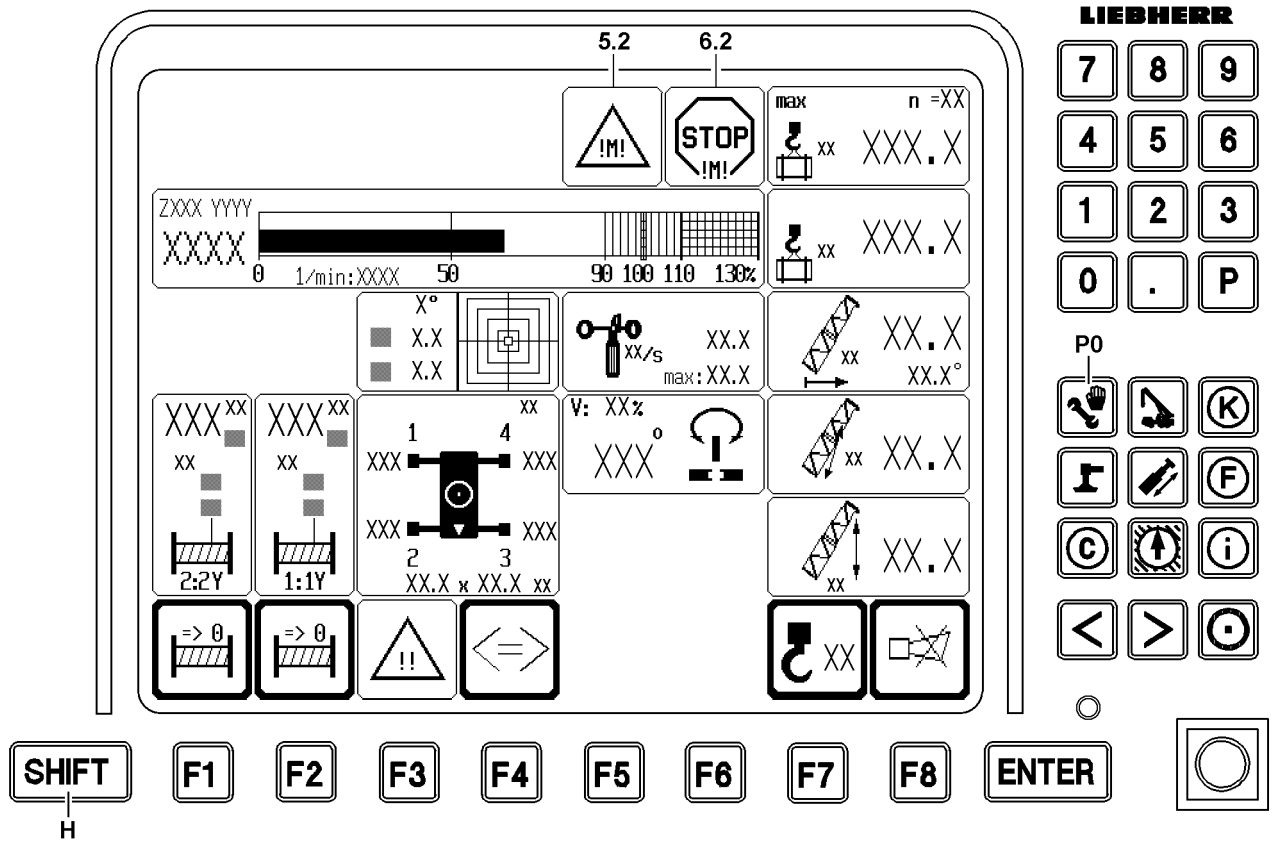

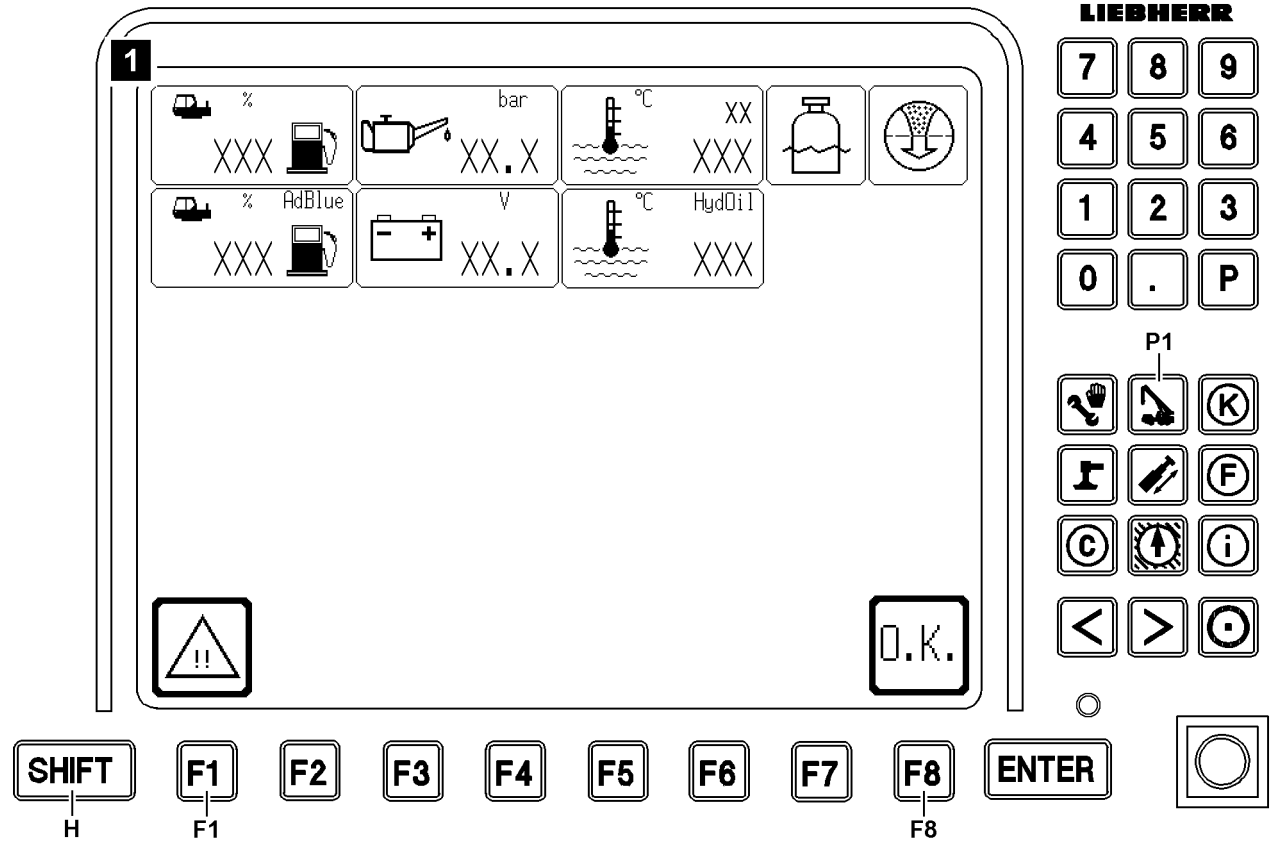

Fig.126906

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13.2 Possible engine monitoring advance warning, warning and STOP events

Events	**Advance warning**	Warning **5.2**	STOP **6.2**
Engine oil pressure (display value) missing		x	
Erroneous engine oil pressure (display value)		x	
Engine oil pressure warning active			x
Coolant / charge air temperature (display value) missing		x	
Erroneous coolant / charge air temperature (display value)		x	
Coolant / charge air temperature warning active			x
Coolant level warning active			x
Hydraulic oil temperature (display value) missing	x		
Erroneous hydraulic oil temperature (display value)	x		
Hydraulic oil temperature (display value) too high		x	
Air filter monitoring		x	
Battery voltage (display value) missing	x		
Erroneous battery voltage (display value)	x		
Battery voltage not between 16 V and 36 V	x		
Fuel reserve (display value) missing	x		
Erroneous fuel reserve (display value)	x		
Fuel reserve (display value) 10 % or less	x		
Fuel reserve (display value) 6 % or less		x	
Fuel reserve (display value) 1 % or less			x

If the system automatically switches to the „Engine monitoring“ program when an engine STOP event occurs, there is an option for retaining the engine monitoring screen within 5 seconds (retaining the engine monitoring screen is achieved by pressing the function key **F1**) (illustration **1**). Switch back to the operating screen using the function key **F8** (OK) or the program key **P1** (crane operation). If the engine monitoring screen is **not** retained, then after 5 seconds the system switches back automatically to the „Crane operation“ program.

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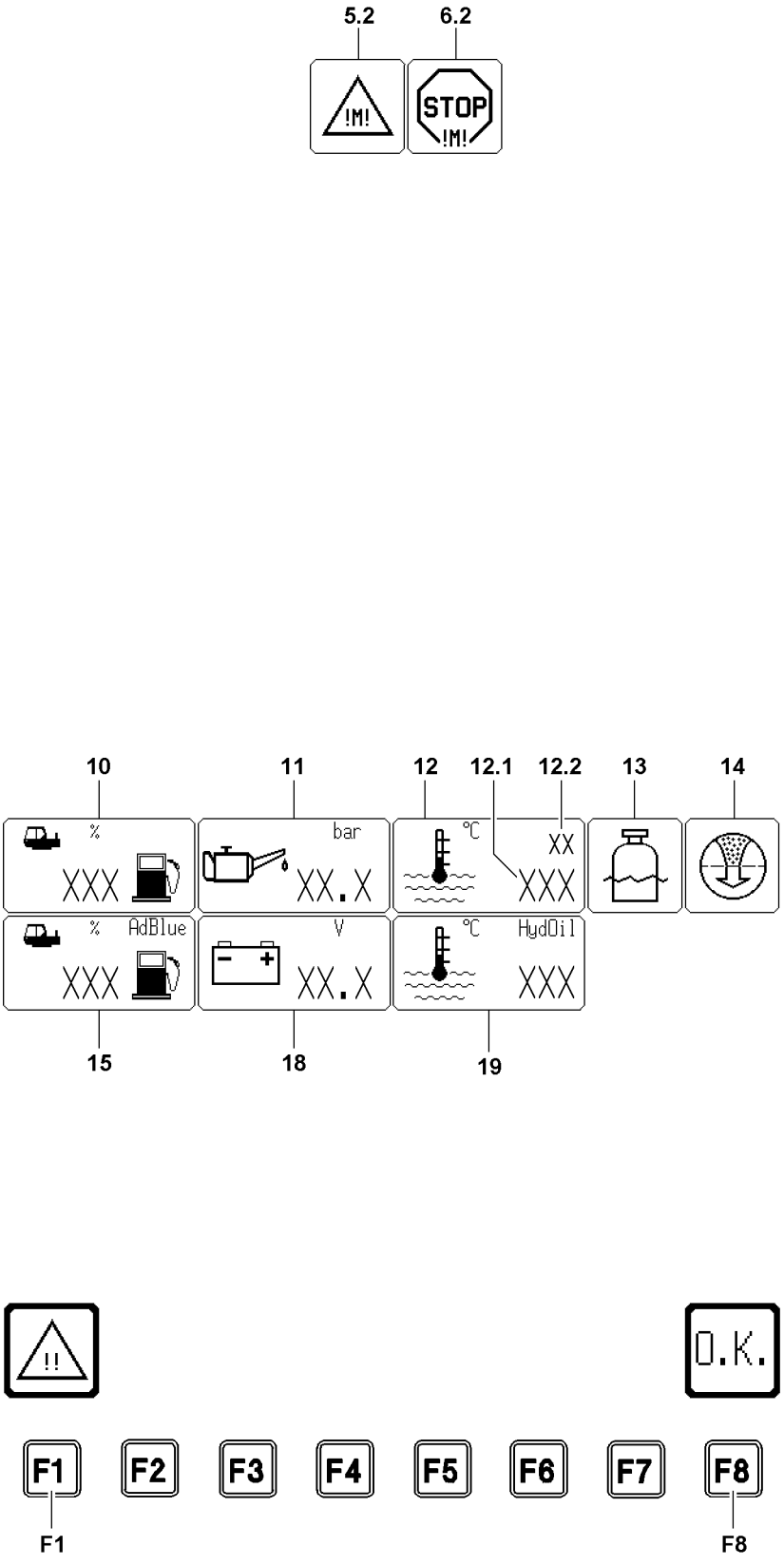

Fig.126907

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13.3 Retaining the engine monitoring screen

The automatic change over into the engine monitoring screen is only made from the „Crane operation“ program.

If a monitoring event is acknowledged on the engine monitoring screen with the function key **F8**, then there will be **no** automatic change over to the engine monitoring screen for the same event.

When switching back to the „Crane operation“ program, the STOP icon **6.2** or the Advance warning icon **5.2** appears. The system does **not** alert again to other advance warnings in the „Crane operation“ program, since the advance warning already exists.

WARNING
There is danger of severe damage to the engine if STOP events are ignored!
If other programs are used for extended periods of time, for example the „Set up“ or „Test system“, it is essential to switch occasionally to the engine monitoring screen in order to ensure that no engine monitoring events have occurred, which could lead to damage or destruction of the engine.
► Switch over occasionally to the engine monitoring screen!

The automatic change over to the engine monitoring screen has taken place:
► Press the function key within 5 seconds **F1**.

Result:

– The engine monitoring screen is retained.
– Icon frames are displayed with a thin border.
– All load torque increasing crane movements will be turned off or locked.

Switch back to the „Crane operation“ program:
► Press the function key **F8**.

Result:

– The system switches back to the „crane operation“ program.
– The block of the load moment increasing crane movements is lifted.
– The advance warning or STOP icons are faded into the „Crane operation“ program.

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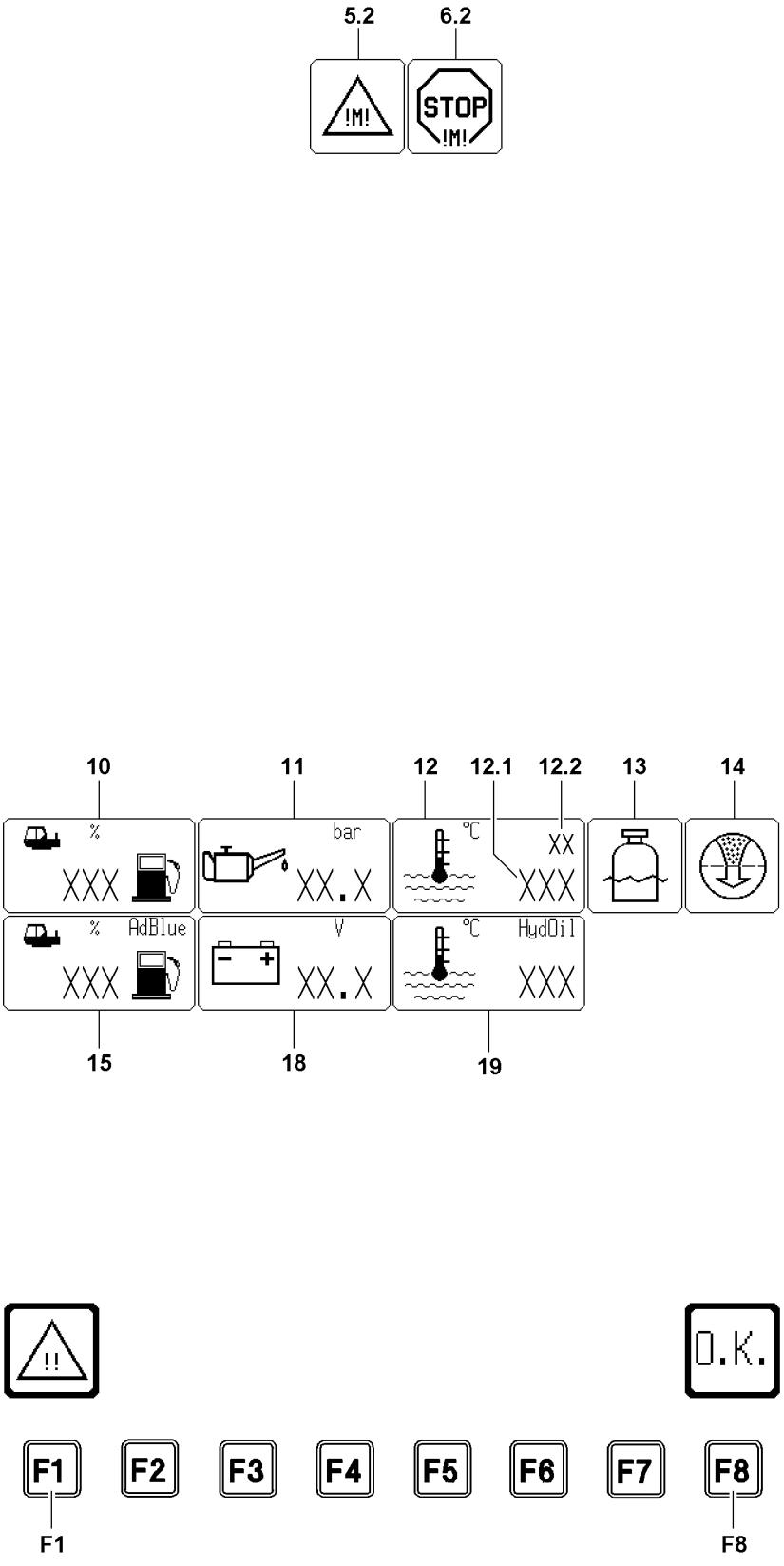

Fig.126907

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13.4 Engine monitoring icons

13.4.1 Crane engine

10 Tank content
- In [%]
  Icon blinks when the fuel reserve of the crane engine has reached an insufficient fill level

11 Oil pressure
- In [bar]
  The numeric display in the icon blinks if the engine oil pressure is too low

12 Coolant / charge air temperature
- In [°C]

12.1 Coolant temperature
- The numeric display blinks if the coolant temperature is too high

12.2 Charge air temperature
- The numeric display blinks if the charge air temperature is too high

13 Coolant level too low
- The icon appears if the coolant level is too low

14 Air filter is dirty
- The icon appears if the air filter is dirty

15 Urea reserve
- **Note:** Only for crane types with an SCR exhaust aftertreatment.
- In [%]
- Observe the respective indicator lights in the crane operator's cab roof console, see the Crane operating instructions, chapter 4.01.

18 Battery voltage
- In [V]
  The numeric display in the icon blinks if the operating voltage is less than 16 V or above 36 V

19 Hydraulic oil temperature
- In [°C]
- Numeric display blinks if the hydraulic oil temperature is too high

13.5 Function key line

F1 Function key
- Retaining the engine monitoring screen

F8 Function key
- Switch back to the crane operation program

Note
► The function keys **„F2“** to **„F7“** are **not** assigned in the engine monitoring program!

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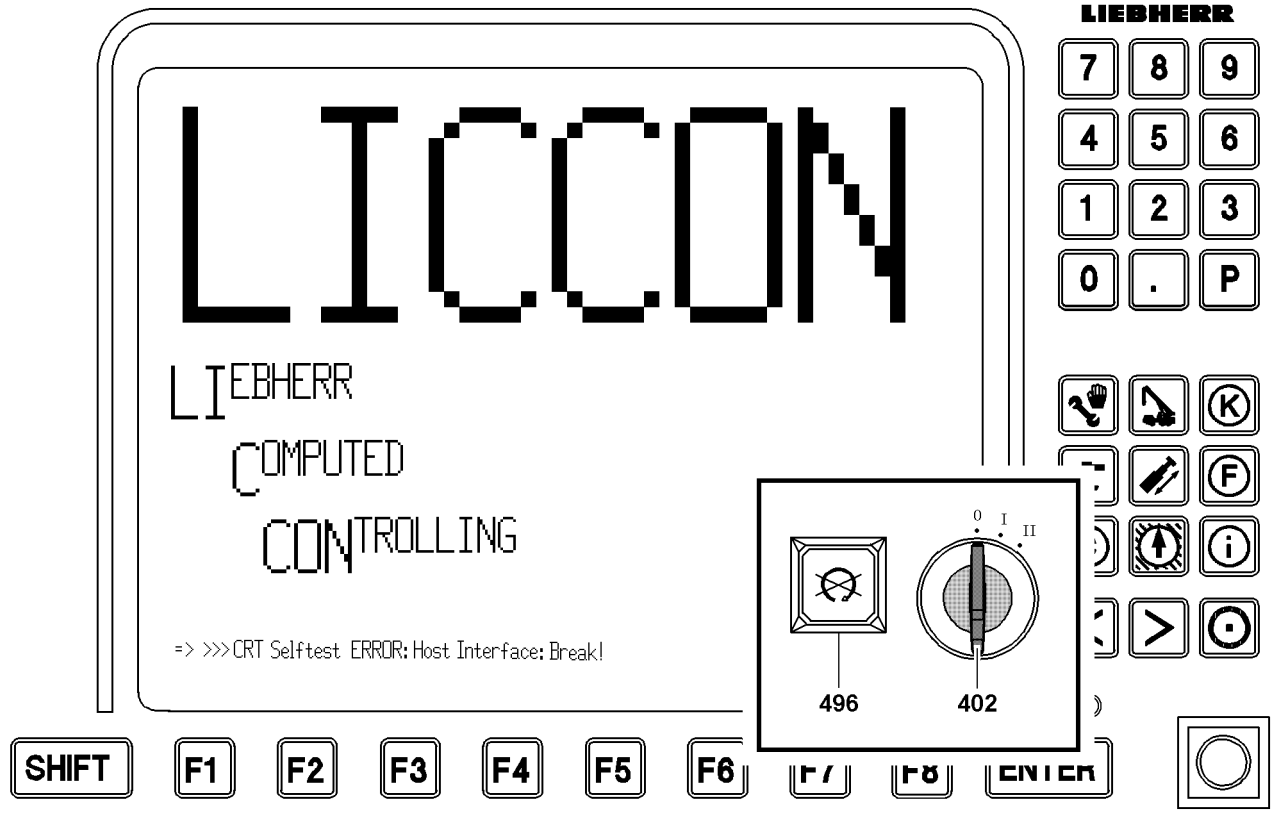

Fig.105190

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14 LICCON computer system in stand-by mode

14.1 Starting the LICCON computer system in stand-by mode

There are two ways of achieving stand-by mode with the LICCON computer system.

Starting the LICCON computer system without the engine running:

► Turn the ignition switch **402** to position „I“ and leave it there.

Result:

– The LICCON computer system runs and the LICCON monitor shows the set up screen, or alternatively for a stop / warning / advance warning, the engine monitoring screen.

► Press the function key **F8** (OK).

Result:

– The system switches to the „Crane operation“ program.

Turning off the running engine with the engine stop button:

► Press the button **496**.
► Leave the ignition switch **402** in position „I“.

Result:

– The engine is turned off, the LICCON computer system continues running.

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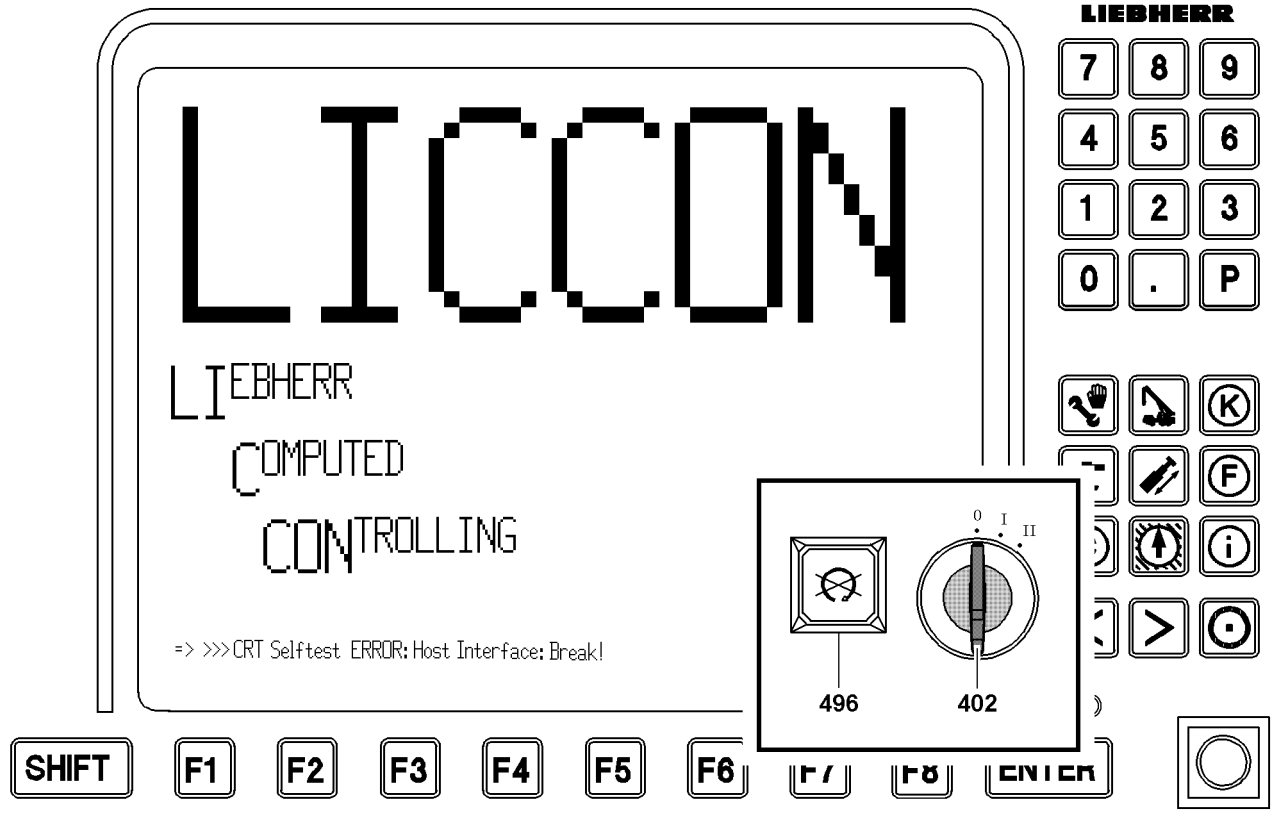

Fig.105190

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14.2 Active stand-by operation / alarm

The operating programs and the monitor displays function exactly the same as in the turn-on procedure for the LICCON computer system with engine start (crane operation).

No crane movements are possible. If despite of this a crane movements is selected, a message appears on the LICCON monitor.

Example: **Control turning shut-off, the crane engine is not running.**

The duration of the stand-by operation is 15 minutes, of which 3 minutes are the stand-by alarm. Operating the LICCON computer system during stand-by operation automatically extends the stand-by time.

► In **stand-by operation no** keys are pressed on the monitor.

Result:

– The stand-by alarm (horn) goes off after 12 minutes.
– This screen appears on the monitor: **STANDBY** (see illustration).

► Now press any key on the LICCON monitor.

Result:

– System switches back to the interrupted program.
– The stand-by time is extended by another 15 minutes.

► During the **stand-by alarm** (duration: 3 minutes) **no** keys on the monitor are pressed.

Result:

– The LICCON computer system shuts completely off. The shut off is announced by acoustical signals 60 seconds in advance (short horn) and 30 seconds in advance (long horn). The power supply of the LICCON computer system turns off.
– This screen appears on the LICCON monitor: **CRT Selftest ERROR: Host Interface: Break!** (See illustration). This is not an error message from the LICCON computer system, the error message appears only on the monitor because the connection between the monitor and the CPU is broken.

14.3 Start prevention

Starting the engine again after complete shut down of the LICCON computer system:

► Return the ignition switch **402** first to position „0“.
► Turn the ignition switch **402** to position „I“ (note the preheating time).
► Turn the ignition switch **402** briefly to position „II“.

Result:

– The engine starts.

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4.03 Start up and shut down of crane

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Fig.195219

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1 Power supply for the crane*

Prior to crane start-up, turn the power supply of the main current circuit on.

The **actuation** of the main current circuit releases the power supply for all systems relevant for crane operation.

The **shut-off** of the main current circuit disconnects all systems relevant for crane operation from the power supply of the power circuit.

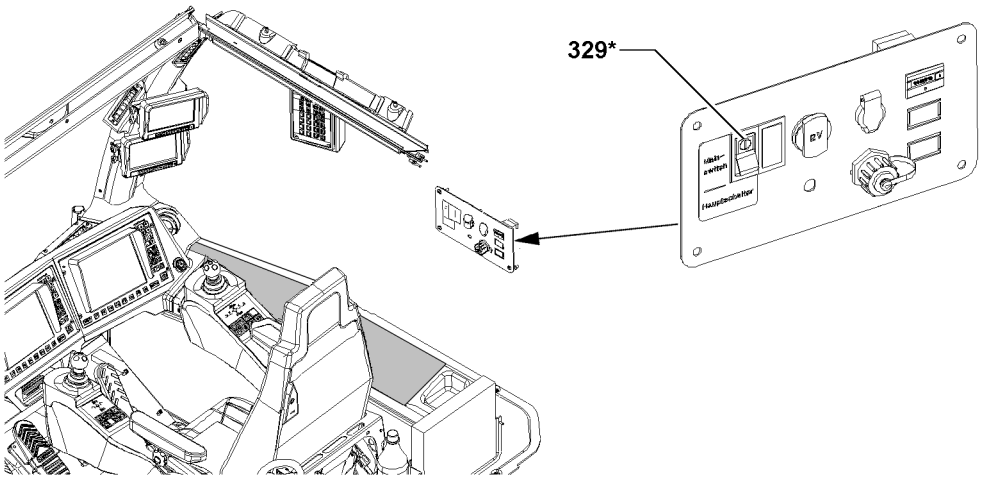

Fig.126318: Crane operator's cab

Note

- ► Before the crane can be operated, turn the main current circuit on using the toggle switch* **329**.
- ► For the narrow track version of the crane, the main current circuit can be turned on via the toggle switch* **329** in the crane operator's cab or via the toggle switch* **603** in the cabinet on the crane chassis.

1.1 Airplane warning light

DANGER

Endangering air traffic!

If a proper and continuous operation of the airplane warning light(s) is not ensured through electrical external feed, then air traffic can be significantly endangered! This could result in serious accidents! Personnel can be severely injured or killed!

- ► After shutting the main current circuit off, the airplane warning light can **no longer** be operated on the crane.
- ► For operation of the airplane warning light, leave the main current circuit on and ensure the electrical supply of the crane via external power supply.

The electrical supply of the airplane warning light must be ensured via external power supply:

- – When turning the crane off after completion of the daily tasks.
- – At downtime of the crane, which exceeds the duration of no more than one day.
- – When turning the crane off in a work environment which requires the use of the airplane warning light continuously.

Note

- ► If the airplane warning light is operated via external power supply, then the main current circuit must be turned on!

- ► Actuate the main current circuit.

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► Ensure the power supply of the crane via an external power supply.

1.2 Turning the power supply of the main current circuit on / off

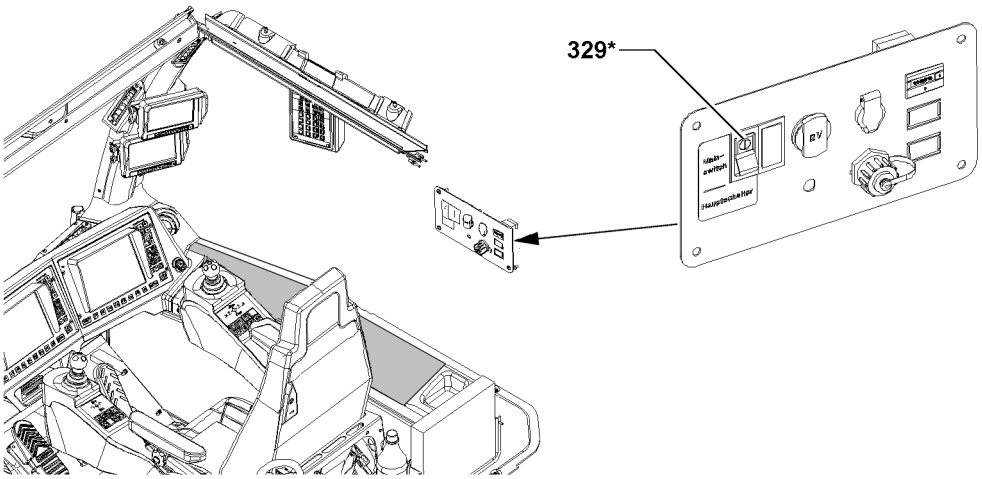

Fig.126318

1.2.1 Actuating the main current circuit

If the main current circuit was turned off:

► Press the toggle switch*** 329**.
or
Press the toggle switch*** 603**.

Result:

– The power supply of the main current circuit is actuated.

1.2.2 Turning the main current circuit off

If the local application conditions of the crane permit, we recommend to turn the main current circuit of the crane or the crane off before leaving the jobsite every day.

Due to this measure, the fast discharge of the batteries by electrical users is prevented.

Note

► The discharge of the batteries is significantly accelerated due to the influence of cold weather conditions!

NOTICE

Total discharge of batteries!
If the main current circuit of the crane is not turned off daily when leaving the jobsite, then the batteries can be totally discharged which can destroy the batteries!
High replacement costs can result!

► Due to the local application conditions of the crane, no airplane warning light is required: Always turn the main current circuit off before leaving the jobsite / crane.

► Press the toggle switch*** 329**.
or
Press the toggle switch*** 603**.

Result:

– The main current circuit is disconnected from the power supply.

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2 Checks before start up

WARNING
Emergency devices not operational!
If emergency devices, such as the EMERGENCY OFF switch, ladders etc. are not accessible or operational, then they cannot be used in case of an emergency!
Personnel can be injured or killed because the emergency devices are not operational!
► Check emergency devices before start up for accessibility or operational readiness!
► Open or remove anti-heft devices, such as locks on the emergency devices!

Note
► For detailed description of fill quantities, service items and lubricants, see the Crane operating instructions, chapter 7.06 and chapter 7.07!

Carry out various checks every time before crane start-up.

If an item is low or lacking during an inspection, then it must be refilled or brought to normal status before crane start-up.

If the inspection shows a very dirty filter, then it must be replaced before crane start-up.

2.1 Visual inspections

Make sure that the following prerequisites are met:
– The ignition switches are in position „I“.
– The engine is off.
– The engine is at ambient temperature.
– The LICCON computer system is in stand-by mode.

2.1.1 Checking the oil levels and filters

► Check the engine oil level.
► Check the oil level on the hydraulic oil tank.
► Check the filter on the hydraulic oil tank.

2.1.2 Checking the fill level on the urea reservoir

► Check the fill level.

2.1.3 Checking the central lubrication system

For detailed description of lubricants and fill quantities, see Crane operating instructions, chapter 7.06 and chapter 7.07!

NOTICE
Property damage due to insufficient lubrication!
► Check the fill quantity of the grease containers!

If the fill quantity falls below the marked minimum amount:
► Fill the grease container with grease!

2.1.4 Checking the coolant level

For detailed description of lubricants and fill quantities, see Crane operating instructions, chapter 7.06 and chapter 7.07!

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WARNING
Danger of burns due to hot coolant!
Coolant at operating temperature is under pressure. If the cooling system is opened, there is the danger of scalding!
► Check the coolant level only when the engine is cold!

NOTICE
Property damage due to insufficient cooling!
► Check the coolant level!

If the coolant level of the coolant expansion tank falls below the overflow on the filler neck:
► Add coolant!

2.1.5 Checking the window cleaning fluid

NOTICE
Frozen window cleaning fluid!
If the window cleaning fluid is not frost resistant, then the window washer system can freeze during the cold time of the year!
Failure of the window washer system is the result!
The window washer system can be damaged!
► Change the window cleaning fluid in time to a frost resistant type!

Before the start of the cold season:
► Empty the container for the window cleaning fluid and refill it with a commercially available, frost resistant window cleaning fluid.

2.1.6 General checks

WARNING
Danger of fatal injury due to falling parts!
If parts fall from the main boom during erection, personnel can be severely injured or killed!
► Before erecting the boom: Make sure that there are no loose parts on the boom system, such as pins, spring retainers or ice!
► Make sure that the cable / rope drum and the limit switches are free of snow and ice!

► Make sure that the crane is horizontally aligned.
► Make sure that all safety lights and working floodlights are functioning.
► Make sure that the gear ring of the slewing ring connection is clean and greased.
► Make sure that the air supply to the oil and water cooler is clear.
► Make sure that side covers are closed and locked.
► Make sure that no persons or objects are within the danger zone of the crane.

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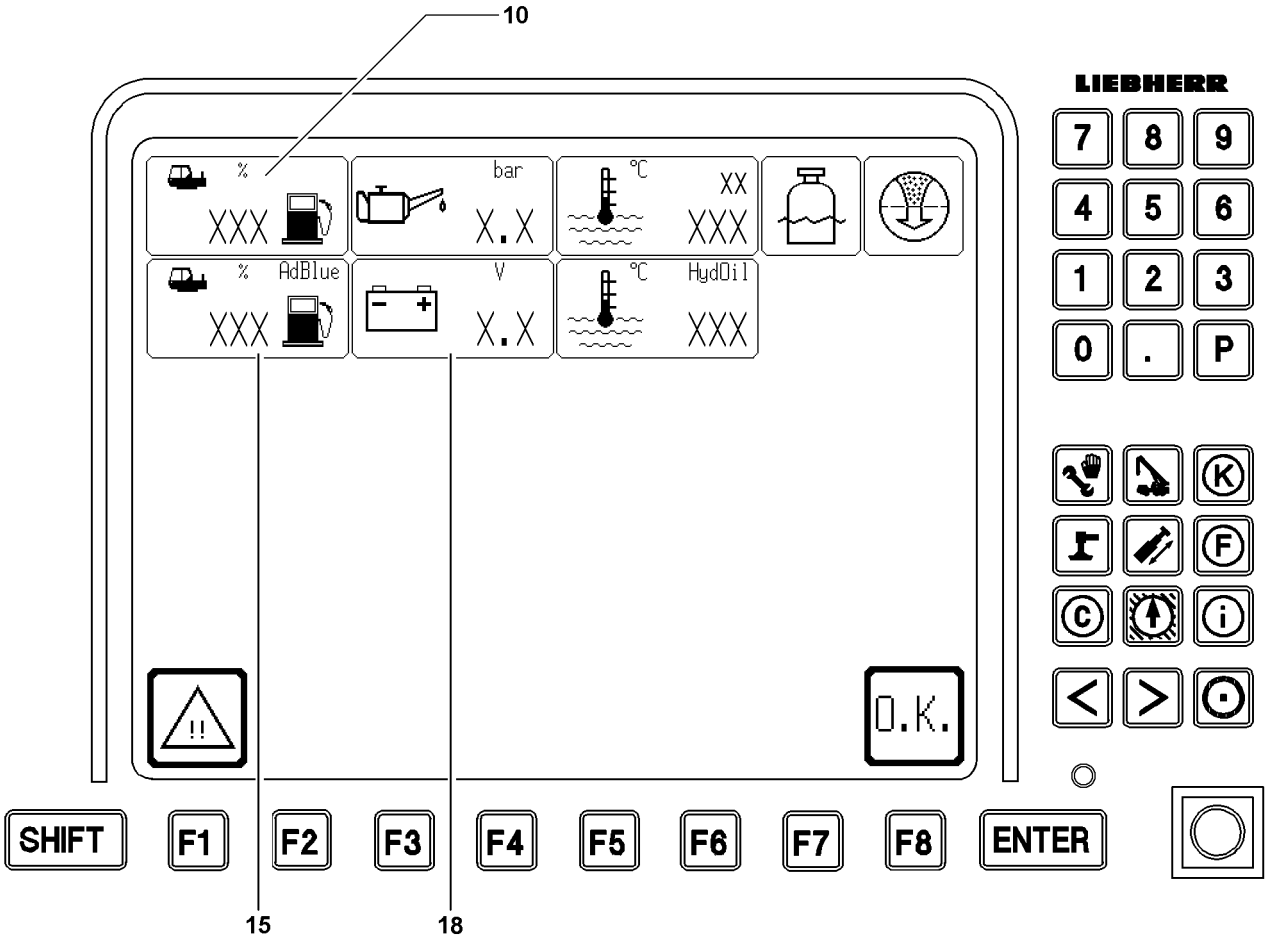

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Fig.127064

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2.2 Checks via the LICCON computer system

If a control value has reached the limit value, then the LICCON computer system switches momentarily into the engine monitoring program during boot up and shows the monitored values graphically, see illustration **2**.

Note
► For a detailed description of the LICCON computer system, see Crane operating instructions, chapter 4.02!

2.2.1 Checking the fuel level

Note
Fuel tank empty!
If the fuel tank has run dry, then the fuel system must be bled!
► Refuel in time!

Note
► In the engine monitoring program, the fuel level in the tank **10** is shown in percentages!

► Call up the engine monitoring screen display in the LICCON computer system and check the fuel level.

2.2.2 Checking the urea reserve

WARNING
Power reduction or starting block of the engine!
Insufficient urea reserve can trigger a power reduction or starting block of the engine.
Crane and / or travel operation can be limited.
► Add Urea in time.

Note
► In the engine monitoring program, the urea level in the urea tank **15** is shown as a percentage!

► Call up the engine monitoring screen display in the LICCON computer system and check the urea level.

2.2.3 Checking the battery voltage

Note
The battery voltage must be checked in regular intervals, especially if the crane has been „out of service“ for a longer period of time and users, such as the airplane warning lights - are checked and the battery must be recharged if necessary!
► Recharge the battery, see Crane operating instructions, chapter 7.05!

Note
Reduced battery performance requires greater power requirements!
► Ensure that batteries are well charged, particularly during the colder months!

► Check the battery voltage, see icon **18**.

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3 Crane driver's seat Version 1

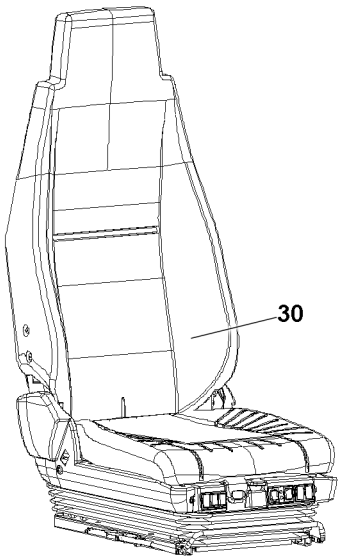

Fig.147578: Adjusting the crane driver's seat

The crane driver's seat **30** can be adjusted to suit any body size.

WARNING
Sudden backward movement of the crane driver's seat when the crane cab is tilted!
Danger of crushing.
► Set the seat position solely when the crane cab is in horizontal position.

3.1 Horizontal adjustment

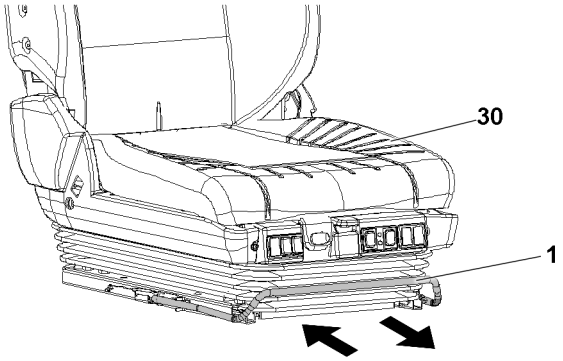

Fig.147579: Adjusting the crane driver's seat horizontally

► Pull the lever **1** up.
► Push the crane driver's seat **30** forward / backward.
► Engage the lever **1**.

Result:
– The crane driver's seat **30** is horizontally adjusted.

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3.2 Backrest adjustment

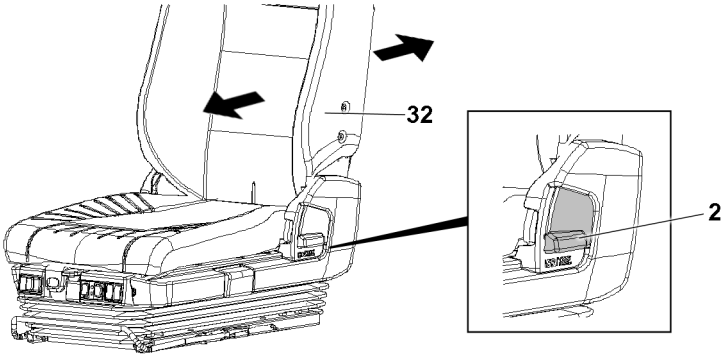

Fig.147580: Adjusting the backrest

- ► Pull the lever **2** up completely.
- ► Bring the backrest **32** into the desired position using body weight.
- ► Engage the lever **2**.

Result:
– The desired backrest position is adjusted.

3.3 Integrated pneumatic system (IPS)

The „Integrated pneumatic system“ (IPS) makes it possible to optimally adapt the backrest contour to the body.

3.3.1 „Lower“ lumbar area support

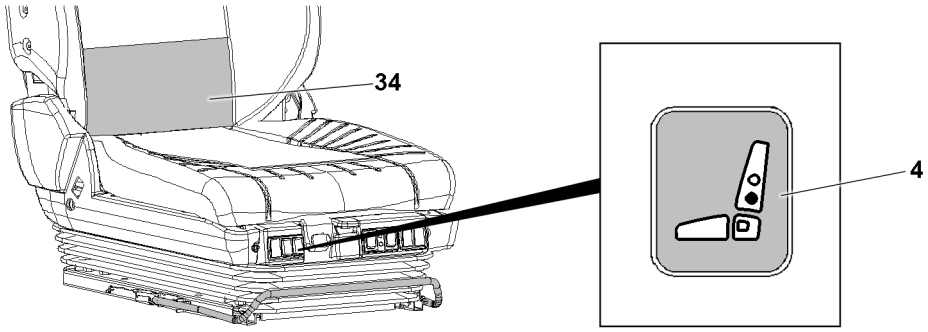

Fig.147581: Lower lumbar area support

- ► Press the button **4**.

Result:
– The air chamber **34** for the „lower lumbar area support“ is inflated.

- ► Press the button **4**.

Result:
– The air chamber **34** for the „lower lumbar area support“ is deflated.

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3.3.2 „Upper“ lumbar area support

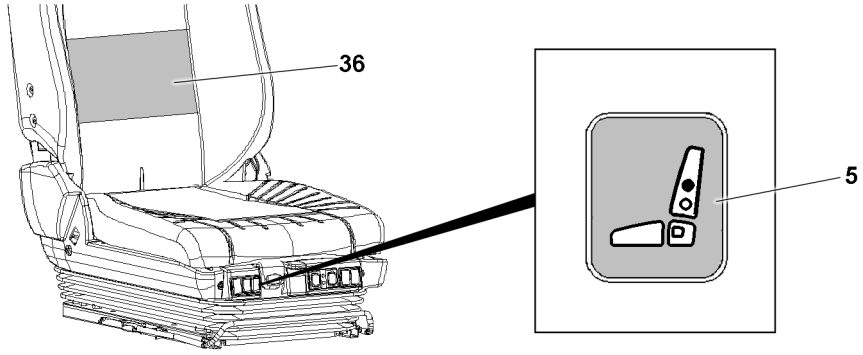

Fig.147582: Upper lumbar area support

► Press the button **5** forward.

Result:
– The air chamber **36** for the „upper lumbar area support“ is inflated.

► Press the button **5** backward.

Result:
– The air chamber **36** for the „upper lumbar area support“ is deflated.

3.4 Incline adjustment

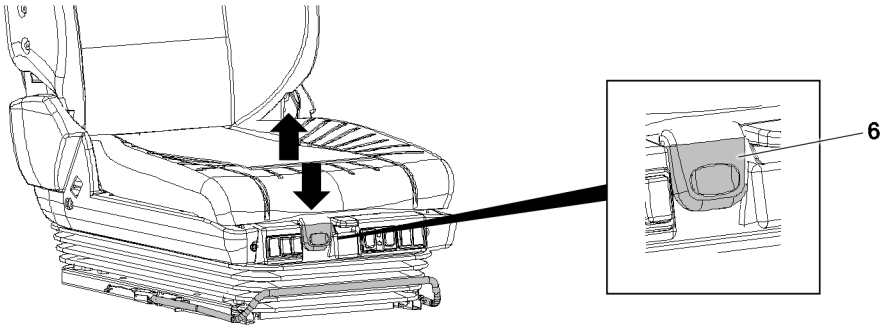

Fig.147583: Incline adjustment

► Pull the lever **6** up.
► Adjust the seat incline by inflating or releasing the front of the seat cushion.
► Engage the lever **6**.

Result:
– The incline adjustment has been set.

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3.5 Seat cushion adjustment

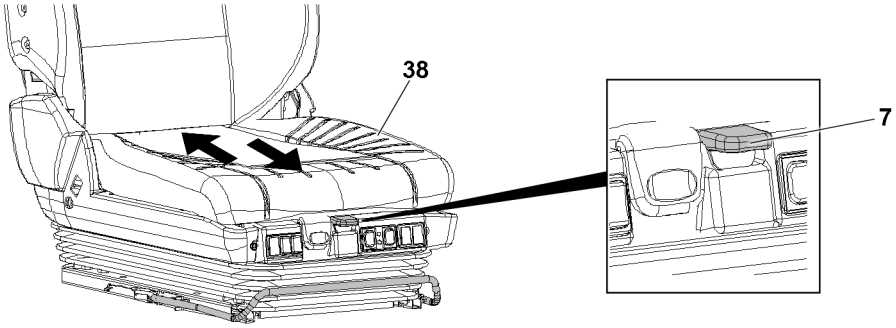

Fig.147584: Adjusting the seat cushion

- ► Pull the lever **7** up.
- ► Push the seat cushion **38** forward / backward.
- ► Engage the lever **7**.

Result:

– The seat cushion **38** is adjusted.

3.6 Height adjustment

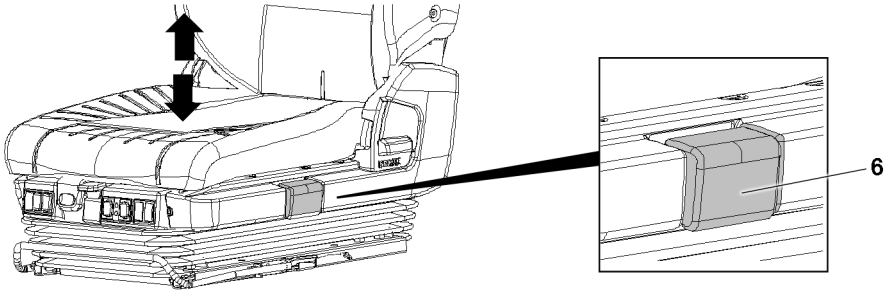

Fig.147585: Adjusting the seat height

NOTICE

Crane driver's seat adjusted too low!

No seat suspension is available.

- ► Before starting to work: Adjust the crane driver's seat so that there is headroom and the pedals can be pressed down fully.

- ► Adjust the seat height: Pull or press the handle **6**.
- ► Release the handle **6**.

Result:

– The desired seat height is adjusted.

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3.7 Heater / climate control

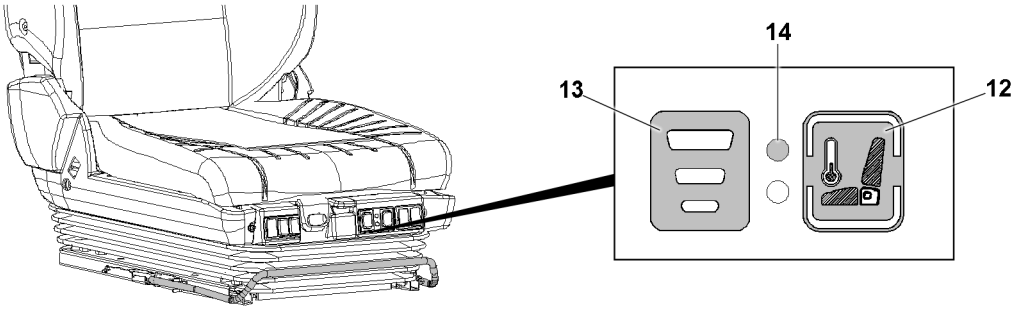

Fig.147586: Heater / climate control

NOTICE
Anomalous use of the heater / climate control!
Overheating, damage to the seat.
► Do **not** dry wet clothing.
► Do **not** place objects such as clothing, cushions, bags on the seat.
► Do **not** use seat covers on the seat.
► If the seat is not occupied, use of the heater / climate control is prohibited.

WARNING
Continuous operation of the climate control!
Undercooling.
► Avoid the continuous operation of the climate control.

3.7.1 Heater / climate control

The button **12** has three switch positions.

Switch position neutral (center position): No function, switch position „OFF“.
Switch position up: Heater turned on.
Switch position down: Fan on.

► Button **12** in the „OFF“ switch position.

Result:
– The heater / climate control is turned off.

► Push the button **12** upward.

Result:
– Heater turned on.

► Press the button **12** downward.

Result:
– Fan on.

3.7.2 Heater / fan stages

The button **13** has three switch stages. The switch levels can be selected from low to high.

► Select the switch level: Press the button **13**.

Result:
– The heater / fan stage is set.

3.7.3 Heater / climate control indicator light

If the red indicator light **14** blinks, a problem is displayed.

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► The red indicator light **14** blinks: Switch the button **12** to the neutral switch position (center position).

Result:
– The heater / climate control is turned off.

► Remedy the problem.

4 Crane driver's seat Version 2

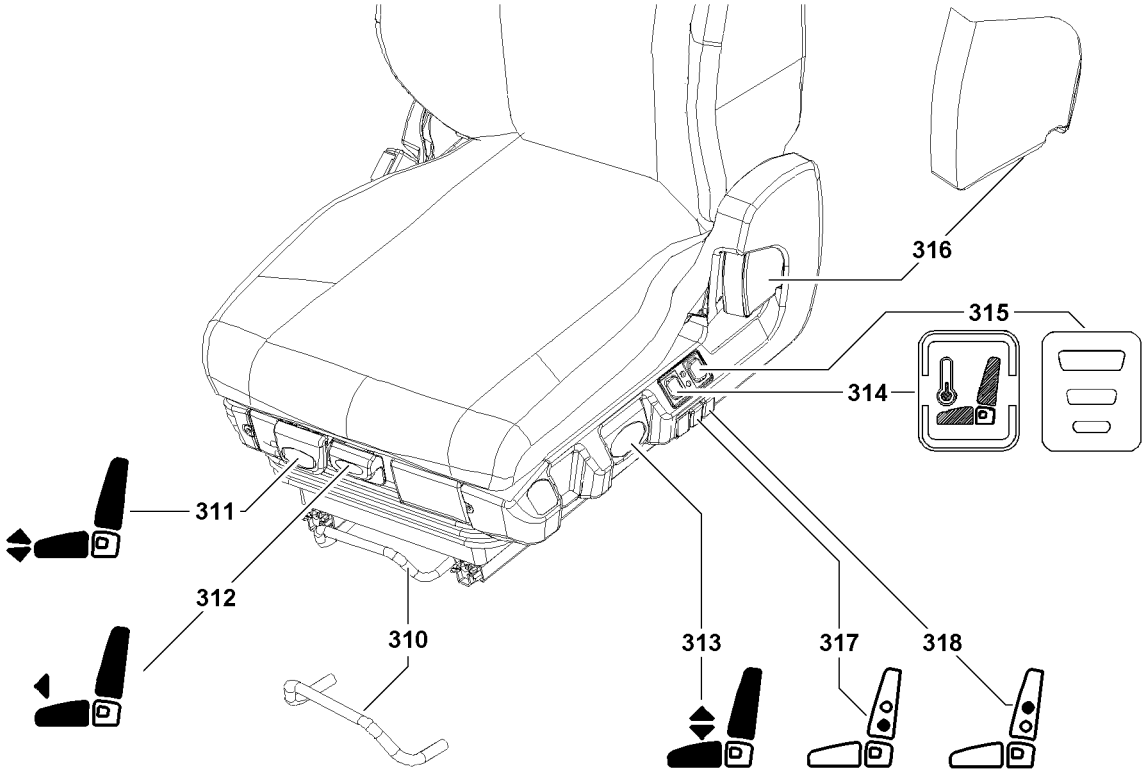

Fig.122070: Crane driver's seat

4.1 Horizontal adjustment

WARNING
Sudden backward movement of the crane driver's seat when the crane cab is tilted!
Danger of crushing.
► Set the seat position solely when the crane cab is in horizontal position.

► Pull the lever **310** up.
► Position the seat.
► Engage the lever **310**.

Result:
– The horizontal adjustment is adjusted.

4.2 Incline adjustment

► Pull the lever **311** up.
► Adjust the seat incline by inflating or releasing the front of the seat cushion.
► Engage the lever **311**.

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Result:
– The incline adjustment is adjusted.

4.3 Seat cushion adjustment

► Pull the lever **312** up.
► Push the seat cushion forward / backward.
► Engage the lever **312**.

Result:
– The seat cushion is adjusted.

4.4 Height adjustment

► Pull or press the lever **313**.
► Adjust the desired seat height.
► Engage the lever **313**.

Result:
– The seat height is adjusted.

4.5 Seat heater / seat climate control*

► Set the switch **314** upward.

Result:
– Seat cushion and backrest heater turned on. The seat cushion and backrest heater are thermostatically controlled.

► Set the switch **314** to neutral (middle position).

Result:
– Seat heater / seat climate control turned off.

► Set the switch **314** downward.

Result:
– Seat cushion and backrest climate control turned on.

4.6 Fan*

Note: The fan is only available in conjunction with the seat heater / climate control*****.

► Operate the lever **315**.
► Adjust the fan stage.

Result:
– The fan stage is adjusted.

4.7 Backrest adjustment

► Pull the lever **316** up.
► Bring the backrest into the desired position using body weight.
► Engage the lever **316**.

Result:
– Backrest adjustment set.

4.8 Upper lumbar area support*

► Operate the lever **317**.
► Until the desired support is adjusted: Inflate or vent the air chamber in the „upper lumbar area support“.

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Result:
– Upper lumbar area support adjusted.

4.9 Side support*

► Operate the lever **318**.
► Until the desired support is adjusted: Inflate or vent the air chamber in the „side support“.

Result:
– The side support is adjusted.

5 Control platform

5.1 Folding the console

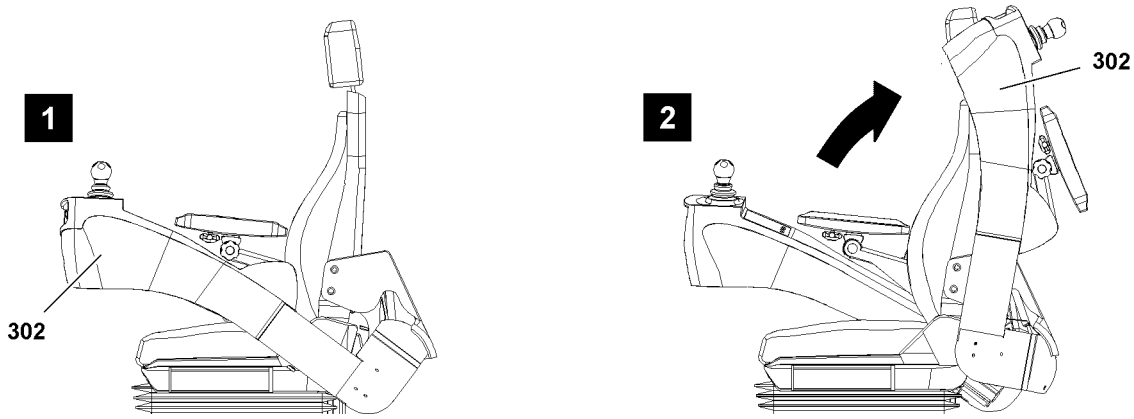

Fig.122071: Folding the console

The console **302** can be folded up or down.

– Operating position: The console **302** is folded down, illustration **1**.
– Entry / exit position: The console **302** is folded up, illustration **2**.

WARNING
Sudden folding down of the console!
Danger of crushing, property damage.

After entering and exiting:
► Fold down the console **302** each time after entering and exiting.
► Do not allow the console **302** to fall down.

Before entering and exiting:
► Fold the console **302** up.

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5.2 Adjusting the consoles

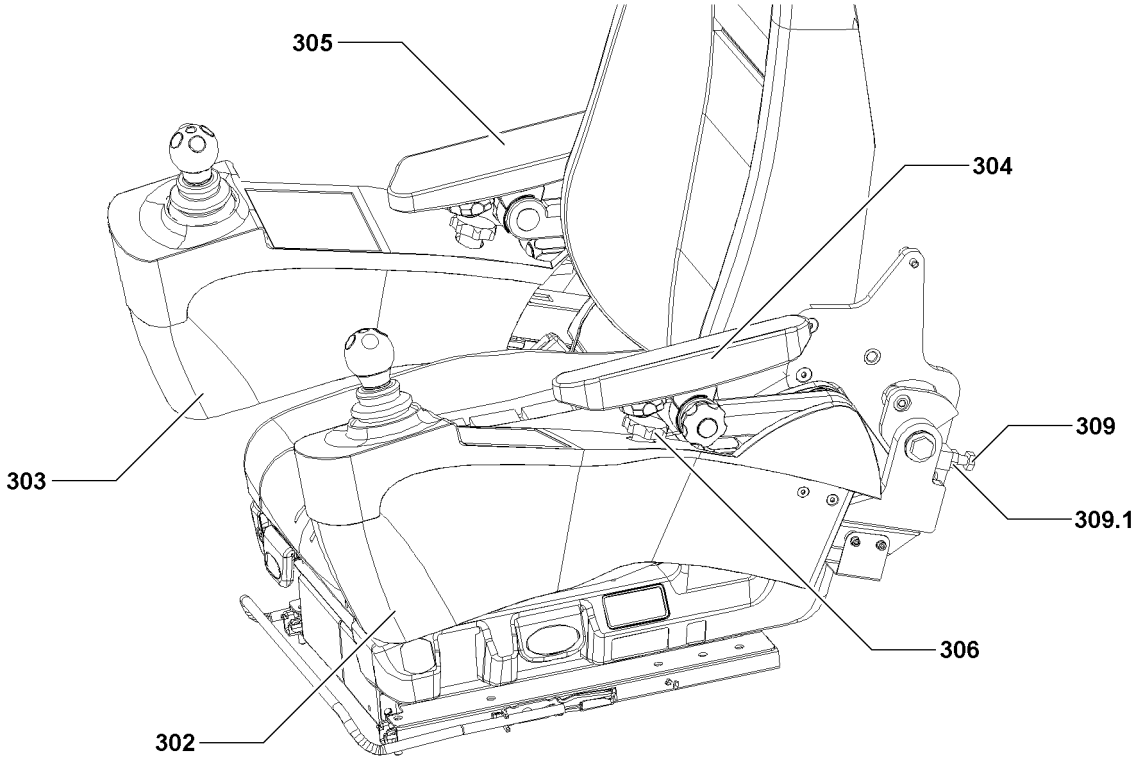

Fig.122072: Adjusting the consoles

The consoles can be adjusted individually to the respective body size of the crane driver.

The consoles can be adjusted to suit the crane driver as described for the left console **302**. The adjustment of the right console **303** functions the same way.

5.2.1 Adjust the incline

- ► Bring the console **302** into the operating position.
- ► Release the nut **309.1**.
- ► Turn the stop screw **309** until the console **302** is set to the desired inclination.
- ► Secure the stop screw **309** with the nut **309.1**.

Result:

– The console inclination is adjusted.

5.2.2 Adjusting the console horizontally

Note

► The star handle screw **306** functionally a combination of a clamping screw and a detent pin.

- ► Fold the armrest **304** up.
- ► Turn the star handle screw **306** and unclamp the console **302**.
- ► Tighten the star handle screw **306**.

Result:

– The console **302** is unlocked.

► Adjust the console **302** by moving it horizontally.

When the console **302** is in the desired position:

► Release and engage the star handle screw **306**.

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► Turn the star handle screw **306** and clamp the console.

Result:

– The console **302** is horizontally adjusted.

► Fold the armrest **304** down.

5.3 Armrests

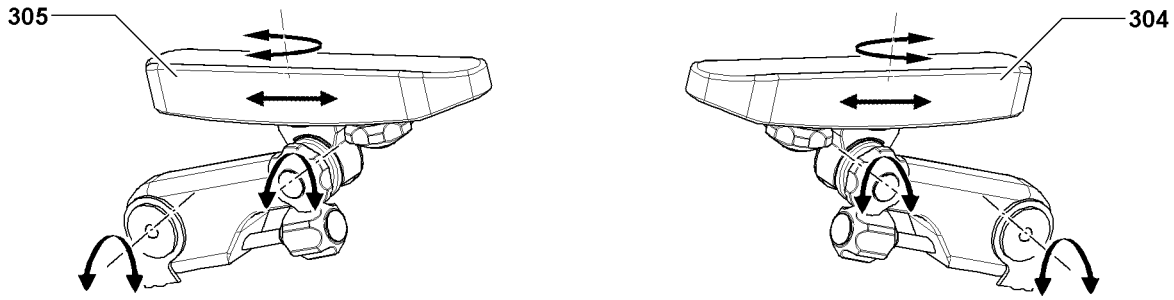

Fig.122073: Armrests

By releasing the adjustment screws, the armrests can be adjusted individually. To operate the master switches comfortably, set the armrests to the size of the crane driver.

► Release the adjustment screws.
► Adjust the left armrest **304** and right armrest **305**.
► Close the adjustment screws.

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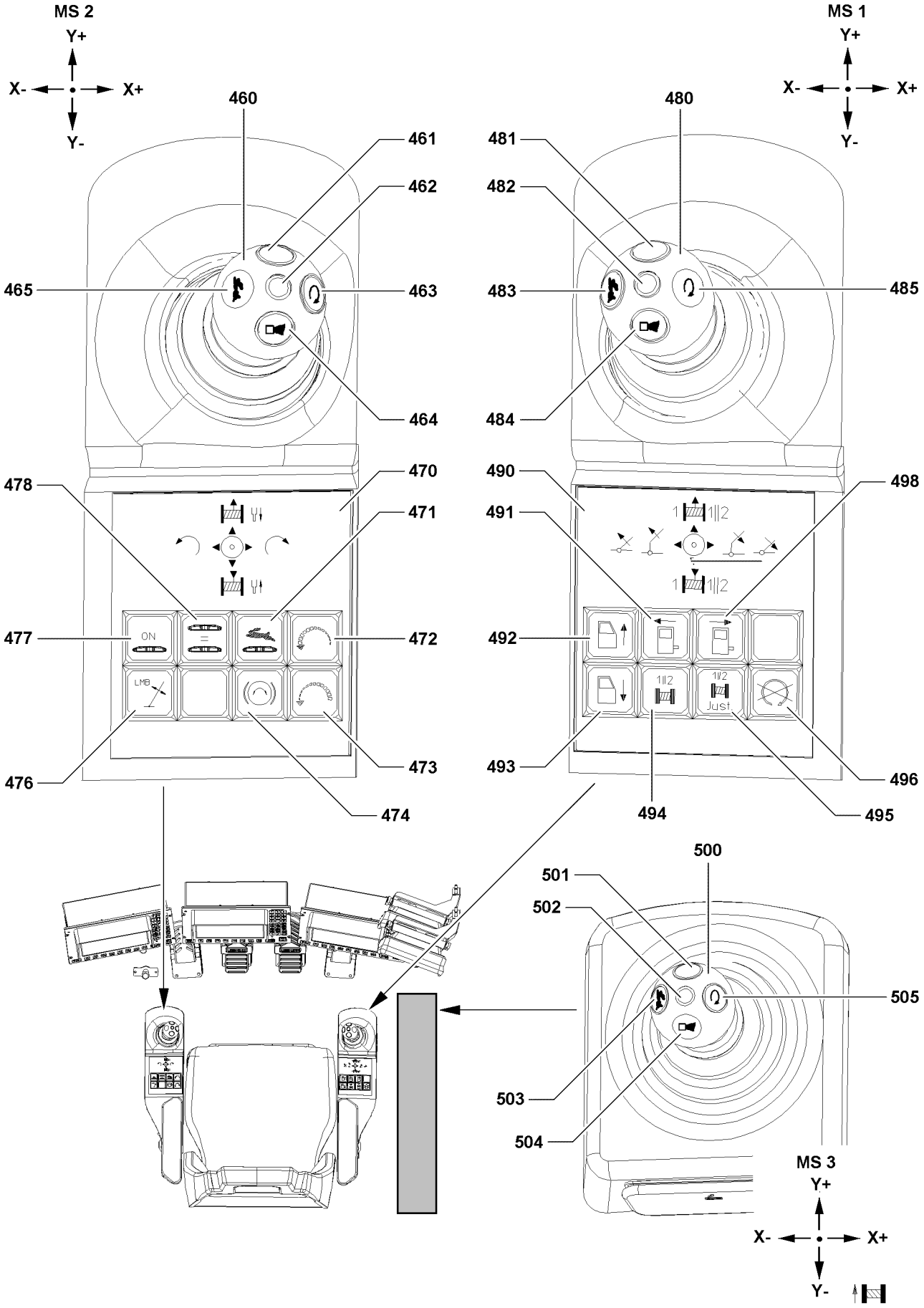

Fig.126319

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6 Crane cab

6.1 Turning on the heater and climate control system

The crane cab can be heated or ventilated depending on the desired temperature, see Crane operating instructions, chapter 6.01!

6.2 Tilting the crane cab

To give the crane driver a better field of view, the cab can be tilted upward.

Note
► After ending crane operation: Move the cab to the horizontal position!

6.2.1 Tilting the cab upward

► Press the button **492**.

Result:

– The cab swings upward.

6.2.2 Moving the cab to the horizontal position

► Press the button **493**.

Result:

– The cab swings downward.

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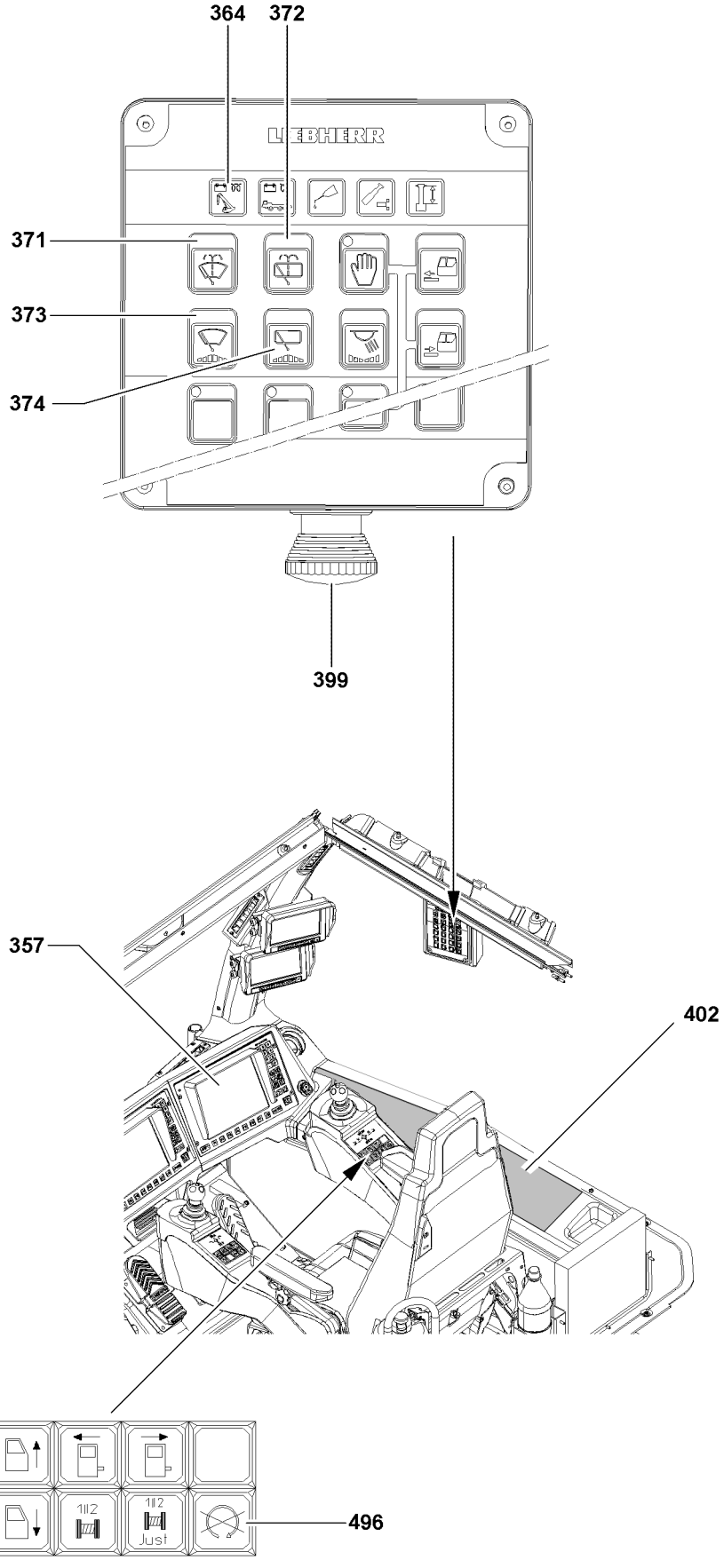

Fig.126320

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6.3 Operating the window wiper / window washer system

6.3.1 Operating the window wipers

The window wipers on the front and roof window can be operated via the function buttons on the operating and control unit. Each window has a button assigned to it.

Turning the window wiper on

There are four different wipe stages.

Pressing the button **373** or the button **374** (less than 0.5 s) reduces the wiper speed incrementally:
1. Continuous operation
2. Intermittent 2
3. Intermittent 1
4. Wiper off

A beep sounds in wipe stage „Wiper off“.

To activate the window wiper on the front window:
► Press the button **373** until the desired wipe stage is reached.
or

To activate the window wiper on the roof window:
Press the button **374** until the desired wipe stage is reached.

Turning the window wiper off

In continuous operation:
► Press the button **373** or the button **374** for at least one second.
or
Press the button **373** or the button **374** (less than 0.5 s) until a „beep“ sounds.
or
Turn the ignition switch **402** off.

6.3.2 Operating the window washer system

The windshield washer system on the front and roof window can be operated via the function buttons on the operating and control unit. Each window has a button assigned to it.

After releasing the button **371** or the button **372**, three additional wipe movements are carried out before the wiper blades return to their original position.

The wiper motor and the water pump run as long as the button **371** or button **372** is pressed down.

To activate the window washer system for the front window:
► Press the button **371**.
or

To activate the windshield washer system for the roof window:
Press the button **372**.

6.3.3 Filling the windshield washer system

For the location of the reservoir for the window cleaning fluid, see Crane operating instructions, chapter 4.01!

Before the start of the cold season:
► Fill the reservoir for the window cleaning fluid with commercially available antifreeze.

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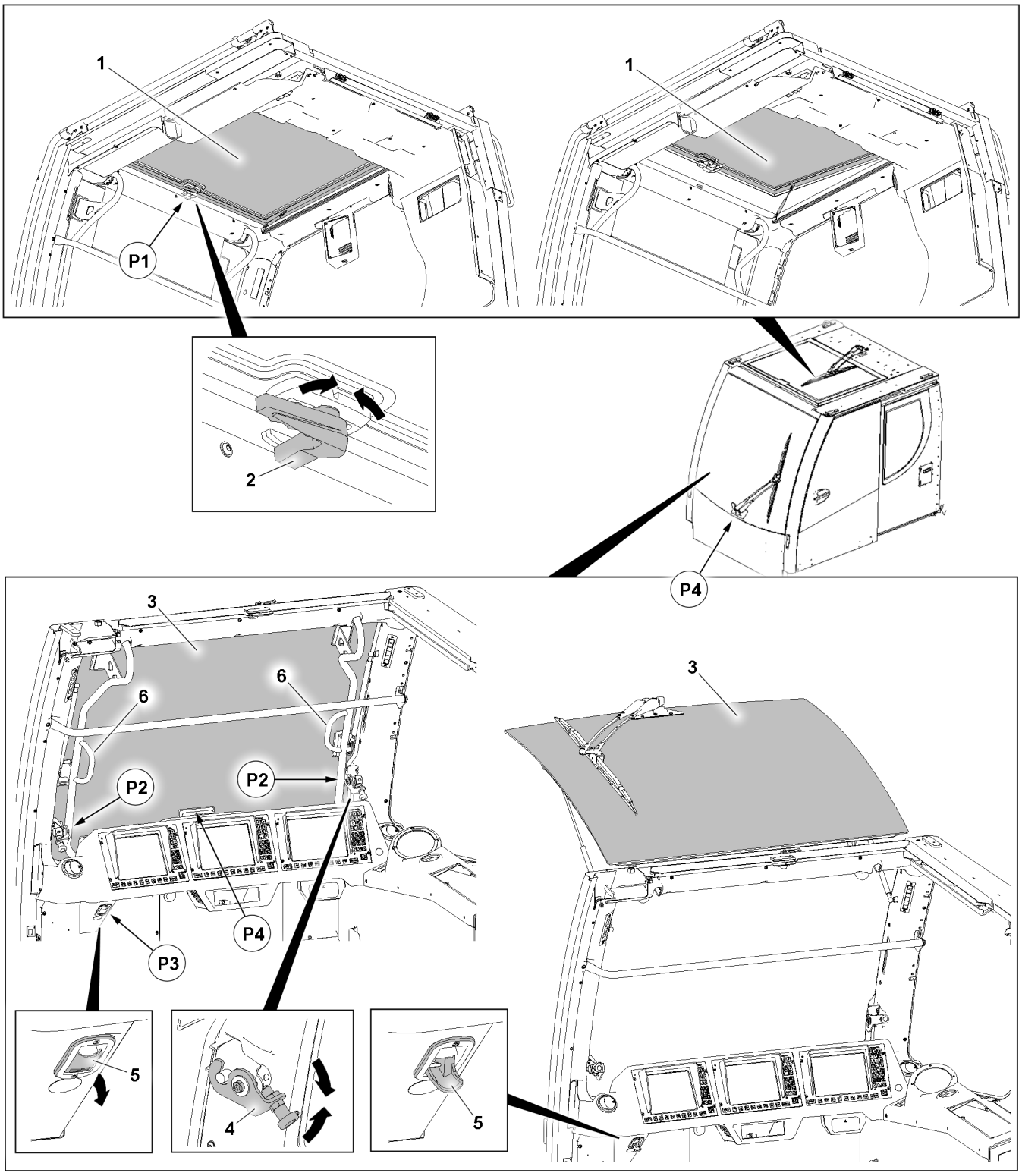

Fig.126324

6.4 Opening / closing the roof window

Roof windows are available in various versions, depending on the crane type:

- Swingable roof window
- Fixed roof window

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6.4.1 Opening the roof window

A pair of pneumatic springs supports the lifting movement of the roof window.

► Unlock roof window **1**: Turn lever **2** at point **P1** to open.
► Open the roof window **1**.

6.4.2 Closing the roof window

WARNING
Danger of injury if hands get jammed!
► Watch your hands when closing the roof window.

► Pull roof window **1** to close.
► Lock roof window **1**: Turn the lever **2** to close.

6.5 Opening / closing the front window

Front windows are available in various versions, depending on the crane type:

– Swingable front window
– Fixed front window

6.5.1 Opening the front window

A pair of pneumatic springs supports the lifting movement of the roof window.

► Unlock the front window **3**: open the rotary handle **4** on both sides at points **P2**.
► Pull lever **5** at point **P3**.

Result:

– Front window **3** disengages at point **P4**.

WARNING
Swinging front window!
When opening the front window, it is swung upward uncontrolled due to the spring force of the pneumatic spring.
► Hold the front window on the handles **6** when opening.

► Open the front window **3**. Use handles **6**.

6.5.2 Closing the front window

WARNING
Danger of injury if hands get jammed!
► Be careful with your hands when closing the front window.

► Pull the front window **3** to close. Use handles **6**.
► Engage front window **3** at point **P4**.

When the front window is engaged at point **P4**:
► Lock **3** the front window: close the rotary handle **4** on both sides at points **P2**.

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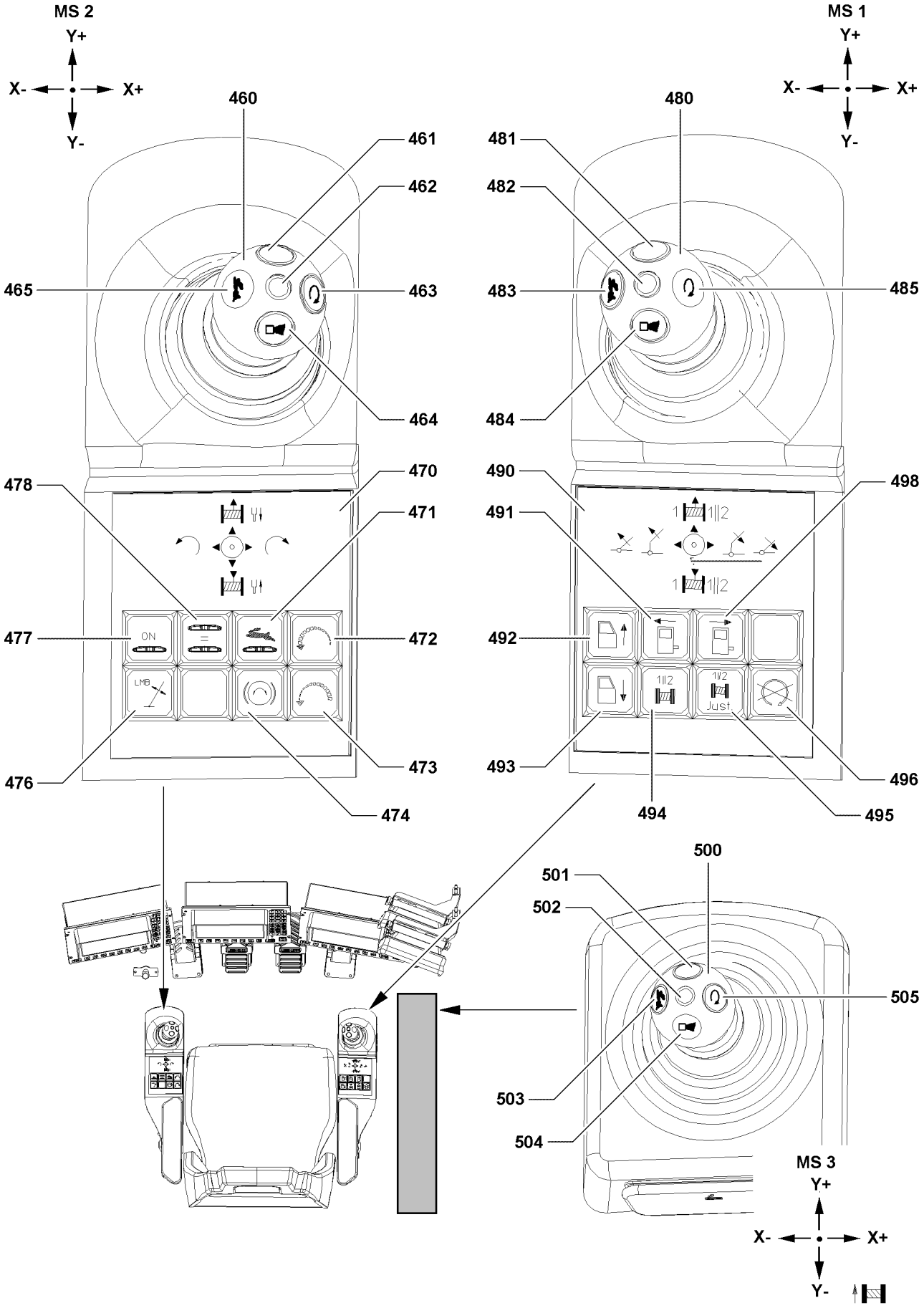

Fig.126319

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6.6 Checking the horn

WARNING
Improper use of horn! Loss of signal effect!

When the horn is checked:
► Announce it to all persons who are present.

When the horn test is completed:
► Announce it to all persons who are present.
► Use the horn only in dangerous situations to maintain its warning effect!

► Before starting to work, check that the horn is functioning: Press the button **464**.
or
Press the button **484**.
or
Press the button **504**.

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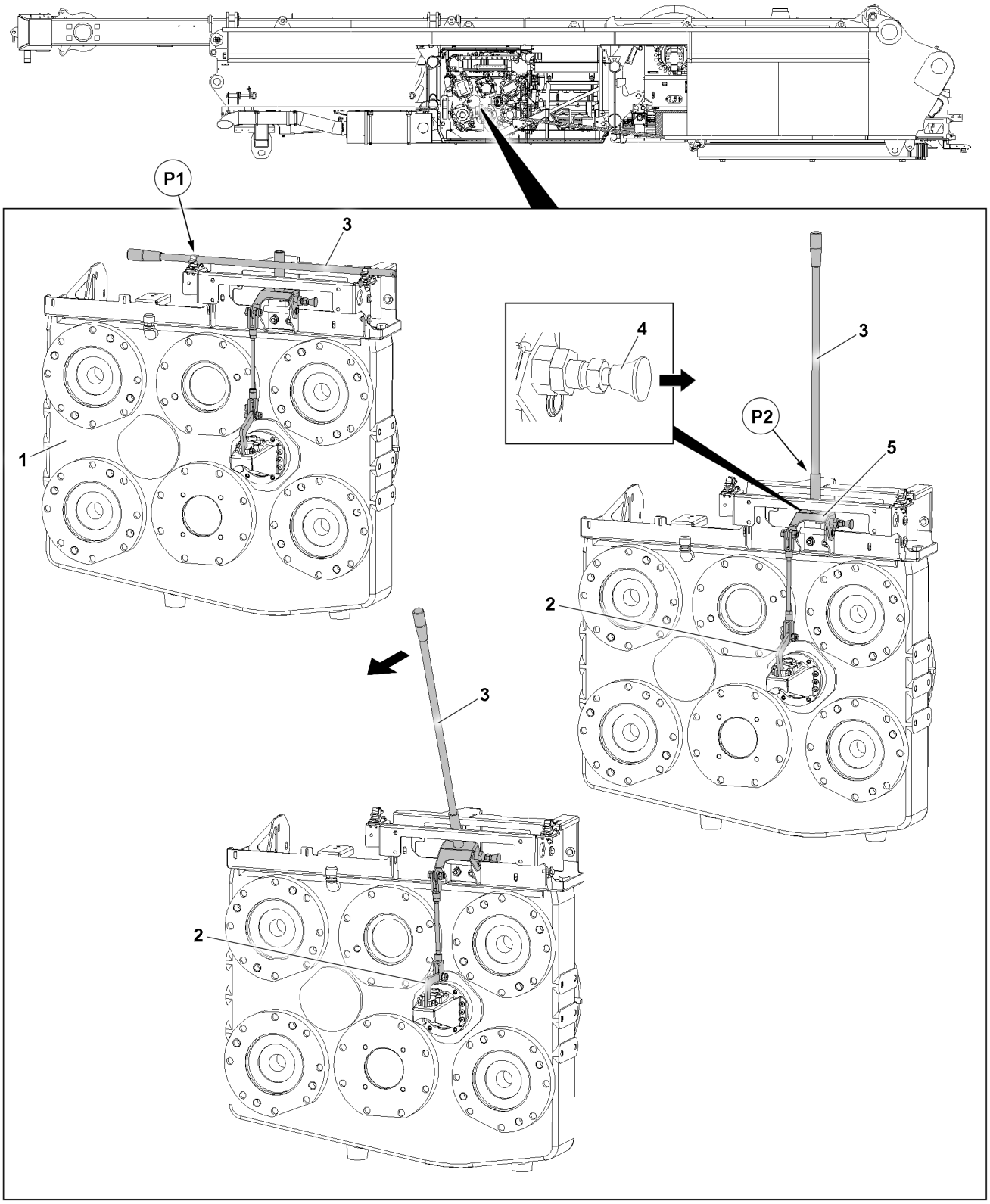

Fig.126322

7 Starting and turning off the engine

Note

► The engine must be operated according to the separately supplied Engine operating instructions!

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7.1 Disengage / engage the coupling control on the pump distributor gear

Note

- ► In high altitude application and at low ambient temperatures it may be necessary to disengage the coupling control **2** of the pump distributor gear **1** before starting the engine.
- ► The cold start behavior of the engine is thereby improved.

NOTICE

Danger of damaging the engine!

When the coupling control **2** is disengaged and the engine temperature is not constantly monitored, the engine can overheat.

This could result in significant property damage.

- ► Monitor the engine temperature constantly while the engine is running.
- ► Make sure that the engine does not overheat.
- ► If there is any doubt, turn the engine off.

7.1.1 Disengage the coupling control

Make sure that the following prerequisite is met:

– The engine is turned off.

- ► Remove the lever extension **3** from the park position at point **P1**.
- ► Set the lever extension **3** on the linkage **5** at point **P2**.
- ► Release the linkage **5**: Pull the locking pin **4**.
- ► Actuate the linkage **5** with the lever extension **3** to the stop.

Result:

– The coupling control **2** is disengaged.

– The pumps on the pump distributor gear **1** are **not** driven at engine start.

- ► Remove the lever extension **3** and store it in the park position **P1**.

WARNING

Danger of accident due to rotating parts!

- ► Make sure that there are no persons within the danger zone of the engine.

- ► Start the engine, see section „Starting the engine“.
- ► Let the engine run until warm.

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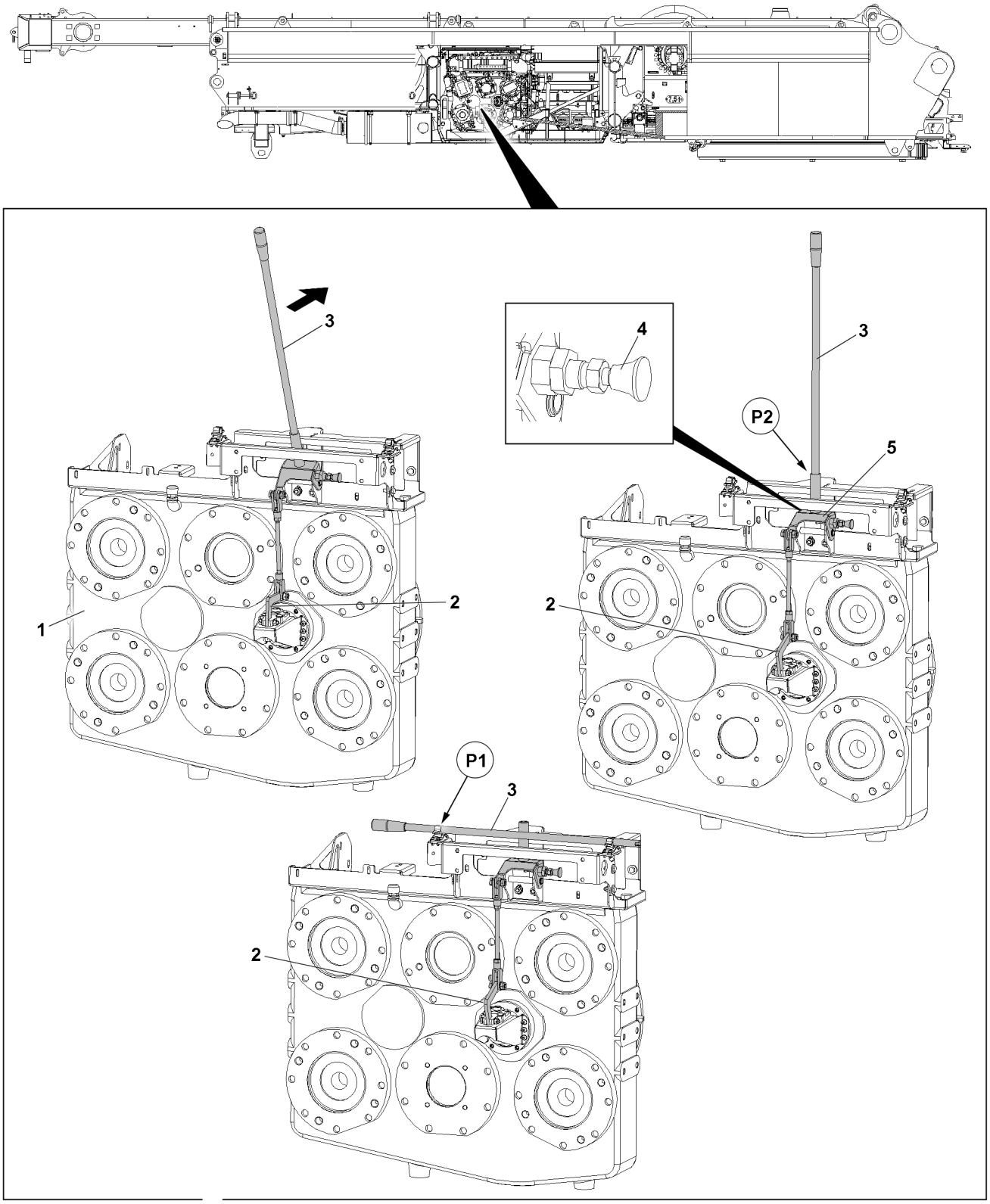

Fig.126323

7.1.2 Engaging the coupling control

NOTICE
Property damage on the pump distributor gear!
► Make sure that the coupling control is engaged when the engine is at a standstill.

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When the engine has reached operating temperature:
► Turn the engine off.

When the engine has come to a complete standstill:
► Engage the coupling control **2** with the lever extension **3**.

Result:

– The locking pin **4** engages, the linkage **5** is secured.

– The coupling control **2** is engaged.

– At engine start, the hydraulic pumps on the pump distributor gear **1** are driven.

Problem remedy
The coupling control **2** cannot be engaged on the pump distributor gear **1**?
► Start the engine for a short time and turn it off again until the coupling control **2** can be engaged.

► Remove the lever extension **3** at point **P2** and store in the park position at point **P1**.

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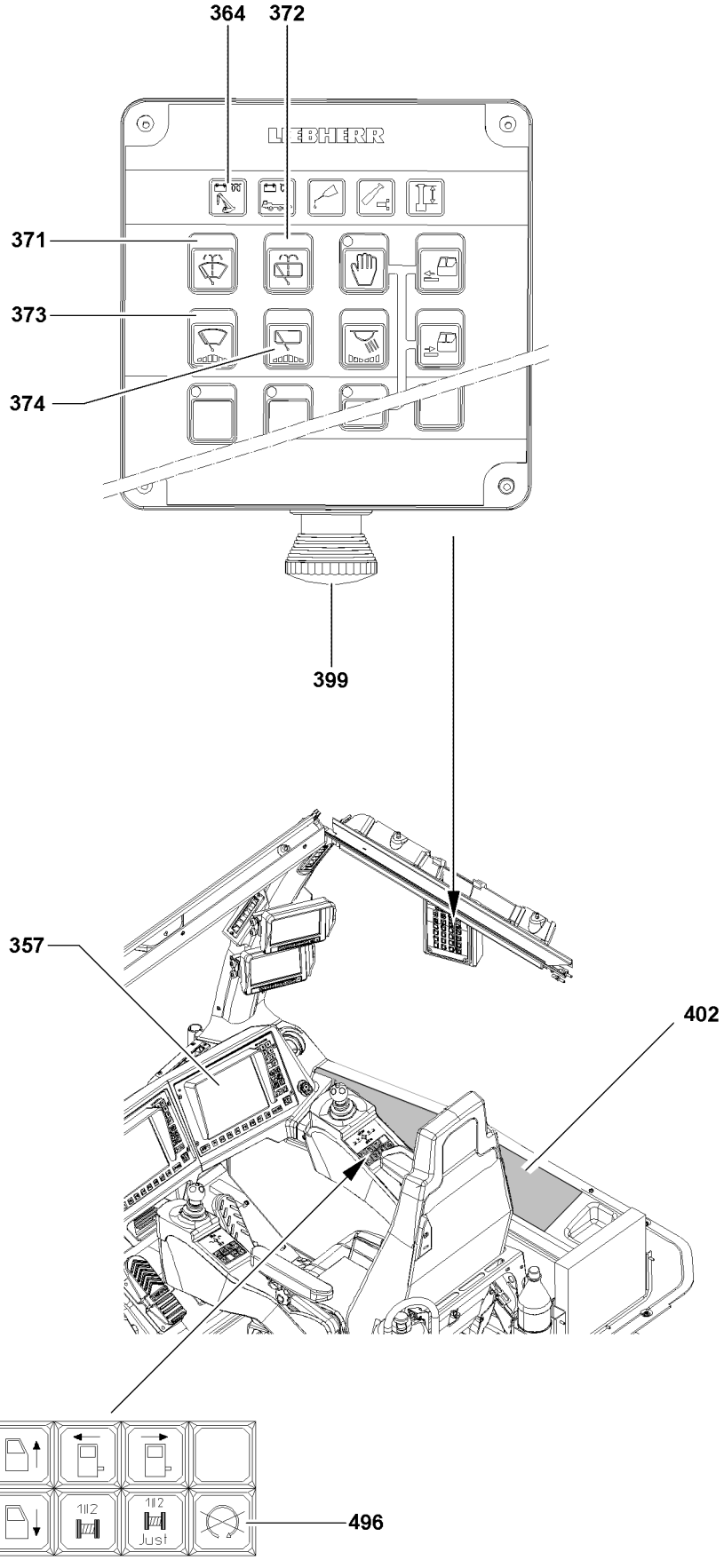

Fig.126320

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7.2 Starting the engine

► Turn the ignition switch **402** to position „I“.

Result:

– The indicator light **364** lights up yellow.
– The engine preheating is active.

NOTICE
Property damage due to insufficient engine preheating!
If the engine is not preheated sufficiently, the engine will not start or the engine has a false start!
► Start the engine only if the indicator light **364** blinks yellow (1 Hz)!

Note
Engine preheated too long!
The indicator light **364** turns off automatically after a certain time!
► Turn the ignition switch **402** to position „0“ and wait a little!
► Start again!

When the indicator light **364** blinks yellow (1 Hz), the engine is ready to start:
► Turn the ignition switch **402** to position „II“.

Result:

– The engine starts.
– The indicator light **364** turns off.

Problem remedy
Indicator light **364** blinks yellow (2 Hz)?
The engine is not preheated sufficiently or there is an error in the cold start system.
► Turn the ignition switch **402** off, wait a little and retry.
► or: Check the error message on the LICCON monitor 0 **357**. If possible, remedy the error.
► or: Contact the next Liebherr Service location or Liebherr-Werk Ehingen.

Problem remedy
The indicator light **364** lights up red?
The engine is running, the alternator does not charge.
► Check the V-belt.
► or: Check the error message on the LICCON monitor 0 **357**. If possible, remedy the error.
► or: Contact the next Liebherr Service location or Liebherr-Werk Ehingen.

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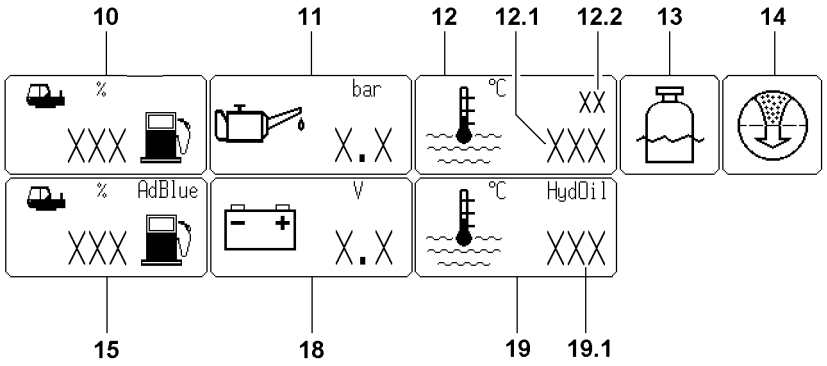

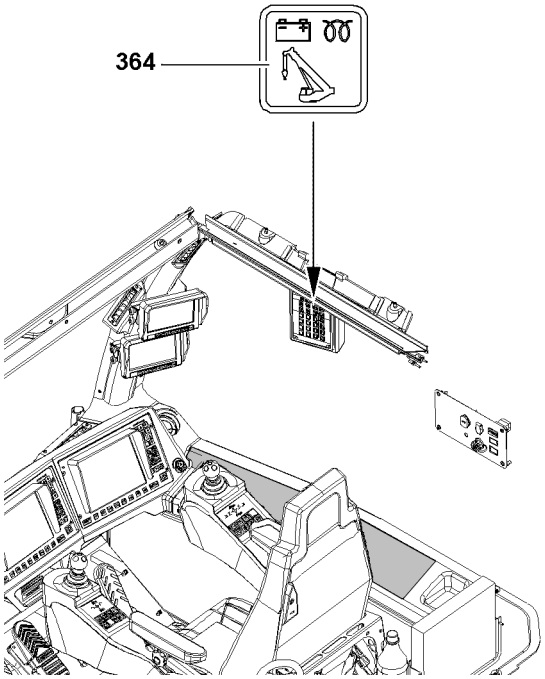

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Fig.127065

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7.3 After engine start: Checking the instruments on the LICCON monitor

As soon as a stable voltage is present with the engine running, the electric crane control and the LICCON computer system are turned on automatically. A self-test of the microprocessor system follows and after a few seconds the set up configuration screen appears on the monitor.

The following icons must turn off when the engine is running:

- ► Check the indicator light **364**.
- ► Check the icon **11** „Engine oil pressure“ on the LICCON monitor.

Problem remedy
Does the numerical display for the engine oil pressure in the icon **11** blink after approximately 10 seconds or does it start to blink during crane operation?
The engine oil pressure is too low. The engine can be damaged as a result of insufficient oil pressure.
► Turn the engine off immediately and determine the cause.

► Check the numerical display for the coolant temperature in the icon **12.1**.

Problem remedy
Does the numerical display for the „coolant temperature“ in the icon **12.1** blink during operation?
The coolant temperature is too high. Excessive coolant temperature can lead to engine damage.
► Turn the engine off immediately.

- ► Check the icon **10** for the fuel level.
- ► Check the icon **12.2** for charge air temperature.
- ► Check the icon **13** for coolant level.
- ► Check the icon **14** for air filter.
- ► Check the icon **15** for the urea reserve.
- ► Check the icon **18** for battery voltage.
- ► Check the icon **19** for hydraulic oil temperature.

7.4 Engine monitoring

For a detailed description of engine monitoring, see Crane operating instructions, chapter 4.02.

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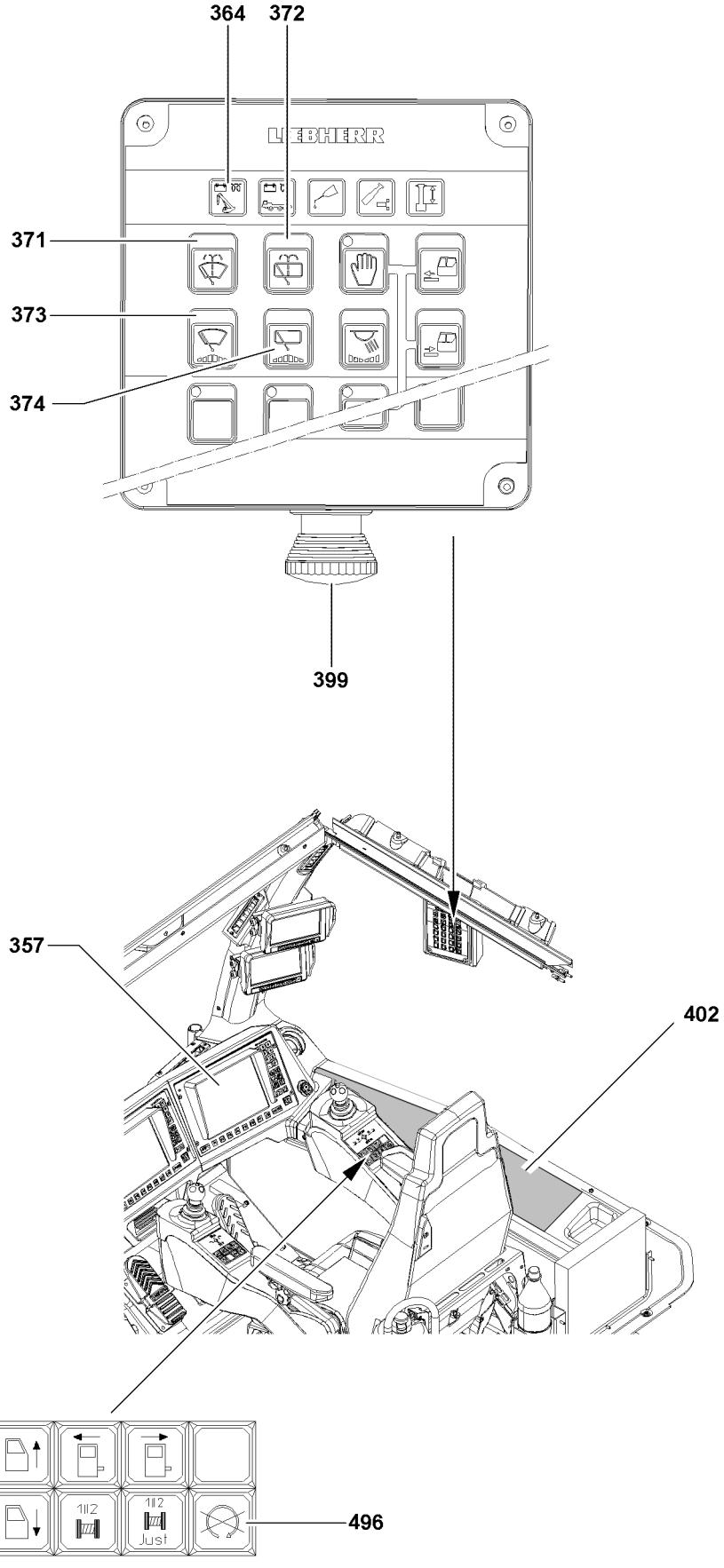

Fig.126320

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7.5 Turning the engine off

7.5.1 Turning the engine off in the event of danger

WARNING
Danger of accident due to falling loads!
If crane movements are stopped via EMERGENCY OFF, loads can start to swing and fall down!
Personnel can be severely injured or killed!
► Operational use of the EMERGENCY OFF switch **399** is prohibited!
► Only use the EMERGENCY OFF switch **399** in clear emergency situations!

► Press the EMERGENCY OFF switch **399**.

Result:

– The engine will be turned off immediately.

7.5.2 Turning the engine off

Turning the engine off with the ignition key

After operation with full engine load, let the engine run without a load for 3-5 minutes at idling speed.

► Turn the ignition switch **402** back to the stop to zero.

Result:

– The engine is turned off.

► Pull the ignition key and store it in a safe place.

Turning the engine off with the engine stop button

If the engine is turned off with the engine stop button, the LICCON computer system switches to „Stand-by“ mode.

For detailed description of „Stand-by“ mode of the LICCON computer system, see Crane operating instructions, chapter 4.02.

► Press the button **496**.

Result:

– The engine is turned off.
– The LICCON computer system is in „Stand-by“ mode.

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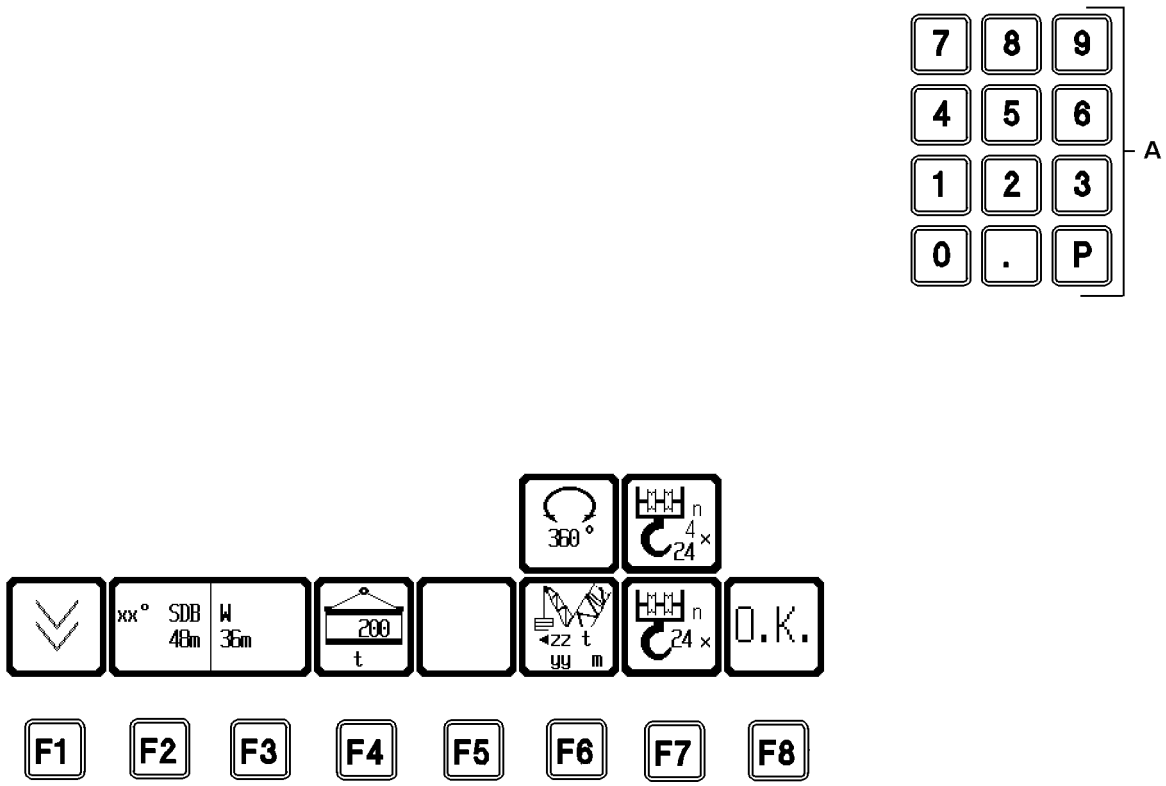

Fig.104900

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8 LICCON computer system after engine start

8.1 Waiting for the boot up phase

After being turned on, the LICCON computer system boots up and carries out a self-test, see Crane operating instructions, chapter 4.02.

► Wait for the boot up phase.

Result:

– The operating mode preselection appears.
– After 3 s: The set up screen appears on the LICCON monitor.

– Normally, the most recently set equipment set up configuration and reeving number will be displayed.

If a master switch is moved away from the zero position during the boot up phase, then the function circuit of the electrical safety chain is interrupted.

In this case:
► Turn the engine and ignition off and then restart, so that the crane control can carry out a valid test of the electrical safety chain.

Problem remedy
Does an error message appear on the LICCON monitor?
► Turn the engine and ignition off and then start again.
► The LICCON computer system automatically displays the error determination screen.

Problem remedy
The LICCON monitor does **not** show the most recently set up configuration state and reeving number?
If there has been a data loss in the memory (cold start), then the first valid set up configuration appears in the set up screen. The reeving number is set to „0“.
► Set the set up configuration and reeving number again.

8.2 Taking over the previously selected set up configuration and hoist rope reeving

Check in the set up screen if the correct short code and the correct reeving number have been set, see Crane operating instructions, chapter 4.02.

If the settings on the set up screen are correct:
► Press the function key **F8**.

Result:

– The „Set up“ program is terminated and the adjusted parameters are accepted for the newly started „Operation“ program.

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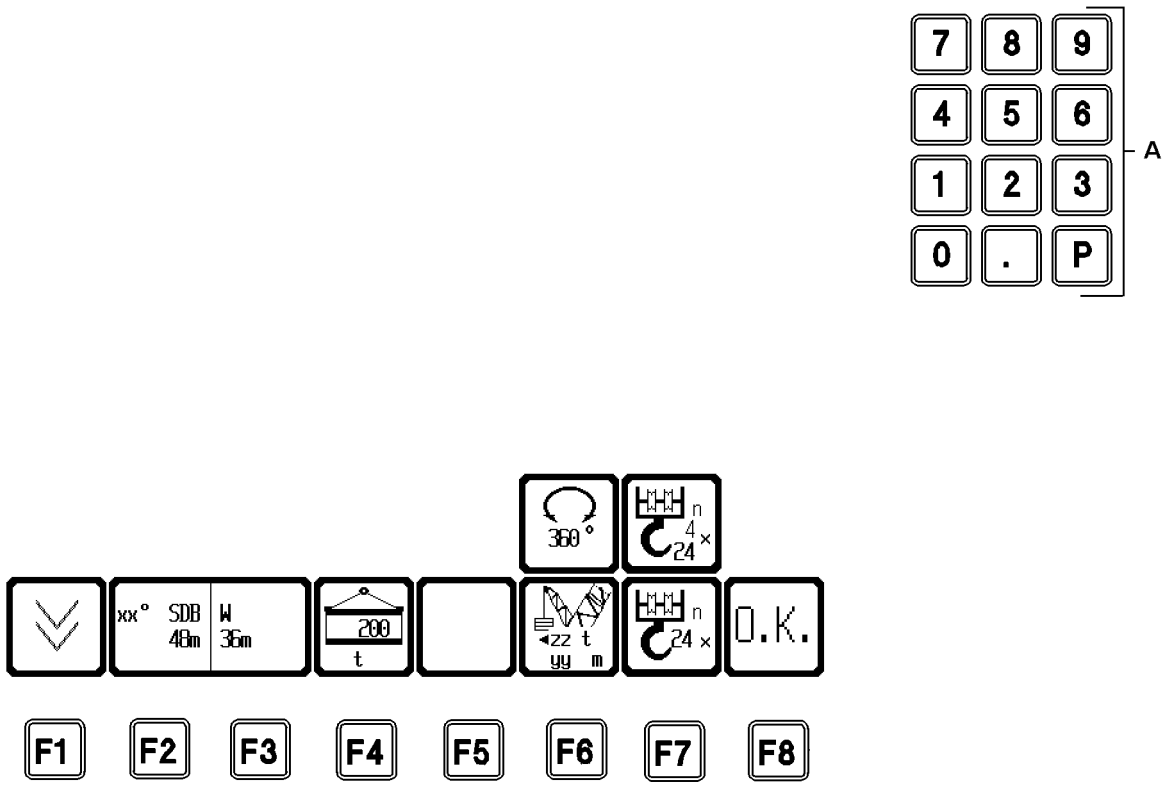

Fig.104900

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8.3 Changing the set up configuration and hoist rope reeving

The selected and displayed set up configuration can be changed with the function keys or by entering the short code.

8.3.1 Setting the set up configuration with the function keys

- ► Press the function key **F2** until the desired main geometry status is selected.
- ► Press the function key **F3** until the desired accessory status is selected.
- ► Press the function key **F4** until the desired counterweight is selected.
- ► Press the function key **F5** until the desired central ballast is selected.
- ► For crane operation **without** derrick ballast: Press the function key **F6** until the desired turning range is selected.
- ► For crane operation **with** derrick ballast: Press the function key **F6** until the desired derrick ballast radius or the derrick ballast weight is selected.
- ► Press the **ENTER** key.
- ► Check the set load chart.

8.3.2 Selecting the set up configuration with short code

The short code is taken from the load chart manual or from the job planner.

- ► Entering the 4-digit short code with the keypad **A**.
- ► Confirm with the **ENTER** key.

Result:

– The data of the selected load chart can be viewed.

For a more detailed description of the „Set up“ program, see Crane operating instructions, chapter 4.02.

- ► Check the set load chart.

8.3.3 Setting the hoist rope reeving

- ► Press the function key **F7** until the desired reeving number is selected.
  or
  Press the function key **SHIFT** and the function key **F7** until the desired reeving numbers are selected.

8.3.4 Checking and accepting the changed set up configuration and hoist rope reeving

If the settings on the set up screen are correct:

- ► Press the function key **F8**.

Result:

– The „Set up“ program is terminated and the adjusted parameters are accepted for the newly started „Operation“ program.

- ► Check in the operating screen if the correct short code and the correct reeving number have been set, see Crane operating instructions, chapter 4.02.

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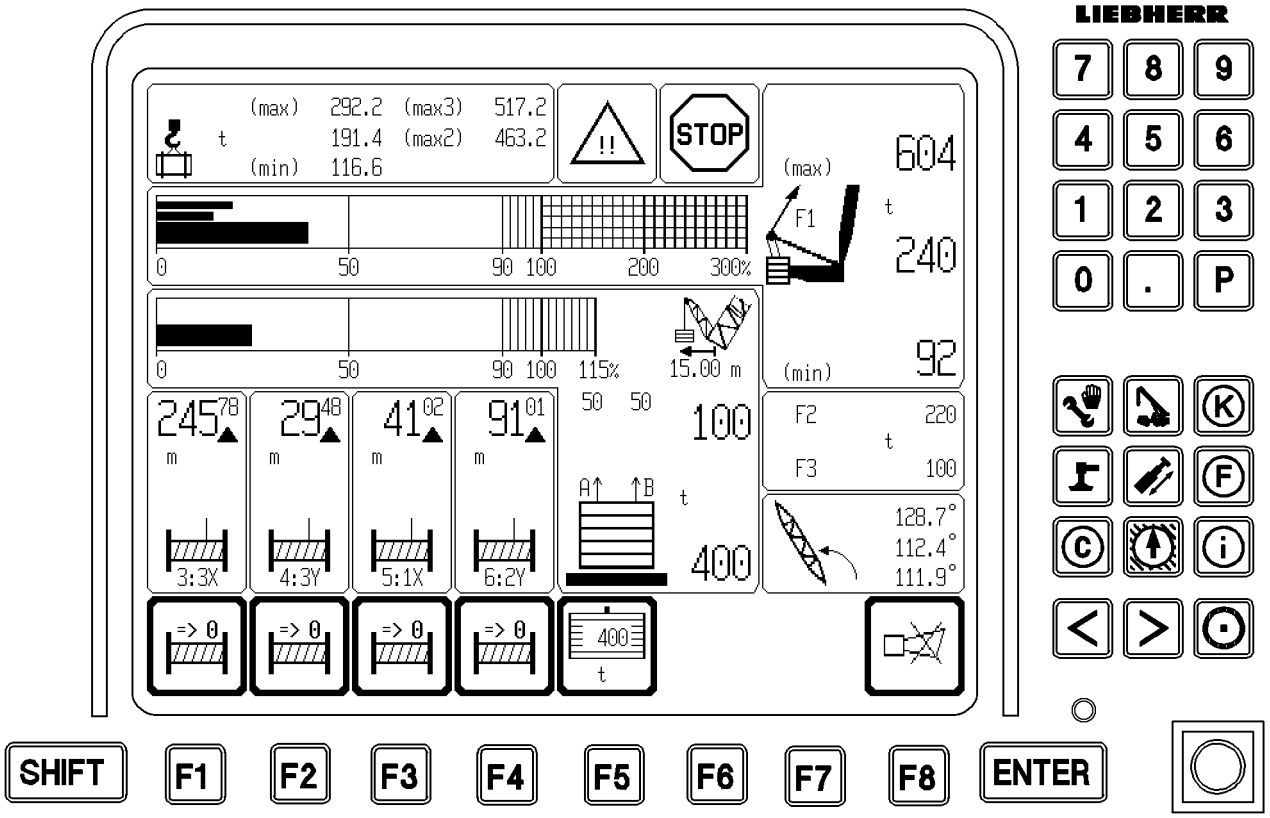

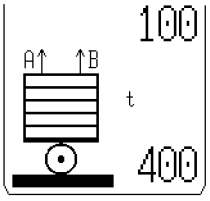

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Fig.104480

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8.4 Adjusting the control parameters

Note

► For detailed description to adjust the control parameters, see Crane operating instructions, chapter 4.02.

8.5 Adjusting the derrick ballast

For detailed description to adjust the derrick ballast, see Crane operating instructions, chapter 4.02.

The weight of the derrick ballast consists of:
- The weight of the empty ballast pallet or the empty ballast trailer
- The weight of the placed derrick ballast plates

WARNING

Danger of accident due to toppling crane!
If an incorrect derrick ballast value is entered, the safety shut offs from test point 1 ($F1_{min}$) become ineffective!
The crane can topple over and personnel can be severely injured or killed!
► If a derrick ballast value is set, which is too low, then the displayed derrick ballast utilization is too large!
► If a derrick ballast value is set, which is too large, then the displayed derrick ballast utilization is too small!
► Make sure that the set derrick ballast value matches the actually installed derrick ballast weight!

Note

During ballast editing, the remaining monitor displays cannot be updated!
The operating screen on the monitor is frozen and can even show incorrect values!
► Quickly complete the ballast setting!

If a master switch is actuated during the adjustment of the ballast, the adjustment procedure is automatically aborted. The old value of the placed ballast (BA_{placed}) remains in the ballast icon.

► LICCON monitor 1: Enter the derrick ballast with key **F5**.

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9 Load weighing and load display

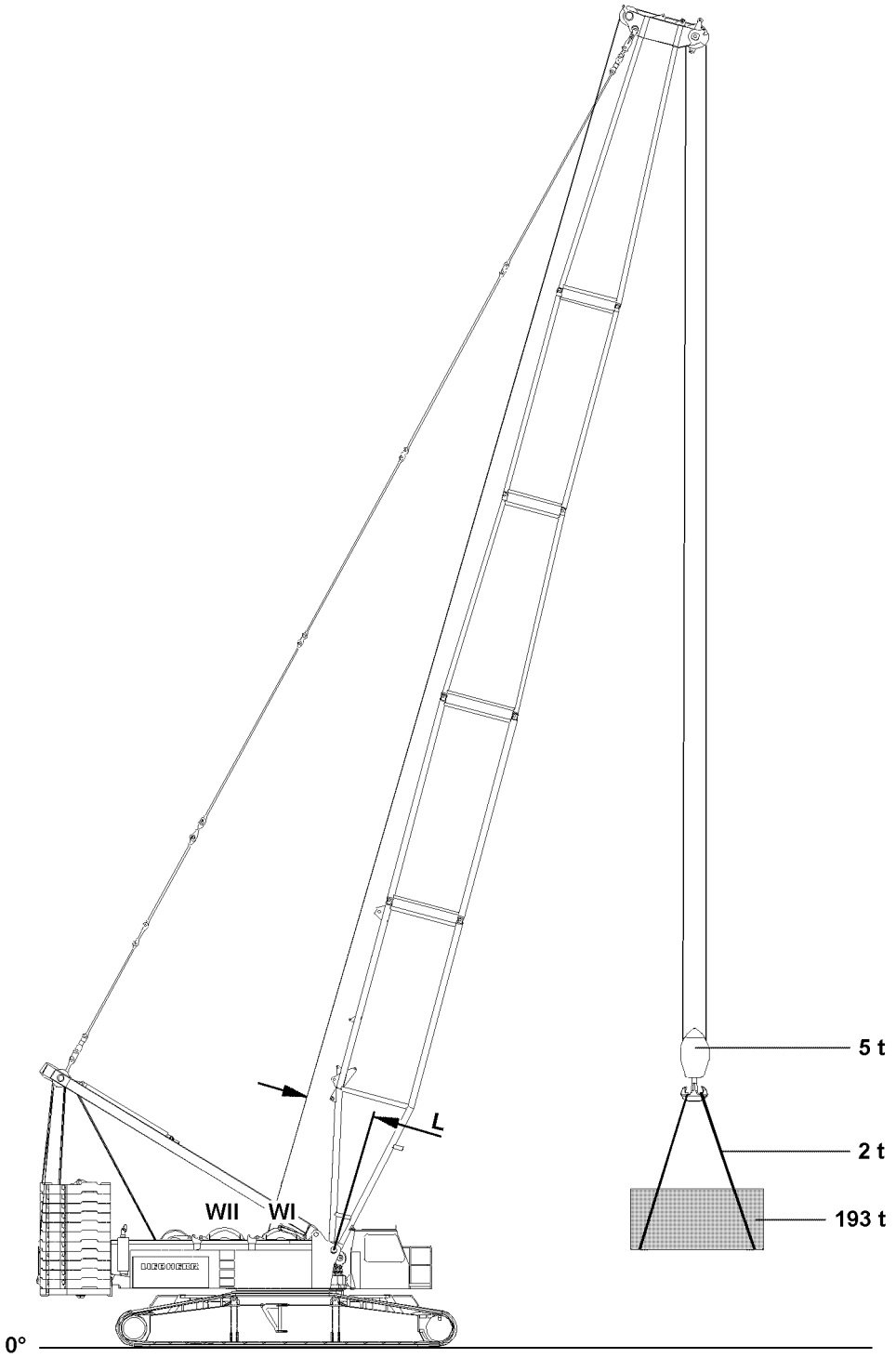

Fig.127379: Load weighing and load display

In the loads stated in the load chart, the weight of the lifting equipment (hoist rope at nominal reeving) has been taken into account.

Note

► The weight of the hook block and the weights of the fastening equipment must be subtracted from the load given in the load chart.

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Example:		
Maximum permissible load according to chart		200 t
Weight of the hook block	5t	- 5 t
Weight of the fastening rope	2t	- 2 t
Actual load capacity of the crane		= 193 t

In this case, the load to be lifted may not exceed **193 t**.

Note
- ► In the LMB calculation, the lever arm to winch **2** is not used, but the lever arm **L** to winch **1** is always used.
- ► For that reason, to ensure an exact load weighing to lift the load on the main boom and on the fixed accessories (for example the „fixed jib“), winch 1 must be used.

DANGER
Danger of accident due to overload!
In case of inaccurate load weighing or load display, a danger exists due to unrecognized overload of the crane.
- ► The crane driver must know the weight, the center of gravity and the dimensions of the load to be lifted before operating the crane.
- ► The crane driver must check, before lifting the load, if he may even lift the load according to the data in the load chart.

9.1 Load weighing

Make sure that the following prerequisites are met:
- – The angle sensors are functioning.
- – The incline sensors are functioning.
- – The turn sensor in the turntable is functioning.
- – The pressure sensors are functioning.
- – The pull sensors are functioning.

The boom position where the relapse cylinders are actuated must be recognized by the LICCON exactly via the sensors, because otherwise the relapse cylinders have a strong effect on the load - weighing error.

Note
- ► If only one of these sensors is not functioning, a LEC error display is issued, then the load display and the load weighing are not exact.
- ► The calculation is made anyway, but the result is not exact.

9.1.1 Possible weighing errors

For an exact load weighing, exact signals of the pull test bracket, angle sensor, incline sensors and pressure sensors are required.

Since all sensor values are always within a certain tolerance, a weighing error can occur.

The weighing error is increasingly larger if:
- – The hoist winch is on the turntable instead of the main boom.
- – The reeving is small.
- – The hoist winch is positioned far to the rear in the turntable.
- – Several hoist winches are used (parallel operation).
- – The boom, on which the load is suspended, is short.
- – The boom, on which the load is suspended, is steep.

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DANGER
Danger of accident due to overload!
Overload due to weighing error.
► When the prerequisites for small weighing errors not given, special caution must be exercised.

9.1.2 Adjustment of reeving

The number of reevings must be correctly set on the LICCON computer system. The reeving should not be higher than the nominal reeving, otherwise the hoist ropes reeved above the nominal reeving count as part of the load.

Note
► The nominal reeving determines for which reeving the load chart values of a load chart are valid.
► If the crane is in a position outside of the load chart, the hoist rope is added to the load, because no nominal reeving is recognized outside the load chart.

9.2 Load display

9.2.1 Lifting, illustration 1

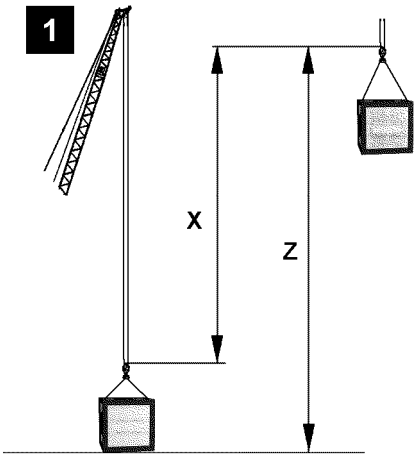

Fig.127400

For the calculation of the displayed actual load, total load **Z**, that hangs on the pulley head **X**, the weight of the hoist rope to the ground, see illustration.

In that case, the number of the reevings set on the LICCON are taken into account, but no more than the nominal reeving.

Note
► If the load is raised far above the ground, see illustration **1**, then the load display is too small by the weight of the hoist rope from the load to the ground.

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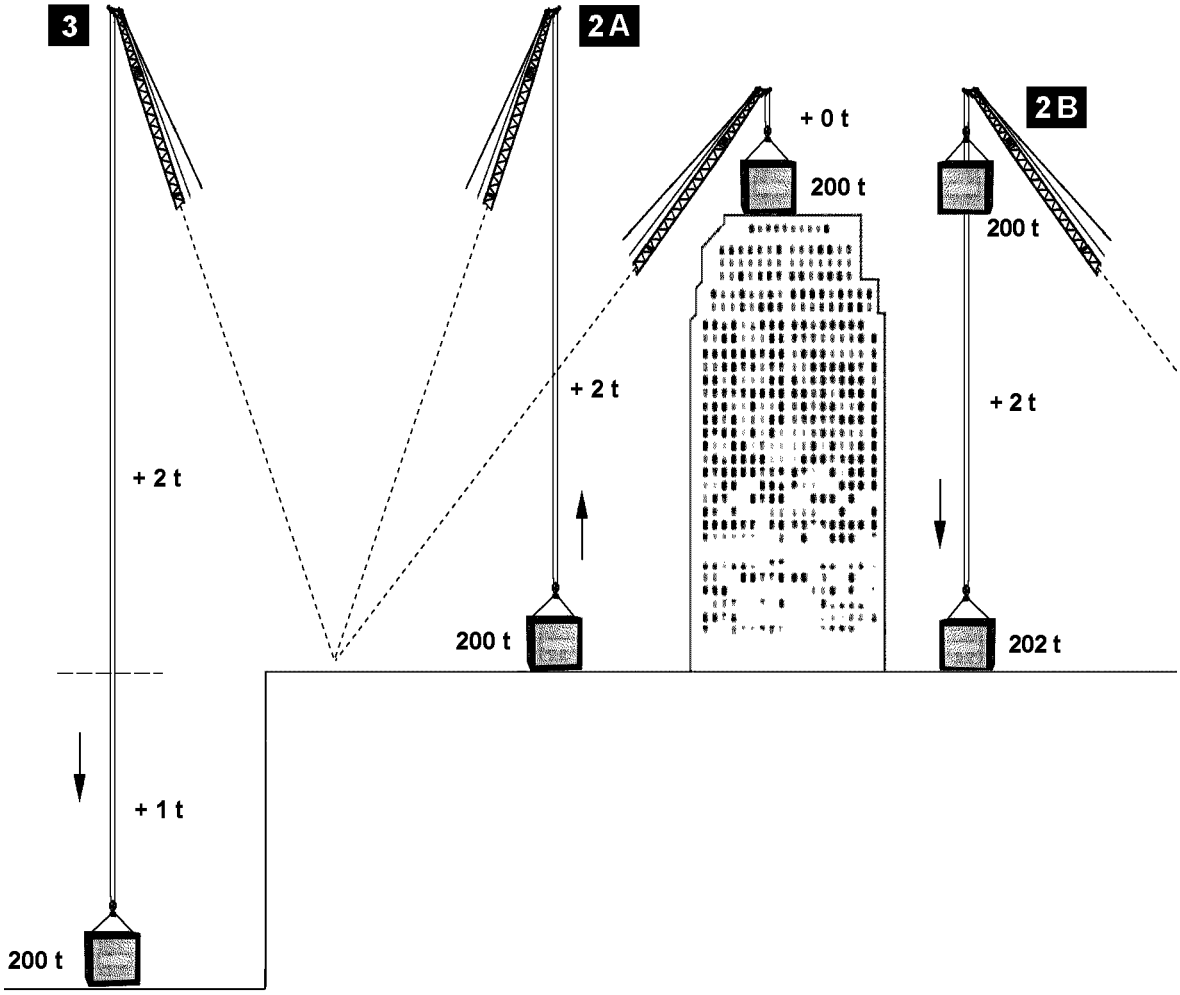

Fig.127380

9.2.2 Lifting above ground level, illustration 2A

When the load is lifted above the crane level (high rise), then the hoist rope to the ground is always deducted anyway for the display, therefore the load seems increasing lighter when lifting than it did on the ground.

Therefore a somewhat larger load can be lifted in large heights than on the ground, without triggering the LMB overload shut off at 100 %.

This poses no danger because the load stress for the crane is the same if, for example 200 t if load on the bottom and 2 t rope or 202 t load on top and 0 t rope hang on the pulley head.

9.2.3 Taking on a load on a high rise, illustration 2B

When a load is picked up on the high rise on top (=100 %), for example 200 t , and then lowered to the ground, the weight of the hoist rope below the high rise level is calculated as load and displayed.

9.2.4 Lifting below ground, illustration 3

When a load is lowered below the crane level (excavation), then the hoist rope below the crane level is calculated as load and displayed.

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DANGER

Danger of accident due to overload!

It must be noted that the load display in illustration **2B** and illustration **3** is correct, the overload of the crane is also shown in the utilization bar, but no shut off of the lowering movement occurs.

- ► At LMB overload, all crane movements are shut off, which would increase the danger of overload, however, lowering the load at 100 % -LMB shut off remains clear because one normally assumes that the overload was caused by lifting the load.
- ► However, the crane can also be overloaded by lowering the load, especially in case of high reevings with high hoist rope weight on the pulley head. The crane driver must know this, so that he can relieve the crane by careful lifting again in this special case, even though the lifting and not the lowering of the load is automatically shut off.

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4.04 Safety equipment

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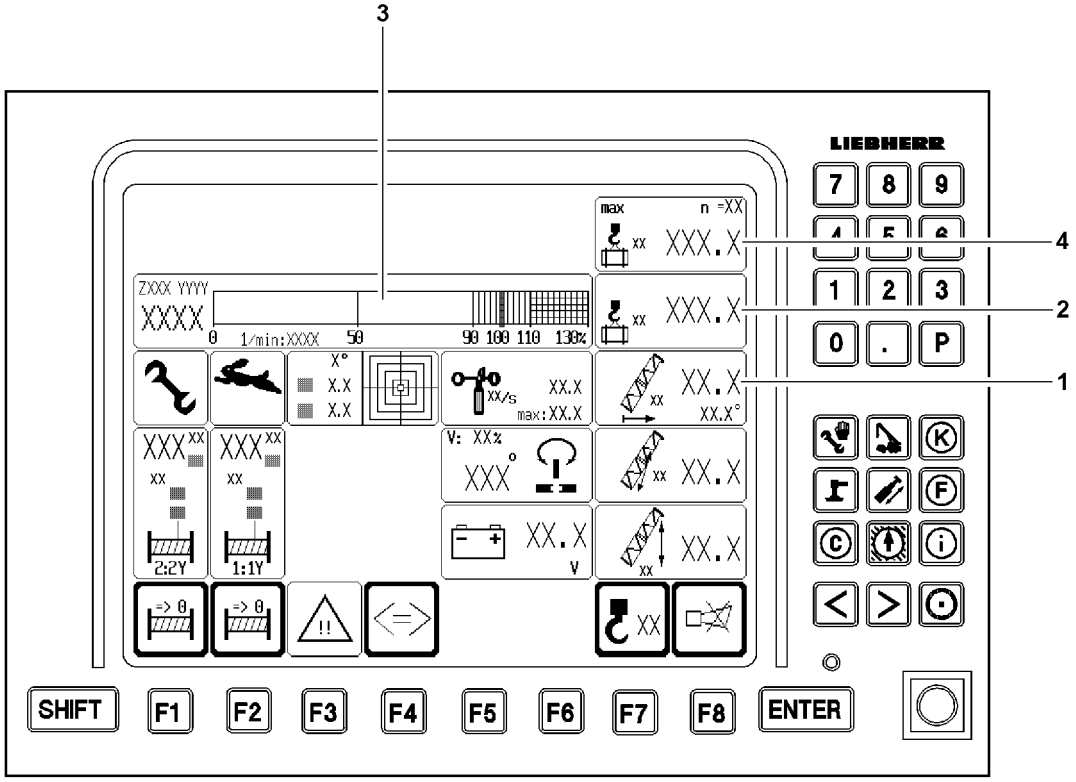

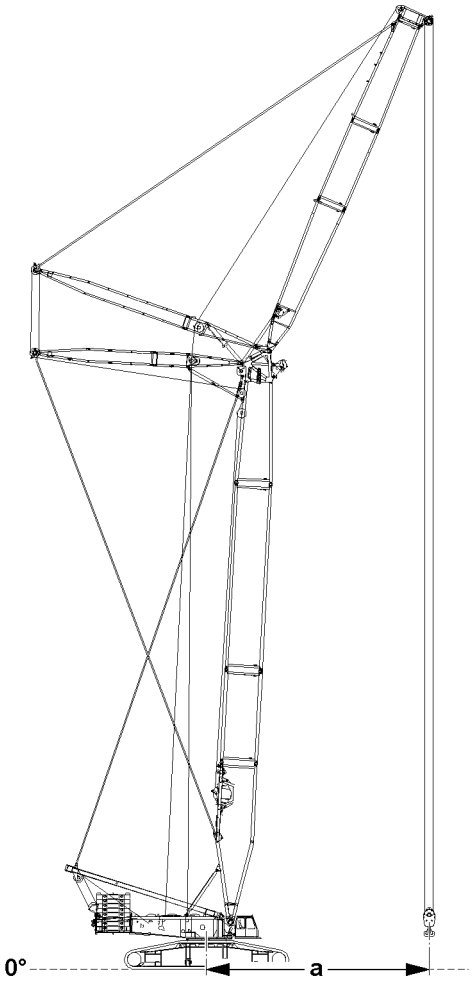

Fig.112968

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1 General

The crane operator is obligated before every crane operation to ensure that the warning and safety equipment are functioning.

WARNING
Danger of accident due to defective warning and safety equipment!
If the crane is operated with defective warning and safety equipment, then there is a danger of accident!
Personnel can be killed or seriously injured!
This can result in property damage!
- ► Make sure that all warning and safety equipment is functioning.
- ► Make sure that the overload protection is functioning.

2 Crane geometry quick test

Make sure that the following prerequisites are met:
- The crane is horizontally aligned.
- The set up configuration has been entered correctly in the LICCON computer system.
- There is no load on the hook.

Measure the horizontal distance of the load hook from the rotation axis of the crane superstructure on the ground:
- The boom radius **1** display value must match the measured value **a**.

3 Overload protection quick test

Lift a known weight completely, such as the hook block or a counterweight plate, and then set it down.

Make sure that the following prerequisite is met:
- The crane is horizontally aligned.

The respective displayed values must be plausible:
- **2** Actual load display
- Utilization bar: **3** Ratio of Actual load display **2** value to maximum load value **4**
- Example:
  The actual load display **2** is 40 t.
  The maximum load value **4** is 80 t.
  The Utilization bar **3** shows 50 %.

4 LICCON computer system

The LICCON computer system is a system for controlling and monitoring mobile cranes. In addition to the LICCON overload protection (Load torque limiter = LMB), there are a number of application programs that can be used for controlling and monitoring the crane movements. For a detailed description see the Crane operating instructions, chapter 4.02 and chapter 4.20.

4.1 LICCON overload protection

The LICCON overload protection is programmed to **shut off** the crane movements if the permissible load momentum is exceeded (LMB-STOP).

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The LICCON overload protection may not be used as an operational shut-off device for crane movements of any kind.

An overload protection cannot detect all occurring conditions by itself. Careful and diligent crane operation by the crane operator is important.

The basis for the calculation of the utilization of the crane is:
- The current data and values recorded by the crane control.
- The set up configuration entered by the crane operator.

The following has direct influence, for example:
- Failure of a test device (for example: pull test brackets, angle sensors, pressure sensor).
- A set up configuration incorrectly entered by the crane operator.
- Environmental influences not considered (such as wind influence, ground with insufficient load bearing capability).
- Assembly and operating errors.

WARNING
Danger of accident due to assembly and operating errors!
Due to assembly and operating errors it is possible that the overload protection is not effective or shut-off is delayed!
A set up configuration that deviates from the load chart cannot be detected by the overload protection!
Environmental influences that are not considered cannot be detected by the overload protection!
Dangerous situations and accidents can result!
Personnel can be killed or seriously injured!
This can result in property damage!
► Always assemble and operate the crane carefully!

WARNING
Operational utilization of the overload protection!
If the LICCON overload protection is utilized as an operational shut-off device for crane movements, then there is a danger of accident!
For example, crane movements can be shut off abruptly or uncontrolled!
The behavior of the load and crane cannot be predicted in such a case!
Personnel can be killed or seriously injured!
This can result in property damage!
► Do not use the LICCON overload protection as an operational shut-off device for crane movements!

WARNING
Lifting of unknown loads!
The presence of the overload protection does not relieve the crane operator of his obligation for care and attention!
The crane may not be operated only according to the displays of the LICCON overload protection!
Lifting of loads with an unknown weight and unknown properties can lead to accidents!
Personnel can be killed or seriously injured!
This can result in property damage!
► Before lifting a load, its weight and properties must be known to the crane operator!
► The crane operator must check with the load chart if the crane is able to carry out the work safely!

The LICCON computer system detects various values, which result in optical and acoustical warnings if exceeded:

Within the crane operator's cab:
- Acoustic warning „Horn / short horn“ on the LICCON monitor
- Optical warning „Blinking value / display“ on the LICCON monitor

Outside the crane operator's cab:
- Acoustic warning via the horn on the turntable
- Optical warning via the warning light on the turntable

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All warnings, even those that do not lead to an immediate shut-off must be noted by the crane operator and personnel within the danger zone.

The overload protection can **not** detect (examples of cases):
- The hooking of the load or the load handling equipment
- Excessive retarding forces
- Loads falling onto the rope
- Angular pull
- Driving the crane on ground that is excessively sloped
- Collapsing ground

4.1.1 Failure of the overload protection

WARNING
Crane operation without overload protection!
If the LICCON overload protection is no longer functioning properly because of one or more errors, then there is a danger of accident if crane operation is continued!
Due to operation of the crane with failed LICCON overload protection, the crane can be overloaded and collapse!
Personnel can be killed or seriously injured!
This can result in property damage!
- ► Crane operation without overload protection is prohibited!
- ► Do not restart crane operation again until the overload protection is functioning again!

A failed overload protection:
- Must be repaired before the crane can be operated again.
- May only be bypassed in emergency cases or emergency situations.

4.2 Bypassing the overload protection

The overload protection can be bypassed in case of:
- Failure of the overload protection.
- In an emergency situation (according to EN 13000:2010).

4.2.1 Bypassing the overload protection: Failure of the overload protection

Note
- ► This does **not** apply for cranes for which “EN13000:2010 active” crane control is programmed.

To bring the crane into a safe condition after failure of a component required for the overload protection, it may be necessary to bypass the overload protection.

WARNING
Bypassed overload protection!
If the overload protection is bypassed, crane movements are no longer monitored!
The crane can be overloaded and collapse!
Personnel can be killed or seriously injured!
This can result in property damage!
- ► Only carry out crane movements within the range of the load chart as well as the erection / take-down charts!

Note
- ► For the procedure in case of problems, see the Crane operating instructions, chapter 7.15.
- ► For the crane movement shut-off procedure, see the Crane operating instructions, chapter 4.20.

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4.2.2 Overload protection bypass: Failure of overload protection (according to EN 13000:2010)

Note
► Applies **only** to cranes with configuration according to EN 13000:2010!

To bring the crane into a safe condition after failure of a component required for the overload protection, it may be necessary to bypass the overload protection.

With the specification that:
– The bypass is automatically reset at engine stop.
– The bypass is automatically reset after no later than 30 minutes.
– The bypass of the overload protection limits the working speed to no more than maximum 15 %.

WARNING
Bypassed overload protection!
If the overload protection is bypassed, crane movements are no longer monitored!
The crane can be overloaded and collapse!
Personnel can be killed or seriously injured!
This can result in property damage!
► Only carry out crane movements within the range of the load chart as well as the erection / take-down charts!

Note
► For the procedure in case of problems, see the Crane operating instructions, chapter 7.15.
► For the crane movement shut-off procedure, see the Crane operating instructions, chapter 4.20.

4.2.3 Overload protection bypass: Emergency situation (according to EN 13000:2010)

In an emergency situation, it may be necessary to bypass the overload protection.

With the specification that:
– The bypass is automatically reset at engine stop.
– The bypass is automatically reset after no later than 30 minutes.
– The bypass of the overload protection limits the working speed to no more than maximum 15 %.

DANGER
Overload of the crane!
After a bypass of the overload protection, the crane movements are no longer shut off in case of a danger of overload of the crane!
An overload of the crane can result in severe damage or collapse!
Personnel can be killed or seriously injured!
This can result in property damage!
► Do not subject the crane to such a load that it collapses!
► Clear and secure the danger zone of the crane!

Note
► Location of the bypass device, see the Crane operating instructions, chapter 4.01 and chapter 4.02.

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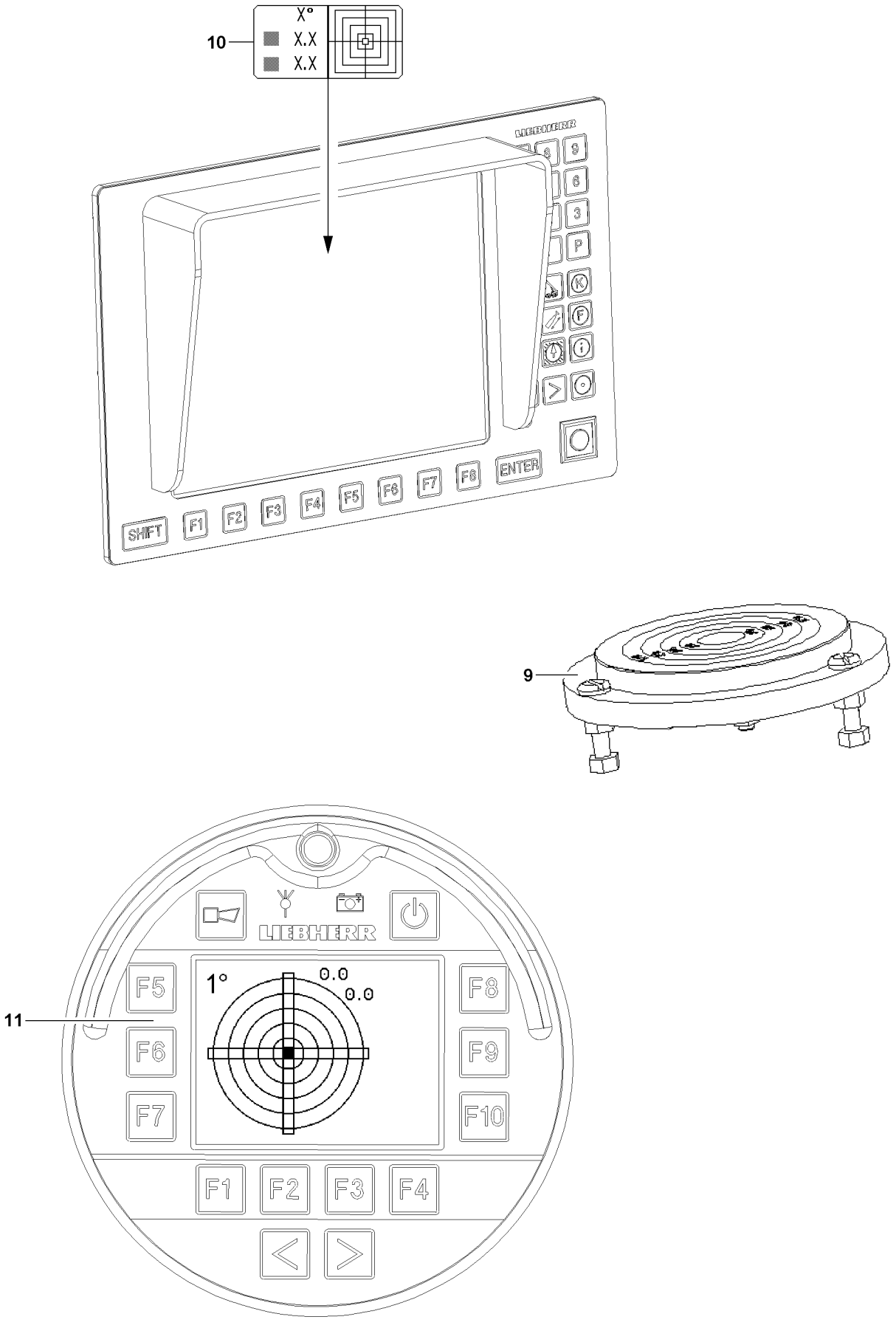

Fig.112969

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5 Safety equipment on the crane

5.1 Leveling instruments

To ensure the working safety of the crane, the crane must be aligned on level ground with sufficient load bearing capacity according to the load chart.

The current values are continuously shown in the Incline icon **10**, see the Crane operating instructions, chapter 4.02.

The incline is shown manually in the sight gauge **9** on the crawler travel gear.

WARNING
The crane can topple over!
If the leveling instruments are defective or incorrectly adjusted, there is a danger that the crane is not aligned according to the load chart!
A crane that is not aligned according to the load chart can topple over!
Personnel can be killed or seriously injured!
This can result in property damage!
► Make sure to align the crane according to the load chart!

5.1.1 Leveling instruments on the LICCON monitor

The incline of the crane is shown in the Incline icon **10** graphically as well as numerically, see the Crane operating instructions, chapter 4.02.

5.1.2 Leveling instrument in the BTT

Only LR1600/2-W.

The incline of the crane is shown in the Incline display menu **11** graphically as well as numerically, see the Crane operating instructions, chapter 3.10 and chapter 5.31.

5.1.3 Leveling instrument quick test

Note
The horizontal alignment of the crane can be checked with a spirit level on the top of the slewing ring, for example.
► The alignment of the top of the slewing ring is the determining factor for the incline display.

Make sure that the following prerequisites are met:
– The crane is horizontally aligned.
– There is no load on the hook.

For a horizontally aligned crane:
– The sight gauge **9** on the crawler travel gear must show 0°.
– The incline icon **10** must display 0°.

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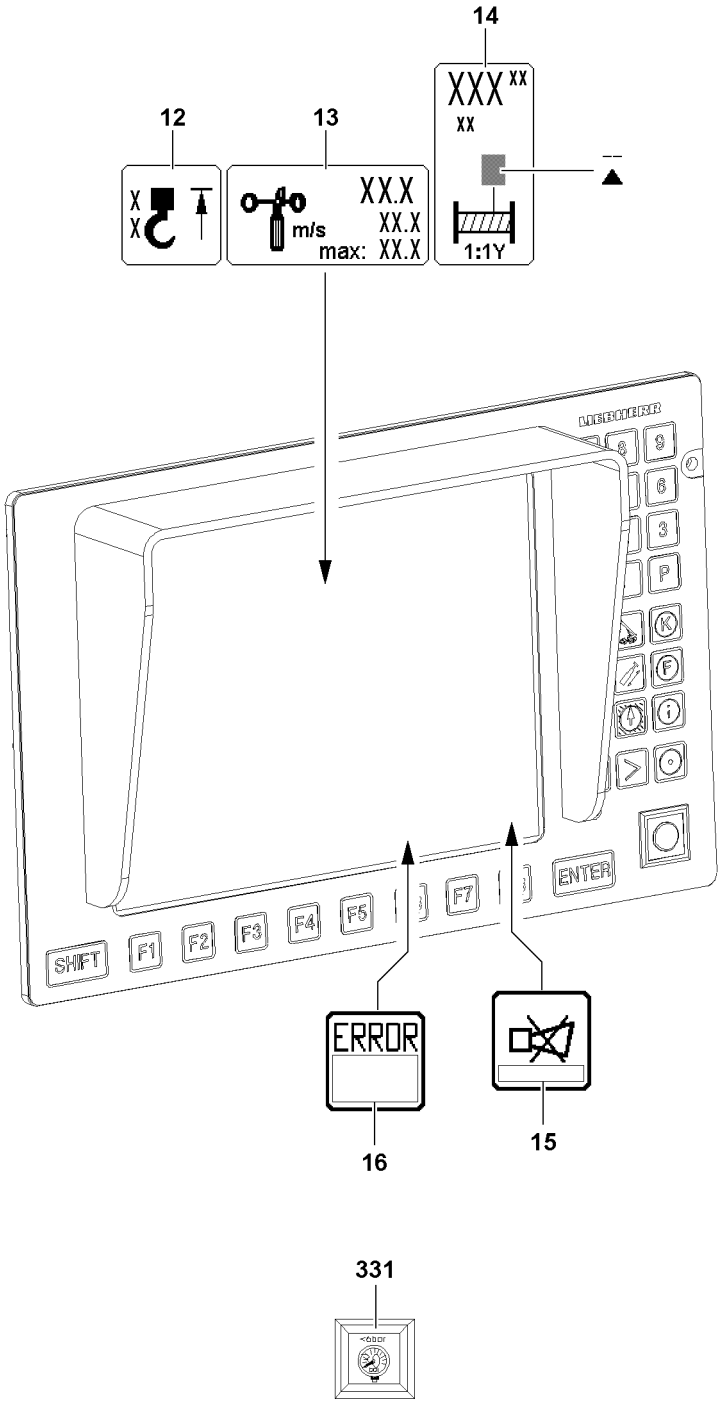

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Fig.112972

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5.2 Acoustic and optical warning devices

Note
► Overview of acoustic and optical warnings, see the Crane operating instructions, chapter 4.20.

– The acoustic and optical warning devices must be functioning and operational.
– Take care of any possible detriments in function, such as snow on the warning lights.

5.3 „Hoist top“ hoist limit switch

The hoist limit switch is intended to prevent the hook block from running against the boom head.

Before every use of the crane, hoist limit switch functionality must be checked by moving the switch weight with the hook block.

For assembly purposes and in emergency cases, the hoist limit switch can be bypassed, see the Crane operating instructions, chapter 4.20.

WARNING
Falling load and property damage!
If the hoist limit switch is defective, there is danger that the hook block or the load hook is pulled against the pulley head!
Falling load and property damage can result!
Personnel can be severely injured or killed!
► Crane operation without or with a defective hoist limit switch is prohibited!
► Repair or replace a defective hoist limit switch!

The hoist limit switch must actuate when the hoist limit switch weight is lifted by the load hook / hook block:
– When the hoist limit switch is actuated, the „Hoist top“ icon **12** appears on the operating screen. The „Spool winch up“ crane movement as well as other crane movements which have an influence on the hoist rope are shut off.

5.3.1 Hoist limit switch quick test

When the hoist limit switch weight is lifted:
– The „Hoist top“ icon **12** must appear on the operating screen.
– The actuated crane movement must be shut off.

5.4 Error messages by the LICCON computer system

Two types are differentiated (all crane types except LR1400/2):
– Operating errors
  • Displayed in field **15** by error number / LEC: B.....
– System error in the LICCON computer system
  • Displayed in field **15** by error number / LEC: E.....

Only LR1400/2:
– Error messages
  • Displayed in field **16**

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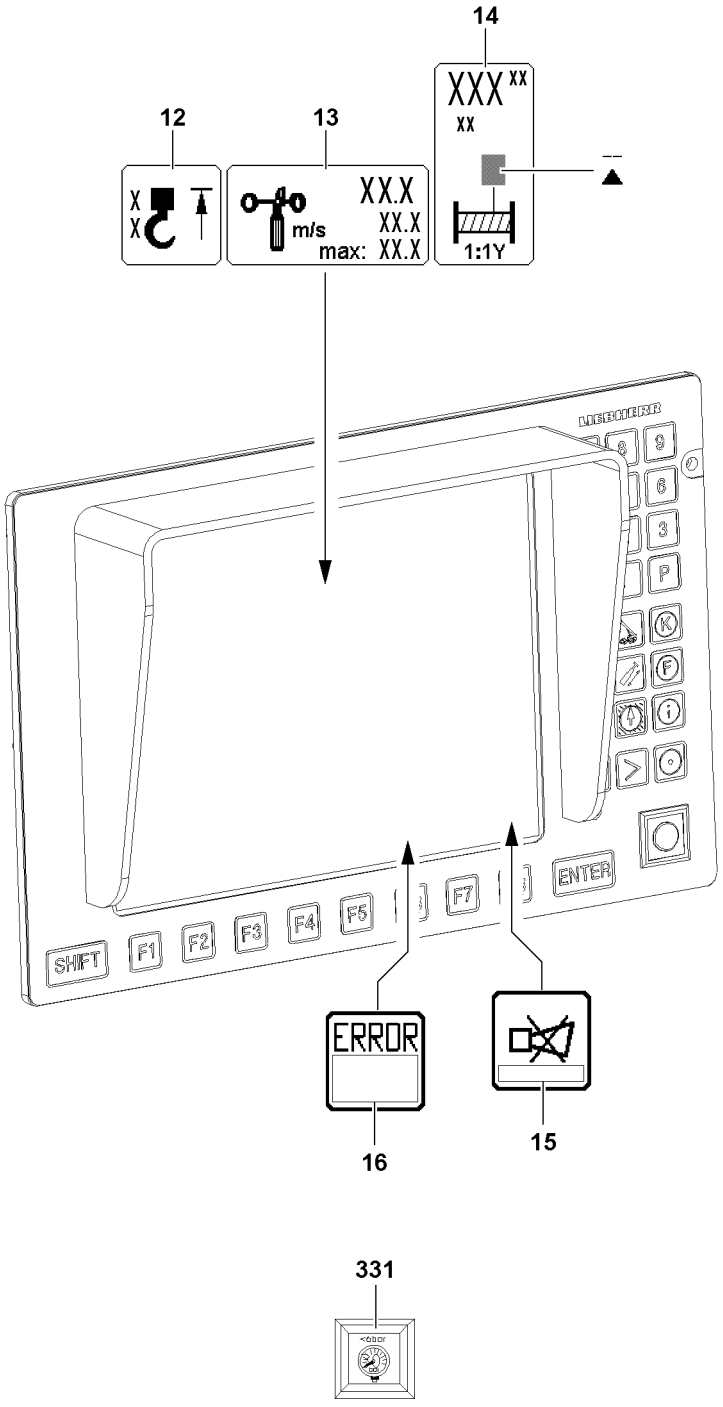

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Fig.112972

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5.5 Wind speed sensor

The wind warning by the wind speed sensor appears on the operating screen of the LICCON computer system.

WARNING
The crane can topple over!
If the crane is operated with a defective wind speed sensor, then there is the danger that excessively high wind speeds are not recognized!
The crane can topple over!
Personnel can be killed or seriously injured!
This can result in property damage!
► Crane operation with a defective wind speed sensor is prohibited!
► Repair / replace a defective wind speed sensor!

If there is wind, then the wind speed sensor must report its speed:
– If the actual wind speed value exceeds the displayed maximum value, the value in the „Wind speed“ icon **13** starts to blink and the „Short horn“ acoustic alarm sounds on the LICCON monitor. But there is **no shut-off** of crane movements.

5.5.1 Wind speed sensor quick test

When blowing in the cups:
– The wind speed sensor must start to move.
– An actual value must be displayed in the „Wind speed“ icon **13**.

5.6 Winch spooled out limit switch

The limit switches for the winches are adjusted at the factory. If used properly, the winches will not need readjustment.

Note
Minimum rope coils in the shut-off point!
For the winches, a minimum of three rope coils are set for each drum.
► The shut-off must occur **before** reaching the third minimum rope coil.

WARNING
The load can fall off!
If the „Winch spooled out“ limit switch does not turn off **before** three minimum rope coils are reached, then there is the danger, when it is spooled out further, that the rope mounting locks rip out and the load falls down!
Falling load can cause the crane to sway and / or topple over!
Personnel can be severely injured or killed!
This can result in property damage!
► Crane operation with an incorrectly or non-adjusted winch is strictly prohibited!
► If the winch falls below the three minimum rope coils per winch, have it readjusted by **Liebherr Customer Service**!

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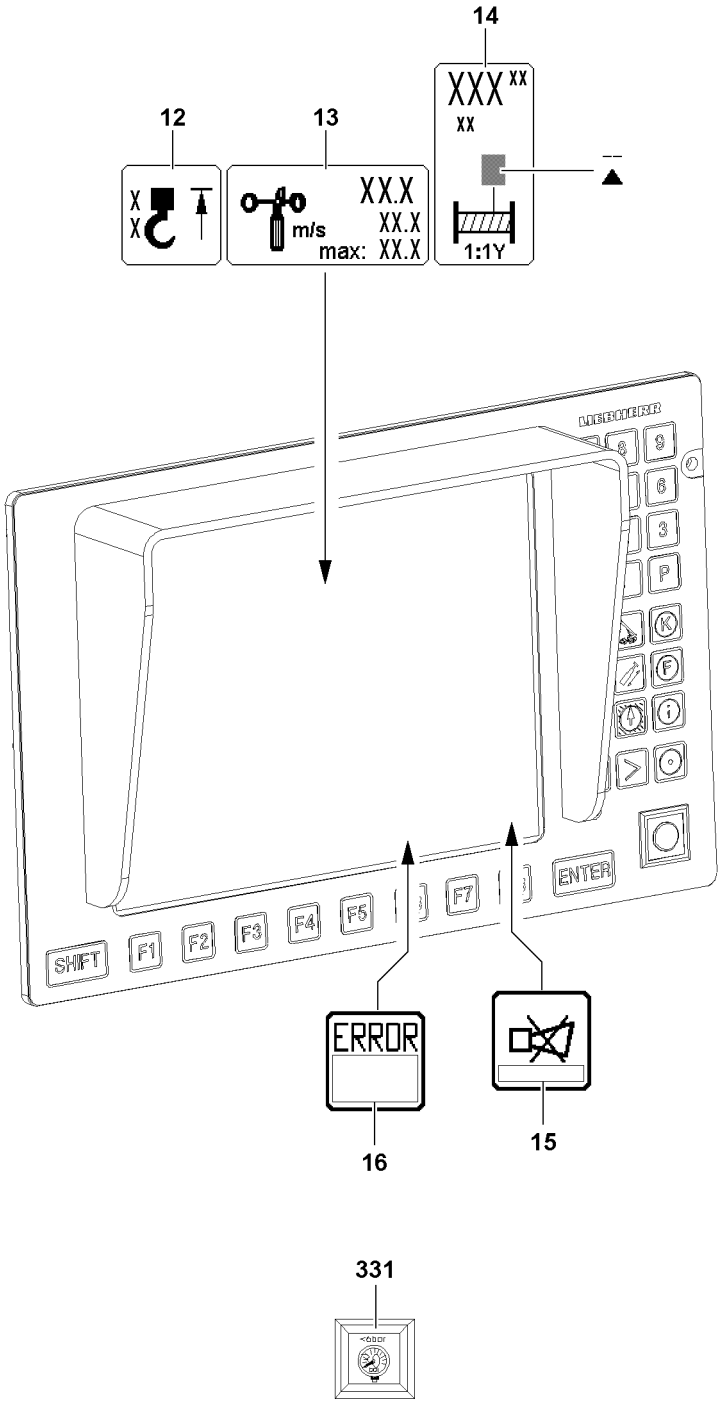

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WARNING
The load can fall off!
If the rope is not spooled up or out properly, then the adjustment of the „Winch spooled out“ limit switch is altered!
If the adjustment of the „Winch spooled out“ limit switch has been altered, then there is the danger of the minimum rope coils being fallen below!
The load call fall down!
Falling load can cause the crane to sway and / or topple over!
Personnel can be severely injured or killed!
This can result in property damage!
► **Never** pull the end of rope underneath the winch by spooling up the rope winch!
► **Never** pull the rope from the „stationary“ winch!
► If you suspect that the „Winch spooled out“ limit switch is not adjusted correctly: Check the shut-off without a load on the hook!

The „Winch spooled out“ limit switch must shut off when the minimum rope coils for the winch are reached:
– When the minimum rope coil for the winch is reached, then the „Winch spooled out“ display appears in the winch icon **14**, see illustration. The „Spool winch out“ crane movement is shut off.

5.6.1 Winch limit switch quick test

When the minimum rope coil is reached:
– The „Winch spooled out“ display must appear in the winch icon **14**.
– The „Spool winch out“ crane movement must be shut off.

5.7 Servo oil pressure monitoring in the winches

All crane types except LR1400/2:
– If no servo oil pressure is present when the master switch is actuated, a corresponding error message appears in field **15**.

Only LR1400/2:
– If the servo oil pressure is too low, then the indicator light **331** appears on the right instrument panel.

5.8 Pressure monitoring in the relapse cylinders

Pressure sensors are installed in the hydraulic cylinders. The pressure measured with the pressure sensor is shown on the LICCON monitor, see the Crane operating instructions, chapter 4.02.

WARNING
Danger of accident due to the crane toppling over or destruction of the crane!
If the pressure drops, the relapse cylinder can no longer stabilize the boom!
The crane can topple over or be destroyed!
Personnel can be severely injured or killed!
► During crane operation: Constantly monitor the pressure in the relapse cylinders!

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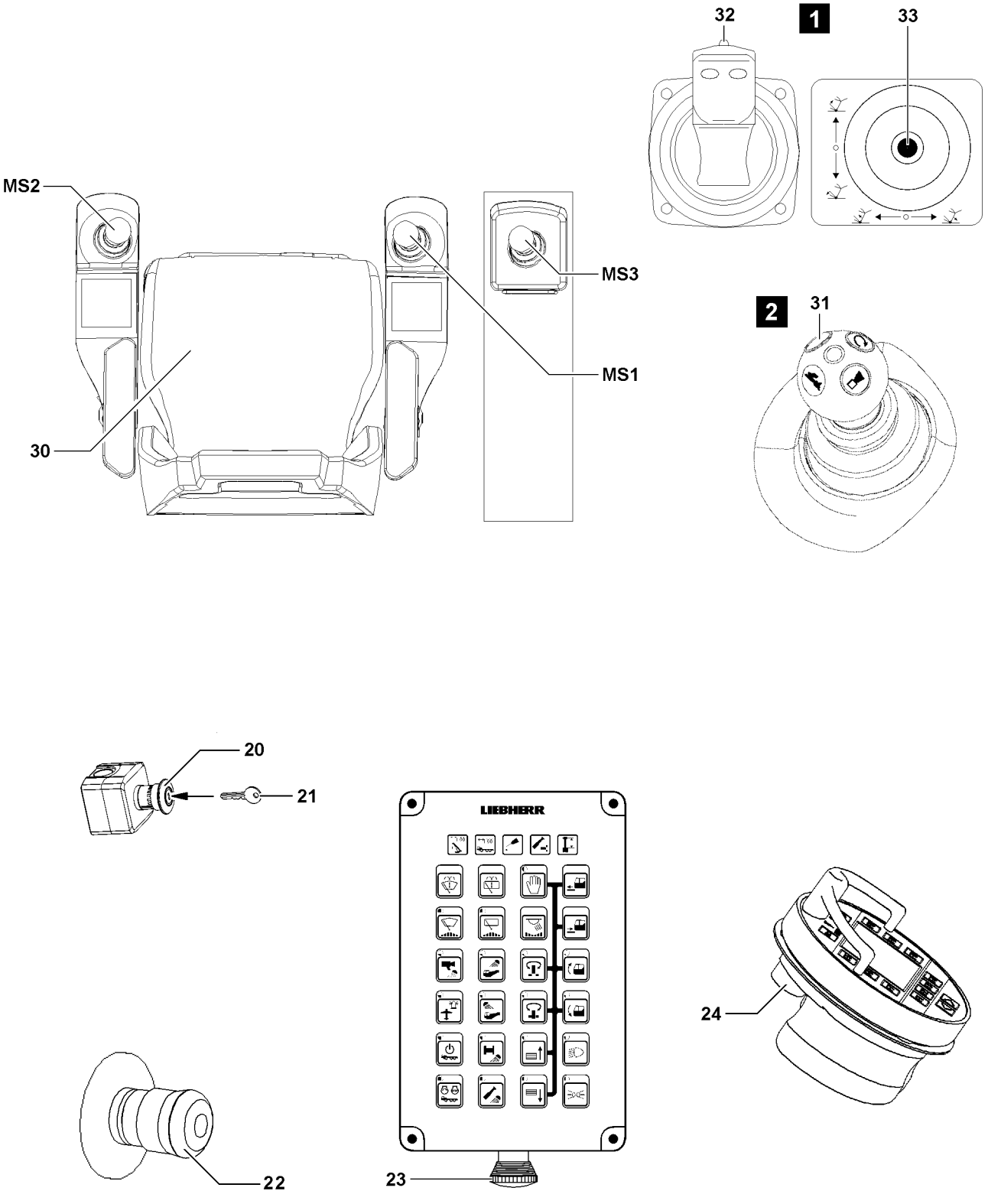

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5.9 EMERGENCY STOP switch / EMERGENCY OFF switch

If an EMERGENCY STOP switch / EMERGENCY OFF switch is actuated, then the crane movement can be stopped with it.

WARNING
Defective EMERGENCY STOP switch / EMERGENCY OFF switch!
If the crane is operated with a defective EMERGENCY STOP switch / EMERGENCY OFF switch, then the crane movement cannot be stopped by actuating the EMERGENCY STOP switch!
This could result in accidents!
Personnel can be killed or seriously injured!
This can result in property damage!
- ► Crane operation with a defective EMERGENCY STOP switch / EMERGENCY OFF switch is prohibited!
- ► Repair or replace a defective EMERGENCY STOP switch / EMERGENCY OFF switch!

NOTICE
Operational actuation of the EMERGENCY STOP switch / EMERGENCY OFF switch
Actuation of the EMERGENCY STOP switch / EMERGENCY OFF switch causes the crane movement to stop abruptly!
Abruptly stopping the crane movement can cause the load to swing!
Swinging loads can cause accidents!
- ► Do not use the EMERGENCY STOP switch / EMERGENCY OFF switch operationally!
- ► Use the EMERGENCY STOP switch / EMERGENCY OFF switch only in emergency situations!

The EMERGENCY STOP switch / EMERGENCY OFF switch is available in various versions, depending on the crane type:
- – After actuating a version switch*** 20**, the release is only obtained by an authorized person with a key **21** and subsequently by briefly turning the ignition „Off - On“.
- – After actuation of the version switch*** 22**, the release is obtained by turning and unlocking the knob and subsequently turning the ignition „Off - On“ momentarily.
- – After actuation of the version switch*** 23**, the release is obtained by turning and unlocking the knob and subsequently turning the ignition „Off - On“ momentarily.
- – After actuation of the version switch*** 24**, the release is obtained by turning and unlocking the knob and subsequently turning the ignition „Off - On“ momentarily.

Note
- ► Which EMERGENCY STOP switch / EMERGENCY OFF switch is on the crane depends on the crane type.
- ► The switch **24** on the BTT is only activated when working with the BTT.

5.9.1 EMERGENCY STOP switch / EMERGENCY OFF switch quick test

After actuation of the EMERGENCY STOP switch / EMERGENCY OFF switch:
- – The crane movements must be stopped.
- – No crane movements must be possible until the release was issued by turning and unlocking the knob and then turning the ignition „Off - On“ momentarily.

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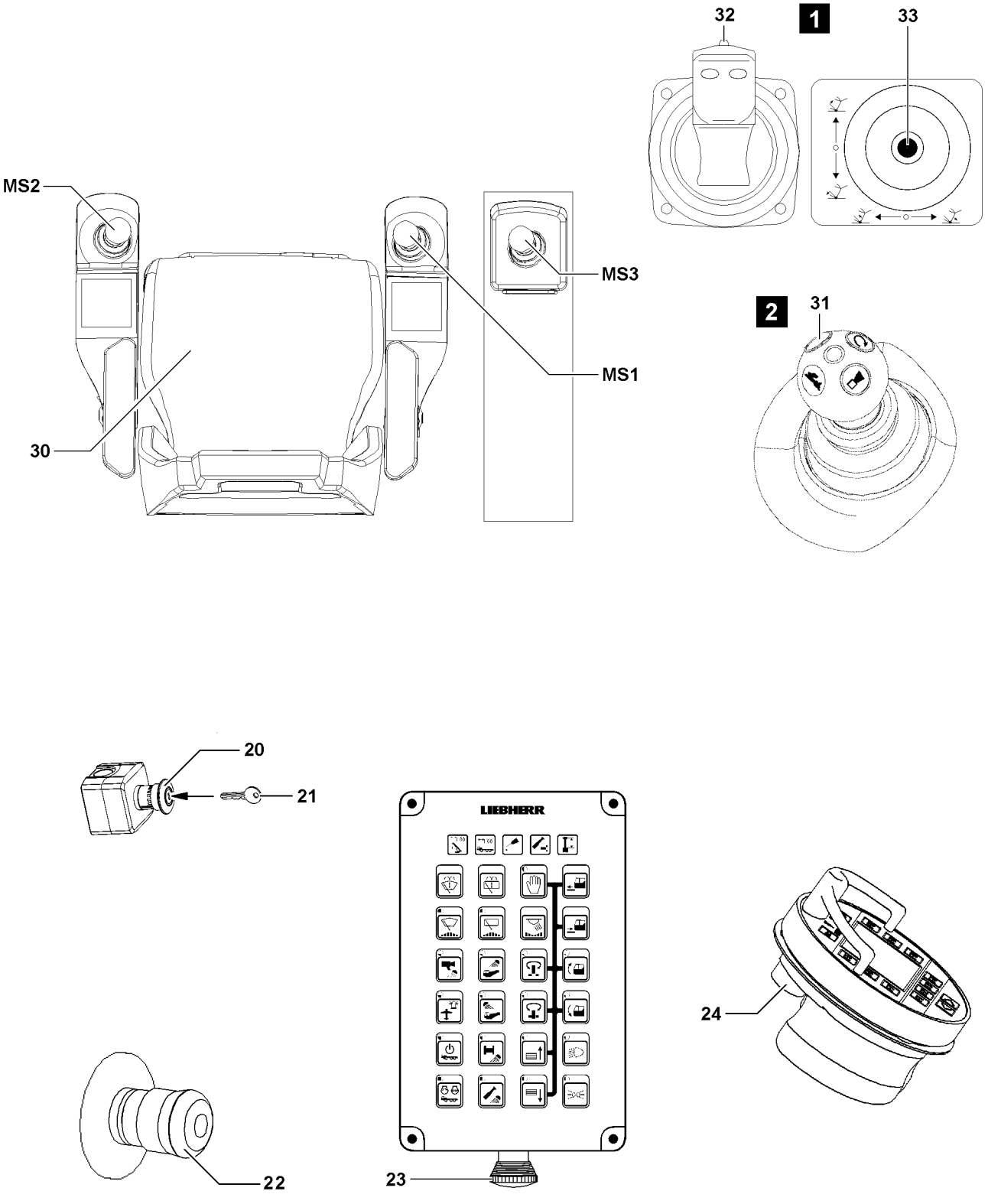

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5.10 Control release

The control release can be made via three switches:
- **30** Seat contact button
- Button **31** on master switch **MS1**, **MS2** and **MS3**
  or
- Button **32** on master switch **MS1** and **MS2** (only LR1400/2)
- Button **33** on master switch **MS3** (only LR1400/2)

The seat contact button **30** shuts down the crane control as soon as the crane operator gets up from the seat.

This prevents unintended crane movements by accidentally touching the master switch, for example when getting in or out of the cab.

Button **31** or button **32** and button **33** bypass the seat contact switch **30** if necessary, for example, when work must be performed standing.

5.11 Hydraulic safety valves

A differentiation is made between three types:
- Pressure limiting valves
  - Prevent pipe and hose bursts due to excessive pressure.
- Shut off valves
  - Control and secure the working cylinders.
- Check valves
  - Control and secure the flow direction.

5.12 Gravity actuated relapse retainer

Note
► Only for cranes with a luffing accessory.

The gravity actuated relapse retainer (oscillation guard / flap / relapse support) prevent the luffing accessory from tipping to the rear in the „steepest position“.

WARNING
The crane can topple over!
If the gravity actuated relapse retainer (oscillation guard / flap / relapse support) is hard to move, then it will no longer function!
Shut-off and limit functions can be disabled!
The crane can be overloaded and topple over!
Personnel can be killed or seriously injured!
This can result in property damage!
► Before erecting the crane, check the relapse retainer for easy movement!
► Crane operation with a hard to move relapse retainer is prohibited!

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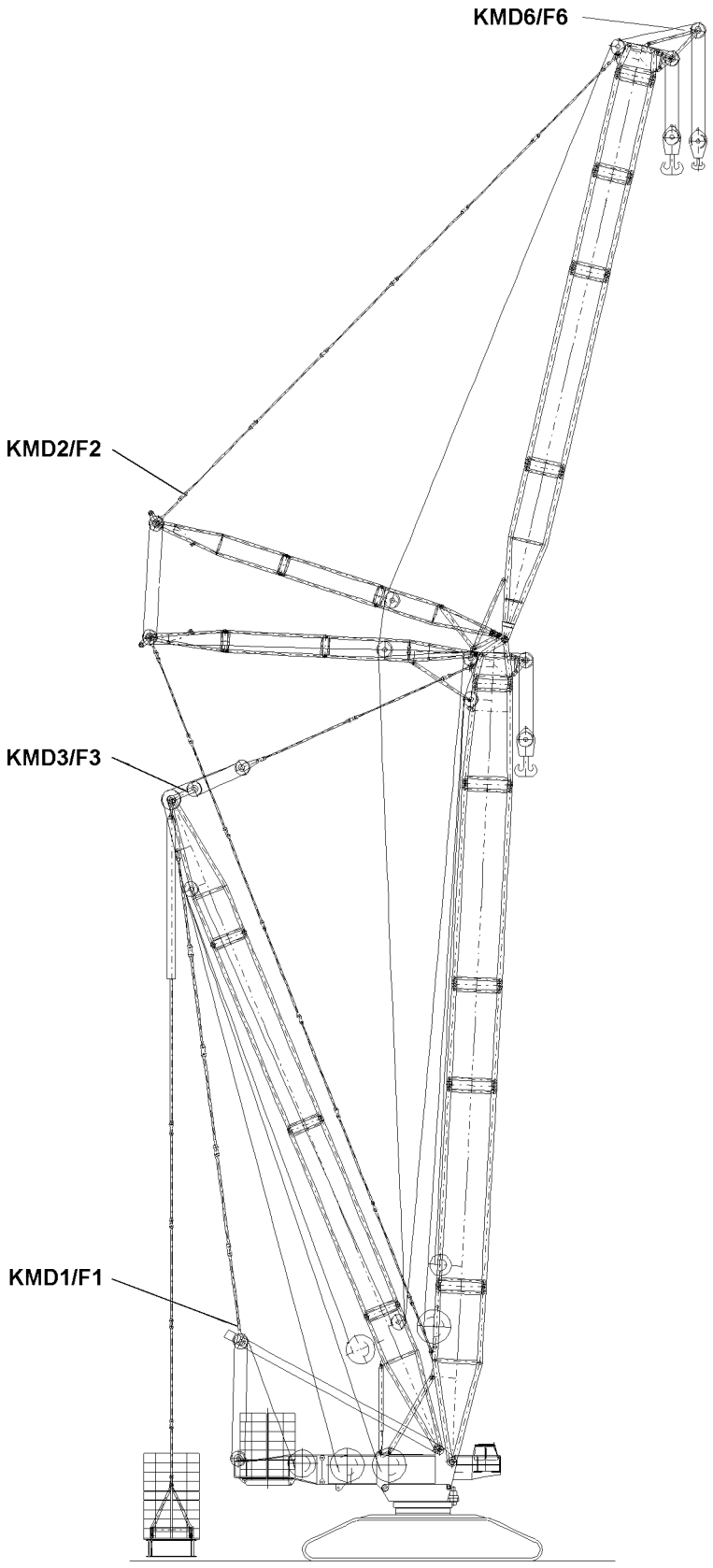

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5.13 Angle sensor

Component	Angle sensor designation (WG)
S-pivot section	Main boom bottom
S/W-end section, if used on boom	Main boom top
S/W-end section, if used on luffing jib	Luffing jib up
W-pivot section	Luffing jib bottom
W-connector head	Main boom top
D-pivot section	Derrick bottom
D-end section	Derrick top
SA-frame	SA-frame

5.14 Test brackets (KMD = force test box)

The test brackets measure the force in the guying, which results from the load and the boom momentum.

The test brackets are located:
- **KMD 1**, in the boom guying, SA-frame to boom for all operating modes **without** derrick
- **KMD 1**, in the boom guying, SA-frame to boom for all operating modes **with** derrick
- **KMD 2**, in the lattice jib guying, WA-frame 1 to lattice jib end section
- **KMD 3**, in the boom guying, derrick to boom for all operating modes **with** derrick
- **KMD 6**, in the boom nose (not LR1400/2)

5.15 Boom system limit switch

WARNING
Danger of toppling or destroying the crane!
If the crane movement is stopped by the block limit switches, then the load forces cannot be absorbed and calculated by the control!
The crane can be overloaded and topple over!
Personnel can be hit and killed or seriously injured!
This can result in property damage!
- ► Do **not** use the hoist limit switch as an operational shut off device!
- ► Do not actuate the block limit switches!

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4.05 Crane operation

1	LICCON computer system	3
2	Winch and master switch assignment to operating modes	3
3	Carrying out crane movements	5

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Fig.195219

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1 LICCON computer system

WARNING
Danger of accident due to overload!
- ► Constantly monitor the displays on the LICCON monitor!
- ► Observe changing utilization conditions and forces!

WARNING
Danger of accident!
- ► The crane driver must evaluate constantly if the data shown on the operating screen can even be correct. He may not rely blindly on the LICCON system but must think for himself and must recognize a possible error or overload condition!

For a detailed description of the operation of the LICCON computer system, refer to the Crane operating instructions, chapter 4.02!

2 Winch and master switch assignment to operating modes

The assignment of the master switches to the winches is different, according to the operating modes.

WARNING
The crane can topple over!
If the master switch assignment in the electric wiring diagram is ignored, the crane can topple over!
Personnel can be severely injured or killed!
Severe damage on the crane can result!
- ► The winch use is regulated in the master switch assignment in the Electric wiring diagram. The winches may only be operated according to this master switch assignment specified in the Electric wiring diagram.

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Fig.195219

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3 Carrying out crane movements

Make sure that the following prerequisites are met:

- The crane is **supported**.
  (Only available in connection with cranes with narrow tracks)
- The crane is horizontally aligned.
- The counterweight is installed and secured according to the data in the load chart.
- The ground is able to carry the weight of the crane, the load and the load handling equipment.
- The hook block is correctly reeved in according to the reeving plan.
- The crawler operation is turned off.
- The crane engine is running.
- All safety equipment has been adjusted according to the data in the load chart.
- The winches are correctly assigned to the respective pulley heads, see the Crane operating instructions, chapter 4.02.
- There are no persons or objects in the danger zone.

WARNING
Danger of accident!

- ► In order to protect the crane and reduce the danger of accidents, always operate the master switch slowly and sensitively!
- ► Ensure that there are no obstacles in the working range of the crane and that there are no persons within the danger zone!
- ► Give a warning signal before initiating a crane movement!
- ► Observe the danger notes for crane operation, see the Crane operating instructions, chapter 5.01!

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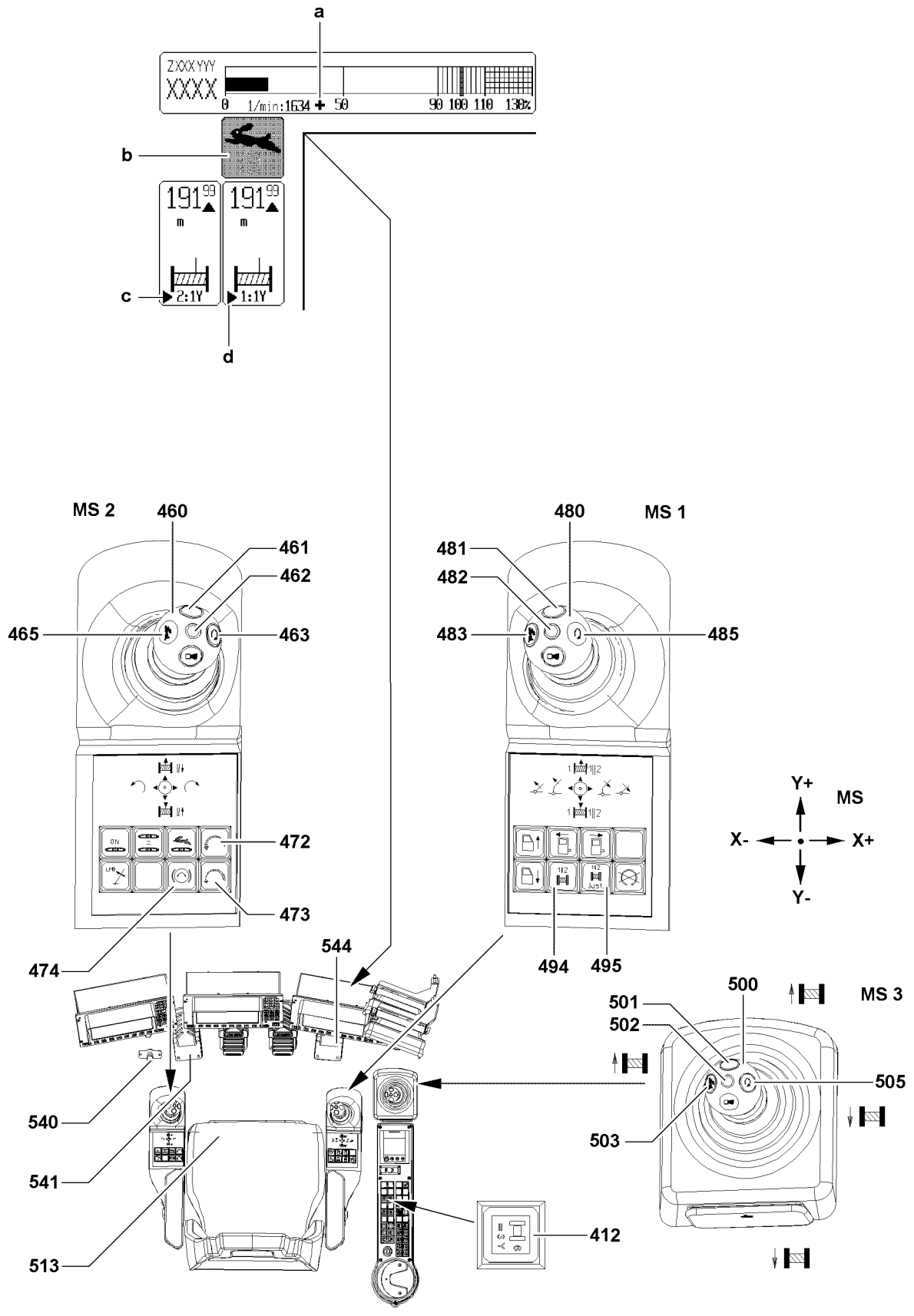

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3.1 Regulating the engine rpm

3.1.1 Locking the engine rpm

Locking the engine rpm relieves the crane operator if he needs to work for an extended period with constant rpm. The engine rpm can be locked in any position.

► Press the pedal **544** down for the engine regulation until the desired rpm is reached.
► Press the button **463**.
or
Press the button **485** or button **505**.

Result:

– The pedal **544** is locked and the engine rpm is saved.
– The icon **a** appears on the monitor.

3.1.2 Increasing the engine rpm via the pedal

Make sure that the following prerequisite is met:
– The maximum rpm has not yet been reached.

When the engine rpm is locked, the engine rpm can be increased with the pedal.

When the pedal is released, the engine rpm drops to the saved value.

► Press the pedal **544** and increase the engine rpm.

When this engine rpm is to be saved:
► Press the button **463**.
or
Press the button **485** or button **505**.

3.1.3 Increasing and decreasing the engine rpm with the button

If both feet are already used for operation, for example when „driving the crawler“, the engine rpm can be changed with the button **472** or the button **473** on the control panel.

A regulation with the buttons deletes the saved engine rpms.

Increase the engine rpm

► Press the button **472** and hold it until the desired engine rpm is reached.

Result:

– The engine rpm increases steplessly.
– The engine rpm increases steplessly.

Decrease engine rpm

► Press the button **473** and hold it until the desired engine rpm is reached.

Result:

– The engine rpm decreases steplessly.

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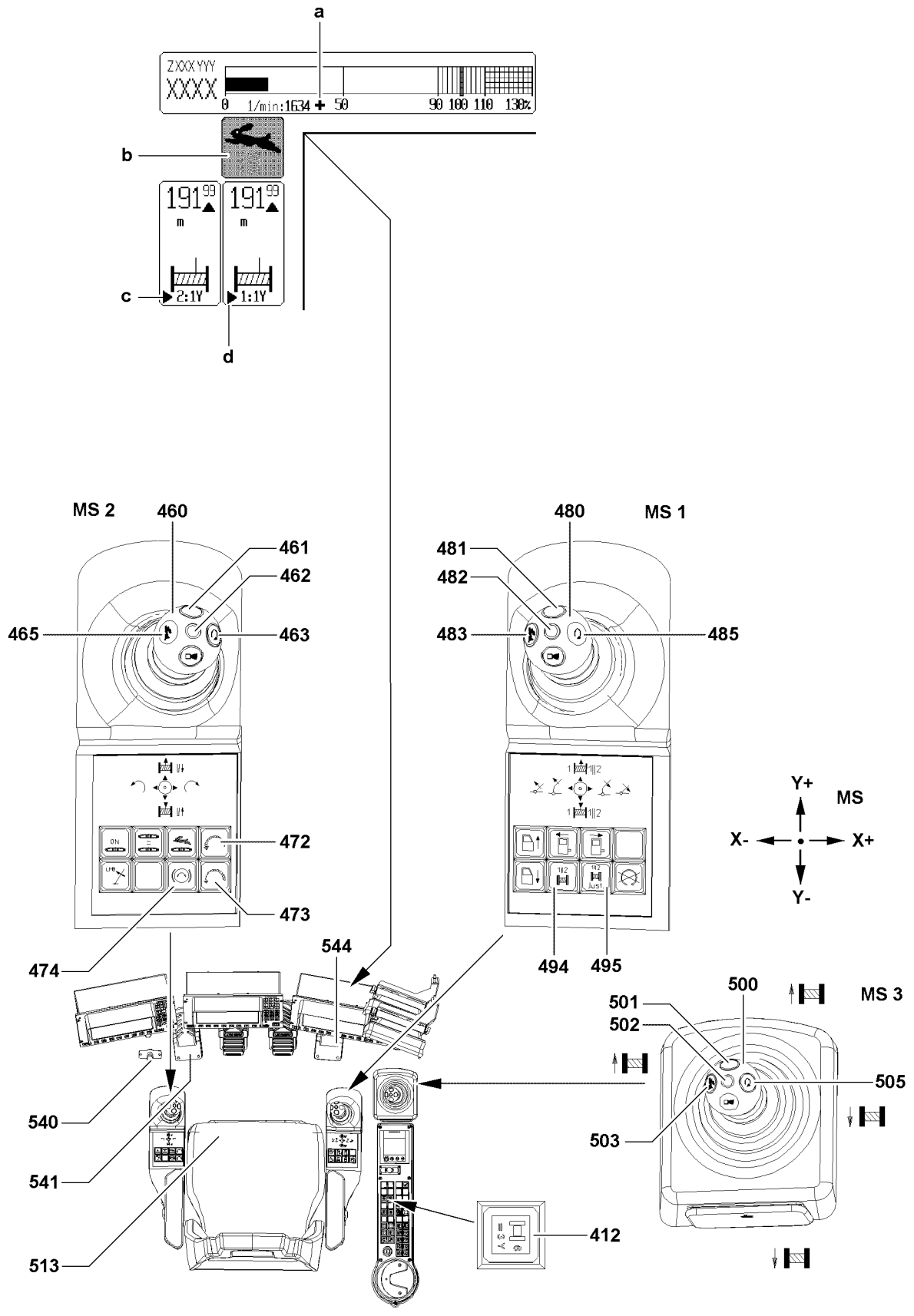

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3.1.4 Releasing the engine rpm lock

If the engine rpm is locked:

► Press the button **463**.
or
Press the button **485** or button **505**.

Result:

– The lock is released.
– The icon **a** turns off on the monitor.
– The rpm reduces to idling speed.

3.1.5 „Power Plus“

Note
When „Power Plus“ is turned on, observe the following:

► If a crane movement has reached its maximum speed due to the current utilization, then a speed increase is not possible by activating the „Power Plus“!
► If the total power requirement of all actuated crane movements is greater than the available power, then the crane movements that require the most power are reduced!
► If another crane movement is added or taken back to one or more actuated crane movements then this has an influence on the other movements. For that reason we recommend in situations in which an interference of the individual crane movements is troublesome to not activate the „Power Plus“ or to turn the „Power Plus“ off!

Activating „Power Plus“

The speed of the „lift / lower“ crane movement is increased with the button **465**, button **483** or button **503**.

WARNING
Danger of accidents in case of single to triple sheave reeving!

► Do **not** switch on „Power Plus“ if the crane is utilized by more than 50 % of its maximum permissible load carrying capacity for the corresponding boom radius!

► Press the button **465**.
or
Press the button **483** or button **503**.

Result:

– „Power Plus“ is added.
The icon **b** appears on the LICCON monitor.

Turning the „Power Plus“ off

If the „Power Plus“ is added:

► Press the button **465** again.
or
Press button **485** or button **503** again.

Result:

– „Power Plus“ is turned off.
The icon **b** turns off on the LICCON monitor.

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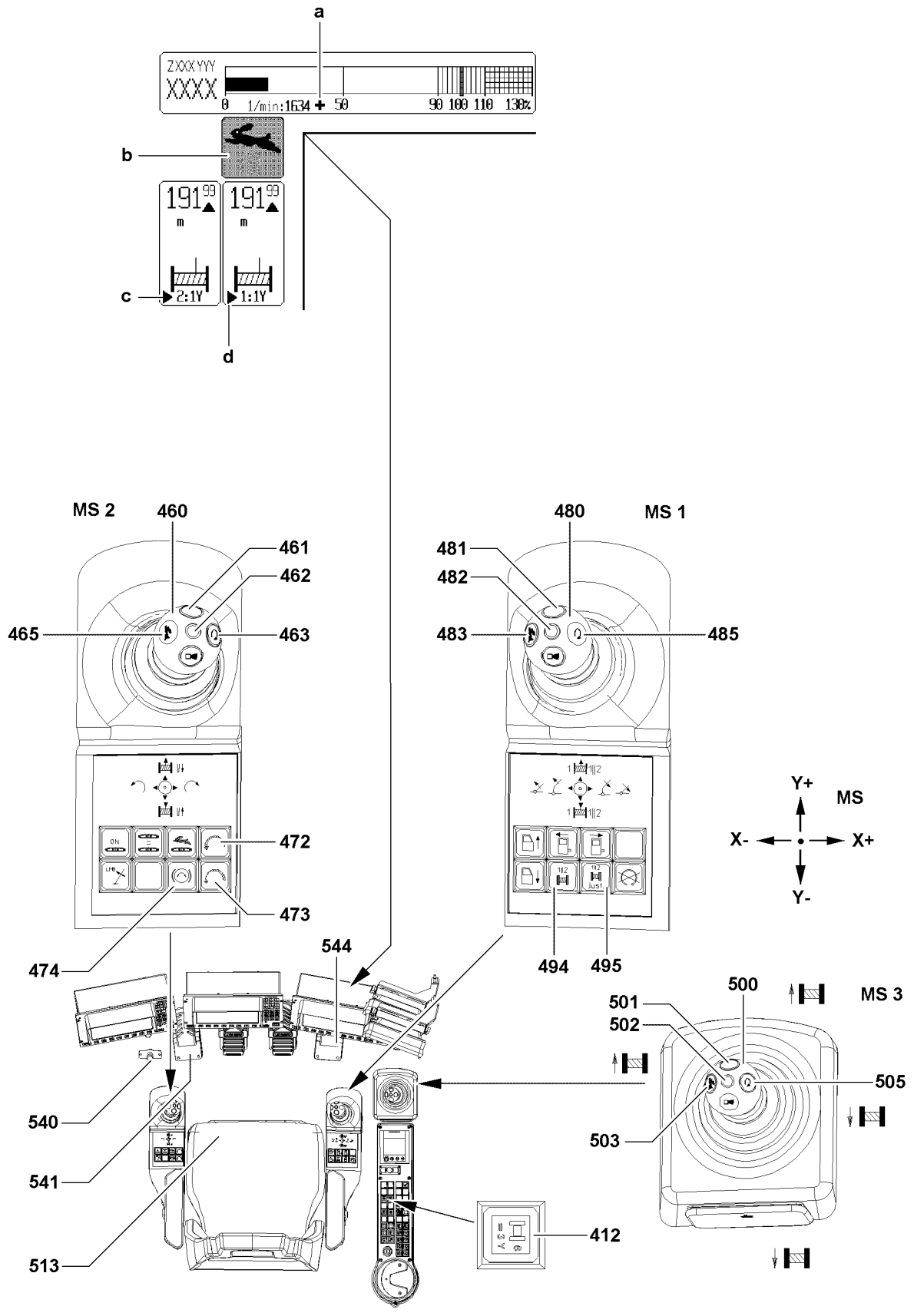

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3.2 Vibration sensor

By adding the vibration sensor, a crane movements can be detected by vibration of the master switch.

Make sure that the following prerequisite is met:
– The seat contact switch **513** is activated.

3.2.1 Vibration sensor winch 1

Adding the vibration sensor

► Press the button **481**.

Result:

– The vibration sensor **482** is turned on.
The icon **d** is turned on.

Turn the vibration sensor off

When the vibration sensor **482** is turned on:
► Press the button **481** again.

Result:

– The vibration sensor **482** is turned off.
The icon **d** is turned off.

3.2.2 Vibration sensor winch 2 or slewing gear

If winch 2 and the slewing gear are operated, then the vibration sensor **462** will react to the first deflected movement.

Adding the vibration sensor

► Press the button **461**.

Result:

– The vibration sensor **462** is turned on.
The icon **c** is turned on.

Turn the vibration sensor off

When the vibration sensor **462** is turned on:
► Press the button **461** again.

Result:

– The vibration sensor **462** is turned off.
The icon **c** is turned off.

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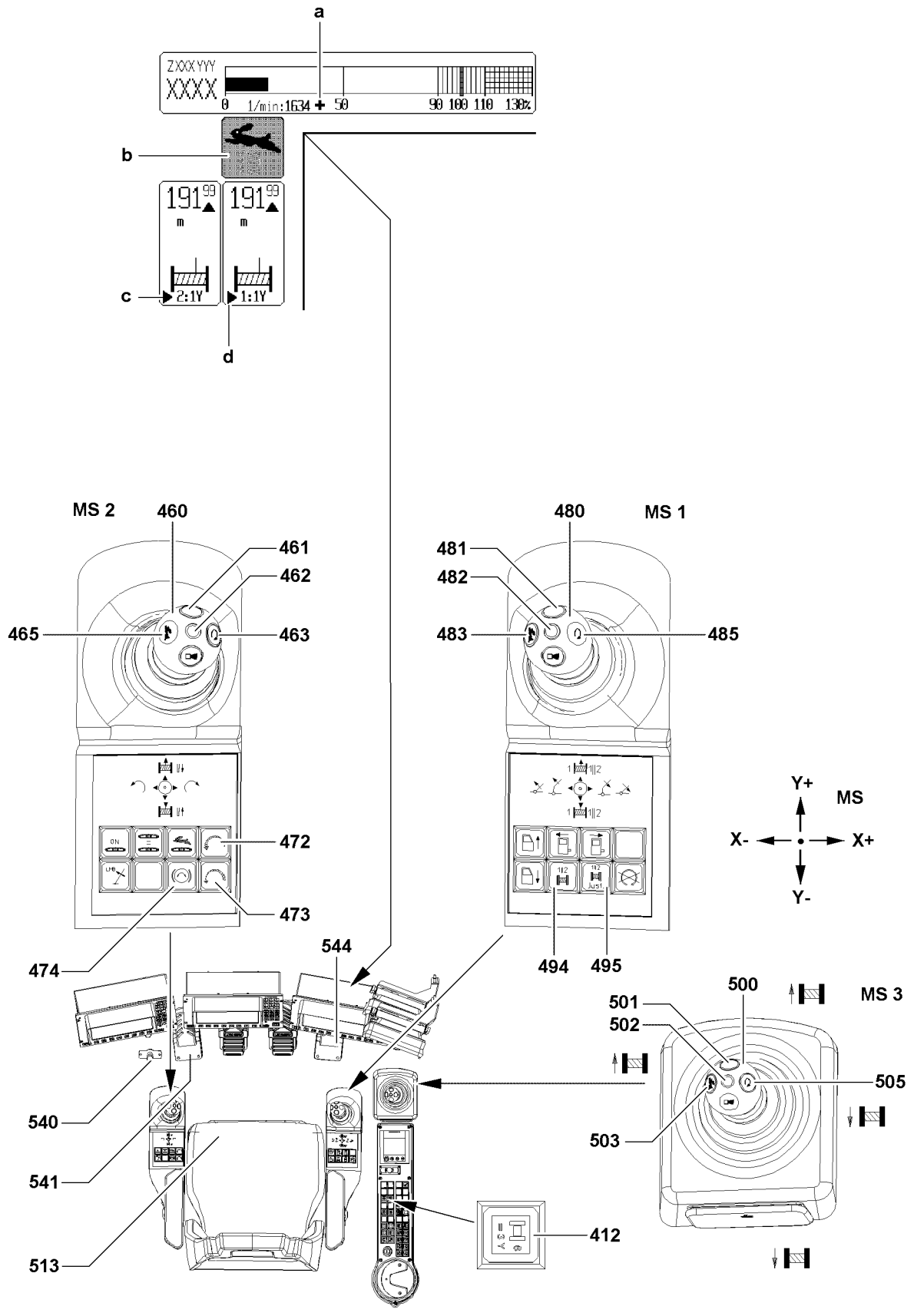

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3.3 Lifting / lowering a load

NOTICE
Rope damage due to slack rope!
► When spooling the winches up / out, check visually to make sure that no slack rope forms!

The speed of the „lifting and lowering“ crane movements is controlled via the deflection of the corresponding master switch and via the pedal **544** of the engine regulation.

In the „Control Parameter“ program, it is possible to preselect the maximum winch speed. It is also possible to deactivate or activate the individual winches.

See the Crane operating instructions, chapter 4.02!

Make sure that the following prerequisite is met:
– The winches are correctly assigned to the respective pulley heads, see the Crane operating instructions, chapter 4.02!

3.3.1 Operating winch 1 - hoist winch

In the winch icon is shown with the arrow icons that the winch is turning, even if no hook movement is visible due to multiple reeving and low speed.

► Deflect master switch 1 **480** in direction Y+.

Result:

– Winch 1 spools out and the load is lowered.

► Deflect master switch 1 **480** in direction Y-.

Result:

– Winch 1 spools up and the load is lifted.

3.3.2 Operating winch 2 - hoist winch

In the winch icon is shown that the winch is turning, even if no hook movement is visible due to multiple reeving and low speed.

► Deflect master switch 2 **460** in direction Y+.

Result:

– Winch 2 spools out and the load is lowered.

► Deflect master switch 2 **460** in direction Y-.

Result:

– Winch 2 spools up and the load is lifted.

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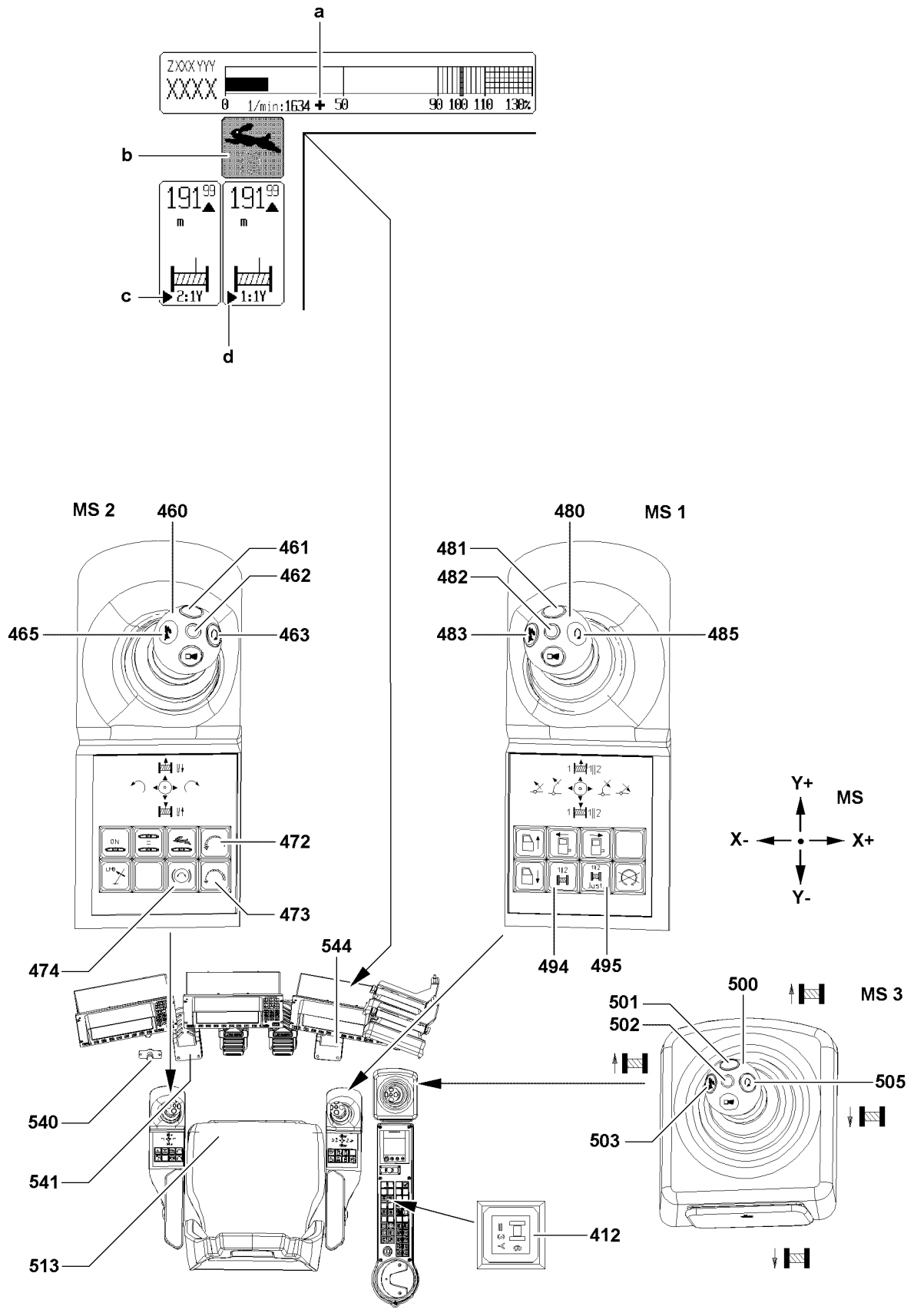

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3.3.3 Setting up parallel operation

For parallel operation, winch 1 and winch 2 are used.

In parallel operation, actuation of winch 1 and winch 2 is made only together with master switch 1 **480**.

Make sure that the following prerequisites are met:
- The double hook blocks are installed together, see the Crane operating instructions, chapter 4.06.
- The double hook blocks are reeved in according to the load charts.
- The double hook blocks are properly reeved in according to the reeving plan, see Crane operating instructions, chapter 4.06.
- The total reeving has been entered on the LICCON monitor.
- The reeving number on both winch 1 and winch 2 must be the same and even.

WARNING
Danger of accident!
- ► The total reeving number on winch 1 and winch 2 must be the same and even in parallel operation. If the minimum value of the reeving is uneven, then - in parallel operation - the next higher, even reeving must be selected.
- ► Make sure to unpin the transport pins on the hook block before horizontal alignment and before crane operation!
- ► Make sure that the danger zone of the hook block is free of personnel!

Aligning the hook blocks horizontally

Make sure that the following prerequisites are met:
- Individual operation for winch 1 and winch 2 is set.
- The switch **494** is turned off: Parallel control is turned off.
- There is no load on the hook.

Align the hook blocks visually in horizontal direction. To do so, spool the winches manually up or out.

► Deflect master switch 1 **480** or master switch 2 **460** in direction Y.

Result:

- Winch 1 or winch 2 spools out or up until the hook blocks are horizontally aligned.

Adjusting the parallel control of winch 1 and winch 2

Make sure that the following prerequisites are met:
- The double hook blocks are horizontally aligned, check visually.
- There is no load on the hook.

► Turn on the switch **494** for the parallel operation.
► Press the button **495**.

Result:

- The parallel control of winch 1 and winch 2 is adjusted.

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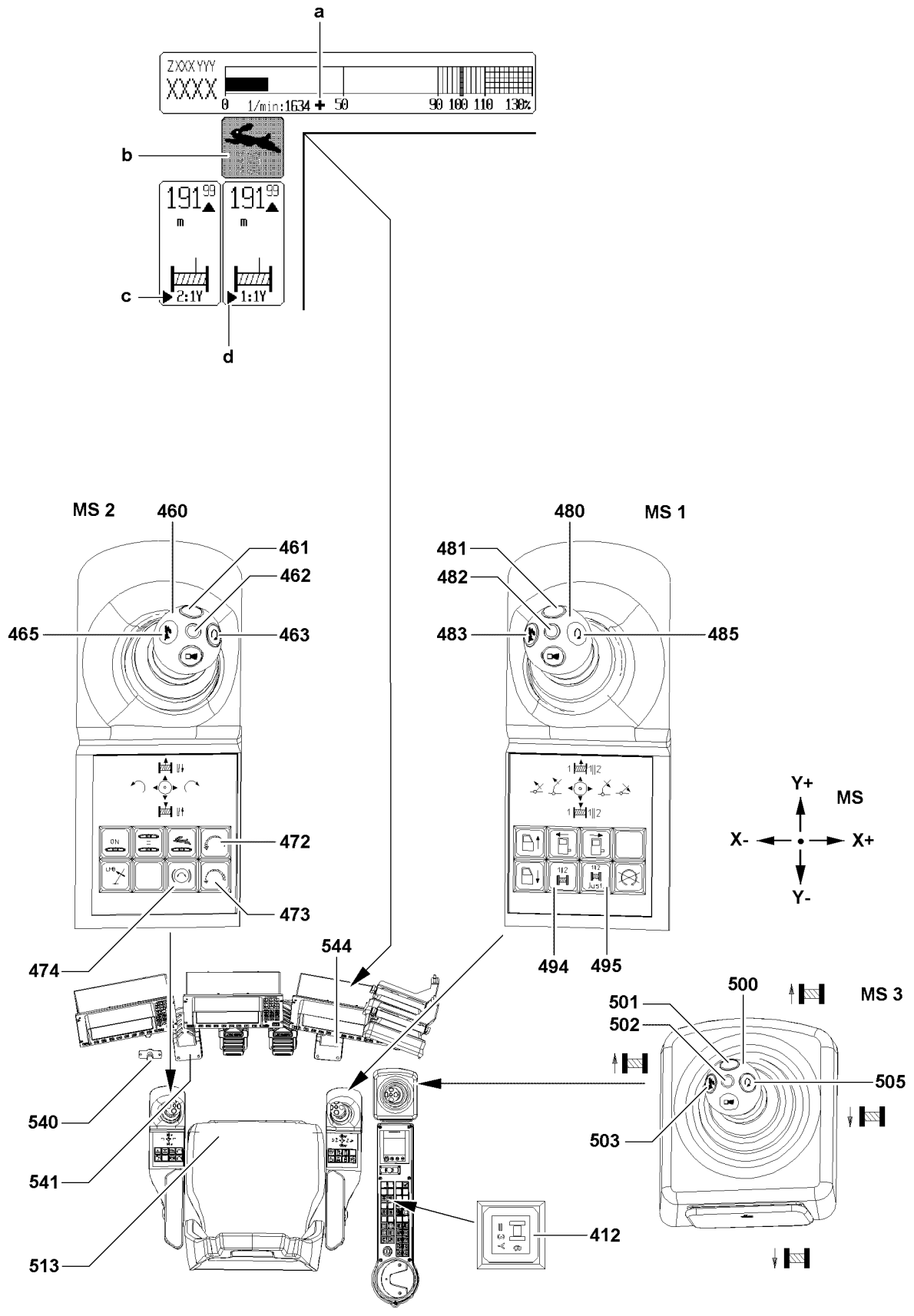

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3.3.4 Parallel operation: Lifting / lowering a load

WARNING
Danger of accident due to overload!
If the compensation cross bar is in the incline position, then significant load increases will occur on the individual hook blocks!
If this is not observed, then the hook block, boom or rope can be overloaded, resulting in property damage and personal injury!
► Make sure that the compensation cross bar is always aligned horizontally on the double hook blocks!

WARNING
Danger of accidents due to different level of hook blocks!
The electronic parallel control only monitors the same rpm of the two winches, however, it does **not** consider the following errors:
- Uneven rope length
- Different rope diameters
- Different winding behavior
- Uneven reeving

► The crane driver must ensure and is responsible that the hook blocks are always on the same level, even with electronic monitoring!

Note
► The winch movement is shut off if the difference range of the parallel control is exceeded! In that case, the winches must be parallel adjusted again!

Make sure that the following prerequisites are met:
– The double hook blocks are horizontally aligned, check visually.
– There is no load on the hook.
– Parallel control of winches is adjusted.
– The button **494** for parallel operation is turned on.

► Deflect master switch 1 **480** in direction Y+.

Result:

– Winch 1 and winch 2 spool out together: the load lowers.

► Deflect master switch 1 **480** in direction Y-.

Result:

– Winch 1 and winch 2 spool up together: the load lifts up.

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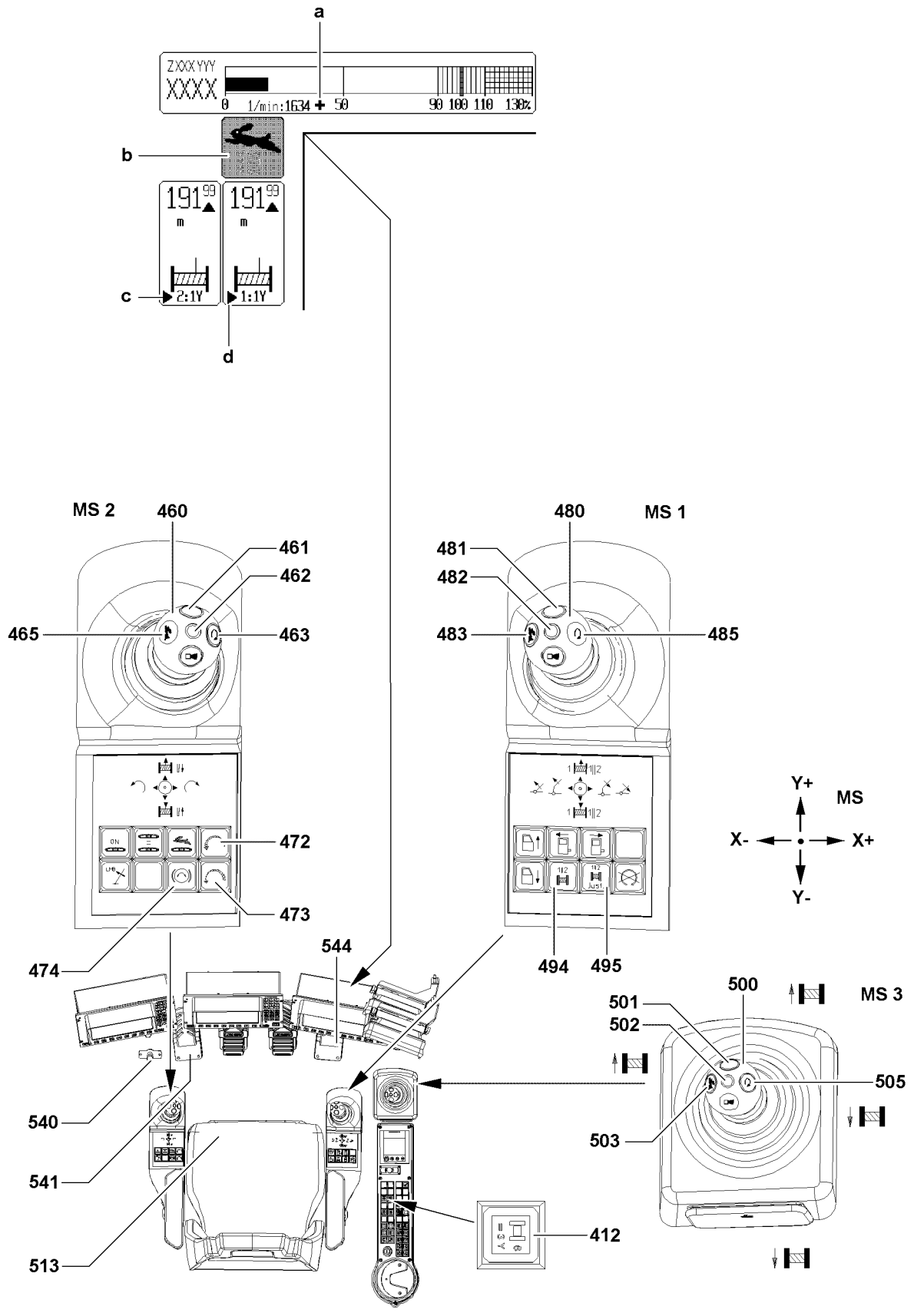

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3.3.5 Operating winch 6 - hoist winch

The winch icon shows that the winch is turning, even if no hook movement is visible due to multiple reeving and low speed.

Note

- ► In the case of the individual operation of winch 1 and winch 2, no master switch is assigned to winch 6!
- ► To be able to run winch 6 in individual operation, the switch **412** must be turned on, this assigns winch 6 to master switch 3 **500**!
- ► In parallel operation, winch 1 and winch 2 are actuated with master switch 1 **480**! When the switch **412** is turned off, then master switch 2 **460** is assigned to winch 6!

Operating winch 6 in parallel operation of winch 1 and winch 2

Make sure that the following prerequisites are met:
- The switch **494** is turned on.
- The switch **412** is turned off.

► Deflect master switch 2 **460** in direction Y+.

Result:

– Winch 6 spools out and the load is lowered.

► Deflect master switch 2 **460** in direction Y-.

Result:

– Winch 6 spools up and the load is lifted.

Operating winch 6 in single operation of winch 1 and winch 2

Make sure that the following prerequisites are met:
- The switch **494** is turned off.
- The switch **412** is turned on.

► Deflect master switch 3 **500** in direction Y+.

Result:

– Winch 6 spools out and the load is lowered.

► Deflect master switch 3 **500** in direction Y-.

Result:

– Winch 6 spools up and the load is lifted.

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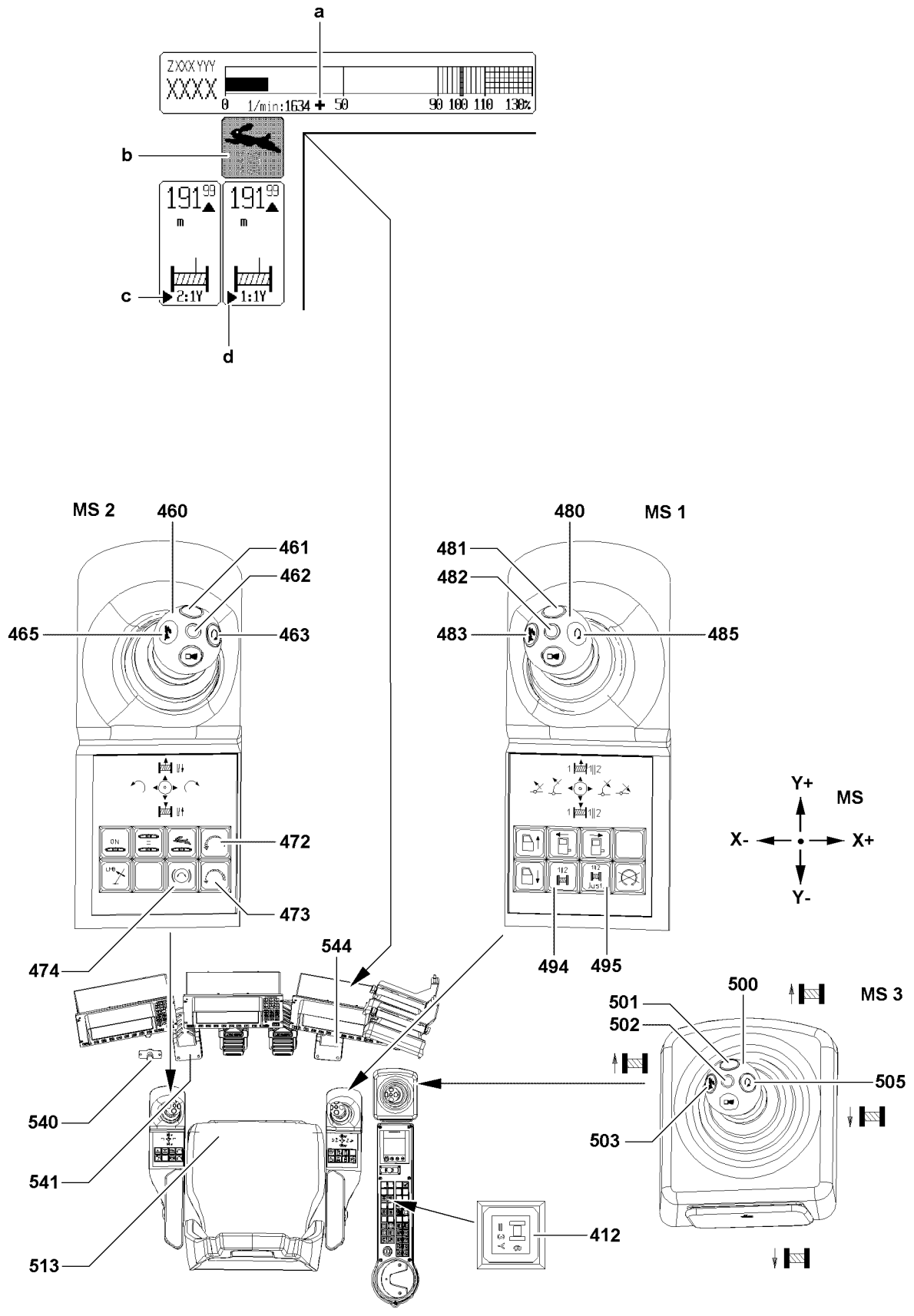

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3.3.6 Operating winch 6C - hoist winch

The winch icon shows that the winch is turning, even if no hook movement is visible due to multiple reeving and low speed.

WARNING
Operation of Winch 6C in the 11th rope position!
Winch 6C can be overloaded.
Death, severe bodily injury, property damage.
► Make sure that when operating winch 6C, at least 130 m of rope is spooled out.

Note
► In individual operation of winch 1 and winch 2, no master switch is assigned to winch 6C.
► To be able to run winch 6C in individual operation, the switch **412** must be turned on. Winch 6C is assigned to master switch 3 **500**.
► In parallel operation, winch 1 and winch 2 are actuated with master switch 1 **480**. When the switch **412** is turned off, then master switch 2 **460** is assigned to winch 6C.

Operating winch 6C in parallel operation of winch 1 and winch 2

Make sure that the following prerequisites are met:
– The switch **494** is turned on.
– The switch **412** is turned off.

► Deflect master switch 2 **460** in direction Y+.

Result:

– Winch 6C spools out, the load is lowered.

► Deflect master switch 2 **460** in direction Y-.

Result:

– Winch 6C spools up, the load is lifted.

Operating winch 6C in individual operation of winch 1 and winch 2

Make sure that the following prerequisites are met:
– The switch **494** is turned off.
– The switch **412** is turned on.

► Deflect master switch 3 **500** in direction Y+.

Result:

– Winch 6C spools out, the load is lowered.

► Deflect master switch 3 **500** in direction Y-.

Result:

– Winch 6C spools up, the load is lifted.

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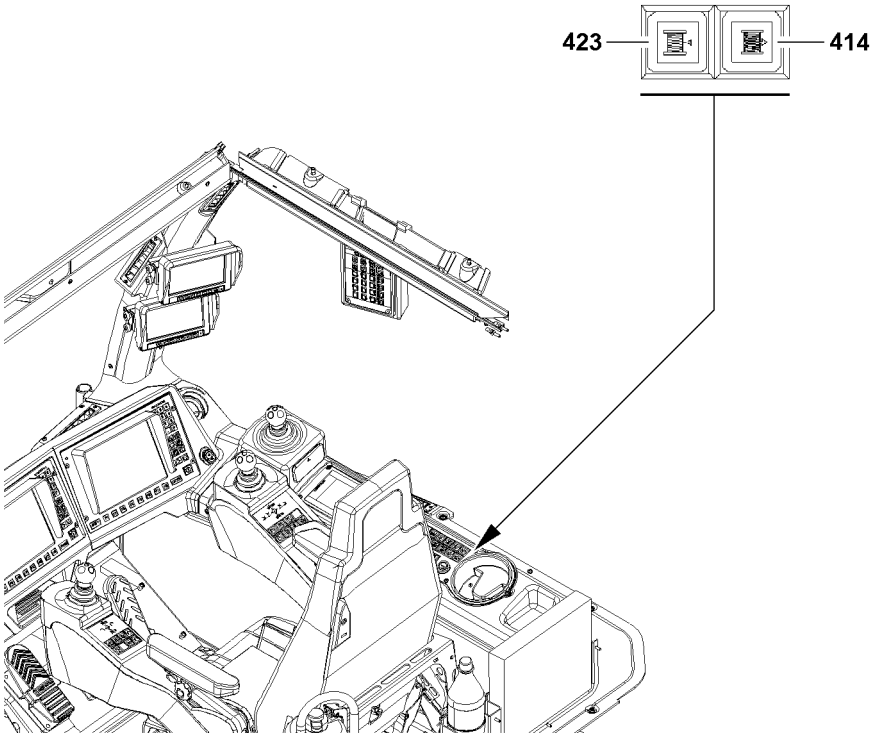

Fig.110869

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3.3.7 Operating the assembly winch

Spool the assembly winch out

If the assembly winch is to be stopped:
► Release the button **423**.
► Press the button **423** and hold.

Result:

– The assembly winch spools out.

Spool the assembly winch up

If the assembly winch is to be stopped:
► Release the button **414**.
► Press the button **414** and hold.

Result:

– The assembly winch spools up.

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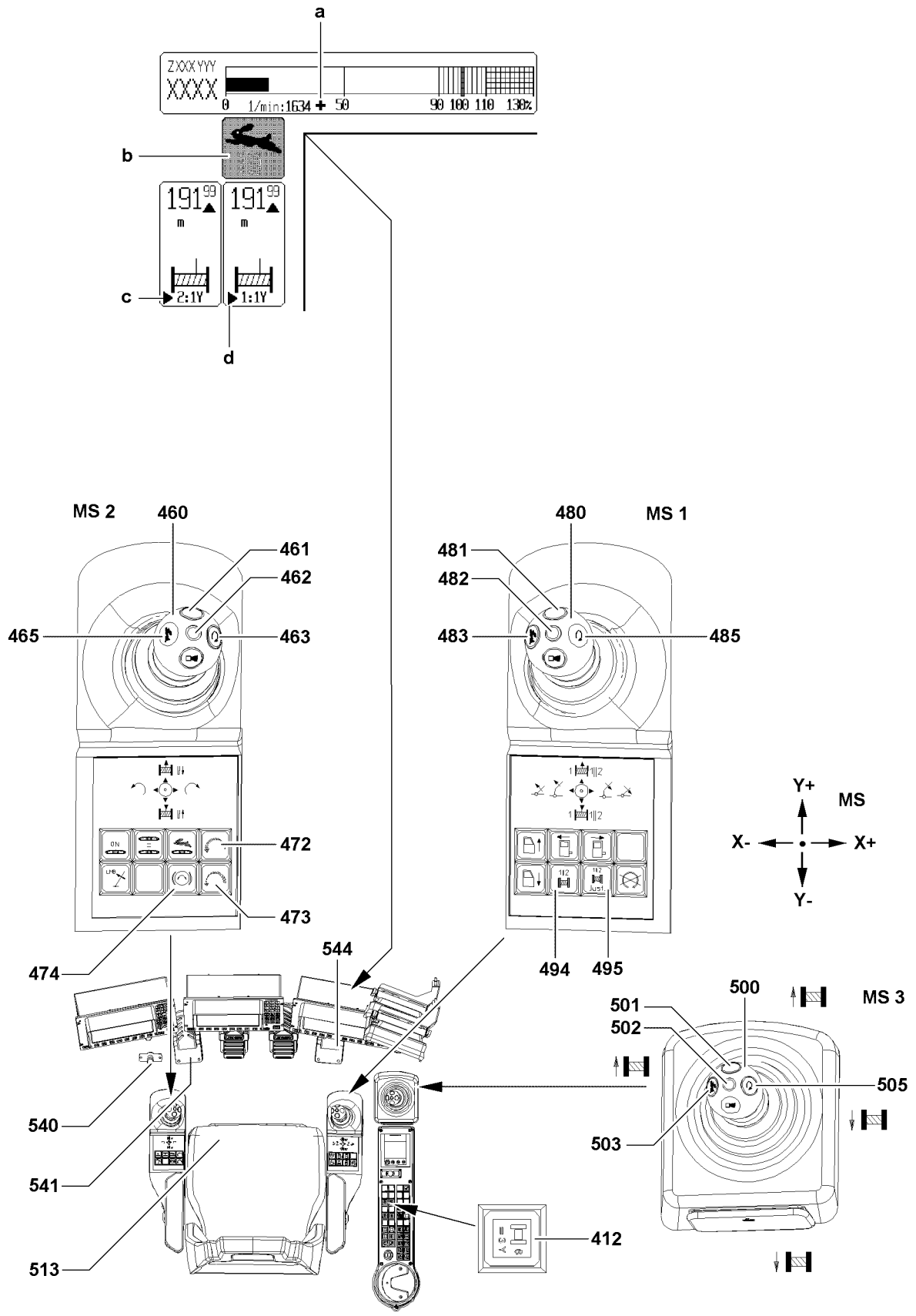

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3.4 Luffing the boom

DANGER
Danger of accident due to toppling crane!
If the LICCON overload protection turns off while trying to lift the load with the winch, then a subsequent luffing movement can cause the crane to topple over or damage it. Personnel can be severely injured or killed!
► Do not lift the load by luffing up the boom, see the Crane operating instructions, chapter 4.04!

The speed of the „luffing“ crane movement is controlled by deflecting the corresponding master switch and via the engine regulation pedal **544**.

Note
► The operating modes are explained in the load chart manual!
► Not all operating modes are available in connection with narrow track crane versions!

3.4.1 Luffing the boom in S/SL/SLF/SL2DB/SDB/SDWV(B/BW) operating mode

► Deflect the master switch 1 **480** in direction X-.

Result:

– The boom is luffed up.

► Deflect the master switch 1 **480** in direction X+.

Result:

– The boom is luffed down.

3.4.2 Luffing the main boom in operating mode SW

Make sure that the following prerequisite is met:
– The switch **412** is **not** switched to winch 6, master switch 3 **500**.

► Deflect master switch 3 **500** in direction Y-.

Result:

– The boom is luffed up.

► Deflect master switch 3 **500** in direction Y+.

Result:

– The boom is luffed down.

3.4.3 Luffing the main boom in operating mode SDW (B/BW)

► Deflect the master switch 3 **500** in direction X-.

Result:

– The boom is luffed up.

► Deflect the master switch 3 **500** in direction X+.

Result:

– The boom is luffed down.

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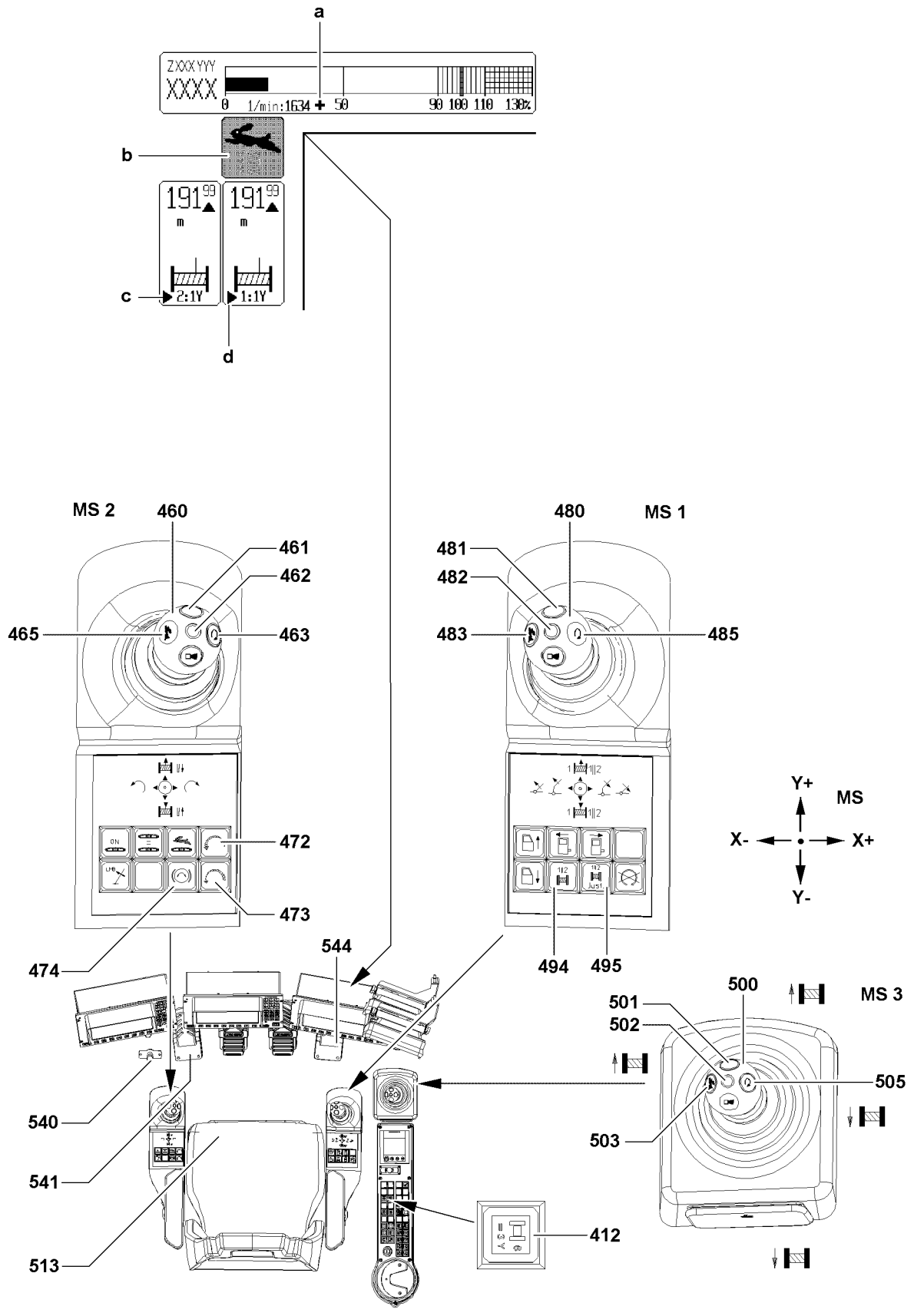

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3.4.4 Luffing the lattice jib during SW/SDW/(B/BW) operation

► Deflect the master switch 1 **480** in direction X-.

Result:

– The lattice jib is luffed up.

► Deflect the master switch 1 **480** in direction X+.

Result:

– The lattice jib is luffed down.

3.4.5 Luffing the lattice jib during SDWV(B/BW) operation

► Deflect the master switch 3 **500** in direction X-.

Result:

– The lattice jib is luffed up.

► Deflect the master switch 3 **500** in direction X+.

Result:

– The lattice jib is luffed down.

3.4.6 Luffing the derrick, for all D-operating modes

Make sure that the following prerequisite is met:
– The switch **412** is **not** switched to winch 6, master switch 3 **500**.

► Deflect master switch 3 **500** in direction Y-.

Result:

– The derrick is luffed up.

► Deflect master switch 3 **500** in direction Y+.

Result:

– The derrick is luffed down.

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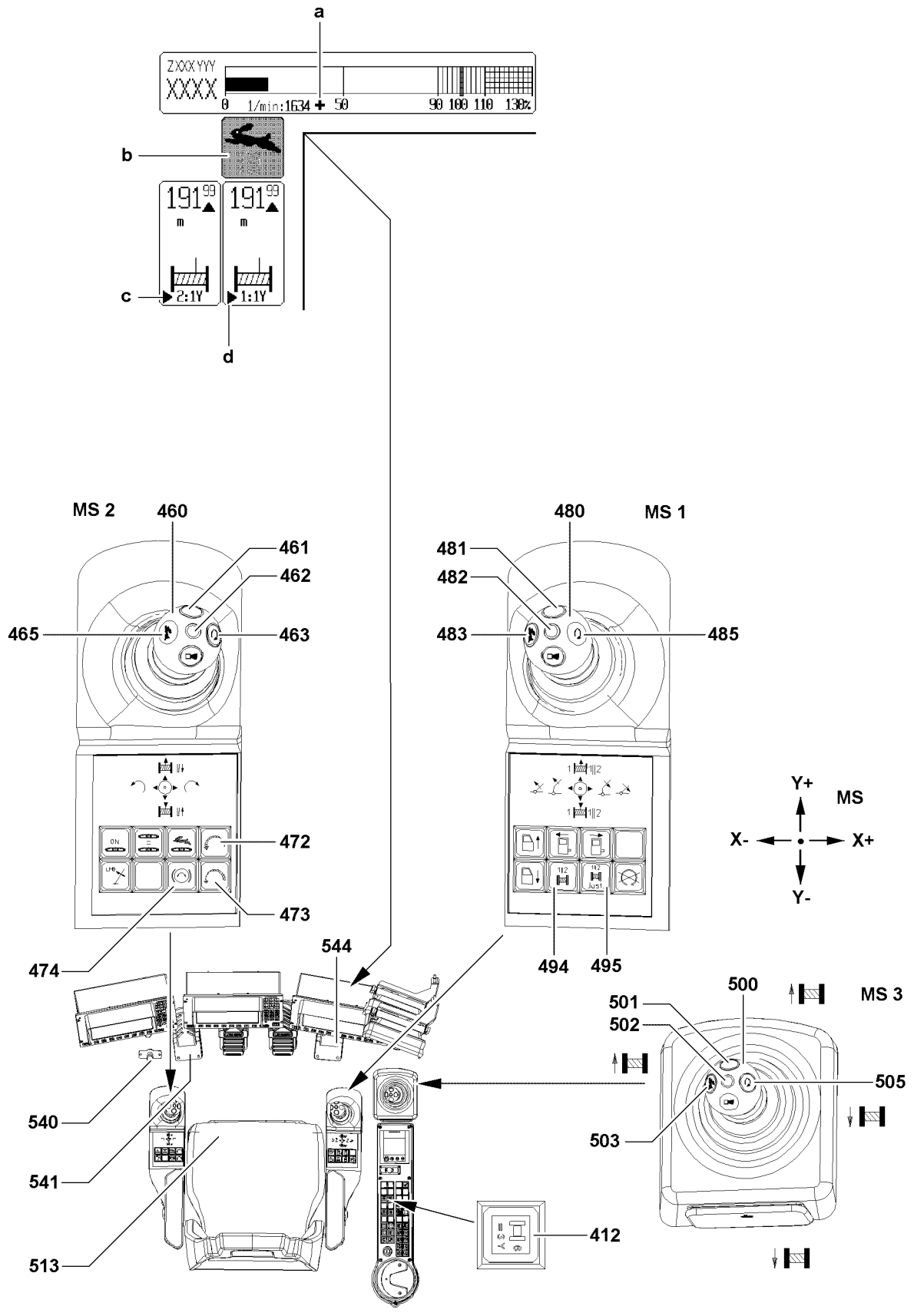

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3.5 Braking a slewing movement

This crane is equipped with a slewing gear in a closed hydraulic circuit.

Various braking functions are differentiated:
1. Working with automatic slewing gear brake: The hydraulic system brakes the slewing movement, the slewing gear brake is applied after completion of the integration period.
2. Working with manually opened slewing gear brake: The slewing gear brake can be opened and closed manually.
3. Working in strong side wind with additional actuation of the slewing gear brake with the pedal.

3.5.1 Applying and releasing the slewing gear brake manually

Releasing the slewing gear brake manually

DANGER
Danger of accident due to uncontrolled turning crane!
If the slewing gear brake is released manually and master switch 2 **460** is **not** deflected, the crane superstructure, as a result of external forces, such as wind, incline position of the crane, etc., can turn slowly due to leakage in the closed hydraulic circuit!

When the slewing gear brake is released manually and master switch 2 **460** is **not** deflected:
► Make sure that the crane is not turning uncontrolled!

Note
► Observe the data in section „Actuating the slewing gear brake with the pedal“!

The slewing gear brake closes automatically if:
– The crane operator gets up from the crane operator's seat.
– The engine is turned off

The slewing gear brake **cannot** be opened at:
– Slewing gear shut off by the LICCON overload protection.
– Activated working range limitation.

► Actuate the switch **474**.

Result:

– The slewing gear brake is released.

– The indicator light **474** lights up.

Applying the slewing gear brake manually

► Press the button **474**.

Result:

– The slewing gear brake is applied.

– The indicator light **474** turns off.

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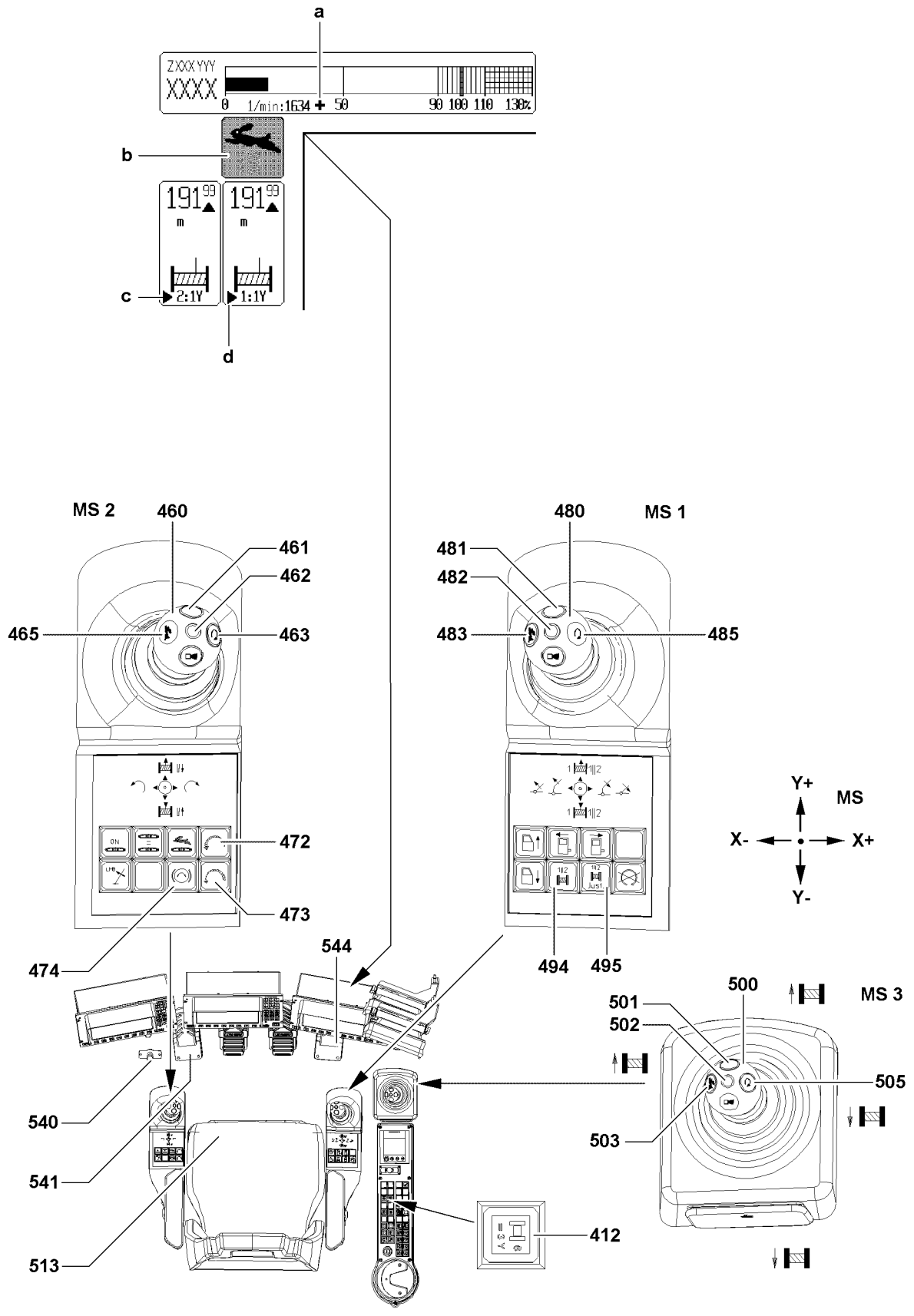

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3.5.2 Applying the slewing gear brake with the pedal

NOTICE
Danger of property damage on the roller ring connection!
When actuating the slewing gear brake with the pedal **541**, only part of the braking momentum of the slewing gear brake can be created!
- ► Use the pedal **541** to actuate the slewing gear brake only at minimum slewing speeds, which means master switch 2 **460** is almost in the zero position!
- ► Do not brake the turning movement of the crane by moving master switch 2 **460** back to the neutral position and / or by abruptly applying the slewing gear brake with the pedal **541**!

Use the pedal **541** to actuate the slewing gear brake only in the following cases:
- – Starting out with a strong side wind
- – Stopping the slewing movement with a strong side wind

Starting out with a strong side wind

If turning against the wind in strong side wind and with long boom systems, then the superstructure, due to leakage in the hydraulic motor, will turn into the opposite direction, in relation to the deflection of the master switch.

This can be avoided as follows:

- ► Actuate the pedal **541** and deflect the master switch 2 **460** into the desired turning direction.
- ► Slowly release the pedal **541** until the superstructure turns in the desired turning direction.

Stopping the slewing movement with a strong side wind

- ► Slow down the crane with master switch 2 **460** to the minimum slewing speed.
- ► Apply the pedal **541** carefully, until the crane has come to a standstill at the desired position.

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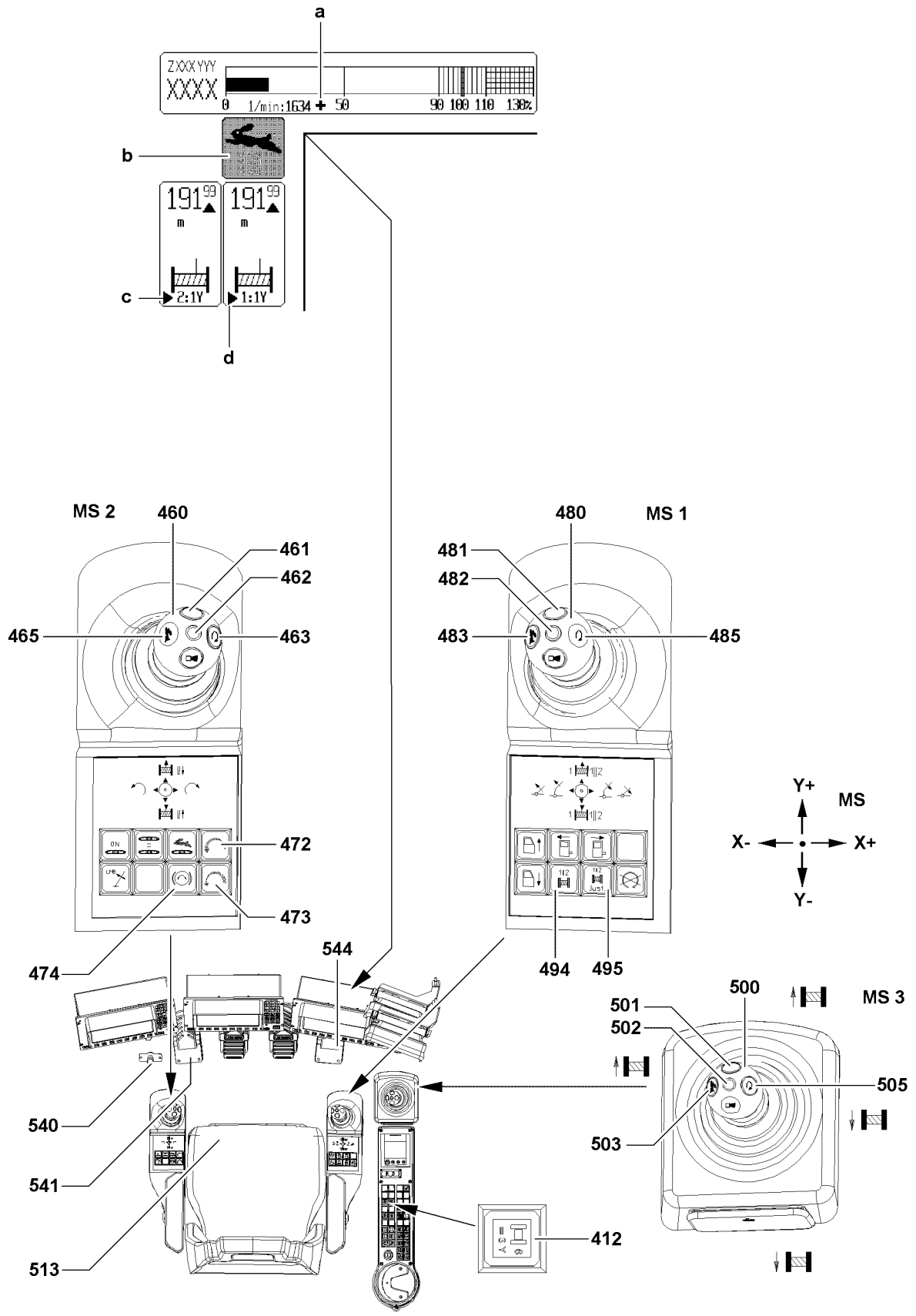

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3.6 Switching the slewing gear to freewheeling

In order to position the boom over the load more easily, the slewing gear can be switched to freewheeling.

The master switch 2 **460** may not be deflected while doing so.

The slewing gear **cannot** be switched to freewheeling in these situations:
- Slewing gear shut off by the LICCON overload protection.
- Activated working range limitation.

► Press the foot button **540**.

Result:

– The slewing gear is switched to freewheeling / coasting.

Problem remedy
With the slewing gear released, the superstructure turns unintentionally (for example due to wind).
► Do not release the foot button **540**.
► Deflect the master switch 2 **460** in slewing direction and then release the foot button **540**.
► Brake the slewing movement by slowly resetting the master switch 2 **460**.

3.7 Turning the crane superstructure

Note
► The crane superstructure can only be turned when the ball valve for the slewing gear brake is open (only possible in connection with narrow rack crane versions)!

WARNING
Danger of accident!
► Ensure that there are no obstacles in the turning range of the crane and that there are no persons within the danger zone!
► Give a short warning signal (horn) before starting a crane movement!

WARNING
Danger of accident due to toppling crane!
If the slewing speed is exceeded, there is the danger that the loads start to swing. The crane can be damaged or topple over. Personnel can be severely injured or killed!
► Turning with a load: Initiate and slow down a turning movement extremely sensitively!
► Longer boom and larger load: Operate the crane with a lower slewing speed.
► Observe and adhere to the values in the load chart manual!

The speed of the „turning“ crane movement is controlled via the deflection of master switch 2 **460** and via the engine regulation pedal **544**.

In the „Control Parameter“ program, it is possible to preselect the maximum slewing speed.

See the Crane operating instructions, chapter 4.02!

► Deflect the master switch 2 **460** in direction X+.

Result:

– The crane superstructure turns to the right.

► Deflect the master switch 2 **460** in direction X-.

Result:

– The crane superstructure turns to the left.

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4.06 Rope reeving

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1 Wire ropes and rope end connections

1.1 Wire ropes

Check if a **rotating resistant** or a **non-rotating** rope is required for the application. The selected type of rope then requires the corresponding rope end connections, see the Crane operating instructions, chapter 8.04.

Note

► The correct choice and use of the wire rope and the rope end connections are a decisive precondition for proper and accident-free crane operation.

DANGER

Incorrect rope type!

Danger of severe injuries to personnel and property damage.

► **Never** use rotation-resistant ropes with a rotating rope end connection.

► **Never** install a twist compensator / swivel.

1.2 Rope end connections

Rope end connections are grouped into:

– Rope lock (standard version), with locking clamp or locking cast sleeve

– L-shaped rope lock, with locking clamp or locking cast sleeve

– Wedge lock, on the rope end

  • Without locking clamp / locking cast sleeve

Note

► A locking clamp is pressed on the rope.

► A locking cast sleeve is cast with the rope.

► A wedge lock is wedged with the rope.

WARNING

The load can be ripped off!

If the rope end connection is installed incorrectly, the rope can rip off.

Death, severe bodily injuries, property damage.

► Only use the provided fastening points.

► Use the respective rope end connection only at the correspondingly implemented fastening points.

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1.2.1 Rope lock (standard version)

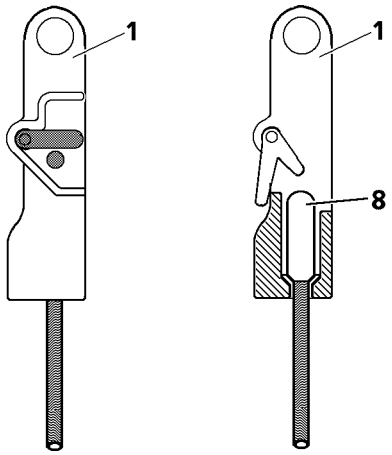

Fig.144019: Rope lock (standard version) with locking clamp / locking cast sleeve

The rope end connection consists of:
– Rope lock (standard version) **1** with locking clamp / locking cast sleeve **8**
Only use them on the conventional fastening points for rope end connections.

1.2.2 L-shaped rope lock

WARNING
The load can be ripped off!
Death, severe bodily injuries, property damage.
► The rope end connection with L-shaped rope lock is only permitted for use on appropriately designed fastening points.
► Make sure that the rope end connection with L-shaped rope lock is only used on appropriately designed fastening points.

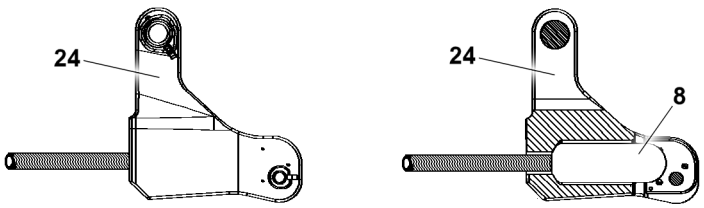

Fig.158793: L-shaped rope lock, with locking clamp / locking cast sleeve

The rope end connection consists of:
– L-shaped rope lock, **24** with locking clamp / locking cast sleeve **8**
Only use on the appropriately designed fastening points for rope end connection with L-shaped rope lock.

Note
Fastening points for rope end connection with L-shaped rope lock
► Fastening points that are designed accordingly have a guide surface for the L-shaped rope lock.
► If the rope lock is touching the guide surface, the rope does not bend with a load.

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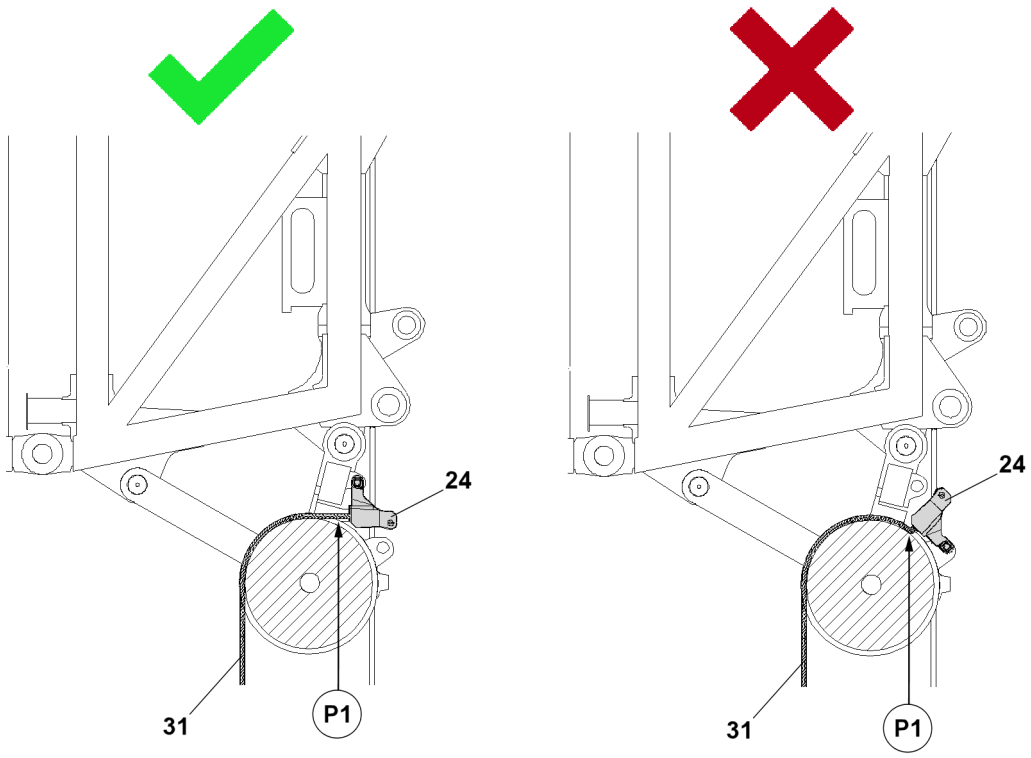

*Fig.158794: Example for the correct / wrong use of the rope end connection with an L-shaped rope lock **24***

Make sure that the L-shaped rope lock **24** is used in the correct pin point.
- The pin point must be selected according to the reeving plan.
- The pin point is designed as a fastening point for rope end connections with L-shaped rope lock.
- By using the correct pin point, the bending of the hoist rope **31** in point **P1** prevented.

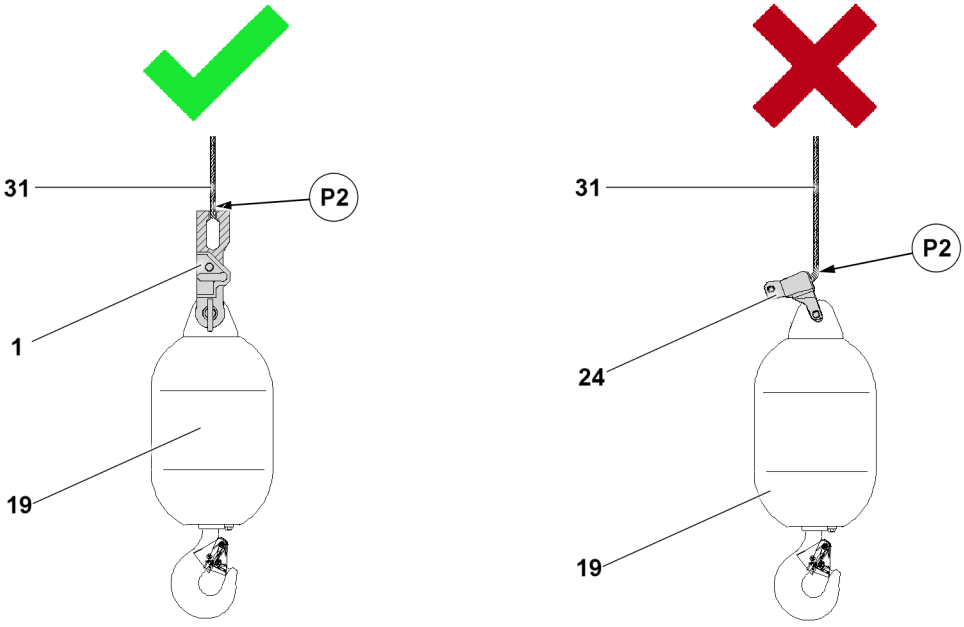

Fig.158795: Example for the correct / wrong use of the rope end connections

Make sure that the L-shaped rope lock **24** is used on the correct component:
- The L-shaped rope lock **24** may only be pinned in an appropriately designed fastening point.
- By using the correct rope end connection on the load hook **19** , in the provided example for the rope lock (standard version) **1**, a bending of the hoist rope **31** in point **P2** is prevented.

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1.2.3 Wedge lock

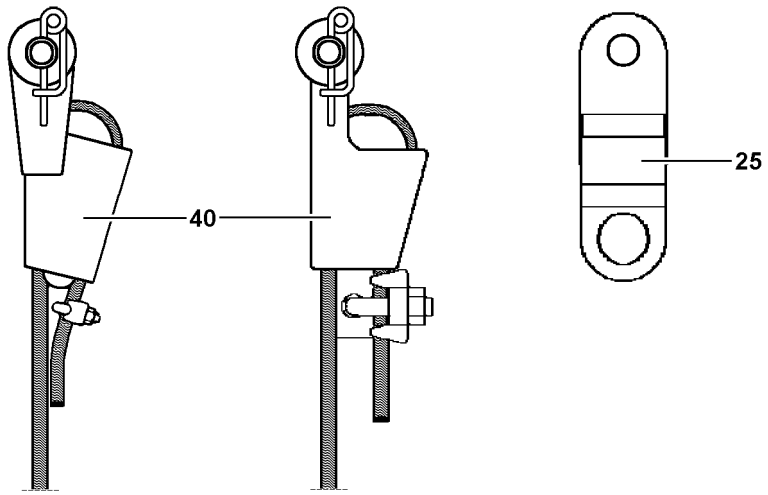

Fig.160486: Wedge locks installed on the rope (rope without locking clamp / locking cast sleeve), adapter separate*

The rope end connection consists of:
- Wedge lock **40**, installed without locking clamp / locking cast sleeve on the rope
  Only use them on the conventional fastening points for rope end connections.
  Note: Exemplary illustration for possible construction forms.
- Adapter wedge lock **25**, when the pin bore of the wedge lock does not have the required diameter.

Note
► Observe the section „Assembling / disassembling the wedge lock“.

2 Reeving in the hoist rope

WARNING
Slipping during assembly work!
Danger of falling.
Death, severe injury, property damage.
► The boom system may only be accessed if assembly personnel is protected with suitable safety measures to prevent them from falling.
► If safety ropes are present on the boom system, then assembly personnel must connect an approved fall arrest system to the retaining ropes of the boom system on the left and right with both snap hooks and secure themselves to prevent them from falling.
► Without appropriate safety measures it is **strictly** prohibited to step on the boom system.
► If railings are present for the crane, then they must be brought into the corresponding position and secured for assembly / disassembly.
► Carry out all assembly work from a safe location.
► Observe the assembly guidelines in the Crane operating instructions, chapter 5.01.

WARNING
Danger of accident due to a running rope!
People can be caught due to a turning rope pulley and / or a running rope.
Death, severe bodily injuries, property damage.
► Adhere to the safety distance from ropes and turning rope pulleys.
► Do not remain in the danger zone.

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WARNING
Danger of accident due to uneven spooling during reeving in / reeving out!
The rope can catch components and personnel.
Death, severe bodily injuries, property damage.
► Spool the winches synchronously.
► Observe the rope run.
► Do not remain in the danger zone.

Make sure that the following prerequisites are met:
– The ground is level and of sufficient load bearing capacity.
– **Only for cranes with crane support:** The crane is properly supported.
– The crane is horizontally aligned.
– The slewing gear brake is applied.
– The boom end section is just above the ground.

2.1 Reeving in the hoist rope with the assembly winch

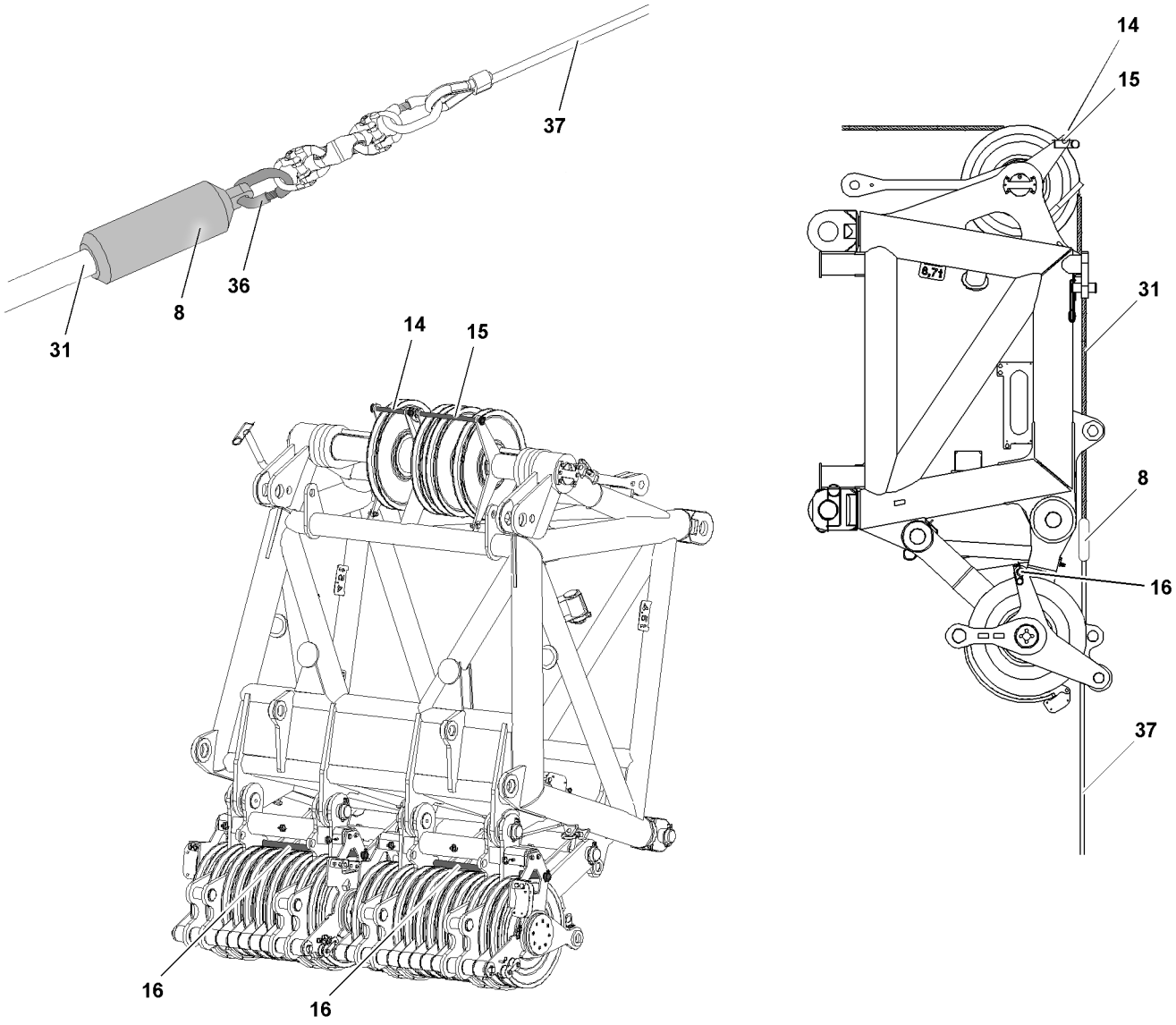

Fig.158792: Reeving in with assembly winch

► Wear an approved fall arrest system and protective equipment, see the Crane operating instructions, chapter 2.04.

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- ► Bring the fall protection equipment on the crane superstructure and on the lattice boom in operating position and secure, see Crane operating instructions, chapter 2.06.
- ► Properly hang the fall arrest system on the intended safety ropes and / or fastening points.
- ► Switch the assembly winch to freewheeling.
- ► Remove the rope retaining pin **14**, rope retaining pin **15** and rope retaining pin **16**.
- ► Connect the auxiliary rope **37** with the auxiliary reeving rope (hemp rope).
- ► Reeve in the auxiliary rope **37** in the reverse direction between the hook block and the pulley head.
- ► Bring the auxiliary rope **37** with the auxiliary reeving rope (hemp rope) upward over the back pulley, which is to be reeved in according to the reeving plan.
- ► Pull the auxiliary rope **37** to the rear to the hoist winch.
- ► Release the auxiliary reeving rope (hemp rope) from the auxiliary rope **37**.

When the auxiliary rope **37** is on the hoist winch:

- ► Connect the auxiliary rope **37** with the hoist rope **31**: Open the connecting link **36**, connect it with the eyehook of the locking clamp / locking cast sleeve **8** and close the connecting link **36**.
- ► Turn freewheeling off on the assembly winch.

NOTICE
Hoist rope tension too low!
Slack rope formation.

- ► Do not permit any slack rope formation on the hoist winch and the assembly winch.

- ► Reeve the hoist rope **31** in:Spool the hoist rope **31** out from the hoist winch and simultaneously spool up the auxiliary rope **37** on the assembly winch.

When the hoist rope **31** is reeved in:

- ► Release the auxiliary rope **37** from the hoist rope **31**.
- ► Spool the auxiliary rope **37** up on the assembly winch.
- ► Pin and secure the rope retaining pin **14**, rope retaining pin **15** and rope retaining pin **16**.
- ► Connect the hoist rope **31** properly to the rope lock, see the following sections.

When the hoist rope **31** is properly connected to the rope lock:

- ► Attach the hoist limit switch weight, see the following sections.

Note
Parallel operation of winch 1 and winch 2!

- ► Repeat the above described reeving procedure with the second hoist rope.
- ► Observe the reeving plan.

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3 Reeving in / reeving out the hook block, rope end connection in the standard version

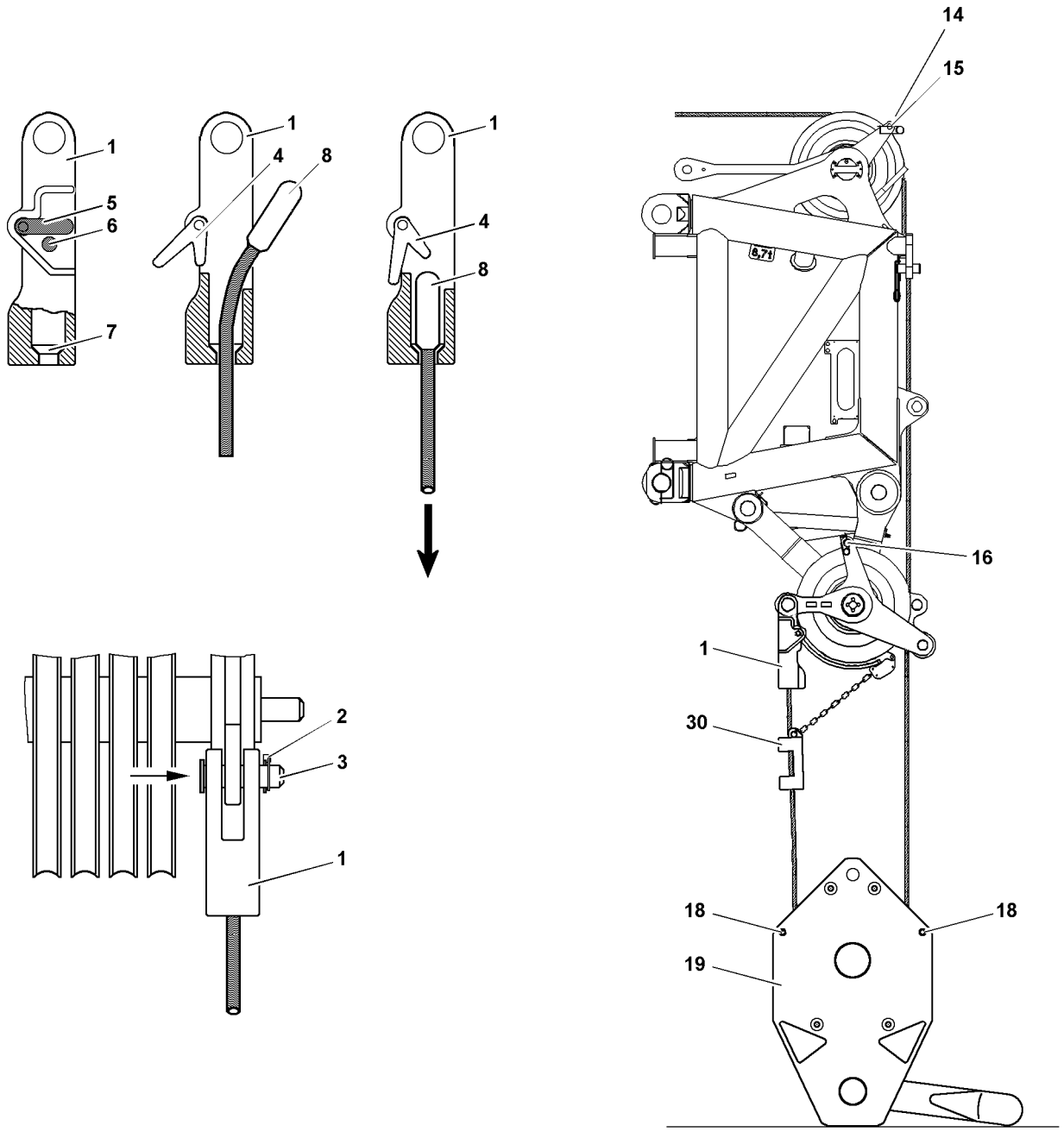

Fig.144024: Detailed view of reeving the hook block in

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3.1 Reeving the hook block in

WARNING
Toppling of the hook block!
If the retaining pins are **not** pinned in the roller block / roller blocks of the hook block before putting the hook block down, then the roller blocks / hook block can topple over when reeving out the hoist rope.
Death, severe injury, property damage.
► Insert the retaining pins, see the Crane operating instructions, chapter 5.19 or the separate operating instructions of the hook block.

3.1.1 Preparing the hook block

Make sure that the following prerequisites are met:
– The crane is horizontally aligned.
– The slewing gear brake is applied.
– The hook block is set down on the ground properly.
– The boom is luffed down to the point where the pulley head is above the hook block.
– An assistant is present to guide the hoist rope.

WARNING
Danger of accident due to side wind!
If the slewing gear brake is released after reeving in / reeving out the hook block / load hook, then the crane can turn uncontrolled in strong side wind.
The crane can collide with near-by structures or objects.
Death, severe injury, property damage.
► Make sure that the current wind speed does not exceed the values from the wind speed chart when releasing the slewing gear brake.

NOTICE
Hook block incorrectly reeved in!
Damage to the hoist rope.
► Carry out the reeving of the hoist rope according to the reeving plan.
► Select the rope fixed point on the hook block is in such a way that the last strand runs parallel to the remaining rope strands, as much as possible.

► Set the required hook block under the boom head.
► On the hook block **19**, remove the spring retainers **18** for both rope retaining pins and pull them both out.

WARNING
Slipping during assembly work!
Danger of falling.
Death, severe injury, property damage.
► The boom system may only be accessed if assembly personnel is protected with suitable safety measures to prevent them from falling.
► If safety ropes are present on the boom system, then assembly personnel must connect an approved fall arrest system to the retaining ropes of the boom system on the left and right with both snap hooks and secure themselves to prevent them from falling.
► Without appropriate safety measures it is **strictly** prohibited to step on the boom system.
► If railings are present for the crane, then they must be brought into the corresponding position and secured for assembly / disassembly.
► Carry out all assembly work from a safe location.
► Observe the assembly guidelines in the Crane operating instructions, chapter 5.01.

► Reeve in the hook block.
► Insert the rope retaining pins again and secure with spring retainers.

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3.1.2 Connecting the hoist rope to the rope lock

NOTICE
The hoist rope is incorrectly installed!
Damage to the hoist rope.
► Always insert the pin **3** from the „inside to the outside“ and secure from the outside.

► The rope lock **1** must be reeved either on the pulley head or on the hook block and secured with locking pins **2**, depending on reeving.
► On the rope lock **1**, push in the safety pin **6**.
► Swing the lever **5** „down“ and hold it in this position.

Result:

– The locking pawl **4** is swung „downward“.

► Attach the rope end with the locking clamp / locking cast sleeve **8** in the rope lock **1** and pull „down“ firmly (in direction of arrow), until the locking clamp / locking cast sleeve **8** is touching in the cone **7**.

WARNING
Locking clamp / locking cast sleeve incorrectly installed!
Danger of accident.
Death, severe injuries, property damage.
► The locking clamp / locking cast sleeve **8** must touch on the cone **7** after connecting it to the rope lock **1** and must be secured by the locking pawl **4**.

► Release the lever **5**.

Result:

– The lever **5** returns to the initial position and is locked by the safety pin **6**.

► Check the rope retainer. Visual inspection.

3.2 Reeving the hook block out

WARNING
Toppling of the hook block!
If the retaining pins are **not** pinned in the roller block / roller blocks of the hook block before putting the hook block down, then the roller blocks / hook block can topple over when reeving out the hoist rope.
Death, severe injury, property damage.
► Insert the retaining pins, see the Crane operating instructions, chapter 5.19 or the separate operating instructions of the hook block.

Make sure that the following prerequisites are met:
– The ground is level and of sufficient load bearing capacity.
– **Only for cranes with crane support:** The crane is properly supported.
– The crane is horizontally aligned.
– The slewing gear brake is applied.
– The boom end section is just above the ground.

WARNING
Danger of accident due to side wind!
If the slewing gear brake is released after reeving in / reeving out the hook block / load hook, then the crane can turn uncontrolled in strong side wind.
The crane can collide with near-by structures or objects.
Personnel can be severely injured or killed.
► Make sure that the current wind speed does not exceed the values from the wind speed chart when releasing the slewing gear brake.

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3.2.1 Lowering the hook block

WARNING
Crushing of hands!
When reeving out the hook block, it can topple over.
Death, severe injury, property damage.
- ► Use the handles in the safe area of the hook block.
- ► Make sure the hook block is safely positioned.

- ► Lower the hook block and place it on the ground.
- ► Remove the hoist limit switch weight.

3.2.2 Detaching the hoist rope

- ► On the rope lock **1**, push in the safety pin **6**.
- ► Swing the lever **5** „down“ and hold it in this position.

Result:

– The locking pawl **4** is swung downward.
– The locking clamp / locking cast sleeve **8** is released.

- ► Push the hoist rope up and detach the locking clamp / locking cast sleeve **8**.
- ► Release and unpin the rope retaining pin on the hook block.
- ► Reeve out the hoist rope from the hook block and the pulley head.
- ► Insert the rope retaining pins again and secure with spring retainers.

4 Reeving in / reeving out the hook block, rope end connection with L-shaped rope lock

WARNING
The load can be ripped off!
Death, severe bodily injuries, property damage.
- ► The rope end connection with L-shaped rope lock is only permitted for use on appropriately designed fastening points.
- ► Make sure that the rope end connection with L-shaped rope lock is only used on appropriately designed fastening points.
- ► Do not combine an L-shaped rope lock with other components.

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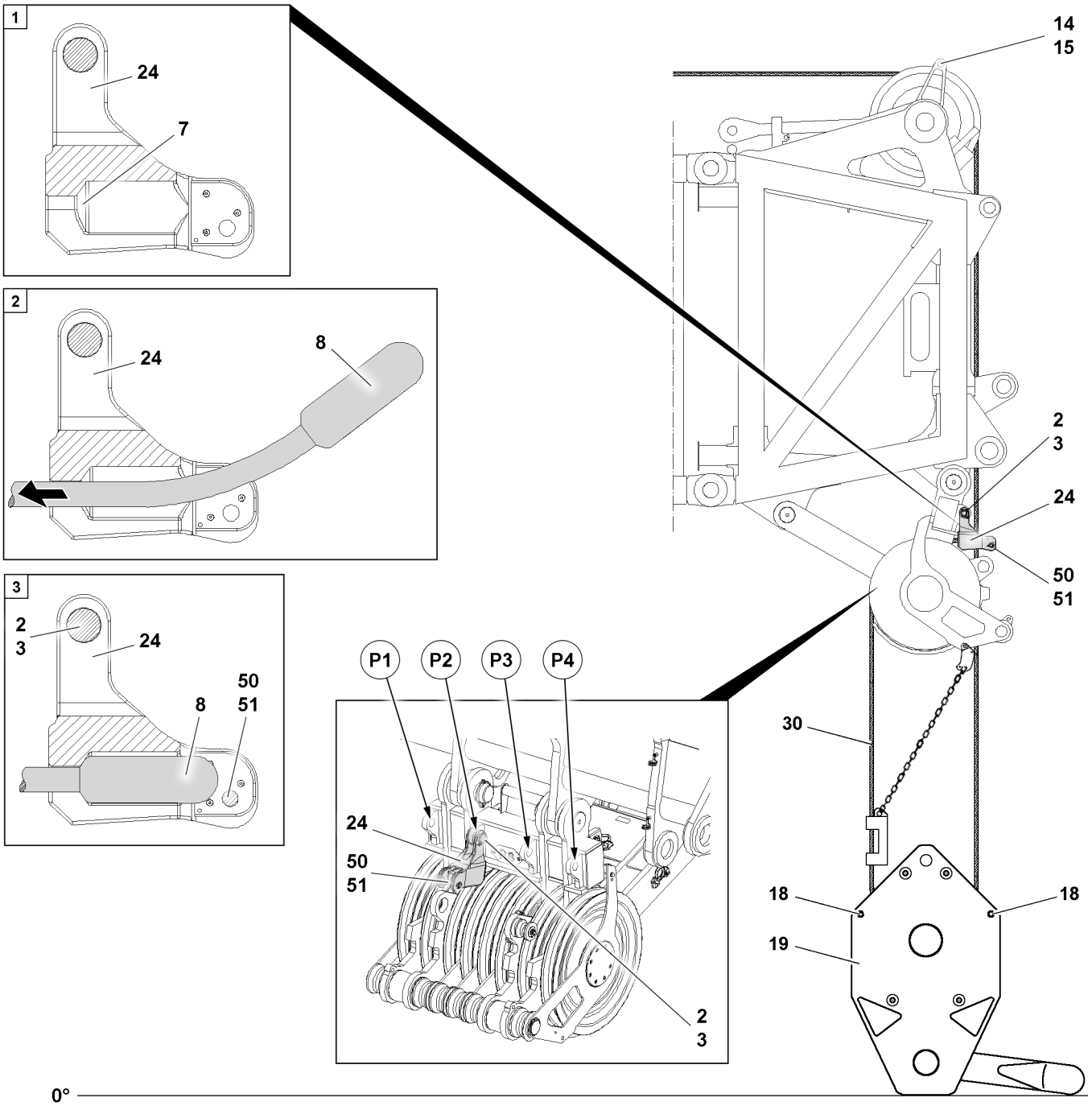

Fig.144022: Detailed view of the hook block reeving, rope end connection with L-shaped rope lock

The rope end connection with L-shaped rope lock **24** must be installed in one of the appropriately designed fastening points (e.g. pin point **P1** to pin point **P4**) on the roller set / sets.

4.1 Reeving the hook block in

WARNING
Toppling of the hook block!
If the retaining pins are **not** pinned in the roller block / roller blocks of the hook block before putting the hook block down, then the roller blocks / hook block can topple over when reeving out the hoist rope.
Death, severe injury, property damage.

► Insert the retaining pins, see the Crane operating instructions, chapter 5.19 or the separate operating instructions of the hook block.

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4.1.1 Preparing the hook block

Make sure that the following prerequisites are met:
- The crane is horizontally aligned.
- The slewing gear brake is applied.
- The hook block is set down on the ground properly.
- The boom is luffed down to the point where the pulley head is above the hook block.
- An assistant is present to guide the hoist rope.

WARNING
Danger of accident due to side wind!
If the slewing gear brake is released after reeving in / reeving out the hook block / load hook, then the crane can turn uncontrolled in strong side wind.
Death, severe injury, property damage.
The crane can collide with near-by structures or objects.
► Make sure that the current wind speed does not exceed the values from the wind speed chart when releasing the slewing gear brake.

NOTICE
Hook block incorrectly reeved in!
Damage to the hoist rope.
► Carry out the reeving of the hoist rope according to the reeving plan.

If there are no specifications for the rope fixed point on the hook block in the reeving plan:
► Select the rope fixed point on the hook block is in such a way that the last strand runs parallel to the remaining rope strands, as much as possible.

► Set the required hook block under the boom head.
► On the hook block **19**, remove the spring retainers **18** for both rope retaining pins and pull them both out.

WARNING
Slipping during assembly work!
Danger of falling.
Death, severe injury, property damage.
► The boom system may only be accessed if assembly personnel is protected with suitable safety measures to prevent them from falling.
► If safety ropes are present on the boom system, then assembly personnel must connect an approved fall arrest system to the retaining ropes of the boom system on the left and right with both snap hooks and secure themselves to prevent them from falling.
► Without appropriate safety measures it is **strictly** prohibited to step on the boom system.
► If railings are present for the crane, then they must be brought into the corresponding position and secured for assembly / disassembly.
► Carry out all assembly work from a safe location.
► Observe the assembly guidelines in the Crane operating instructions, chapter 5.01.

► Reeve in the hook block.
► Insert the rope retaining pins again and secure with spring retainers.

4.1.2 Connecting the hoist rope to the rope lock

NOTICE
The hoist rope is incorrectly installed!
Damage to the hoist rope.
► Always insert the pin **50** from the „inside to the outside“ and secure from the outside.

► Pin the rope lock **24** only to the roller set / roller sets and secure with a locking pin **2**.
► On the rope lock **24**, release and unpin the retaining pin **50**.

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► Attach the rope end with the locking clamp / locking cast sleeve **8** in the rope lock **24** and pull in the direction of arrow, until the locking clamp / locking cast sleeve **8** is touching in the cone **7**.

WARNING
Locking clamp / locking cast sleeve incorrectly installed!
Danger of accident.
Death, severe injuries, property damage.
► The locking clamp / locking cast sleeve **8**, after being connected to the rope lock **24**, must touch the cones **7** and be secured by the retaining pin **50**.

► Insert the retaining pin **50** and secure properly with the retaining element **51**.
► Check the rope retainer. Visual inspection.

4.2 Reeving the hook block out

WARNING
Toppling of the hook block!
If the retaining pins are **not** pinned in the roller block / roller blocks of the hook block before putting the hook block down, then the roller blocks / hook block can topple over when reeving out the hoist rope.
Death, severe injury, property damage.
► Insert the retaining pins, see the Crane operating instructions, chapter 5.19 or the separate operating instructions of the hook block.

Make sure that the following prerequisites are met:
– The ground is level and of sufficient load bearing capacity.
– **Only for cranes with crane support:** The crane is properly supported.
– The crane is horizontally aligned.
– The slewing gear brake is applied.
– The boom end section is just above the ground.

WARNING
Danger of accident due to side wind!
If the slewing gear brake is released after reeving in / reeving out the hook block / load hook, then the crane can turn uncontrolled in strong side wind.
Personnel can be severely injured or killed.
The crane can collide with near-by structures or objects.
► Make sure that the current wind speed does not exceed the values from the wind speed chart when releasing the slewing gear brake.

4.2.1 Lowering the hook block

WARNING
Crushing of hands!
When reeving out the hook block, it can topple over.
Death, severe injury, property damage.
► Use the handles in the safe area of the hook block.
► Make sure the hook block is safely positioned.

► Lower the hook block and place it on the ground.
► Remove the hoist limit switch weight.

4.2.2 Detaching the hoist rope

► On the rope lock **24**, release and unpin the retaining pin **50**.

Result:

– The locking clamp / locking cast sleeve **8** is released.

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- ► Push the hoist rope forward and detach the locking clamp / locking cast sleeve **8**.
- ► Release and unpin the rope retaining pin on the hook block.
- ► Reeve out the hoist rope from the hook block and the pulley head.
- ► Insert the rope retaining pins again and secure with spring retainers.

5 Attaching and removing the load hook*

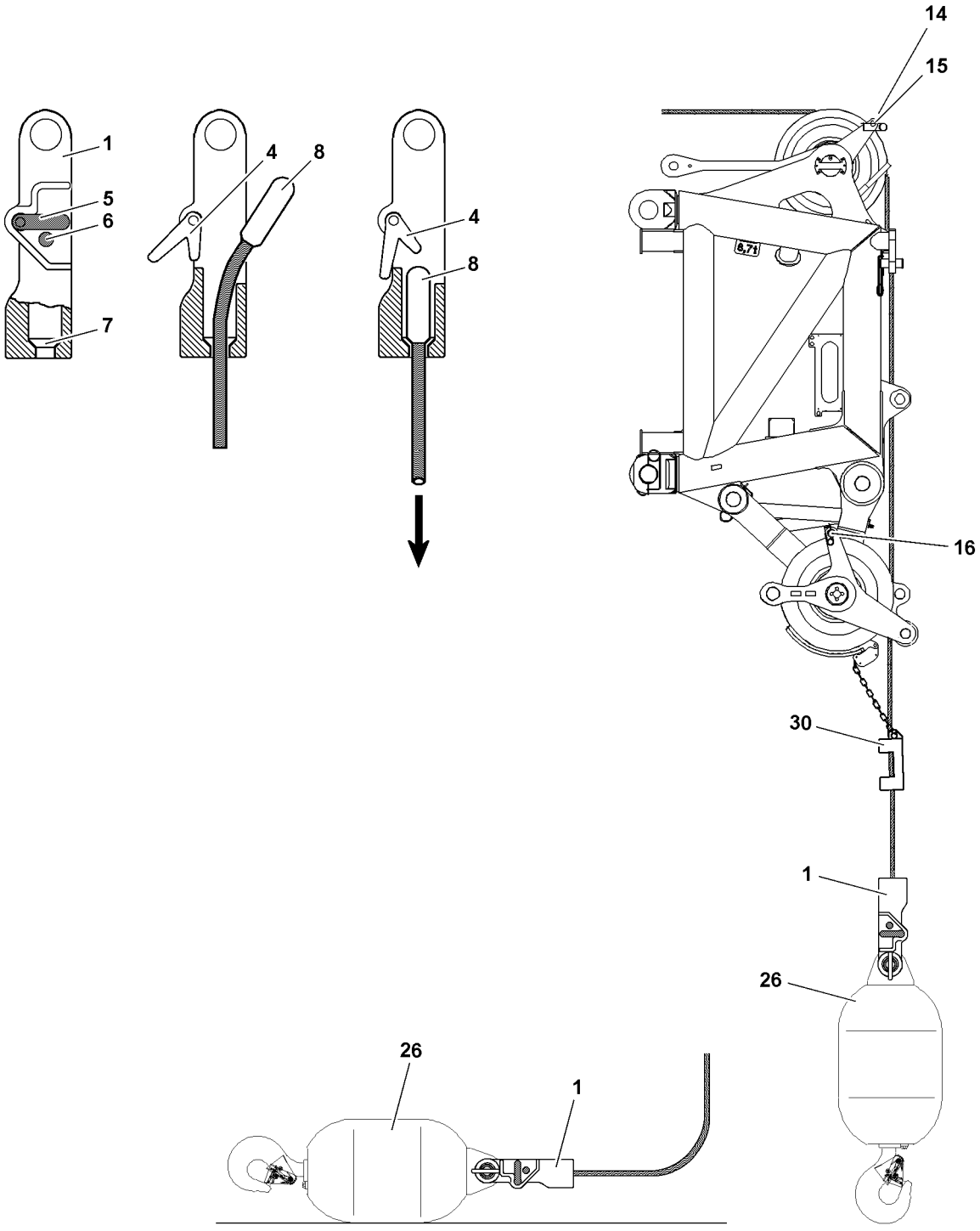

Fig.121854: Load hook fastening

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5.1 Fastening the load hook*

5.1.1 Assembling the load hook*

► Place the load hook under the pulley head of the boom.
► Release and unpin the rope retaining pins on the back pulley and on the pulley head.

WARNING
Slipping during assembly work!
Danger of falling.
Death, severe injury, property damage.
► The boom system may only be accessed if assembly personnel is protected with suitable safety measures to prevent them from falling.
► If safety ropes are present on the boom system, then assembly personnel must connect an approved fall arrest system to the retaining ropes of the boom system on the left and right with both snap hooks and secure themselves to prevent them from falling.
► Without appropriate safety measures it is **strictly** prohibited to step on the boom system.
► If railings are present for the crane, then they must be brought into the corresponding position and secured for assembly / disassembly.
► Carry out all assembly work from a safe location.
► Observe the assembly guidelines in the Crane operating instructions, chapter 5.01.

► Place the hoist rope over the back pulley on the boom head.
► Insert the rope retaining pins again and secure with spring retainers.
► Pin the rope lock **1** in the load hook **26** and secure with spring retainers.

5.1.2 Connecting the hoist rope

Make sure that the following prerequisites are met:
– The crane is horizontally aligned.
– The slewing gear brake is applied.
– The hook block is set down on the ground properly.
– The boom is luffed down to the point where the pulley head is above the hook block.
– An assistant is present to guide the hoist rope.

WARNING
Danger of accident due to side wind!
If the slewing gear brake is released after reeving in / reeving out the hook block / load hook, then the crane can turn uncontrolled in strong side wind.
Personnel can be severely injured or killed.
The crane can collide with near-by structures or objects.
► Make sure that the current wind speed does not exceed the values from the wind speed chart when releasing the slewing gear brake.

► On the rope lock **1**, push in the safety pin **6**.
► Swing the lever **5** „down“ and hold it in this position.

Result:

– The locking pawl **4** is swung „downward“.

► Attach the rope end with the locking clamp / locking cast sleeve **8** in the rope lock and pull „down“ firmly (in direction of arrow), until the locking clamp / locking cast sleeve **8** is touching in the cone **7**.

WARNING
Locking clamp / locking cast sleeve incorrectly secured!
Damage to the locking clamp / locking cast sleeve.
Death, severe injuries, property damage
► The locking clamp / locking cast sleeve **8** must touch on the cone **7** after connecting it to the rope lock **1** and must be secured by the locking pawl **4**.

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► Release the lever **5**.

Result:

– The lever **5** returns to the initial position and is locked by the safety pin **6**.

5.2 Removing the load hook*

Make sure that the following prerequisites are met:
– The ground is level and of sufficient load bearing capacity.
– **Only for cranes with crane support:** The crane is properly supported.
– The crane is horizontally aligned.
– The slewing gear brake is applied.
– The load hook is prepared for assembly.
– An assistant is present to guide the hoist rope.

5.2.1 Lowering the load hook

WARNING
Crushing of hands!
When reeving out the hook block, it can topple over.
Death, severe injury, property damage.
► Use the handles in the safe area of the hook block.
► Make sure the hook block is safely positioned.

► Take the load hook **26** down on the ground.
► Remove the hoist limit switch weight.

5.2.2 Detaching the hoist rope

WARNING
Danger of accident due to side wind!
If the slewing gear brake is released after reeving in / reeving out the hook block / load hook, then the crane can turn uncontrolled in strong side wind.
Death, severe injury, property damage.
The crane can collide with near-by structures or objects.
► Make sure that the current wind speed does not exceed the values from the wind speed chart when releasing the slewing gear brake.

► On the rope lock **1**, push in the safety pin **6**.
► Swing the lever **5** „down“ and hold it in this position.

Result:

– The locking pawl **4** is swung „downward“.
– The locking clamp / locking cast sleeve **8** is released.

► Push the hoist rope in the direction of the load hook and detach the locking clamp / locking cast sleeve **8**.
► Remove the rope retaining pins on the pulley head and on the back pulley.
► Lift the hoist rope from the rope pulleys.
► Insert the rope retaining pins again and secure with spring retainers.

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6 Two-part hoist limit switch weight

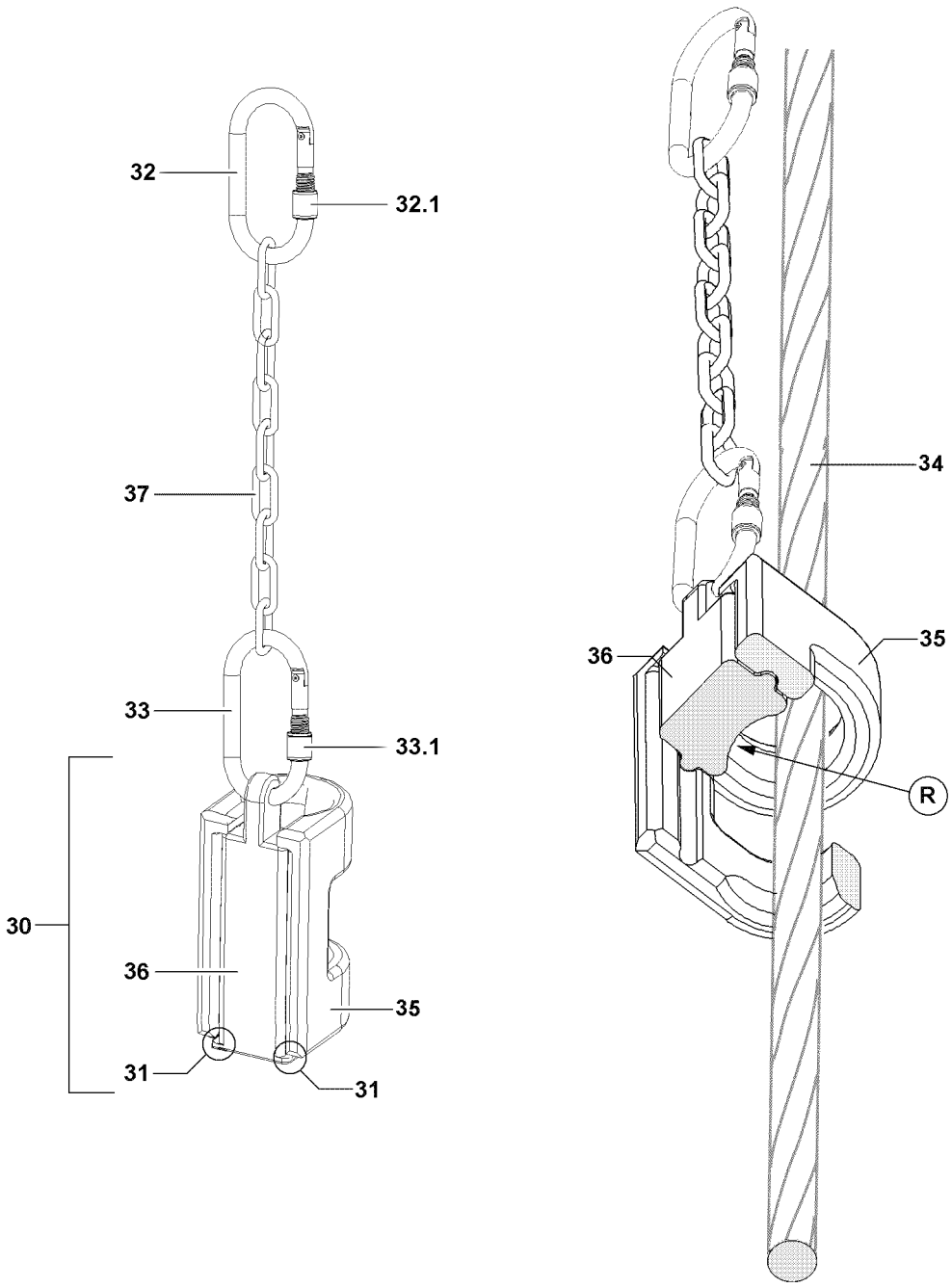

Fig.156691: Detailed view of the hoist limit switch weight

The hoist limit switch weight is connected to the hoist limit switch. By connecting the hoist limit switch weight **30** to the hoist limit switch, the *Spool winch up* crane movement is released. As soon as the hoist limit switch weight **30** is lifted, the hoist limit switch switches off the *Spool winch up* crane movement.

The following parts are required:
- **30** Hoist limit switch weight
- **32** Upper carabiner
- **33** Lower carabiner
- **37** Chain

The hoist limit switch weight **30** consists of two parts, which are pushed into each other:
- The weight **35**

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– The carrier section **36**

WARNING
Incorrect parts installed!
The crane movement is **not** switched off or is switched off too late.
Death, severe bodily injuries, property damage.
► Do **not** replace the hoist limit switch weight **30**, carabiner and chain **37** with other parts.

The chain **37** must be attached with its full length during crane operation and may not be shortened.

WARNING
Chain **37** shortened!
The crane movement is **not** switched off or is switched off too late.
Death, severe bodily injuries, property damage.
► Do **not** shorten the chain **37**.

6.1 Attaching the hoist limit switch weight

WARNING
Hoist limit switch weight is incorrectly installed!
The hoist limit switch weight can fall down. Death, severe injuries.
► When detaching or attaching the hoist limit switch weight **30** make sure that the weight **35** and the carrier section **36** do not fall down.
► Make sure that the curvature **R** of the carrier section **36** points to the hoist rope **34**.
► Make sure that the noses **31** of the carrier section **36** is placed on the weight **35**.

WARNING
Knurled nut installed closing upward!
The carabiner could loosen up itself by itself. The hoist limit switch weight **30** can fall down.
Death or severe bodily injuries.
► **Assemble the knurled nut closing downward.**

► Connect the chain **37** to the upper carabiner **32** on the hoist limit switch.
► Secure the upper carabiner **32** with the knurled nut **32.1**.

The attachment of the hoist limit switch weight **30** depends on the position of the rope fixed point.

Rope fixed point on the pulley head:
– In the event of multiple hoist rope reeving, the hoist limit switch weight **30** must always be laid around the „stationary rope strand“, in other words around the rope strand that leads directly to the cable lock.

Rope fixed point on the hook block:
– The hoist limit switch weight **30** is laid around the outer strand that has the least angular pull, i.e. the one with the smallest angle between the connected hoist limit switch weight and the hoist rope.

► Release and unscrew the knurled nut **33.1** from the lower carabiner **33**.
► Push the weight **35** with one hand on the hoist rope **34** and hold.
► With the other hand, guide the carrier section **36** behind the hoist rope **34** and under the weight **35**. The curvature **R** of the carrier section **36** must point to the hoist rope **34**.
► Push the weight **35** on the carrier section **36**.
► Fit the hoist limit switch weight **30** with the carrier section **36** in the lower carabiner **33**.
► Secure the lower carabiner **33** with the knurled nut **33.1**.

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6.2 Removing the hoist limit switch weight

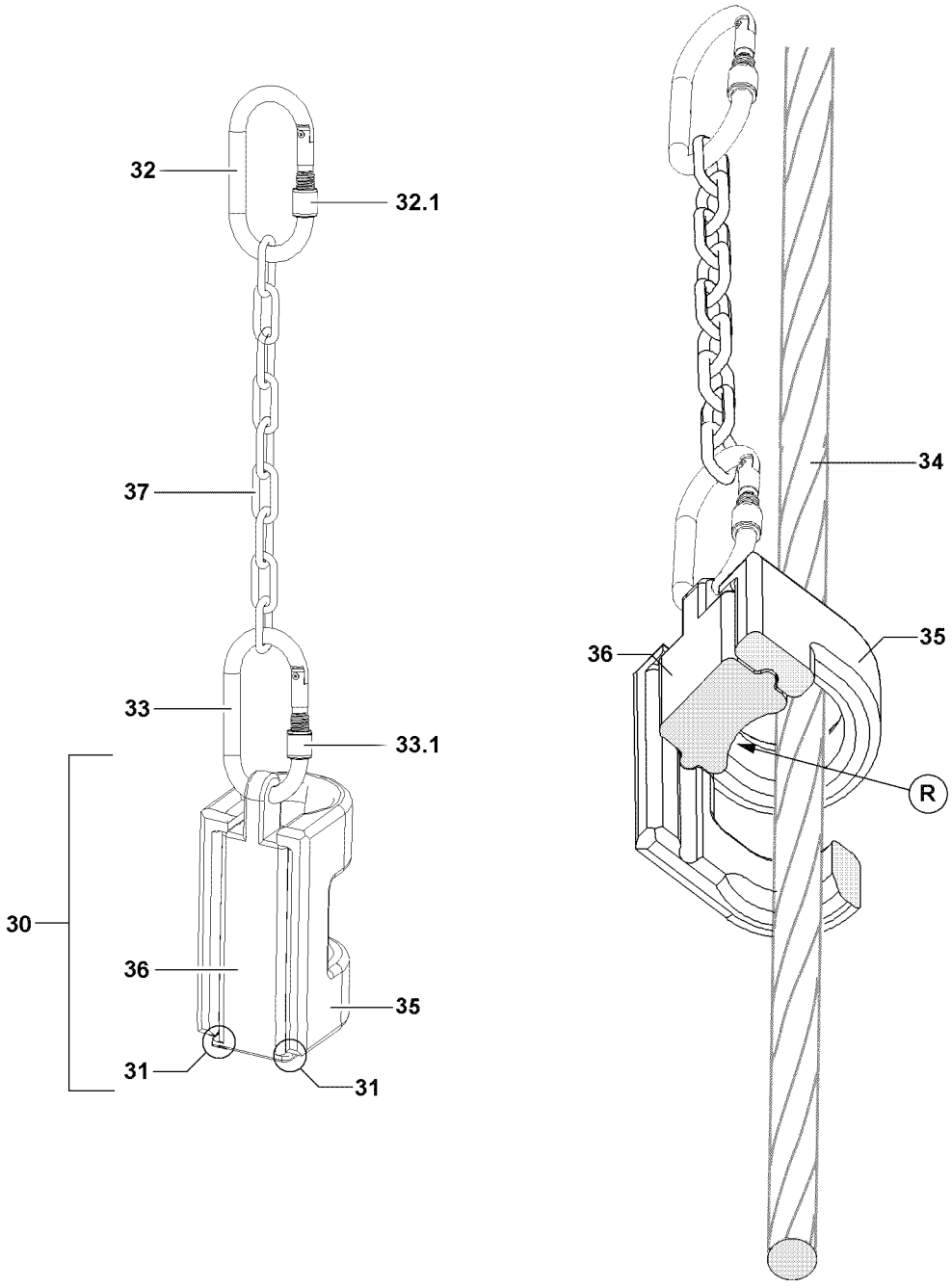

Fig.156691: Detailed view of the hoist limit switch weight

WARNING
Hoist limit switch weight is incorrectly installed!
The hoist limit switch weight can fall down. Death, severe injuries.
- ► When detaching or attaching the hoist limit switch weight **30** make sure that the weight **35** and the carrier section **36** do not fall down.
- ► It is prohibited to remain in the danger zone.

- ► Release and unscrew the knurled nut **33.1** on the lower carabiner **33**.
- ► Detach the hoist limit switch weight **30** from the lower carabiner **33**.
- ► Hold the weight **35** with one hand and with the other hand, push the carrier section **36** out of the weight **35**.

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► Remove the chain **37** with the upper carabiner **32** on the hoist limit switch.
► Store the weight **35**, carrier section **36** and chain **37** with the carabiner safely.

7 One-part hoist limit switch weight

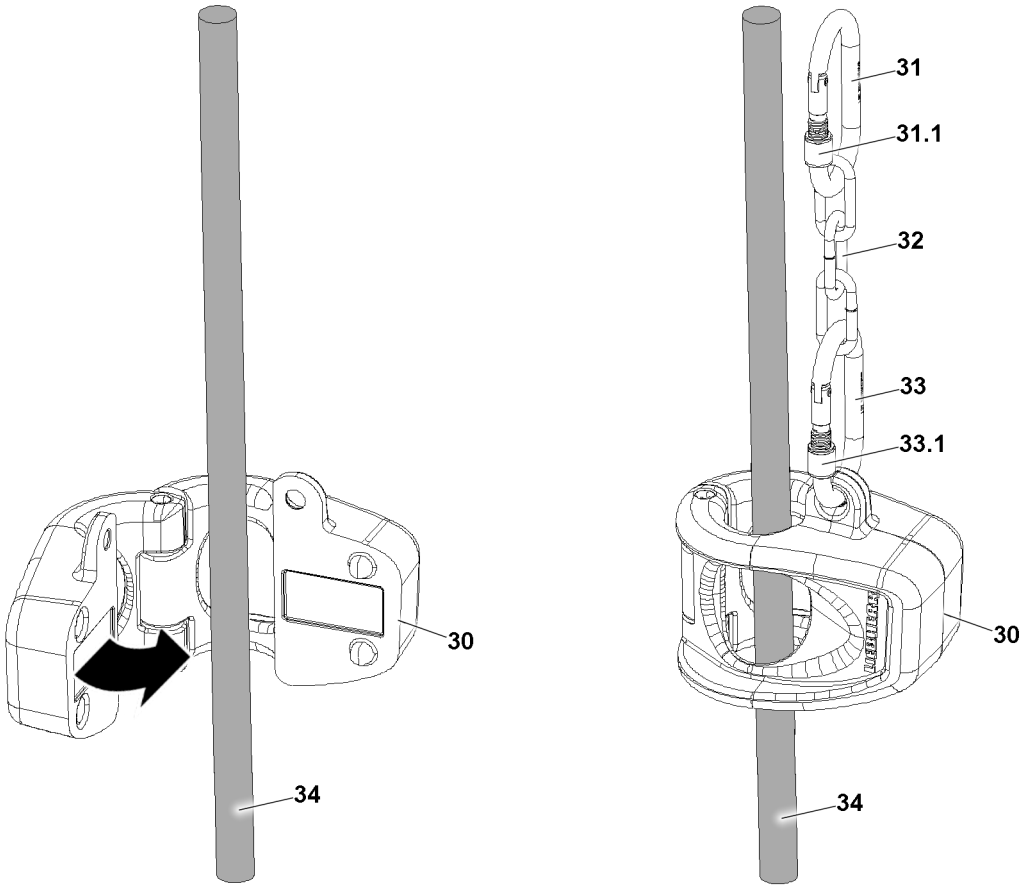

Fig.127727: Hoist limit switch weight

The hoist limit switch weight is connected to the hoist limit switch. By connecting the hoist limit switch weight **30** to the hoist limit switch, the crane movement *Spool winch up* is released. As soon as the hoist limit switch weight **30** is lifted, the hoist limit switch switches off the *Spool winch up* crane movement.

The following parts are required:
– **30** Hoist limit switch weight
– **31** Upper carabiner
– **32** Chain
– **33** Lower carabiner

WARNING
Incorrect parts installed!
The crane movement is **not** switched off or is switched off too late.
Death, severe bodily injuries, property damage.
► Do **not** replace the hoist limit switch weight **30**, carabiner and chain **32** with other parts.

The chain **32** must be attached with its full length during crane operation and may not be shortened.

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WARNING
Chain **32** shortened!
The crane movement is **not** switched off or is switched off too late.
Death, severe bodily injuries, property damage.
► Do **not** shorten the chain **32**.

7.1 Attaching the hoist limit switch weight

WARNING
Hoist limit switch weight is incorrectly installed!
The hoist limit switch weight can fall down.
Death or severe bodily injuries.
► Makes sure that the hoist limit switch weight **30**, carabiner and chain **32** do not scrape against the hoist rope **34** after assembly.
► Do **not** let the hoist limit switch weight **30** fall down.

WARNING
Knurled nut installed closing upward!
The carabiner could loosen up itself by itself. The hoist limit switch weight **30** can fall down.
Death or severe bodily injuries.
► **Assemble the knurled nut closing downward.**

► Connect the chain **32** to the upper carabiner **31** on the hoist limit switch.
► Secure the upper carabiner **31** with the knurled nut **31.1**.

The attachment of the hoist limit switch weight **30** depends on the position of the rope fixed point.

Rope fixed point on the pulley head:
– In the event of multiple hoist rope reeving, the hoist limit switch weight **30** must always be laid around the „stationary rope strand“, in other words around the rope strand that leads directly to the cable lock.

Rope fixed point on the hook block:
– The hoist limit switch weight **30** is laid around the outer strand that has the least angular pull, i.e. the one with the smallest angle between the connected hoist limit switch weight **30** and the hoist rope **34**.

► Place the hoist limit switch weight **30** around the hoist rope **34**.
► Close the hoist limit switch weight **30**.
► Connect the chain **32** to the lower carabiner **33** on the hoist limit switch weight **30**.
► Secure the lower carabiner **33** with the knurled nut **33.1**.

Result:
– The hoist limit switch weight **30** is assembled and secured.

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7.2 Removing the hoist limit switch weight

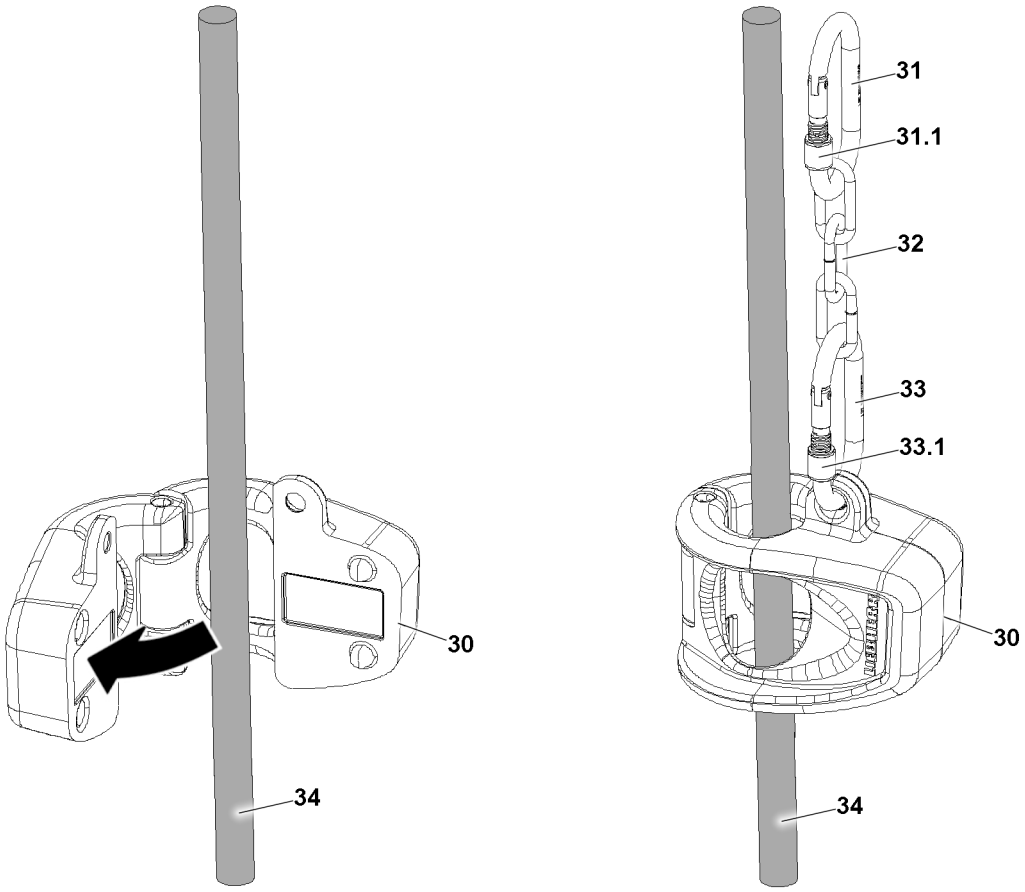

Fig.127728: Removing the hoist limit switch weight

WARNING
Hoist limit switch weight **not** secured during disassembly!
The hoist limit switch weight can fall down.
► Do **not** let the hoist limit switch weight **30** fall down during disassembly.

► Release and unscrew the knurled nut **33.1** on the lower carabiner **33**.
► Hold the hoist limit switch weight **30** with one hand and with the other hand, disconnect the lower carabiner **33** on the hoist limit switch weight **30**.
► Remove the chain **32** with the upper carabiner **31** on the hoist limit switch.
► Store the hoist limit switch weight **30**, chain **32** with the carabiner **31** and carabiner **33** safely.

8 Assembling / disassembling the wedge lock

Liebherr-Werk Ehingen GmbH does not have any safety concerns regarding the use of a wedge lock as a replacement for the lock. The wedge lock must be released by Liebherr-Werk Ehingen GmbH for use on the corresponding rope type. However, when using a wedge lock in connection with rotation-resistant hoist ropes, they do not have some of the positive characteristics of the lock, which can lead to a reduced service life of the rope. If a wedge lock is disassembled and then assembled again on the rope, the previously clamped part of the rope must first be cut off.

The utilized wedge lock can only be installed and assembled by authorized and trained personnel.

Make sure that the following prerequisites are met:
– The wedge lock is released for the rope diameter and rope type.
– The lock clamp / locking case sleeve has been properly disconnected.

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8.1 Safety

DANGER
The rope is not suitable for the wedge lock!
If an unsuitable rope is used with a wedge lock as an end connection, the end connection will fail and lead to breakage.
- ► Do not provide unsuitable ropes, such as fiber ropes, plastic coated ropes or spiral ropes, with a wedge lock as an end connection.
- ► Only provide suitable wire ropes with a wedge lock as an end connection.
- ► The wedge lock must be released by Liebherr-Werk Ehingen GmbH for use on the corresponding rope type.
- ► The wire rope diameter must match the wedge lock.
- ► In case of lack of clarity, contact Liebherr Service.

WARNING
Faulty assembly / disassembly of a wedge lock!
- ► The utilized wedge lock can only be installed, assembled and disassembled by authorized and trained personnel.
- ► Wear protective clothing.
- ► In case of lack of clarity, contact Liebherr Service.

WARNING
Wrong components on the wedge lock!
If the housing and wedge do not match, a correct end connection with the wedge lock is not possible. Incorrect components on the wedge lock can lead to the failure of the end connection and to breakage.
- ► Only use housing with an appropriate wedge.
- ► Keep all components of the wedge lock so that they can’t be mixed up.
- ► If there are uncertainties regarding the composition of the wedge lock, the wedge lock may not be used.
- ► Only use the wedge lock with unchanged original components.

WARNING
Damaged wedge lock!
The use of a damaged wedge lock can lead to the failure of the end connection and to breakage.
- ► Check all components for damage prior to assembly.
- ► A wedge lock with damaged components may not be installed or used.
- ► Do not use a wedge lock with an illegible manufacturer’s mark or nominal size.

WARNING
Reuse of a jammed area!
If a rope is used a second time in the same position with a wedge lock, the end connection will fail and lead to breakage.
If a rope in a previously jammed area is provided with a locking clamp or locking cast sleeve, the end connection can fail and lead to breakage.
- ► Do not use the previously jammed area of the rope again and cut it off completely.

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WARNING
Unsuitable position for attaching a wedge lock!
If a wedge lock is installed in an unsuitable position of the rope, the end connection can fail and lead to breakage.
- ► Pressure marks in the clamping area on the rope and wedge lock can lead to the failure of the wedge lock.
- ► The wedge lock may not be clamped on an annealing separated area or a trimming of the rope.
- ► The surface of the clamping area on the rope and wedge lock must be free of dirt and rust.
- ► The clamping area may not have rope breakage.

WARNING
The wedge lock releases!
If there is a collision on the side of the dead rope side while using the wedge lock, the wedge lock can release.
- ► Secure the wedge lock against collisions.
- ► Do not let the dead rope end stick out such that it rises or can get caught. Secure the dead rope end with a soft tie with tape or a soft binding wire.
- ► Stop the spool up movements of the winch before the wedge runs against the hoist limit switch weight.

WARNING
The rope end turns up!
If the rope end turns up, the rope can slide through the wedge lock. The end connection can fail and lead to breakage.
- ► Secure the rope end against untwisting and jumping up, for example injecting, welding or soldering.
- ► Comply with the specified length of the dead rope end.

NOTICE
The rope jumps up when shortening!
If the rope is not secured against jumping up when shortened, the rope can be damaged and become unusable.
- ► Secure the rope against jumping up and untwisting before shortening.

Note
Rope too short.
In the case of fixed rope lengths, pay attention to further usability after shorting.
- ► Each use of a wedge lock makes a section of the rope unusable.
- ► Do not replace missing wedge locks / locking case sleeves too often with a wedge lock.
- ► Contact Liebherr Customer Service for a proper rope repair with a locking cast sleeve.

Note
Minimum tensile strength of the rope decreased.
The minimum tensile strength of the rope is reduced 80 % by an end connection with a wedge lock.
- ► This reduction is permitted on an otherwise intact rope if the wedge lock is used correctly.

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8.2 Nominal dimensions when assembling the wedge lock

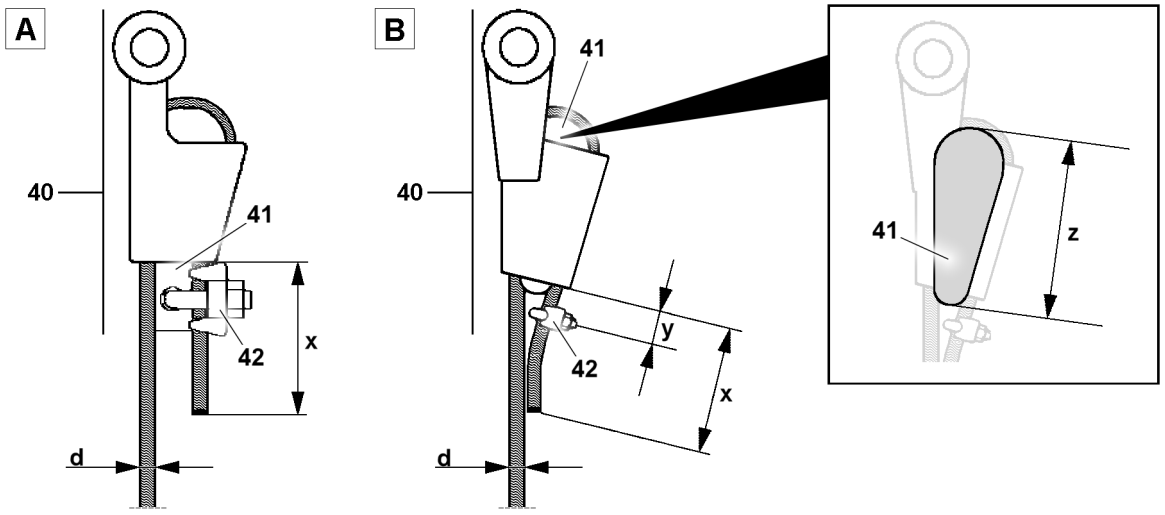

Fig.160488: Exemplary presentation of wedge locks

40 Wedge lock
41 Wedge
42 Clamp
d Rope diameter
x Dead rope end length
y Distance
z Wedge length

– Variation **A**, Wedge lock **40 with** bore for a Clamp **42** in the wedge **41**
– Variation **B**, wedge lock **40 without** a bore for a clamp **42** in the wedge **41**

► Provide the long dead rope end **x** with the twentyfold rope diameter **d**. With a small rope diameter **d** not less than 150 mm.

For wedge locks **without** a bore for a clamp **42** in the wedge **41** (seevariation **B**) additionally:
► Distance **y** from the rope clamp to the housing with the double rope diameter **d**. When doing so, do not exceed 75% of the wedge length **z**.

WARNING
Nominal dimensions when assembling the wedge lock not complied with!
The end connection can fail and lead to breakage.
► Comply with the specified length **x**.

With a wedge lock **40 without** a bore for a clamp **42** additionally:
► Observe the specified distance **y**.

► Mark the dead rope end length **x** and distance **y** on the rope.

8.3 General notes for assembly

Observe the differences in the exemplary illustrations:
– Wedge lock **with** a bore for a clamp
– Wedge lock **without** a bore for a clamp

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8.3.1 Wedge lock with a bore for a clamp

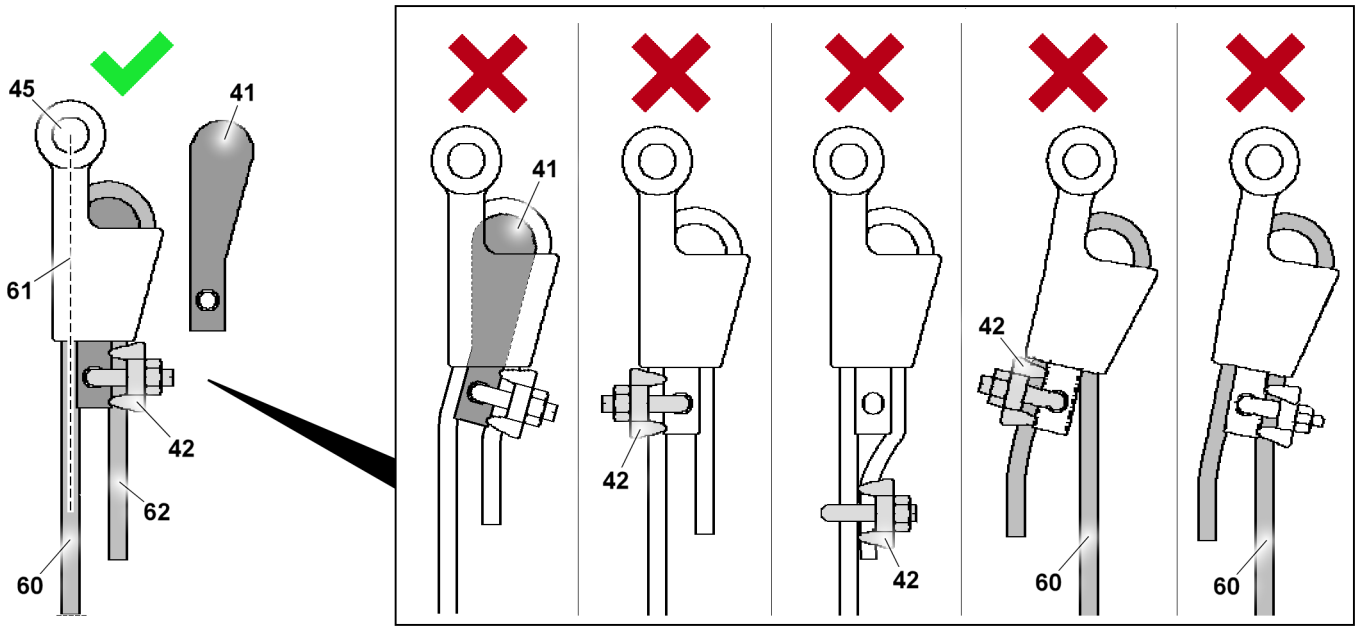

*Fig.160493: Exemplary illustration with a correctly and incorrectly assembled wedge lock **with** a bore for a clamp*

41 Wedge
42 Clamp
45 Pin bore
60 Rope strand, load bearing
61 Pull axle
62 Dead rope end

- Assemble the wedge **41** in the correct position. Position the wide side with a radius in the direction of the pin bore **45**. Position the long straight side toward the pull axle **61**.
- Assemble the clamp **42** in the correct position with the correct tightening torque. Screw the clamp on via the dead rope end **62** through the wedge bore.
- Run the load bearing rope strand **60** in the pull axle **61** of the wedge lock. The long axis of the load bearing rope strand **60** is perpendicular to the long axis of the pin bore **45**.

Diameter Rope	Nominal size Clamp size	Tightening torque Clamp [1)]
9 mm to 10 mm	⅜	61 Nm
11 mm to 13 mm	½	88 Nm
14 mm to 16 mm	⅝	129 Nm
18 mm to 19 mm	¾	176 Nm
20 mm to 22 mm	⅞	305 Nm
24 mm to 26 mm	1	305 Nm
28 mm	1⅛	305 Nm

1) Threads and support surfaces are clean, dry and free of lubricants.

Control bore auxiliary function*

Note
► Only for wedge locks with control bore auxiliary function*.

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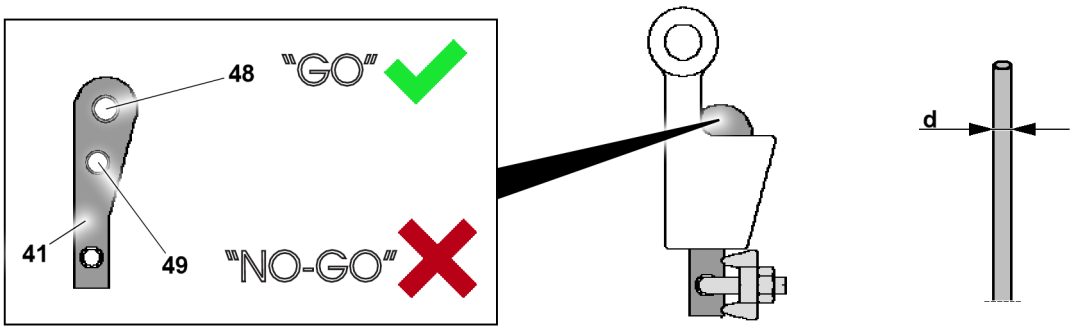

Fig.160497: Wedge lock with control bore auxiliary function .*

41 Wedge
48 Bore“GO”
49 Bore“NO-GO”
d Rope diameter

The wedge and rope diameter **d** match when all of the following criteria are met:
– The rope diameter **d** passes through the bore “GO” **48**.
– The rope diameter **d** does **not** pass through the bore “NO-GO” **49**.

8.3.2 Wedge lock without a bore for a clamp

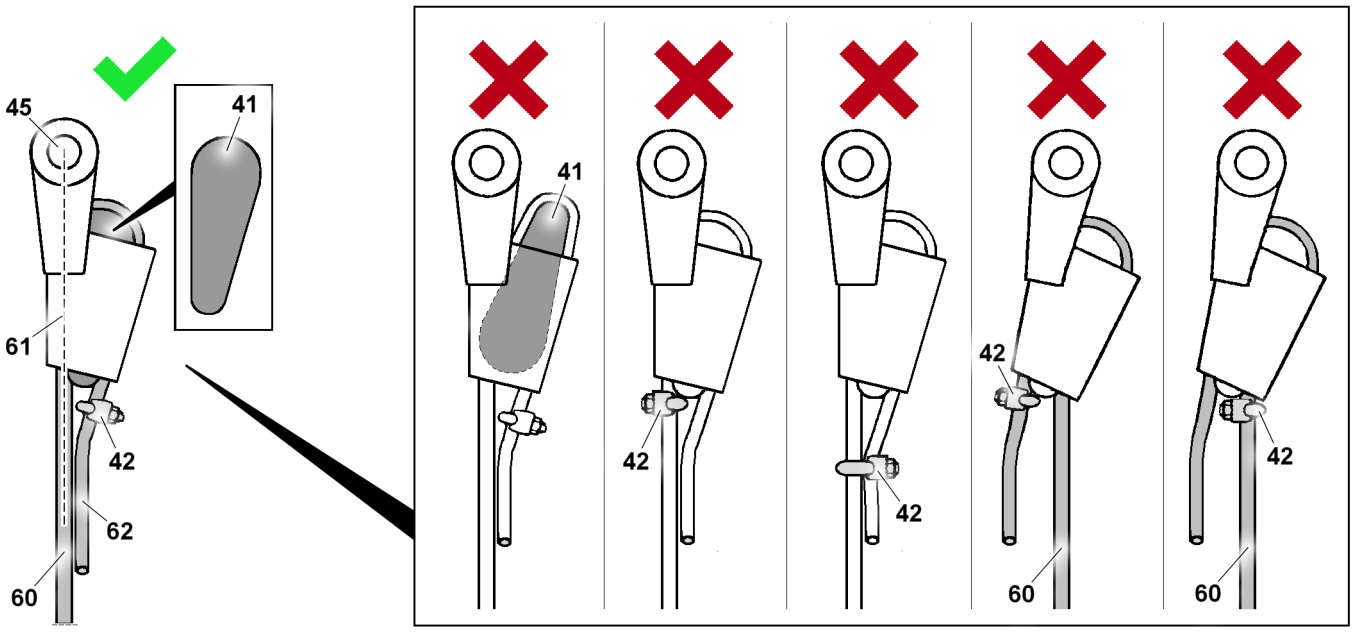

*Fig.160492: Exemplary illustration with a correctly and incorrectly assembled wedge lock **without** a bore for a clamp*

41 Wedge
42 Clamp
45 Pin bore
60 Rope strand, load bearing
61 Pull axle
62 Dead rope end

– Assemble the wedge **41** in the correct position. The wide side with a radius must point in the direction of the pin bore **45**.
– Assemble the clamp **42** in the correct position with the correct tightening torque. Screw on with the correct distance over the dead rope end **62**.
– Run the load bearing rope strand **60** in the pull axle **61** of the wedge lock. The long axis of the load bearing rope is perpendicular to the long axis of the pin bore **45**.

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Nominal size Wedge lock / wedge	Nominal size Clamp	Tightening torque Clamp [1)]
8/7	8	6 Nm
8/8	8	6 Nm
10/9	10	9 Nm
10/10	10	9 Nm
13/11	12	20 Nm
13/12	12	20 Nm
13/13	14	33 Nm
17/13	14	33 Nm
17/15	16	49 Nm
17/17	16	49 Nm
19/16	16	49 Nm
19/18	19	68 Nm
23/19	19	68 Nm
23/21	22	107 Nm
26/23	26	147 Nm
26/25	26	147 Nm
29/27	30	212 Nm
33/30	30	212 Nm
33/32	34	296 Nm

1) Threads and support surfaces are lubricated, rust-free and clean.

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8.4 Assembling the wedge lock

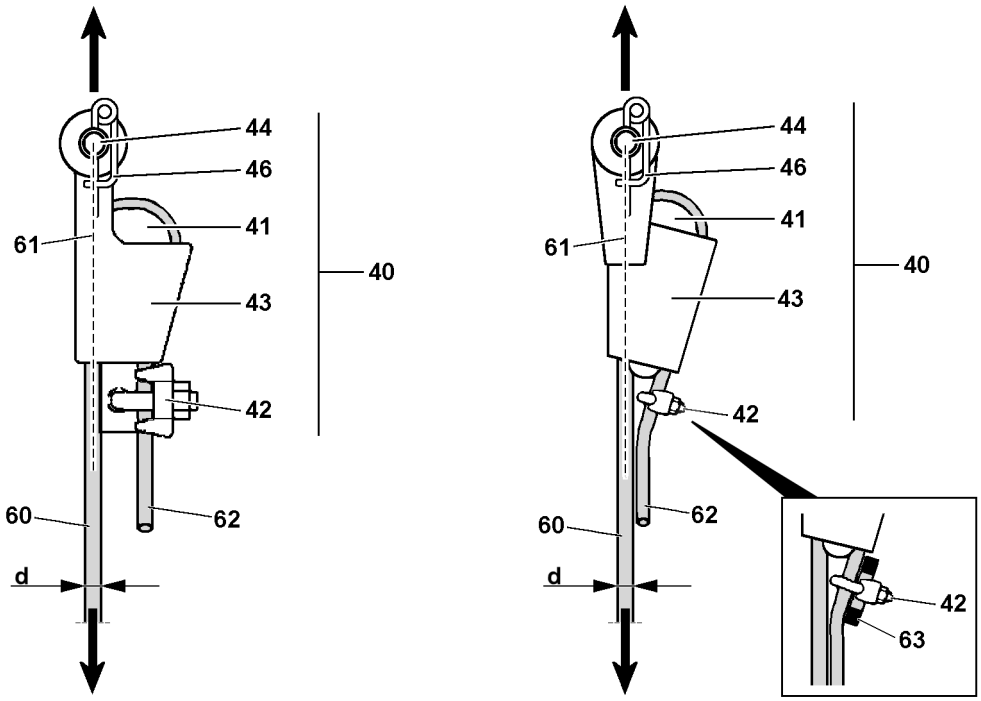

Fig.160494: Exemplary presentation, assembling the wedge lock

40 Wedge lock
41 Wedge
42 Clamp
43 Housing
44 Pin
46 Retaining element
60 Rope strand, load bearing
61 Pull axle
62 Dead rope end
63 Rope section
d Rope diameter

WARNING
Incorrect handling of the wedge lock!
An incorrectly or incompletely assembled wedge lock **40** can lead to an inadvertent releasing of the end connection.
An incorrectly used wedge lock **40** can lead to failure and an inadvertent releasing of the end connection.
The crane can lose stability! Persons are in the danger zone are greatly endangered.
Hook blocks, load or components can fall down. Death, severe injuries, property damage.

- ► Use only a wedge lock **40** approved by Liebherr-Werk Ehingen GmbH.
- ► The wedge lock **40** must match the rope diameter.
- ► Do not use a wedge lock **40** with an operation temperature of below -40 °C.
- ► Assemble the wedge lock **40** correctly.
- ► Place the rope with the wedge **41** into the housing **43** in such a way that the load bearing rope strand **60** runs in the pull axle **61** of the wedge lock **40**.
- ► Install the wedge **41** in the correct position.
- ► The clamp **42** must secure the dead rope end **62** from being pulled through.
- ► The clamp **42** must be tightened with the correct tightening torque.
- ► The clamp **42** may not be assembled on a trimming or an annealing separated area of the dead rope end **62**.
- ► The clamp **42** may not be assembled over both strands or on the load bearing rope strand **60**.
- ► The support surfaces of the clamp **42** must be rust-free and clean.
- ► When assembling the dead rope end **62**, secure it from jumping out of the housing **43**.
- ► Wear protective clothing.
- ► It is prohibited for personnel to remain in the danger zone.

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- ► Select the matching wedge lock **40** for the rope diameter **d**.
- ► Observe the nominal dimensions when assembling the wedge lock.
- ► Insert the rope with the wedge **41** in the housing **43**. Observe the dead rope end length **62**

Note
- ► If applicable, insert the rope and wedge deeper into the housing by striking them carefully with a rubber hammer.

Assemble the clamp **42** depending on the wedge lock **40** version:

- ► Assemble the clamp **42** through the bore in the wedge **41** on the dead rope end **62**.
  or
  Assemble the clamp **42** with the specified distance from the housing **43** on the dead rope end **62**.

Note
- ► If the thread length of the clamp **42** is not sufficient, place a short, intact rope section **63** with tied ends parallel to the dead rope end **62** and assemble them together.
- ► The tightening torque for the clamp **42** depends on the nominal size.

NOTICE
Rope damage!
If the pin **44** has been assembled incorrectly, the rope may rub against the pin **44** or on the retaining element **46**.
- ► Always insert the pin **44** from the „inside to the outside“ and secure from the outside with a retaining element **46**.

When the pin point of the wedge lock **40** matches the fixed point:
- ► Pin and secure the wedge lock **40** in the fixed point depending on the reeving plan.

When the pin point of the wedge lock **40** does not match the fixed point:
- ► Use the supplied adapter, see the following section „Assembling / disassembling the adapter on the wedge lock“.

8.5 Additional work

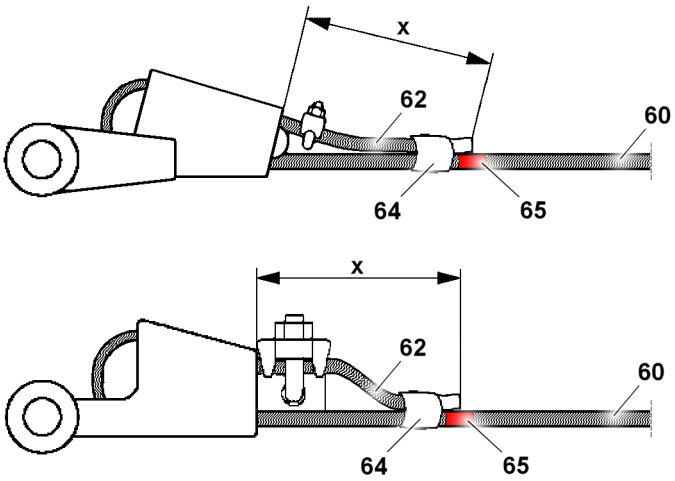

Fig.163420: Additional work: Applying the tie and marking

60 Rope strand, load bearing
62 Dead rope end
64 Tie
65 Color marking
x Dead rope end length

- ► Also secure the dead rope end **62** with a soft tie **64** with tape or a soft binding wire.

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► Permanently and clearly mark the dead rope end length **x**. Apply the color marking **65** on the load bearing rope strand **60** at the same height, see illustration.

Note
Use a well-visible signal color for the color marking **65**.
► The color marking **65** can be used to continuously identify the dead rope end length **x**.

8.6 Assembling / disassembling the adapter on the wedge lock

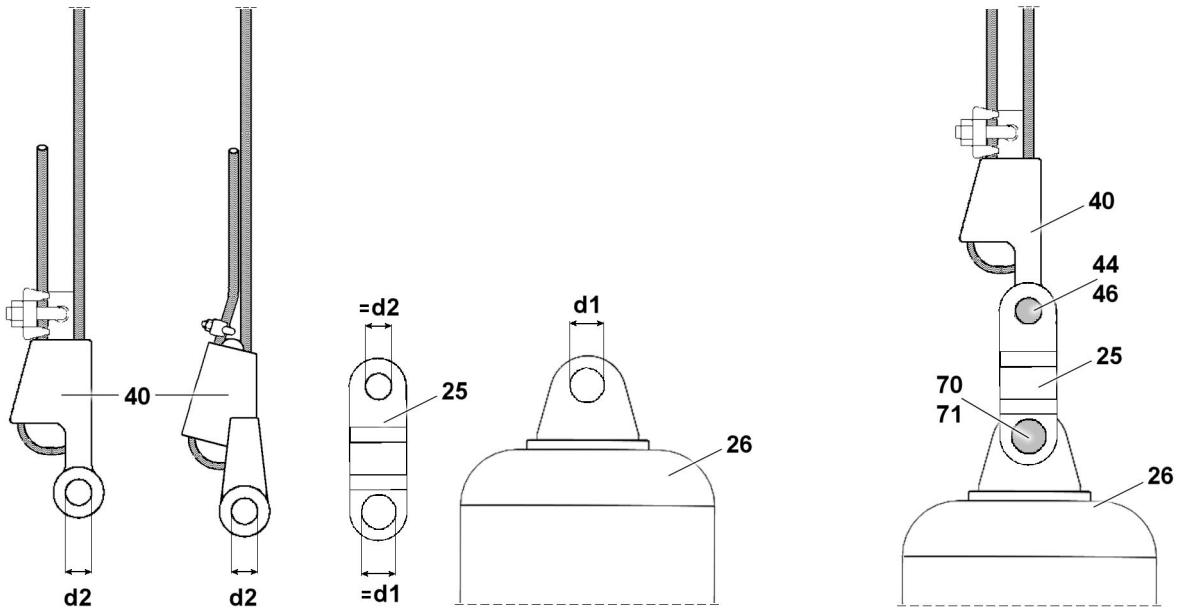

Fig.161444: Wedge lock with adapter, load hook example

25 Adapter
26 Load hook (example)
40 Wedge lock
44 Pin
46 Retaining element
70 Pin (rope lock)
71 Retaining element (rope lock)
d1 Fixed point diameter (example)
d2 Wedge lock diameter
=d1 Fixed point side diameter
=d2 Wedge lock side diameter

Note
The fixed point for the wedge lock can be on the pulley head, hook block or load hook.
► In the shown example, the fixed point is on the load hook **26**.

If the assembled wedge lock **40** matches the rope diameter, but the wedge lock diameter **d2** does not match the fixed point diameter **d1**, the adapter **25** must be used. The pin **70** and retaining element **71** of the unutilized rope lock is needed for the adapter.

WARNING
Impermissible use of the adapter **25**!
If the adapter **25** is used with a rope lock, the end connection can fail and lead to breakage.
An L-shaped rope lock cannot be replaced by a wedge lock **40**. Also not with the aid of an adapter **25**.
Death, severe bodily injuries, property damage.
► Use the adapter **25** only with a wedge lock **40**.

If a wedge lock **40** is needed as a replacement for an L-shaped rope lock:
► Increase / reduce the reeving by one rope strand to the extent necessary. In this way, a rope end point can be used that does not require an L-shaped rope lock.

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8.6.1 Assembling the adapter on the wedge lock

Make sure that the following prerequisites are met:
– The rope is assembled properly on the wedge lock **40**.

If the wedge lock diameter **d2** does not match the fixed point diameter **d1**:
► Pin and secure the adapter **25** with the fixed point side diameter **=d1** to the hook block / load hook **26** or fixed point pin. To do so, use the pin **70** and retaining element **71** of the unutilized rope lock.
► Pin and secure the adapter **25** with the wedge lock side diameter **=d2** to the wedge lock **40**. To do so, use the pin **44** and retaining element **46** of the wedge lock.

Result:
– Wedge lock **40** pinned and secured via the adapter **25** with the fixed point.

8.6.2 Disassembling the adapter on the wedge lock

Note
If a retaining split that cannot be reused was used, it must be disposed of after a single assembly and disassembly.
► Replace the retaining splint with a reusable retaining element.

Make sure that the following prerequisites are met:
– The rope is not tensioned

Disassemble the adapter **25**:
► Unpin the adapter **25** from the hook block / load hook **26** or the fixed point. Feed the pin **70** and retaining element **71** again in the unused rope lock.
► Unpin the adapter **25** from the wedge lock **40**.Feed the pin **44** and retaining element **46** again in the wedge lock **40**.

Result:
– The adapter **25** is disassembled.

8.7 Using a wedge lock

WARNING
The end connection can loosen up inadvertently!
An incorrectly or incompletely assembled wedge lock can lead to an inadvertent releasing of the end connection.
► It is prohibited for personnel to remain in the danger zone.
► Supervise from a safe position when loading.

Make sure that the following prerequisites are met:
– The rope is assembled properly on the wedge lock.
– The rope is not tensioned
– The wedge lock is pinned in a permissible fixed point.

► Load the wedge lock under supervision with 10% of the minimum tensile strength of the rope.
► Wait for a two-minute setting time.
► Make sure after the setting time that there is no relative movement between the wedge and the rope.

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WARNING
Wedge lock used incorrectly!
An incorrectly used wedge lock can lead to an inadvertent releasing of the end connection.
- ► Falling loads, shock loads and exceeding the permissible load bearing capacity are prohibited.
- ► Continuously check the components. In the case of damage, do not continue their use and replace them immediately.
- ► Side loads and angular pull are prohibited.
- ► Make sure the rope, wedge and pinning are positioned correctly.
- ► Check the positioning and tightening torque of the clamp at regular intervals.
- ► If tensile strength is lost, check that the wedge is positioned securely.

- ► Check all wedge lock components at regular intervals for high loads and loss of tensile strength. At least once a month.

8.8 Disassembling the wedge lock

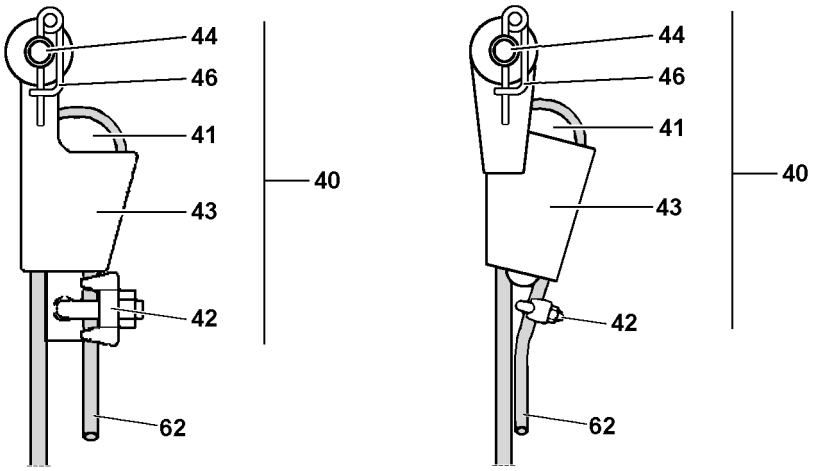

Fig.160491: Exemplary presentation of wedge locks

40 Wedge lock
41 Wedge
42 Clamp
43 Housing
44 Pin
46 Retaining element
62 Dead rope end

WARNING
The wedge lock is incorrectly disassembled!
- ► Wear protective clothing.
- ► Disassemble the wedge lock **40** correctly. Check for wear and damage. In the case of damage, do not continue their use and replace them immediately.
- ► When disassembling the dead rope end **62**, secure it from lashing out.
- ► Do not use the previously jammed area of the rope again and cut it off completely.

- ► Unpin the wedge lock **40** in the fixed point.

Note
If a retaining split that cannot be reused was used to secure the pin **44**, it must be disposed of after a single assembly and disassembly.
- ► Replace the retaining splint with a matching reusable retaining element **46**.

Note
- ► Store all parts of the wedge lock **40** together so they cannot be mixed up.

- ► Disassemble the clamp **42**. Pull the rope with the clamp **41** out of the housing **43**.

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8.9 Disposal

Note
The wedge lock can be disposed of as normal steel scrap.
► Observe the national guidelines.

9 Rope reeving

Note
► See separate reeving plans.

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4.07 Counterweight

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2	Fastening points	4
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Fig.195219

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1 Component overview

The ballast installed on the turntable is generally referred to as the counterweight.

The components are marked with their own weight.

Description of the **turntable extension**, see chapter 4.07.10

Dimensions and weights, see chapter 1.03.

1.1 Counterweight

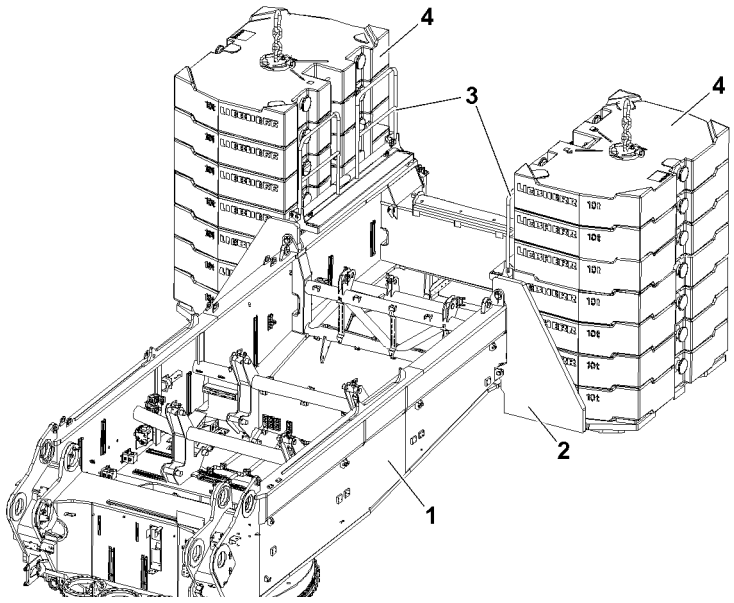

Fig.147048: Counterweight component overview

1 Turntable
2 Counterweight bracket
3 Railing
4 Counterweight plates

1.2 Counterweight plate

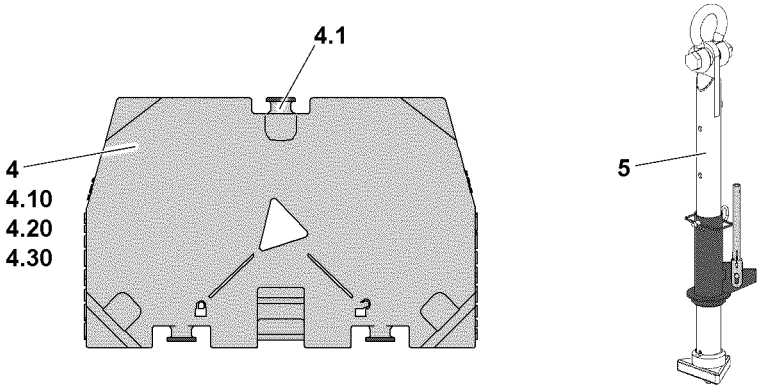

Fig.147026: Counterweight plate component overview

4 Counterweight plate
4.1 Bitt
4.10 Counterweight plate 10.0 t
4.20 Counterweight plate 7.5 t
4.30 Counterweight plate 5.0 t
5 Receptacle stud

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2 Fastening points

WARNING
Danger of falling!
Death, severe bodily injuries, property damage.
- ► Make sure that the fastening equipment is properly fastened in the fastening points.
- ► Make sure that the fastening equipment has a sufficient length.
- ► Make sure that there are no persons or obstacles within the danger zone.
- ► Pay attention to the labels in the fastening points.

2.1 Counterweight bracket

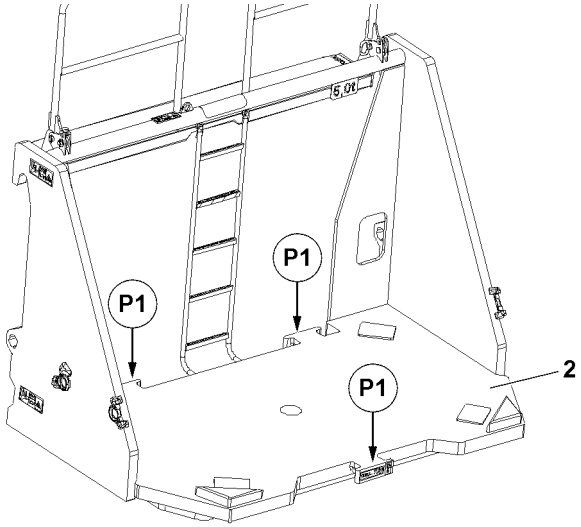

Fig.147044: Counterweight bracket fastening points

Fastening points	
P1	Counterweight bracket

2.2 Counterweight plate

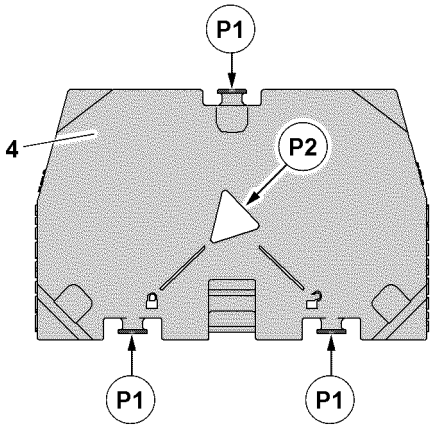

Fig.147027: Counterweight plate fastening points

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„Bitt“ fastening system	
P1	Counterweight plate

„Twistlock“ fastening system (with aid of the receptacle stud)	
P2	Counterweight plate

3 Permissible counterweight assemblies

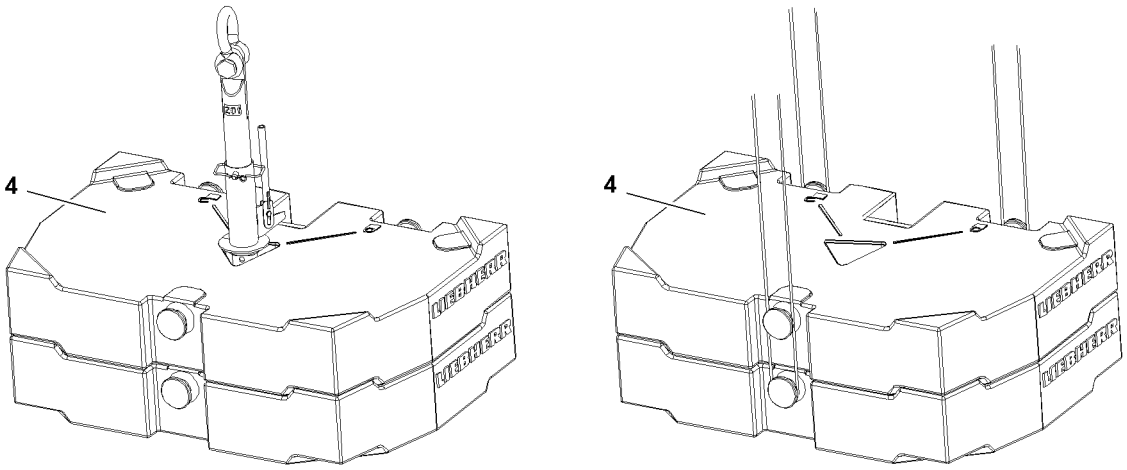

Fig.118980: Counterweight plates: fastened with Twistlock // fastened to the bitts

WARNING
Overload of counterweight plate fastening points!
If more than the permissible number of counterweight plates are lifted together, then the bitt or the receptacle stud can be overloaded.
The counterweight plates and components can fall down.
Death, severe bodily injuries, property damage.
► Fasten only the maximum permissible number of counterweight plates per stroke.

WARNING
Incorrect structure of counterweight assemblies!
When lifting mixed weight counterweight assemblies, and the heavier counterweight plates are placed on top, the fastening points can be overloaded.
The counterweight plates and components can fall down.
Death, severe bodily injuries, property damage.
► Always stack the heavier counterweight plate at the bottom in the counterweight assembly.

Individual weight	Maximum number of same counterweight plates per stroke over	
Counterweight plate	Twistlock	Bitt
5.0 t	2	1
7.5 t	2	2
10.0 t	2	2

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4 Ballast conditions

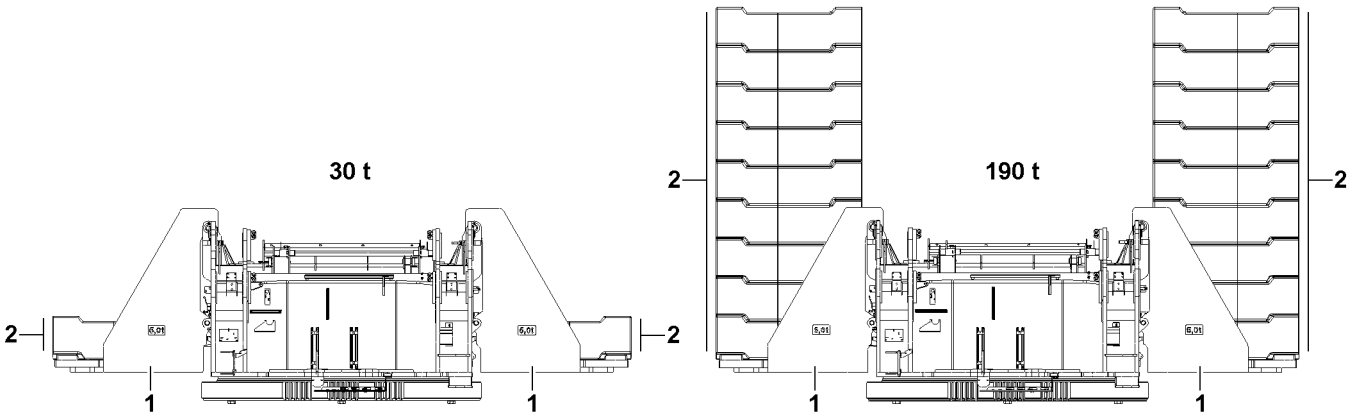

Fig.163466: Ballast conditions 30 t and 190 t

1 Counterweight brackets **2** Counterweight plates

Note
- ► Counterweight plates (ballast plates) with 5 t , 7.5 t and 10 t can be combined.
- ► Examples of ballast conditions (counterweight combinations) when using counterweight plates with 10 t are shown below.
- ► Observe the procedure when ballasting, see section „Placing the counterweight plates“..

Counterweight [1)]	Composition	Individual weight	Quantity
0 t	Counterweight brackets	5 t	- [2)]
	Without counterweight plates	0 t	-

Ballast condition (counterweight combination) 0 t

1) Set up configuration according to the load chart
2) Counterweight brackets disassembled

Counterweight [1)]	Composition	Individual weight	Quantity
30 t	Counterweight brackets	5 t	2 units
	Counterweight plates	10 t	2 units

Ballast condition (counterweight combination) 30 t

1) Set up configuration according to the load chart

Counterweight [1)]	Composition	Individual weight	Quantity
190 t	Counterweight brackets	5 t	2 units
	Counterweight plates	10 t	18 units

Ballast condition (counterweight combination) 190 t

1) Set up configuration according to the load chart

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5 Assembling the counterweight

WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, assembly personnel must be secured with appropriate aids to prevent them from falling.
If this is not observed, assembly personnel could fall and be killed or seriously injured.
- ► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
- ► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the supplied fall arrest system to prevent falling, see the Crane operating instructions, chapter 2.04.
- ► If fall protection equipment is available, then it must be used, see the Crane operating instructions, chapter 2.06.
- ► When lifting, lowering, swinging crane parts in and out, no persons may remain in the danger zone.
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work.
- ► Only step on the aids, ladders and catwalks with clean shoes.
- ► Keep aids, ladders and catwalks free of heavy dirt, snow and ice.
- ► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
- ► Remaining on a suspended load is prohibited.
- ► Stepping or walking on crane components and lattice sections with an incline of more than 20° is prohibited.
- ► For all assembly work, the crane operator of the main crane must be in voice contact with the crane operator / crane operators of the auxiliary crane / auxiliary cranes.
- ► For assembly / disassembly tasks, the crane operator may only initiate crane movements when the responsible guide has explicitly released the movement.

WARNING
Danger of impact / crushing!
When assembling / disassembling crane components with the auxiliary crane, crane components can start to swing back and forth.
When lifting / lowering and positioning crane components, there is an increased danger of impact / crushing.
Personnel can be caught and thereby injured or killed.
- ► Make sure that personnel cannot be caught by components.
- ► When working in danger zones: Use aids to protect limbs.
- ► Guide components with suitable aids to minimize oscillation.

DANGER
The component can fall down!
If the corresponding components are disengaged from the auxiliary crane before the corresponding component is pinned, the corresponding component can fall down and fatally injure personnel.
- ► Do not detach the auxiliary crane until the respective component is pinned and secured.

WARNING
The crane can topple over!
If the turntable with assembled counterweight is turned when the boom is not assembled, then the crane can topple over.
Death, severe bodily injuries, property damage.
- ► Always leave the turntable with an assembled counterweight and without a boom in the travel position.

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Make sure that the following prerequisites for **LR 1600/2** are met:
- The crane is horizontally aligned.
- The turntable is positioned in the „travel direction“ (parallel to the crawler travel gear).
- The central ballast is properly installed.
- The SA-frame is erected to at least 90°.
- The boom is not assembled.
- An auxiliary crane is available.

Make sure that the following prerequisites for **LR 1600/2-W** are met:
- The crane is properly supported.
- The crane is horizontally aligned.
- The turntable is positioned in the „travel direction“ (parallel to the crawler travel gear).
- The central ballast is properly installed.
- The SA-frame is erected to at least 90°.
- The boom is not assembled.
- An auxiliary crane is available.

5.1 Bringing the railings on the counterweight brackets into the operating position

The counterweight brackets are located on the ground or on a substructure with load bearing capacity:
► Bring the railing into the operating position, see chapter 2.06.

5.2 Climbing up / climbing down the counterweight bracket

To pin the counterweight brackets **2** to the turntable **1**, assembly personnel must climb down from the upper belt of the turntable using the ladder **2.1** on the turntable extension **2**. After pinning the counterweight brackets **2**, they must climb up again using the ladder **2.1** on the upper belt of the turntable.

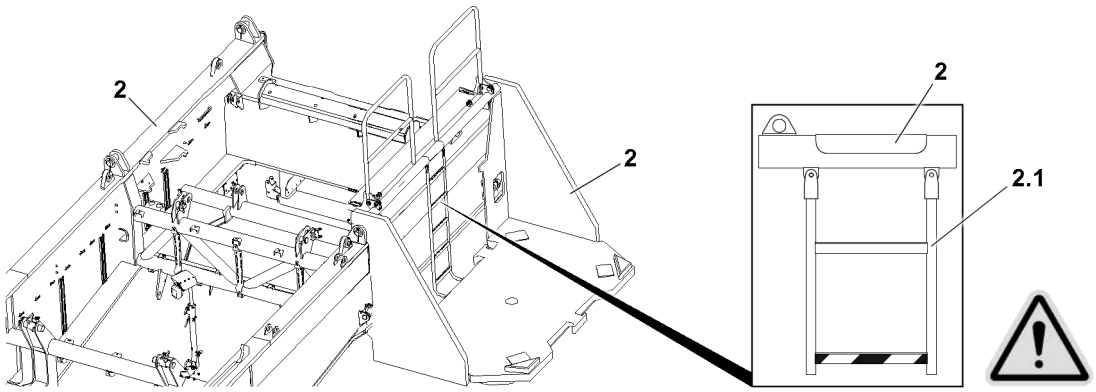

Fig.149272: Climbing up / climbing down the counterweight bracket

WARNING
Danger of slipping due to small step depth!
Death, severe bodily injuries.
► Step on the ladders always with utmost caution.
► When climbing up the ladder, always use a 3-point support, see chapter 2.04.10.
► When climbing down the ladder, always use a 3-point support, see chapter 2.04.10.

WARNING
Danger of falling!
During assembly work on the counterweight bracket, personnel can fall down.
Death, severe bodily injuries.
► Use personal protective equipment.

► Climb on the ladder **2.1** and counterweight bracket **2** with extreme caution.

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5.3 Assembling the counterweight brackets on the turntable

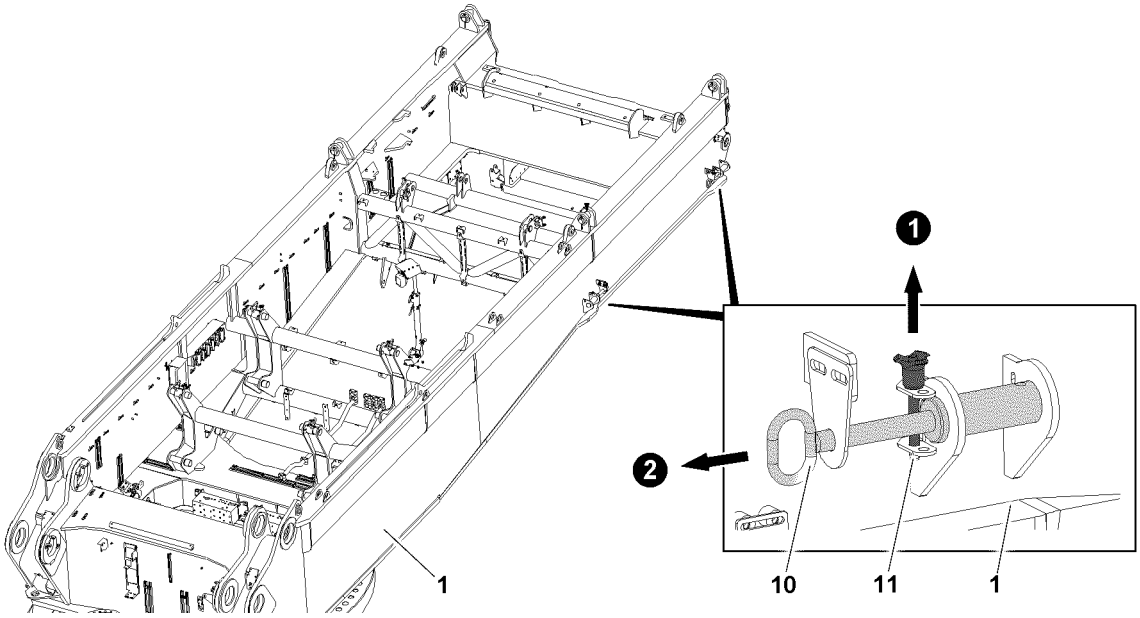

Fig.147038: Preparing the turntable for the assembly of the counterweight brackets

Note

► The assembly / disassembly of the counterweight brackets is explained based on a counterweight bracket as an example.

Make sure that the following prerequisites are met:

– The retaining elements **11** are removed in all four pin points on the turntable **1**.
– The pins **10** are completely unpinned on both sides on the turntable **1**.

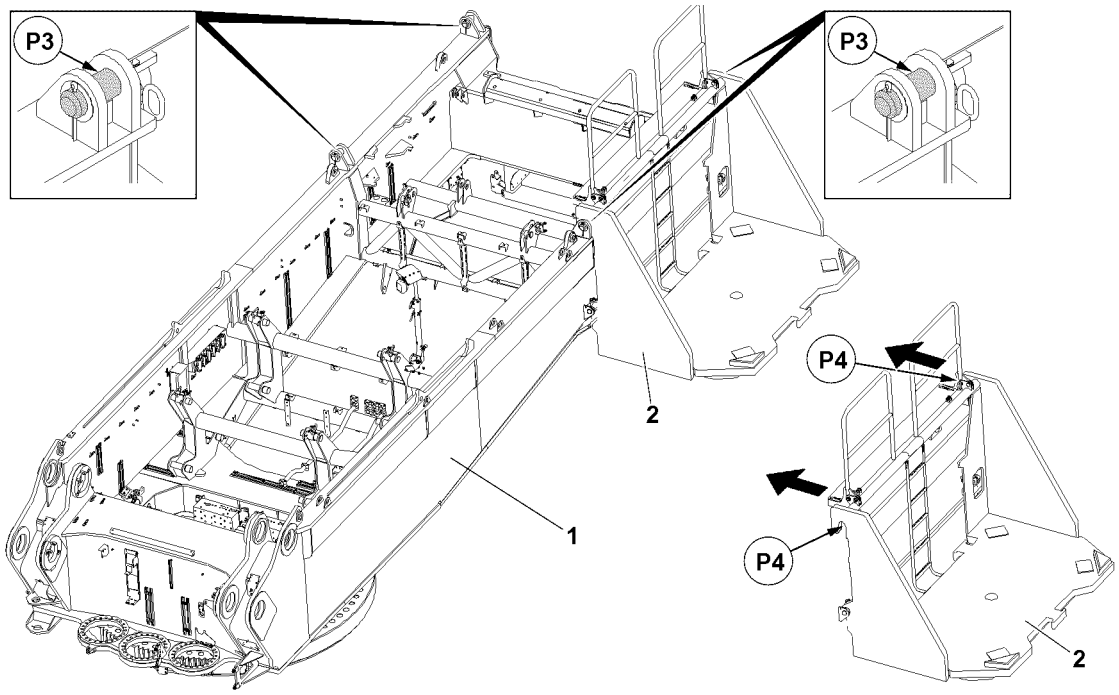

Fig.147039: Assembling the counterweight bracket

► Fasten the counterweight bracket **2** properly to the auxiliary crane, see section „Fastening points“.

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- ► Swing the counterweight bracket **2** in with the auxiliary crane to the hook pins in the points **P3** on the turntable.
- ► Connect the counterweight bracket **2** with the hangers (points **P4**) to the hook pins in the points **P3** to the side on the turntable **1**.
- ► Lower the counterweight bracket **2** completely on the hook pins (points **P3**).

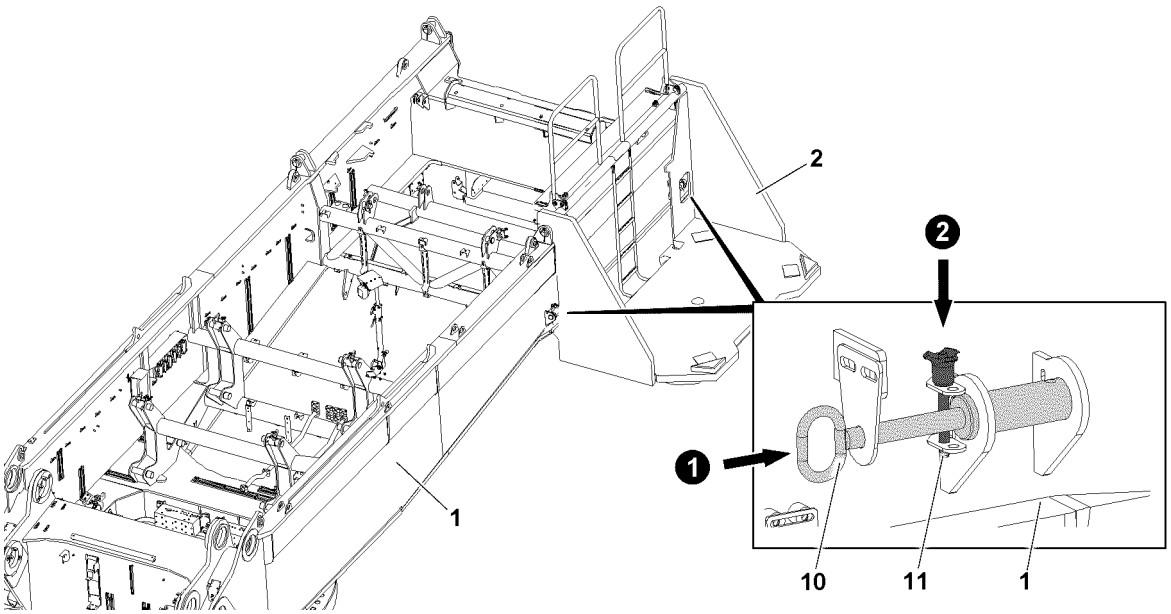

Fig.147040: Securing the counterweight bracket on the turntable

When the counterweight bracket **2** is properly connected to the hook pins:

- ► Insert the pin **10** on both sides and secure with the retaining element **11**.

Result:

– The counterweight bracket **2** is pinned with the turntable **1**.

- ► Make sure that the pins **10** are secured with the retaining elements **11**.
- ► Release the fastening equipment on the counterweight bracket **2** and remove the auxiliary crane.
- ► Properly assemble the second counterweight bracket **2**.

5.4 Placing the counterweight plates

WARNING
Damaged counterweight plates!
Damage to the counterweight plates can cause the fastening equipment to release.
The counterweight plates and components can fall down.
Death, severe bodily injuries, property damage.

- ► Do not use damaged counterweight plates and replace them immediately.

WARNING
Counterweight too low / too high!
If the placed counterweight deviates from the specifications in the load charts or the assembly condition, then the crane can be damaged or topple over.
Death, severe bodily injuries, property damage.

- ► Place the counterweight according to the specifications in the load chart.
- ► Before placing the counterweight plates, check the maximum permissible counterweight depending on the assembly conditions, see chapter 3.06.

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WARNING
Asymmetrical counterweight distribution!
If more than 20 t are placed / removed asymmetrically on the counterweight stacks, the crane can topple over.
Death, severe bodily injuries, property damage.
- ► A weight difference between the right and left counterweight stack of more than 20 t is prohibited.
- ► Place / remove the counterweight assemblies alternately symmetrically on the left and right on the counterweight stack.

WARNING
Toppling counterweight stack!
Lopsided stacked counterweight plates create instability in the counterweight stack.
The counterweight plates can tip out of the counterweight brackets and cause the crane to topple over.
Death, severe bodily injuries, property damage.
- ► Make sure that the counterweight plates are placed correctly in the centering devices.

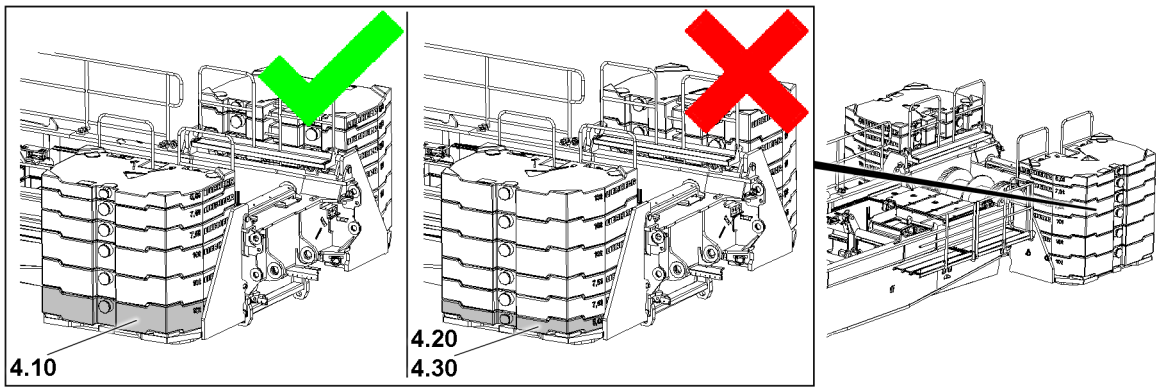

Fig.147041: Ballasting the counterweight stack

WARNING
Falling counterweight plates!
If the ballasting sequence is not adhered to when placing the counterweights on the counterweight brackets, the counterweight plate located at the bottom of the counterweight stack may be damaged.
The counterweight plates can fall down from the counterweight stack.
Death, severe bodily injuries, property damage.
- ► Make sure that the counterweight stack is only started with 10 t counterweight plates **2.10**.
- ► Make sure that the counterweight stack is never started with 5.0 t counterweight plates **2.20** or 7.5 t counterweight plates **2.30**.
- ► Further ballasting from the first 10 t counterweight plates **2.10** in the counterweight stack can be continued with 5.0 t or 7.5 t counterweight plates.

Make sure that the following prerequisite is met:
- – There are no obstacles, objects or personnel in the danger zone.

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5.4.1 Placing the counterweight plates, fastening system: „Twistlock“

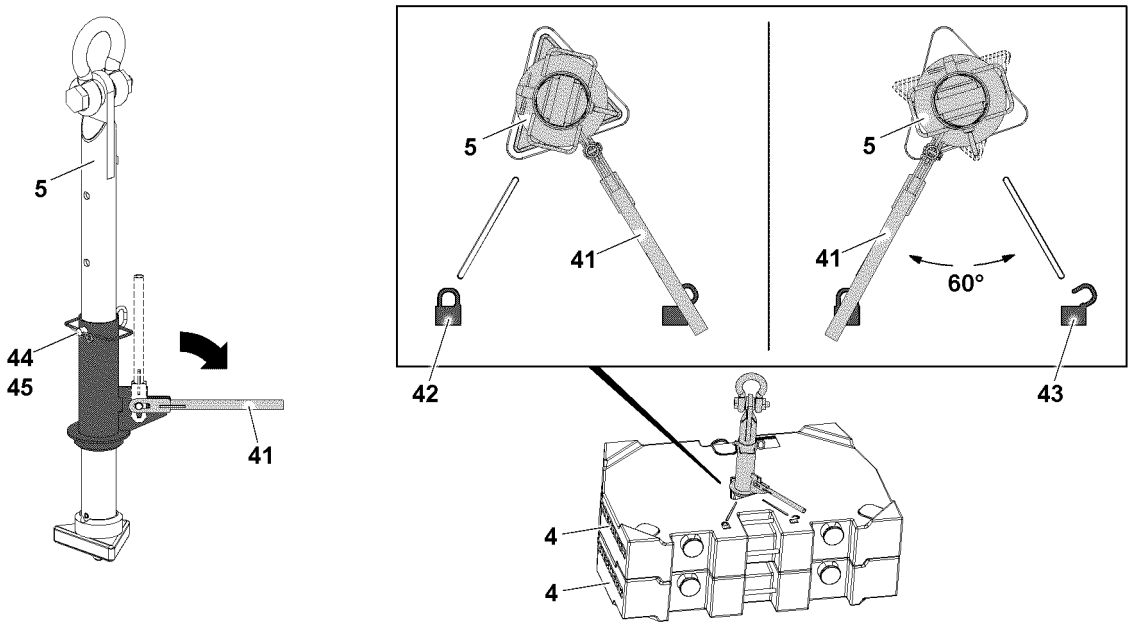

Fig.147033: Counterweight plates, fastening system: „Twistlock“

WARNING
Danger of accident!
If more than the permissible two counterweight plates are lifted with the receptacle stud, the receptacle stud will be overloaded and can be damaged.
Death, severe bodily injuries, property damage.
► Make sure that the counterweight plates are placed correctly in the centering devices.
► Replace damaged counterweight plates.

WARNING
The Twistlock system opens by itself!
If the receptacle stud is not correctly locked, the Twistlock system can open by itself.
Counterweight plates can fall down.
Death, severe bodily injuries, property damage.
► Make sure, when initiating a stroke, that the lever points directly to the „locked“ icon!

WARNING
Damage to the receptacle stud and counterweight plates!
If two counterweight plates are lifted that are not positioned correctly in their centering devices, the receptacle stud and the counterweight plates can be damaged.
Damage can cause the counterweight plates to fall down.
Death, severe bodily injuries, property damage.
► Make sure that the counterweight plates to be lifted are placed correctly in the centering devices.

Note
► During a stroke, the locked Twistlock system cannot release by itself due to its gravitational retention.
► During a stroke, the locked Twistlock system cannot be released by hand due to its gravitational retention.

To stack the counterweight plate(s), use the receptacle stud **5**.

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Before the receptacle stud **5** is guided into the counterweight plates, it must be ensured that the length of the receptacle stud is set correctly. The length of the receptacle stud **5** can be adjusted with the pin **44**.

If the length of the receptacle stud **5** is to be adjusted:
- ► Release and unpin the pin **44**.
- ► Adjust the length of the receptacle stud by moving the receptacle stud **5**.
- ► Insert the pin **44** and secure it with the retaining element **45**.
- ► Fasten the receptacle stud **5** to the auxiliary crane and guide it into the counterweight plate(s) **4**.
- ► Pull the lever **41** up and fold it down.
- ► Turn the lever **41** 60° until the lever **41** points to the icon **42**.

Result:

– The receptacle stud **5** is locked with the counterweight plate(s) **4**.

► Lift the counterweight plate(s) **4** with the receptacle stud **5** and take down carefully onto the centering devices on the counterweight bracket.

When the counterweight plate(s) are taken down:
- ► Turn the lever **41** 60° until the lever **41** points to the icon **43**.

Result:

– The receptacle stud **5** is unlocked.

- ► Carefully pull the receptacle stud **5** out from the counterweight plate(s) **4**.
- ► Stack the counterweight plate(s) **4** alternately on both sides according to the load chart, observe the danger notes.

5.4.2 Placing the counterweight plates, fastening points: Bitt

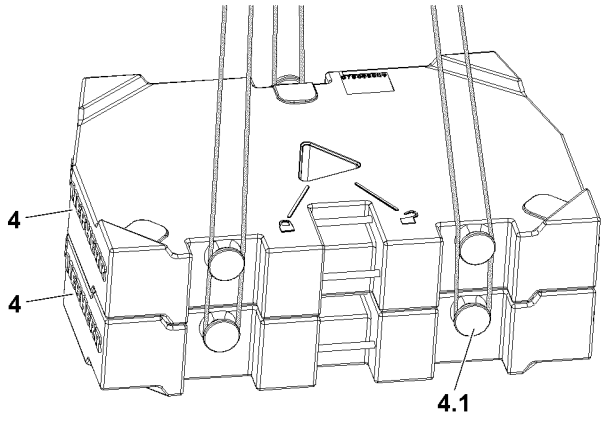

Fig.147034: Counterweight plates, fastening system: „Bitt“

WARNING
Falling counterweight plates!
If more than the permissible loads are lifted, then the bitts **4.1** are overloaded and the counterweight plates can fall down.
Death, severe bodily injuries, property damage.
- ► Place the counterweight plates individually or as a package, maximum 20 t , 3 fastening points.
- ► Replace damaged counterweight plates immediately.

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WARNING
Incorrect handling of the fastening equipment!
If fastening equipment cannot be attached correctly and if it is not secured sufficiently to prevent it from loosening up, loads can fall down.
Death, severe bodily injuries, property damage.
► Make sure that the fastening equipment is correctly attached to the bitts **4.1** and that it is secured sufficiently to prevent it from loosening up.

► Fasten the counterweight plate(s) **4** to the auxiliary crane.
► Place the counterweight plate **4** individually or in an assembly of maximum two plates with the auxiliary crane on the centering devices on the counterweight bracket.
► Stack the counterweight plate(s) **4** alternately on both sides according to the load chart, observe the danger notes.

5.5 Securing the counterweight

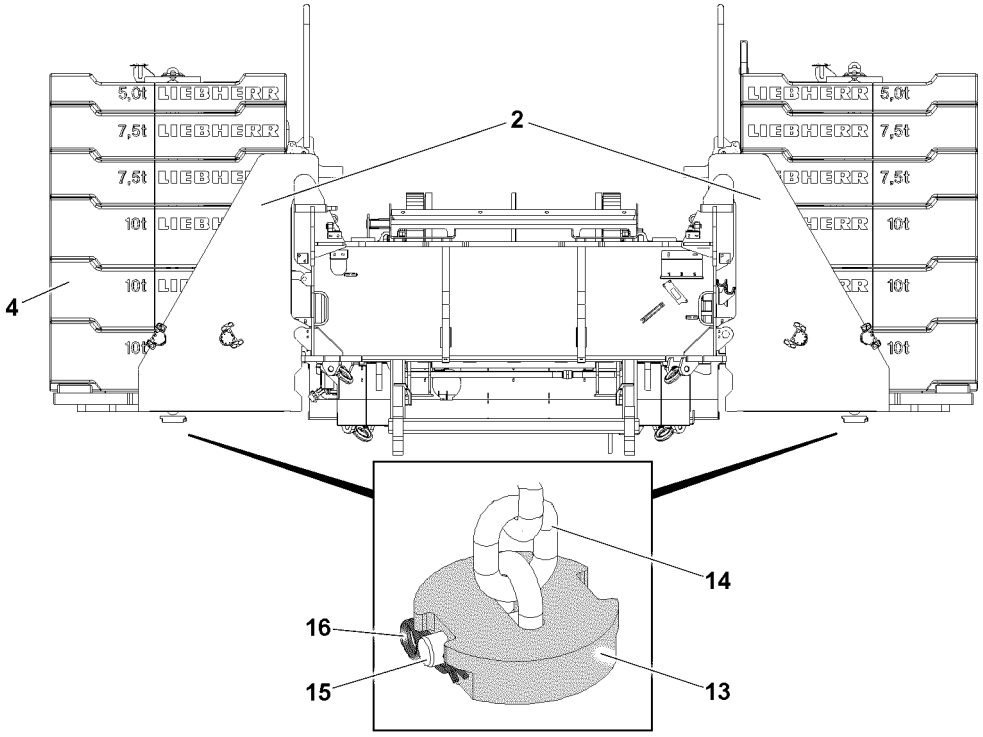

Fig.147042: Securing the counterweight stack

WARNING
Unsecured counterweight plates!
If the counterweight is not secured or is incorrectly secured, then it can fall down.
Death, severe bodily injuries, property damage.
► Before starting crane operation, the complete counterweight must be secured.

Make sure that the following prerequisite is met:
– The counterweight has been stacked according to the load chart and the operating instructions.

► Guide the retaining chain **14** carefully with the auxiliary crane from the top through the counterweight stack.
► Pin the retaining chain **14** on the bottom with the retaining plate **13**: Insert the pin **15** in the lowest chain link and secure with the retaining element **16**.
► Carefully tighten the retaining chain **14** with the auxiliary crane vertically.

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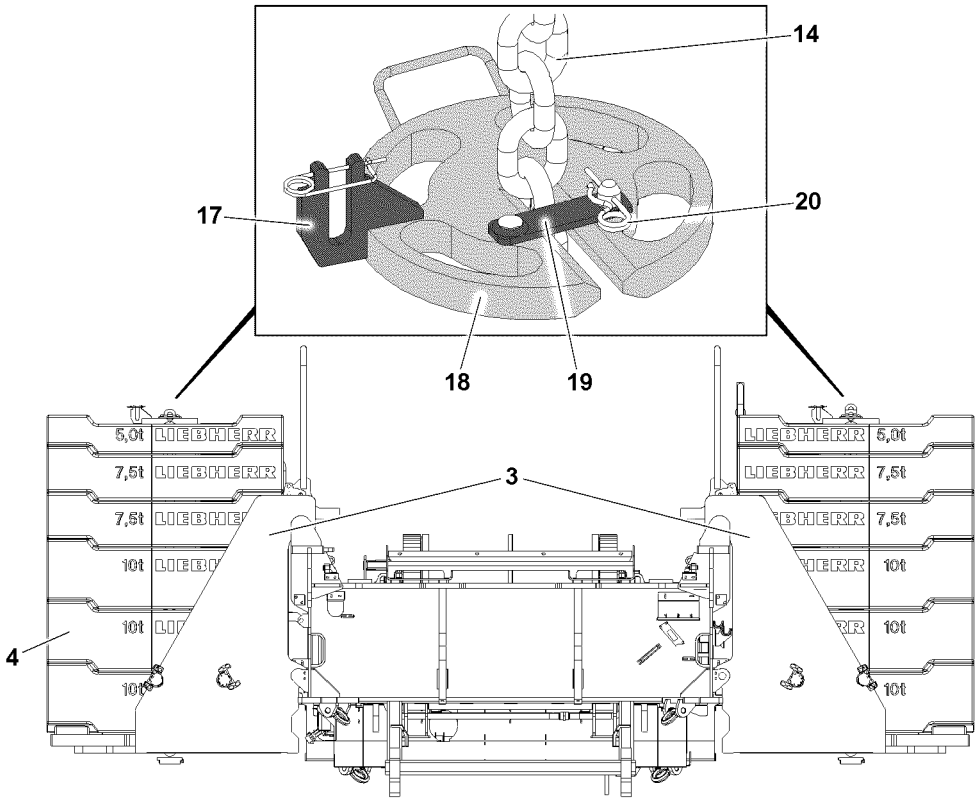

Fig.147043: Securing the counterweight stack

Note

► To optimally secure the counterweight stack, keep the retaining chain between the retaining plates as short as possible!

► Push the retaining plate **18** on top on the side over the retaining chain **14**.
► Insert the retaining plate **19** in the retaining plate **18**.
► Secure the retaining plate **19** with the retaining element **20**.

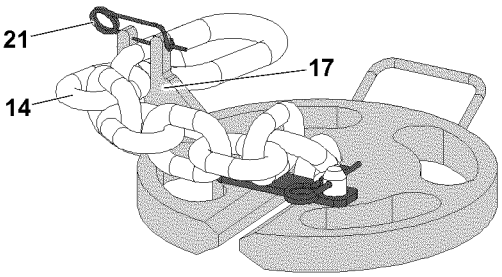

Fig.147037: Securing the chain overhang

WARNING

Danger of accident due to chain overhang!
If the stack height of the counterweight plates is not high enough, the chain overhang of the retaining chain **14** can fall down to the side on the counterweight stack.
Death, severe bodily injuries, property damage.

► Secure the chain overhang from falling down.

► Connect the chain overhang of the retaining chain **14** to the fork **17** and secure it with the retaining element **21** to prevent it from falling down.

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6 Disassembling the counterweight

WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, assembly personnel must be secured with appropriate aids to prevent them from falling.
If this is not observed, assembly personnel could fall and be killed or seriously injured.
- ► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
- ► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the supplied fall arrest system to prevent falling, see the Crane operating instructions, chapter 2.04.
- ► If fall protection equipment is available, then it must be used, see the Crane operating instructions, chapter 2.06.
- ► When lifting, lowering, swinging crane parts in and out, no persons may remain in the danger zone.
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work.
- ► Only step on the aids, ladders and catwalks with clean shoes.
- ► Keep aids, ladders and catwalks free of heavy dirt, snow and ice.
- ► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
- ► Remaining on a suspended load is prohibited.
- ► Stepping or walking on crane components and lattice sections with an incline of more than 20° is prohibited.
- ► For all assembly work, the crane operator of the main crane must be in voice contact with the crane operator / crane operators of the auxiliary crane / auxiliary cranes.
- ► For assembly / disassembly tasks, the crane operator may only initiate crane movements when the responsible guide has explicitly released the movement.

WARNING
Danger of impact / crushing!
When assembling / disassembling crane components with the auxiliary crane, crane components can start to swing back and forth.
When lifting / lowering and positioning crane components, there is an increased danger of impact / crushing.
Personnel can be caught and thereby injured or killed.
- ► Make sure that personnel cannot be caught by components.
- ► When working in danger zones: Use aids to protect limbs.
- ► Guide components with suitable aids to minimize oscillation.

DANGER
The component can fall down!
If the corresponding components are disengaged from the auxiliary crane before the corresponding component is pinned, the corresponding component can fall down and fatally injure personnel.
- ► Do not detach the auxiliary crane until the respective component is pinned and secured.

WARNING
The crane can topple over!
If the turntable with assembled counterweight is turned when the boom is not assembled, then the crane can topple over.
Death, severe bodily injuries, property damage.
- ► Always leave the turntable with an assembled counterweight and without a boom in the travel position.

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Make sure that the following prerequisites for **LR 1600/2** are met:
- The crane is horizontally aligned.
- The turntable is positioned in the „travel direction“ (parallel to the crawler travel gear).
- The central ballast is properly installed.
- The SA-frame is erected to at least 90°.
- The boom is not assembled.
- An auxiliary crane is available.

Make sure that the following prerequisites for **LR 1600/2-W** are met:
- The crane is properly supported.
- The crane is horizontally aligned.
- The turntable is positioned in the „travel direction“ (parallel to the crawler travel gear).
- The central ballast is properly installed.
- The SA-frame is erected to at least 90°.
- The boom is not assembled.
- An auxiliary crane is available.

6.1 Releasing the counterweight

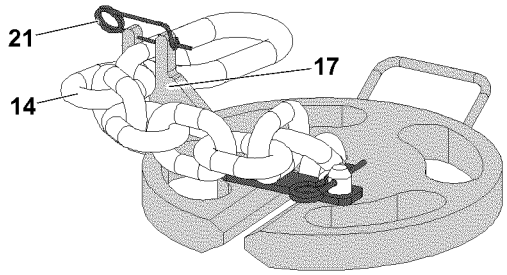

Fig.147037: Releasing the chain overhang

With a secured chain overhang:
► Remove the retaining element **21**, release the retaining chain **14** from the fork **17**.

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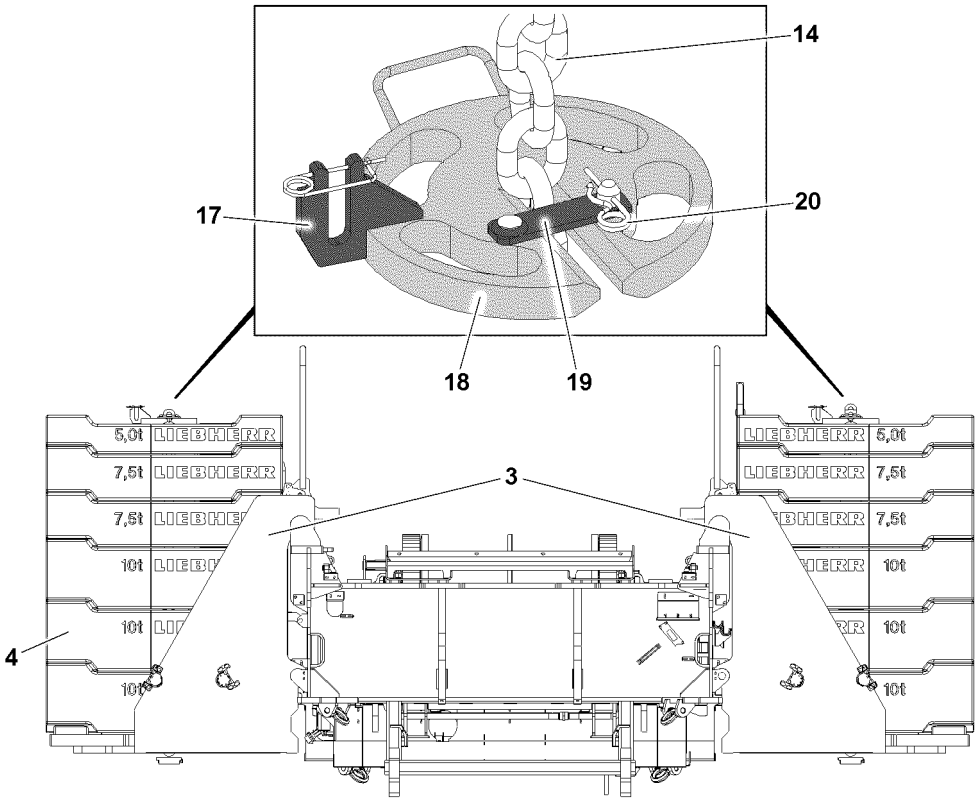

Fig.147043: Releasing the counterweight

- ► Fasten the retaining chain **14** to the auxiliary crane and tension it slightly.
- ► Release and remove the retaining plate **19**: Remove the retaining element **20**.
- ► Remove the retaining plate **18** on the side.

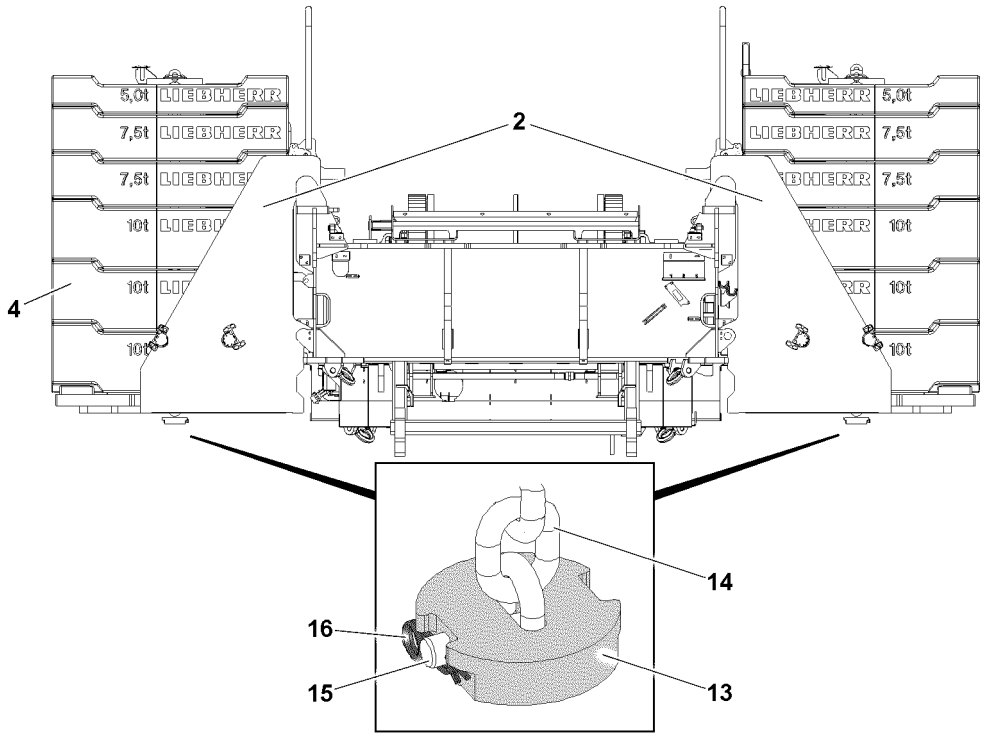

Fig.147042: Releasing the counterweight

- ► Lower the retaining chain **14** until the lower retaining plate **13** is freely accessible.
- ► Remove the retaining element **16** and unpin the pin **15**.

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► Remove the retaining plate **13**.
► Carefully pull the retaining chain **14** through upward and remove it.

6.2 Removing the counterweight plates

WARNING
Damaged counterweight plates!
Damage to the counterweight plates can cause the fastening equipment to release.
The counterweight plates and components can fall down.
Death, severe bodily injuries, property damage.
► Do not use damaged counterweight plates and replace them immediately.

WARNING
Asymmetrical counterweight distribution!
If more than 20 t are placed / removed asymmetrically on the counterweight stacks, the crane can topple over!
Death, severe bodily injuries, property damage.
► A weight difference between the right and left counterweight stack of more than 20 t is prohibited.
► Place / take-down the counterweight assemblies alternately symmetrically on the left and right on the counterweight stack.

Note
► The counterweight plates are marked with their own weights!

Make sure that the following prerequisite is met:
– The retaining chains are disassembled.

6.2.1 Removing the counterweight plates, fastening system: „Twistlock“

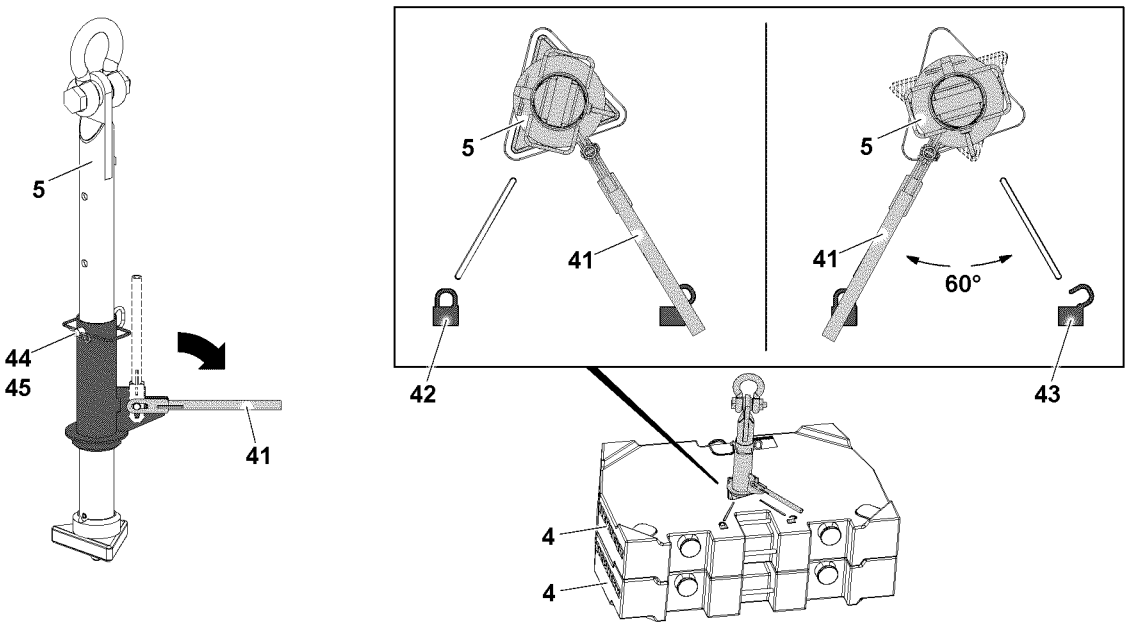

Fig.147033: Counterweight plates, fastening system: „Twistlock“

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WARNING
Danger of accident!
If more than the permissible two counterweight plates are lifted with the receptacle stud, the receptacle stud will be overloaded and can be damaged.
Death, severe bodily injuries, property damage.
► Make sure that the counterweight plates are placed correctly in the centering devices.
► Replace damaged counterweight plates.

WARNING
The Twistlock system opens by itself!
If the receptacle stud is not correctly locked, the Twistlock system can open by itself.
Counterweight plates can fall down.
Death, severe bodily injuries, property damage.
► Make sure, when initiating a stroke, that the lever points directly to the „locked“ icon!

WARNING
Damage to the receptacle stud and counterweight plates!
If two counterweight plates are lifted that are not positioned correctly in their centering devices, the receptacle stud and the counterweight plates can be damaged.
Damage can cause the counterweight plates to fall down.
Death, severe bodily injuries, property damage.
► Make sure that the counterweight plates to be lifted are placed correctly in the centering devices.

Note
► During a stroke, the locked Twistlock system cannot release by itself due to its gravitational retention.
► During a stroke, the locked Twistlock system cannot be released by hand due to its gravitational retention.

To remove the counterweight plate(s), use the receptacle stud **5**.

Before the receptacle stud **4** is guided into the counterweight plate(s) **4**, it must be ensured that the length of the receptacle stud is set correctly. The length of the receptacle stud **5** can be adjusted with the pin **44**.

If the length of the receptacle stud **5** is to be adjusted:
► Release and unpin the pin **44**.
► Adjust the length of the receptacle stud by moving the receptacle stud **5**.
► Insert the pin **44** and secure it with the retaining element **45**.
► Fasten the receptacle stud **5** to the auxiliary crane and guide it into the counterweight plate(s) **4**.
► Pull the lever **41** up and fold it down.
► Turn the lever **41** 60° until the lever **41** points to the icon **42**.

Result:

– The receptacle stud **5** is locked with the counterweight plate(s) **4**.

► Lift the counterweight plate(s) **4** with the receptacle stud **5** and remove it from the counterweight stack.

When the counterweight plate(s) **4** are taken down:
► Turn the lever **41** 60° until the lever **41** points to the icon **43**.

Result:

– The receptacle stud **5** is unlocked from the counterweight plate(s) **4**.

► Carefully pull the receptacle stud **5** out from the counterweight plate(s) **4**.
► Alternately remove the counterweight plate(s) **4** from both sides.

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6.2.2 Removing the counterweight plates, fastening points: Bitt

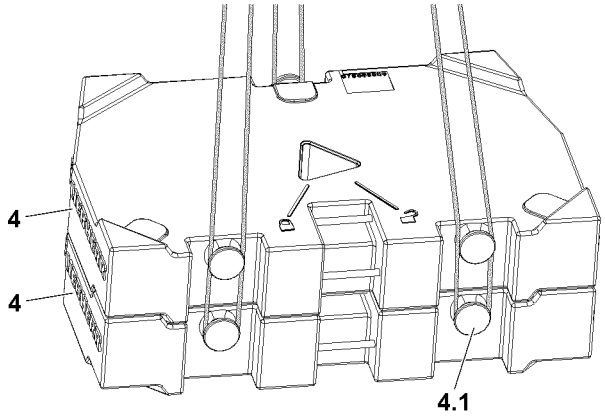

Fig.147034: Counterweight plates, fastening points: Bitt

WARNING
Falling counterweight plates!
If more than the permissible loads are lifted, then the bitts **4.1** are overloaded and the counterweight plates can fall down.
Death, severe bodily injuries, property damage.
- ► Place the counterweight plates individually or as a package, maximum 20 t , 3 fastening points.
- ► Replace damaged counterweight plates immediately.

WARNING
Incorrect handling of the fastening equipment!
If fastening equipment cannot be attached correctly and if it is not secured sufficiently to prevent it from loosening up, loads can fall down.
Death, severe bodily injuries, property damage.
- ► Make sure that the fastening equipment is correctly attached to the bitts **4.1** and that it is secured sufficiently to prevent it from loosening up.

- ► Lift the counterweight plate **4** or maximum two plates in an assembly and remove from the counterweight stack.
- ► Alternately remove the counterweight plate(s) **4** from both sides.

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6.3 Disassembling the counterweight brackets on the turntable

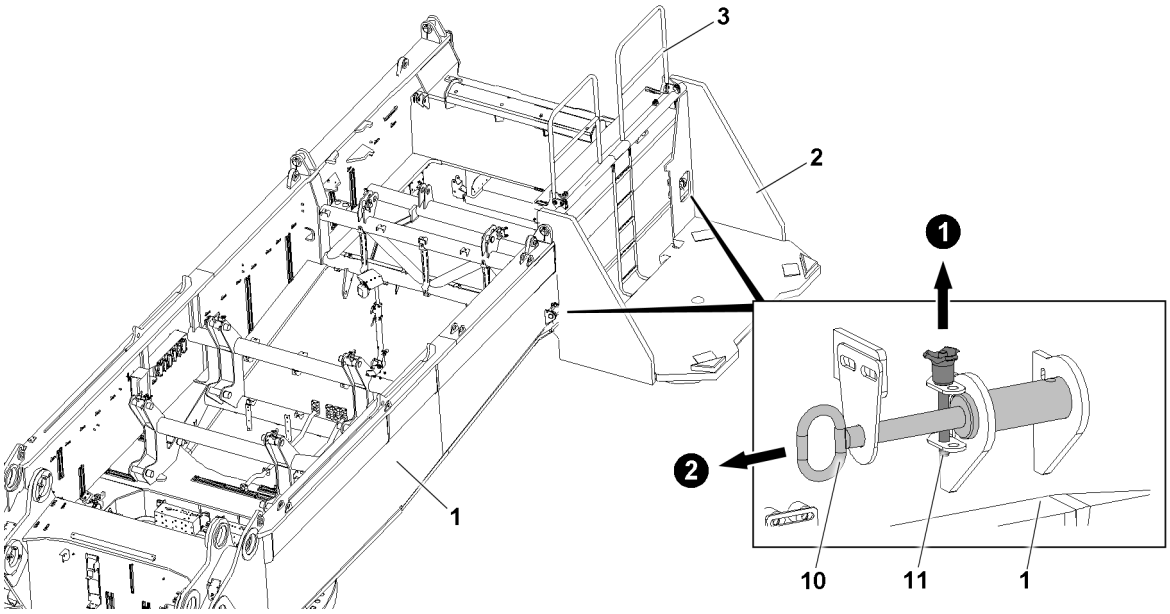

Fig.147045: Releasing the counterweight bracket on the turntable

Note

► The assembly / disassembly of the counterweight brackets is explained based on a counterweight bracket as an example.

Make sure that the following prerequisites are met:

– The railings **3** on the counterweight brackets **2** are in the operating position.

► Fasten the counterweight bracket **2** to the auxiliary crane, see section „Fastening points“.

WARNING

Tipping of the counterweight bracket!

Death, severe bodily injuries, property damage.

► Make sure that the fastening equipment has a sufficient length.

► Make sure that there are no persons within the danger zone when lifting the counterweight bracket **2**.

When the fastening equipment is tensioned properly on the counterweight bracket **2**:

► Release the pin **10**: Remove the retaining element **11**.

► Unpin the pin **10** on both sides.

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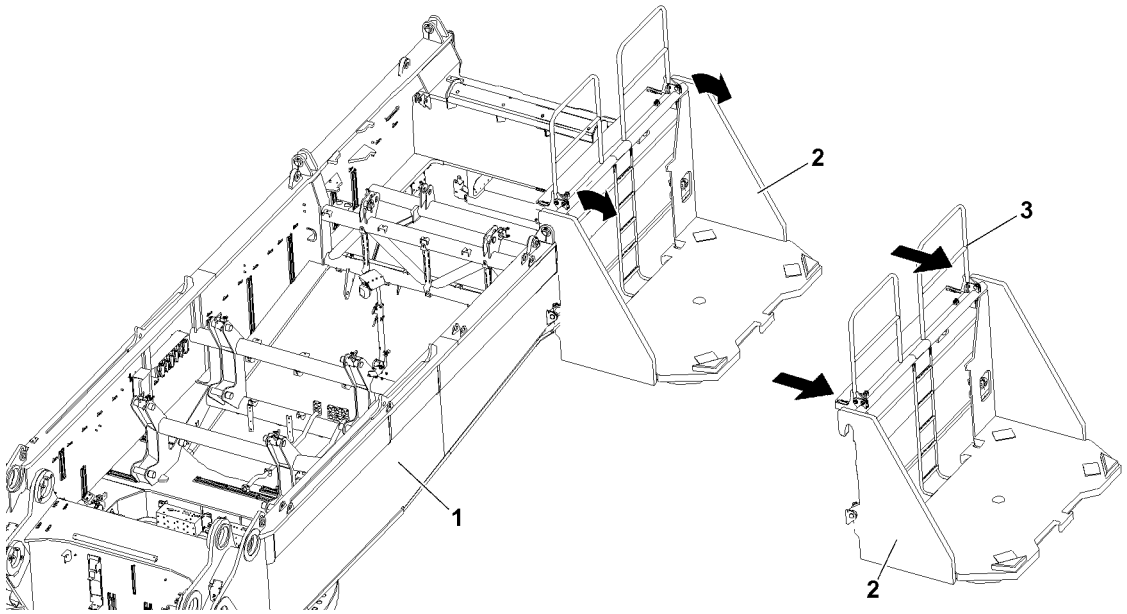

Fig.147046: Lifting the counterweight bracket and swinging it out

When the pins are fully unpinned on both sides:
- ► Lift the counterweight bracket **2** with the auxiliary crane and swing it out.
- ► Set the counterweight bracket **2** on a load bearing substructure or on a flatbed trailer.

When the counterweight bracket **2** is properly set on the substructure or on the flatbed trailer:
- ► Remove the fastening equipment and the auxiliary crane.

When the counterweight bracket **2** is properly disassembled:
- ► Insert the pin **10** again and secure it with the retaining element **11**.
- ► Properly disassemble the second counterweight bracket.

6.4 Bringing the railings on the counterweight brackets into the transport position

Note

The counterweight brackets are located on the ground or on a substructure with load bearing capacity:
- ► Bring the railing into the transport position, see chapter 2.06.

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4.07.10 Turntable extension

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3	Permissible counterweight assemblies	4
4	Turntable extension ballast composition	5
5	Assembling the turntable extension	6
6	Disassembling the turntable extension	16

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1 Component overview

The ballast installed on the turntable is generally referred to as the counterweight.

The components are marked with their own weight.

Description of the **counterweight**, see chapter 4.07.

Dimensions and weights, see chapter 1.03.

1.1 Counterweight with turntable extension

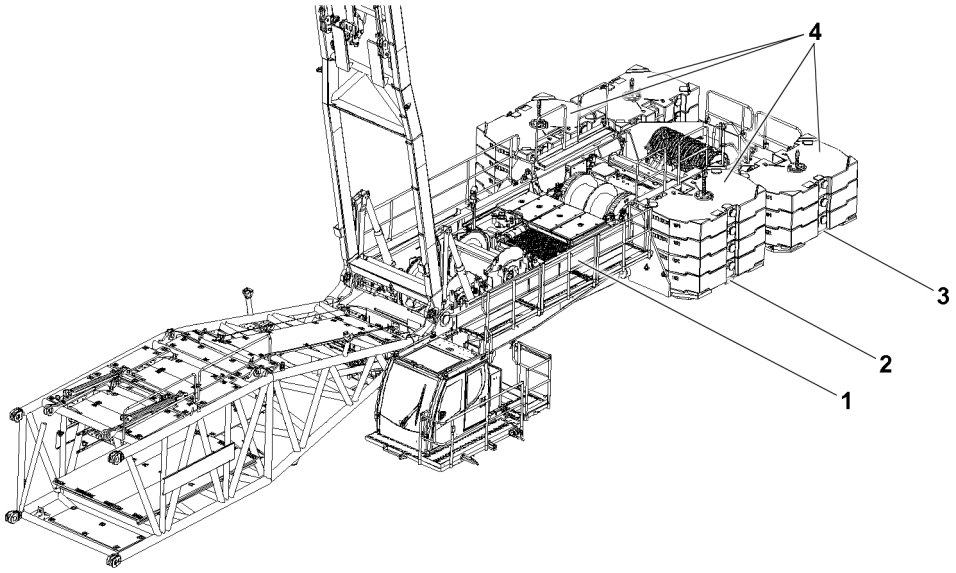

Fig.149285: Counterweight component overview

1	Turntable	**3**	Turntable extension
2	Counterweight bracket	**4**	Counterweight plates

Note

- ► The turntable extension **3** is also called the ballast frame.
- ► The counterweight on the turntable extension **3** is also called the turntable extension ballast.
- ► The ballast plates taken down on the counterweight brackets **2** and the turntable extension **3** are called counterweight plates **4**.

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1.2 Counterweight plate

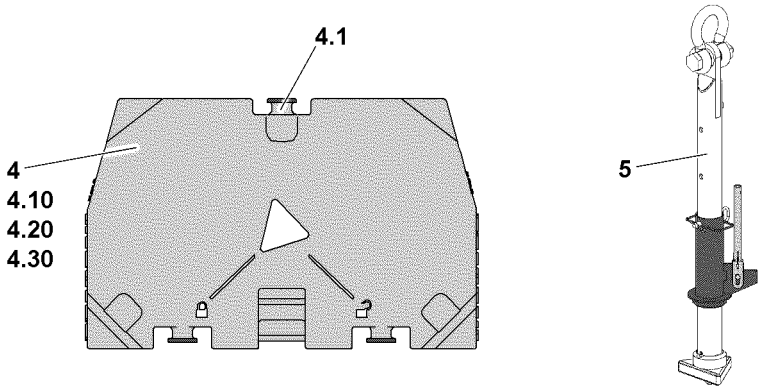

Fig.147026: Counterweight plate

4 Counterweight plate
4.1 Bitt
4.10 Counterweight plate 10.0 t
4.20 Counterweight plate 7.5 t
4.30 Counterweight plate 5.0 t
5 Receptacle stud

2 Fastening points

WARNING
Danger of falling!
Death, severe bodily injuries, property damage.
- ► Make sure that the fastening equipment is properly fastened in the fastening points.
- ► Make sure that the fastening equipment has a sufficient length.
- ► Make sure that there are no persons or obstacles within the danger zone.
- ► Pay attention to the labels in the fastening points.

2.1 Turntable extension

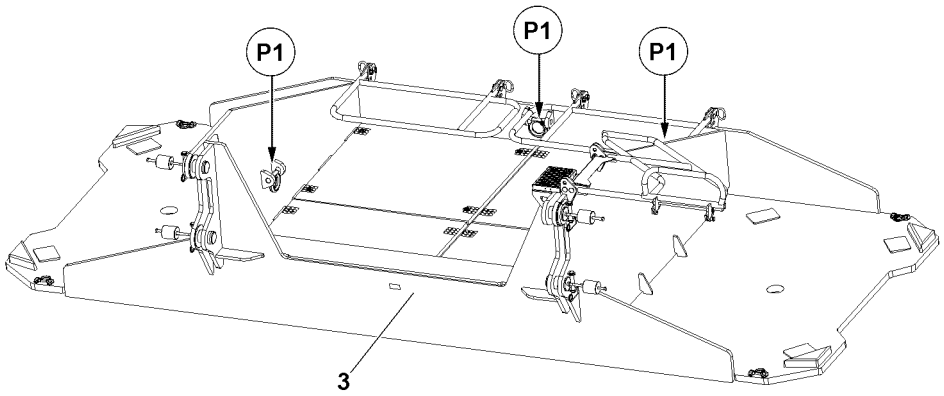

Fig.147028: Turntable extension fastening points

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Fastening points	
P1	Turntable extension

2.2 Counterweight plate

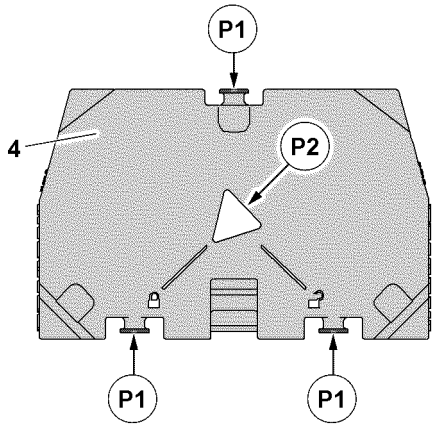

Fig.147027: Counterweight plate fastening points

„Bitt“ fastening system	
P1	Counterweight plate

„Twistlock“ fastening system (with aid of the receptacle stud)	
P2	Counterweight plate

3 Permissible counterweight assemblies

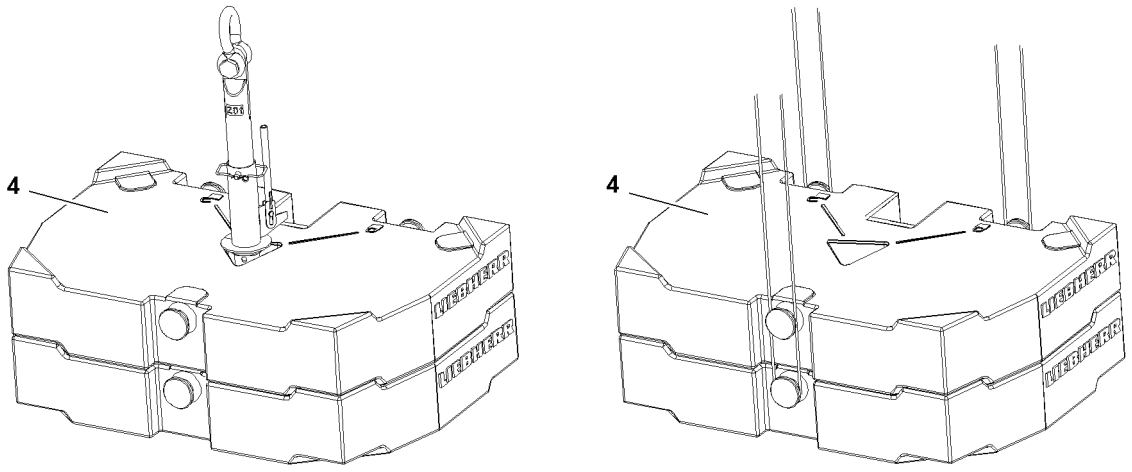

Fig.118980: Counterweight plates: fastened with Twistlock // fastened to the bitts

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WARNING
Overload of counterweight plate fastening points!
If more than the permissible number of counterweight plates are lifted together, then the bitt or the receptacle stud can be overloaded.
The counterweight plates and components can fall down.
Death, severe bodily injuries, property damage.
► Fasten only the maximum permissible number of counterweight plates per stroke.

WARNING
Incorrect structure of counterweight assemblies!
When lifting mixed weight counterweight assemblies, and the heavier counterweight plates are placed on top, the fastening points can be overloaded.
The counterweight plates and components can fall down.
Death, severe bodily injuries, property damage.
► Always stack the heavier counterweight plate at the bottom in the counterweight assembly.

Individual weight Counterweight plate	Maximum number of same counterweight plates per stroke over	
	„Twistlock“	„Bitt“
5.0 t	2	1
7.5 t	2	2
10.0 t	2	2

4 Turntable extension ballast composition

Note
► Counterweight plates (ballast plates) with 5 t , 7.5 t and 10 t can be combined.
► Examples of compositions for the turntable extension ballast when using counterweight plates with 10 t are shown below.
► Observe the procedure when ballasting, see section „Placing the counterweight plates“..

WARNING
Danger of tipping the crane!
If the turntable extension is assembled on the crane when 0 t turntable extension ballast is required, the crane can tip over.
Death, severe bodily injury, property damage.
► Disassemble the turntable extension when 0 t turntable extension ballast is required or set up.

Turntable extension ballast	Composition	Individual weight	Quantity
0 t	Turntable extension	7.5 t	- 1)
	Without counterweight plates	0 t	-

Turntable extension ballast 0 t

1) Turntable extension disassembled

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Turntable extension ballast	Composition	Individual weight	Quantity
27.5 t	Turntable extension	7.5 t	1 unit
	Counterweight plates	10 t	2 units

Turntable extension ballast 27.5 t

Turntable extension ballast	Composition	Individual weight	Quantity
67.5 t	Turntable extension	7.5 t	1 unit
	Counterweight plates	10 t	6 units

Turntable extension ballast 67.5 t

5 Assembling the turntable extension

WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.
- ► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
- ► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the supplied fall arrest system to prevent falling, see chapter 2.04.
- ► If fall protection equipment is available, then it must be used, see chapter 2.06.
- ► When lifting, lowering, swinging crane parts in and out, no persons may remain in the danger zone.
- ► When closing or opening boom systems during boom assembly or boom disassembly, no persons may remain on the boom system or in the danger zone.
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work.
- ► Only step on the aids, ladders and catwalks with clean shoes.
- ► Keep aids, ladders and catwalks free of heavy dirt, snow and ice.
- ► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
- ► Remaining on a suspended load is prohibited.
- ► Stepping or walking on crane components and lattice sections with an incline of more than 20° is prohibited.
- ► For all assembly work, the crane driver of the main crane must be in voice contact with the crane driver / crane drivers of the auxiliary crane / auxiliary cranes.
- ► For assembly tasks, the crane driver may only initiate crane movements when the responsible guide has explicitly released the movement.

WARNING
Danger of impact / crushing!
When assembling / disassembling crane components with the auxiliary crane, crane components can start to swing back and forth.
When lifting / lowering and positioning crane components, there is an increased danger of impact / crushing.
Death, severe bodily injuries, property damage.
- ► Make sure that personnel cannot be caught by components.
- ► Make sure that the crane is horizontally aligned.
- ► When working in danger zones: Use aids to protect limbs.
- ► Guide components with suitable aids to minimize oscillation.

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DANGER
The component can fall down!
If the corresponding component is disengaged from the auxiliary crane before the corresponding component is pinned, then the corresponding component can fall down.
Death, severe bodily injuries, property damage.
► Do not detach the auxiliary crane until the respective component is pinned and secured.

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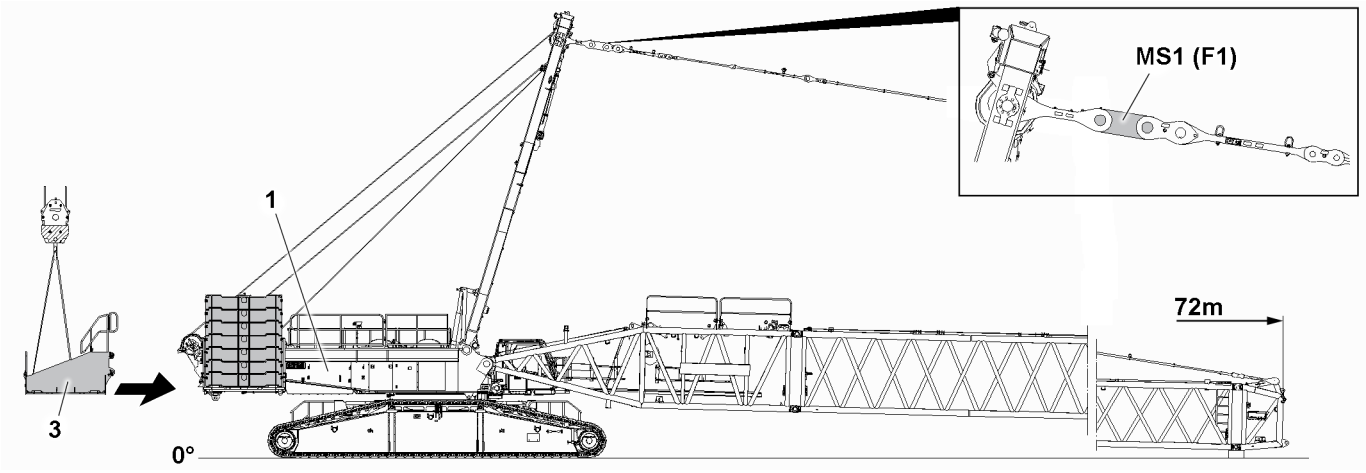

*Fig.154256: **LR 1600/2:** Assembling the turntable extension **3** on the turntable **1***

Make sure that the following prerequisites for **LR 1600/2** are met:
- The ground is level and of sufficient load bearing capacity.
- The crane is horizontally aligned.
- The 65 t central ballast is properly assembled, see chapter 3.03.
- The counterweight [1)] of 150 t is assembled properly, see chapter 4.07.
- The boom combination SL8 or SL9 is assembled completely with a minimum length of 72 m (60 m when indicated on the assembly drawing) on the turntable, Assembling the S/SL boom system, see chapter 5.38.
- The boom guying is pretensioned and the $F1_{actual}$ force in test point 1 **MS1** is between 15 t and 100 t , see chapter 4.02.
- An auxiliary crane is available.

1) On the counterweight brackets

WARNING
The crane can topple over!
Death, severe bodily injuries, property damage.
► **LR 1600/2:** If the following prerequisites are not observed, the crane can topple over.
► Make sure that the $F1_{actual}$ force (test point 1 **MS1**) on the **LR 1600/2** is between 15 t and 100 t.

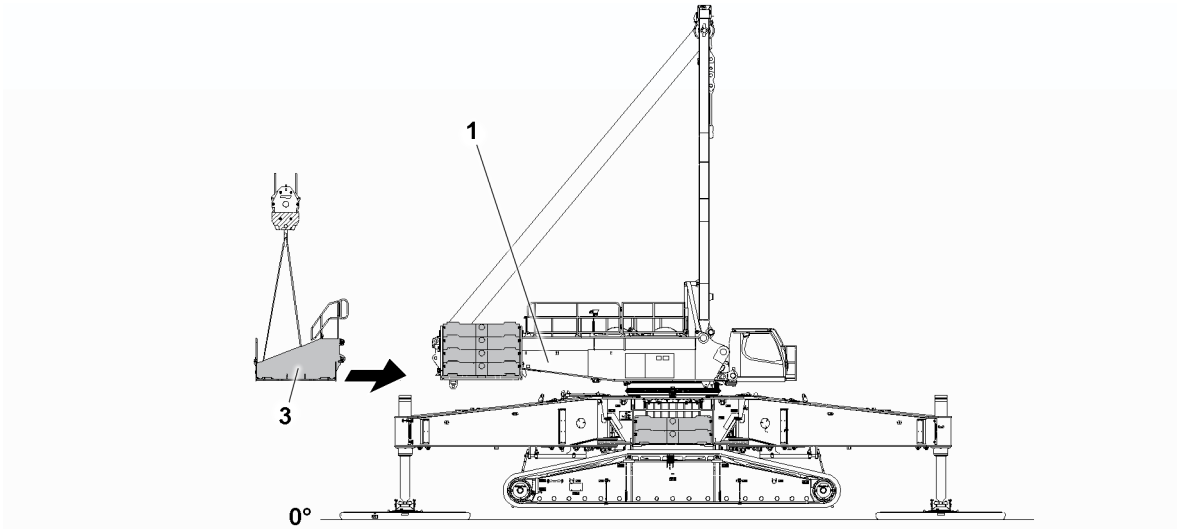

*Fig.154257: **LR 1600/2-W:** Assembling the turntable extension **3** (ballast frame) on the turntable **1***

Make sure that the following prerequisites for **LR 1600/2-W** are met:
- The ground is level and of sufficient load bearing capacity.
- The crane is properly supported, see chapter 3.10.
- The crane is horizontally aligned, see chapter 3.10.

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- The turntable is positioned in the „travel direction“ (parallel to the crawler travel gear).
- The boom is not assembled.
- The central ballast is properly assembled, see chapter 3.03.
- The counterweight [1)] of 90 t is assembled properly, see chapter 4.07.
- The SA-frame is at 90°.
- An auxiliary crane is available.

1) On the counterweight brackets

5.1 Bringing the railing on the turntable extension into the operating position

The turntable extension is located on the ground or on a substructure with a suitable load bearing capacity:

► Bring the railing into the operating position, see chapter 2.06.

5.2 Assembling the turntable extension on the turntable

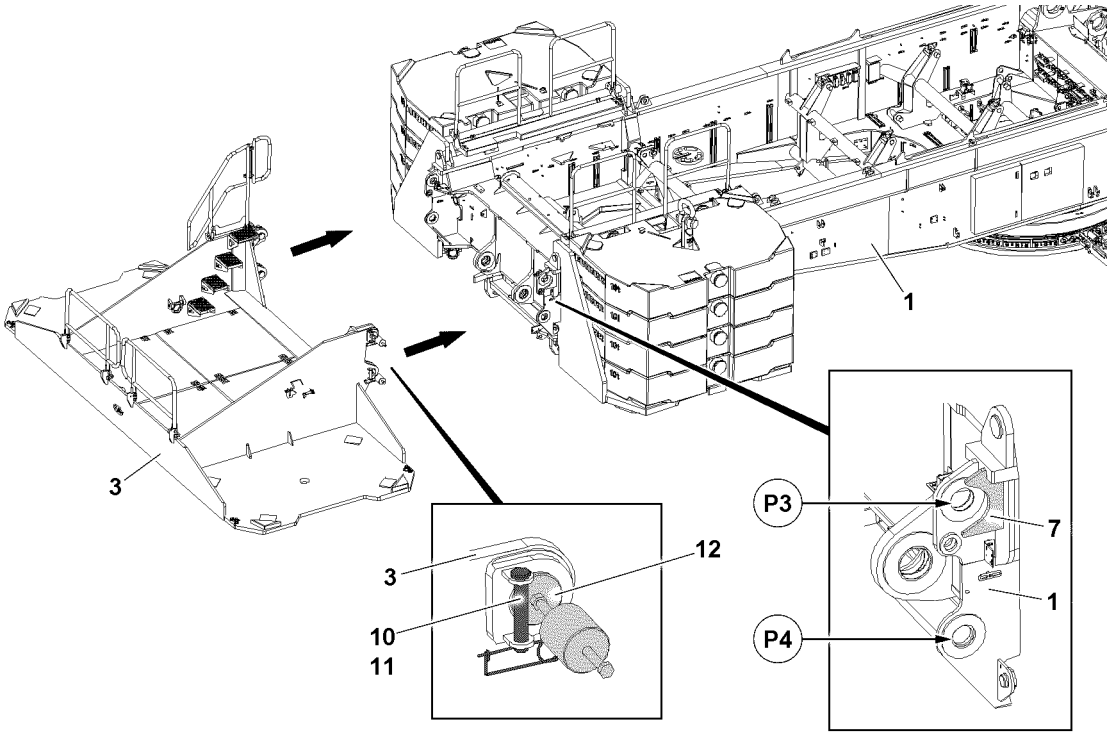

Fig.147030: Assembling the turntable extension

Make sure that the following prerequisite is met:

- The pins **12** are unpinned on both sides.

► Fasten the turntable extension **3** to the auxiliary crane.
► Lift the turntable extension **3** with the auxiliary crane and position it with the centering aid **7** in such a way that it can be pinned in points **P3**.
► Pin the turntable extension **3** with the turntable **1**: Pin the upper connector pins **12** on both sides in points **P3** and secure with the retaining pin **10** and retaining element **11**.
► Lower the turntable extension **3** with the auxiliary crane so that it can be pinned in points **P4**.
► Pin the turntable extension **3** with the turntable **1**: Pin the lower connector pins **12** on both sides in points **P4** and secure with the retaining pin **10** and retaining element **11**.

Result:

- The turntable extension **3** is pinned with the turntable **1**.

► Release and remove the fastening equipment.

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5.3 Placing the counterweight plates

WARNING
Damaged counterweight plates!
Damage to the counterweight plates can cause the fastening equipment to release.
The counterweight plates and components can fall down.
Death, severe bodily injuries, property damage.
► Do not use damaged counterweight plates and replace them immediately.

WARNING
Counterweight too low / too high!
If the placed counterweight deviates from the specifications in the erection and take-down charts or the assembly conditions, then the crane can be damaged or topple over.
Death, severe bodily injuries, property damage.
► Place the counterweight according to the specifications in the erection and take-down charts.
► For crane operation: Place the counterweight according to the specifications in the load chart.
► Before placing the counterweight plates, observe the maximum permissible counterweight depending on the assembly conditions, see chapter 3.06.

WARNING
Asymmetrical counterweight distribution!
If more than 20 t are placed / removed asymmetrically on the counterweight stacks, the crane can topple over!
Death, severe bodily injuries, property damage.
► A weight difference between the right and left counterweight stack of more than 20 t is prohibited.
► Place / remove the counterweight assemblies alternately symmetrically on the left and right on the counterweight stack.

WARNING
Toppling counterweight stack!
Lopsided stacked counterweight plates create instability in the counterweight stack.
The counterweight plates can tip out of the counterweight brackets and cause the crane to topple over.
Death, severe bodily injuries, property damage.
► Make sure that the counterweight plates are placed correctly in the centering devices.

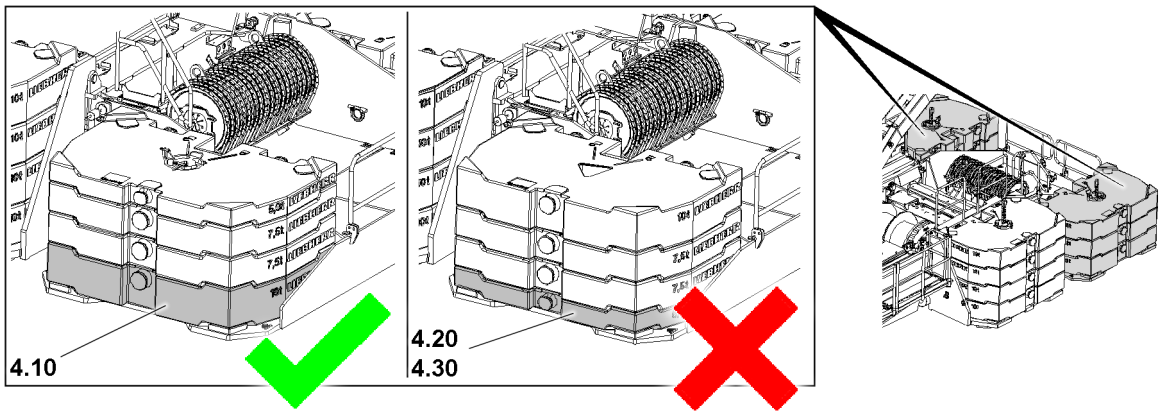

Fig.149004: Ballasting the counterweight stack

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WARNING
Falling counterweight plates!
If the ballasting sequence is not adhered to when placing the counterweights on the counterweight brackets, the counterweight plate located at the bottom of the counterweight stack may be damaged.
The counterweight plates can fall down from the counterweight stack.
Death, severe bodily injuries, property damage.
- ► Make sure that the counterweight stack is only started with 10 t counterweight plates **4.10**.
- ► Make sure that the counterweight stack is never started with 5.0 t counterweight plates **4.30** or 7.5 t counterweight plates **4.20**.
- ► Further ballasting from the first 10 t counterweight plates **4.10** in the counterweight stack can be continued with 5.0 t or 7.5 t counterweight plates.

Make sure that the following prerequisite is met:
– There are no obstacles, objects or personnel in the danger zone.

5.3.1 Placing the counterweight plates, fastening system: „Twistlock“

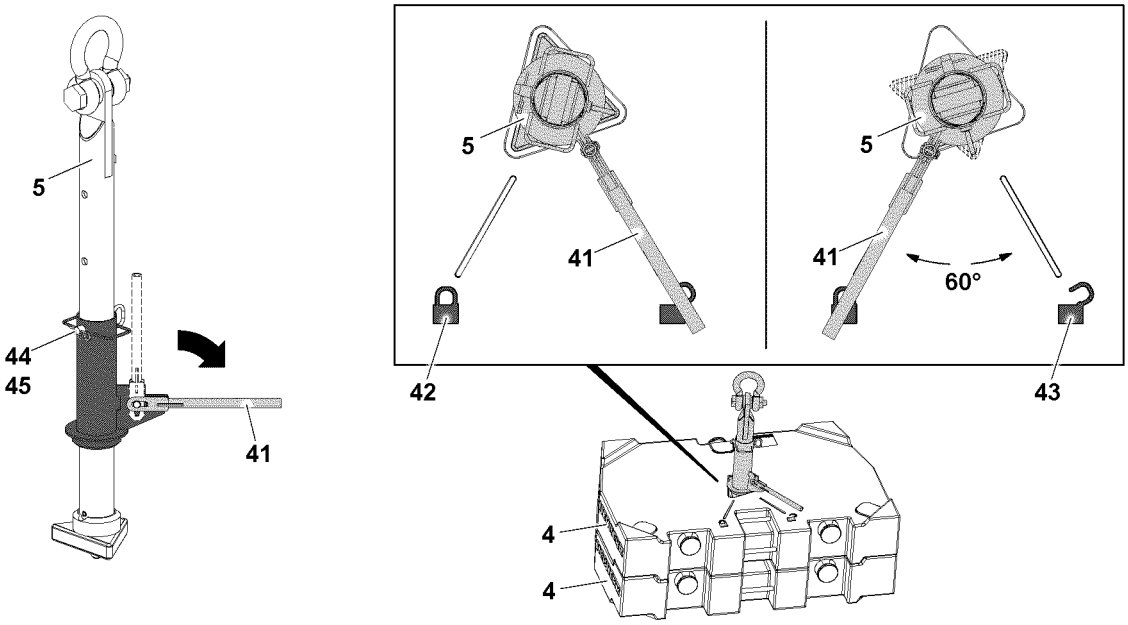

Fig.147033: Counterweight plates, fastening system: „Twistlock“

WARNING
Danger of accident!
If more than the permissible two counterweight plates are lifted with the receptacle stud, the receptacle stud will be overloaded and can be damaged.
Death, severe bodily injuries, property damage.
- ► Make sure that the counterweight plates are placed correctly in the centering devices.
- ► Replace damaged counterweight plates.

WARNING
The Twistlock system opens by itself!
If the receptacle stud is not correctly locked, the Twistlock system can open by itself.
Counterweight plates can fall down.
Death, severe bodily injuries, property damage.
- ► Make sure, when initiating a stroke, that the lever points directly to the „locked“ icon!

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WARNING
Damage to the receptacle stud and counterweight plates!
If two counterweight plates are lifted that are not positioned correctly in their centering devices, the receptacle stud and the counterweight plates can be damaged.
Damage can cause the counterweight plates to fall down.
Death, severe bodily injuries, property damage.
► Make sure that the counterweight plates to be lifted are placed correctly in the centering devices.

Note
► During a stroke, the locked Twistlock system cannot release by itself due to its gravitational retention.
► During a stroke, the locked Twistlock system cannot be released by hand due to its gravitational retention.

To stack the counterweight plate(s), use the receptacle stud **5**.

Before the receptacle stud **5** is guided into the counterweight plates, it must be ensured that the length of the receptacle stud is set correctly. The length of the receptacle stud **5** can be adjusted with the pin **44**.

If the length of the receptacle stud **5** is to be adjusted:
► Release and unpin the pin **44**.
► Adjust the length of the receptacle stud by moving the receptacle stud **5**.
► Insert the pin **44** and secure it with the retaining element **45**.
► Fasten the receptacle stud **5** to the auxiliary crane and guide it into the counterweight plate(s) **4**.
► Pull the lever **41** up and fold it down.
► Turn the lever **41** 60° until the lever **41** points to the icon **42**.

Result:

– The receptacle stud **5** is locked with the counterweight plate(s) **4**.

► Lift the counterweight plate(s) **4** with the receptacle stud **5** and take down carefully onto the centering devices on the counterweight bracket.

When the counterweight plate(s) are taken down:
► Turn the lever **41** 60° until the lever **41** points to the icon **43**.

Result:

– The receptacle stud **5** is unlocked.

► Carefully pull the receptacle stud **5** out from the counterweight plate(s) **4**.
► Stack the counterweight plate(s) **4** alternately on both sides according to the erection and take-down charts, observe the danger notes.

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5.3.2 Placing the counterweight plates, fastening points: Bitt

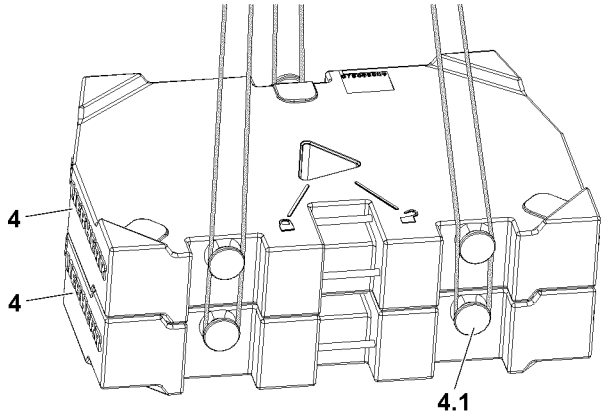

Fig.147034: Counterweight plates, fastening system: „Bitt“

WARNING
Falling counterweight plates!
If more than the permissible loads are lifted, then the bitts **4.1** are overloaded and the counterweight plates can fall down.
Death, severe bodily injuries, property damage.
- ► Place the counterweight plates individually or as a package, maximum 20 t , 3 fastening points.
- ► Replace damaged counterweight plates immediately.

WARNING
Incorrect handling of the fastening equipment!
If fastening equipment cannot be attached correctly and if it is not secured sufficiently to prevent it from loosening up, loads can fall down.
Death, severe bodily injuries, property damage.
- ► Make sure that the fastening equipment is correctly attached to the bitts **4.1** and that it is secured sufficiently to prevent it from loosening up.

- ► Fasten the counterweight plate(s) **4** to the auxiliary crane.
- ► Place the counterweight plate **4** individually or in an assembly of maximum two plates with the auxiliary crane on the centering devices on the counterweight bracket.
- ► Stack the counterweight plate(s) **4** alternately on both sides according to the erection and take-down charts, observe the danger notes.

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5.4 Securing the counterweight

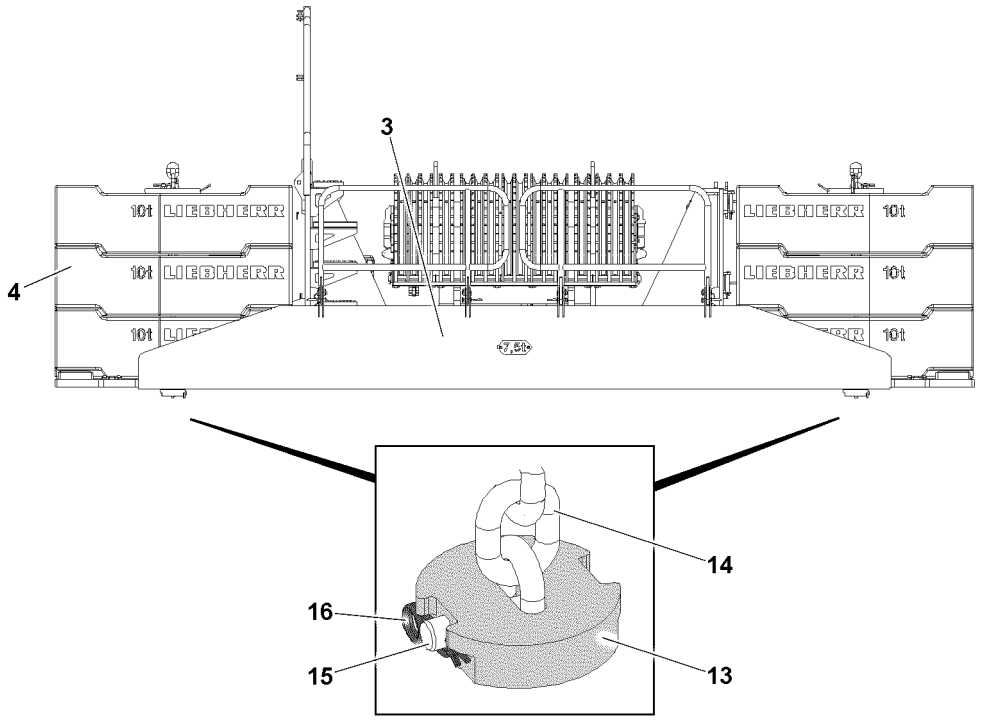

Fig.147035: Securing the counterweight stack

WARNING
Unsecured counterweight plates!
If the counterweight is not secured or is incorrectly secured, then it can fall down.
Death, severe bodily injuries, property damage.
► Before starting crane operation, the complete counterweight must be secured.

Make sure that the following prerequisite is met:
– The counterweight is set according to the erection and take-down charts.

► Guide the retaining chain **14** carefully with the auxiliary crane from the top through the counterweight stack.
► Pin the retaining chain **14** on the bottom with the retaining plate **13**: Insert the pin **15** in the lowest chain link and secure with the retaining element **16**.
► Carefully tighten the retaining chain **14** with the auxiliary crane vertically.

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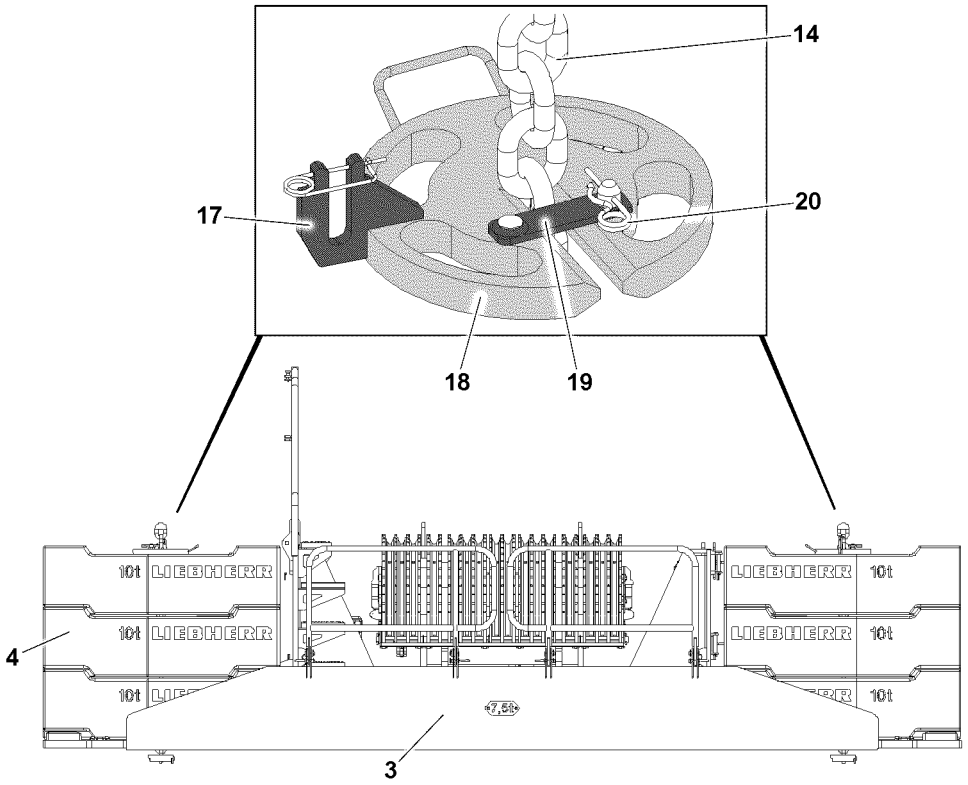

Fig.147036: Securing the counterweight stack

Note

► To optimally secure the counterweight stack, keep the retaining chain between the retaining plates as short as possible!

► Push the retaining plate **18** on top on the side over the retaining chain **14**.
► Insert the retaining plate **19** in the retaining plate **18**.
► Secure the retaining plate **19** with the retaining element **20**.

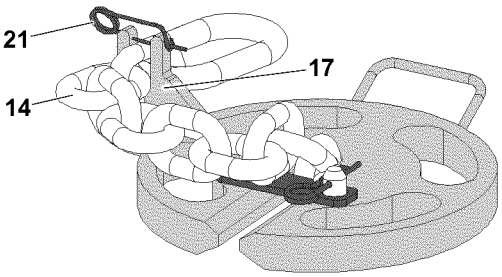

Fig.147037: Securing the chain overhang

WARNING

Danger of accident due to chain overhang!
If the stack height of the counterweight plates is not high enough, the chain overhang of the retaining chain **14** can fall down to the side on the counterweight stack.
Death, severe bodily injuries, property damage.

► Secure the chain overhang from falling down.

► Connect the chain overhang of the retaining chain **14** to the fork **17** and secure it with the retaining element **21** to prevent it from falling down.

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6 Disassembling the turntable extension

WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.
- ► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
- ► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the supplied fall arrest system to prevent falling, see chapter 2.04.
- ► If fall protection equipment is available, then it must be used, see chapter 2.06.
- ► When lifting, lowering, swinging crane parts in and out, no persons may remain in the danger zone.
- ► When closing or opening boom systems during boom assembly or boom disassembly, no persons may remain on the boom system or in the danger zone.
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work.
- ► Only step on the aids, ladders and catwalks with clean shoes.
- ► Keep aids, ladders and catwalks free of heavy dirt, snow and ice.
- ► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
- ► Remaining on a suspended load is prohibited.
- ► Stepping or walking on crane components and lattice sections with an incline of more than 20° is prohibited.
- ► For all assembly work, the crane driver of the main crane must be in voice contact with the crane driver / crane drivers of the auxiliary crane / auxiliary cranes.
- ► For assembly tasks, the crane driver may only initiate crane movements when the responsible guide has explicitly released the movement.

WARNING
Danger of impact / crushing!
When assembling / disassembling crane components with the auxiliary crane, crane components can start to swing back and forth.
When lifting / lowering and positioning crane components, there is an increased danger of impact / crushing.
Death, severe bodily injuries, property damage.
- ► Make sure that personnel cannot be caught by components.
- ► Make sure that the crane is horizontally aligned.
- ► When working in danger zones: Use aids to protect limbs.
- ► Guide components with suitable aids to minimize oscillation.

DANGER
The component can fall down!
If the corresponding component is disengaged from the auxiliary crane before the corresponding component is pinned, then the corresponding component can fall down.
Death, severe bodily injuries, property damage.
- ► Do not detach the auxiliary crane until the respective component is pinned and secured.

WARNING
The crane can topple over!
If the turntable with assembled counterweight is turned when the boom is not assembled, then the crane can topple over.
Death, severe bodily injuries, property damage.
- ► Always leave the turntable with an assembled counterweight and without a boom in the travel position.

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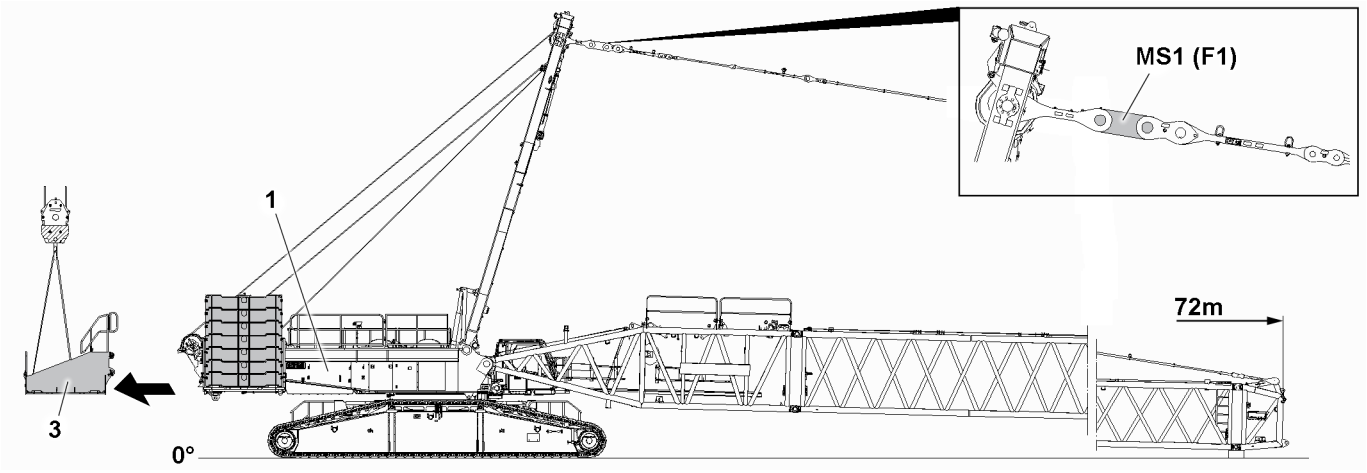

*Fig.154265: **LR 1600/2:** Disassembling the turntable extension **3** on the turntable **1***

Make sure that the following prerequisites for **LR 1600/2** are met:
- The ground is level and of sufficient load bearing capacity.
- The crane is horizontally aligned.
- The 65 t central ballast is properly assembled, see chapter 3.03.
- At the moment when the turntable extension **3** is lifted off the turntable **1**: The counterweight [1)] of 150 t is still assembled properly, see chapter 4.07.
- The boom system is taken down on the ground, the specifications for the substructure are observed.
- The boom system is assembled on the turntable with a minimum length of 72 m (60 m when indicated on the assembly drawing).
- The boom guying is pretensioned and the $F1_{actual}$ force in test point 1 **MS1** is between 15 t and 100 t , see chapter 4.02.
- An auxiliary crane is available.

1) On the counterweight brackets

WARNING
The crane can topple over!
Death, severe bodily injuries, property damage.
► **LR 1600/2:** If the following prerequisites are not observed, the crane can topple over.
► Make sure that the $F1_{actual}$ force (test point 1 **MS1**) on the **LR 1600/2** is between 15 t and 100 t.

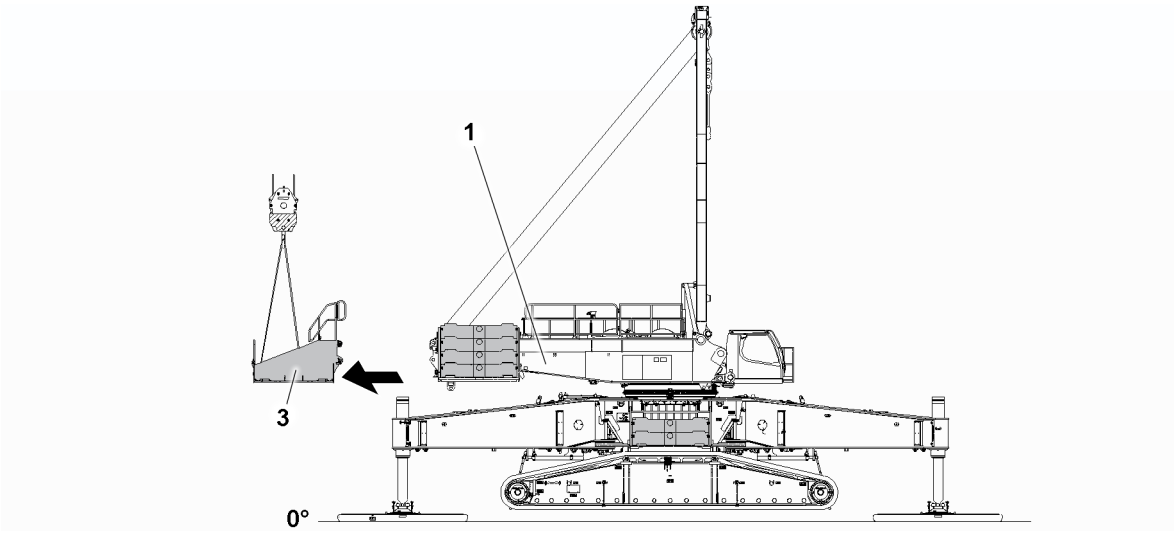

*Fig.154266: **LR 1600/2-W:** Disassembling the turntable extension **3** (ballast frame) on the turntable **1***

Make sure that the following prerequisites for **LR 1600/2-W** are met:
- The ground is level and of sufficient load bearing capacity.

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- The crane is properly supported, see chapter 3.10.
- The crane is horizontally aligned, see chapter 3.10.
- The turntable **1** is positioned in the „travel direction“ (parallel to the crawler travel gear).
- The boom is disassembled.
- The central ballast is properly assembled, see chapter 3.03.
- At the moment when the turntable extension **3** is lifted off the turntable **1**: The counterweight of 90 t is assembled properly, see chapter 4.07.
- The SA-frame is at 90°.
- An auxiliary crane is available.

1) On the counterweight brackets

6.1 Releasing the counterweight

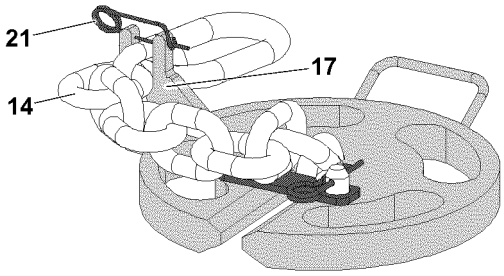

Fig.147037: Releasing the chain overhang

With a secured chain overhang:

► Remove the retaining element **21**, release the retaining chain **14** from the fork **17**.

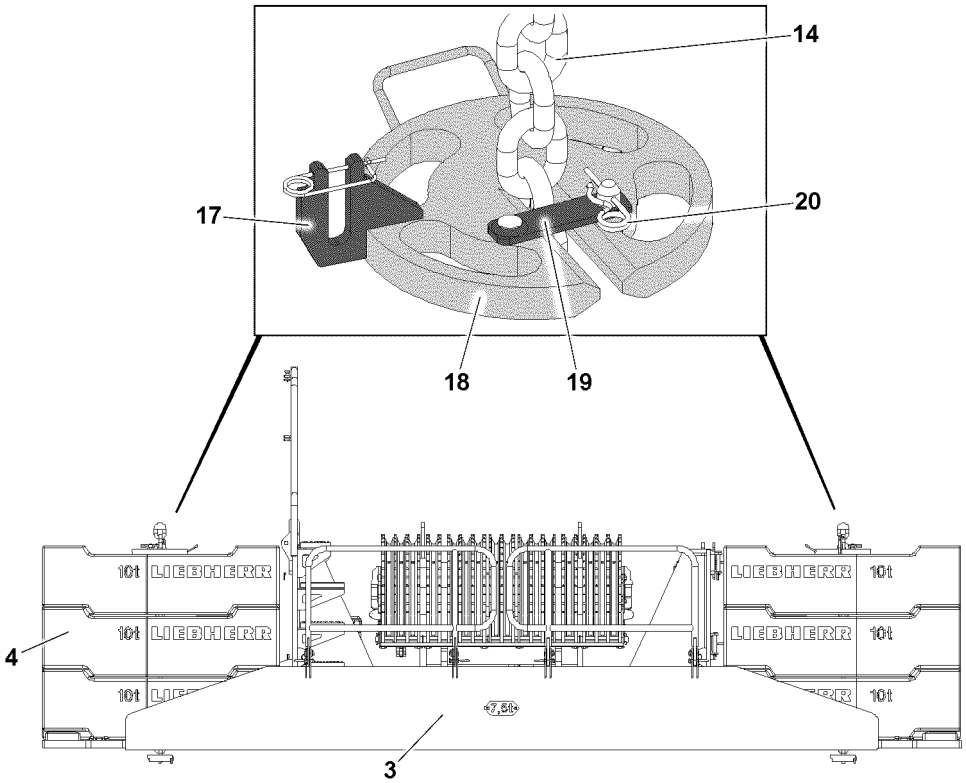

Fig.147036: Releasing the counterweight

► Fasten the retaining chain **14** to the auxiliary crane and tension it slightly.
► Release and remove the retaining plate **19**: Remove the retaining element **20**.
► Remove the retaining plate **18** on the side.

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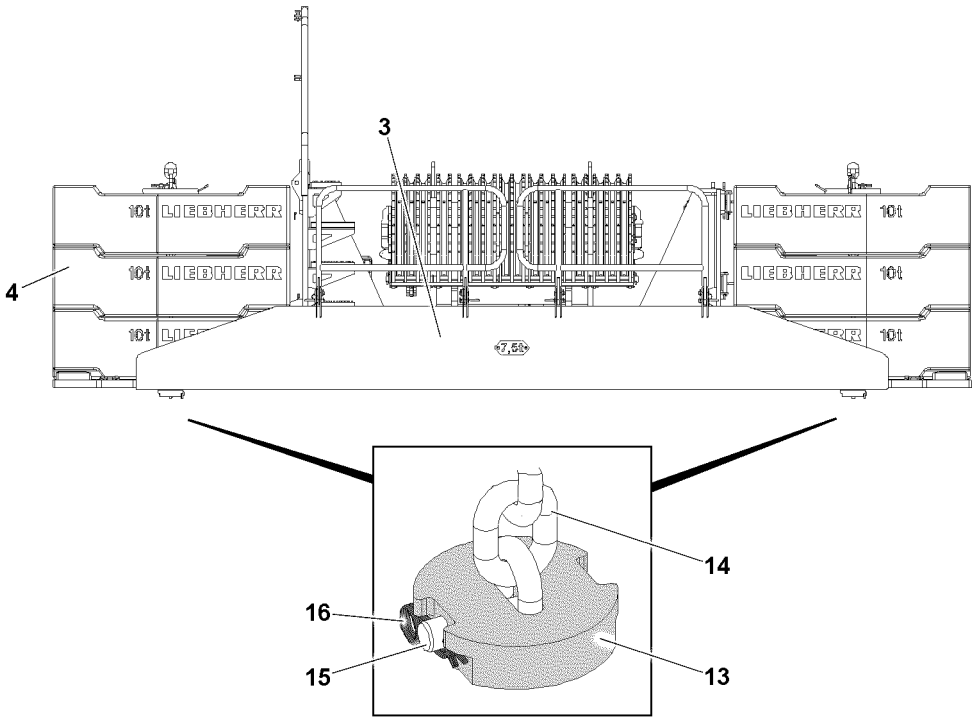

Fig.147035: Releasing the counterweight

- ► Lower the retaining chain **14** until the lower retaining plate **13** is freely accessible.
- ► Remove the retaining element **16** and unpin the pin **15**.
- ► Remove the retaining plate **13**.
- ► Carefully pull the retaining chain **14** through upward and remove it.

6.2 Removing the counterweight plates

WARNING
Damaged counterweight plates!
Damage to the counterweight plates can cause the fastening equipment to release.
The counterweight plates and components can fall down.
Death, severe bodily injuries, property damage.
- ► Do not use damaged counterweight plates and replace them immediately.

WARNING
Asymmetrical counterweight distribution!
If more than 20 t are placed / removed asymmetrically on the counterweight stacks, the crane can topple over!
Death, severe bodily injuries, property damage.
- ► A weight difference between the right and left counterweight stack of more than 20 t is prohibited.
- ► Place / take-down the counterweight assemblies alternately symmetrically on the left and right on the counterweight stack.

Note
- ► The counterweight plates are marked with their own weights!

Make sure that the following prerequisite is met:
- – The retaining chains are disassembled.

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6.2.1 Removing the counterweight plates, fastening system: „Twistlock“

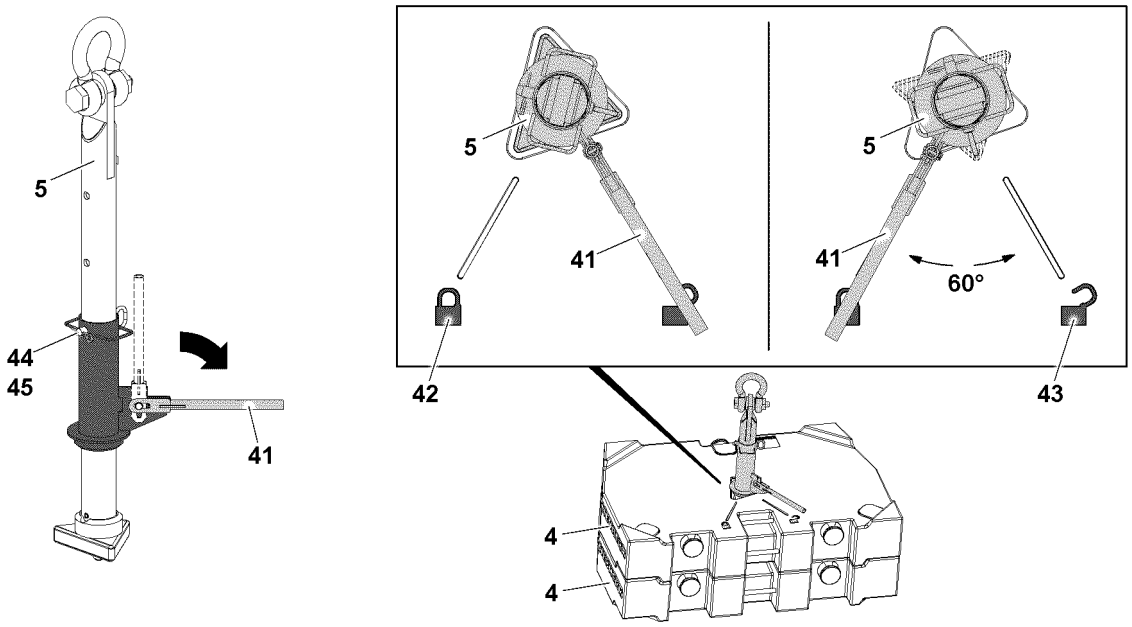

Fig.147033: Counterweight plates, fastening system: „Twistlock“

WARNING
Danger of accident!
If more than the permissible two counterweight plates are lifted with the receptacle stud, the receptacle stud will be overloaded and can be damaged.
Death, severe bodily injuries, property damage.
► Make sure that the counterweight plates are placed correctly in the centering devices.
► Replace damaged counterweight plates.

WARNING
The Twistlock system opens by itself!
If the receptacle stud is not correctly locked, the Twistlock system can open by itself.
Counterweight plates can fall down.
Death, severe bodily injuries, property damage.
► Make sure, when initiating a stroke, that the lever points directly to the „locked“ icon!

WARNING
Damage to the receptacle stud and counterweight plates!
If two counterweight plates are lifted that are not positioned correctly in their centering devices, the receptacle stud and the counterweight plates can be damaged.
Damage can cause the counterweight plates to fall down.
Death, severe bodily injuries, property damage.
► Make sure that the counterweight plates to be lifted are placed correctly in the centering devices.

Note
► During a stroke, the locked Twistlock system cannot release by itself due to its gravitational retention.
► During a stroke, the locked Twistlock system cannot be released by hand due to its gravitational retention.

To remove the counterweight plate(s), use the receptacle stud **5**.

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Before the receptacle stud **4** is guided into the counterweight plate(s) **4**, it must be ensured that the length of the receptacle stud is set correctly. The length of the receptacle stud **5** can be adjusted with the pin **44**.

If the length of the receptacle stud **5** is to be adjusted:
- ► Release and unpin the pin **44**.
- ► Adjust the length of the receptacle stud by moving the receptacle stud **5**.
- ► Insert the pin **44** and secure it with the retaining element **45**.
- ► Fasten the receptacle stud **5** to the auxiliary crane and guide it into the counterweight plate(s) **4**.
- ► Pull the lever **41** up and fold it down.
- ► Turn the lever **41** 60° until the lever **41** points to the icon **42**.

Result:

– The receptacle stud **5** is locked with the counterweight plate(s) **4**.

► Lift the counterweight plate(s) **4** with the receptacle stud **5** and remove it from the counterweight stack.

When the counterweight plate(s) **4** are taken down:
- ► Turn the lever **41** 60° until the lever **41** points to the icon **43**.

Result:

– The receptacle stud **5** is unlocked from the counterweight plate(s) **4**.

- ► Carefully pull the receptacle stud **5** out from the counterweight plate(s) **4**.
- ► Alternately remove the counterweight plate(s) **4** from both sides.

6.2.2 Removing the counterweight plates, fastening points: Bitt

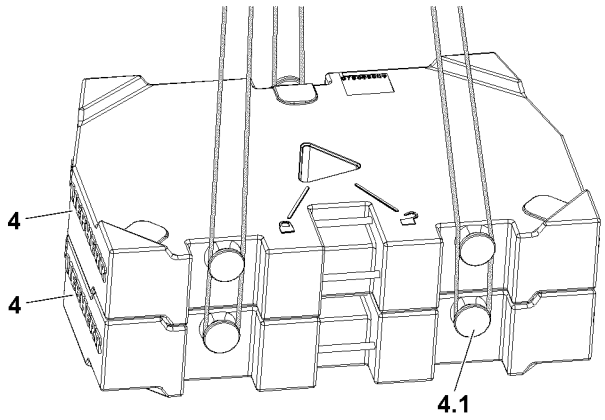

Fig.147034: Counterweight plates, fastening points: Bitt

WARNING
Falling counterweight plates!
If more than the permissible loads are lifted, then the bitts **4.1** are overloaded and the counterweight plates can fall down.
Death, severe bodily injuries, property damage.
- ► Place the counterweight plates individually or as a package, maximum 20 t , 3 fastening points.
- ► Replace damaged counterweight plates immediately.

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WARNING
Incorrect handling of the fastening equipment!
If fastening equipment cannot be attached correctly and if it is not secured sufficiently to prevent it from loosening up, loads can fall down.
Death, severe bodily injuries, property damage.
► Make sure that the fastening equipment is correctly attached to the bitts **4.1** and that it is secured sufficiently to prevent it from loosening up.

► Lift the counterweight plate **4** or maximum two plates in an assembly and remove from the counterweight stack.
► Alternately remove the counterweight plate(s) **4** from both sides.

6.3 Disassembling the turntable extension on the turntable

Make sure that the following prerequisite is met:
– There are no counterweight plates in the turntable extension.

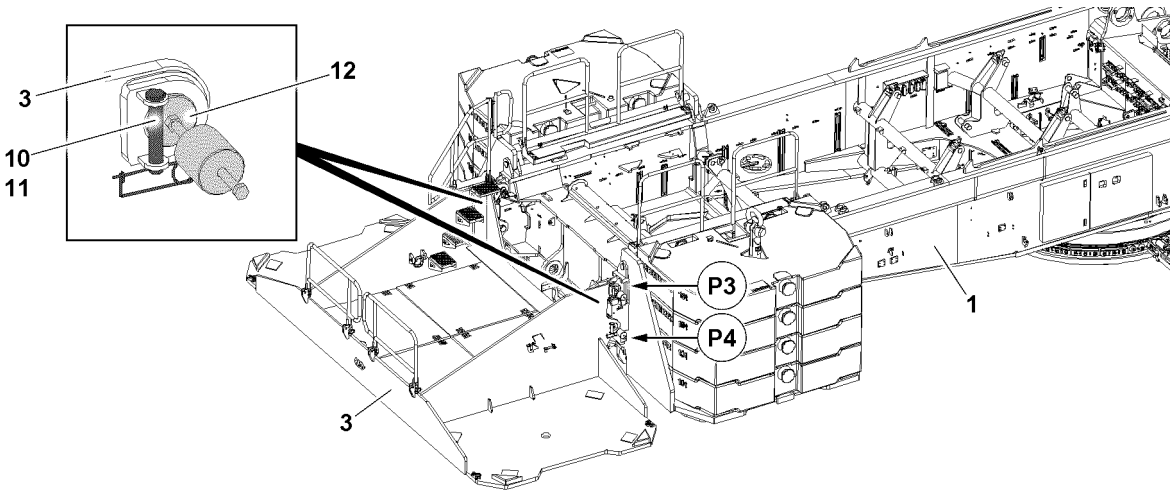

Fig.147031: Unpinning the turntable extension on the turntable

► Fasten the turntable extension **3** to the auxiliary crane, see section „Fastening points“.

WARNING
Tipping of the turntable extension!
Death, severe bodily injuries, property damage.
► Make sure that the fastening equipment has a sufficient length.
► Make sure that there are no persons within the danger zone when lifting the turntable extension.
► Make sure that the fastening equipment between the turntable extension and the auxiliary crane is tensioned before the turntable extension is unpinned on the turntable.

When the fastening equipment is tensioned properly on the turntable extension **3**:
► Remove the retaining element **11** on both sides in the pin points **P4** and unpin the retaining pins **10**.
► Unpin the lower connector pins **12** in the pin points **P4**.
► Remove the retaining element **11** on both sides in the pin points **P3** and unpin the retaining pins **10**.
► Unpin the upper connector pins **12** in the pin points **P3**.

When the pins are fully unpinned on both sides:
► Lift the turntable extension **3** with the auxiliary crane and swing it out.
► Set the turntable extension **3** on a load bearing substructure or on a flatbed trailer.

When the turntable extension **3** is properly set on the substructure or on the flatbed trailer:
► Remove the fastening equipment and the auxiliary crane.
► Insert the pins **12** on the turntable extension **3** again in pin points **P3** and pin points **P4**. Secure the pin **12** with the retaining pin **10** and the retaining element **11**.

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6.4 Bringing the railing on the turntable extension into the transport position

Note

The turntable extension is located on the ground or on a substructure with a suitable load bearing capacity:

► Bring the railing into the transport position, see chapter 2.06.

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4.08 Working with a load

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Fig.195219

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1 Safety instructions

In addition, observe the general technical safety instructions in chapter 2.04.

In steep boom positions for which no loads are specified in the load charts, there is a danger of tipping to the rear to the counterweight side.

The danger of tipping to the rear exists especially in case of:
- Crane operation on tires
- Supported, with retracted sliding beams
- Reduced support base

WARNING
Crane operation in steep boom positions for which no loads are specified in the load charts!
The crane can tip to the rear and fatally injure personnel.
- ► Comply with the boom radius specified in the load chart.
- ► Crane operation outside the permissible set up configurations, boom radii and slewing ranges according to the load chart is prohibited.

WARNING
Incorrect reeving number set up!
If the reeving number on the pulley head is less than the reeving number set on the LICCON computer system, it can result in an overload of the hoist rope.
The hoist rope can rip. The load can fall down and fatally injure personnel.
- ► Comply with the reeving numbers specified in the load chart for maximum loads.
- ► Make sure that the reeving on the pulley head and the reeving set on the LICCON computer system match.

The minimum rope coils must remain on the rope winches. The number of minimum rope coils depends on if the rope winch is equipped with a cam limit switch or a winch speed sensor.

WARNING
Minimum rope coils fallen below!
The rope will be ripped out. The load falls down.
Personnel can be killed.
- ► Make sure that the minimum rope coils remain on the rope winch.
- ► Observe and comply with the number of the minimum rope coils in chapter 5.01.

WARNING
Lift the load by luffing up!
The crane can topple over and fatally injure personnel.
- ► Lift the load with the hoist gear.

Always comply with the maximum loads specified in the load chart.

The weight of the hook block according the load chart must be taken into account. Subtract the weight of the hook block from the load chart value. The minimum hook block weight must be determined according to the reeving number and the data in the load charts.

For the stroke, use the hook block which is suited best for the existing set up configuration in connection with the load chart.

Initiate all crane movements carefully. Also brake the crane movements carefully. That way you can avoid a swinging or pendulum motion in the suspended load.

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2 Checks before starting to work with the crane

Before starting work with the crane, the crane operator must carry out a further inspection to satisfy himself about the crane's operational safety:
- Check that the crane is properly supported and level.
- Check that the set up configuration set in the control matches the actual set up configuration.
- Check that all values in the load chart that apply to the current equipment configuration have been entered and met.
- Ensure that there are no people or objects within the danger zone of the crane.

WARNING
Persons in the slewing range!
Crushing danger, death, severe bodily injuries.
- ► Monitor the slewing range.
- ► Make sure that there are **no** persons within the slewing range.
- ► Block off the slewing range if necessary.

WARNING
Obstacle in the slewing range!
Property damage on crane and on obstacle.
- ► Make sure that there are **no** obstacles within the turning range of the crane and the crane components.

2.1 Visual check for damage

WARNING
Danger of accident!
If the crane is operated despite existing defects, personnel can be severely injured or killed.
- ► In the event of deficiencies which threaten operational safety, stop crane operation immediately.

The following deficiencies threaten the crane's operational safety:
- Damage to load-bearing parts of the crane design, such as booms, supports etc.
- Failure of the hoist gear brake and consequent slipping of the load
- Functional failures in the crane control system
- Functional defects in the indicator and warning lights
- Damage to the hoist ropes
- Safety defects in the safety equipment
- Leaks on safety relevant components of the crane hydraulic

Inform the appropriate supervisor about the deficiencies on the crane and also inform your relief when crane operators are changed.

2.2 Operating with telescopic boom and auxiliary boom

When operating with a telescopic boom and auxiliary boom in the 0° position and with a steep luffed up telescopic boom, the hook blocks can collide with the telescopic boom or the auxiliary boom.

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NOTICE
Operation with the telescopic boom and auxiliary boom in the 0° position and steep luffed up telescopic boom!
The hook block can collide with the telescopic boom or auxiliary boom.
► Make sure that the hook block is always at a sufficient distance from the crane structure.

Before collision of the hook block with the telescopic boom or the auxiliary boom:
► Stop spooling up the winch or end luffing up the boom.

With a hydraulic auxiliary boom:
► Increase the freedom of movement of the hook block with respect to the auxiliary boom by luffing down the auxiliary boom.

2.3 Telescopic boom distortion because of sunshine on one side

A temperature difference occurs between the side facing the sun and the side facing away from the sun for cranes with telescopic booms. This causes telescopic boom side distortion, which can reduce the load bearing capacity of the telescopic boom.

For example, a temperature difference between the two boom sides of 30 °C and a boom length of 60 m results in a length difference caused by the temperature difference between the two sides of the telescopic boom of approximately 22 mm. With narrow boom parts, this causes the profiles to bend sideways.

If the maximum load is being utilized during operation with a telescopic boom extension such as a fixed lattice jib, luffing lattice jib or folding jib, then it must be ensured through a visual inspection before picking up the load that the boom is not showing signs of side deformation due to one-sided sun exposure.

WARNING
Danger of accident due to component overload!
If the telescopic boom has become distorted because of one-sided sunlight, this can cause component overload and therefore accidents.
► Turn the crane so that both sides of the boom are heated up equally, eliminating side deformation due to temperature difference.

3 Telescoping crane movement

If the telescopic boom is telescoped with the jib boom or telescopic boom extension, before the telescoping procedure, ensure that:
– The crane is properly supported and horizontally aligned.
– The telescopic boom is evenly warmed up by solar radiation.
– There is no strong side wind.

WARNING
Damage to the telescopic boom or the hoist rope!
If these 3 factors are not adhered to, damage of the telescopic boom or the hoist rope can occur and lead to accidents.
► Support the crane properly and align it horizontally.
► Keep both sides of the boom at about the same temperature.
► Telescope only to the permissible wind speed according to the load chart.
► If the actual wind speed is higher than the permissible wind speed noted on the load chart, telescoping is prohibited.

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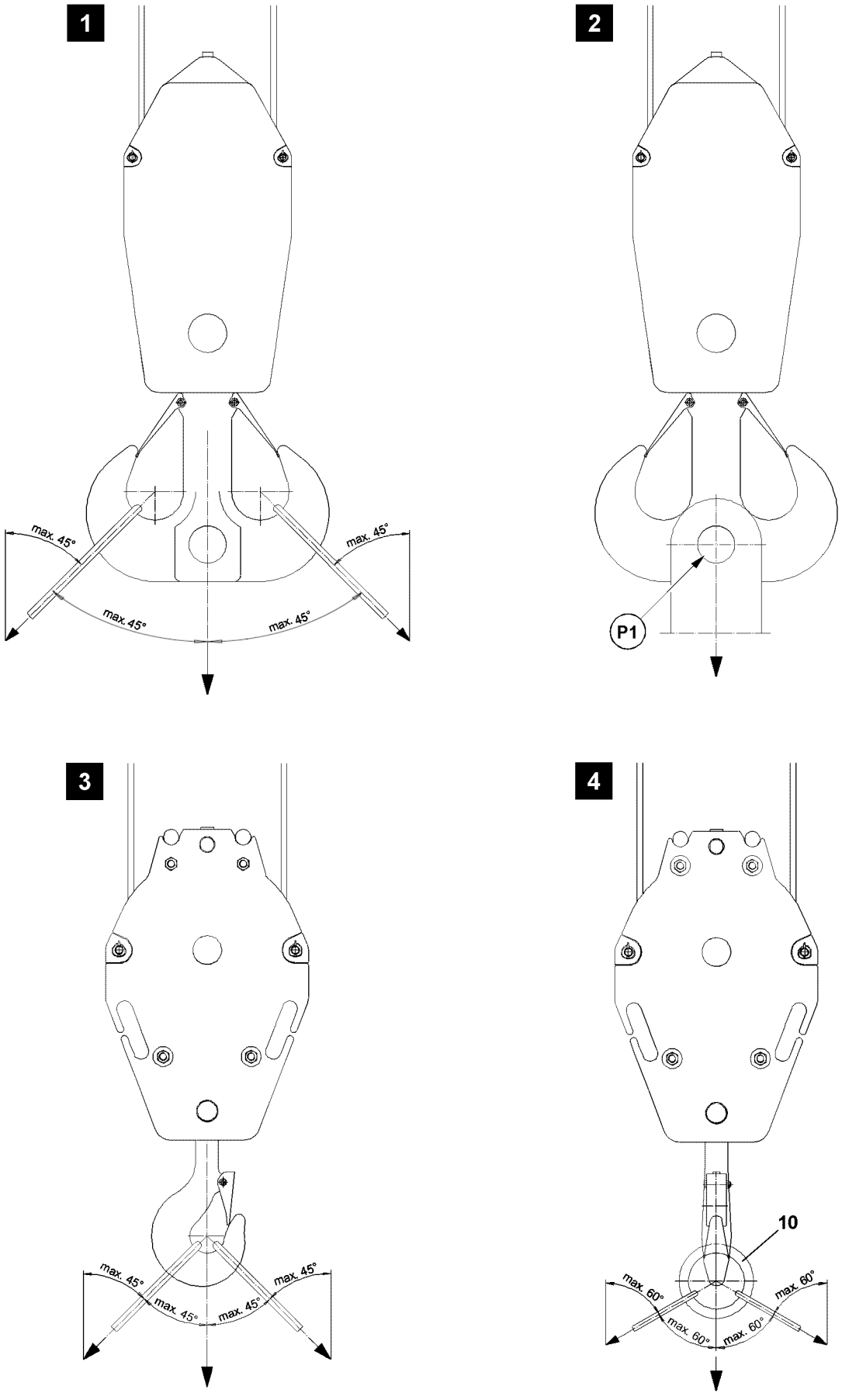

Fig.145147

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4 Taking on a load

The crane must always be operated in such a way that its load-bearing parts are not destroyed or damaged and its stability is ensured.

Make sure that the following prerequisites are met:
- The crane is supported and horizontally aligned.
- The LICCON overload protection has been set according to the load chart and the set up configuration.
- The LICCON overload protection is active.
- In the case of cranes with central ballast: The central ballast is installed according to the load chart.
- The counterweight is installed according to the load chart.
- In the case of cranes with derrick ballast: The derrick ballast is installed according to the load chart.
- The hook block or the load hook is correctly reeved.

4.1 Fastening the load

WARNING
Load can be ripped off!
If impermissible fastening and / or load handling equipment is used when taking on a load on the centric bore on the double hook at point **P1** (illustration **2**), then the double hook as well as the hook block can be damaged.
The load can rip off and fall down.
Personnel can be severely injured or killed.
► Lift the load via the centric bore on the double hook (point **P1**): For the technical requirements and the technical design of the fastening and / or load handling equipment contact the hook block manufacturer.

WARNING
The crane can topple over!
If the following conditions are not met, the crane can topple over.
Personnel can be severely injured or killed.
This could result in significant property damage.
► Pay attention to the own weight of the load handling equipment.
► Pay attention to the load bearing capacity of the load handling equipment.
► The maximum permissible incline of the strands fastened on the single or double hook in the hook jaws is 45°. See illustration **1** and illustration **3**.

If necessary for the single hook:
► Use fastening equipment with a suspension link **10**. The maximum permissible incline in this case is 60°. See illustration **4**.
► Load a single and double hook symmetrically. A maximum deviation of ±3° from the direction of the center of gravity is permissible.

If necessary:
► Use cross beam or two cranes for taking on the load.

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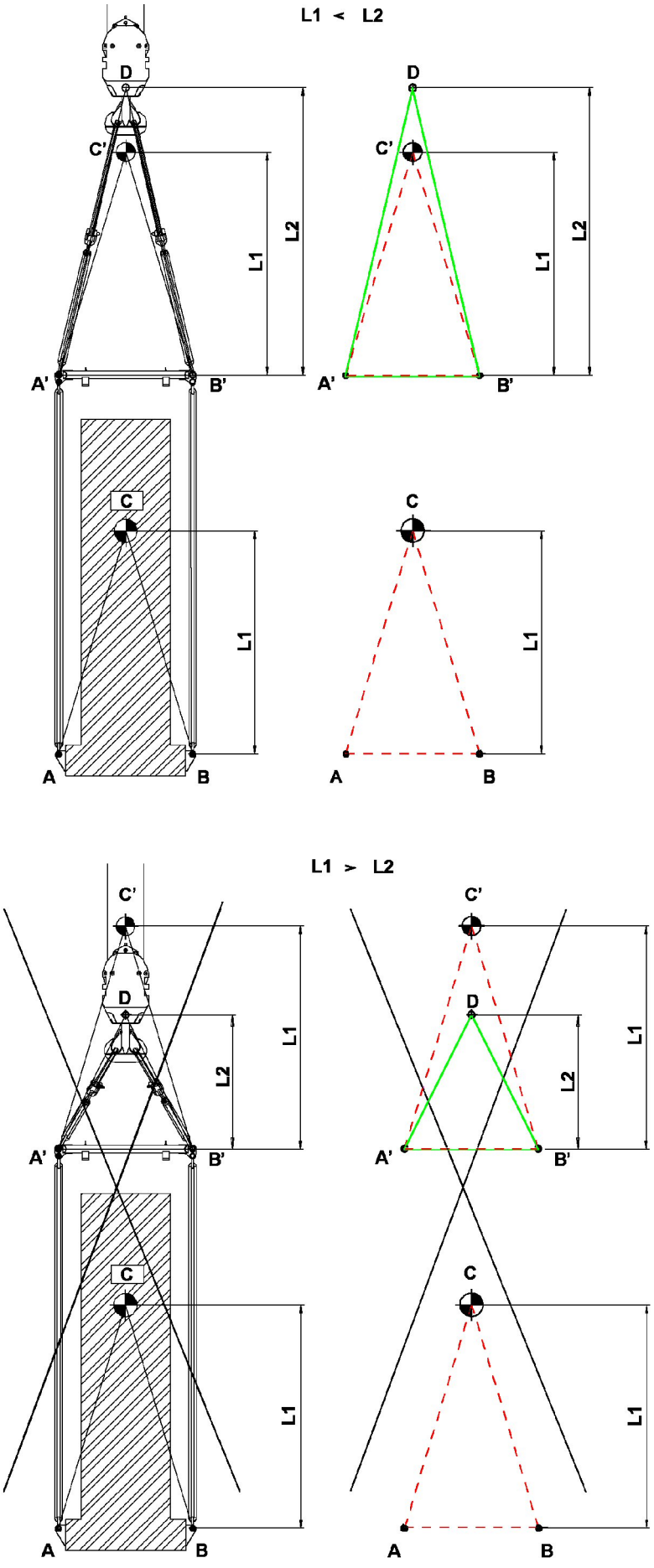

Fig.116274

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4.2 Taking on a load with cross beam

Cross beam are load handling equipment between crane hook and load.

The distance of the center of gravity **L1** is the vertical dimension from the fastening point of the load to the center of gravity of the load.

The cross beam height **L2** is the vertical dimension from the point of rotation of the crane hook to the next lower linkage point of the cross bar.

WARNING
Tipping of load to the side!
If fastening ropes are used which are too short, so that the load center of gravity is above the fastening point, then there is a danger of the load tipping to the side.
Personnel can be severely injured or killed.
- ► The load center of gravity must be below the crane hook.
- ► The distance of the center of gravity **L1** must be smaller than the cross beam height **L2** (L1 < L2).
- ► The triangle **A'B'C'** must be within the triangle **A'B'D**.

4.3 Transporting the hook block

WARNING
Danger of accident!
If a hook block is fastened incorrectly for transport, personnel can be injured.
- ► Fasten the hook block for transport on the fixed point in the center.
- ► Fastening the complete hook block on the auxiliary weights is prohibited.
- ► When setting down, secure the hook block against falling over.
- ► Prevent the load hook from rolling away.

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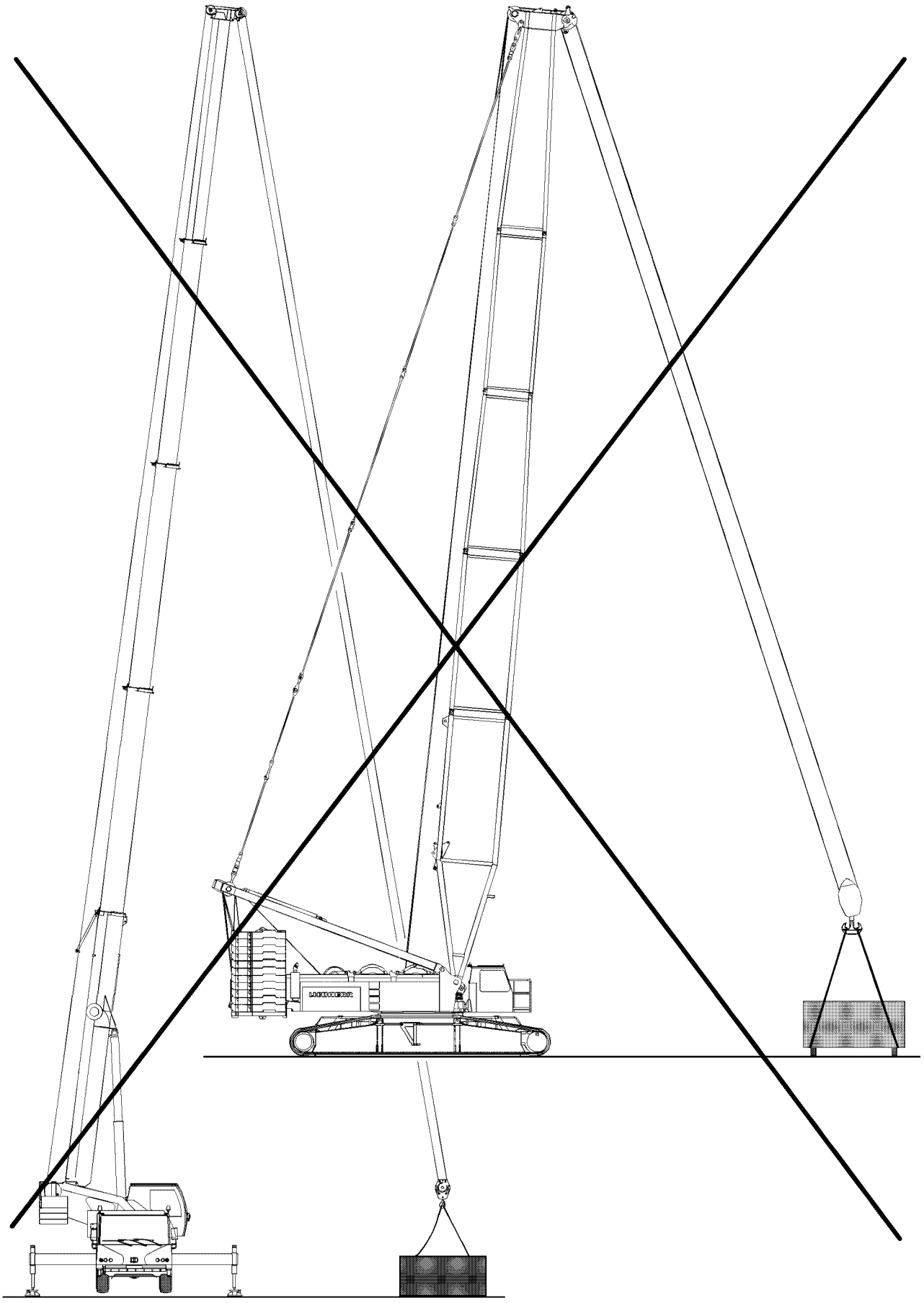

Fig.102716

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4.4 Lifting the load

WARNING
Danger of crushing for people in the load zone!
If personnel is located between the load to be lifted and a possible interfering edge (such as a wall of a building or similar) when the load is lifted, personnel can be severely injured or killed.
- ► Before lifting the load it must be ensured that there are no persons within the danger zone.
- ► It is prohibited to remain in the danger zone.
- ► It is prohibited for anyone to be under the load. Maintain a safe distance.
- ► Swinging the load is prohibited.
- ► Exercise extreme caution when lifting a load.

WARNING
The crane can topple over!
If an attempt to lift a load over the hoist gear causes the LICCON overload protection to turn off, then the load may not be lifted by luffing up the boom. This causes overload or toppling the crane.
Personnel can be severely injured or killed.
- ► Do not lift the load by luffing up the boom off the ground.

Note
When using the assembly winch*, observe the following:
- ► Use the assembly winch* only for assembly and not for lifting loads.
- ► Lifting of loads with the auxiliary winch is prohibited.

If the fastening rope is manually attached by an assistant to the load to be lifted:
- – Make sure that the assistant's hands are not crushed by the tightened ropes between the load and the fastening rope.
- – Make sure that the assistant's body parts (hands, legs etc.) are not crushed by a swaying movement of the load during lifting.

4.5 Angular pull

WARNING
The crane can topple over!
Angular pulling can destroy the crane or cause it to topple over.
Personnel can be severely injured or killed.
- ► Fasten (hang) the hook block always vertically over the center of gravity of the load to be lifted.
- ► Do not use the slewing gear to pull and set up loads.
- ► When lifting, compensate for boom deflection.
- ► Angular pull is prohibited.

The crane is designed only to lift loads vertically. During angular pulling, regardless of whether this is done in the same direction as the boom or laterally, horizontal forces are generated from the load in addition to the vertical forces, for which the boom is not designed.

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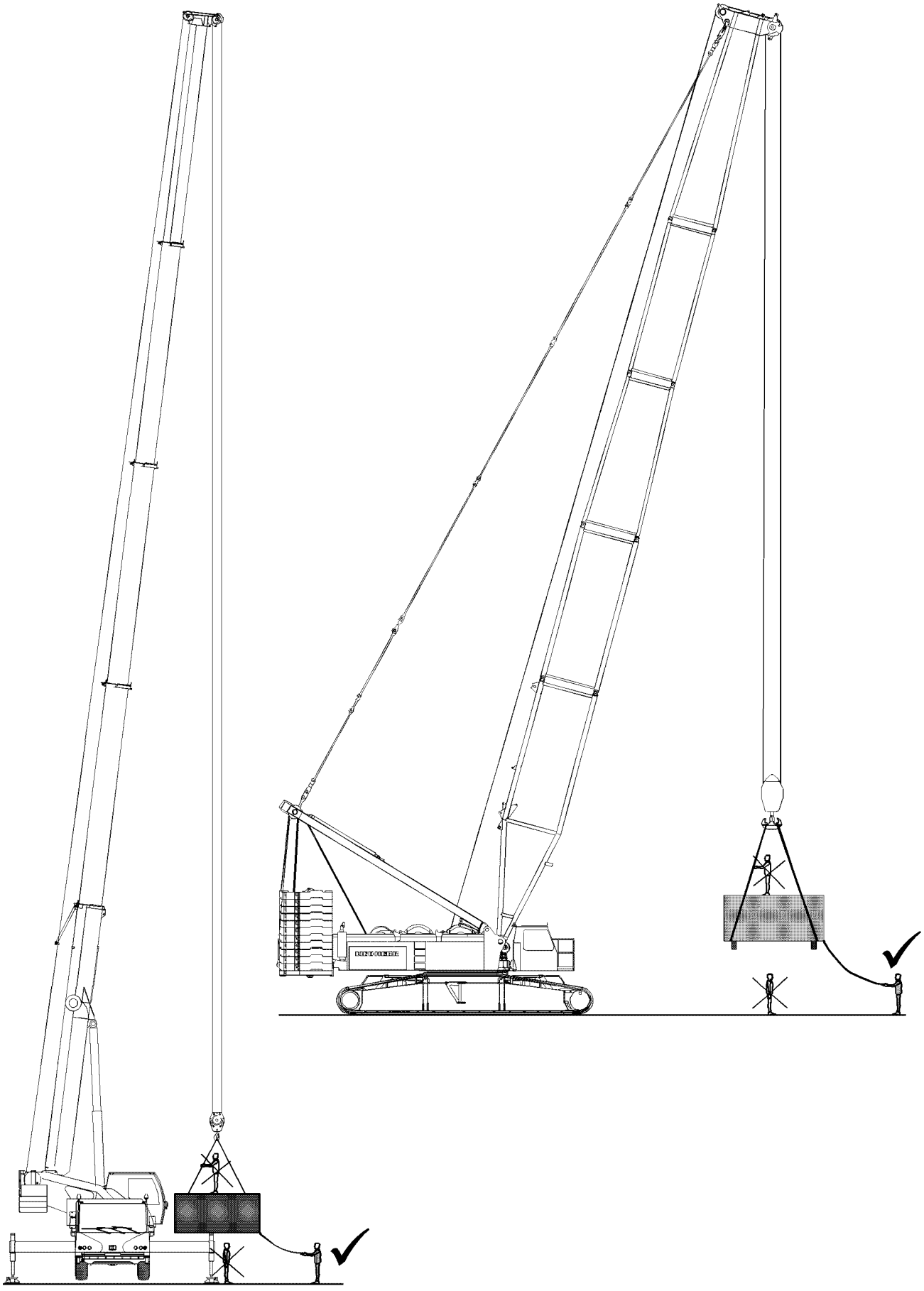

Fig.102717

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4.6 Breaking away fixed loads

WARNING
The crane can topple over!
Ripping stuck loads free can destroy the crane or cause it to topple over.
Personnel can be severely injured or killed.
► Ripping stuck loads free is prohibited.

5 Load weighing and load display

Load weighing and load display are described based on the example of a crane with a telescopic boom. The situation is the same for a crane with a telescopic boom and lattice mast boom.

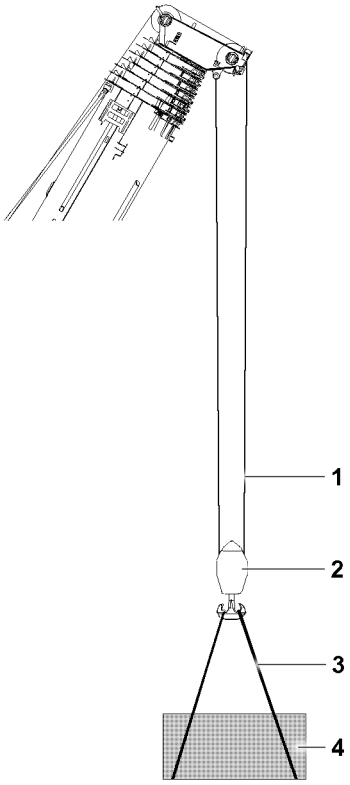

Fig.157473

1 Hoist rope
2 Hook block 1.5 t
3 Fastening equipment 0.5 t
4 Actual load capacity 48 t

The loads indicated in the load chart take the weight of the hoist rope into account at nominal reeving.

The weight of the hook block and the weights of the fastening equipment must be subtracted from the load indicted in the load chart and are displayed as a load

Calculation of the actual load capacity of the crane	Load
Maximum permissible load according to the load chart	50 t
Hook block weight	- 1.5 t
Fastening equipment weight	- 0.5 t
Actual load capacity	= 48 t

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The weight of the actual load capacity (the component being lifted) may be not exceed **48 t** in this example.

5.1 Load weighing

Make sure that the following prerequisites are met:
- The angle sensors are functioning.
- The incline sensors are functioning.
- The turn sensor in the turntable is functioning.
- The pressure sensors are functioning.
- The length sensors are functioning.
- The pull sensors are functioning.

WARNING
The sensor is defective.
Load display and load weighing are not exact.
An error message is displayed.
► Stop crane operation. Replace the sensor.

5.1.1 Possible weighing errors

Exact sensor signals are required for precise load weighing.

Since all sensor values are always within a certain tolerance, a weighing error can occur.

The weighing error is increasingly larger if:
- The reeving is small.
- The boom, on which the load is suspended, is short.
- The boom, on which the load is suspended, is steep.

WARNING
Weighing error!
The crane can be overloaded.
► Plan and carry out the crane operation very carefully.

5.1.2 Adjusting the reeving

The number of reevings must be correctly set on the LICCON overload protection. If the reevings are higher than what is considered in the load chart, either the max load for LICCON 2 cranes are reduced or the actual load for LICCON 1 cranes is increased for the crane.

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5.2 Actual load display

5.2.1 Hoist rope length

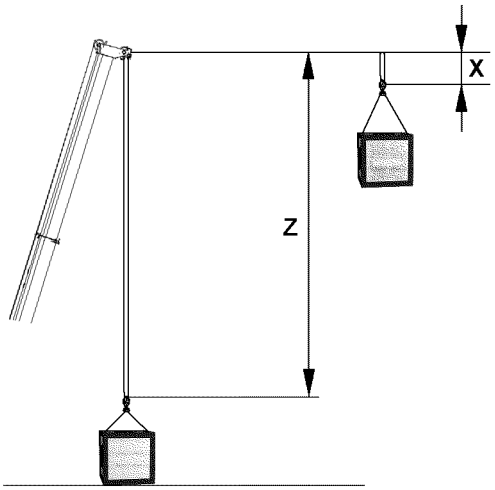

Fig.157474

Z Hoist rope length

X Hoist rope length

For the calculation of the displayed actual load, the hoist rope weight of the hoist rope length **Z** is deducted from the total load.

In that case, the number of the reevings set on the LICCON overload protection are taken into account, but no more than the nominal reeving.

If the load is raised far above the ground, (hoist rope length **X**), then the actual load display is smaller by the hoist rope weight of the load to the ground.

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5.2.2 Lifting the load

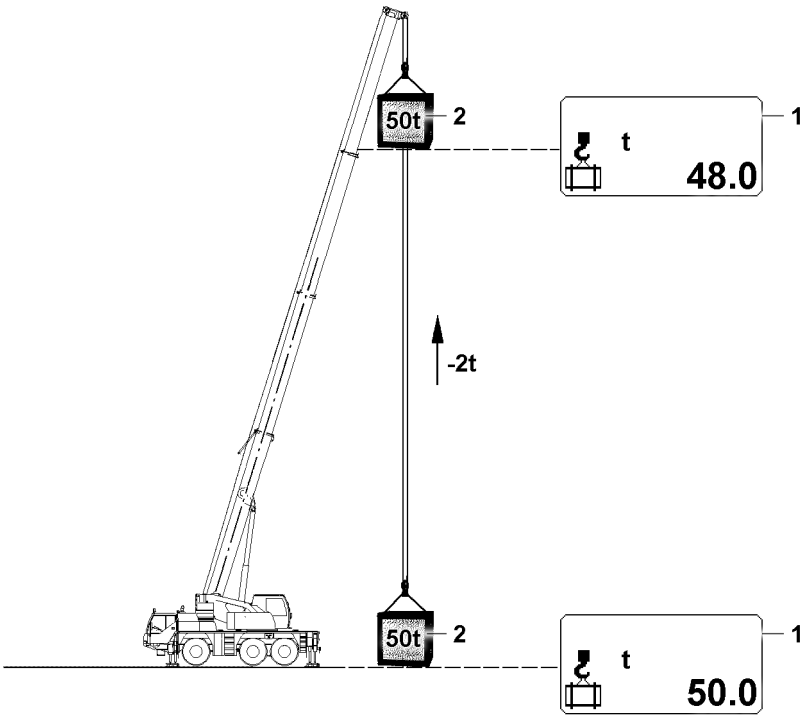

Fig.157503: Lifting the load

1 Actual load display **2** Load

The load consists of:
- Hook block
- Fastening equipment
- Actual load capacity (the component that is lifted)

When the load is lifted above the crane level, then the hoist rope to the ground is deducted on the actual load display **1**, therefore the load **2** seems increasing lighter when lifting than it did on the ground.

Therefore, a somewhat larger load can be lifted at great heights than on the ground, without triggering the LMB overload shut off.

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5.2.3 Lowering the load

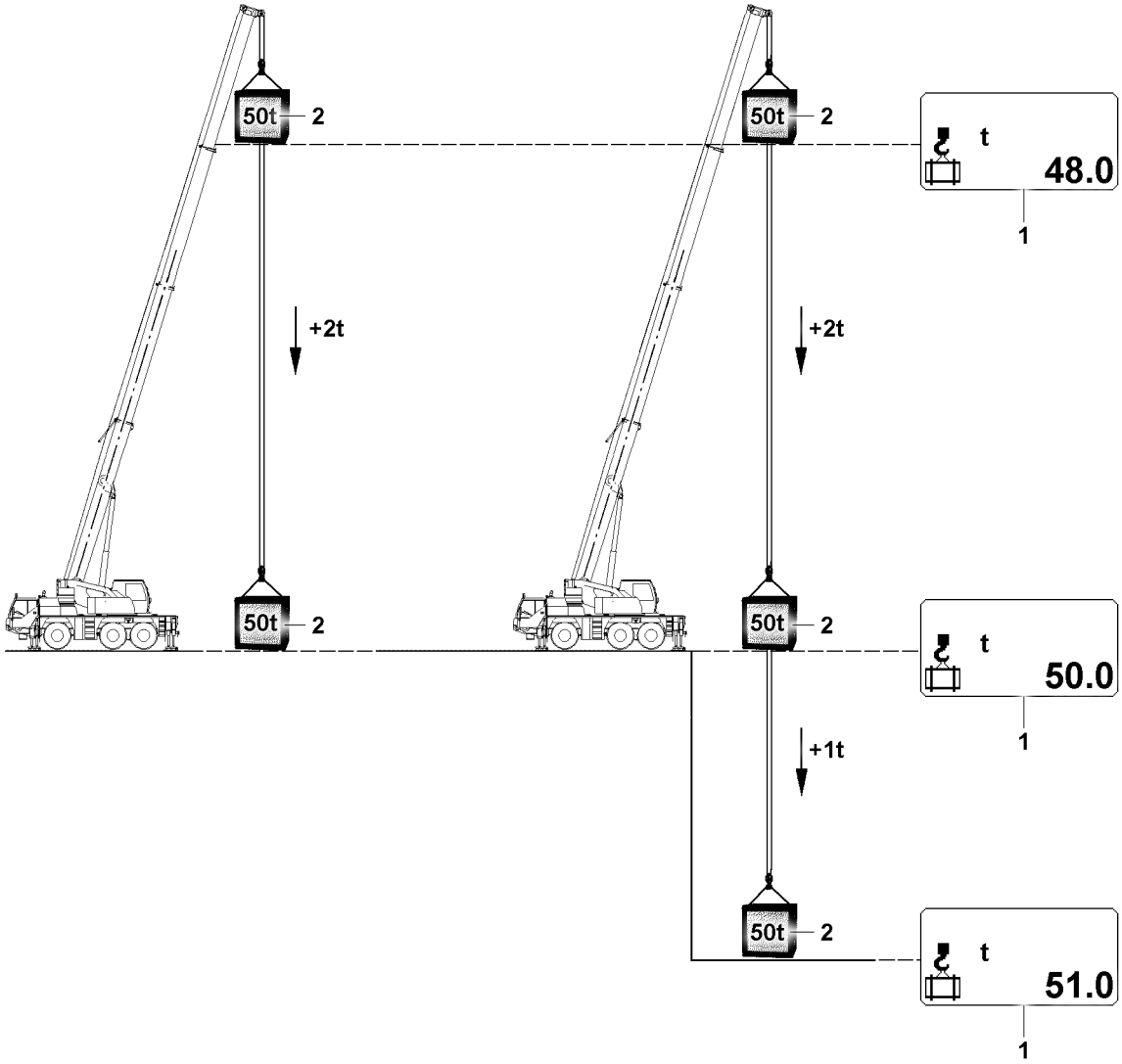

Fig.157502: Lowering the load

1 Actual load display **2** Load

The load consists of:
- Hook block
- Fastening equipment
- Actual load capacity (the component that is lifted)

When a load **2** with 100 percent utilization is picked up and then lowered, the weight of the hoist rope is calculated as the load and displayed. The utilization is then higher than 100%.

DANGER
When the load is lowered, the higher percentage of the hoist rope weight is **not** observed!
The crane is overloaded. Death, property damage

When a load **2** is lowered:
- ► When taking on a load, do **not** utilize the crane 100%.
- ► During job planning, add the higher percentage of the hoist rope weight to the load **2**.

When lowering the load **2**, make sure that the actual load display **1** is correct and the crane overload is also displayed in the utilization bar, but the lowering movement is not shut off. In the case of an LMB overload, all crane movements are shut off, which would increase the danger of overload, however

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load **2** lowering remains possible because the control assumes that the overload takes place due to lifting the load **2**.

However, the crane can also be overloaded by lowering the load **2**, especially in case of high reevings with a large hoist rope weight on the pulley head. The crane driver must observe this, so that he can relieve the crane by careful lifting again in this special case, even though the lifting and not the lowering of the load **2** is automatically shut off.

6 Crane operation

The maximum load capacity of the crane is not just limited by the stability, but in many cases a load-bearing component breaks when the crane is overloaded **before** the crane topples over. Components that are susceptible to buckling, such as the telescopic boom, may fail suddenly **without showing signs of distortion beforehand** if the crane is overloaded.

WARNING
Danger of accidents for cranes with luffing cylinders!
When the luffing cylinder is in the block position, the overload protection is not functioning.
► Crane operation at block position of luffing cylinders is prohibited.

6.1 General

WARNING
Load rip-off!
If the load accidentally detaches from the crane, there is a danger of fatal injury for personnel present in danger zone.
The falling load and flying debris can catch personnel.
In the event of a load rip-off, the boom system may shoot backwards, shake the crane severely or cause it to topple.
► Make sure that there is no personnel in the danger zone of the load and the crane.

A suspended load must always be kept under control. A fundamental requirement for this is the safe and delicate control of the crane's functions.

WARNING
Danger of accident due to swaying loads!
A swaying load can damage the crane and cause it to topple.
► All crane movements must be executed slowly and delicately.
► Initiate all crane movements slowly.
► Apply the brakes slowly in all crane movements.
► Crane operation with swaying load is prohibited.

NOTICE
Damage of rope pulleys!
► Place down hook blocks, booms, folding jibs, jib booms and boom noses in such a way that the rope pulleys do not lie on the ground and are damaged.

6.2 Guiding the load

The use of guide ropes is recommended to help the crane operator manage the load more precisely and to prevent the load from swaying. This will prevent undesirable movements of the load and consequent damage.

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6.3 Danger of crushing

WARNING
Danger of fatal injury!
Extreme caution is needed when lowering a load. Danger of fatal injury exists for personnel in the immediate area of the load being lowered.
Personnel can be severely injured or killed.
- ► Standing under a suspended loads is strictly prohibited.
- ► Observe the danger of tipping when setting down the load. For example, small support surfaces or unsuitable ground.

6.4 Danger of falling

WARNING
Danger of fatal injury!
If persons are on the suspended load, then they can fall down and be severely injured or killed.
- ► Remaining on a suspended load is strictly prohibited.
- ► Remaining on or within crane components (for example: during assembly of boom sections, lattice sections) which are moved during lifting, lowering, turning or closing procedures is strictly prohibited.

6.5 Working in the vicinity of overhead electrical lines

If there are electricity transmission lines in the immediate vicinity of the building site, then the electrical transmission lines must be turned off by qualified electricians. If this is not possible, the danger area must be covered over or cordoned off.

WARNING
Danger of current transfer!
If overhead electrical lines are not shut off nor covered nor blocked off, then there is an increased danger of accident due to current transfer.
- ► For rated voltages up to 500 kV AC: Adhere to a safety distance of 8 m.

If the crane becomes electrified despite having taken all necessary precautions, proceed as follows:
- ► Remain calm.
- ► Do not leave the crane cab.
- ► Warn people outside: Stay in place and do not touch the crane.
- ► Move the crane away from the danger zone.

7 Ram work or pulling sheet piles

The cranes from Liebherr Werk Ehingen GmbH have been designed to lift loads. When working with a free-riding vibrating unit for ramming and pulling operations, vibrations may be transmitted to the load bearing steel structure even if a vibration damper is used. This vibration can cause premature fatigue of the material and therefore cracks in the supporting steel structure. Furthermore, the components can loosen and fall down due to the vibrations. This work should only be performed on the mobile crane in exceptional situations or when the use of machines built specially for this work is not possible.

Before performing this work, a risk assessment must be carried out that concerns the particular risks when driving and pulling the sheet piles and handling them.

Following higher loads on the crane, shorter inspection intervals for the mobile crane and the hook block must be defined by an authorized inspector. Before and after performing the work on the free-riding jogging unit, the crane, hook block and fastening equipment as well as the vibrating unit must be inspected for damage.

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The free-riding vibrating unit must be equipped with vibration dampers. Rigid connections for this equipment to the crane are prohibited!

The following vibrating unit and vibration damper combinations are permissible:
- Free-riding vibrating unit with integrated vibration dampers.
- Free-riding jogging unit combined with a vibration damper designed for this equipment.

Specifications for working with the free-riding vibrator:
- Slack rope and angular pull on the hoist rope are prohibited.
- The vibrator may only be switched on if the vibrator is connected correctly with the ramming element and the ramming element is lying flush on the ground or is partially in the ground.
- Starting or stopping the vibrating unit must take place with an eccentric moment of zero (no vibrator vibration), in order to avoid peak vibration amplitudes and resonances due to the possibility of running through the natural frequency band of the vibrator. Only after reaching the nominal speed and the operating pressure of the unit may the eccentric moment be set to the desired value or amplitude.

NOTICE
No vibration dampers used!
The boom or the crane can be damaged.
► Use piling equipment and pulling equipment with vibration dampers.
► The ramming equipment and pulling equipment may **not** pass on vibrations to the boom.

When pulling sheet piles, the maximum permissible pull force must be limited to 50% of the load chart value for the corresponding crane boom radius. The utilization of the hook block load may not exceed 50%.

Note
► When pulling sheet piles, **only** work in main boom operation or telescopic boom operation.
► Do **not** use operating modes with a derrick, auxiliary boom or boom extensions.

NOTICE
Maximum permissible pull force exceeded when pulling sheet piles!
The boom or the crane can be damaged.
► Limit the maximum permissible pull force to 50% of the load chart value for the corresponding crane boom radius.
► Additionally check the pull force by measuring it.
► Do not limit the maximum pull force of the crane **exclusively** by means of the overload protection.

NOTICE
Hook block load utilization exceeded when pulling sheet piles!
The hook blocks or the crane can be damaged.
► Limit the utilization of the hook block load to maximum 50%.

Liebherr Werk Ehingen GmbH shall not be held liable for damage caused to the machine, to the used ramming and pulling equipment, on the piling element or in the surroundings (for example adjacent buildings) due to the installation and use of the free-riding vibrator.

8 Crane rope pretension

Damage that can occur with multi layer spooling:
- Abrasion
- Broken wires and loop formation
- Flattenings, deformations

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NOTICE
Crane rope pretension too low!
Loosely coiled rope layers.
Rope damage. Reduced service life of the crane rope.
Cutting of the crane rope into the lower rope layers. The load can not be lowered any further.
► To maximize the service life of the crane rope, carry out the measures in the following sections.

Note
► Liebherr recommends to shorten crane ropes with damage in the cross over area of the coils, in order to lengthen the service life. Shortening the crane rope, see Crane operating instructions, chapter 7.05.50.

8.1 Working with a high rope pull

If multiple lifts are performed with a high rope pull, loosen the lower rope layers that are rarely or never spooled out.

NOTICE
Loosely spooled out rope layers!
Rope damage.
Upper rope layers with a high rope pull deform the lower rope layers in the cross over area of the crane rope.
Spooling deformed rope sections over rope pulleys reduces the service life of the crane rope.
► Place a shorter crane rope.

When the lower rope layers are **not** used during repeat work:
► Increase the pretension of the lower rope layers: Spool out the entire rope length and then spool back up with the highest rope pull possible. See section „Increasing the hoist rope pretension“.

8.1.1 Placing a shorter crane rope

Note
► Liebherr recommends using the entire rope length.

Unused rope sections cause the loosening of the lower rope layers.

When only a part of the crane rope length is used for a longer period of time:
► Place a shorter crane rope.

8.1.2 Reducing rope unwinding

Telescopic boom

When telescoping out less, then the smallest amount of fixed coiled up crane rope is spooled out.

► Telescope out as little as possible.

Picking up the fastening equipment

If the fastening equipment with a flat boom system must be picked up, then the smallest possible amount of crane rope is spooled up loose.

► Establish a flat boom system: Telescope out or luff up the boom.
► Pick up the fastening equipment.

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8.1.3 Restoring hoist rope pretension

Brief description

If a multi-pulley hook block is reeved, then the entire hoist rope length can be spooled out from the rope drum.

► Spool the hoist rope out until three safety coils.
► Create 10 % maximum strand pull: Attach the load.

While the hoist rope is spooled up:
– Hold the load just off the ground.
– In the permissible range of the load chart of the relevant set up configuration: Increase the load radius by luffing down.

► Spool the hoist rope up.

Description using the example LR 1600-2, SL3F

This section explains the procedure with the help of the set up configuration for LR 1600-2 with boom system SL3F.

The crane-specific parameters ensure that rope is spooled out until four rope coils and as many rope coils with pretension as possible can be spooled up.

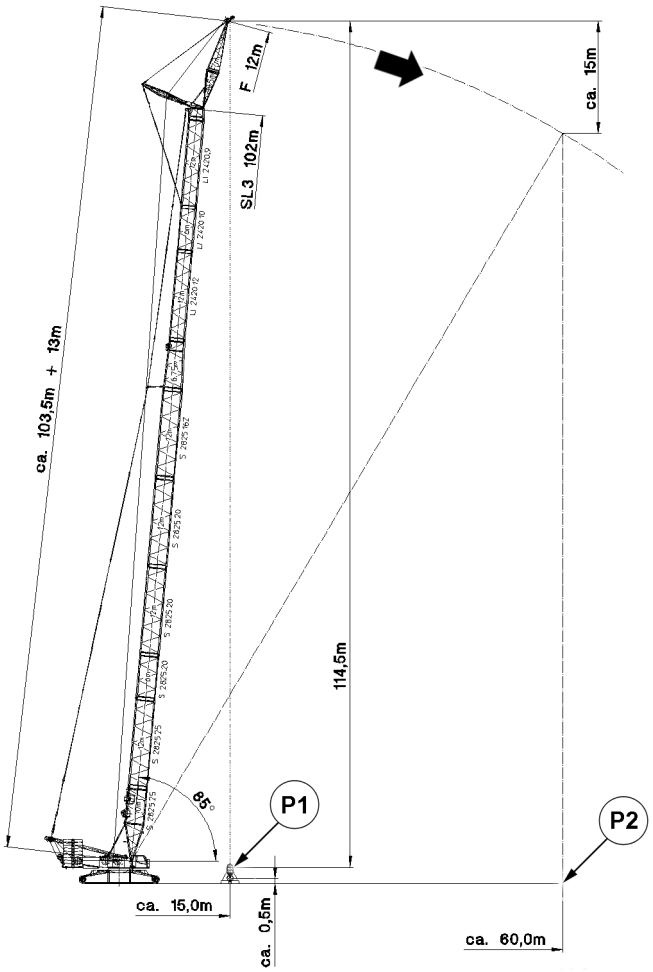

Fig.127131: LR 1600-2, SL3F: Spooling up hoist rope with pretension

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Boom radius	Load	10 % of maximum strand pull
60 m	14.4 t	1.8 t

Load example: LR 1600-2, SL3 102, F12, according to the load chart

Hoist rope for this example:
– Hoist rope with a length of 1050 m

Hook block for this example:
– Hook block 200 DM, 5-pulley, reeved 8 times
– The weight of the hook block with ten auxiliary weights is 7.0 t

Make sure that the following prerequisites are met when hanging the load:
– Load is hung as short as possible.
– For a boom radius of 15.0 m , the hoist rope can be spooled out on the winch until four coils.

To reach sufficient rope pull, another load must be hung in addition to the hook block.

The additional load of 7.4 t is calculated from the difference between the load 14.4 t and the weight of the hook block 7.0 t.

► Fasten the load with 7.4 t.
► Until the load is 0.5 m above the ground: Lift the load.
► Set the boom system to boom radius 15.0 m.
► Spool the hoist rope out.

Result:
– In position **P1** there are 9 m of hoist rope (four coils) on the hoist winch:

Spooled out rope section	Length
8-way reeving, distance of ground to the F-jib with boom radius 15 m	8 x 114.5 m = 916.0 m
Winch to FA-frame	103.5 m
F-head	13.0 m
Rope pulleys	7.5 m
Total of spooled out hoist rope	1040.0 m

*Rope lengths in position **P1***

While the hoist rope is spooled up:
– Hold the load just off the ground.
– In the permissible range of the load chart of the relevant set up configuration: Increase the load radius by luffing down.

► Until a boom radius of 60.0 m is reached: Spool up the hoist rope and luff down the boom at the same time.
► Set down the load.

Result:

– The pretension of the first and second position of the rope coils is restored.
– In position **P2** there are 130 m of hoist rope (23 coils) on the hoist winch:

Spooled up rope section	Length
Four coils initial situation	9 m
8-way reeving, F-jib height difference with boom radius 60 m	8 x 15 m = 120 m
Total of spooled up hoist rope	130 m

*Rope lengths in position **P2***

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► Make sure that the hoist rope on the winch remains pretensioned: Reeve out the hook block and reeve in with slower reeving. See Reeving plan.

8.2 Picking up and lowering overhead loads

The load is picked up overhead in the following application examples:
– Repowering wind power plants
– Disassembly of slewing tower cranes

NOTICE
Load picked up overhead with loosely coiled rope layers!
The rope pull increases when the load is picked up. The rope coils in the lower rope layers move laterally and are compressed. The hoist rope can cut into the lower rope layers.
► Spool up the hoist rope without a load only with rope pretension.

NOTICE
Load lowered with cut in rope layers!
The hoist rope is pulled jerkily from the lower rope layers. Vibrations are introduced into the crane system.
Cut in hoist rope clamped between the lower rope layers. The load can **not** be lowered any further.
► To prevent the cutting in of the hoist rope, carry out the measures in the following sections.

8.2.1 Increasing the reeving number

NOTICE
Higher reeving number than indicated on the load chart!
Slack rope formation.
The crane load drops due to additional weight from the rope strands and hook block.
If a higher reeving number is not considered in the set up configuration, the load display on the LICCON monitor no longer corresponds.
► Redetermine the hook block weight according to the load chart manual and adjust if necessary.
► Check if the crane load is sufficient for higher reeving.
► After telescoping out, check if the hook block can still reach the desired position for putting down the load.

A higher reeving number reduces the rope pull. A lower rope pull prevents the cutting in of the hoist rope in the lower rope layers.

► Select the highest reeving number possible for the hoist rope.

8.2.2 Increasing the hook block weight

NOTICE
Lift the hook block without a load!
The hoist rope is spooled up with a low rope pull. The rope layers are spooled up loose on the rope pulley.
► Increase the rope pull: Increase the hook block weight.

A higher hook block weight increases the rope pull.

► Increase the hook block weight.

If the crane load is sufficient:
► Attach an auxiliary weight between the load and hook block.

8.2.3 Pretensioning the hoist rope with pretensioning ballast with two hook operation

The pretensioning ballast is **not** included in the Liebherr delivery scope.

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NOTICE
Lift the hook block without a load!
The hoist rope is spooled up with a low rope pull. The rope layers are spooled up loose on the rope drum.
► Pretension the hoist rope with pretensioning ballast with two hook operation.

Make sure that the following prerequisites are met:
– The crane is equipped for two hook operation.
– The pretensioning ballast is present.

Properties of the pretensioning ballast:
– Developed by Liebherr.
– The weight is 4 t.
– Special tow coupling

► Fasten the pretensioning ballast on the main hook and on the auxiliary hook.

The pretensioning ballast is lifted with the main hook, the auxiliary hook is carried along without a load.

► Lift the pretensioning ballast.

When the main hook has reached the required height:
► Stop the main hook.

After the load is completely transferred to the auxiliary hook, the main hook fastening ropes release automatically.

► Lift the auxiliary hook until the pretensioning ballast hangs completely on the auxiliary hook.

When the main hook fastening ropes have released:
► Lower the pretensioning ballast with the auxiliary hook and place it on the ground.

Result:

– The full load is present on the main hook.

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4.10 Driving from the crane cab

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1 Prerequisites for driving / moving crawler cranes (crawler operation)

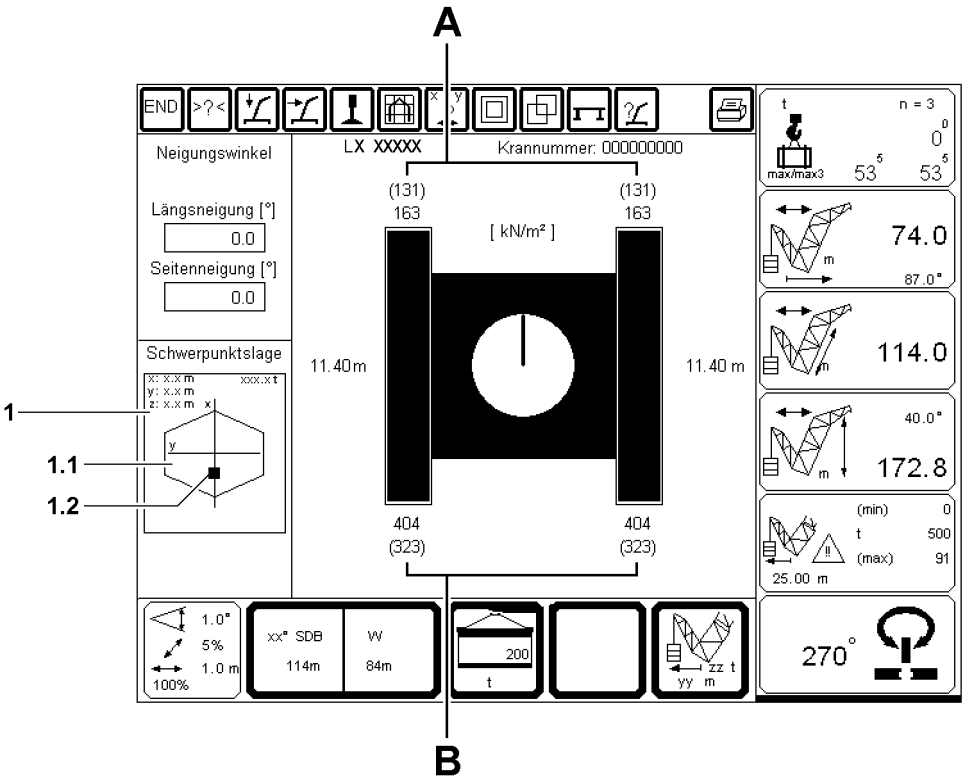

Fig.153643: Planner program: Job planner

WARNING
The crane can topple over!
If the following instructions are not observed, the crane can topple over.
Death, severe bodily injuries, property damage.
- ► Before driving the crane with the equipment in place, the optimum boom position must be determined with the aid of the job planner, to obtain as even a surface pressure on the crawler travel gear as possible.
- ► The maximum permissible wind speed from the load chart is not exceeded.

WARNING
Crane with narrow crawler travel gear!
- ► When moving cranes with narrow crawler travel gear (example: LR1600/2-W) and respective equipment, in addition to the „prerequisites for driving the crane“, the special travel charts and danger notes must be observed and adhered to, see „Driving with the equipment in place“.

WARNING
The crane can topple over!
If the turntable is not parallel to the crawler travel gear when driving the crane, the crawler crane can topple over.
- ► For ground inclinations of more than 0.3°, make sure that the turntable is aligned parallel to the crawler travel gear in the 0° or 180° position before driving the crawler crane.

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WARNING
The crane can topple over!
If the following specifications, instructions and prerequisites are not observed, then the crane can topple over or be overloaded.
Death, severe bodily injuries, property damage.
- ► The crane operator is responsible for adhering to all specifications, instructions and prerequisites in the crane documentation.
- ► The crane operator may not drive the crane if not all specifications, instructions and prerequisites in the crane documentation can be adhered to.
- ► The crane operator is responsible for the correct and complete data entry into the LICCON computer system and into the LICCON job planner, if applicable.
- ► All acceleration and delay maneuvers must be initiated with extreme caution and at the lowest possible speed.
- ► Depending on the situation, additional observers, who are acoustically or visually in contact with the crane operator (for example by radio or sight), may have to support the crane operator with shared responsibility.

WARNING
Combined crane movements at crawler operation!
- ► In crawler operation, do not carry out any additional crane movements.
- ► Carry out additional crane movements when the crane is at a standstill, if possible.

Make sure that the following prerequisites are met:
- – No personnel or objects are within the danger zone.
- – The crane is in an operational condition.
- – The crane is in a set up configuration permitted for travel operation.
- – The installed ballast (central ballast, counterweight and derrick ballast) is locked and secured.
- – There are no loose objects on the crane.

1.1 Travel route

WARNING
The crane can topple over!
If the following specifications, instructions and prerequisites are not observed, then the crane can topple over or be overloaded.
Death, severe bodily injuries, property damage.
- ► The transfer from the horizontal to an uphill slope and from an uphill slope to the horizontal must be made evenly, i.e.: There may be no edges that can cause the crane to topple over. Any inclination changes must be made continuously.
- ► If the travel route cannot safely take on the surface pressure, then measures must be taken to be able to safely introduce the forces into the ground.
- ► If measures were taken to transfer the forces to the ground, then they must be checked by an expert before starting to drive for proper execution and sufficient supportability.
- ► An insufficient ground condition can cause accidents, for example the crane can slide away to the side and as a result get into an impermissible incline position.

Make sure that the following prerequisites are met:
- – Before starting to drive, the travel route was determined.
- – Before starting to drive, the condition of the ground has been checked.
- – The entire travel route can safely absorb the surface pressure.
- – All inclinations occurring on the travel route can be driven safely by the crane.
- – The entire travel route is free of obstacles.
- – The friction coefficient between crawler travel gear and ground is sufficiently large to absorb the occurring drive forces or to exclude that the crane slips away in an incline position.
- – Possible environmental influences while driving the crane (among others precipitation and wind) were taken into account for the travel route.
- – The travel route was selected and prepared in such a way that the boom system can be taken down at any time.

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- Select the travel route in such a way that no steering movements are required, if possible.
- With a load on the hook: setting down the load is possible at any time.
- The entire travel route is secured as a danger zone.
- The travel route has been selected in such a way that it is possible to maintain a sufficient distance from local facilities (power lines, etc.).

For ground inclinations outside the range of a valid load chart, the following applies additionally:

- Before starting to drive, the travel route was checked in connection with the actual set up configuration of the crane on the LICCON job planner.
- Before starting to drive, the optimum positions for the boom system were determined to obtain as even a surface pressure as possible - the LICCON job planner can be used for this purpose.

Note

► For a detailed description of the LICCON job planner on the crane , see the operating instructions LICCON job planner.

► For a detailed description of the LICCON job planner computer program, see the separate description.

1.1.1 Optimizing measures for the travel route

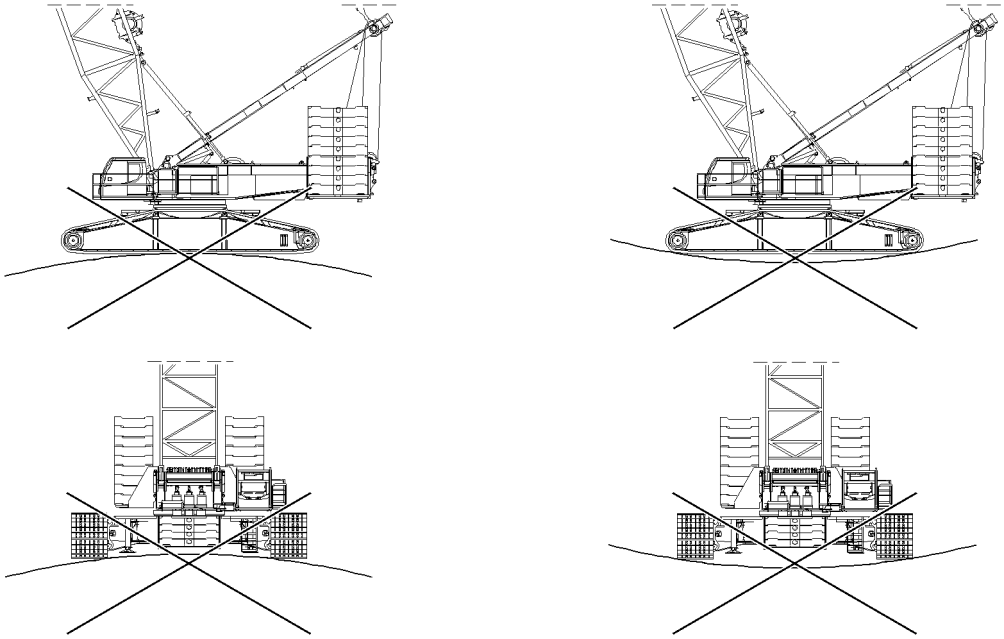

Fig.119598: Depressions, crests, track grooves and other uneven areas of the travel route cause localized pressure on the crawler travel gear

NOTICE

Damage to the crawler travel gear!
Continuous localized pressure on the crawler travel gear causes increased wear.
Continuous increased wear can cause damage to the crawler travel gear.

► Set up the travel routes in such a way that the crawler travel gear is not subjected to continuous localized pressure.

► For extended travel operation shorten the maintenance intervals.

Through the following configuration features of the travel route, wear on the crawler travel gear can be minimized:

- Shapings of the travel route (such as depressions, crests, track grooves) have been eliminated via suitable measures.

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– Lay out the travel route in such a way that no steering movements are required, if possible.

1.2 Travel gear / hydraulic motors / track rollers

NOTICE
Damage to the travel gear, hydraulic motors and track rollers!
On longer travel routes and / or when driving uphill / downhill, the travel gears, hydraulic motors and / or track rollers can be overheated and damaged.
► Make sure that the travel gears - before driving the crane - have the maximum fill level.
► With suitable measuring devices make sure that the maximum permissible temperature of the travel gears, hydraulic motors and / or track rollers in travel operation over longer distances is below 90 °C. For a short time (**maximum** 10 minutes), the temperature may increase to a value between 90 °C and 100 °C.
► As soon as the maximum permissible temperature in one position is exceeded, take a break from driving for cooling down.
► The crane operator is responsible for any damage to travel gears, hydraulic motors and / or track rollers.

When the maximum permissible temperature range on a travel gear and / or hydraulic motor is reached:
► Take a break until the temperature on travel gear(s), hydraulic motor(s) and / or track rollers had dropped considerably.

Maximum permissible temperature range on travel gear(s) / hydraulic motor(s)		
	to 90 °C	**between 90 °C and 100 °C**
Duration of exposure	continuous	not longer than 10 minutes

When the temperature of all travel gears / hydraulic motors has dropped below 90 °C:
► Travel operation is permissible again.

1.3 Center of gravity display

WARNING
Shifting of the center of gravity!
The calculation of the values for the display of the center of gravity in the job planner are based on ideal assumptions.
► Side deformations of the boom system due to wind, incline position and elastic resilience of the steel structure are not taken into account but they can lead to a shifting of the center of gravity.

Position	**Name**
1	Center of gravity display
1.1	Core area
1.2	Center of gravity

WARNING
Center of gravity of the crane is outside the core area!
If the center of gravity **1.2** of the crane is outside the core area **1.1**, then the crane can topple over.
Death, severe bodily injuries, property damage.
► To drive the crane, the center of gravity **1.2** must always be within the core area **1.1**.
► If the center of gravity is outside of the core area, then it is prohibited to drive the crane.

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Note
- ► If the center of gravity **1.2** of the crane is within the core area **1.1**, then the center of gravity **1.2** is shown in green.
- ► If the center of gravity **1.2** of the crane is outside the core area **1.1**, then the center of gravity **1.2** is shown in red.

The following specifications and instructions must be observed:
- – By luffing the boom system up and down, the position of the center of gravity **1.2** must be corrected in such a way that the overall center of gravity remains within the core area **1.1**.

1.4 Distribution of the surface pressure

WARNING
Increased surface pressure!
The calculation of the values for the display of the surface pressure in the job planner are based on ideal assumptions.
- ► Side deformations of the boom system due to wind, incline position and elastic resilience of the steel structure are not taken into account but they can lead to an increase of the surface pressure.

Note
- ► The boom must be luffed down before driving until the load is evenly distributed on the tracks.
- ► If the counterweight on the turntable is large, then it is required to position the boom in such a way that a suitable distribution of surface pressure for driving is obtained.

1.5 Suitable distribution of the surface pressure

If the distribution of the surface pressure is even (front surface pressure and rear surface pressure approx. the same value), then steering is difficult or not possible at all.

For the suitable distribution of the surface pressure, the following applies:
- – A = Surface pressure on the side of the two tracks with the lower load.
- – B = Surface pressure on the side of the two tracks with the higher load.
- – The center of gravity must however always be within the core area **1.1**.

Distribution of surface pressure A to B				
A	/	**B**	=	should be greater than 0.3

In case of unfavorable distribution of surface pressure it is required to position the boom system in such a way that a suitable distribution of the surface pressure is reached for driving.

- ► The turntable should be turned while at a standstill: The boom system should be luffed in such a way that the crawlers are subjected to a load as evenly as possible.
- ► Driving uphill: The boom system should be luffed in such a way that the side of the crawler travel gear with less load is in the rear.
- ► Driving downhill: The boom system should be luffed in such a way that the side of the crawler travel gear with less load is in the front.

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1.6 Steering ability

Note
High load on the crane!
When driving the crane, steering movements cause a high load on the crane travel gear.
► If possible, forego steering movements with a load on the hook and / or derrick ballast.
► Select the travel route in such a way that no steering movements are required, if possible.
► If not otherwise possible, before initiating a steering movement, set down the load and / or derrick ballast.

The steering ability of the crane depends on the following factors:
– Friction conditions under the chains.
– Evenness of the ground:
  • Steering is not possible if the crawler travel gear is only making contact with the ground in the front and rear.
– Load bearing capacity of the ground:
  • If the crawler travel gear sinks into the ground, then the steering ability is significantly restricted.
– Position of the total center of gravity:
  • If the total center of gravity - taking the suspended load into account - is in the center of the crane, then steering is hard or not possible at all.

Crane steering ability can be improved by:
– Placing metal sheeting, sand, gravel, water underneath.
– Taking the load bearing capacity of the ground and the position of the center of gravity into account: Changing the center of gravity.

2 Driving with a load and / or Derrick ballast

WARNING
The crane can topple over!
If the following prerequisites are not observed for crawler operation, the crane can topple over.
Death, severe bodily injuries, property damage.
► Make sure that the prerequisites for crawler operation are read and have been understood - before „driving with a load and / or Derrick ballast“.

2.1 Prerequisites for driving with a load and / or derrick ballast

WARNING
The crane can topple over!
If load charts with lateral inclines of more than 0.3° are available, then the crane may be driven with a load within these load charts.
If the following points are not observed, the crane can topple over.
Death, severe bodily injuries, property damage.
► The following prerequisites for driving with a load must be adhered to.
► Driving the crane with lateral and longitudinal inclines of more than ± 0.3° - with installed derrick ballast - is prohibited.

Note
► The permissible inclines from the load charts apply for driving with a load.
► Take the maximum permissible wind speed from the load charts.

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Permissible inclines for driving with a load	
Overall inclination	± 0.3°

WARNING
The crane can topple over!
If the following conditions are not observed, the crane can topple over.
Death, severe bodily injuries, property damage.
- ► The ground must be level (± 0.3°) and have adequate load bearing capacity.
- ► The ground must be able to safely absorb the maximum occurring surface pressures.

WARNING
The crane can topple over!
If the crane is driven on lateral and longitudinal inclines of more than ± 0.3° with a load or derrick ballast, then crane structures can fail and the crane can topple over.
Death, severe bodily injuries, property damage.
- ► Driving uphill / downhill with a load and / or derrick ballast is prohibited.

WARNING
The crane can topple over!
The crane can be driven with the given loads from the load charts if the following prerequisites are met.
If the following prerequisites are not observed, the crane can topple over.
Death, severe bodily injuries, property damage.
- ► The maximum permissible travel speed of the crawler with load and / or derrick ballast may **not** exceed 0.05 m/s **or** 3 m/min **or** 0.18 km/h.
- ► Steering the crawler with suspended load and / or installed derrick ballast is difficult and often not possible at all. Make sure that slewing gear free wheeling is actuated for steering.
- ► Avoid jerky driving movements.
- ► Secure the suspended load to avoid oscillation.
- ► Lift the suspended ballast no more than maximum 250 mm off the ground.
- ► Luff the main boom up or down until a medium utilization is obtained in test point 1 **MS1**.

WARNING
The crane can topple over if the level of the road differs!
Due to impermissible level differences between the ballast trailer roadway and the crane placement level, the entire crane system can be pulled back suddenly.
The relapse cylinders can run out to the block position. The relapse cylinders and the boom system can be damaged.
Depending on the distortion of the turntable and the load of the tires on the ballast trailer, a shut-off of crane movements may be activated with a retracted ballast trailer guide due to an excessive inclination of the ballast trailer (depending on the crane type and time of crane delivery), see chapter 4.02.
Death, severe bodily injuries, property damage.
- ► Do not exceed or fall below the permissible level difference between the ballast trailer road and the crane placement level.
- ► The travel path of the crane or the circular path of the ballast trailer must be level and of sufficient load bearing capacity.
- ► The permissible level difference of the ballast trailer travel path and crane travel path for „towing“ and „parallel driving“, may be maximum 250 mm when the ballast trailer guide is extended.
- ► The permissible level difference of the ballast trailer path and the crane travel path in relation to the crane travel path for circular driving may be no more than maximum 250 mm with the ballast trailer guide extended - based on a constant uphill incline or constant downhill incline on a 90° turning range.

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NOTICE
Damage to the ballast trailer, ballast trailer guide and / or the turntable!
If the ballast trailer inclination is too large or the level difference of the standing levels between the crane and ballast trailer are too large, this can cause damage to the ballast trailer, the ballast trailer guide and / or the turntable.
- ► Keep the ballast trailer inclination as small as possible.
- ► Do not exceed the maximum permissible level difference of the standing levels of 250 kg between the crane and the ballast trailer.

3 Driving without a load and without derrick ballast

WARNING
The crane can topple over!
If the following prerequisites are not observed for crawler operation, the crane can topple over.
Death, severe bodily injuries, property damage.
- ► Make sure that the prerequisites for crawler operation are read and have been understood - before „driving without a load and without Derrick ballast“.

WARNING
The crane can topple over!
When driving on lateral inclines, the crane can slip off or topple over.
Death, severe bodily injuries, property damage.
- ► Make sure that the overall center of gravity of the crane is in the center of rotation when driving on lateral inclines.
- ► The overall center of gravity for driving without a load must be constantly checked with the LICCON job planner.
- ► Make sure that the permissible lateral and longitudinal inclines are not exceeded.

Note
- ► By luffing the boom up and down, the position of the center of gravity **1.2** must be corrected in such a way that the overall center of gravity remains within the core area **1.1**.
- ► When driving the crane on terrain with a longitudinal and lateral incline, then the required boom position must be determined with the aid of the LICCON job planner via the position of the overall center of gravity, see section „Center of gravity display“.

WARNING
The crane can topple over!
When driving on lateral inclines with boom lengths of more than 150 m the crane can topple over.
Death, severe bodily injuries, property damage.
- ► Driving on lateral inclines with boom lengths of more than 150 m is **exclusively** permitted after a written release is obtained from **Liebherr-Werk Ehingen GmbH**.

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WARNING
The crane can topple over!
If the following conditions are not met when driving the crawler crane uphill / downhill, then the crane can topple over.
Death, severe bodily injuries, property damage.
- ► The ground must be able to take on the occurring surface pressures.
- ► The friction coefficient between the road and the ground must be large enough to take on the occurring drive forces.
- ► Slippery ground, especially ice, frost and snow can cause the crane to slide off sideways on longitudinal and lateral inclines and therefore cause the crane to topple over.
- ► The turntable must be parallel to the crawler carriers and secured to prevent it from turning.
- ► All acceleration and delay maneuvers must be initiated with extreme caution and at the lowest possible speed.
- ► The transfer from the horizontal onto an uphill / downhill incline and from the uphill / downhill incline to the horizontal must be made evenly.
- ► Edges, over which the crane tilts are impermissible.
- ► Any inclination changes must be made continuously.
- ► The surface pressures which will occur should be determined with the job planner before travel.
- ► The ground must be sufficiently load bearing and have sufficient traction to prevent the crane from slipping.
- ► The counterweight on the turntable must be secured with a chain, see chapter 4.07.
- ► The center of gravity of the crane must lie within the core area **1.1** of the crane.
- ► The appropriate and permissible boom position for the respective set up configuration must be determined with the job planner.

3.1 Prerequisites for driving without a load and without derrick ballast

Make sure that the following prerequisites are met:
- – The maximum permissible oil fill quantity is present in the engine.
- – The oil level in the hydraulic oil tank must be lowered by extending the cylinders so that overflow is not possible.
- – The content of the fuel tank must be reduced so that overflow is not possible.
- – The maximum permissible wind speed of 9 m/s is not exceeded.
- – The travel speed may not exceed 0.4 m/s **or** 24 m/min **or** 1.44 km/h.
- – The turntable is aligned parallel to the crawler travel gear, 0° or 180° position.

WARNING
Crane with narrow crawler travel gear!
- ► When driving cranes with narrow tracks and corresponding equipment, the special travel charts and danger notes must be observed and adhered to.

Permissible lateral inclines for driving without a load / derrick ballast	
Overall boom length	**Maximum permissible lateral inclination**
Shorter than / equal to 96 m	± 3°
97 m to 150 m	± 2°

Permissible longitudinal inclines for driving without a load / derrick ballast	
Overall boom length	**Maximum permissible longitudinal inclination**
To 150 m	± 10°

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4 Driving uphill / downhill

The maximum climbing ability of the crawler crane is limited by the following criteria:
- The location of the center of gravity for the complete crawler crane.
- The friction coefficient between the road and track pads.
- The transition between the horizontal and the uphill / downhill incline.
- The maximum permissible longitudinal incline of ±10° up to a boom length of 150 m.
- The oil level in the engine.
- The oil level in the travel gears.

4.1 Calculation of required length of transfers on uphill / downhill slopes

The required length **L** of the transfers results from the existing uphill angle **α** and the length of the tracks **LC**.

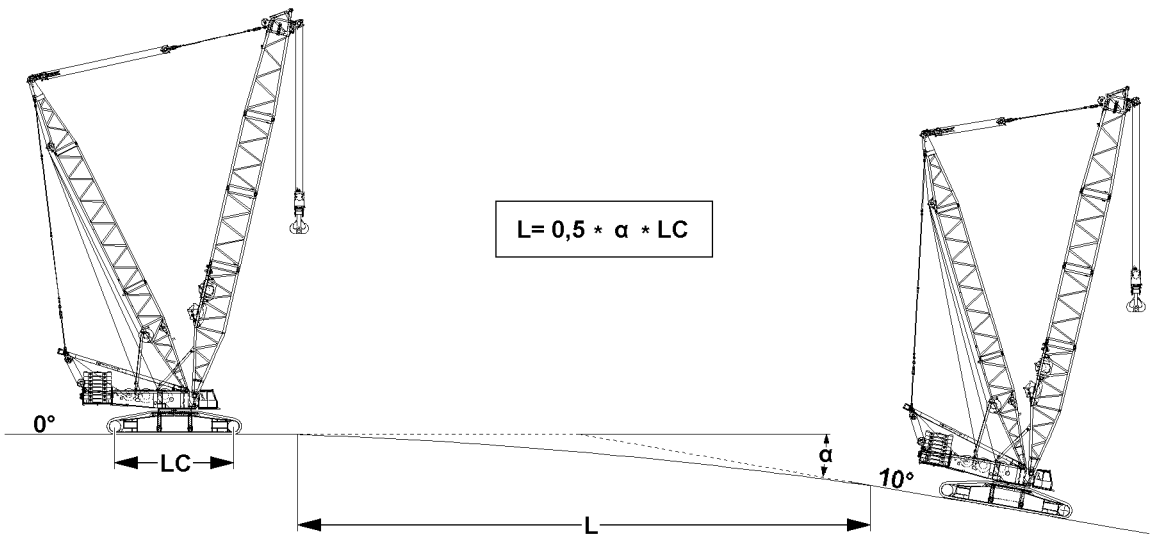

Fig.119612: Visualization: Length of transfers on uphill / downhill slopes

Abbreviation	Description
L	Required length of transfers
α	Angle rising / falling inclines in degrees
LC	Length of crawlers between drive wheels / steering wheels

4.1.1 Calculation example

Given:

α = 10°

LC = 17.3 m (only use the actual crane value!)

Wanted:

L = ?

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Calculation formula						
L	=	0.5	*	**α**	*	**LC**
L	=	0.5	*	10	*	17.3 m
L	=	86.5 m				

4.2 Prerequisites for driving under observation of the boom position

Note
- ► The illustrations in this section are only examples and may not match to your crane.
- ► The determining factor for driving uphill / downhill is the exact knowledge of the existing operational conditions on the jobsite and the surface pressures, permissible boom angles and inclines as well as the overall center of gravity determined from them with the job planner.

WARNING
The crane can topple over!
If the following note is not observed, the crane can topple over.
Death, severe bodily injuries, property damage.
- ► Driving uphill / downhill must always be anticipatory, with utmost caution and at the slowest speed.

There are two different possibilities for driving crawler cranes uphill / downhill:
- – with boom angle adjustment
- – without boom angle adjustment

4.2.1 Prerequisites for driving uphill / downhill with boom angle adjustment

Note
- ► When driving into an uphill / downhill incline, during the transition between the horizontal into the uphill / downhill incline, the original boom angle must be changed continuously in such a way that the original boom angle always remains between the boom and the horizontal. This angle must be retained on the uphill / downhill incline.
- ► When driving out of an uphill / downhill incline, during the transition between the uphill / downhill incline into the horizontal, the original boom angle must be changed continuously in such a way that the original boom angle always remains between the boom and the horizontal.
- ► In addition, the overall center of gravity of the crane must be observed.

WARNING
The crane can topple over!
When driving on uphill / downhill inclines with a load or derrick ballast, structural parts can break, the carrying crane structures can be damaged or the crane can topple over.
If the boom angle is not matched to the uphill / downhill incline when driving the crane in uphill / downhill slopes, then the crane can topple over.
Death, severe bodily injuries, property damage.
- ► Driving uphill / downhill with a load and / or derrick ballast is prohibited.
- ► Match the boom angle to the uphill / downhill incline.

Positive longitudinal incline

Note
- ► When driving on positive longitudinal inclines (uphill slopes), the boom / the luffing jib must be luffed down continuously - maximum by the **uphill incline angle α**.
- ► The uphill incline angle **α** is 4° in the displayed example, see opposite graphic.
- ► Incline and boom angle display (as seen from the crane operator's cab in the direction of travel).

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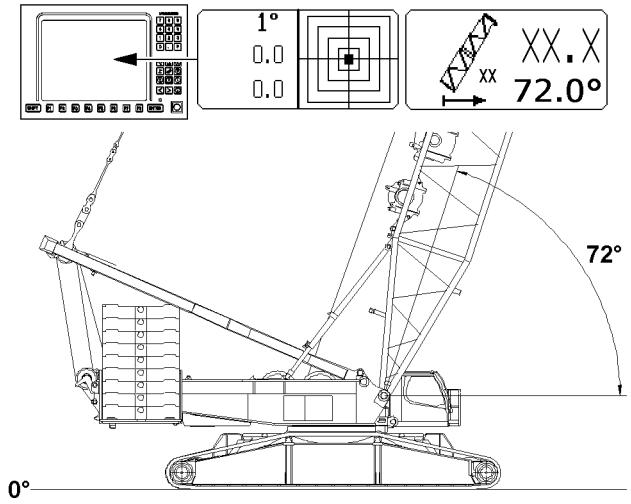

Fig.153630: The crane is horizontally aligned

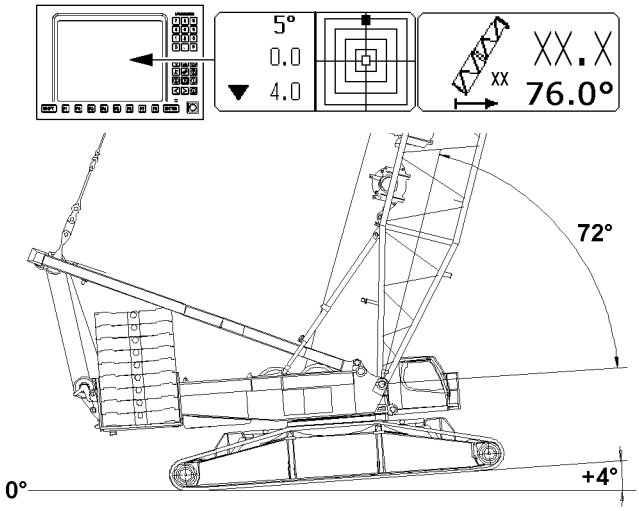

Fig.153631: Crane at 4° uphill incline (positive longitudinal incline), no lateral incline

Note

- ► The boom angle is always shown to the horizontal.
- ► Example display of boom angle = 76° (72° + 4°).
- ► Correct the boom angle.

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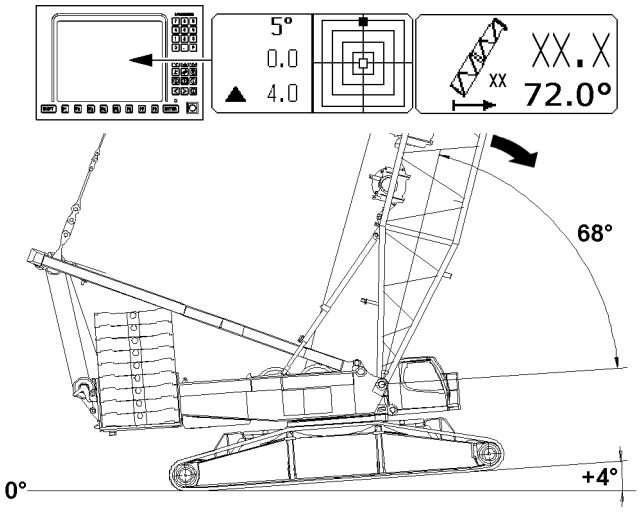

Fig.153635: Crane at 4° uphill incline (positive longitudinal incline), no lateral incline

Note
- ► The boom angle is always shown to the horizontal.
- ► Luff the boom down by the uphill angle (4°) so that the display boom angle = 72° (68° plus 4°).

Negative longitudinal incline

Note
- ► When driving on negative longitudinal inclines (downhill incline), the boom / luffing jib must be luffed up continuously - maximum by the **uphill incline angle α**.
- ► The uphill incline angle **α** is 4° in the displayed example, see opposite graphic.
- ► Incline and boom angle display (as seen from the crane operator's cab in the direction of travel).

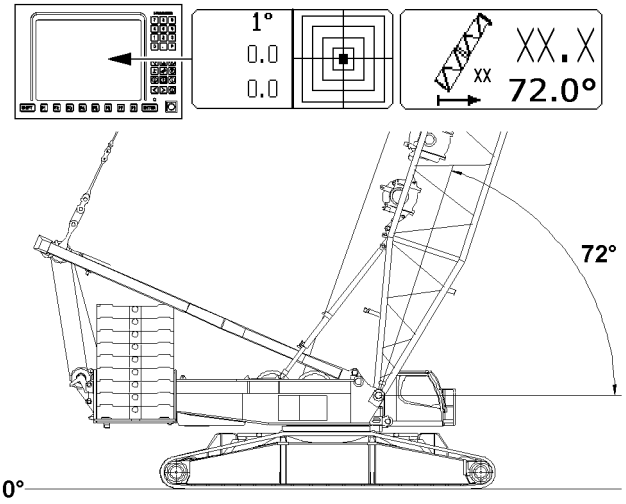

Fig.153636: The crane is horizontally aligned

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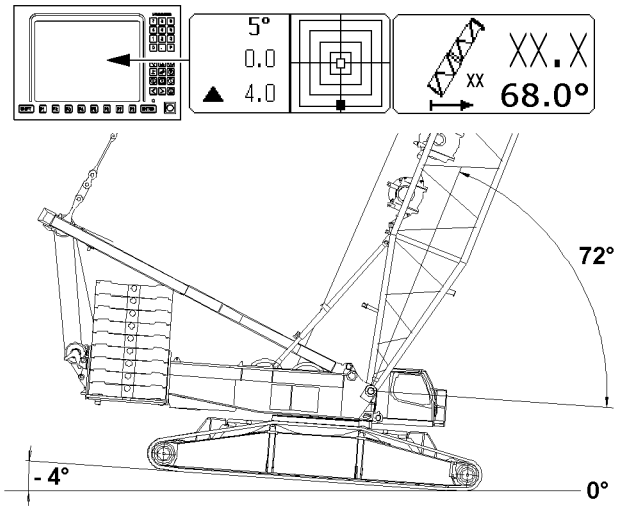

Fig.153637: Crane at 4° downhill incline (negative longitudinal incline), no lateral incline

Note
- ► The boom angle is always shown to the horizontal.
- ► Example display of boom angle = 68° (72° minus 4°).
- ► Correct the boom angle.

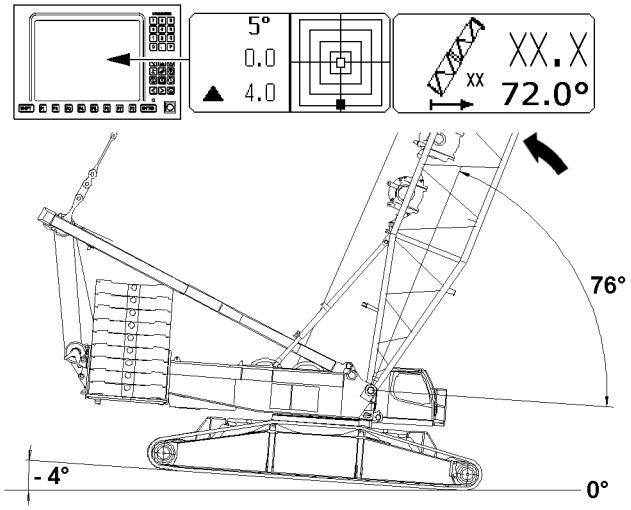

Fig.153638: Crane at 4° downhill incline (negative longitudinal incline), no lateral incline

Note
- ► The boom angle is always shown to the horizontal.
- ► Luff the boom up by the uphill angle (4°) so that the display boom angle = 72° (76° minus 4°).

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4.2.2 Prerequisites for driving on uphill / downhill inclines without boom angle adjustment

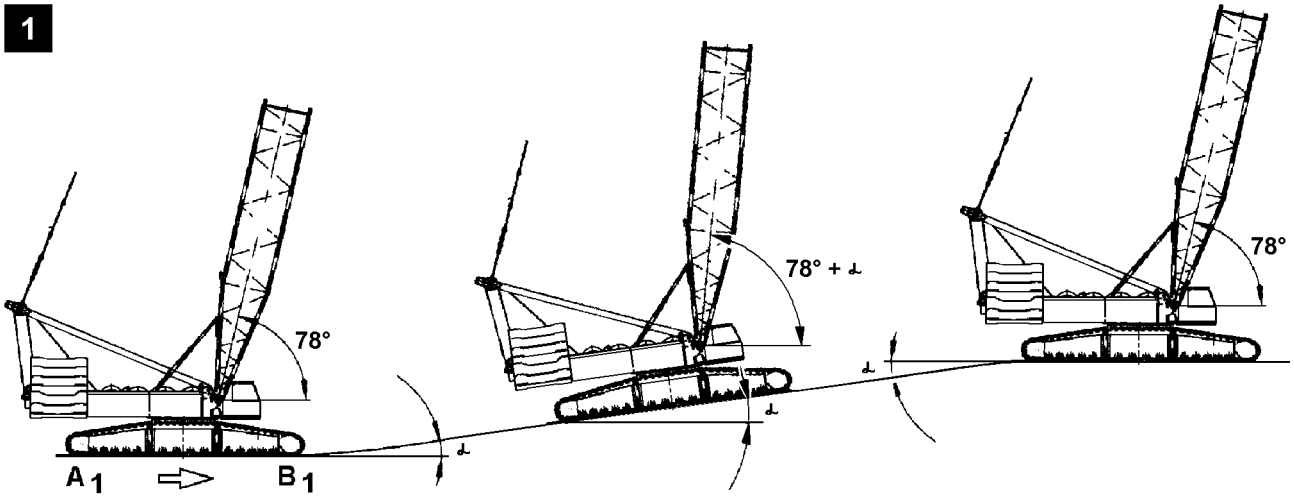

*Fig.153639: Increasing the boom angle by the uphill angle **α***

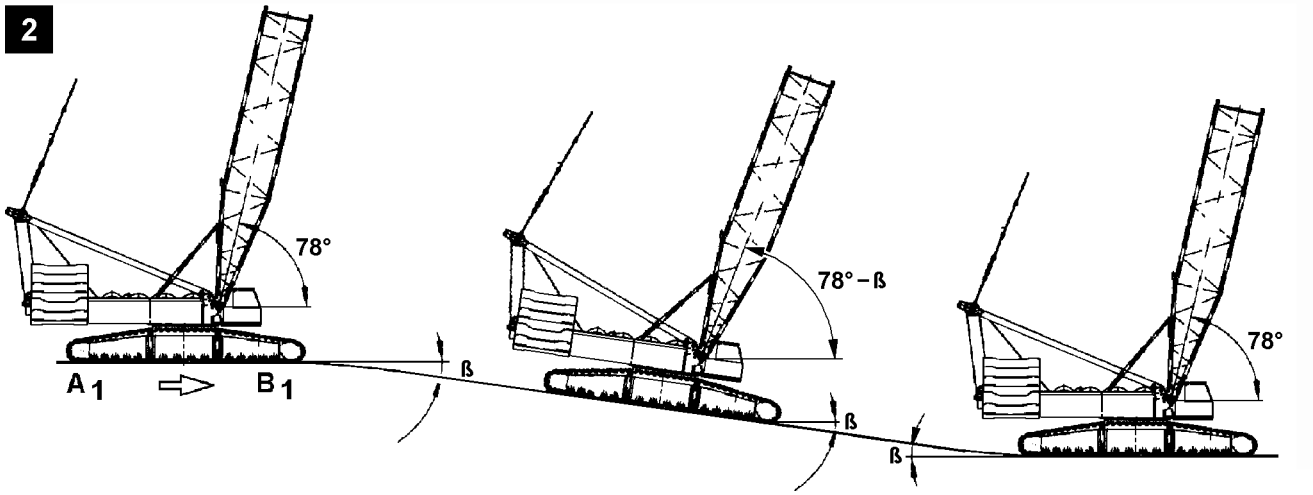

*Fig.153640: Decreasing the boom angle by the uphill angle **ß***

WARNING
The crane can topple over!
If the overall center of gravity of the crane is outside the core area when driving on uphill / downhill inclines without boom angle adjustment, then the crane can topple over.
Death, severe bodily injuries, property damage.

- ► Before driving onto uphill / downhill inclines, check the change of the center of gravity with the job planner.
- ► To be able to approximately determine the changes of the center of gravity on uphill / downhill inclines with the job planner, the boom angle must be increased by the incline angle **α** when driving on uphill / downhill inclines, illustration **1**.
- ► To be able to approximately determine the changes in the center of gravity on downhill inclines with the job planner, the boom angle must be decreased by the incline angle **ß** when driving on downhill inclines, illustration **2**.
- ► Before driving the crane, determine exactly with the job planner if the crane may drive on the intended route without changing the boom angle.
- ► If the intended uphill / downhill incline cannot be driven without changing the boom angle according to the job planner, then the boom angle must be changed to be able to drive on the uphill / downhill incline.

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5 Driving the crawler crane

Note

- ► Test point 1 **MS1** = F1 in icon **1**.
- ► For a description of test point 1, see chapter 4.02.

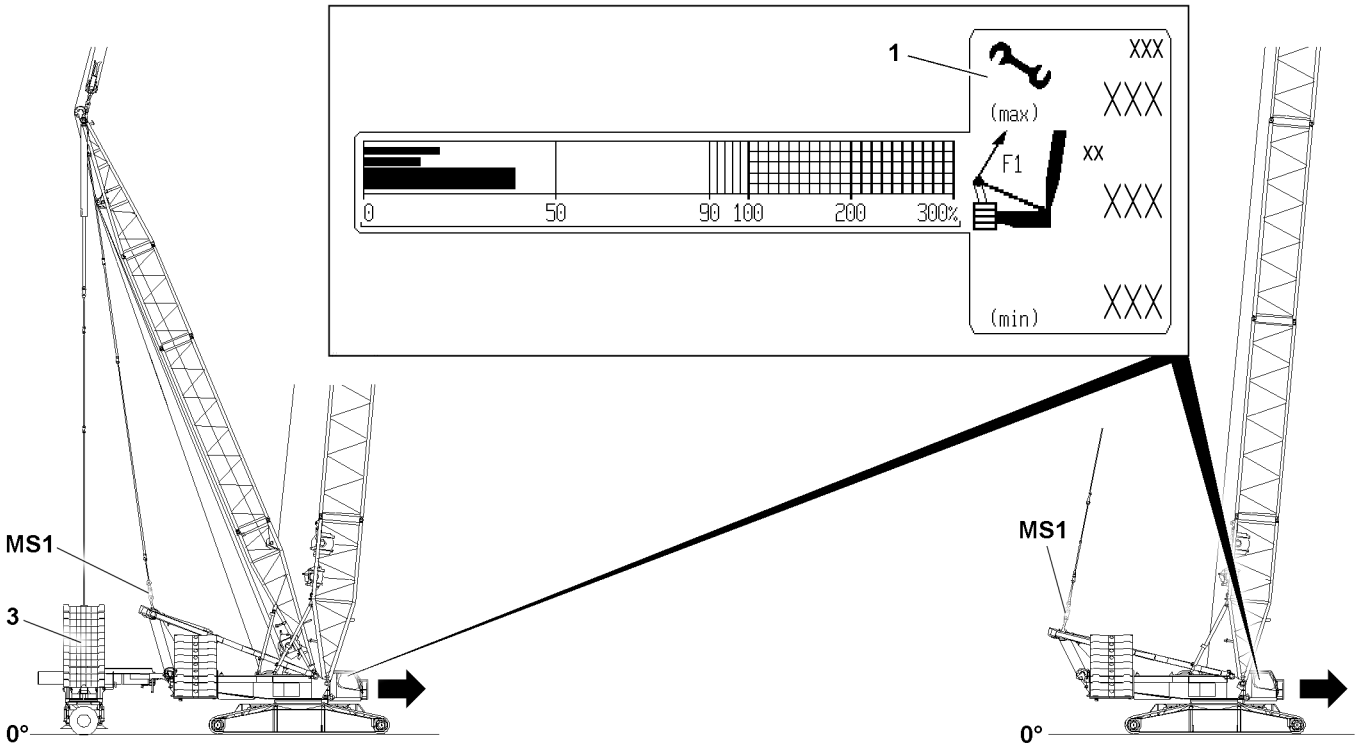

*Fig.153642: Test point 1 **1** and test point 1 **MS1** location icon*

WARNING

The crane can topple over!

When driving the crane - this also applies for „circular travel“ - the ballast trailer **3** is raised due to ground unevenness, the force on test point 1 **MS1** increases very quickly and the crane will be overloaded.

If the ballast trailer **3** sinks while driving due to ground unevenness, the force on test point 1 **MS1** drops and the ballast trailer **3** lifts off the ground, or the entire boom system is pulled backward. There is no LMB shut off.

Death, severe bodily injuries, property damage.

- ► The crane operator must constantly observe the displays on the LICCON monitor while driving the crawler crane.
- ► The crane operator must correct the force changes in test point 1 **MS1** to a permissible operating range already when an advance warning occurrence on the LICCON monitor is issued, by actuating the pull cylinder in the derrick ballast guying.

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WARNING
The crane can topple over!
If the following instructions are not observed, the crane can topple over.
Death, severe bodily injuries, property damage.
- ► Before driving the crane with the equipment in place, the optimal boom position must be determined with the aid of the job planner, to obtain as even a surface pressure as possible.
- ► When driving crawler cranes, it must be ensured that the ground can take on the surface pressures safely, which have been calculated with the job planner, over the entire intended travel route. If this is not the case, appropriate measures must be taken to be able to discharge the forces into the ground.
- ► An additional observer, who is in radio contact with the crane driver must ensure that there are no persons or obstacles within the danger zone of the crane.

Make sure that the following prerequisite is met:
– The crane engine is running.

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5.1 Surface pressures and force distribution when driving the crane

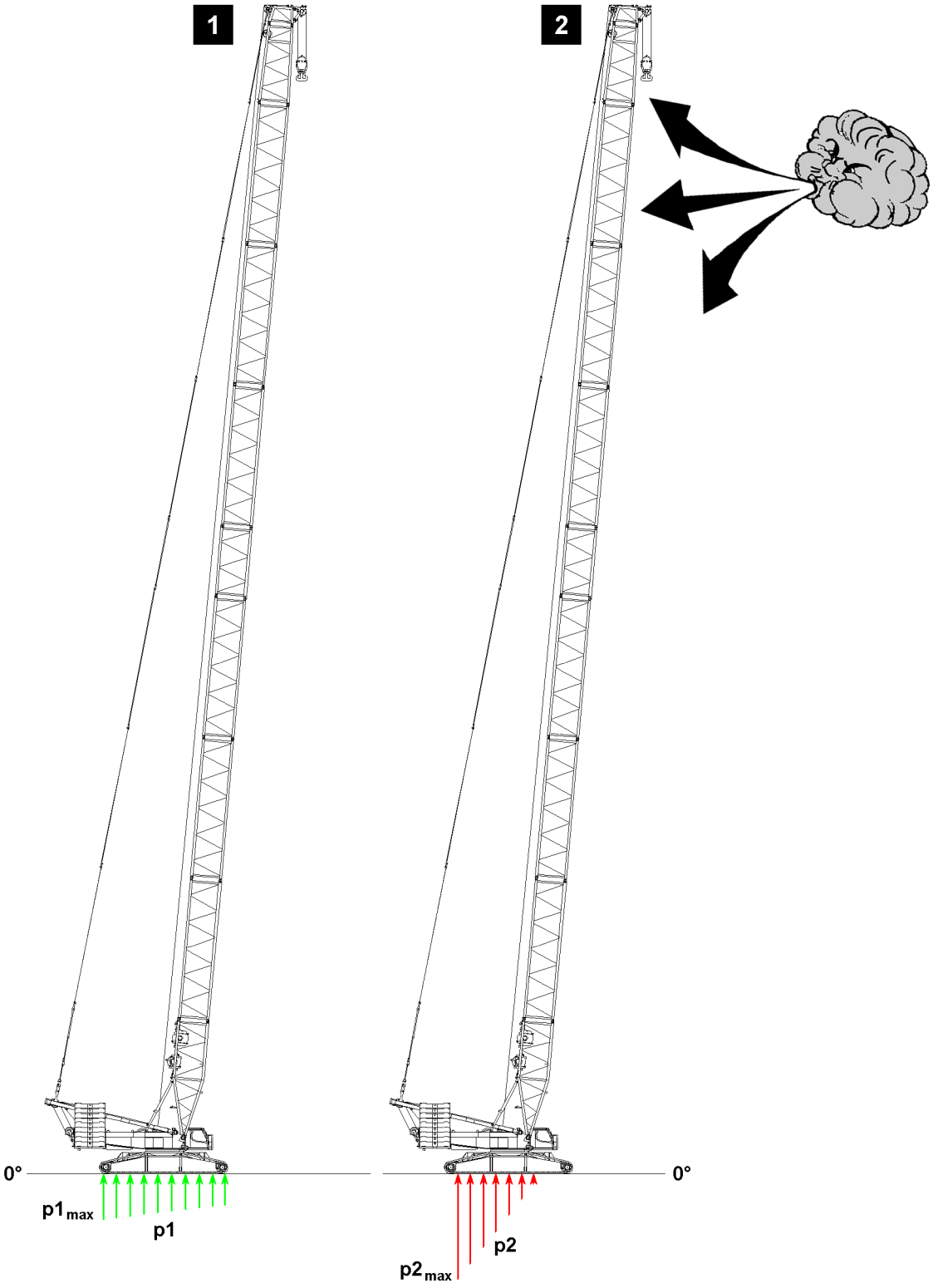

Fig.153644: $p2_{max}$ greater than $p1_{max}$

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WARNING
The crane can topple over!
When driving crawler cranes, surface pressures can significantly increase or change due to different factors.
This can cause the crane to topple over.
Death, severe bodily injuries, property damage.
- ► Make sure that the ground has a sufficient load bearing capacity in the entire working range and / or over the entire travel route, to be able to safely absorb even increased surfaces pressures of the crane.
- ► Make sure that the center of gravity is always within the core area, see section „Prerequisites for crawler operation“ and LICCON job planner.

5.1.1 Surface pressures in case of wind load on the boom

WARNING
The crane can topple over!
When driving the crane with long boom lengths and / or when driving with large sized loads and / or at high wind speeds, the surface pressures can increase significantly.
This can cause the crane to topple over.
Death, severe bodily injuries, property damage.
- ► Make sure that the entire travel route of the crane is sufficiently load bearing to be able to absorb even increase surface pressures - for example if „wind is coming front the front on the boom“.
- ► Change of surface pressures on the crawler travel gear under wind load, see the adjacent graphic.

Illustration 1:
– Surface pressures **p1** on the crawler travel gear without wind load

Illustration 2:
– Surface pressures **p2** on the crawler travel gear in case of wind load from the front

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5.1.2 Force distribution when driving on pressure distributor plates

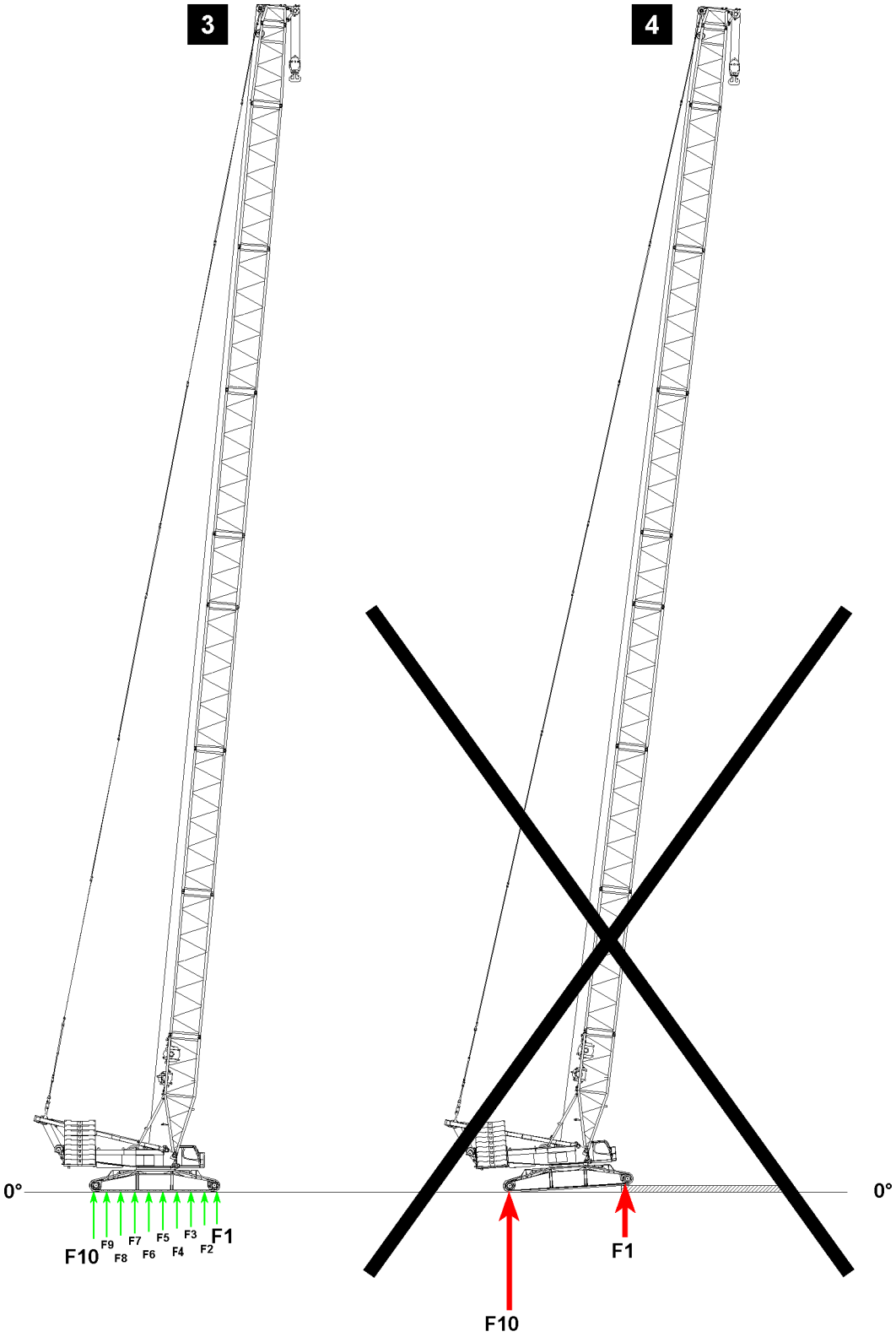

Fig.153645: Force distribution during normal operation // driving on pressure distributor plates

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WARNING
The crane can topple over!
When driving the crane on pressure distributor plates, a movement of forces occurs due to the reduction of the ground contact surfaces on the crawler travel gear. The forces concentrate at force **F1** and force **F10**, see illustration **4**.
This can cause the crane to topple over.
Death, severe bodily injuries, property damage.
► Make sure, before driving the crane on pressure distributor plates, that a load bearing transfer (height equalization) was established, see section „Calculation of required length of transfers“.
► Driving the crane on pressure distributor plates without transfer (height equalization) is prohibited.

Illustration 3:
– Force distribution on crawler travel gear of the crane (normal operation)
  • Without wind influence

Illustration 4:
– Not permissible

5.2 Operating elements for the crawler operation

5.2.1 Pedal carrier

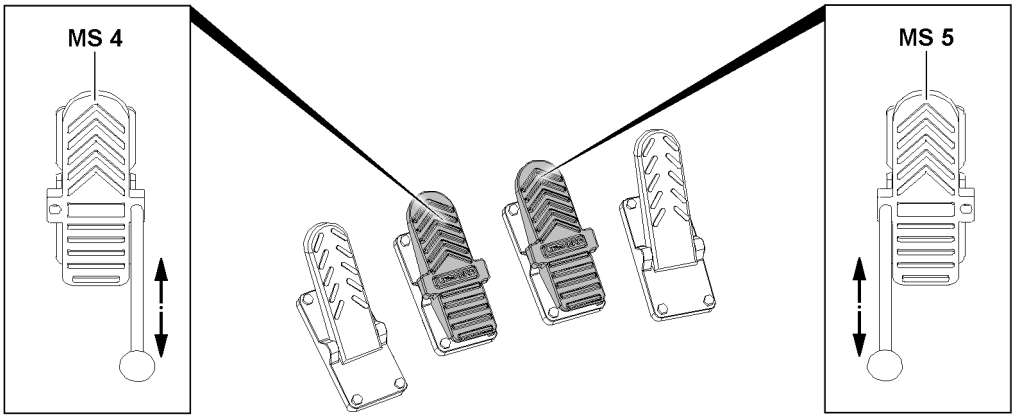

Fig.153646: Pedal carrier

	Pedal carrier (Pedal assignment, see opposite illustration)			
	Pedal	*Foot rocker **MS4***	*Foot rocker **MS5***	*Pedal*
Function:	Slewing gear brake	„Left“ crawler travel	„Right“ crawler travel	Engine regulation:
	Note: see also chapter 4.01 and chapter 4.05			

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5.2.2 Switch for crawler operation

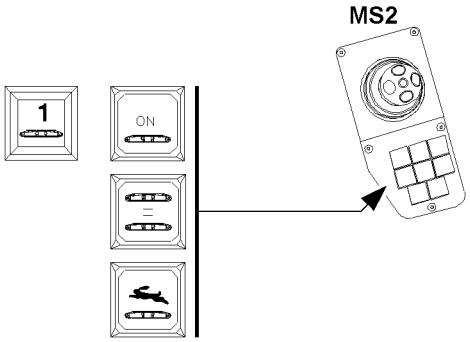

Fig.153647: Arrangement: Crawler operation switch

	Control panel MS2		
	„Crawler operation“ switch **or:** *„Crawler operation“ switch*	*„Crawler parallel travel“ switch*	*„Rapid gear“ switch*
Function:	On / off	On / off	On / off
	Note: see also chapter 4.01		

5.3 Activating crawler operation

Note
- ► The engine rpm is increased or decreased using the „engine regulation“ pedal.
- ► The „crawler operation“ switch can differ somewhat, depending on the crane type.

► Actuate the „crawler operation“ switch.

Result:

– Crawler operation is activated.
– The indicator light in the „crawler operation“ switch lights up.

To deactivate crawler operation:
► Actuate the „crawler operation“ switch.

Result:

– Crawler operation is deactivated.
– The indicator light in the „crawler operation“ switch turns off.

5.4 Selecting the travel speed

This crawler crane has 2 possible speeds:
1. Speed stage 1:

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Creeper gear
2. Speed stage 2:
Rapid gear

5.4.1 Activating the creeper gear

Make sure that the following prerequisites are met:
– The „rapid gear“ switch is not actuated.
– The indicator light in the „rapid gear“ switch is off.

► Actuate the „crawler operation“ switch.

Result:

– The creeper gear is active.

5.4.2 Activating the rapid gear

WARNING
The crane can topple over!
If the crane is driven in rapid gear with a load or derrick ballast, then the crane can topple over.
Death, severe bodily injuries, property damage.
► Driving with a load or derrick ballast in rapid gear is prohibited.

Make sure that the following prerequisites are met:
– The „crawler parallel travel“ switch is not actuated.
– The indicator light in the „crawler parallel travel“ switch is off.
– The creeper gear is active.

To select speed stage 2:
► Actuate the „rapid gear“ switch.

Result:

– The rapid gear is activated.
– The indicator light in the „rapid gear“ switch lights up.

5.5 Driving the crawler

WARNING
The crane can topple over!
If a crane is driven with a load and / or derrick ballast in rapid gear, then the load and / or the boom can start to swing, structural components can be damaged and the crane can topple over.
Death, severe bodily injuries, property damage.
► Driving with a load and / or derrick ballast in rapid gear is prohibited.
► The maximum permissible travel speed of the crawler with load and / or derrick ballast may not exceed 0.05 m/s or 3 m/min or 0.18 km/h.
► Steering the crawler with suspended load and / or installed derrick ballast is prohibited.

WARNING
Personnel in the danger zone.
Death, severe bodily injuries, property damage.
► An additional observer, who is in radio contact with the crane operator must ensure that there are no persons or obstacles within the danger zone of the crane.
► The observer may not remain in the danger zone of the crane.

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Note
- ► Take the hand lever from the transport retainer in the crane operator's cab.
- ► The technical design of the hand levers is completely identical. The differentiation of the two hand levers refers only in their assignment to the corresponding foot rockers in the assembled (connected) condition.

Make sure that the following prerequisite is met:
- – The „crawler operation“ switch is actuated.

5.5.1 Changing the travel direction

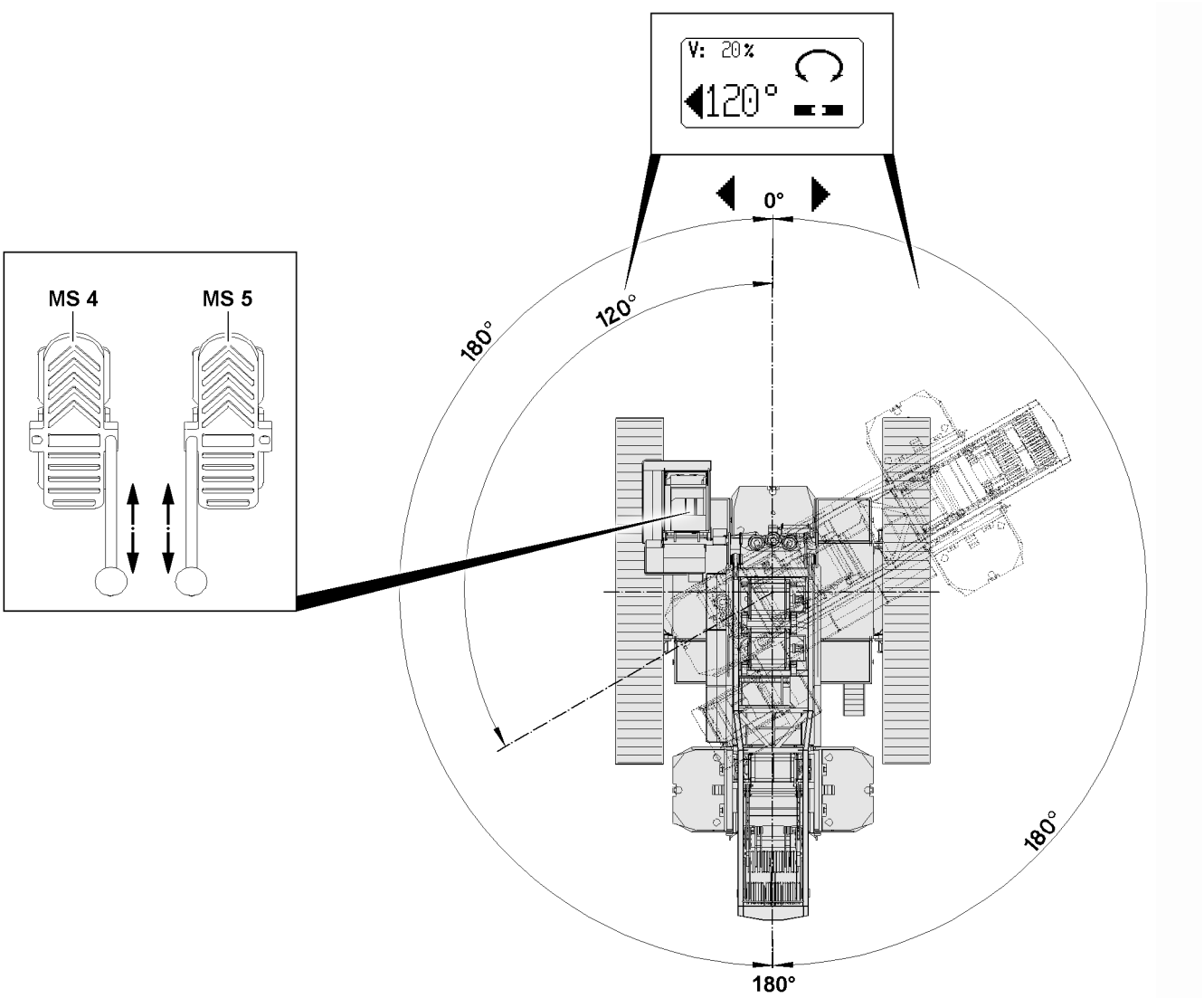

Fig.153652: Changing the travel direction

Note
- ► At 0°, the crane superstructure is exactly in position „to the front“.
- ► At 180°, the crane superstructure is exactly in position „to the rear“.

The travel direction relates to the position of the crane superstructure:
- – If the crane superstructure is turned past 90°, then the „forward / reverse“ travel direction changes.
- – If the crane superstructure with actuated foot rocker **MS 4** or foot rocker **MS 5** is turned past 90°, then the travel direction remains until the corresponding foot rocker / manual control lever is „returned“ to the neutral position.

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This means the new travel direction becomes active only if the corresponding foot rocker / manual control lever is no longer actuated.

5.5.2 Driving the crawler forward and backward

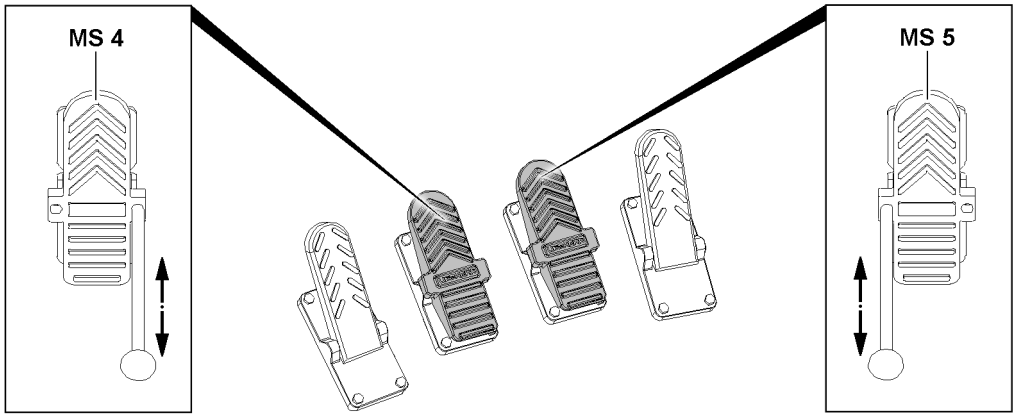

Fig.153646: Pedal carrier

The crawler travel gear can be operated with the foot rockers:
- Left crawler travel gear: Foot rocker **MS4**
- Right crawler travel gear: Foot rocker **MS5**

Alternatively, a hand lever can be installed (inserted) on the foot rocker **MS4** and the foot rocker **MS5** in order to control the travel movements of the crawler precisely.

Driving the crawlers forward

► Push the right foot rocker **MS5** forward.
or
Move the hand lever on the foot rocker **MS5** forward.

Result:

– The right crawler moves forward.

► Push the left foot rocker **MS4** forward.
or
Move the hand lever on the foot rocker **MS4** forward.

Result:

– The left crawler moves forward.

Driving the crawlers backward

► Push the right foot rocker **MS5** backward.
or
Move the hand lever on the foot rocker **MS5** backward.

Result:

– The right crawler moves backward.

► Push the left foot rocker **MS4** backward.
or
Move the hand lever on the foot rocker **MS4** backward.

Result:

– The left crawler moves backward.

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5.5.3 Activating „crawler parallel travel“

If „crawler parallel travel“ is activated, both crawlers are simultaneously controlled by pressing down on foot rocker **MS4** or foot rocker **MS5**. The foot rocker that is actuated first is used to control both crawler travel gears. This makes is possible to drive the crawler exactly straight forward on suitable ground.

Note

- ► If, with the „rapid gear“ turned on, the „crawler parallel travel“ function is activated, then the „rapid gear“ function is deactivated: The indicator light in the „rapid gear“ switch turns off. However, the switch remains actuated.
- ► If the „crawler parallel travel“ function is turned off again, the rapid gear activates automatically: The indicator light in the „rapid gear“ switch lights up.

Make sure that the following prerequisite is met:

– Rapid gear is deactivated: The indicator lights in the „rapid gear“ switch is off.

► Actuate the „crawler parallel travel“ switch.

Result:

– „Crawler parallel travel“ is activated.
– The indicator light in the *crawler parallel travel* switch lights up.

5.5.4 Steering the crane

WARNING
The crane can topple over!
If the crane is steered with applied slewing gear brake, then the boom system can be damaged due to high side acceleration.
Death, severe bodily injuries, property damage.
► When steering the crawler, always activate slewing gear freewheeling.

WARNING
The crane can topple over!
If the crawler is steered with a sagging chain, then the centering cams of the track pads can no longer be centered and guided in the drive wheels and the track rollers.
The centering cams are damaged and / or the chain can jump from the drive wheels and damage them.
Death, severe bodily injuries, property damage.
► Stop steering movements immediately.
► Drive straight forward until all centering cams are centered again in the track rollers.
► If possible, retension the track chain, see chapter 7.04.

WARNING
The crane can topple over!
When steering in small radii or when steering on the spot, the crawler tracks can „dig“ into the ground and cause the crane to topple over.
Death, severe bodily injuries, property damage.
► Steer the crawler tracks in as large a radius as possible.
► Avoid turning on the spot.

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Steering the crawler travel gear to the left

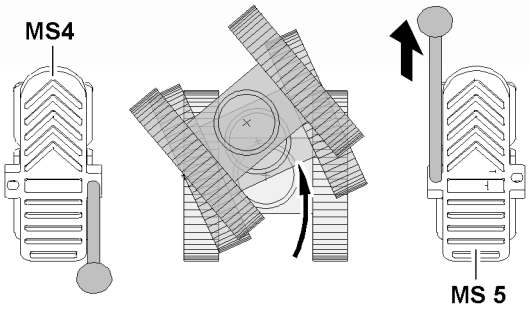

Fig.153648: Steering the crawler travel gear to the left

► Push the right foot rocker **MS5** forward.
or
Move the hand lever on the foot rocker **MS5** forward.

Steering the crawler travel gear to the right

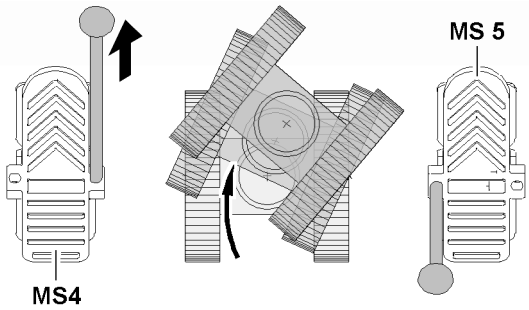

Fig.153649: Steering the crawler travel gear to the right

► Push the left foot rocker **MS4** forward.
or
Move the hand lever on the foot rocker **MS4** forward.

Turning the crawler travel gear on the spot to the left

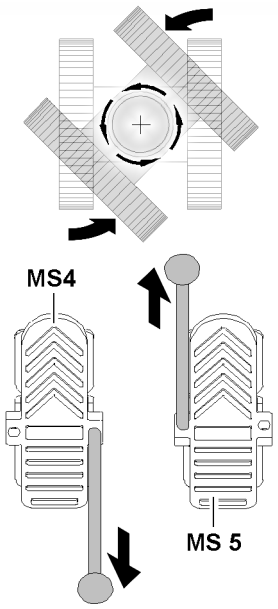

Fig.153650: Turning the crawler travel gear on the spot to the left

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► Push the right foot rocker **MS5** forward and the left foot rocker **MS4** backward.
or
Move the hand lever on the foot rocker **MS5** forward and move the foot rocker **MS4** backward.

Turning the crawler travel gear on the spot to the right

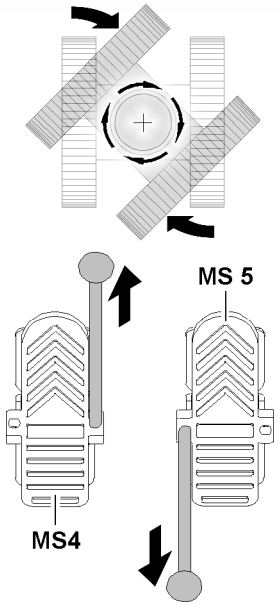

Fig.153651: Turning the crawler travel gear on the spot to the right

► Push the left foot rocker **MS4** forward and the right foot rocker **MS5** backward.
or
Move the hand lever on the foot rocker **MS4** forward and move the foot rocker **MS5** backward.

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4.15 Reeving plans

1 Reeving plans 3

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Fig.195219

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1 Reeving plans

Note

► See separate reeving plans!

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4.20 Procedure for shut-off of crane movement

1	General	3
2	Instructions for resuming crane movement: Crane control EN13000:2010 active	7
3	Instructions for resuming crane movement: Crane control EN13000:2010 not active	55

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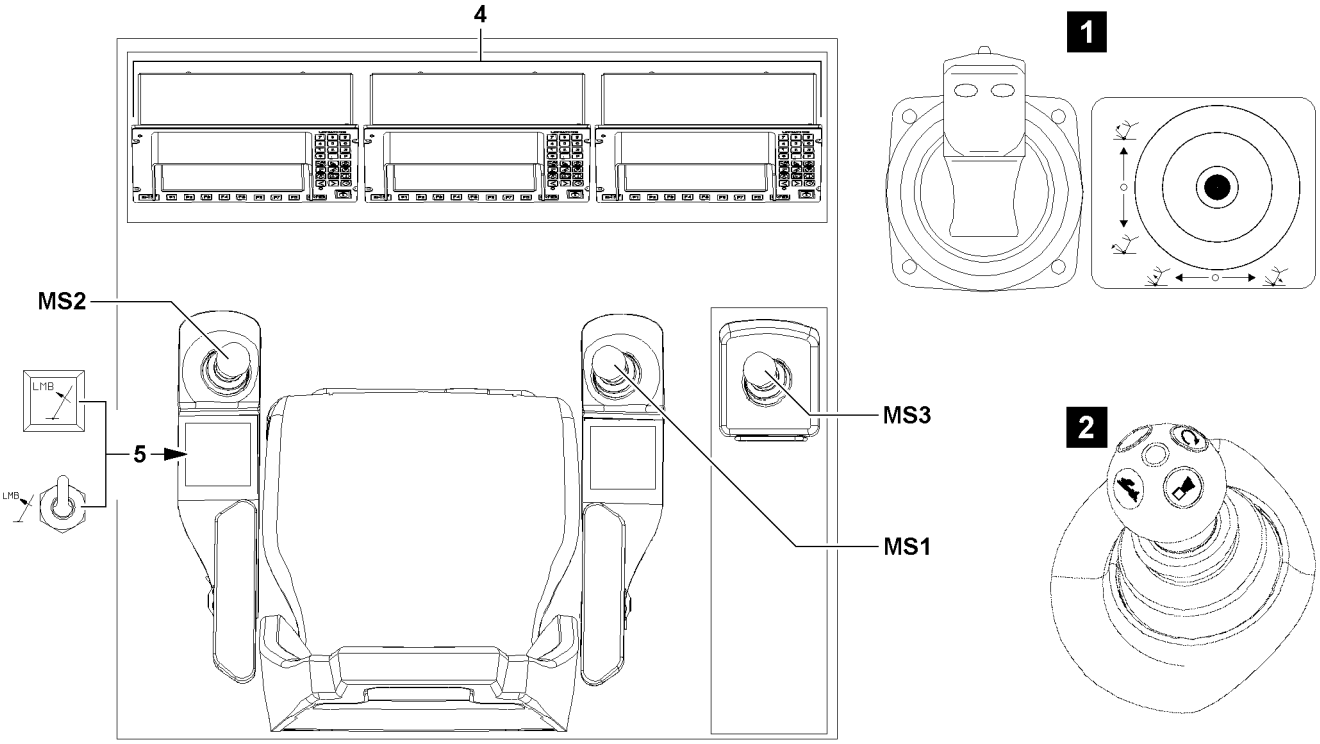

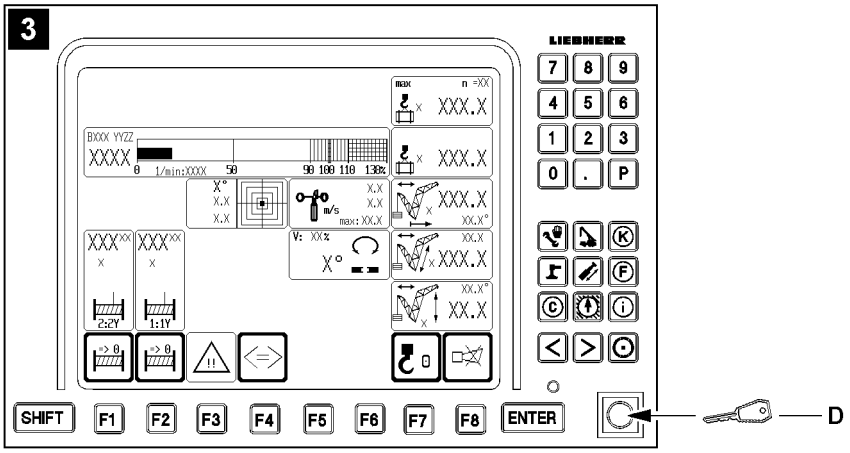

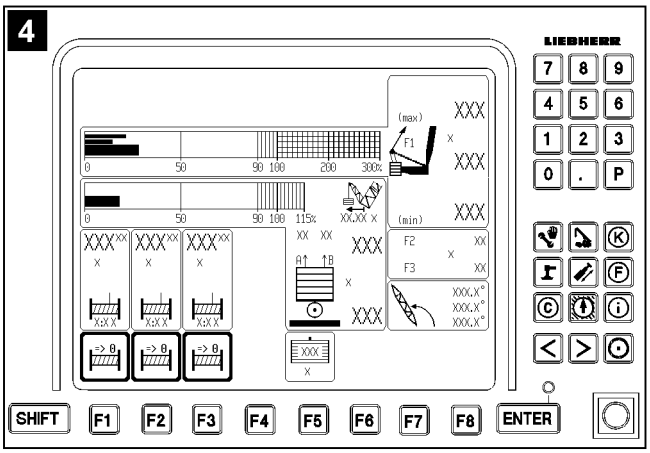

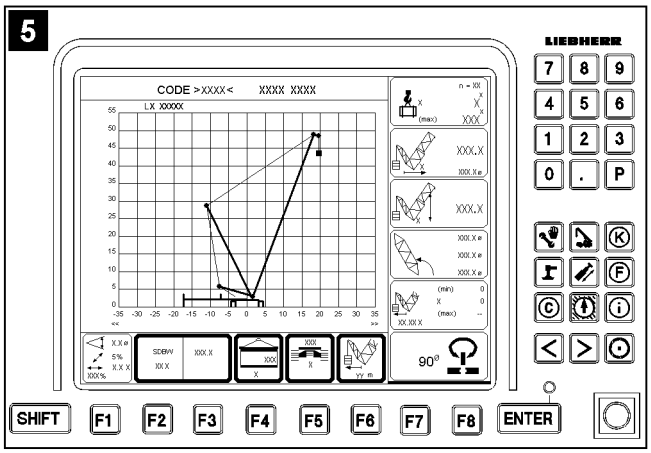

Fig.112332

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1 General

To operate the crane, three manually actuated master switches (MS1, MS2, MS3) are available.

– **MS1** Master switch
  • Right control panel
– **MS2** Master switch
  • Left control panel
– **MS3** Master switch
  • Right instrument panel

To monitor the crane, depending on the crane type, two or three LICCON monitors **4** are in the instrument panel.

– LICCON monitor, illustration **3**
  • User interface for entry of equipment configurations and for crane operation (crane operating screen), also described as LICCON monitor 0
– LICCON monitor, illustration **4**
  • User interface for operation with „Derrick“ boom, also described as LICCON monitor 1
– LICCON monitor, illustration **5**
  • User interface for „LICCON job planner“ (only for crane types with three monitors), also described as LICCON monitor 2

Equipment in the crane cab		
Crane type	**Manually actuated master switches**	**LICCON monitors**
LR 1350/1	Three (version illustration **2**)	Two (three*)
LR 1400/2	Three (versions illustration **1**)	Two
LR 1600/2	Three (version illustration **2**)	Three
LR 1600/2–W	Three (version illustration **2**)	Three
LR 1750	Three (version illustration **2**)	Three
LR 1750/2	Three (version illustration **2**)	Three
LG 1750	Three (version illustration **2**)	Three
LR 11350	Three (version illustration **2**)	Three

In the crane operator's cab, two buttons are installed to make it possible to return the crane to a normal operating situation (utilization below 100% and no active shut-off) after shut-off by the LICCON overload protection.

– Set up key **D** („Exceeding the shut-off limits for the LICCON overload protection“ function) on the LICCON monitor with crane operating screen, illustration **3**
– „Luffing in with suspended load “button **5** on the left control panel

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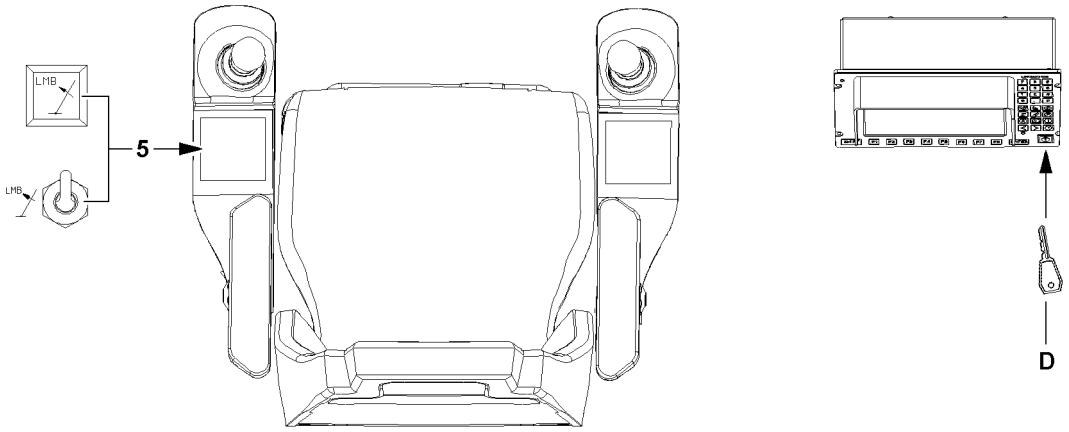

Fig.112333

The „Exceedance of shut-off limits of the LICCON overload protection“ function, which is activated with the set up key **D**, includes the following:

- Exceedance of the maximum permissible load momentum
- Bypass of the hoist top shut-off
- Exceedance of limit values from load charts
- Exceedance of maximum value test point 1 (force F1)
- Allowance of individual, limited crane movements after LMB STOP (error message)
- Completion of crane movements outside of load charts (erection / take-down procedures)

NOTICE

Ì„Exceedance of shut-off limits of the LICCON overload protection“ multi-action function!
If the set up key **D** is actuated, then it is possible to exceed several shut-off limits of the LICCON overload protection simultaneously.
The LICCON overload protection as a whole is deactivated or limited.
There is no additional protection against crane overload.

► When the set up key **D** is actuated, it must be taken into account that the LICCON overload protection as a whole is deactivated or limited.

Note

The set up key **D** has two functions, independent of each other:

► If no crane movement can be carried out due to the shut-off of crane operation by the LICCON overload protection, then by pressing the set up key **D**, a 100 % utilization can be exceeded and / or an active shut-off can be bypassed. The crane can thereby be controlled again in a normal operating condition (utilization below 100 % and no active shut-off).

► When the set up key **D** is actuated, all erection / take-down procedures can be carried out within the erection / take-down charts (assembly operation).

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WARNING
Danger of accident due to the „Exceedance of shut-off limits of the LICCON overload protection“ function!
If the shut off limits of the LICCON overload protection are exceeded, there is no additional protection against crane overload.
Due to erroneous operation or deliberate misuse, the crane could collapse, the boom can break off or the crane can topple over.
Personnel can be severely injured or killed.

- ► The „Luffing in with suspended load“ button **5** and the set up key **D** may only be actuated when it is ensured that the normal operating condition (utilization below 100 % and no active shut-off) cannot be reached without the „Exceedance of shut-off limits of the LICCON overload protection“ function!
- ► Actuate the set up key **D** only when the normal operating condition (utilization below 100 % and no active shut-off) cannot be reached with the „Luffing in with suspended load“ button **5**.
- ► The „Exceedance of shut-off limits of the LICCON overload protection“ function is only permissible in emergencies and for assembly purposes.
- ► The set up key **D** may only be actuated by persons who are aware of the effects of their acts regarding the „Exceedance of shut-off limits of the LICCON overload protection“ function.
- ► The „Exceedance of shut-off limits of the LICCON overload protection“ function requires the presence of an authorized person and must be performed with utmost caution.
- ► Crane operation with the „Exceedance of shut-off limits of the LICCON overload protection“ function activated is prohibited.

WARNING
Expanded working / danger zone of the crane!
Due to the „Exceedance of shut-off limits of the LICCON overload protection“ function it is possible that the working / danger zone of the crane is significantly expanded.
If these circumstances are not observed, collisions and accidents can occur.
Personnel can be severely injured or killed.

- ► With activated „Exceedance of shut-off limits of the LICCON overload protection“ function, take an expanded working / danger zone of the crane into account and monitor it.

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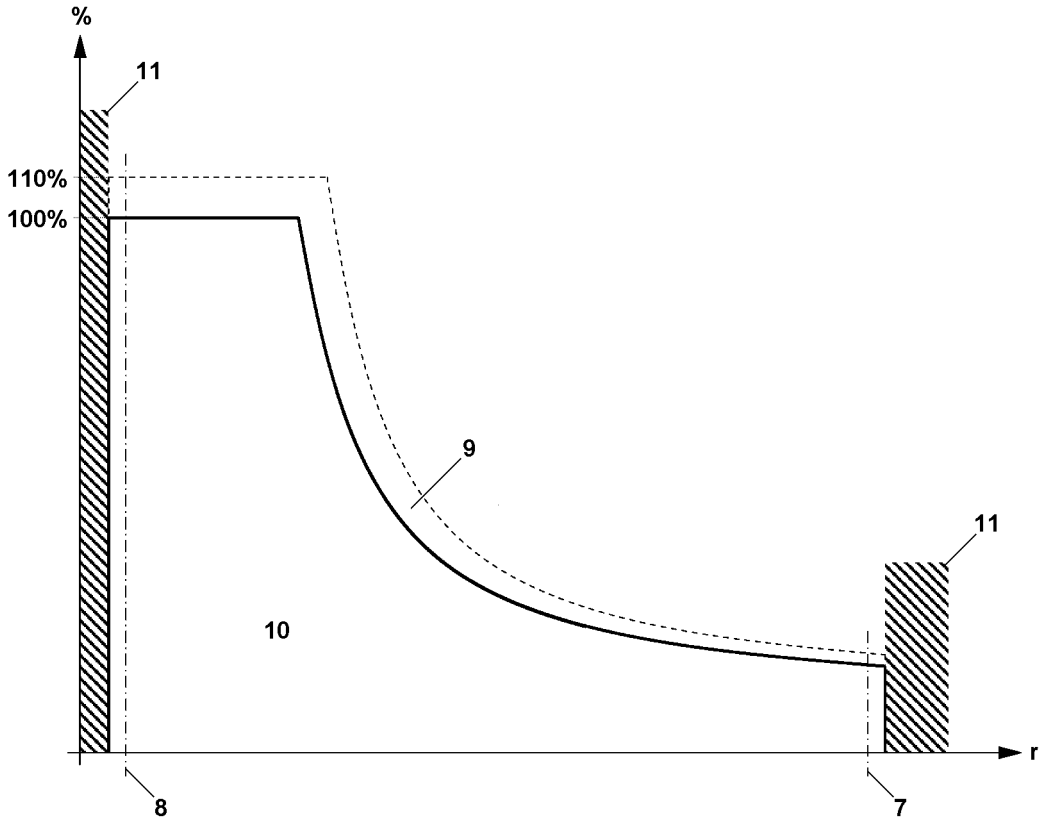

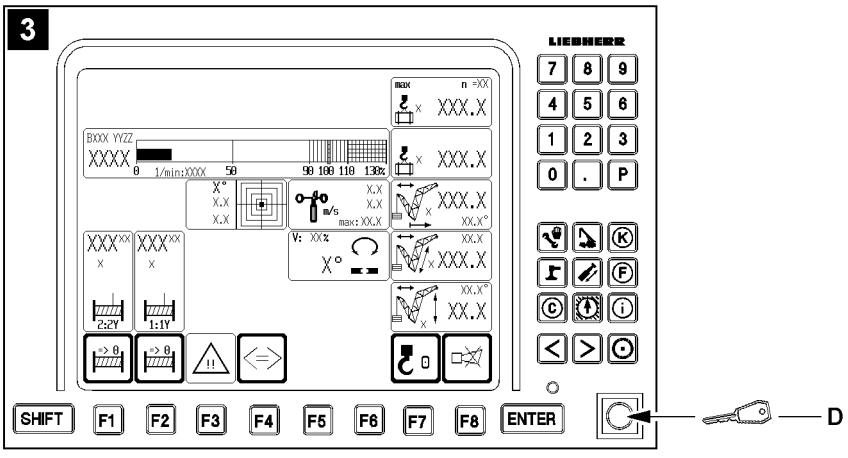

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Fig.163445

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2 Instructions for resuming crane movement: Crane control EN13000:2010 active

Note
The determining factor is how the crane control is configured.
- ► The following section applies to crane control where „EN13000:2010 active“ is programmed.
- ► If „EN13000:2010 not active“ crane control is programmed, the section „Instructions for resuming crane movement: Crane control EN13000:2010 not active“ must be used.
- ► In the case of doubt, contact Customer Service at Liebherr-Werk Ehingen.

WARNING
Danger of accident!
If the following points are not observed, personnel can be severely injured or killed.
- ► The crane operator bears the sole and full responsibility for compliance with the measures to be taken in case of shut-off of crane movement.
- ► The crane operator must make sure, before crane operation, that he is using the correct description for the current programming.

2.1 Overview load chart for cranes with „EN13000:2010 active“ crane control

Axle	Description
r	Boom radius (working radius)
%	Utilization of the crane in percentages

Position	Description
7	Lower limit angle load chart
8	Upper limit angle load chart
9	Utilization up to 110 % with reduced working speed
10	„Load chart available“ range
11	„No load chart available“ range

Note
- ► If the set up key **D** (LICCON monitor with crane operating screen, illustration **3**) is actuated in the „load chart available“ range, then the working speed is reduced and all displays of the LICCON overload protection remain functional.
- ► If the set up key **D** is actuated in the „no load chart available“ range, then the working speed is not reduced.

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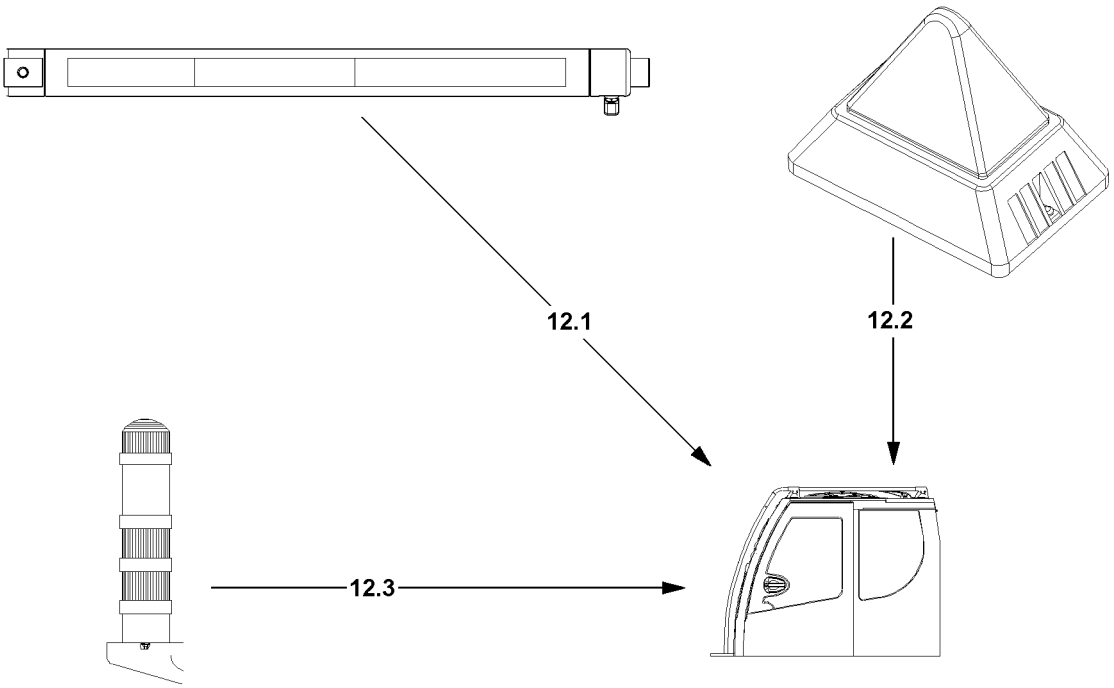

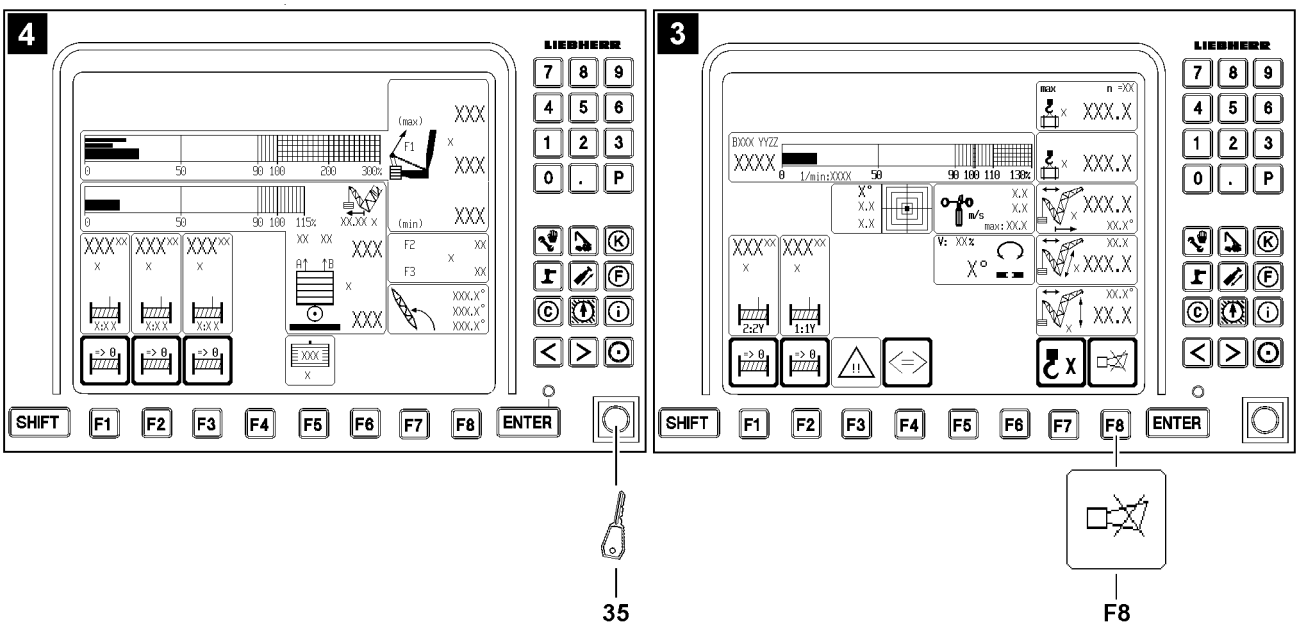

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Fig.111212

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2.2 Overview of acoustic / optical warnings for cranes with „EN13000:2010 active“ crane control

- Depending on the crane type, either a warning light **12.1** or a flashing beacon **12.2** or a combination of flashing beacon **12.2** and warning light*** 12.3**.
- The acoustic warnings within the crane operator's cab are shut off by pressing the button **F8** on the LICCON monitor with crane operating screen (illustration **3**).
- The acoustic warnings outside the crane operator's cab are shut off by actuating the key button **35** on the LICCON monitor with derrick operating screen (illustration **4**).

2.2.1 Description of acoustic / visual warnings

The case numbers from the chart „Overview of case numbers“ are valid for the following charts in this chapter:

- „Acoustic / visual warnings on the LICCON monitor“
- „Warning light 12.1“
- „Flashing beacon 12.2“
- „Warning light 12.3“

Overview of case numbers	
Case number	**Case description**
Case 001	Utilization of crane from 0 % to 89 %
Case 002	Utilization of crane from 90 % to 100 %
Case 003	Utilization of crane over 100 %
Case 004	Shut off of crane movements - LMB STOP
Case 005	Luffing in with suspended load
Case 006	Participating sensor (LMB) defective
Case 010	Exceeding the shut-off limits of the LICCON overload protection
Case 011	Bypass of hoist top shut-off
Case 016	Bypass of luffing down the boom / auxiliary boom / accessories shut-off, „Load chart available“
Case 018	Bypass of luffing down the boom / auxiliary boom / accessories shut-off, „No load chart available“
Case 020	Exceeding the shut-off limits of the LICCON overload protection during erection / take-down procedures, „No load chart available“

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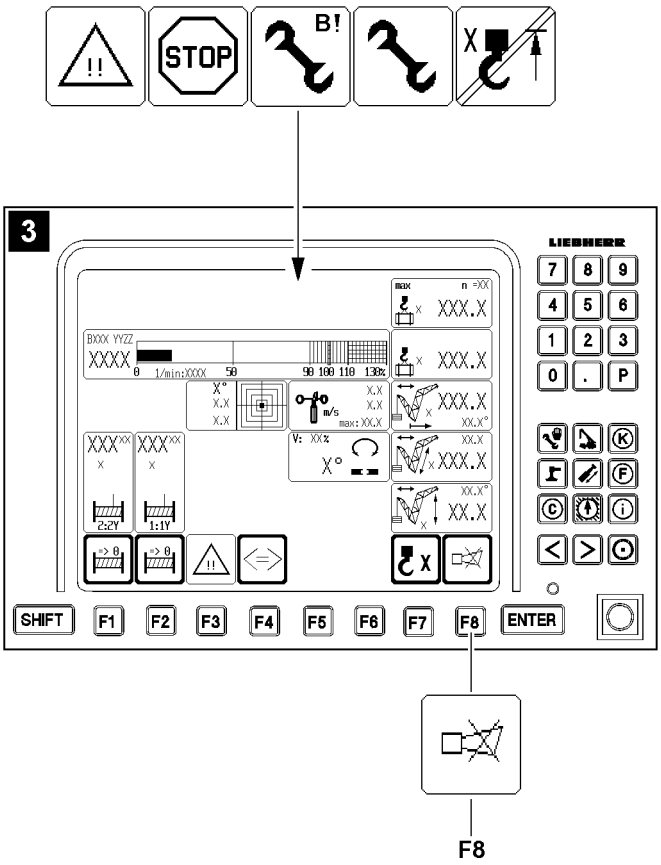

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Fig.111209

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2.2.2 Acoustic / visual warnings within the crane operator's cab

Note
► Description of individual case numbers, see chart „Overview of case numbers“.

Acoustic / visual warnings on the LICCON monitor									
Case number	Acoustic warning on the LICCON monitor at utilization of crane			LICCON monitor visual warning					
	Short sound	Long sound	Long sound	Utilization of crane		Occurrence			
	Above 90 %	Above 100 %	Always	Above 90 %	Above 100 %	LMB STOP	Appears if the set-up key D is actuated		
Case 001							—	—	—
Case 002	X[2]			O			—	—	—
Case 003		X[2]		O	O		—	—	—
Case 004			X[2]		O		—	—	—
Case 005	X[2]	X[2]		O	O		—	—	—
Case 006			X[2]			O	Cannot be bypassed[5]		
Case 010	X[2]	X[2]		O	O		O		
Case 011			X[2]	O	O	O	O		O
Case 016	X[2]	X[2]		O	O		O		
Case 018			X[2]			O		O	
Case 020			X[2]			O		O	

O = cannot be turned off

X[2] = can be turned off immediately on the LICCON monitor key **F8**

Cannot be bypassed[5] = contact Liebherr Service

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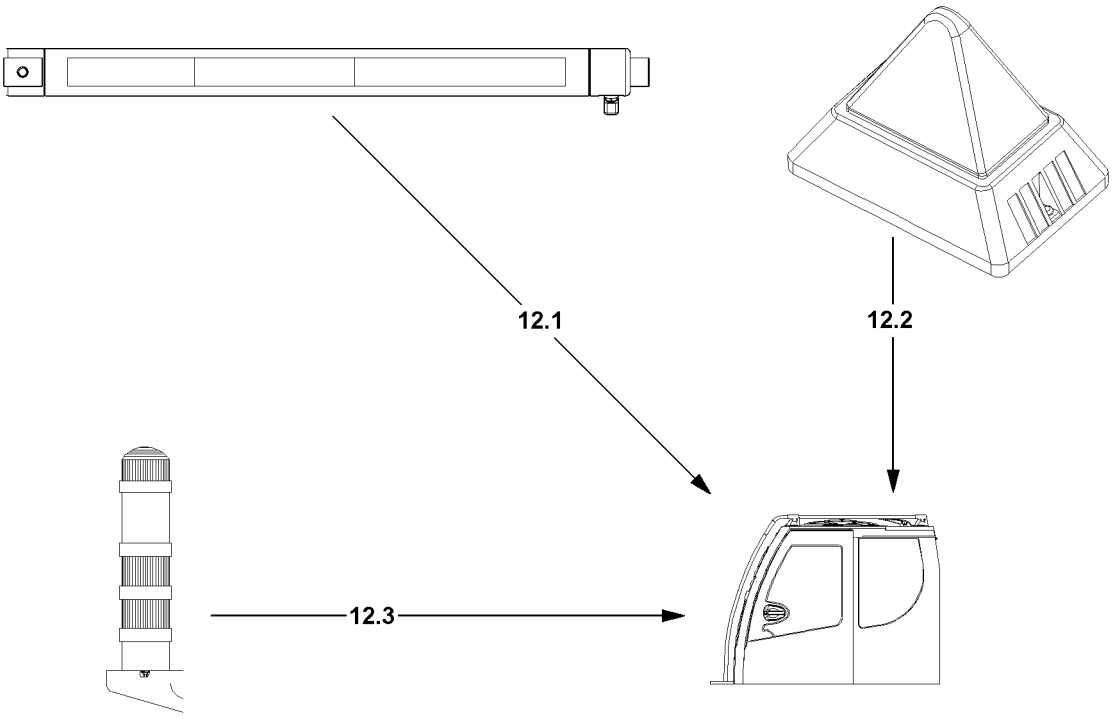

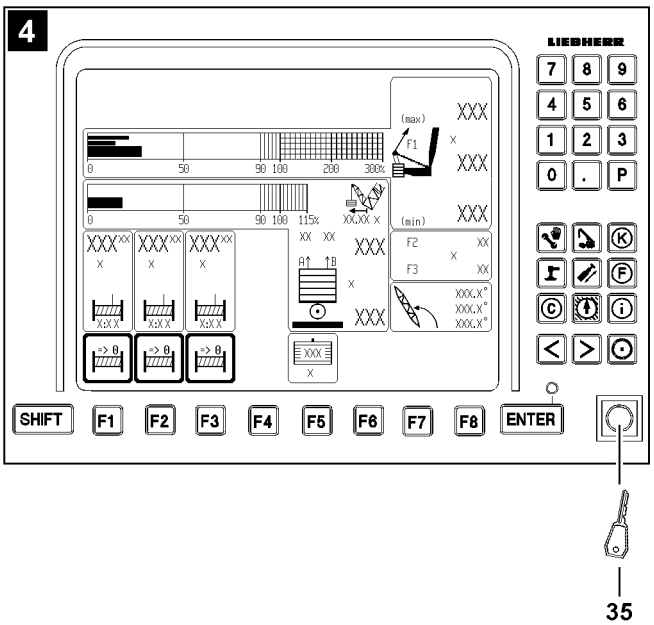

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Fig.111206

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2.2.3 Acoustic / visual warnings outside the crane operator's cab

Note
► Description of individual case numbers, see chart „Overview of case numbers“.

Warning light 12.1					
Case number	**At utilization of crane**	**Acoustic warning**	**Visual warning**		
		Signal turntable	**Green**	**Yellow**	**Red**
Case 001	From 0 % to 89 %		O[1]		
Case 002	From 90 % to 100 %			O[1]	
Case 003	Above 100 %	X[1]			O[1]
Case 004	-				O[1]
Case 005	From 0 % to 89 %		O[1]		
Case 005	From 90 % to 100 %			O[1]	
Case 005	Above 100 %	X[1]			O[2]
Case 006	-				O[1]
Case 010	From 0 % to 89 %		O[1]		
Case 010	From 90 % to 100 %			O[1]	
Case 010	Above 100 % to 110 %			O[2]	
Case 010	Above 110 %	X[1]			O[1]
Case 011	Up to 110 %			O[2]	
Case 011	Above 110 %	O			O[2]
Case 016	From 0 % to 89 %		O[1]		
Case 016	From 90 % to 100 %			O[1]	
Case 016	Above 100 % to 110 %			O[2]	
Case 016	Above 110 %	X[1]			O[1]
Case 018	No value available			O[2]	
Case 020	No value available			O[2]	

O = cannot be turned off

O[1] = warning light **12.1** lights up

O[2] = warning light **12.1** blinks

X[1] = can be turned off by actuating (right touching) the key button **35** on the LICCON monitor with the derrick operating screen (illustration **4**), effective after at least 5 seconds

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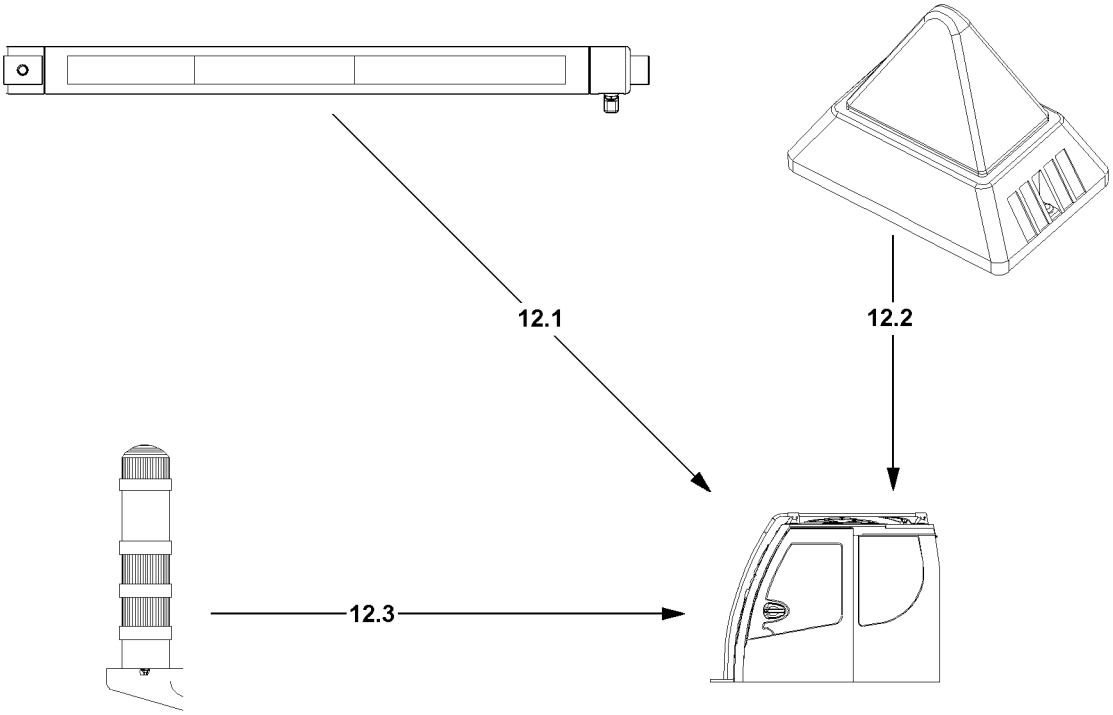

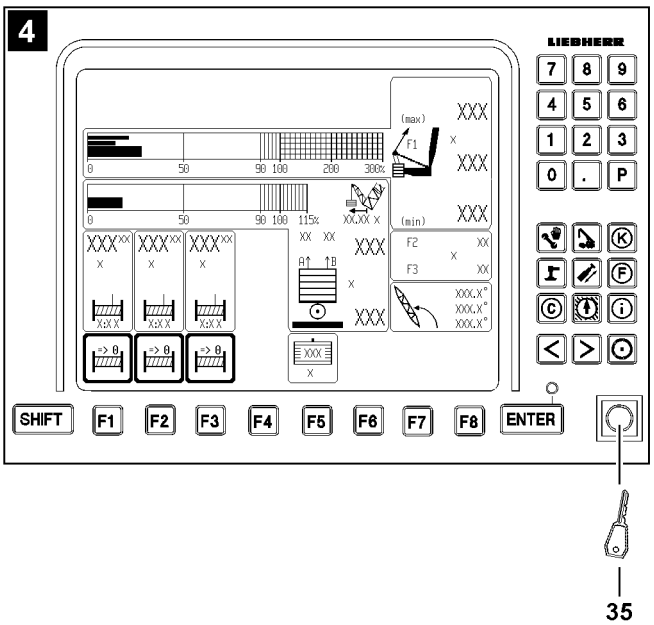

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Fig.111206

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Note
► Description of individual case numbers, see chart „Overview of case numbers“.

Flashing beacon 12.2			
Case number	**At utilization of crane**	**Acoustic warning**	**Visual warning**
		Signal turntable	**Red**
Case 001	0 % to 89 %	-	-
Case 002	90 % to 100 %	-	-
Case 003	Above 100 %	X[1]	O[2]
Case 004	-		O[2]
Case 005	Above 100 %	X[1]	O[2]
Case 006	-		O[2]
Case 010	Above 110 %	X[1]	O[2]
Case 011	Above 110 %	X[1]	O[2]
Case 016	Above 110 %	X[1]	O[2]
Case 018	No value available		O[2]
Case 020	No value available		O[2]

O = cannot be turned off

O[2] = flashing beacon **12.2** blinks

X[1] = can be turned off by actuating (right touching) the key button **35** on the LICCON monitor with the derrick operating screen (illustration **4**), effective after at least 5 seconds

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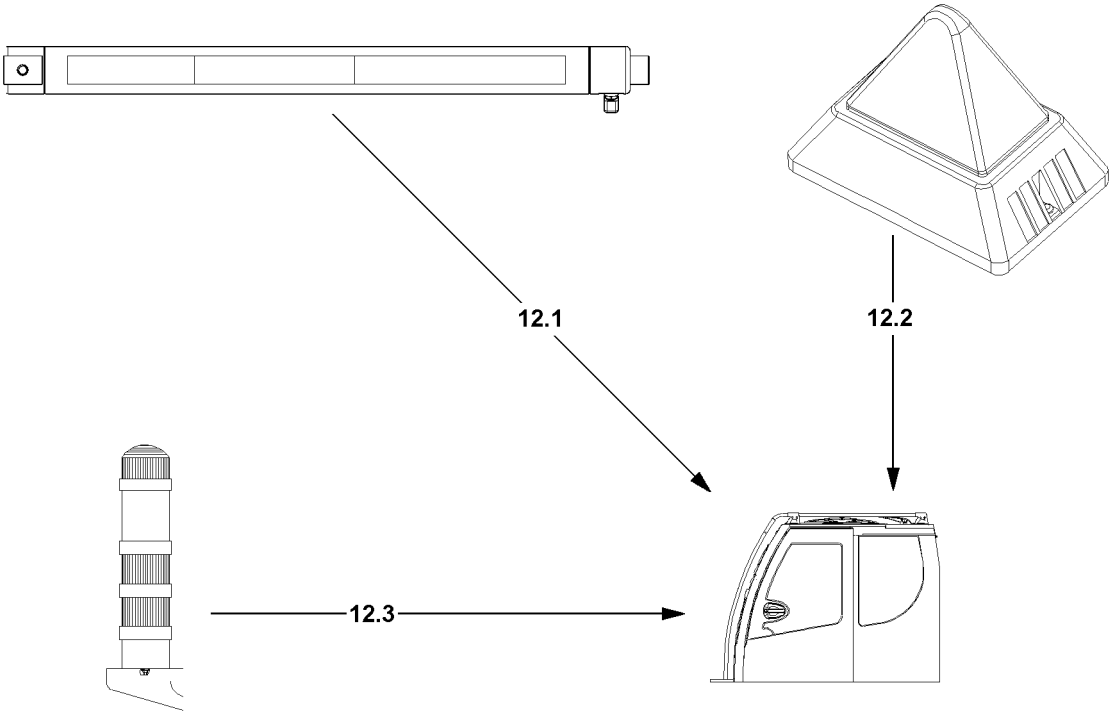

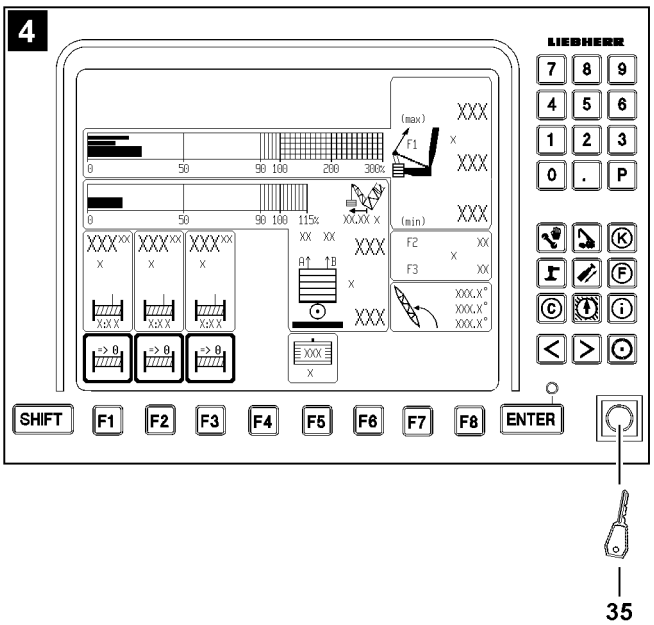

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Fig.111206

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Note
► Description of individual case numbers, see chart „Overview of case numbers“.

Warning light 12.3					
Case number	**At utilization of crane**	**Acoustic warning**	**Visual warning**		
		Signal turntable	**Green**	**Yellow**	**Red**
Case 001	From 0 % to 89 %		O[1]		
Case 002	From 90 % to 100 %			O[1]	
Case 003	Above 100 %	X[1]			O[2]
Case 004	-				O[2]
Case 005	From 0 % to 89 %		O[1]		
Case 005	From 90 % to 100 %			O[1]	
Case 005	Above 100 %	X[1]			O[2]
Case 006	-				O[2]
Case 010	From 0 % to 89 %		O[1]		
Case 010	From 90 % to 110 %			O[1]	
Case 010	Above 110 %	X[1]			O[2]
Case 011	Up to 110 %			O[1]	
Case 011	Above 110 %	X[1]			O[2]
Case 016	From 0 % to 89 %		O[1]		
Case 016	From 90 % to 110 %			O[1]	
Case 016	Above 110 %	X[1]			O[2]
Case 018	No value available				O[2]
Case 020	No value available				O[2]

O = cannot be turned off

O[1] = warning light **12.3** lights up

O[2] = warning light **12.3** blinks

X[1] = can be turned off by actuating (right touching) the key button **35** on the LICCON monitor with the derrick operating screen (illustration **4**), effective after at least 5 seconds

2.3 Monitoring of crane movement

Note
► If the LICCON overload protection turns the crane movement off, then the exact cause for the shut-off must be determined first.
► As a first step, try to reverse the crane movement that caused a shut-off.
► If it is not possible to reverse the affected crane movement, then the additional steps are described in the following sections of the chapter.

Note
► For detailed description of the individually listed icons, see the Crane operating instructions, chapter 4.02.

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The LICCON overload protection carries out the following shut-offs if a limit value is exceeded during crane operation:
- Luffing the main boom up / down shut-off
- Upper limit shut-off angle (OGAW) shut-off
- Luffing the auxiliary boom / accessory up / down shut-off
- Maximum / minimum value test point 1 (force F1) shut-off
- Spooling the winch up / out shut-off
- Hoist top shut-off
- Shut-off due to error message

The LICCON overload protection warns if the limit values are exceeded, but does not turn off:
- Minimum / maximum support forces

2.3.1 Luffing the main boom up / down shut-off

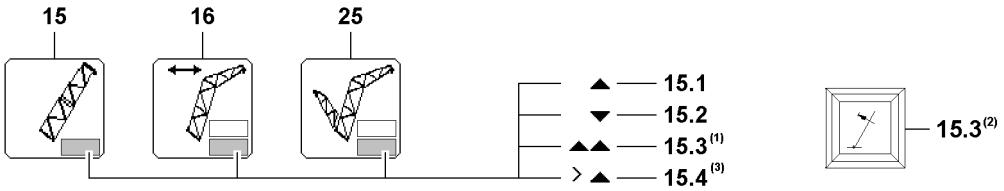

Fig.124701

(1) not LR 1400/2
(2) only LR 1400/2
(3) Only for certain crane types

Icon **15**, or icon **16**, or icon **25** displays in the lower field icon **15.1**, or icon **15.2** or icon **15.4** and the LICCON overload protection has shut off the crane movement.

„Luffing the main boom up“ (icon **15.1**) or „Luffing the main boom down“ (icon **15.2**) or „upper limit shut off angle reached“ (icon **15.4**), was shut off because the upper / lower limit angle of the selected load chart was exceeded / fallen below.

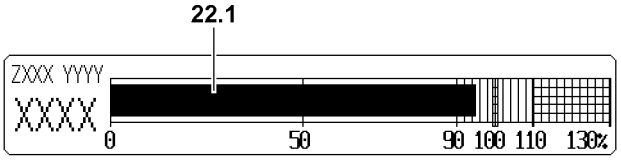

Fig.112340

Note
► If the utilization of the crane is more than 95 % (utilization bar **22.1** exceeds 95 %) and the maximum load according to the load chart (falling load capacity) drops by continuing to luff up the boom, then the icon **15.1** also appears and the „Luffing the main boom up“ crane movement is turned off.

If the icon / warning light **15.3** appears, then:
- **either** it was luffed up to a limit switch or the limit switch has turned off the „Luffing the main boom up“ crane movement
- **or** there is an error on one of the „Main boom top“ limit switches

The icon **15.1** appears and the „Luffing the main boom up“ crane movement was turned off:

► Luff the main boom down.

Result:

– Crane operation is possible again.

The icon **15.2** appears and the „Luffing the main boom down“ crane movement was turned off:

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► Luff the main boom up.

Result:

– Crane operation is possible again.

The icon / warning light **15.3** appears and the „Luffing the main boom up“ crane movement was turned off:

► Luff the main boom down.

Result:

– Crane operation is possible again.

Problem remedy
Does the icon / warning light **15.3** appear continuously?
If an icon / warning light **15.3** appears without having luffed the main boom up to a limit switch, then there may be an error in the „Main boom top“ limit switches.
► Check if there is an error message from the LICCON computer system, see the Diagnostics manual.
► If yes: Remedy the error immediately.

The icon **15.4** appears and the „Luffing the main boom up“ crane movement (upper limit shut off angle) was turned off:

► Luff the main boom down.

Result:

– Crane operation is possible again.

WARNING
Limited warning functions!
If one of the double version limit switches is not ok and the crane is continued to be operated, then the warning functions of the LICCON overload protection are limited.
► The crane can only be operated in an emergency after failure of a double version limit switch.

► Carry out crane movements in such a way that no repeated shut-off by the LICCON overload protection occurs.

2.3.2 Luffing the auxiliary boom / accessory up / down shut-off

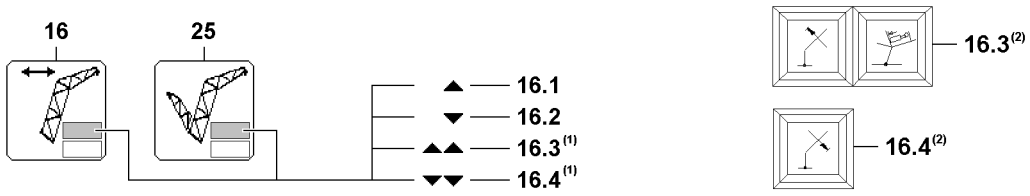

Fig.124702

(1) not LR 1400/2 (2) only LR 1400/2

Icon **16** or icon **25** displays in the upper field icon **16.1** or icon **16.2** and the LICCON overload protection has shut off the crane movement.

„Luffing the auxiliary boom / accessory up“ (symbol **16.1**) or „Luffing the auxiliary boom / accessory down“ (symbol **16.2**) was shut off because the upper / lower limit angle of the selected load chart was exceeded / fallen below.

If the icon / warning light **16.3** appears, then:
– **either** it was luffed up to a limit switch and the limit switch has turned off the crane movement „Luffing the auxiliary boom / accessory up“ crane movement

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– **or** the mechanical relapse support has turned off the „Luffing the auxiliary boom / accessory up“ crane movement
– **or** there is an error in one of the „Auxiliary boom / accessory top“ limit switches.

If the icon / warning light **16.4** appears, then:
– **either** it was luffed down to an „Auxiliary boom / accessory bottom“ and the limit switch has turned off the „Luffing the auxiliary boom / accessory up“ crane movement
– **or** there is an error in one of the „Auxiliary boom / accessory bottom“ limit switches.

The icon **16.1** appears and the „Luffing the auxiliary boom / accessory up“ crane movement was turned off:

► Luff the auxiliary boom / accessory down.

Result:

– Crane operation is possible again.

The icon **16.2** appears and the „Luffing the auxiliary boom / accessory down“ crane movement was turned off:

► Luff the auxiliary boom / accessory up.

Result:

– Crane operation is possible again.

The icon / warning light **16.3** appears and the „Luffing the auxiliary boom / accessory up“ crane movement was turned off:

► Luff the auxiliary boom / accessory down.

Result:

– Crane operation is possible again.

Problem remedy
Does the icon / warning light **16.3** appear continuously?
If an icon / warning light **16.3** appears without having luffed up to a limit switch, then there may be an error in the „Auxiliary boom / accessory top“ limit switches.
► Check if there is an error message from the LICCON computer system, see the Diagnostics manual.
► If yes: Remedy the error immediately.

The icon / warning light **16.4** appears and the „Luffing the auxiliary boom / accessory down“ crane movement was turned off:

► Luff the auxiliary boom / accessory up.

Result:

– Crane operation is possible again.

Problem remedy
Does the icon / warning light **16.4** appear continuously?
If an icon / warning light **16.4** appears without having luffed down to a limit switch, then there may be an error in the „Auxiliary boom / accessory bottom“ limit switches.
► Check if there is an error message from the LICCON computer system, see the Diagnostics manual.
► If yes: Remedy the error immediately.

WARNING
Limited warning functions!
If one of the double version limit switches is not ok and the crane is continued to be operated, then the warning functions of the LICCON overload protection are limited.
► The crane can only be operated in an emergency after failure of a double version limit switch.

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► Carry out crane movements in such a way that no repeated shut-off by the LICCON overload protection occurs.

2.3.3 Maximum / minimum value test point 1 (force F1) shut-off

Note

- ► The force determined in test point 1 is generally described as $F1_{actual}$ (actual value F1).
- ► The icon **17** (F1-load display) displays the force relationship both in number values as well as a bar display (called the F1-bar display).
- ► The value $F1_{max\text{-}operation}$ **17.3** corresponds to 100 % on the F1-bar display.
- ► The F1-utilization bar **17.1** shows the relationship $F1_{actual}$ **17.2** to $F1_{max\text{-}operation}$ **17.3**.
- ► During crane operation without derrick ballast, fewer values may be shown in the icon **17** (F1-load display).

Maximum value F1 during crane operation shut-off

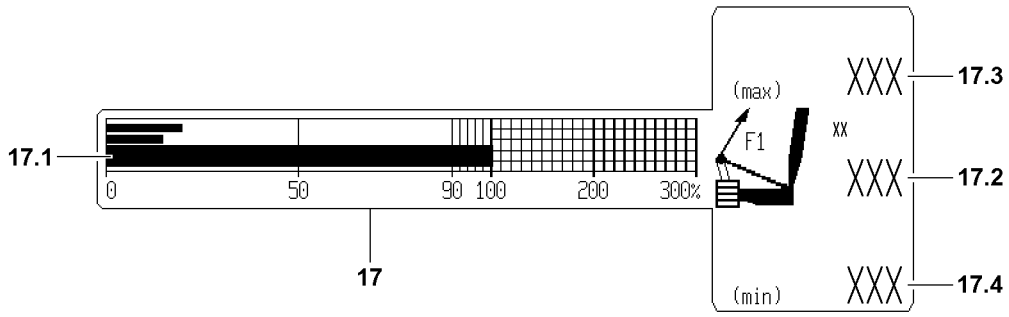

Fig.110991

In the icon **17** (F1-load display) the F1-utilization bar **17.1** exceeds the 100 % mark and the LICCON overload protection has shut off the crane movement. The value $F1_{actual}$ **17.2** has exceeded the value $F1_{max\text{-}operation}$ **17.3**.

All further movements, which lead to an increase of the force F1(value $F1_{actual}$) are shut off.

► Reverse any crane movement that has caused the shut-off.
or
Initiate an alternative crane movement, which lowers the force F1 (value $F1_{actual}$).

Result:

– Crane operation is possible again.

Problem remedy

The crane operation is limited because the value $F1_{max\text{-}operation}$ was apparently reached too early?

- ► Make sure that a valid set up configuration has been entered in the LICCON computer system.
- ► Make sure that the crane is assembled according to the assembly drawings.
- ► Make sure that the actual set up configuration and the entered set up configuration of the crane match.
- ► Make sure that all attachment parts and guy rods on the boom system that are not needed have been removed (weight).
- ► Make sure that the boom system is free of snow and ice (weight).
- ► Make sure that the wind influence on the crane is not too great.

If no irregularities can be found:

► Contact Liebherr Customer Service.

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Minimum value F1 during crane operation shut-off

Note

► A minimum value F1 ($F1_{min}$) shut-off only occurs in operating modes with derrick ballast. The status $F1_{actual}$ = $F1_{min}$ cannot be reached in all other operating modes.

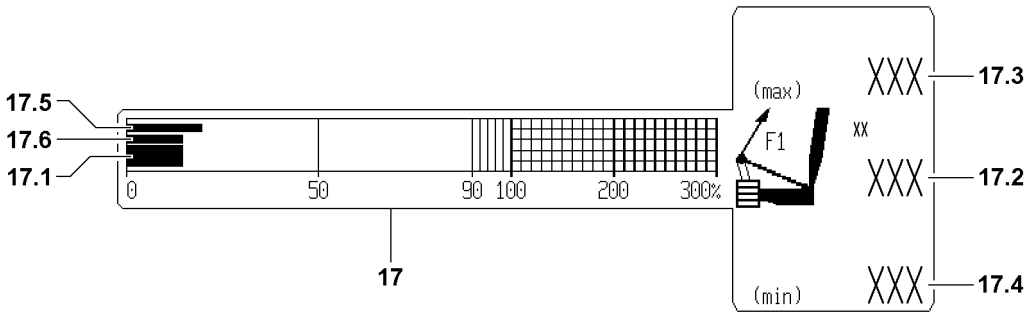

Fig.110992

In the icon **17** (F1-load display), when falling below the $F1_{min}$ **17.5** advance warning bar, a warning of the upcoming shut-off is issued by the F1-utilization bar **17.1**.

If the F1-utilization bar **17.1** falls below the $F1_{min}$ STOP bar **17.6**, then the LICCON overload protection shuts off the crane movement. The value $F1_{actual}$ **17.2** has fallen below the value $F1_{min}$ **17.4**.

Note

Shut-off $F1_{min}$

► If the utilization of the derrick ballast is below 50 %, then there is no immediate shut-off when falling below value $F1_{min}$.

All further movements, which lead to an decrease of the force F1 (value $F1_{actual}$) are shut off.

► Reverse any crane movement that has caused the shut-off.
or
Initiate an alternative crane movement that increases the force F1 (value $F1_{actual}$).

Result:

– Crane operation is possible again.

Problem remedy

Is crane operation limited because the value $F1_{min}$ was apparently reached too early?

► Make sure that a valid set up configuration has been entered in the LICCON computer system.
► Make sure that the crane is assembled according to the assembly drawings.
► Make sure that the actual set up configuration and the entered set up configuration of the crane match.
► Make sure that all attachment parts and guy rods on the boom system that are not needed have been removed (weight).
► Make sure that the boom system is free of snow and ice (weight).
► Make sure that the wind influence on the crane is not too great.

If no irregularities can be found:

► Contact Liebherr Customer Service.

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2.3.4 Spooling the winch up / out shut-off

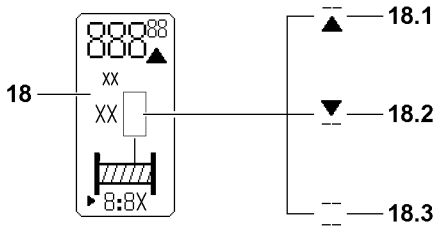

Fig.110878

The icon **18** displays icon **18.1**, icon **18.2** or icon **18.3** and the LICCON overload protection has shut off crane movement.

„Spooling the winch out“ (icon **18.1**) or „spooling the winch up“ (icon **18.2**) was shut off because the upper / lower limit value of the rope for the selected winch was exceeded or fallen below.

If icon **18.3** appears blinking in the icon **18**, then the affected winch is deactivated.

The icon **18.1** appears and the „Spooling the winch out“ crane movement was turned off:

► Spool the winch up.

Result:

– Crane operation is possible again.

The icon **18.2** appears and the „Spooling the winch up“ crane movement was turned off:

► Spool the winch out.

Result:

– Crane operation is possible again.

The line / line **18.3** appears and the winch is deactivated:

► Activate the winch, see the Crane operating instructions, chapter 4.02.

Result:

– Crane operation is possible again.

2.3.5 Hoist top shut-off

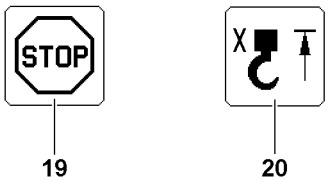

Fig.110875

The icon **19** and hoist top icon **20** appear on the LICCON monitor and the LICCON overload protection has turned off the crane movement.

Spooling the hoist winch up was turned off because the hook block or the load hook has run against a hoist limit switch weight during the upward movement and the affected hoist limit switch was triggered.

WARNING
Property damage / falling load!
► After spool hoist winch up (hoist top) shut-off, for every further crane movement, the distance between the hook block / load hook and the boom head must be checked.

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Note
► After a hoist top shut-off occurred, further crane movements, which affect the length of the hoist rope are also shut off.

► Spool the hoist winch out.

Result:

– Crane operation is possible again.

2.3.6 Shut-off due to error message

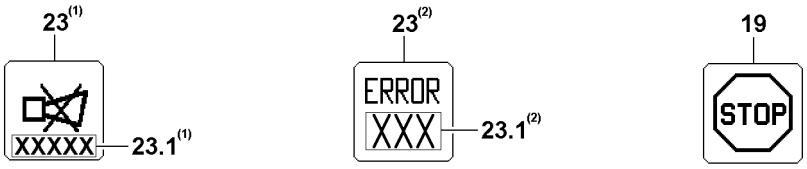

Fig.112331

(1)not LR 1400/2 (2) only LR 1400/2

An error message appears the icon, the **19**icon **23** appears on the LICCON monitor and the LICCON overload protection has turned off the crane movement.

► Determine the existing error with the help of the error message from the error field **23.1** in the icon **23**, see the Diagnostics manual.
► Rectify the error.

If the error cannot be remedied:
► Contact Liebherr Customer Service.

Problem remedy
Is erection of the crane, for example after assembly at a new job site or with another set up configuration, not possible due to an error message?
► Evaluate the error message.
► Make sure that all electrical connections are established correctly.
► Check if all sensors or dummy plugs with integrated electrics have been connected properly.

Note
► If there is a defect in a participating sensor (LMB), then the crane can no longer be operated in a normal operating condition. Contact Liebherr Service and fix / replace the sensor.

2.3.7 Minimum / maximum support forces

Note
► This applies only for cranes with support force monitoring*.
► Description of support force monitoring, see the Crane operating instructions, chapter 4.02.

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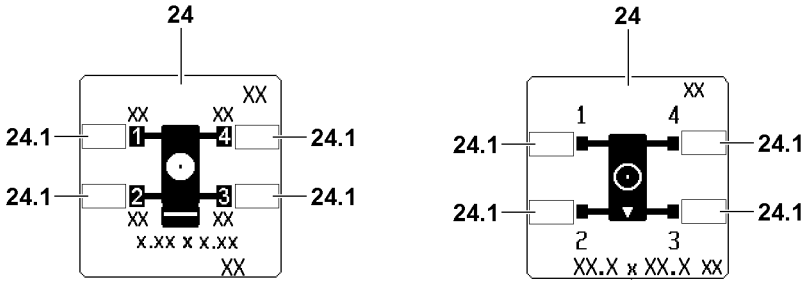

Fig.110881

WARNING
The crane can topple over!
When reaching the programmed minimum / maximum support forces, there is no automatic shut-off of crane movements.
The displayed support force values are subjected to fluctuating influences, for example crane control, surrounding and environmental influences.
The resulting tolerance field of the determined values may not be utilized by the support force display to determine the tipping limit of the crane.
If this is disregarded, then the crane can topple over.
Personnel can be severely injured or killed.

- ► The displayed support force values of the support force display may not be used to utilize the crane up to the tipping limit.
- ► Make sure that all support force values are within the minimum / maximum support forces.

The icon **24** (depending on the crane, similar to the left or right illustration) is shown on the LICCON monitor with blinking value in one or several fields **24.1**. Blinking values in the fields **24.1** signal exceedance of the minimum / maximum support forces.

- ► Reverse the crane movements which caused the support forces to be outside the minimum / maximum values.

Result:

- – All values in the fields **24.1** are within the minimum / maximum support forces.

- ► Carry out crane movements in such a way that the support forces always remain within the minimum / maximum values.

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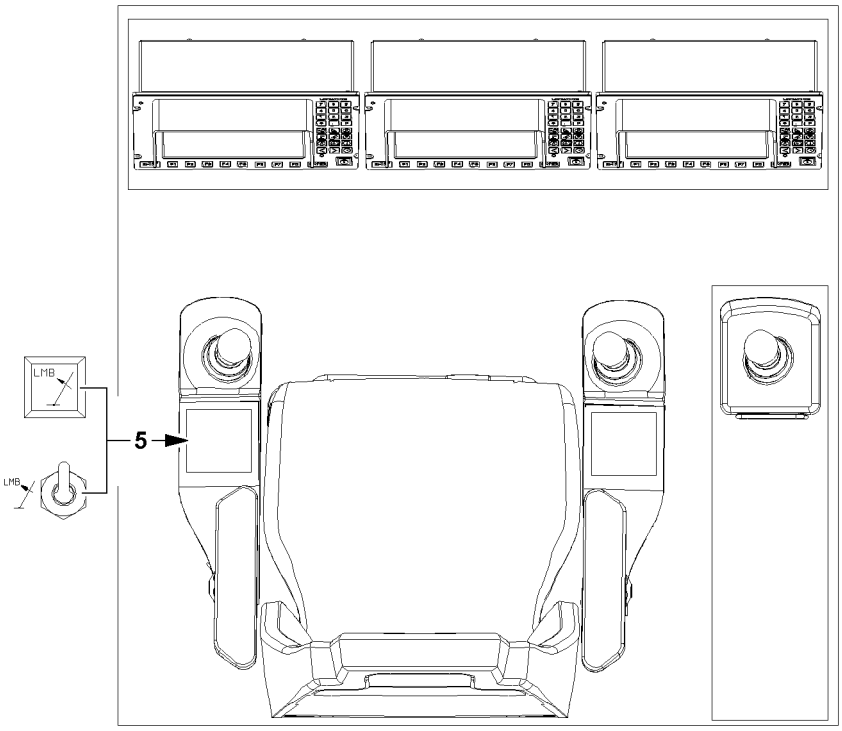

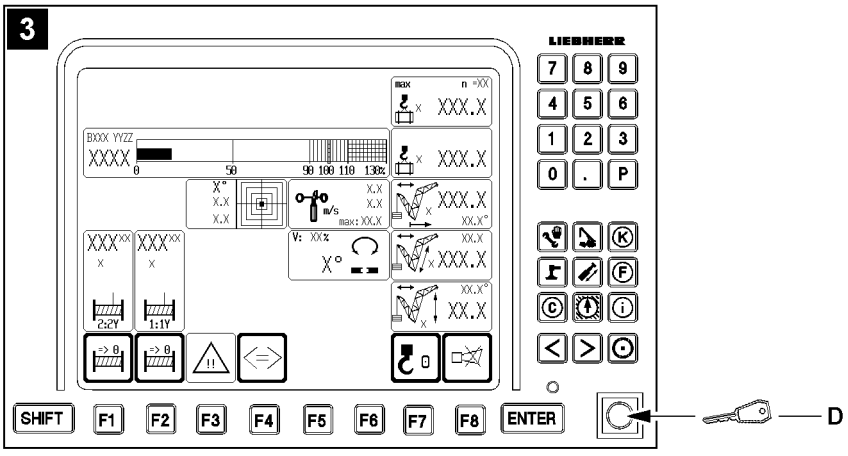

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Fig.112334

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2.4 Shut-off of crane movement: LMB STOP by LICCON overload protection

WARNING
Risk of overload and toppling the crane!
If the shut-off limits of the LICCON overload protection are exceeded without knowing the exact cause for the shut-off by the LICCON overload protection, then the crane can be overloaded and topple over.
Personnel can be severely injured or killed.
- ► Before activating the „Exceedance of shut-off limits of the LICCON overload protection“ function, determine the exact cause for the shut-off.

WARNING
Danger of accident due to the „Exceedance of shut-off limits of the LICCON overload protection“ function!
If the shut off limits of the LICCON overload protection are exceeded, there is no additional protection against crane overload.
Due to erroneous operation or deliberate misuse, the crane could collapse, the boom can break off or the crane can topple over.
Personnel can be severely injured or killed.
- ► The „Luffing in with suspended load“ button **5** and the set up key **D** may only be actuated when it is ensured that the normal operating condition (utilization below 100 % and no active shut-off) cannot be reached without the „Exceedance of shut-off limits of the LICCON overload protection“ function!
- ► Actuate the set up key **D** only when the normal operating condition (utilization below 100 % and no active shut-off) cannot be reached with the „Luffing in with suspended load“ button **5**.
- ► The „Exceedance of shut-off limits of the LICCON overload protection“ function is only permissible in emergencies and for assembly purposes.
- ► The set up key **D** may only be actuated by persons who are aware of the effects of their acts regarding the „Exceedance of shut-off limits of the LICCON overload protection“ function.
- ► The „Exceedance of shut-off limits of the LICCON overload protection“ function requires the presence of an authorized person and must be performed with utmost caution.
- ► Crane operation with the „Exceedance of shut-off limits of the LICCON overload protection“ function activated is prohibited.

WARNING
Expanded working / danger zone of the crane!
Due to the „Exceedance of shut-off limits of the LICCON overload protection“ function it is possible that the working / danger zone of the crane is significantly expanded.
If these circumstances are not observed, collisions and accidents can occur.
Personnel can be severely injured or killed.
- ► With activated „Exceedance of shut-off limits of the LICCON overload protection“ function, take an expanded working / danger zone of the crane into account and monitor it.

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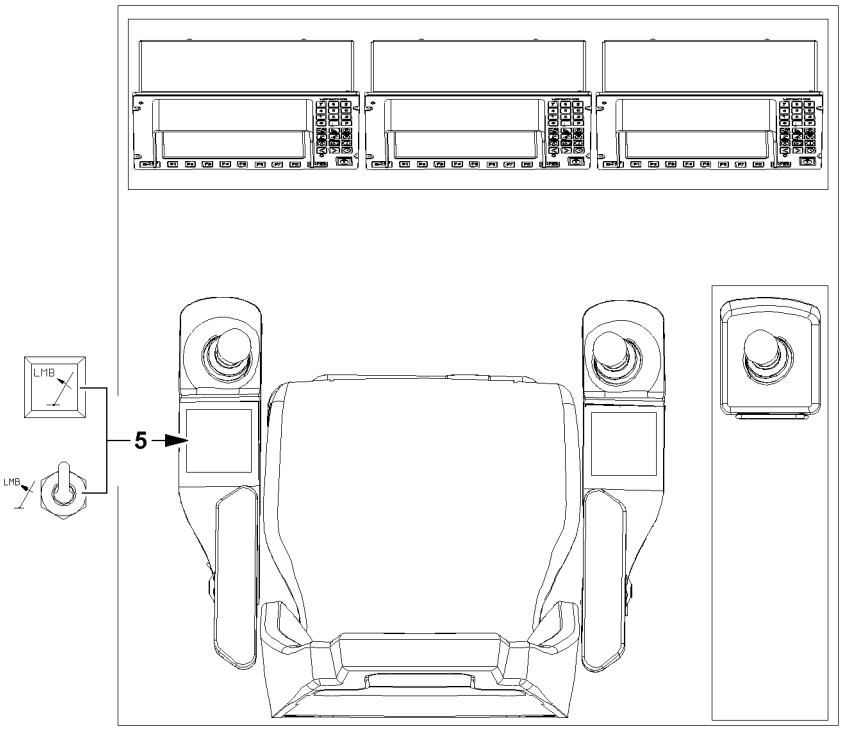

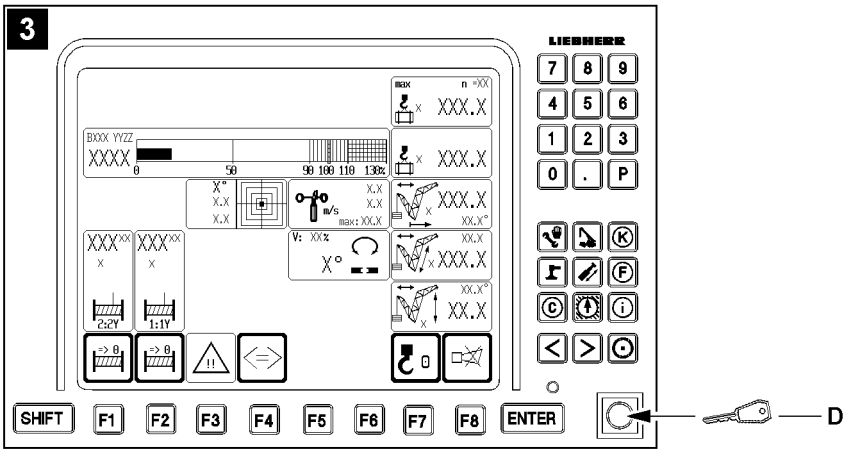

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Fig.112334

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WARNING
Overload of the crane!
When picking up a load by luffing the boom up, the crane can be overloaded.
This could result in serious accidents.
► Picking up a load by luffing up the boom is prohibited.
► Pick up a load only with the hoist gear.

Note
► If the „set up key“ is actuated in the load chart available **D** range, then the working speed is reduced.
► If the set up key **D** is actuated in the „no load chart available“ range, then the working speed is not reduced.

There are two possibilities for exceeding the shut-off limits of the LICCON overload protection after an LMB STOP:
– With the „Luffing in with suspended load“ button **5** on the left control panel
– With the set up key **D** on the LICCON monitor with crane operating screen, see illustration **3**

NOTICE
Danger of mix up!
The „Exceedance of shut-off limits of LICCON overload protection“ function can only be activated with the set up key **D** on the LICCON monitor with crane operating screen, see illustration **3**.
The key buttons on the other monitors are not assigned with this function.
► Do not mix up the set up key **D** with the other key buttons.
► In case of mix up: Deactivate the activated function.

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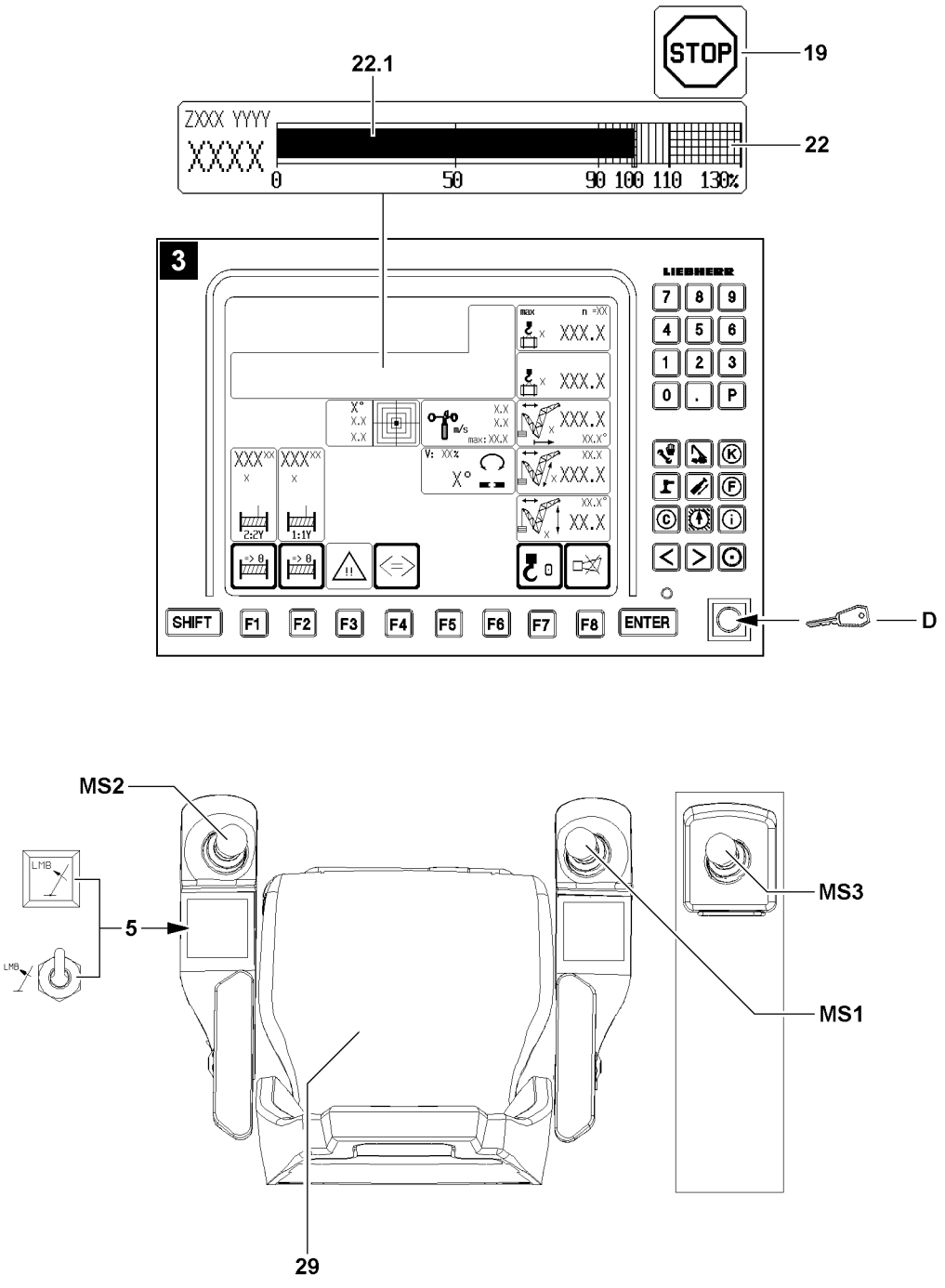

Fig.112335

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2.4.1 Luffing in with a suspended load

If the maximum permissible load torque is exceeded, the LICCON overload protection turns off all crane movements that increase the load torque.

In the icon **22** (load momentum display) the utilization bar **22.1** has exceeded the 100 % mark and the icon **19** appears on the LICCON monitor.

This shut-off limit can be exceeded by actuating the „Luffing in with suspended load“ button **5**.

Make sure that the following prerequisite is met:
– Either the seat contact button **29** or one of the buttons **1** of the master switches (MS1, MS2, MS3) is actuated.

Note
► If the load is reduced by luffing up, then the Luffing in with suspended load **5** „button“ is possibly not functioning.
► For the procedure when the „Luffing in with suspended load“ button **5** is not functioning, see section „Exceedance of maximum permissible load momentum“.

► Press the „Luffing in with suspended load“ and hold it function key **5**.

Result:

– The LICCON overload protection is inactive.

► Luff the load in.

Result:

– If the crane reaches a normal operation status (utilization below 100 % and no active shut-off) then the icon **19** turns off, normal crane operation is possible again.

The „Luffing in with suspended load“ function is deactivated:
– When the „Luffing in with suspended load“ function key **5** is no longer actuated.
– If neither the seat contact button **29** nor one of the buttons **1** of the master switches (MS1, MS2, MS3) is actuated.
– In case of defect of an associated sensor (LMB).
– At engine stop.

The „Luffing in with a suspended load“ function is deactivated:
– The LICCON overload protection is active.

► Carry out crane movements in such a way that no repeated shut-off by the LICCON overload protection occurs.

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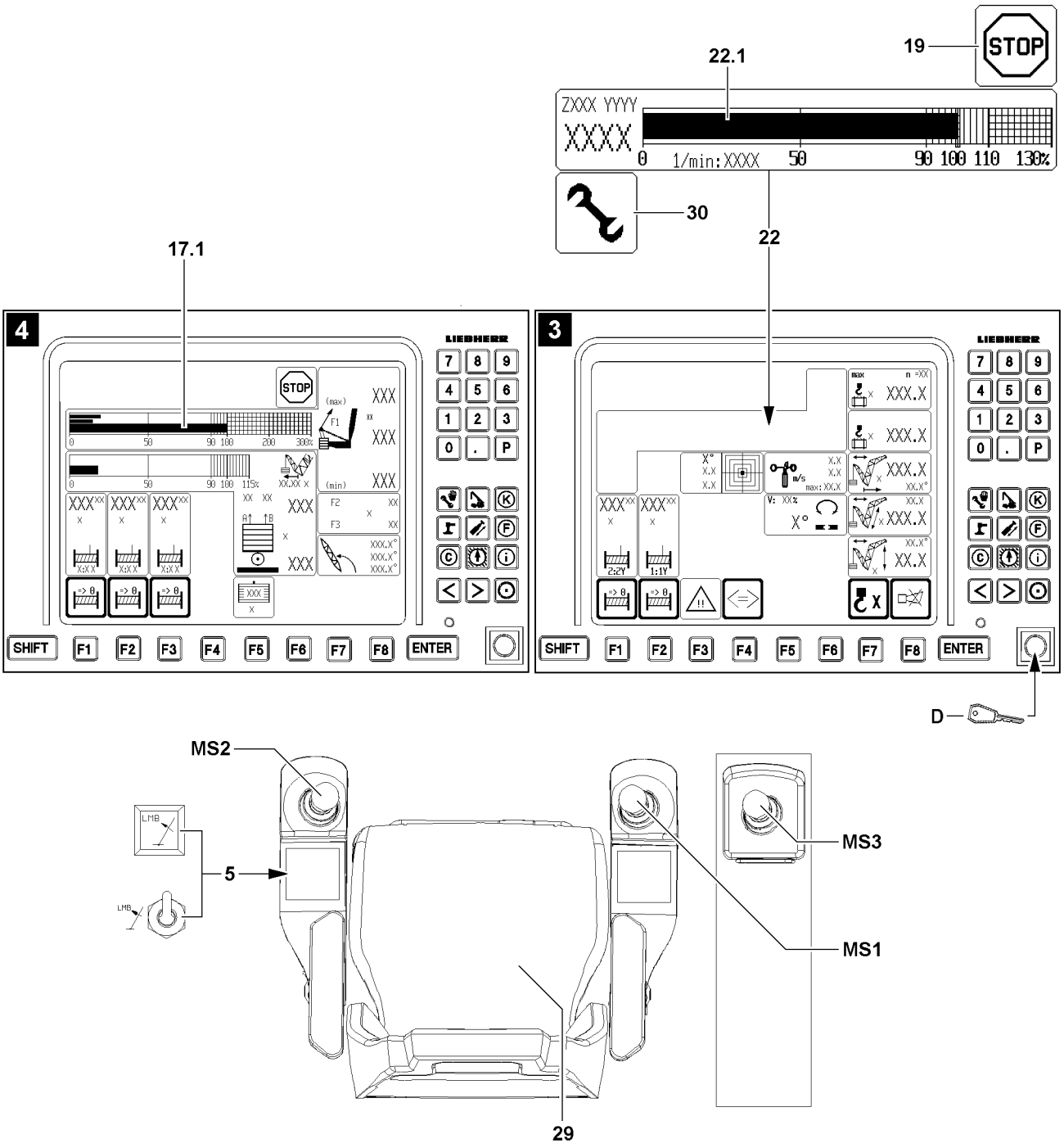

Fig.112336

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2.4.2 Exceedance of the maximum permissible load momentum

If the maximum permissible load torque is exceeded, the LICCON overload protection turns off all crane movements that increase the load torque.

In the icon **22** (load momentum display) the utilization bar **22.1** has exceeded the 100 % mark and the icon **19** appears on the LICCON monitor.

This shut-off can be exceeded by the set up key **D** in the „right touching“ position.

WARNING
Shut-off safety equipment!
If the „Exceedance of shut-off limits“ function of the LICCON overload protection is activated by actuating the set up key **D** then it is possible to exceed the maximum permissible load momentum. The „Exceedance of maximum value test point 1“ function is automatically activated too. Therefore a shut-off does not take place when exceeding the maximum value test point 1.
- ► All notes regarding the „Exceedance of shut-off limits of LICCON overload protection“ function must be observed.
- ► The utilization bar $F1_{actual}$ **17.1** of the F1 load display must be observed.

Note
- ► In emergency situations, the „Exceedance of shut-off limits of the LICCON overload protection“ function can be activated with the set up key **D** and the maximum permissible load momentum can be exceeded by 10 % to maximum 110 %.

The set up key **D** on the LICCON monitor has two positions:
- – Operating position (not actuated): The crane is in normal operation.
- – Position to right (touching): The „Exceedance of shut-off limits of the LICCON overload protection“ function is activated, the assembly icon **30** appears on the LICCON monitor.

Make sure that the following prerequisites are met:
- – With the „Luffing in with suspended load“ button **5**, no normal operating condition (utilization below 100 % and no active shut-off) can be reached.
- – All master switches (MS1, MS2, MS3) are in the zero position (not deflected).
- – Either the seat contact button **29** or one of the buttons **1** of the master switches (MS1, MS2, MS3) is actuated.
- – Radio operation* is not active.
- – The load momentum display 110 % has not been reached and a load chart is available.

- ► Turn the set up key **D** to the right (touching).

Result:

- – The LICCON overload protection is inactive.
- – The assembly icon **30** appears on the LICCON monitor.
- – The working speed in the „Load chart available“ range is reduced for all functions.

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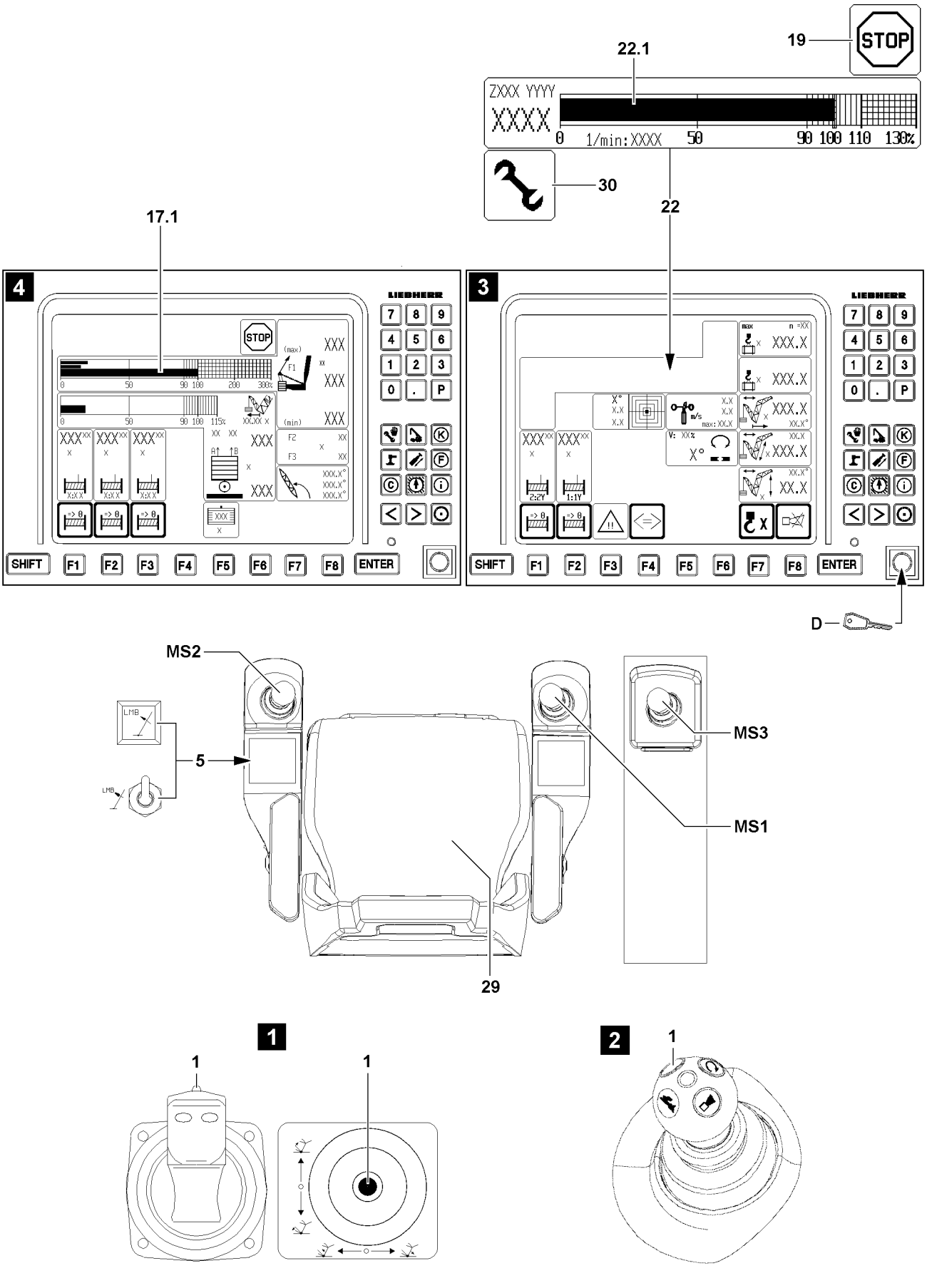

Fig.112336

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► Initiate crane movements which directly lead to a normal operating status (utilization below 100 % and no active shut-off).

Result:

– If a crane reaches a normal operation status (utilization below 100 % and no active shut off), then the „Exceedance of shut-off limits of the LICCON overload protection“ function shuts off, the assembly icon **30** and icon **19** on the LICCON monitor turns off.

In addition, the „Exceedance of shut-off limits of LICCON overload protection“ function turns off immediately:
– If the set up key **D** is actuated again.
– If all master switches (MS1, MS2, MS3) are in the zero position for 10 seconds (with load chart available).
– If neither the seat contact button **29** nor one of the buttons **1** of the master switches (MS1, MS2, MS3) is actuated.
– If radio operation***** is activated.
– At engine stop.
– At hoist top shut-off.
– When leaving the angle range of the load chart.
– When the utilization bar **22.1** (load momentum display) exceeds a utilization of 110 %.

Note
► The „Exceedance of shut-off limits of the LICCON overload protection“ function is only turned off when the assembly icon **30** on the LICCON monitor turns off.
► If the „Exceedance of shut-off limits of the LICCON overload protection“ function does not turn off after pressing the set up key **D** once, then press the set up key **D** again until the assembly icon **30** on the LICCON monitor turns off.

The „Exceedance of shut-off limits of the LICCON overload protection“ function has / was shut off:
– The assembly icon **30** on the LICCON monitor turns off.
– The working speed is reduced until all master switches (MS1, MS2, MS3) are in zero position at the same time.

► Make sure that the assembly icon **30** no longer appears on the LICCON monitor.
► Carry out crane movements in such a way that no repeated shut-off by the LICCON overload protection occurs.

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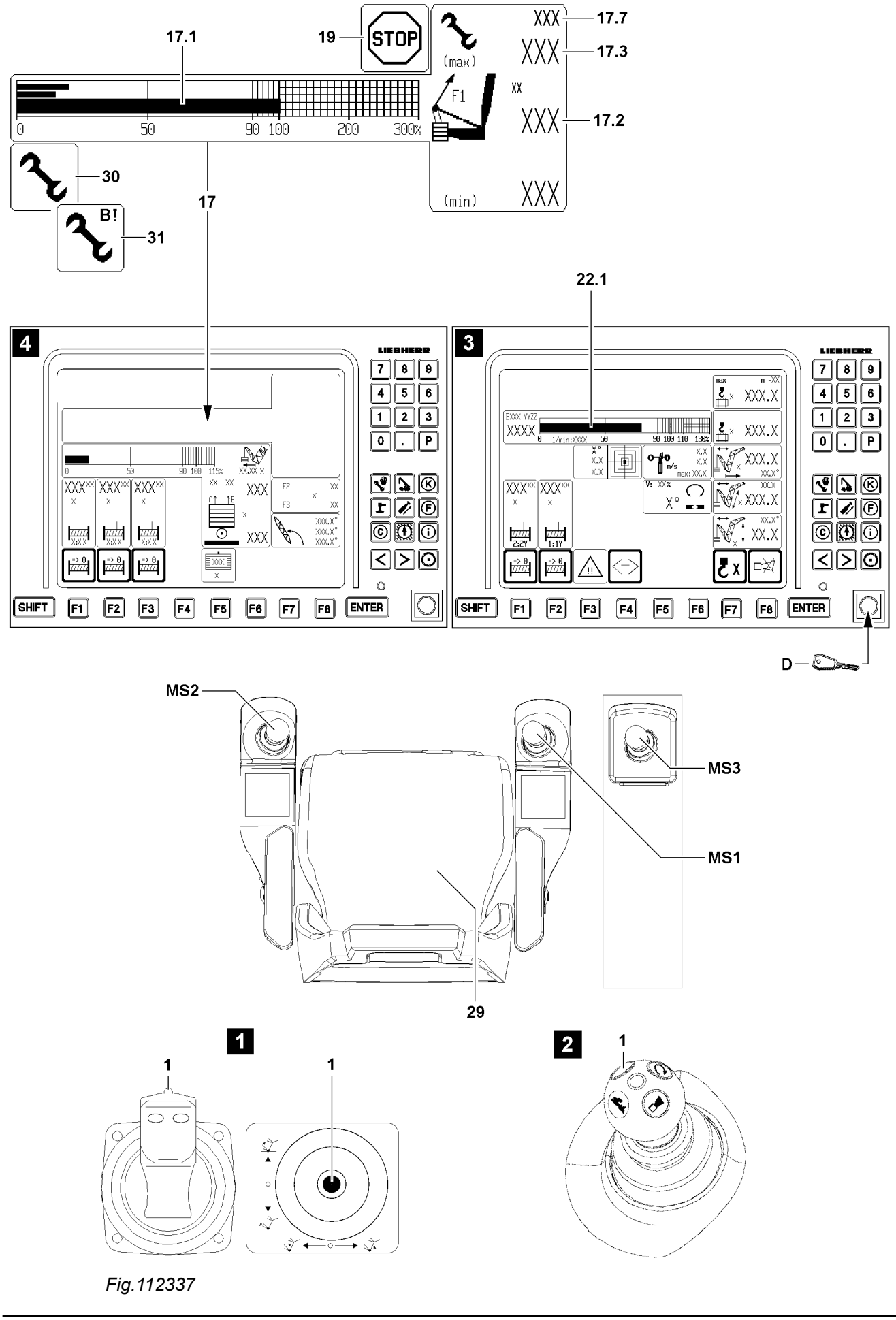

Fig.112337

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2.4.3 Exceedance of maximum value test point 1 (force F1) during crane operation

WARNING
Leaving the load chart with load on the hook!
If, by actuating the set up key **D**, the shut-off is bypassed by value $F1_{max\text{-}operation}$ **17.3** and exceeded by more than 110 %, then the crane is in assembly operation, the assembly icon **31** appears on the LICCON monitor.
There is no load chart available any longer and various display values may not be shown any longer on the crane operating screen.
The load on the hook is no longer monitored by the load chart.
Severe accidents due to crane overload can result.
Personnel can be severely injured or killed.
► During assembly operation, the data in the erection / take-down charts is binding.

WARNING
Shut-off safety equipment!
If, by actuating the set up key **D**, the „Exceedance of maximum value test point 1“ function is activated, then the „Exceedance of shut-off limits of LICCON overload protection“ function is also activated automatically. Thus there is no shut-off if the maximum permissible load momentum is exceeded.
► All notes regarding the „Exceedance of shut-off limits of LICCON overload protection“ function must be observed.
► The utilization bar **22.1** of the load momentum display must be observed.

Note
► The force determined in test point 1 is generally described as $F1_{actual}$ (actual value F1).
► The icon **17** (F1-load display) displays the force relationship both in number values as well as a bar display (called the F1-bar display).
► The value $F1_{max\text{-}operation}$ **17.3** corresponds to 100 % on the F1-bar display.
► The F1-utilization bar **17.1** shows the relationship $F1_{actual}$ **17.2** to $F1_{max\text{-}operation}$ **17.3**.
► During crane operation without derrick ballast, fewer values may be shown in the icon **17** (F1-load display).
► If the actual load is **larger** than the permissible hook block weight according to the erection / take down charts, then it can be exceeded up to maximum 110 % of $F1_{max\text{-}operation}$ **17.3**.
► If the actual load is **smaller** than the permissible hook block weight according to the erection / take down charts, then the assembly operation becomes active above 110 % of $F1_{max\text{-}operation}$ **17.3**. No load chart is available during assembly operation.
► The value $F1_{max\text{-}assembly}$ **17.7** appears in crane operation when 90 % of its nominal value is exceeded.

In the icon **17** (F1 load display) the utilization bar $F1_{actual}$ **17.1** exceeds the 100 % mark and the LICCON overload protection has shut off the crane movement. The value $F1_{actual}$ **17.2** has exceeded the value $F1_{max\text{-}operation}$ **17.3**.

All further movements, which lead to an increase of the force (value $F1_{actual}$) are shut off.

The LICCON monitor with the derrick operating screen (illustration **4**) displays the icon **19**.

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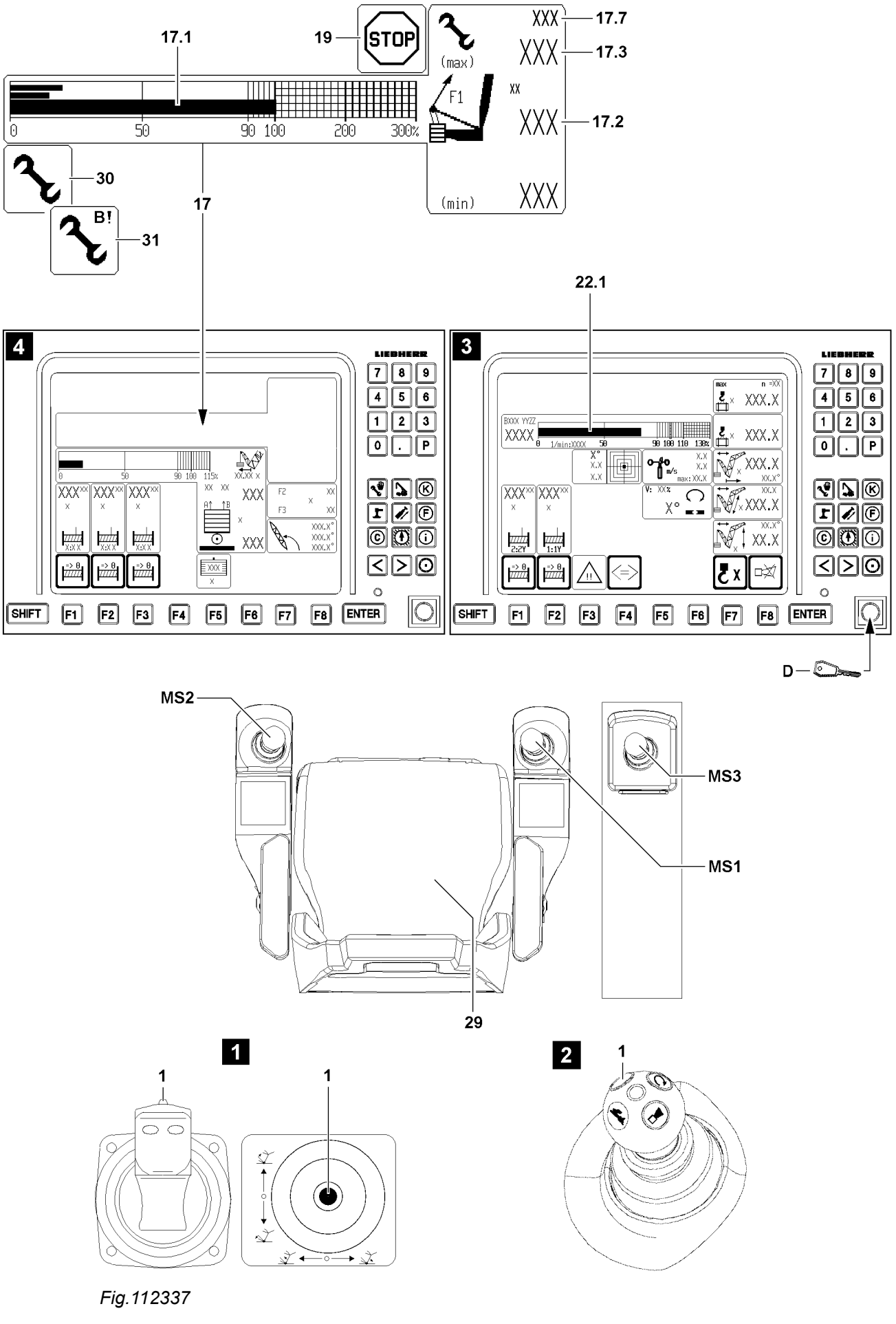

Fig.112337

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Make sure that the following prerequisites are met:
- All master switches (MS1, MS2, MS3) are in the zero position (not deflected).
- Either the seat contact button **29** or one of the buttons **1** of the master switches (MS1, MS2, MS3) is actuated.
- Radio operation***** is not active.
- The F1 load display 110 % has not been reached and a load chart is available.

► Turn the set up key **D** to the right (touching).

Result:

- The „Exceedance of maximum value test point 1“ function is activated in connection with the „Exceedance of the shut-off limits of the LICCON overload protection“ function.
- $F1_{max\text{-}operation}$ **17.3** can be exceeded.

The „Exceedance of shut-off limits of the LICCON overload protection“ function in connection with the „Exceedance of the maximum value test point 1“ function also shuts off immediately:
- If the set up key **D** is actuated again.
- If all master switches (MS1, MS2, MS3) are in the zero position for 10 seconds (with load chart available).
- If neither the seat contact button **29** nor one of the buttons **1** of the master switches (MS1, MS2, MS3) is actuated.
- If radio operation***** is activated.
- At engine stop.
- At hoist top shut-off.

Note
► The „Exceedance of shut-off limits of the LICCON overload protection“ function is only turned off when the assembly icon **30** on the LICCON monitor turns off.
► If the „Exceedance of shut-off limits of the LICCON overload protection“ function does not turn off after pressing the set up key **D** once, then press the set up key **D** again until the assembly icon **30** on the LICCON monitor turns off.

The „Exceedance of shut-off limits of the LICCON overload protection“ function has / was shut off:
- The assembly icon **30** on the LICCON monitor turns off.
- The working speed is reduced until all master switches (MS1, MS2, MS3) are in zero position at the same time.

► Make sure that the assembly icon **30** no longer appears on the LICCON monitor.
► Carry out crane movements in such a way that no repeated shut-off by the LICCON overload protection occurs.

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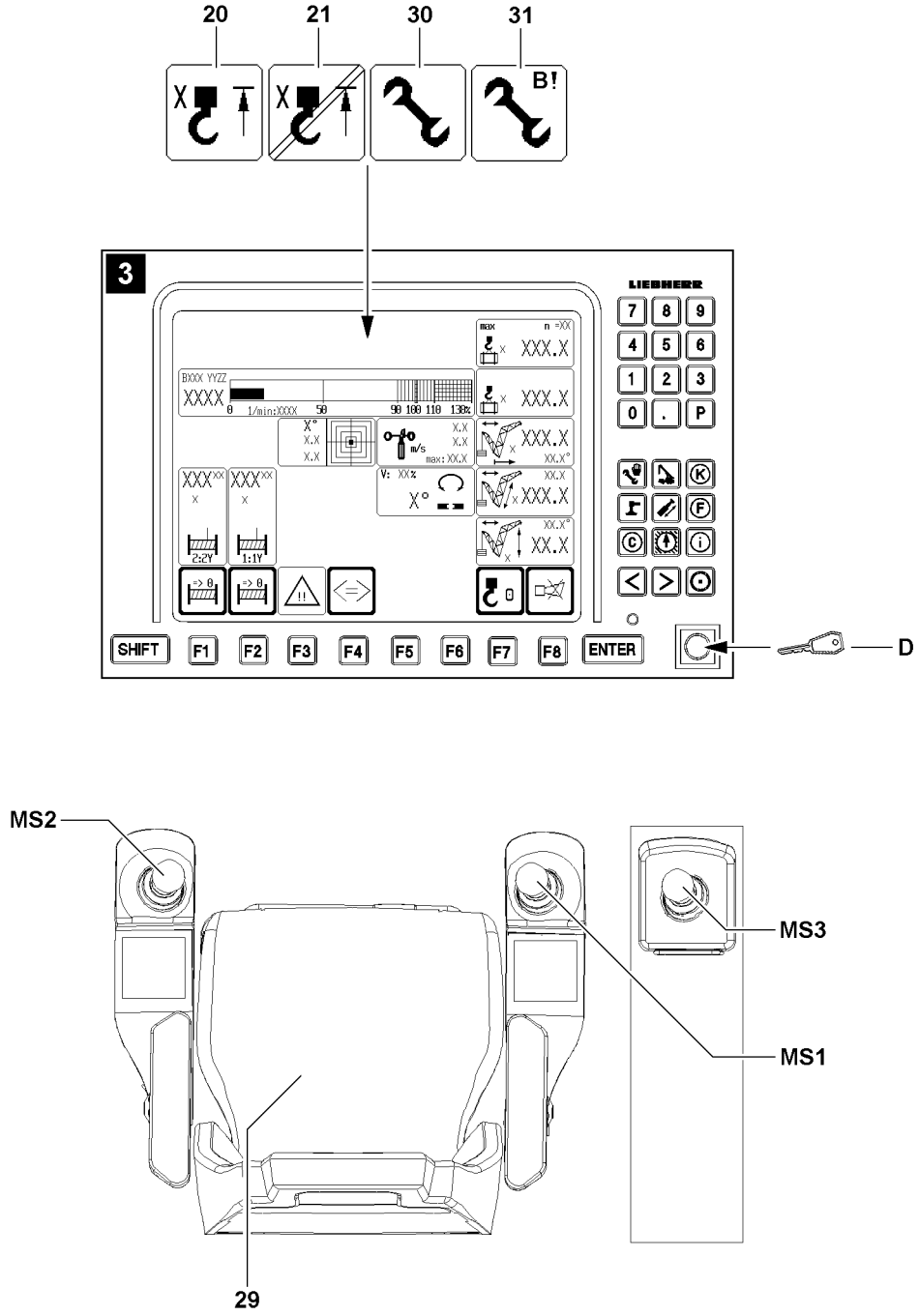

Fig.111230

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2.5 Bypass of the hoist top shut-off

WARNING
Improper use of the „Bypass of hoist top shut-off“ function!
► The „Bypass of hoist top shut-off“ function may never be used to increase the lifting height during crane operation.

WARNING
Property damage and falling load!
If the „Bypass of hoist top shut-off“ function is activated, there is the danger that the hook block or the load hook is pulled against the pulley head.
This danger exists especially when the hoist winch is continued to be spooled up and for crane movements which have an influence on the hoist rope, for example luffing the boom, the auxiliary boom / accessory or the derrick boom.
Property damage and falling load can result.
Personnel can be severely injured or killed.
► The „Bypass of hoist top shut-off“ function may only be carried out by an authorized person, along with a guide. The guide must be in direct contact with the crane operator and must continually monitor the distance between the hook block / load hook and the boom head.
► Carry out all crane movements with utmost caution.

Note
► The activation of the „Bypass of hoist top shut-off“ function is only possible if the hoist limit switch was touched and the hoist top shut-off has occurred.
► If the hoist limit switch is triggered when the set up key **D** is actuated (the „Exceedance of shut-off limits of the LICCON overload protection“ function is active, the assembly icon **30** or the assembly icon **31** appear), then a hoist top shut-off occurs and the „Exceedance of shut-off limits of the LICCON overload protection“ function is deactivated.
► For assembly purposes or in emergency cases, if the activation of the „Bypass of hoist top shut-off“ function **and** activation of the „Exceedance of shut-off limits of the LICCON overload protection“ function is necessary, then the set up key **D** must be actuated until the icon **21** and assembly icon **30** or assembly icon **31** (assembly operation) appear.

Make sure that the following prerequisites are met:
– A hoist top shut-off has occurred, the hoist top icon **20** appears on the LICCON monitor.
– Either the seat contact button **29** or one of the buttons **1** of the master switches (MS1, MS2, MS3) is actuated.
– All master switches (MS1, MS2, MS3) are in the zero position (not deflected).
– The radio operation***** is not active.

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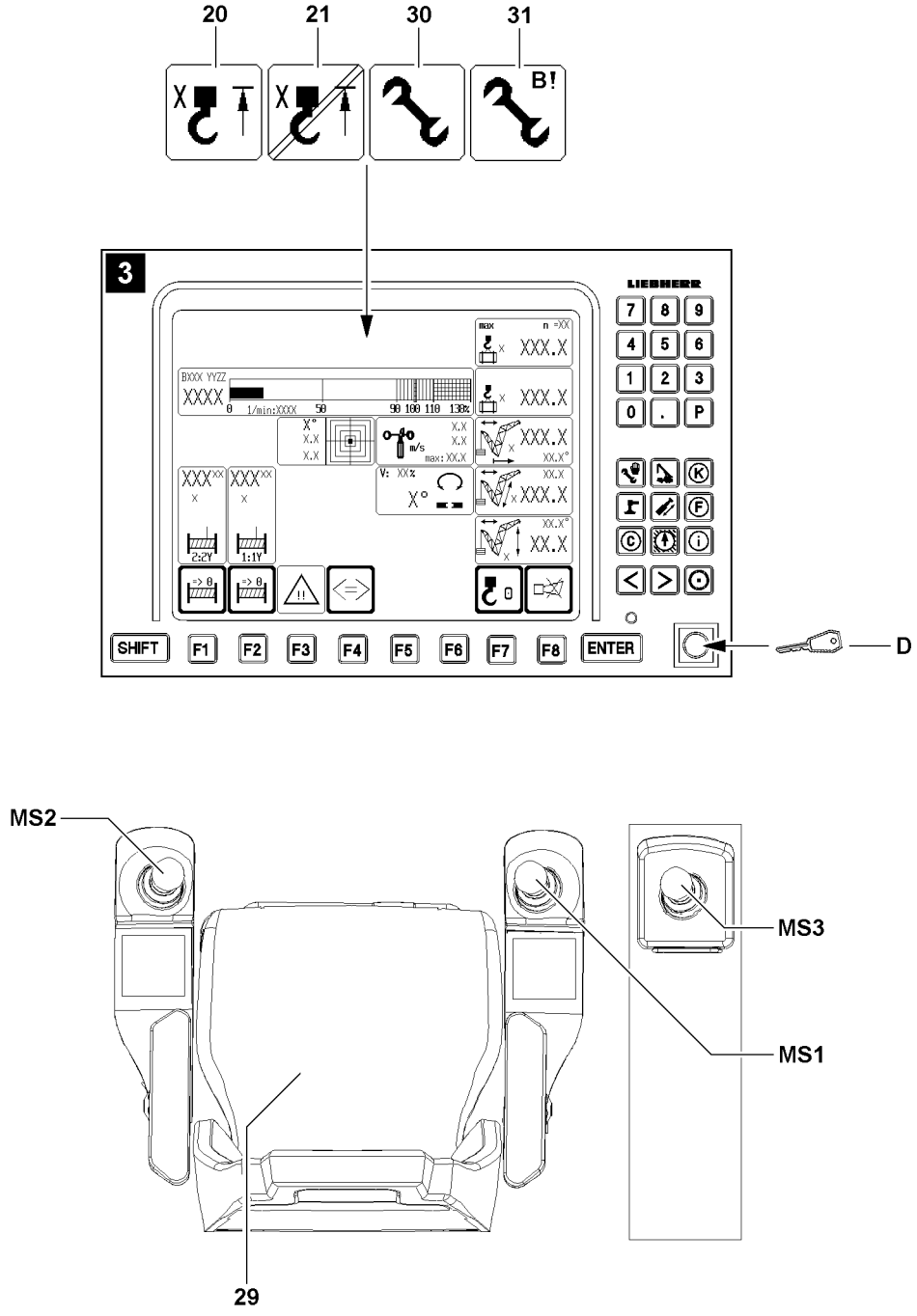

Fig.111230

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► Turn the set up key **D** to the right (touching).

Result:

– The assembly icon **30** or the assembly icon **31** (assembly operation) appears on the LICCON monitor.
– The hoist top icon **20** on the LICCON monitor changes to the icon **21**.
– The working speed is reduced for all functions (if a load chart is available).
– All hoist limit switches are bypassed.

► Carry out a crane movement with bypassed hoist limit switches with utmost caution and by taking the safety guidelines into account.

The „Bypass of the hoist top shut-off“ function turns off:
– If the set up key **D** is actuated again.
– When no master switch (MS1, MS2, MS3) was deflected for 10 seconds.
– If neither the seat contact button **29** nor one of the buttons **1** of the master switches (MS1, MS2, MS3) is actuated.
– If there is no longer a shut-off of a hoist limit switch.
– If radio operation***** is active.
– At engine stop.

The „Bypass of the hoist top shut-off“ function has / was turned off:
– The assembly icon **30** or the assembly icon **31** (assembly operation) on the LICCON monitor turns off.
– The icon **21** on the LICCON monitor turns off.
– The working speed is reduced until all master switches (MS1, MS2, MS3) are in zero position at the same time.

► Make sure that the assembly icon **30** or the assembly icon **31** (assembly operation) as well as the icon **21** no longer appear on the LICCON monitor.
► Carry out the crane movements in such a way that no repeated hoist top shut-off occurs.

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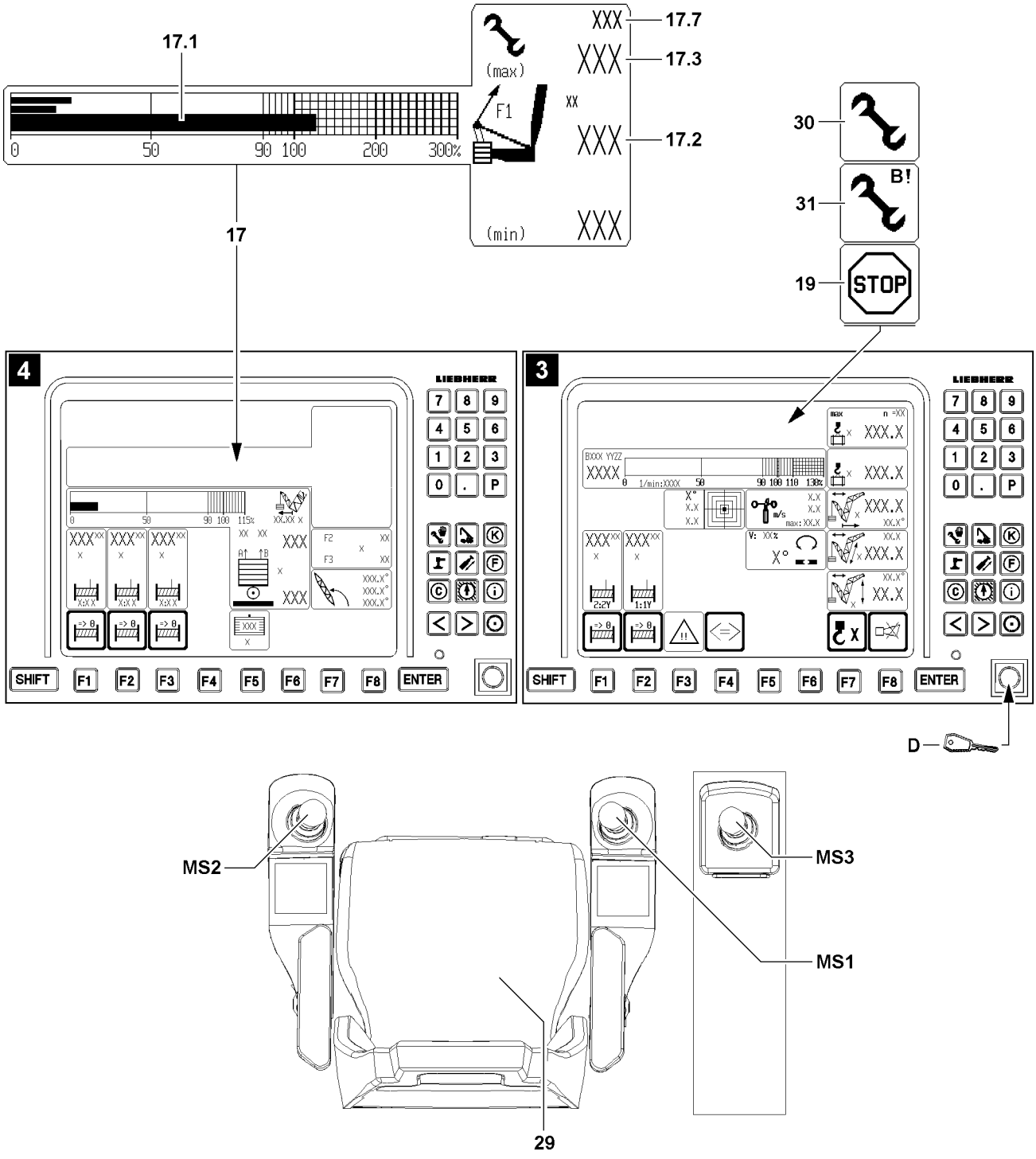

Fig.112343

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2.6 Exceeding the shut-off limits of the LICCON overload protection during erection / take-down procedures (assembly operation)

Note

- ► If the crane is in the „No load chart available“ range, then there is a shut-off of the crane control by the LICCON overload protection. The icon **19** appears on the LICCON monitor.
- ► By actuating the set up key **D**, the „Exceedance of shut-off limits of the LICCON overload protection“ function can be activated, all erection / take-down procedures can be carried out within the erection / take-down charts, for which no load charts are available.

WARNING

Danger of accident during erection / take-down procedures!
If the erection / take-down charts are not observed, the crane could collapse, the boom can break off or the crane can topple over.
Personnel can be severely injured or killed.

- ► The erection / take-down charts must be observed.
- ► Press the set up key **D** only when the set up configuration has been entered correctly in the LICCON computer system and matches the actual situation.

Note

- ► The force determined in test point 1 is generally described as $F1_{actual}$ (actual value F1).
- ► The icon **17** (F1-load display) displays the force relationship both in number values as well as a bar display (called the F1-bar display).
- ► The value $F1_{max\text{-}operation}$ **17.3** corresponds to 100 % on the F1-bar display.
- ► The F1-utilization bar **17.1** shows the relationship $F1_{actual}$ **17.2** to $F1_{max\text{-}operation}$ **17.3**.
- ► During crane operation without derrick ballast, fewer values may be shown in the icon **17** (F1-load display).
- ► If a load chart is available, then the value $F1_{max\ operation}$ **17.3** is valid as the limit value for a shut-off of crane operation.
- ► When leaving the „Load chart available“ range, the assembly icon **30** turns off and the assembly icon **31** appears.
- ► When leaving the „Load chart available“ range, $F1_{max\ assembly}$ **17.7** applies as the upper limit value.
- ► $F1_{max\text{-}assembly}$ **17.7** might only appear when 90 % of its nominal value is exceeded.

2.6.1 Carrying out erection procedures (assembly operation)

Make sure that the following prerequisites are met:

- – All master switches (MS1, MS2, MS3) are in the zero position (not deflected).
- – Either the seat contact button **29** or one of the buttons **1** of the master switches (MS1, MS2, MS3) is actuated.
- – Radio operation* is not active.
- – The set up configuration corresponds to the erection / take-down charts.
- – The set up configuration has been entered correctly in the LICCON computer system.

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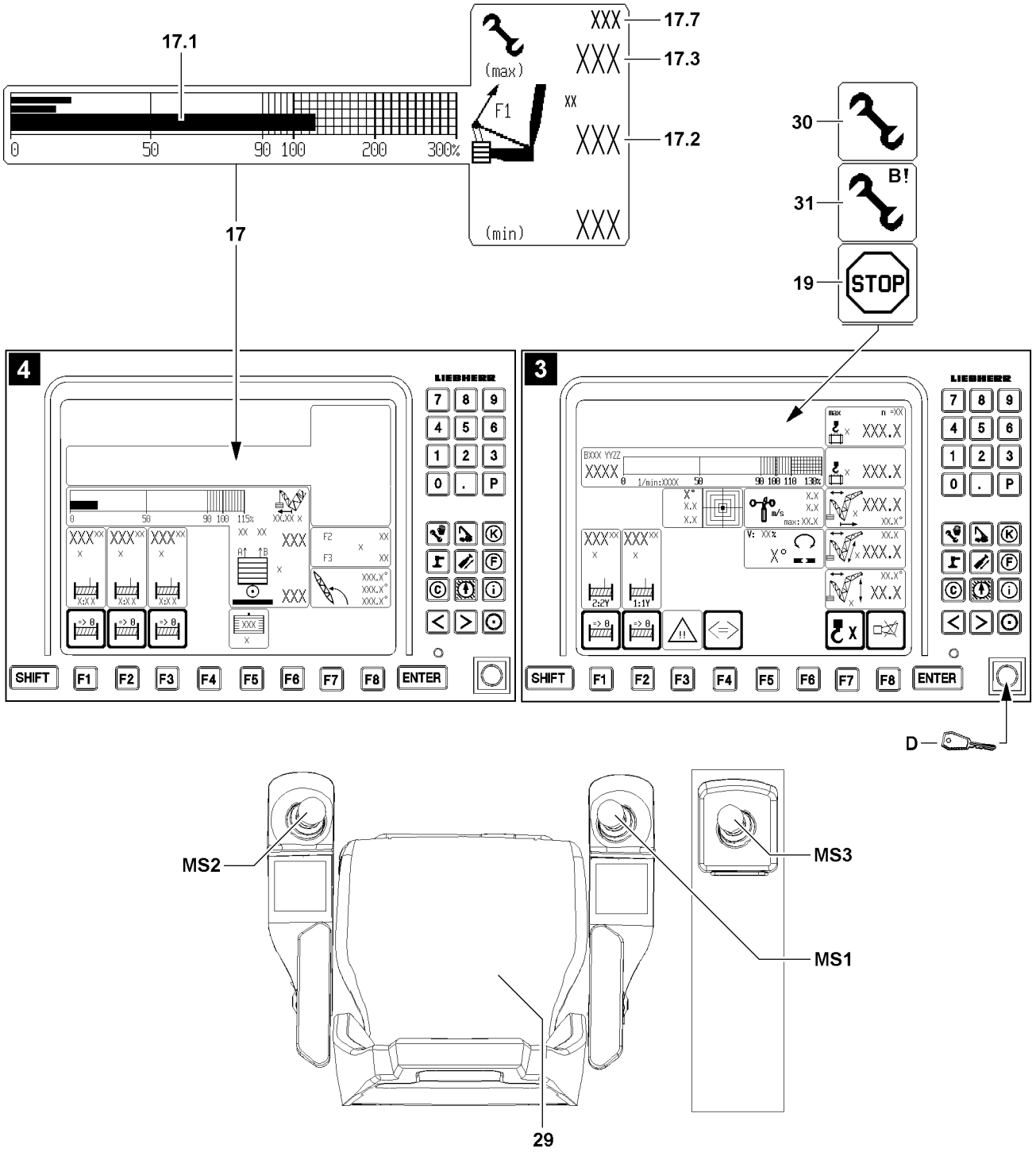

Fig.112343

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► Turn the set up key **D** to the right (touching).

Result:

– The assembly icon **31** appears in the „No load chart available“ range.
– The erection / take-down procedures can be carried out.

► Observe the icon **17** (F1-load display), the value $F1_{actual}$ **17.2** may not exceed the value $F1_{max\text{-}assembly}$ **17.7**.

Problem remedy
Can the erection / take-down procedure not be carried out due to „$F1_{max\text{-}assembly}$ **17.7** shut-off exceeded“?
► See section „Danger of exceeding $_{F1}$max assembly“.

Problem remedy
Can the „Exceedance of shut-off limits of the LICCON overload protection“ function not be activated during erection / take-down procedures?
► Check the error messages.
► Check the electrical connections.
► Check if all sensors or dummy plugs with integrated electrics have been connected properly.

The „Exceedance of shut-off limits of the LICCON overload protection“ function turns off:
– If the set up key **D** is actuated again.
– When a range with an existing load chart is reached (erection procedure).
– If all master switches (MS1, MS2, MS3) are in the zero position for 10 seconds (with „Load chart available“).
– If neither the seat contact button **29** nor one of the buttons **1** of the master switches (MS1, MS2, MS3) is actuated.
– At engine stop.

The „Exceedance of shut-off limits of the LICCON overload protection“ function has / was shut off:
– The assembly icon **30** or the assembly icon **31** on the LICCON monitor turns off.

► After completion of the erection / take down procedures, make sure that the assembly icon **30** or the assembly icon **31** no longer appear on the LICCON monitor.

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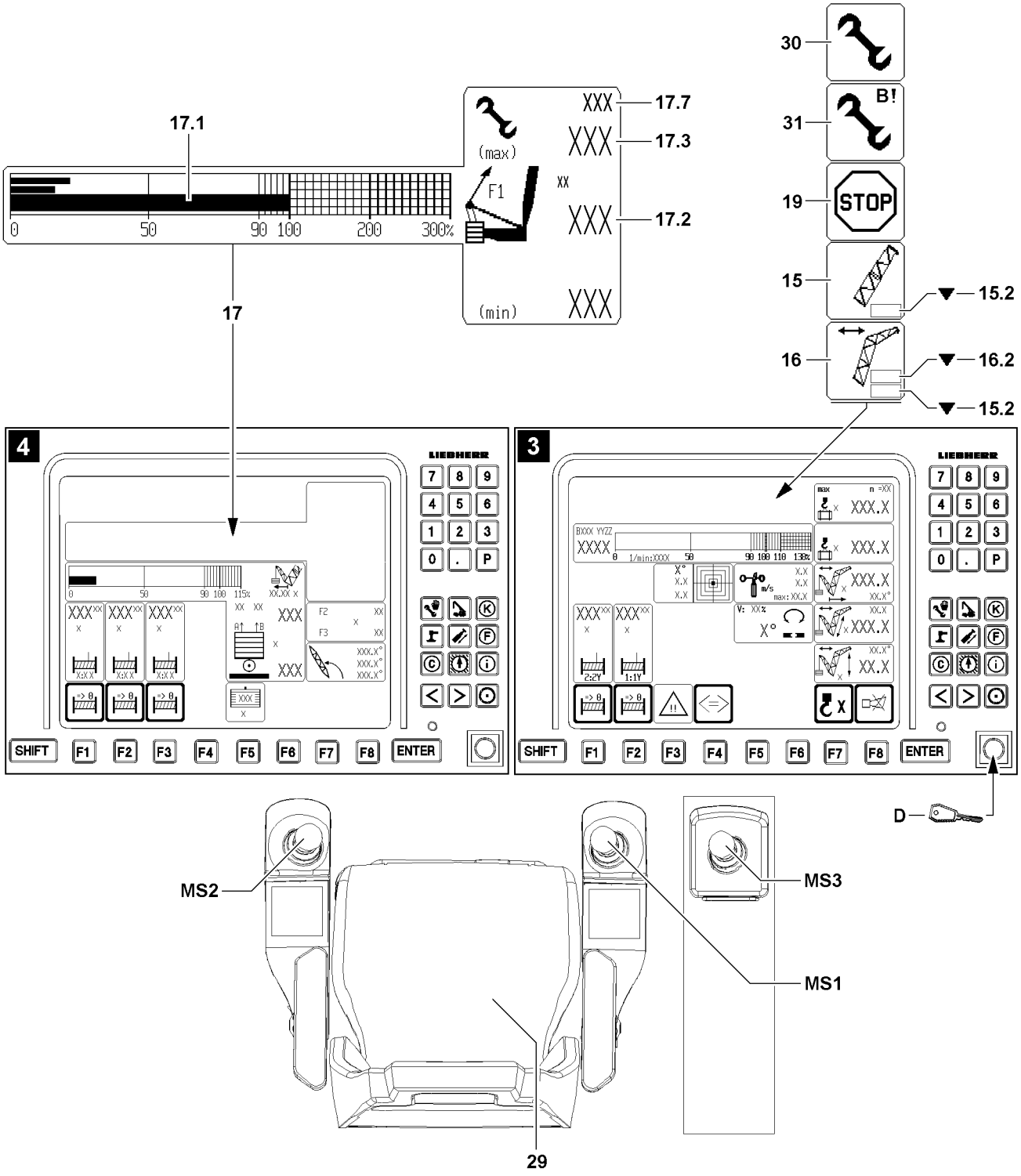

Fig.112341

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2.6.2 Carrying out take-down procedures (assembly operation)

WARNING
Increased danger of accidents due to bypass of shut-off of luffing down the main boom / auxiliary boom / accessory!
When the luffing the main boom / auxiliary boom / accessory down shut-off is bypassed, then the LIC-CON overload protection as a whole is deactivated or limited.
When the luffing the main boom / auxiliary boom / accessory down shut-off is bypassed and the main boom and / or the auxiliary boom / accessory is luffed down further, then a load chart is no longer available.
Crane operation with luffing the main boom / auxiliary boom / accessory down shut-off bypassed is prohibited, since severe accidents can result.
Personnel can be severely injured or killed.
- ► Activate the bypass of the luffing down the main boom / auxiliary boom / accessory shut-off only in emergency cases or for erection / take-down procedures with erection / take-down charts.
- ► Carry out all crane movements with utmost caution.

Make sure that the following prerequisites are met:
- – Icon **15** or icon **16** displays icon **15.2** or icon **16.2** and the LICCON overload protection has shut off the crane.
- – Either the seat contact button **29** or one of the buttons **1** of the master switches (MS1, MS2, MS3) is actuated.
- – All master switches (MS1, MS2, MS3) are in the zero position (not deflected).
- – The radio operation* is not active.

► Turn the set up key **D** to the right (touching).

Result:

- – The assembly icon **30** appears on the LICCON monitor.
- – The „Exceedance of shut-off limits of the LICCON overload protection“ function is activated and has bypassed the luffing down the main boom / auxiliary boom / accessory shut-off.

Note
- ► If a load chart is available, then the value $F1_{max\ operation}$ **17.3** is valid as the limit value for a shut-off of crane operation.
- ► When leaving the „Load chart available“ range, the assembly icon **30** turns off and the assembly icon **31** appears.
- ► When leaving the „Load chart available“ range, $F1_{max\ assembly}$ **17.7** applies as the upper limit value.
- ► If no derrick boom is installed, then the icon **17** only shows $F1_{actual}$ **17.1** and $F1_{max\text{-}assembly}$ **17.7**.
- ► $F1_{max\text{-}assembly}$ **17.7** might only appear when 90 % of its nominal value is exceeded.

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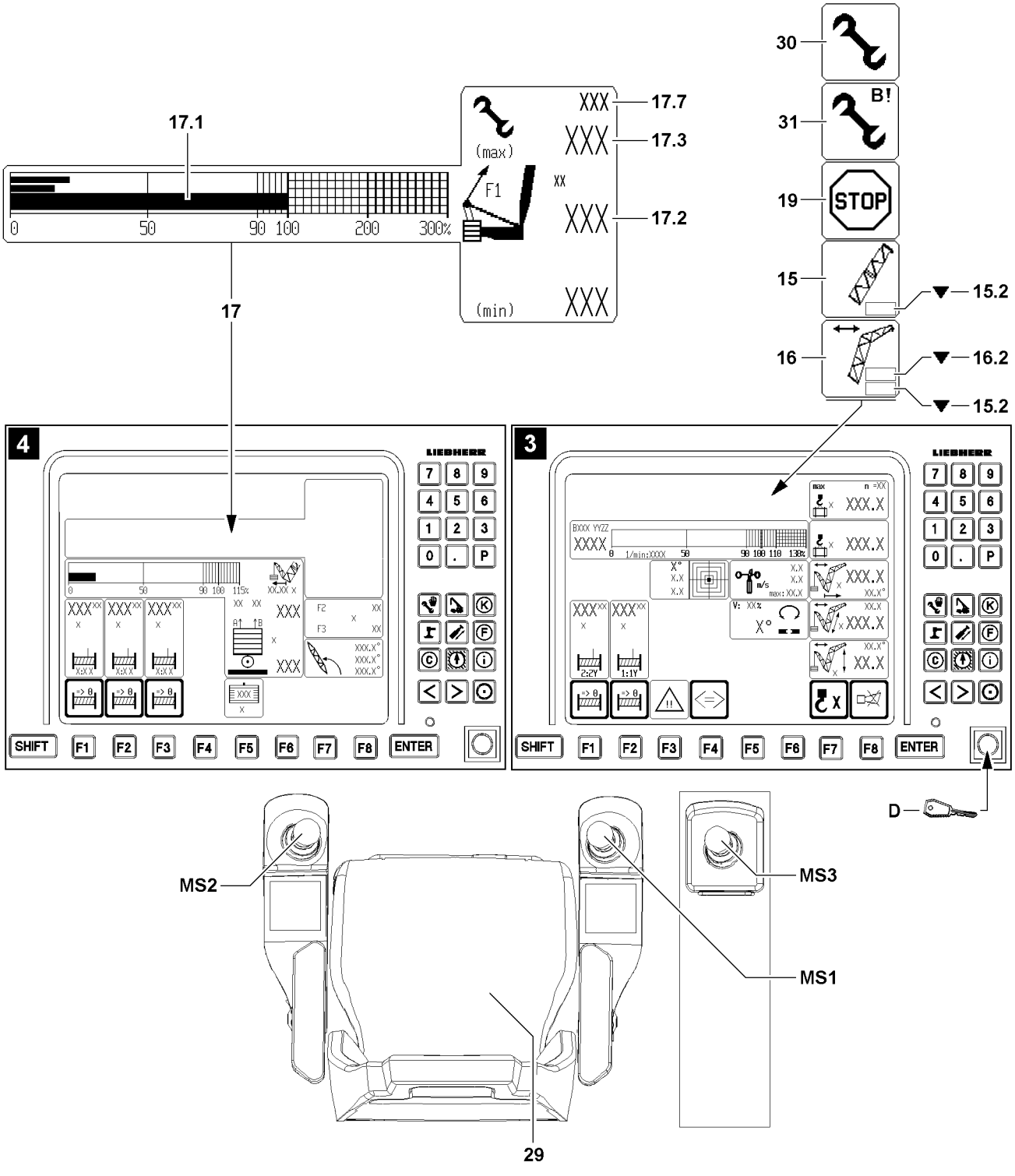

Fig.112341

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DANGER
The crane can topple over!
There is **no** shut-off of the luff down movement after reaching the $F1_{max\ assembly}$ **17.7** limit value.
If the warnings by the LICCON overload protection are ignored, then the crane will be overloaded or topple over.
Personnel can be severely injured or killed.
- ► The icon **17** (F1-load display) must be observed permanently. It must be ensured that the $F1_{actual}$ **17.2** is lower than the $F1_{max}$ **17.7** assembly.
- ► The luff down movement must be stopped before the F1actual **17.2** value exceeds the F1max assembly **17.7** limit value.

► Observe the icon **17** (F1-load display) during the take-down procedure.

Problem remedy
Can the take-down procedure not be carried out due to danger of exceeding $F1_{max\ assembly}$ **17.7**?
► See section „Danger of exceeding $_{F1}$max assembly“.

The bypass of the luffing down the main boom / auxiliary boom / accessory shut-off turns off:
– If the set up key **D** is actuated again.
– If neither the seat contact button **29** nor one of the buttons **1** of the master switches (MS1, MS2, MS3) is actuated.
– When an area with an existing load chart is reached.
– If radio operation* is active.
– At engine stop.

The bypass of the luffing down the main boom / auxiliary boom / accessory shut-off has / was turned off:
– The assembly icon **31** or the assembly icon **30** on the LICCON monitor turns off.

► Make sure that the assembly icon **30** or the assembly icon **31** no longer appear on the LICCON monitor.

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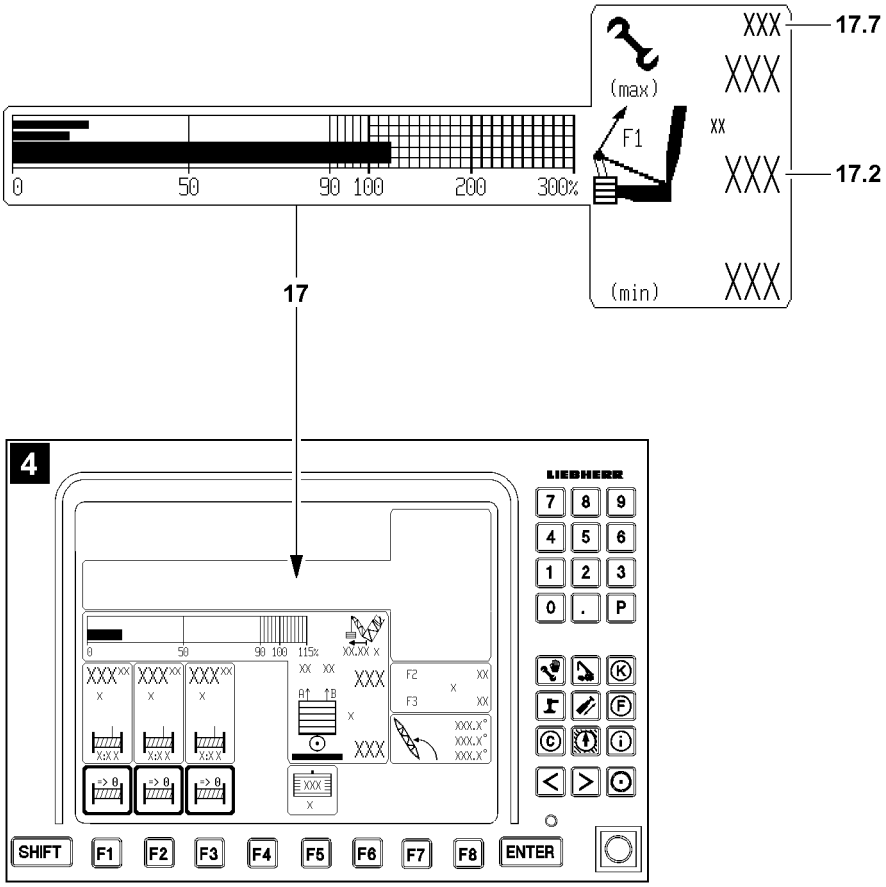

Fig.112344

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2.6.3 Danger of exceeding F1 $_{max\ assembly}$

Note
► $F1_{max\text{-}assembly}$ **17.7** might only appear when 90 % of its nominal value is exceeded.

DANGER
The crane can topple over!
There is **no** shut-off of the luff down movement after reaching the $F1_{max\ assembly}$ **17.7** limit value.
If the warnings by the LICCON overload protection are ignored, then the crane will be overloaded or topple over.
Personnel can be severely injured or killed.
► The luff down movement must be stopped before the F1actual **17.2** value exceeds the F1max assembly **17.7** limit value.

In the icon **17** (F1-load display), the value $F1_{actual}$ **17.2** value has reached the upper limit value $F1_{max\text{-}assembly}$ **17.7** upper limit value.

► Check if a crane movement that can lower the force F1 ($F1_{actual}$ **17.2** value) can be initiated, for example setting down the hook block / load hook.
► Check if the correct set up configuration has been entered in the LICCON computer system.
► Check if the actual set up configuration matches the entered set up configuration.
► Check if the correct hook block weight has been entered.
► Check if the respective hook block / load hook is installed.
► Check if all attachment parts and guy rods on the boom system that are not needed have been removed.
► Check if environmental influences (wind, snow or ice) on the crane are not too great.

Note
► Hook block weight entry and correction of weighing errors, see the Crane operating instructions, chapter 4.02.

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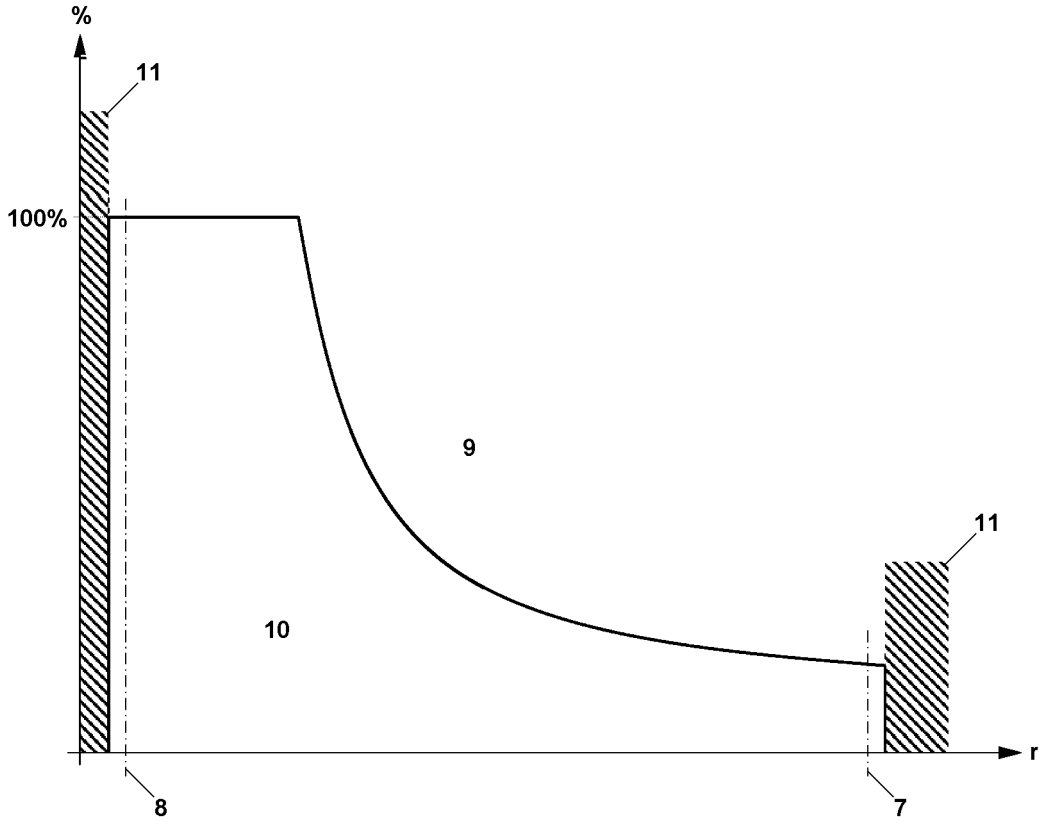

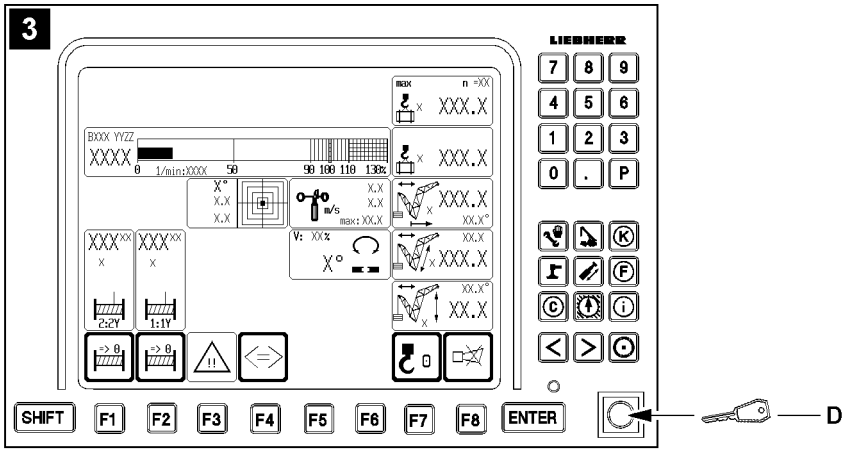

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Fig.163447

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3 Instructions for resuming crane movement: Crane control EN13000:2010 not active

Note
The determining factor is how the crane control is configured.
- ► The following section applies to crane control where „EN13000:2010 not active“ is programmed.
- ► If „EN13000:2010 active“ crane control is programmed, the section „Instructions for resuming crane movement: Crane control EN13000:2010 active“ are used.
- ► In the case of doubt, contact Customer Service at Liebherr-Werk Ehingen.

WARNING
Danger of accident!
If the following points are not observed, personnel can be severely injured or killed.
- ► The crane operator bears the sole and full responsibility for compliance with the measures to be taken in case of shut-off of crane movement.
- ► The crane operator must make sure, before crane operation, that he is using the correct description for the current programming.

3.1 Overview load chart for cranes with „EN13000:2010 not active“ crane control

Axle	Description
r	Boom radius (working radius)
%	Utilization of the crane in percentages

Position	Description
7	Lower limit angle load chart
8	Upper limit angle load chart
9	„Exceeding the overload protection“ range
10	„Load chart available“ range
11	„No load chart available“ range

Note
- ► If the set up key **D** (LICCON monitor with crane operating screen, illustration **3**) is actuated, the working speed is not reduced.

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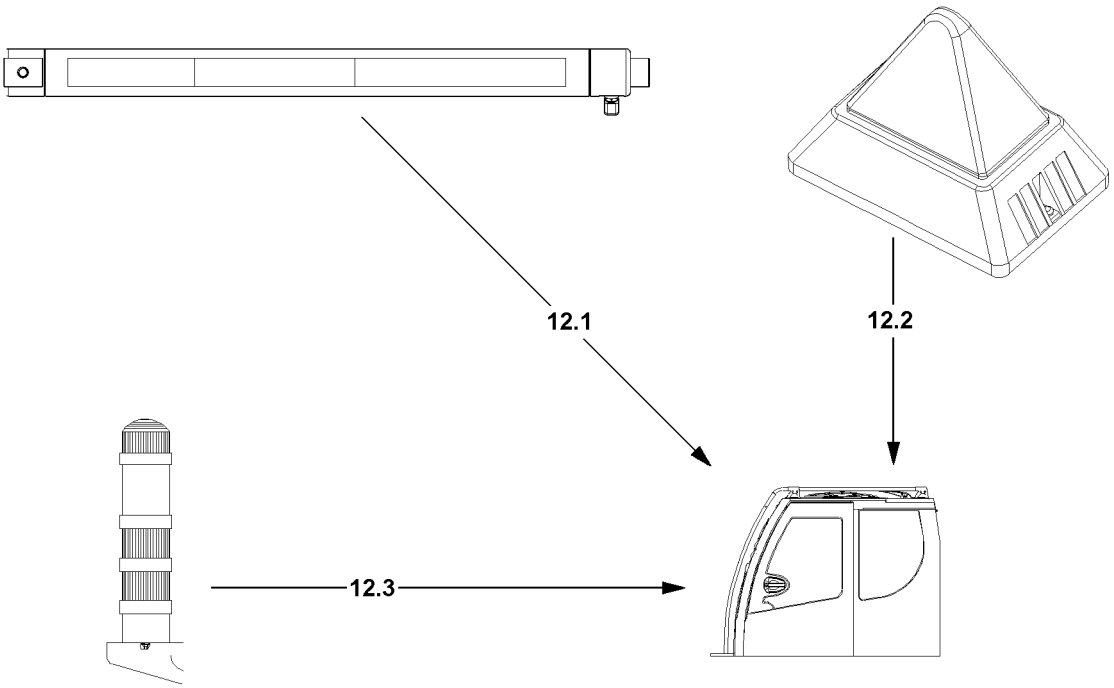

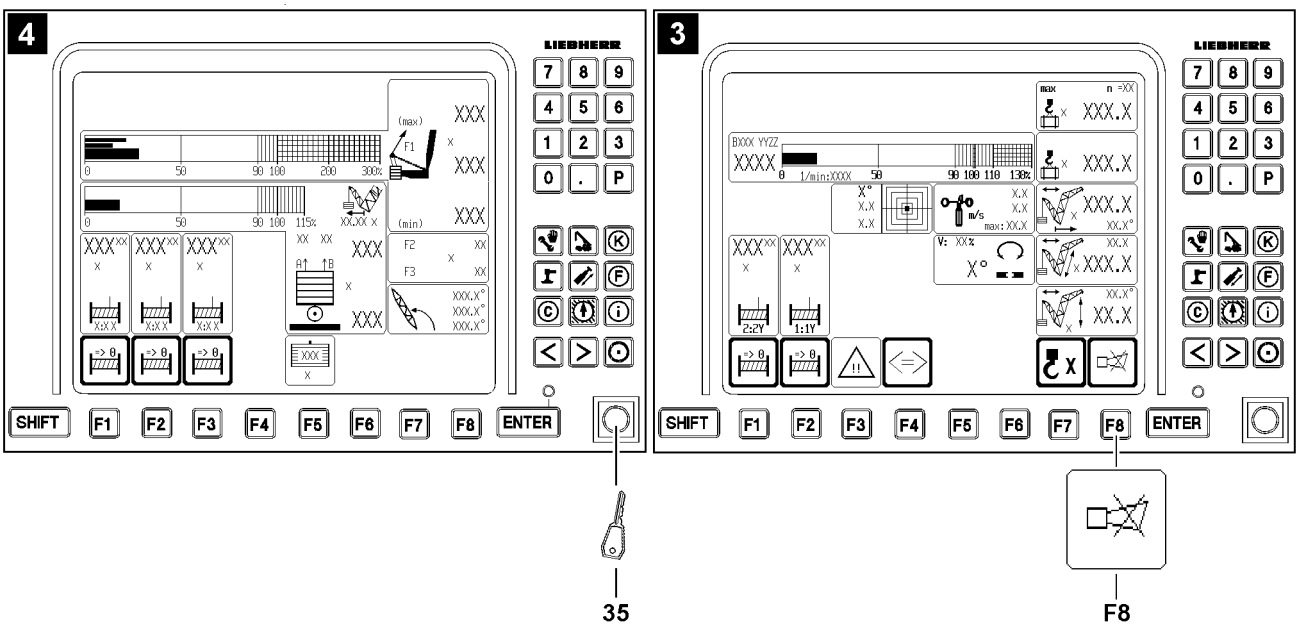

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Fig.111212

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3.2 Overview of acoustic / optical warnings for cranes with „EN13000:2010 not active“ crane control

- Depending on the crane type, either a warning light **12.1** or a flashing beacon **12.2** or a combination of flashing beacon **12.2** and warning light*** 12.3**.
- The acoustic warnings within the crane operator's cab are shut off by pressing the button **F8** on the LICCON monitor with crane operating screen (illustration **3**).
- The acoustic warnings outside the crane operator's cab are shut off by actuating the key button **35** on the LICCON monitor with derrick operating screen (illustration **4**).

3.2.1 Description of acoustic / visual warnings

The case numbers from the chart „Overview of case numbers“ are valid for the following charts in this chapter:

- „Acoustic / visual warnings on the LICCON monitor“
- „Warning light 12.1“
- „Flashing beacon 12.2“
- „Warning light 12.3“

Overview of case numbers	
Case number	**Case description**
Case 001	Utilization of crane from 0 % to 89 %
Case 002	Utilization of crane from 90 % to 100 %
Case 003	Utilization of crane over 100 %
Case 004	Shut off of crane movements - LMB STOP
Case 005	Luffing in with suspended load
Case 006	Participating sensor (LMB) defective
Case 010	Exceeding the shut-off limits of the LICCON overload protection
Case 011	Bypass of hoist top shut-off
Case 016	Bypass of luffing down the boom / auxiliary boom / accessories shut-off, „Load chart available“
Case 018	Bypass of luffing down the boom / auxiliary boom / accessories shut-off, „No load chart available“
Case 020	Exceeding the shut-off limits of the LICCON overload protection during erection / take-down procedures, „No load chart available“

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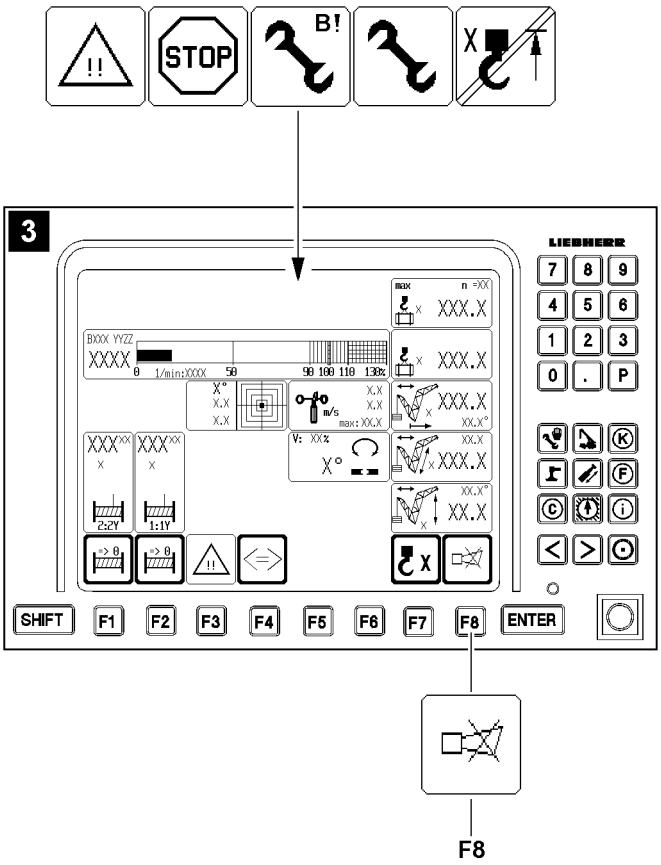

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Fig.111209

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3.2.2 Acoustic / visual warnings within the crane operator's cab

Note
► Description of individual case numbers, see chart „Overview of case numbers“.

Acoustic / visual warnings on the LICCON monitor									
Case number	Acoustic warning on the LICCON monitor at utilization of crane			LICCON monitor visual warning					
	Short sound	Long sound	Long sound	Utilization of crane		Occurrence			
	Above 90 %	Above 100 %	Always	Above 90 %	Above 100 %	LMB STOP	Appears if the set-up key D is actuated		
Case 001							—	—	—
Case 002	X²			O			—	—	—
Case 003		X²		O	O		—	—	—
Case 004			X²		O		—	—	—
Case 005	X²	X²		O	O		—	—	—
Case 006			X²			O		O	
Case 010	X²	X²		O	O		O		
Case 011			X²	O	O	O	O		O
Case 016	X²	X²		O	O		O		
Case 018			X²			O		O	
Case 020			X²			O		O	

O = cannot be turned off

X² = can be turned off immediately on the LICCON monitor key **F8**

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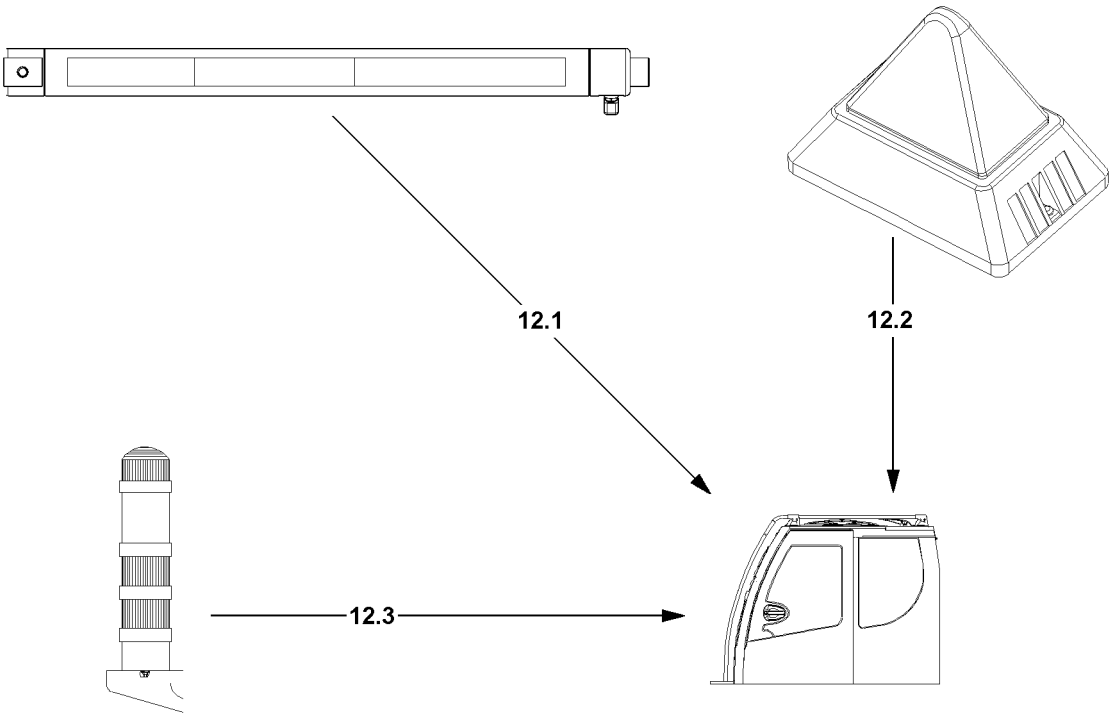

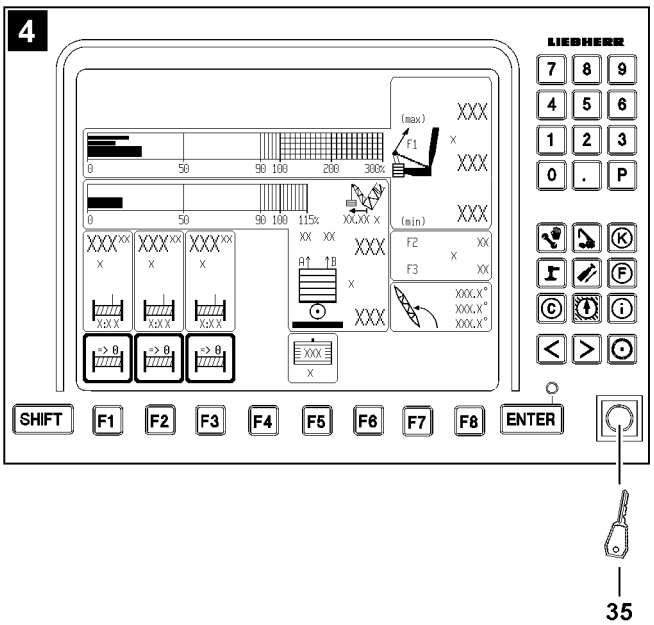

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Fig.111206

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3.2.3 Acoustic / visual warnings outside the crane operator's cab

Note
► Description of individual case numbers, see chart „Overview of case numbers“.

Warning light 12.1					
Case number	**At utilization of crane**	**Acoustic warning**	**Visual warning**		
		Signal turntable	**Green**	**Yellow**	**Red**
Case 001	From 0 % to 89 %		O[1]		
Case 002	From 90 % to 100 %			O[1]	
Case 003	Above 100 %	X[1]			O[1]
Case 004	-				O[1]
Case 005	From 0 % to 89 %		O[1]		
Case 005	From 90 % to 100 %			O[1]	
Case 005	Above 100 %	X[1]			O[2]
Case 006	-			O[2]	
Case 010	From 0 % to 89 %		O[1]		
Case 010	From 90 % to 100 %			O[1]	
Case 010	Above 100 %	O			O[2]
Case 011	From 0 % to 100 %			O[2]	
Case 011	Above 100 %	O			O[2]
Case 016	Up to 90 %		O[1]		
Case 016	Above 90 % to 100 %			O[1]	
Case 016	Above 100 %	O			O[2]
Case 018	No value available			O[2]	
Case 020	No value available			O[2]	

O = cannot be turned off

O[1] = warning light **12.1** lights up

O[2] = warning light **12.1** blinks

X[1] = can be turned off by actuating (right touching) the key button **35** on the LICCON monitor with the derrick operating screen (illustration **4**), effective after at least 5 seconds

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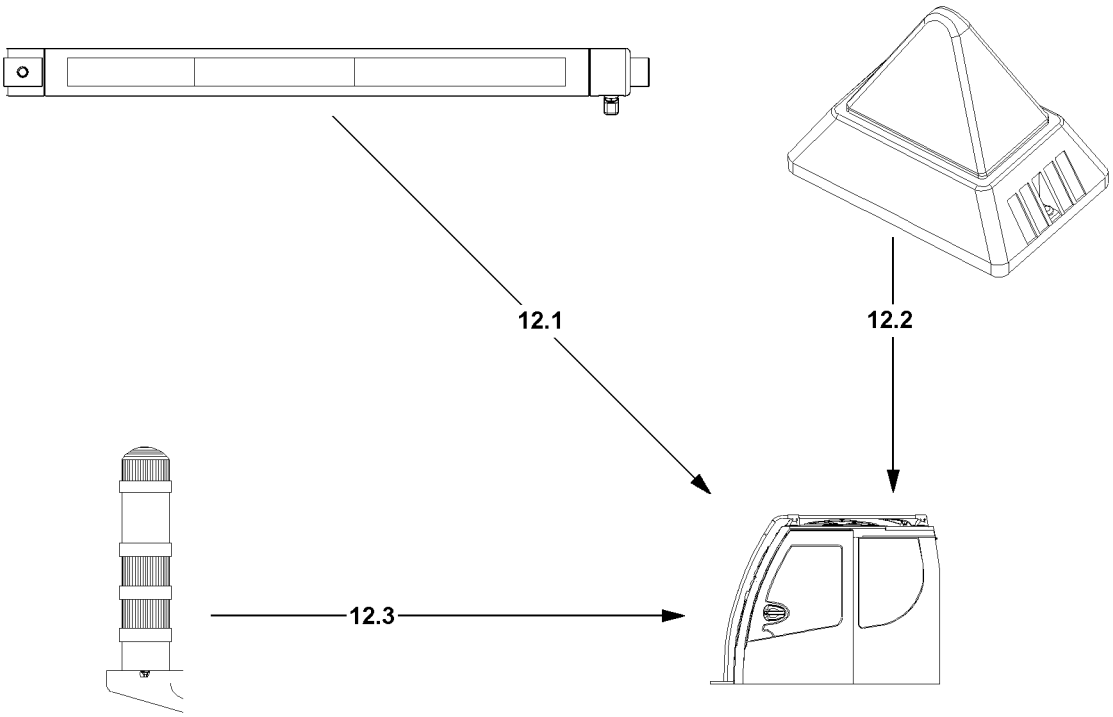

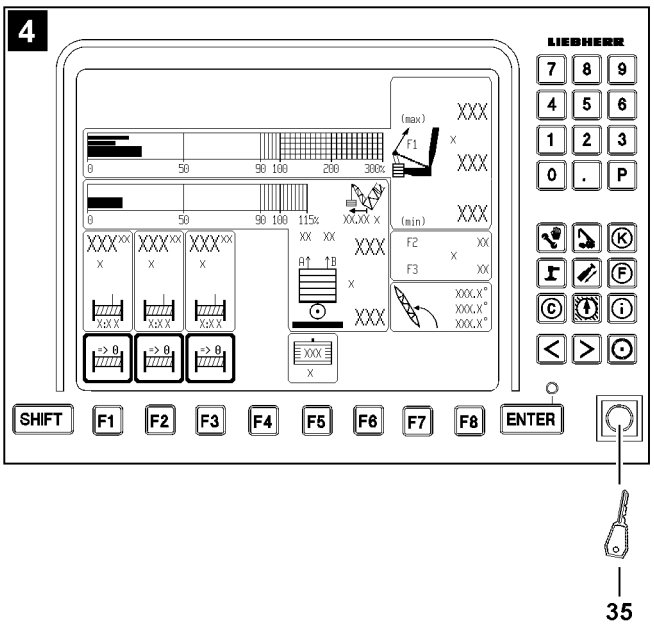

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Fig.111206

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Note
► Description of individual case numbers, see chart „Overview of case numbers“.

Flashing beacon 12.2			
Case number	**At utilization of crane**	**Acoustic warning**	**Visual warning**
		Signal turntable	**Red**
Case 001	0 % to 89 %	-	-
Case 002	90 % to 100 %	-	-
Case 003	Above 100 %	X[1]	O[2]
Case 004	-		O[2]
Case 005	Above 100 %	X[1]	O[2]
Case 006	-		O[2]
Case 010	Above 100 %	O	O[2]
Case 011	Above 100 %	O	O[2]
Case 016	Above 100 %	O	O[2]
Case 018	No value available		O[2]
Case 020	No value available		O[2]

O = cannot be turned off

O[2] = flashing beacon **12.2** blinks

X[1] = can be turned off by actuating (right touching) the key button **35** on the LICCON monitor with the derrick operating screen (illustration **4**), effective after at least 5 seconds

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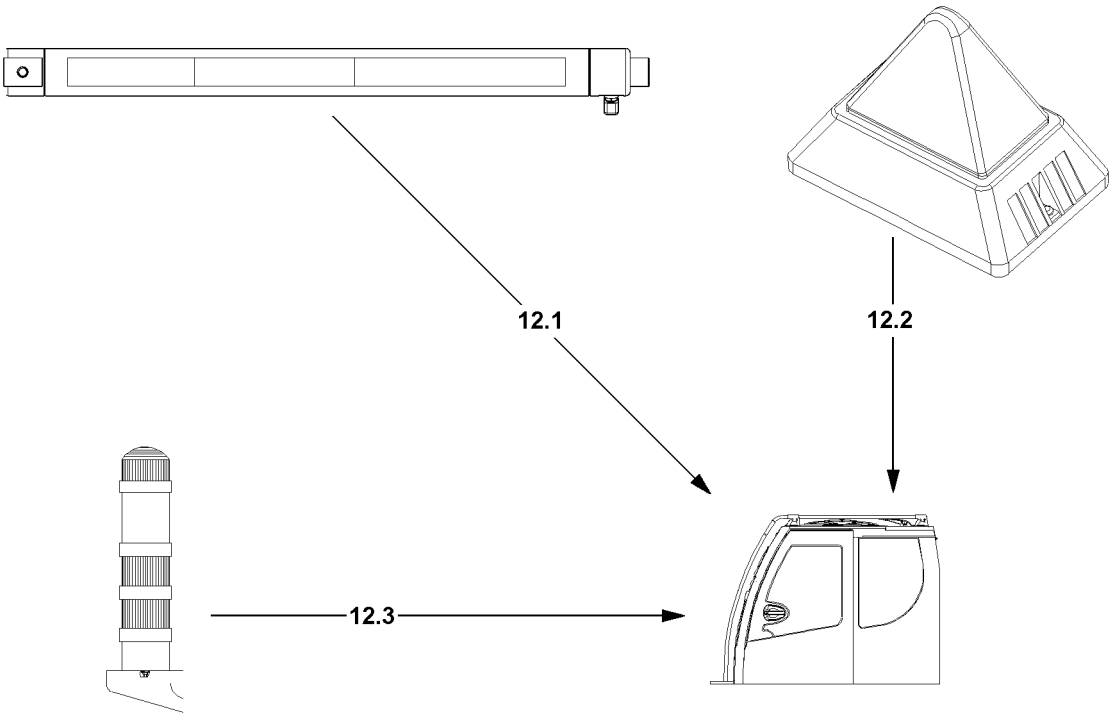

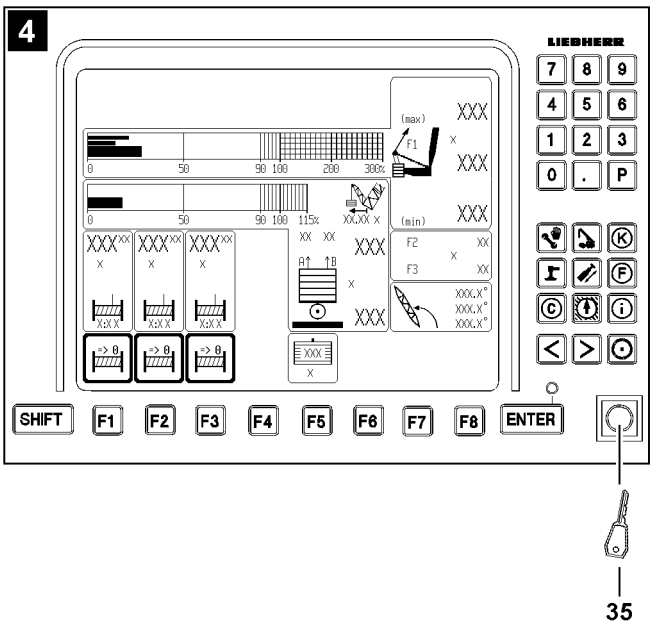

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Fig.111206

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Note
► Description of individual case numbers, see chart „Overview of case numbers“.

Warning light 12.3					
Case number	**At utilization of crane**	**Acoustic warning**	**Visual warning**		
		Signal turntable	**Green**	**Yellow**	**Red**
Case 001	From 0 % to 89 %		O[1]		
Case 002	From 90 % to 100 %			O[1]	
Case 003	Above 100 %	X[1]			O[2]
Case 004	-				O[2]
Case 005	From 0 % to 89 %		O[1]		
Case 005	From 90 % to 100 %			O[1]	
Case 005	Above 100 %	X[1]			O[2]
Case 006	-				O[2]
Case 010	From 0 % to 89 %		O[1]		
Case 010	From 90 % to 100 %			O[1]	
Case 010	Above 100 %	O			O[2]
Case 011	From 0 % to 100 %			O[1]	
Case 011	Above 100 %	O			O[2]
Case 016	From 0 % to 89 %		O[1]		
Case 016	From 90 % to 100 %			O[1]	
Case 016	Above 100 %	O			O[2]
Case 018	No value available				O[2]
Case 020	No value available				O[2]

O = cannot be turned off

O[1] = warning light **12.3** lights up

O[2] = warning light **12.3** blinks

X[1] = can be turned off by actuating (right touching) the key button **35** on the LICCON monitor with the derrick operating screen (illustration **4**), effective after at least 5 seconds

3.3 Monitoring of crane movement

Note
► If the LICCON overload protection turns the crane movement off, then the exact cause for the shut-off must be determined first.
► As a first step, try to reverse the crane movement that caused a shut-off.
► If it is not possible to reverse the affected crane movement, then the additional steps are described in the following sections of the chapter.

Note
► For detailed description of the individually listed icons, see the Crane operating instructions, chapter 4.02.

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The LICCON overload protection carries out the following shut-offs if a limit value is exceeded during crane operation:
- Luffing the main boom up / down shut-off
- Upper limit shut-off angle (OGAW) shut-off
- Luffing the auxiliary boom / accessory up / down shut-off
- Maximum / minimum value test point 1 (force F1) shut-off
- Spooling the winch up / out shut-off
- Hoist top shut-off
- Shut-off due to error message

The LICCON overload protection warns if the limit values are exceeded, but does not turn off:
- Minimum / maximum support forces

3.3.1 Luffing the main boom up / down shut-off

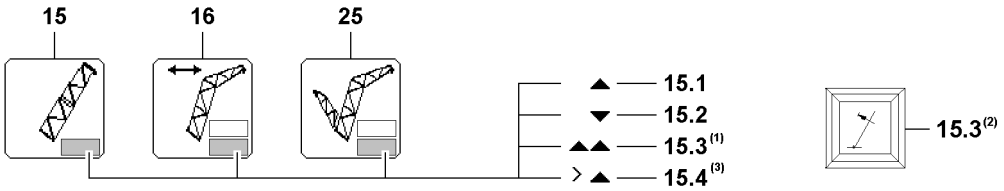

Fig.124701

(1) not LR 1400/2
(2) only LR 1400/2
(3) Only for certain crane types

Icon **15**, or icon **16**, or icon **25** displays in the lower field icon **15.1**, or icon **15.2** or icon **15.4** and the LICCON overload protection has shut off the crane movement.

„Luffing the main boom up“ (icon **15.1**), „Luffing the main boom down“ (icon **15.2**) or „upper limit shut off angle reached“ (icon **15.4**), was shut off because the upper / lower limit angle of the selected load chart was exceeded / fallen below.

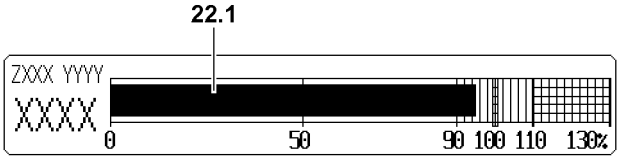

Fig.112340

Note
► If the utilization of the crane is more than 95 % (utilization bar **22.1** exceeds 95 %) and the maximum load according to the load chart (falling load capacity) drops by continuing to luff up the boom, then the icon **15.1** also appears and the „Luffing the main boom up“ crane movement is turned off.

If the icon / warning light **15.3** appears, then:
- **either** it was luffed up to a limit switch or the limit switch has turned off the „Luffing the main boom up“ crane movement
- **or** there is an error on one of the „Main boom top“ limit switches

The icon **15.1** appears and the „Luffing the main boom up“ crane movement was turned off:

► Luff the main boom down.

Result:

– Crane operation is possible again.

The icon **15.2** appears and the „Luffing the main boom down“ crane movement was turned off:

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► Luff the main boom up.

Result:

– Crane operation is possible again.

The icon / warning light **15.3** appears and the „Luffing the main boom up“ crane movement was turned off:

► Luff the main boom down.

Result:

– Crane operation is possible again.

Problem remedy
Does the icon / warning light **15.3** appear continuously?
If an icon / warning light **15.3** appears without having luffed the main boom up to a limit switch, then there may be an error in the „Main boom top“ limit switches.
► Check if there is an error message from the LICCON computer system, see the Diagnostics manual.
► If yes: Remedy the error immediately.

The icon **15.4** appears and the „Luffing the main boom up“ crane movement (upper limit shut off angle) was turned off:

► Luff the main boom down.

Result:

– Crane operation is possible again.

WARNING
Limited warning functions!
If one of the double version limit switches is not ok and the crane is continued to be operated, then the warning functions of the LICCON overload protection are limited.
► The crane can only be operated in an emergency after failure of a double version limit switch.

► Carry out crane movements in such a way that no repeated shut-off by the LICCON overload protection occurs.

3.3.2 Luffing the auxiliary boom / accessory up / down shut-off

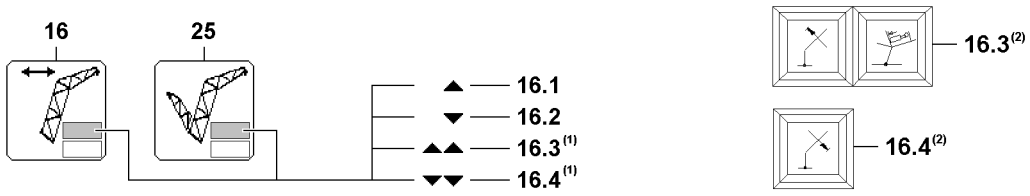

Fig.124702

(1) not LR 1400/2 (2) only LR 1400/2

Icon **16** or icon **25** displays in the upper field icon **16.1** or icon **16.2** and the LICCON overload protection has shut off the crane movement.

„Luffing the auxiliary boom / accessory up“ (symbol **16.1**) or „Luffing the auxiliary boom / accessory down“ (symbol **16.2**) was shut off because the upper / lower limit angle of the selected load chart was exceeded / fallen below.

If the icon / warning light **16.3** appears, then:
– **either** it was luffed up to a limit switch and the limit switch has turned off the crane movement „Luffing the auxiliary boom / accessory up“ crane movement

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– **or** the mechanical relapse support has turned off the „Luffing the auxiliary boom / accessory up“ crane movement
– **or** there is an error in one of the „Auxiliary boom / accessory top“ limit switches.

If the icon / warning light **16.4** appears, then:
– **either** it was luffed down to an „Auxiliary boom / accessory bottom“ and the limit switch has turned off the „Luffing the auxiliary boom / accessory up“ crane movement
– **or** there is an error in one of the „Auxiliary boom / accessory bottom“ limit switches.

The icon **16.1** appears and the „Luffing the auxiliary boom / accessory up“ crane movement was turned off:

► Luff the auxiliary boom / accessory down.

Result:

– Crane operation is possible again.

The icon **16.2** appears and the „Luffing the auxiliary boom / accessory down“ crane movement was turned off:

► Luff the auxiliary boom / accessory up.

Result:

– Crane operation is possible again.

The icon / warning light **16.3** appears and the „Luffing the auxiliary boom / accessory up“ crane movement was turned off:

► Luff the auxiliary boom / accessory down.

Result:

– Crane operation is possible again.

Problem remedy
Does the icon / warning light **16.3** appear continuously?
If an icon / warning light **16.3** appears without having luffed up to a limit switch, then there may be an error in the „Auxiliary boom / accessory top“ limit switches.
► Check if there is an error message from the LICCON computer system, see the Diagnostics manual.
► If yes: Remedy the error immediately.

The icon / warning light **16.4** appears and the „Luffing the auxiliary boom / accessory down“ crane movement was turned off:

► Luff the auxiliary boom / accessory up.

Result:

– Crane operation is possible again.

Problem remedy
Does the icon / warning light **16.4** appear continuously?
If an icon / warning light **16.4** appears without having luffed down to a limit switch, then there may be an error in the „Auxiliary boom / accessory bottom“ limit switches.
► Check if there is an error message from the LICCON computer system, see the Diagnostics manual.
► If yes: Remedy the error immediately.

WARNING
Limited warning functions!
If one of the double version limit switches is not ok and the crane is continued to be operated, then the warning functions of the LICCON overload protection are limited.
► The crane can only be operated in an emergency after failure of a double version limit switch.

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► Carry out crane movements in such a way that no repeated shut-off by the LICCON overload protection occurs.

3.3.3 Maximum / minimum value test point 1 (force F1) shut-off

Note
- ► The force determined in test point 1 is generally described as $F1_{actual}$ (actual value F1).
- ► The icon **17** (F1-load display) displays the force relationship both in number values as well as a bar display (called the F1-bar display).
- ► The value $F1_{max\text{-}operation}$ **17.3** corresponds to 100 % on the F1-bar display.
- ► The F1-utilization bar **17.1** shows the relationship $F1_{actual}$ **17.2** to $F1_{max\text{-}operation}$ **17.3**.
- ► During crane operation without derrick ballast, fewer values may be shown in the icon **17** (F1-load display).

Maximum value F1 during crane operation shut-off

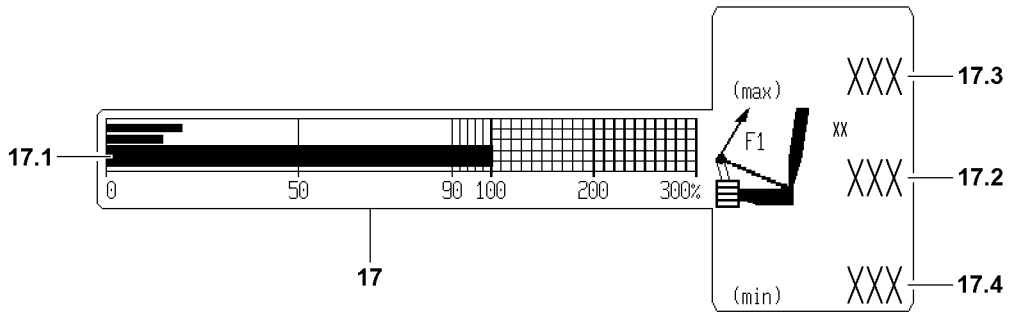

Fig.110991

In the icon **17** (F1-load display) the F1-utilization bar **17.1** exceeds the 100 % mark and the LICCON overload protection has shut off the crane movement. The value $F1_{actual}$ **17.2** has exceeded the value $F1_{max\text{-}operation}$ **17.3**.

All further movements, which lead to an increase of the force F1(value $F1_{actual}$) are shut off.

► Reverse any crane movement that has caused the shut-off.
or
Initiate an alternative crane movement, which lowers the force F1 (value $F1_{actual}$).

Result:

– Crane operation is possible again.

Problem remedy
The crane operation is limited because the value $F1_{max\text{-}operation}$ was apparently reached too early?
- ► Make sure that a valid set up configuration has been entered in the LICCON computer system.
- ► Make sure that the crane is assembled according to the assembly drawings.
- ► Make sure that the actual set up configuration and the entered set up configuration of the crane match.
- ► Make sure that all attachment parts and guy rods on the boom system that are not needed have been removed (weight).
- ► Make sure that the boom system is free of snow and ice (weight).
- ► Make sure that the wind influence on the crane is not too great.

If no irregularities can be found:
► Contact Liebherr Customer Service.

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Minimum value F1 during crane operation shut-off

Note

► A minimum value F1 ($F1_{min}$) shut-off only occurs in operating modes with derrick ballast. The status $F1_{actual}$ = $F1_{min}$ cannot be reached in all other operating modes.

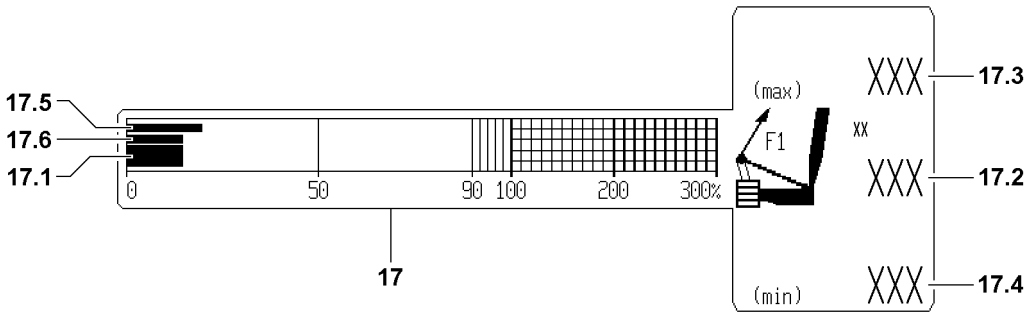

Fig.110992

In the icon **17** (F1-load display), when falling below the $F1_{min}$ **17.5** advance warning bar, a warning of the upcoming shut-off is issued by the F1-utilization bar **17.1**.

If the F1-utilization bar **17.1** falls below the $F1_{min}$ STOP bar **17.6**, then the LICCON overload protection shuts off the crane movement. The value $F1_{actual}$ **17.2** has fallen below the value $F1_{min}$ **17.4**.

Note

Shut-off $F1_{min}$!

► If the utilization of the derrick ballast is below 50 %, then there is no immediate shut-off when falling below value $F1_{min}$ **17.4**.

All further movements, which lead to an decrease of the force F1 (value $F1_{actual}$) are shut off.

► Reverse any crane movement that has caused the shut-off.
or
Initiate an alternative crane movement that increases the force F1 (value $F1_{actual}$).

Result:

– Crane operation is possible again.

Problem remedy

Is crane operation limited because the value $F1_{min}$ was apparently reached too early?

► Make sure that a valid set up configuration has been entered in the LICCON computer system.
► Make sure that the crane is assembled according to the assembly drawings.
► Make sure that the actual set up configuration and the entered set up configuration of the crane match.
► Make sure that all attachment parts and guy rods on the boom system that are not needed have been removed (weight).
► Make sure that the boom system is free of snow and ice (weight).
► Make sure that the wind influence on the crane is not too great.

If no irregularities can be found:

► Contact Liebherr Customer Service.

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3.3.4 Spooling the winch up / out shut-off

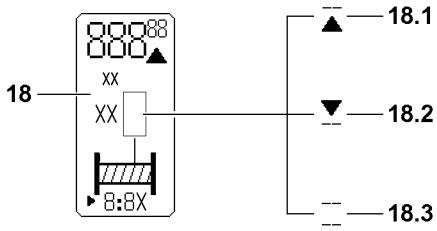

Fig.110878

The icon **18** displays icon **18.1**, icon **18.2** or icon **18.3** and the LICCON overload protection has shut off crane movement.

„Spooling the winch out“ (icon **18.1**) or „spooling the winch up“ (icon **18.2**) was shut off because the upper / lower limit value of the rope for the selected winch was exceeded or fallen below.

If icon **18.3** appears blinking in the icon **18**, then the affected winch is deactivated.

The icon **18.1** appears and the „Spooling the winch out“ crane movement was turned off:

► Spool the winch up.

Result:

– Crane operation is possible again.

The icon **18.2** appears and the „Spooling the winch up“ crane movement was turned off:

► Spool the winch out.

Result:

– Crane operation is possible again.

The icon **18.3** appears and the winch is deactivated:

► Activate the winch, see the Crane operating instructions, chapter 4.02.

Result:

– Crane operation is possible again.

3.3.5 Hoist top shut-off

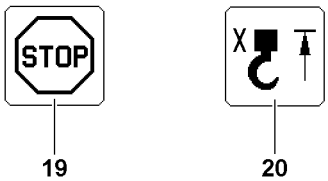

Fig.110875

The icon **19** and hoist top icon **20** appear on the LICCON monitor and the LICCON overload protection has turned off the crane movement.

Spooling the hoist winch up was turned off because the hook block or the load hook has run against a hoist limit switch weight during the upward movement and the affected hoist limit switch was triggered.

WARNING
Property damage / falling load!
► After spool hoist winch up (hoist top) shut-off, for every further crane movement, the distance between the hook block / load hook and the boom head must be checked.

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Note
► After a hoist top shut-off occurred, further crane movements, which affect the length of the hoist rope are also shut off.

► Spool the hoist winch out.

Result:

– Crane operation is possible again.

3.3.6 Shut-off due to error message

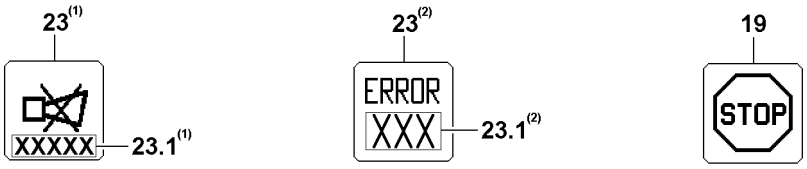

Fig.112331

(1) not LR 1400/2 (2) only LR 1400/2

An error message appears the icon, the **19**icon **23** appears on the LICCON monitor and the LICCON overload protection has turned off the crane movement.

WARNING
Limited warning functions!
If there is a defect in an involved sensor (LMB) and the crane is continued to be operated by bypassing the sensor or in another manner, then the warning functions and the shut-offs of the LICCON overload protection are deactivated.
► If there is a defect in an involved sensor (LMB), then the crane may be operated further only in emergency cases.
► Fix / replace the sensor before starting crane operation again.

► Determine the existing error with the help of the error message from the error field **23.1** in the icon **23**, see the Diagnostics manual.
► Rectify the error.

Problem remedy
Is erection of the crane, for example after assembly at a new job site or with another set up configuration, not possible due to an error message?
► Evaluate the error message.
► Make sure that all electrical connections are established correctly.
► Check if all sensors or dummy plugs with integrated electrics have been connected properly.

If the error cannot be remedied:
► Contact Liebherr Customer Service.

3.3.7 Minimum / maximum support forces

Note
► This applies only for cranes with support force monitoring*.
► Description of support force monitoring, see the Crane operating instructions, chapter 4.02.

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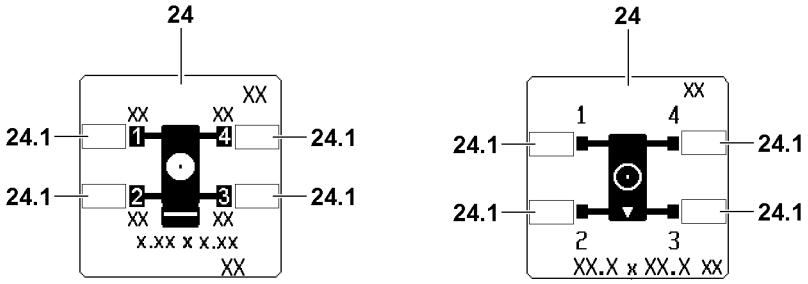

Fig.110881

WARNING
The crane can topple over!
When reaching the programmed minimum / maximum support forces, there is no automatic shut-off of crane movements.
The displayed support force values are subjected to fluctuating influences, for example crane control, surrounding and environmental influences.
The resulting tolerance field of the determined values may not be utilized by the support force display to determine the tipping limit of the crane.
If this is disregarded, then the crane can topple over.
Personnel can be severely injured or killed.

- ► The displayed support force values of the support force display may not be used to utilize the crane up to the tipping limit.
- ► Make sure that all support force values are within the minimum / maximum support forces.

The icon **24** (depending on the crane, similar to the left or right illustration) is shown on the LICCON monitor with blinking value in one or several fields **24.1**. Blinking values in the fields **24.1** signal exceedance of the minimum / maximum support forces.

- ► Reverse the crane movements which caused the support forces to be outside the minimum / maximum values.

Result:

- – All values in the fields **24.1** are within the minimum / maximum support forces.
- ► Carry out crane movements in such a way that the support forces always remain within the minimum / maximum values.

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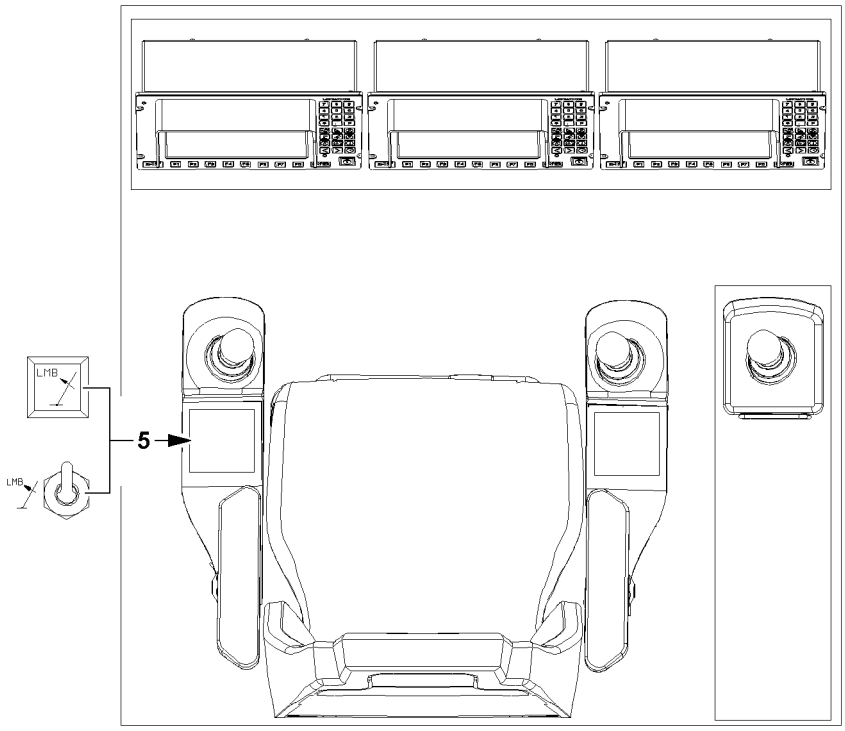

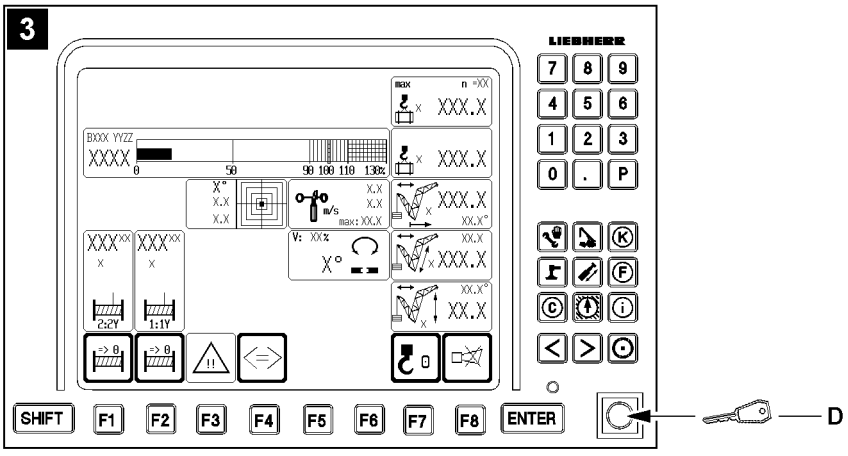

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Fig.112334

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3.4 Shut-off of crane movement: LMB STOP by LICCON overload protection

WARNING
Risk of overloading and toppling of the crane!
If the shut-off limits of the LICCON overload protection are exceeded without knowing the exact cause for the shut-off by the LICCON overload protection, then the crane can be overloaded and topple over.
Personnel can be severely injured or killed.
- ► Before activating the „Exceedance of shut-off limits of the LICCON overload protection“ function, determine the exact cause for the shut-off.

WARNING
Danger of accident due to the „Exceedance of shut-off limits of the LICCON overload protection“ function!
If the shut off limits of the LICCON overload protection are exceeded, there is no additional protection against crane overload.
Due to erroneous operation or deliberate misuse, the crane could collapse, the boom can break off or the crane can topple over.
Personnel can be severely injured or killed.
- ► The „Luffing in with suspended load“ button **5** and the set up key **D** may only be actuated when it is ensured that the normal operating condition (utilization below 100 % and no active shut-off) cannot be reached without the „Exceedance of shut-off limits of the LICCON overload protection“ function!
- ► Actuate the set up key **D** only when the normal operating condition (utilization below 100 % and no active shut-off) cannot be reached with the „Luffing in with suspended load“ button **5**.
- ► The „Exceedance of shut-off limits of the LICCON overload protection“ function is only permissible in emergencies and for assembly purposes.
- ► The set up key **D** may only be actuated by persons who are aware of the effects of their acts regarding the „Exceedance of shut-off limits of the LICCON overload protection“ function.
- ► The „Exceedance of shut-off limits of the LICCON overload protection“ function requires the presence of an authorized person and must be performed with utmost caution.
- ► Crane operation with the „Exceedance of shut-off limits of the LICCON overload protection“ function activated is prohibited.

WARNING
Expanded working / danger zone of the crane!
Due to the „Exceedance of shut-off limits of the LICCON overload protection“ function it is possible that the working / danger zone of the crane is significantly expanded.
If these circumstances are not observed, collisions and accidents can occur.
Personnel can be severely injured or killed.
- ► With activated „Exceedance of shut-off limits of the LICCON overload protection“ function, take an expanded working / danger zone of the crane into account and monitor it.

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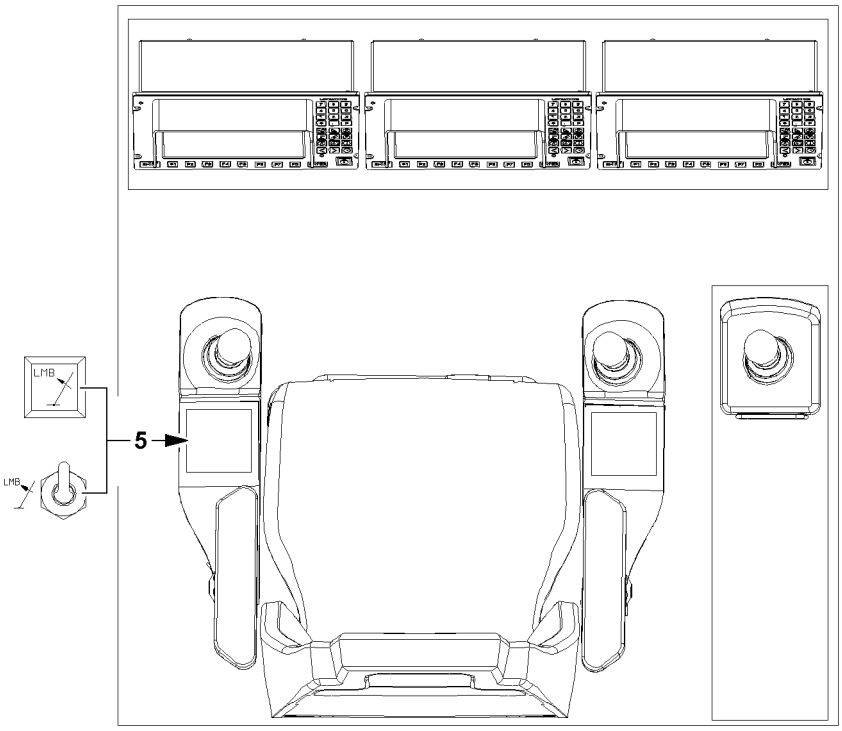

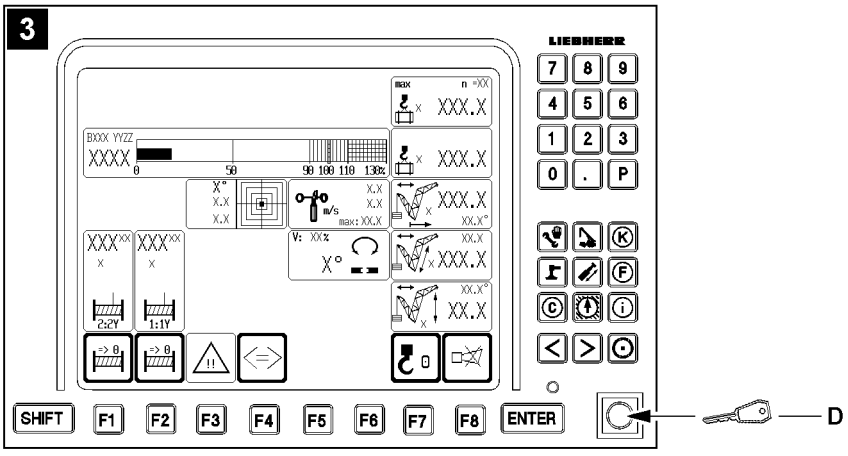

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Fig.112334

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WARNING
Overload of the crane!
When picking up a load by luffing the boom up, the crane can be overloaded.
This could result in serious accidents.
► Picking up a load by luffing up the boom is prohibited.
► Pick up a load only with the hoist gear.

There are two possibilities for exceeding the shut-off limits of the LICCON overload protection after an LMB STOP:
– With the „Luffing in with suspended load“ button **5** on the left control panel
– With the set up key **D** on the LICCON monitor with crane operating screen, see illustration **3**

NOTICE
Danger of mix up!
The „Exceedance of shut-off limits of LICCON overload protection“ function can only be activated with the set up key **D** on the LICCON monitor with crane operating screen, see illustration **3**.
The key buttons on the other monitors are not assigned with this function.
► Do not mix up the set up key **D** with the other key buttons.
► In case of mix up: Deactivate the activated function.

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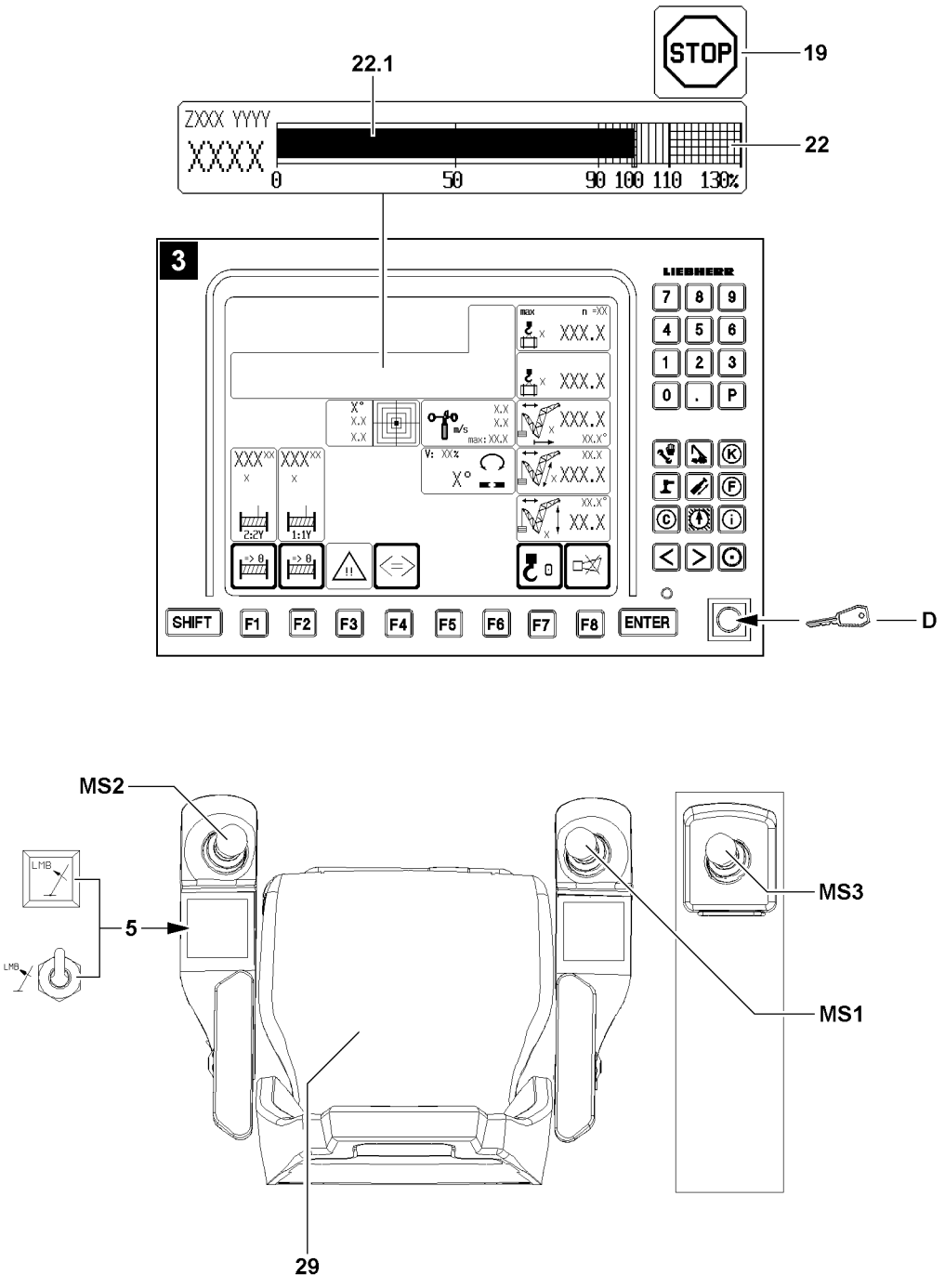

Fig.112335

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3.4.1 Luffing in with a suspended load

If the maximum permissible load torque is exceeded, the LICCON overload protection turns off all crane movements that increase the load torque.

In the icon **22** (load momentum display) the utilization bar **22.1** has exceeded the 100 % mark and the icon **19** appears on the LICCON monitor.

This shut-off limit can be exceeded by actuating the „Luffing in with suspended load“ button **5**.

Make sure that the following prerequisite is met:
– Either the seat contact button **29** or one of the buttons **1** of the master switches (MS1, MS2, MS3) is actuated.

Note
► If the load is reduced by luffing up, then the Luffing in with suspended load **5** „button“ is possibly not functioning.
► For the procedure when the „Luffing in with suspended load“ button **5** is not functioning, see section „Exceedance of maximum permissible load momentum“.

► Press the „Luffing in with suspended load“ and hold it function key **5**.

Result:

– The LICCON overload protection is inactive.

► Luff the load in.

Result:

– If the crane reaches a normal operation status (utilization below 100 % and no active shut-off) then the icon **19** turns off, normal crane operation is possible again.

The „Luffing in with suspended load“ function is deactivated:
– When the „Luffing in with suspended load“ function key **5** is no longer actuated.
– If neither the seat contact button **29** nor one of the buttons **1** of the master switches (MS1, MS2, MS3) is actuated.
– At engine stop.

The „Luffing in with a suspended load“ function is deactivated:
– The LICCON overload protection is active.

► Carry out crane movements in such a way that no repeated shut-off by the LICCON overload protection occurs.

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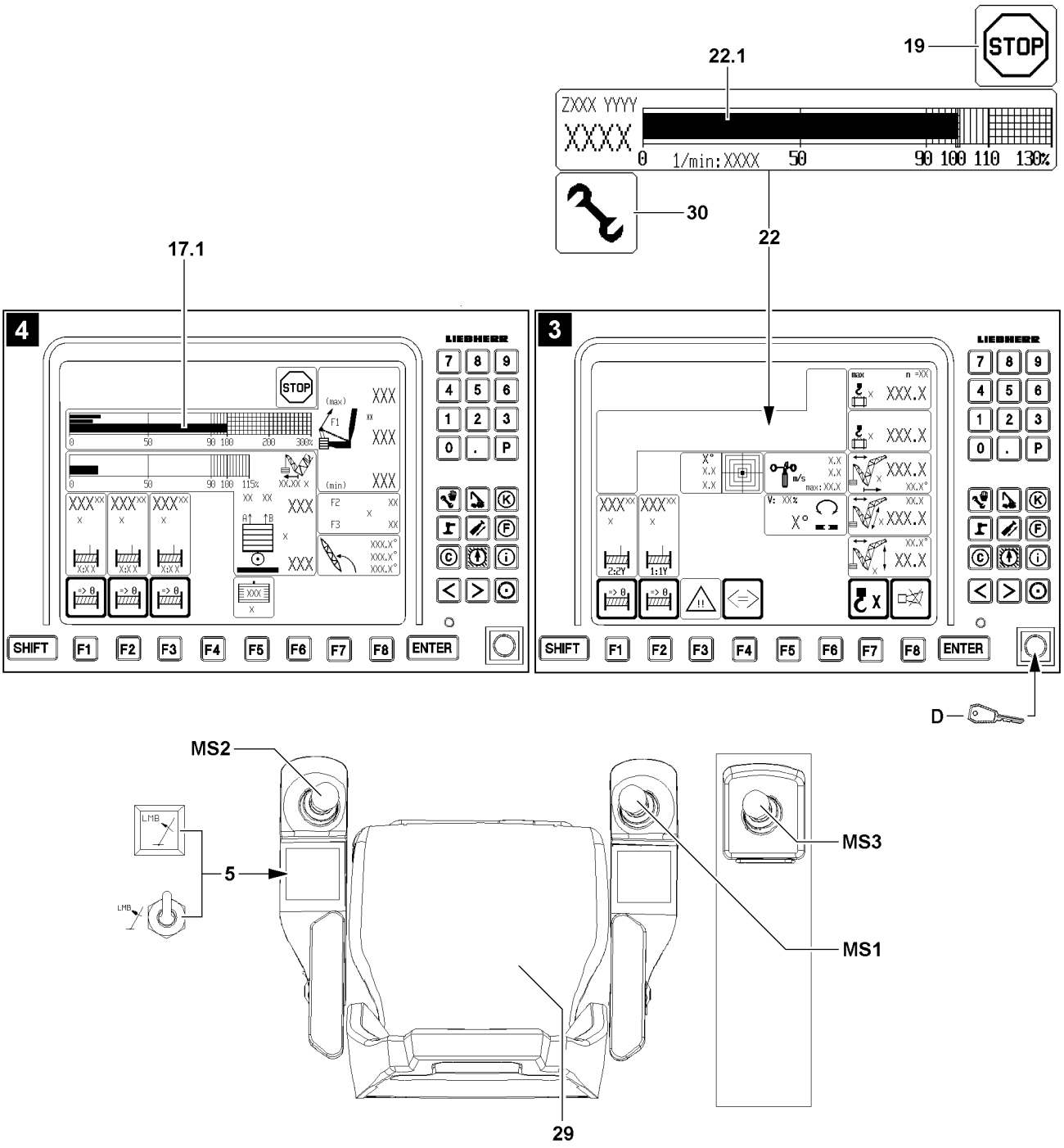

Fig.112336

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3.4.2 Exceedance of the maximum permissible load momentum

If the maximum permissible load torque is exceeded, the LICCON overload protection turns off all crane movements that increase the load torque.

In the icon **22** (load momentum display) the utilization bar **22.1** has exceeded the 100 % mark and the icon **19** appears on the LICCON monitor.

This shut-off can be exceeded by the set up key **D** in the „right touching“ position.

WARNING
Shut-off safety equipment!
If the „Exceedance of shut-off limits“ function of the LICCON overload protection is activated by actuating the set up key **D** then it is possible to exceed the maximum permissible load momentum. The „Exceedance of maximum value test point 1“ function is automatically activated too. Therefore a shut-off does not take place when exceeding the maximum value test point 1.
- ► All notes regarding the „Exceedance of shut-off limits of LICCON overload protection“ function must be observed.
- ► The utilization bar $F1_{actual}$ **17.1** of the F1 load display must be observed.

Note
- ► In emergency situations, the „Exceedance of shut-off limits of the LICCON overload protection“ function can be activated with the set up key **D**and the maximum permissible load momentum of 100 % can be exceeded.

The set up key **D** on the LICCON monitor has two positions:
- – Operating position (not actuated): The crane is in normal operation.
- – Position to right (touching): The „Exceedance of shut-off limits of the LICCON overload protection“ function is activated, the assembly icon **30** appears on the LICCON monitor.

Make sure that the following prerequisites are met:
- – With the „Luffing in with suspended load“ button **5**, no normal operating condition (utilization below 100 % and no active shut-off) can be reached.
- – All master switches (MS1, MS2, MS3) are in the zero position (not deflected).
- – Either the seat contact button **29** or one of the buttons **1** of the master switches (MS1, MS2, MS3) is actuated.
- – Radio operation* is not active.

- ► Turn the set up key **D** to the right (touching).

Result:

- – The LICCON overload protection is inactive.
- – The assembly icon **30** appears on the LICCON monitor.

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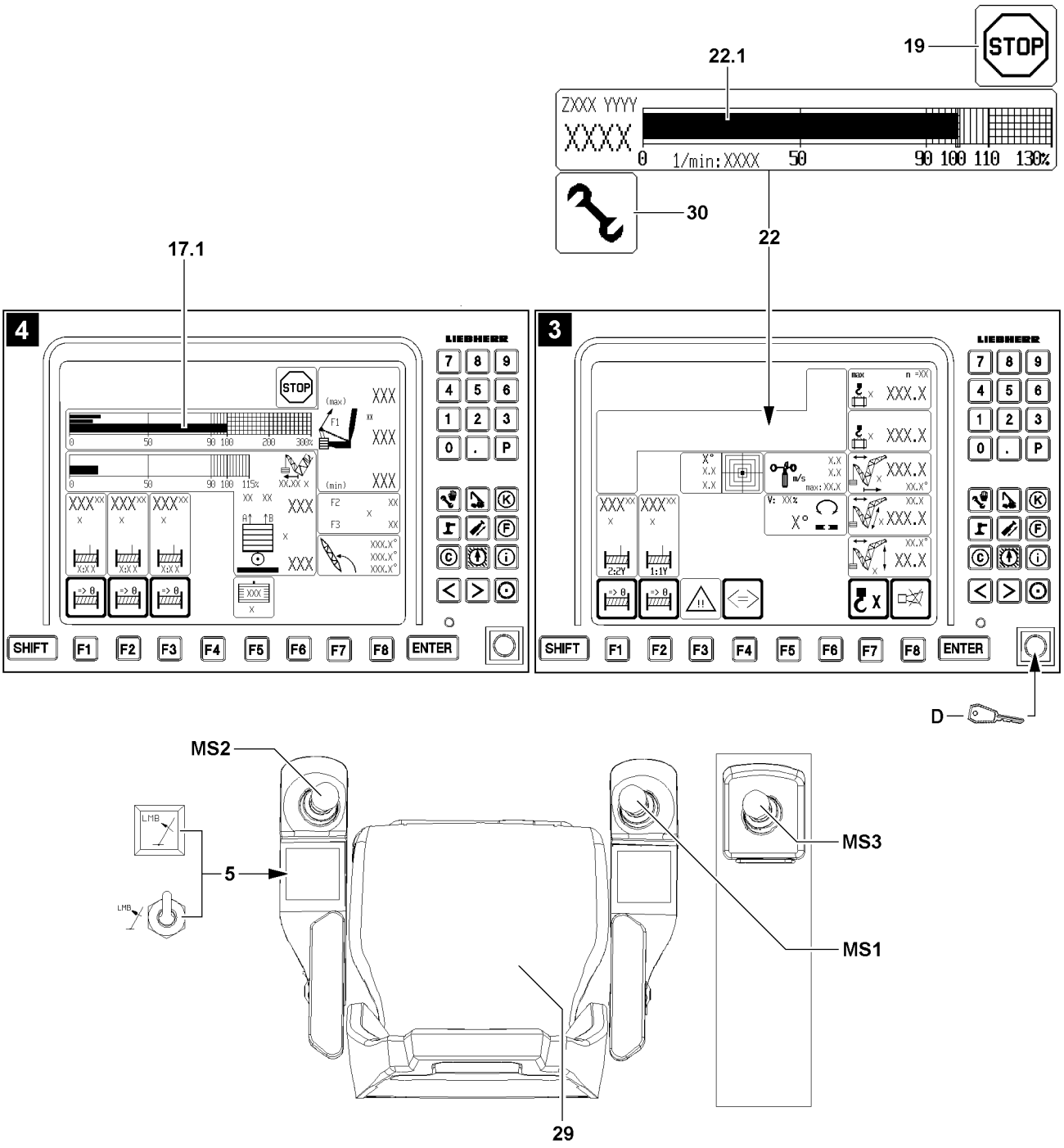

Fig.112336

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► Initiate crane movements which directly lead to a normal operating status (utilization below 100 % and no active shut-off).

Result:

– If a crane reaches a normal operation status (utilization below 100 % and no active shut off), then the „Exceedance of shut-off limits of the LICCON overload protection“ function shuts off, the assembly icon **30** and icon **19** on the LICCON monitor turns off.

In addition, the „Exceedance of shut-off limits of LICCON overload protection“ function turns off immediately:
– If the set up key **D** is actuated again.
– If all master switches (MS1, MS2, MS3) are in the zero position for 10 seconds (with load chart available).
– If neither the seat contact button **29** nor one of the buttons **1** of the master switches (MS1, MS2, MS3) is actuated.
– If radio operation***** is activated.
– At engine stop.
– At hoist top shut-off.
– When leaving the angle range of the load chart.

Note
► The „Exceedance of shut-off limits of the LICCON overload protection“ function is only turned off when the assembly icon **30** on the LICCON monitor turns off.
► If the „Exceedance of shut-off limits of the LICCON overload protection“ function does not turn off after pressing the set up key **D** once, then press the set up key **D** again until the assembly icon **30** on the LICCON monitor turns off.

The „Exceedance of shut-off limits of the LICCON overload protection“ function has / was shut off:
– The assembly icon **30** on the LICCON monitor turns off.

► Make sure that the assembly icon **30** no longer appears on the LICCON monitor.
► Carry out crane movements in such a way that no repeated shut-off by the LICCON overload protection occurs.

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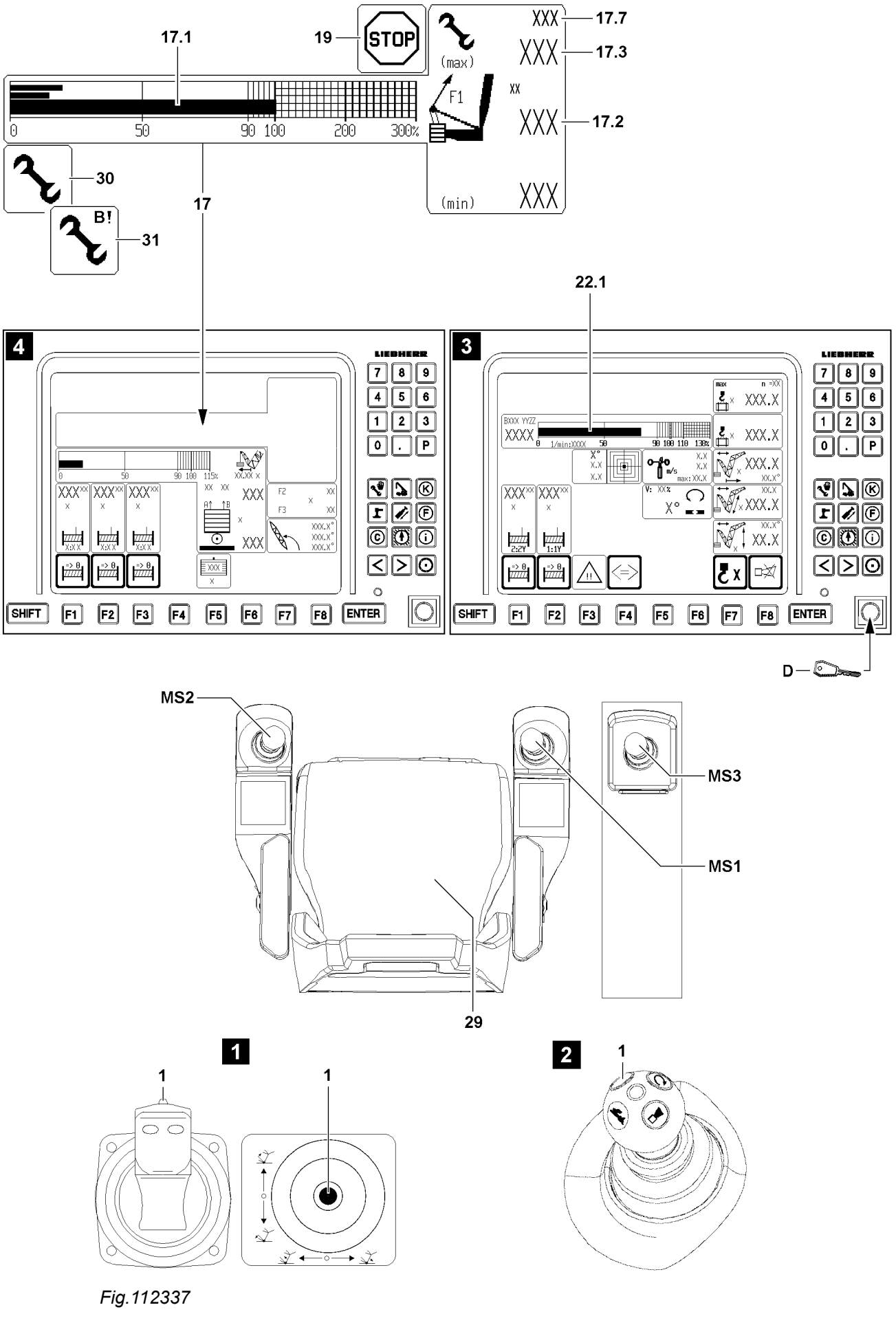

Fig.112337

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3.4.3 Exceedance of maximum value test point 1 (force F1) during crane operation

WARNING
Leaving the load chart with load on the hook!
If, by actuating the set up key **D**, the shut-off is bypassed by value $F1_{max\text{-}operation}$ **17.3** and exceeded by more than 110 %, then the crane is in assembly operation, the assembly icon **31** appears on the LICCON monitor.
There is no load chart available any longer and various display values may not be shown any longer on the crane operating screen.
The load on the hook is no longer monitored by the load chart.
Severe accidents due to crane overload can result.
Personnel can be severely injured or killed.
► During assembly operation, the data in the erection / take-down charts is binding.

WARNING
Shut-off safety equipment!
If, by actuating the set up key **D**, the „Exceedance of maximum value test point 1“ function is activated, then the „Exceedance of shut-off limits of LICCON overload protection“ function is also activated automatically. Thus there is no shut-off if the maximum permissible load momentum is exceeded.
► All notes regarding the „Exceedance of shut-off limits of LICCON overload protection“ function must be observed.
► The utilization bar **22.1** of the load momentum display must be observed.

Note
► The force determined in test point 1 is generally described as $F1_{actual}$ (actual value F1).
► The icon **17** (F1-load display) displays the force relationship both in number values as well as a bar display (called the F1-bar display).
► The value $F1_{max\text{-}operation}$ **17.3** corresponds to 100 % on the F1-bar display.
► The F1-utilization bar **17.1** shows the relationship $F1_{actual}$ **17.2** to $F1_{max\text{-}operation}$ **17.3**.
► During crane operation without derrick ballast, fewer values may be shown in the icon **17** (F1-load display).
► If the actual load is **larger** than the permissible hook block weight according to the erection / take down charts, then it can be exceeded up to maximum 110 % of $F1_{max\text{-}operation}$ **17.3**.
► If the actual load is **smaller** than the permissible hook block weight according to the erection / take down charts, then the assembly operation becomes active above 110 % of $F1_{max\text{-}operation}$ **17.3**. No load chart is available during assembly operation.
► The value $F1_{max\text{-}assembly}$ **17.7** appears in crane operation when 90 % of its nominal value is exceeded.

In the icon **17** (F1 load display) the utilization bar $F1_{actual}$ **17.1** exceeds the 100 % mark and the LICCON overload protection has shut off the crane movement. The value $F1_{actual}$ **17.2** has exceeded the value $F1_{max\text{-}operation}$ **17.3**.

All further movements, which lead to an increase of the force (value $F1_{actual}$) are shut off.

The LICCON monitor with the derrick operating screen (illustration **4**) displays the icon **19**.

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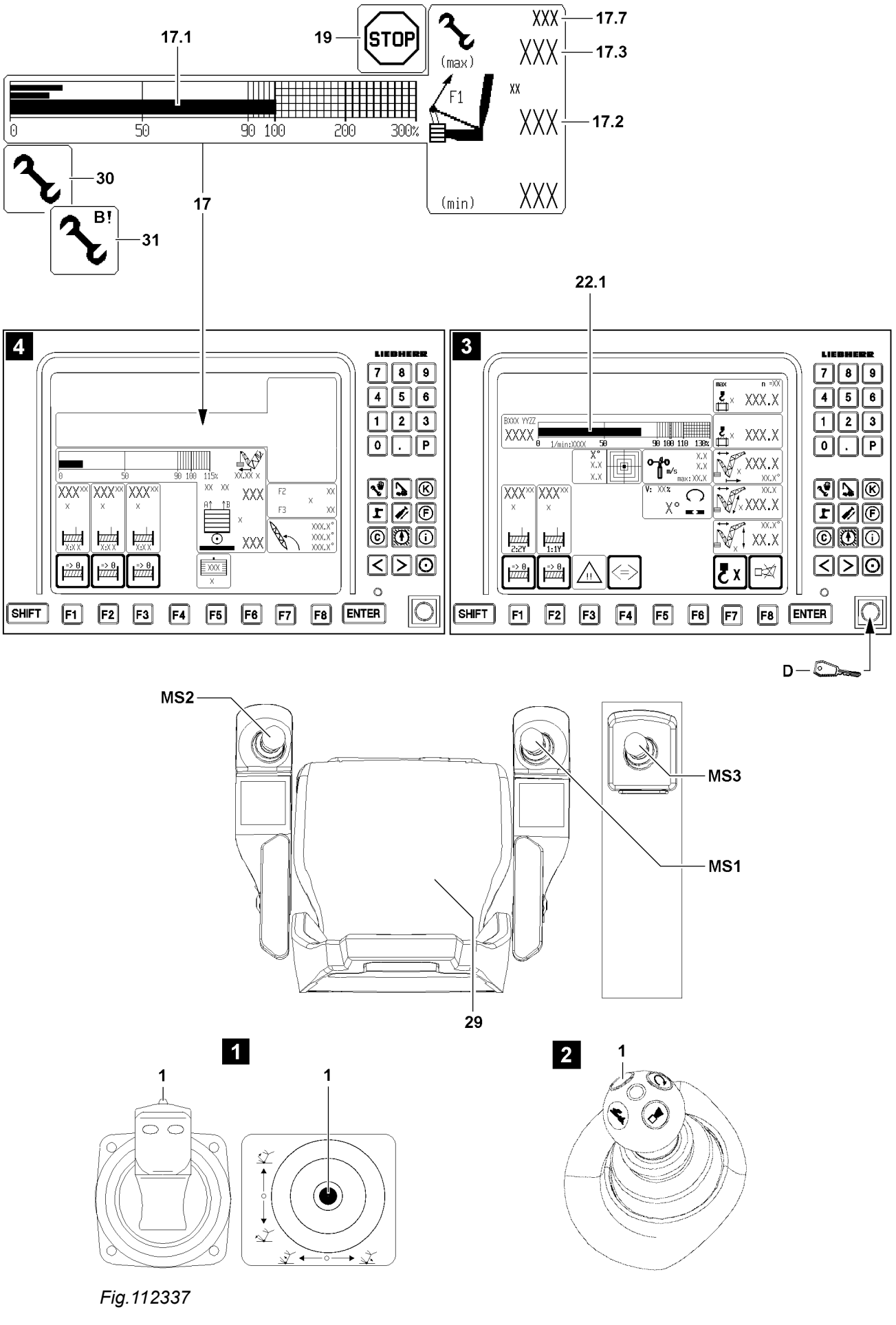

Fig.112337

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Make sure that the following prerequisites are met:
- All master switches (MS1, MS2, MS3) are in the zero position (not deflected).
- Either the seat contact button **29** or one of the buttons **1** of the master switches (MS1, MS2, MS3) is actuated.
- Radio operation***** is not active.
- The F1 load display 110 % has not been reached and a load chart is available.

► Turn the set up key **D** to the right (touching).

Result:

- The „Exceedance of maximum value test point 1“ function is activated in connection with the „Exceedance of the shut-off limits of the LICCON overload protection“ function.
- $F1_{max\text{-}operation}$ **17.3** can be exceeded.

The „Exceedance of shut-off limits of the LICCON overload protection“ function in connection with the „Exceedance of the maximum value test point 1“ function also shuts off immediately:
- If the set up key **D** is actuated again.
- If all master switches (MS1, MS2, MS3) are in the zero position for 10 seconds (with load chart available).
- If neither the seat contact button **29** nor one of the buttons **1** of the master switches (MS1, MS2, MS3) is actuated.
- If radio operation***** is activated.
- At engine stop.
- At hoist top shut-off.

Note
► The „Exceedance of shut-off limits of the LICCON overload protection“ function is only turned off when the assembly icon **30** on the LICCON monitor turns off.
► If the „Exceedance of shut-off limits of the LICCON overload protection“ function does not turn off after pressing the set up key **D** once, then press the set up key **D** again until the assembly icon **30** on the LICCON monitor turns off.

The „Exceedance of shut-off limits of the LICCON overload protection“ function has / was shut off:
- The assembly icon **30** on the LICCON monitor turns off.
- The working speed is reduced until all master switches (MS1, MS2, MS3) are in zero position at the same time.

► Make sure that the assembly icon **30** no longer appears on the LICCON monitor.
► Carry out crane movements in such a way that no repeated shut-off by the LICCON overload protection occurs.

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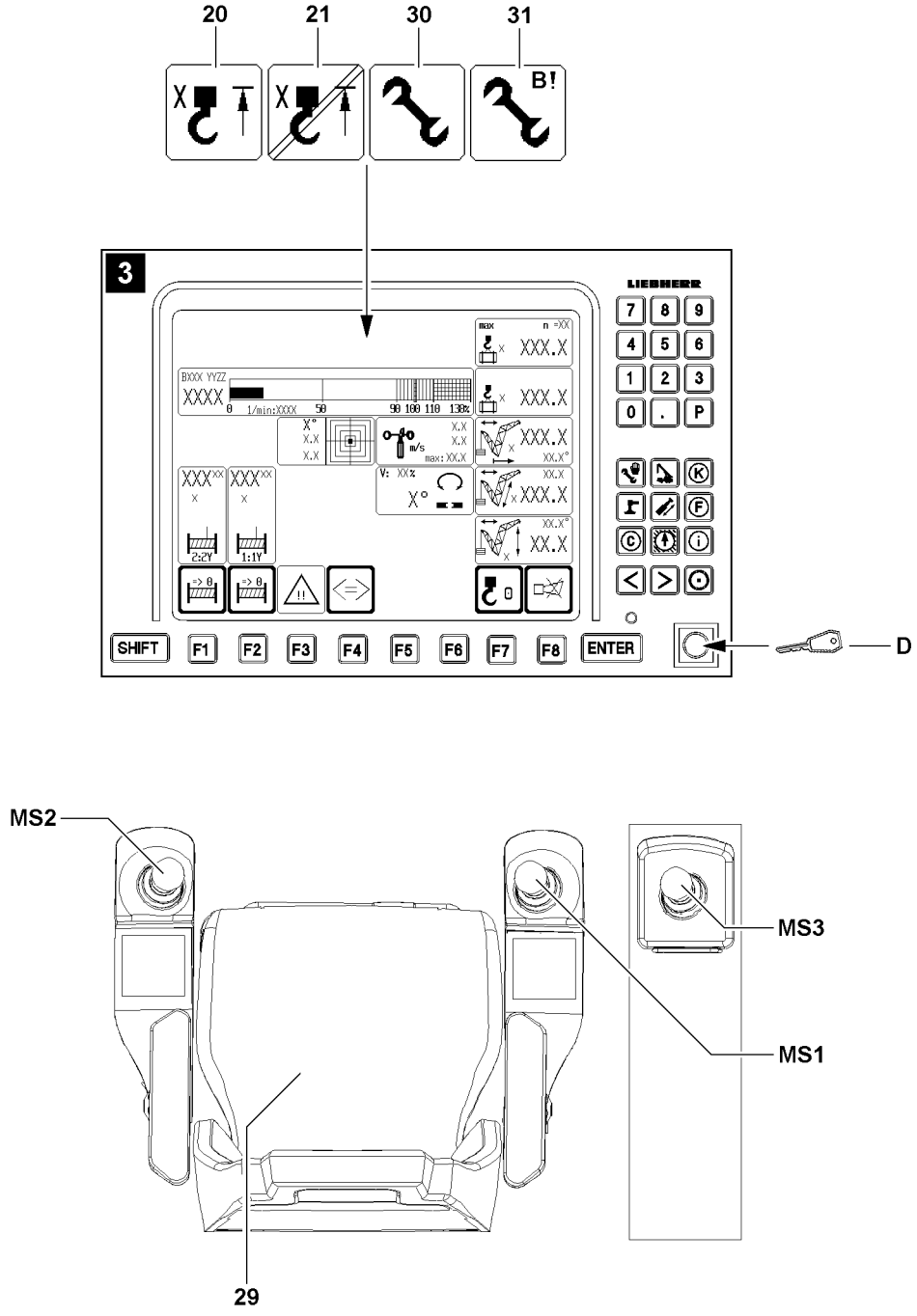

Fig.111230

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3.5 Bypass of the hoist top shut-off

WARNING
Improper use of the „Bypass of hoist top shut-off“ function!
► The „Bypass of hoist top shut-off“ function may never be used to increase the lifting height during crane operation.

WARNING
Property damage and falling load!
If the „Bypass of hoist top shut-off“ function is activated, there is the danger that the hook block or the load hook is pulled against the pulley head.
This danger exists especially when the hoist winch is continued to be spooled up and for crane movements which have an influence on the hoist rope, for example luffing the boom, the auxiliary boom / accessory or the derrick boom.
Property damage and falling load can result.
Personnel can be severely injured or killed.
► The „Bypass of hoist top shut-off“ function may only be carried out by an authorized person, along with a guide. The guide must be in direct contact with the crane operator and must continually monitor the distance between the hook block / load hook and the boom head.
► Carry out all crane movements with utmost caution.

Note
► The activation of the „Bypass of hoist top shut-off“ function is only possible if the hoist limit switch was touched and the hoist top shut-off has occurred.
► If the hoist limit switch is triggered when the set up key **D** is actuated (the „Exceedance of shut-off limits of the LICCON overload protection“ function is active, the assembly icon **30** or the assembly icon **31** appear), then a hoist top shut-off occurs and the „Exceedance of shut-off limits of the LICCON overload protection“ function is deactivated.
► For assembly purposes or in emergency cases, if the activation of the „Bypass of hoist top shut-off“ function **and** activation of the „Exceedance of shut-off limits of the LICCON overload protection“ function is necessary, then the set up key **D** must be actuated until the icon **21** and assembly icon **30** or assembly icon **31** (assembly operation) appear.

Make sure that the following prerequisites are met:
– A hoist top shut-off has occurred, the hoist top icon **20** appears on the LICCON monitor.
– Either the seat contact button **29** or one of the buttons **1** of the master switches (MS1, MS2, MS3) is actuated.
– All master switches (MS1, MS2, MS3) are in the zero position (not deflected).
– The radio operation***** is not active.

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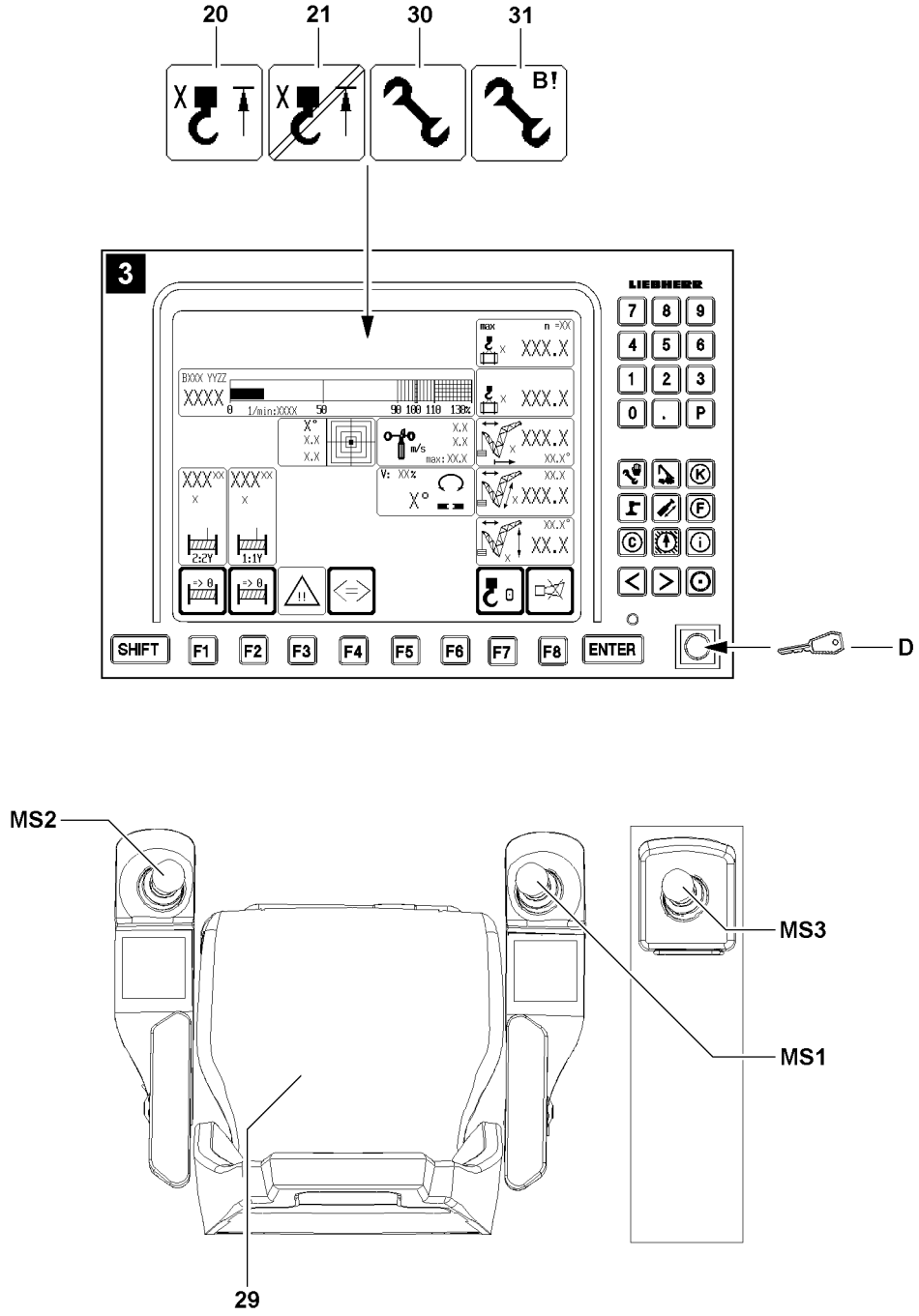

Fig.111230

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► Turn the set up key **D** to the right (touching).

Result:

– The assembly icon **30** or the assembly icon **31** (assembly operation) appears on the LICCON monitor.
– The hoist top icon **20** on the LICCON monitor changes to the icon **21**.
– All hoist limit switches are bypassed.

► Carry out a crane movement with bypassed hoist limit switches with utmost caution and by taking the safety guidelines into account.

The „Bypass of the hoist top shut-off“ function turns off:
– If the set up key **D** is actuated again.
– When no master switch (MS1, MS2, MS3) was deflected for 10 seconds.
– If neither the seat contact button **29** nor one of the buttons **1** of the master switches (MS1, MS2, MS3) is actuated.
– If there is no longer a shut-off of a hoist limit switch.
– If radio operation***** is active.
– At engine stop.

The „Bypass of the hoist top shut-off“ function has / was turned off:
– The assembly icon **30** or the assembly icon **31** (assembly operation) on the LICCON monitor turns off.
– The icon **21** on the LICCON monitor turns off.

► Make sure that the assembly icon **30** or the assembly icon **31** (assembly operation) as well as the icon **21** no longer appear on the LICCON monitor.
► Carry out the crane movements in such a way that no repeated hoist top shut-off occurs.

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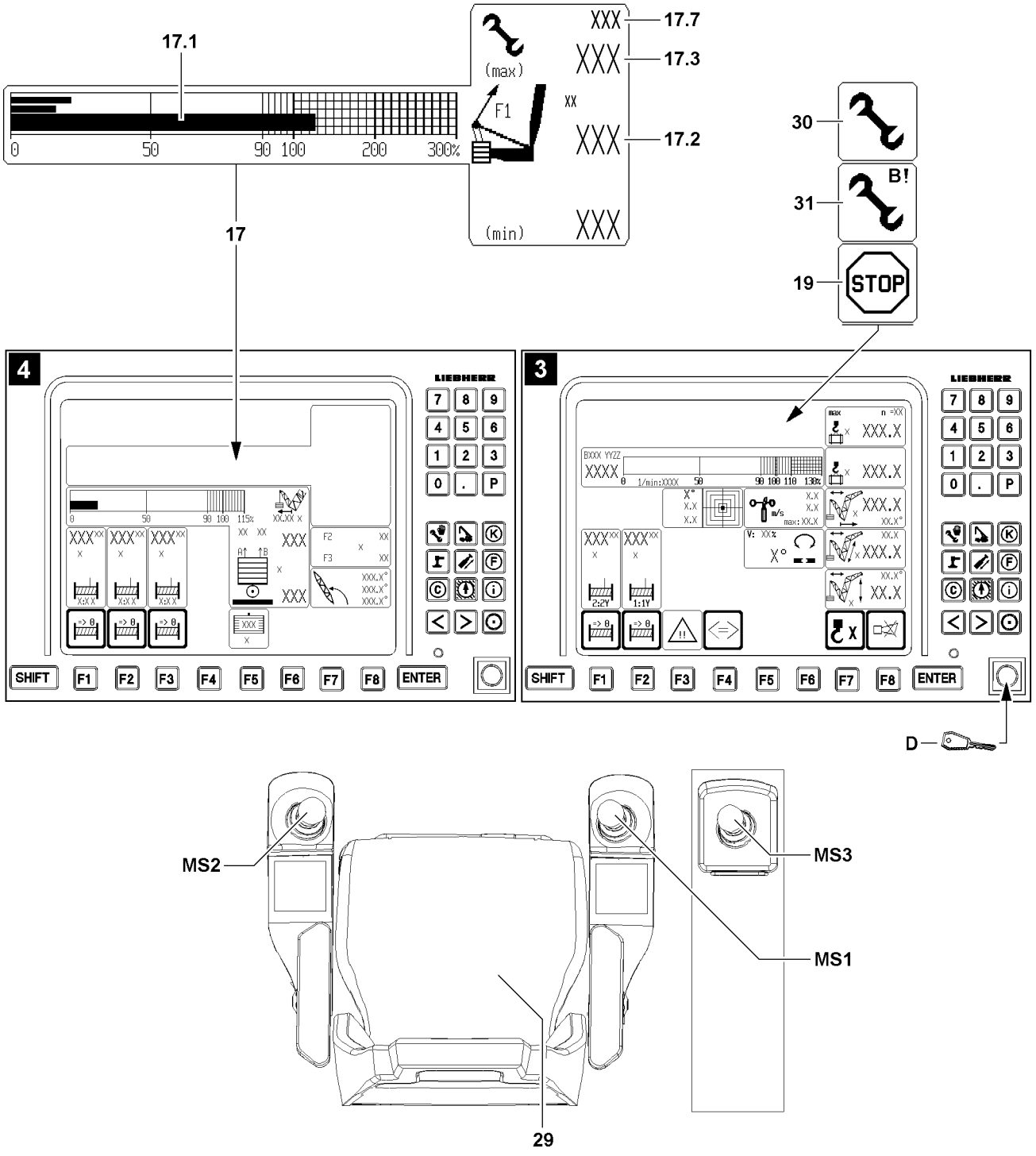

Fig.112343

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3.6 Exceeding the shut-off limits of the LICCON overload protection during erection / take-down procedures (assembly operation)

Note

- ► If the crane is in the „No load chart available“ range, then there is a shut-off of the crane control by the LICCON overload protection. The icon **19** appears on the LICCON monitor.
- ► By actuating the set up key **D**, the „Exceedance of shut-off limits of the LICCON overload protection“ function can be activated, all erection / take-down procedures can be carried out within the erection / take-down charts, for which no load charts are available.

WARNING

Danger of accident during erection / take-down procedures!
If the erection / take-down charts are not observed, the crane could collapse, the boom can break off or the crane can topple over.
Personnel can be severely injured or killed.

- ► The erection / take-down charts must be observed.
- ► Press the set up key **D** only when the set up configuration has been entered correctly in the LICCON computer system and matches the actual situation.

Note

- ► The force determined in test point 1 is generally described as $F1_{actual}$ (actual value F1).
- ► The icon **17** (F1-load display) displays the force relationship both in number values as well as a bar display (called the F1-bar display).
- ► The value $F1_{max\text{-}operation}$ **17.3** corresponds to 100 % on the F1-bar display.
- ► The F1-utilization bar **17.1** shows the relationship $F1_{actual}$ **17.2** to $F1_{max\text{-}operation}$ **17.3**.
- ► During crane operation without derrick ballast, fewer values may be shown in the icon **17** (F1-load display).
- ► If a load chart is available, then the value $F1_{max\ operation}$ **17.3** is valid as the limit value for a shut-off of crane operation.
- ► When leaving the „Load chart available“ range, the assembly icon **30** turns off and the assembly icon **31** appears.
- ► When leaving the „Load chart available“ range, $F1_{max\ assembly}$ **17.7** applies as the upper limit value.
- ► $F1_{max\text{-}assembly}$ **17.7** might only appear when 90 % of its nominal value is exceeded.

3.6.1 Carrying out erection procedures (assembly operation)

Make sure that the following prerequisites are met:

- – All master switches (MS1, MS2, MS3) are in the zero position (not deflected).
- – Either the seat contact button **29** or one of the buttons **1** of the master switches (MS1, MS2, MS3) is actuated.
- – Radio operation* is not active.
- – The set up configuration corresponds to the erection / take-down charts.
- – The set up configuration has been entered correctly in the LICCON computer system.

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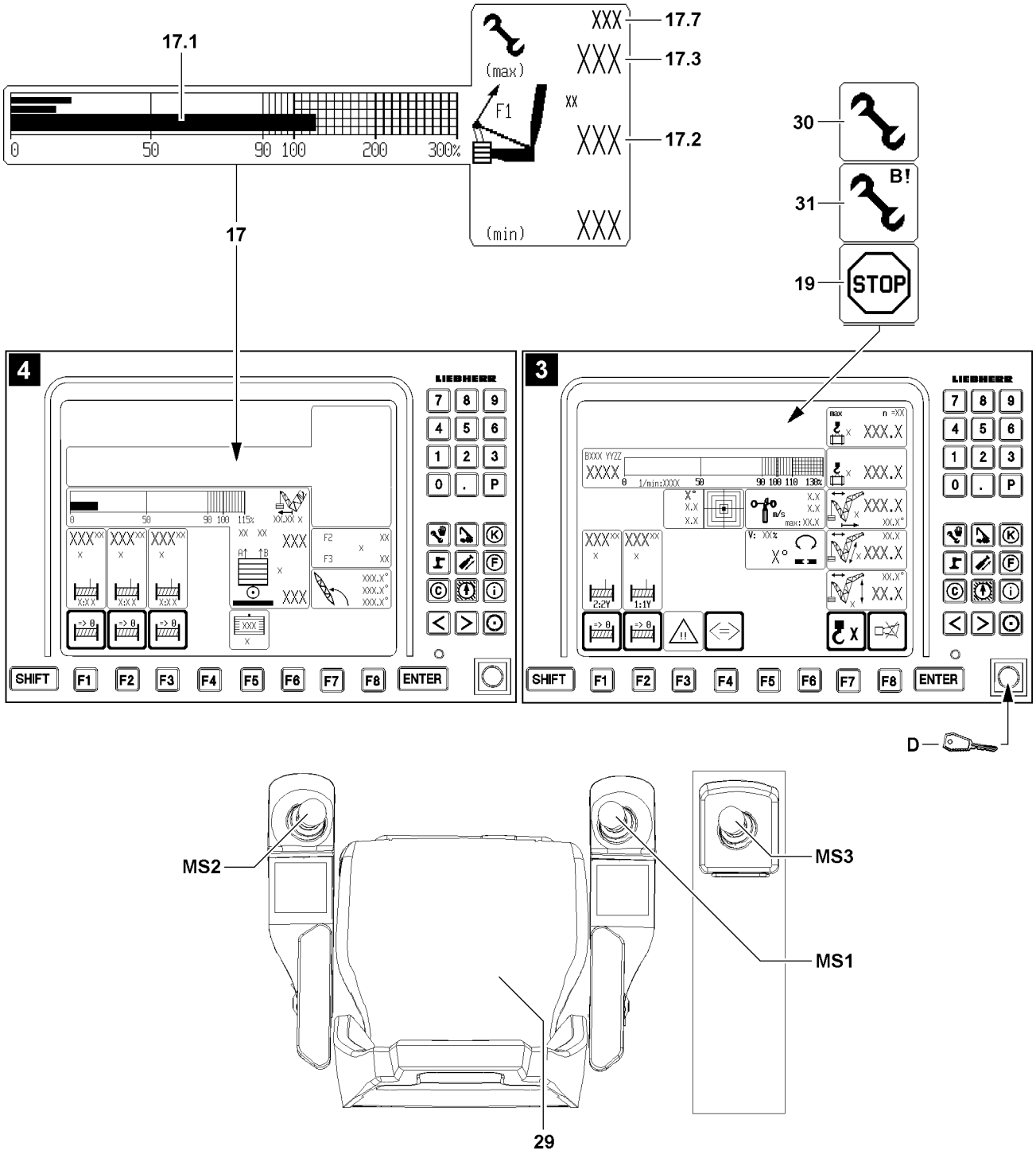

Fig.112343

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► Turn the set up key **D** to the right (touching).

Result:

– The assembly icon **31** appears in the „No load chart available“ range.
– The erection / take-down procedures can be carried out.

► Observe the icon **17** (F1-load display), the value $F1_{actual}$ **17.2** may not exceed the value $F1_{max\text{-}assembly}$ **17.7**.

Problem remedy
Can the erection / take-down procedure not be carried out due to „$F1_{max\text{-}assembly}$ **17.7** shut-off exceeded“?
► See section „Danger of exceeding $_{F1}$max assembly“.

Problem remedy
Can the „Exceedance of shut-off limits of the LICCON overload protection“ function not be activated during erection / take-down procedures?
► Check the error messages.
► Check the electrical connections.
► Check if all sensors or dummy plugs with integrated electrics have been connected properly.

The „Exceedance of shut-off limits of the LICCON overload protection“ function turns off:
– If the set up key **D** is actuated again.
– When a range with an existing load chart is reached (erection procedure).
– If all master switches (MS1, MS2, MS3) are in the zero position for 10 seconds (with „Load chart available“).
– If neither the seat contact button **29** nor one of the buttons **1** of the master switches (MS1, MS2, MS3) is actuated.
– At engine stop.

The „Exceedance of shut-off limits of the LICCON overload protection“ function has / was shut off:
– The assembly icon **30** or the assembly icon **31** on the LICCON monitor turns off.

► After completion of the erection / take down procedures, make sure that the assembly icon **30** or the assembly icon **31** no longer appear on the LICCON monitor.

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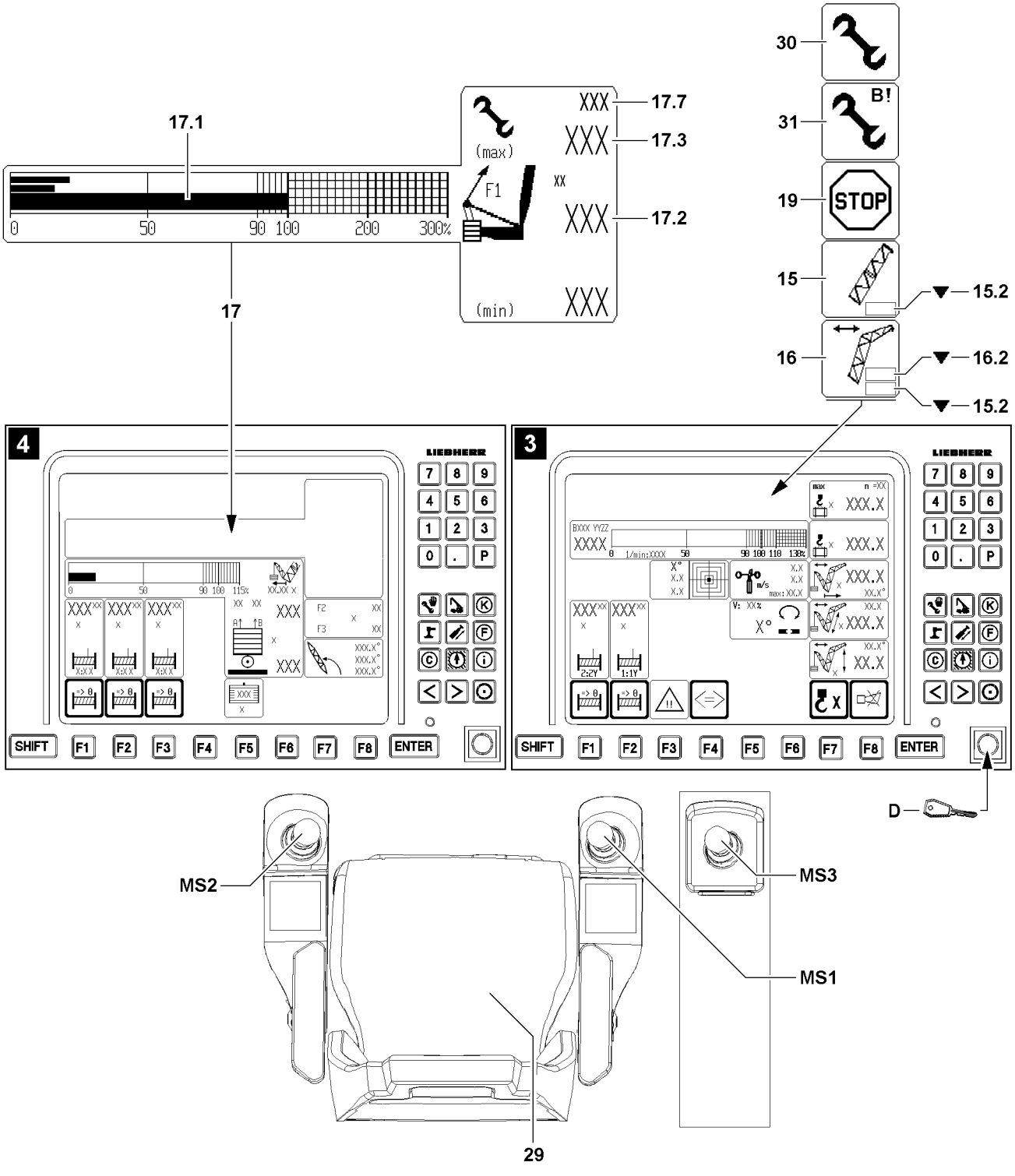

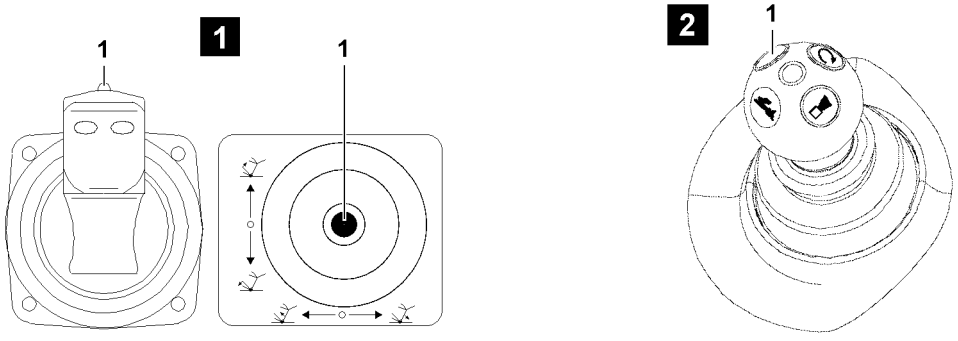

Fig.112341

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3.6.2 Carrying out take-down procedures (assembly operation)

WARNING
Increased danger of accidents due to bypass of shut-off of luffing down the main boom / auxiliary boom / accessory!
When the luffing the main boom / auxiliary boom / accessory down shut-off is bypassed, then the LICCON overload protection as a whole is deactivated or limited.
When the luffing the main boom / auxiliary boom / accessory down shut-off is bypassed and the main boom and / or the auxiliary boom / accessory is luffed down further, then a load chart is no longer available.
Crane operation with luffing the main boom / auxiliary boom / accessory down shut-off bypassed is prohibited, since severe accidents can result.
Personnel can be severely injured or killed.
- ► Activate the bypass of the luffing down the main boom / auxiliary boom / accessory shut-off only in emergency cases or for erection / take-down procedures with erection / take-down charts.
- ► Carry out all crane movements with utmost caution.

Make sure that the following prerequisites are met:
- – Icon **15** or icon **16** displays icon **15.2** or icon **16.2** and the LICCON overload protection has shut off the crane.
- – Either the seat contact button **29** or one of the buttons **1** of the master switches (MS1, MS2, MS3) is actuated.
- – All master switches (MS1, MS2, MS3) are in the zero position (not deflected).
- – The radio operation* is not active.

► Turn the set up key **D** to the right (touching).

Result:

- – The assembly icon **30** appears on the LICCON monitor.
- – The „Exceedance of shut-off limits of the LICCON overload protection“ function is activated and has bypassed the luffing down the main boom / auxiliary boom / accessory shut-off.

Note
- ► If a load chart is available, then the value $F1_{max\ operation}$ **17.3** is valid as the limit value for a shut-off of crane operation.
- ► When leaving the „Load chart available“ range, the assembly icon **30** turns off and the assembly icon **31** appears.
- ► When leaving the „Load chart available“ range, $F1_{max\ assembly}$ **17.7** applies as the upper limit value.
- ► If no derrick boom is installed, then the icon **17** only shows $F1_{actual}$ **17.1** and $F1_{max\text{-}assembly}$ **17.7**. $F1_{max\text{-}assembly}$ **17.7** might only appear when 90 % of its nominal value is exceeded.

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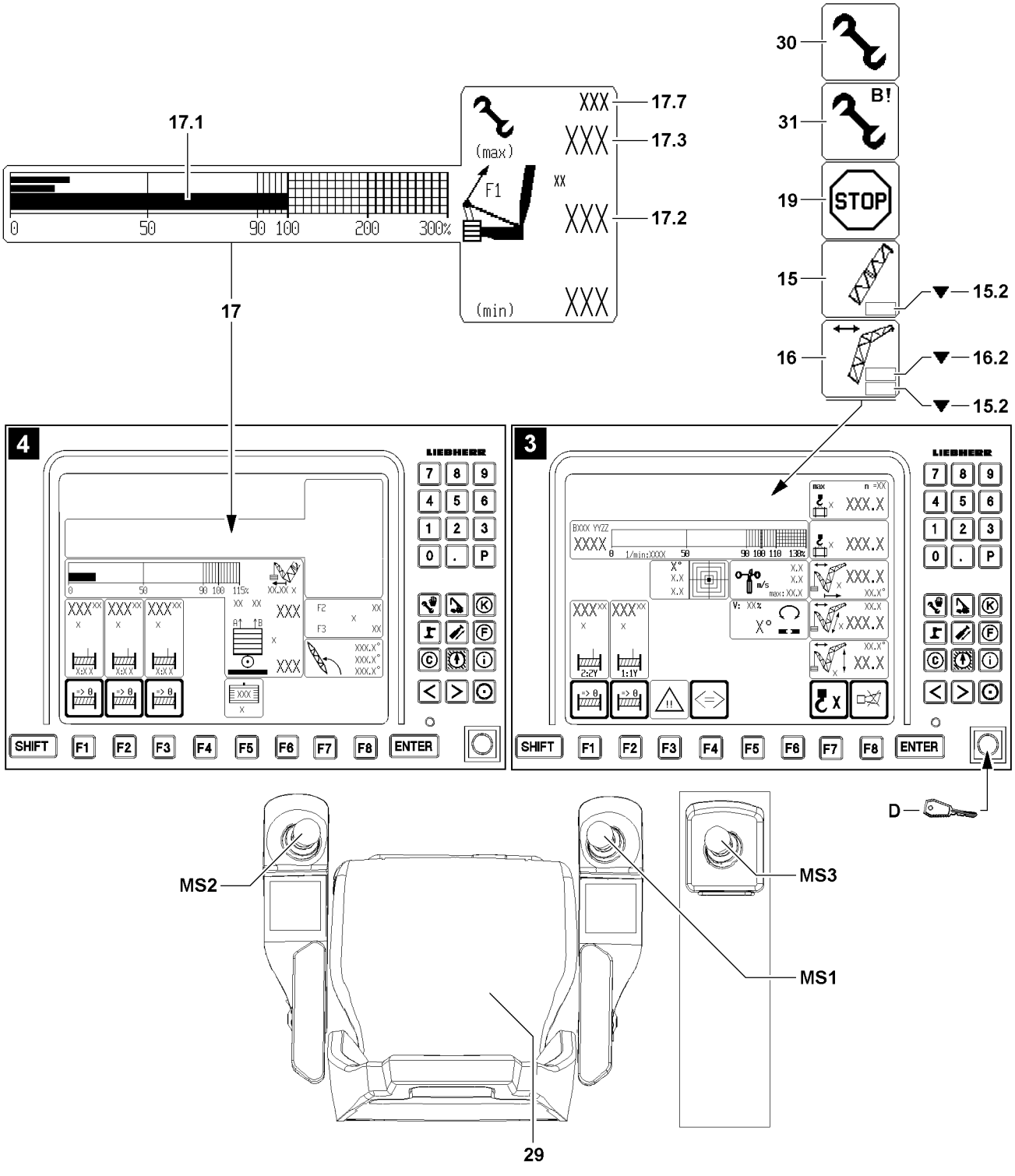

Fig.112341

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DANGER
The crane can topple over!
There is **no** shut-off of the luff down movement after reaching the $F1_{max\ assembly}$ **17.7** limit value.
If the warnings by the LICCON overload protection are ignored, then the crane will be overloaded or topple over.
Personnel can be severely injured or killed.
- ► The icon **17** (F1-load display) must be observed permanently. It must be ensured that the $F1_{actual}$ **17.2** is lower than the $F1_{max}$ **17.7** assembly.
- ► The luff down movement must be stopped before the F1actual **17.2** value exceeds the F1max assembly **17.7** limit value.

► Observe the icon **17** (F1-load display) during the take-down procedure.

Problem remedy
Can the take-down procedure not be carried out due to danger of exceeding $F1_{max\ assembly}$ **17.7**?
► See section „Danger of exceeding $_{F1}$max assembly“.

The bypass of the luffing down the main boom / auxiliary boom / accessory shut-off turns off:
– If the set up key **D** is actuated again.
– If neither the seat contact button **29** nor one of the buttons **1** of the master switches (MS1, MS2, MS3) is actuated.
– When an area with an existing load chart is reached.
– If radio operation* is active.
– At engine stop.

The bypass of the luffing down the main boom / auxiliary boom / accessory shut-off has / was turned off:
– The assembly icon **31** or the assembly icon **30** on the LICCON monitor turns off.

► Make sure that the assembly icon **30** or the assembly icon **31** no longer appear on the LICCON monitor.

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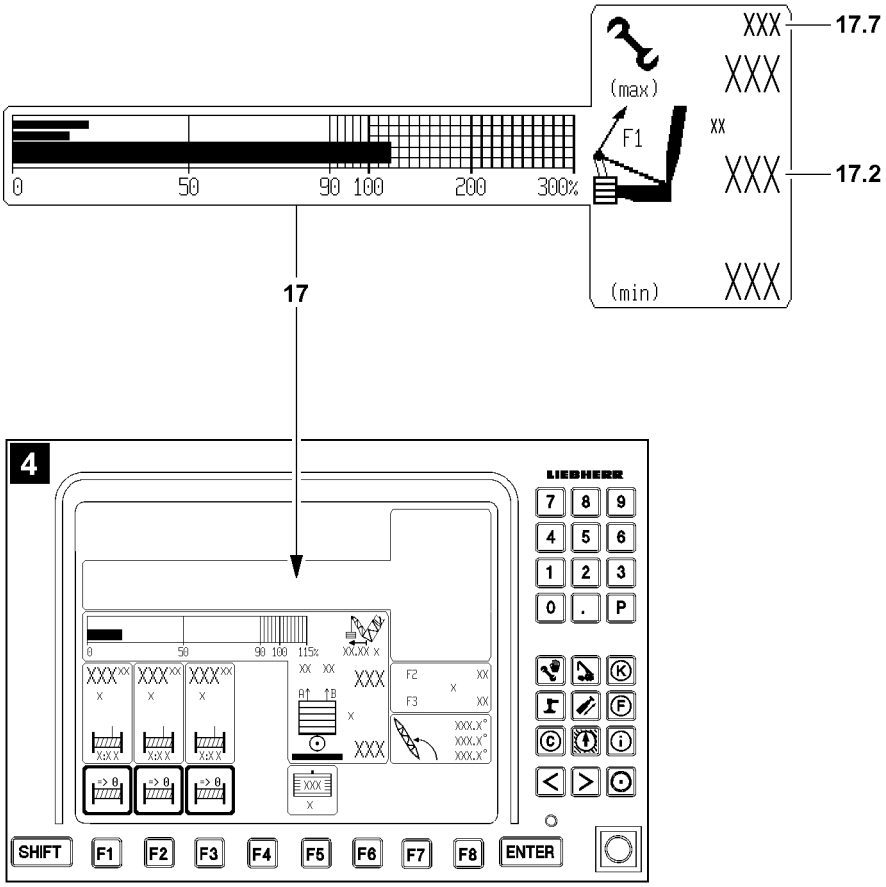

Fig.112344

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3.6.3 Danger of exceeding F1 $_{max\ assembly}$

Note

► $F1_{max\text{-}assembly}$ **17.7** might only appear when 90 % of its nominal value is exceeded.

DANGER

The crane can topple over!

There is **no** shut-off of the luff down movement after reaching the $F1_{max\ assembly}$ **17.7** limit value.

If the warnings by the LICCON overload protection are ignored, then the crane will be overloaded or topple over.

Personnel can be severely injured or killed.

► The luff down movement must be stopped before the F1actual **17.2** value exceeds the F1max assembly **17.7** limit value.

In the icon **17** (F1-load display), the value $F1_{actual}$ **17.2** value has reached the upper limit value $F1_{max\text{-}assembly}$ **17.7** upper limit value.

► Check if a crane movement that can lower the force F1 ($F1_{actual}$ **17.2** value) can be initiated, for example setting down the hook block / load hook.
► Check if the correct set up configuration has been entered in the LICCON computer system.
► Check if the actual set up configuration matches the entered set up configuration.
► Check if the correct hook block weight has been entered.
► Check if the respective hook block / load hook is installed.
► Check if all attachment parts and guy rods on the boom system that are not needed have been removed.
► Check if environmental influences (wind, snow or ice) on the crane are not too great.

Note

► Hook block weight entry and correction of weighing errors, see the Crane operating instructions, chapter 4.02.

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5 Equipment

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5.01 Technical safety instructions for assembly and disassembly

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1 Equipment

1.1 Checking the steel structures

All components part of the crane's delivery scope must be checked regularly together with the crane.

If equipment or components are assembled that are part of the delivery scope of another crane: Prior to first time use, check load bearing crane structures, especially steel structures, see chapter 8.01.

1.2 Checking the labeling

WARNING
Labeling **not** legible or **not** present!
Components, especially guy rods, can be mixed up.
Death, severe bodily injuries, property damage.
► Do **not** continue to use the components, especially the guy rods.

2 Rope pulleys

WARNING
Danger of accident due to rotating rope pulleys!
Arms and legs can be caught and crushed or severed between the rope pulleys due to rotating rope pulleys.
► It is prohibited to touch the rope pulleys during operation.
► Adhere to the safety distance to the rotating rope pulleys.

3 Ropes

WARNING
Danger of accident due to a running rope!
People can be caught by running rope.
Death, severe bodily injuries, property damage.
► Adhere to the safety distance to the running ropes.
► It is prohibited for anyone to remain in the danger zone.

WARNING
Danger of accident!
► The ropes must be checked by an expert before assembly and checks must be performed at regular intervals in order to detect possible damage or wear and tear at an early stage. See chapter 8.04.

The ropes must be taken down immediately if any of the following damage is detected:
– Breakage of a strand
– Wire breaks
– Broken wire nests
– Reduction in the rope diameter by 10 % or more of the nominal size
– Rope deformations

3.1 Placing the hoist rope or the control rope

In order to guarantee safety and operating characteristics, only original Liebherr replacement parts or parts approved by Liebherr may be used.

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NOTICE
Damage to the hoist rope or the control rope!
If a hoist rope or control rope is placed with worn rope pulleys, damage can occur.
► Before placing a rope, check the rope pulleys. See chapter 8.01.
► Replace worn or damaged rope pulleys.

3.2 Minimum rope coils

NOTICE
If the following notes are not observed, the cam limit switch / winch speed sensor must be readjusted!
► When the hoist rope is spooled up, the end of the hoist rope must remain in front of the winch and may not be pulled over the winch.
► Never pull the hoist rope end under the winch by spooling the winch up.
► Pull the hoist rope never off from the „stationary“ winch.
► The winch speed sensor must also be readjusted, if it is determined during operation or when changing the hoist rope that the winch does not shut off when the minimum rope coils are reached.

3.2.1 Cranes with cam limit switch

The cam limit switch is adjusted at the factory that it turns off before the minimum rope coils are reached (three hoist rope coils on the winch).

WARNING
Danger of accident due to falling load!
If the following instructions are not observed, the hoist rope end attachment may be torn out, causing the load to topple.
► If a new hoist rope is used, the cam limit switch must be reset.
► The cam limit switch must be adjusted so that it turns off when only 3 hoist rope coils remain on the winch.

3.2.2 Cranes with winch speed sensor

The winch speed sensor is adjusted at the factory that it turns off before the minimum rope coils are reached (four hoist rope coils on the winch). If used properly, the winch turn sensor will not need readjustment.

WARNING
Danger of accident due to falling load!
If the following instructions are not observed, the hoist rope end attachment may be torn out, causing the load to topple.
► If a new hoist rope is placed, the winch speed sensor must be checked.
► The winch speed sensor must be set to turn off when only 4 hoist rope coils remain on the winch.

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4 Fiber guy ropes

WARNING
Impermissible assembly of fiber guy ropes!
The fiber guy ropes can rip.
Death, severe bodily injuries, property damage.
- ► Do **not** use buckled, knotted or twisted fiber guy ropes.
- ► Do **not** assemble damaged fiber guy ropes.
- ► Make sure that the identification of the fiber guy rope on the rod plan and the identification on the individual fiber guy ropes are identical. See section „Identifying the fiber guy rope“.
- ► Make sure that the operating temperature of the fiber guy ropes of -40 °C to +60 °C is **not** fallen below or exceeded.
- ► Check the fiber guy ropes for damage prior to assembly, after disassembly and after exceptional events, see chapter 8.16.
- ► Comply with the maintenance intervals, see chapter 7.03.50.
- ► Observe the notes regarding the proper transport and storage of the fiber guy ropes, see chapter 2.04.
- ► Observe the instructions for the fiber guy ropes, see section „Instructions for proper handling“.
- ► Only fasten the fiber guy ropes in the permissible range with belt loops, see section „Fastening the fiber guy ropes“.

Comply with the intended use and non-intended use of the fiber guy ropes.
- – Only use fiber guy ropes as guy rope.
- – Do **not** use fiber guy ropes for typical rope tasks, for example for lifting, fastening to hooks, as an auxiliary rope, diverting over rope pulley.

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4.1 Identifying the fiber guy rope

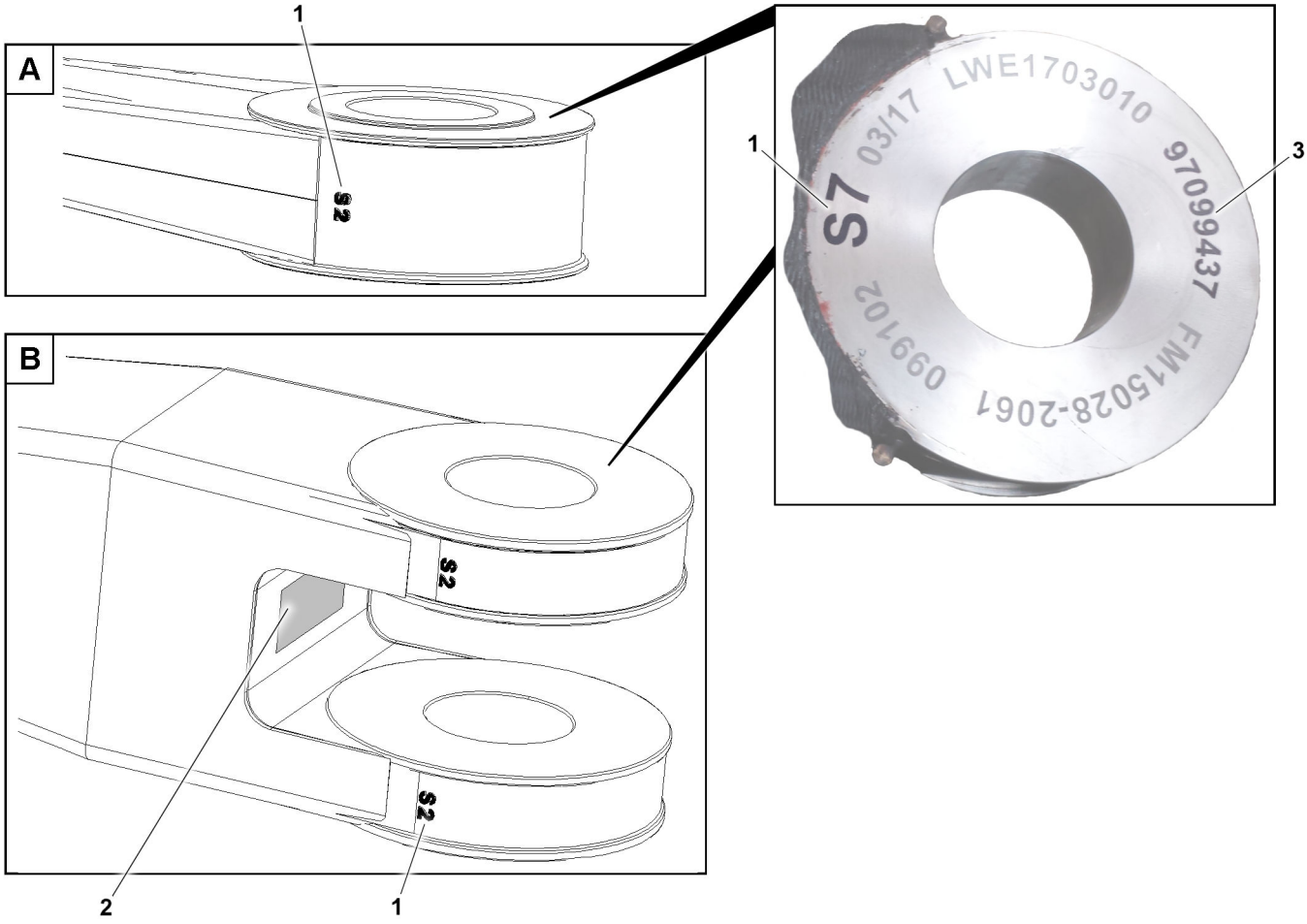

Fig.160911: Fiber guy rope, identification

1 Rope number **2** Component group no. **3** Article number

Follow the instructions below for the correct identification of the fiber guy ropes:

- Make sure that rope number **1** on the rope thimble corresponds to the rope number on the rod plan.
- Make sure that article number **3** on the rope thimble corresponds to the article number on the rod plan.
- If there is an article number **3** and a component group no. **2** on the rope thimble: Make sure that component group no. **2** on the rope thimble corresponds to the component group no. on the rod plan.

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4.2 Instructions for proper handling

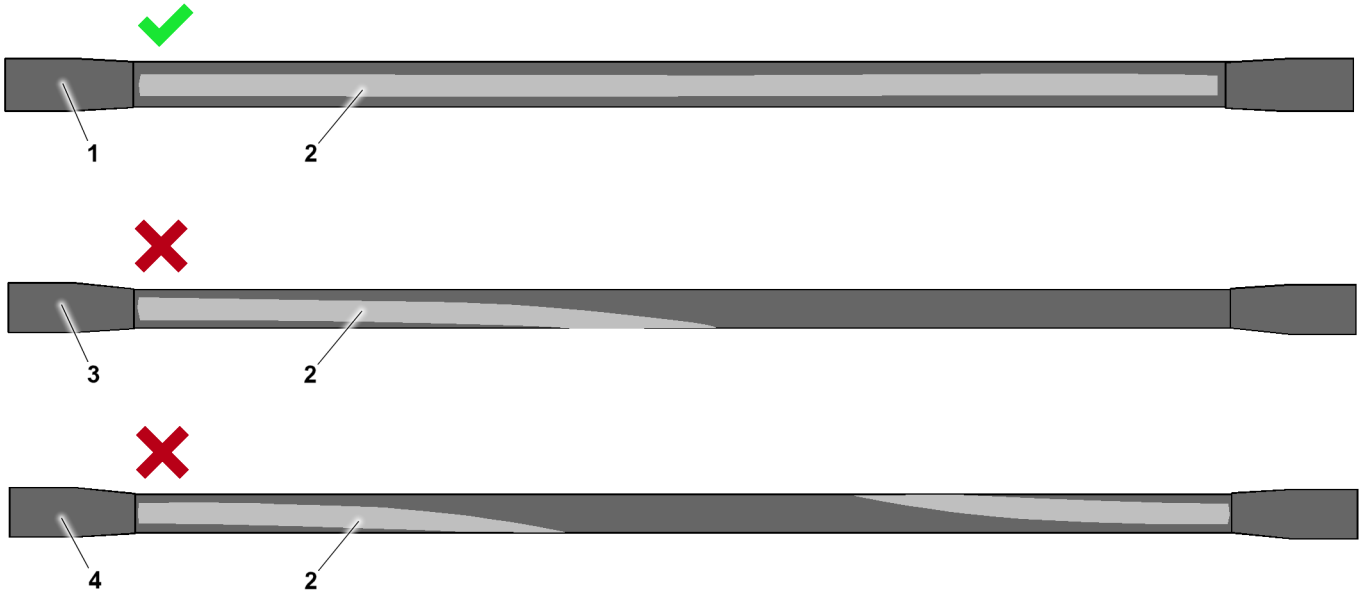
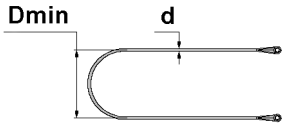


Fig.160904: Fiber guy rope, twisting marking for permissible alignment of the rope

1 Straight fiber guy rope
2 Twisting marking
3 Fiber guy rope twisted 180°
4 Fiber guy rope twisted 360°



Dmin = 20 x d

Fig.160908: Fiber guy rope: Calculation of minimum permissible bending diameter

Formula element	Meaning
Dmin	Minimum permissible bending diameter
d	Rope diameter

Minimum permissible bending diameter: Definition of the formula elements

Comply with the instructions for the assembly and disassembly of the fiber guy ropes:
- When the fiber guy rope is wet: Prior to assembly, dry the fiber guy rope in the air at approx. 20 °C.
- Perform a visual inspection: Abrasion, cuts, kinks, knots, deformations, heat damage.
- Perform a visual inspection: Damage to the sheath layers and the rope end connections, gap formation between the rope thimble and the rope sheath.
- Do **not** bend, knot, twist or sever the fiber guy ropes.
- Never fall below the minimum permissible bending diameter **Dmin** of **20** x rope diameter **d**.
- Check the alignment of the rope end connections with respect to each other: Align the twist marking **2** straight along the entire rope length.
- Do **not** drag the fiber guy ropes over the ground, rough surfaces or sharp edges.
- Do **not** let the fiber guy ropes fall down.
- Do **not** crush the fiber guy ropes.
- Do **not** remove the crushed fiber guy ropes out of the clamping point.
- Do **not** pull the fiber guy ropes with force to the pin point.
- Pin the fiber guy ropes only with permissible and lubricated pins.

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– Only fasten the fiber guy ropes in the permissible range with belt loops, see section „Fastening the fiber guy ropes“.

4.3 Fastening the fiber guy ropes

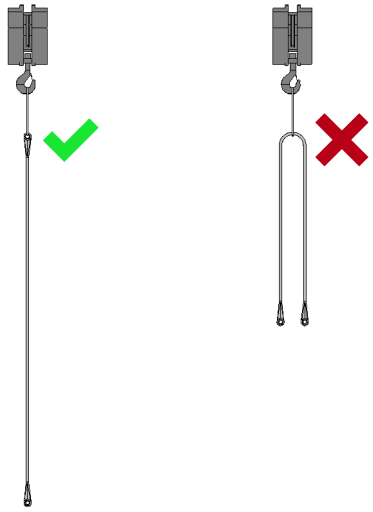

Fig.160907: Fastening the fiber guy ropes

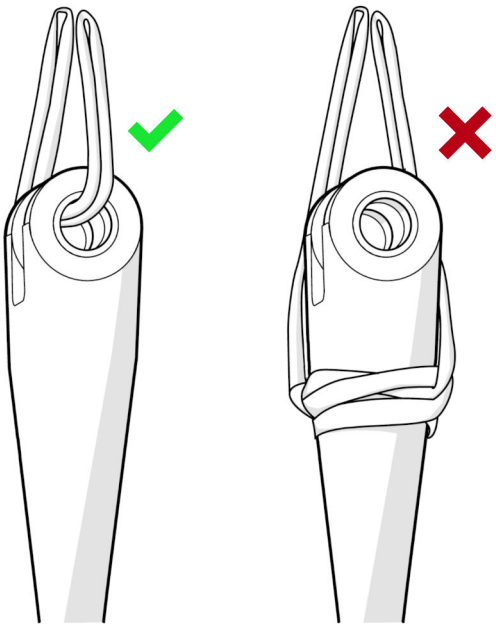

Fig.160905: Fasten the fiber guy rope: Rope end connection without ribs

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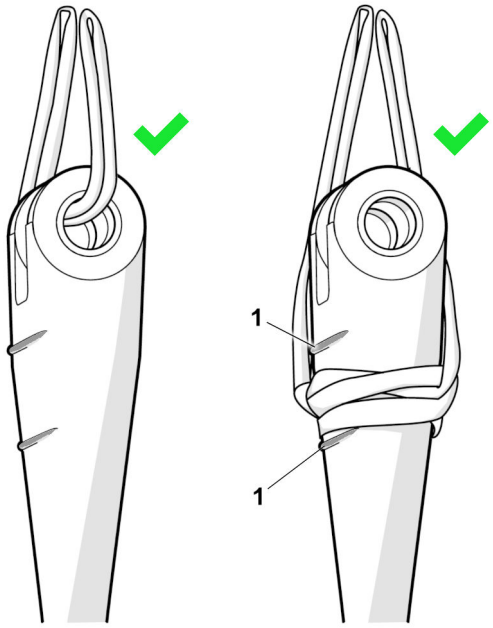

Fig.160906: Fasten the fiber guy rope: Rope end connection with ribs

1 Rib

5 Control measures before crane operation

WARNING
The crane can topple over!
If the following control measures and the crane-specific additional controls are not carried out before crane operation or if they are not carried out sufficiently, then accidents can occur.
The crane can topple over, be overloaded or damaged.
Loose parts, aids or ice can fall down from the boom or the crane superstructure.
Death, severe bodily injuries, property damage.

- ► Crane operation with safety equipment that is **not** functioning correctly is strictly prohibited.
- ► Start crane operation only after all safety equipment have been checked and are functioning correctly.
- ► Start crane operation only if the overload protection has been set according to the data in the load chart.
- ► Start crane operation only if the crane is properly supported and horizontally aligned.
- ► Only start crane operation after making sure that there are not loose parts on the boom, crane superstructure or crane chassis.
- ► Only start crane operation after making sure that there is no snow, frost or ice on the boom.
- ► Only start crane operation after making sure that all specifications, crane conditions and / or properties that are checked and required during the extensive control measures and additional controls have also been completely fulfilled.

WARNING
Interruption of crane operation!
If the following specifications for interruption of crane operation are not observed, accidents can occur.

- ► If the crane operator leaves the crane cab even if for just a short time, the crane must be secured to prevent unauthorized access.
- ► Before starting to work again with the crane, the crane operator is obligated to check the operating mode settings and to reset them, if necessary.

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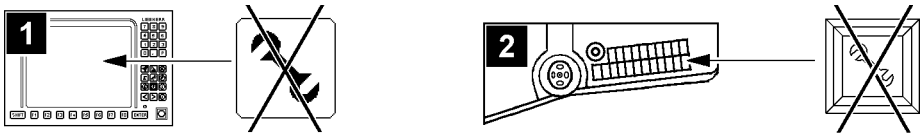

Fig.113437: Monitoring indicators

Make sure that the following prerequisites are met:
- The overload protection is not bypassed.
- No assembly operation is activated.

5.1 General controls before crane operation

- Make sure that no visible damage is present on the crane.
- Make sure that there are no loose parts on the boom, crane chassis and crane superstructure.
- Make sure that all hoist and control ropes are free of snow, frost and ice.
- Make sure that the boom system is free of snow, frost and ice.
- Make sure that exposed rope pulleys are free of snow, frost and ice.
- Make sure that the cable / rope drums as well as the limit switches are free of snow and ice.
- Make sure that the cylinders are free of ice.
- Make sure that the gear ring of the slewing ring connection is clean and greased.
- Make sure that the air supply to the oil and water cooler is clear.
- Make sure that steps, ladders and platforms are in the correct position for crane operation.
- Make sure that all tool boxes, compartments, coverings, covers and cabinet doors are closed.
- Make sure that no persons or objects are in the danger zone of the crane.
- Make sure that the crane is standing on level, load bearing ground.
- Make sure that the crane is sufficiently supported depending on the load case and the ground conditions.
- Make sure that there is a sufficient safety distance to excavations and slopes.
- Make sure that no obstacles are within the working range of the crane, which obstruct the required crane movements.
- Make sure that the crane has sufficient distance to live power lines.
- Make sure that the LICCON overload protection is set according to the data in the load chart.
- Make sure that the overload protection is set according to the actual set up configuration of the crane.
- Make sure that the electrical connections, the connector plug, the pull relief, the cables and the protective insulation function. Replace missing or defective parts.
- Make sure that the cable routings on the electrical connections are seated tightly. If necessary, tighten loose screw connections.
- Make sure that the existing safety equipment is functioning.
- Make sure that the overload protection is functioning.
- Make sure that the hoist limit switches are functioning.
- Make sure that the limit switch boom „steepest position“ is functioning.
- Make sure that the wind speed sensor moves easily and is functioning.

5.2 Additional controls for cranes with crane support

- Make sure that the folding / sliding beams are secured with pins to prevent them from sliding.
- Make sure that the support plates are secured in the operating position.
- Make sure that the crane is properly supported.
- Make sure that the crane is horizontally aligned.
- Make sure that the axle suspension is blocked (mobile crane).
- Make sure that the tires have no contact to the ground (mobile crane).
- Make sure that the track chains are secured to prevent them from sagging (crawler crane).

5.3 Additional controls for cranes on tires on the front and supported on the rear

- Make sure that the rear folding / sliding beams are secured with pins to prevent them from sliding.

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- Make sure that the rear support plates are secured in the operating position.
- Make sure that the crane is properly supported on the rear.
- Make sure that the axle pressure compensation is correctly switched.
- Make sure that the axle suspension is blocked.
- Make sure that the tires of the rear axle group have no contact with the ground.
- Make sure that a sufficient tire pressure is present in the tires.
- Make sure that the ground for the front axle group is sufficiently level and has a sufficient load bearing capacity.

5.4 Additional controls for cranes supported on the front and on tires on the rear

- Make sure that the front folding / sliding beams are secured with pins to prevent them from sliding.
- Make sure that the front support plates are secured in the operating position.
- Make sure that the crane is properly supported on the front.
- Make sure that the axle pressure compensation is correctly switched.
- Make sure that the axle suspension is blocked.
- Make sure that the tires of the front axle group have no contact with the ground.
- Make sure that a sufficient tire pressure is present in the tires.
- Make sure that the ground for the rear axle group is sufficiently level and has a sufficient load bearing capacity.

5.5 Additional controls for freestanding crane operation (on tires)

- Make sure that all prerequisites for freestanding crane operation are met.
- Make sure that sufficient tire pressure is in all tires for crane operation on tires.
- Make sure that the ground is sufficiently level for crane operation on tires and has a sufficient load bearing capacity.

5.6 Additional controls for cranes with a derrick boom

- Make sure that the shut-off via the limit switch - derrick is functioning.
- Make sure that the entire slewing range of the suspended ballast / ballast trailer is free of personnel and obstacles.

5.7 Additional controls for cranes with luffing auxiliary boom / accessories

- Make sure that the shut-off via the luffing auxiliary boom / accessories „steepest position“ limit switch is functioning.
- Make sure that the shut-off via the luffing auxiliary boom / accessories „lowest position“ limit switch is functioning.
- Make sure that the shut-off via the limit switch flap in the „steepest position“ position is functioning.
- Make sure that the pendulum of the mechanical relapse retainer moves easily over the entire slewing range and is functioning.

5.8 Additional controls for certain crawler cranes

For existing crawler assembly key button:

- Make sure that the crawler assembly key button is turned off.

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6 Relapse cylinders

6.1 Block position of the relapse cylinders when setting down the load

NOTICE
Damage to the boom or the relapse cylinders!
If the block position of the relapse cylinders is triggered by the boom or the derrick with attached, freely suspended load, then there is a danger of damaging the boom or the relapse cylinders when setting the load on the ground. By setting down the load, the crane is relieved, and this movement causes the boom system to move to the rear.
There is no shut-off of the hoist gear lowering function.
- ► Actuate the opposite direction of movement which caused the block position and eliminate the block position.

7 Pneumatic springs

Pneumatic springs are installed on various crane components to simplify the assembly of these components.

WARNING
Danger of crushing!
Defective pneumatic springs no longer provide the supporting properties on the movable components. Components can fall down.
Death, severe bodily injuries, property damage.
- ► Always check pneumatic springs for damage before actuating the corresponding components.
- ► Do not use components with defective pneumatic springs. Replace defective pneumatic springs immediately.
- ► Make sure that no persons or objects are in the movement range of the moving components which is supported by the pneumatic spring.
- ► It is strictly prohibited to remain or place any objects in the movement or other danger zone of the moving crane components which are supported by the pneumatic spring.

8 Manual rope winches

Manual rope winches are installed on various components to simplify the assembly or disassembly of these components.

WARNING
Danger of crushing!
Defective manual rope winches no longer provide the supporting action on the movable components. Components can fall down.
Death, severe bodily injuries, property damage.
- ► Always check manual rope winches for external and functional damage before actuating the respective components.
- ► Check the rope of the manual rope winch for damage.
- ► At least two rope coils must always remain on the rope drum.
- ► Do not use components with defective manual rope winches. Replace defective manual rope winches.
- ► It is strictly prohibited for personnel or objects to remain within the movement range of the components, which are supported by the manual rope winch.
- ► It is prohibited for personnel or objects to remain within the danger zone of the moving components.

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9 Weights

Note

- The weight of each component is specified in the chapter 1.03 or the respective chapter in the Crane operating instructions or is stated on the tag attached to the corresponding component.
- If components are pushed into one another (for example the boom intermediate sections) or folded together (for example the folding jib), then the total weight is given by the sum of the individual components.

NOTICE

False estimation of weights

- Contact the Service department at **Liebherr-Werk Ehingen GmbH** if the weight of the respective component is not stated on the tag or in the Crane operating instructions.
- Use an auxiliary crane with sufficient load carrying capacity including a reasonable reserve.

10 Guy rods

WARNING

The boom can break off!

The arrangement of the guy rods for the boom or boom systems is stipulated in the rod plan. If the arrangement of the guy rods is not observed according to the rod plan, the crane can collapse, the boom can break off or the crane can topple over.

Death, severe bodily injuries, property damage.

- Always carry out the arrangement of the guy rods according to the rod plan.
- If an auxiliary guying is required for a certain boom length, then it must always be installed according to the rod plan on the position defined in the rod plan.

WARNING

Unutilized guy rods on boom!

If guy rods are on the lattice sections which are not used for operation, then there is a danger of accident.

Unused guy rods can loosen up and fall down.

Death, severe bodily injuries, property damage.

The load chart is invalid.

The load display of the LICCON computer system shows an incorrect value.

The weight of the boom is too heavy for erection.

- Disassemble and remove the guy rods that are not needed on the transport retainers before erecting the boom.

Note

- Inspection and maintenance of the guy rods, see chapter 8.15.
- In reference to the guy rods, observe section „Erection / take-down“.

10.1 Guy rods for telescopic cranes with luffing lattice jib

10.1.1 Long guy rods

This section applies only to cranes with a telescopic boom and luffing lattice jib.

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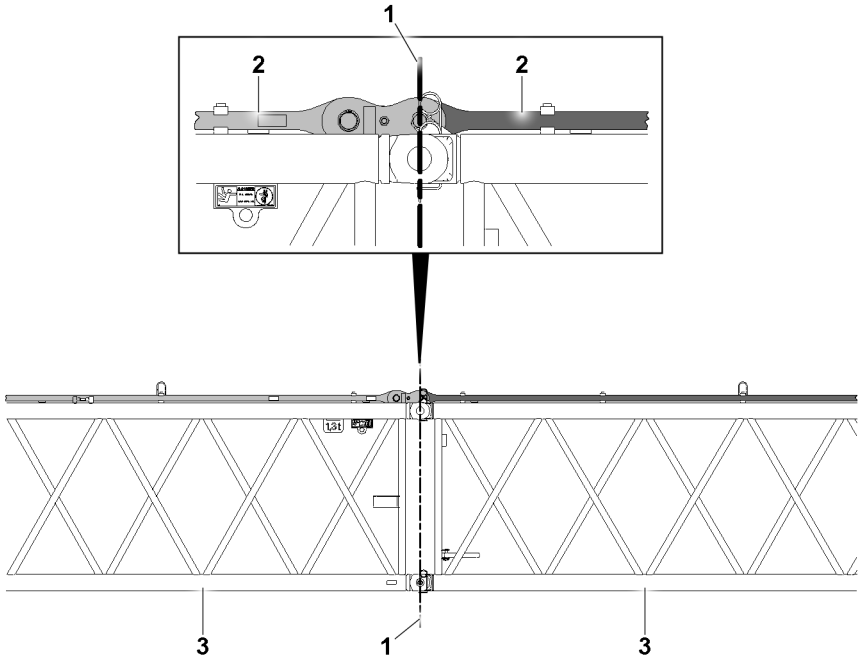

Fig.152299: Lattice section pin level

1 Pin level **2** Guy rods **3** Lattice section

If guy rods **2** are assembled, then close the guy rods **2** on the pin level **1** of the lattice sections **3**. In this way it can be determined if the correct guy rods **2** are assembled.

To completely check the guying, the requirements of the **rod plan**, the **assembly drawings** and the **operating instructions** must be observed.

11 Auxiliary guying

The auxiliary guying is of significant importance for safe crane operation.

The auxiliary guying is a deciding factor in relieving the boom, or the boom system during erection and take-down as well as during crane operation.

WARNING
The crane can topple over!
If the auxiliary guying is not installed or not installed on the position specified in the rod plan, then the crane can collapse, the boom can break off or the crane can topple over.
- ► If an auxiliary guying is specified in the rod plan for the required boom length, then it must be installed on the respective position.
- ► Make sure that the auxiliary guying is always completely installed and that all pins are properly pinned and secured.

12 Bypassing the overload protection

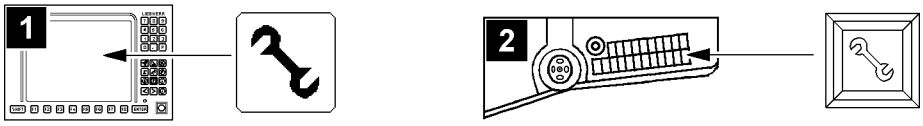

Fig.113438: Bypassing the overload protection

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– Illustration **1**: LICCON monitor (only certain crane types)
– Illustration **2**: indicator light „assembly“ on the crane cab instrument panel (only certain crane types)

The overload protection is considered bypassed for:
– All types of assembly operations.
– All types of exceeded shut off limits of the overload protection.
– All types of emergency operation.
– All types of crane operation with deactivated or defective sensors and limit switches.
– All types of deviation from specified set up configuration of the crane.

DANGER
Increased danger of accident due to bypass of the overload protection!
Proper and destined use of the crane is ensured due to the construction of the overload protection system and observance of the information in the Crane operating instructions. All **sensibly foreseeable erroneous operations** of the crane have been taken into consideration.
Impermissible crane operation with bypassed overload protection – with the aim of increasing the maximum load bearing capacity of the crane above the rated value in the load chart or of extending the designated working range of the crane – does not constitute a **reasonably foreseeable erroneous operation**, rather **deliberate improper use with high danger of accident**.
The possible risks and consequences of such improper use are detailed in the Crane operating instructions.
Such deliberate improper use can neither be prevented by means of the structural version nor by means of information in the Crane operating instructions.
► Bypass the overload protection only according to the Crane operating instructions.
► Exceed the shut off limits of the overload protection only according to the Crane operating instructions.
► Any other use of the crane with bypassed overload protection than that described in the Crane operating instructions is prohibited.

If the maximum permissible load moment is exceeded, the overload protection turns all load moment increasing crane movements off.

This shut-off can be bypassed or exceeded various ways, for example:
– Exceeding the shut off limits (utilization more than 100 % or leaving the load chart).
– Activating an assembly operation.
– Activating an emergency operation.

The displays of the LICCON overload protection remain functioning when all associated sensors and limit switches are active and a load chart is available.

WARNING
Increased danger of accident due to bypass of the overload protection!
If the overload protection is bypassed, there is no longer any protection against crane overload.
In the event of improper use, the crane could collapse, the boom can break off or the crane can topple over.
Death, severe bodily injuries, property damage.
This can result in significant property damage.
► It is only permitted to bypass the overload protection for assembly or in emergencies.
► The bypass of the overload protection may only be carried out by persons who are aware of the effects of their acts.
► Bypassing the overload protection requires the presence of a person authorized by the crane operator and must be performed with utmost caution.
► Crane operation is strictly prohibited when the overload protection is bypassed.

12.1 Bypassing the LICCON overload protection

Note
► This applies only for cranes with LICCON overload protection.

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Depending on the crane version, one or more operating elements are available to bypass the overload protection:
- Button in the control panel.
- Key button on the LICCON monitor.
- Key button in the instrument panel.
- Key button in the control cabinet.
- Sensor for transponder on the crane cab.

The functions of the operating elements are described in chapter 4.20.

► Actuate the respective operating element.

Result:

- The LICCON overload protection is bypassed / inactive.
- The „Assembly“ icon appears on the LICCON monitor.
- Depending on the circumstances, acoustic and / or optical warning signals (blinkers, flashing beacons, horns and bells) sound.

If the LICCON overload protection is to be reactivated:
► No longer actuate the respective operating element or reset.

Result:

- The LICCON overload protection is active.
- The „Assembly“ icon no longer appears on the LICCON monitor.
- The acoustic and / or optical warning signals which were triggered by the bypass are turned off again.

12.2 Bypassing the PAT overload protection

Note
► Applies only for cranes with PAT overload protection.

► Actuate the bypass key button and turn the PAT overload protection off.

Result:

- The PAT overload protection is bypassed / inactive.

► Actuate the bypass key button and turn the PAT overload protection on.

Result:

- The PAT overload protection is active.

13 Bypassing the hoist top shut-off

Note
► Applies only for cranes with hoist limit switch.

If the hook block touches the hoist limit switch weight during the upward movement, the hoist limit switch reacts. The „Spool up winches“, „Luff boom down“ and „Telescope the telescopic boom out“ crane movements are turned off. The shut-off can be bypassed.

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WARNING
Danger of accident due to bypass of hoist top shut-off!
When bypassing the hoist top shut-off, there is a danger that the hook block may be pulled against the pulley head when continuing to lift or luffing down the boom. This may damage the pulleys and cause the loads to fall.
- ► The bypass of the hoist top shut-off in crane operation with a load may only be carried out by a person authorized by the crane operator with the aid of a „Guide“. The guide must be in direct contact with the crane operator and must continually monitor the distance between the hook block and the boom head.
- ► Carry out all crane movements with maximum caution and minimum speed.

14 Pin connections

WARNING
Pin connections **not** lubricated!
If pins or pin connections are not properly greased or lubricated before assembly, then they can corrode.
The pins can be stuck in the pin bores and be damaged.
During the unpinning procedure, the pins can suddenly release.
Death, severe bodily injuries, property damage.
- ► Make sure that all pins, which are not supplied with grease via the central lubrication system are sufficiently greased before assembly.
- ► Make sure that all lube points, which are equipped with a grease fitting, are properly greased at assembly and according to the respective interval specification.
- ► Never insert or unpin pins by force.

WARNING
Pin **not** secured to prevent it from loosening up by itself!
The pin connection could loosen up suddenly.
Death, severe bodily injuries, property damage.
- ► Secure all pins with retaining elements against loosening up by itself.

WARNING
Distorted pin!
Angular pull or excessive or low hoisting force of the auxiliary crane may result in distortion of the pins.
Distorted parts can suddenly fly off when the pins are unpinned.
Death, severe bodily injuries, property damage.
- ► When the pins are unpinned, the lifting force of the auxiliary crane must be adapted to the weight of the components being lifted.
- ► Do **not** unpin difficult to remove pins by force.
- ► Remedy the cause of the tension.

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14.1 Inserting and unpinning the collar pins

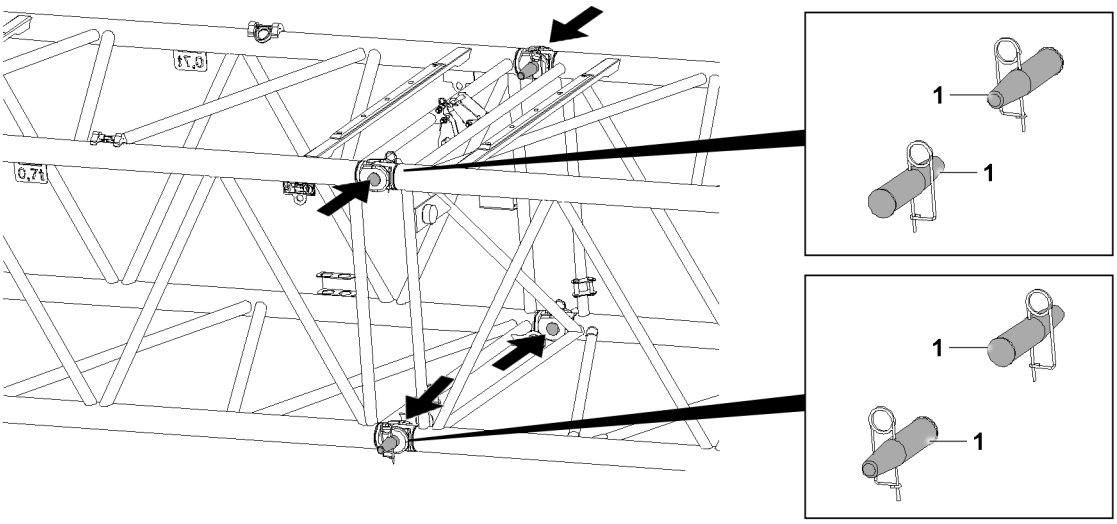

Fig.143114: Inserting the collar pins

WARNING
The collar pin is incorrectly pinned!
Death, severe bodily injuries, property damage.
- ► Insert or unpin both pins on the same horizontal level, i.e. **left and right**.
- ► Pin the upper collar pin **1** from the **outside to the inside** and unpin from the **inside to the outside**.
- ► Insert the lower collar pin **1** from the **inside to the outside** and unpin from the **outside to the inside**.

14.2 Inserting and unpinning the double cone pins horizontally

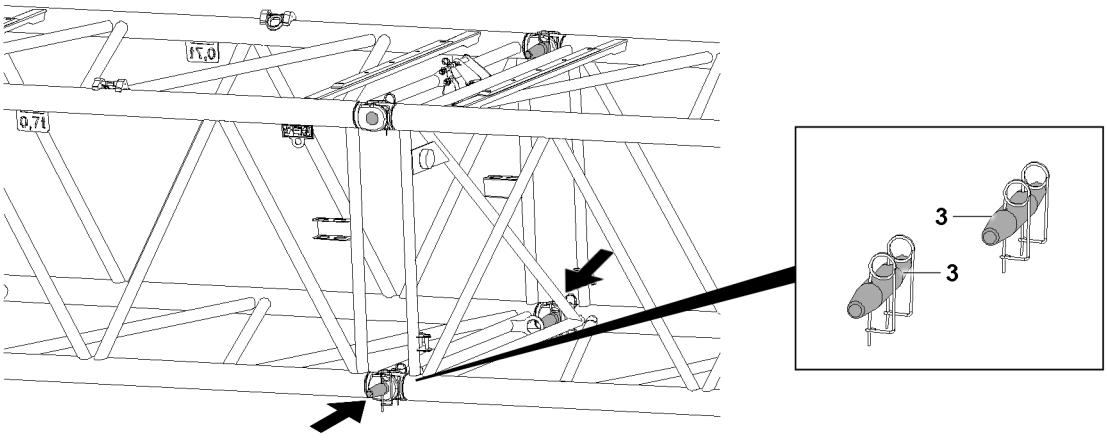

Fig.143115: Inserting the double cone pins horizontally

WARNING
Double cone pins incorrectly pinned!
Death, severe bodily injuries, property damage.
- ► Insert or unpin both pins on the same horizontal level, i.e. **left and right**.
- ► Insert and unpin the horizontally installable double cone pin **3** from the **outside to the inside**.

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14.3 Inserting and unpinning the double cone pins vertically

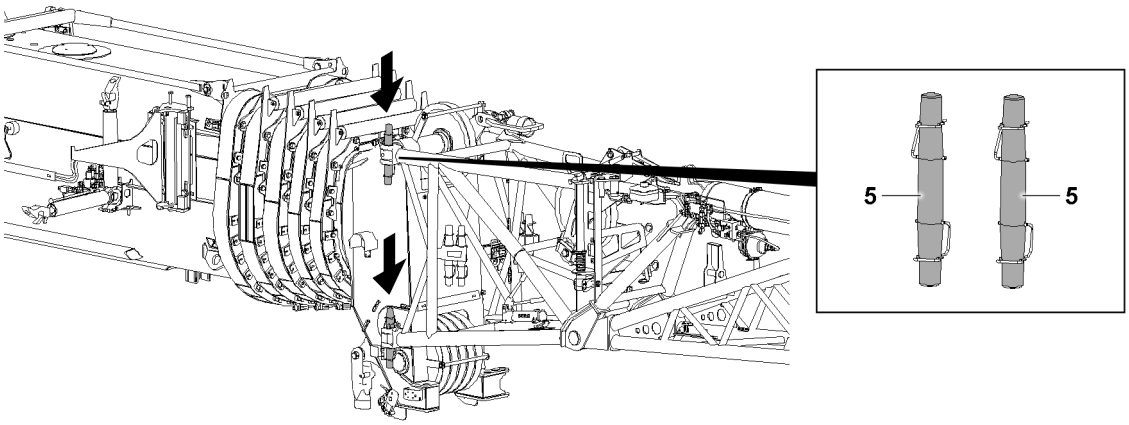

Fig.143116: Assembling the double cone pins vertically

WARNING
Double cone pins incorrectly pinned!
Death, severe bodily injuries, property damage.
► Pin and unpin the vertically installable double cone pins **5** from the **top to the bottom**.

14.4 Impact protection

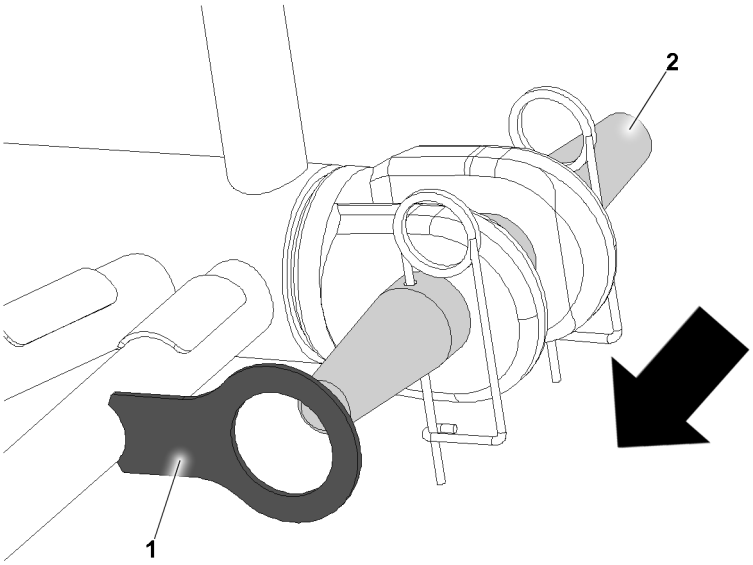

Fig.148194: Lattice section impact protection

Impact protection **1** is installed on certain lattice sections. The impact protection **1** should prevent the pins from being unpinned from the **inside to the outside**.

If impact protection **1** is installed:
► Only use double cone pins **2**.
► Only pin and unpin the double cone pins **2** from the **outside to the inside**.

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14.5 Positioning the connecting forks for pinning

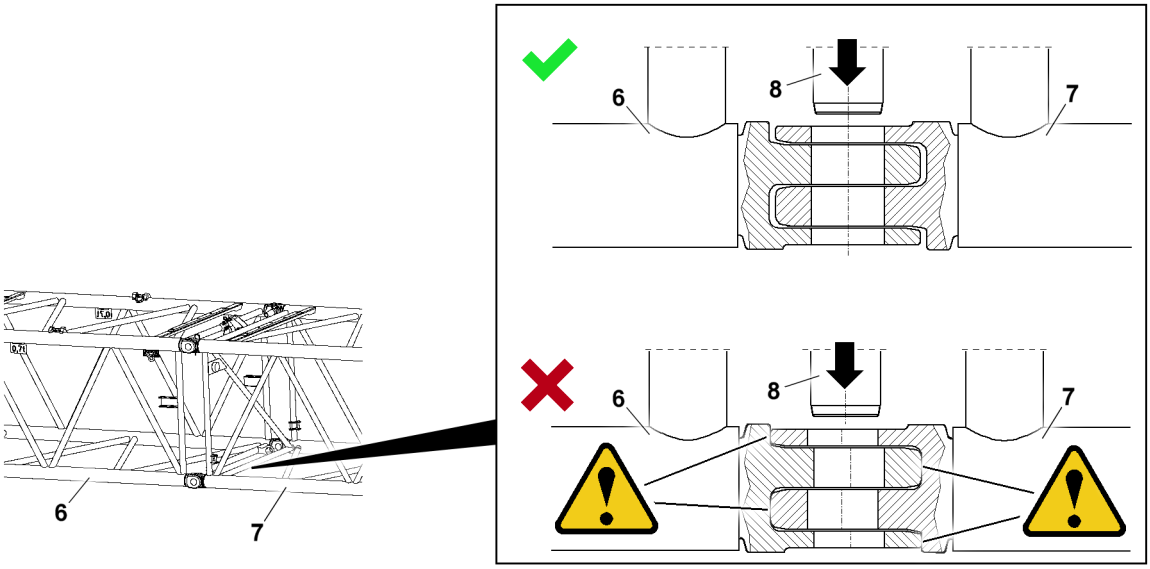

Fig.160395: Positioning the connecting forks for pinning

WARNING
The boom can break off!
If the connecting forks of the lattice section are seriously damaged, they can break under a high load.
The connecting fork, lattice section and boom can break off.
Death, severe bodily injuries, property damage.
► Do not load or push the connecting forks into each other on the block.

Note
In the example, the pins **8** should be inserted from the inside to the outside.
On some lattice sections, they must be inserted from the outside to the inside!
► Observe the correct direction when pinning.

► Bring the lattice section **6** together with the lattice section **7** so that the bores align.

Note
► When the bores align, document the necessary force for disassembly.

► Insert and secure the pin **8** in the right direction.

14.6 Lattice section with walking surfaces and stepping surfaces

This section is valid solely for the telescopic boom cranes.

Certain lattice sections have walking surfaces and stepping surfaces. See chapter 2.07.

When the lattice sections have walking surfaces and stepping surfaces, the upper pin must be unpinned by assembly personnel on the lattice section. Not by assembly personnel on the ladder.

The procedure is described based on an example. Example of unpinning the N-assembly unit from the telescopic boom extension with eccentric.

Make sure that the following prerequisites are met:
– Person **1** is located on the telescopic boom extension with eccentric.
– Person **2** is located on the ladder.
– The F-assembly unit is unpinned.

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Fig.159590: Unpinning the N-assembly unit

► Person **1** unpins the pin and at the same time Person **2** picks up the pin.

14.7 Pin transport position

The illustration in this section is an example. The transport position can be in another position depending on the lattice section.

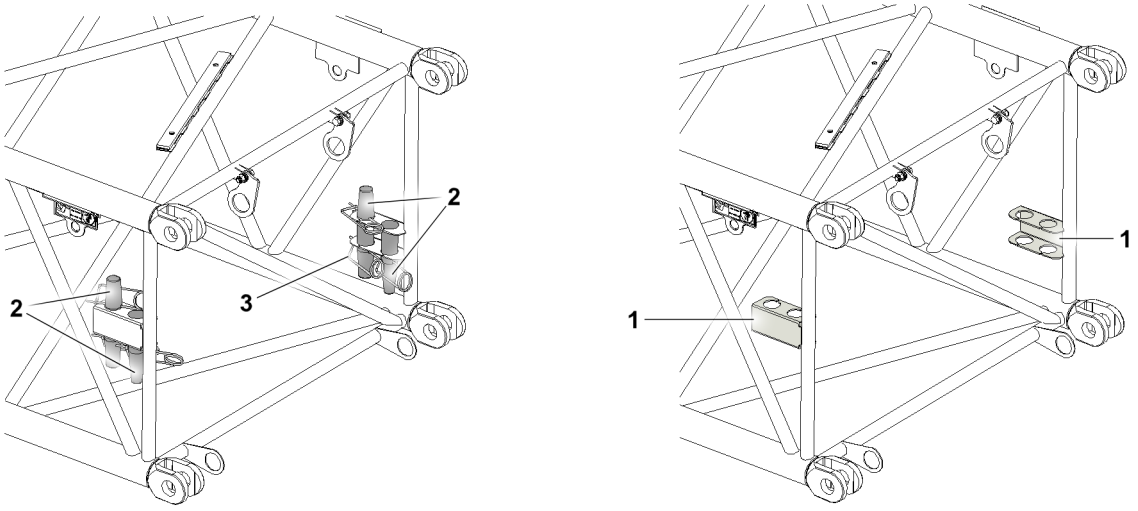

Fig.163330: Pin transport position

The retainer **1** is attached to the lattice sections. The pins **2** are inserted in the retainer **1** in the transport position and secured with retaining elements **3**.

Before the lattice section is assembled:

► Make sure that the pins **2** are inserted in the retainer **1**.

During disassembly of the lattice section:

► After the pin **2** is removed from the lattice section: Insert the pin **2** in the retainer **1**.

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15 Retaining elements

15.1 Checking the retaining elements

Retaining elements are used to secure the pins. Due to mechanical damage / distortion, the function of the retaining elements can be compromised. In addition, the spring force of the retaining elements can be reduced significantly. Do **not** re-use retaining elements if there is insufficient spring force. The pin retainer must be secured with a correctly **functioning** retaining element.

WARNING
Mechanical damage or deformation of the retaining elements!
The retaining elements can fail.
The pin can unpin by itself.
Death, severe bodily injury, property damage.
- ► Use exclusively functioning retaining elements in a proper condition.
- ► Replace defective retaining elements.

15.2 Overview of the retaining elements

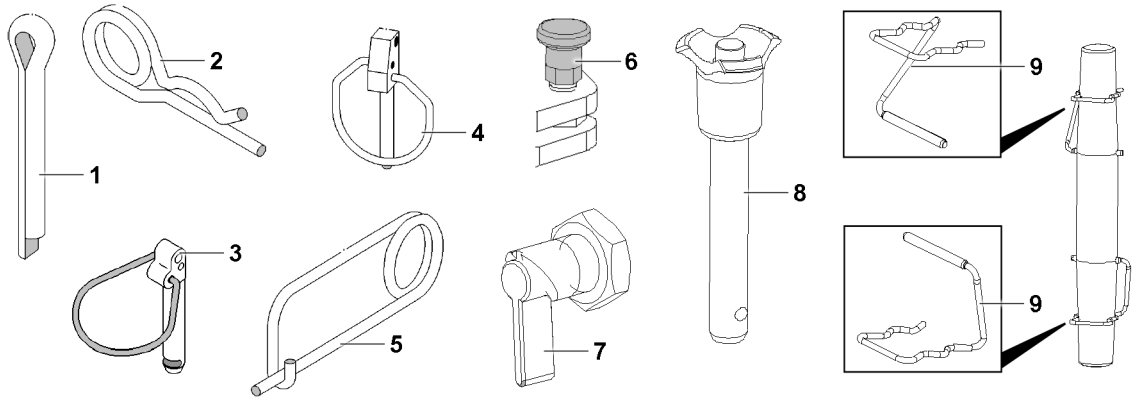

Fig.143102: Retaining elements

1 Split pin
2 Cotter pin
3 Safety locking pin
4 Locking pin
5 Spring retainer
6 Detent pin
7 Latch
8 Ball locking pin
9 Retaining clip

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15.3 Split pin

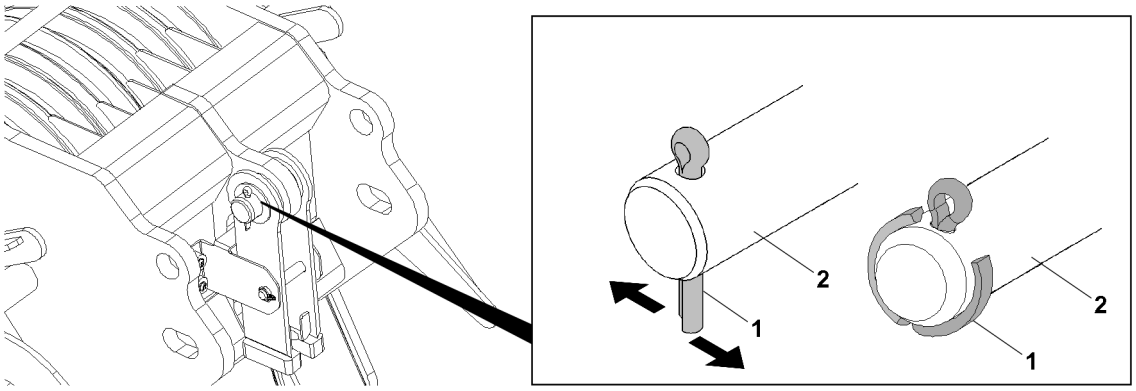

Fig.143105: Split pin

1 Split pin **2** Pin

WARNING
Multiple use of a split pin **1**!
The split pin **1** can break.
► Assemble the split pin **1** only once.
► Use a correctly sized split pin **1**.

► Secure the pin **2**: Insert the split pin **1**.
► Bend the end of the split pin **1** toward the outside.

Problem remedy
Defective split pin **1**!
► Replace the split pin **1**.

15.4 Cotter pin

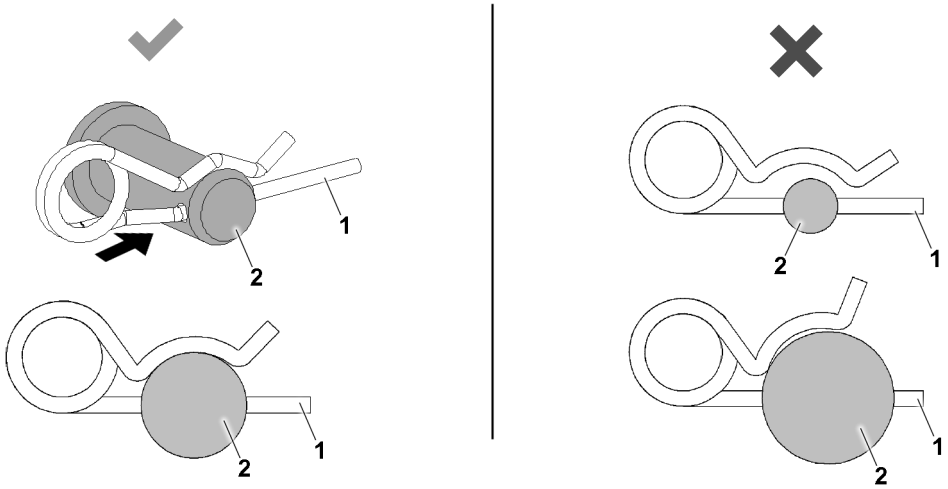

Fig.143106: Cotter pin, correct and incorrect dimensions

1 Cotter pin **2** Pin

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WARNING
Improper dimensions of the cotter pin **1**!
The cotter pin **1** can loosen up by itself.
► Use a correctly sized cotter pin **1**.

► Secure the pin **2**: Insert the cotter pin **1**.

Problem remedy
Is the spring tension too low?
The cotter pin **1** is defective.
► Replace the cotter pin **1**.

15.5 Safety locking pin

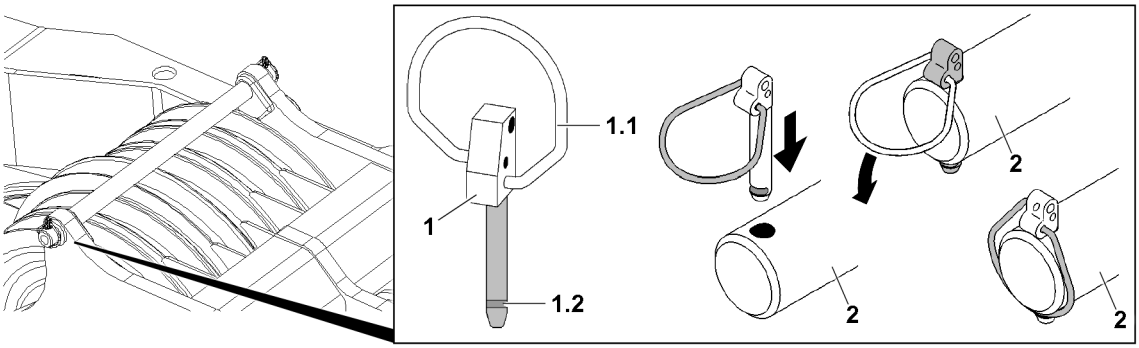

Fig.143103: Safety locking pin

1 Safety locking pin
1.1 Spring clip
1.2 Groove
2 Pin

Increased effort is necessary for opening the safety locking pin **1**.

WARNING
Spring clip **1.1 not** engaged!
The safety locking pin **1** can loosen up by itself.
► Engage the spring clip **1.1** completely in the groove **1.2**.

► Secure the pin **2**: Insert the safety locking pin **1**.
► Close the spring clip **1.1** and engage it completely in the groove **1.2**.

Problem remedy
Does the spring clip **1.1 not** engage completely?
The spring clip **1.1** tension is too low.
► Replace the safety locking pin **1**.

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15.6 Locking pin

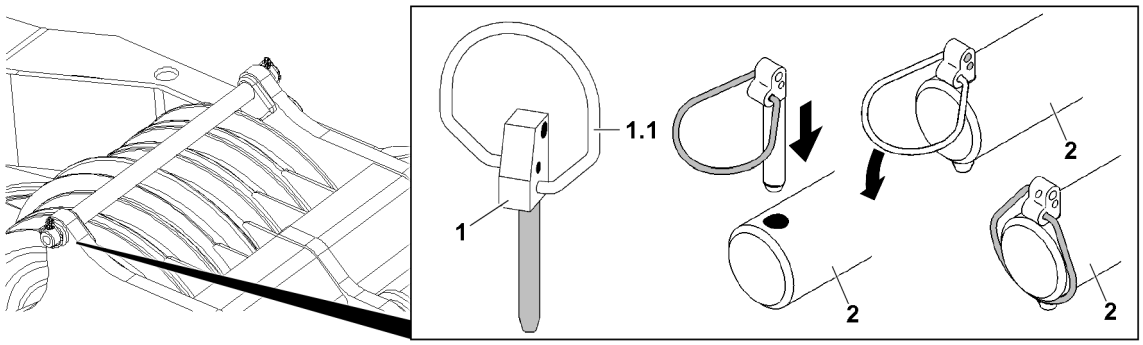

Fig.143104: Locking pin

1 Safety locking pin
1.1 Spring clip
2 Pin

WARNING
The locking pin **1** is **not** completely closed!
The locking pin **1** can loosen up by itself.
► Close the spring clip **1.1** completely.

► Secure the pin **2**: Insert the locking pin **1**.
► Close the spring clip **1.1** completely.

Problem remedy
Does the spring clip **1.1** not close completely?
The spring clip **1.1** tension is too low.
► Replace the locking pin **1**.

15.7 Spring retainer

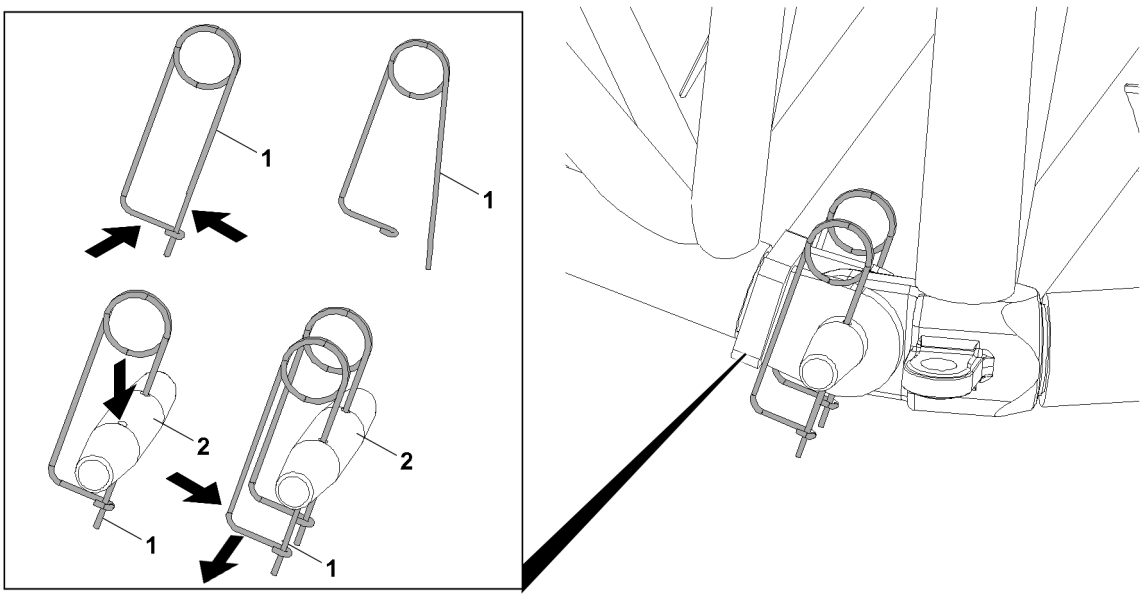

Fig.143108: Spring retainer

1 Spring retainer

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WARNING
The spring retainer **1** is **not** closed!
The spring retainer **1** can loosen up by itself.
► Close the spring retainer **1**.

► Secure the pin **2**: Insert the spring retainer **1**.
► Close the spring retainer **1**.

Problem remedy
Is the spring tension too low?
The spring retainer **1** is defective.
► Replace the spring retainer **1**.

15.8 Detent pin

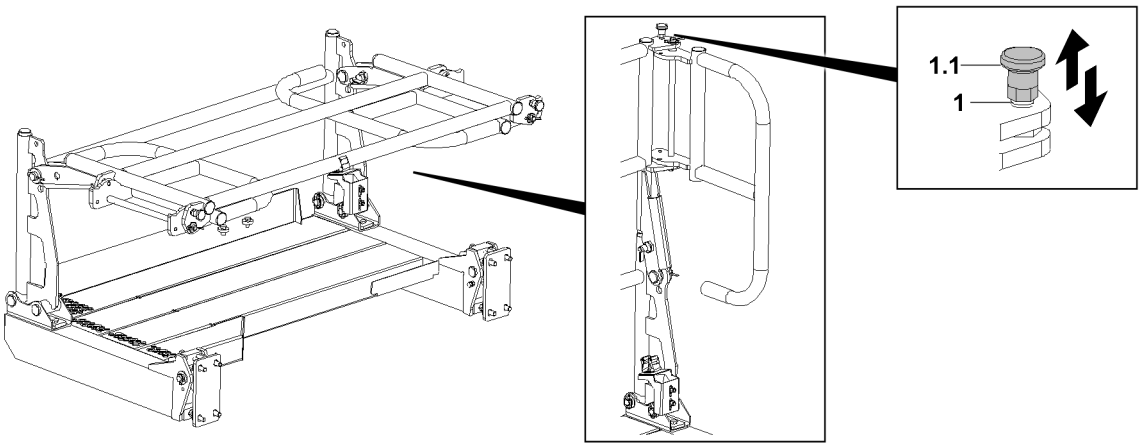

Fig.143110: Detent pin

1 Detent pin
1.1 Handle

WARNING
The handle **1.1** is **not** locked!
The detent pin **1** can loosen up by itself.
► Lock the detent pin **1**.

► Pull the handle **1.1**.

Result:
– The detent pin **1** is unlocked.

► Insert the detent pin **1**: Release the handle **1.1**.

Result:
– The detent pin **1** is pinned.

Problem remedy
The handle **1.1** cannot be pulled.
The detent pin **1** is defective.
► Replace the detent pin **1**.

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15.9 Latch

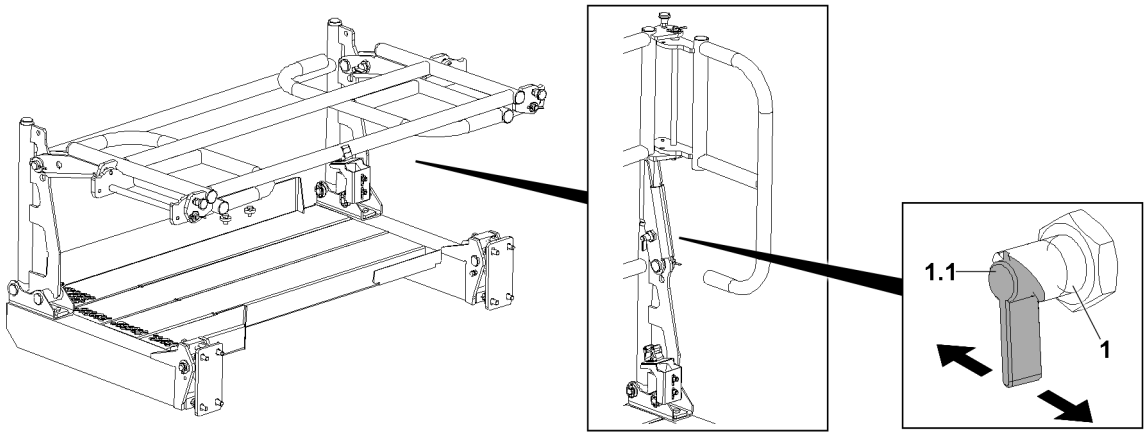

Fig.143111: Latch

1 Latch **1.1** Lever

WARNING
The latch **1** is **not** locked!
The latch **1** can loosen up by itself.
► Lock the latch **1**.

► Operate the lever **1.1**.

Result:
– The latch **1** is unlocked.

► Pin the latch **1**: Release the lever **1.1** and swing the railing until the latch is pinned.

Problem remedy
Can the lever **1.1** not be actuated?
The latch **1** is defective.
► Replace the latch **1**.

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15.10 Ball locking pin

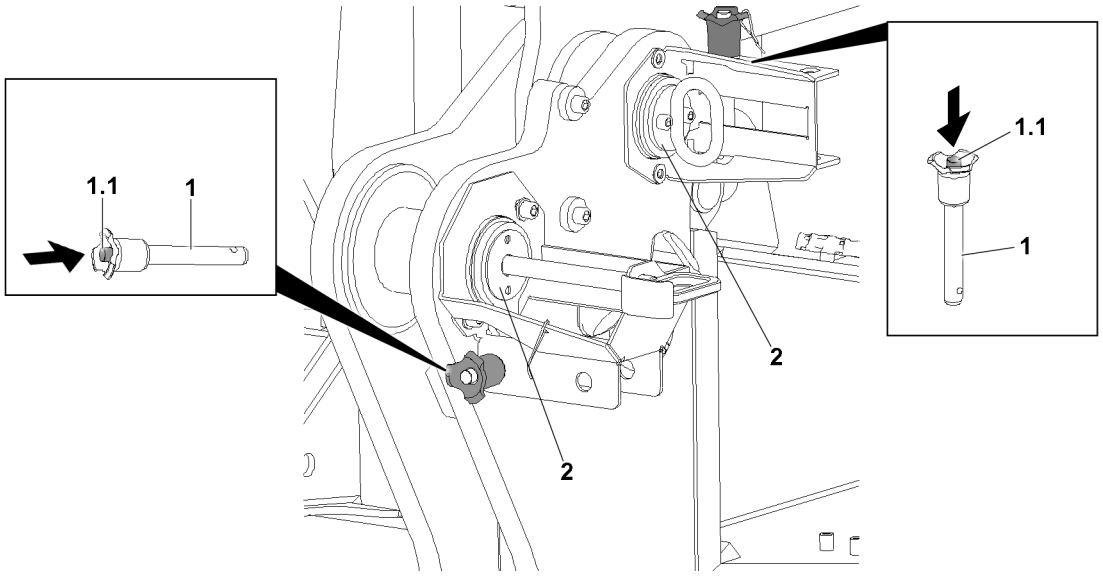

Fig.143109: Ball locking pin

1 Ball locking pin
1.1 Press button
2 Pin

WARNING
The ball locking pin **1** is **not** locked!
The ball locking pin **1** can loosen up by itself.
► Lock the ball locking pin **1**.

► Secure the pin **2**: Actuate the press button **1.1**.

Result:
– The ball locking pin **1** is unlocked.

► Insert the ball locking pin **1** and release the press button **1.1**.

Result:
– The ball locking pin **1** is pinned and secured.

Problem remedy
Can the press button **1.1** not be actuated?
The ball locking pin **1** is defective.
► Replace the ball locking pin **1**.

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15.11 Retaining clips

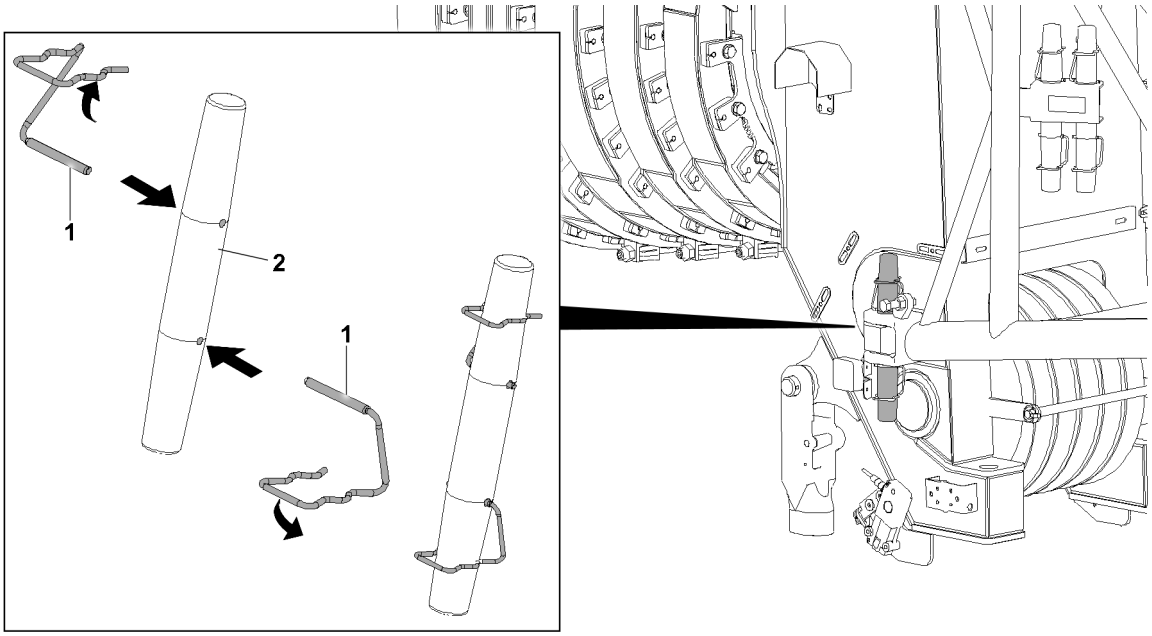

*Fig.143107: Retaining clips **1***

1 Retaining clip **2** Pin

WARNING
Incorrect retaining element!
Shearing off of the retaining element.
► To secure the folding jib pinning: Use retaining clips **1**.
► The use of other retaining elements is **prohibited**.

WARNING
Retaining clip **not** engaged!
The retaining clip **1** can loosen up by itself.
► Engage the retaining clip **1**.

► Secure the pin **2**: Insert the retaining clip **1**.
► Engage the retaining clip **1**.

Problem remedy
Is the retaining clip **1** defective?
The spring force of the retaining clip **1** is too low.
► Replace the retaining clip **1**.

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16 Assembling / disassembling

WARNING
Danger of fatal injury due to incorrect assembly or disassembly!
The assembly / disassembly of lattice sections and / or components may never be performed by untrained personnel.
An erroneous assembly / disassembly of lattice sections and / or components can cause damage on load carrying crane structures.
Crane components can fail due to improper assembly / disassembly.
Death, severe bodily injuries, property damage.

- ► Make sure that the assembly / disassembly of lattice sections and / or components is carried out only by authorized and trained expert personnel.
- ► Make sure that the fastening equipment on lattice sections and / or components is always fastened properly.
- ► Make sure that lattice sections and / or components are always properly pinned and secured at assembly.
- ► For assembly / disassembly of individual components, also observe the chapters relating to those components.
- ► The boom combinations must be assembled according to the separately supplied rod plans.
- ► All components which must be transported separately must be transported with suitable auxiliary cranes and fastening equipment near ground level.

WARNING
Failure of auxiliary winch!

- ► Only use the auxiliary winch (assembly or reeving winch) for assembly and not to lift loads.
- ► Lifting of loads with the auxiliary winch is prohibited.

WARNING
Danger of impact / crushing!
When assembling / disassembling crane components with the auxiliary crane, crane components can start to swing back and forth.
When lifting / lowering and positioning crane components, there is an increased danger of impact / crushing.
Death, severe bodily injuries, property damage.

- ► Make sure that personnel cannot be caught by components.
- ► Make sure that the crane is horizontally aligned.
- ► When working in danger zones: Use aids to protect limbs.
- ► Guide components with suitable aids to minimize oscillation.
- ► During assembly / disassembly no one may be in the dangerous area around or underneath the suspended components before the load has been secured.

Part of the category „Aids for working at a height“ are, for example:

- – Lifting platforms
- – Scaffolding
- – Auxiliary cranes
- – Ladders

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WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.
- ► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
- ► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the supplied fall arrest system to prevent falling, see chapter 2.04.
- ► If fall protection equipment is available, then it must be used, see chapter 2.06.
- ► When lifting, lowering, swinging crane parts in and out, no persons may remain in the danger zone.
- ► When closing or opening boom systems during boom assembly or boom disassembly, no persons may remain on the boom system or in the danger zone.
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work.
- ► Only step on the aids, ladders and catwalks with clean shoes.
- ► Keep aids, ladders and catwalks free of heavy dirt, snow, frost and ice.
- ► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
- ► Remaining on a suspended load is prohibited.
- ► Stepping and walking on crane components and lattice sections with an incline of more than 20° is prohibited.
- ► For all assembly work, the crane driver of the main crane must be in voice contact with the crane driver / crane drivers of the auxiliary crane / auxiliary cranes.
- ► For all assembly work, the crane driver of the main crane must be in voice contact with the assembly personnel.
- ► For assembly tasks, the crane driver may only initiate crane movements when the responsible guide has explicitly released the movement.

DANGER
The component can fall down!
If the corresponding component is disengaged from the auxiliary crane before the corresponding component is pinned, then the corresponding component can fall down.
Death, severe bodily injuries, property damage.
- ► Do not detach the auxiliary crane and the fastening equipment until the respective component is pinned and secured.

WARNING
The component can fall down!
If the corresponding component is unpinned without being secured by an auxiliary crane, the corresponding component can fall down.
Death, severe bodily injuries, property damage.
- ► Do not unpin the component until it is secured by an auxiliary crane.

WARNING
Falling components and tools!
Whenever working at a height, for example on the crane or on an aerial platform, components or tools can fall down.
Death, severe bodily injuries, property damage.
- ► Make sure that the danger zone under the work area is blocked off and marked and that no personnel is located within it.

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16.1 Assembly drawings

WARNING
Use of assembly drawings!
Due to sole use of assembly drawings, dangerous situations can arise up to toppling of the crane.
Death, severe bodily injuries, property damage.
- ► Assembly drawings should only be considered to be **additional** and **supplementary** information.
- ► The respective chapters in the crane operating instructions are decisive for the assembly and disassembly of crane structures, lattice sections or crane components.
- ► The detailed information and danger notes in the respective chapters must be observed.

16.2 Specifications for the set up configuration for cranes with lattice mast

If exact specifications for the settings of the LICCON overload protection are not available, the following rules apply.

If the crane is erected:
- – The LICCON overload protection must be set in accordance with the future set up configuration of the operational crane.
- – The future set up configuration of the operational crane corresponds to the specifications in the load chart according to which the crane is operated.
- – Take the intermediate operating mode into account. For example, when the SA-operating mode has its own load chart.

If the crane is dismantled:
- – The LICCON overload protection must remain set in accordance with the last set up configuration of the operational crane.
- – The last set up configuration of the operational crane corresponds to the specifications in the load chart according to which the crane is operated.
- – Take the intermediate operating mode into account. For example, when the SA-operating mode has its own load chart.

If the crane is changed to another set up configuration:
- – The LICCON overload protection must remain set in accordance with the last set up configuration of the operational crane until all crane components to be disassembled have been removed. As soon as crane components are installed again, the LICCON overload protection must be set in accordance with the future set up configuration of the operational crane.

Note
- ► The settings for the LICCON overload protection are entered in the Set up program, see chapter 4.02.

16.3 Guiding crane structures, lattice sections or crane components

WARNING
Danger due to oscillating load!
During the assembly of crane structures, lattice sections or crane components with the auxiliary crane, they can start to swing back and forth.
Death, severe bodily injuries, property damage.
- ► To guide and position crane structures, lattice sections or crane components always use a guide rope.
- ► Make sure that there are no persons or obstacles within the danger zone.
- ► Make sure that the guide rope is long enough.

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16.4 Fastening the lattice sections

WARNING
Fastening equipment incorrectly attached to the fastening point!
If the fastening equipment incorrectly is attached to the fastening point, the lattice sections can loosen up and fall down.
Death, severe bodily injuries, property damage.
► Correctly attach suitable fastening equipment to the fastening point.

16.4.1 Eyehook fastening point

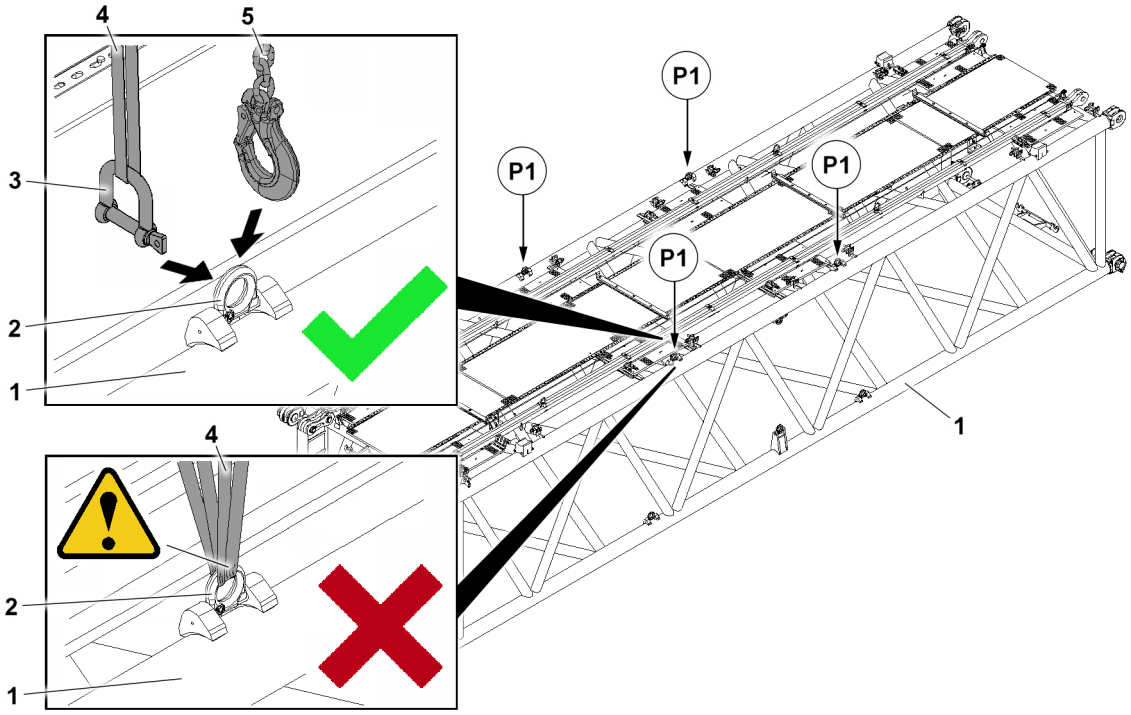

*Fig.159190: Correct and incorrect fastening of an eyehook **2***

P1	Fastening points	**3**	Shackle fastening equipment
1	Lattice section	**4**	Belt loop fastening equipment
2	Eyehook	**5**	Chain hanger fastening equipment

Make sure that the following prerequisites are met:
– The fastening equipment has been selected correctly for the load case.
– The fastening equipment is in a perfect condition.

WARNING
Fastening equipment incorrectly attached to the fastening point!
If the fastening equipment **4** is incorrectly attached to the fastening point, the lattice sections can loosen up and fall down.
The belt loop fastening equipment **4** can be crushed and rip.
Death, severe bodily injuries, property damage.
► Only attach the belt loop fastening equipment **4** with shackle fastening equipment **3** together to the eyehook **2**.

When the fastening points **P1** on the lattice section **1** correspond to the illustrated eyehooks **2**:
► Only fasten the belt loop fastening equipment **4** with shackle fastening equipment **3** to the eyehook **2**.
or
Fasten the chain hanger fastening equipment **5** to the eyehook **2**.

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16.4.2 Bitt fastening point

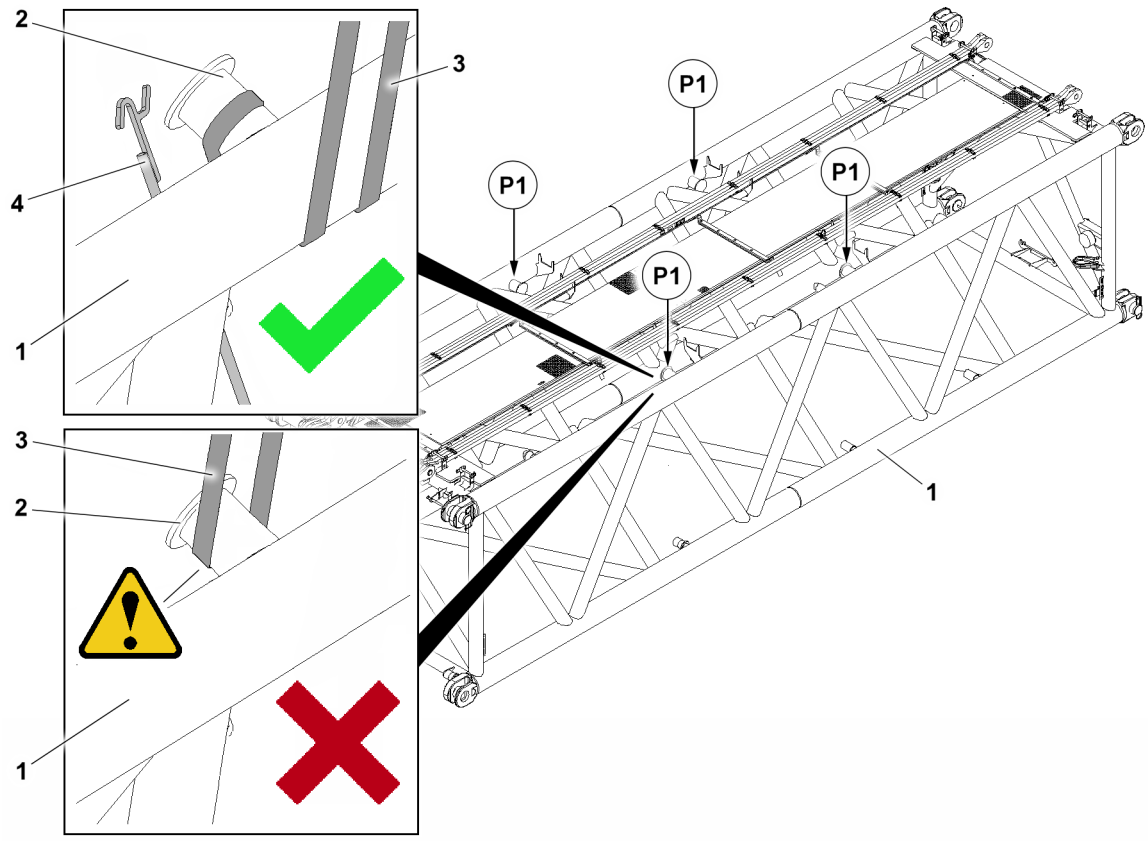

*Fig.159189: Correct and incorrect fastening of a bitt **2***

P1 Fastening points
1 Lattice section
2 Bitt
3 Belt loop fastening equipment
4 Auxiliary rod

Make sure that the following prerequisites are met:
– The fastening equipment has been selected correctly for the load case.
– The fastening equipment is in a perfect condition.

WARNING
Fastening equipment incorrectly attached to the fastening point!
If the belt loop fastening equipment **3** is incorrectly attached to the bitt **2**, the lattice sections can loosen up and fall down.
The belt loop fastening equipment **3** can slide down.
Death, severe bodily injuries, property damage.
► Fasten the belt loop fastening equipment **3** only by wrapping it on the corner pipe of the lattice section **1** on the bitt **2**.

Use an auxiliary rod **4** to attach the belt loop fastening equipment **3** safely from the ground.

When the fastening points **P1** on the lattice section **1** correspond to the illustrated bitts **2**:
► Fasten the belt loop fastening equipment **3** by wrapping it on the corner pipe of the lattice section **1** on the bitt **2**.

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16.4.3 Fastening the lattice sections

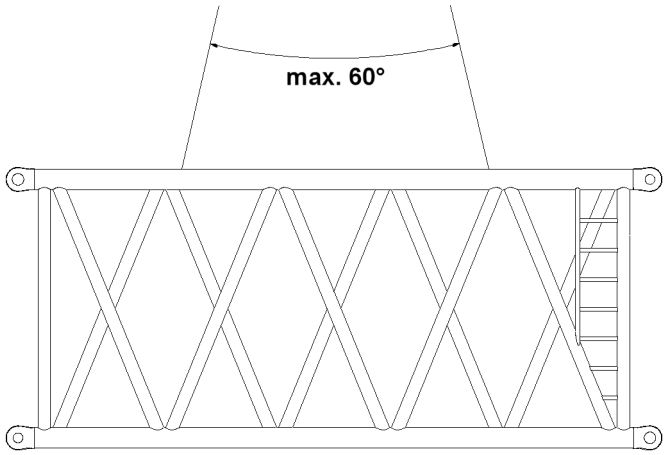

Fig.164543: Fastening equipment, spreading angle maximum 60°

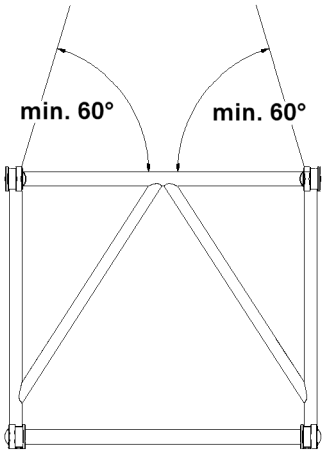

Fig.164544: Fastening equipment, incline angle minimum 60°

Make sure that the following prerequisites are met:
- The fastening equipment has been selected correctly for the load case.
- The fastening equipment is in a perfect condition.

WARNING
Incorrect length of the fastening equipment!
The fastening points can be overloaded. The lattice sections can fall down.
► When fastening, observe a **maximum** spread angle of 60°.
► When fastening, observe a **minimum** incline angle of 60°.

► Select fastening equipment with a suitable length.

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16.5 Fastening of guy rods

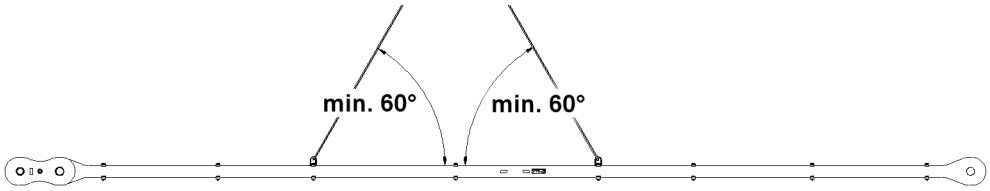

Fig.164542: Fastening equipment, incline angle minimum 60°

Make sure that the following prerequisites are met:
- The fastening equipment has been selected correctly for the load case.
- The fastening equipment is in a perfect condition.

WARNING
Incorrect length of the fastening equipment!
The fastening points can be overloaded. Guy rods can fall down.
► When fastening, observe a **minimum** incline angle of 60°.

► Select fastening equipment with a suitable length.

16.6 Assembling / disassembling the electrical lines

WARNING
The crane can topple over!
If mechanical crane components, which have electrical connections are not immediately electrically connected after assembly then the limit switches and / or electrical sensors are not functioning.
Safety relevant shut offs are not recognized by the LICCON computer system.
Any errors or safety relevant messages which might occur are not shown on the LICCON computer system.
Death, severe bodily injuries, property damage.
► Make sure that the electrical connections are made immediately after installation of the respective crane components on the crane.
► Make sure that the procedure to make the electrical connections to the boom end sections in the respective assembly and set up chapters are observed.

NOTICE
Danger of damage to the electrical connections!
If the following measures are not adhered to, the electrical connections can be damaged.
► Do not plug in the plug connection or unplug them under tension.
► Do not pinch or crush electrical connections.

When pulling the cable out:
► Hold the plug and not the cable. Do not pull on the cable to release the plug connection.
► Relieve the electrical connections in operating condition.
► In case of defective or faulty electrical lines, contact Customer Service at Liebherr-Werk Ehingen GmbH.

WARNING
Malfunction if dummy plugs are not installed!
If the dummy plugs on the non-required electrical connections are not installed, then malfunctions or functional limitations can occur on the crane.
► Make sure that all non-required electrical connections, which have a dummy plug, are closed off with dummy plugs.
► Pay attention to the electrical wiring diagram.

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NOTICE
Property damage due to dirt and / or corrosion!
The plug connections are only protected when plugged in. If the plug connections are not plugged in, then the contact surfaces can corrode.
This could result in malfunctions.
- ► Always plug or screw the plug connections together properly.
- ► Keep plug connections clean and dry. Clean contact surfaces provide the best signal transfer.
- ► Close off the plug connections that are not used with dust caps.

- ► Establish the electrical connections to the installed crane components properly.
- ► As a rule, close off on-required electrical connections (for example of accessories which are not installed) with the respective dummy plugs.
- ► Properly close off electrical connections, which have no dummy plugs, with the corresponding protective dust or cover caps.

If a pull relief for the cable drum is present:
- ► Connect the pull relief in the fixed point and relieve the plug connection from the pull strain.

After installing the plug connections:
- ► Check all plug connections for proper connection.

If a plug connection is not properly connected:
- ► Plug or screw the plug connection together properly.

After removing the plug connections:
- ► Protect the electrical connections with protective dust or cover caps or place them in intended storage retainers.
- ► After unplugging the electrical plug connections, install the dummy plugs, see Electrical wiring diagram.

If locking brackets are present:
- ► Close the locking bracket.

16.7 Assembling / disassembling of hydraulic lines

When connecting and releasing hydraulic lines with quick couplings, make sure that the coupling procedure is carried out correctly.

WARNING
Danger of accident due to loss of pressure or leakage!
Incorrectly coupled or self-loosening quick couplings (particularly return lines) can result in serious accidents due to component failure.
Death, severe bodily injuries, property damage.
- ► Check the quick couplings after assembly for correct connection.
- ► Make sure that the sleeve and plug are bolted with the knurled nut after assembly.

WARNING
Pressure in the hydraulic lines!
If the pressure supply is not interrupted before releasing the hydraulic lines, the hydraulic oil can escape with high pressure.
Death, severe bodily injuries, property damage.
- ► Release the pressure in the hydraulic system before releasing. Interrupt the pressure supply and wait a short time.

- ► Release the pressure in the hydraulic system before connecting or disconnecting: Turn the engine off and wait for a short time.
- ► Connect the coupling components (sleeve and connector) and screw together with the knurled nut.
- ► Tighten the hydraulic coupling by hand. Turn the knurled nut until it reaches a tangible, fixed stop position.

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16.8 Bypassing at crawler assembly / disassembly

Note
► Applies only for cranes with crawler assembly key button.

WARNING
High danger of accident in case of actuated crawler assembly key button!
If the crawler assembly key button is actuated, the overload protection is bypassed. No shut-off at overload will occur in assembly operation nor in crane operation.
In the event of misuse, the crane can topple over.
Death, severe bodily injuries, property damage.
► The crawler assembly key button may only be actuated for assembly tasks.
► All other usage of the crawler assembly key button other than as described in the operating instructions is prohibited.
► Crane operation with the crawler assembly key button enabled is strictly prohibited.

16.8.1 Activating the bypass at crawler assembly and crawler disassembly

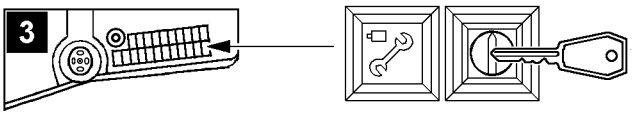

Fig.113441: Activating the bypass

– Illustration **3**: Crawler assembly key button and *Crawler assembly* indicator light with *Crawler assembly off* touch function

► Actuate the crawler assembly key button.

Result:

– The LICCON overload protection is inactive.
– The indicator light *Crawler assembly* lights up.

16.8.2 Deactivating the bypass at crawler assembly and crawler disassembly

Make sure that the following prerequisites are met:
– The LICCON overload protection is bypassed / inactive and the „Bypass at assembly and disassembly“ is activated.
– The *crawler assembly* indicator light illuminates.

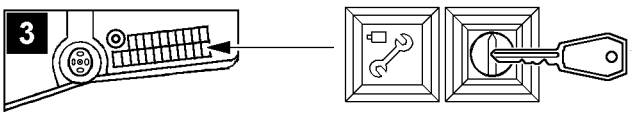

Fig.113441: Deactivating the bypass

If the bypass at crawler assembly is to be turned off:
► Turn the crawler assembly off by pressing the off button *Crawler assembly off*.

Result:

– The indicator light in the button *Crawler assembly* turns off.

16.9 Bypassing at assembly / disassembly

Depending on the crane version, the „Bypass at assembly and disassembly“ is activated by:
– The set up button (key button) on the LICCON monitor.
– The assembly key button in the instrument panel.

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Note
- ► This applies only for cranes with LICCON overload protection.
- ► The *Assembly* indicator light is only present on the instrument panel for certain crane types.

WARNING
High danger of accident at crane operation with activated „Bypass at assembly and disassembly“!
With the „Bypass at assembly and disassembly“ activated, the overload protection and, if applicable, also the hoist limit switches are bypassed.
In the event of improper use, the crane could collapse, the boom can break off or the crane can topple over.
Death, severe bodily injuries, property damage.
- ► The activation of the „Bypass at assembly and disassembly“ is only permissible for assembly and disassembly purposes.
- ► All other usage of the „Bypass at assembly and disassembly“ other than as described in the operating instructions is prohibited.
- ► The „Bypass at assembly and disassembly“ may only be activated by persons who are aware of the consequences of a bypass.
- ► Crane operation with activated „Bypass at assembly and disassembly“ is strictly prohibited.
- ► The „Bypass at assembly and disassembly“ must be deactivated immediately after assembly and disassembly work.
- ► The crane operator or a person authorized by him must make sure that no misuse of the bypass device is possible (remove the key and store it safely, if necessary).

16.9.1 Activating the bypass at assembly and disassembly

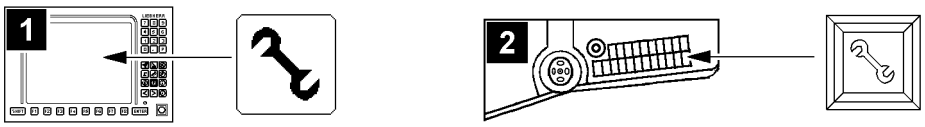

Fig.113438: Activating the bypass at assembly and disassembly

– Illustration **1**: LICCON monitor (only certain crane types)
– Illustration **2**: indicator light „assembly“ on the crane cab instrument panel (only certain crane types)

► Actuate the respective operating element.

Result:

– The LICCON overload protection is bypassed / inactive and the „Bypass at assembly and disassembly“ is activated.
– The „Assembly“ icon appears on the LICCON monitor and / or the „Assembly“ indicator light on the instrument panel lights up.
– Depending on the circumstances, acoustic and / or optical warning signals (blinkers, flashing beacons, horns and bells) sound.

16.9.2 Bypassing at assembly and disassembly

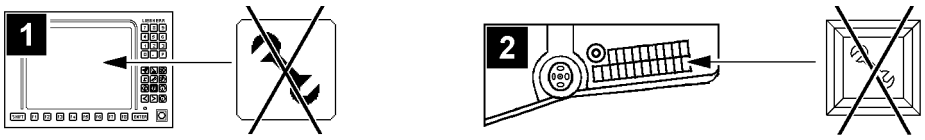

Fig.113437: Bypassing at assembly and disassembly

► No longer actuate the respective operating element or reset.

Result:

– The LICCON overload protection is active and the „Bypass at assembly and disassembly“ is deactivated.

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– The „Assembly“ icon turns off on the LICCON monitor and / or the „Assembly“ indicator light on the instrument panel no longer lights up.
– The acoustic and / or optical warning signals which were triggered by the bypass are turned off again.

16.10 Actuation of winches and / or crane movements during assembly / disassembly

Note

► The winches and / or crane movements can be controlled from the crane cab or, depending on the crane set up configuration, with the BTT or the radio remote control*.
► Observe chapter 4.05, chapter 5.31 and chapter 6.08.

WARNING

Uncoordinated procedure for assembly tasks!
Death, severe bodily injuries, property damage.

► Before starting the assembly tasks, define the course of action and agree on all steps with all involved personnel.
► Monitor all steps and continuously check the course of action.
► In the case of unforeseen events, stop the course of action and agree on the new situation with all involved personnel.
► Make sure that winches and / or crane movements are only controlled by people who are aware of the effects on the crane and / or boom system as well as the connected dangers.
► Make sure that no persons, objects or obstacles are in the danger zone of the crane.
► Prewarn persons within the surrounding area of the crane, for example via a horn signal.
► Perform all winch and / or crane movements anticipatorily and at a low speed.

16.11 Assembling / disassembling the counterweight

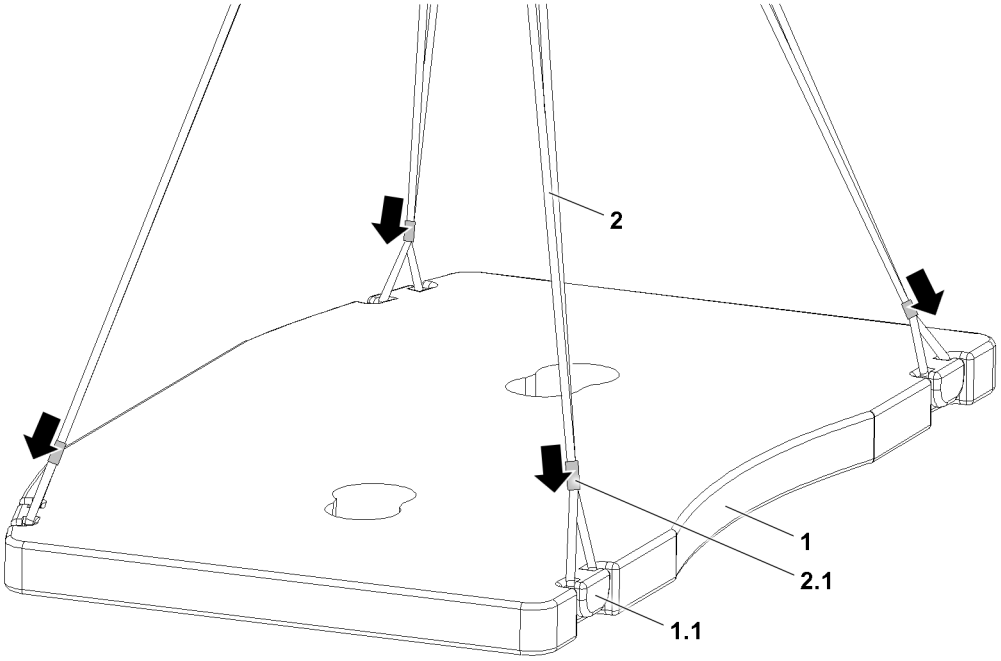

Fig.152587: Grommets and cable laid fastening rope

16.11.1 Grommets and cable laid fastening rope

Use the supplied fastening ropes **2** only for set up work on the crane.

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The fastening ropes **2** are marked with the maximum load bearing capacity.

WARNING
Fastening ropes used incorrectly!
The fastening ropes can fail. The load call fall down.
- ► Do **not** exceed the load bearing capacity or the fastening ropes **2** when lifting the counterweight.
- ► **Never** fasten the fastening ropes **2** to the red marked impact points.
- ► **Never** cross or twist the fastening ropes **2**.

Depending on the structural form of the counterweight **1**, use two, three or four fastening ropes **2**.

- ► Lay the fastening rope **2** around the bitts **1.1** of the counterweight **1** to be lifted.
- ► Until the fastening ropes **2** are positioned firmly on the fastening points: Push the mobile ferrules **2.1** in the direction of the fastening point of the counterweight **1**.

16.12 Assembling / disassembling the booms

WARNING
The crane can topple over!
Angular pull can overload the crane.
Overload can cause destruction of the crane or cause it to topple over.
Death, severe bodily injuries, property damage.
- ► The hook block must always be attached (hooked) vertically over the center of gravity of the load to be lifted.
- ► Angular pull is prohibited.

Fig.113444: Danger of accident during assembly / disassembly

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WARNING
Danger of accident during assembly / disassembly of booms!
When you disassemble unsecured or unsupported booms, they can fall down.
Death, severe bodily injuries, property damage.
- ► Never unpin the pins under unsecured or unsupported booms.
- ► Never unpin the connector pins on unsecured or unsupported booms.
- ► Do not stand under the booms or within the complete danger zone during the pinning and unpinning procedure of the booms.
- ► Secure the pins in the bearing points and in the receptacles.
- ► The railing must be horizontal during the assembly and disassembly of the booms.
- ► Do not lean the ladder against the component being disassembled.

Make sure that the following prerequisites are met for the closing assembly:
- – If parts of the equipment (for example lattice sections) are not in contact with the ground during assembly / disassembly, then they must be supported with suitable, stable materials.
- – Take down the parts of the equipment with rope pulleys in such a way that the rope pulleys are not damaged.
- – During disassembly make sure that the auxiliary crane can lift the load vertically.
- – Have an auxiliary crane with sufficient load bearing capacity available to be able to hold the load at the corresponding radius.

16.13 Fastening positions for assembly / disassembly of the lattice jib

WARNING
Danger of fatal accidents due falling components!
The maximum permissible tensile load on the fastening eye is engraved on the fastening eye.
The maximum permissible fastening load of the respective components can differ to the maximum permissible tensile load of the fastening eye.
Components can be damaged at overload and fall down during lifting.
- ► Observe the maximum permissible fastening load according to the operating instructions and the tags on the components.
- ► Fasten the lattice jib only according to the following descriptions.
- ► Do not overload the components.

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16.13.1 Closing the end section

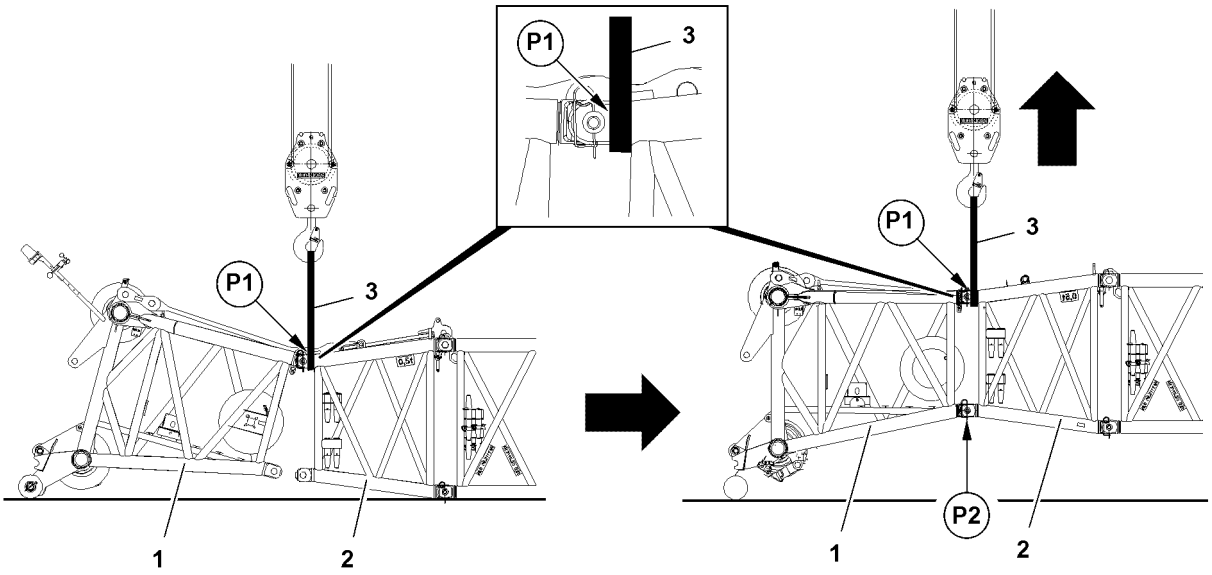

Fig.117840: Closing the end section

Observe the following for closing the end section:
- Use textile type fastening equipment **3**.
- Loop the textile type fastening equipment **3** on the left and right around on the pin points.

Before fastening:
- ► Check the position of the spring retainers and correct, if necessary.
- ► Fasten the textile type fastening equipment **3** on the upper pin points **P1** between the end section **1** and the pinned component **2**.
- ► Lift the lattice jib until the lower pin points **P2** align between the end section **1** and the component **2**.
- ► Pin the end section **1** and component **2** on the lower pin points **P2** on the left and right.

After pinning:
- ► Remove the textile type fastening equipment **3**.

16.13.2 Taking the lattice jib down into the roller cart

Note
- ► The following illustrations are examples and may not match your crane exactly.

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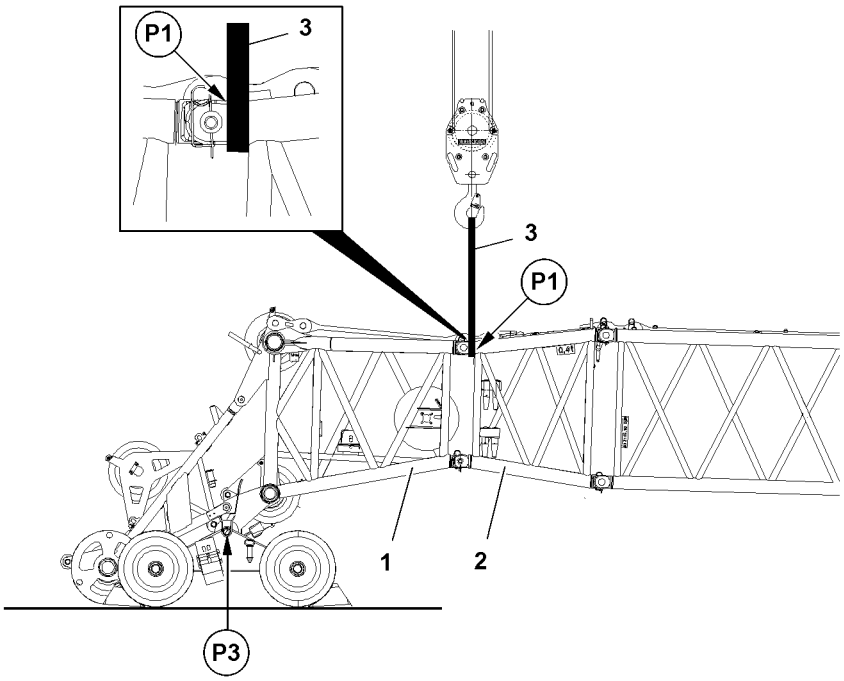

Fig.117842: Taking the lattice jib down into the roller cart (telescopic crane with lattice jib)

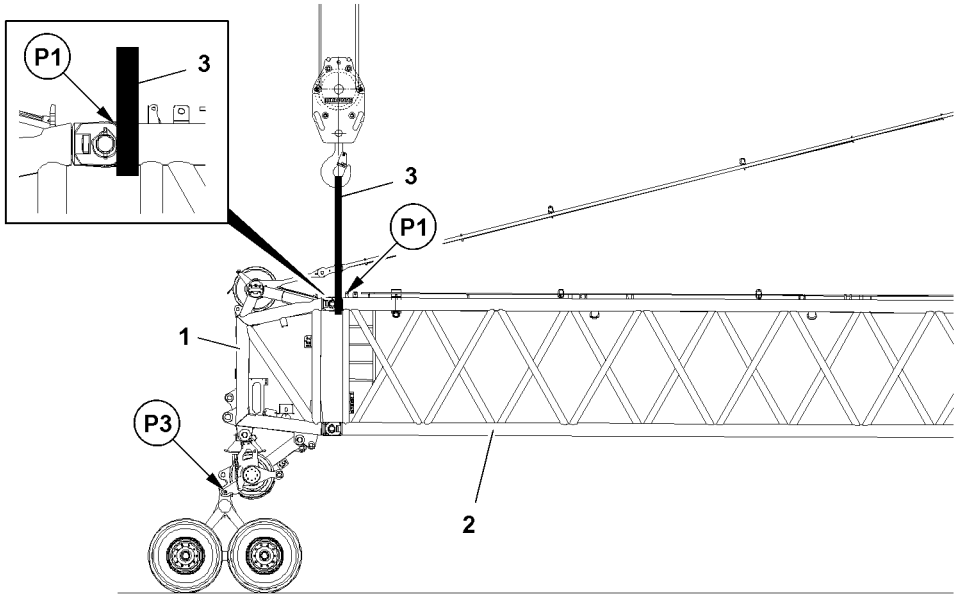

Fig.121550: Taking the lattice jib down into the roller cart (crane with lattice mast)

When taking it down into the roller cart, observe the following:
- The end section **1** is completely assembled.
- Use textile type fastening equipment **3**.
- Loop the textile type fastening equipment **3** on the left and right around on the pin points.

Before fastening:
- ► Check the position of the spring retainers and correct, if necessary.
- ► Fasten the textile type fastening equipment **3** on the upper pin points **P1** between the end section **1** and the pinned component **2**.
- ► Lift the lattice jib and take it down into the roller cart **4**.
- ► Pin the end section **1** with the roller cart **4** on the pin points **P3** on the left and right.
- ► Remove the textile type fastening equipment **3**.

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Note
► The disassembly and removal of the roller cart **4** is must be carried out accordingly.

16.13.3 Opening the end section

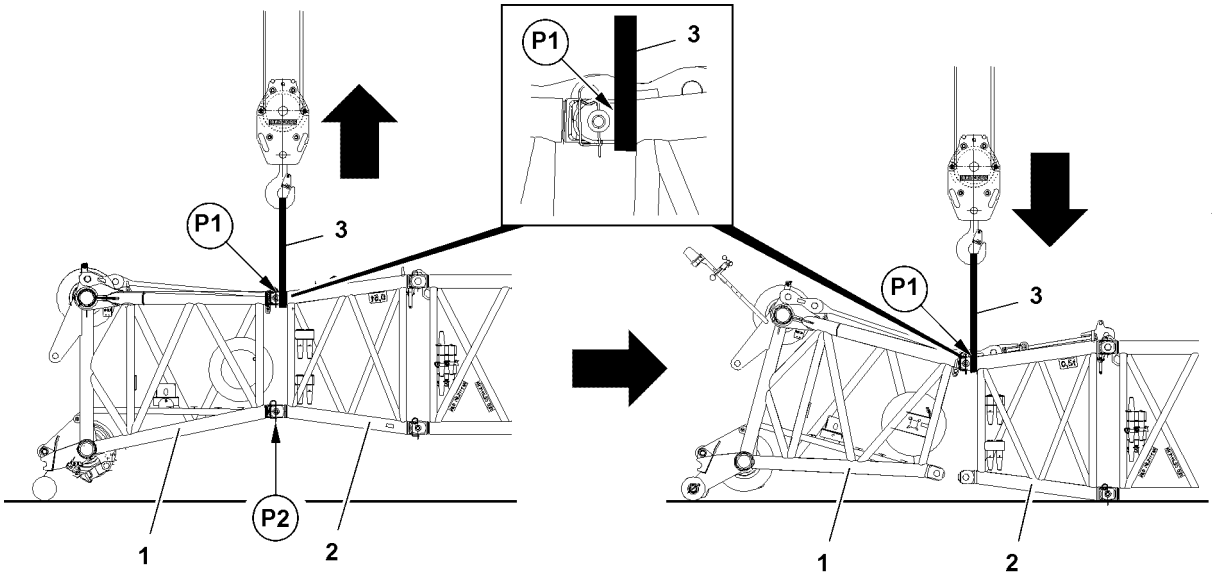

Fig.117841: Opening the end section

For opening the end section, observe the following:
– The roller cart is disassembled and removed.
– Use textile type fastening equipment **3**.
– Loop the textile type fastening equipment **3** on the left and right around on the pin points.

Before fastening:
► Check the position of the spring retainers and correct, if necessary.
► Fasten the textile type fastening equipment **3** on the upper pin points **P1** between the end section **1** and the pinned component **2**.
► Lift the lattice jib and relieve the pins on the lower pin points **P2**.
► Unpin the end section **1** and the component **2** on the lower pin points **P2** on the left and right.
► Take the lattice jib down onto the ground.
► Remove the textile type fastening equipment **3**.

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16.13.4 Holding the luffing lattice jib

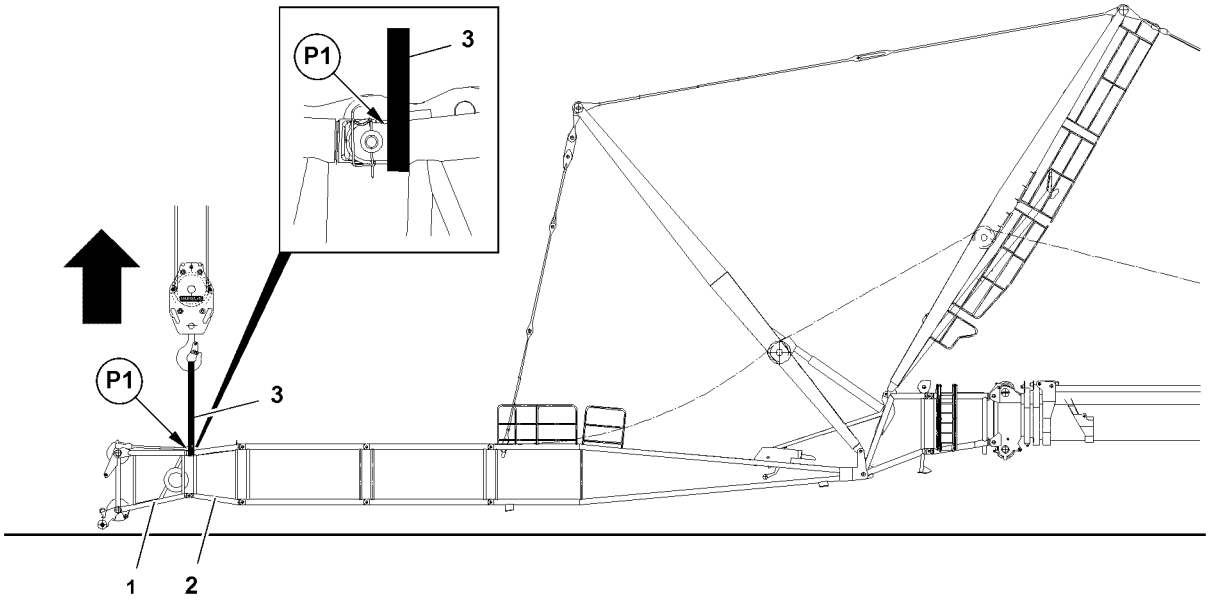

Fig.117843: Holding the luffing lattice jib

To be able to install or remove the guy rods and "flying assembly", the luffing lattice jib must be held on the upper pin points **P1**.

When holding the luffing lattice jib, observe the following:
- The lattice jib has been completely assembled.
- Use textile type fastening equipment **3**.
- Loop the textile type fastening equipment **3** on the left and right around on the pin points.

Before fastening:
- ► Check the position of the spring retainers and correct, if necessary.
- ► Fasten the textile type fastening equipment **3** on the upper pin points **P1** between the end section **1** and the pinned component **2**.
- ► Lift the lattice jib and assemble the guy rods.

When the guy rods are assembled:
- ► Remove the textile type fastening equipment **3**.

Note
- ► The disassembly of the guy rods must be carried out accordingly.

16.13.5 Assembling the fixed lattice jib on the TF-adapter

WARNING
Mortal danger if the lattice jib tilts over!
Due to unfavorable center of gravity, only certain lattice jib lengths can be installed / removed as an assembled lattice jib.
If a lattice jib length cannot be installed / removed as an assembled lattice jib, then they must be installed / removed individually in flying mode.
- ► Check if the respective lattice jib length can be installed / removed as an assembled lattice jib. See charts in chapter 5.01.10.

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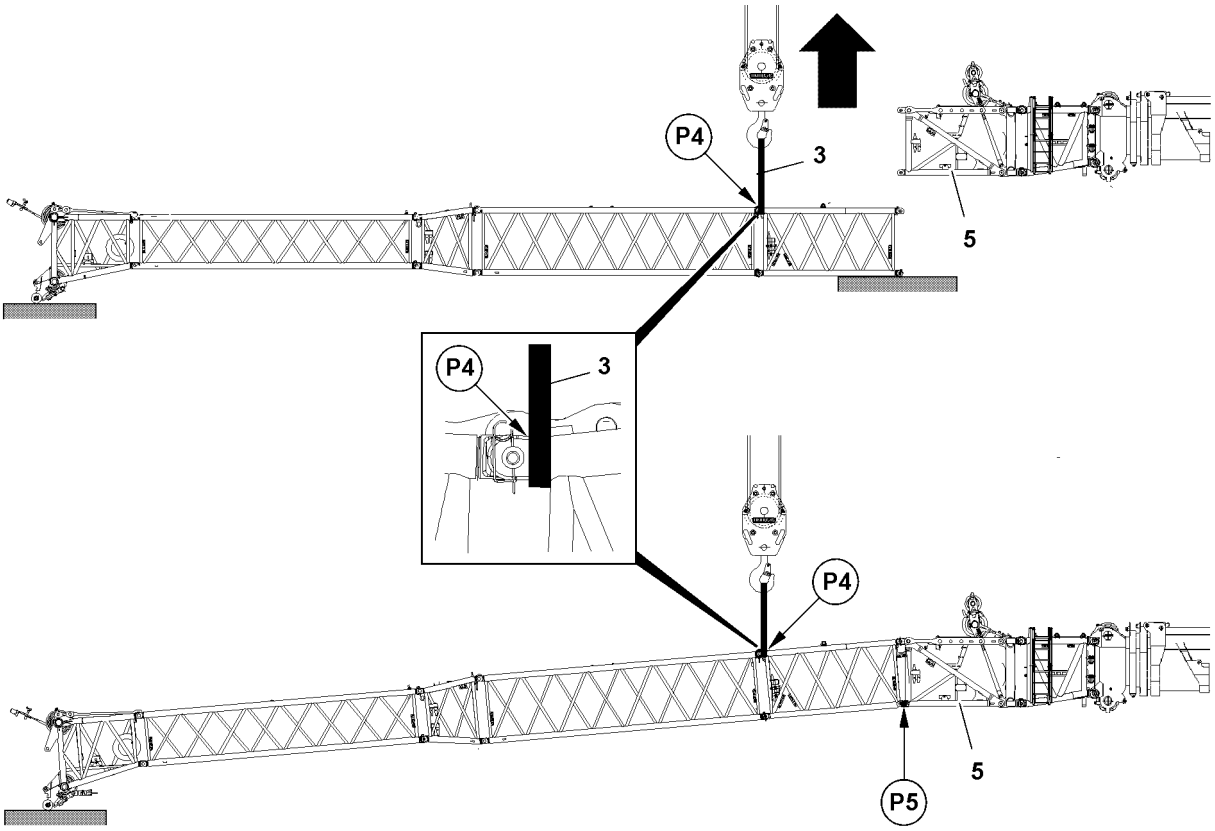

Fig.117844: Assembling the lattice jib on the TF-adapter

Observe the following when assembling the TF-adapter:
- The lattice jib is assembled.
- The TF-adapter **5** is assembled.
- Use textile type fastening equipment **3**.
- Loop the textile type fastening equipment **3** on the left and right around on the pin points.

Before fastening:
► Check the position of the spring retainers and correct, if necessary.

Fasten between the lattice sections, which are installed directly on the TF-adapter.

► Fasten the textile type fastening equipment **3** to the upper pin points **P4**.
► Lift the lattice jib and fit it in the lower pin point **P5** on the TF-adapter **5**.
► Pin the lattice jib in the lower pin point **P5** with the TF-adapter **5**.

After pinning:
► Remove the textile type fastening equipment **3**.

WARNING
Mortal danger if the lattice jib tilts over!
► Make sure to always observe the permissible lattice jib length at disassembly.

► Disassemble accordingly.

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16.13.6 Closing the fixed lattice jib

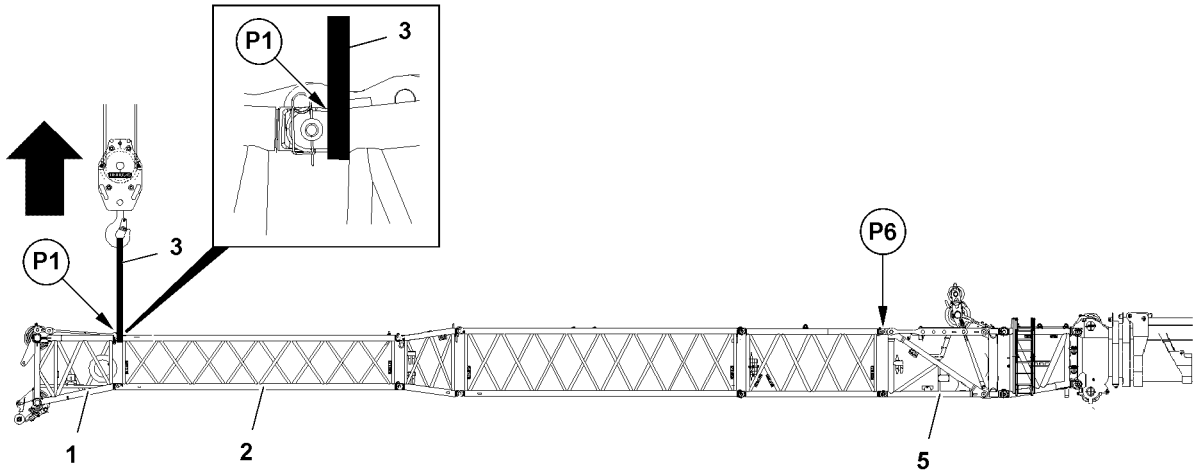

Fig.117850: Closing the lattice jib

Observe the following when assembling the TF-adapter:
- The lattice jib is pinned in the lower pin points of the TF-adapter **5**.
- Use textile type fastening equipment **3**.
- Loop the textile type fastening equipment **3** on the left and right around on the pin points.

Before fastening:
- ► Check the position of the spring retainers and correct, if necessary.
- ► Fasten the textile type fastening equipment **3** on the upper pin points **P1** between the end section **1** and the pinned component **2**.
- ► Lift the lattice jib and fit it in the upper pin point **P6** on the TF-adapter **5**.
- ► Pin the lattice jib in the upper pin point **P6** with the TF-adapter **5**.

After pinning:
- ► Remove the textile type fastening equipment **3**.

Note
- ► Disassemble accordingly.

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16.13.7 Angle adjustment on the fixed lattice jib with mechanical adjustment

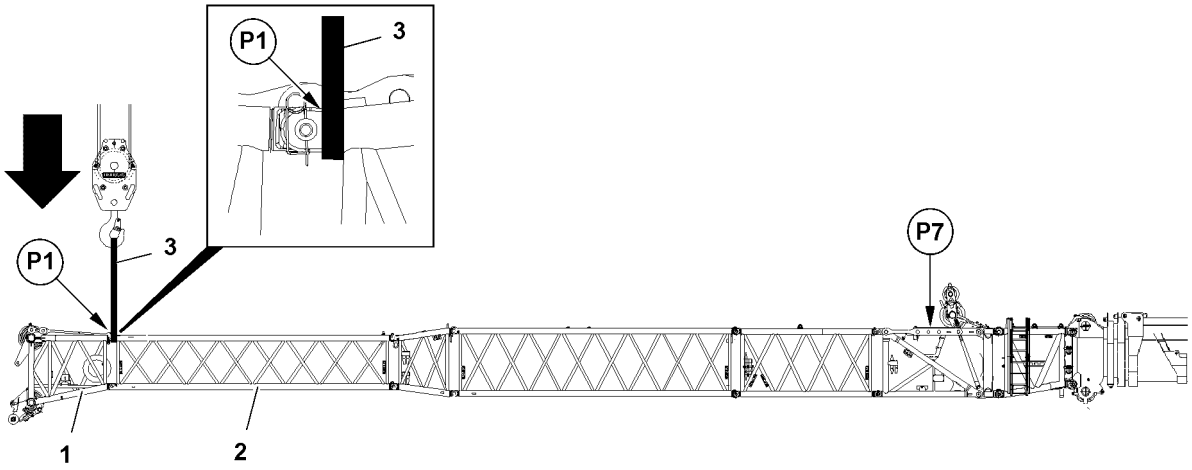

Fig.117851: Angle adjustment on the fixed lattice jib

For the angle adjustment on the fixed lattice jib, observe the following:
- The lattice jib has been completely assembled.
- Use textile type fastening equipment **3**.
- Loop the textile type fastening equipment **3** on the left and right around on the pin points.

Before fastening:
- ► Check the position of the spring retainers and correct, if necessary.
- ► Fasten the textile type fastening equipment **3** on the upper pin points **P1** between the end section **1** and the pinned component **2**.
- ► Lift the lattice jib and relieve the pins on the angle adjustment **P7**.
- ► Unpin the angle adjustment **P7**, see chapter 5.03.
- ► Set and pin a new angle on the angle adjustment **P7**, see chapter 5.03.
- ► Lower the lattice jib.

After lowering:
- ► Remove the textile type fastening equipment **3**.

16.13.8 Loading the preassembled lattice jib

For loading the lattice jib, observe the following:
- The lattice jib has been preassembled.
- Use textile type fastening equipment.
- Loop the textile type fastening equipment on the left and right around on the pin points.

Before fastening:
- ► Check the position of the spring retainers and correct, if necessary.
- ► Fasten the preassembled lattice jib according to the fastening points, chapter 5.03.

16.14 Assembling / disassembling the lattice sections on telescopic cranes with a luffing lattice jib

16.14.1 Guy rod transport retainer during assembly

The illustrations in this section are an example and may not exactly match each lattice section.

A description is provided by means of an example of the moment at which the guy rod transport retainers may be unpinned.

If the sequence is not observed, the guy rods can fall from the lattice sections and kill personnel and cause serious injuries and property damage.

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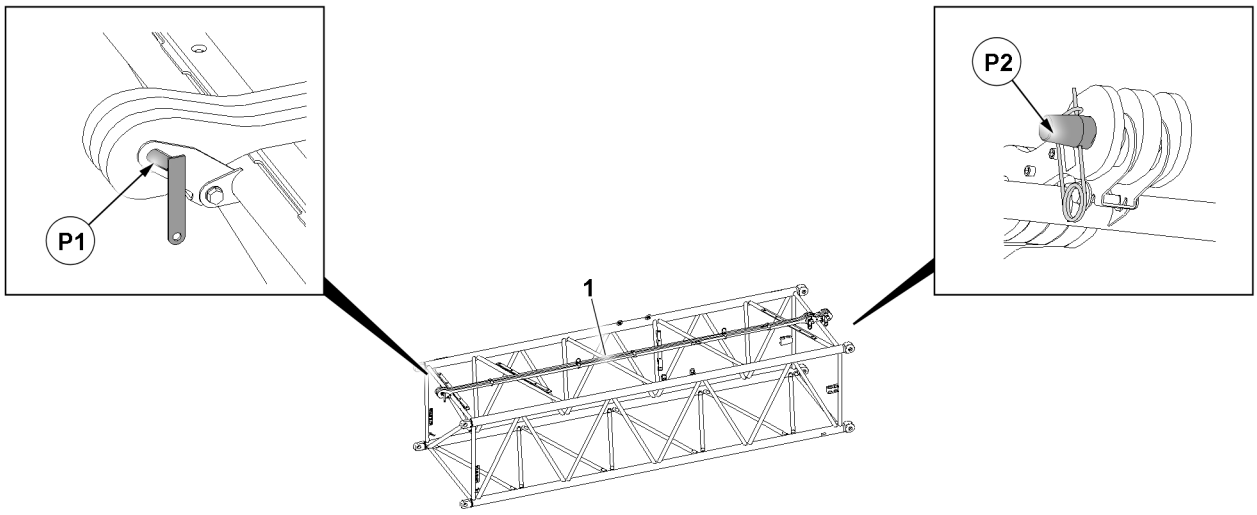

Fig.159460: Guy rod transport retainer

Before a lattice section is fastened:
► Make sure that the guy rod **1** is secured on both sides in position **P1** and position **P2**.

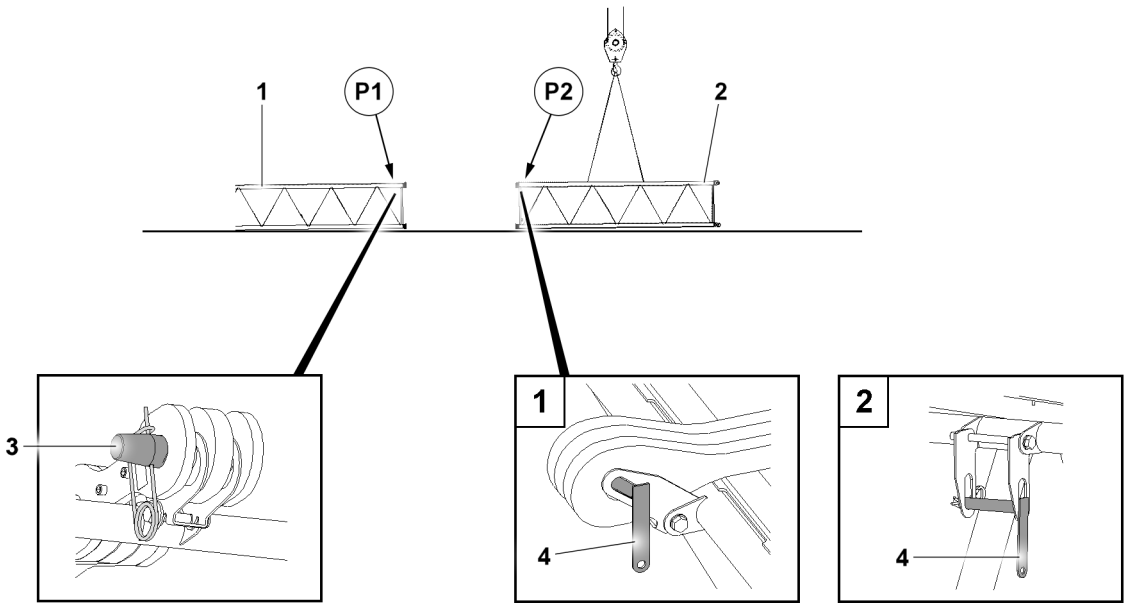

Fig.159592: Disassembling the guy rod transport retainer

Make sure that the following prerequisites are met:
– The lattice section **1** is pinned with the crane.
– The lattice section **2** is taken approx. 2 m from the lattice section **1** onto the ground.

► In position **P1**: Unpin the pin **3**.

When the lattice section **2** is taken approx. 2 m from the lattice section **1** onto the ground:
► In position **P2**: Unpin the pins **4** and insert it into the transport position and secure.

Result:
– The lattice section **1** guy rod transport retainer is unpinned on the side of the lattice section **2**.
– The lattice section **2** guy rod transport retainer is unpinned on the side of the lattice section **1**.

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WARNING
Guy rods on the lattice section **not completely** secured against falling down!
Death, severe bodily injuries, property damage.

If the lattice section is moved:
► Carry out the movements slowly and carefully.
► Comply with the safety distance from the lattice section and guy rods.

► Position the lattice section **2** in the pin position.

Further procedure

Pin the lattice sections.

16.14.2 Guy rod transport retainer during disassembly

The illustrations in this section are an example and may not exactly match each lattice section.

A description is provided by means of an example of the moment at which the guy rod transport retainers must be pinned.

If the sequence is not observed, the guy rods can fall from the lattice sections and kill personnel and cause serious injuries and property damage.

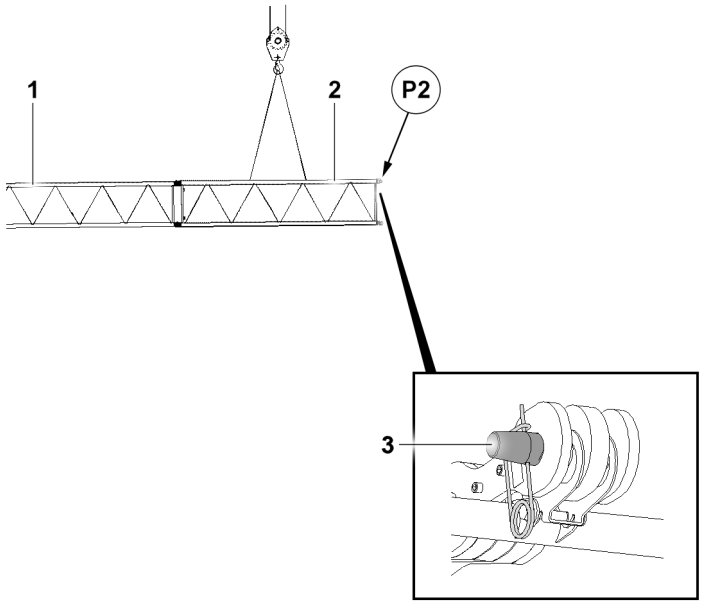

Fig.159591: Assembling the guy rod transport retainer

Make sure that the following prerequisites are met:
– The lattice section **1** is pinned with the crane.
– The lattice section **2** is pinned with the lattice section **1**.

► Secure the guy rod in the transport position in position **P2**: Insert and secure the pin **3**.

Result:
– The lattice section **2** guy rod is secured on one side in the transport position.

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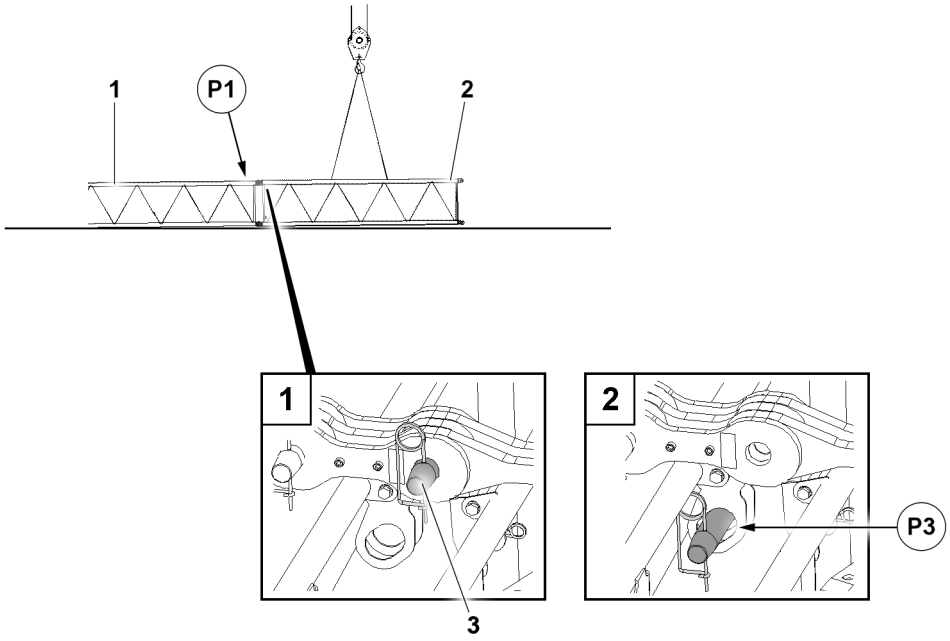

Fig.159587: Disassembling the guy rod transport retainer

- ► Unpin the lattice section **2** guy rod from the lattice section **1** guy rod: Release and unpin the pin **3**.
- ► In position **P3**: Insert and secure the pin **3**.
- ► Unpin the lattice section **2** from the lattice section **1**.

WARNING
Guy rods on the lattice section **not completely** secured against falling down!
Death, severe bodily injuries, property damage.

If the lattice section is moved:
- ► Carry out the movements slowly and carefully.
- ► Comply with the safety distance from the lattice section and guy rods.

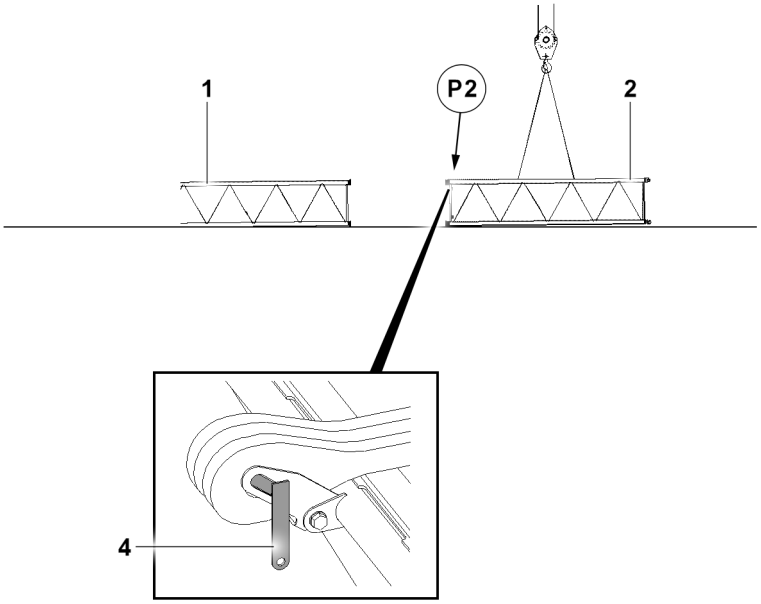

Fig.159588: Assembling the guy rod transport retainer

- ► Move the lattice section **2** approx. 2 m away from the lattice section **1**.
- ► Take the lattice section **2** down onto the ground.

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► Secure the lattice section **2** guy rod in the transport position in position **P2**: Insert and secure the pin **4**.

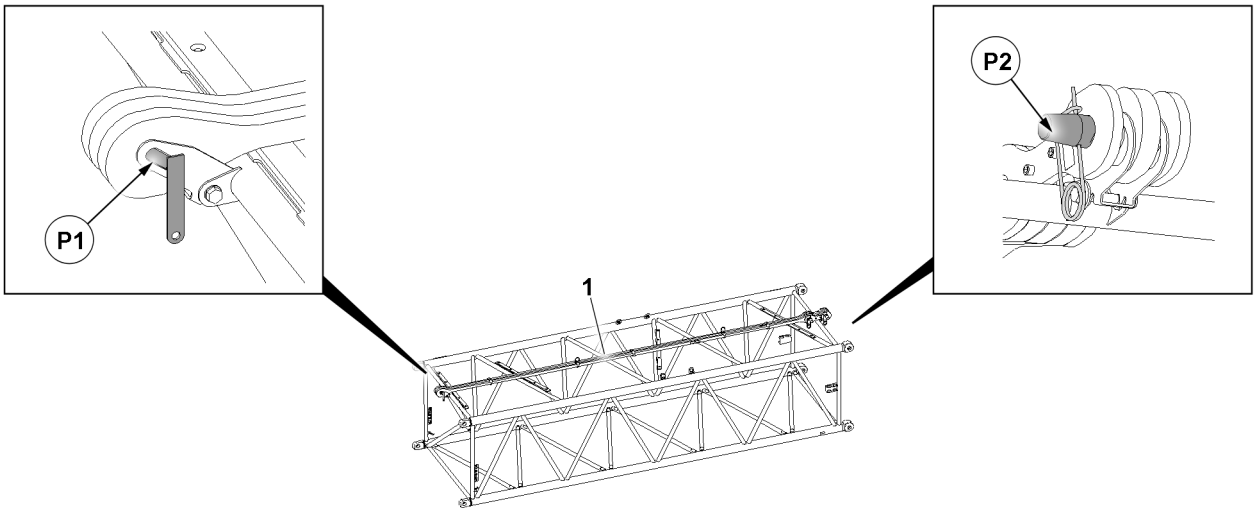

Fig.159460: Guy rod transport retainer

► Make sure that the guy rod **1** is secured on both sides in position **P1** and position **P2**.

Result:

– The lattice section **2** guy rod is secured on both sides in the transport position.

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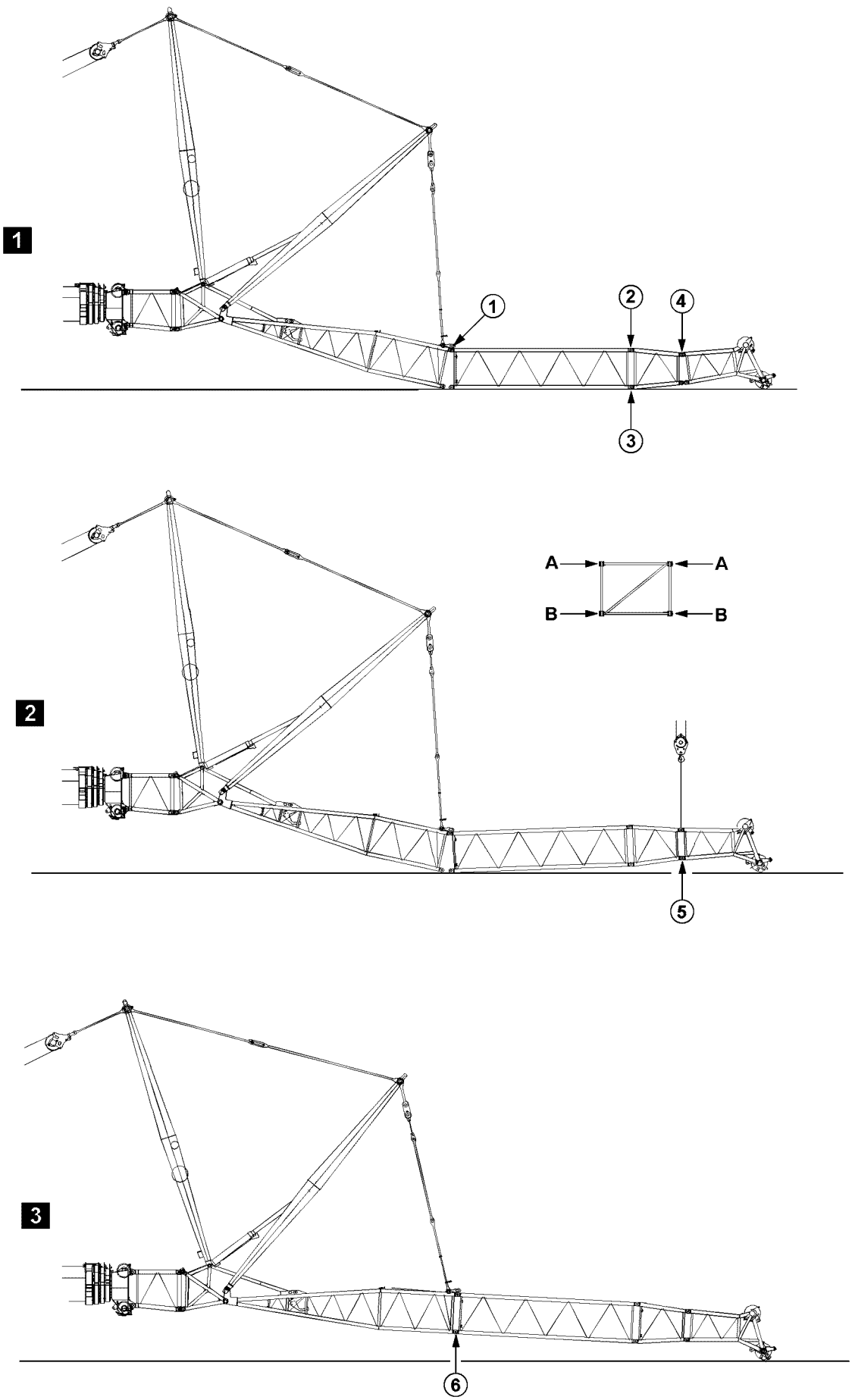

Fig.197718: Example of cranes with a telescopic boom

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16.14.3 Assembling the lattice sections on a luffing lattice jib

The illustrations serve as examples. The illustrations may differ depending on the crane.

WARNING
Danger of fatal injury when assembling auxiliary booms!
If the pins are not pinned in the given sequence, then lattice sections may suddenly fold down or fall down.
Death, severe bodily injuries, property damage.
► Pins must be pinned in the order specified.

► Pin and secure pins on both sides (level **A**) in point **1**, illustration **1**.
► Pin and secure pins on both sides (level **A**) in point **2**, illustration **1**.
► Pin and secure pins on both sides (level **B**) in point **3**, illustration **1**.
► Pin and secure pins on both sides (level **A**) in point **4**, illustration **1**.
► Close the end section with the auxiliary crane, illustration **2**.
► Pin and secure pins on both sides (level **B**) in point **5**, illustration **2**.
► Lift the lattice sections, illustration **3**.
► Pin and secure pins on both sides (level **B**) in point **6**, illustration **3**.

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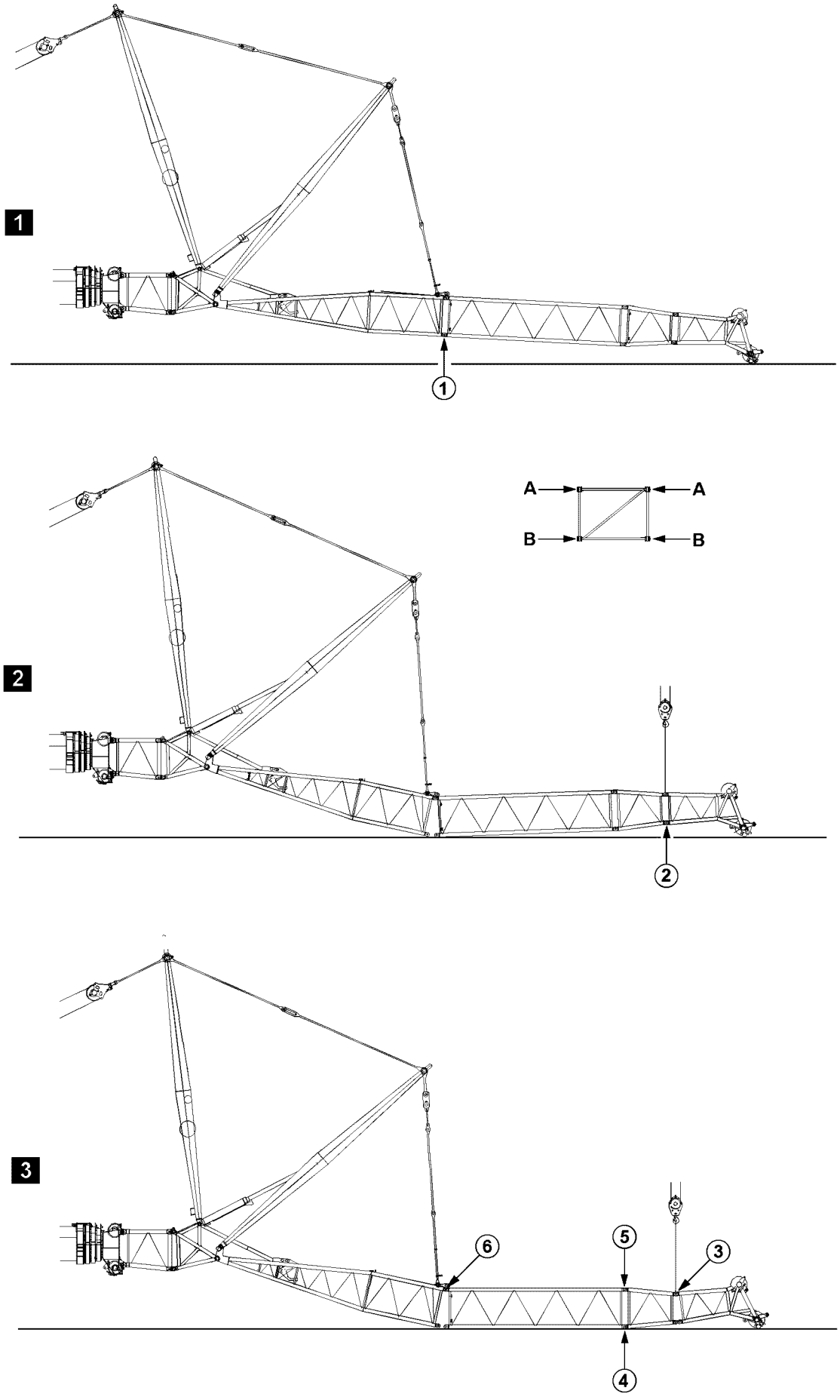

Fig.197719: Example of cranes with a telescopic boom

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16.14.4 Disassembling the lattice sections on a luffing lattice jib

The illustrations serve as examples. The illustrations may differ depending on the crane.

WARNING
Danger of fatal injury when disassembling auxiliary booms!
If the pins are not unpinned in the given sequence, then lattice sections may suddenly fold down or fall down.
Death, severe bodily injuries, property damage.
► Pins must be unpinned in the specified order.

► Luff the boom down until the end section touches the ground slightly, illustration **1**.
► Guy the boom with NA-frame I, illustration **1**.
► Release and unpin the pins on both sides (level **B**) in point **1**, illustration **1**.
► Open the boom with the NA-frame I and take the boom down completely, illustration **2**.
► Lift the end section with the auxiliary crane, illustration **2**.
► Release and unpin the pins on both sides (level **B**) in point **2**, illustration **2**.
► Release and unpin the pins on both sides (level **A**) in point **3**, illustration **3**.
► Release and unpin the pins on both sides (level **B**) in point **4**, illustration **3**.
► Release and unpin the pins on both sides (level **A**) in point **5**, illustration **3**.
► Release and unpin the pins on both sides (level **A**) in point **6**, illustration **3**.

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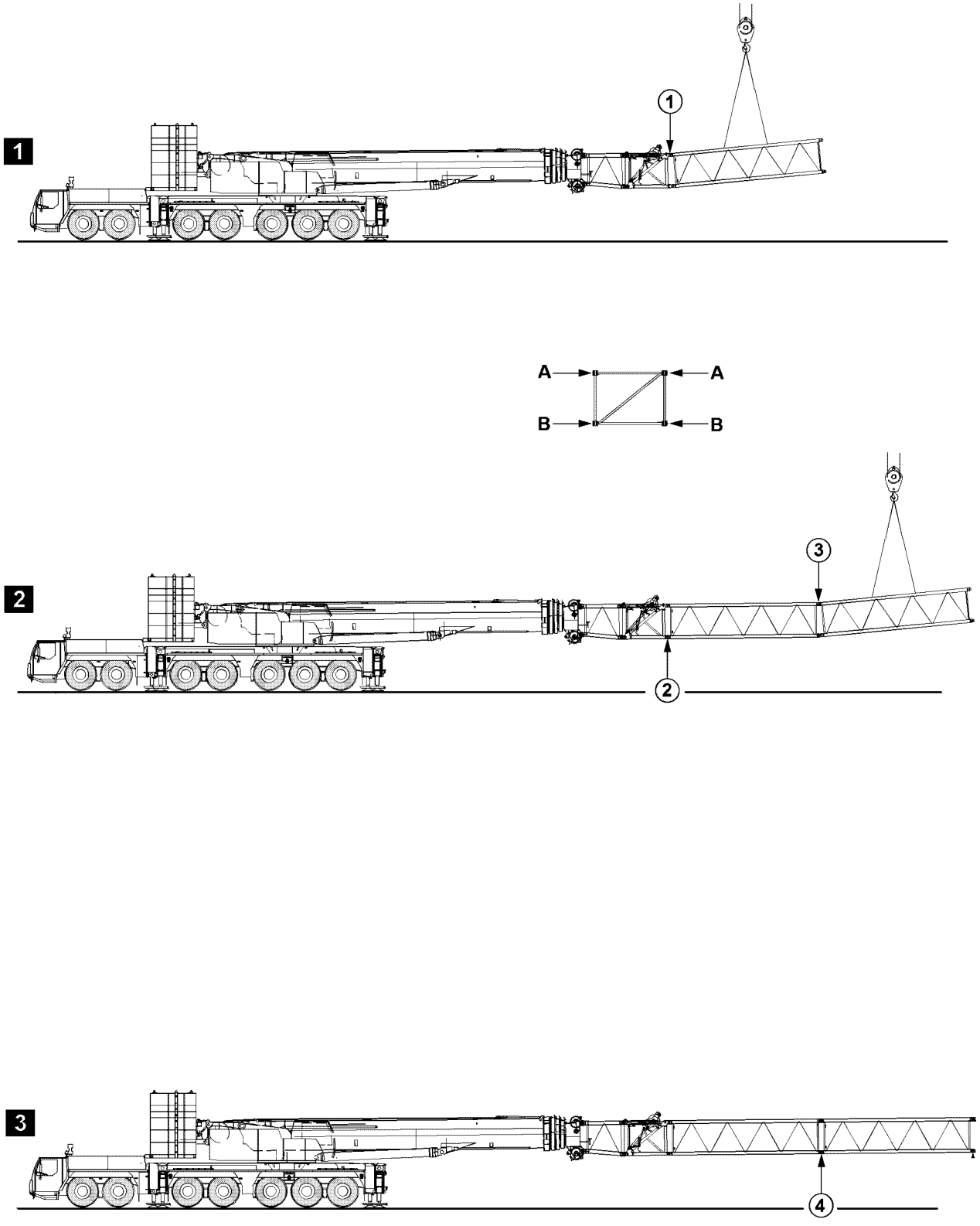

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Fig.197705: Example of cranes with a telescopic boom

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16.15 Assembling / disassembling the lattice sections on telescopic cranes with an auxiliary boom, with an auxiliary crane

16.15.1 Assembling the lattice sections on an auxiliary boom with an auxiliary crane

The illustrations serve as examples. The illustrations may differ depending on the crane.

WARNING
Danger of fatal injury when assembling auxiliary booms!
If the pins are not pinned in the given sequence, then lattice sections may suddenly fold down or fall down.
Death, severe bodily injuries, property damage.
► Pins must be pinned in the order specified.

► Pin and secure pins on both sides (level **A**) in point **1**, illustration **1**.
► Pin and secure pins on both sides (level **B**) in point **2**, illustration **2**.
► Pin and secure pins on both sides (level **A**) in point **3**, illustration **2**.
► Pin and secure pins on both sides (level **B**) in point **4**, illustration **3**.

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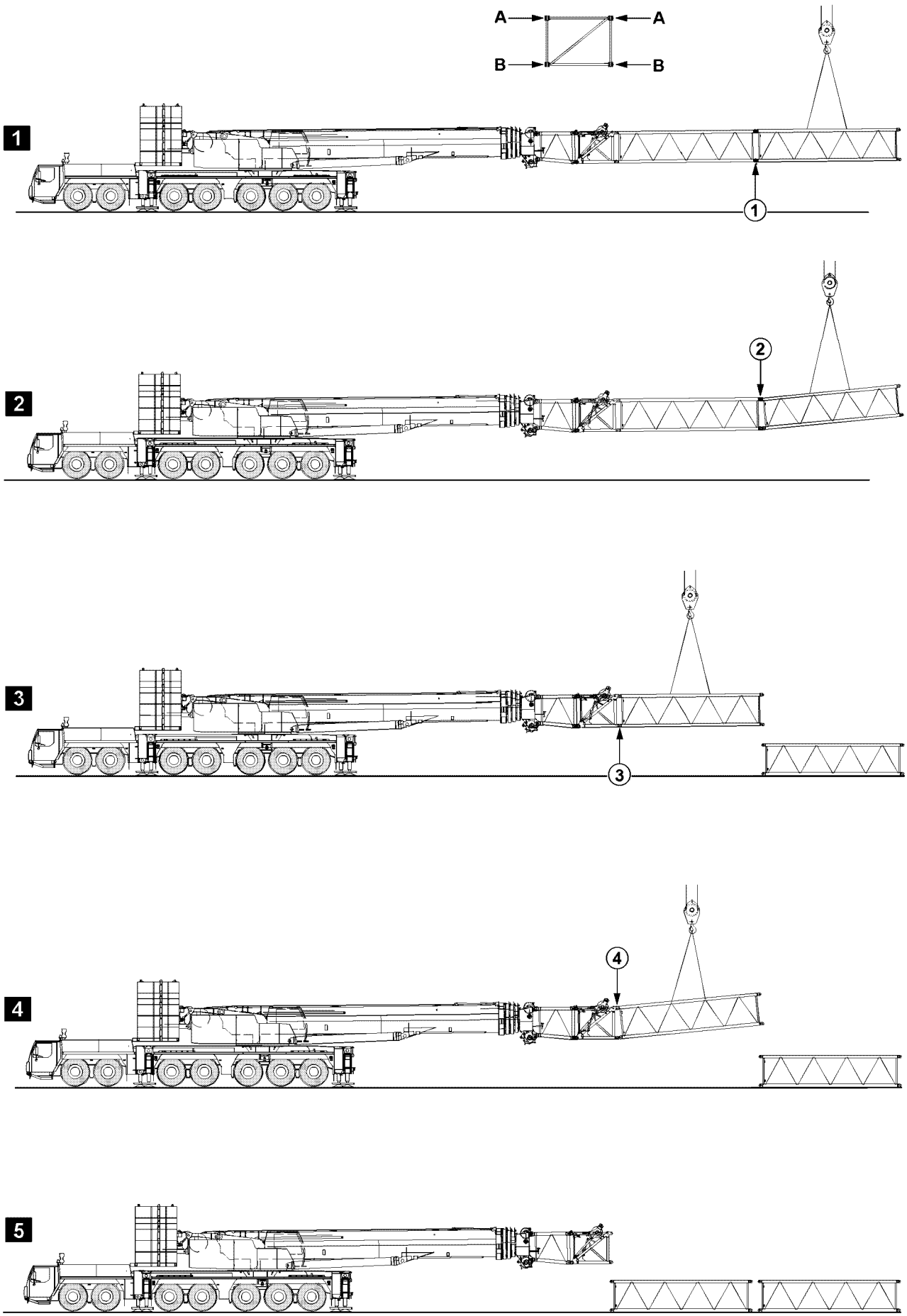

Fig.105510: Example of cranes with a telescopic boom

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16.15.2 Disassembling the lattice sections on an auxiliary boom with an auxiliary crane

The illustrations serve as examples. The illustrations may differ depending on the crane.

WARNING
Danger of fatal injury when disassembling auxiliary booms!
If the pins are not unpinned in the given sequence, then lattice sections may suddenly fold down or fall down.
Death, severe bodily injuries, property damage.
► Pins must be unpinned in the specified order.

► Release and unpin the pins on both sides (level **B**) in point **1**, illustration **1**.
► Release and unpin the pins on both sides (level **A**) in point **2**, illustration **2**.
► Release and unpin the pins on both sides (level **B**) in point **3**, illustration **3**.
► Release and unpin the pins on both sides (level **A**) in point **4**, illustration **4**.

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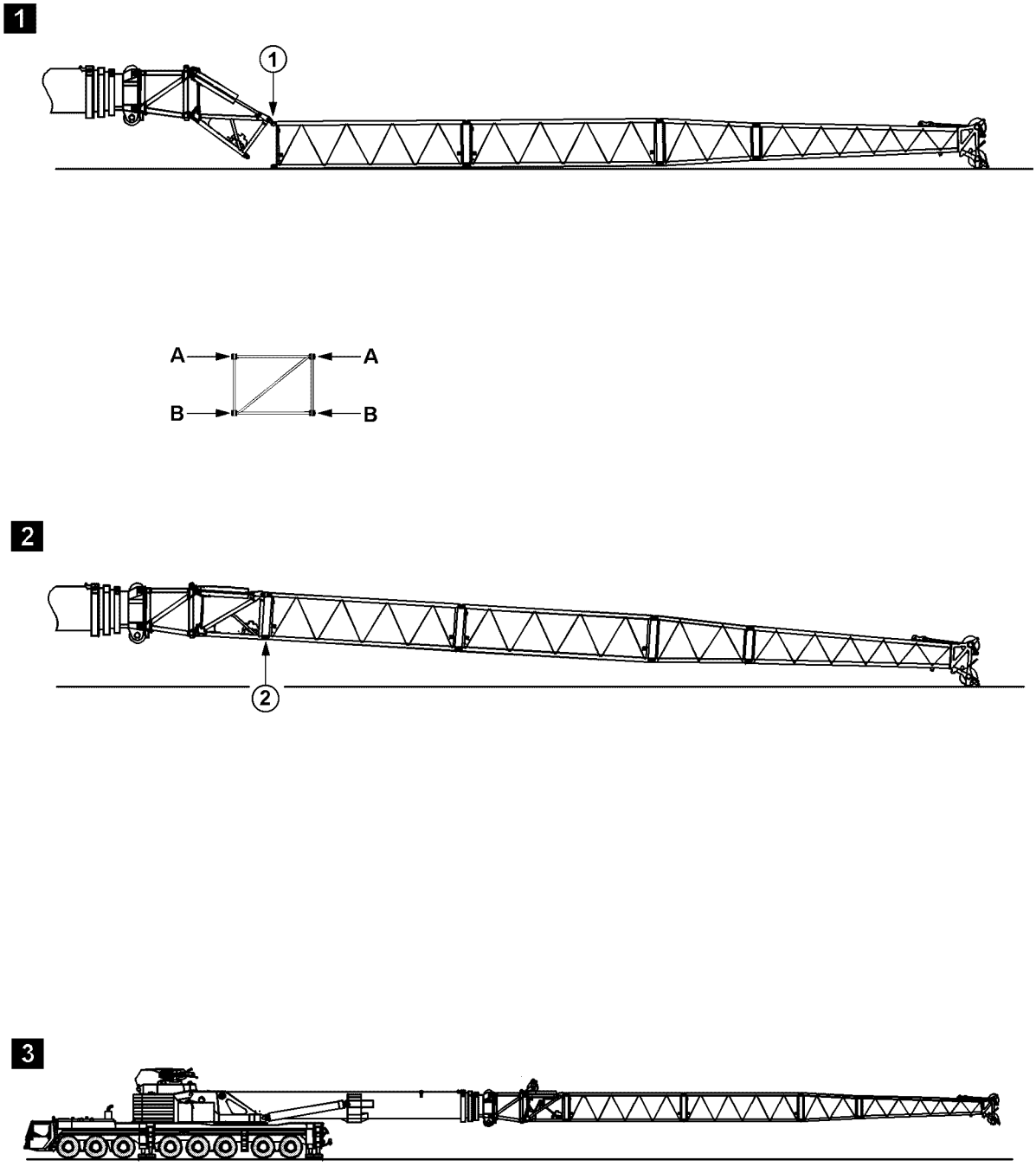

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Fig.197712: Example of cranes with a telescopic boom

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16.16 Assembling / disassembling the lattice sections on telescopic cranes with an auxiliary boom, without an auxiliary crane

16.16.1 Assembling the lattice sections on an auxiliary boom without an auxiliary crane

The illustrations serve as examples. The illustrations may differ depending on the crane.

WARNING
Danger of fatal injury when assembling auxiliary booms!
If the pins are not pinned in the given sequence, then lattice sections may suddenly fold down or fall down.
Death, severe bodily injuries, property damage.
► Pins must be pinned in the order specified.

For cranes with hydraulic angle adjustment and self-supporting auxiliary boom, the assembly / disassembly of additional lattice sections may be performed using the crane itself.

In order to do so, proceed as follows.

► Assemble the lattice sections to the required length.
► Pin and secure pins on both sides (level **A**) in point **1**, illustration **1**.
► Close the auxiliary boom until the pins can be pinned in point **2**, illustration **2**.
► Pin and secure pins on both sides (level **B**) in point **2**, illustration **2**.

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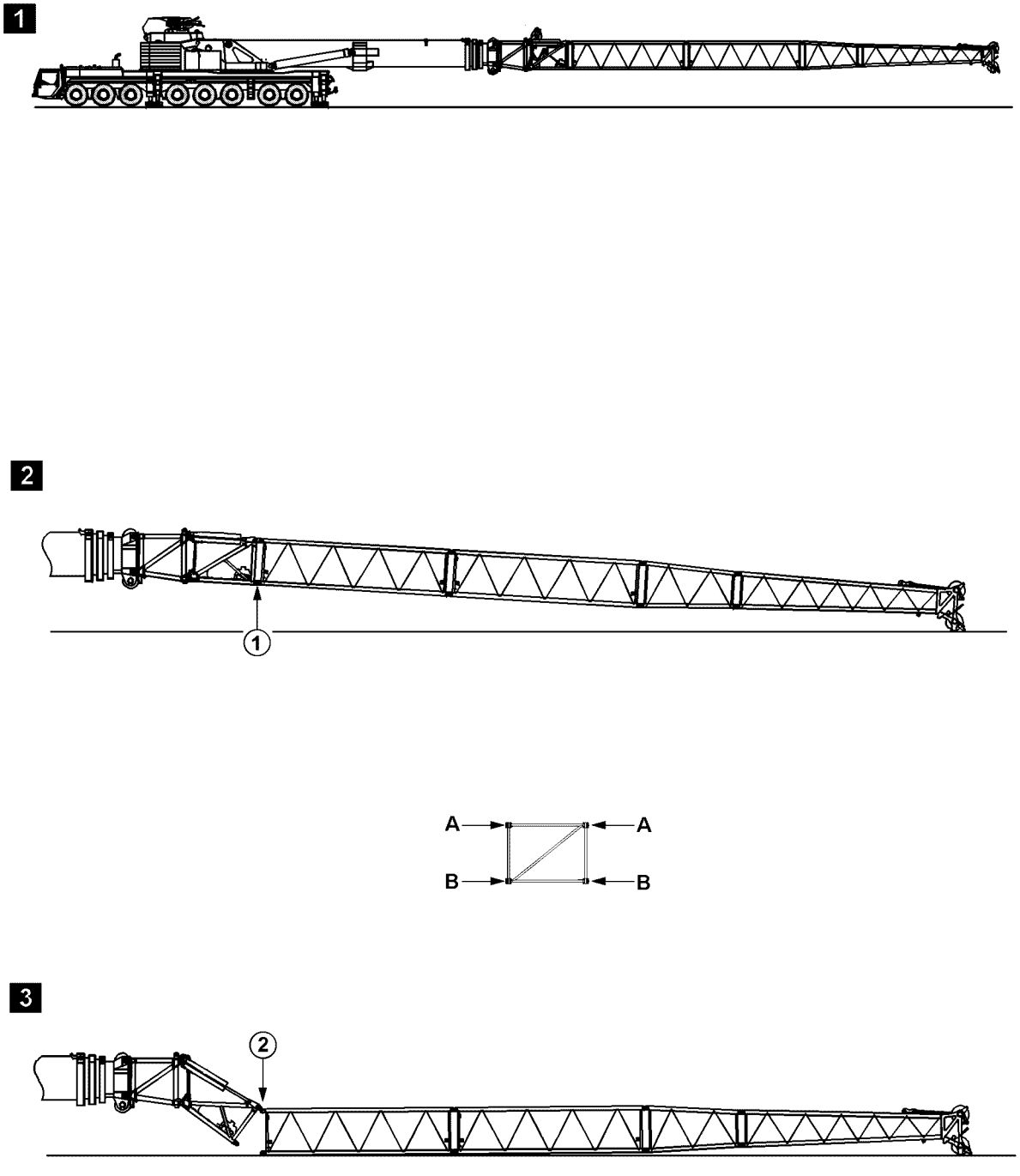

Fig.197713: Example of cranes with a telescopic boom

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16.16.2 Disassembling the lattice sections on an auxiliary boom without an auxiliary crane

The illustrations serve as examples. The illustrations may differ depending on the crane.

WARNING
Danger of fatal injury when disassembling auxiliary booms!
If the pins are not unpinned in the given sequence, then lattice sections may suddenly fold down or fall down.
Death, severe bodily injuries, property damage.
► Pins must be unpinned in the specified order.

For cranes with hydraulic angle adjustment and self-supporting auxiliary boom, the assembly / disassembly of additional lattice sections may be performed using the crane itself.

In order to do so, proceed as follows.

NOTICE
Damage to the hydraulic cylinders on the TF-adapter!
► As soon as the lattice jib is placed, stop the luff down movement.
► It is prohibited to set down the fixed lattice jib „roughly“.

► Luff the main boom down until the end section touches the ground slightly, illustration **2**.

If it is not possible to luff down that far:
► Adjust the TF-adapter until the end section touches the ground slightly, illustration **2**.
► Release and unpin the pins on both sides (level **B**) in point **1**, illustration **2**.

NOTICE
Damage to the hydraulic cylinders on the TF-adapter.
► As soon as the lattice jib is placed, stop the opening movement.

► Open the auxiliary boom until the lattice sections to be removed are lying on the ground completely, illustration **3**.
► Release and unpin the pins on both sides (level **A**) in point **2**, illustration **3**.
► Completely remove the auxiliary boom.

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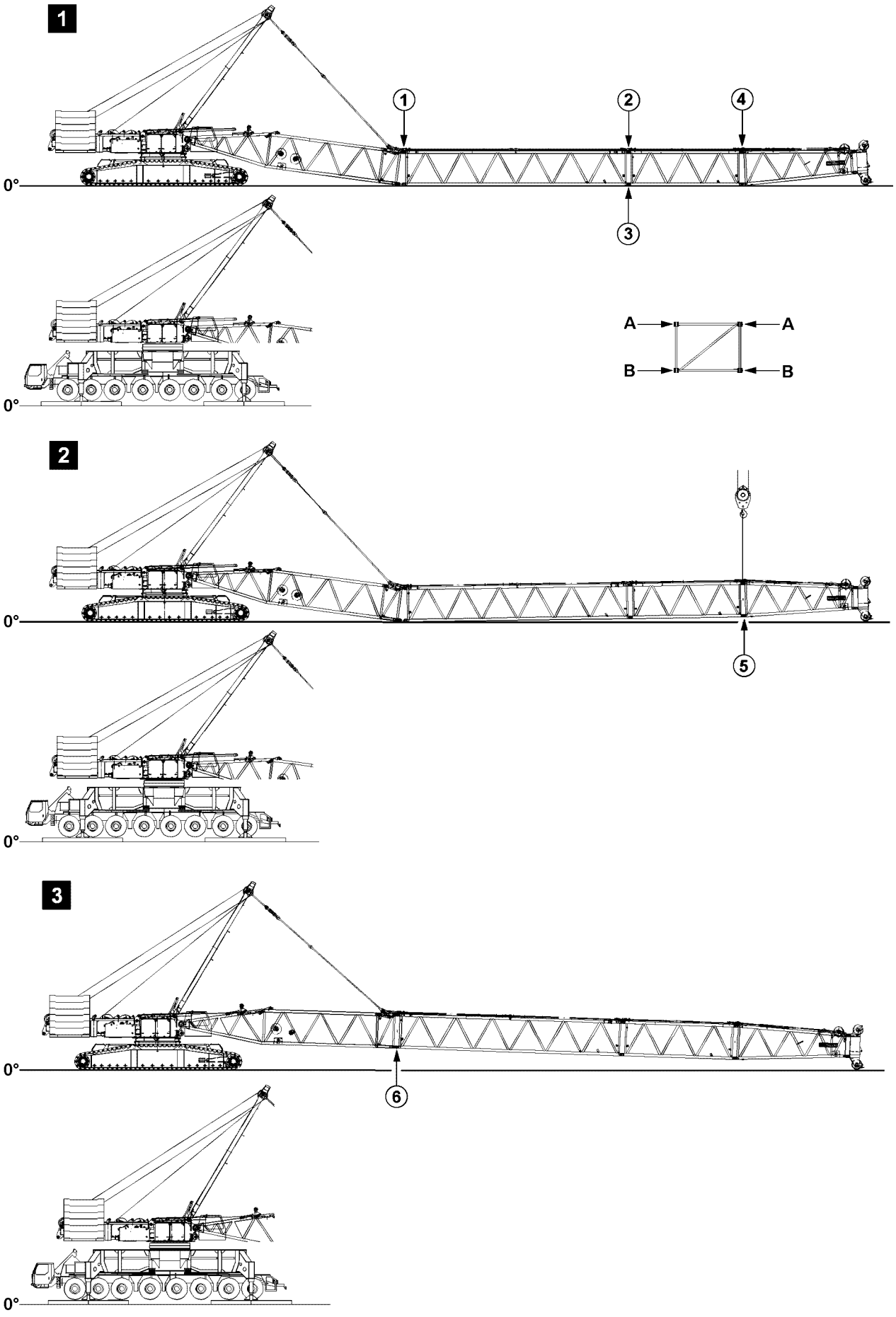

Fig.121633: Example of cranes with a lattice mast boom

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16.17 Assembling / disassembling of lattice sections for lattice mast cranes

16.17.1 Assembling lattice sections

The illustrations serve as examples. The illustrations may differ depending on the crane.

WARNING
Danger of fatal injury when assembling booms!
If the pins are not pinned in the given sequence, then lattice sections may suddenly fold down or fall down.
Death, severe bodily injuries, property damage.
► Pins must be pinned in the order specified.

► Pin and secure pins on both sides (level **A**) in point **1**, illustration **1**.
► Pin and secure pins on both sides (level **A**) in point **2**, illustration **1**.
► Pin and secure pins on both sides (level **B**) in point **3**, illustration **1**.
► Pin and secure pins on both sides (level **A**) in point **4**, illustration **1**.
► Lift the end section with the auxiliary crane, illustration **2**.
► Pin and secure pins on both sides (level **B**) in point **5**, illustration **2**.
► Close the boom system with the SA-frame, illustration **3**.
► Pin and secure pins on both sides (level **B**) in point **6**, illustration **3**.

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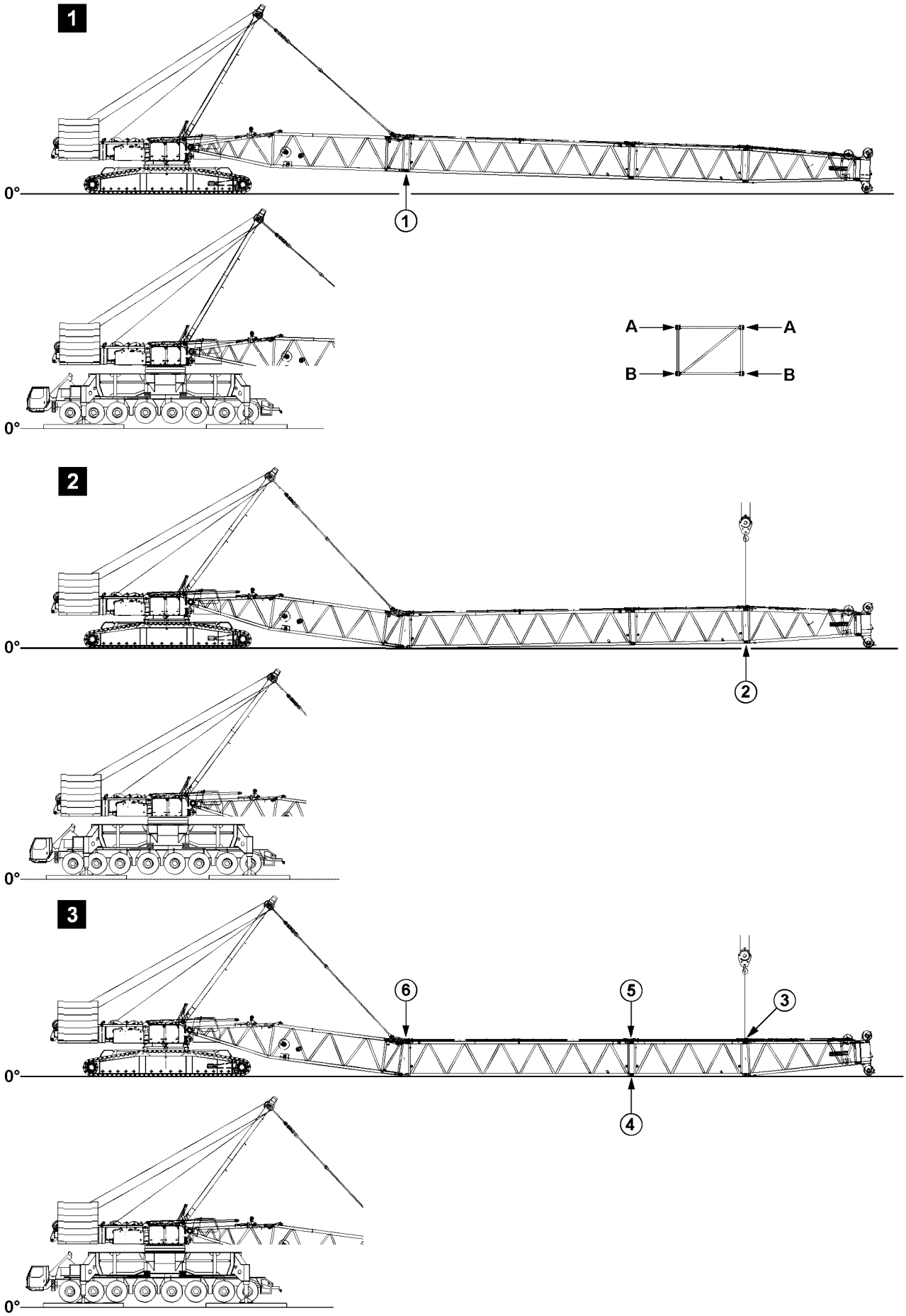

Fig.121634: Example of cranes with a lattice mast boom

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16.17.2 Disassembling lattice sections

The illustrations serve as examples. The illustrations may differ depending on the crane.

WARNING
Danger of fatal injury when disassembling booms!
If the pins are not unpinned in the given sequence, then lattice sections may suddenly fold down or fall down.
Death, severe bodily injuries, property damage.
- ► Make sure that the SA-frame guying is tensioned before the pins are unpinned in point **1**, see illustration **1**.
- ► Pins must be unpinned in the specified order.

- ► Luff the boom down until the end section touches the ground slightly, illustration **1**.
- ► Guy the boom with SA-frame, illustration **1**.
- ► Release and unpin the pins on both sides (level **B**) in point **1**, illustration **1**.
- ► Open the boom system with the SA-frame, illustration **2**.
- ► Take the lattice sections down completely, illustration **2**.
- ► Lift the end section with the auxiliary crane, illustration **2**.
- ► Release and unpin the pins on both sides (level **B**) in point **2**, illustration **2**.
- ► Release and unpin the pins on both sides (level **A**) in point **3**, illustration **3**.
- ► Release and unpin the pins on both sides (level **B**) in point **4**, illustration **3**.
- ► Release and unpin the pins on both sides (level **A**) in point **5**, illustration **3**.
- ► Release and unpin the pins on both sides (level **A**) in point **6**, illustration **3**.

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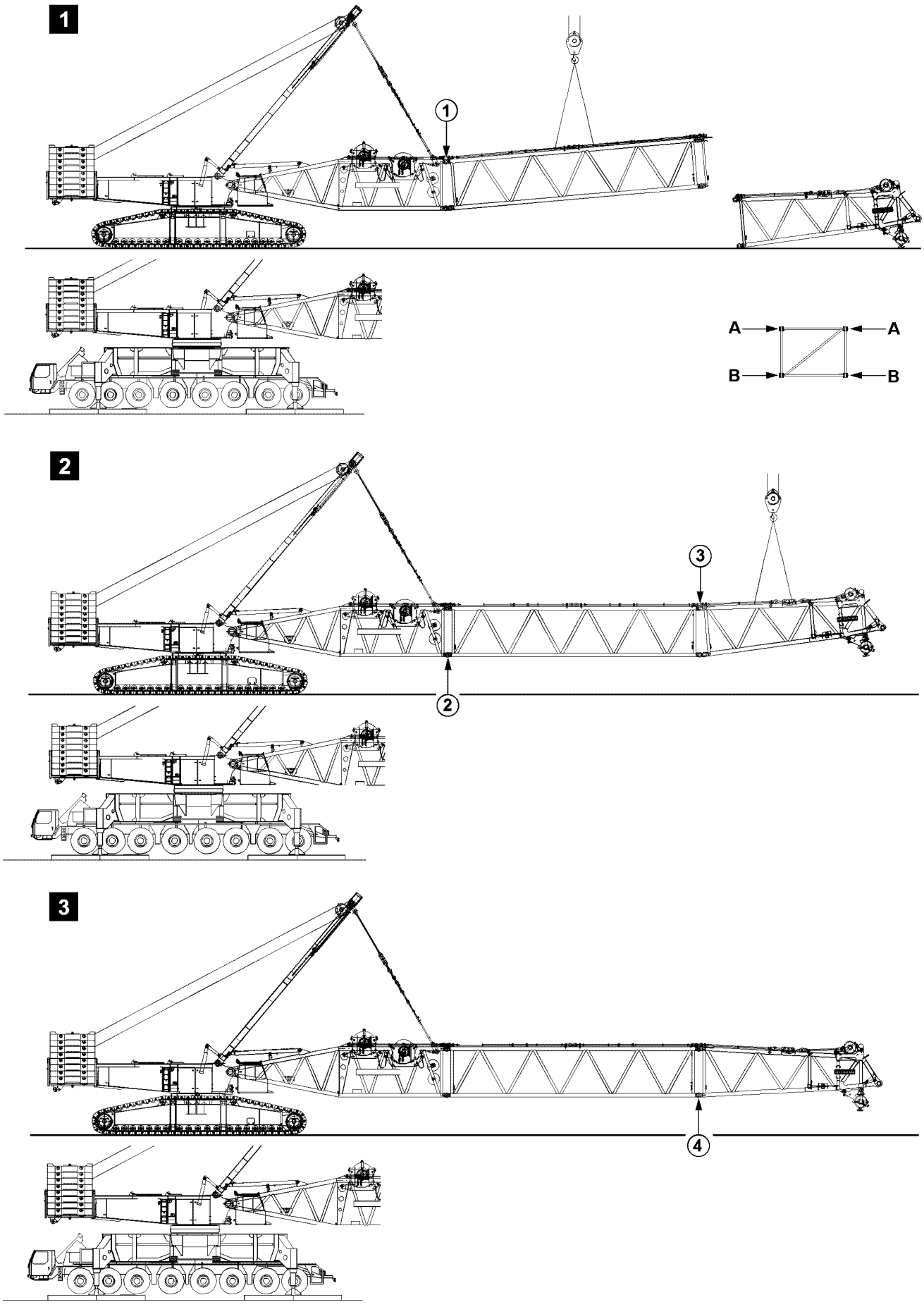

Fig.198182: Example of cranes with a lattice mast boom

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16.18 Flying assembly / disassembly of lattice sections

16.18.1 Flying assembly of lattice sections

The illustrations serve as examples. The illustrations may differ depending on the crane.

WARNING
Danger of fatal injury when assembling booms!
If the pins are not pinned in the given sequence, then lattice sections may suddenly fold down or fall down.
Death, severe bodily injuries, property damage.
► Pins must be pinned in the order specified.

► Pin and secure pins on both sides (level **A**) in point **1**, illustration **1**.
► Pin and secure pins on both sides (level **B**) in point **2**, illustration **2**.
► Pin and secure pins on both sides (level **A**) in point **3**, illustration **2**.
► Pin and secure pins on both sides (level **B**) in point **4**, illustration **3**.

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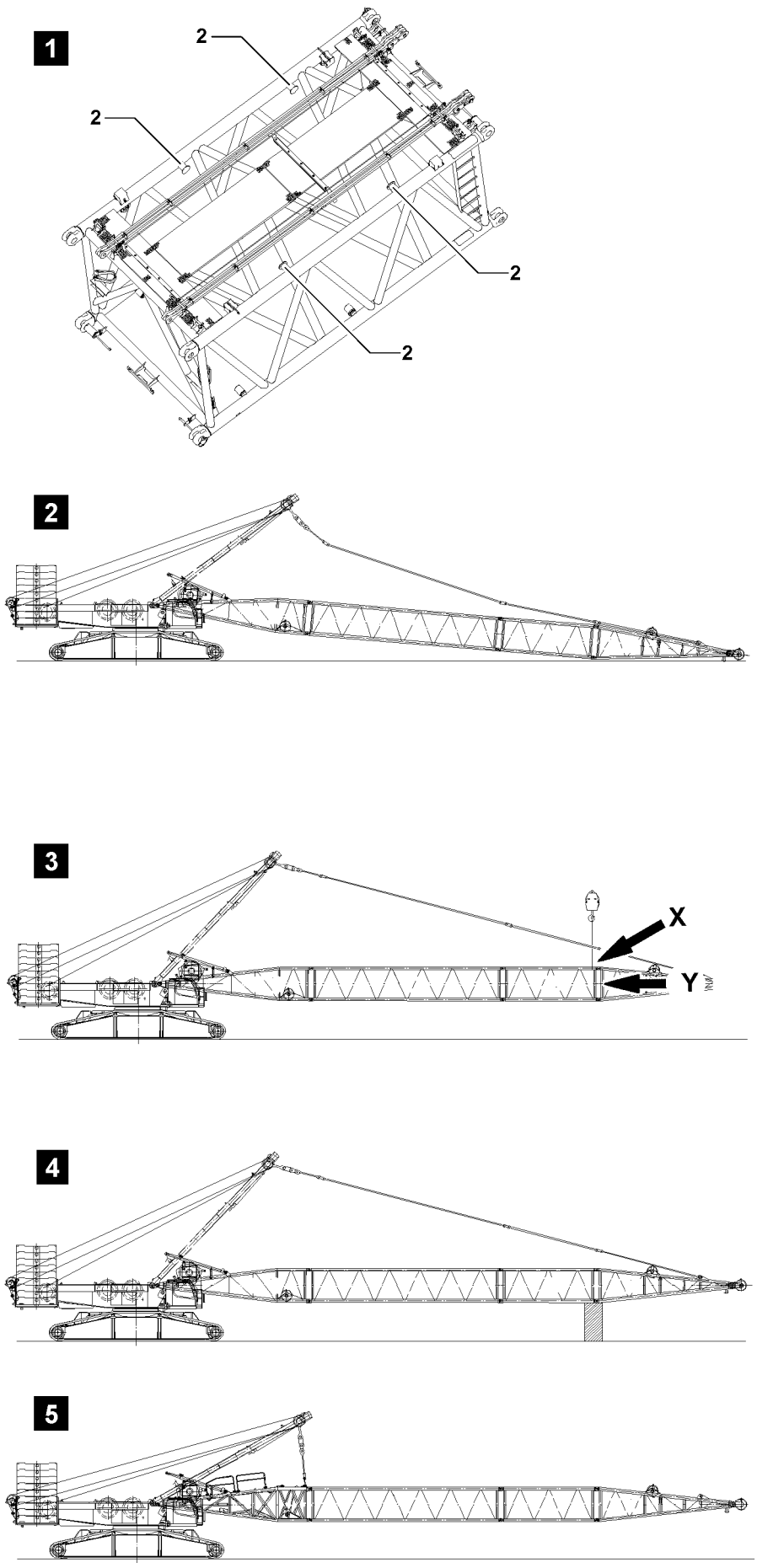

Fig.111448: Guying the pivot section with the SA-frame

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16.18.2 Flying disassembly of lattice sections

The illustrations serve as examples. The illustrations may differ depending on the crane.

The flying disassembly of lattice sections can be used on:
– Derrick boom
– Main boom

Make sure that the following prerequisite is met:
– Before guying the pivot section, secure the boom properly to prevent it from falling down.

Guying the pivot section in flying mode with the SA-frame

There are three ways to change the guy point for flying disassembly:
– Take down the boom on the ground.
– Secure the boom with the auxiliary crane.
– Support the boom.

► Take down the boom on the ground, see illustration **2**.
or

WARNING
Lattice section incorrectly attached!
If the fastening equipment is attached on the bitts **2** when securing the boom, then the bitts will be overloaded. The lattice section will be damaged.
The boom can fall down.
Death, severe bodily injuries, property damage.

If an auxiliary crane is used to secure the boom for flying disassembly:
► Do **not** fasten the lattice section to the bitts **2**, see illustration **1**.
► Attach the fastening equipment in the area of point **P1** on both sides on the lattice section, see detail **X**.
► Make sure that the long fastening equipment is used, so that the angle between the cross-section of the lattice section and guyed fastening equipment is at least 60°, see detail **Y**.

Secure the boom with the auxiliary crane, see illustration **3**.
or

WARNING
Falling boom!
If the boom is not properly and securely supported from below, then the boom can fall down.
► Support the boom properly and safely with suitable material.

Support the boom, see illustration **4**.

Result:

– The guy rods can be disassembled.

► Take down, secure and disassemble the guy rods.
► Pin and secure the guy rods SA-frame on the pivot section.
► Tighten the SA-frame guy rods until the boom is in a horizontal position.

Result:

– Pivot section is guyed in flying mode with the SA-frame, see illustration **5**.
– The lattice sections can be disassembled in flying mode.

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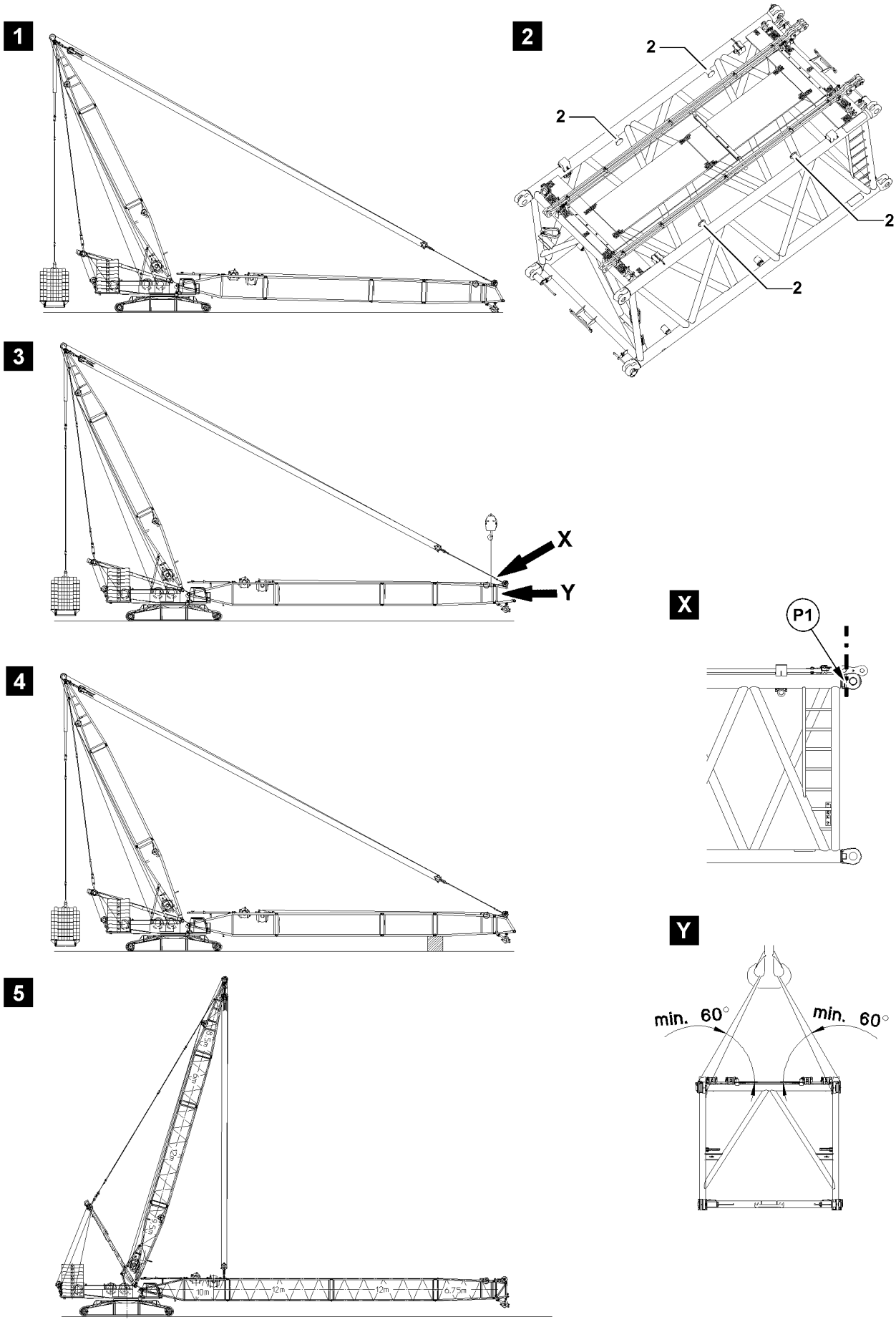

Fig.111449: Guying the pivot section with the derrick boom

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Guying the pivot section in flying mode with the derrick boom

There are three ways to change the guy point for flying disassembly:
– Take down the boom on the ground.
– Secure the boom with the auxiliary crane.
– Support the boom.

► Take down the boom on the ground, see illustration **1**.
or

WARNING
Lattice section incorrectly attached!
If the fastening equipment is attached on the bitts **2** when securing the boom, then the bitts will be overloaded. The lattice section will be damaged.
The boom can fall down.
Death, severe bodily injuries, property damage.

If the auxiliary crane is used to secure the boom for flying disassembly:
► Do **not** fasten the lattice section to the bitts **2**, see illustration **2**.
► Attach the fastening equipment in the area of point **P1** on both sides on the lattice section, see detail **X**.
► Make sure that the long fastening equipment is used, so that the angle between the cross-section of the lattice section and guyed fastening equipment is at least 60°, see detail **Y**.

Secure the boom with the auxiliary crane, see illustration **3**.
or

WARNING
Falling boom!
If the boom is not properly supported from below, then the boom can fall down.
► Support the boom properly and safely with suitable material.

Support the boom, see illustration **4**.

Result:

– The guy rods can be disassembled.

► Take down, secure and disassemble the guy rods.
► Pin and secure the luffing pulley block on the pivot section.
► Tighten the control rope until the boom is in a horizontal position.

Result:

– Pivot section is guyed in flying mode with the derrick boom, see illustration **5**.
– The lattice sections can be disassembled in flying mode.

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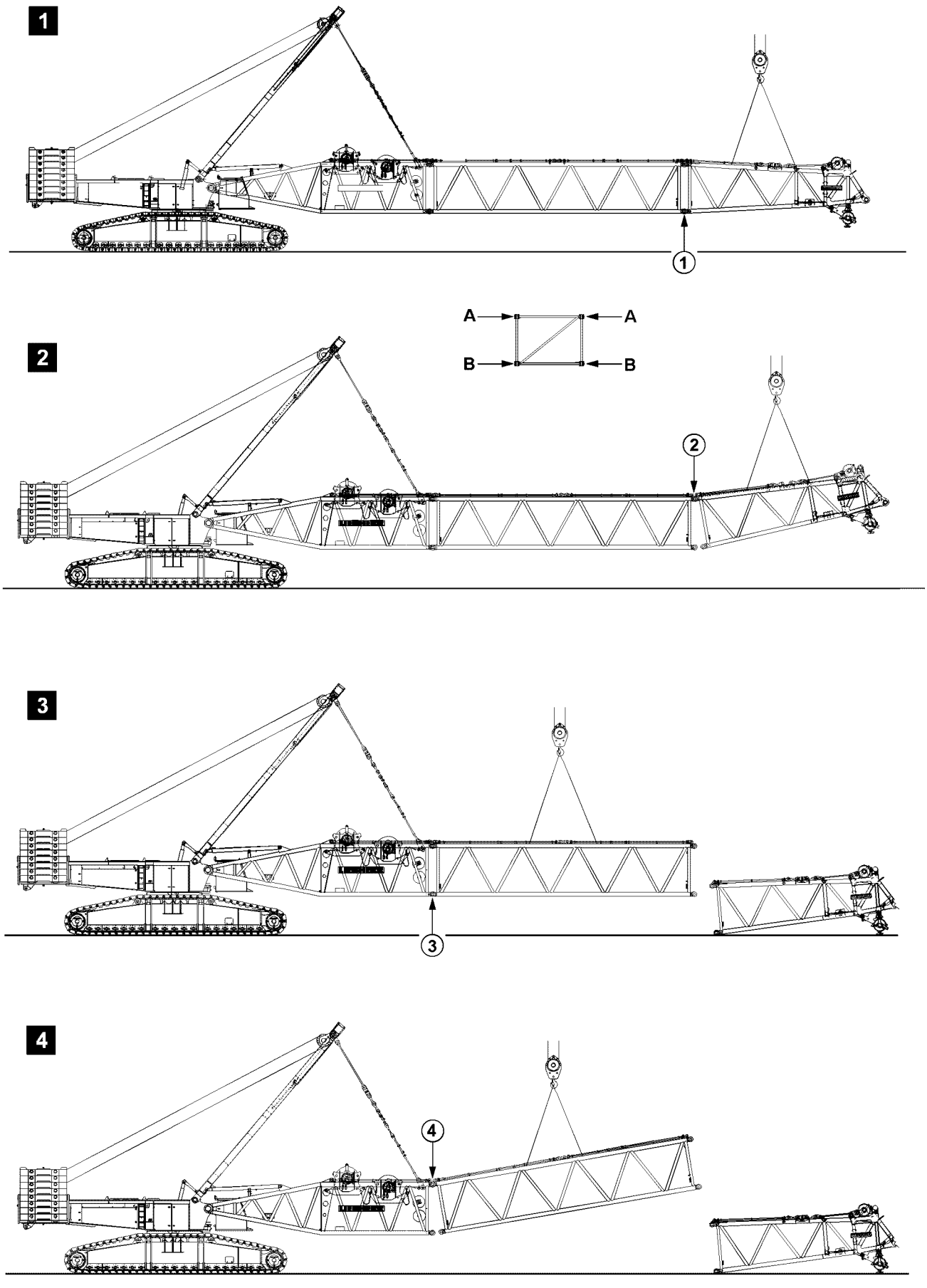

Fig.105511: Example of cranes with a lattice mast boom

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Unpinning the lattice components

WARNING
Danger of fatal injury when disassembling booms!
If the pins are not unpinned in the given sequence, then lattice sections may suddenly fold down or fall down.
Death, severe bodily injuries, property damage.
► Pins must be unpinned in the specified order.

► Release and unpin the pins on both sides (level **B**) in point **1**, illustration **1**.
► Release and unpin the pins on both sides (level **A**) in point **2**, illustration **2**.
► Release and unpin the pins on both sides (level **B**) in point **3**, illustration **3**.
► Release and unpin the pins on both sides (level **A**) in point **4**, illustration **4**.

16.19 Supporting long lattice mast booms for erection and take-down

Note
► The illustrations of the crane and lattice mast boom are simplified and are examples and may not match your crane exactly.
► When working on uneven ground, additional or other substructures may be necessary.

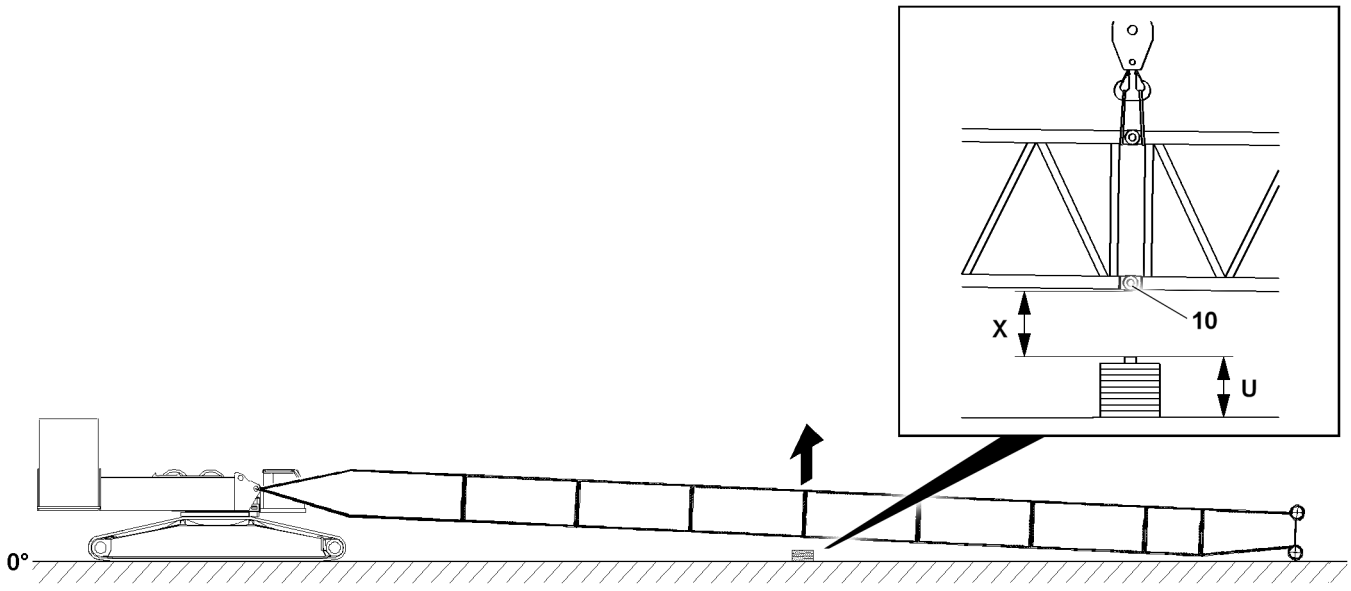

Fig.160362: Example of supporting a long boom system

Note
► The height **U** of the substructure or dimension **X** is noted in the respective boom assembly chapter, see for example, chapter 5.38 or chapter 5.39.
► If the height **U** or dimension **X** is not available in the chapter, see the separately supplied drawing „Support assembly drawing“ or the assembly drawing for the concerned boom system.

16.19.1 Supporting lattice mast booms for erection

Support the boom system properly for the closing procedure.

If the lower pins **10** can be inserted during closing:
► Select the height **U** of the substructure such that the maximum distance according to the dimension **X** is not exceeded.

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16.19.2 Supporting lattice mast booms for take-down

For the take-down procedure, the boom system must be supported the same way as for erection.

If the boom system is to be taken down in the same place where it was erected:

► Take the boom system down in the same place with the same substructure.

or

If the boom system is to be taken down in another permissible place:

Establish the same conditions for the substructure according to the dimension **X**.

16.20 Assembling / disassembling boom systems for supporting on ascending terrain (assembly / disassembly diagram)

Note

► The following assembly steps are simplified and are examples and may not match your crane exactly.

WARNING

Danger of fatal injury when assembling / disassembling booms!

If the pins are not pinned / unpinned in the specified sequence, then lattice sections may suddenly fold down or fall down.

Death, severe bodily injuries, property damage.

► Insert / unpin the pins in the specified sequence, see section „Assembly of lattice sections“.

► Observe all safety technical notes in section „Assembly / disassembly“.

► Make sure that there is no personnel in the danger zone.

WARNING

Horizontal movement of the boom!

► Make sure that there is no personnel in the danger zone.

16.20.1 Assembling the boom systems on ascending terrain

Make sure that the following prerequisites are met:

– An auxiliary crane with sufficient load bearing capacity is available.

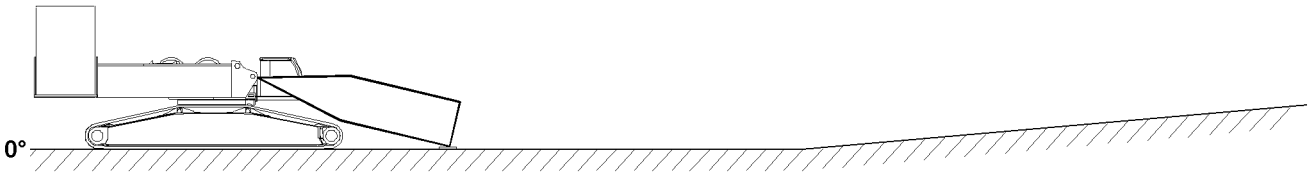

Fig.121635: Boom - pivot section installed on the turntable and taken down on the ground

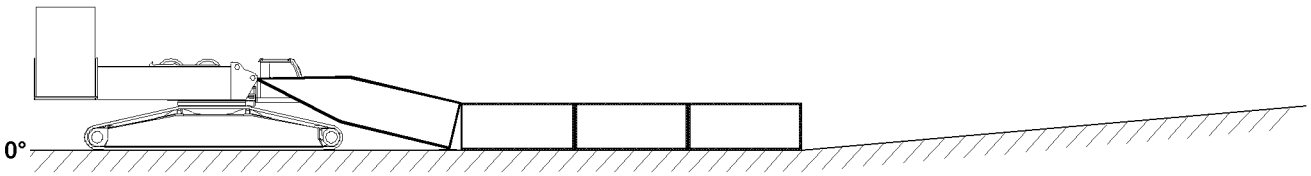

Fig.121636: Boom - intermediate sections installed on the boom - pivot section and taken down on the ground

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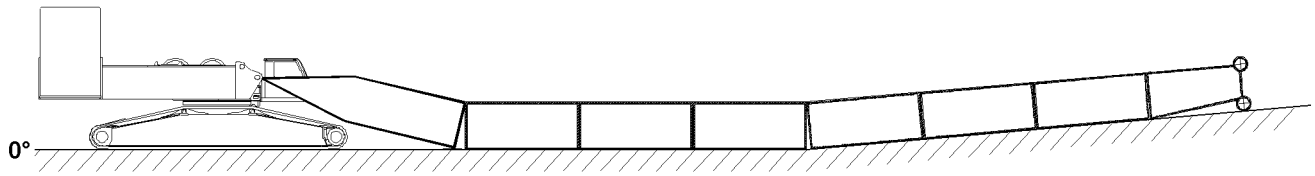

Fig.121637: Boom - intermediate sections installed and taken down on ascending terrain

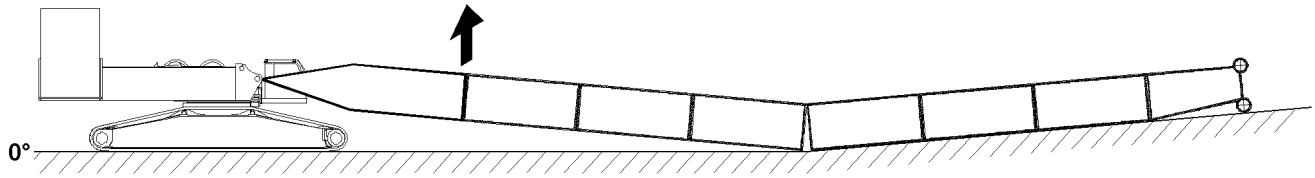

Fig.121638: Lifting and close the boom system in the area of the boom - pivot section

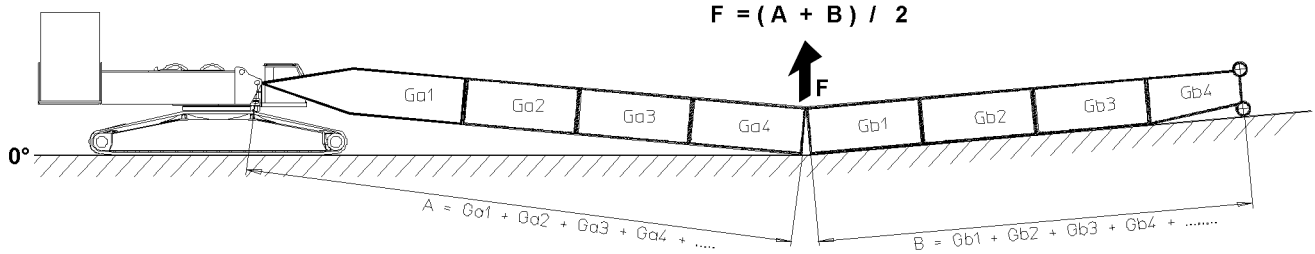

Fig.145512: Calculation of force for the closing procedure of the boom system

Note
- ► The abbreviations Ga1, Ga2, ... and Gb1, Gb2, are for the weights of the individual lattice sections.
- ► The weights of the lattice sections are noted on the welded-on weight tags on the lattice sections.

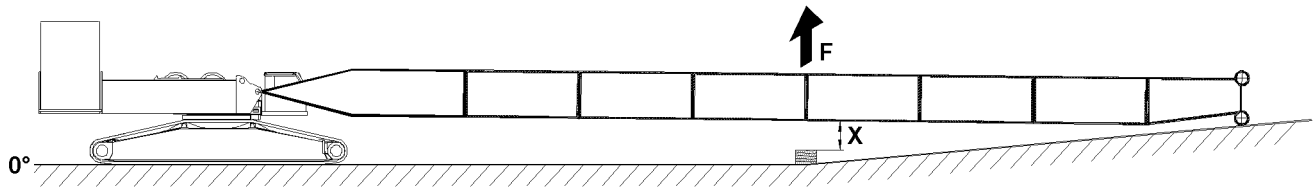

Fig.121639: Lifting and closing the boom system // Supporting the boom system

Note
- ► The height of the substructure or the dimension **X** is noted in the respective boom assembly chapter, see chapter 5.38 or chapter 5.39.
- ► If the dimension **X** is not available in chapter 5.38 or chapter 5.39, see the separately supplied drawing „Support assembly drawing“ or the assembly drawing for the corresponding operating mode.

- ► Support the boom system properly after the closing procedure.

16.20.2 Disassembling boom systems on ascending terrain

Make sure that the following prerequisites are met:
- – An auxiliary crane with sufficient load bearing capacity is available.

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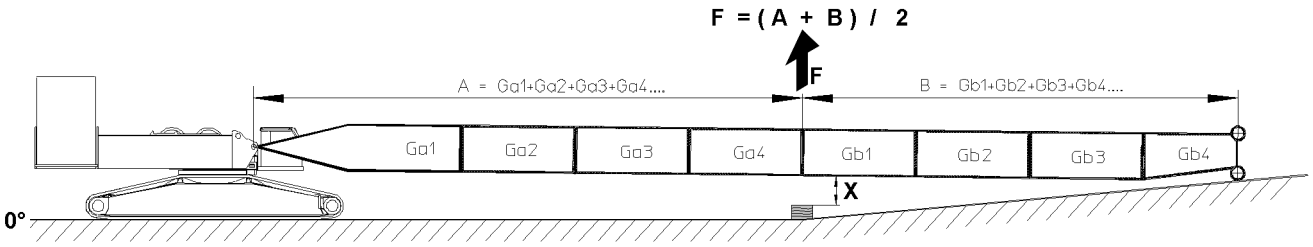

Fig.145513: Calculation of the force for opening the boom system // Lifting the boom system // Removing the substructure // Opening the boom system

Note

- ► The abbreviations Ga1, Ga2, ... and Gb1, Gb2, are for the weights of the individual lattice sections.
- ► The weights of the lattice sections are noted on the welded-on weight tags on the lattice sections.

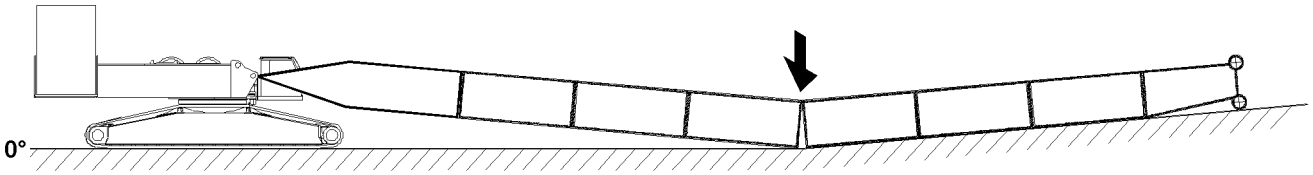

Fig.121657: Taking the boom system down

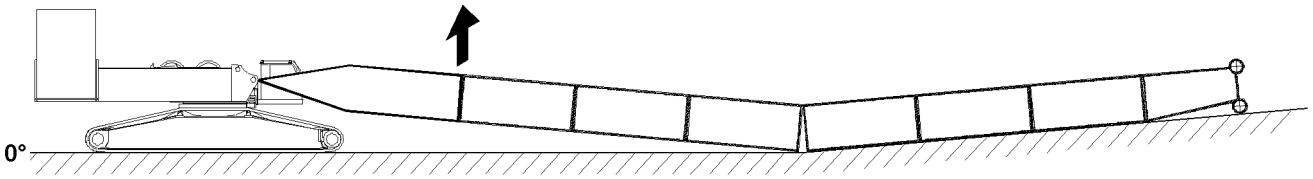

Fig.121652: Lifting and opening the boom system

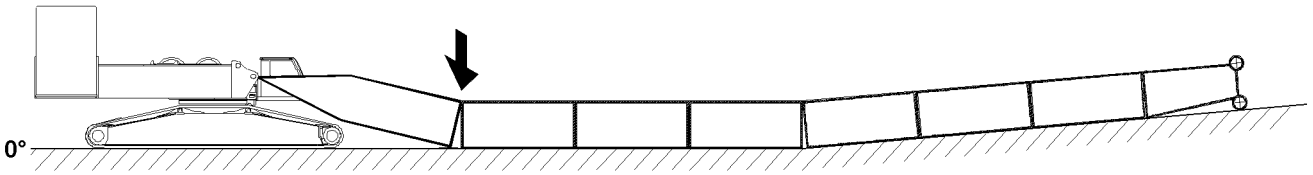

Fig.121653: Taking the boom system down

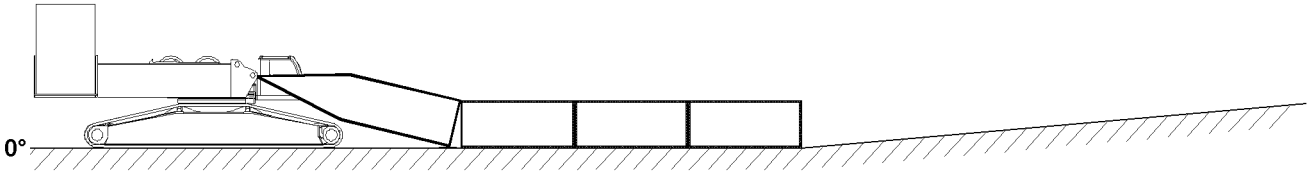

Fig.121636: Disassembling and removing the boom - intermediate sections with the end section

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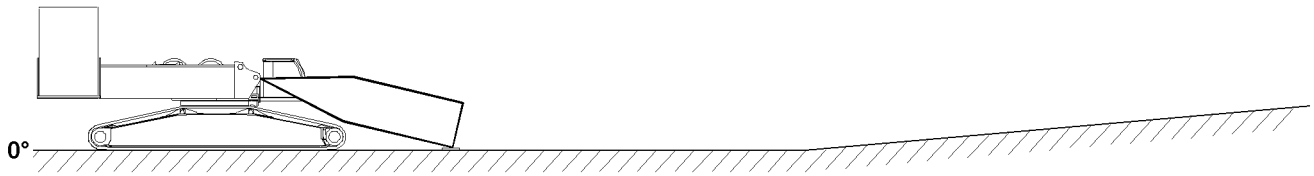

Fig.121635: Disassembling and removing the boom - intermediate sections to the boom - pivot section

► Disassemble and remove the boom - pivot section.

16.21 Assembling / disassembling of boom systems for supporting on descending terrain (assembly / disassembly diagram)

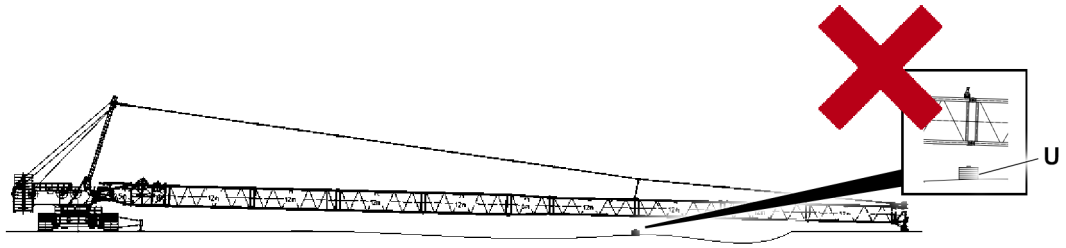

Fig.163434: Example of a boom with a substructure due to the boom length

WARNING
Impermissible boom length!
If boom systems must be supported due to their length, there is the risk of breakage during assembly / disassembly on descending terrain.
► Observe the specifications regarding the substructure **U** in the assembly chapters and assembly drawings.
► Boom lengths, for which a substructure **U** is required must **not** be assembled / disassembled according to the assembly / disassembly diagram in the following sections.

Note
► The following assembly steps are simplified and are examples and may not match your crane exactly.

WARNING
Danger of fatal injury when assembling / disassembling booms!
If the pins are not pinned / unpinned in the specified sequence, then lattice sections may suddenly fold down or fall down.
Death, severe bodily injuries, property damage.
► Insert / unpin the pins in the specified sequence, see section „Assembly of lattice sections“.
► Observe all safety technical notes in section „Assembly / disassembly“.
► Make sure that there is no personnel in the danger zone.

16.21.1 Assembling the boom systems on descending terrain

Make sure that the following prerequisites are met:
– The lattice sections are properly assembled.
– An auxiliary crane with sufficient load bearing capacity is available.

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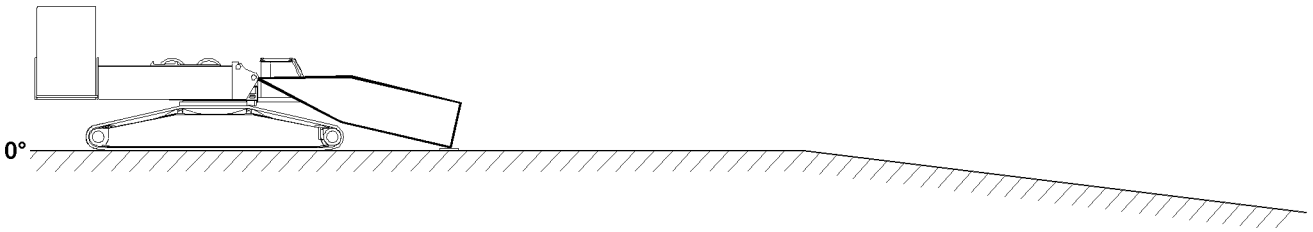

Fig.121640: Boom - pivot section installed on the turntable and taken down on the ground

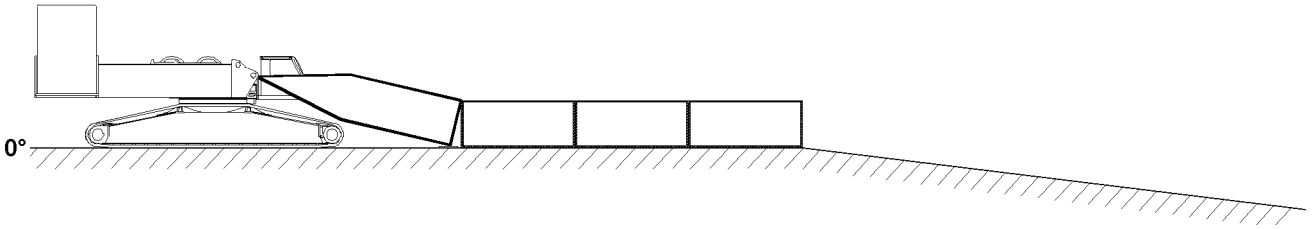

Fig.121641: Boom - intermediate sections installed on the boom - pivot section and taken down on the ground

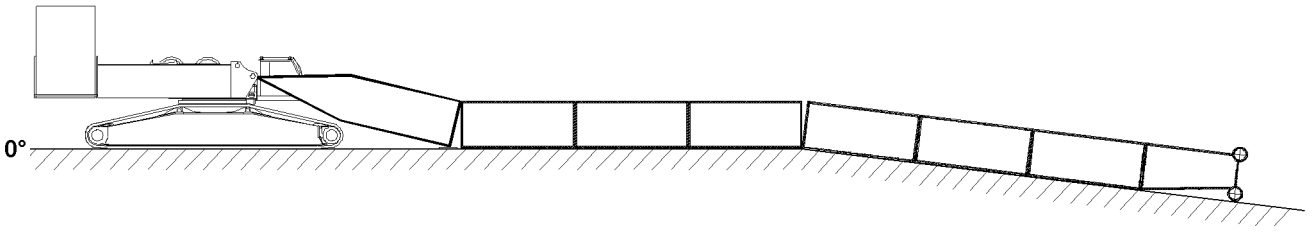

Fig.121642: Boom - intermediate sections installed and taken down on descending terrain

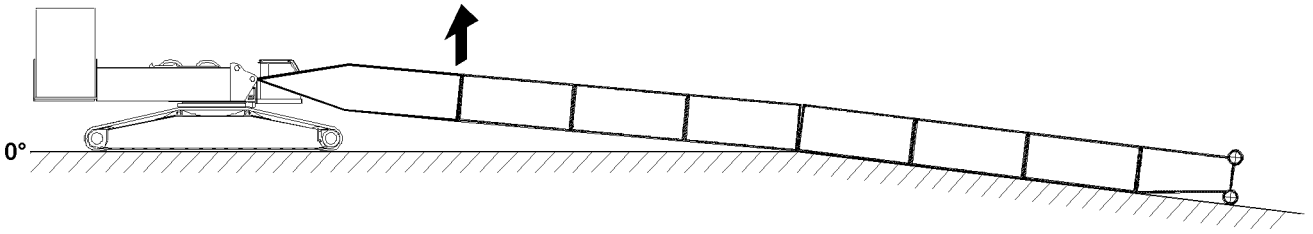

Fig.121643: Lifting and close the boom system in the area of the boom - pivot section

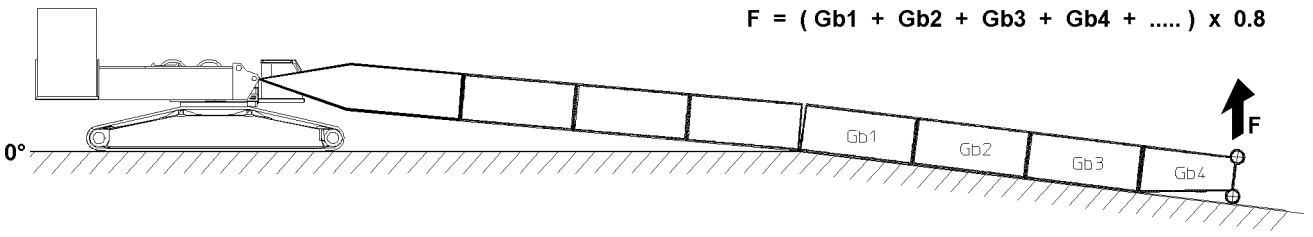

Fig.145514: Calculation of force for the closing procedure of the boom system

Note

- ► The abbreviations Gb1, Gb2, ... are for the weights of the individual lattice sections.
- ► The weights of the lattice sections are noted on the welded-on weight tags on the lattice sections.

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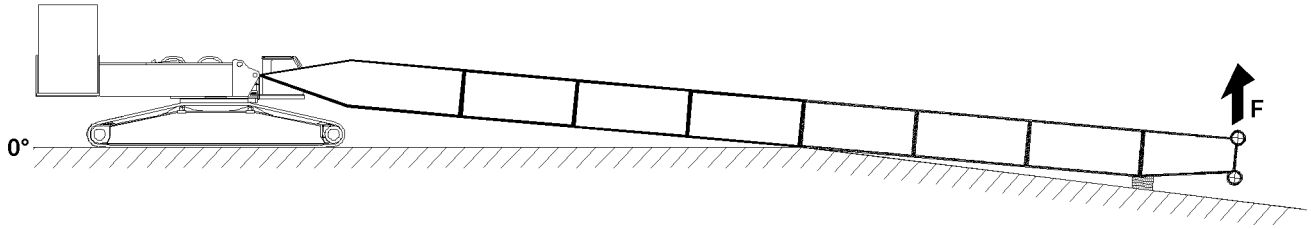

Fig.121644: Lifting and closing the boom system // Supporting the boom system

Note
► The height of the substructure in the area of the boom end section depends on the lay of the terrain and the resulting incline of the boom system.

► Support the boom system properly after the closing procedure.

16.21.2 Disassembling boom systems on descending terrain

Make sure that the following prerequisite is met:
– An auxiliary crane with sufficient load bearing capacity is available.

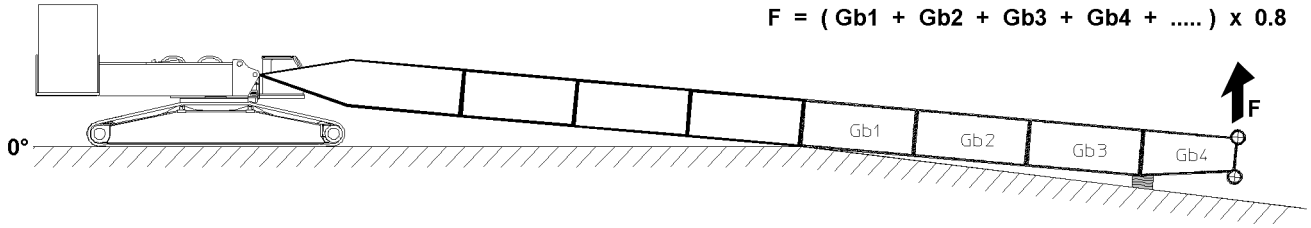

Fig.145515: Calculation of the force for opening the boom system // Lifting the boom system // Removing the substructure // Opening the boom system

Note
► The abbreviations Gb1, Gb2, ... are for the weights of the individual lattice sections.
► The weights of the lattice sections are noted on the welded-on weight tags on the lattice sections.

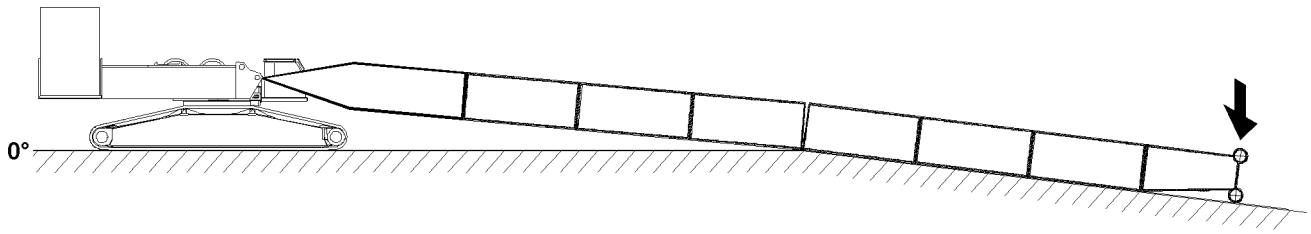

Fig.121658: Taking the boom system down

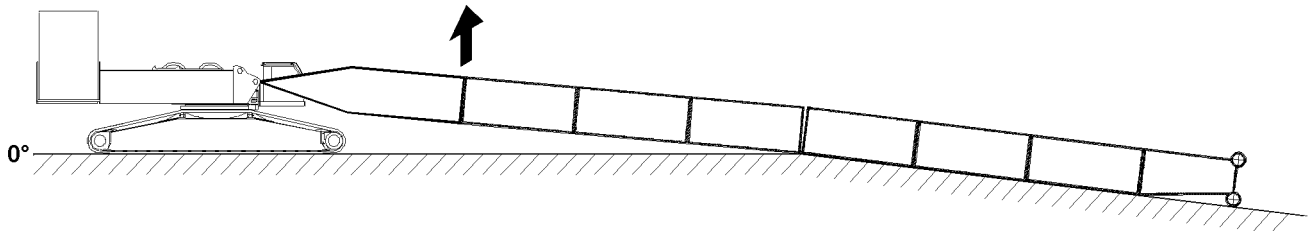

Fig.121655: Lifting and opening the boom system

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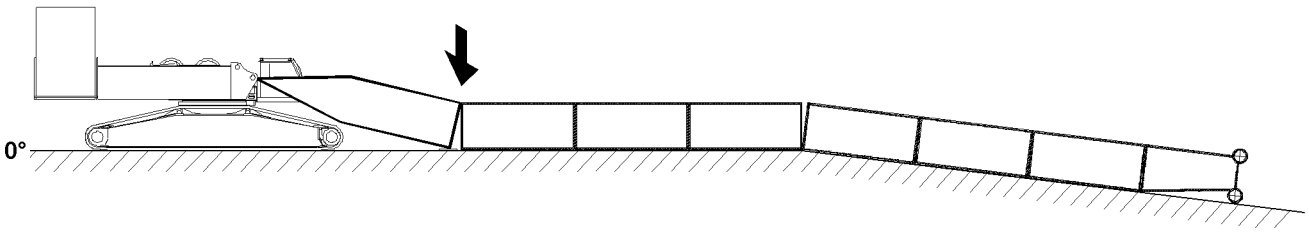

Fig.121656: Taking the boom system down

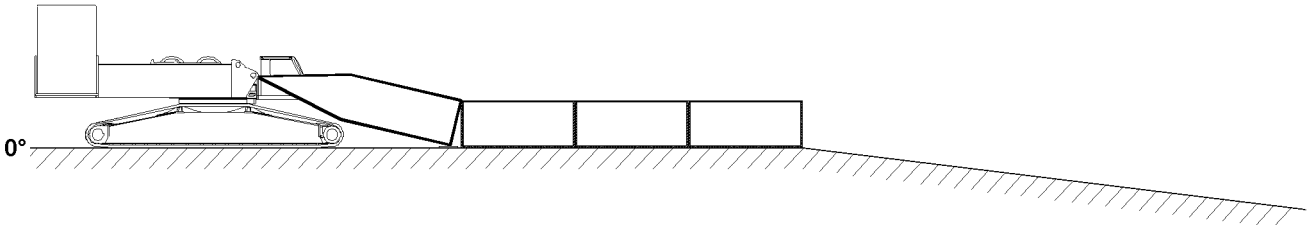

Fig.121641: Disassembling and removing the boom - intermediate sections with the end section

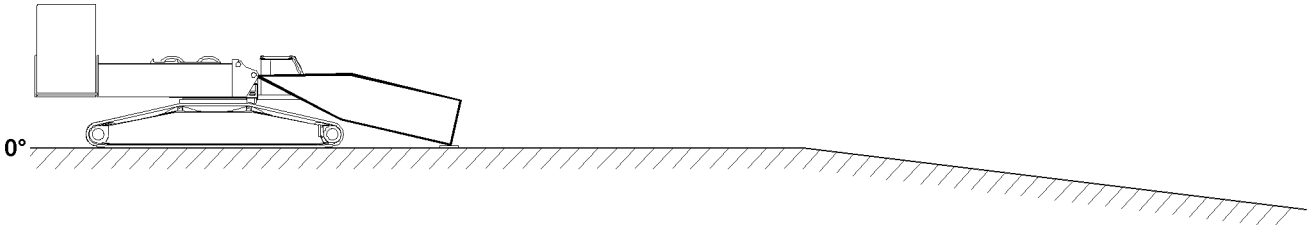

Fig.121640: Disassembling and removing the boom - intermediate sections to the boom - pivot section

► Disassemble and remove the boom - pivot section.

16.22 Closing the boom system - opening the boom system (via the SA-frame)

Note

► This section is described as an example.
► The illustrations in this section are shown as an example.

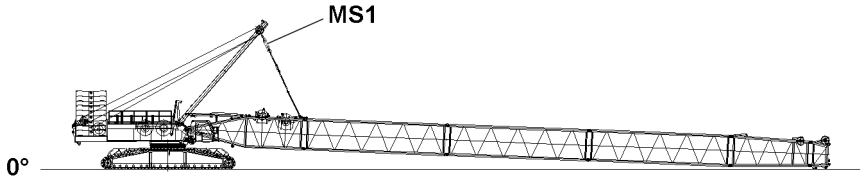

Fig.161332: Test point 1 closing the boom system - opening the boom system

DANGER

Overload of the crane!
Death, severe bodily injuries, property damage.

► The closing and opening of different boom systems with the SA-frame is only permissible up to certain maximum boom lengths.
► Make sure that there are no persons on the boom system as well as in the danger zone during the opening and closing procedure.

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Note

The actual forces in test point 1 **MS1** - which are used during the closing and opening procedure of the boom system - are displayed on the LICCON monitor. The force determined in test point 1 is generally designated as $F1^{actual}$.

When specifications are available for the force in test point 1 **MS1** on the assembly drawing:

► Observe the specifications for the force in test point 1 **MS1**.

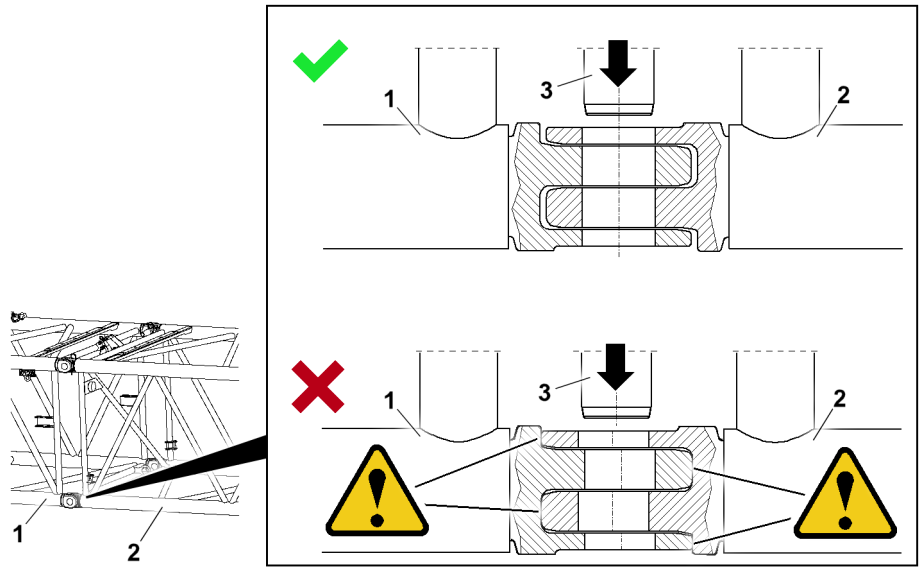

Fig.161335: Alignment of the lattice sections and overloaded pin bores

1 Lattice section 1
2 Lattice section 2
3 Connector pin

DANGER

Overload of the crane!

If when opening and closing too much force is applied in test point 1, the boom system can be overloaded.

Death, severe bodily injuries, property damage.

► Spool winch 4 up to the maximum when closing the boom system such that the pin bores of the lattice sections align. Take note of the force in test point 1. The noted value is decisive for opening.
► Do not load or push the connecting forks into each other on the block.
► When opening, use the noted force from the closing procedure as an orientation.
► The end section may **not** lift off the ground during the boom system closing and opening procedure, it must be lie on the ground.
► The maximum permissible F1-total force ($F1_{max}$) on the LICCON monitor may not be used as a limit value, as it protects another condition (the completely assembled boom).
► A maximum force in test point 1 specified in the assembly drawing cannot always be approached. At times, the closing procedure can be carried out with significantly lower forces, for example with light, short booms.

Note

► Counterweight and central ballast, see the Erection chart depending on the boom length.

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16.22.1 Closing the boom system (via the SA-frame)

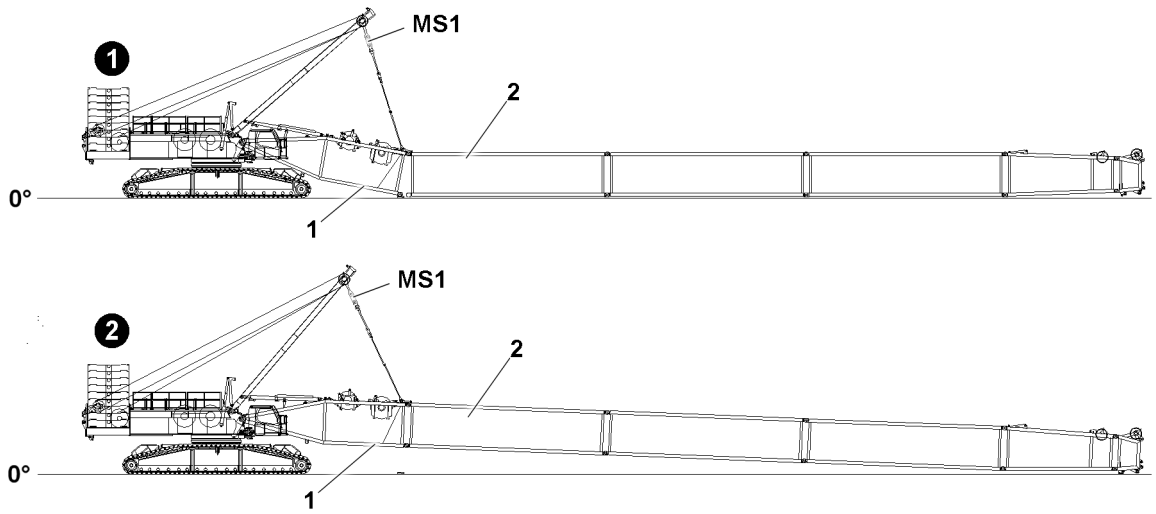

Fig.161384: Example: Boom system with closing

1 Pivot section **2** Intermediate section

Make sure that the following prerequisites are met:
– Counterweight and central ballast positioned according to the assembly drawing.

Note

Noted actual force in test point 1 **MS1** for later disassembly.
► When unpinning in the same location with the same ACTUAL force in test point 1 **MS1**, pull to release the connector pin.

► Spool winch 4 up such that the pin bores of the pivot section **1** and the intermediate section **2** align.

When the pin bores align:
► Take note of the actual force in test point 1 **MS1** displayed on the LICCON monitor.
► Insert the connector pin on both sides and secure.
► Spool winch 4 out such that the boom system is relieved.

Result:
– Boom system closed.

16.22.2 Opening the boom system (without derrick boom)

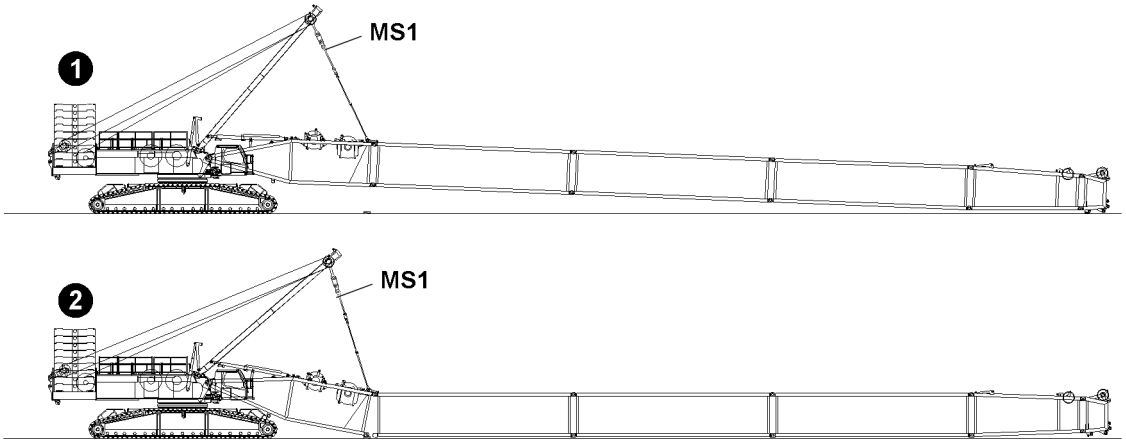

Fig.161385: Example: Opening the boom system

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Note
► Use the noted actual force in test point 1 **MS1** to pretension the boom system.

► Spool winch 4 up until the noted actual force is reached in test point 1 **MS1**.
► Release and unpin the connector pins on both sides.

NOTICE
Danger of property damage!
When lowering the opened boom system incorrectly, crane components can be damaged.
► Observe the specifications regarding railings and substructure.

► Spool winch 4 out and lower the boom system properly.

Result:
– Boom system opened and taken down.

16.23 Closing the boom system - opening the boom system (via the derrick boom)

Note
► This section is described as an example.
► The illustrations in this section are shown as an example.

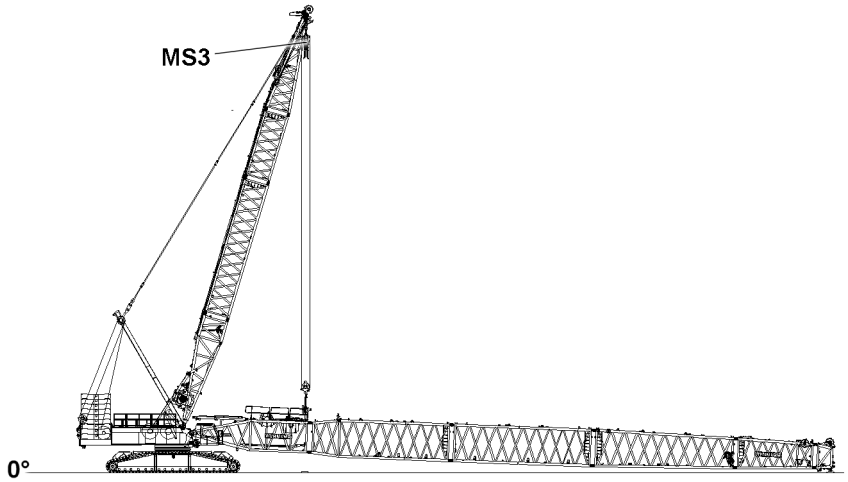

Fig.161378: Test point 3 closing the boom system - opening the boom system

DANGER
Overload of the crane!
Death, severe bodily injuries, property damage.
► The closing and opening of different boom systems with the derrick boom is only permissible up to certain maximum boom lengths.
► Make sure that there are no persons on the boom system as well as in the danger zone during the opening and closing procedure.

Note
The actual forces in test point 3 **MS3** - which are used during the closing and opening procedure of the boom system - are displayed on the LICCON monitor. The force determined in test point 3 is generally designated as $F3^{actual}$.

When specifications are available for the force in test point 3 **MS3** on the assembly drawing:
► Observe the specifications for the force in test point 3 **MS3**.

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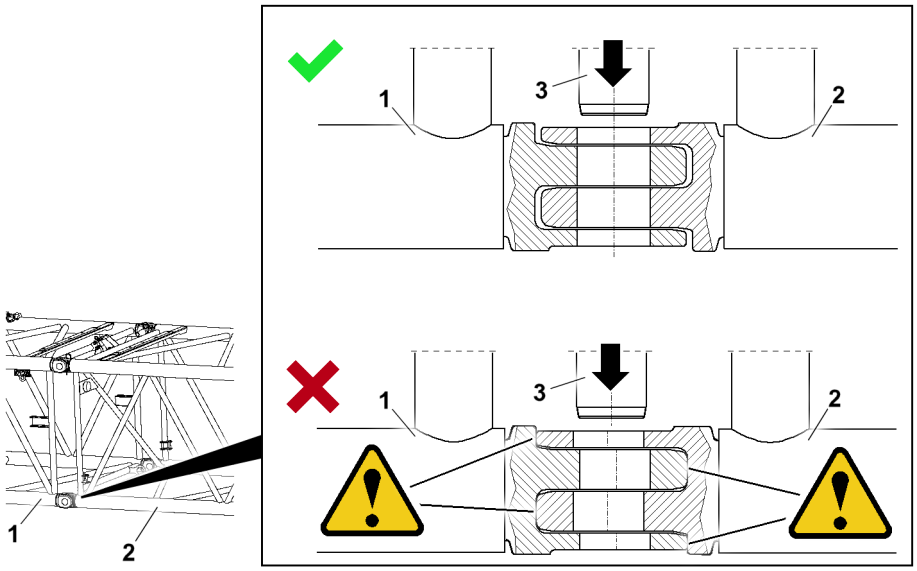

Fig.161335: Alignment of the lattice sections and overloaded pin bores

1 Lattice section 1
2 Lattice section 2
3 Connector pin

DANGER
Overload of the crane!
If when opening and closing too much force is applied in test point 3, the boom system can be overloaded.
Death, severe bodily injuries, property damage.

- ► Spool winch 3 up to the maximum when closing the boom system such that the pin bores of the lattice sections align. Take note of the force in test point 3. The noted value is decisive for opening.
- ► Do not load or push the connecting forks into each other on the block.
- ► When opening, use the noted force from the closing procedure as an orientation.
- ► The end section may **not** lift off the ground during the boom system closing and opening procedure, it must be lie on the ground.
- ► The maximum permissible F3-total force ($F3_{max}$) on the LICCON monitor may not be used as a limit value, as it protects another condition (the completely assembled boom).
- ► The maximum permissible F3-total force ($F3_{max}$) on the LICCON monitor cannot always be approached. At times, the closing procedure can be carried out with significantly lower forces, for example with light, short booms.

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16.23.1 Closing the boom system (via the derrick boom)

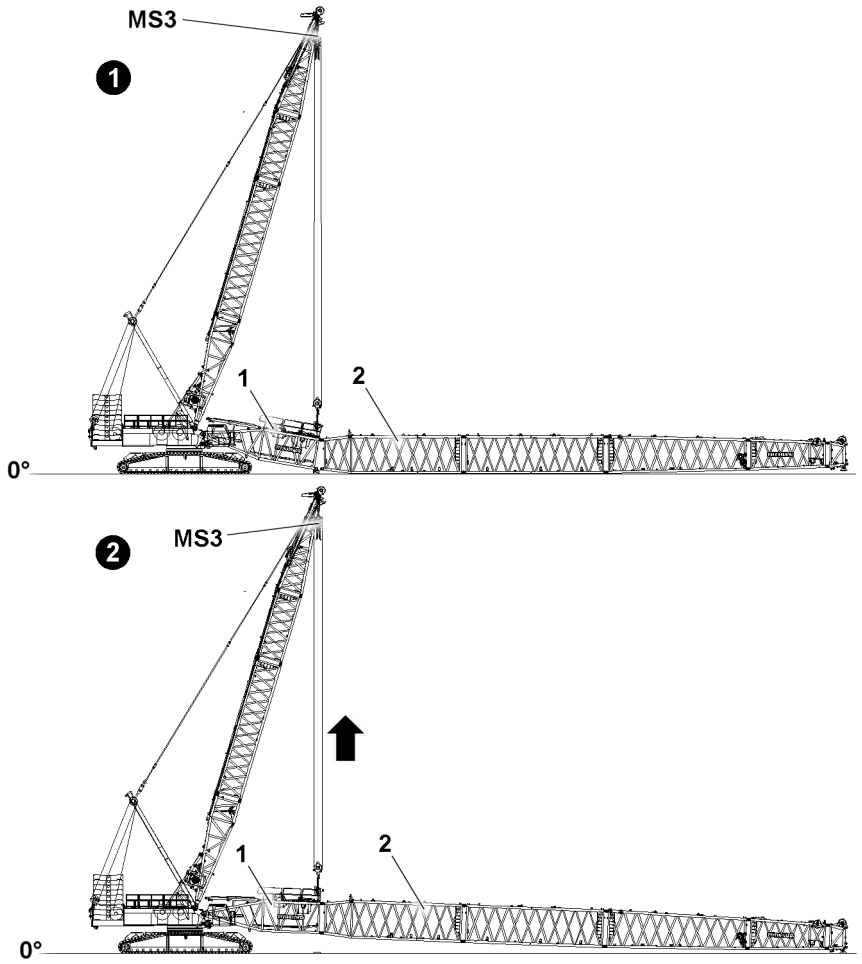

Fig.161383: Example: Closing the boom system

1 Pivot section **2** Intermediate section

Make sure that the following prerequisites are met:
– Counterweight and central ballast positioned according to the assembly drawing.

Note

When the pin bores align:
► When unpinning with the same ACTUAL force in test point 3 **MS3**, pull to release the connector pin.

► Spool winch 3 up to the maximum until the pin bores of the intermediate section **2** and the pivot section **1** align.

When the pin bores align:
► Take note of the actual force in test point 3 **MS3** displayed on the LICCON monitor.
► Insert the connector pin on both sides and secure.
► Spool winch 3 out such until the boom system is relieved.

Result:
– Boom system closed.

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16.23.2 Opening the boom system (without derrick boom)

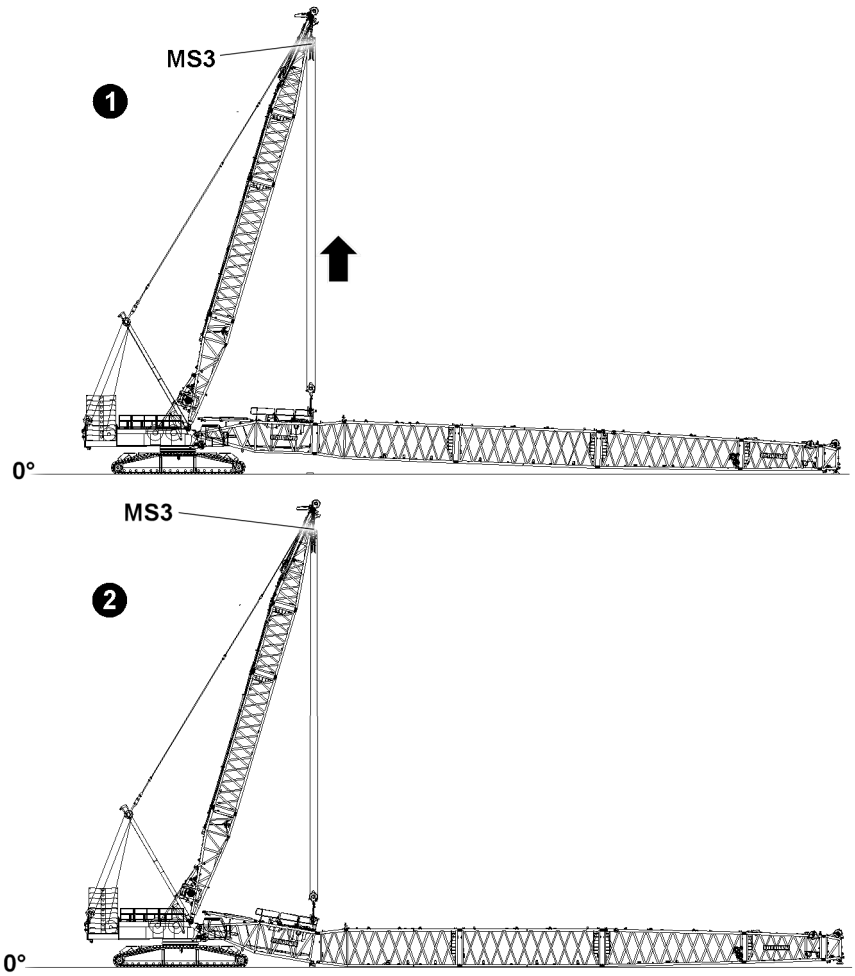

Fig.161382: Example: Opening the boom system

Note
► Use the noted actual force in test point 3 **MS3** to pretension the boom system.

► Spool winch 4 up until the noted actual force is reached in test point 3 **MS3**.
► Release and unpin the connector pins on both sides.

NOTICE
Danger of property damage!
When lowering the opened boom system incorrectly, crane components can be damaged.
► Observe the specifications regarding railings and substructure.

► Spool winch 3 out and lower the boom system properly.

Result:
– Boom system opened.

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17 Erecting / taking-down

WARNING
The crane can topple over!
Due to an unforeseen occurrence, for example: Sudden strong wind or storm can lead to dangerous operating situations, up to toppling the crane.
Death, severe bodily injuries, property damage.
- ► The boom must be able to be taken down at any time with its current equipment, observe the erection and take-down charts. Observe the job planner.
- ► The counterweights and / or ballasts required for this must always be in direct vicinity of the crane.
- ► The crane operator must ensure that the required counterweight and / or the required ballast is carried along when driving the crane with the equipment in place and that the boom can be placed down at any time.

WARNING
Danger of fatal injury!
- ► Incorrectly installed or non-functioning limit switches as well as falling parts (pins, cotter pins, ice etc.) can cause accidents.

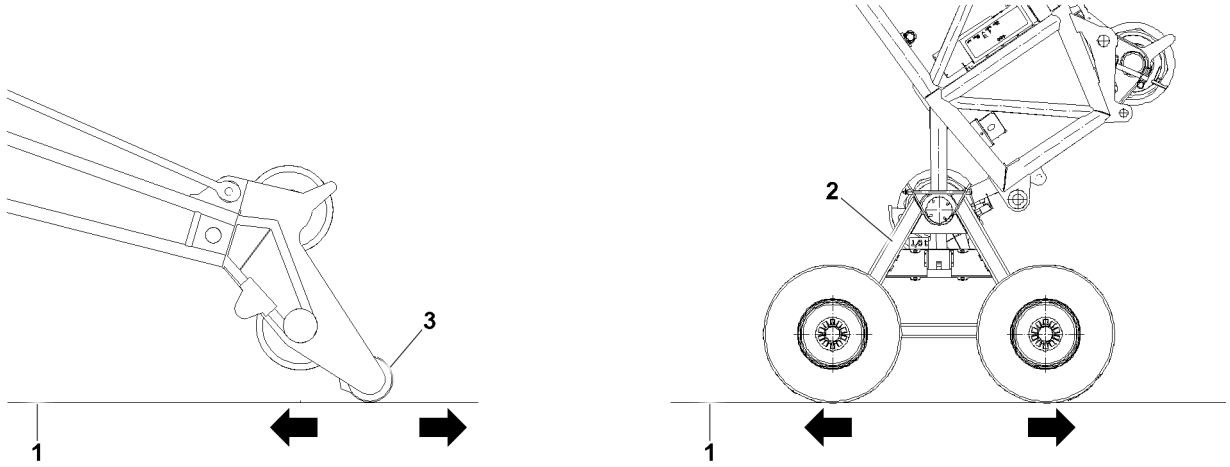

Fig.152357: Roller cart road or lattice head track roller

1 Road **2** Roller cart **3** Lattice head track roller

When erecting or taking down with the aid of a roller cart **2** or a lattice head track roller **3**, make sure that the following prerequisites are met:
- – The road **1** is level.
- – The road **1** has a sufficient load bearing capacity.
- – The road **1** is free of obstacles.
- – The road **1** is free of persons.

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17.1 Erecting / taking down with mobile cranes

Make sure that the following prerequisites are met:
- The crane is properly supported.
- The crane is horizontally aligned.
- The counterweight has been installed on the turntable according to the load chart or the erection / take down charts.
- In the case of cranes with derrick ballast: The derrick ballast (suspended ballast or ballast trailer ballast) is installed according to the load chart or the erection / take down charts.
- For cranes with a telescopic boom: The telescopic boom is telescoped in all the way.
- The boom has been installed according to the load chart and the Crane operating instructions.
- The hoist rope has been correctly placed in the rope pulleys and prevented from jumping out with the rope retaining pins.
- All limit switches have been correctly assembled and are fully operational.
- All pin connections are secured.
- No persons in the danger zone.
- No loose parts on the boom or the auxiliary boom.
- The exposed rope pulleys are free of snow and ice.
- The boom and its components (limit switches, cable drums, airplane warning light, wind speed sensor etc.) must be kept free of ice and snow.

► Check if all prerequisites have been met.

The roller cart may not be lifted off the ground.

Before the N-head lifts up:
► Unpin the roller cart on the N-head.

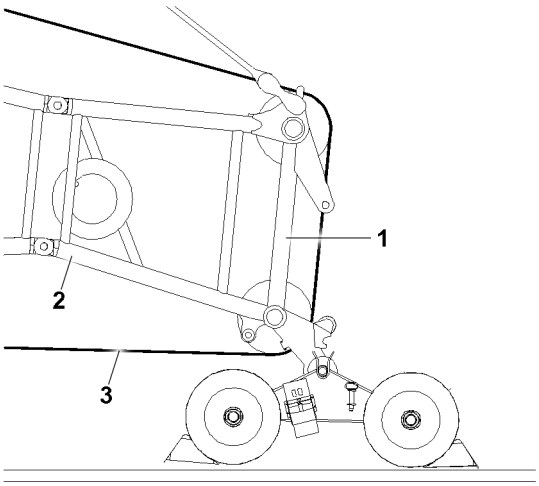

Fig.152358: Securing the hoist rope to the head of the lattice jib

When the luffing lattice jib is erected or taken down **angled**, then the hoist rope must be secured **prior to reeving in** or **after reeving out** the hook block.

Before the hook block is reeved in or after the hook block is reeved out, it is possible that the hoist rope is pulled out of the head of the lattice jib. Therefore the hoist rope must be secured by a hemp rope.

WARNING
Hoist rope not secured!
The hoist rope can run back in the direction of the hoist winch after reeving out or reeving in the hook block.
► Secure the hoist rope with the hemp rope.

► Fasten the hemp rope with Prusik knots to the hoist rope **3**.

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► Fasten both ends of the hemp rope on the corner bar pipe **2** of the head **1** of the lattice jib with tie knots.

17.2 Erecting / taking down with crawler cranes

Make sure that the following prerequisites are met:
- Comply with the maximum permissible incline of the crane specified in the load chart manual.
- For cranes with a support: The crane is properly supported.
- For cranes with a support: The crane is horizontally aligned.
- The counterweight has been installed on the turntable according to the load chart.
- The central ballast is installed according to the load chart.
- The counterweight is installed according to the load chart or the erection / take down charts.
- In the case of cranes with derrick ballast: The derrick ballast (suspended ballast or ballast trailer ballast) is installed according to the load chart or the erection / take down charts.
- For cranes with a telescopic boom: The telescopic boom is telescoped in all the way.
- The boom has been installed according to the load chart and the Crane operating instructions.
- The hoist rope has been correctly placed in the rope pulleys and prevented from jumping out with the rope retaining pins.
- All limit switches have been correctly assembled and are fully operational.
- All pin connections are secured.
- No persons in the danger zone.
- No loose parts on the boom or the auxiliary boom.
- The exposed rope pulleys are free of snow and ice.
- The boom and its components (limit switches, cable drums, airplane warning light, wind speed sensor etc.) must be kept free of ice and snow.

► Check if all prerequisites have been met.

17.3 Rigging the guy rods on lattice booms on placed down boom system

WARNING
Danger of fatal injury due to damaged guy rods!
If the boom system is placed on the ground or a load bearing substructure in strong wind or longer downtime, the guy rods can be damaged due to wind influence on the boom guying. This wind influenced oscillations can lead to fatigue on the guy rods.
As a result, the guy rods could break or rip off under load - for example when erecting the boom system or in crane operation. The boom system can therefore fall uncontrolled forward onto the ground.
Death, severe bodily injuries, property damage.
- ► Make sure that the guy rods are taken down completely on the lattice sections and relieved when the boom systems are taken down on the ground.
- ► Make sure that freely suspended guy rods are rigged on the lattice boom.
- ► Make sure that the upper pulley block is rigged on the lattice boom in Derrick operating modes.
- ► Make sure, that the guying on the luffing lattice jib is removed on lattice mast cranes.
- ► Make sure that the guy rods are inspected before resuming crane operation and that no damage or cracks are present.
- ► Make sure that the maintenance intervals of the guy rods are adhered to.

Note
- ► In case of strong wind or longer downtimes of the crane, the boom system must be placed on the ground or on a load bearing substructure.
- ► The guying must be relieved and the guy rods must be placed on the transport receptacles.
- ► The following illustrations are examples and may not match your crane exactly.

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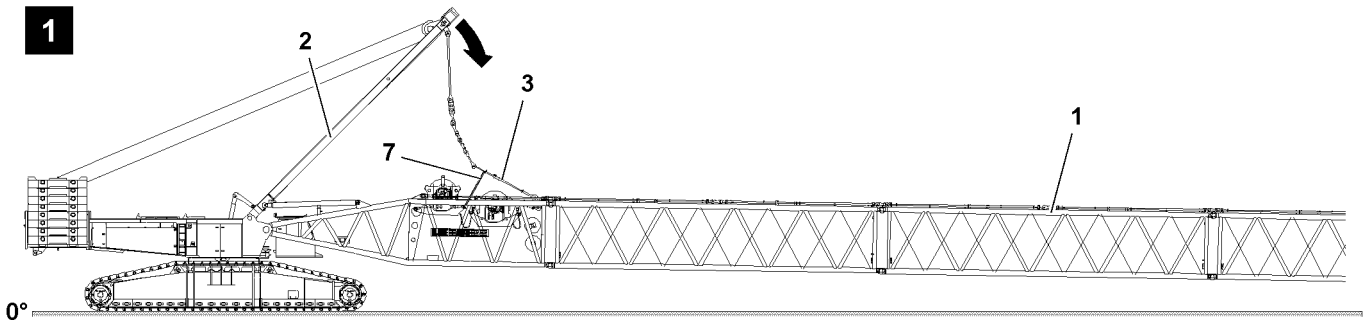

Fig.120722: Guying taken down in transport receptacle and SA-frame guying relieved

- ► Take the guy rods down on the lattice sections **1**: Luff the SA-frame **2** down to the front until the guying is taken down completely in the transport receptacles on the lattice sections and the SA-frame guying **3** is relieved, see illustration **1**.
- ► To minimize side oscillation of the SA-frame guying **3** due to wind influence: Rig the SA-frame guying **3** with suitable rigging straps / ropes **7** against the boom, see illustration **1**.

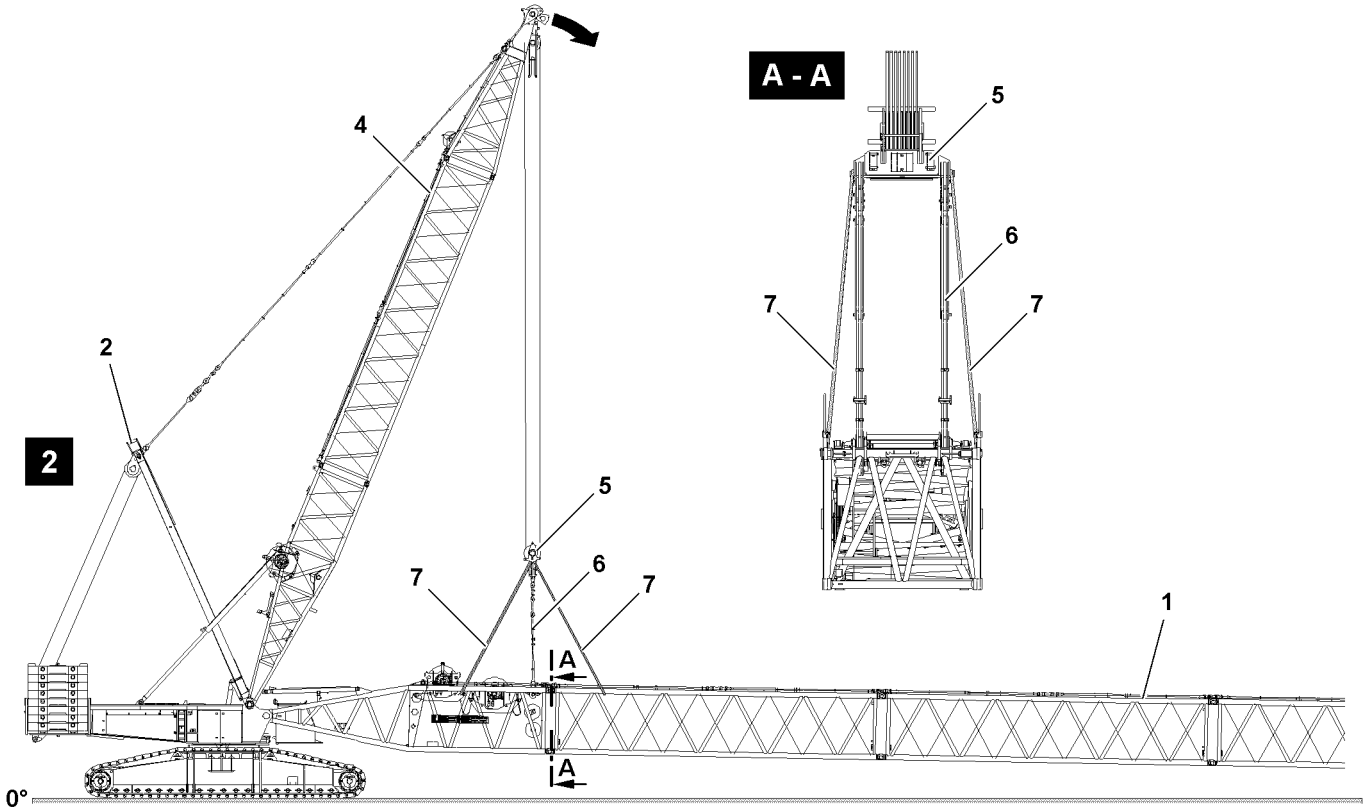

Fig.120771: Guying taken down in the transport receptacle and upper pulley block rigged against the boom

- ► Take the boom system down and - if present - release the derrick guying to the derrick ballast.
- ► Take the guy rods down on the lattice sections **1**: Luff the D-boom **4** down to the front until the main boom guying is taken down completely in the transport receptacles on the lattice sections and the upper pulley block **5** is positioned over the S-pivot section, see illustration **2**.
- ► To minimize side oscillation of the upper pulley block **5** due to wind influence: Rig the upper pulley block **5** with suitable rigging straps / ropes **7** against the boom, see illustration **2**.

For cranes with lattice mast and with luffing lattice jib the following applies:

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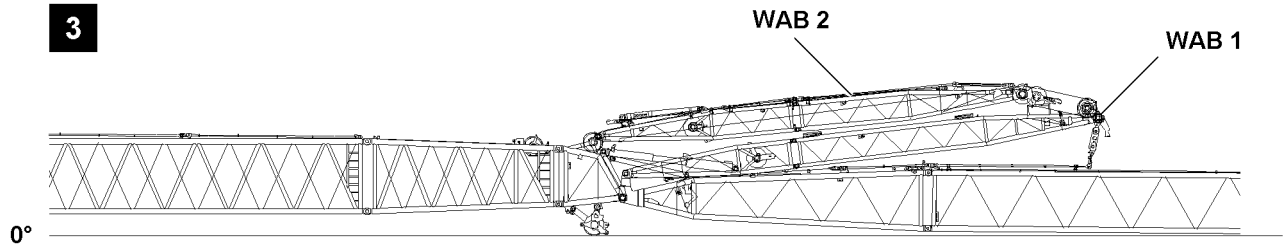

Fig.120821: Guying in the transport receptacle(s) and WA-frames taken down to the front (example crane with lattice mast)

WARNING
Danger of accident when removing the W-guying!
When taking down and removing the guying dangerous situations can arise.
► Make sure that the danger notes in the respective chapter of the Crane operating instructions are observed.

► Disassemble the guy rods on the luffing lattice jib and take them down into the transport receptacles.
► Take the WA-frames (WA-frame 1 **WAB 1** and WA-frame 2 **WAB 2**) down to the front.

For telescopic cranes with luffing lattice jib the following applies:

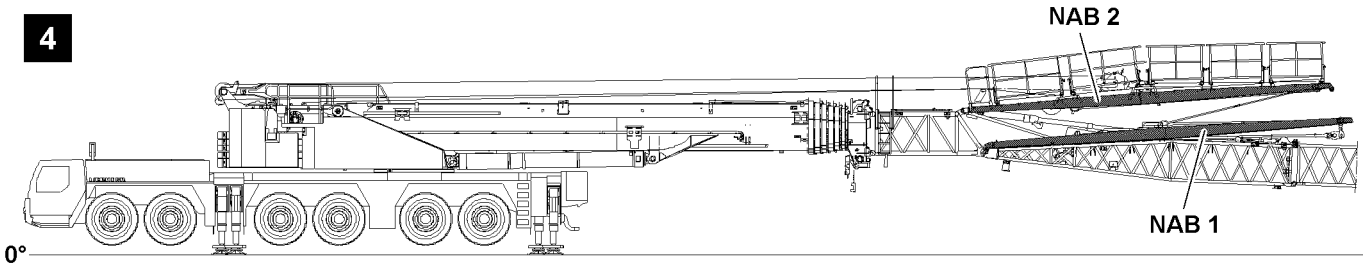

Fig.121261: Guying in the transport receptacle(s) and NA-frames taken down to the front (example telescopic crane)

WARNING
Danger of accident when taking the NA-frames down!
When taking the guy rods as well as the NA-frames down dangerous situations can arise.
► Make sure that the danger notes in the respective chapter of the Crane operating instructions are observed.

► Spool the jib control winch out and take the NA-frames down to the front so that the guy rods are relieved.

18 Walking on a boom component

WARNING
Falling from the boom component!
Death, severe bodily injuries.
► Before working on a boom component, personnel must wear an approved fall arrest system and protective equipment.

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WARNING
Falling from the boom component!
Operating personnel falling from a boom component due to tripping on objects.
Death, severe bodily injuries.
► Make sure that there are no objects on the boom component when walking on it.

WARNING
Overload of the grating!
Operating personnel falling from the boom component grating if the grating is overloaded due to an impermissible number of personnel.
The grating for the boom components is permitted for the weight of only two people.
Death, severe bodily injuries.
► Make sure that only the permissible number of personnel can walk on the grating at the same time.

WARNING
Impermissible work position for the hydraulic aggregate!
If a hydraulic aggregate is placed on boom components or crane components for assembly purposes, this can cause accident situations.
Operating personnel can fall down from the grating of the boom component if the grating is overloaded by the hydraulic aggregate positioned on it.
The grating for the boom components is permitted for the weight of only two people.
Death, severe bodily injuries, property damage.
► Make sure that a hydraulic aggregate is never placed on boom components or crane components.
► The hydraulic aggregate may only be operated on the ground.

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5.01.20 Pushing the lattice sections together

1	Safety	2
2	Fastening points	2
3	Pushing the boom-lattice sections together	2
4	Removing the inner lattice section from the outer lattice section	8

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1 Safety

Observe the safety instructions before assembly and disassembly:
- Information regarding personal protective equipment. See chapter 2.04.
- Information regarding fall protection equipment. See chapter 2.06.
- Information regarding accesses to the crane. See chapter 2.07.
- Information regarding accessible surfaces. See chapter 2.07.
- Safety instructions on assembly and disassembly. See chapter 5.01.

2 Fastening points

WARNING
Overload of fastening points!
The fastening eyehooks can rip off. The component can fall down.
► Make sure that the fastening points are not overloaded.
► Observe the maximum permissible suspended loads.

Observe and comply with the following notes on fastening lattice sections:
- Dimensions and weights of boom-lattice sections, see chapter 1.03.
- Use fastening equipment with a suitable load bearing capacity: Observe the weight signs on boom-lattice sections.
- In the case of lattice section units comprised of multiple boom-lattice sections: Add boom-lattice section weights.
- The distance between the fastening points can vary, depending on the respective boom-lattice section.
- Fasten the boom-lattice sections to the fastening points on both sides.
- Fasten the boom-lattice sections only to the permissible fastening points. Comply with the information on the labels.

3 Pushing the boom-lattice sections together

Lattice sections can be pushed together for transport and storage.

Specifications for pushing together the lattice sections:
- Only lift the lattice sections individually.
- Store the lattice sections only on level ground with sufficient load bearing capacity.
- Ensure there is no dynamic load on the intermediate sections.

3.1 Permissible lattice sections

Name of the lattice sections:
- Outer lattice section, S-intermediate section
- The inner lattice section is pushed into the outer lattice section, for example the LI-intermediate section.

The following table shows the permissible lattice sections that can be pushed in depending on the outer lattice sections.

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	Outer lattice sections	
Permissible inner lattice sections	**S-intermediate section 12 m**	**S-intermediate section 6 m**
Individual LI-intermediate section 12 m	X	
Individual D-intermediate section 12 m	X	
Individual LI-intermediate section 6 m		X
Individual D-intermediate section 6 m		X

Overview, permissible lattice sections that can be pushed in

3.2 Positioning the blocks

This section is valid for lattice sections with blocks for stacking additional lattice sections.

The blocks of the inner lattice section must be positioned before pushing in.

The blocks are assembled in different variants.

Access the lattice section using the installed ladder.

Descend from the lattice section using the installed ladder.

3.2.1 Block variation 1

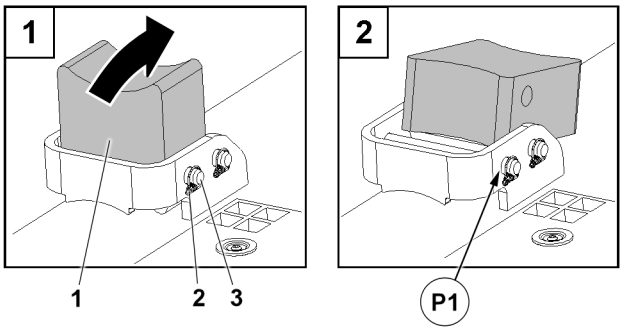

Fig.162340: Positioning the blocks for pushing in, variation 1

- ► Block **1**: Remove the retaining element **2** and unpin the pin **3**.
- ► Fold in the block **1**.
- ► Insert the pin **3** in position **P1** and secure with the retaining element **2**.
- ► Fold in all blocks **1** on the top side of the lattice section.

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3.2.2 Block variation 2

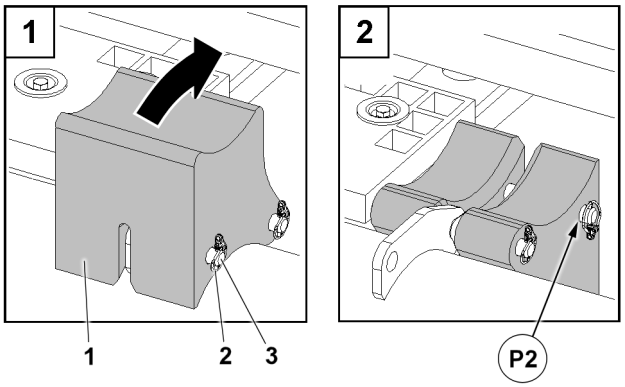

Fig.162341: Positioning the blocks for pushing in, variation 2

- ► Block **1**: Remove the retaining element **2** and unpin the pin **3**.
- ► Fold in the block **1**.
- ► Insert the pin **3** in position **P2** and secure with the retaining element **2**.
- ► Fold in all blocks **1** on the top side of the lattice section.

3.2.3 Block variation 3

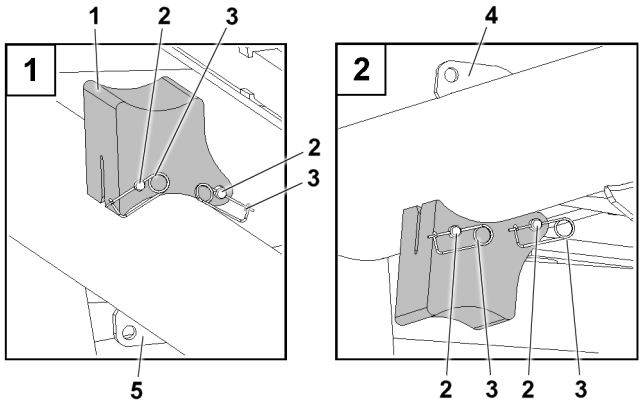

Fig.162342: Positioning the blocks for pushing in, variation 3

- ► Block **1**: Remove the retaining elements **3** and unpin the pin **2**.
- ► Remove the block **1** from the plate **4**.
- ► Insert the block **1** exactly onto the plate **5** so the pin bores align.
- ► Assemble the block **1** on the plate **5**: Insert both pins **2**.
- ► Secure both pins **2** with the retaining elements **3**.
- ► Position all blocks **1** on the top side of the lattice section to push in.

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3.3 D-intermediate section: Disassembling the guy rods and rod receptacles

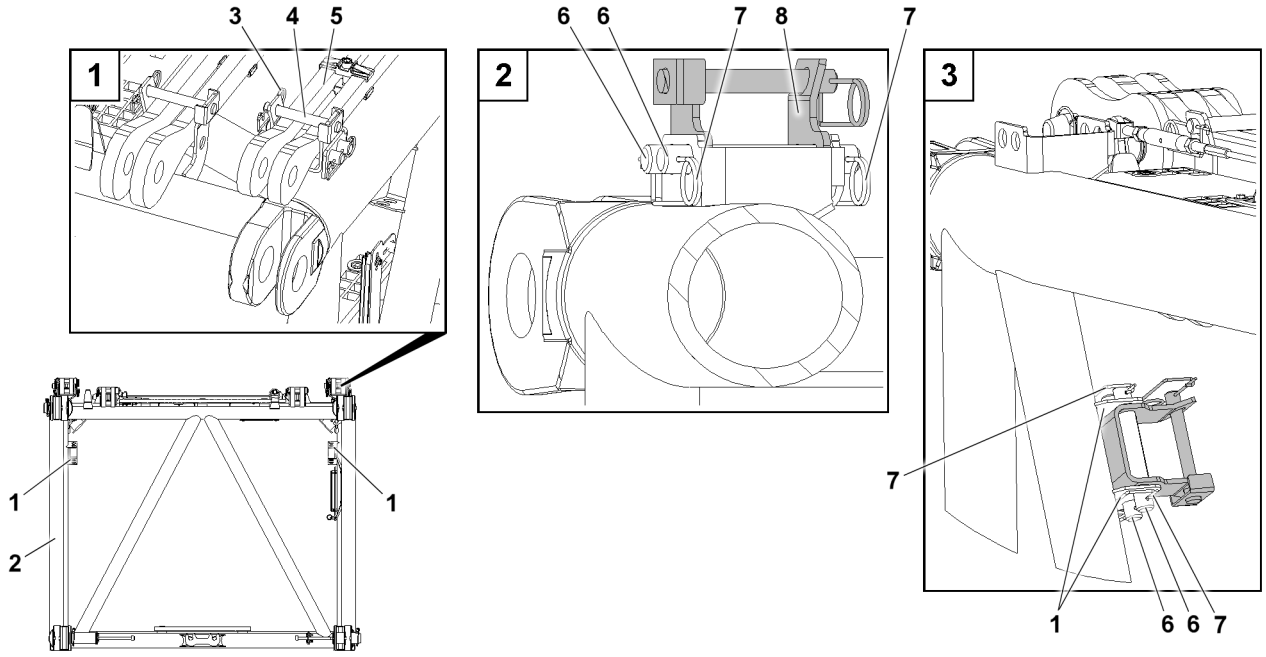

Fig.162366: D-intermediate section: Guy rods, rod receptacles

1	Retainer	**4**	Pin	**7**	Retaining element
2	D-intermediate section	**5**	Guy rod	**8**	Rod receptacle
3	Retaining element	**6**	Pin		

The lattice sections are accessed using the installed ladder.

Descent from the lattice sections using the installed ladder.

The guy rods **5** on the corner bars must be removed before pushing in the D-intermediate section.

- ► Disassemble rod safety devices: Remove the retaining element **3**.
- ► Unpin the pin **4**.
- ► Disassemble all rod safety devices for the guy rods **5**.
- ► Remove the guy rods **5**.
- ► Disassemble the rod receptacle: Remove the retaining elements **7**.
- ► Unpin the pin **6**.
- ► Remove the rod receptacles **8**.
- ► Assemble the rod receptacles **8** on the retainer **1**: Insert the pin **6**.
- ► Secure the pin **6** with the retaining elements **7**.
- ► Make sure that guy rods on the corner bars are removed.
- ► Make sure that the rod receptacles **8** are assembled on the retainers **1**.

3.4 Securing the guy rods

This section is valid for guy rods to be pushed together that remain assembled on the lattice section.

The lattice sections are accessed using the installed ladder.

Descent from the lattice sections using the installed ladder.

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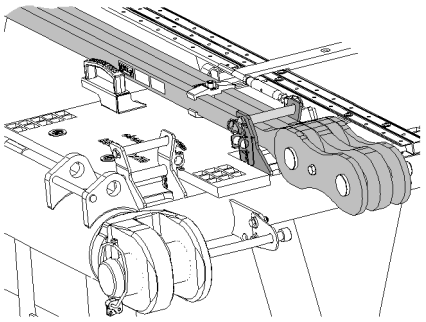

Fig.162349: Secured guy rods, example

► Make sure that guy rods on the lattice sections are secured.

3.5 Pushing the inner lattice section into the outer lattice section

Make sure that the following prerequisites are met:
– D-intermediate section: The guy rods and rod receptacles are disassembled.

This section describes by example how an inner lattice section is pushed into an outer lattice section.

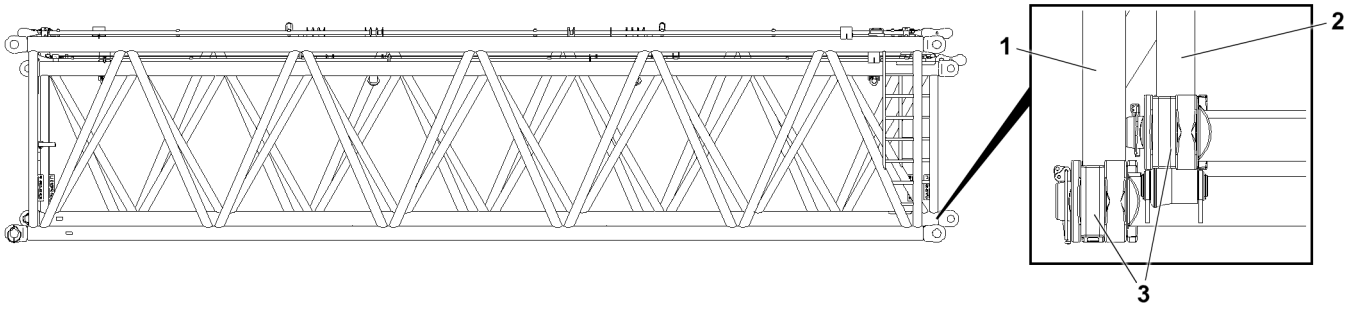

Fig.162376: Lattice section unit, example with S-intermediate section and LI-intermediate section

1 S-intermediate section **2** LI-intermediate section **3** Fork

► Prior to pushing in the lattice sections, make sure that the lower forks **3** point in the correct direction.

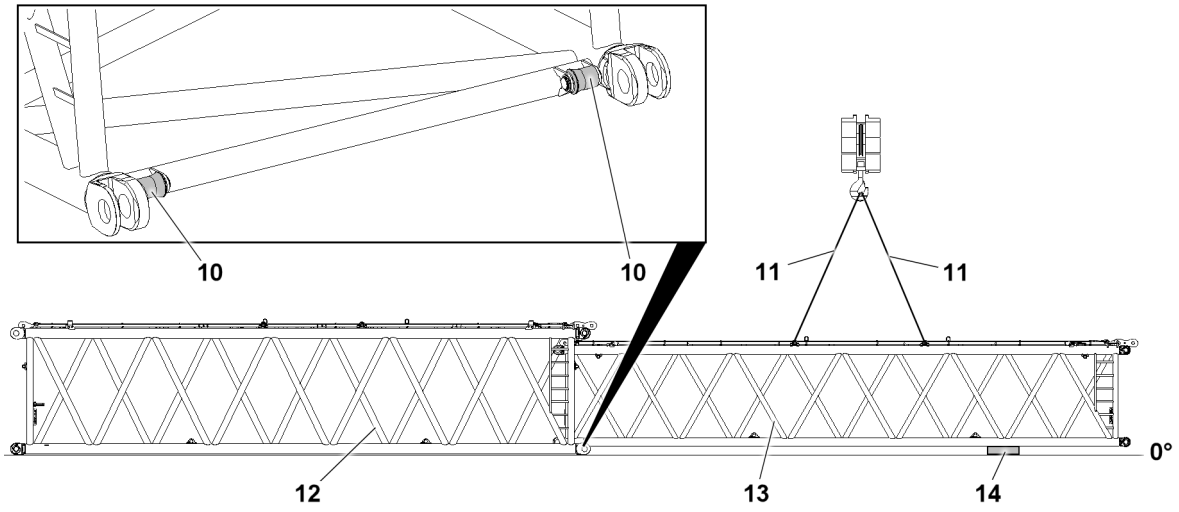

Fig.162343: Placing the inner lattice section in the outer lattice section

10 Pulleys
11 Fastening equipment
12 Outer lattice section
13 Inner lattice section
14 Substructure

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The inner lattice section **13** is pushed to the side with the outer lattice section **12** where the pulleys **10** are located.

- ► Fasten the inner lattice section **13** in the fastening points with the fastening equipment **11** to the auxiliary crane.
- ► Lift the inner lattice section **13** and position it in front of the outer lattice section **12**.
- ► Place the corner bars of the inner lattice section **13** on the pulleys **10** of the outer lattice section **12**.
- ► Until the lattice sections are aligned horizontally with each other: Support the inner lattice section **13**.
- ► Place the inner lattice section **13** on the substructure **14**.
- ► Remove the fastening equipment **11** on the inner lattice section **13**.

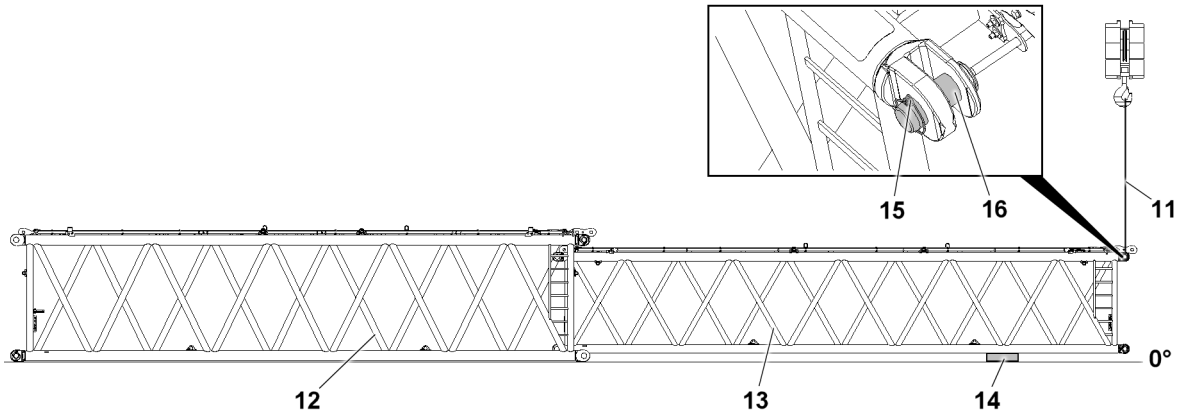

Fig.162344: Changing fastening points

11 Belt slings
12 Outer lattice section
13 Inner lattice section
14 Substructure
15 Retaining element
16 Pin

Both upper forks must be fastened with belt slings **11**.

- ► First fork: Insert the pin **16**.
- ► Secure the pin **16** with the retaining element **15**.
- ► Second fork: Insert the pin **16**.
- ► Secure the pin **16** with the retaining element **15**.
- ► Fasten the inner lattice section **13** with belt slings **11** to both pins **16** on the auxiliary crane.

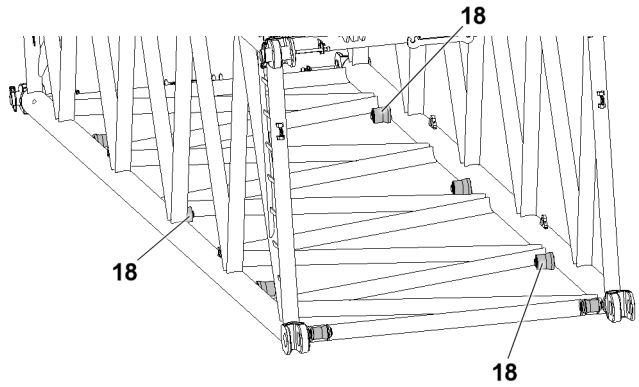

Fig.162346: Pulleys on the outer lattice section

18 Pulleys

NOTICE
Impermissible position of the inner lattice section!
The outer lattice section will be damaged.
- ► Make sure that the inner lattice section is aligned parallel to the outer lattice section.

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► Make sure that the inner lattice section is pushed into thepulleys **18**.
► Push the inner lattice section fully into the outer lattice section.

3.6 Securing the lattice section against slipping out

WARNING
The inner lattice sections are **not** secured!
When lifting, the inner lattice sections slip out. Falling lattice sections.
Danger of crushing. Danger of impact.
► Make sure that the inner lattice sections are secured with slings.

WARNING
Only use slings for transport retention!
Overload of slings. The lattice sections can fall down.
► Secure the lattice sections pushed into each other on the transport vehicle, see chapter 2.04.

3.6.1 S-intermediate section: Securing the D-intermediate section or LI-intermediate section

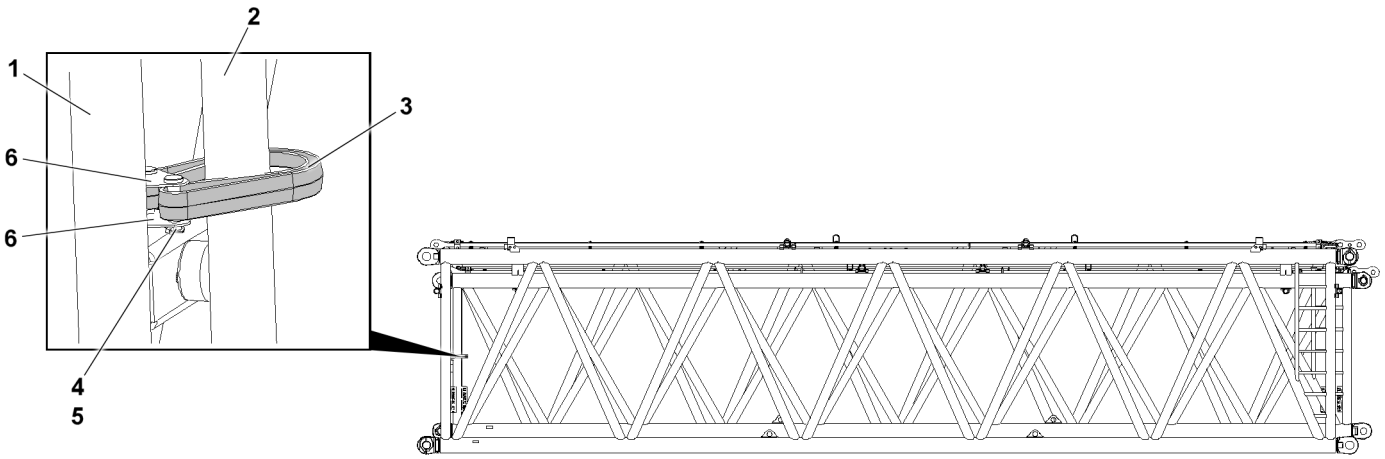

Fig.162382: S-intermediate section: Secured LI-intermediate section

1 S-intermediate section
2 LI-intermediate section (or D-intermediate section)
3 Sling
4 Pin
5 Retaining element
6 Retainer

► Make sure that the LI-intermediate section **2** is pushed in to the stop.
► Secure the LI-intermediate section **2** with the sling **3**.
► Secure the sling **3** with the pin **4** to the retainer **6**.
► Secure the pin **4** with the retaining elements **5**.

4 Removing the inner lattice section from the outer lattice section

Make sure that the following prerequisites are met:
– The lattice section has been unloaded from the transport vehicle.

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4.1 Releasing the inner lattice section

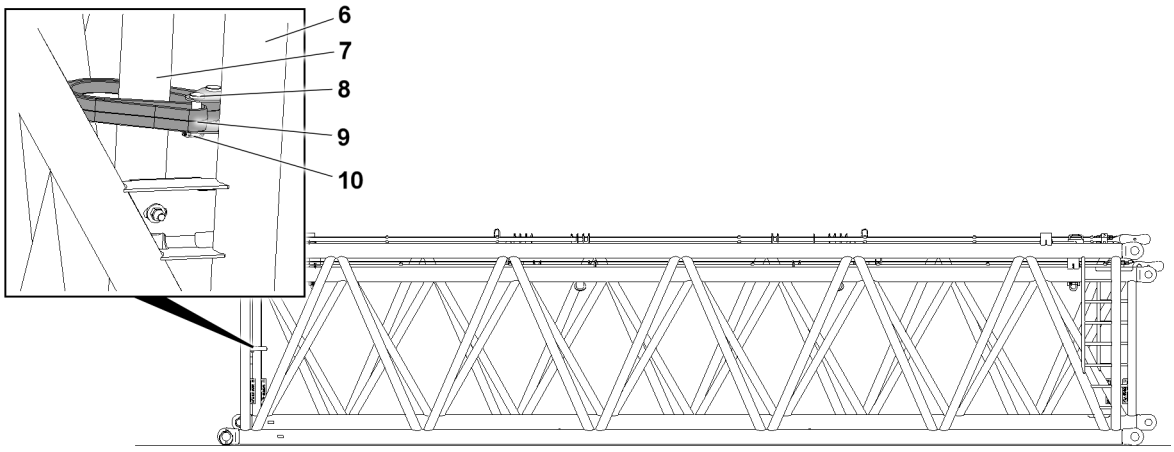

Fig.162359: Releasing the inner lattice section, example

6 Outer lattice section
7 Inner lattice section
8 Pin
9 Sling
10 Retaining element

When the inner lattice sections are secured with slings:
► Unpin the slings **9**: Remove the retaining elements **10** and unpin the pin **8**.

4.2 Pulling out the inner lattice section

The lattice sections are accessed using the installed ladder.

Descent from the lattice sections using the installed ladder.

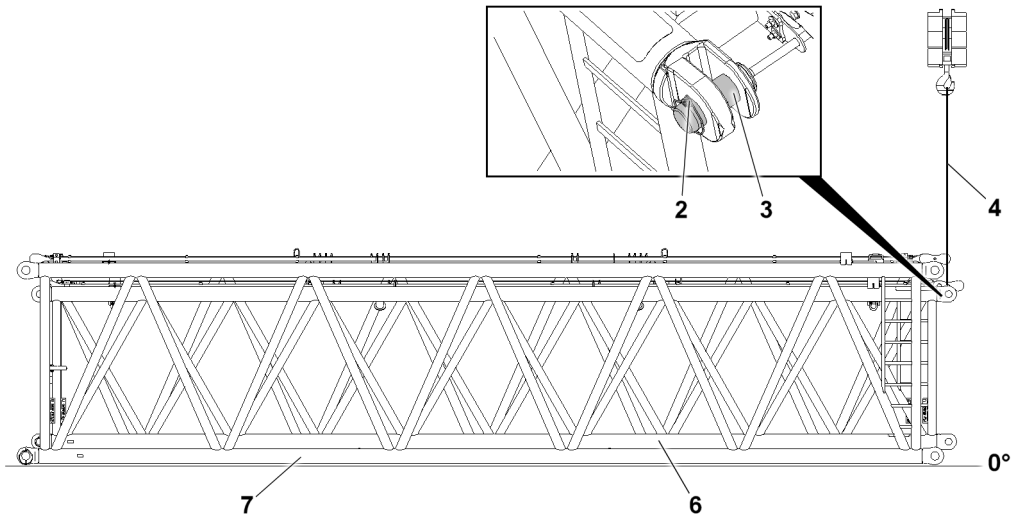

Fig.162356: Fastening the inner lattice section

2 Retaining element
3 Pin
4 Belt sling
6 Inner lattice section
7 Outer lattice section

Both upper forks must be fastened with belt slings **4**.

► Make sure that pins **3** are inserted in both upper forks.
► Make sure that pins **3** are secured with a retaining element **2** in both upper forks.
► Fasten the inner lattice section **6** with belt slings **4** to both pins **2** on the auxiliary crane.

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NOTICE
Impermissible position of the inner lattice section!
The outer lattice section will be damaged.
► Make sure that the inner lattice section is aligned parallel to the outer lattice section.

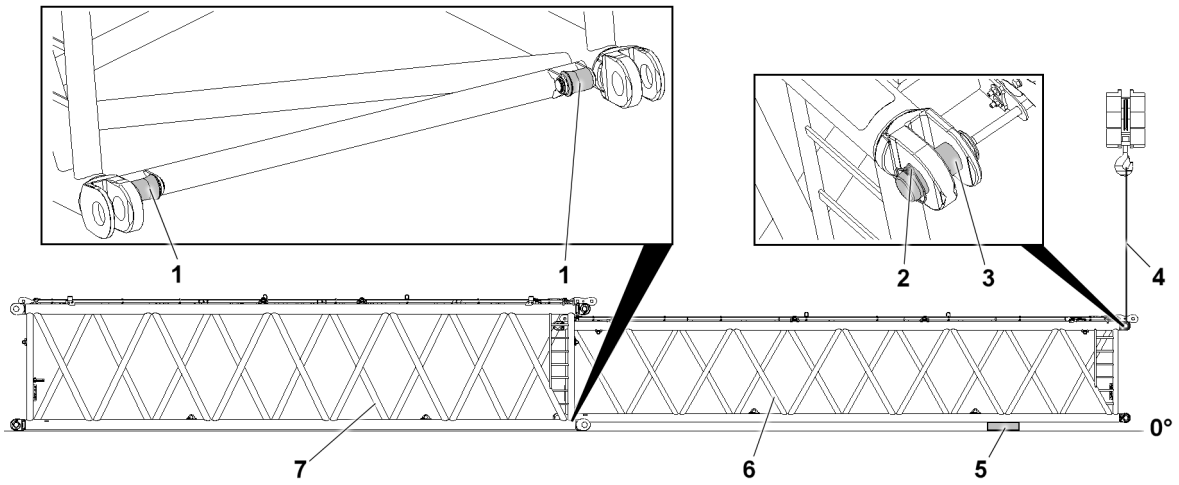

Fig.162357: Changing fastening points

1 Pulleys
2 Retaining element
3 Pin
4 Belt sling
5 Substructure
6 Inner lattice section
7 Outer lattice section

► Until the ends of corner bars of the inner lattice section **6** are located on the pulleys **1** of the outer lattice section **7**: Pull the inner lattice section **6** out of the outer lattice section **7**.
► Until the lattice sections are aligned horizontally with each other: Support the inner lattice section **6**.
► Place the inner lattice section **6** on the substructure **5**.
► Remove the belt slings **4** on the pin **3**.

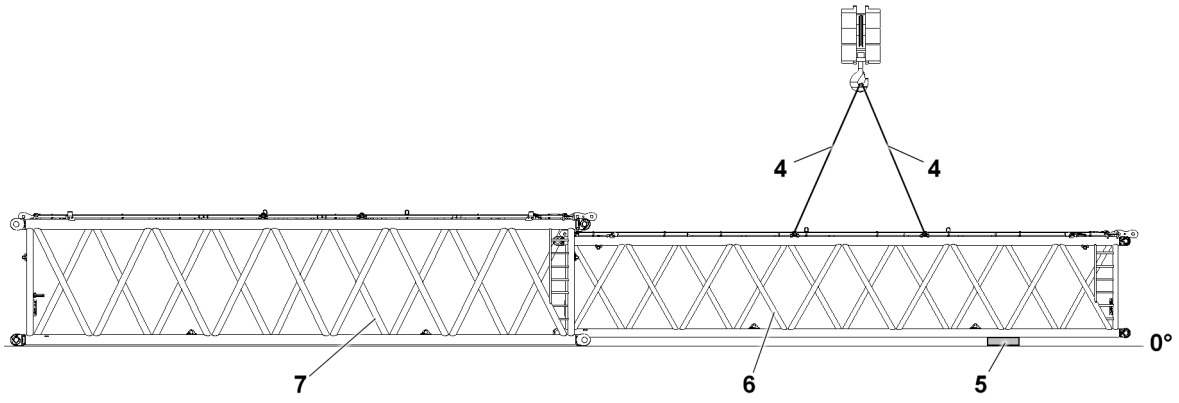

Fig.162358: Removing the inner lattice section

4 Fastening equipment
5 Substructure
6 Inner lattice section
7 Outer lattice section

► Fasten the inner lattice section **6** in the fastening points with the fastening equipment **4** to the auxiliary crane.
► Pull the inner lattice section **6** out of the outer lattice section **7** completely.
► Remove the inner lattice section **6**.

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5.01.30 Stacking the lattice sections

1	Safety	2
2	Fastening points	2
3	Stacking the lattice section units	2

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1 Safety

Observe the safety instructions before assembly and disassembly:
- Information regarding personal protective equipment. See chapter 2.04.
- Information regarding fall protection equipment. See chapter 2.06.
- Information regarding accesses to the crane. See chapter 2.07.
- Information regarding accessible surfaces. See chapter 2.07.
- Safety instructions on assembly and disassembly. See chapter 5.01.

2 Fastening points

WARNING
Overload of fastening points!
The fastening eyehooks can rip off. The component can fall down.
► Make sure that the fastening points are not overloaded.
► Observe the maximum permissible suspended loads.

Observe and comply with the following notes on fastening lattice sections:
- Dimensions and weights of boom-lattice sections, see chapter 1.03.
- Use fastening equipment with a suitable load bearing capacity: Observe the weight signs on boom-lattice sections.
- In the case of lattice section units comprised of multiple boom-lattice sections: Add boom-lattice section weights.
- The distance between the fastening points can vary, depending on the respective boom-lattice section.
- Fasten the boom-lattice sections to the fastening points on both sides.
- Fasten the boom-lattice sections only to the permissible fastening points. Comply with the information on the labels.

3 Stacking the lattice section units

Make sure that the following prerequisites are met:
- Blocks for stacking are available.
- Ensure there is no dynamic load on the lattice sections.

Lattice section units can be stacked for storage.

3.1 Positioning the blocks

This section is valid for lattice sections with blocks for stacking additional lattice section units.

The blocks of the bottom lattice section unit must be positioned before pushing in.

The blocks are assembled in different variants.

The lattice section units are accessed using the installed ladder.

Descent from the lattice section units using the installed ladder.

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3.1.1 Block variation 1

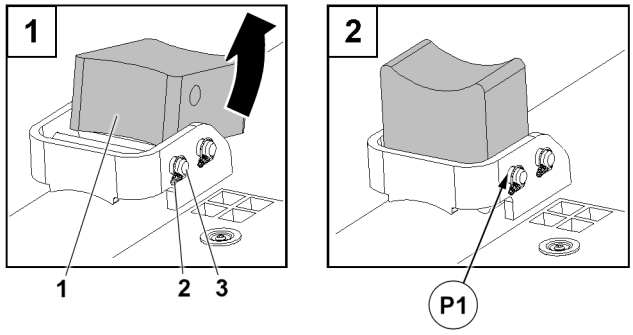

Fig.162360: Positioning the blocks for stacking, variation 1

- ► Block **1**: Remove the retaining element **2** and unpin the pin **3**.
- ► Fold up the block **1**.
- ► Insert the pin **3** in position **P1** and secure with the retaining element **2**.
- ► Fold up all blocks **1** on the top side of the bottom lattice section unit.

3.1.2 Block variation 2

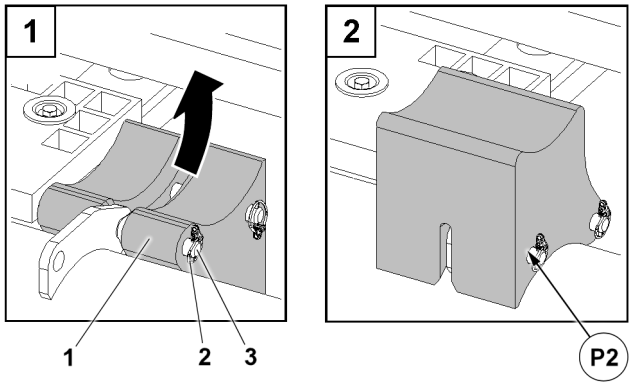

Fig.162361: Positioning the blocks for stacking, variation 2

- ► Block **1**: Remove the retaining element **2** and unpin the pin **3**.
- ► Fold up the block **1**.
- ► Insert the pin **3** in position **P2** and secure with the retaining element **2**.
- ► Fold up all blocks **1** on the top side of the bottom lattice section unit.

3.1.3 Block variation 3

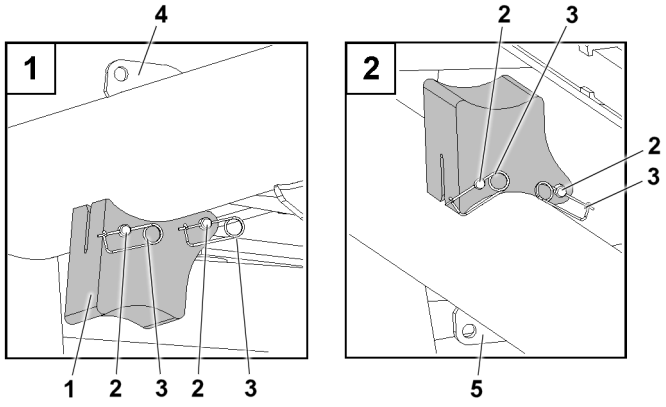

Fig.162362: Positioning the blocks for stacking, variation 3

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- ► Block **1**: Remove the retaining elements **3** and unpin the pin **2**.
- ► Remove the block **1** from the plate **5**.
- ► Insert the block **1** exactly onto the plate **4** so the pin bores align.
- ► Assemble the block **1** on the plate **4**: Insert both pins **2**.
- ► Secure both pins **2** with the retaining elements **3**.
- ► Position all blocks **1** on the top side of the bottom lattice section unit for stacking.

3.2 D-intermediate section: Disassembling the guy rods and rod receptacles

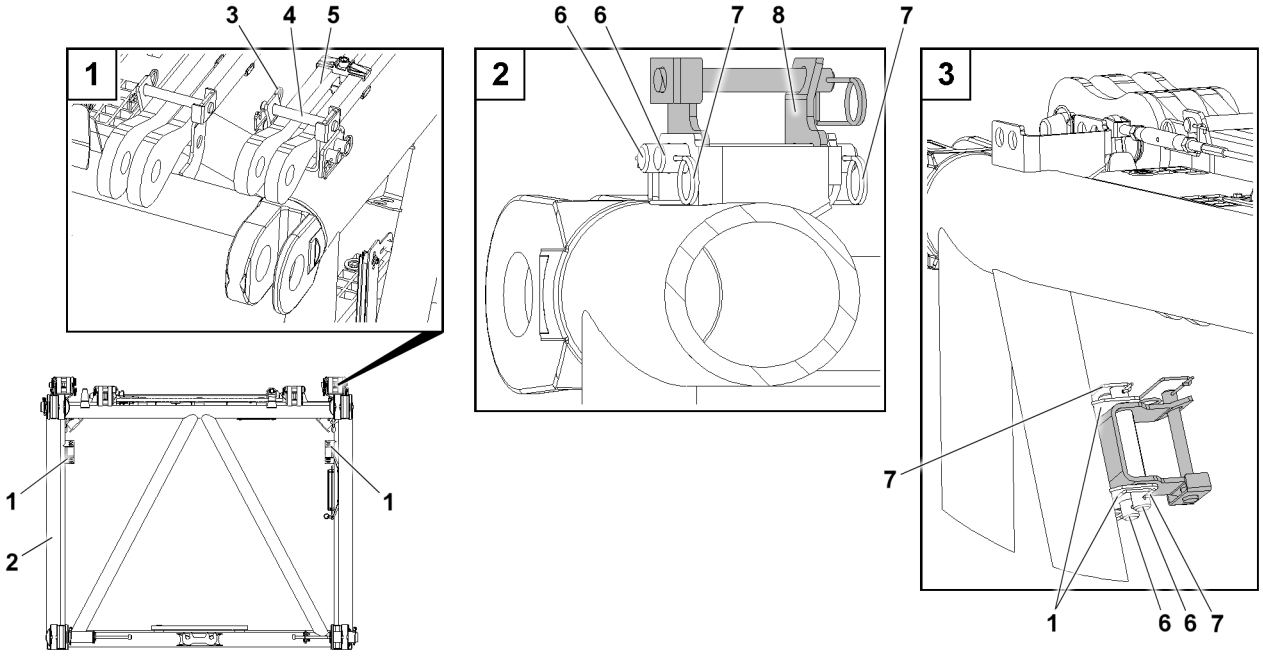

Fig.162366: D-intermediate section: Guy rods, rod receptacles

1	Retainer	**4**	Pin	**7**	Retaining element
2	D-intermediate section	**5**	Guy rod	**8**	Rod receptacle
3	Retaining element	**6**	Pin		

The lattice sections are accessed using the installed ladder.

Descent from the lattice sections using the installed ladder.

The guy rods **5** on the corner bars must be removed before stacking on the bottom D-intermediate section.

- ► Disassemble rod safety devices: Remove the retaining element **3**.
- ► Unpin the pin **4**.
- ► Disassemble all rod safety devices for the guy rods **5**.
- ► Remove the guy rods **5**.
- ► Disassemble the rod receptacle: Remove the retaining elements **7**.
- ► Unpin the pin **6**.
- ► Remove the rod receptacles **8**.
- ► Assemble the rod receptacles **8** on the retainer **1**: Insert the pin **6**.
- ► Secure the pin **6** with the retaining elements **7**.
- ► Make sure that guy rods on the corner bars are removed.
- ► Make sure that the rod receptacles **8** are assembled on the retainers **1**.

3.3 Securing the guy rods

The lattice section units are accessed using the installed ladder.

Descent from the lattice section units using the installed ladder.

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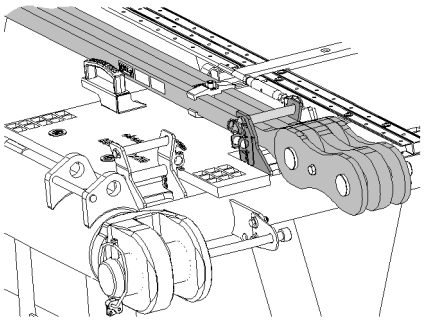

Fig.162349: Secured guy rods, example

► Make sure that guy rods on the lattice sections are secured.

3.4 Stacking the lattice section units

WARNING
Too many lattice section units stacked on top of each other!
Overload and failure of components. Falling lattice section units.
► Stack a maximum of **two** lattice section units.

WARNING
Uneven ground with insufficient load bearing capacity!
Tipping of the lattice section unit stack.
► Store the lattice section unit stack only on level ground with sufficient load bearing capacity.

Make sure that the following prerequisites are met:
– The stacked lattice section units have the same system length.
– The stacked lattice section units have the same system width.
– The ground is level and of sufficient load bearing capacity.
– Bottom D-intermediate section: The guy rods and rod receptacles are disassembled.

Permissible lattice section units for stacking:
– S-intermediate section with pushed in LI-intermediate section
– S-intermediate section with pushed in D-intermediate section
– Individual D-intermediate sections
– Individual LI-intermediate sections

When the upper work surface has a maximum height of 6 m: Ascend on the installed ladder or an external aid.

When the upper work surface is higher than 6 m: Ascend only using a work platform.

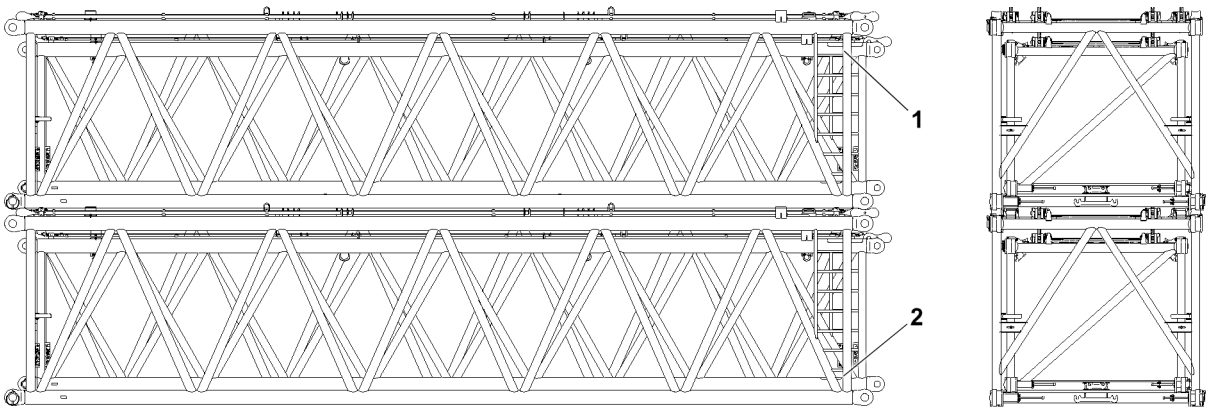

Fig.162397: Lattice section units, stacked

1 Top lattice section **2** Bottom lattice section

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► Remove the fastening equipment.

WARNING
Multiple stacked lattice section units lifted!
Overload of the eyehooks. Falling lattice sections.
► Only lift the lattice section units individually.

► Fasten the bottom lattice section unit **2** in the fastening points to the auxiliary crane.
► Place the bottom lattice section unit on suitable ground.
► Make sure that the blocks for stacking are placed on the bottom lattice section unit.
► Fasten the top lattice section unit **1** in the fastening points to the auxiliary crane.
► Lift the top lattice section unit.

WARNING
The top lattice section unit is taken down incorrectly!
Falling of the lattice section unit stack. Falling lattice sections.
► Take the lattice sections down so they fit precisely in the preformed blocks.

► Take the top lattice section unit down onto the bottom lattice section unit.

WARNING
Storm and other weather situations!
Falling of the lattice section unit stack. Falling lattice sections.
► Rig the lattice sections against each other.

► Rig the lattice sections against each other.

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5.02 SA-frame

1 SA-frame 3

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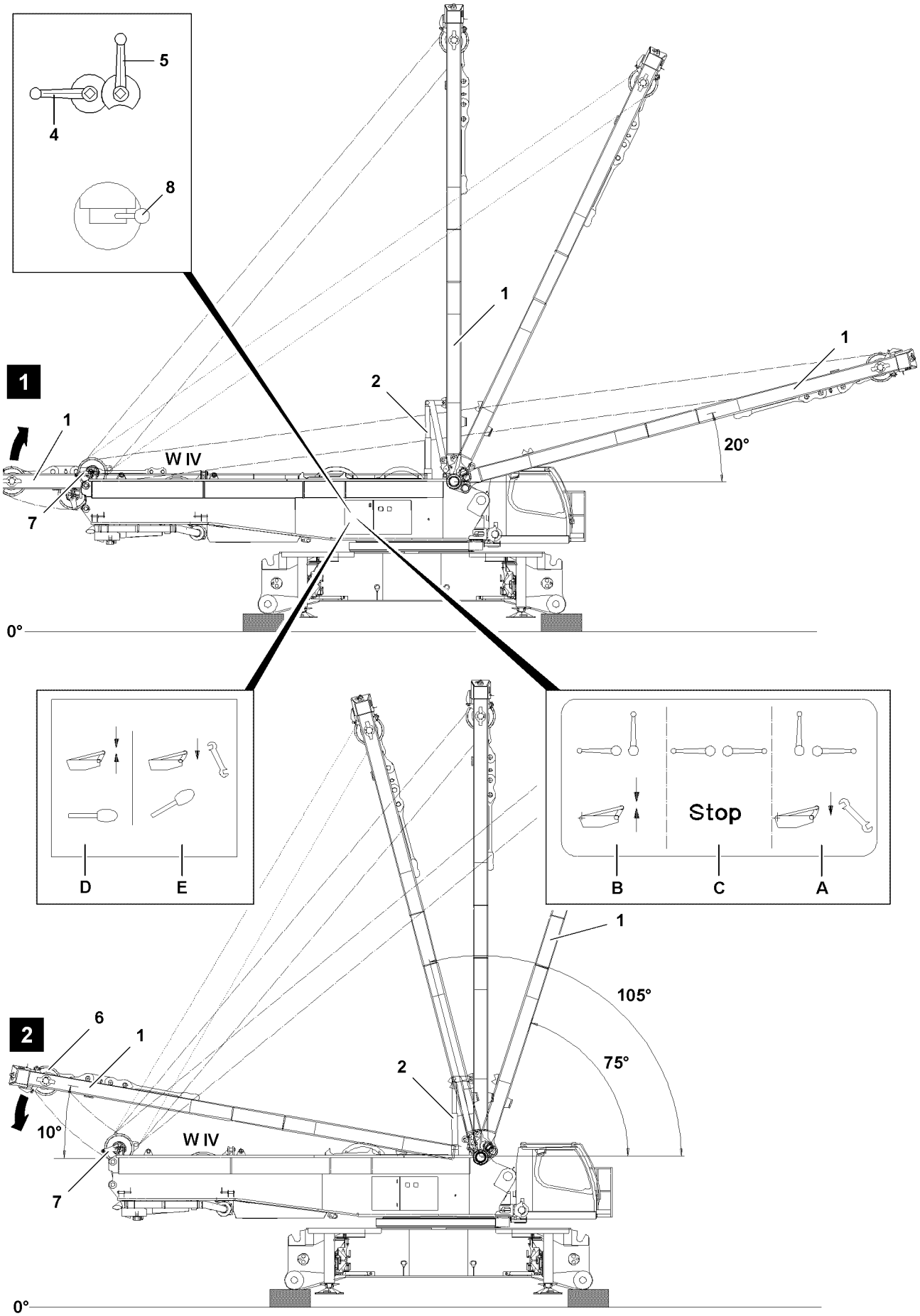

Fig.120171

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1 SA-frame

Note

- The SA-frame is used in assembly operation to install the crawler travel gear, see Crane operating instructions, chapter 3.01!
- In addition, the SA-frame is used in assembly operation for closing boom systems and for guying the boom in flying assembly of lattice sections, see Crane operating instructions, chapter 5.38.

Switch positions of ball valves (ball valve **4 /** ball valve **5)**		
Switch position	Function	Use
A	Lower the SA-frame	Lower the SA-frame into transport position
C	SA-frame stop, cylinder stop	Block erection cylinder
B	Erect the SA-frame	Assembly and crane operation

Switch position Hand lever **8**		
Switch position	Function	Use
D [1)]	Erect the SA-frame	Assembly, crane operation
E[2)]	Lower the SA-frame	Lower the SA-frame into transport position

1) = Hand lever **8** is in zero / basic position (not actuated)
2) = Ball valves **4** and **5** are in switch position **A**

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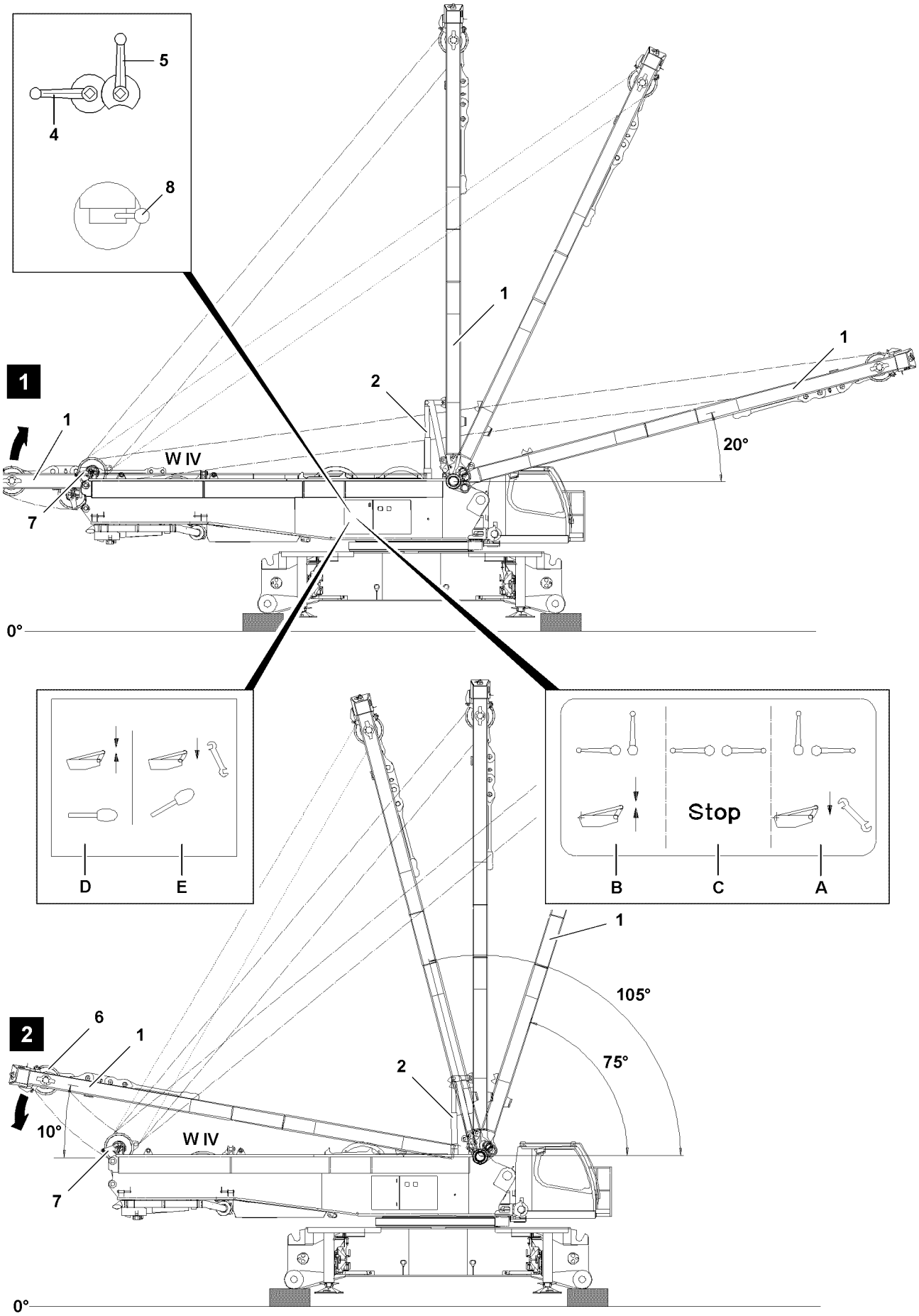

Fig.120171

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1.1 Erecting the SA-frame

1.1.1 Erection procedure

WARNING
The crane can topple over!
If the crawler center section is supported via the assembly support, then the crane can topple over when erecting the SA-frame.
- ► Make sure that the ground has sufficient load bearing capacity and that the support is sufficiently sized.
- ► Make sure that the crawler center section is safely laying on the support when erecting the SA-frame.
- ► Do not erect the SA-frame when the crawler center section is supported via the assembly support.

Make sure that the following prerequisites are met:
- – The crawler center section is properly supported.
- – The turntable is installed on the supported crawler center section.
- – The SA-frame is in transport position.
- – Winch 1 and winch 2 are installed in the turntable.
- – There is no counterweight on the turntable.
- – Winch 4 **W IV** is reeved on the pulley set **6** of the SA-frame **1**.
- – The engine is running.
- – The shut off limits of the LICCON overload protection are bypassed / exceeded, see Crane operating instructions, chapter 4.02.
- – The SA-operating mode has been set and confirmed on the LICCON computer system.

WARNING
Danger of accident when bypassing / exceeding the LICCON overload protection!
If the shut off limits of the LICCON overload protection are bypassed / exceeded, there is no additional protection against overload.
Due to erroneous operation or deliberate misuse, the crane could collapse, the boom can break off or the crane can topple over.
Personnel can be severely injured or killed.
This could result in high property damage.
- ► The function „Exceedance of shut off limits of the LICCON overload protection“ may only be activated or used in emergencies and for assembly purposes.
- ► The function „Exceedance of shut off limits of the LICCON overload protection“ may only be activated or used by an authorized person who knows the effects of the bypass exactly.
- ► The „Exceedance of the shut off limits of the LICCON overload protection“ may only be carried out „anticipatorily“ and with utmost caution!
- ► The „Exceedance of shut off limits of the LICCON overload protection“ is only permissible if the set up configuration of the crane has been entered correctly into the LICCON computer system and has been confirmed.

NOTICE
Danger of slack rope formation!
If winch 4 **W IV** is spooled out too quickly during the erection procedure of the SA-frame, slack rope can form.
- ► The intake rope of winch 4 must be tensioned during the entire erection procedure.
- ► The spool out speed of winch 4 must be matched to the erection speed of the erection cylinders / the SA-frame.

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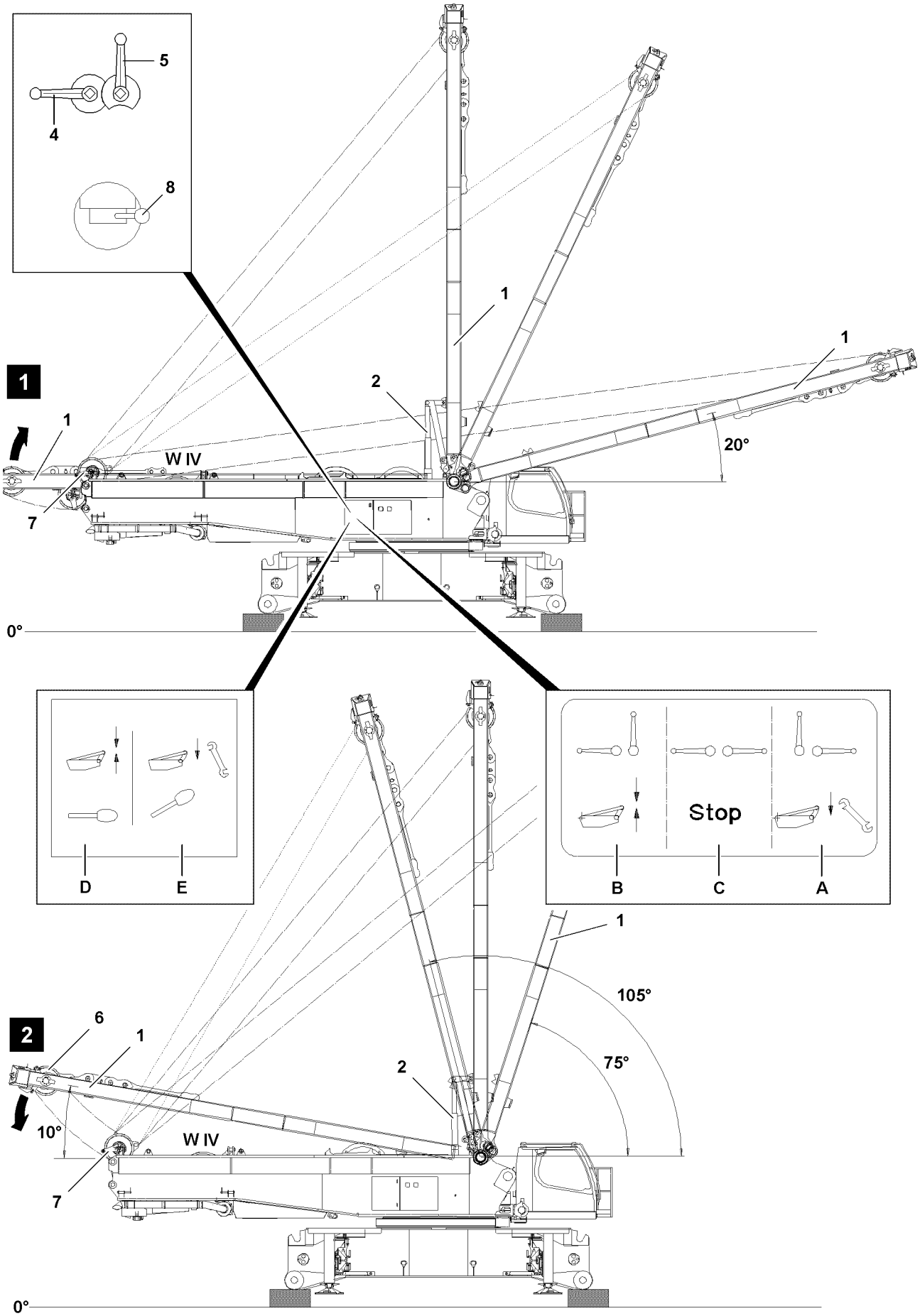

Fig.120171

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WARNING
Independent lowering of the SA-frame!
Due to incorrect ball valve positions during the erection procedure, the SA-frame can lower backward by itself.
Personnel can be severely injured or killed.
It can result in slack rope formation.
► The ball valves - ball valve **4** and ball valve **5** must be in position **B** during assembly and crane operation.
► Ball valve position **A** „lower“ and ball valve position **C** „stop“ are only permissible when lowering the SA-frame onto the turntable (transport position).

► Set the ball valve **4** and ball valve **5** in position **B**.

Result:

– The SA-frame is pushed upward by the erection cylinders **2** until the ropes are tensioned between therope pulleys **6** and the rope pulleys **7**.

NOTICE
Damage to ropes!
► Inspect the rope pulleys visually.
► The ropes must be laying correctly in the corresponding rope pulleys.

► Deflect the master switch MS1 in direction X.

Result:

– Winch 4 **W IV** spools out and the SA-frame **1** is erected forward through the erection cylinders **2**, see illustration **1**.
– The „???“ turn off and the SA-operating mode is shown.

► Deflect the master switch MS1 in direction X.

Result:

– The SA-frame is lowered to the front and is now in the operating range of operating mode-SA (20° to 105°).

WARNING
The crane can topple over!
If the shut off limits of the LICCON overload protection are bypassed / exceeded, there is no additional protection against overload.
Due to erroneous operation or deliberate misuse, the crane could collapse, the boom can break off or the crane can topple over.
Personnel can be severely injured or killed.
This could result in high property damage.
► When the operating range-SA is reached, turn off / deactivate the function „Exceedance of shut off limits of the LICCON overload protection“ immediately.

► Turn off / deactivate the function „Exceedance of shut off limits of the LICCON overload protection“ immediately.

Result:

– The LICCON overload protection is active.

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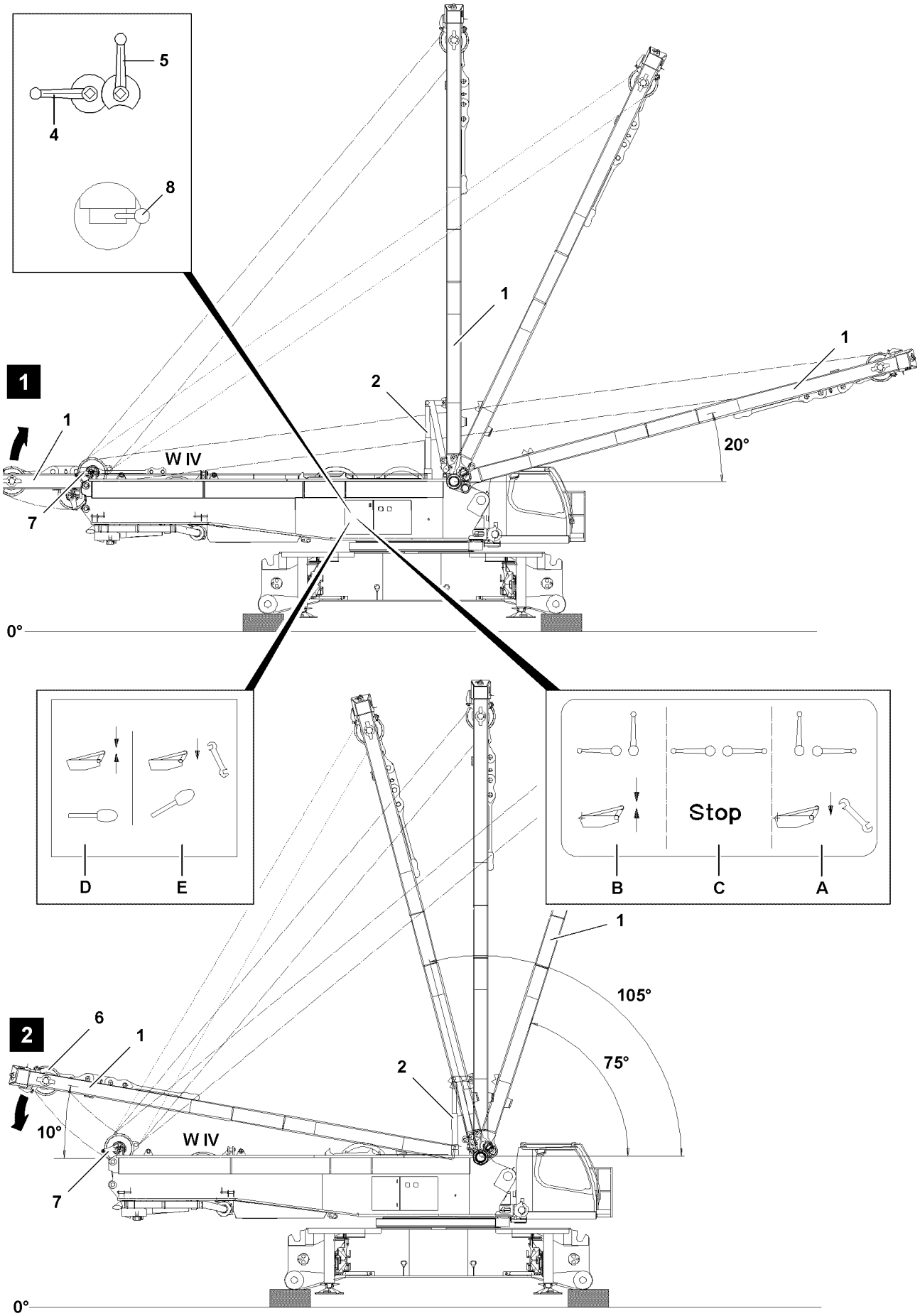

Fig.120171

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Note

- ► Due to the own weight of the SA-frame and by spooling out winch 4 simultaneously, the SA-frame is lowered to the front.
- ► After reaching the SA-frame position 20°, an error message appears on the LICCON monitor and LMB - Stop is initiated.
- ► Spooling out winch 4 is turned off.
- ► Luffing down the SA-frame is blocked.
- ► Luffing up the SA-frame is only possible when the shut off limits of the LICCON overload protection are bypassed / exceeded.
- ► If the minimum or maximum pressure is reached in the erection cylinders, winch 4 **W IV** turns off. An error is shown.

WARNING

Danger of accident!

Ball valve **4** and ball valve **5** must be in position **B** during assembly and crane operation.

Ball valve position **A** and ball valve position **C** are only permissible when lowering the SA-frame onto the turntable (transport position).

- ► Secure the ball valves immediately after assembly with a lock to prevent unauthorized access.

- ► Secure the ball valves.

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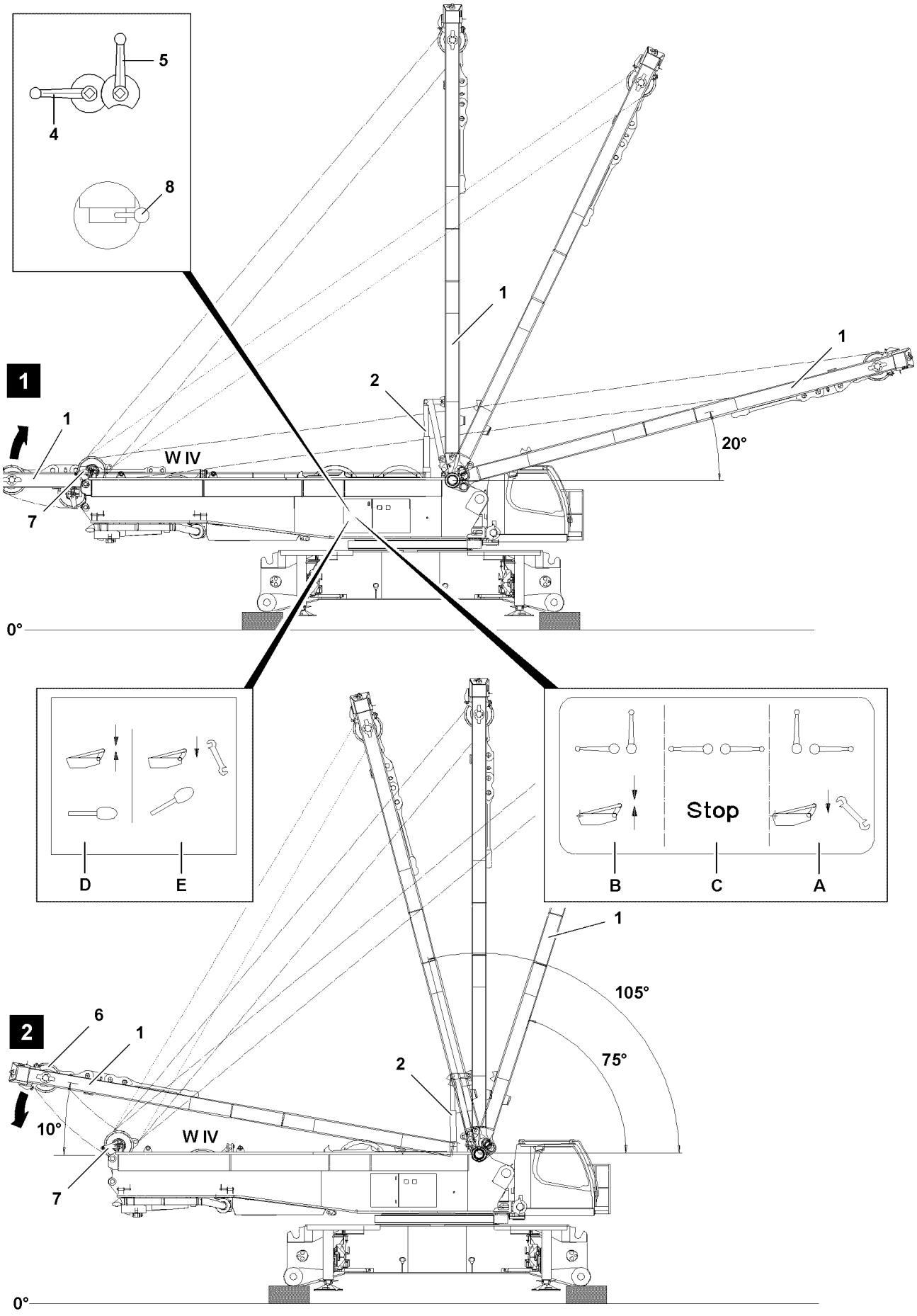

Fig.120171

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1.2 Placing the SA-frame onto the turntable

1.2.1 Take down procedure

WARNING
The crane can topple over!
If the crawler center section is supported via the assembly support, then the crane can topple over when taking down the SA-frame.
- ► Make sure that the ground has sufficient load bearing capacity and that the support is sufficiently sized.
- ► Make sure that the crawler center section is safely laying on the support when taking down the SA-frame.
- ► Do not take the SA-frame down when the crawler center section is supported via the assembly support.

Make sure that the following prerequisites are met:
- – The crawler center section is properly supported.
- – The SA-operating mode has been set and confirmed on the LICCON computer system.
- – Ball valve **4** and ball valve **5** are in position **B**.
- – The SA-frame is in operating range between 20° and 105°.

► Deflect the master switch MS1 in direction X.

Result:

- – Winch 4 spools up.
- – The SA-frame is pulled back against the pressure in the erection cylinders.

Note
- ► When the SA-frame reaches the position 105° during luffing up, an **error message** and **LMB-STOP** is shown on the LICCON monitor.
- ► Spooling up of winch 4 is turned off.

WARNING
Danger of accident when bypassing / exceeding the LICCON overload protection!
If the shut off limits of the LICCON overload protection are bypassed / exceeded, there is no additional protection against overload.
Due to erroneous operation or deliberate misuse, the crane could collapse, the boom can break off or the crane can topple over.
Personnel can be severely injured or killed.
This could result in high property damage.
- ► The function „Exceedance of shut off limits of the LICCON overload protection“ may only be activated or used in emergencies and for assembly purposes.
- ► The function „Exceedance of shut off limits of the LICCON overload protection“ may only be activated or used by an authorized person who knows the effects of the bypass exactly.
- ► The „Exceedance of the shut off limits of the LICCON overload protection“ may only be carried out „anticipatorily“ and with utmost caution!
- ► The „Exceedance of shut off limits of the LICCON overload protection“ is only permissible if the set up configuration of the crane has been entered correctly into the LICCON computer system and has been confirmed.

► Bypassing / exceeding the LICCON overload protection, see Crane operating instructions, chapter 4.02.

Result:

- – No further protection against overload of the crane is present.
- – The assembly icon appears on the LICCON monitor, see Crane operating instructions, chapter 4.02.

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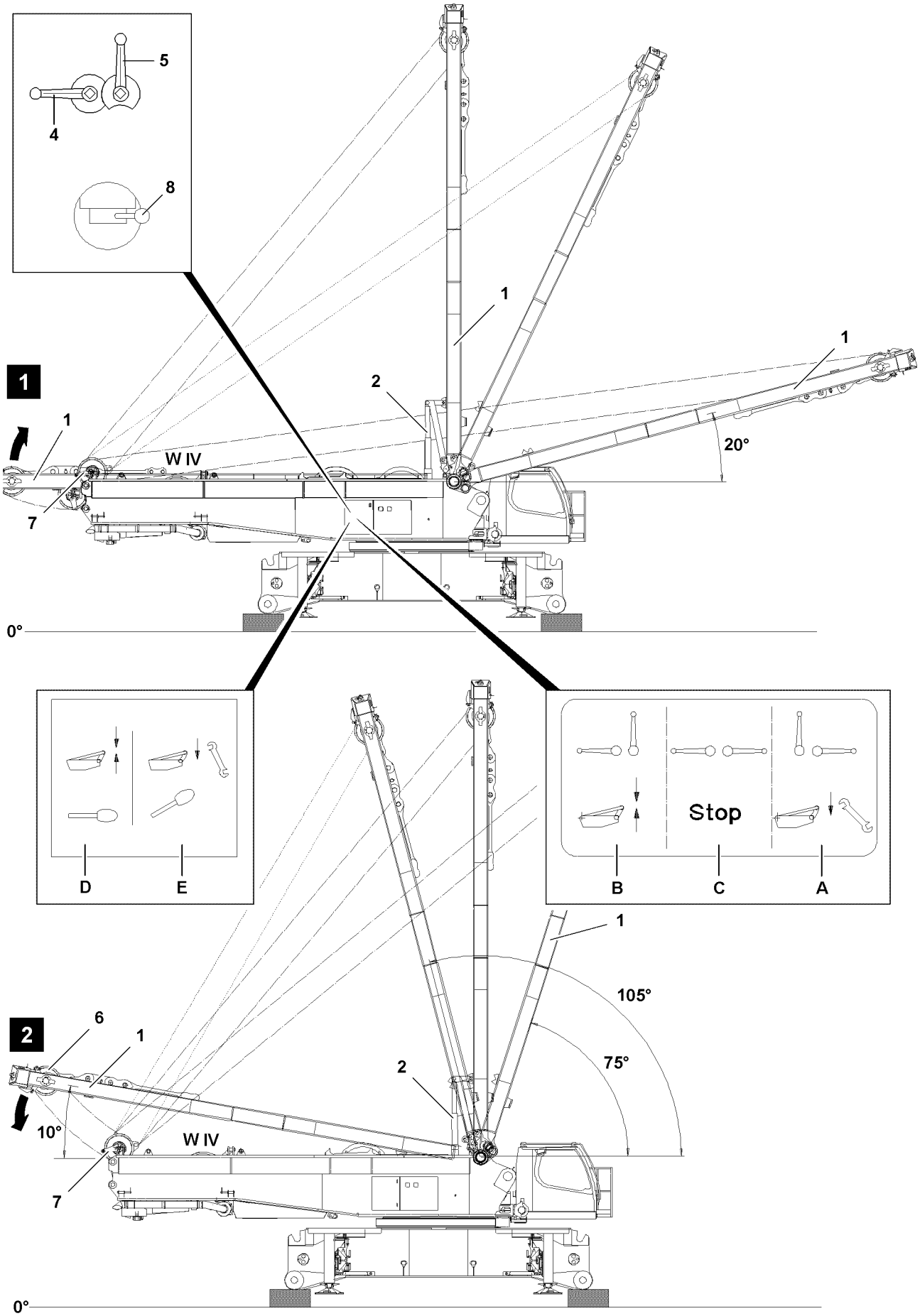

Fig.120171

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WARNING
Danger of fatal injury from SA-frame!
During the take down of the SA-frame, personnel can be severely injured or killed.
► Make sure that no persons or objects are within the danger zone.

WARNING
Independent lowering of the SA-frame!
Due to an incorrect ball valve position, the SA-frame can lower backward by itself.
Personnel can be severely injured or killed.
It can result in slack rope formation and to destruction of crane components.
► Ball valve **4** and ball valve **5** must be in position **B** during assembly and crane operation.
► The ball valve position **A** and ball valve position **C** are only permissible when lowering the SA-frame onto the turntable (transport position).

When the LICCON overload protection is exceeded:
► Deflect the master switch MS1 in X-direction, see Crane operating instructions, chapter 4.02.

Result:

– Due to the own weight of the SA-frame **1** and by spooling up winch 4 **W IV** simultaneously, the SA-frame is lowered to the rear against the pressure in the erection cylinders **2**.

NOTICE
Damage to crane!
The ball valve position **C** and the ball valve position **A** are only permissible when lowering the SA-frame from 10° onto the turntable (transport position).
► If this is not observed, parts of the crane will be destroyed.

If the SA-frame is on approx.10°:
► Do not actuate winch 4 any longer.
► Turn off / deactivate the function „Exceedance of shut off limits of the LICCON overload protection“.

Result:

– The LICCON overload protection is active.

► Lower the SA-frame **1** onto the turntable: Move the hand lever **8** to position **E**.

Result:

– The erection cylinders move in.
– The SA-frame **1** lowers.

When the SA-frame **1** is lowered completely on the turntable:
► Return the hand lever **8** to zero position **D** and set the ball valves, ball valve **4** and ball valve **5** to position **C** and secure.

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5.03 Boom systems

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2	Arrangement of intermediate sections and guy rods on the booms / boom systems	2
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1 Boom components

Note
► For boom components including associated system dimensions, lengths and component weights refer to chapter 1.03.

2 Arrangement of intermediate sections and guy rods on the booms / boom systems

Note
► The following description is an example and may not exactly match your crane.
► Lengths, weights and system dimensions of the intermediate sections are examples and may differ from the data on your crane.
► For exact crane data, and for the arrangement of intermediate sections and guy rods, refer to the respective rod plan.
► For dimensions and weights of crane components, see chapter 1.03 as well as the weight signs on the corresponding components.

WARNING
The boom can break off!
The arrangement of the intermediate sections on booms or boom systems are based on extensive static calculations.
If the arrangement of the intermediate sections is not observed according to the rod plan, the crane can collapse, the boom can break off or the crane can topple over.
If the arrangement of the guy rods is not observed according to the rod plan, the crane can collapse, the boom can break off or the crane can topple over.
Death, severe bodily injuries, property damage.
► Only arrange the intermediate sections according to the rod plan.
► Only arrange the guy rods according to the rod plan.

If auxiliary guying is required for a certain boom length:
► Only assemble the auxiliary guying according to the rod plan in the position defined in the rod plan.

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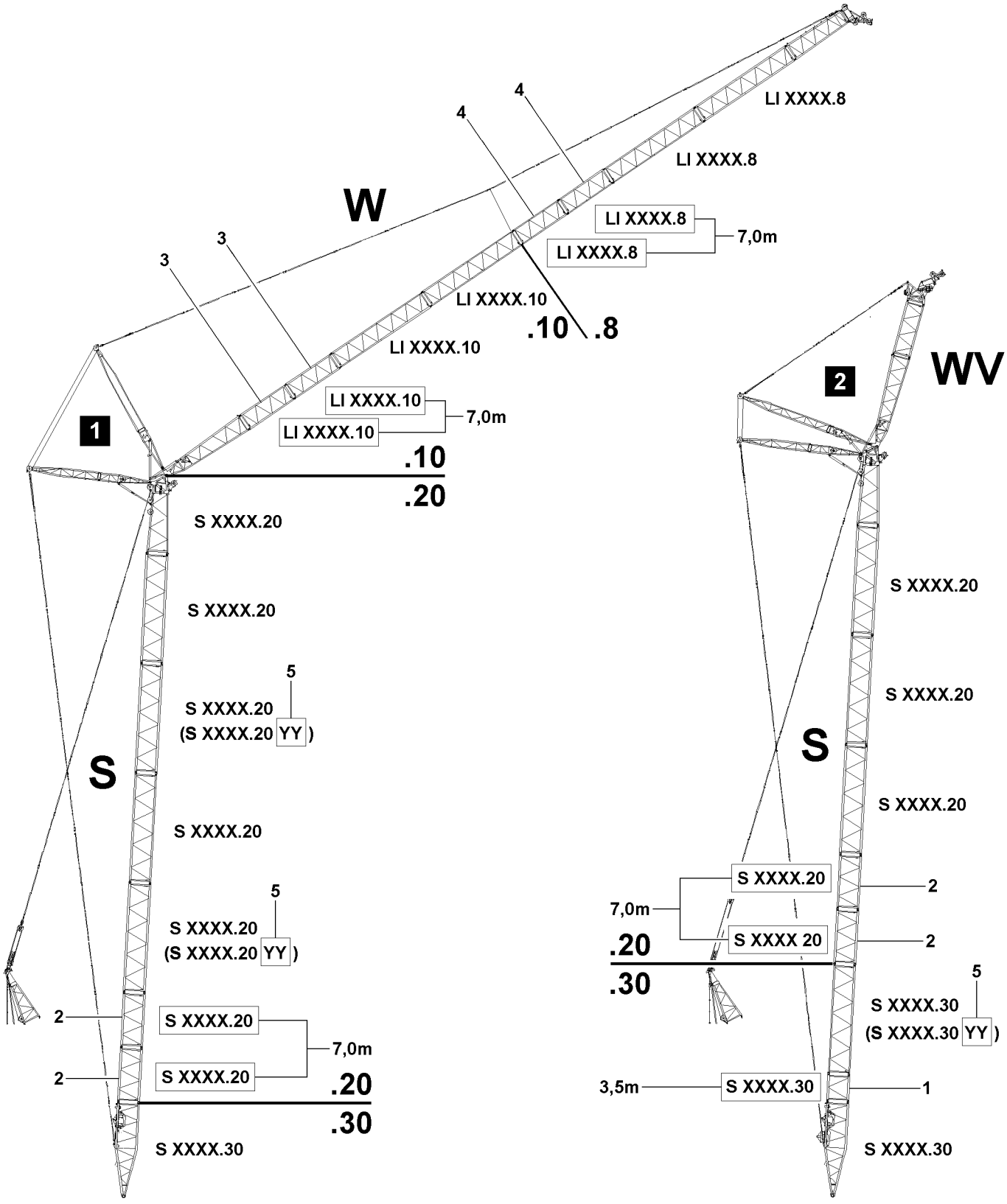

Fig.151885: Arrangement of intermediate sections and the guy rods

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System dimensions and assignment			
Position	**System**	**Heavy**	**Light**
1	S XXXX **.30**	X	
2	S XXXX **.20**		X
3	LI XXXX **.10**	X	
4	LI XXXX **.8**		X
5	S XXXX **.40** YY	X	

General specifications for the configuration of booms or boom systems:
- With the same system dimension, two short intermediate sections with a length of 3.0 m (3.5 m) are heavier than one single intermediate section with a length of 6.0 m (7.0 m).
- With the same system dimension, two short intermediate sections with a length of 6.0 m (7.0 m) are heavier than one single intermediate section with a length of 12.0 m (14.0 m).
- With the same system dimension, two short intermediate sections with a length of 3.0 m (3.5 m) can be replaced by one single intermediate section with a length of 6.0 m (7.0 m).
- With the same system dimension, two short intermediate sections with a length of 6.0 m (7.0 m) can be replaced by one single intermediate section with a length of 12.0 m (14.0 m).
- For intermediate sections with the same system dimension but different lengths, always install the short intermediate sections on the bottom in the boom, due to their weight, in direction of the slewing ring connection, see illustration **1** and illustration **2**.
- The heavier one intermediate section is, the higher is the value of the last two numbers on the system dimension plate.
- Pay attention to the last two numbers following the letter combinations (YY **5**) on the system dimension plate and observe them.

2.1 Arrangement of the intermediate sections

WARNING
Danger of accidents due to incorrectly assembled intermediate sections!
Death, severe bodily injuries, property damage.
- ► Any arrangement of the intermediate sections other than what is specified in the operating instructions or the rod plans is prohibited.
- ► There is the danger that intermediate sections can be mixed up, as they are differently sized and do **not** differ externally.
- ► The intermediate sections differ externally only by the welded on plates (.8, .10, .12, .16, .20, .25, .30, .40 **YY**).
- ► When assembling the boom, it must be ensured that the intermediate sections are only arranged and installed according to their description as indicated on the rod plan.
- ► Observe and adhere to the additional letter combinations (YY) **5** on the system dimension plate of the intermediate sections during assembly of the intermediate sections.

WARNING
Arrangement of the intermediate sections!
If the arrangement of the intermediate sections is not carried out according to the rod plan, then the boom can be overloaded, bend and break off.
Death, severe bodily injuries, property damage.
- ► For intermediate sections with the same system dimension but with a different length, the shorter intermediate sections must always be installed on the bottom in the boom, in direction of the slewing ring connection, unless another installation position is specified in the rod plan.
- ► Adhere to the specifications in the rod plan in any case.

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2.2 Arrangement of the guy rods

WARNING
Danger of accident due to incorrectly assembled guy rods!
Death, severe bodily injuries, property damage.
- ► Any arrangement of the guy rods other than what is specified in the operating instructions or the rod plans is prohibited.
- ► During assembly of the boom / boom system, only arrange and install the guy rods according to their description in the rod plan.

WARNING
Arrangement of the guy rods!
If the arrangement of the guy rods is not carried out according to the rod plan, then the boom can be overloaded, bend and break off.
Death, severe bodily injuries, property damage.
- ► Adhere to the specifications in the rod plan in any case.

3 Wire rope auxiliary guying

The following auxiliary guying variations are assembled:
- – The auxiliary guying consists of the fiber guy ropes, see section „Fiber guy rope auxiliary guying“.
- – Auxiliary guying is comprised of wire ropes, see section „Auxiliary guying wire ropes“.

Note
- ► The following descriptions and illustrations are examples and may not match your crane exactly.
- ► For exact crane data refer to the respective rod plan.
- ► In the case of questions: Contact Customer Service at Liebherr-Werk Ehingen GmbH.

The auxiliary guying, in regards to safe crane operation - especially for long boom systems - is of vital importance.

The auxiliary guying is a deciding factor in relieving the boom, or the boom system during erection and take-down as well as during crane operation.

Guy ropes with different lengths are used in the different auxiliary guyings.

The assembly of the auxiliary guying between the boom guying and the boom system is implemented using different brackets, cross brackets and connector brackets.

Note
- ► The boom lengths, for which an auxiliary guying is required in addition to a boom guying, can be seen in the rod plan.

Depending on the crane type and boom length:
- ► Assembly of the auxiliary guying: Remove the standard lugs and install the tension lugs **12**.

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WARNING
The crane can topple over!
If the auxiliary guying is not installed or not installed on the position specified in the rod plan, then the crane can collapse, the boom can break off or the crane can topple over.
Death, severe bodily injuries, property damage.

- ► Only assemble the auxiliary guying in the position specified in the rod plan.
- ► Make sure that the auxiliary guying is always completely installed and that all pins are properly pinned and secured.
- ► Assemble the auxiliary guying together with the boom guying when the boom / boom system is lying on the ground.
- ► **or:**
- ► Assemble the auxiliary guying together with the boom guying when the boom / boom system is lying on a load bearing substructure.
- ► **or:**
- ► Assemble the auxiliary guying together with the boom guying when the boom / boom system is held securely by the auxiliary crane.

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3.1 Assembling the auxiliary guying on the main boom variation A

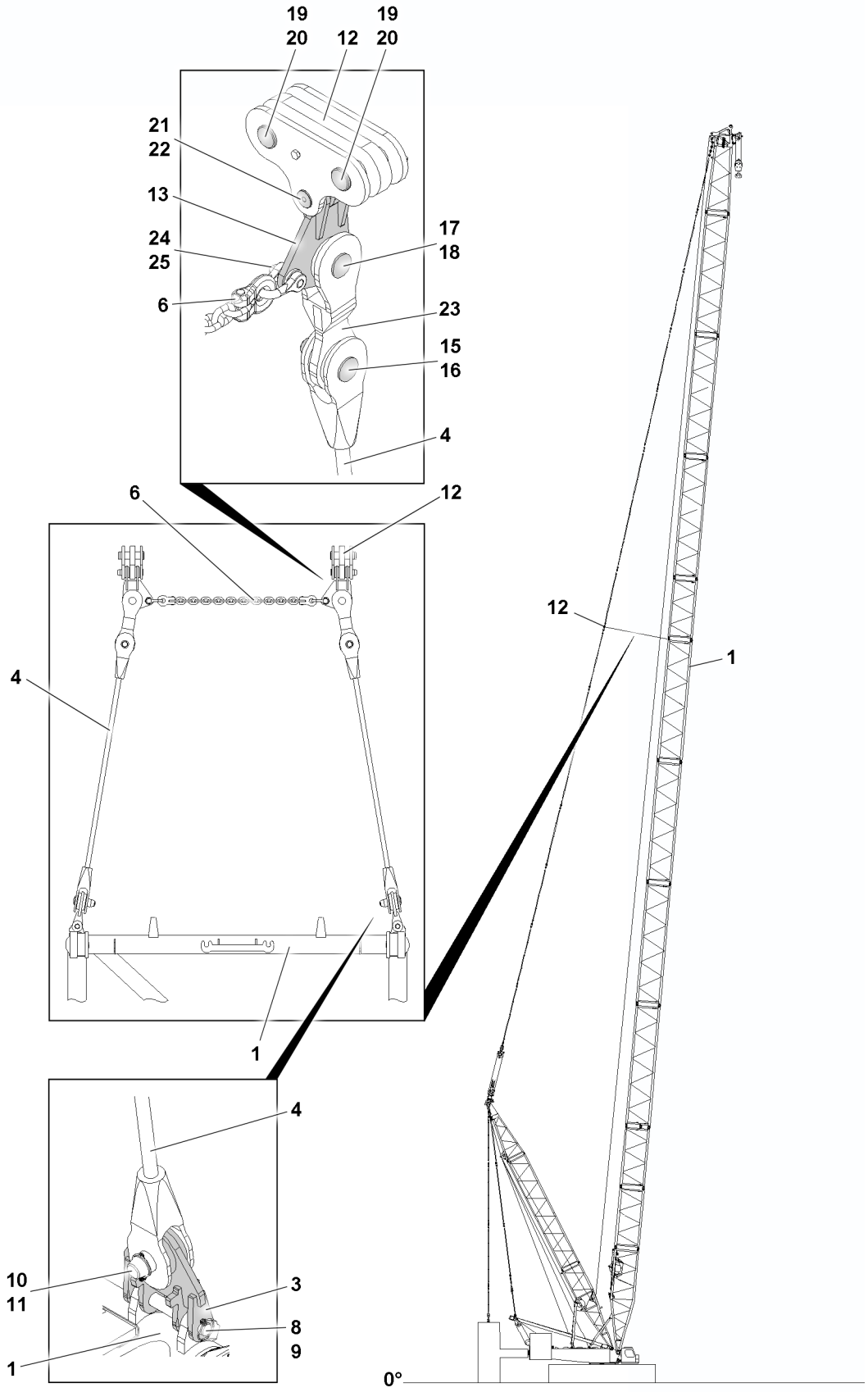

Fig.153507: „Long“ auxiliary guying on the main boom

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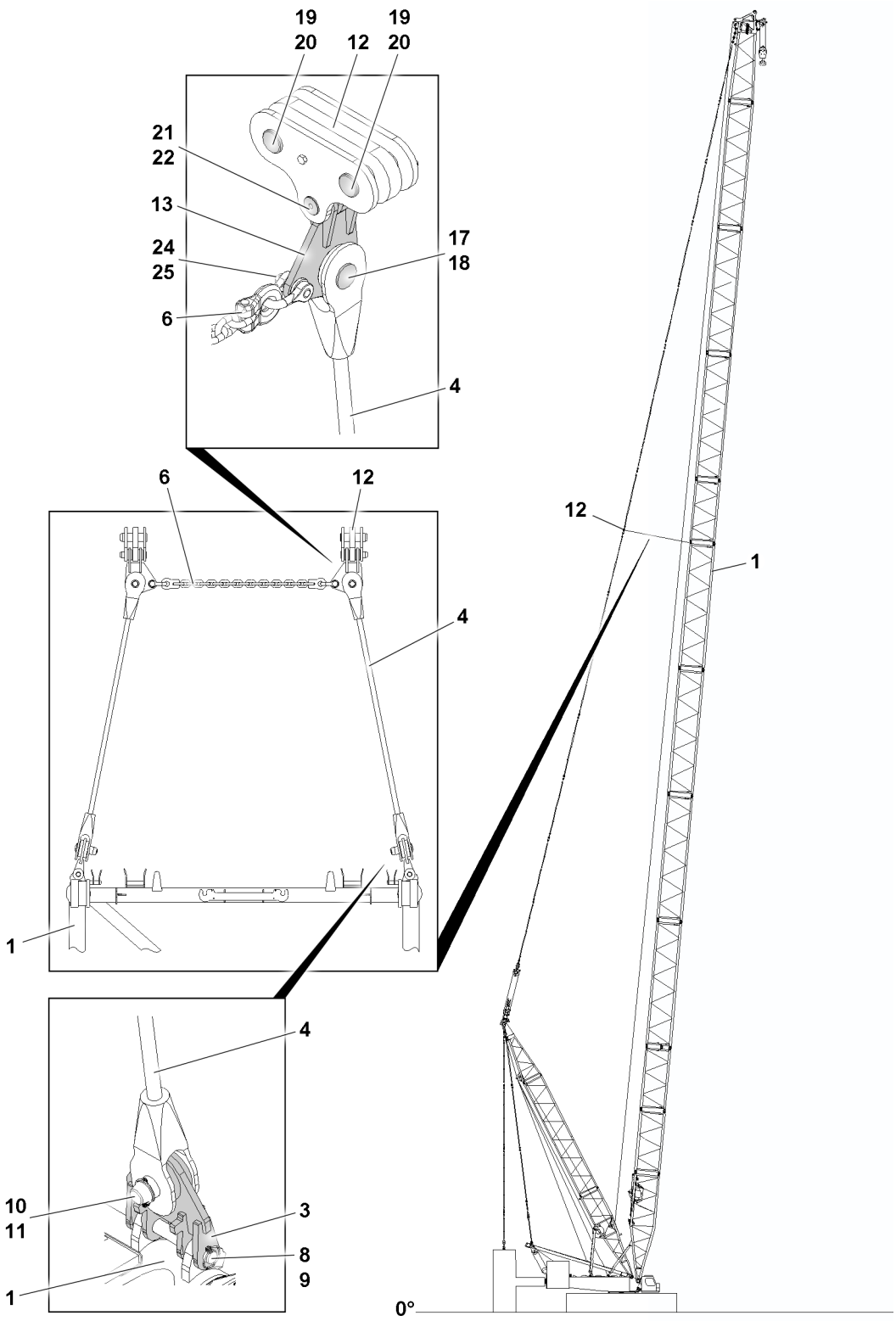

Fig.153603: „Short“ auxiliary guying on the main boom

1	Intermediate section [1]	**11**	Retaining element	**19**	Pin
3	Connector bracket	**12**	Tension lug	**20**	Retaining element
4	Guy rope [2]	**13**	Cross bracket	**21**	Pin
6	Chain	**15**	Pin	**22**	Retaining element
8	Pin	**16**	Retaining element	**23**	Bracket
9	Retaining element	**17**	Pin	**24**	Shackle
10	Pin	**18**	Retaining element	**25**	Screw pin

[1] for the exact designation of the intermediate section: see the rod plan

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[2)] for the exact designation of the guy rope: see the rod plan

The tension lugs **12** must be installed in the boom guying instead of standard lugs. The auxiliary guying is installed on the tension lugs **12**.

Make sure that the following prerequisites are met:
- The standard brackets are have been disassembled in the boom guying.
- The tension lugs **12** are installed properly on both sides in the boom guying instead of standard lugs.
- The tension lugs **12** are pinned together properly with pins **19** in the boom guying and secured with a retaining element **20**.
- The connector bracket **3** is pinned on both sides to the intermediate section **1** with pins **8** and secured with a retaining element **9**.

► Pin the cross bracket **13** on the tension lug **12**: Insert the pin **21** and secure properly with the retaining element **22**.

In the case of a longer auxiliary guying:
► Pin the bracket **23** on the cross bracket **13** with a pin **17** and secure properly with the retaining element **18**.
► Install the guy rope **4**: Pin the guy rope **4** to the bracket **23** with a pin **15** and secure with the retaining element **16**.
or

In the case of a shorter auxiliary guying:
Install the guy rope **4**: Pin the guy rope **4** on the cross bracket **13** with a pin **17** and secure properly with the retaining element **18**.

If the guy rope **4** is properly pinned and secured on both sides to the bracket **23** or on both sides to the cross bracket **13**:
► Pin the guy rope **4** to the connector bracket **3** with a pin **10** and secure with the retaining element **11**.

Install the chain **6** between the cross brackets **13**:
► Properly install the chain **6** to the left and right on the cross brackets **13** with a shackle **24** and screw pin **25**.

WARNING
The crane can topple over!
If the chain **6** is not assembled in connection with the auxiliary guying, then the boom guying can be damaged, the boom can break off and the crane can topple over.
Death, severe bodily injuries, property damage.
► Only assemble the auxiliary guying in the position specified in the rod plan.
► If a chain **6** is specified in the rod plan, then it must always be installed in connection with the auxiliary guying, otherwise the guy rods will be pulled apart.

► Recheck the proper and complete assembly of the auxiliary guying before erecting the boom / boom system.

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3.2 Assembling the auxiliary guying on the main boom variation B

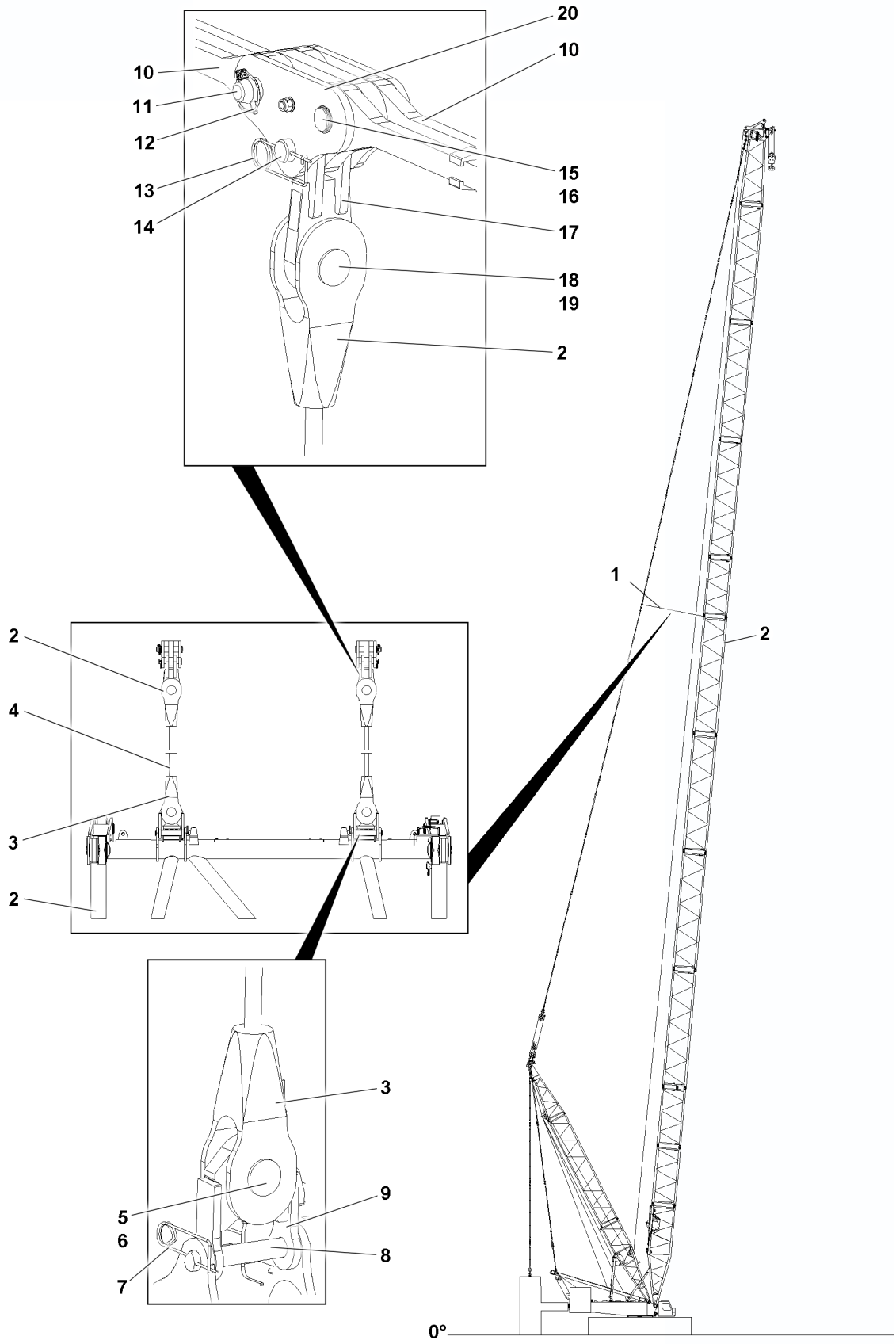

Fig.161359: Auxiliary guying on the main boom variation B

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1	Auxiliary guying	**8**	Pin	**15**	Pin
2	Intermediate section [1]	**9**	Connector bracket	**16**	Retaining element
3	Lower connecting element	**10**	Guy rods	**17**	Cross bracket
4	Guy rope [2]	**11**	Pin	**18**	Pin
5	Pin	**12**	Retaining element	**19**	Retaining element
6	Retaining element	**13**	Retaining element on both sides	**20**	Tension lug
7	Retaining element	**14**	Pin		

[1] for the exact designation of the intermediate section: see the rod plan
[2] for the exact designation of the guy rope: see the rod plan

The tension lugs **20** must be installed in the boom guying instead of standard lugs. The auxiliary guying is installed on the tension lugs **12**.

Make sure that the following prerequisites are met:
- The standard brackets are have been disassembled in the boom guying.
- The tension lugs **20** are installed properly on both sides in the boom guying instead of standard lugs.
- The tension lugs **20** are pinned with the pin **11** and with the pin **15** in the boom guying and secured with the retaining element **12** and retaining element **16**.
- The connector bracket **9** is pinned on both sides to the intermediate section[1] **2** with pins **8** and secured with a retaining element **7**.

► Install the guy rope[2] **4**: Pin the guy rope[2] **4** on the cross bracket **17** with a pin **14** and secure properly with the retaining element **13**.

If the guy rope[2] **4** is properly pinned and secured on both sides to the cross bracket **17**:
► Pin the guy rope[2] **4** to the connector bracket **9** with a pin **5** and secure with the retaining element **6**.

Result:
- The auxiliary guying is assembled.

WARNING
The crane can topple over!
If the chain **6** is not assembled in connection with the auxiliary guying, then the boom guying can be damaged, the boom can break off and the crane can topple over.
Death, severe bodily injuries, property damage.
► Only assemble the auxiliary guying in the position specified in the rod plan.

► Recheck the proper and complete assembly of the auxiliary guying before erecting the boom / boom system.

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3.3 Assembling the auxiliary guying on the W-boom

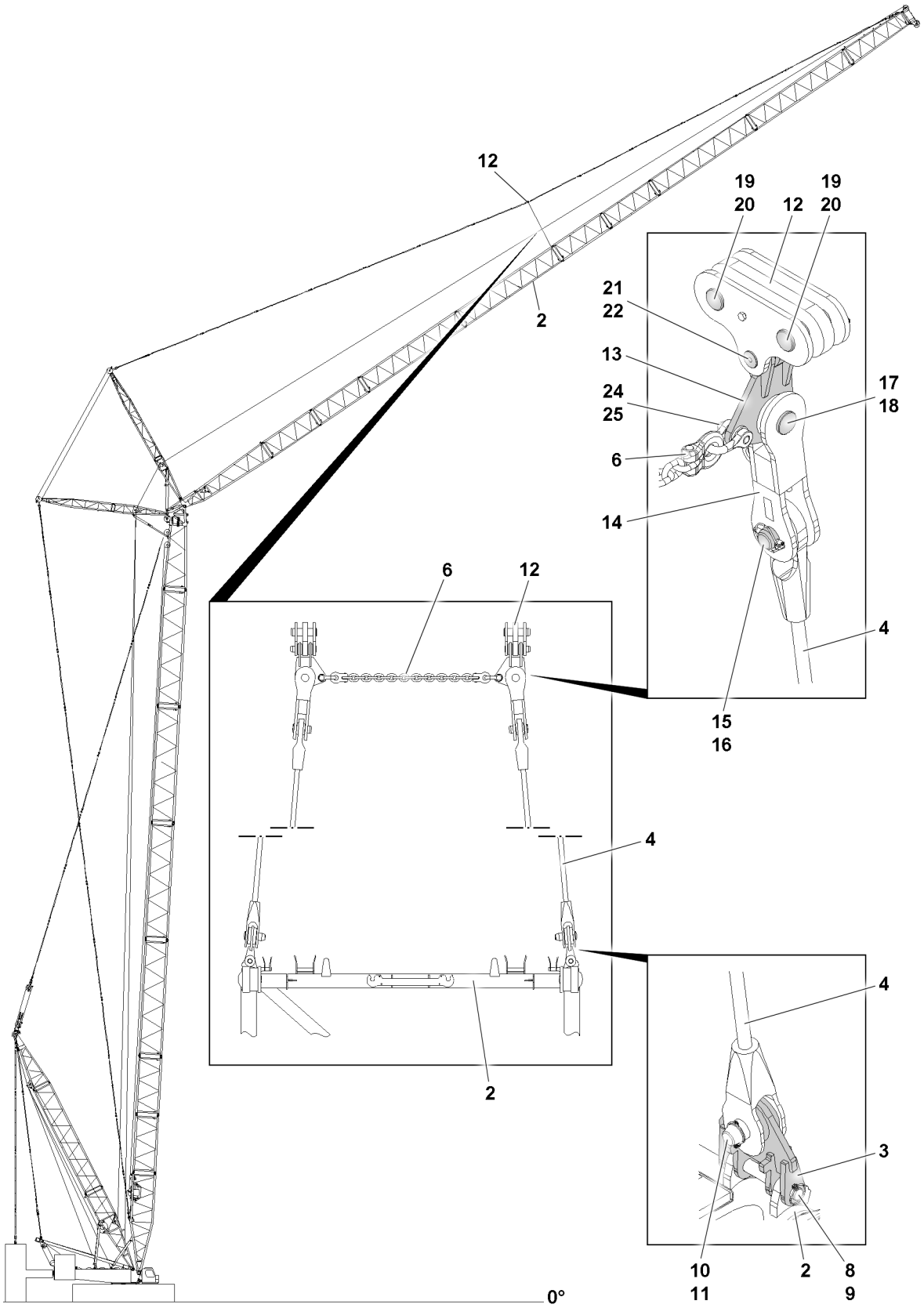

Fig.153508: Auxiliary guying on the W- boom

2 Intermediate section [1)] **11** Retaining element **18** Retaining element

For continuation of legend for illustrations, see next page

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3	Connector bracket	**12**	Tension lug	**19**	Pin
4	Guy rope [2)]	**13**	Cross bracket	**20**	Retaining element
6	Chain	**14**	Cross bracket	**21**	Pin
8	Pin	**15**	Pin	**22**	Retaining element
9	Retaining element	**16**	Retaining element	**24**	Shackle
10	Pin	**17**	Pin	**25**	Screw pin

[1)] for the exact designation of the intermediate section: see the rod plan
[2)] for the exact designation of the guy rope: see the rod plan

The tension lugs **12** must be installed in the boom guying instead of standard lugs. The auxiliary guying is installed on the tension lugs **12**.

Make sure that the following prerequisites are met:
- The standard brackets are have been disassembled in the boom guying.
- The tension lugs **12** are installed properly on both sides in the boom guying instead of standard lugs.
- The tension lugs **12** are pinned together properly with pins **19** in the boom guying and secured with a retaining element **20**.
- The connector bracket **3** is pinned on both sides to the intermediate section **2** with pins **8** and secured with a retaining element **9**.

► Pin the cross bracket **13** on the tension lug **12**: Insert the pin **21** and secure properly with the retaining element **22**.
► Pin the cross bracket **14** on the cross bracket **13** with a pin **17** and secure properly with the retaining element **18**.
► Install the guy rope **4**: Pin the guy rope **4** on the cross bracket **14** with a pin **15** and secure with the retaining element **16**.

If the guy rope **4** is properly pinned and secured on both sides to the cross bracket **14**:
► Pin the guy rope **4** to the connector bracket **3** with a pin **10** and secure with the retaining element **11**.

Install the chain **6** between the cross brackets **13**:
► Properly install the chain **6** to the left and right on the cross bracket **13** with a shackle **24** and screw pin **25**.

WARNING
The crane can topple over!
If the chain **6** is not assembled in connection with the auxiliary guying, then the boom guying can be damaged, the boom can break off and the crane can topple over.
Death, severe bodily injuries, property damage.
► Only assemble the auxiliary guying in the position specified in the rod plan.
► If a chain **6** is specified in the rod plan, then it must always be installed in connection with the auxiliary guying, otherwise the guy rods will be pulled apart.

► Recheck the proper and complete assembly of the auxiliary guying before erecting the boom / boom system.

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Fig.195219

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4 Fiber guy rope auxiliary guying

The following auxiliary guying variations are assembled:
- The auxiliary guying consists of the fiber guy ropes, see section „Fiber guy rope auxiliary guying“.
- Auxiliary guying is comprised of wire ropes, see section „Auxiliary guying wire ropes“.

Note
- ► The auxiliary guying made of fiber guy ropes are not available for all crane types.
- ► The following descriptions and illustrations are examples and may not match your crane exactly.
- ► For exact crane data refer to the respective rod plan.
- ► In the case of questions: Contact Customer Service at Liebherr-Werk Ehingen GmbH.

WARNING
Impermissible assembly of fiber guy ropes!
The fiber guy ropes can rip.
Death, severe bodily injuries, property damage.
- ► Do **not** use buckled, knotted or twisted fiber guy ropes.
- ► Do **not** assemble damaged fiber guy ropes.
- ► Make sure that the identification of the fiber guy rope on the rod plan and the identification on the individual fiber guy ropes are identical. Identify the fiber guy rope, see chapter 5.01.
- ► Make sure that the operating temperature of the fiber guy ropes of -40 °C to +60 °C is **not** fallen below or exceeded.
- ► Check the fiber guy ropes for damage prior to assembly, after disassembly and after exceptional events, see chapter 8.16.
- ► Comply with the maintenance intervals, see chapter 7.03.50.
- ► Observe the notes regarding the proper transport and storage of the fiber guy ropes, see chapter 2.04.
- ► Comply with the instructions for the assembly and disassembly of the fiber guy ropes, see chapter 5.01.
- ► Only fasten the fiber guy ropes in the permissible range with belt loops, see chapter 5.01.

The auxiliary guying, in regards to safe crane operation - especially for long boom systems - is of vital importance.

The auxiliary guying is a deciding factor in relieving the boom, or the boom system during erection and take-down as well as during crane operation.

Guy ropes with different lengths are used in the different auxiliary guyings.

The installation of the auxiliary guying between the boom guying and the boom system is implemented using different brackets, cross brackets or connector brackets.

Note
- ► The boom lengths, for which an auxiliary guying is required in addition to a boom guying, can be seen in the rod plan.

Depending on the crane type and boom length:
- ► Assembly of the auxiliary guying: Remove the standard lugs and install the tension lugs **12**.

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WARNING
The crane can topple over!
If the auxiliary guying is not installed or not installed on the position specified in the rod plan, then the crane can collapse, the boom can break off or the crane can topple over.
Death, severe bodily injuries, property damage.

- ► Only assemble the auxiliary guying in the position specified in the rod plan.
- ► Make sure that the auxiliary guying is always completely installed and that all pins are properly pinned and secured.
- ► Assemble the auxiliary guying together with the boom guying when the boom / boom system is lying on the ground.
- ► **or:**
- ► Assemble the auxiliary guying together with the boom guying when the boom / boom system is lying on a load bearing substructure.
- ► **or:**
- ► Assemble the auxiliary guying together with the boom guying when the boom / boom system is held securely by the auxiliary crane.

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4.1 Assembling the auxiliary guying on the main boom

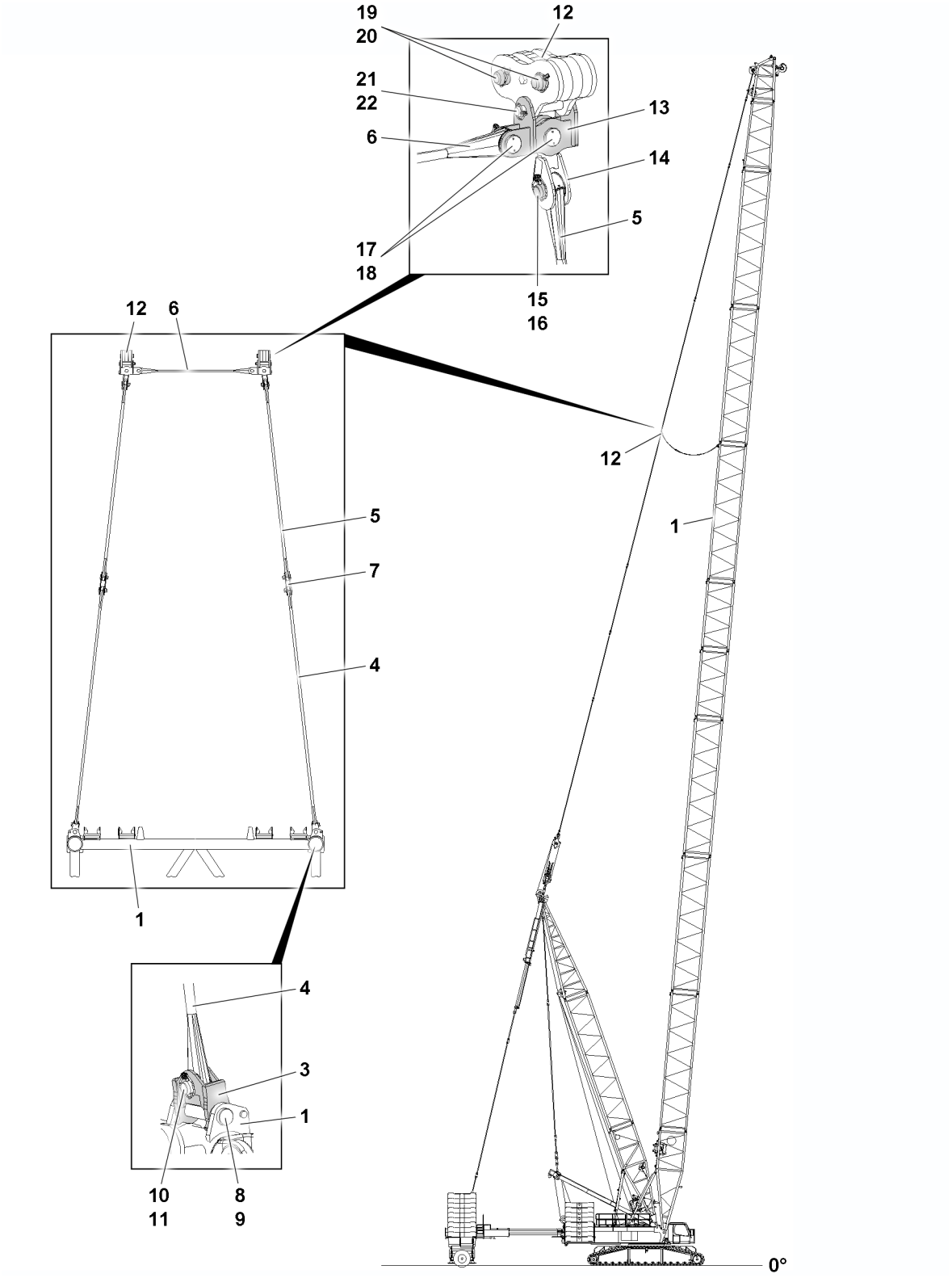

Fig.153504: Auxiliary guying on the main boom

1 Intermediate section [1)]
3 Connector bracket
4 Fiber guy rope [2)]
5 Fiber guy rope [2)]
9 Retaining element
10 Pin
11 Retaining element
12 Tension lug
16 Retaining element
17 Pin
18 Retaining element
19 Pin

For continuation of legend for illustrations, see next page

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6	Fiber guy rope [2]	**13**	Cross bracket	**20**	Retaining element
7	Connector bracket	**14**	Cross bracket	**21**	Pin
8	Pin	**15**	Pin	**22**	Retaining element

[1] for the exact designation of the intermediate section: See the rod plan
[2] for the exact designation of the fiber guy rope: See the rod plan

The tension lugs **12** must be installed in the boom guying instead of standard lugs. The auxiliary guying is installed on the tension lugs **12**.

Make sure that the following prerequisites are met:
- The standard brackets are have been disassembled in the boom guying.
- The tension lugs **12** are installed properly on both sides in the boom guying instead of standard lugs.
- The tension lugs **12** are pinned together properly with pins **19** in the boom guying and secured with a retaining element **20**.
- The connector bracket **3** is pinned on both sides to the intermediate section **1** with pins **9** and secured with a retaining element **8**.

► Pin the cross bracket **13** on the tension lug **12**: Insert the pin **21** and secure properly with the retaining element **22**.
► Pin the cross bracket **14** on the cross bracket **13** with a pin **17** and secure properly with the retaining element **18**.
► Install the guy rope **5**: Pin the guy rope **5** on the cross bracket **14** with a pin **15** and secure with the retaining element **16**.

If the guy rope **5** is properly pinned and secured on both sides to the cross bracket **14**:
► Properly pin and secure the guy rope **4** with the connector bracket **7** to the guy rope **5**.
► Pin the guy rope **4** to the connector bracket **3** with a pin **10** and secure with the retaining element **11**.

Install the guy rope **6** between the cross brackets **13**:
► Pin the guy rope **6** to the left and right on the cross bracket **13** with a pin **17** and secure properly with the retaining element **18**.

WARNING
The crane can topple over!
If the guy rope **6** is not installed in connection with the auxiliary guying, then the boom guying can be damaged, the boom can break off and the crane can topple over.
Death, severe bodily injuries, property damage.
► Only assemble the auxiliary guying in the position specified in the rod plan.
► If a guy rope **6** is specified in the rod plan, then it must always be installed in connection with the auxiliary guying, otherwise the guy rods will be pulled apart.

► Recheck the proper and complete assembly of the auxiliary guying before erecting the boom / boom system.

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4.2 Assembling the auxiliary guying on the W-boom

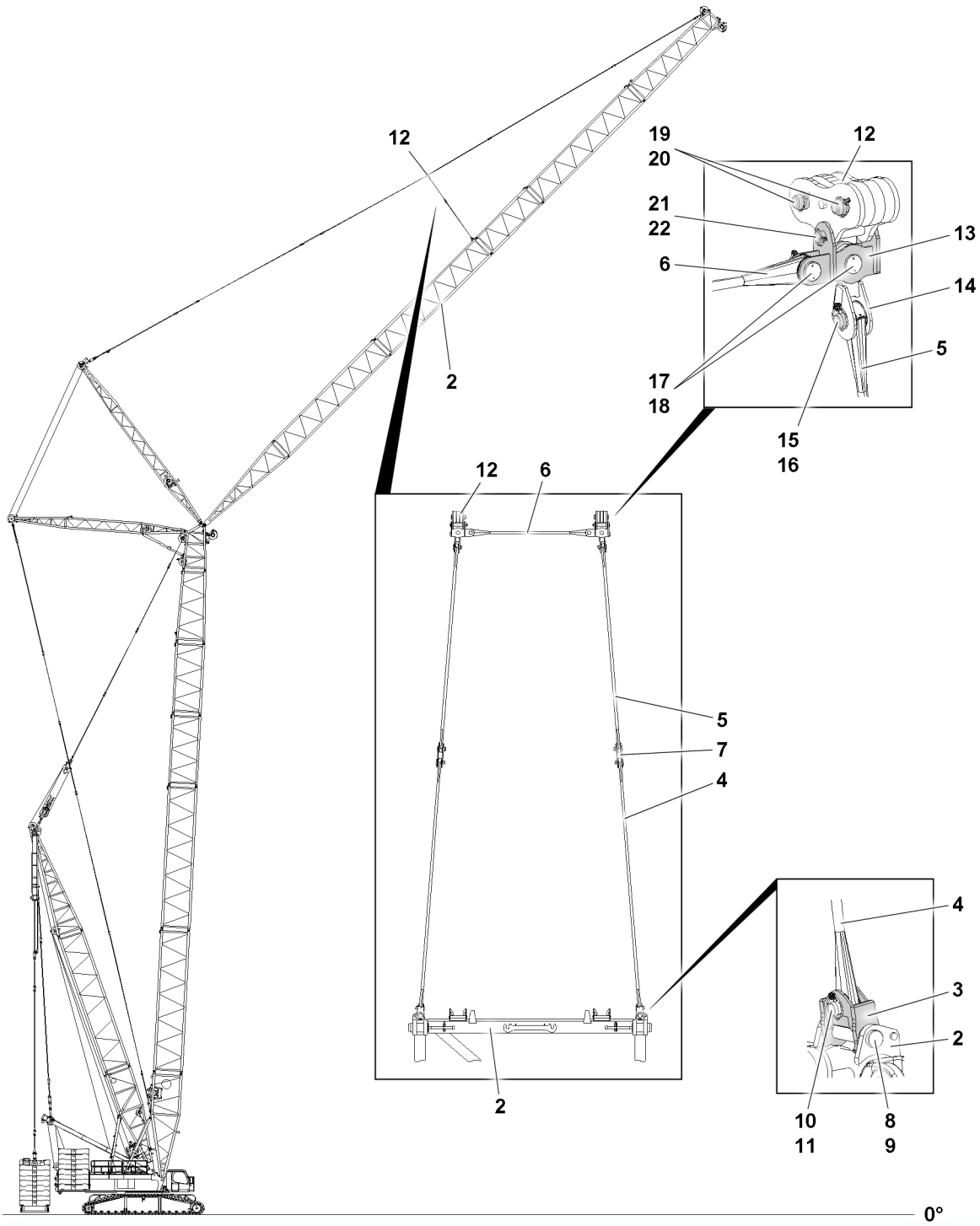

Fig.153505: Auxiliary guying on the W- boom

2	Intermediate section [1]	**9**	Retaining element	**16**	Retaining element
3	Connector bracket	**10**	Pin	**17**	Pin
4	Fiber guy rope [2]	**11**	Retaining element	**18**	Retaining element
5	Fiber guy rope [2]	**12**	Tension lug	**19**	Pin
6	Fiber guy rope [2]	**13**	Cross bracket	**20**	Retaining element
7	Connector bracket	**14**	Cross bracket	**21**	Pin
8	Pin	**15**	Pin	**22**	Retaining element

[1] for the exact designation of the intermediate section: See the rod plan

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[2] for the exact designation of the fiber guy rope: See the rod plan

The tension lugs **12** must be installed in the boom guying instead of standard lugs. The auxiliary guying is installed on the tension lugs **12**.

Make sure that the following prerequisites are met:
- The standard brackets are have been disassembled in the boom guying.
- The tension lugs **12** are installed properly on both sides in the boom guying instead of standard lugs.
- The tension lugs **12** are pinned together properly with pins **19** in the boom guying and secured with a retaining element **20**.
- The connector bracket **3** is pinned on both sides to the intermediate section **1** with pins **9** and secured with a retaining element **8**.

► Pin the cross bracket **13** on the tension lug **12**: Insert the pin **21** and secure properly with the retaining element **22**.
► Pin the cross bracket **14** on the cross bracket **13** with a pin **17** and secure properly with the retaining element **18**.
► Install the guy rope **5**: Pin the guy rope **5** on the cross bracket **14** with a pin **15** and secure with the retaining element **16**.

If the guy rope **5** is properly pinned and secured on both sides to the cross bracket **14**:
► Properly pin and secure the guy rope **4** with the connector bracket **7** to the guy rope **5**.
► Pin the guy rope **4** to the connector bracket **3** with a pin **10** and secure with the retaining element **11**.

Install the guy rope **6** between the cross brackets **13**:
► Pin the guy rope **6** to the left and right on the cross bracket **13** with a pin **17** and secure properly with the retaining element **18**.

WARNING
The crane can topple over!
If the guy rope **6** is not installed in connection with the auxiliary guying, then the boom guying can be damaged, the boom can break off and the crane can topple over.
Death, severe bodily injuries, property damage.
► Only assemble the auxiliary guying in the position specified in the rod plan.
► If a guy rope **6** is specified in the rod plan, then it must always be installed in connection with the auxiliary guying, otherwise the guy rods will be pulled apart.

► Recheck the proper and complete assembly of the auxiliary guying before erecting the boom / boom system.

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5.05 Derrick boom

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3	Fastening points	2
4	D-boom assembly	5
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1 Component overview

Note
- ► The boom components as well as the dimensions and weights are described in chapter 1.03.
- ► For the combination of the various boom systems, refer to the Rod plan and chapter 5.03.

2 Safety

Before assembly of winch 1, observe the safety instructions.

- General safety information: See chapter 2.04.
- Information regarding personal protective equipment: See chapter 2.04.
- Information regarding the use of ladders: See chapter 2.04.10.
- Information regarding fall protection equipment: See chapter 2.06.
- Information regarding assembly conditions: See chapter 3.06.

WARNING
Working under a suspended load!
The boom, crane components or other crane parts can fall down.
Death, severe bodily injuries, property damage.
- ► The auxiliary crane is supported and horizontally aligned.
- ► The maximum utilization of the auxiliary crane is **90 percent**.
- ► The auxiliary crane engine is turned off.

WARNING
Impermissible fastening equipment!
The fastening equipment can rip and the boom-lattice sections, crane components or other crane parts can fall down.
Death, severe bodily injuries, property damage.
- ► Use only tested fastening equipment with a suitable load bearing capacity.

WARNING
Improper D-boom assembly!
Death, severe bodily injuries, property damage.
- ► Observe the information ad instructions.

3 Fastening points

WARNING
Falling lattice sections!
Death, severe bodily injuries, property damage.
- ► Make sure that the lattice sections are properly fastened on the respective fastening points.
- ► Make sure that the fastening equipment has the appropriate length and a sufficient load bearing capacity.
- ► Pay attention and adhere to the labels on the fastening points on the lattice sections and crane components.

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3.1 Fastening points D-pivot section

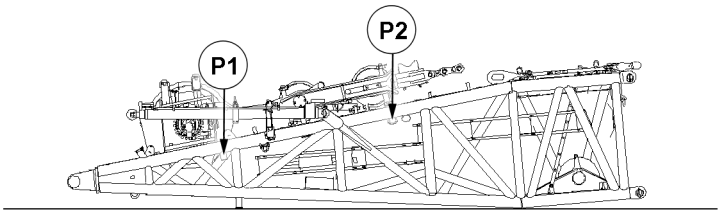

Fig.125163: Fastening points D-pivot section

Fastening points	
P1 + P2	D-pivot section with assembled winch 3

3.2 Fastening points D-intermediate section 2420.20 12 m

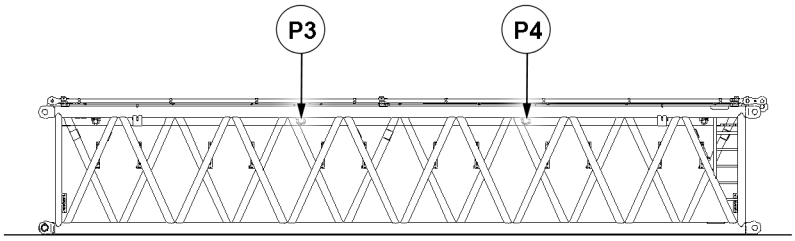

Fig.125164: Fastening points D-intermediate section 2420.20 12 m

Note
- ► The D-intermediate sections are available in various system dimensions.
- ► Fasten the lattice section to the fastening points on both sides.

Fastening points	
P3 + P4	D-intermediate section 2420.20, 12 m

3.3 Fastening points D-intermediate section 2420.16 6 m

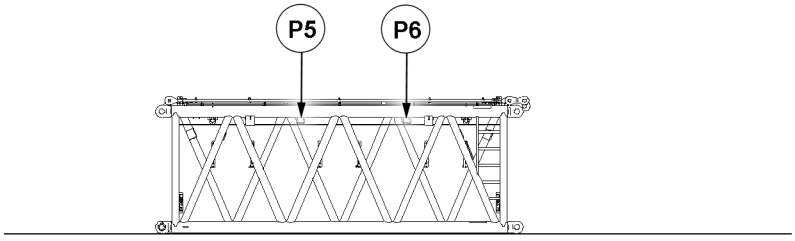

Fig.125165: Fastening points D-intermediate section 2420.16 6 m

Note
- ► The D-intermediate sections are available in various system dimensions.
- ► Fasten the lattice section to the fastening points on both sides.

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Fastening points	
P5 + P6	D-intermediate section 2420.16, 6 m

3.4 D-end section fastening points

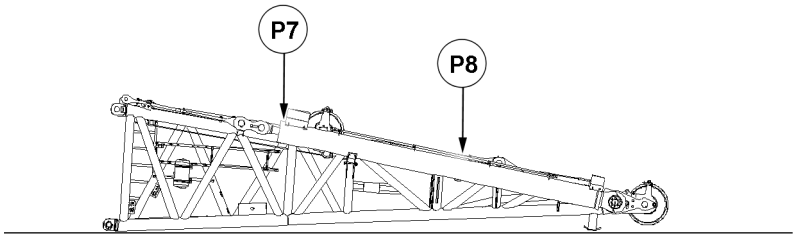

Fig.125166: D-end section fastening points

Fastening points	
P7 + P8	D-end section

3.5 Luffing pulley block fastening points

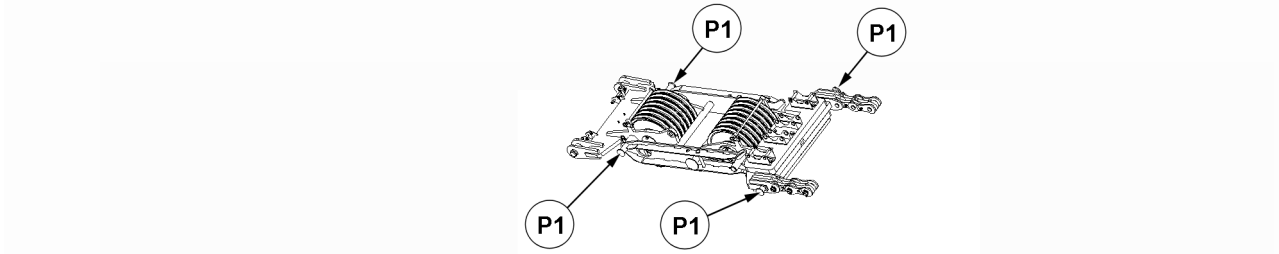

Fig.152917: Luffing pulley block fastening points

WARNING
Danger when handling the luffing pulley block!
Death, severe bodily injuries, property damage.
► Make sure that the luffing pulley block is only fastened to the fastening points and transported with the auxiliary crane when the upper and lower pulley block are pinned and secured with each other.

Fastening points	
P1	Luffing pulley block

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4 D-boom assembly

WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.
- ► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
- ► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the supplied fall arrest system to prevent falling, see chapter 2.04.
- ► If fall protection equipment is available, then it must be used, see chapter 2.06.
- ► When lifting, lowering, swinging crane parts in and out, no persons may remain in the danger zone.
- ► When closing or opening boom systems during boom assembly or boom disassembly, no persons may remain on the boom system or in the danger zone.
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work.
- ► Only step on the aids, ladders and catwalks with clean shoes.
- ► Keep aids, ladders and catwalks free of heavy dirt, snow and ice.
- ► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
- ► Remaining on a suspended load is prohibited.
- ► Stepping or walking on crane components and lattice sections, which have an incline of more than 20° is prohibited.
- ► For all assembly work, the crane driver of the main crane must be in voice contact with the crane driver / crane drivers of the auxiliary crane / auxiliary cranes.
- ► For assembly tasks, the crane driver may only initiate crane movements when the responsible guide has explicitly released the movement.

WARNING
The lattice sections can fall down!
If the lattice sections are not pinned and secured correctly, then they can fall down.
Death, severe bodily injuries, property damage.
- ► Insert or unpin both pins on the same horizontal level, i.e. **left and right**.
- ► Do not stand under the lattice sections or within the entire danger zone during the pinning and unpinning procedure of the boom.
- ► Safely secure the pins in the storage locations as well as in the receptacles.
- ► It is prohibited to lean the ladder against the component being disassembled.

WARNING
Danger of impact / crushing!
When assembling / disassembling crane components with the auxiliary crane, crane components can start to swing back and forth.
When lifting / lowering and positioning crane components, there is an increased danger of impacts / crushing.
Death, severe bodily injuries, property damage.
- ► Make sure that personnel cannot be caught by components.
- ► Make sure that the crane is horizontally aligned.
- ► When working in danger zones: Use aids to protect limbs.
- ► Guide components with suitable aids to minimize oscillation.

WARNING
The component can fall down!
If the corresponding component is disengaged from the auxiliary crane before the corresponding component is pinned, then the corresponding component can fall down.
Death, severe bodily injuries, property damage.
- ► Do not disengage the auxiliary crane until the respective component is pinned and secured.

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WARNING
The crane can topple over!
Death, severe bodily injuries, property damage.
► The turntable may not be turned during the assembly of the boom.
► Observe the assembly conditions, see chapter 3.06.

WARNING
Danger of accident!
Death, severe bodily injuries, property damage.
► For assembly of the boom combinations, the rod plan must be observed and adhered to.
► Depending on the condition of the ground, the boom and the lattice sections must be supported for boom assembly.
► Observe the technical safety instructions, see chapter 5.01.

Make sure that the following prerequisites are met:
– The crane is horizontally aligned.
– An auxiliary crane is available.
– An assembly scaffolding / work platform is available.
– The central ballast is installed according to the load chart.
– The counterweight has been installed on the turntable according to the load chart.
– The LICCON overload protection has been set according to the data in the load chart.
– The LICCON overload protection settings have been compared with the actual set up configuration.
– No main boom is assembled on the turntable.

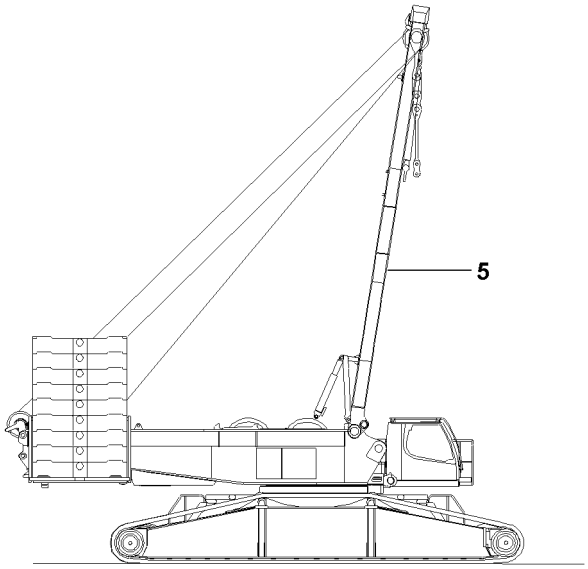

Fig.125167: Assembling the D-boom

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4.1 Turning the turntable into the assembly position

WARNING
The crane can topple over!
If the following conditions are not met before turning the turntable - **without** installed D-boom, the crane can topple over.
Death, severe bodily injuries, property damage.
- ► Observe the specifications in the erection and take-down charts.
- ► For D-boom assembly, a central ballast of 65 t (including the consoles) is required.
- ► If no D-boom is assembled on the turntable, no more than max. 150 t counterweight may be installed on the turntable.

► Turn the turntable in the longitudinal direction of the crawler travel gear or to the side.

4.2 Exceeding the LICCON overload protection for assembly

WARNING
Danger of accident due to the „Exceedance of shut-off limits of the LICCON overload protection“ function!
If the shut off limits of the LICCON overload protection are exceeded, there is no additional protection against crane overload.
Due to erroneous operation or deliberate misuse, the crane could collapse, the boom can break off or the crane can topple over.
Death, severe bodily injuries, property damage.
- ► The function „Exceedance of shut off limits of the LICCON overload protection“ is only permissible in emergencies and for assembly purposes.
- ► The function „Exceeding the shut off limits of the LICCON overload protection“ may only be actuated by persons who know the effects of their actions regarding the function „Exceeding the shut off limits of the LICCON overload protection“.
- ► The „Exceedance of shut off limits of the LICCON overload protection“ function requires the presence of an authorized person and must be performed with utmost caution.
- ► Crane operation with the „Exceedance of shut off limits of the LICCON overload protection“ function activated is prohibited.

► Exceeding the shut off limits of the LICCON overload protection: Engage assembly operation.

Result:

– The shut off limits of the LICCON overload protection are exceeded.
– The assembly icon appears on the LICCON monitor.

Note
► See chapter 4.02.

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4.3 Assembling the railing on the D-pivot section

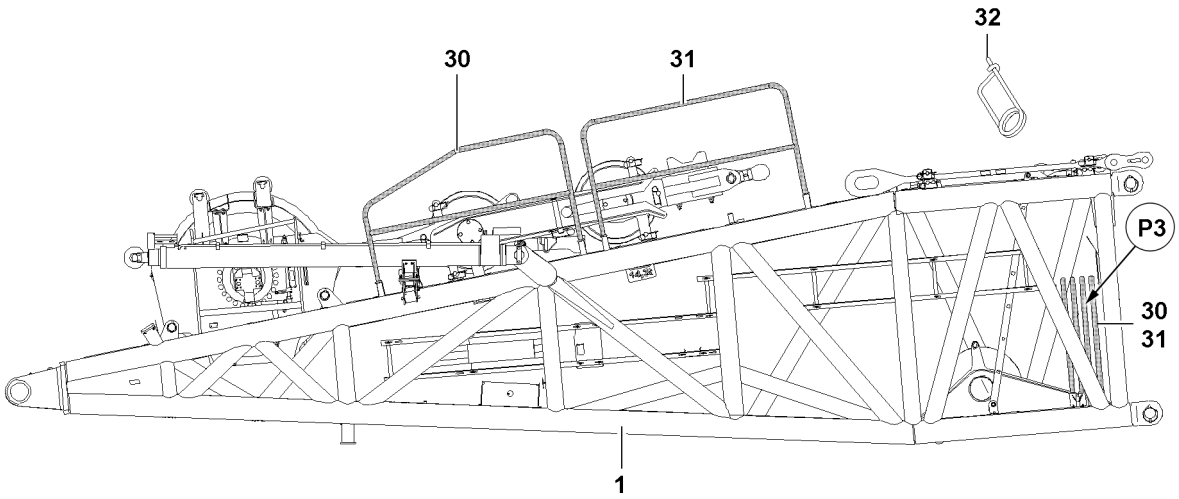

Fig.152609: Assembling the railing on the D-pivot section

WARNING
Danger of falling!
During assembly and disassembly, assembly personnel must be secured with appropriate aids to prevent them from falling.
Even during the assembly of protective devices there is a danger of falling.
Death, severe bodily injuries, property damage.

- ► During assembly and disassembly, maintenance and testing work on the D-pivot section, all railings must be installed and secured.
- ► Step on the D-pivot section **1** only with „clean shoes“.

- ► Release the railing in the transport receptacle in point **P3** on the D-pivot section **1**: Remove the retaining elements **32**.
- ► Remove the railing from the transport receptacle and insert it into the intended fastening points on the D-pivot section **1**.
- ► Secure the railing **30** in the fastening points with retaining elements **32**.
- ► Secure the railing **31** in the fastening points with retaining elements **32**.

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4.4 Pinning the D-pivot section on the SA-frame

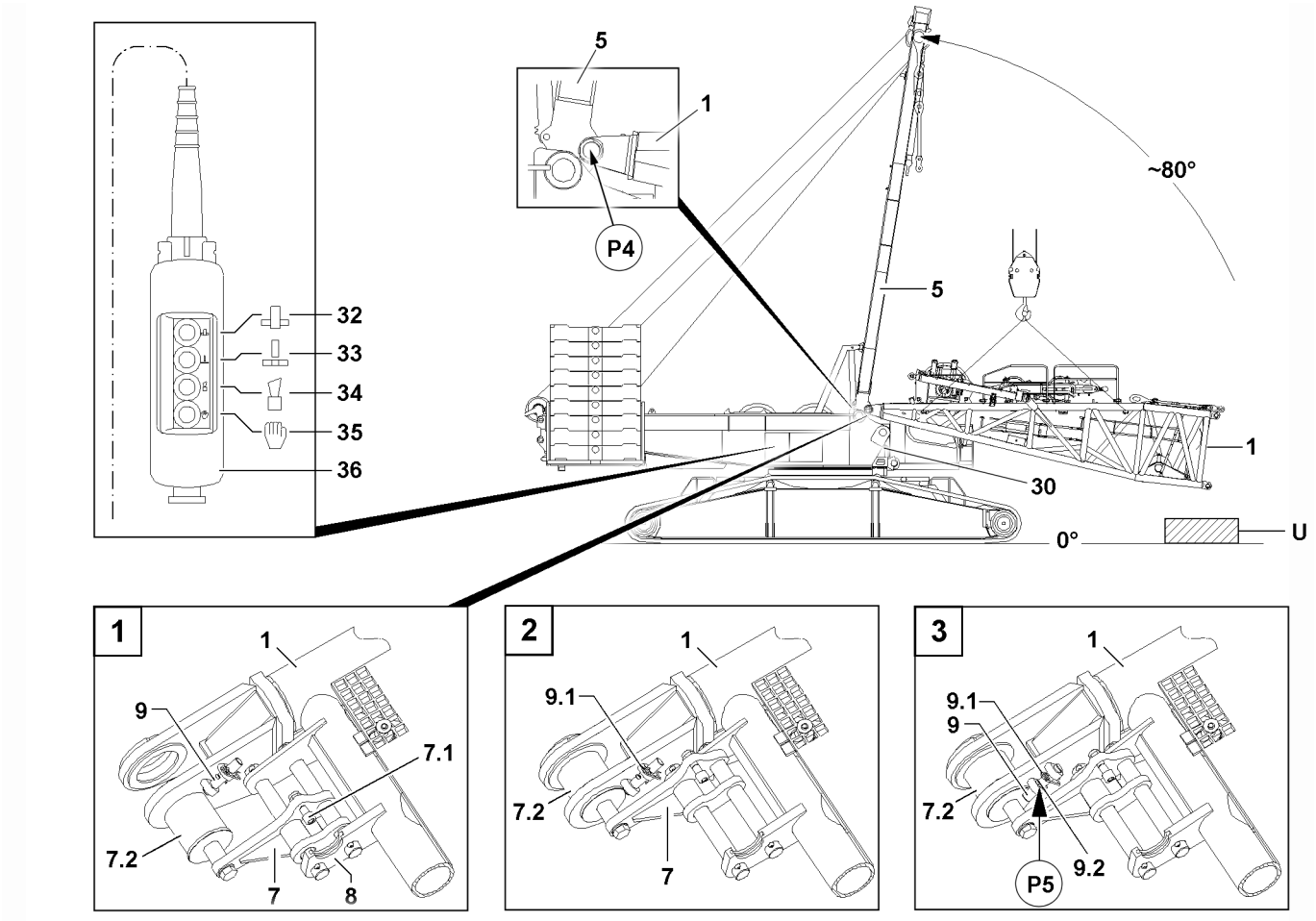

*Fig.152612: Pinning the D-pivot section **1** on the SA-frame **5***

WARNING
Danger of fatal injury due to falling components!
If the pin connections are not visually inspected, the pins can loosen up by themselves and cause components to fall down.
Death, severe bodily injuries, property damage.
- ► All pins must be secured after assembly with the intended safety elements. Check visually.
- ► The guy rods must be inspected regularly, see chapter 8.15.

Make sure that the following prerequisites are met:
- – The SA-frame **5** is erected to approx. 80°.
- – The pins **7.2** on the D-pivot section **1** are unpinned.

► Fasten the D-pivot section **1** to the auxiliary crane and swing in to the points **P4** on the SA-frame **5**.

Establish the hydraulic connection to the pin pulling device using two quick couplings **30** on the turntable, or use an external hydraulic aggregate as an alternative.

Note
- ► When hooking the pin pulling cylinder **6**, make sure that the collar **6.2** on the cylinder mount **8** and the catch **6.1** on the screw **7.1** are properly hooked.

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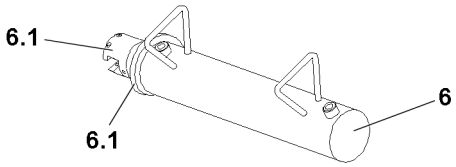

*Fig.152913: Pin pulling cylinder **6***

- ► Hook the pin pulling cylinder **6**.
- ► Connect the pin pulling cylinder **6** to the quick couplers **30** on the turntable, see the hydraulic diagram.
  or
  Connect the pin pulling cylinder **6** to an external hydraulic aggregate.

WARNING
Falling D-pivot section!
Due to non-secured or insufficiently secured pins, the D-pivot section can fall down.
Death, severe bodily injuries, property damage.
- ► The pins **7.2** must be secured after the pinning procedure on the SA-frame **5** with the pins **9**.

- ► Pin the pins **7.2** on both sides with the hydraulic pin pulling cylinder **6**: Press the button **35** on the control panel **36** and „hold it down“, then press the button **32** until the pin **7.2** is completely inserted.

When the pins **7.2** are fully inserted on both sides:
- ► Secure the pin **7.2** with pin **9**.
- ► Remove the retaining element **9.1**.
- ► Push the pin **9** down until the cotter pin **9.2** is seated on the lower pin guide on point **P5**.
- ► Secure the pin **9** with the retaining element **9.1**.

NOTICE
Damage to the D-pivot section!
When the installed D-pivot section is taken down on the ground, the S-pivot section will be damaged.
- ► Before taking the D-pivot section down on the ground, support the area with a sufficiently load-bearing and spacious substructure.
- ► Make sure that the height of the substructure on the D-pivot section does not fall below the specified minimum dimension.
- ► Carefully take the D-pivot section **1** down with the auxiliary crane and at low speed onto the substructure.

	Cranes without Quick-Connection (QC)	Cranes with Quick-Connection (QC)
Height of the substructure **U** (minimum dimension)	200 mm	550 mm

- ► Take the D-pivot section down carefully onto the substructure **U**.
- ► Remove the auxiliary crane.

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4.5 Establishing the electric and hydraulic connections on the D-pivot section

4.5.1 Establishing the electrical connections

NOTICE
Danger of damage to the electrical connections!
If the electrical connection between the terminal box and the D-pivot section and the cable drum in the D-pivot section is established before the boom end section is assembled and electrically connected, then the electric connection can be damaged.
► Make sure that the electric connection between the terminal box in the D-pivot section and the cable drum in the D-pivot section is only established **after** assembly and the connection of the electric wiring for the boom end section.

Note
► To establish the electrical connections on the D-pivot section: Use the electric wiring diagram.

Make sure that the following prerequisite is met:
– The D-pivot section is completely assembled and placed on the substructure.

► Establish the electrical connections.
► Make sure that all electrical connections to the D-pivot section have been established.

WARNING
Malfunction if dummy plugs are not installed!
If the dummy plugs on the non-required electrical connections are not installed, then malfunctions or functional limitations can occur on the crane.
► Make sure that all non-required electrical connections, which have a dummy plug, are closed off with dummy plugs.
► Pay attention to the Electrical wiring diagram.

► As a rule, close off on-required electrical connections (for example for accessories which cannot be installed) with the respective dummy plugs.

NOTICE
Property damage due to dirt and / or corrosion!
If non-required electrical connections are not closed off with the respective protective caps, then dirt and / or corrosion can damage the electrical connections.
This could result in malfunctions.
► Make sure that all non-required electrical connections are always closed off properly.
► Pay attention to the Electrical wiring diagram.

► Close electrical connections, which have no dummy plugs, properly off with the corresponding protective caps.

4.5.2 Establishing the hydraulic connections

When connecting and releasing hydraulic lines with quick couplings, make sure that the coupling procedure is carried out correctly.

Note
► To connect or release the hydraulic lines with quick couplings, see chapter 5.01.

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WARNING
Pressure in the hydraulic lines!
If the pressure supply is not interrupted before connecting / releasing the hydraulic lines, the hydraulic oil can escape with high pressure.
Death, severe bodily injuries, property damage.
► Release the pressure in the hydraulic system before connecting / disconnecting: Interrupt the pressure supply and wait for a short time.

WARNING
Loss of pressure or leakage!
Incorrectly coupled or self-loosening quick couplings (particularly return lines) can result in serious accidents due to component failure.
Death, severe bodily injuries, property damage.
► Check that the quick couplings have been properly connected before using the crane.

► Connect the coupling components (sleeve and connector) and screw together with the knurled nut.
► Tighten the hydraulic coupling by hand. Turn the knurled nut until it reaches a tangible, fixed stop position.
► Establish the hydraulic connections, see the Hydraulic diagram.

4.6 Installing the D-lattice sections on the D-pivot section

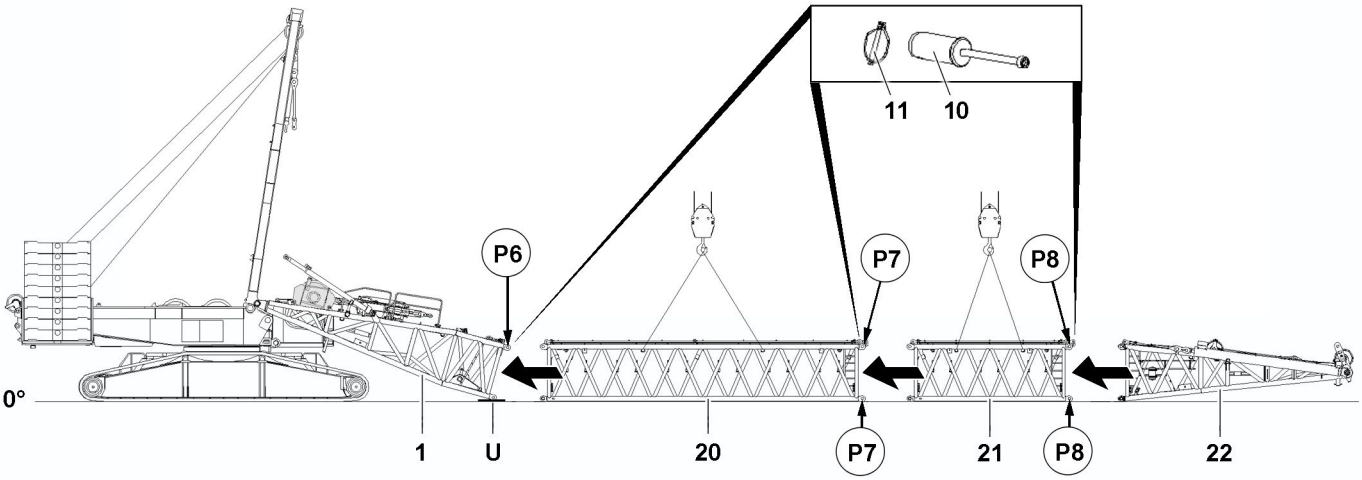

Fig.152614: Installing the D-lattice sections on the D-pivot section

NOTICE
Damage to the D-pivot section!
If the D-pivot section is taken down on the ground, the D-pivot section will be damaged.
► Before taking the D-pivot section down on the ground, support the area with a sufficiently load-bearing and spacious substructure.
► Make sure that the height of the substructure on the D-pivot section does not fall below the specified minimum dimension.
► Carefully take the D-pivot section down with the auxiliary crane and at low speed onto the substructure **U**.

Make sure that the following prerequisites are met:
– The D-pivot section is pinned and secured on the SA-frame.
– The D-pivot section is taken down onto the substructure **U** (approx. 200 cm high).
– **The following applies for cranes with Quick Connection (QC):**, the D-pivot section is taken down onto the substructure **U** (at least 550 mm high).

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Note
- ► Always support the D-lattice sections sufficiently for easier assembly.
- ► Pin and unpin the D-lattice sections with the pin pulling device, see chapter 5.30.

Pin the D-intermediate section **20** in point **P6** on the D-pivot section **1** on top.
- ► Hang the D-intermediate section **20** on the auxiliary crane and align with the D-pivot section **1**.

When the pin bores on the D-pivot section **1** and on the D-intermediate section **20** (point **P6**) align:
- ► Insert the pin **10** and secure it with the retaining element **11**.
- ► Hang the D-intermediate section **21** on the auxiliary crane and align with the D-intermediate section **20**.

When the pin bores on the D-intermediate section **21** and on the D-intermediate section **20** (point **P7**) align:
- ► Pin and secure pins **10** on top and bottom with the retaining element **11**.
- ► Attach the D-end section **22** to the auxiliary crane and align with the D-intermediate section **21**.

When the pin bores on the D-intermediate section **21** and on the D-end section **22** (point **P8**) align:
- ► Pin and secure pins **10** on top and bottom with the retaining element **11**.

4.7 Pulling the luffing pulley block to the D-end section and taking it down

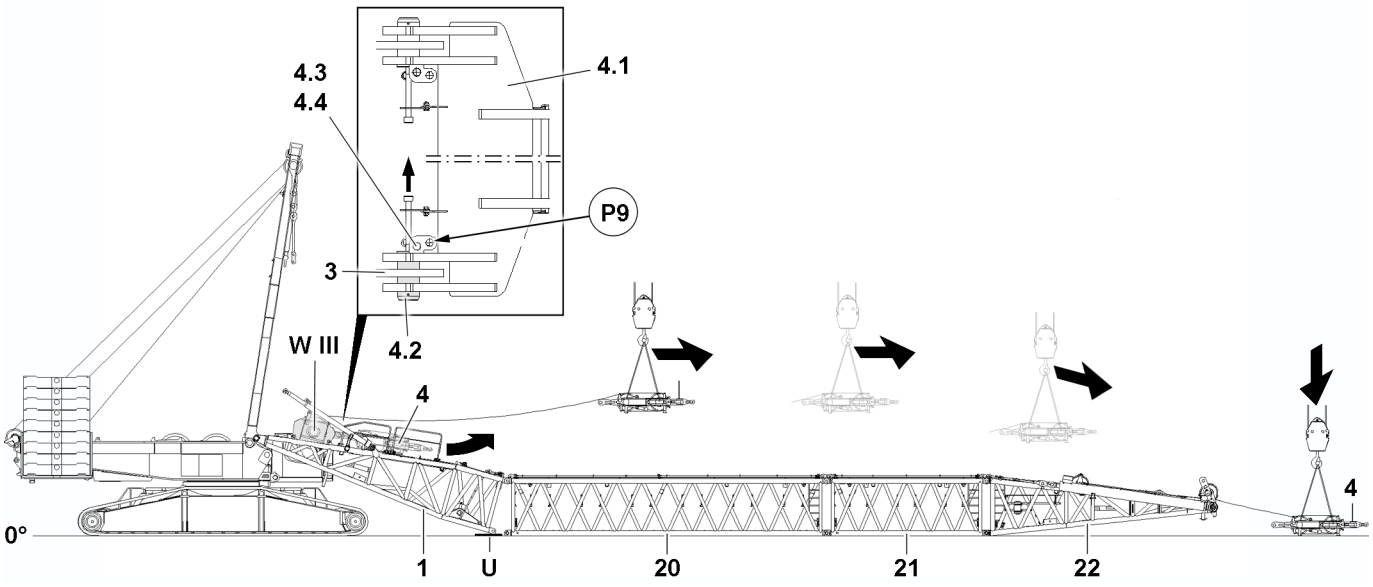

*Fig.152912: Pulling the luffing pulley block **4** to the D-end section and taking it down*

WARNING
Slipping luffing pulley block!
By unpinning the luffing pulley block on winch 3, the luffing pulley block can start to slip.
Death, severe bodily injuries, property damage.
- ► The luffing pulley block must be secured by an auxiliary crane before unpinning it on winch 3.

- ► Fasten the luffing pulley block to the auxiliary crane.

Before assembling the luffing pulley block on the D-end section, the luffing pulley block must be unpinned on the D-pivot section.

- ► Unpin the luffing pulley block **4** on winch 3: Release the pin **4.3** and unpin from the pin bore.
- ► Insert the pin **4.3** in the transport receptacle **P9** and secure with the retaining element **4.4**.
- ► Unpin the pin **4.2** on both sides.

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NOTICE
Rope damage!
► When spooling winch 3 out, make sure that no slack rope forms.

► While spooling out winch 3, pull the luffing pulley block **4** with the auxiliary crane to the D-end section **22** and take it down on the ground on a substructure at a sufficient distance from the D-end section.

4.8 „Closing“ the D-boom

Make sure that the following prerequisites are met:
– The transport retainers for the guy rods on the SA-frame are released.
– The D-lattice sections are pinned and secured.
– The luffing pulley block has been taken down onto the ground at a sufficient distance from the D-end section.

► Lower the SA-frame to the front, see chapter 5.02.

Lower the SA-frame carefully to the receptacle in point **P10** on the D-pivot section until the guy rods **14** can be pinned with the brackets **15** of the D-pivot section **1**.

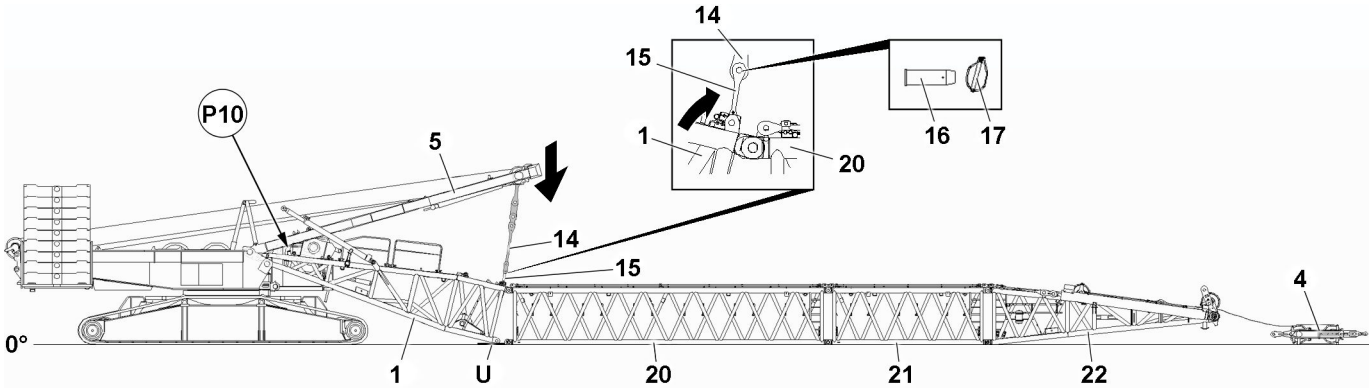

Fig.152903: Lowering the SA-frame in the direction of the D-pivot section

NOTICE
Damage to the control rope and the luffing pulley block!
When lifting the D-boom, the control rope or the luffing pulley block can be damaged.
► When lifting the D-boom, carefully spool out the winch 3 so that the luffing pulley block remains on the ground.
► Check the rope run on the D-end section, carry out a visual inspection.

► Pin the guy rods **14** with the lugs **15**: Insert the pin **16** and secure it with the retaining element **17**.

Erect the SA-frame **5** until the pin bores in the D-pivot section **1** and in the D-intermediate section **20** align in point **P6**:
► Insert the pin **10** on both sides in point **P6** and secure with the retaining element **11**.

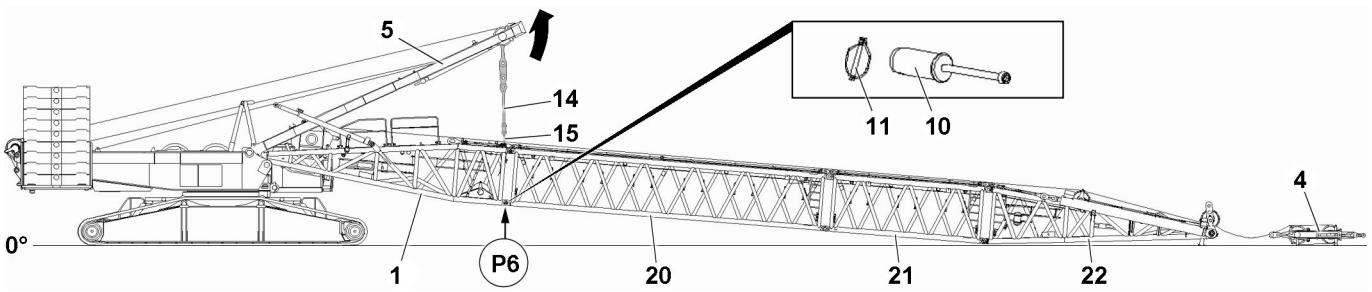

Fig.152904: Closing the D-boom

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When the D-boom is closed and properly pinned and secured in point **P6**:
► Assemble the D-guy rods properly see section „Assembling the D-guy rods“.

4.9 Assembling the D-guy rods

WARNING
Failure to perform inspection and maintenance on the guy rods!
If the regular inspection and maintenance of the guy rods is not carried out or is carried out only at irregular intervals, then severe accidents can occur due to existing and unrecognized damage to the guy rods.
Death, severe bodily injuries, property damage.
► The guy rods must be checked before every assembly, see chapter 8.15.

Note
► The D-guy rods must be assembled and secured according to the separately supplied assembly drawings. The numbering on the assembly drawings must be identical to the numbering on the guy rods.

The D-guy rods are taken down and secured for transport on the D-lattice sections. Before assembly, the transport retainers must be released.

► Release the transport retainers of the guy rods.
► Lower the SA-frame to the front.

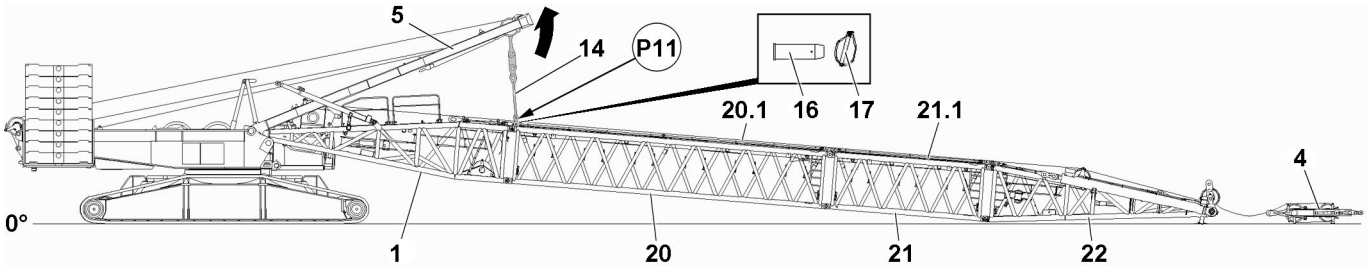

Fig.152905: Assembling the D-guy rods

WARNING
Danger of accident!
Death, severe bodily injuries, property damage.
► The pins **16** of the D-guy rods may only be pinned from the „inside“ to the „outside“.

Pin the guy rods **14** of the SA-frame with the guy rods **20.1** on the D-pivot section in point **P11**.

► Insert the pin **16** and secure it with the retaining element **17**.

Pin the guy rods of the D-intermediate sections with each other.

► Insert the pin **16** and secure it with the retaining element **17**.

Pin the guy rods of the D-intermediate sections with the guy rods on the D-end section.

► Insert the pin **16** and secure it with the retaining element **17**.

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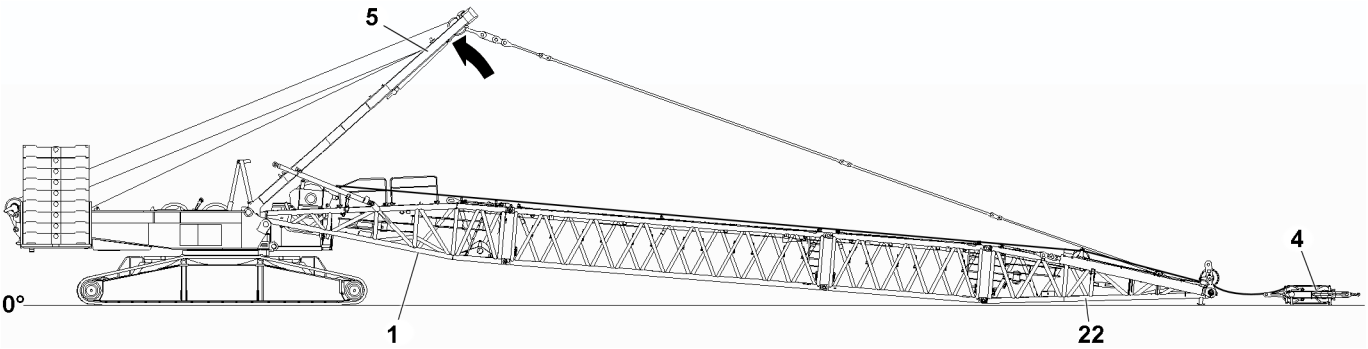

Fig.152920: D-guying tensioned

When all guy rods are pinned and secured with each other:

► Luff the SA-frame up until the guy rods between the SA-frame and D-end section tension.

4.10 Folding the protective roller on the D-pivot section into the operating position

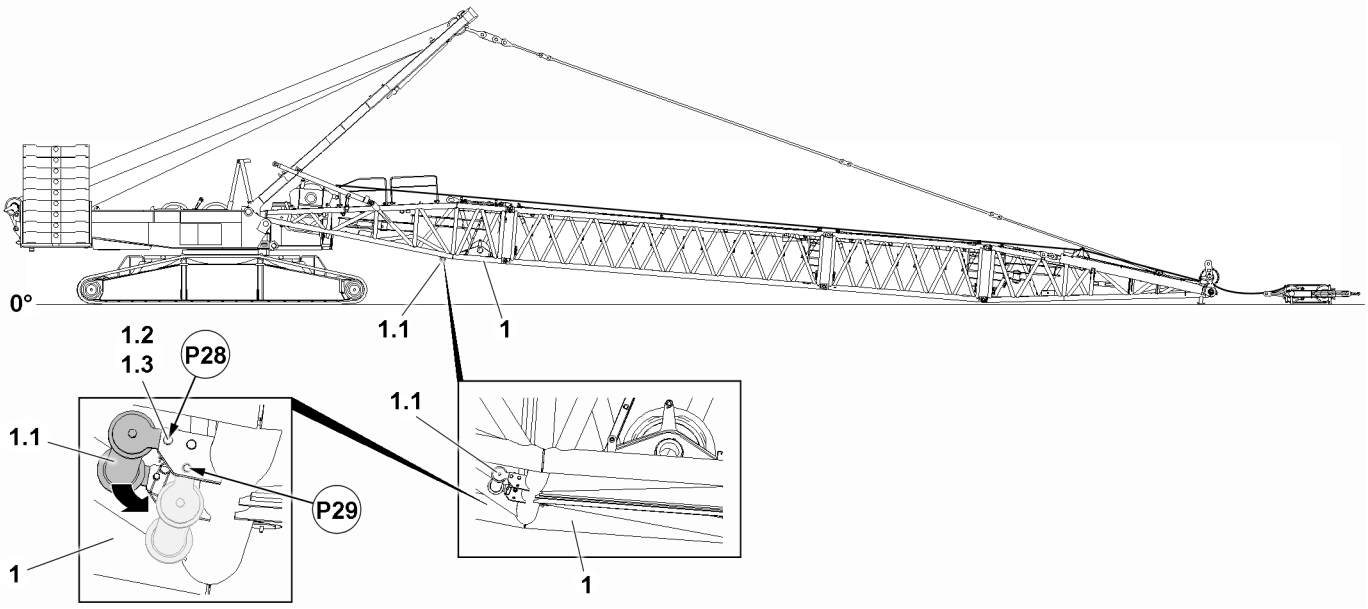

*Fig.152910: Folding the protective roller **1.1** on the D-pivot section **1** into the operating position*

Bring the protective roller **1.1** on the D-pivot section **1** into the operating position to be able to reeve in the auxiliary rope of the assembly winch without causing mechanical damage to the D-pivot section.

► Remove the retaining element **1.3** on both sides in point **P28**.

When the retaining element **1.3** is removed on both sides:

► Hold the protective roller **1.1** and unpin the pin **1.2** on both sides from the transport position in point **P28**.

► Slowly swing the protective roller **1.1** downward into operating position.

When the protective roller **1.1** is in the operating position:

► Insert the pins **1.2** on both sides in the operating position in point **P29**.

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4.11 Pulling the hoist rope in

DANGER
General danger note!
If the following conditions are not met before erecting the D-boom, the hoist rope can fall down due to its own weight.
Death, severe bodily injuries, property damage.
► Enough hoist rope must be guided over the rope pulleys so that the hoist rope is **not** pulled back and falls down when erecting the D-boom.

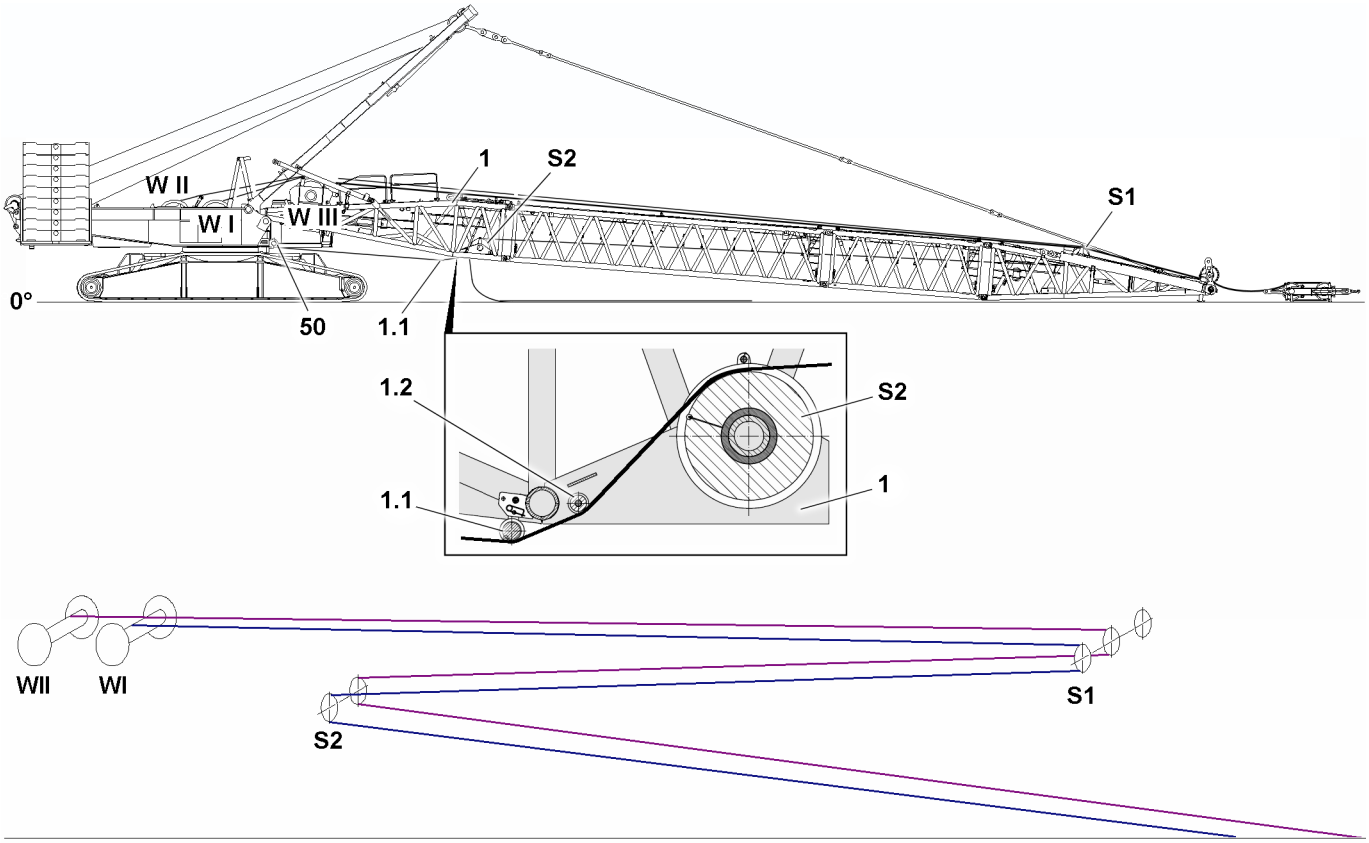

*Fig.152911: Pulling in the hoist rope of winch 1 **W I** and winch 2 **W II** using the assembly winch **50***

Note
► Reeving in the hoist rope of winch 1 **W I** and winch 2 **W II** on the D-boom is identical and is described using the example of the hoist rope of winch 1 **W I**.
► The number of reeved in hoist ropes (winch 1 **W I** and / or winch 2 **W II**) depends on the planned crane operation, the load to be lifted and on single or parallel operation.
► Observe the reeving plans.

► Spool out the rope of the assembly winch **50** slowly and evenly and reeve it in opposite to the hoist rope run from winch 1 **W I** on the D-boom: Guide the assembly winch rope over the protective roller **1.1**.
► Guide the assembly winch rope further between the pulley **1.2** and the rope pulley **S2**.
► Pull the assembly winch rope further over the rope pulley **S1** in the D-end section and over the protective roller on winch 3 **W III** in the D-pivot section to winch 1 **W I**.

When the assembly winch rope is located directly in front of winch 1 **W I**:
► Properly connect the assembly winch rope with the hoist rope of winch 1 **W I**.

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Note
► The spooling up of the assembly winch **50** and the spooling out of the hoist winch must be done synchronously.

Reeve in the hoist rope by spooling up the assembly winch **50** while spooling out the hoist winch using the D-boom.

When the assembly winch rope is properly connected with the hoist rope of winch 1 **W I**:
► Spool the assembly winch **50** up slowly and carefully and simultaneously spool winch 1 **W I** out.

NOTICE
Danger of property damage!
If the assembly winch **50** is not stopped in time when reeving in the hoist rope, the hoist rope can be pulled into the assembly winch and damage it.
► Make sure that the assembly winch **50** is stopped in time before the hoist rope is pulled into the assembly winch **50**.

When the hoist rope is pulled out over the protective roller **1.1** in direction of the turntable:
► Stop the assembly winch **50** and winch 1 **W I**.
► Disconnect the assembly winch rope and hoist rope from winch 1 **W I**.
► Pull the hoist rope winch 1 **W I**, while simultaneously spooling out winch 1 **W I**, a few meters toward the D-end section.
► Stop winch 1 **W I** and take the hoist rope down onto the ground.

When the hoist rope of winch 1 **W I** is properly reeved into the D-boom:
► Properly pin and secure the rope retaining pins on the change over pulleys.
or
Properly reeve in the hoist rope of winch 2 **W II** on the D-boom.

If a second hoist rope is required, for example for parallel operation:
► Reeve in the hoist rope of winch 2 **W II** according to the procedure used for winch 1 into the D-boom.

When the hoist rope of winch 1 **W I** and winch 2 **W II** is properly reeved in on the D-boom and pulled with sufficient rope reserve to the D-end section:
► Properly pin and secure the rope retaining pins on the change over pulleys.
► Lift the D-boom off the ground.

4.12 Establishing the electric and hydraulic connections on the D-end section

4.12.1 Establishing the electrical connections

NOTICE
Danger of damage to the electrical connections!
If the electrical connection between the terminal box and the D-pivot section and the cable drum in the D-pivot section is established before the boom end section is assembled and electrically connected, then the electric connection can be damaged.
► Make sure that the electric connection between the terminal box in the D-pivot section and the cable drum in the D-pivot section is only established **after** assembly and the connection of the electric wiring for the boom end section.

Note
► To establish the electrical connections on the D-end section: Use the electric wiring diagram.

Make sure that the following prerequisite is met:
– The D-end section is completely assembled and taken down onto the substructure.

► Establish the electrical connections.
► Make sure that all electrical connections to the D-end section have been established.

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WARNING
Malfunction if dummy plugs are not installed!
If the dummy plugs on the non-required electrical connections are not installed, then malfunctions or functional limitations can occur on the crane.
Death, severe bodily injuries, property damage.
- ► Make sure that all non-required electrical connections, which have a dummy plug, are closed off with dummy plugs.
- ► Pay attention to the Electrical wiring diagram.

- ► As a rule, close off on-required electrical connections (for example for accessories which cannot be installed) with the respective dummy plugs.

NOTICE
Property damage due to dirt and / or corrosion!
If non-required electrical connections are not closed off with the respective protective caps, then dirt and / or corrosion can damage the electrical connections.
This could result in malfunctions.
- ► Make sure that all non-required electrical connections are always closed off properly.
- ► Pay attention to the Electrical wiring diagram.

- ► Close electrical connections, which have no dummy plugs, properly off with the corresponding protective caps.

4.12.2 Establishing the hydraulic connections

When connecting and releasing hydraulic lines with quick couplings, make sure that the coupling procedure is carried out correctly.

Note
- ► To connect or release the hydraulic lines with quick couplings, see chapter 5.01.

WARNING
Pressure in the hydraulic lines!
If the pressure supply is not interrupted before connecting / releasing the hydraulic lines, the hydraulic oil can escape with high pressure.
Death, severe bodily injuries, property damage.
- ► Release the pressure in the hydraulic system before connecting / disconnecting: Interrupt the pressure supply and wait for a short time.

WARNING
Loss of pressure or leakage!
Incorrectly coupled or self-loosening quick couplings (particularly return lines) can result in serious accidents due to component failure.
Death, severe bodily injuries, property damage.
- ► Check that the quick couplings have been properly connected before using the crane.

- ► Connect the coupling components (sleeve and connector) and screw together with the knurled nut.
- ► Tighten the hydraulic coupling by hand. Turn the knurled nut until it reaches a tangible, fixed stop position.
- ► Establish the hydraulic connections, see the Hydraulic diagram.

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4.13 Bringing the pull test brackets and pulley retainer on the D-end section into the operating position

4.13.1 Bringing the pull test brackets into the operating position

Make sure that the following prerequisites are met:
- The hoist rope of winch 1 **W I** is properly reeved in.
- The hoist rope of winch 2 **W II** is properly reeved in (if required).
- The D-boom is properly assembled.
- The D-boom has been lifted off the ground.
- The D-boom is in a horizontal position.

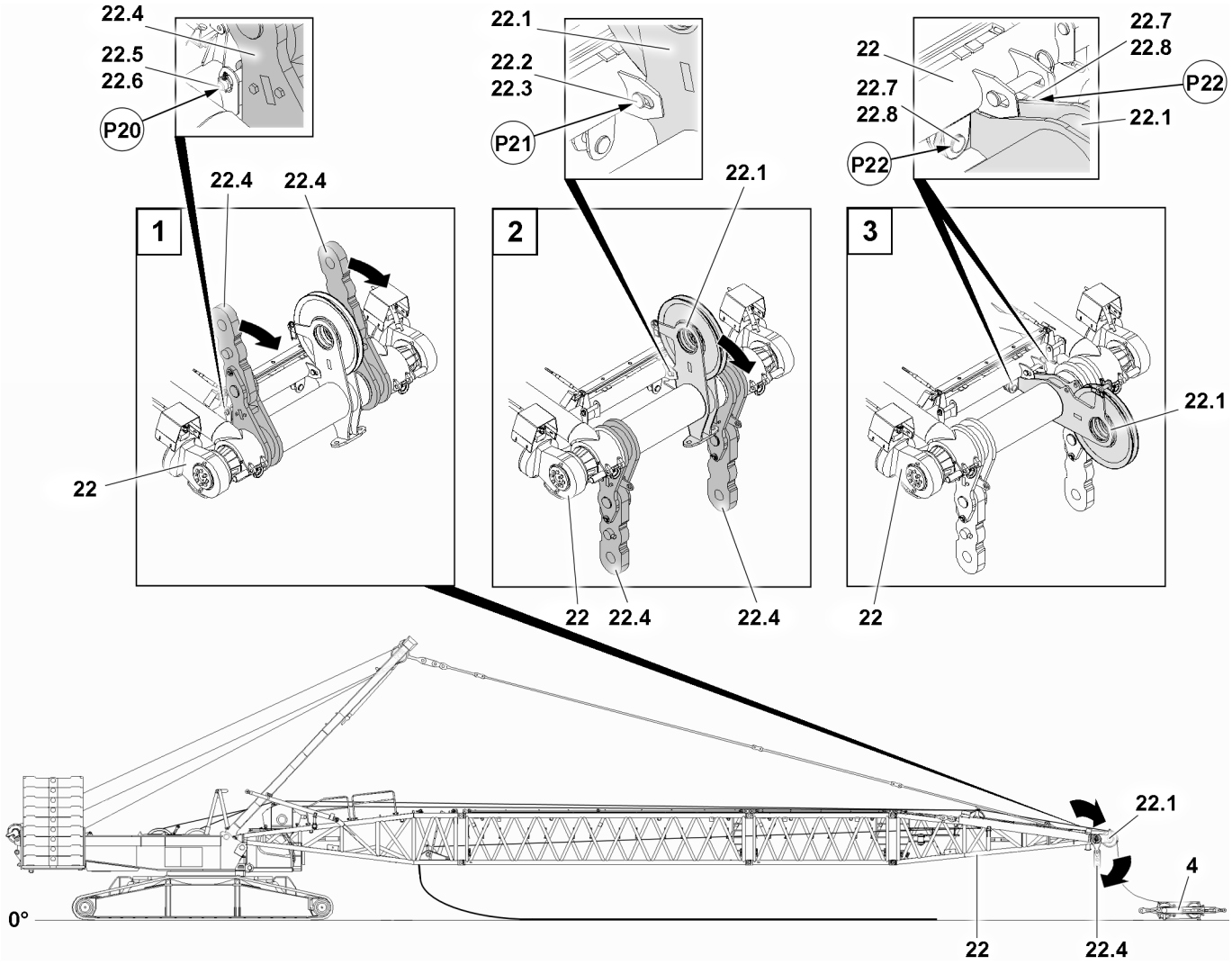

Fig.152906: Bringing the pull test brackets / pulley retainer into the operating position

WARNING
Swinging down pull test brackets!
If the pull test brackets are not secured with an auxiliary crane during the swing procedure, they can swing forward with a large momentum due to their weight.
Death, severe bodily injuries, property damage.
- ► Swing the pull test brackets only with the aid of an auxiliary crane.
- ► Swinging the pull test brackets without an auxiliary crane is prohibited.
- ► Swing the pull test brackets „down“ individually.

► Fasten the pull test bracket **22.4** to the auxiliary crane.

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When the pull test bracket **22.4** is secured with the auxiliary crane:
- ► Tension the fastening equipment with caution.
- ► Remove the retaining element **22.6** on the transport retainer and unpin the pin **22.5**.
- ► Swing the pull test bracket **22.4** forward with the auxiliary crane.

When the pull test brackets **22.4** are swung forward completely:
- ► Remove the auxiliary crane.
- ► Insert the pin **22.5** in the transport position and secure with the retaining element **22.6**.

4.13.2 Bringing the pulley retainer into the operating position

Make sure that the following prerequisite is met:
- – The pull test brackets **22.4** are in operating position.

WARNING
Danger of fatal injury due to the pulley retainer!
If the pulley retainer is not secured with an auxiliary crane during the swing procedure, it can swing forward with a large momentum due to its weight.
Death, severe bodily injuries, property damage.
- ► Swing the pulley retainer into operating position only with the aid of an auxiliary crane.
- ► Swinging the pulley retainer without an auxiliary crane is prohibited.

- ► Fasten the pulley retainer to the auxiliary crane.

When the pulley retainer **22.1** is secured with the auxiliary crane:
- ► Tension the fastening equipment with caution.
- ► Remove the retaining element **22.3** on the transport retainer and unpin the pin **22.2**.
- ► Remove the retaining element **22.8** and unpin the pin **22.7**.
- ► Swing the pulley retainer **22.1** forward with the auxiliary crane.

When the pulley retainer **22.1** is in operating position:
- ► Remove the auxiliary crane.
- ► Pin the pin **22.7** in the operating position of the pulley retainer **22.1** and secure with the retaining element **22.8**.
- ► Insert the pin **22.2** in the transport position and secure with the retaining element **22.3**.

4.14 Assembling the D-boom on the D-pivot section in flying mode

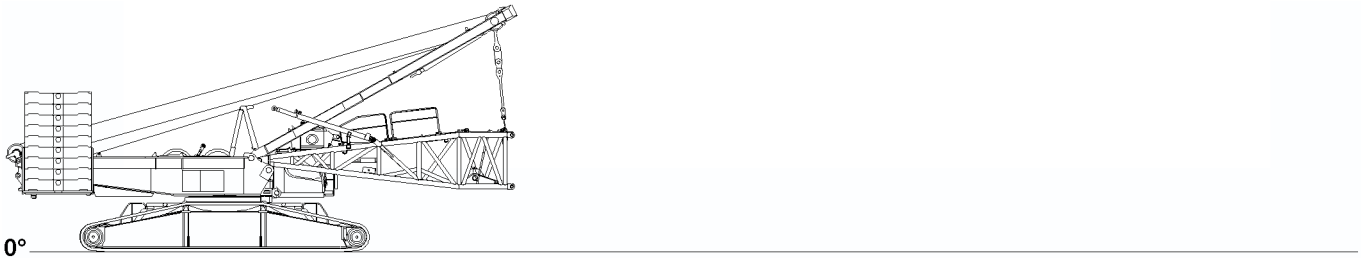

Fig.153301: Assembling the D-boom on the D-pivot section in flying mode

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Make sure that the following prerequisites are met:
- The crane is horizontally aligned.
- Auxiliary cranes are available.
- The central ballast is installed according to the load chart.
- The counterweight has been installed on the turntable according to the load chart.
- Assembly operation is activated.
- The D-pivot section is pinned and secured on the SA-frame.
- The D-pivot section is tensioned and horizontally aligned on the SA-frame.
- The protective roller of the D-pivot section is in the operating position.
- The electrical connections to the D-pivot section are established.
- The hydraulic connections to the D-pivot section are established.
- The luffing pulley block has been removed from the D-pivot section and taken down onto the ground next to it.

4.14.1 Assembling the D-lattice sections individually on the D-pivot section

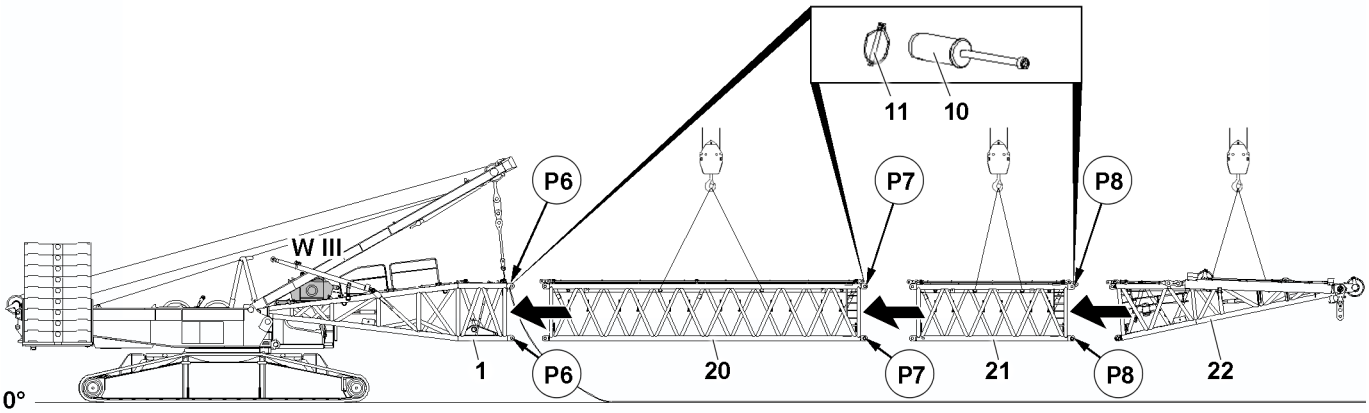

*Fig.152930: Assembling the D-lattice sections individually on the D-pivot section **1***

► Properly fasten the D-intermediate section 12 m 2420.20 **20** to the auxiliary crane.
► Lift the D-intermediate section 12 m 2420.20 **20** with the auxiliary crane and swing it in to the D-pivot section **1**.

When the pin bores of D-pivot section **1** and D-intermediate section 12 m 2420.20 **20** align:
► Insert the pins **10** on both sides in points **P6** at the top and bottom.

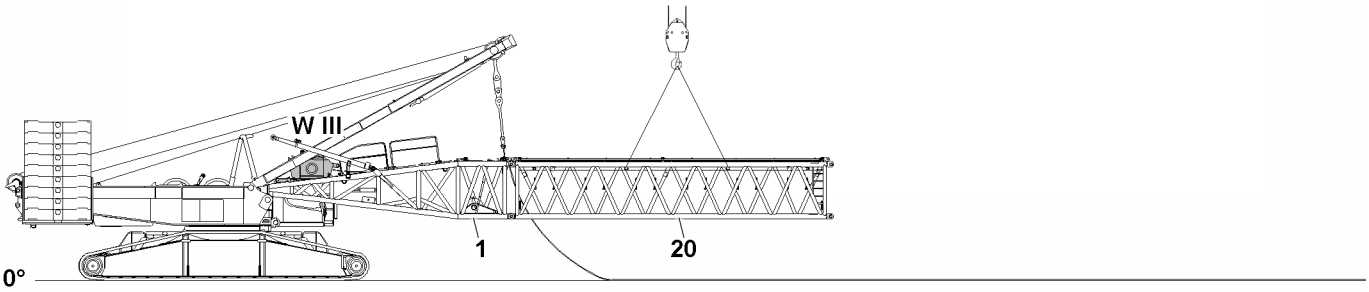

Fig.153303

► Secure the pin **10** with the retaining element **11**.

Result:

– The D-intermediate section 12 m 2420.20 **20** is pinned and secured on D-pivot section **1**.

► Properly fasten the D-intermediate section 6 m 2420.16 **21** to the auxiliary crane.
► Lift the D-intermediate section 6 m 2420.16 **21** with the auxiliary crane and swing it in to the assembled D-intermediate section 12 m 2420.20 **20**.

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When the pin bores of D-intermediate section 12 m 2420.20 **20** and D-intermediate section 6 m 2420.16 **21** align:

► Insert the pins **10** on both sides in points **P7** at the top and bottom.

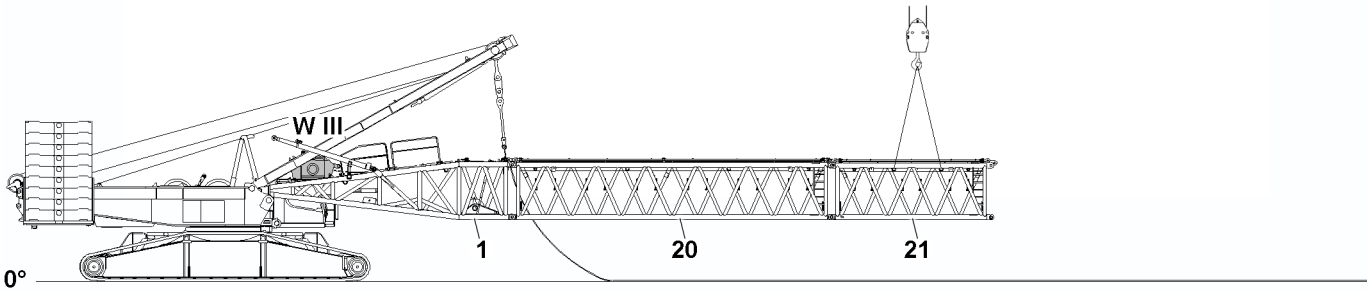

Fig.153304

► Secure the pin **10** with the retaining element **11**.

Result:

– The D-intermediate section 6 m 2420.16 **21** is pinned and secured on D-intermediate section 12 m 2420.20 **20**.

► Properly fasten the D-end section **22** to the auxiliary crane.
► Lift the D-end section **22** with the auxiliary crane and swing it in to the assembled D-intermediate section 6 m 2420.16 **21**.

When the pin bores of D-intermediate section 6 m 2420.16 **21** and D-end section **22** align:

► Insert the pins **10** on both sides in points **P8** at the top and bottom.

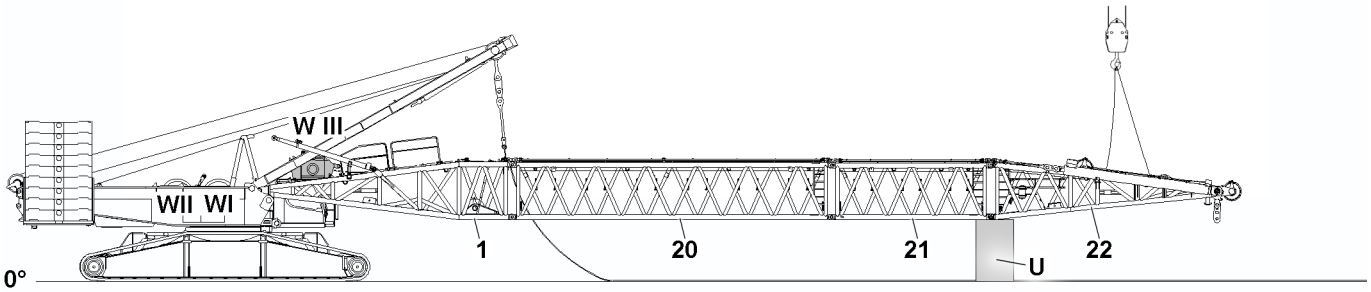

Fig.153305

► Secure the pin **10** with the retaining element **11**.

Result:

– The D-end section **22** is pinned and secured on D-intermediate section 6 m 2420.16 **21**.
– The D-boom is completely assembled on D-pivot section **1**.

When the D-end section is properly installed and secured:

► Establish the electrical connections to the D-end section **22**.
► Establish the hydraulic connections to the D-end section **22**.

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WARNING
The D-boom can fold down!
If the auxiliary crane is removed from the D-end section to assemble the D-guying, the D-boom can fold down.
Death, severe bodily injuries, property damage.
► Make sure after assembling the D-end section **22** that the D-boom is held in a horizontal position by the auxiliary crane or supported with load bearing materials.
► Make sure that the fastening equipment between the D-end section **22** and the hook block is tensioned and that the D-boom is held by the auxiliary crane.

Alternatively:
► Make sure that the D-boom is taken down on a load bearing substructure **U**.

► Leave the auxiliary crane for assembly of the D-guying on the D-end section **22**.
► Keep the fastening equipment between the D-end section **22** and the auxiliary crane tensioned.
► Assemble the D-guy rods, see section „Assembling the D-guy rods“.

When the D-guying is properly assembled:
► Luff up the SA-frame slowly until the D-guying is tensioned and the D-boom is safely held by the D-guying.

When the D-boom is safely held by the D-guying:
► Bring the pull test brackets and pulley retainer into the operating position.

When the pull test brackets and pulley retainer are in the operating position.
► Assemble the luffing pulley block on the D-end section **22**, see section „Pinning the luffing pulley block on the pull test brackets“.

When the luffing pulley block is properly assembled on the D-end section **22**:
► Depending on planned crane use: Reeve in the hoist rope from winch 1 **W I** and / or winch 2 **W II** to the D-boom, see section „Pulling the hoist rope in“.

4.15 Pinning the luffing pulley block on the pull test brackets

Make sure that the following prerequisites are met:
– The pull test brackets **22.4** are in operating position.
– The pulley retainer **22.1** is in the operating position.
– The pin **4.3** is in the park position in point **P24**.
– The pin **4.2** is completely unpinned.

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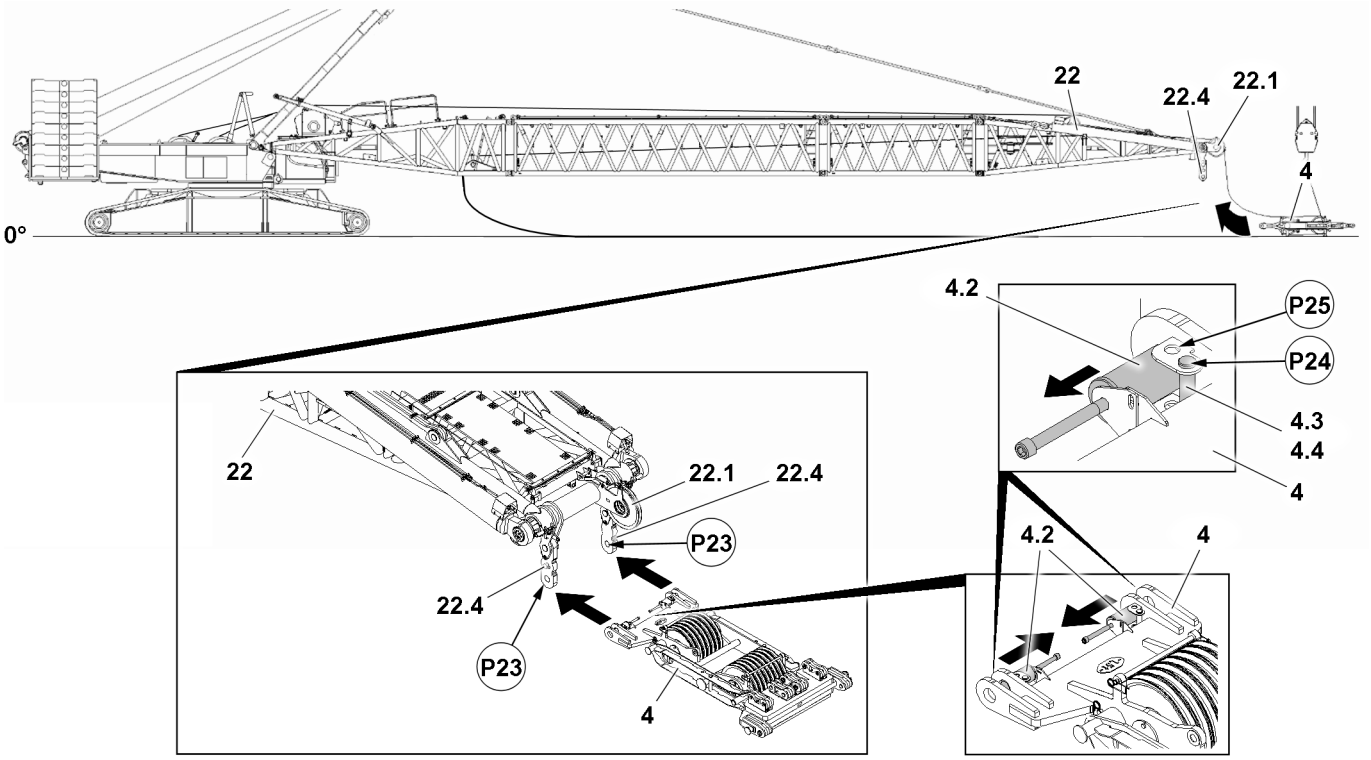

*Fig.152907: Positioning the luffing pulley block **4** on the pull test brackets **22.4***

Pin the luffing pulley block **4** on the pull test brackets **22.4** on the D-end section **22**.

► Fasten the luffing pulley block **4** to the auxiliary crane and lift it off the ground.

NOTICE
Danger of slack rope formation!
When swinging in the luffing pulley block **4** on the D-end section **22**, slack rope can form on winch 3.
► When swinging in the luffing pulley block **4** to the D-end section **22**, slowly and carefully spool up winch 3.

► Position the luffing pulley block **4** with the auxiliary crane on the pull test brackets **22.4**.

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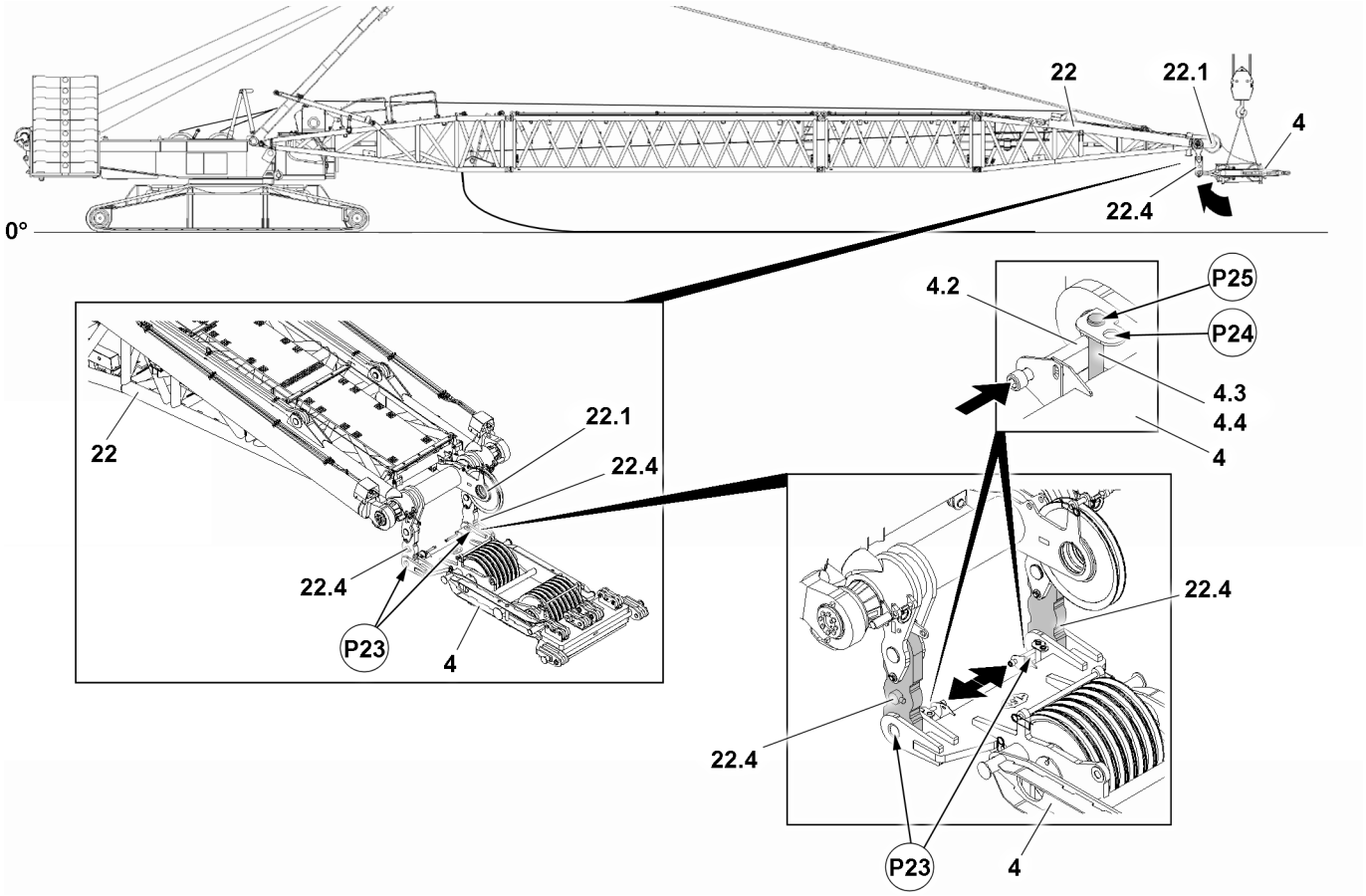

*Fig.152908: Pinning the luffing pulley block **4** on the pull test brackets **22.4***

When the luffing pulley block **4** is positioned on the pull test brackets **22.4** and aligned:
► Insert the pins **4.2** on both sides.

When the pins **4.2** are fully inserted on both sides:
► Release the pin **4.3** in park position in point **P24** and unpin.
► Secure the pin **4.2**: Pin the pin **4.3** in point **P25** and secure with the retaining element **4.4**.

Result:

– The luffing pulley block **4** is pinned and secured.

Note
► It is recommended to lift the D-boom to the point that the luffing pulley block **4** is hanging freely on the pull test brackets after assembly and after lowering.

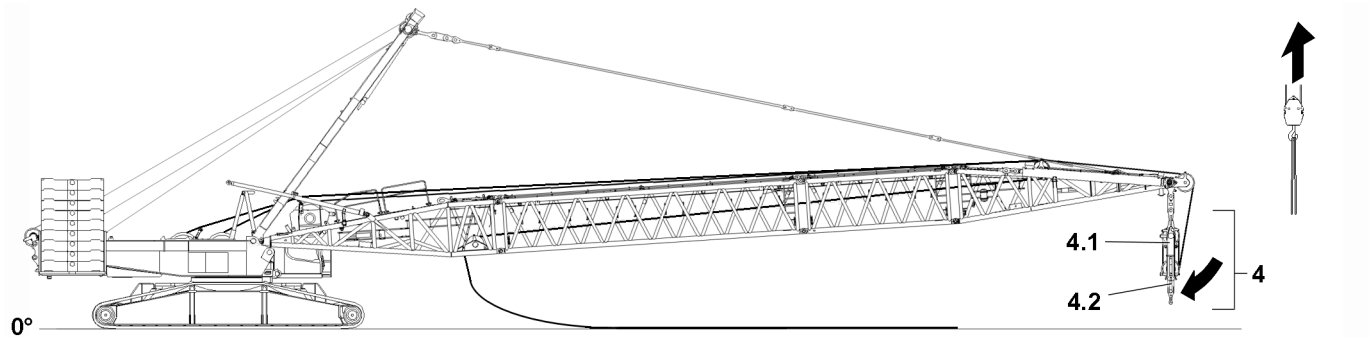

Fig.152909

► Lift the D-boom and lower the luffing pulley block.
► Carefully lower the luffing pulley block **4** with the auxiliary crane.

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When the luffing pulley block is fully lowered:
► Remove and extend the auxiliary crane.

4.16 Assembling the lugs on the upper pulley block

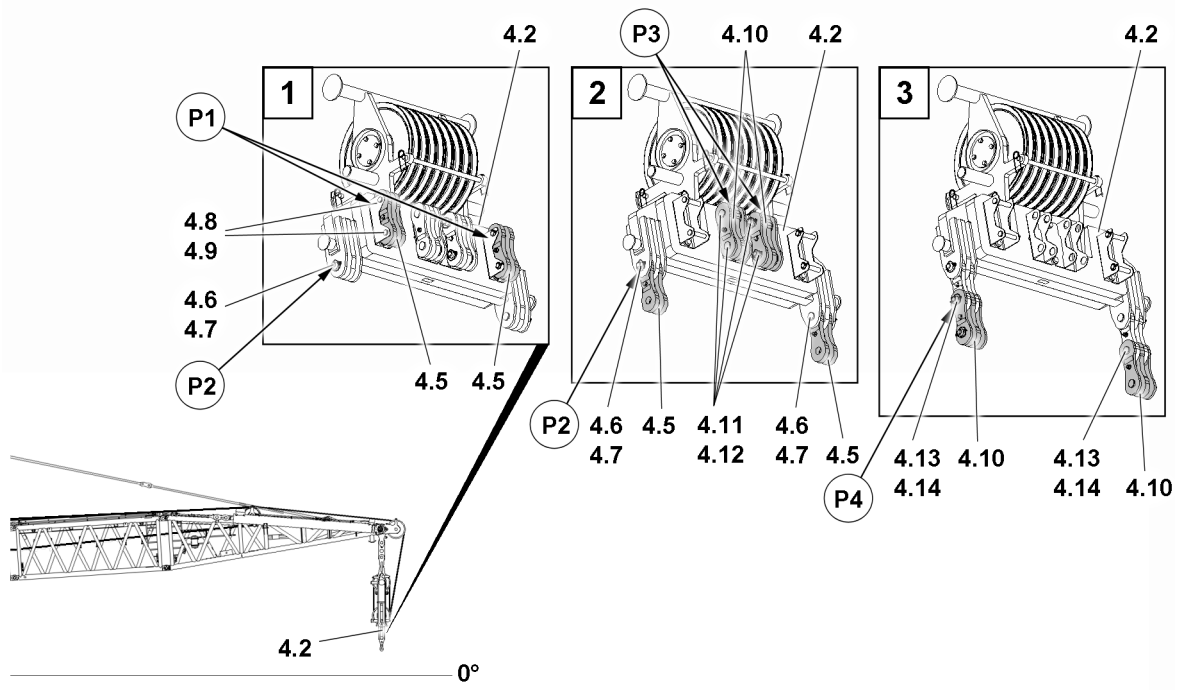

*Fig.153619: Assembling the lugs on the upper pulley block **4.2***

Make sure that the following prerequisites are met:
– The luffing pulley block **4** is properly pinned and secured to the pull test brackets on the D-end section.
– After assembly, the luffing pulley block **4** is fully lowered and hangs freely on the pull test brackets.
– The luffing pulley block **4** is located just above the ground.

WARNING
Falling lugs!
Death, severe bodily injuries, property damage.
► Secure the lugs before unpinning and prevent them from falling.

Before unpinning the upper pulley block on the lower pulley block, the lugs **4.5** must first be taken out of the park position and pinned in the defined pin points in the upper pulley block **4.2**. If the lugs **4.5** are properly pinned and secured on the upper pulley block **4.2**, the lugs **4.10** are pinned and secured on the already assembled lugs **4.5**.

► Release the pin **4.6** in point **P2** and unpin.

When the pin **4.6** in point **P2** is unpinned:
► Remove the first lug **4.5** in the park position in point **P1**: remove the retaining element **4.9** and unpin the pin **4.8**.
► Bring the lug **4.5** in point **P2** into the pin position, pin with the pin **4.6** and properly secure with the retaining element **4.7**.

When the lugs **4.5** in point **P2** are pinned and secured on both sides:
► Remove the first lug **4.10** in the park position in point **P3**: remove the retaining element **4.12** and unpin the pin **4.11**.
► Bring the lug **4.10** in point **P4** into the pin position, pin with the pin **4.13** and properly secure with the retaining element **4.14**.

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Result:

– The lugs **4.5** and lugs **4.10** are assembled on the upper pulley block.

4.17 Unpinning the upper pulley block on the lower pulley block

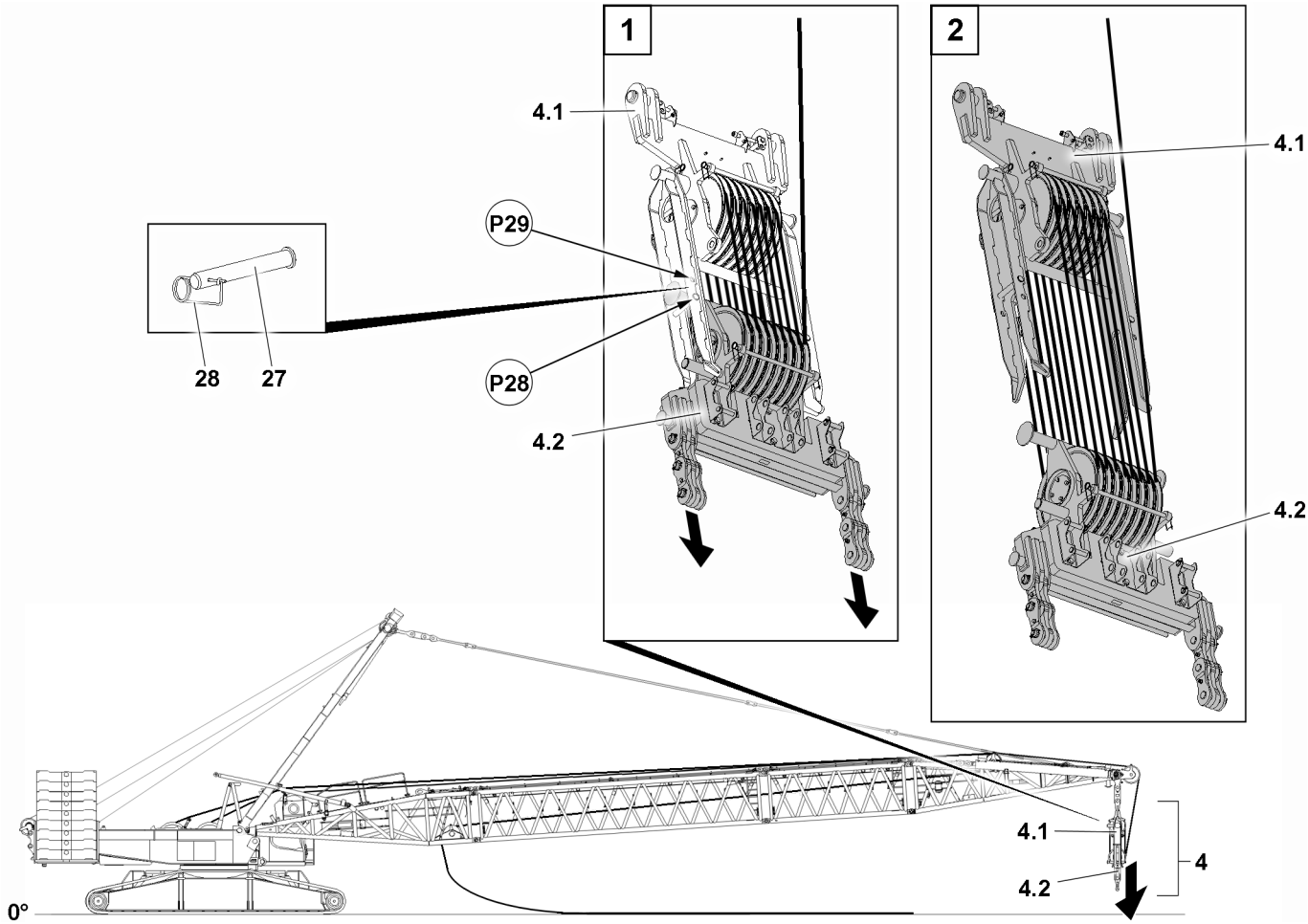

Fig.152900: Unpinning the upper pulley block on the lower pulley block

NOTICE
Slack rope formation!
If winch 3 is spooled out as long as the upper pulley block and the lower pulley block are pinned, slack rope formation can occur.
► Before erecting the D-boom, unpin the upper pulley block **4.2** on the lower pulley block **4.1**.

Make sure that the following prerequisites are met:
– The lugs are properly pinned and secured on the upper pulley block.
– Lift the D-boom up to the point that the luffing pulley block **4** hangs freely on the D-end section.
– An assembly scaffolding / work platform is available.

► Unpin the upper pulley block **4.2** on the lower pulley block **4.1**: Remove the retaining element **28** in point **P16** and unpin the pin **27**.

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4.18 Checking the function of the safety equipment

WARNING
Malfunctioning safety equipment!
Death, severe bodily injuries, property damage.
► Crane operation with non-functioning safety equipment is prohibited.

Note
► The function of the individual limit switches must be checked before erection.
► The function of the limit switch initiators must be checked in the test system, see the Diagnostics manual.

Note
► If a function check on the limit switches or on the safety equipment does not lead to the desired shut offs, then the plug connections on the connector boxes or the components itself must be checked.
► If no visible connection errors or component defects can be found, contact Liebherr Service.

Make sure that the following prerequisites are met:
– All electrical connections have been made.
– The crane engine is running.
– The required operating mode is set on the LICCON monitor.

4.18.1 D-boom, relapse cylinder limit switch

Note
► The limit switch functions have to be checked individually before erection.

► Cover the limit switch initiators individually with a metal plate, see chapter 8.12.

Result:

– The spooling up of winch 4 (control winch) turns off in upward movement.
– The „derrick boom angle“ icon appears on LICCON monitor 1, see chapter 4.02.

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4.19 Swinging the folding brackets into the operating position

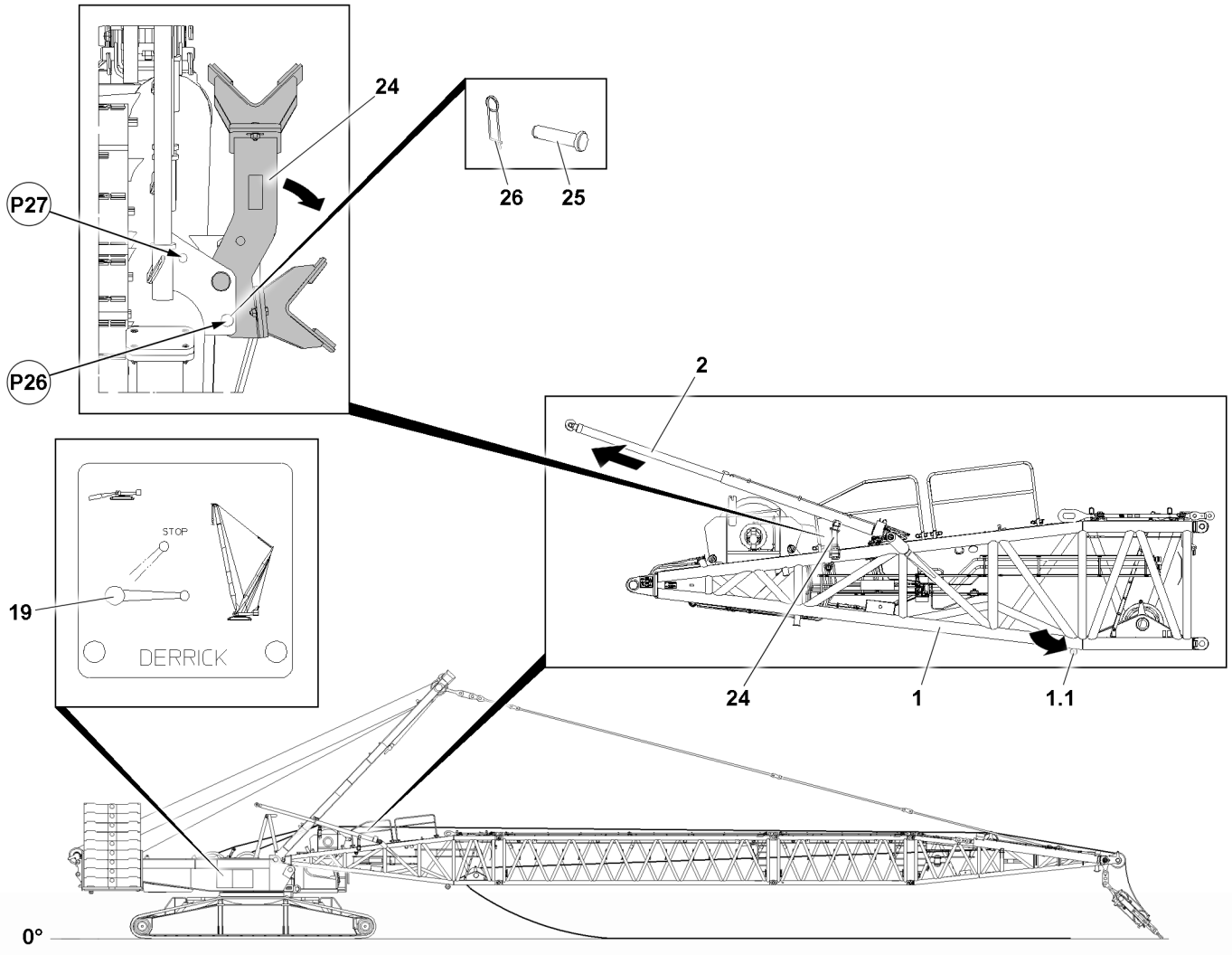

*Fig.152622: Swinging the folding brackets **24** into the operating position*

Before extending the D-relapse cylinder **2**, bring the folding brackets **24** into the operating position.

- ► Remove the retaining element **26** and unpin the pin **25** from the transport position **P27**.
- ► Fasten the auxiliary crane to the first D-relapse cylinder **2**.
- ► Lift the D-relapse cylinder **2** with the auxiliary crane from the folding bracket **24**.
- ► Swing the folding brackets **24** into the operating position.
- ► Insert the pin **25** in the operating position **P26** and secure with the retaining element **26**.

4.20 Installing the adapter for the ballast trailer on the turntable

If the ballast trailer is required for the intended crane application, then the adapter for the ballast trailer must be assembled on the turntable **before the D-boom is erected**. Otherwise access to the turntable is significantly limited by the SA-frame.

Note

- ► Install the adapter for the ballast trailer on the turntable before erecting the D-boom, see chapter 5.35.

When the adapter is pinned and secured on the turntable:

- ► Erect the D-boom.

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4.21 Erecting the D-boom

WARNING
The crane can topple over!
Death, severe bodily injuries, property damage.
- ► It is not permitted to turn the crane during the erection procedure.
- ► Observe the specifications in the erection and take-down charts.

WARNING
The crane can topple over!
If the following conditions are not met before erecting the D-boom, the crane can topple over.
Death, severe bodily injuries, property damage.
- ► Observe the technical safety instructions, see chapter 5.01.
- ► Extend the D-relapse cylinder **2** before erection.
- ► Pay attention to slack rope formation on the control winch (winch 3).
- ► The ball valve cabinet must be locked. Always pull the key and hand it to an authorized person.

WARNING
Falling hoist rope!
If the hoist rope before the erection procedure is not properly secured onto the corresponding length on the D-boom, it can fall down backward on the basis of its own weight.
Death, severe bodily injuries, property damage.
- ► Reeve in the hoist rope before the erection procedure with sufficient length on the D-boom.
- ► The hoist rope must be constantly monitored during erection.
- ► Do not step into the danger zone.

Make sure that the following prerequisites are met:
- – The crane is horizontally aligned.
- – All electrical connections have been made.
- – All hydraulic connections have been made.
- – All limit switches are functioning.
- – The central ballast has been installed on the turntable according to the load chart.
- – The counterweight has been installed on the turntable according to the load chart.
- – All pin connections are secured.
- – The folding brackets of the D-relapse cylinders are in the operating position.
- – The hoist rope has been correctly inserted in the rope pulleys and is prevented from jumping out with the rope retaining pins.
- – The LICCON overload protection has been set according to the data in the load chart.
- – The LICCON overload protection settings have been compared with the actual set up configuration.
- – LICCON computer system: Assembly operation is activated, see chapter 4.02 and chapter 4.20.
- – No personnel is present in the danger zone.

4.21.1 Extending the D-relapse cylinder

WARNING
Danger of fatal injury due to the D-boom!
If the D-relapse cylinders **2** are not extended before erecting the D-boom, then the D-boom can fall backward.
Death, severe bodily injuries, property damage.
- ► The D-relapse cylinders **2** must be extended before erection of the D-boom.
- ► The ball valve **19** is secured during crane operation to prevent inadvertent actuation.

The piston rod on the D-relapse cylinder **2** must be extended by actuating the ball valve **19**.

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Ball valve positions	
Horizontal	Crane operation, extend the piston rod
Vertical	Assembly, retract the piston rod
45°	STOP (the piston rod cannot be retracted / extended)

Make sure that the following prerequisite is met:
– All hydraulic connections have been made.

► Move the ball valve **19** into horizontal position.

Result:

– The piston rods of the D-relapse cylinders **2** extend.

Note
► The ball valve is secured by closing the cabinet door and removing the key.

► Close the cabinet door and pull out the key.
► Hand the key to an authorized person.

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4.21.2 D-boom erection procedure

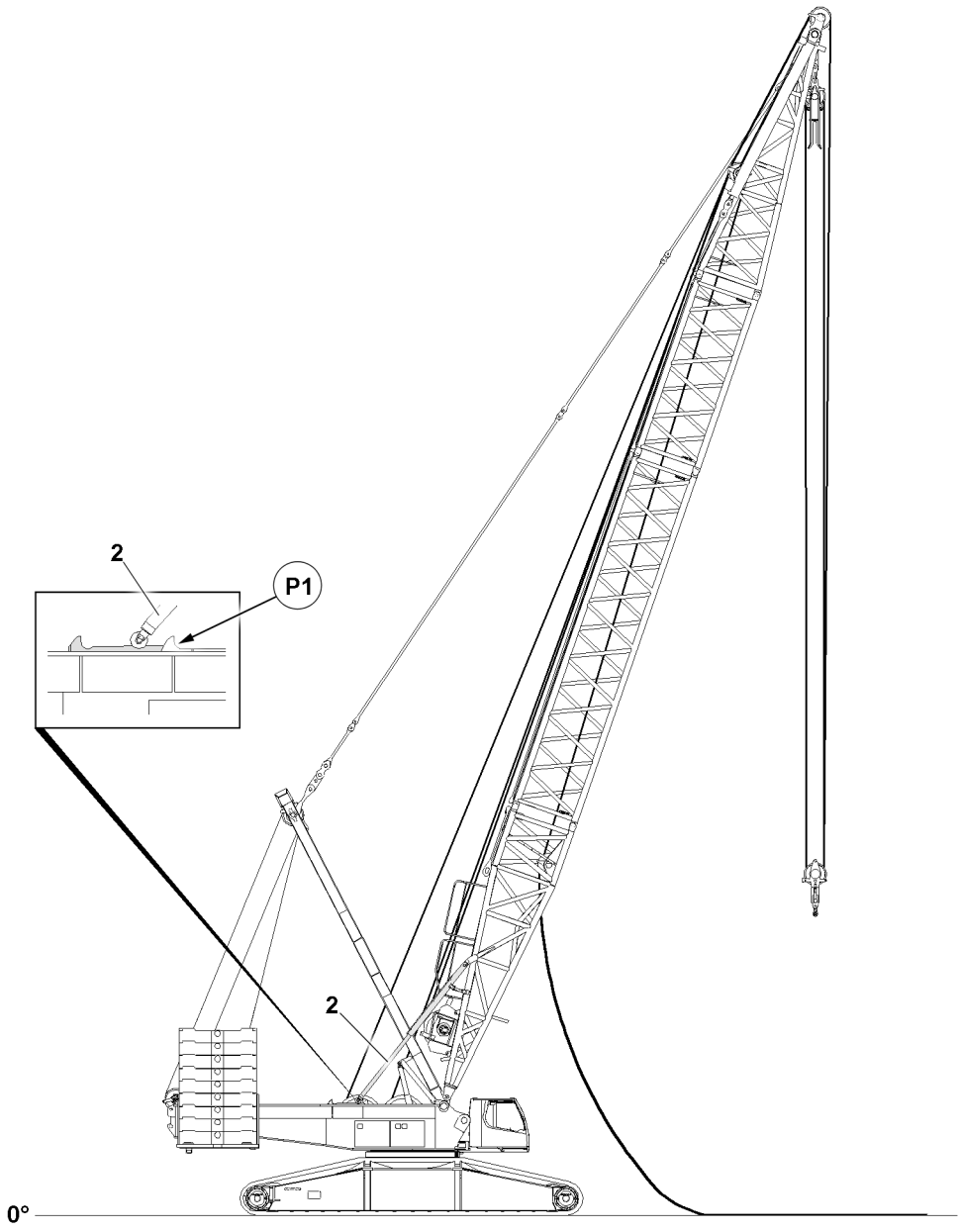

Fig.152621: D-boom erection procedure

Make sure that the following prerequisites are met:
- The D-relapse cylinders **2** are fully extended before erection.
- The control rope of winch 3 is properly reeved in on the luffing pulley block and properly secured on the rope fixed point.
- The connector pins between the upper pulley block and the lower pulley block are unpinned.

Note

► During the erection procedure it must be ensured that the D-relapse cylinders **2** engage past the first stop (point **1**) into the second stop rail on the D-relapse retainer.

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WARNING
The crane can topple over!
Death, severe bodily injuries, property damage.
- ► It is prohibited to turn the crane superstructure during the erection procedure.
- ► Pay attention to slack rope formation on the control winch (winch 3).
- ► Do not erect the D-boom further than maximum 80° to the horizontal.

► Actuate winch 4 and erect the D-boom to an angle range of 75° to 80°.

During the D-erection procedure:
► Spool out winch 3 and keep the luffing pulley block at a constant height, just above the crane cab.

5 Disassembly of the D-boom

WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.
- ► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
- ► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the supplied fall arrest system to prevent falling, see chapter 2.04.
- ► If fall protection equipment is available, then it must be used, see chapter 2.06.
- ► When lifting, lowering, swinging crane parts in and out, no persons may remain in the danger zone.
- ► When closing or opening boom systems during boom assembly or boom disassembly, no persons may remain on the boom system or in the danger zone.
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work.
- ► Only step on the aids, ladders and catwalks with clean shoes.
- ► Keep aids, ladders and catwalks free of heavy dirt, snow and ice.
- ► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
- ► Remaining on a suspended load is prohibited.
- ► Stepping or walking on crane components and lattice sections, which have an incline of more than 20° is prohibited.
- ► For all assembly work, the crane driver of the main crane must be in voice contact with the crane driver / crane drivers of the auxiliary crane / auxiliary cranes.
- ► For assembly tasks, the crane driver may only initiate crane movements when the responsible guide has explicitly released the movement.

WARNING
The lattice sections can fall down!
If the lattice sections are not pinned and secured correctly, then they can fall down.
Death, severe bodily injuries, property damage.
- ► Insert or unpin both pins on the same horizontal level, i.e. **left and right**.
- ► Do not stand under the lattice sections or within the entire danger zone during the pinning and unpinning procedure of the boom.
- ► Safely secure the pins in the storage locations as well as in the receptacles.
- ► It is prohibited to lean the ladder against the component being disassembled.

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WARNING
Danger of impact / crushing!
When assembling / disassembling crane components with the auxiliary crane, crane components can start to swing back and forth.
When lifting / lowering and positioning crane components, there is an increased danger of impacts / crushing.
Death, severe bodily injuries, property damage.
- ► Make sure that personnel cannot be caught by components.
- ► Make sure that the crane is horizontally aligned.
- ► When working in danger zones: Use aids to protect limbs.
- ► Guide components with suitable aids to minimize oscillation.

WARNING
The component can fall down!
If the corresponding component is disengaged from the auxiliary crane before the corresponding component is pinned, then the corresponding component can fall down.
Death, severe bodily injuries, property damage.
- ► Do not disengage the auxiliary crane until the respective component is pinned and secured.

WARNING
The crane can topple over!
Death, severe bodily injuries, property damage.
- ► The turntable may not be turned during the assembly of the boom.
- ► Observe the assembly conditions, see chapter 3.06.

WARNING
Danger of accident!
Death, severe bodily injuries, property damage.
- ► For assembly of the boom combinations, the rod plan must be observed and adhered to.
- ► Depending on the condition of the ground, the boom and the lattice sections must be supported for boom assembly.
- ► Observe the technical safety instructions, see chapter 5.01.

Make sure that the following prerequisites are met:
- – The crane is horizontally aligned.
- – The central ballast is installed according to the load chart.
- – The counterweight has been installed on the turntable according to the load chart.
- – The main boom is completely disassembled.
- – The D-boom is in the assembly area.
- – An auxiliary crane is available.
- – An assembly scaffolding / work platform is available.
- – The LICCON overload protection has been set according to the data in the load chart.
- – The LICCON overload protection settings have been compared with the actual set up configuration.

5.1 Disassembling the D-boom

WARNING
Falling boom!
If the D-boom is not properly supported before disassembly or held with an auxiliary crane, then the D-boom can fall down when it is unpinned.
Death, severe bodily injuries, property damage.
- ► Before supporting the D-boom, the ground condition must be checked regarding load bearing capacity and level.

If the ground condition is not classified as sufficient:
- ► Support the D-boom properly and safely with suitable material.

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5.1.1 Luffing the D-boom down

When luffing the D-boom down toward the front, the winch **W III** must be spooled up at the same time so that the upper pulley block **4.2** and lower pulley block **4.1** are pulled together over the control rope of the winch **W III**.

NOTICE
Damage to the luffing pulley block!
If the D-boom is lowered too quickly to the „front“, significant damage can be caused to the luffing pulley block **4** and the D-end section.
► Lower the D-boom carefully toward the front while spooling up the winch **W III**.
► Make sure that the upper pulley block **4.2** and lower pulley block **4.1** do not collide while being pulled together.

► Lower the D-boom to the front until the upper pulley block is just above the ground.

5.1.2 Disassembling the lugs on the upper pulley block

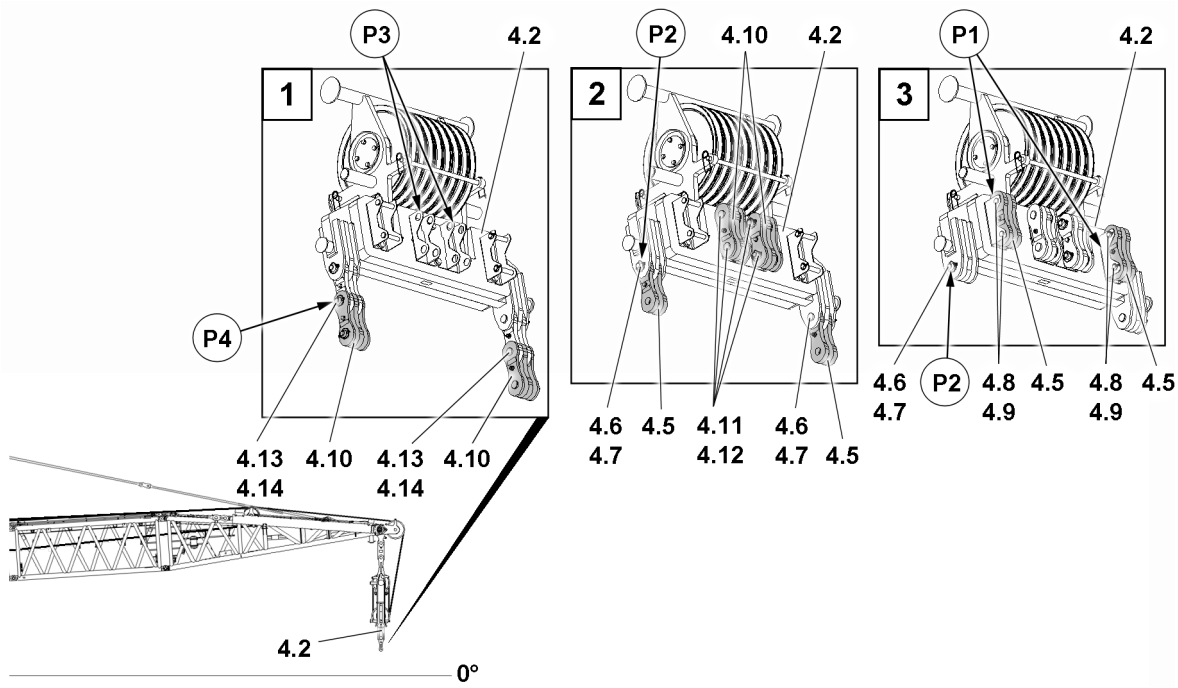

*Fig.153622: Disassembling the lugs on the upper pulley block **4.2***

Make sure that the following prerequisite is met:
– The upper pulley block **4.2** is hanging with the lugs **4.10** just above the ground.

The lugs **4.10** and lugs **4.5** must be unpinned from the operating position for transport and to pin and secure in the park position.

WARNING
Falling lugs!
Death, severe bodily injuries, property damage.
► Secure the lugs before unpinning and prevent them from falling.

► Disassemble the first lug **4.10**: Remove the retaining element **4.14** in point **P4** and unpin the pin **4.13**.
► Remove the lug **4.10** in point **P4** and insert and hold in park position in point **P3**.
► Pin the lug **4.10** in park position in point **P3** twice with pins **4.11** and secure with the retaining element **4.12**.

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Result:

– The first lug **4.10** is pinned and secured in the park position in point **P3**.

► Pin and secure the second lug **4.10** in point **P3** in the park position.
► Disassemble the first lug **4.5**: Remove the retaining element **4.7** in point **P2** and unpin the pin **4.6**.
► Remove the lug **4.5** in point **P2** and insert and hold in park position in point **P1**.
► Pin the lug **4.5** in park position in point **P1** twice with pins **4.8** and secure with the retaining element **4.9**.

Result:

– The first lug **4.5** is pinned and secured in the park position in point **P1**.

► Pin and secure the second lug **4.5** in point **P1** in the park position.

5.1.3 Pinning the upper pulley block with the lower pulley block

Make sure that the following prerequisite is met:
– The upper pulley block **4.2** hangs in a reeved in condition above the ground.

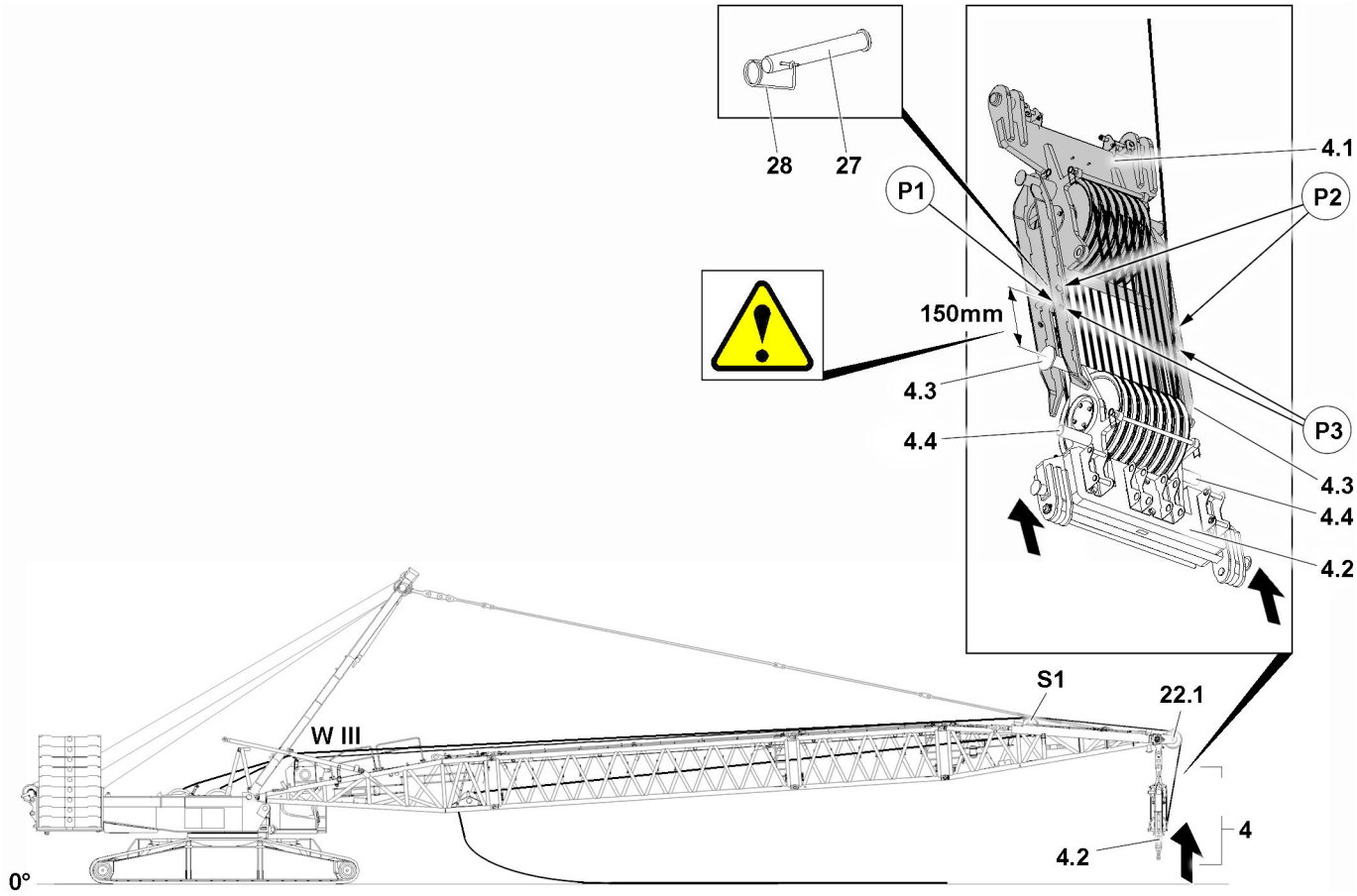

*Fig.152915: Pinning the upper pulley block **4.2** with the lower pulley block **4.1***

The upper pulley block **4.2** must be pinned with the lower pulley block **4.1** before the complete luffing pulley block **4** can be taken down in the transport receptacle on the D-pivot section.

► Luff the D-boom down slowly and spool up winch 3 **W III** simultaneously until the upper pulley block **4.2** is moved together with the guide pin **4.3** in the bracket to approx. 150 mm on the stop of the point **P1**, the lower pulley block **4.1**.

When the upper pulley block **4.2** is approx. 150 mm before the stop of the lower pulley block **4.1**, point **P1**:
► Luff the D-boom down slowly and carefully until the upper pulley block **4.2** is in contact with the ground.

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NOTICE
Danger of property damage on the luffing pulley block!
If the D-boom is luffed down too quickly, then significant property damage can occur on the upper as well as the lower pulley block.
- ► Always use a guide when connecting the upper and lower pulley block.
- ► Carry out all crane movements slowly and with utmost caution.
- ► When the guide pin **4.3** reaches the stop at point **P1**, stop the luff down movement of the D-boom immediately.

When the upper pulley block **4.2** is in contact with the ground:
- ► Luff the D-boom down slowly and carefully until the guide pin **4.3** is entered to the stop at point **P1**.

When the guide pin **4.3** touches the stop, point **P1**, of the lower pulley block **4.1**:
- ► Stop the luff down movement immediately.
- ► Unpin the pin **27** on both sides of the bracket of the lower pulley block **4.1** out of the park position in point **P2** and pin in point **P3** and secure with the retaining element **28**.

Result:

– The upper pulley block **4.2** is connected with the lower pulley block **4.1** and now forms the „transport unit“ luffing pulley block **4**.

Before the luffing pulley block **4** can be taken down in the transport receptacle on the D-pivot section, the rope retaining pins of the rope pulleys / change over pulleys (rope pulley **S1** and the rope pulley on the pulley retainer **22.1**) must be removed.

- ► Remove the retaining elements on the rope retaining pin.
- ► Unpin the rope retaining pin.

5.1.4 Disassembling the luffing pulley block and taking it down on the ground

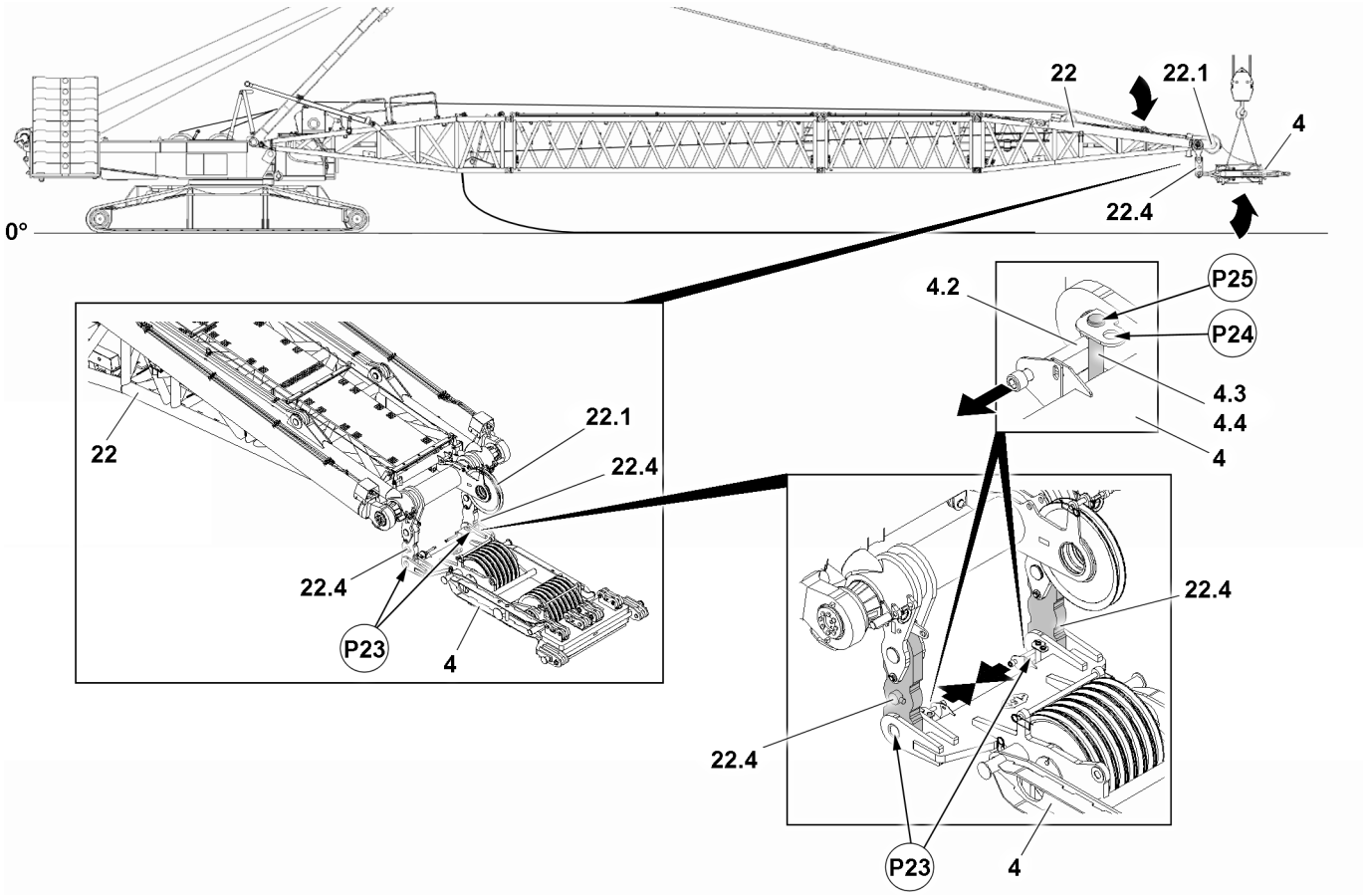

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*Fig.152916: Disassembling the luffing pulley block **4** and taking it down on the ground*

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NOTICE
Damage to the luffing pulley block!
If the D-boom is taken down on the ground, the luffing pulley block can be damaged.
► Before taking the D-boom down, fasten the luffing pulley block to the auxiliary crane. and lift it horizontally.

► Fasten the luffing pulley block **4** to the auxiliary crane and lift it until the luffing pulley block hangs horizontally on the auxiliary crane.

When the luffing pulley block **4** hangs horizontally on the auxiliary crane:
► Luff the D-boom down to the horizontal.

Disassemble the luffing pulley block **4** on the pull test brackets **22.4** and take it down on the ground at a sufficient distance.

► Unpin the luffing pulley block **4** on the pull test brackets **22.4**: Remove the retaining element **4.4** on the pin **4.3** on both sides.
► Unpin the pins **4.3** on both sides from pin position **P25**, insert them in the park position **P24** and secure with the retaining element **4.4**.

Result:

– The pins **4.2** are released on both sides.

► Unpin the pins **4.2** completely on both sides.

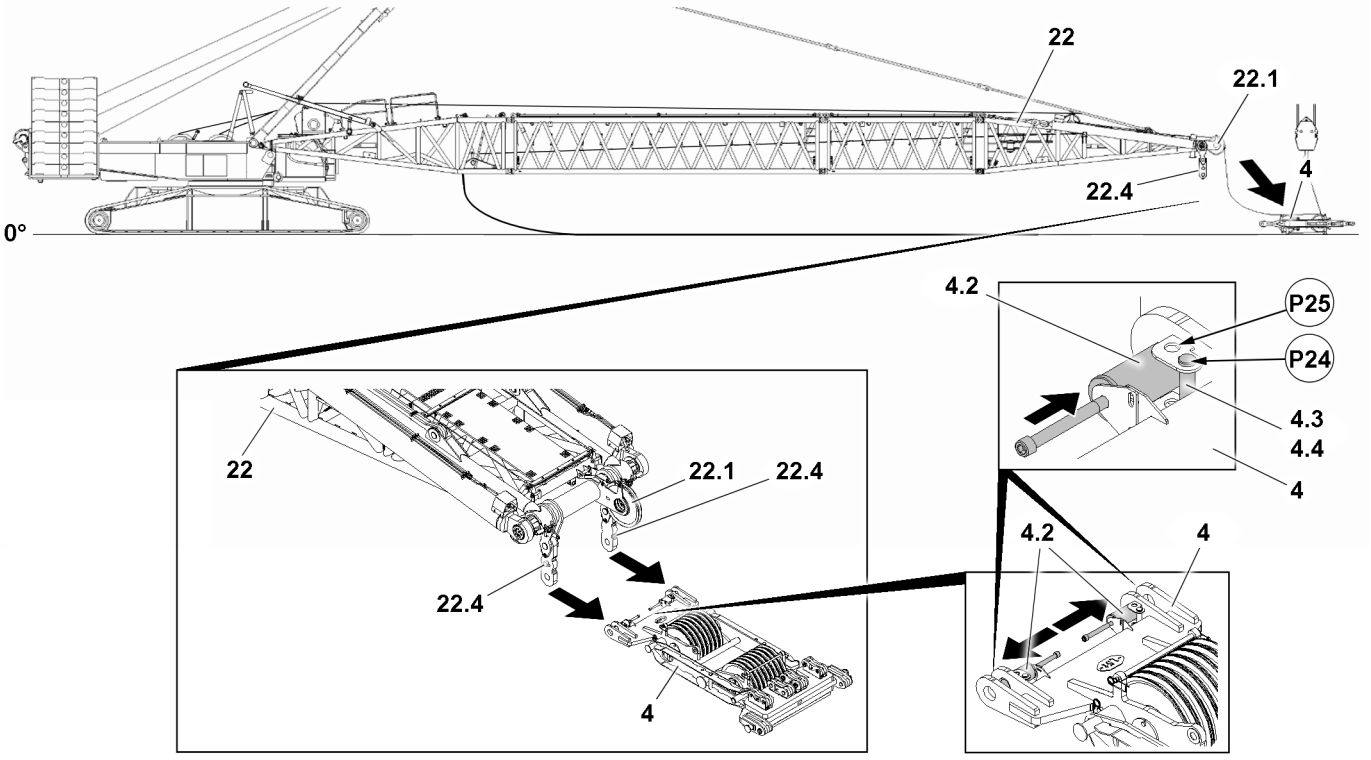

Fig.152918: Swinging out the luffing pulley block and taking it down on the ground

► Swing the luffing pulley block **4** out with the auxiliary crane and spool winch 3 out at the same time.
► Take the luffing pulley block **4** down on the ground with the auxiliary crane at a suitable distance.
► Remove the auxiliary crane.
► Insert the pins **4.2** completely on both sides.
► Unpin the pins **4.3** on both sides from park position **P24**, insert them in the pin position **P25** and secure with the retaining element **4.4**.

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5.1.5 Bringing the pulley retainer into the transport position

Make sure that the following prerequisite is met:
– The luffing pulley block is disassembled on the D-end section and taken down on the ground.

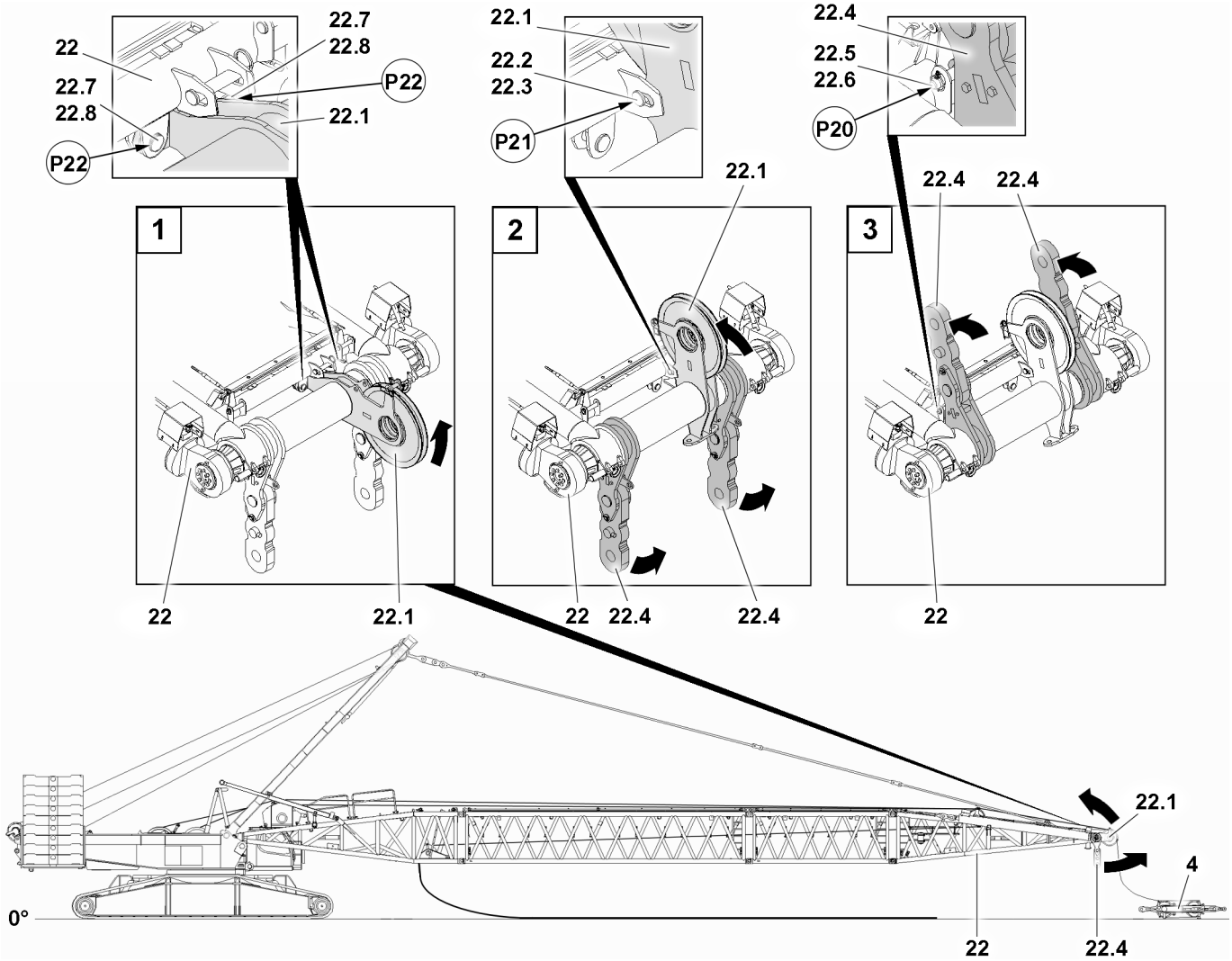

*Fig.152919: Bringing the pulley retainer **22.1** and pull test brackets **22.4** into the transport position*

WARNING
Danger of fatal injury due to the pulley retainer!
If the pulley retainer is not secured with an auxiliary crane during the swing procedure, it can swing forward with a large momentum due to its weight.
Death, severe bodily injuries, property damage.
► Swing the pulley retainer into transport position only with the aid of an auxiliary crane.
► Swinging the pulley retainer without an auxiliary crane is **prohibited**.

► Unpin the pulley retainer **22.1** in the operating position: Remove the retaining element **22.8** and unpin the pin **22.7** in point **P22**.
► Unpin the pin **22.2** in the transport position of the pulley retainer **22.1**: Remove the retaining element **22.3** and unpin the pin **22.2**.
► Fasten the pulley retainer **22.1** to the auxiliary crane.
► Swing the pulley retainer **22.1** upward with the auxiliary crane into transport position.

When the pulley retainer **22.1** is in transport position:
► Pin the pin **22.2** in point **P21** and secure with the retaining element **22.3**.

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When the pulley retainer **22.1** is pinned and secured in the transport position:
► Remove the auxiliary crane.

5.1.6 Bringing the pull test brackets into the transport position

WARNING
Danger of crushing!
If the pull test brackets are not secured with an auxiliary crane during the swing procedure, they can swing forward with a large momentum due to their weight.
Death, severe bodily injuries, property damage.
► Swing the pull test brackets into the transport position only with the aid of an auxiliary crane.
► Swinging the pull test brackets without an auxiliary crane is prohibited.
► Bring the pull test brackets individually into the transport position.

► Fasten the pull test bracket to the auxiliary crane.

When the pull test bracket **22.4** is attached to the auxiliary crane:
► Tension the fastening equipment with caution.
► Remove the retaining element **22.6** on the transport retainer and unpin the pin **22.5** in point **P20**.
► Swing the pull test bracket **22.4** upward with the auxiliary crane into the transport position.

When the pull test bracket **22.4** is in the transport position:
► Insert the pin **22.5** in point **P20** in the transport position and secure with the retaining element **22.6**.

When the pull test bracket **22.4** is pinned and secured in the transport position:
► Remove the auxiliary crane.
► Bring the second pull test bracket **22.4** into the transport position and pin and secure it.

5.1.7 Reeving out the hoist rope(s) on the D-boom

Make sure that the following prerequisite is met:
– The rope retaining pins are removed on the rope pulleys / change over pulleys.

NOTICE
Danger of slack rope formation!
If there is slack rope on the winch, this could cause the hoist rope to cut into the lower rope layers.
The hoist rope can be damaged.
► Make sure that the hoist rope(s) are always sufficiently tensioned so that slack rope cannot form on the winch(es).

NOTICE
Winch adjustment after overspooling!
If the winches are turned off too late when spooling up the hoist rope, the winches can be overspooled.
In that case, the winches must be readjusted.
► Make sure that the winches are not overspooled when spooling up the hoist rope.

► Actuate winch 1 in the hoisting direction and spool up the hoist rope.
► Secure the hoist rope to winch 1.

When the hoist rope of winch 1 is completely spooled up on winch 1:
► Actuate winch 2 in the hoisting direction and spool up the hoist rope.
► Secure the hoist rope to winch 2.

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5.1.8 Disassembling the D-guy rods

Make sure that the following prerequisites are met:
- The pulley retainer **22.1** is in the transport position.
- The pulley retainer **22.1** is pinned and secured in the transport position.
- The pull test brackets **22.4** are in the transport position.
- The pull test brackets **22.4** are pinned and secured in the transport position.
- The hoist rope of winch 1 is completely spooled up on winch 1 and secured.
- **and / or**
  The hoist rope of winch 2 is completely spooled up on winch 2 and secured.

► Lower the D-boom to the ground: Carefully lower the SA-frame toward the front until the D-end section is in contact with the ground.

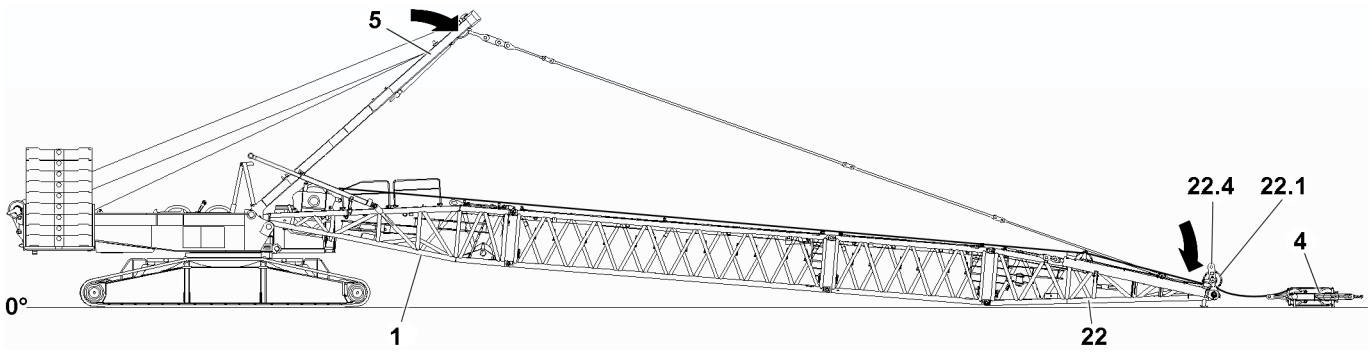

Fig.152921: Lowering the D-boom to the ground

When the D-end section is on the ground:
► Lower the SA-frame further to the front until the D-guy rods are fully taken down in the transport retainers.

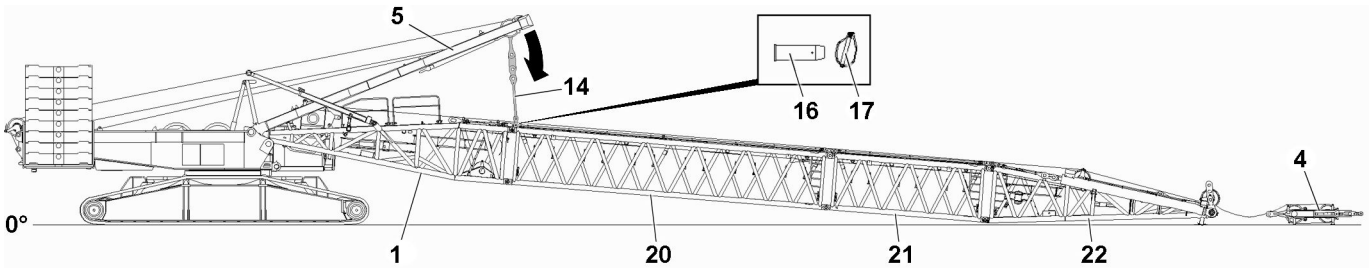

Fig.152922: Taking down and securing the D-guy rods in the transport retainers

When the D-guy rods are completely taken down in the transport retainers:
► Pin and secure the guy rods in the transport retainers.
► Unpin the guy rods **14** of the SA-frame and the guy rods **20.1** of the D-intermediate section on both sides: Remove the retaining element **17** and unpin the pin **16**.

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5.1.9 Pinning the protective roller on the D-pivot section in the park position

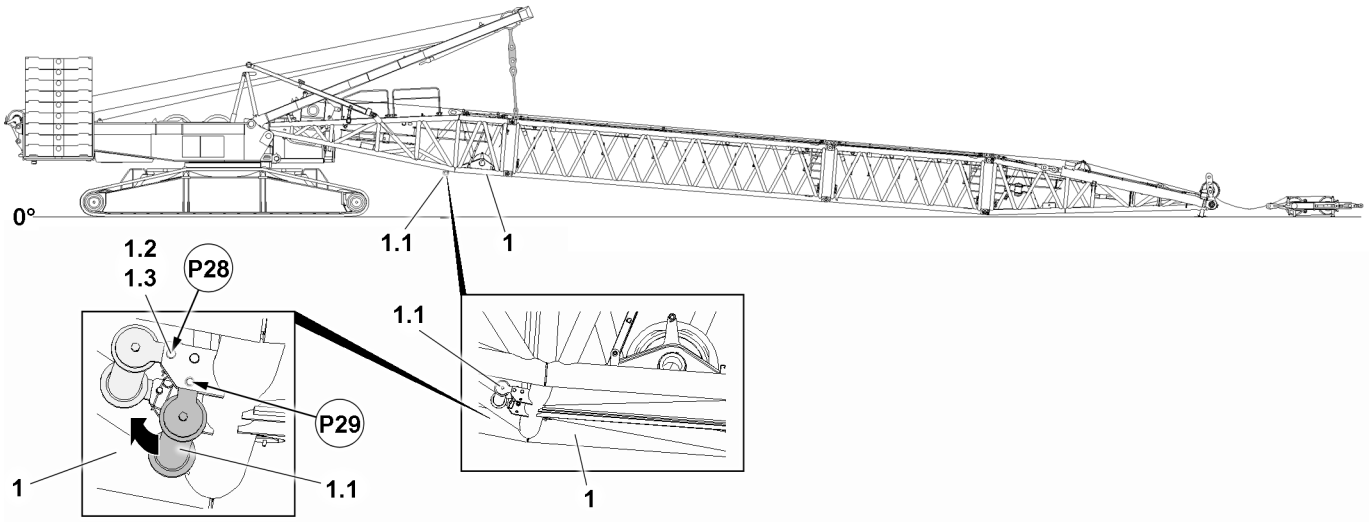

*Fig.152927: Pinning the protective roller **1.1** on the D-pivot section **1** in the park position*

► Unpin the protective roller **1.1** on both sides of the D-pivot section **1**: Remove the retaining element **1.3** from the pin **1.2** and unpin the pin **1.2** in point **P29** on both sides.

When the pins **1.2** in point **P29** are unpinned on both sides:
► Push up the protective roller **1.1** into the park position.

When the protective roller **1.1** is in the park position:
► Insert the pin **1.2** in point **P28** on both sides and secure with the retaining element **1.3**.

Result:

– The protective roller **1.1** is pinned and secured in the park position.

5.1.10 Retracting the D-relapse cylinder

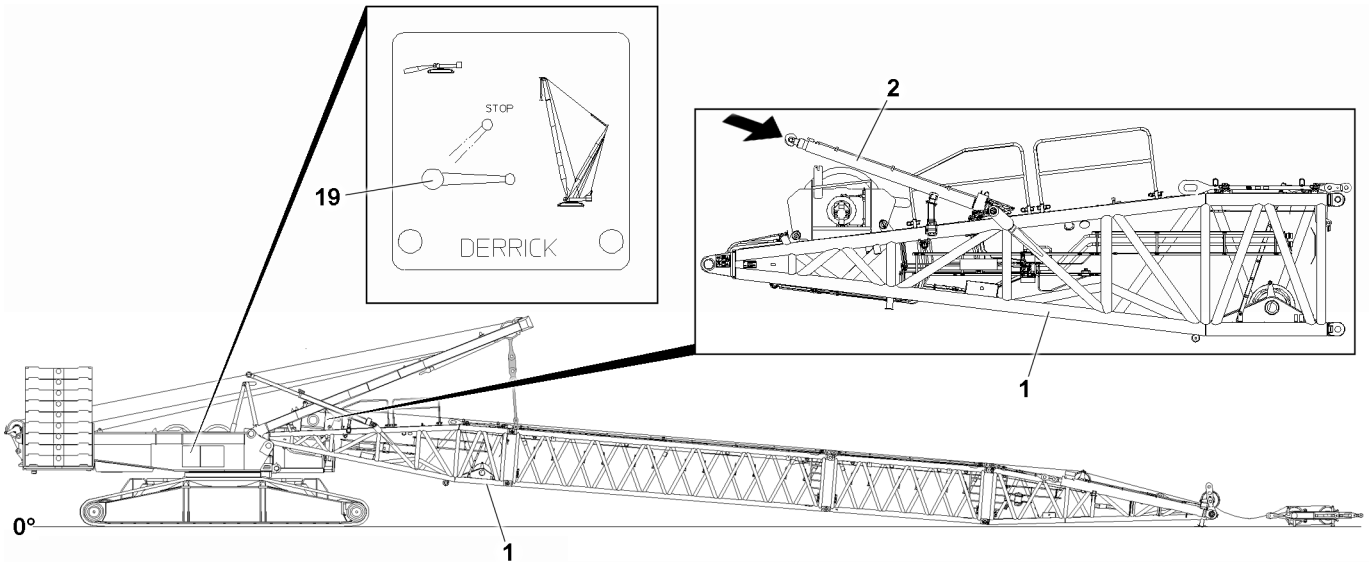

*Fig.152925: Retracting the D-relapse cylinder **2***

The piston rod on the D-relapse cylinder **2** must be retracted by actuating the ball valve **19**.

► Move the ball valve **19** into vertical position.

Result:

– The piston rod of the D-relapse cylinder **2** retracts.

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5.1.11 Bringing the folding brackets into the transport position

Make sure that the following prerequisites are met:
- The D-boom is open and taken down on the ground.
- The piston rod of the D-relapse cylinder **2** is fully retracted.

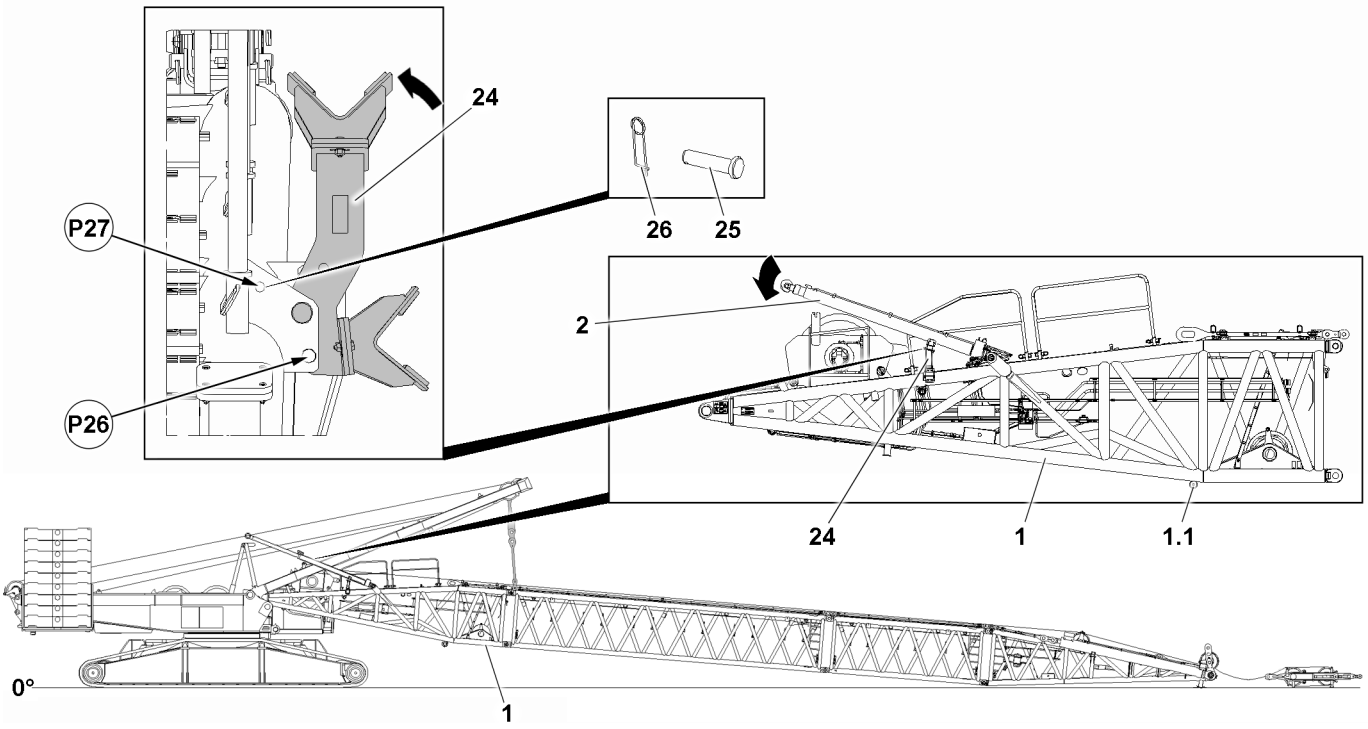

*Fig.152926: Bringing the folding brackets **24** into the transport position*

Note
- The folding procedure for the folding brackets is the same for both folding brackets, and will be described based on the example of one folding bracket.

- Fasten the relapse cylinder **2** to the auxiliary crane.
- Use the auxiliary crane to lift the D-relapse cylinder **2** out of the folding bracket **24**.
- Unpin the pin **25** in point **P26**.
- Fold the folding bracket **24** inward into the transport position, see the arrow.

When the folding bracket **24** is in the transport position:
- Pin the folding bracket **24** in the transport position and secure: Pin the pin **25** in point **P27** and secure with the retaining element **26**.
- Lower the D-relapse cylinder **2** with the auxiliary crane into the folding bracket.

When the D-relapse cylinder **2** is fully taken down in the folding bracket:
- Remove the auxiliary crane.
- Bring the second folding bracket into the transport position and secure it.

5.1.12 Disconnecting the electrical and hydraulic connections between the D-end section and the D-pivot section

- Disconnect the electrical connections on the D-boom and store properly.
- Close the electrical connections off properly with dummy plugs, protective caps or caps.
- Disconnect the hydraulic connections on the D-boom and store properly.
- Close the hydraulic connections off properly with protective caps or caps.

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5.1.13 „Opening“ the D-boom and taking it down

Make sure that the following prerequisite is met:
– The protective roller **1.1** is in park position.

Note
► For the disassembly of the D-boom, the guying of the SA-frame **5** must be pinned with the lug **15** on the D-pivot section **1** so that the D-boom can be lowered over the SA-frame and disassembled.

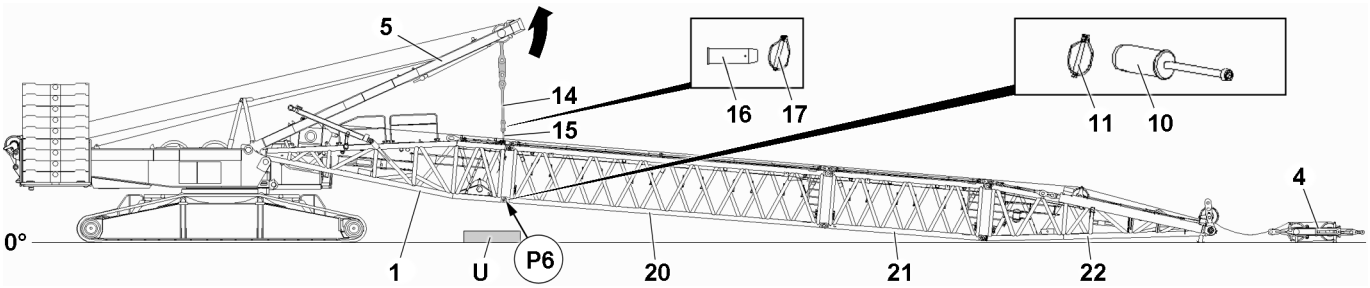

Fig.152923: Opening the D-boom

► Pin the guy rods **14** of the SA-frame **5** and the guy rods **15** of the D-pivot section **1** on both sides: Insert the pin **16** and secure it with the retaining element **17**.
► Luff the SA-frame **5** up until the guying between the SA-frame and the D-pivot section **1** is tensioned.

WARNING
Falling D-boom!
When unpinning the D-boom on the D-pivot section, the D-boom can fall down.
Death, severe bodily injuries, property damage.
► It is prohibited for anyone to remain under the D-boom during the unpinning procedure.
► Make sure that the D-boom is safely held by the guying.

► Unpin the D-pivot section **1** on the D-intermediate section **20**: Release the pins **10** on both sides in point **P6** and unpin.

NOTICE
Damage to the D-pivot section!
If the D-pivot section **1** is taken down on the ground, the D-pivot section will be damaged.
► Before taking the D-pivot section **1** down on the ground, support the area with a sufficiently load-bearing and spacious substructure.
► Make sure that the height of the substructure on the D-pivot section does not fall below the specified minimum dimension.
► Carefully take the D-pivot section **1** down with the auxiliary crane and at low speed onto the substructure **U**.

	Cranes without Quick-Connection (QC)	Cranes with Quick-Connection (QC)
Height of the substructure **U** (minimum dimension)	200 mm	550 mm

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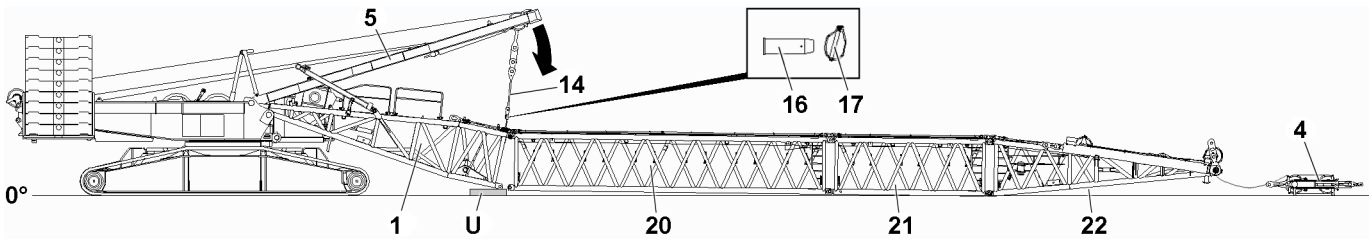

Fig.152924: Opening the D-boom

When the pins **10** are unpinned on both sides in point **P6**:

► Luff the SA-frame **5** down and take the D-pivot section **1** down carefully on the substructure **U**.
► Luff the SA-frame down until the guying is relieved.
► Unpin the guying: Release and unpin the pins **16** on both sides.
► Luff the SA-frame up to approx. 75° to 80°.

5.1.14 Taking the luffing pulley block down into the transport receptacle on the D-pivot section

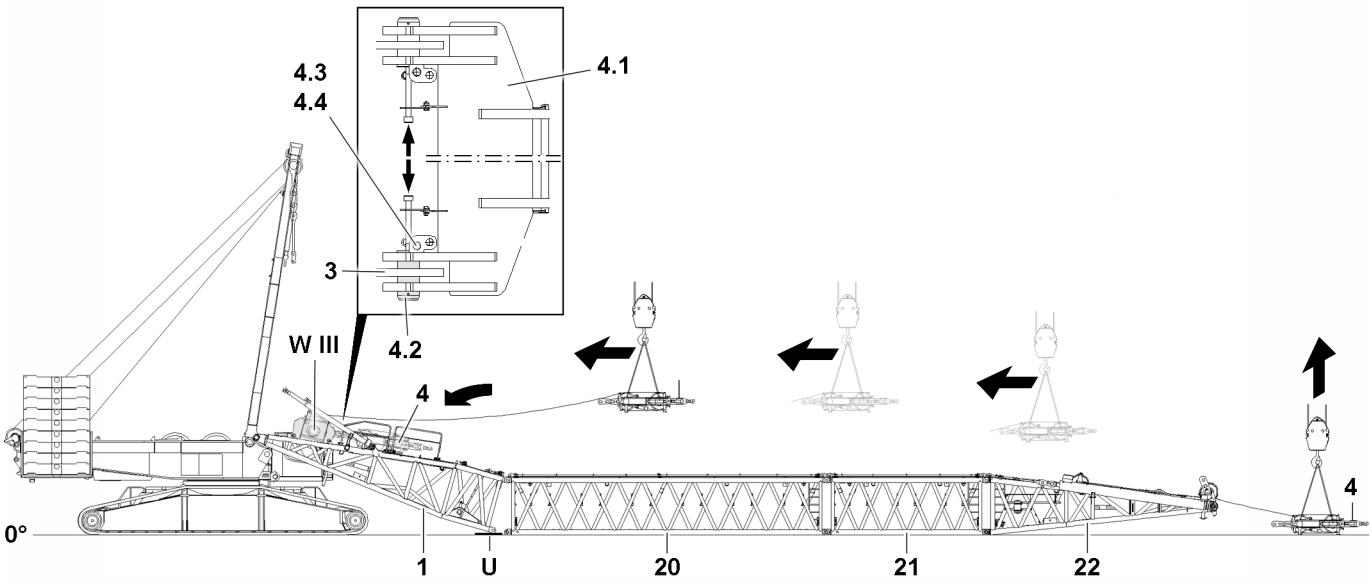

Fig.152928: Taking the luffing pulley block down into the transport receptacle on the D-pivot section

Make sure that the following prerequisites are met:

– The lower and the upper pulley blocks are pinned as a luffing pulley block **4** „transport unit“.
– The rope retaining pins on the D-end section are released and unpinned.
– The guy rods are taken down in the transport retainers and secured.
– The SA-frame is luffed up to approx. 75° to 80°.
– The D-boom is laying fully on the ground (on the substructure).

► Fasten the luffing pulley block **4** to the auxiliary crane.
► Tension the fastening equipment between the luffing pulley block and the hook block of the auxiliary crane.

NOTICE

Slack rope formation!

► Always keep the control rope of winch 3 slightly tensioned.

► Pull the luffing pulley block **4** with the auxiliary crane to the D-pivot section while spooling out winch 3 at the same time.
► Place the luffing pulley block **4** in the transport receptacle on the D-pivot section **1**.
► Pin and secure the luffing pulley block **4** in the transport receptacle on the D-pivot section **1** with winch 3 **3**: Insert the pin **4.2** on both sides and secure with the pin **4.3** and retaining element **4.4**.

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5.1.15 Disassembling the D-lattice sections

WARNING
Tipping lattice sections!
When the lattice sections are unpinned, they can tip over, depending on the ground or the substructure.
Death, severe bodily injuries, property damage.
- ► The lattice sections must be safely held by the auxiliary crane before unpinning them.
- ► The fastening equipment must be tensioned before unpinning.

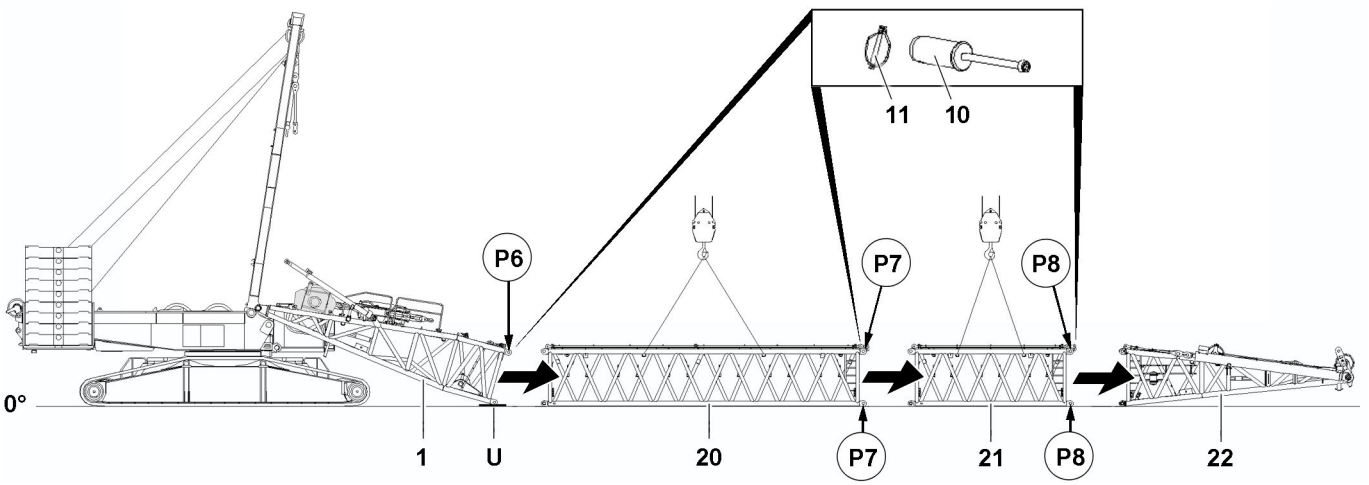

Fig.152929: Disassembling the D-lattice sections

Release and unpin the pin **11** „at the bottom“ in point **P8**.

- ► Remove the retaining element **11** „on the bottom“ in point **P8** on pin **10**.
- ► Unpin the pin **10** „at the bottom“ in point **P8**.
- ► Hang the D-end section **22** on the auxiliary crane.

When the D-end section **22** is being held by the auxiliary crane:
- ► Release and unpin the pin **10** „on top“ in point **P8**.
- ► Remove the D-end section **22** with the auxiliary crane.
- ► Fasten the D-intermediate section **21** to the auxiliary crane.
- ► Release and unpin the D-intermediate section **21** on the „bottom“ in point **P7**.
- ► Release and unpin the D-intermediate section **21** on the „top“ in point **P7**.
- ► Remove the D-intermediate section **21** with the auxiliary crane.
- ► Fasten the D-intermediate section **20** to the auxiliary crane.
- ► Release and unpin the D-intermediate section **20** on the „top“ in point **P6**.
- ► Remove the D-intermediate section **20** with the auxiliary crane.

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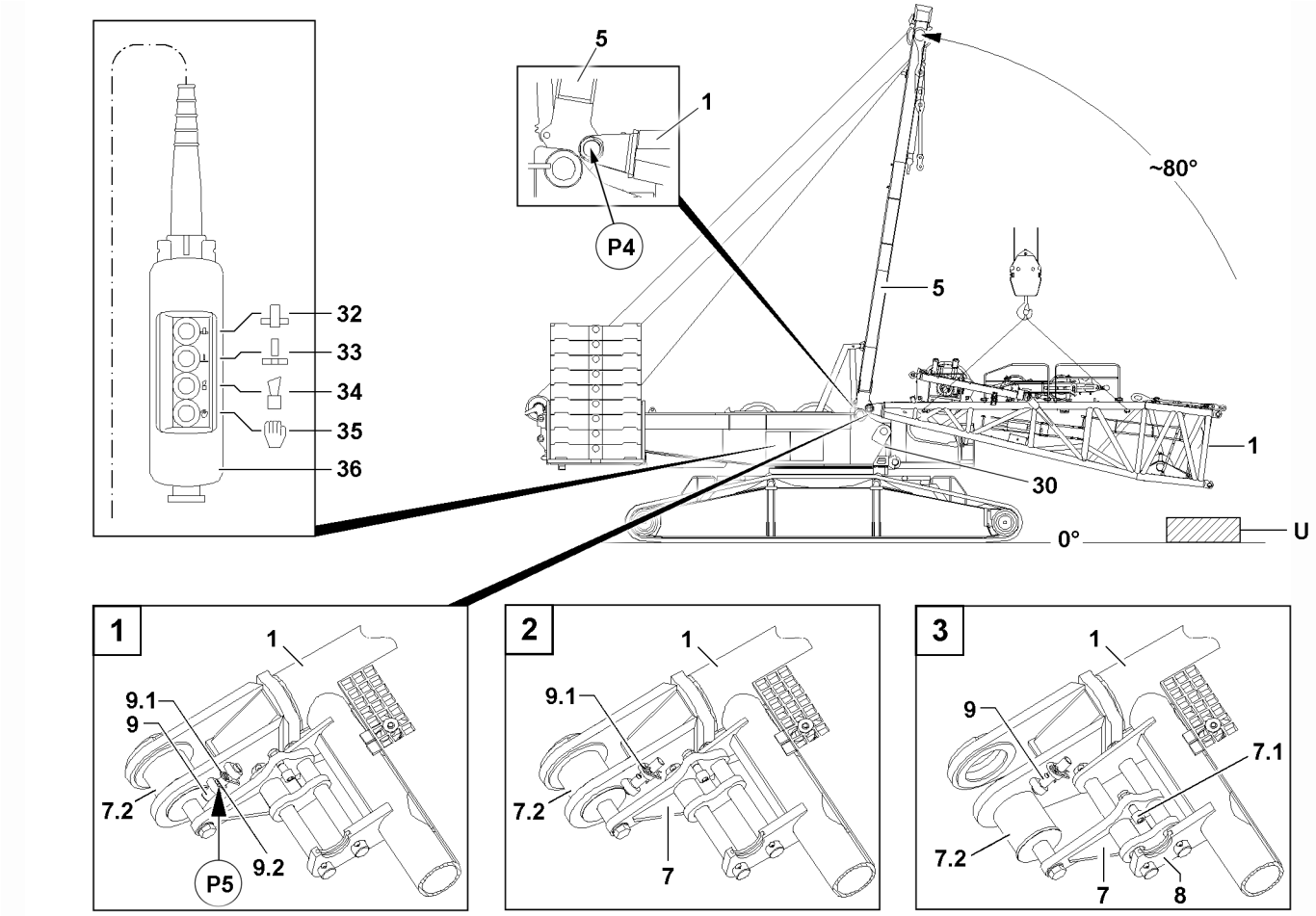

Fig.152914

- ► Fasten the D-pivot section **1** to the fastening points on the auxiliary crane, see section „Fastening points“.
- ► Lift the D-pivot section **1** with the auxiliary crane off the ground.
- ► Hook the pin pulling cylinder **6** in the cylinder receptacle **8**.
- ► Release the pin **7.2**: Remove the retaining element **9.1** and push the pin **9** „up“.
- ► Secure the pin **9** in the „top“ position:Use the retaining element **9.1**.

Establish the hydraulic connection to the pin pulling device via two quick couplings **30**. Alternatively, an external hydraulic aggregate can be used.

Unpin the D-pivot section on the turntable.

- ► Unpin the pin **7.2** with the hydraulic pin pulling device.
- ► Unpin the pin **7.2** on both sides with the hydraulic pin pulling cylinder **6**: Press the button **35** on the control panel **36** and „hold down“, then press the button **33** until the pin **7.2** is fully unpinned.

When the pins **7.2** are fully unpinned on both sides:

- ► Release the electrical and hydraulic connections from the turntable to the D-pivot section.
- ► Remove the pin pulling cylinder **6** on the D-pivot section **1**.
- ► Remove the D-pivot section with the auxiliary crane.

5.1.16 Disassembling the railings on the D-pivot section

Note

- ► To retain the transport dimensions on the D-pivot section, remove the railings.

The railings must be removed after disassembly of the D-pivot section and stored in the transport receptacle.

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► Insert the railings in the intended transport retainers on the D-pivot section and secure with the retaining elements.

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5.07 Luffing jib - W-system

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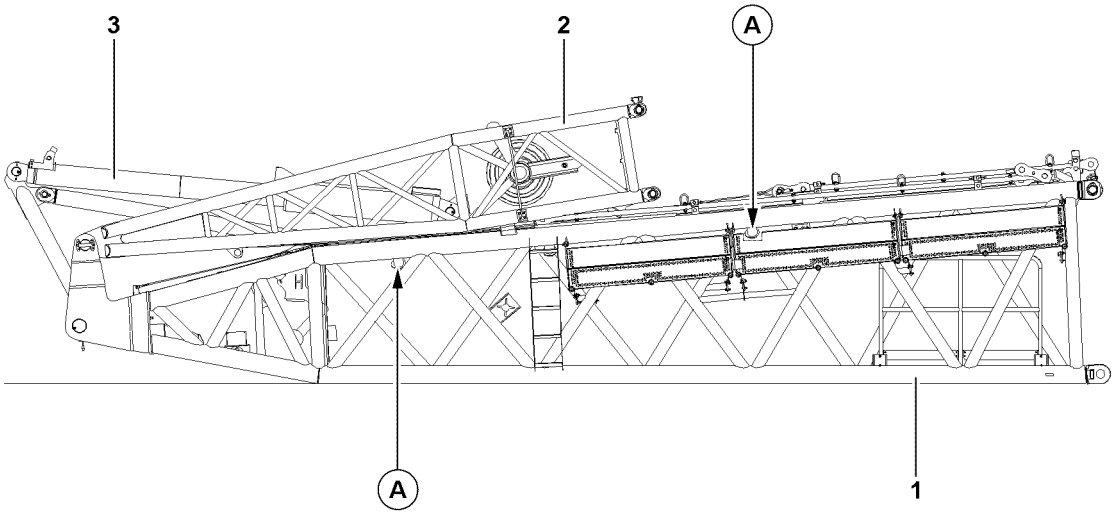
T1



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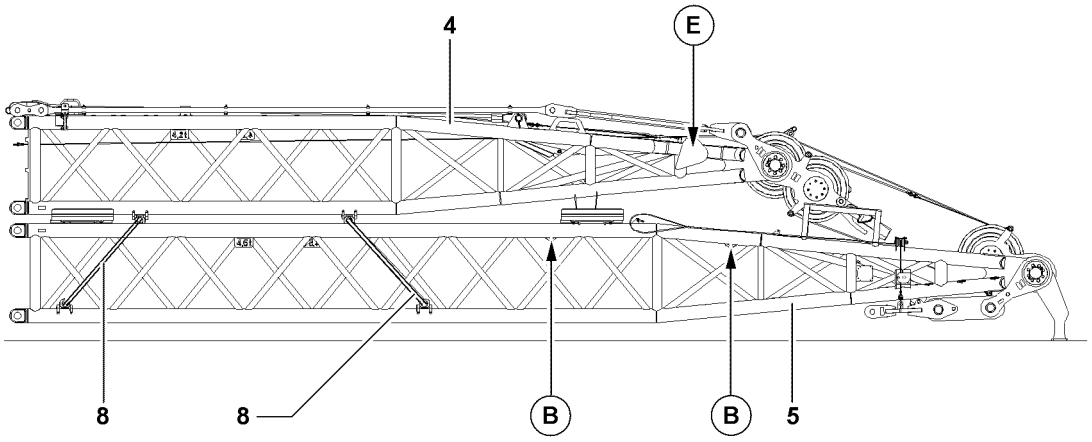

T3

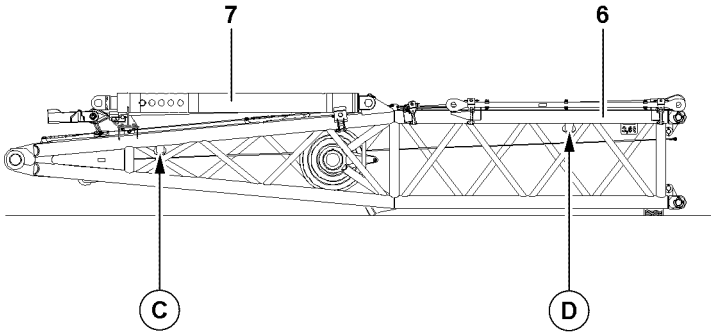

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Fig.107230

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1 W-boom system component overview

The transport unit **T1** consists of:
- **1** W-pivot section
- **2** WA-frame 1 pivot section
- **3** W-relapse retainer

The transport unit **T2** consists of:
- **4** WA-frame 2 end section
- **5** WA-frame 1, end section
- **8** Rigging belts

The transport unit **T3** consists of:
- **6** WA-frame 2 pivot section
- **7** Relapse support

Position	Component	Weight
T1	Transport unit 1	12 t
T2	Transport unit 2	8.7 t
T3	Transport unit 3	3.6 t

2 W-transport units fastening points

Fastening points	
A	For transport unit 1
B	For transport unit 2
C/D	For transport unit 3
E	For WA-frame 2

3 Using the equipment components of the LR1700-1.0 on the LR1600/2

For luffing jib operation on the LR1600/2, equipment components of the LR1700-1.0 can only be used with certain prerequisites:
- **Note**: The LR1600/2 is not prepared in the factory for equipment components of LR1700-1.0. Retrofitting must be performed by Liebherr-Werk Ehingen customer service. Retrofitting must also be performed mandatorily on LR1600/2 cranes that were configured in the factory for the use of a LR1600/2 luffing jib.
- Liebherr-Werk Ehingen must determine which component groups, programming and documents are required for the LR1600/2 and check for usability.
- Usable equipment components will be released by Liebherr-Werk Ehingen for the LR1600/2 on a case by case basis and in **writing**.
- If equipment components released for this purpose are assembled that are part of the delivery scope of another crane: Prior to first time use, check load bearing crane structures, especially steel structures. Observe chapter 8.01.

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WARNING
Use of non-released equipment components!
If non-released equipment components are used, there is a danger of accident.
Death, severe bodily injuries, property damage.
- ► Only use equipment components of LR1700-1.0 if an available LR1600/2 is prepared for it.
- ► Only use equipment components of LR1700-1.0 released for the purpose on the LR1600/2.
- ► Releases cannot be transferred to any LR1600/2. To do so, Customer Service at Liebherr Werk Ehingen must be obligatorily contacted.

WARNING
Use of insufficiently checked equipment!
Insufficiently checked equipment, even if it concerns only individual equipment components, are not safe for operation and can lead to accidents.
- ► When switching the entire equipment or individual equipment components to another crane, it must be ensured that they are subjected to an inspection according to the specifications of the crane documentation prior to their first use.

Note
Missing equipment scope on LR1600/2
The combination of an LR1600/2 without factory provided equipment for luffing jib operation with an LR 1700-1.0 with factory provided equipment for luffing jib operation cannot necessarily cover all necessary equipment parts for every luffing jib boom system on LR1600/2.
If equipment components of the LR1700-1.0 are used on the LR1600/2, additional components must be obtained.
- ► The boom system of the LR1700-1.0 uses guy rods that are not provided for the LR1600/2.
- ► Logically also the missing guy rods must be obtained, as it is **not recommended** to exchange them between cranes.
- ► Check if twice the amount of components should be obtained in order to keep both cranes ready for operation.
- ► Check if documentation that goes beyond the delivery condition is also necessary. For example load charts in written form, reeving plans, rod plans, erection / take-down charts, assembly instructions.

Note
Missing equipment scope on LR1700-1.0
The usable equipment components of LR1700-1.0 can be used on the crane itself for the operation of the boom systems **without** necessarily having to use a luffing jib.
- ► Check if twice the amount of components should be obtained in order to keep both cranes ready for operation.

Note
Adapter plug necessary
- ► When using equipment components of the LR1700-1.0 with electrical connections and lines, special adapter plugs must be used on the LR1600/2.

Note
Installation of winch 5
It is possible to use winch 5 from the LR1700-1.0 on the LR1600/2 with the corresponding release from Liebherr-Werk-Ehingen. Due to the need for space of the hydraulics, a grating must be detached on the S-pivot section for installation of winch 5, and properly refit after installation.
- ► If the necessary work cannot be performed properly in an independent manner: Do not use the winch and contact Liebherr Werk Ehingen Customer Service.

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Make sure that the following prerequisites are met:

- A crane-related release has been provided by Liebherr-Werk Ehingen for the general use of equipment components in the planned operating mode.
- Only equipment components of the LR1700-1.0 released specifically for this purpose is used for luffing jib operation on the LR1600/2.
- Additional component groups are provided.
- The necessary documentation for LR1600/2 is available.
- The documentation for the assembly / disassembly of the boom system for LR1600/2 must be used.
- The documentation for the erection / take-down of the boom system for LR1600/2 must be used.
- The documentation for crane operation with a luffing jib for LR1600/2 must be used.
- The reeving plans for LR1600/2 must be used.
- The rod plans for LR1600/2 must be used.
- The lattice sections may only be replaced with ones with identical identification.
- Keep the correct guy rods according to the rod plan on hand.

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Fig.195219

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4 Assembling the W-boom system

WARNING
Danger of falling!
During assembly / disassembly work, personnel must be secured with appropriate aids to prevent them from falling. If this is not observed, assembly personnel could fall and suffer life-threatening or fatal injuries!
- ► All assembly work must be carried out using suitable aids (lifting platform, scaffolding, ladder, auxiliary crane)!
- ► If work cannot be carried out with such aids or on the ground, then assembly personnel must be secured with the personal fall arrest system (see Crane operating instructions, chapter 2.04) to protect against falling! The personal fall arrest system must be attached to the corresponding fastening points on the crane (see the Crane operating instructions, chapter 2.06).
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work!
- ► Only step on aids and fall protection equipment with clean shoes!
- ► Keep aids and fall protection equipment clean and free from snow and ice!

WARNING
Danger of accident in case of incorrect crane operation!
Accidental crane movements can cause serious accidents.
- ► Only permit crane movements using the master switch when secure operability is guaranteed.

If the crane is equipped with radio remote control*:
- ► Only permit crane movements using the manual control lever when secure operability is guaranteed. Observe the radio remote control operating instructions.

WARNING
Falling components!
If unsecured or non-supported components are assembled or disassembled, they can fall down. Personnel can be killed or seriously injured!
- ► During pinning and unpinning of the lattice sections, it is prohibited for anyone to remain **under** or **on** the components as well as within the entire danger zone!
- ► Support the boom and components before pinning / unpinning!
- ► Pin or unpin both pins lying horizontally, i.e. **left** and **right**!
- ► Secure the pins in the bearing points and in the receptacles!
- ► Do not disengage the auxiliary crane until each component is pinned on and secured!
- ► It is prohibited to lean a ladder against the component being disassembled!

WARNING
Danger of crushing!
Components can swing during assembling. Hands can be crushed or severed!
- ► Make sure that the components do not swing back and forth during assembly!

WARNING
Failure to perform inspection and maintenance on the guy rods!
If the regular inspection and maintenance of the guy rods is not carried out or is carried out only at irregular intervals, then severe accidents can occur due to existing and unrecognized damage to the guy rods!
Personnel can be severely injured or killed!
- ► Check the guy rods before every assembly, see the Crane operating instructions, chapter 8.15!

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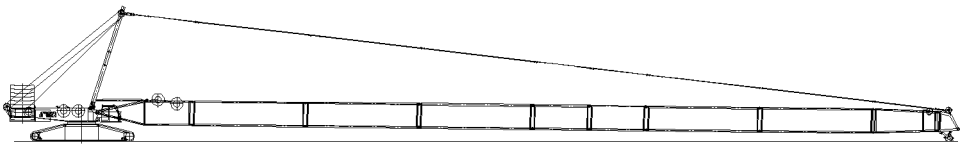

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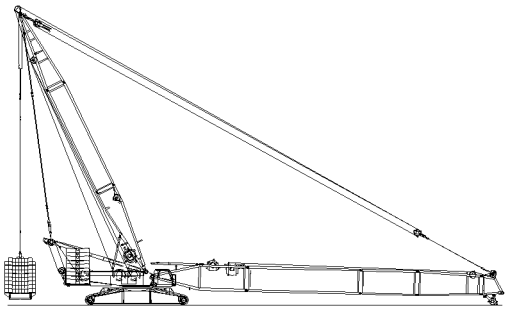

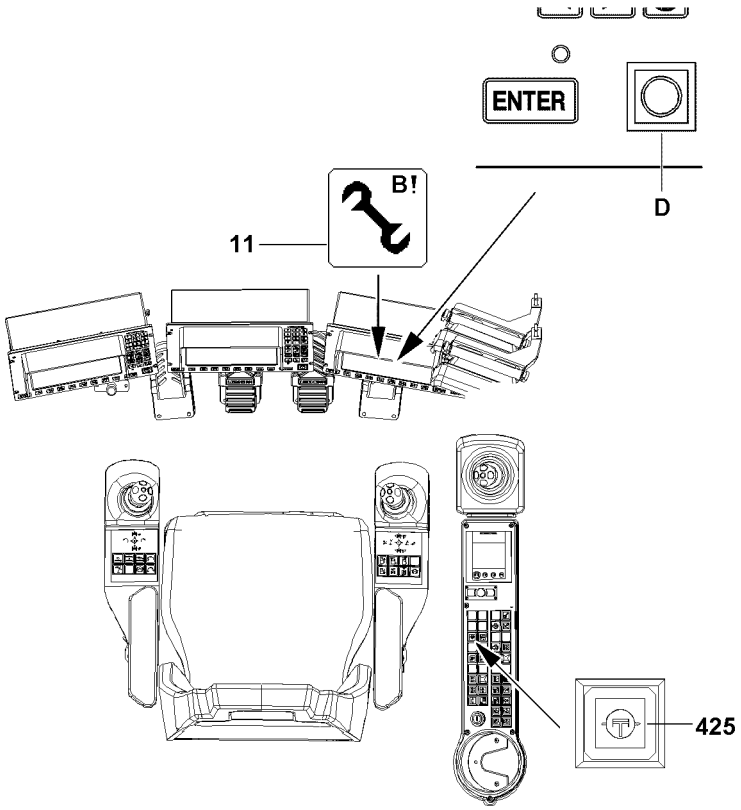

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Fig.110707

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Note
► By supporting the components during assembly / disassembly, ground unevenness is compensated for and the material is protected.

Note
► The W-intermediate sections are pinned and unpinned with the aid of the pin pulling device, see the Crane operating instructions, chapter 5.30!

NOTICE
Property damage!
► Always insert the guy rod pins from the „inside“ to the „outside“!

Note
► The S-guy rods must be assembled and secured according to the separately supplied assembly drawings. The numbering on the assembly drawings must be identical to the numbering on the guy rods.

Note
► The boom combinations must be assembled according to the separately supplied rod and assembly plans!

The W-boom system can be assembled on the following basic configurations:
– S-operation, see illustration **1**.
– SDB-operation, see illustration **2**.

WARNING
Assembly with turned on set up key!
When the set up key is turned on, the LICCON overload protection is exceeded!
In the event of deliberate improper use, the crane could collapse, the boom can break off or the crane can topple over!
Personnel can be killed!
This can result in significant property damage!
► The set up key **D** may only be actuated by persons who know the effects of a bypass!
► Press the set up key **D** only when the set up configuration was correctly entered in the LICCON computer system!
► Observe the erection / take-down charts!
► Crane operation with the set up key **D** turned on is strictly prohibited!

Make sure that the following prerequisites are met:
– The crane is horizontally aligned.
– The S-boom is assembled.
– For derrick operation: The derrick boom and derrick ballast are assembled.
– The W-connector head is assembled on the S-boom.
– The central ballast, counterweight and, if applicable, derrick ballast are installed according to the load chart / assembly specifications.
– If corresponding erection / take-down charts are specified: the mechanical auxiliary supports are installed in the direction of the boom.
– All unnecessary guy rods are removed from the boom system.
– The LICCON overload protection has been set according to the data in the load chart.
– Assembly operation is activated, the assembly icon **11** appears on the LICCON monitor.
– An auxiliary crane is available.

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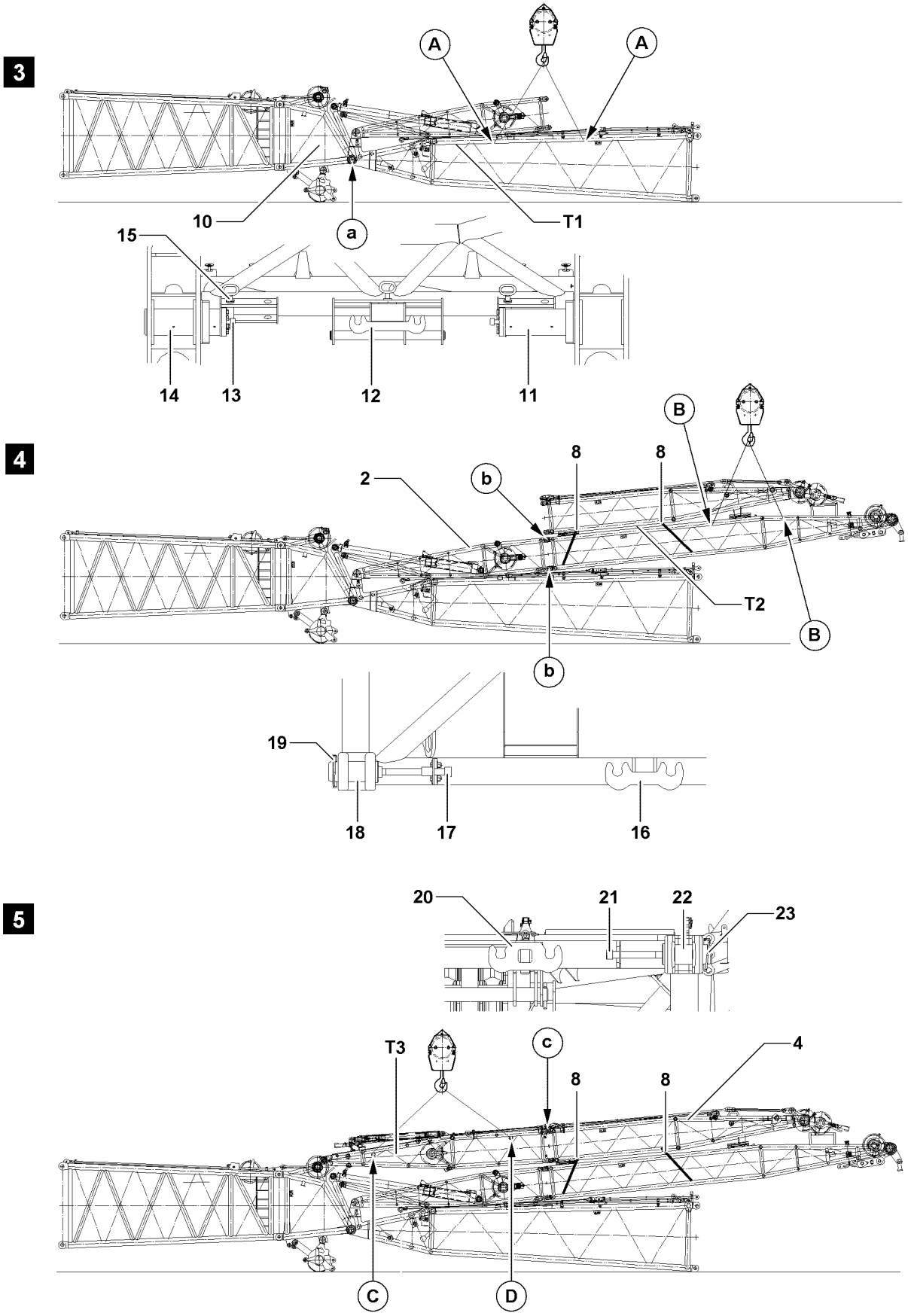

Fig.107237

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4.1 Assembling the W-transport units

4.1.1 Assembling W-transport unit 1

See illustration **3**

- ► Fasten the auxiliary crane to the fastening points **A** on the transport unit **T1**.
- ► Hang the pin pulling cylinder on the retainer **12** and on the screw **13**.
- ► Make sure that the connecting pin **15** is removed.

Result:

– The pin **14** is released and can be inserted.

- ► Pin the transport unit **T1** in point **a** on both sides on the W-connector head **10** with the pin **14** and secure with the connecting pin **15**.

4.1.2 Assembling W-transport unit 2

See illustration **4**

Make sure that the following prerequisite is met:
– The rigging belts are tightly rigged on transport unit 2.

WARNING
Slipping component!
If the rigging belts are not present or are insufficiently secured while lifting transport unit 2, the end section of WA-frame 2 can slide down. Personnel can be severely injured or killed!
► Make sure that the rigging belts **8** on the transport unit **T2** are tightly secured!

- ► Fasten the auxiliary crane to the fastening points **B** on the transport unit **T2**.
- ► Hang the pin pulling cylinder on the retainer **16** and on the screw **17**.
- ► Pin the transport unit **T2** on the WA-frame 1 pivot section **2** on both sides in points **b** with pins **18** and secure with linch pins **19**.

4.1.3 Assembling W-transport unit 3

See illustration **5**

- ► Fasten the auxiliary crane to the fastening points **C** on the transport unit **T3**.
- ► Hang the pin pulling cylinder on the retainer **20** and on the screw **21**.
- ► Pin the transport unit **T3** on the WA-frame 2 end section **4** on both sides in point **c** with pins **22** and secure with linch pins **23**.
- ► Remove the rigging belts **8** on the transport unit **T2**.

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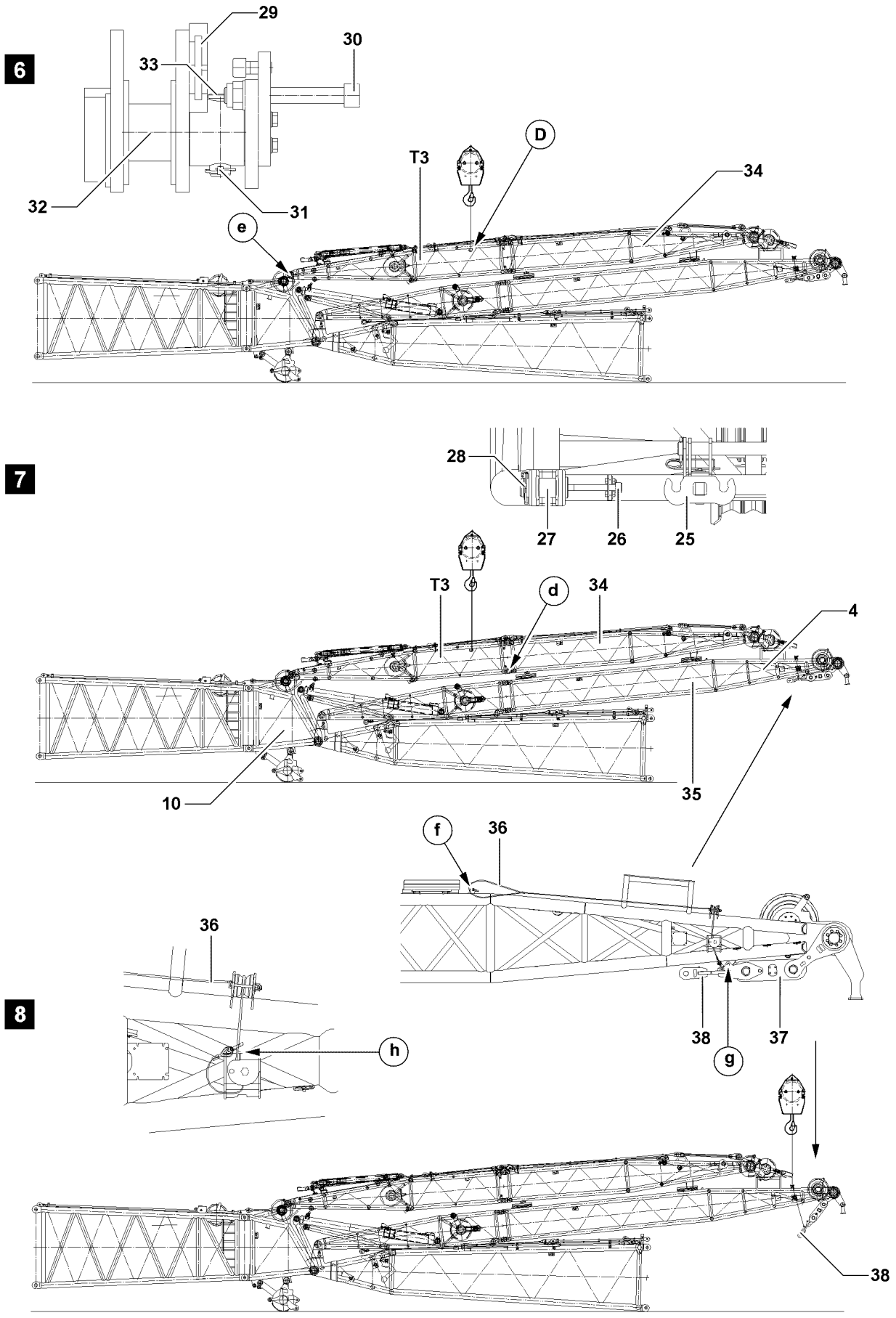

Fig.107238

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4.1.4 Pinning the W-transport units together

See illustration **6**

► Fasten the auxiliary crane to the fastening point **D** on the transport unit **T3**.

The pinning position between the transport unit and the W-connector head is established by:
– Luffing the S-boom up or down
– Positioning WA-frame 2 **15** with the auxiliary crane

► Position WA-frame 2 **34** until the pin points **e** align.
► Make sure that the pin **33** is removed.
► Hang the pin pulling cylinder on the retainer **29** and on the screw **30**.
► Pin the transport unit **T3** and the W-connector head **10** on both sides in point **e** with the pins **32** and secure with the pin **33** and linch pin **31**.

See illustration **7**

► Lift the transport unit **T3** with the auxiliary crane until the pin points **d** align.
► Hang the pin pulling cylinder on the retainer **25** and on the screw **26**.
► Pin the transport unit **T3** on the WA-frame 2 end section **5** on both sides in point **d** with the pin **27** and secure with the linch pin **28**.
► Release both sides of the ropes **36** in point **f** and hang on the auxiliary crane.

WARNING
Components folding downward!
If the unsecured cross beam is unpinned, it will fold down. Personnel can be severely injured or killed!
► Secure the cross beam **38** with the auxiliary crane!

Note
► The cross beam **38** is easier to unpin if it is raised with the auxiliary crane!

► Unpin the cross beam **38** in point **g**.

See illustration **8**

► Release the cross beam **38** and lower it with the auxiliary crane.
► Release the ropes **36** on the cross beam **38**.
► Secure the ropes **36** on both sides in park position in point **f** and secure in point **h**.

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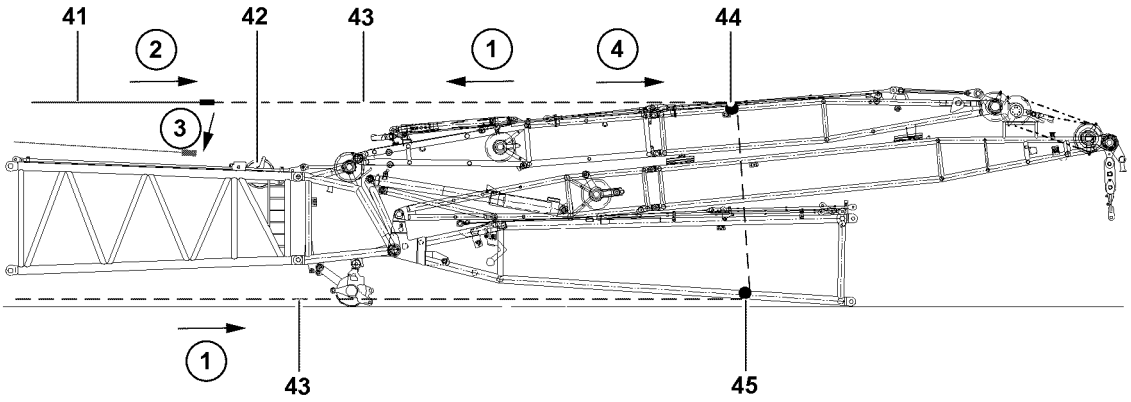

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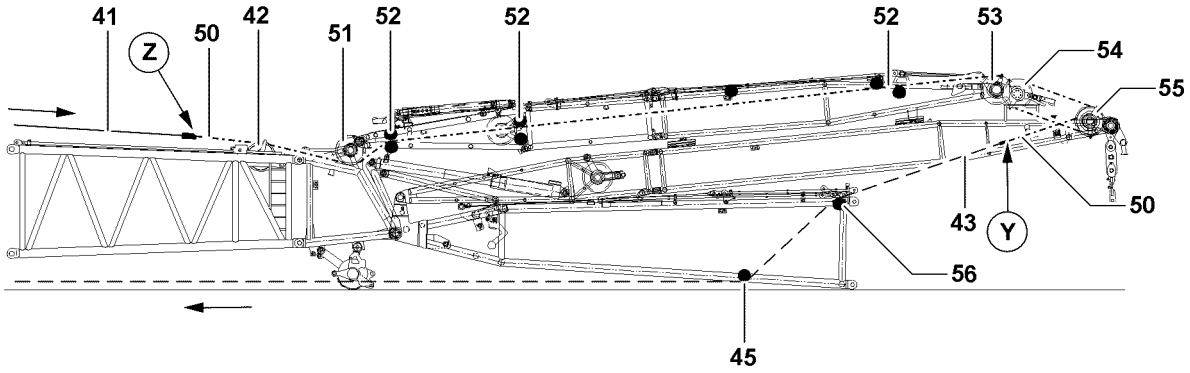

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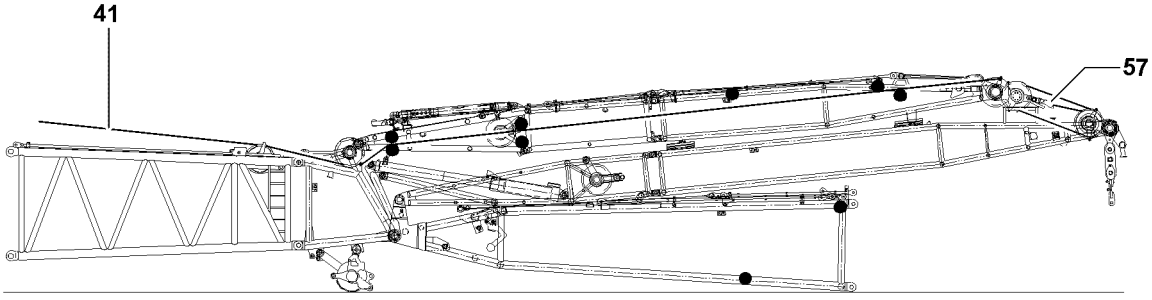

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Fig.106729

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4.2 Reeving the W-control rope in

NOTICE
Slack rope formation!
The control rope can be damaged due to slack rope formation.
► Do not allow slack rope formation when spooling the W-control rope out!
► Keep the W-control rope tight when spooling out!

Note
► Take the reeving plan from the separately supplied drawings!

Make sure that the following prerequisite is met:
– The rope pulley **42** is pinned and secured in the operating position.

4.2.1 Getting the control rope with the assembly rope

Rope run for the assembly rope **43**, see illustration **9**.

► Pull the assembly rope **43** for the assembly winch over the pulley **45** and the pulley **44** up to winch 5, action step **1**.
► Connect the assembly rope **43** with the W-control rope **41** from winch 5.
► Pull the W-control rope **41** up to the rope pulley **42** on the S-boom: Spool the assembly winch up and at the same time spool winch 5 out, action step **2**.
► Separate the W-control rope **41** from the assembly rope **43** and take it down in front of the rope pulley **42**, action step **3**.
► Pull the assembly rope **43** back up to the roller **45** and take it down on the ground, action step **4**.

4.2.2 Reeving the W-control rope in

Make sure that the following prerequisites are met:
– The intake ropes are interconnected on WA-frame 2.
– The intake rope is reeved in on the W-roller sets.

Note
► Before reeving in the W-control rope, the rope retaining pins of the rope pulley **42**, rope pulley **51**, rope pulley **53**, roller set **54** and roller set **55** must be released and unpinned!

Note
► For easier reeving, the W-roller sets are raised with an auxiliary crane!

Rope run for the intake rope **50** and the assembly rope **43**, see illustration **10**.

► Connect the W-control rope **41** and the intake rope **50** in point **Z**.
► Ensure that the intake rope **50** runs between the pulleys **52**.
► Lay the intake rope **50** on the rope pulley **42** and the rope pulley **51**.
► Pull the assembly rope **43** over the pulley **56** to point **Y**.
► Connect the assembly rope **43** and the intake rope **50** in point **Y**.

See illustration **11**

► Pull the W-control rope **41** in and hook it to the rope fixed point **57**.
► Spool the assembly rope **43** on the assembly winch.

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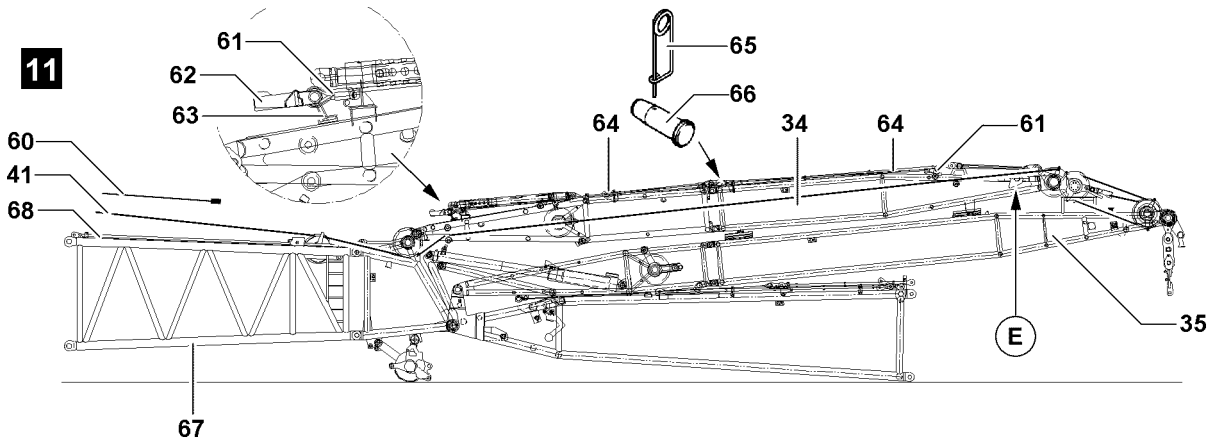

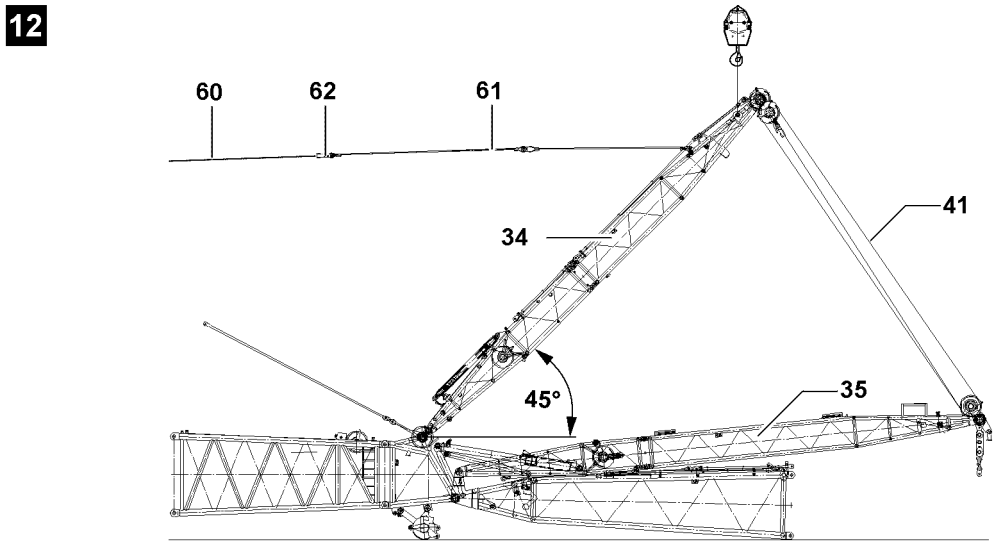

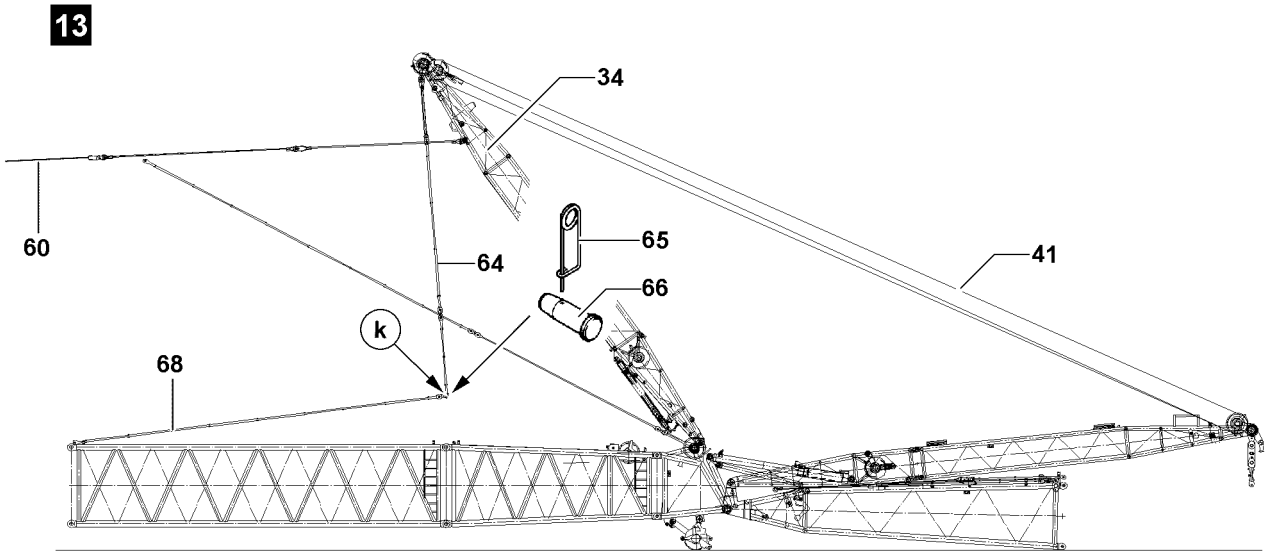

Fig.107264

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4.3 Assembling WA-frame 2 guy rods

NOTICE
Property damage!
► Always insert the guy rod pins from the „inside“ to the „outside“!

Make sure that the following prerequisite is met:
– WA-frame 2 **34** is lying on WA-frame 1 **35**.

See illustration **11**

► Release and unpin transport restraints of the W-guy rods **68** on the S-lattice sections **67**.
► Release and unpin the transport retainers for the W-guy rods **64** on WA-frame 2 **34** on both sides.
► Pin the W-guy rods **64** on WA-frame 2 **34** on both sides from the „inside“ to the „outside“ with pins **66** and secure with spring retainers **65**.
► Loosen the mounting **63** for the assembly rope **61** on WA-frame 2 **34**.
► Hang the hoist rope **60** in the lock **62** on the assembly rope **61**.
► Attach the auxiliary crane to the fastening point **E**.

See illustration **12**

Note
► While spooling out the W-control rope, lift WA-frame 1 **35** slightly to prevent slack rope formation!

► Spool the W-control rope **41** out and simultaneously lift WA-frame 2 **34** with the auxiliary crane approximately 45 °.
► Tension the hoist rope **60** until WA-frame 2 **34** is held by the hoist rope.
► Remove the auxiliary crane.

See illustration **13**

► Spool the W-control rope **41** out and simultaneously pull WA-frame 2 **34** backward with the hoist rope **60**.
► Pin the W-guy rods **64** on both sides in point **k** from the „inside“ to the „outside“ with pins **66** and secure with spring retainers **65**.

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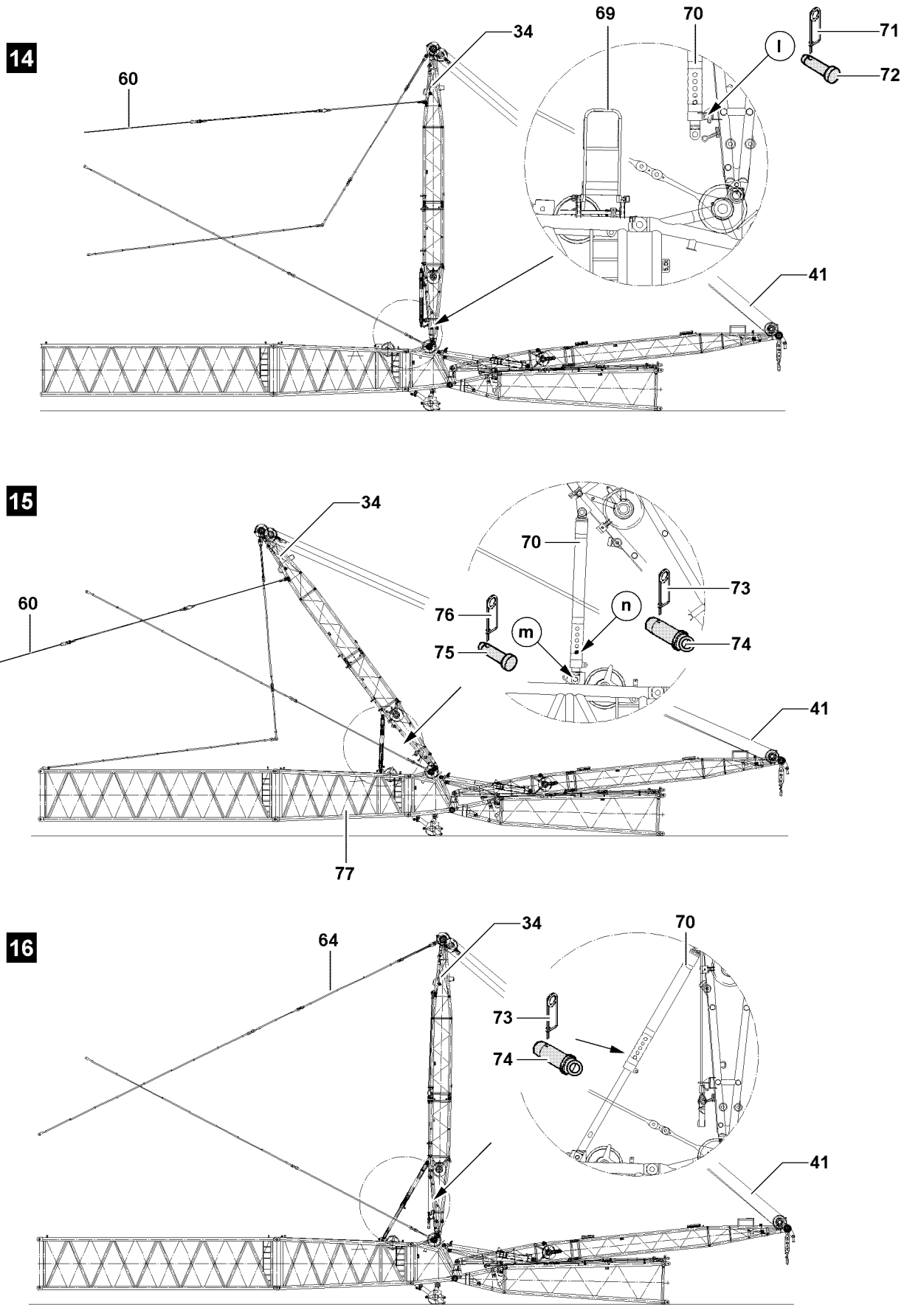

Fig.106730

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4.4 Pinning the relapse supports

See illustration **14**

► Erect WA-frame 2 **34** vertically: Spool the W-control rope **41** up and at the same time spool the hoist rope **60** out.

WARNING
Danger of falling!
If the folding brackets **69** on the SL-reducer section are not used, personnel can fall down and be severely injured or killed!
► Carry out the pinning of the relapse supports of the folding brackets on the SL-reducer section!

WARNING
Uncontrolled swinging of the relapse supports!
If the relapse supports are unpinned without WA-frame 2 positioned vertically, the relapse supports can swing uncontrolled. Personnel can be severely injured or killed!
► Unpin the relapse supports **70** after WA-frame 2 **34** is erected vertically!

► Unpin the relapse supports **70** in point **l**: Remove the spring retainer **71** and unpin the connecting pins **72**.

See illustration **15**

► Spool the W-control rope **41** out and simultaneously pull back WA-frame 2 **34** with the hoist rope **60** until the relapse supports **70** in point **m** on the SL-reducer **77** can be pinned.
► Pin the relapse supports **70** in point **m**: Insert the pin **75** on both sides and secure with the spring retainer **76**.

NOTICE
Damage to WA-frame 2!
If the connecting pin is not unpinned before erection of WA-frame 2, WA-frame 2 can be damaged!
► Unpin the connecting pin **74** before erection of WA-frame 2 **34**!

► Remove the spring retainer **73** and unpin the connecting pin **74** in point **n**.

See illustration **16**

► Erect WA-frame 2 **34** until the guy rods **64** tension: Spool the W-control rope **41** up.
► Luff WA-frame 1 **35** up until the limit switch switches off the movement.

Result:

– Relapse supports are completely tensioned.

► Insert relapse supports **70** in maximum possible length with connecting pins **74** and secure with spring retainers **73**.

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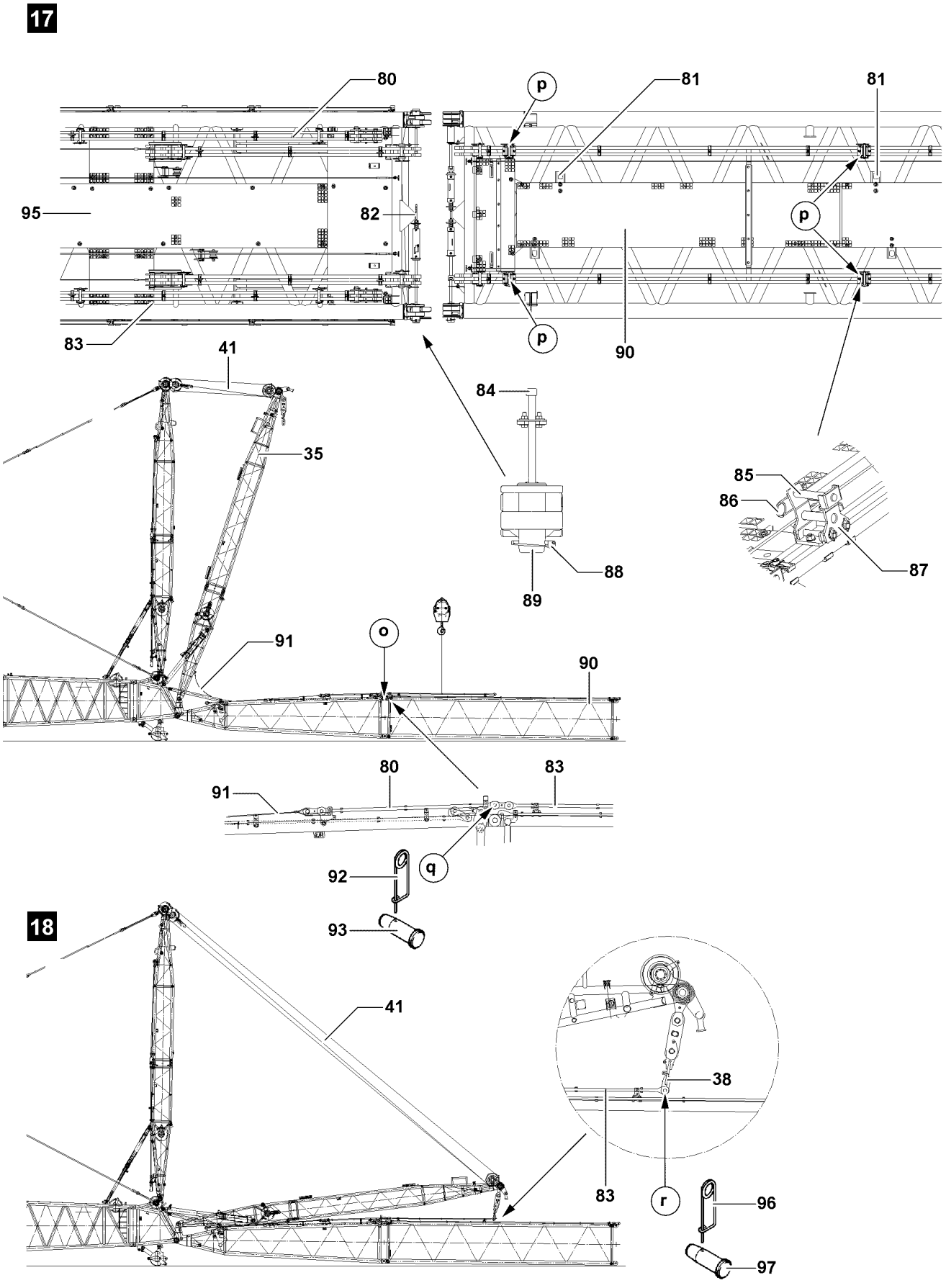

Fig.107239

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4.5 Assembling the W-lattice jib

Note

► During assembly of the W-lattice jib, adhere to the pin sequence, see the Crane operating instructions, chapter 5.01!

4.5.1 Assembling the W-lattice sections

See illustration **17**

► Erect WA-frame 1 **35**: Spool the W-control rope **41** up.
► Hang the pin pulling cylinder on the retainer **82** and on the screw **84**.
► Pin the LI-intermediate section **90** both sides in point **o** with pins **89** and secure with linch pins **88**.
► Remove transport retainers from the guy rods **80** and guy rods **83**.
► Remove the receptacle **87** from the park position **81** and assemble in points **p**.
► Remove the spring retainer **86** and pins **85**.

Result:

– The guy rods **83** can be placed on the LI-intermediate section **90**.

► Place the guy rods **83** on both sides with the auxiliary crane in the receptacle **87** on the LI-intermediate section **90**.
► Pin the guy rods **80** and guy rods **83** on both sides in point **q** from the „inside“ to the „outside“ with pin **93** and secure with spring retainers **92**.
► Ensure that WA-frame 1 **35** and the guy rods **80** are bound with the assembly ropes **91**.

See illustration **18**

► Take down WA-frame 1 **35** until the cross beam **38** can be pinned with guy rods: Spool the W-control rope **41** out.
► Pin the cross beam **38** and the guy rods **83** on both sides in point **r** from the „inside“ to the „outside“ with pins **97** and secure with spring retainers **96**.

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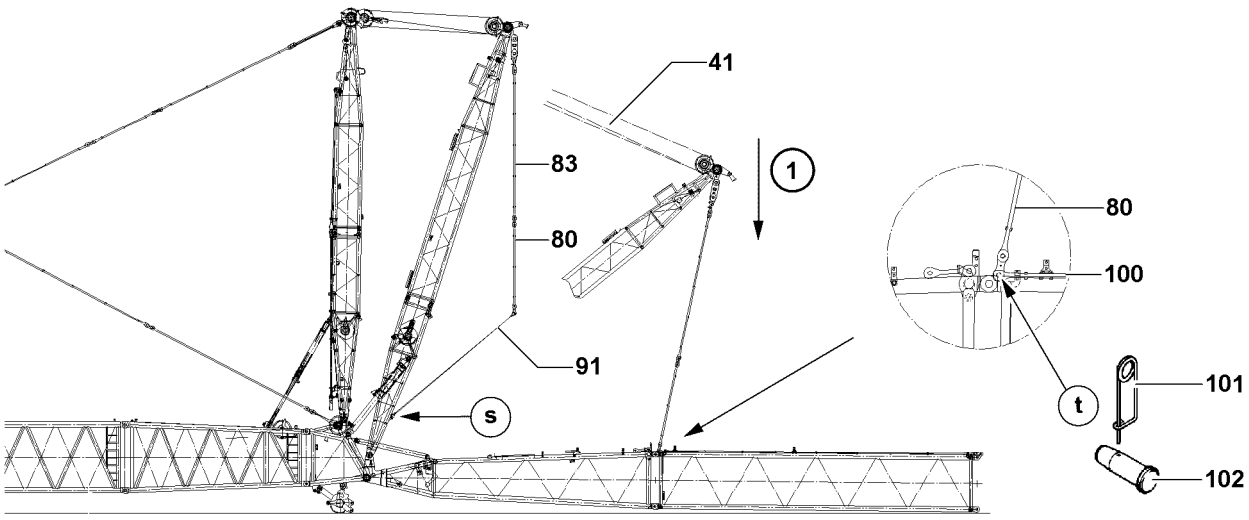
19



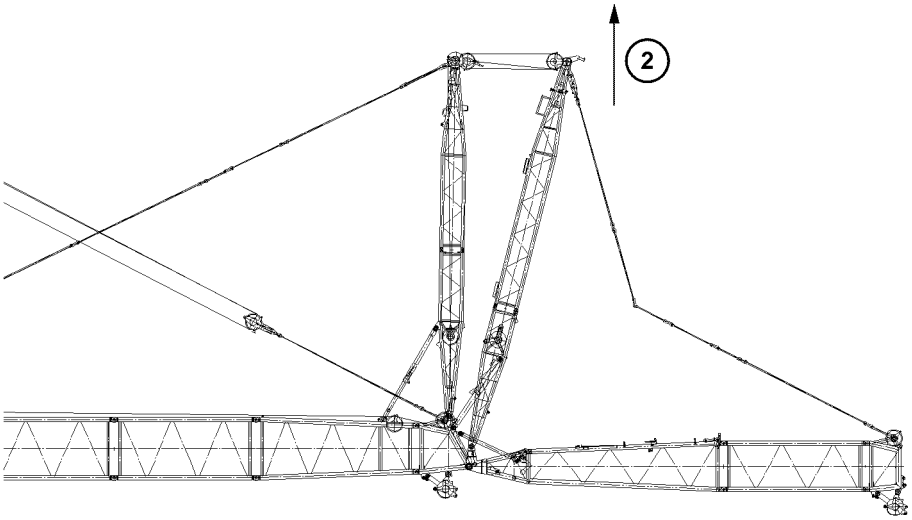


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Fig.106840

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See illustration **19**

- ► Erect WA-frame 1 **35** until the assembly rope **91** can be detached in point **s**: Spool the W-control rope **41** up.
- ► Disconnect the assembly rope **91** in point **s**.
- ► Lower WA-frame 1 **35** and disconnect the assembly rope **91** in point **t**.

Make sure that the following prerequisite is met:
– The SW-end section has been taken down in the roller cart during assembly of the W-lattice jib, see the Crane operating instructions, chapter 5.15.

Note
► The air pressure in the tires of the roller cart must be 9 bar !

WARNING
Falling components!
If the intermediate sections are incompletely pinned, then components can fall down. Personnel can be severely injured or killed.
► Make sure that all components of the boom are completely pinned and secured.

- ► Assemble the W-lattice jib to the required length.
- ► Spool the hoist rope out and pull to the W-end section.

4.5.2 Assembling the W-guy rods

The W-guy rods are taken down and secured for transport on the W-lattice sections. Before assembly of the W-guy rods, the transport retainers must be released.

See illustration **19**

- ► Release and unpin the transport retainers of the W-guy rods.

Note
► The guy rods for the LI-intermediate sections are pinned to each other starting from the fixed point on the end section of the boom.

NOTICE
Property damage!
► Always insert the guy rod pins from the „inside“ to the „outside“!

- ► Pin and secure the guy rods for all LI-intermediate sections together.

When all boom system guy rods are pinned together:
- ► Take down WA-frame 1 **35** until the guy rods **80** can be pinned with the guy rods **100** in point **t**: Spool the W-control rope **41** out.
- ► Pin the guy rods **80** and the guy rods **100** on both sides in point **t** with pins **102** and secure with spring retainers **107**.
- ► Tension the W-guy rods: Spool the W-control rope **41** up.

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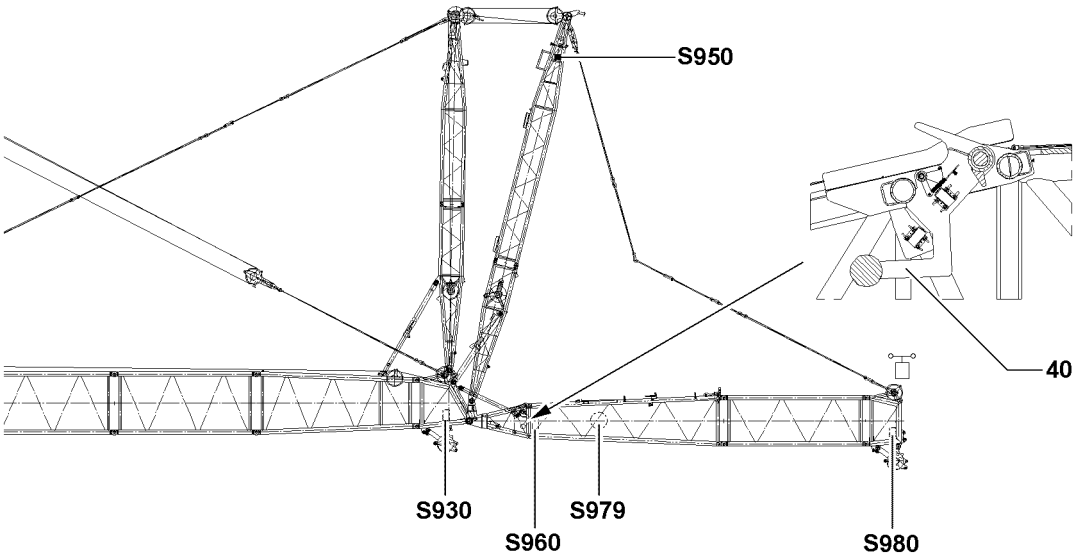

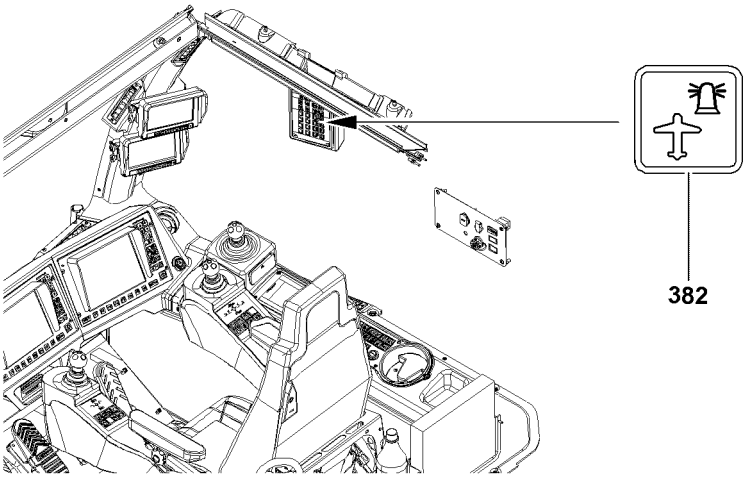

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Fig.106733

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4.6 Establishing the electrical connections

Make sure that the following prerequisite is met:
- The W-boom is completely assembled.
- The airplane warning light and the wind speed sensor are assembled.

CAUTION
Damage to the electrical connection on the cable drum!
If the electrical connection from the cable drum to the terminal box on the W-pivot section is established first before the connection to the terminal box on the SW-end section, the electrical connection will be damaged when spooling out the cable drum!
► Make the electrical connection from the cable drum in the W-pivot section to the terminal box on the SW-end section and then establish the electrical connection from the terminal box in the W-connector head to the cable drum!

Note
► To establish the electrical connections on the W-boom, the separate electric wiring diagram must be used!

► Establish the electrical connections.
► Make sure that all electrical connections on the boom are established.

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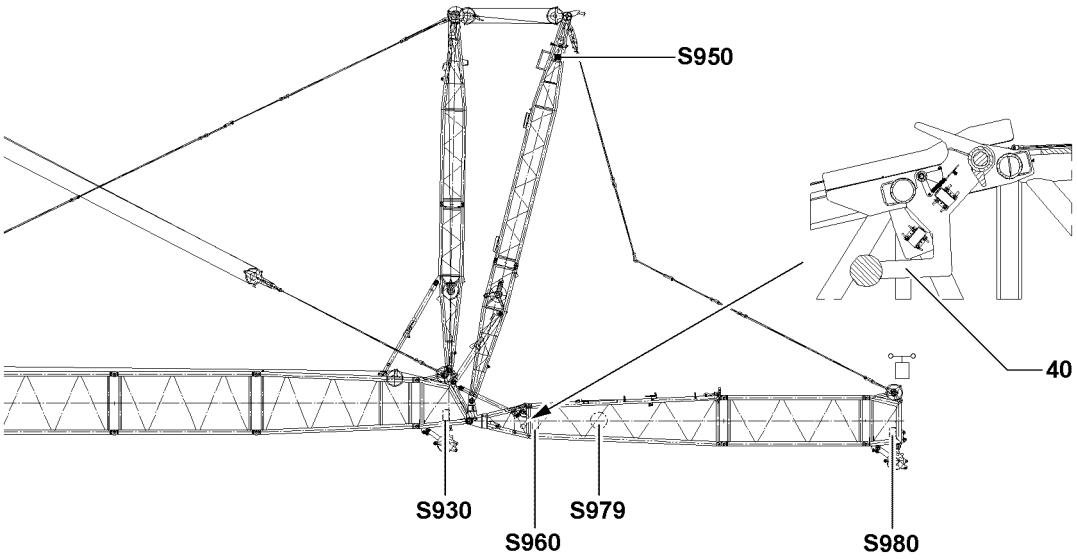

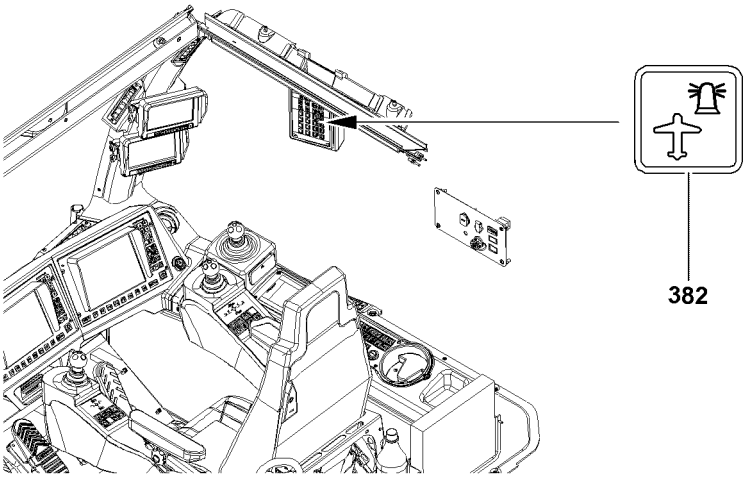

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Fig.106733

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4.7 Checking the function of the safety equipment

WARNING
Malfunctioning safety equipment!
If the function of the safety equipment is defective, personnel can be severely injured or killed!
► Crane operation with non-functioning safety equipment is **prohibited**!

Note
► The function of the individual limit switches must be checked before erection!
► The function of the limit switch initiators must be checked in the test system, see the separate „Diagnostics“ manual.

Note
► If a function check on the limit switches or on the safety equipment does not lead to the desired shut-offs, then the plug connections on the connector boxes or the components itself must be checked.
► If no visible connection errors or component defects can be found, contact **LIEBHERR** Customer Service.

Make sure that the following prerequisites are met:
– All electrical connections have been established.
– The crane engine is running.
– The corresponding operating mode is set on the LICCON monitor.

4.7.1 Checking the wind speed sensor

► Check the movement and the function of the wind speed sensor.

4.7.2 Checking the airplane warning light

► Turn on the airplane warning light on with the button **382**.
► Check the function visually.

4.7.3 Checking the oscillation guard

DANGER
Danger of tipping over if the oscillation guard is hard to move!
The mechanical relapse retainer no longer functions if the oscillation guard moves with difficulty. The W-lattice jib can tip backwards uncontrolled and cause the crane to topple over!
► Crane operation with hard to move oscillation guard is prohibited!

► Check the oscillation guard **40** for easy movement.

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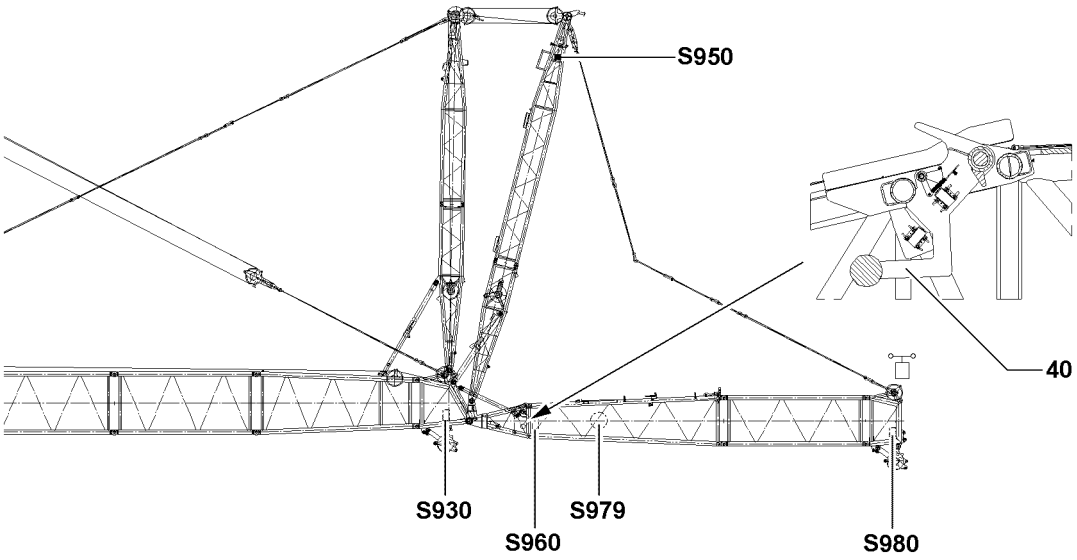

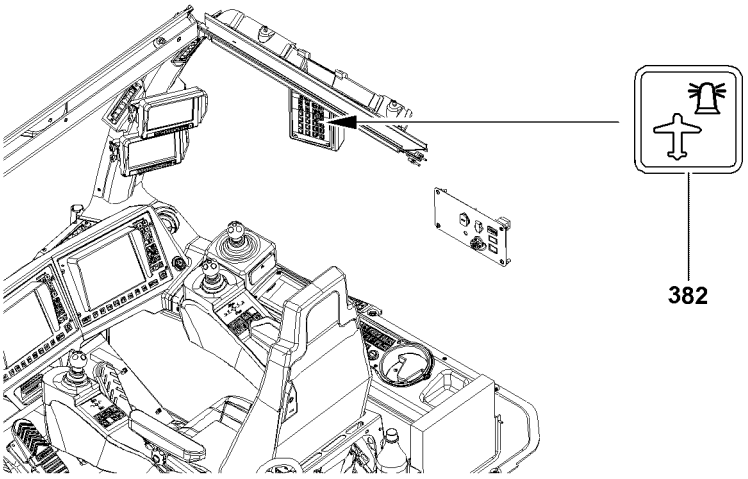

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Fig.106733

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4.7.4 Checking the hoist limit switch on the pulley head

Note

► When replacing or changing a hoist limit switch (HES), the corresponding hoist limit switch must have the correct bus address and the correct software version in order to be detected again by the bus system (LSB)!

► Actuate the hoist limit switch manually on the pulley head.

Result:

– The spooling up of the hoist winch turns off.
– The „Hoist top“ icon appears on the LICCON monitor 0.
– The limit switch is functioning.

4.7.5 Checking the limit switch

Note

► The limit switch functions have to be checked individually before erection!

Checking the W-lattice jib „steep position“ limit switch, relapse cylinder

► Cover the limit switch initiators individually with a metal plate, see the Crane operating instructions, chapter 8.12!

Result:

– The „Boom limitation“ icon appears on LICCON monitor 0.
– The spool up function of winch 5 turns off.

Checking the W-lattice jib „lowest position“ limit switch, relapse cylinder

► Cover the limit switch initiators individually with a metal plate, see the Crane operating instructions, chapter 8.12!

Result:

– The „Boom limitation“ icon appears on LICCON monitor 0.
– The spool up function of winch 5 turns off.

Checking the flap W-lattice jib „steep position“ limit switch, relapse cylinder

► Cover the limit switch initiators individually with a metal plate, see the Crane operating instructions, chapter 8.12!

Result:

– The „Boom limitation“ icon appears on LICCON monitor 0.
– The spool up function of winch 5 turns off.

4.7.6 Checking the S-boom „steep position“ limit switch

► Cover the limit switch initiators on the S-relapse cylinders individually with a metal plate.

Result:

– The limit switch is actuated manually.
– The spool up function of winch 4 (control winch) turns off.
– The „Boom limitation“ icon appears on LICCON monitor 0.
– The limit switch is functioning.

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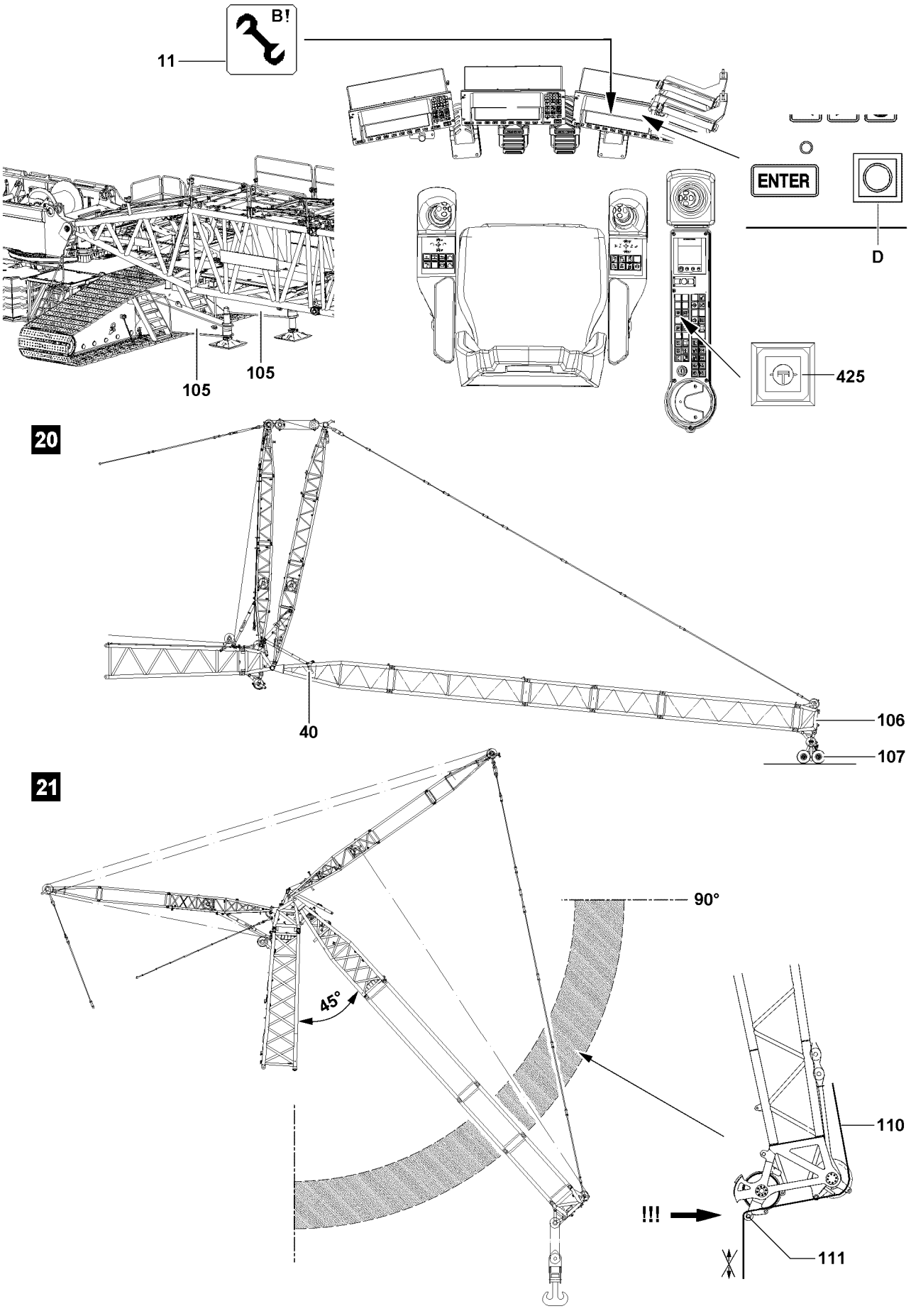

Fig.110710

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5 Erecting the boom

5.1 Erection procedure

DANGER
The crane can topple over!
► It is not permitted to turn the crane during erection!
► Observe the data in the erection / take-down charts!
► Observe the technical safety instructions, see the Crane operating instructions, chapter 5.01!

DANGER
The crane can topple over!
For certain boom lengths, the mechanical auxiliary supports must be assembled, see the erection and take-down charts!
► The boom must be erected or taken down „to the side“ „in the direction“ of the mechanical auxiliary supports **105**!
► Always erect or take down according to the data in the **erection and take-down charts**!

DANGER
Tipping lattice jib!
If the easy movement on the pendulum of the mechanical relapse support is not checked before erection or not reestablished, if necessary, then the mechanical relapse support will not engage in the steep lattice jib position. As a result, the lattice jib can tip to the rear!
Personnel can be severely injured or killed!
► Check the easy movement on the pendulum **40** of the mechanical relapse support before erection.
► If the pendulum does not move easily: Make the pendulum **40** easy to move!

WARNING
The crane can topple over!
If the following conditions are not met before erecting the boom, the crane can topple over. Personnel can be severely injured or killed!
► The lattice jib must roll on the ground with its entire weight!
► Spool the lattice jib adjustment out so that the guy rods sag slightly!
► Do not allow slack rope to form on the control winch!
► Extend the relapse cylinder before erection!

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Make sure that the following prerequisites are met:
- The W-lattice jib is fully assembled.
- The roller cart **107** is assembled on the SW-end section **106**, illustration **20**.
- The crane is horizontally aligned.
- The central ballast, counterweight and, if applicable, derrick ballast are installed according to the data in the erection / take-down charts / load chart.
- If corresponding erection / take-down charts are specified: the mechanical auxiliary supports **105** are installed in the direction of the boom.
- If corresponding erection / take-down charts are specified: the minimum weight of the hook block is complied with within the specified boom angle range.
- The requirements on minimum reeving are observed.
- The specifications regarding the erection procedure are implemented, the erection / take-down charts are observed.
- All electrical connections have been established.
- All limit switches are functioning.
- All pin connections are secured.
- The hoist rope has been correctly inserted in the rope pulleys and is prevented from jumping out with the rope retaining pins.
- The rope end of the hoist rope must be pulled out at least 10 m over the luffing jib end section.
- All unnecessary guy rods are removed from the boom system.
- There are no loose or unnecessary parts on the boom system.
- The boom system and the safety equipment are free of snow, frost and ice.
- The LICCON overload protection has been adjusted according to the data in the load chart.
- The LICCON overload protection settings have been compared with the actual set up configuration.
- Assembly operation is activated, the assembly icon **11** appears on the LICCON monitor.
- No personnel is present in the danger zone.

Note
► In some situations, the character “B!” can also appear to the top right in the assembly icon, see chapter 4.02.

WARNING
Falling hoist rope!
If the hoist rope is not reeved in with the corresponding length on the W-lattice jib before the erection procedure, it can fall down backward due to its own weight. Personnel can be severely injured or killed!
► Reeve the hoist rope in with sufficient length on the W-lattice jib before the erection process!
► The hoist rope must be constantly monitored during erection!
► Do not step into the danger zone!

NOTICE
Damage to the hoist rope!
If the hoist rope **110** is reeved in on the hook block and redirected over the small guard rollers **111**, the hoist gear may no longer be operated. During spooling up or spooling out, the hoist rope can be damaged!
► Do not spool the hoist rope **110** up or out if the angle between the S-boom and the W-lattice jib is less than 90 ° , see illustration **21**!

Note
► If a roller set is not installed on the main boom end section, an intermediate angle of the main boom and the luffing jib of approx. 45 ° is possible, see illustration **21**.
► If a roller set is installed on the main boom end section, an intermediate angle of the main boom and the luffing jib of approx. 85 ° is possible.

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DANGER
The crane can topple over!
The crane can topple over if the crane is operated with the LICCON overload protection exceeded.
- ► When the lowest operating position of the W-lattice jib is reached, the assembly icon **11** may no longer appear on the LICCON monitor.
- ► The boom radii specified in the load chart may not be exceeded or fallen below, even if there is no load on the hook!

WARNING
Boom system erected incorrectly!
The crane can be overloaded and topple over.
- ► Erect the boom system with luffing jib according to chapter 5.07.50.

For the erection of the boom systems with the luffing jib, observe:
- – The erection of the boom systems with the luffing jib takes place according to the erection kinematics. The erection kinematics takes the different compositions of the boom systems into account. Erection of the boom systems with the luffing jib, see chapter 5.07.50.
- – If a specific position is not specified for the set up boom system in the erection and take-down charts, the steepest operating position of the main boom must be known. Determine the steepest main boom operating position, see Chapter 5.07.50.
- – Additional information about the angle indicators for the main boom and luffing jib, see chapter 5.07.50.

The erection procedure is described in a separate window:
- ► Erect the boom systems with the luffing jib according to chapter 5.07.50.

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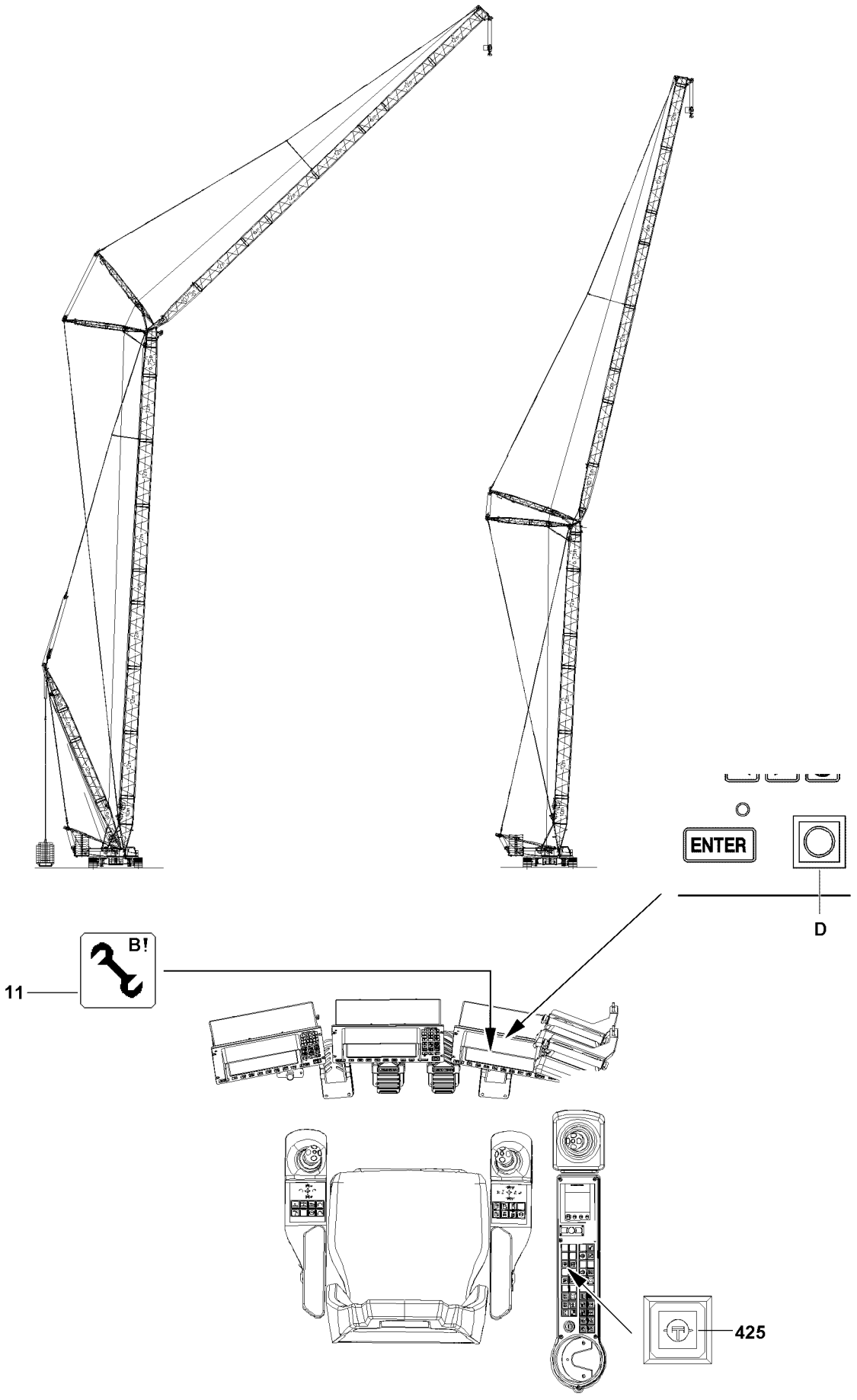

Fig.110708

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6 Operating the crane

WARNING
The crane can topple over!
During normal crane operation, the crane can be overloaded and topple over if the LICCON overload protection is exceeded / bypassed.
► During normal crane operation, make sure that the assembly icon **11** no longer appears on the LICCON monitor.

Note

If after erection of the boom system the ballasting [1)] must be adapted to the load chart:
► Determine the suitable operating position for the boom system using the LICCON job planner.

In the case of operating modes with derrick ballast, the following also applies:
► Set the derrick ballast down on the ground in order to carry out adjustments.

1) Depending on the operating mode, this includes: Central ballast, counterweight (turntable ballast), ballast on the turntable extension, derrick ballast (suspended ballast / ballast trailer)

6.1 Preparing for crane operation

Note
► Observe the notes in chapters 4.05, 4.08 and 5.01.
► During crane operation, the crane ballasting must comply with the load chart.
► During crane operation / travel operation the mechanical auxiliary support may not be installed.

Make sure that the following prerequisites are met:
– The LICCON overload protection is active.
– The assembly icon **11 no** longer appears on the LICCON monitor.
– The LICCON overload protection has been set according to the data in the load chart.
– If present: the assembly-key button on the instrument panel has turned off, the corresponding indicator light is off.
– The crane set up configuration complies with the load chart.
– If specified: the minimum weight of the hook block is complied with within the specified boom angle range.

WARNING
The crane can topple over!
► Check the horizontal position of the crane before and during crane operation!
► If the crane operator leaves the cab, even for a short time, the operating mode setting must be checked and reset if necessary before resuming crane operation!

6.2 Checking the settings

► Check the function of the overload protection by running against the operating positions „on top“ and „bottom“.
► Check the hoist limit switch by running against the hoist limit switch weight.
► Check the function of the limit switches on the relapse cylinders.

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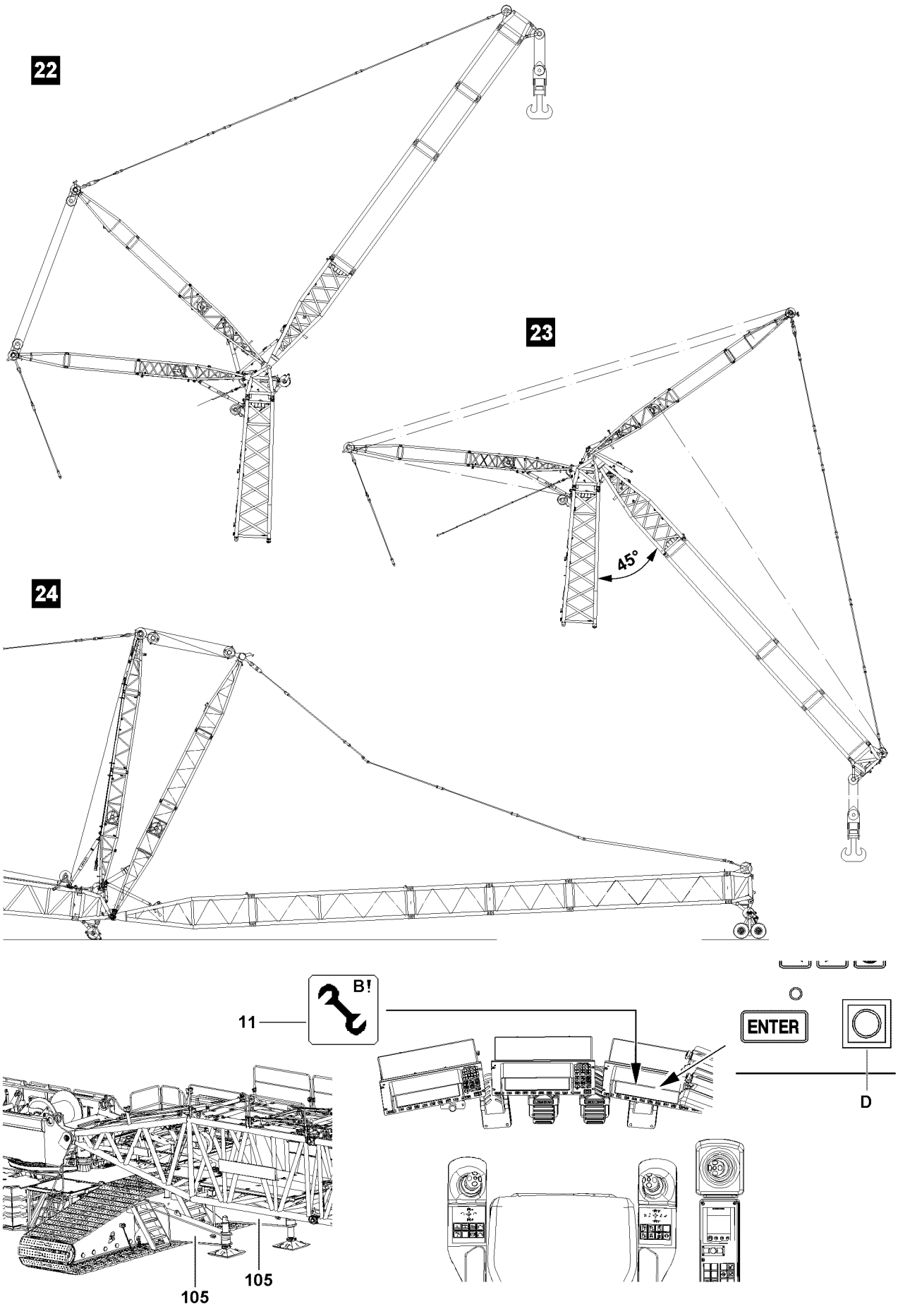

Fig.110709

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7 Disassembling the W-boom system

WARNING
Danger of falling!
During assembly / disassembly work, personnel must be secured with appropriate aids to prevent them from falling. If this is not observed, assembly personnel could fall and suffer life-threatening or fatal injuries!
- ► All assembly work must be carried out using suitable aids (lifting platform, scaffolding, ladder, auxiliary crane)!
- ► If work cannot be carried out with such aids or on the ground, then assembly personnel must be secured with the personal fall arrest system (see Crane operating instructions, chapter 2.04) to protect against falling! The personal fall arrest system must be attached to the corresponding fastening points on the crane (see the Crane operating instructions, chapter 2.06)!
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work!
- ► Only step on aids and fall protection equipment with clean shoes!
- ► Keep aids and fall protection equipment clean and free from snow and ice!

WARNING
Danger of accident in case of incorrect crane operation!
Accidental crane movements can cause serious accidents.
- ► Only permit crane movements using the master switch when secure operability is guaranteed.

If the crane is equipped with radio remote control*:
- ► Only permit crane movements using the manual control lever when secure operability is guaranteed. Observe the radio remote control operating instructions.

WARNING
Falling components!
If unsecured or non-supported components are assembled or disassembled, they can fall down. Personnel can be killed or seriously injured!
- ► During pinning and unpinning of the lattice sections, it is prohibited for anyone to remain **under** or **on** the components as well as within the entire danger zone!
- ► Support the boom and components before pinning / unpinning!
- ► Pin or unpin both pins lying horizontally, i.e. **left** and **right**!
- ► Secure the pins in the bearing points and in the receptacles!
- ► Do not disengage the auxiliary crane until each component is pinned on and secured!
- ► It is prohibited to lean a ladder against the component being disassembled!

WARNING
Danger of crushing!
Components can swing during assembling. Hands can be crushed or severed.
- ► Make sure that the components do not swing back and forth during assembly!

Note
- ► By supporting the components during assembly / disassembly, ground unevenness is compensated for and the material is protected.

Note
- ► The W-intermediate sections are pinned and unpinned with the aid of the pin pulling device, see the Crane operating instructions, chapter 5.30.

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WARNING
Danger of accident!
Personnel can be severely injured or killed.
► For pinning and unpinning with the pin pulling device, observe and follow the warning display, see the Crane operating instructions, chapter 5.30!

Note

If when taking down the boom system the ballasting [1)] must be adapted to the erection / take-down charts:
► Determine the suitable operating position for the boom system using the LICCON job planner.

In the case of operating modes with derrick ballast, the following also applies:
► Set the derrick ballast down on the ground in order to carry out adjustments.

1) Depending on the operating mode, this includes: Central ballast, counterweight (turntable ballast), ballast on the turntable extension, derrick ballast (suspended ballast / ballast trailer)

7.1 Taking the W-lattice jib down

DANGER
The crane can topple over!
For certain boom lengths, the mechanical auxiliary supports must be assembled, see the erection and take-down charts!
► The boom must be erected or taken down „to the side“ „in the direction“ of the mechanical auxiliary supports **105**!
► Always erect or take down according to the data in the **erection and take-down charts**!

WARNING
The crane can topple over!
If the following conditions are not met before taking down the boom, the crane can topple over and fatally injure personnel!
► Observe the technical safety instructions, see the Crane operating instructions, chapter 5.01!
► Observe the data in the erection / take-down charts.

WARNING
Incorrect procedure with turned on set up key!
When the set up key is turned on the LICCON overload protection is exceeded, the assembly icon **11** illuminates on LICCON monitor 0.
In the event of deliberate improper use, the crane could collapse, the boom can break off or the crane can topple over!
Personnel can be killed!
This can result in significant property damage!
► The set up key **D** may only be actuated by persons who know the effects of a bypass!
► Press the set up key **D** only when the set up configuration was correctly entered in the LICCON computer system!
► Observe the erection / take-down charts!
► Crane operation with the set up key **D** turned on is strictly prohibited!

Make sure that the following prerequisites are met:
– The crane is horizontally aligned.
– The central ballast, counterweight and, if applicable, derrick ballast are installed according to the data in the erection / take-down charts / load chart.
– If corresponding erection / take-down charts are specified: the mechanical auxiliary supports **105** are installed in the direction of the boom.
– If corresponding erection / take-down charts are specified: the minimum weight of the hook block is complied with within the specified boom angle range.
– The main boom is in the steepest operating position, see illustration **22**.

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- The luffing jib is luffed down to its lowest operating position.
- The hook block / load hook is positioned at a distance of approx. 5 m below the pulley head.
- The specifications for the take-down procedure are implemented, the erection / take-down charts are adhered to.
- The LICCON overload protection has been set according to the data in the load chart.
- The LICCON overload protection settings have been compared with the actual set up configuration.
- The railing is suitable to take down the boom system completely.
- An auxiliary crane is available.

Note

► If a roller set is not installed on the main boom end section, an intermediate angle of the main boom and the luffing jib of approx. 45 ° is possible, see illustration **23**.

► If a roller set is installed on the main boom end section, an intermediate angle of the main boom and the luffing jib of approx. 85 ° is possible.

WARNING

The crane can topple over!

If the following conditions are not met before taking down the boom, the crane can topple over. Personnel can be severely injured or killed!

► Spool the lattice jib adjustment out so that the guy rods sag slightly, see illustration **24**!

► The lattice jib must roll on the ground with its entire weight!

► Do not allow slack rope to form on the control winch!

► Do not pull the hook block along on the ground!

WARNING

Danger of accident!

► Make sure that no personnel is within the danger zone.

► Secure the hoist rope with the assembly rope and pull it back slowly over the rope pulleys in the WA-frames and lower it toward the W-connector head.

NOTICE

Damage to the boom components!

Taking down the boom system can lead to a collision between the hook block and the pulley head! The boom components can be severely damaged!

► Luff the boom system down and spool the hoist winch out at the same time!

WARNING

The boom system is taken down incorrectly!

The crane can be overloaded and topple over.

► Take down the boom system with luffing jib according to chapter 5.07.50.

For the take-down of the boom systems with the luffing jib, observe:

- The take-down of the boom systems with the luffing jib takes place according to the erection kinematics. The take-down kinematics take the different compositions of the boom systems into account. Take-down of the boom systems with the luffing jib, see chapter 5.07.50.
- If a specific position is not specified for the set up boom system in the erection and take-down charts, the steepest operating position of the main boom must be known. Determine the steepest main boom operating position, see Chapter 5.07.50.
- Additional information about the angle indicators for the main boom and luffing jib, see chapter 5.07.50.

The erection procedure is described in a separate chapter:

► Take down the boom systems with a luffing jib according to chapter 5.07.50.

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7.2 Disconnecting the electrical connections

Make sure that the following prerequisite is met:
– The boom system is taken down.

NOTICE
Damage to the cable drum or cable!
If the electrical connection between the W-end section and W-pivot section is not separated before spooling up the cable drum, the electrical connection will be damaged!
If the cable drum cable is not properly spooled up on the cable drum after disconnection on the SW-end section, the cable drum or the cable can be significantly damaged!
► Make the electrical connection from the cable drum in the W-pivot section to the terminal box on the W-connector head and then separate the electrical connection from the terminal box on the SW-end section to the cable drum!
► After unplugging, spool the cable onto the cable drum.

► Disconnect the electrical connections.
► After unplugging, spool the cable onto the cable drum and secure it to prevent it from spooling out inadvertently.
► Secure the cable: Reestablish the electrical connection between the W-connector head and the cable drum.

7.3 Disassembling the W-lattice jib

WARNING
Falling components!
If unsecured or non-supported components are assembled or disassembled, they can fall down. Personnel can be killed or seriously injured!
► During pinning and unpinning of the lattice sections, it is prohibited for anyone to remain **under** or **on** the components as well as within the entire danger zone!
► Pin or unpin both pins lying horizontally, i.e. **left** and **right**!
► Secure the pins in the bearing points and in the receptacles!
► Do not disengage the auxiliary crane until each component is pinned on and secured!
► It is prohibited to lean a ladder against the component being disassembled!

Note
► During disassembly of the W-lattice jib, adhere to the unpinning sequence, see the Crane operating instructions, chapter 5.01!

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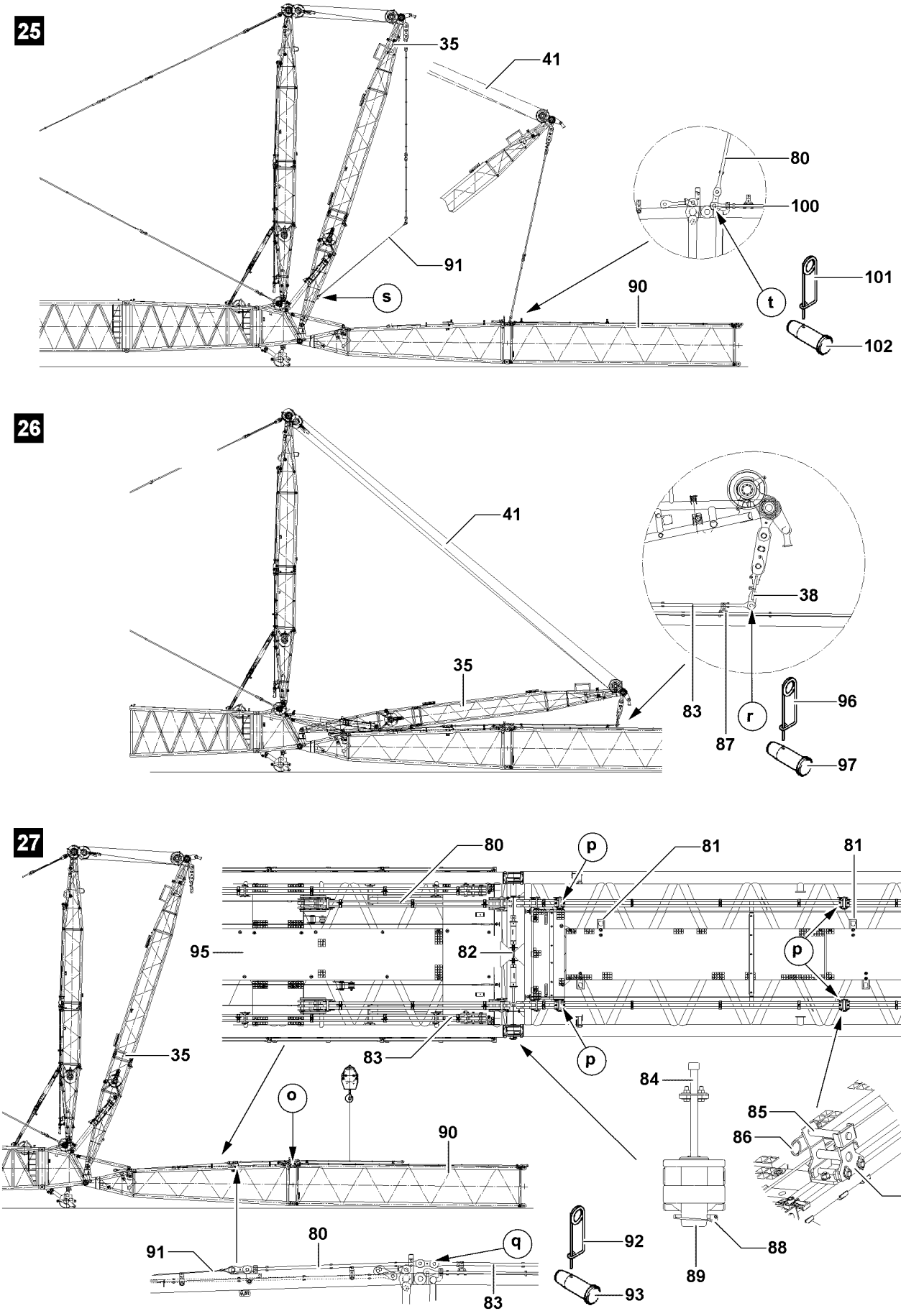

Fig.106824

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7.3.1 Disassembling the W-guy rods

The W-guy rods are taken down and secured for transport on the LI-lattice sections. Before disassembly of the W-guy rods, the transport retainers must be assembled.

See illustration **25**

- ► Take down WA-frame 1 **35** until the guy rods **80** and guy rods **100** can be unpinned in point **t**: Spool the W-control rope **41** out.
- ► Separate the guy rods **80** and the guy rods **100** on both sides in point **t**: Remove the spring retainer **101** and unpin the pin **102**.
- ► Connect the assembly rope **91** in point **t**.
- ► Erect WA-frame 1 **35** until the assembly rope **91** can be connected in point **s**: Spool the W-control rope **41** up.
- ► Connect the assembly rope **91** in point **s**.
- ► Release and unpin guy rods of all LI intermediate sections.
- ► Secure the W-guy rods with the transport retainers.

7.3.2 Disassembling the W-lattice section

See illustration **26**

- ► Take down WA-frame 1 **35** until the guy rods **80** on the W-pivot section **95** and the guy rods **83** lie in the receptacles **87**: Spool the W-control rope **41** out.
- ► Separate the cross beam **38** and the guy rods **83** both sides in point **r**: Remove the spring retainer **96** and unpin the pin **97**.
- ► Erect WA-frame 1 **35**: Spool the W-control rope **41** up.

See illustration **27**

- ► Separate the guy rods **80** and the guy rods **83** on both sides in point **q**: Remove the spring retainer **92** and unpin the pin **93**.
- ► Take the guy rods **83** down with the auxiliary crane on the W-pivot section **95** and secure with transport retainers.
- ► Secure the guy rods **83** with transport retainers.
- ► Hang the pin pulling cylinder on the retainer **82** and on the screw **84**.
- ► Disassemble the SW-end section and the LI-intermediate section: Remove the linch pin **88** and unpin the pins **89** with the pin pulling cylinder.
- ► Disassemble the receptacles **87** in points **p** and secure in the park position **81**.

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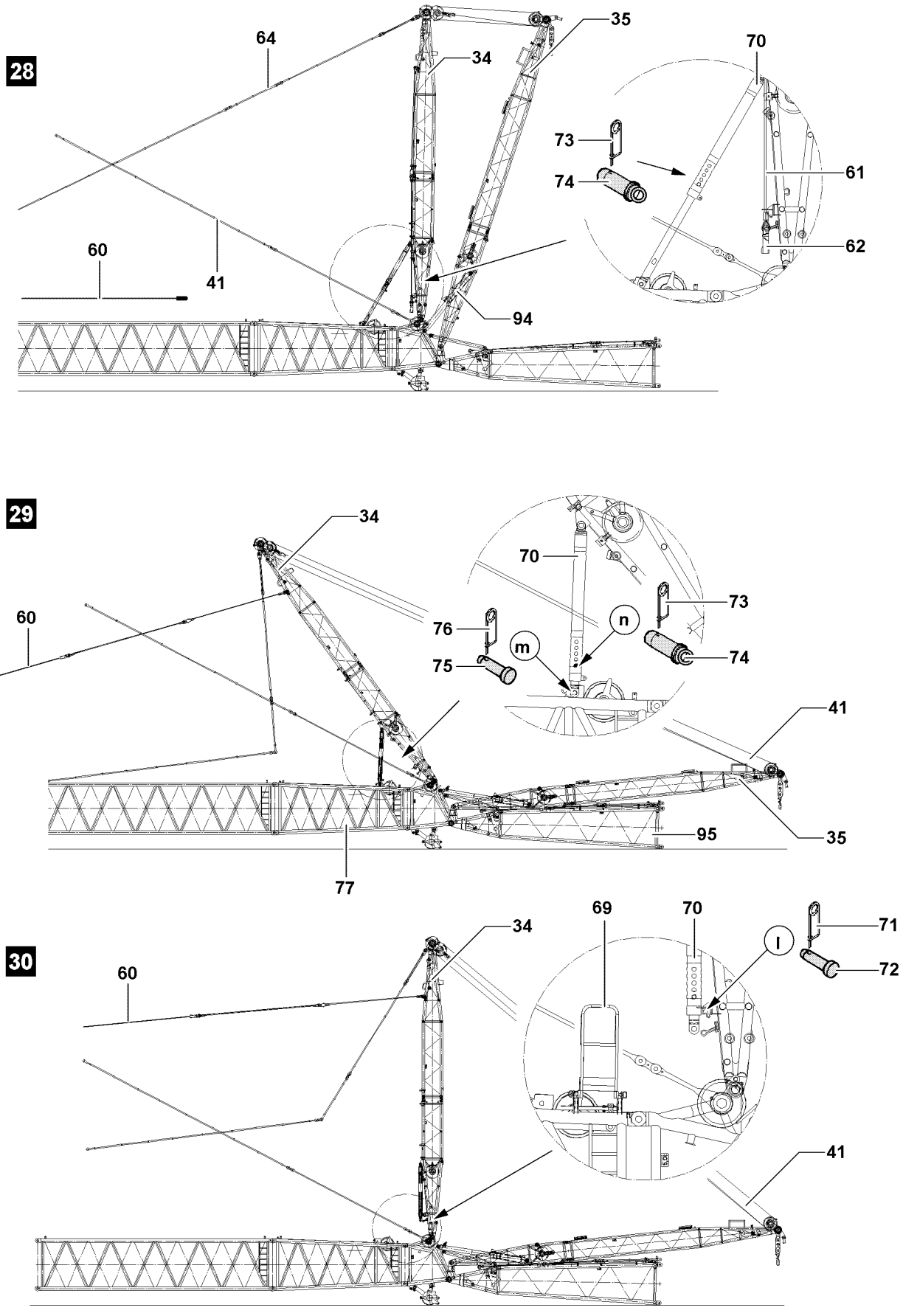

Fig.106823

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7.4 Unpinning the relapse supports

See illustration **28**

► Erect the WA-frame 1 **35** until the relapse cylinder **94** is completely retracted.

Result:

– The relapse supports **70** are relieved: The connecting pin **74** can be unpinned.

WARNING
Danger of falling!
If the folding brackets **69** on the SL-reducer section are not used, personnel can fall down and be severely injured or killed!
► Carry out the pinning of the relapse supports of the folding brackets on the SL-reducer section!

NOTICE
Damage to WA-frame 2!
If the connecting pin on the relapse supports is pinned when WA-frame 2 is not pulled back, WA-frame 2 can be damaged!
► Unpin the connecting pin **74** on both sides before WA-frame 2 **34** is pulled back!

► Remove the spring retainer **73** on both sides and unpin the connecting pin **74**.
► Release the assembly rope **61** on WA-frame 2 **34**.
► Hang the hoist rope **60** in the lock **62** on the assembly rope **61**.

See illustration **29**

Note
► When the W-control rope is spooled out, WA-frame 1 **35** may not be lifted!

► Take down WA-frame 1 **35** onto the W-pivot section **95**: Spool the W-control rope **41** out.
► Pull WA-frame 2 **34** backward: Spool the W-control rope **41** out and spool the hoist rope **60** up until the relapse supports **70** are pushed in.
► Pin the connecting pin **74** in point **n** and secure with the spring retainer **73**.
► Unpin the relapse supports **70** on both sides in point **m**: Remove the spring retainer **76** and unpin the pin **75**.

See illustration **30**

► Erect WA-frame 2 **34** vertically: Spool the W-control rope **41** up and at the same time spool the hoist rope **60** out.
► Pin the relapse supports **70** on both sides in point **l**: Insert the pin **72** and secure with the spring retainer **71**.

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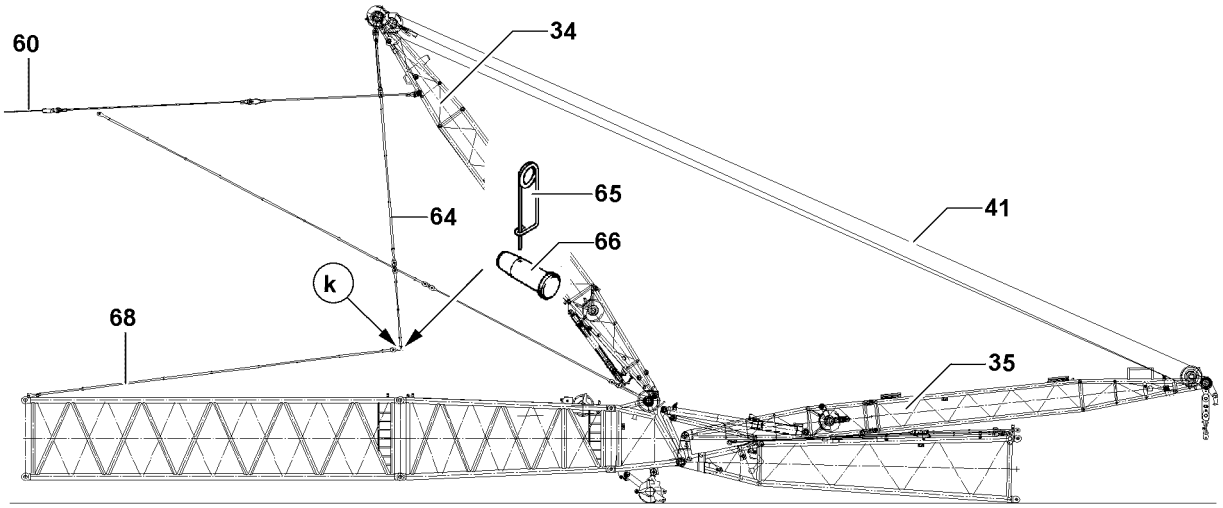

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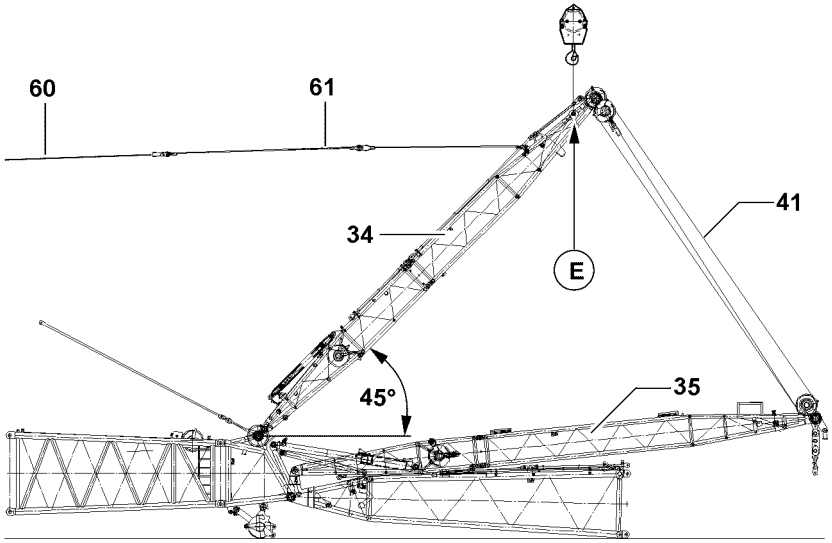

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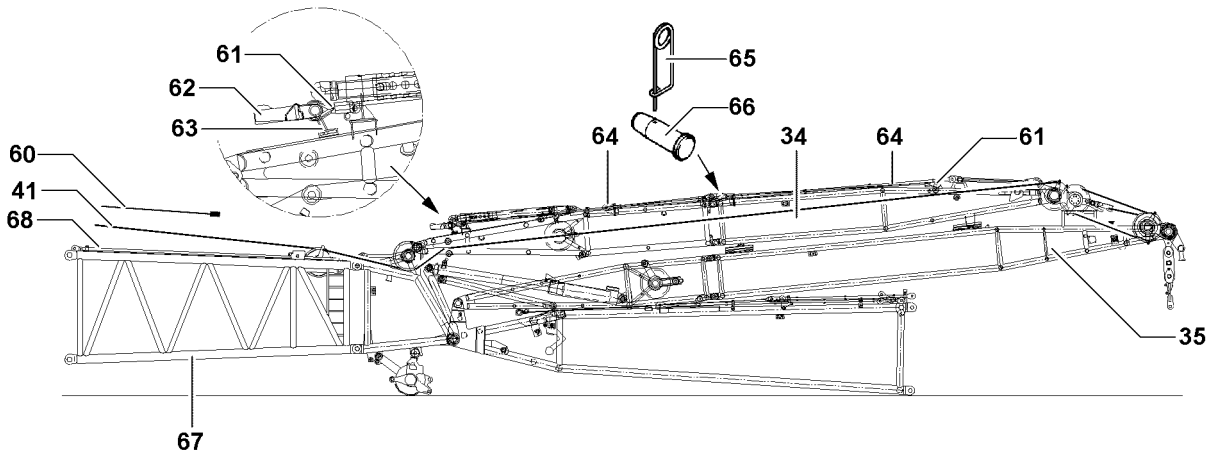

Fig.107266

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7.5 Disassembling the WA-frame 2 guy rods

Note

► While spooling out the W-control rope, lift WA-frame 1 **35** slightly to prevent slack rope formation.

See illustration **31**

- ► Pull WA-frame 2 **34** back until the W-guy rods **64** hang vertically: Spool the W-control rope **41** out and at the same time spool the hoist rope **60** up.
- ► Take down the W-guy rods **68** on the S/SL-boom.
- ► Separate the W-guy rods **64** both sides in point **k** from the W-guy rods **68**: Remove the spring retainer **65** and unpin the pin **66**.
- ► Secure the W-guy rods **68** with the transport retainers.

See illustration **32**

WARNING

WA-frame 2 folding downward!
If WA-frame 2 is not held with the auxiliary crane at 45 ° while taking it down, it can fold downward.
Personnel can be severely injured or killed!

► Attach WA-frame 2 **34** to the auxiliary crane and lower it slowly!

- ► Erect WA-frame 2 **34** and tilt it forward 45 °: Spool the W-control rope **41** up and at the same time spool the hoist rope **60** out.
- ► Secure WA-frame 2 **34**: Hang it on the fastening point **E** on the auxiliary crane.
- ► Spool the hoist rope **60** out until the assembly rope **61** is released.

See illustration **33**

- ► Take WA-frame 2 **34** down with the auxiliary crane on WA-frame 1 **35**, spool the W-control rope **41** up and at the same time spool the hoist rope **60** out.
- ► Secure the assembly rope **61** on WA-frame 2 **34** and separate the hoist rope **60**.
- ► Spool the hoist rope **60** up.
- ► Separate the W-guy rods **64** on WA-frame 2 **34**: Remove the spring retainer **65** and unpin the pin **66**.
- ► Secure the W-guy rods **64** with the transport retainers.

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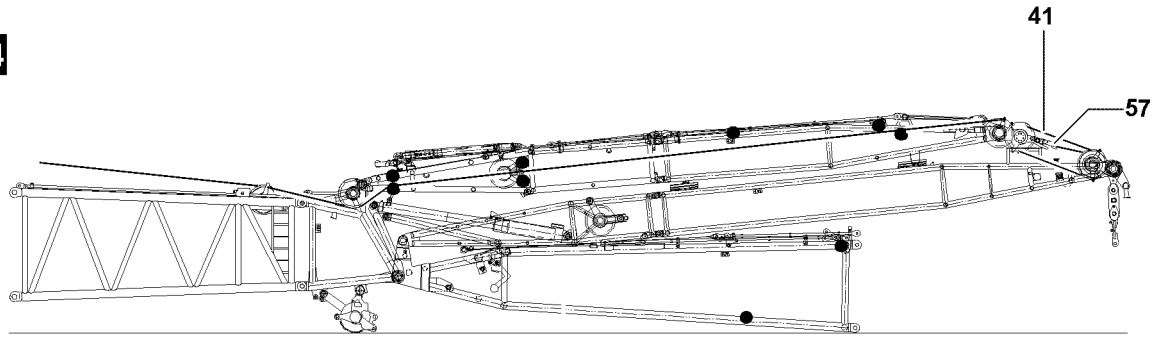

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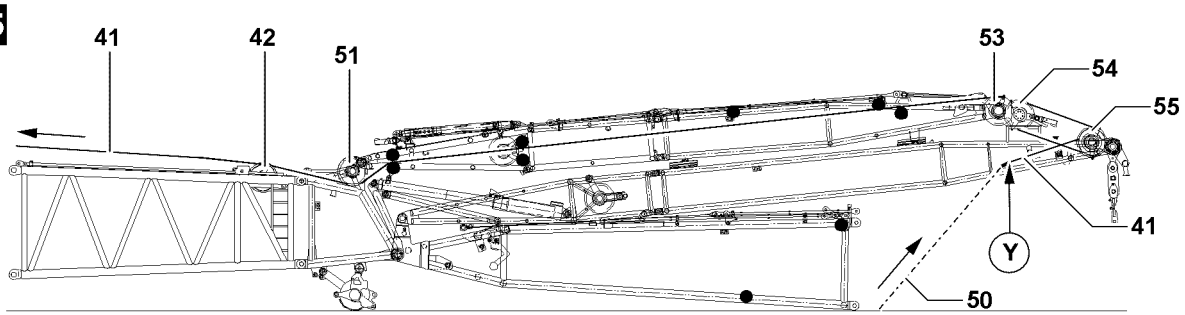

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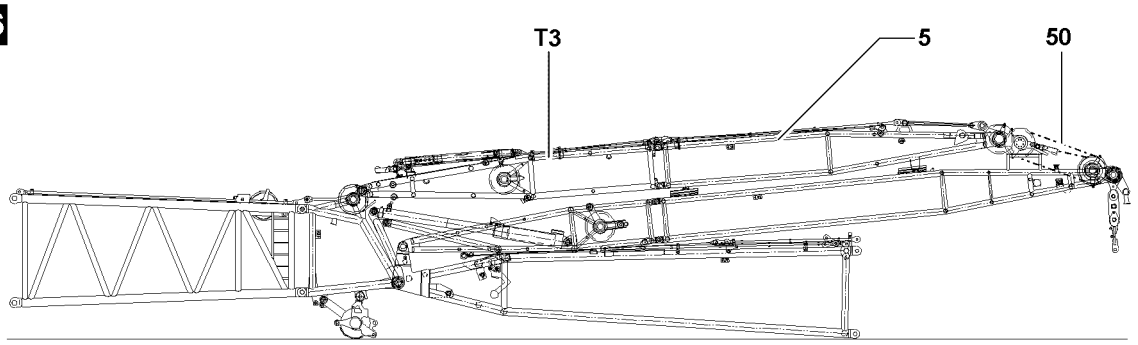

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Fig.106826

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7.6 Reeving out the W-control rope

NOTICE
Slack rope formation!
The control rope can be damaged due to slack rope formation!
► Do not allow slack rope formation while spooling the W-control rope up!
► When spooling the W-control rope up, keep the rope tight!

Note
► Before reeving out the W-control ropes, the rope retaining pins of the rope pulley **42**, rope pulley **51**, rope pulley **53** and roller set **54** and roller set **55** must be released and unpinned, see illustration **35**.

7.6.1 Reeving out the W-control rope on the roller sets

Make sure that the following prerequisite is met:
– The intake rope for the roller sets is available.

See illustration **34**

► Unhook the W-control rope **41** on the lock **57**.

See illustration **35**

► Pull the intake rope **50** to point **Y**.
► Connect the intake rope **50** and the W-control rope **41** in point **Y**.
► Spool the W-control rope **41** out and pull the intake rope in on the roller set **54** and on the roller set **55** and hook on the rope lock **57**.
► Separate the W-control rope **41** on the rope pulley **53** from the intake rope **50**.
► Install the rope retaining pins on the roller sets and the rope pulleys.

7.6.2 Reeving out the W-control rope on WA-frame 2

Make sure that the following prerequisite is met:
– The intake ropes for WA-frame 2 are available.

See illustration **35**

► Pull the W-control rope **41** from WA-frame 2 **34** and spool onto winch 5.

See illustration **36**

► Secure the intake rope **53** on the transport unit **T3** and on the WA-frame 2 end section **5**.
► Install the rope retaining pins on the rope pulleys.

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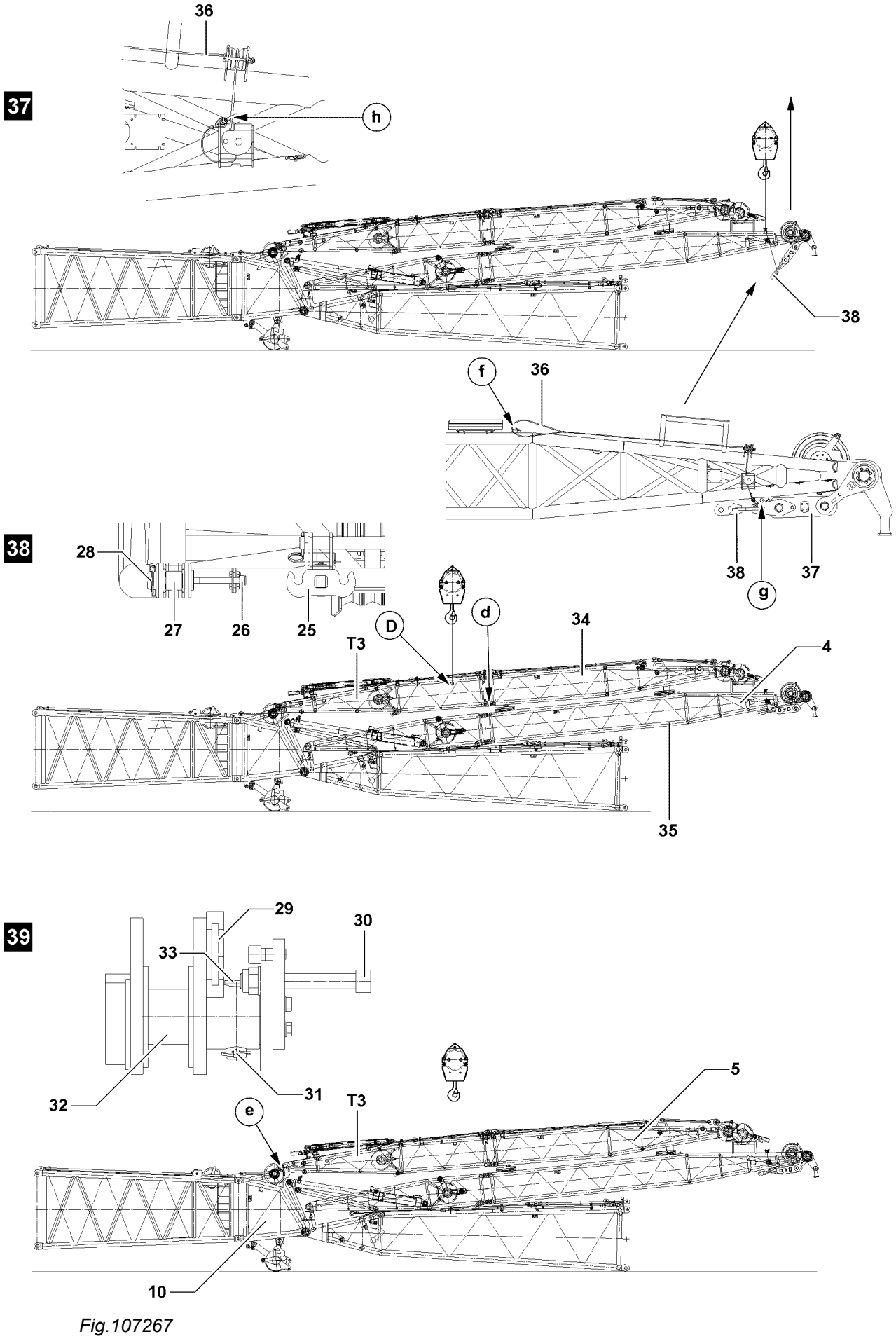

Fig.107267

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7.7 Disassembling the W-transport units

7.7.1 Separating WA-frame 2

See illustration **37**

- ► Release the ropes **36** on both sides in the park position in point **f** and secure in point **h**.
- ► Fasten the cross beam **38** with ropes **36** to the auxiliary crane.
- ► Lift the cross beam **38** with the auxiliary crane and pin and secure in point **g**.
- ► Separate the ropes **36** from the auxiliary crane and secure in point **f**.

See illustration **38**

- ► Secure and slightly lift WA-frame 2 **34** with the auxiliary crane on the fastening point **D** until it can be unpinned in point **d**.
- ► Hang the pin pulling cylinder on the retainer **25** and on the screw **26**.
- ► Separate the transport unit **T3** and the WA-frame 2 end section **5** on both sides in point **d**: Remove the linch pin **28** and unpin the pins **27**.

See illustration **39**

- ► Hang the pin pulling cylinder on the retainer **29** and on the screw **30**.
- ► Separate the transport unit **T3** and the W-connector head **10** on both sides in point **e**: Remove the linch pin **31** and unpin the pins **33**.
- ► Hang the pin pulling cylinder on the retainer **29** and on the screw **30**.
- ► Unpin the pin **32** with the pin pulling cylinder.
- ► Lower the transport unit **T3** and remove the auxiliary crane.

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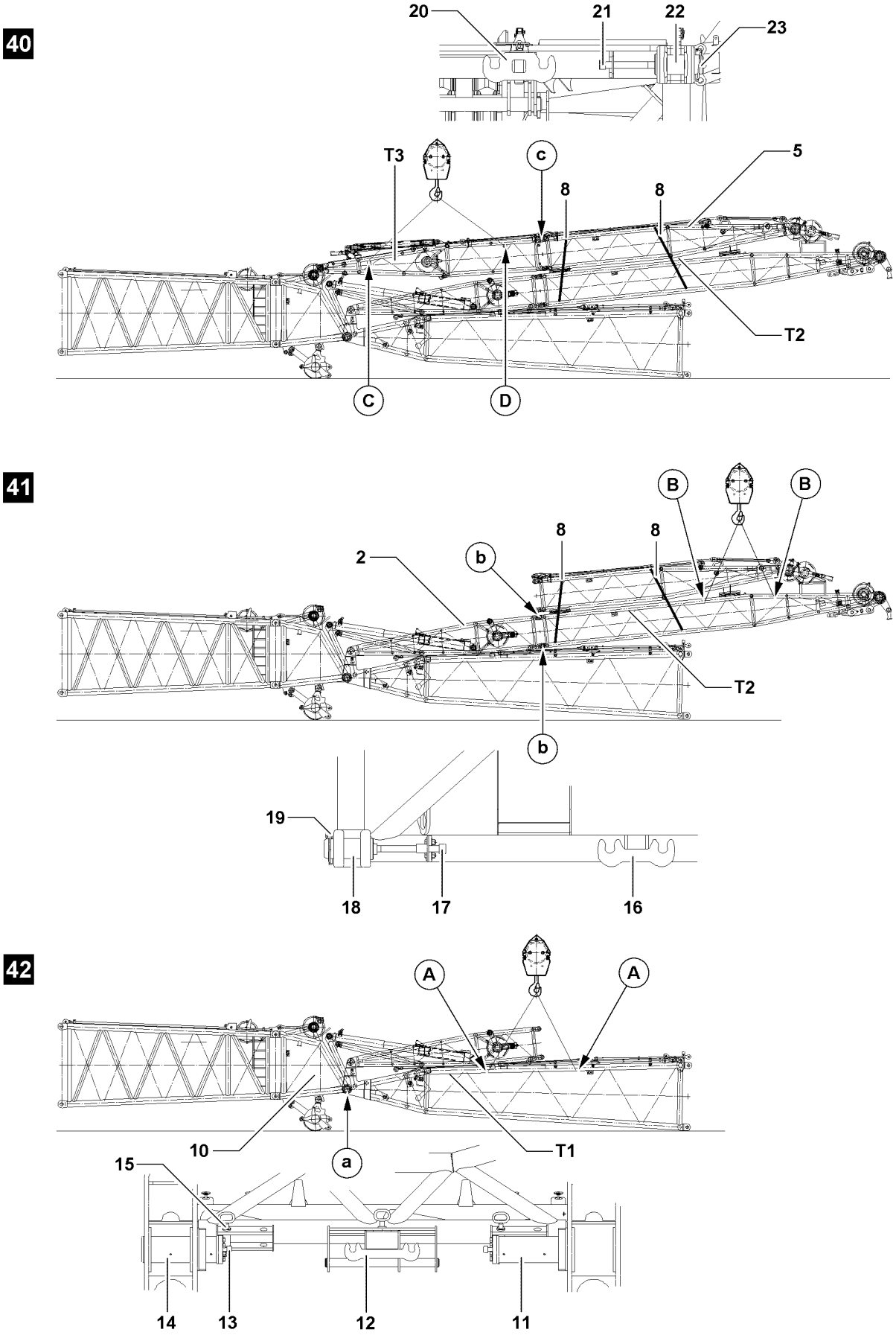

Fig.106838

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7.7.2 Disassembling W-transport unit 3

See illustration **40**

- ► Secure the transport unit **T2** with the rigging belts **8**.
- ► Fasten and secure the auxiliary crane to the fastening point **C** and fastening point **D** on the transport unit **T3**.
- ► Hang the pin pulling cylinder on the retainer **20** and on the screw **21**.
- ► Separate the transport unit **T3** and the WA-frame 2 end section **5** on both sides in point **c**: Remove the linch pin **23** and insert the pin **22**.
- ► Remove the transport unit **T3** with the auxiliary crane.

7.7.3 Disassembling W-transport unit 2

See illustration **41**

Make sure that the following prerequisite is met:
– The rigging belts are tightly rigged on transport unit 2.

WARNING
Slipping component!
If the rigging belts are not present or are insufficiently secured while lifting transport unit 2, the end section of WA-frame 2 can slide down.
Personnel can be severely injured or killed!
- ► Make sure that the rigging belts **8** are tightly rigged on transport unit 2!

- ► Disconnect the electrical connection for the pull test bracket between the transport unit **T2** and the transport unit **T1**.
- ► Fasten and secure the auxiliary crane to the fastening points **B** on the transport unit **T2**.
- ► Hang the pin pulling cylinder on the retainer **16** and on the screw **17**.
- ► Separate the transport unit **T2** and the WA-frame 1 pivot section **2** on both sides in points **b**: Remove the linch pin **19** and unpin the pins **18**.
- ► Remove the transport unit **T2** with the auxiliary crane.

7.7.4 Disassembling W-transport unit 1

See illustration **42**

- ► Fasten and secure the auxiliary crane to the fastening points **A** on the transport unit **T1**.
- ► Hang the pin pulling cylinder on the retainer **12** and on the screw **13**.
- ► Separate the transport unit **T1** and the W-connector head **10** on both sides in point **a**: Remove the connecting pin **15** and unpin the pin **14**.
- ► Remove the transport unit **T1** with the auxiliary crane.

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5.07.50 Erecting / taking down the boom system with luffing jib

1	Information about use and the illustrations	2
2	Determining the steepest main boom operating position	2
3	Main boom und luffing jib angle indicators	26
4	Erecting the boom system with luffing jib	29
5	Taking down the boom system with the luffing jib	36

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1 Information about use and the illustrations

Note
How to use this chapter
► This chapter is a supplement for the operating instructions.

Note
Utilized illustrations
► The illustrations are exemplary for the erection and take-down procedure.
► The illustrations do not represent a specific crane.

1.1 Erecting / taking down the boom system angled or stretched

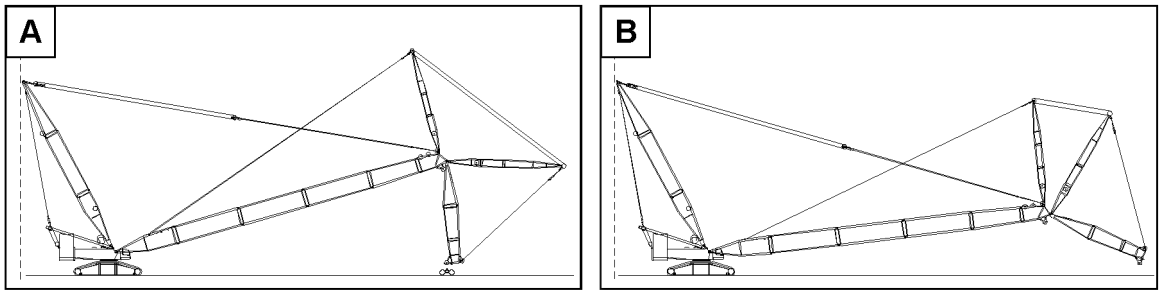

Fig.160426: Example of erecting / taking down the boom system angled or stretched

Variation **A**
– Example for erecting / taking down the boom system with the luffing jib „angled“.
  For lifting / positioning, the luffing jib is in the most vertical position possible.
  In addition, the luffing jib is guided on the roller cart.
– **Note:** This chapter describes how angled erection / take-down takes place.
  The angled erection / take-down of the boom system with the luffing jib is possible in general.

Variation **B**
– Example of erecting / taking down the boom system „stretched“.
  For lifting / positioning, the luffing jib is in a relatively horizontal position.
– **Note:** This chapter does **not** describe how stretched erection / take-down takes place. Observe the corresponding description in the operating instructions.

WARNING
The crane can topple over!
If attempting to impermissibly erect or take down a boom system stretched, the crane can be overloaded and topple over.
Death, severe bodily injuries, property damage.
► Observe the erection and take-down charts.
► Only erect or take-down the boom systems stretched if explicitly released to do so.
► In case of doubt, erect or take-down the boom system angled.

2 Determining the steepest main boom operating position

If a specific position is not specified for the set up boom system for erection / take-down, the steepest operating position of the main boom must be known.

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WARNING
The main boom is in the wrong position!
If the main boom is in the wrong position, the crane can be overloaded during erection / take-down and topple over.
Death, severe bodily injuries, property damage.
► Before erection / take-down of the boom system, determine the correct position of the boom system.

If there are no explicit specifications regarding the position of the boom system:
► Determine the steepest operating position of the main boom and approach it at the specified moment.

If there are explicit specifications regarding the position of the boom system, for example in the erection and take-down charts:
► Approach the positions of the boom system at the specified moment.

Make sure that the following prerequisites are met:
– The set up configuration of the crane and the selected / set load chart match.
– The additional specifications of the erection and take-down charts are observed.
– The additional specifications of the crane documentation including the assembly drawings / assembly plans are observed.

2.1 Procedure

The procedure differs depending on the crane operating mode:
– In the case of an operating mode without a specified angle between the main boom and the luffing jib (for example, W-operating mode), the steepest operating position of the main boom can be taken directly as the angle value.
– In the case of an operating mode with a specified angle between the main boom and the luffing jib (for example, WV-operating mode), the steepest operating position of the main boom can be determined based on the luffing jib angle ngle and the boom radius value. This requires the corresponding values from the set up program of the load chart manual document for simulation in the LICCON job planner (PC or crane).

Aids:
– Set up program
– Load chart manual document
– LICCON job planner (PC)
– LICCON job planner (crane)*

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2.2 Set up program

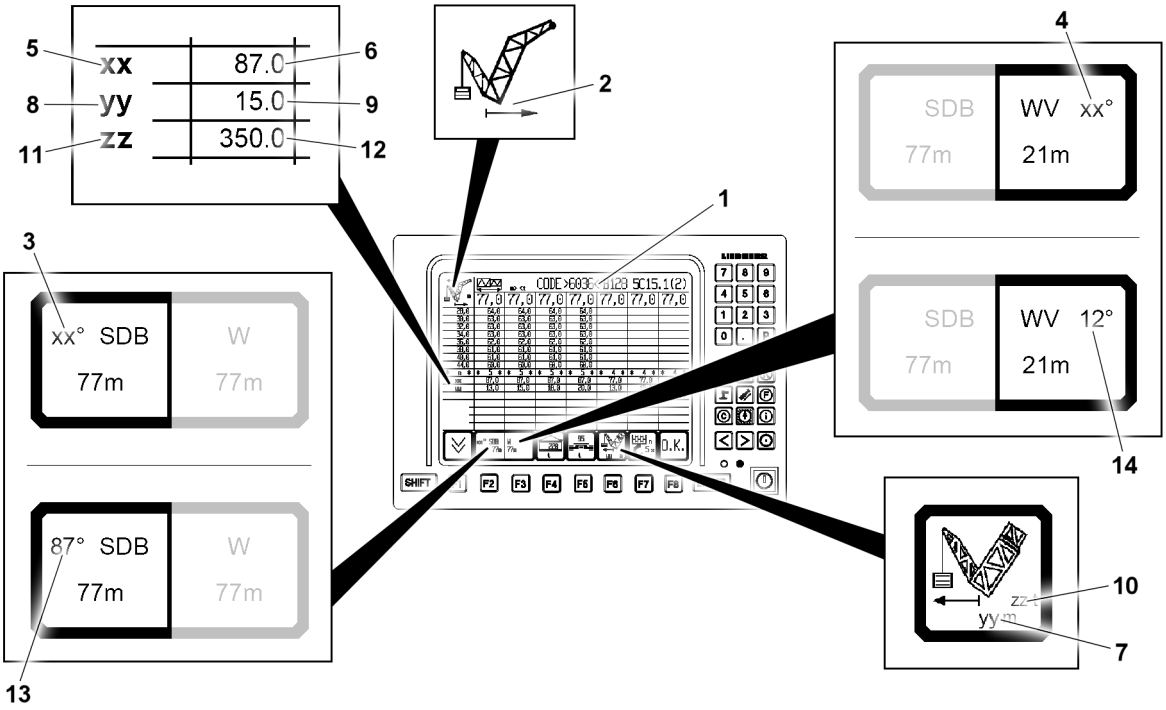

Fig.160413: Example for a load chart in the set up program of the LICCON computer system (LICCON monitor)

Set up **1** program

2 Boom radius icon

- The boom radius values are listed below the boom radius icon **2**.
- The illustration of the icon depends on the set up configuration of the crane.

3 Main boom angle place holder „xx“

- The main boom angle place holder „xx“ **3** appears in certain cases in the left field of the operating mode icon. The line „xx“ **5** contains only angle values for the main boom angle.

4 Auxiliary boom angle place holder „xx“

- The auxiliary boom angle place holder „xx“ **4** appears in certain cases in the right field of the operating mode icon. The line „xx“ **5** contains only angle values for the auxiliary boom angle.
- Use of operating modes with a specified angle between the main boom and the luffing jib (for example, WV-operating mode).
- **Note:** The steepest operating position of the main boom can **not** be determined directly in the set up program. Use the LICCON job planner.

5 Line „xx“

- Line „xx“ **5** appears when the place holder „xx“ appears in the right or left field of the operating mode icon.
- The assignment of the line „xx“ **5** depends on in which field of the operating mode icon the place holder „xx“ appears.
- Line „xx“ **5** can also appear if instead of the place holder „xx“ an identical chart main boom angle **13** or chart auxiliary boom angle **14** is available.
- **Note:** The line „xx“ **5** can only be assigned one boom type (main boom **or** auxiliary boom).

6 Angle value

- If the main boom angle place holder „xx“ **3** appears, only main boom angles appear as angle values **6**.

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The largest angle value **6** generates the steepest operating position of the main boom. The angle value in the example shown is 87°.

- If the auxiliary boom angle place holder „xx“ **4** appears, only auxiliary boom angles appear as angle values **6**.
  Note: The steepest operating position of the main boom can **not** be determined directly in the set up program. Use the LICCON job planner.

7 Derrick ballast radius place holder „yy“

- Only available for certain set up configurations with derrick ballast.
- The derrick ballast radius place holder „yy“ **7** appears in certain cases in the derrick ballast icon. Then the load chart contains different derrick ballast radii. The corresponding derrick ballast radii are then listed on line „yy“ **8**.

8 Line „yy“

- Line „yy“ **8** is assigned the derrick ballast radius when the place holder „yy“ appears in the derrick ballast radius icon.
- The corresponding derrick ballast radii are listed on line „yy“ **8**.

9 Radius values

- If the derrick ballast angle place holder „yy“ **7** appears, only various derrick ballast radii appear as radius values **9**. In the example shown, the radius value is 15.0 m.

10 Derrick ballast weight place holder„zz“

- Only available for certain set up configurations with derrick ballast.
- The Derrick ballast weight place holder „zz“ **10** appears in certain cases in the derrick ballast icon. Then the load chart contains different derrick ballast weights. The corresponding derrick ballast weights are then listed on line „zz“ **11**.

11 Line „zz“

- Line „zz“ **11** is assigned the derrick ballast weight when the place holder „“ appears in the derrick ballast radius icon.
- The corresponding derrick ballast weights are listed on line „zz“ **11**.

12 Weight value

- If the derrick ballast weight place holder „zz“ **10** appears, various derrick ballast weights appear as weight values **12**. In the example shown, the weight value is 350.0 t.

13 Chart main boom angle

- If the main boom angle appears directly in the operating mode icon, this value applies for the entire load chart. In the example shown, the chart main boom angle is 87°.
- **Note:** Observe the additional specifications of the erection and take-down charts. The chart main boom angle **13** is not automatically the steepest operating position of the main boom for the erection / take-down of the boom system.

14 Chart auxiliary boom angle

- For operating modes with a specified angle between the main boom and the luffing jib (for example, WV-operating mode). In the example shown, the chart auxiliary boom angle is 12°.
- **Note:** The steepest operating position of the main boom can **not** be determined directly in the set up program. Use the LICCON job planner.

Observe the following sections depending on the load chart / operating mode:
– For operating modes without a specified angle between the main boom and the luffing jib
– Operating modes with a specified angle between the main boom and the luffing jib (examples)

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2.2.1 For operating modes without a specified angle between the main boom and the luffing jib

Make sure that the following prerequisites are met:
– The load chart for the crane set up configuration is selected.
– The erection and take-down charts for the crane set up configuration are observed.

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Load chart with main boom angle place holder „xx“

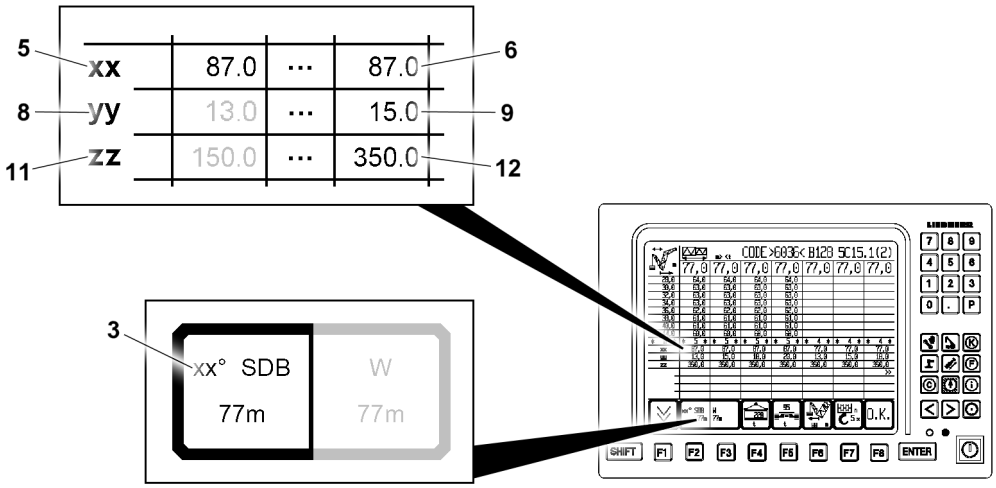

Fig.160445: Example for load chart with main boom angle place holder „xx“

► Make sure that the main boom angle place holder „xx“ **3** is part of the set up configuration.
► Search for the highest from all angle values **6** in line „xx“ **5**. The highest angle value can appear multiple times.

For set up conditions with derrick boom / derrick ballast:
► Make sure that the highest angle value **6** applies. If line „yy“ **8** and / or line „zz“ **11** is present, the radius value **9** and / or the weight value **12** must match within the column.

Result:

– The highest angle value **6** corresponds to the steepest operating position of the main boom.
– Unless the specifications state otherwise, use the steepest determined operating position of the main boom for the erection / take-down of the boom system.

Load chart with chart main boom angle

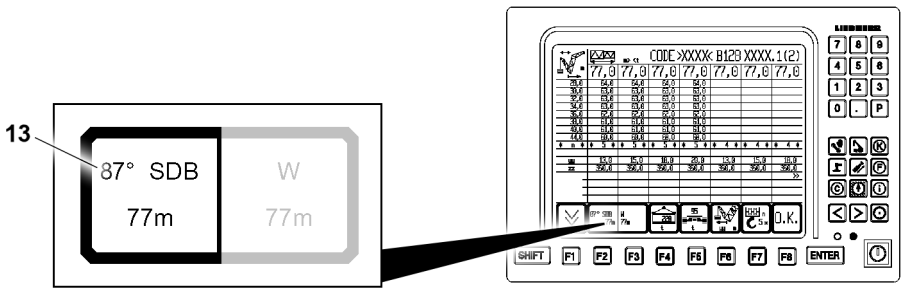

Fig.160447: Example for a load chart with chart main boom angle

► Make sure that the chart main boom angle **13** is part of the set up configuration.
► Make sure that there is no load chart with a larger chart main boom angle **13** for the crane set up configuration.

Result:

– The chart main boom angle **13** corresponds to the steepest operating position of the main boom.
– Unless the specifications state otherwise, use the steepest determined operating position of the main boom for the erection / take-down of the boom system.

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2.2.2 Operating modes with a specified angle between the main boom and the luffing jib (examples)

Note
► It applies for a WV-operating mode, for example.

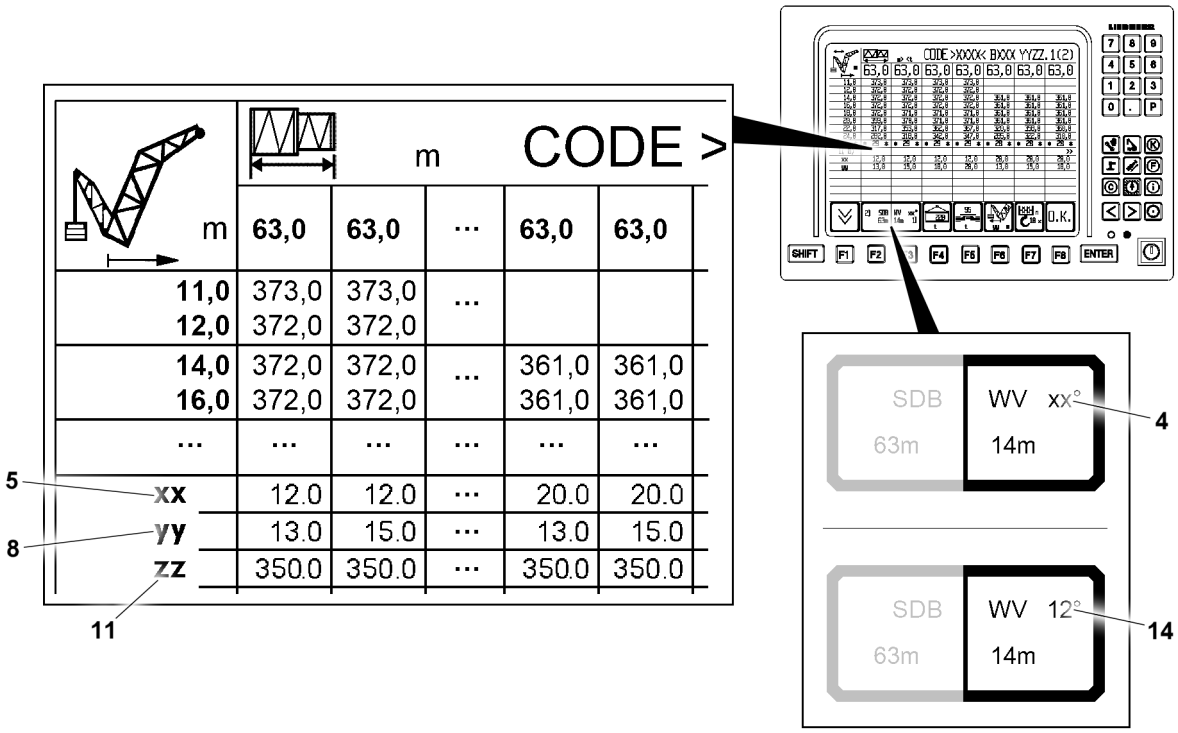

Fig.160439: Example for operating modes with a specified angle between the main boom and the luffing jib.

Make sure that the following prerequisites are met:
- The load chart for the crane set up configuration is selected.
- The auxiliary boom angle place holder „xx“ **4** or chart main boom angle **14** is a part of the set up configuration.
- The erection and take-down charts for the crane set up configuration are observed.
- The LICCON job planner (crane / PC) is available.

Determine the lowest boom radius value for all different angle values in line „xx“ **5**, see the following examples.

The following values are assumed for the examples:
- Two different angle values in line „xx“ **5**, „12.0“. and „20.0“
- Derrick ballast radius in line „yy“ **8** is „15.0“.
- Derrick ballast weight in line „zz“ **11** is „350.0“.

Note
The examples show the maximum scope in lines of a load chart.
► Line „yy“ **8** and line „zz“ **11** are not available for every load chart and every set up configuration.
► For load charts with chart auxiliary boom angle there is no additionally specified angle between the main boom and the luffing jib.

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First example, „blue line“

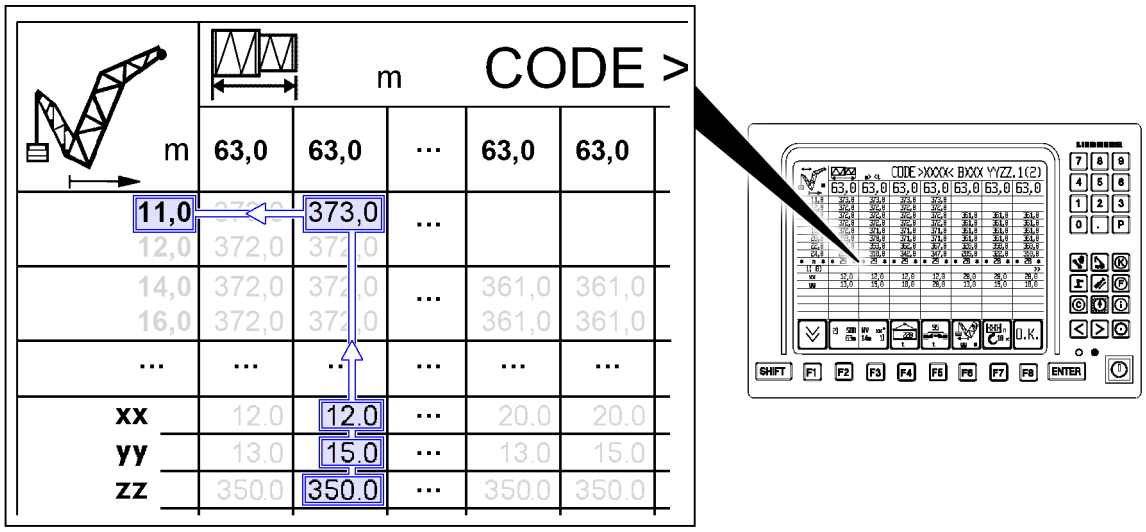

Fig.160440: Example, blue line

Column symbol	Numerical value	Remark
xx	**12.0**	The column shows the angle value, for example „12.0“.
yy[1]	**15.0**	The column shows below the correct derrick ballast radius[1], for example „15.0“.
zz[1]	**350.0**	The column shows below the correct derrick ballast weight[1], for example „350.0“.

1) The line is not present for every load chart

- ► Search for the applicable column in the load chart.
- ► Go up the column until the top line with the load value is reached.
- ► On this line, go to the left and read the boom radius value.

Result:

- – In the example, an angle value of „12.0“ results in the lowest boom radius value of „11.0“.
- – With the values determined in this manner, the operating position of the main boom can be simulated in the LICCON job planner.

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Second example, „green line“

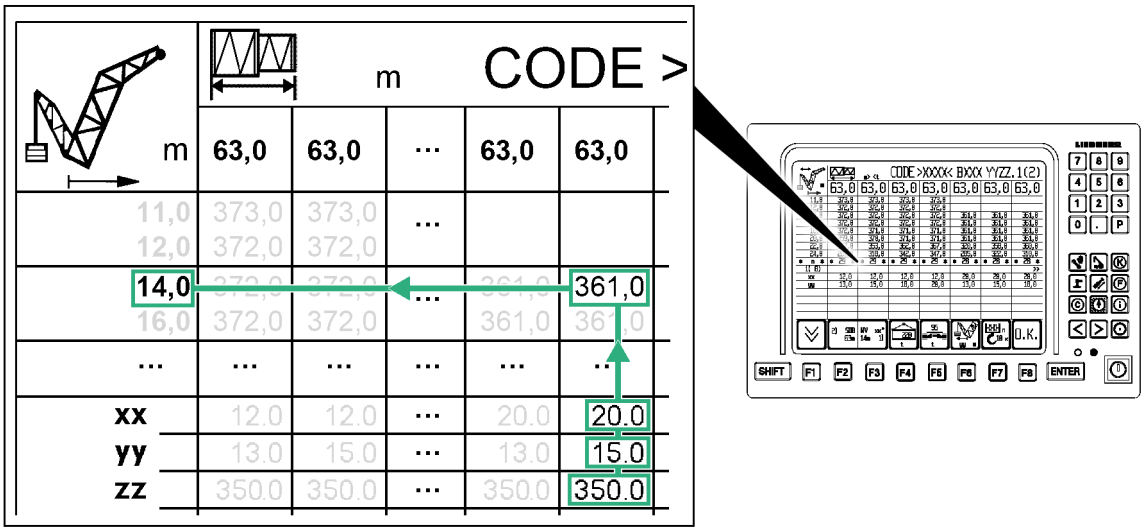

Fig.160441: Example, green line

Column symbol	Numerical value	Remark
xx	**20.0**	The column shows the angle value, for example „20.0“.
yy[1]	**15.0**	The column shows below the correct derrick ballast radius[1], for example „15.0“.
zz[1]	**350.0**	The column shows below the correct derrick ballast weight[1], for example „350.0“.

1) The line is not present for every load chart

- ► Search for the applicable column in the load chart.
- ► Go up the column until the top line with the designated load value is reached.
- ► On this line, go to the left and read the boom radius value.

Result:

- – In the example, an angle value of „20.0“ results in the lowest boom radius value of „14.0“.
- – With the values determined in this manner, the operating position of the main boom can be simulated in the LICCON job planner.

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2.3 Load chart manual document

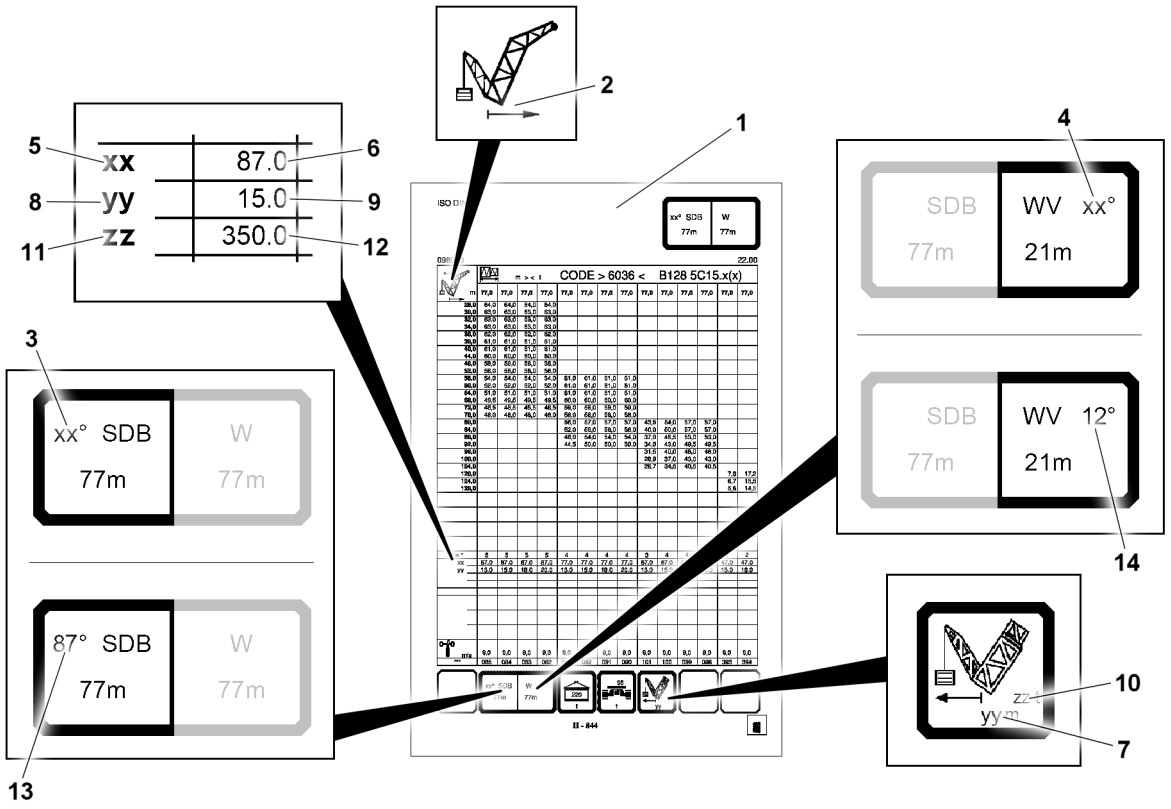

Fig.160412: Example for a load chart in the load chart manual document

1 Load chart

2 Boom radius icon

- The boom radius values are listed below the boom radius icon **2**.
- The illustration of the icon depends on the set up configuration of the crane.

3 Main boom angle place holder „xx“

- The main boom angle place holder „xx“ **3** appears in certain cases in the left field of the operating mode icon. The line „xx“ **5** contains only angle values for the main boom angle.

4 Auxiliary boom angle place holder „xx“

- The auxiliary boom angle place holder „xx“ **4** appears in certain cases in the right field of the operating mode icon. The line „xx“ **5** contains only angle values for the auxiliary boom angle.
- Use of operating modes with a specified angle between the main boom and the luffing jib (for example, WV-operating mode).
- **Note:** The steepest operating position of the main boom can **not** be determined directly in the Load chart manual document. Use the LICCON job planner.

5 Line „xx“

- Line „xx“ **5** appears when the place holder „xx“ appears in the right or left field of the operating mode icon.
- The assignment of the line „xx“ **5** depends on in which field of the operating mode icon the place holder „xx“ appears.
- Line „xx“ **5** can also appear if instead of the place holder „xx“ an identical chart main boom angle **13** or chart auxiliary boom angle **14** is available.
- **Note:** The line „xx“ **5** can only be assigned one boom type (main boom **or** auxiliary boom).

6 Angle value

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- If the main boom angle place holder „xx“ **3** appears, various main boom angles appear as the angle value **6**.
  The largest angle value **6** generates the steepest operating position of the main boom. The angle value in the example shown is 87°.
  Note: The steepest operating position of the main boom corresponds to the largest angle value **6** in line „xx“ **5**. Observe all pages of the respective load chart.
- If the auxiliary boom angle place holder „xx“ **4** appears, various auxiliary boom angles appear as the angle value **6**.
  Note: The steepest operating position of the main boom can **not** be determined directly in the Load chart manual document. Use the LICCON job planner.

7 Derrick ballast radius place holder „yy“

- Only available for certain set up configurations with derrick ballast.
- The derrick ballast radius place holder „yy“ **7** appears in certain cases in the derrick ballast icon. Then the load chart contains different derrick ballast radii. The corresponding derrick ballast radii are then listed on line „yy“ **7**.

8 Line „yy“

- Line „yy“ **8** is assigned the derrick ballast radius when the place holder „yy“ appears in the derrick ballast radius icon.
- The corresponding derrick ballast radii are listed on line „yy“ **8**.

9 Radius values

- If the derrick ballast angle place holder „yy“ **7** appears, only various derrick ballast radii appear as the radius value **9**. In the example shown, the radius value is 15.0 m.

10 Derrick ballast weight place holder„zz“

- Only available for certain set up configurations with derrick ballast.
- The Derrick ballast weight place holder „zz“ **10** appears in certain cases in the derrick ballast icon. Then the load chart contains different derrick ballast weights. The corresponding derrick ballast weights are then listed on line „zz“ **11**.

11 Line „zz“

- Line „zz“ **11** is assigned the derrick ballast weight when the place holder „ appears in the derrick ballast radius icon.
- The corresponding derrick ballast weights are listed on line „zz“ **11**.

12 Weight value

- If the derrick ballast weight place holder „zz“ **10** appears, various derrick ballast weights appear as weight values **12**. In the example shown, the weight value is 350.0 t.

13 Chart main boom angle

- If the main boom angle appears directly in the operating mode icon, this value applies for the entire load chart. In the example shown, the chart main boom angle is 87°.
- **Note:** Observe the additional specifications of the erection and take-down charts. The chart main boom angle **13** is not automatically the steepest operating position of the main boom for the erection / take-down of the boom system.

14 Chart auxiliary boom angle

- For operating modes with a specified angle between the main boom and the luffing jib (for example, WV-operating mode).
- If the auxiliary boom angle appears directly in the operating mode icon, this value applies for the entire load chart. In the example shown, the chart auxiliary boom angle is 12°.
- **Note:** The steepest operating position of the main boom can **not** be determined directly in the Load chart manual document. Use the LICCON job planner.

Observe the following sections depending on the load chart / operating mode:
– For operating modes without a specified angle between the main boom and the luffing jib
– Operating modes with a specified angle between the main boom and the luffing jib

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2.3.1 For operating modes without a specified angle between the main boom and the luffing jib

Make sure that the following prerequisites are met:
- The load chart for the crane set up configuration is selected.
- The erection and take-down charts for the crane set up configuration are observed.

Load chart with main boom angle place holder „xx“

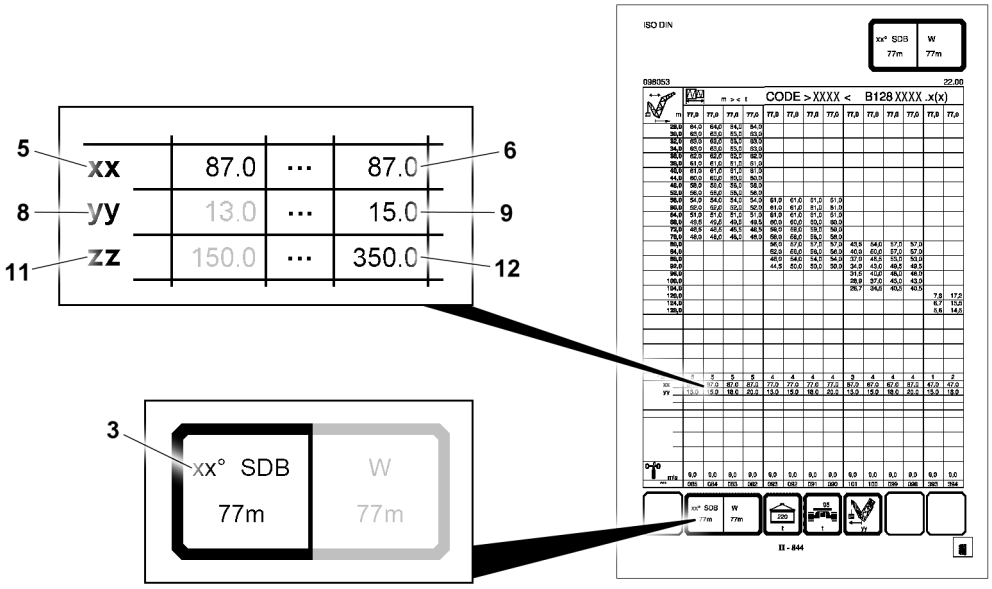

Fig.160446: Example for load chart with main boom angle place holder „xx“

► Make sure that the main boom angle place holder „xx“ **3** is part of the set up configuration.
► Search for the highest from all angle values **6** in line „xx“ **5**. The highest angle value **6** can appear multiple times.

For set up conditions with derrick boom / derrick ballast:
► Make sure that the highest angle value applies. If line „yy“ **8** and / or line „zz“ **11** is present, the radius value **9** and / or the weight value **12** must match within the column.

Result:

– The highest angle value **6** corresponds to the steepest operating position of the main boom.
– Unless the specifications state otherwise, use the steepest determined operating position of the main boom for the erection / take-down of the boom system.

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Load chart with chart main boom angle

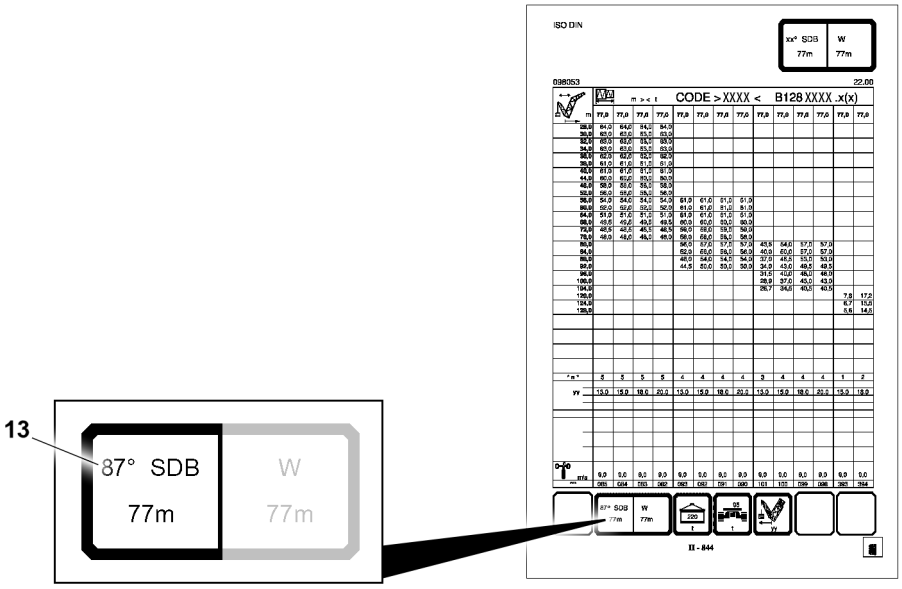

Fig.160448: Example for a load chart with chart main boom angle

- ► Make sure that the chart main boom angle **13** is part of the set up configuration.
- ► Make sure that there is no load chart with a larger chart main boom angle **13** for the crane set up configuration.

Result:

- – The chart main boom angle **13** corresponds to the steepest operating position of the main boom.
- – Unless the specifications state otherwise, use the steepest determined operating position of the main boom for the erection / take-down of the boom system.

2.3.2 Operating modes with a specified angle between the main boom and the luffing jib

Note

- ► It applies for a WV-operating mode, for example.

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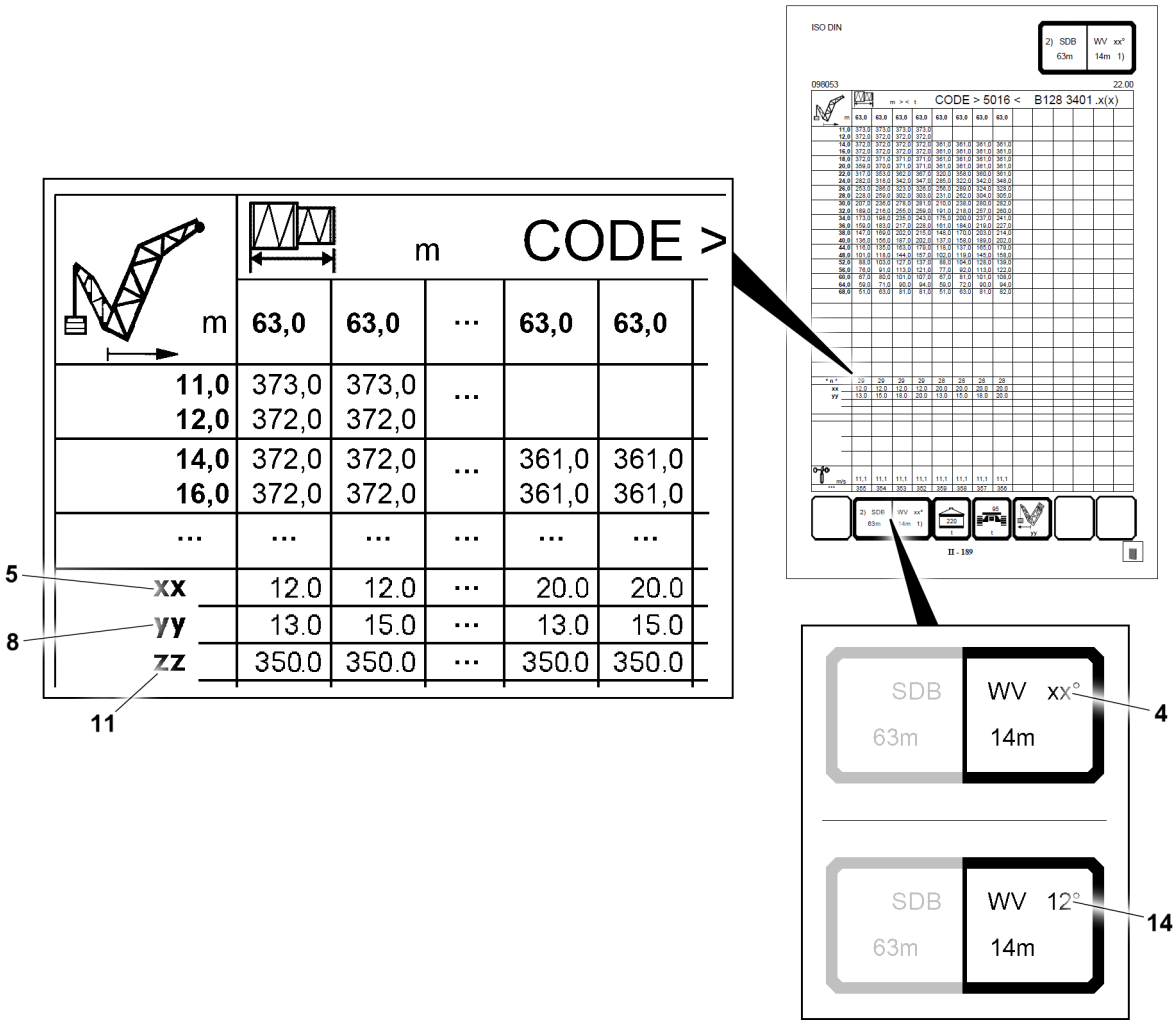

Fig.160431: Example for operating modes with a specified angle between the main boom and the luffing jib.

Make sure that the following prerequisites are met:
- The load chart for the crane set up configuration is selected.
- The auxiliary boom angle place holder „xx“ **4** or chart main boom angle **14** is a part of the set up configuration.
- The erection and take-down charts for the crane set up configuration are observed.
- The LICCON job planner (crane / PC) is available.

Determine the lowest boom radius value for all different angle values in line „xx“ **5**, see the following examples.

The following values are assumed for the examples:
- Two different angle values in line „xx“ **5**, „12.0“. and „20.0“
- Derrick ballast radius in line „yy“ **8** is „15.0“.
- Derrick ballast weight in line „zz“ **11** is „350.0“.

Note
The examples show the maximum scope in lines of a load chart.
- ► Line „yy“ **8** and line „zz“ **11** are not available for every load chart and every set up configuration.
- ► For load charts with chart auxiliary boom angle there is no additionally specified angle between the main boom and the luffing jib.

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First example, „blue line“

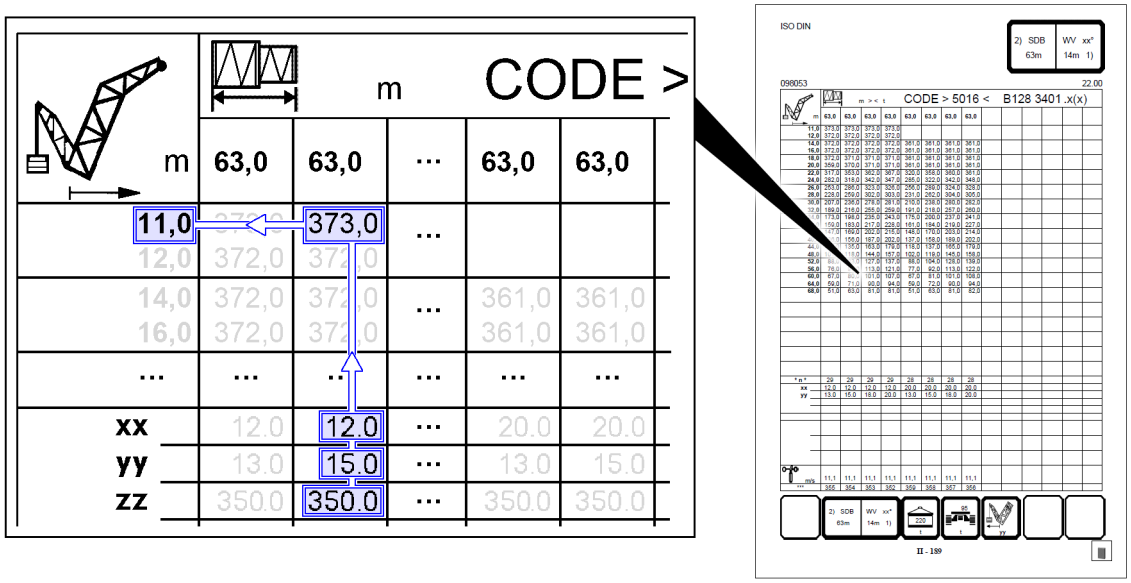

Fig.160433: Example, blue line

Column symbol	Numerical value	Remark
xx	**12.0**	The column shows the angle value, for example „12.0“.
yy [1]	**15.0**	The column shows below the correct derrick ballast radius [1], for example „15.0“.
zz [1]	**350.0**	The column shows below the correct derrick ballast weight [1], for example „350.0“.

1) The line is not present for every load chart

- ► Search for the applicable column in the load chart.
- ► Go up the column until the top line with the load value is reached.
- ► On this line, go to the left and read the boom radius value.

Result:

- – In the example, an angle value of „12.0“ results in the lowest boom radius value of „11.0“.
- – With the values determined in this manner, the operating position of the main boom can be simulated in the LICCON job planner.

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Second example, „green line“

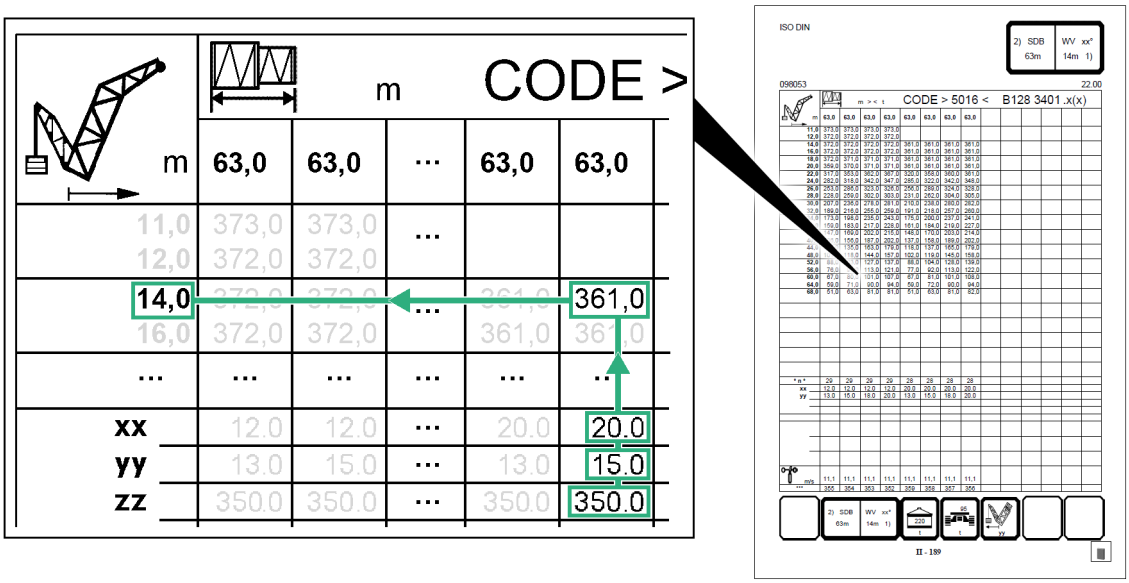

Fig.160434: Example, green line

Column symbol	Numerical value	Remark
xx	**20.0**	The column shows the angle value, for example „20.0“.
yy[1]	**15.0**	The column shows below the correct derrick ballast radius[1], for example „15.0“.
zz[1]	**350.0**	The column shows below the correct derrick ballast weight[1], for example „350.0“.

1) The line is not present for every load chart

- ► Search for the applicable column in the load chart.
- ► Go up the column until the top line with the designated load value is reached.
- ► On this line, go to the left and read the boom radius value.

Result:

- – In the example, an angle value of „20.0“ results in the lowest boom radius value of „14.0“.
- – With the values determined in this manner, the operating position of the main boom can be simulated in the LICCON job planner.

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2.4 LICCON job planner (PC)

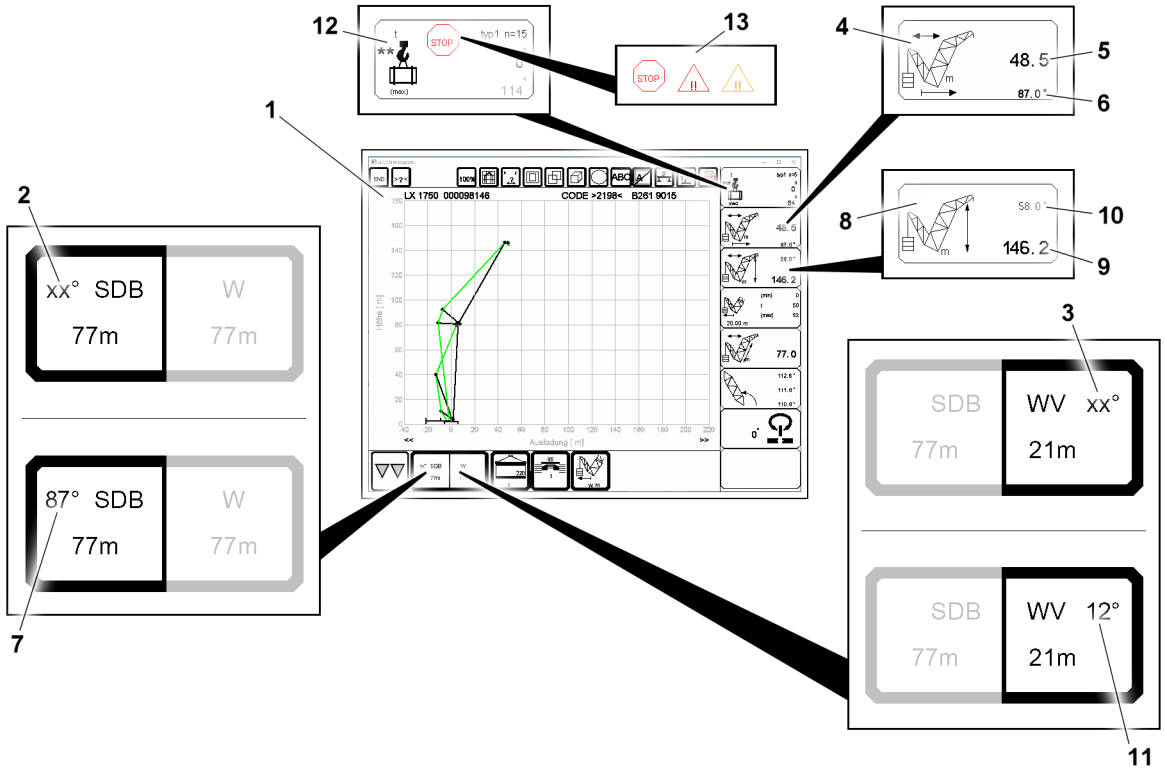

Fig.160414: Example of the LICCON job planner in the Computer (PC)

1 LICCON job planner program

2 Main boom angle place holder „xx“

- The main boom angle place holder „xx“ **2** appears in certain cases in the left field of the operating mode icon. There is no determined main boom angle for the load chart.
- **Note:** The steepest operating position of the main boom must be determined through a simulation with the LICCON job planner.

3 Auxiliary boom angle place holder „xx“

- The auxiliary boom angle place holder „xx“ **3** appears in certain cases in the right field of the operating mode icon.
- Use of operating modes with a specified angle between the main boom and the luffing jib (for example, WV-operating mode).
- **Note:** The steepest operating position of the main boom must be determined through a simulation with the LICCON job planner.

4 Boom radius icon

- Boom radius and main boom angle display

5 Boom radius

- Boom radius of boom system

6 Main boom angle

- The largest main boom angle **6** generates the steepest operating position of the main boom. In the example shown, the main boom angle is 87°.
- **Note:** If the LMB function (load torque limiter) is turned off in the LICCON job planner, the main boom positions that are too steep can be simulated. Simulate the steepest operating position of the main boom in the LICCON job planner with active LMB function (load torque limiter).

7 Chart main boom angle

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- If the main boom angle appears directly in the operating mode icon, this value applies for the entire load chart. In the example shown, the chart main boom angle is 87°.
- **Note:** Observe the additional specifications of the erection and take-down charts. The chart main boom angle **7** is not automatically the steepest operating position of the main boom for the erection / take-down of the boom system.

8 Pulley head height icon

- Pulley head height and auxiliary boom display
- During operation with the luffing jib, the auxiliary boom angle is the luffing jib angle

9 Pulley head height

- Pulley head height of the boom system

10 Auxiliary boom angle

- During operation with the luffing jib, the luffing jib angle is displayed
- **Note:** The luffing jib angle indicator differs in some operating modes, see section „Main boom und luffing jib angle indicators“.

11 Chart auxiliary boom angle

- For operating modes with a specified angle between the main boom and the luffing jib (for example, WV-operating mode). In the example shown, the chart auxiliary boom angle is 12°.
- **Note:** The steepest operating position of the main boom must be determined through a simulation with the LICCON job planner.

12 Load icon

- Reeving, maximum load and actual load display.

13 Warning icons

- If a warning event occurs, a warning icon appears. Multiple warning icons can appear at the same time.
- **Note:** Warning icons can also appear in other icons, for example in the case of incorrect ballasting of derrick ballast.

Observe the following sections depending on the load chart / operating mode:
– For operating modes without a specified angle between the main boom and the luffing jib
– Operating modes with a specified angle between the main boom and the luffing jib

Note
To ensure a valid simulation of the steepest operating position of the main boom, make sure that the corresponding LICCON job planner fulfills all the conditions of the load chart.
► A valid maximum load appears in the load icon **12**.
► A warning icon **13** does not appear.

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2.4.1 For operating modes without a specified angle between the main boom and the luffing jib

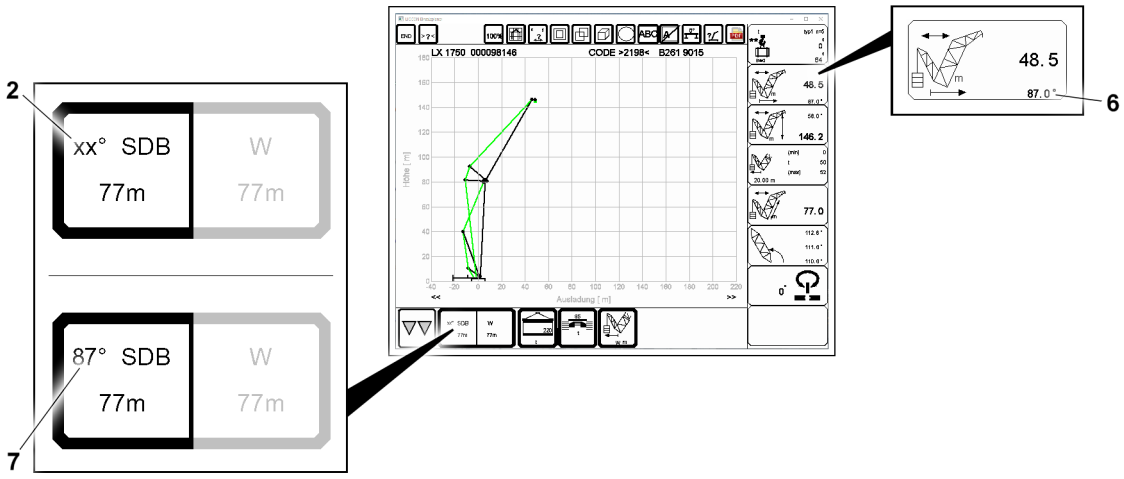

Fig.160449: Example for operating modes without a specified angle between the main boom and the luffing jib

Make sure that the following prerequisites are met:
- The set up configuration of the crane is set in the LICCON job planner (PC).
- The main boom angle place holder „xx“ **2** or chart main boom angle **7** is a part of the set up configuration.
- The erection and take-down charts for the crane set up configuration are observed.

When the Main boom angle place holder „xx“ **2** is displayed:
► Determine the steepest operating position of the main boom in the load chart through a simulation with the LICCON job planner.

Result:

- The highest main boom angle **6** that can be simulated corresponds to the steepest operating position of the main boom.
- Unless the specifications state otherwise, use the steepest determined operating position of the main boom for the erection / take-down of the boom system.

When a chart main boom angle **7** is displayed:
► Make sure that there is no load chart with a larger chart main boom angle **7** for the crane set up configuration.

Result:

- The chart main boom angle **7** corresponds to the steepest operating position of the main boom within the stored load chart.
- Unless the specifications state otherwise, use the steepest determined operating position of the main boom for the erection / take-down of the boom system.

2.4.2 Operating modes with a specified angle between the main boom and the luffing jib

Note
► It applies for a WV-operating mode, for example.

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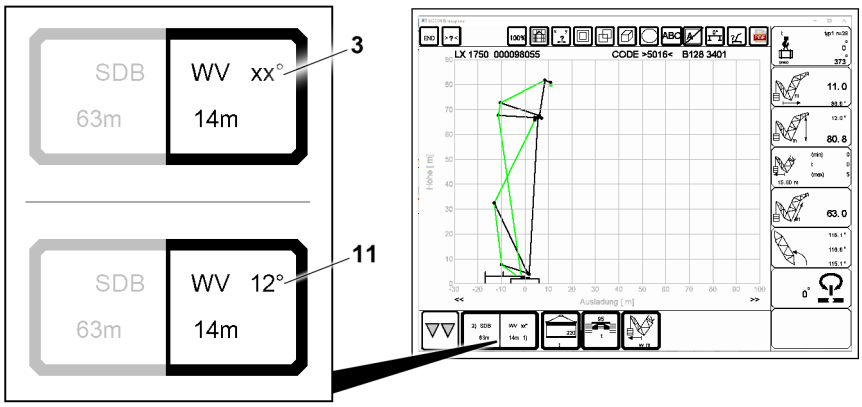

Fig.160450: Example for operating modes with a specified angle between the main boom and the luffing jib.

Make sure that the following prerequisites are met:
- The set up configuration of the crane is set in the LICCON job planner (PC).
- The auxiliary boom angle place holder „xx“ **3** or chart main boom angle **11** is a part of the set up configuration.
- The erection and take-down charts for the crane set up configuration are observed.

For all available angle values between the main boom and the luffing jib, the respectively lowest boom radius value must be determined in advance based on the load chart.

See:
- Section „set up program“ - operating modes with a specified angle between the main boom and the luffing jib (examples)
- Section „Load chart manual document“ - operating modes with a specified angle between the main boom and the luffing jib (examples)

The examples are completed below and a main boom angle is determined.

First example

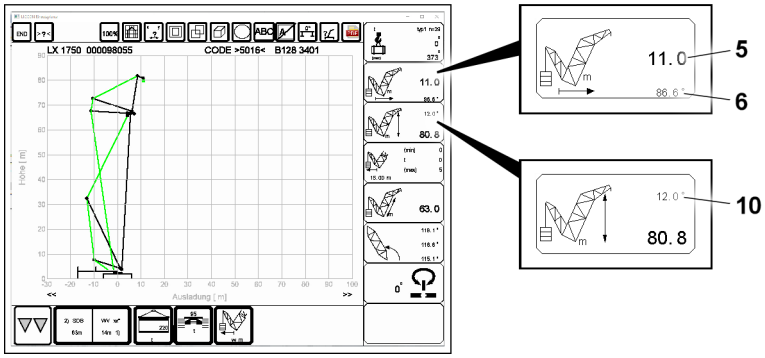

Fig.160435: First example

Note
First example „blue line“ from section „Set up program“ / „Load chart manual document“.
► The example results in an angle value (auxiliary boom value) of „12.0“ and the lowest boom radius value of „11.0“.

► Set the auxiliary boom angle **10** to „12.0°“.
► Set the boom radius **5** to „11.0°“.
► Read the main boom angle **6**, in the example “86.6°”

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Result:

– The read main boom angle **6** corresponds to the steepest operating position of the main boom for this auxiliary boom angle **10**.
– For load charts with two or more angle values between the main boom and the luffing jib, the results must be compared with each other, see the second example. Unless the specifications state otherwise, use the highest read main boom angle for the erection / take-down of the boom system.

Second Example

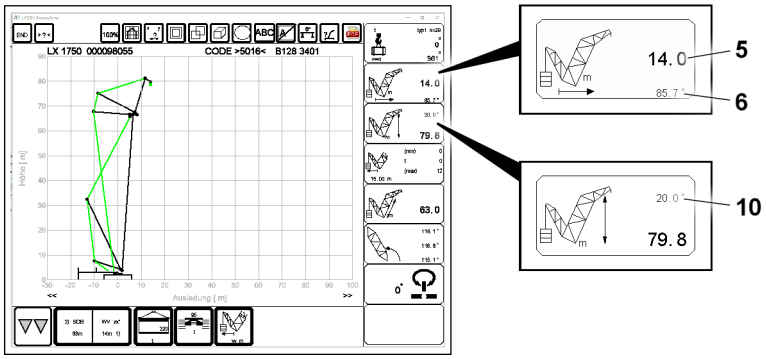

Fig.160436: Second Example

Note
Second example „green line“ from section „Set up program“ / „Load chart manual document“.
► The example results in an angle value (auxiliary boom value) of „20.0“ and the lowest boom radius value of „14.0“.

► Set the auxiliary boom angle **10** to „20.0°“.
► Set the boom radius **5** to „14.0°“.
► Read the main boom angle **6**, in the example “85.7°”

Result:

– The read main boom angle **6** corresponds to the steepest operating position of the main boom for this auxiliary boom angle **10**.
– For load charts with two or more angle values between the main boom and the luffing jib, the results must be compared with each other, see the first example. Unless the specifications state otherwise, use the highest read main boom angle for the erection / take-down of the boom system.

2.5 LICCON job planner (crane)*

Note
► Not available on all crane types.
► Set simulation mode to perform the simulation with theLICCON job planner (crane)*.
► Synchronous mode cannot be used to perform the simulation with theLICCON job planner (crane)*.

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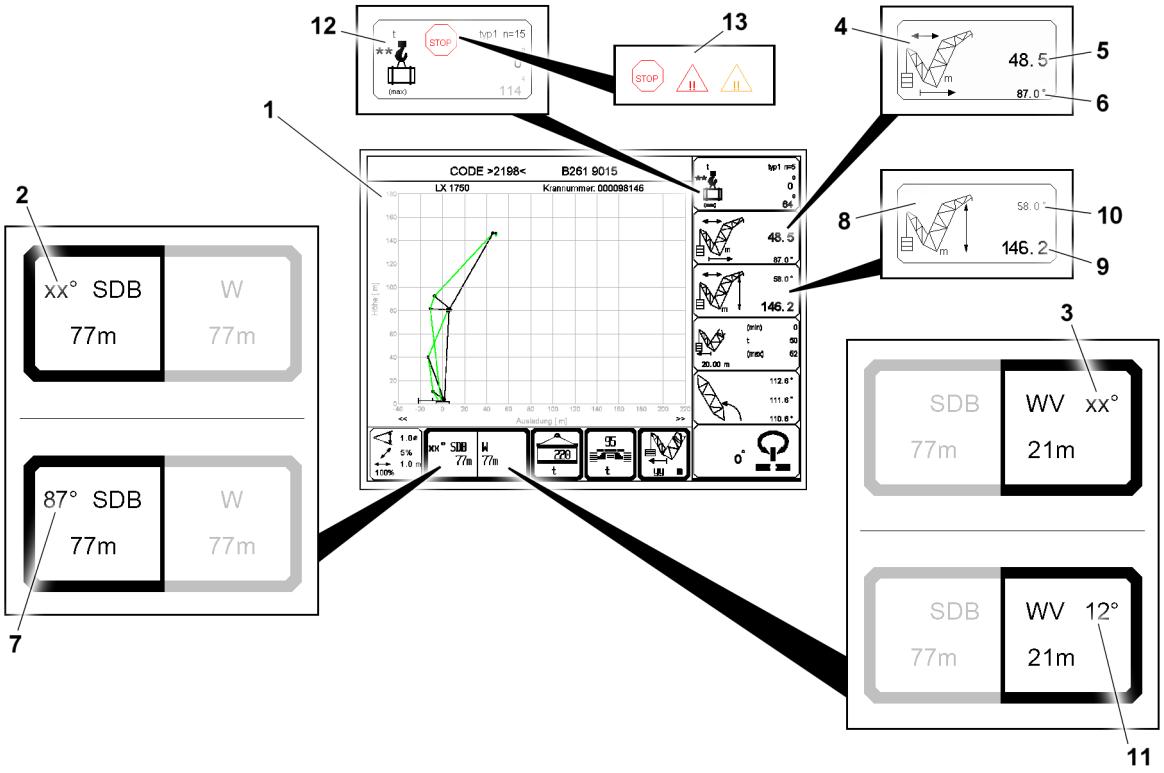

Fig.160415: Example of the LICCON job planner on the crane

1 LICCON job planner program

2 Main boom angle place holder „xx“

- The main boom angle place holder „xx“ **2** appears in certain cases in the left field of the operating mode icon. There is no determined main boom angle for the load chart.
- **Note:** The steepest operating position of the main boom must be determined through a simulation with the LICCON job planner.

3 Auxiliary boom angle place holder „xx“

- The auxiliary boom angle place holder „xx“ **3** appears in certain cases in the right field of the operating mode icon.
- Use of operating modes with a specified angle between the main boom and the luffing jib (for example, WV-operating mode).
- **Note:** The steepest operating position of the main boom must be determined through a simulation with the LICCON job planner.

4 Boom radius icon

- Boom radius and main boom angle display

5 Boom radius

- Boom radius of boom system

6 Main boom angle

- The largest main boom angle **6** generates the steepest operating position of the main boom. In the example shown, the main boom angle is 87°.
- **Note:** If the LMB function (load torque limiter) is turned off in the LICCON job planner, the main boom positions that are too steep can be simulated. Simulate the steepest operating position of the main boom in the LICCON job planner with active LMB function (load torque limiter).

7 Chart main boom angle

- If the main boom angle appears directly in the operating mode icon, this value applies for the entire load chart. In the example shown, the chart main boom angle is 87°.

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- **Note:** Observe the additional specifications of the erection and take-down charts. The chart main boom angle **7** is not automatically the steepest operating position of the main boom for the erection / take-down of the boom system.

8 Pulley head height icon

- Pulley head height and auxiliary boom display
- During operation with the luffing jib, the auxiliary boom angle is the luffing jib angle

9 Pulley head height

- Pulley head height of the boom system

10 Auxiliary boom angle

- During operation with the luffing jib, the luffing jib angle is displayed
- **Note:** The luffing jib angle indicator differs in some operating modes, see section „Main boom und luffing jib angle indicators“.

11 Chart auxiliary boom angle

- For operating modes with a specified angle between the main boom and the luffing jib (for example, WV-operating mode). In the example shown, the chart auxiliary boom angle is 12°.
- **Note:** The steepest operating position of the main boom must be determined through a simulation with the LICCON job planner.

12 Load icon

- Reeving, maximum load and actual load display.

13 Warning icons

- If a warning event occurs, a warning icon appears. Multiple warning icons can appear at the same time.
- **Note:** Warning icons can also appear in other icons, for example in the case of incorrect ballasting of derrick ballast.

Observe the following sections depending on the load chart / operating mode:
– For operating modes without a specified angle between the main boom and the luffing jib
– Operating modes with a specified angle between the main boom and the luffing jib (examples)

Note
To ensure a valid simulation of the steepest operating position of the main boom, make sure that the corresponding LICCON job planner fulfills all the conditions of the load chart.
► A valid maximum load appears in the load icon **12**.
► A warning icon **13** does not appear.

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2.5.1 For operating modes without a specified angle between the main boom and the luffing jib

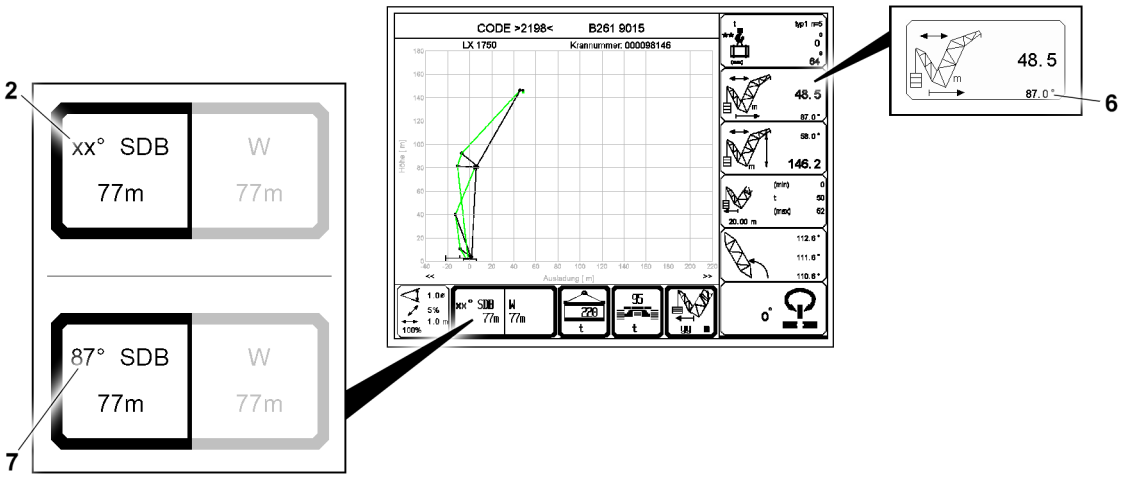

Fig.160451: Example for operating modes without a specified angle between the main boom and the luffing jib

Make sure that the following prerequisites are met:
- The set up configuration of the crane is set in the LICCON job planner (crane).
- The main boom angle place holder „xx“ **2** or chart main boom angle **7** is a part of the set up configuration.
- The erection and take-down charts for the crane set up configuration are observed.

When the Main boom angle place holder „xx“ **2** is displayed:
► Determine the steepest operating position of the main boom in the load chart through a simulation with the LICCON job planner.

Result:

- The highest main boom angle **6** that can be simulated corresponds to the steepest operating position of the main boom.
- Unless the specifications state otherwise, use the steepest determined operating position of the main boom for the erection / take-down of the boom system.

When a chart main boom angle **7** is displayed:
► Make sure that there is no load chart with a larger chart main boom angle **7** for the crane set up configuration.

Result:

- The chart main boom angle **7** corresponds to the steepest operating position of the main boom within the stored load chart.
- Unless the specifications state otherwise, use the steepest determined operating position of the main boom for the erection / take-down of the boom system.

2.5.2 Operating modes with a specified angle between the main boom and the luffing jib (examples)

Note
► It applies for a WV-operating mode, for example.

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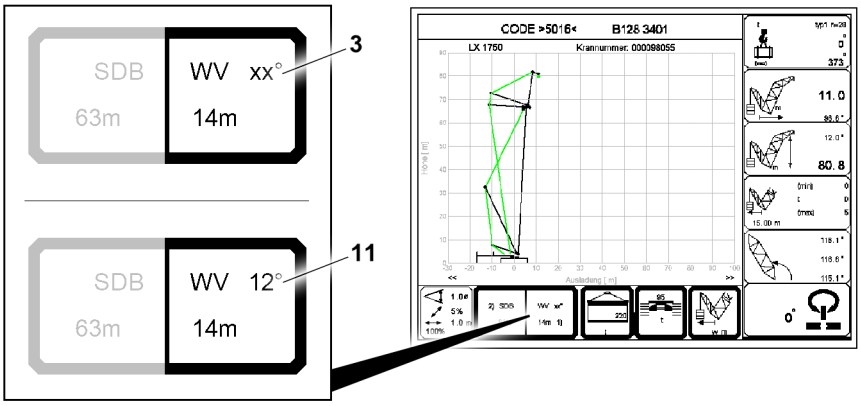

Fig.160452: Example for operating modes with a specified angle between the main boom and the luffing jib.

Make sure that the following prerequisites are met:
- The set up configuration of the crane is set in the LICCON job planner (crane).
- The auxiliary boom angle place holder „xx“ **3** or chart main boom angle **11** is a part of the set up configuration.
- The erection and take-down charts for the crane set up configuration are observed.

For all available angle values between the main boom and the luffing jib, the respectively lowest boom radius value must be determined in advance based on the load chart.

See:
- Section „Load chart manual document“ - operating modes with a specified angle between the main boom and the luffing jib (examples)
- Section „set up program“ - operating modes with a specified angle between the main boom and the luffing jib (examples)

The examples are completed below and a main boom angle is determined.

First example

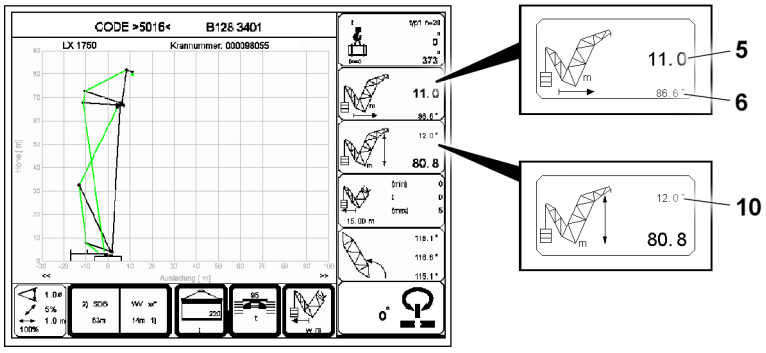

Fig.160437: First example

Note

First example „blue line“ from section „Set up program“ / „Load chart manual document“.

► The example results in an angle value (auxiliary boom value) of „12.0“ and the lowest boom radius value of „11.0“.

► Set the auxiliary boom angle **10** to „12.0°“.
► Set the boom radius **5** to „11.0°“.
► Read the main boom angle **6**, in the example “86.6°”

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Result:

– The read main boom angle **6** corresponds to the steepest operating position of the main boom for this auxiliary boom angle **10**.
– For load charts with two or more angle values between the main boom and the luffing jib, the results must be compared with each other, see the second example. Unless the specifications state otherwise, use the highest read main boom angle for the erection / take-down of the boom system.

Second Example

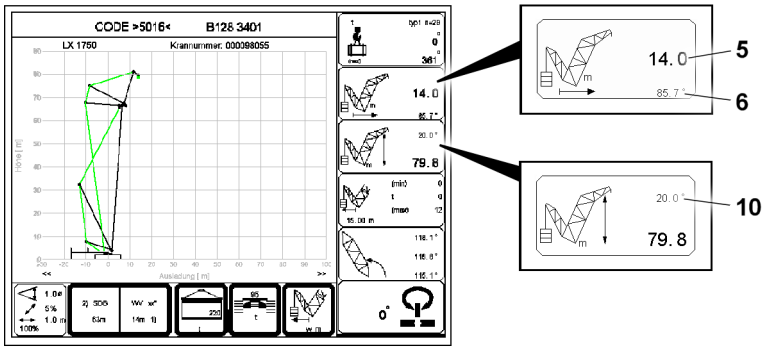

Fig.160438: Second Example

Note
Second example „green line“ from section „Set up program“ / „Load chart manual document“.
► The example results in an angle value (auxiliary boom value) of „20.0“ and the lowest boom radius value of „14.0“.

► Set the auxiliary boom angle **10** to „20.0°“.
► Set the boom radius **5** to „14.0°“.
► Read the main boom angle **6**, in the example “85.7°”

Result:

– The read main boom angle **6** corresponds to the steepest operating position of the main boom for this auxiliary boom angle **10**.
– For load charts with two or more angle values between the main boom and the luffing jib, the results must be compared with each other, see the first example. Unless the specifications state otherwise, use the highest read main boom angle for the erection / take-down of the boom system.

3 Main boom und luffing jib angle indicators

For the main boom and luffing jib angle indicators, there is a difference between the various operating modes.

– For operating modes without a specified angle between the main boom and the luffing jib.
For example, in the W-operating mode; N-operating mode [1].
– Operating modes with a specified angle between the main boom and the luffing jib.
This applies, for example, for the WV-operating mode; NF-operating mode [1].
1) The operating mode is only present for certain crane types.

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3.1 Differences in the set up program

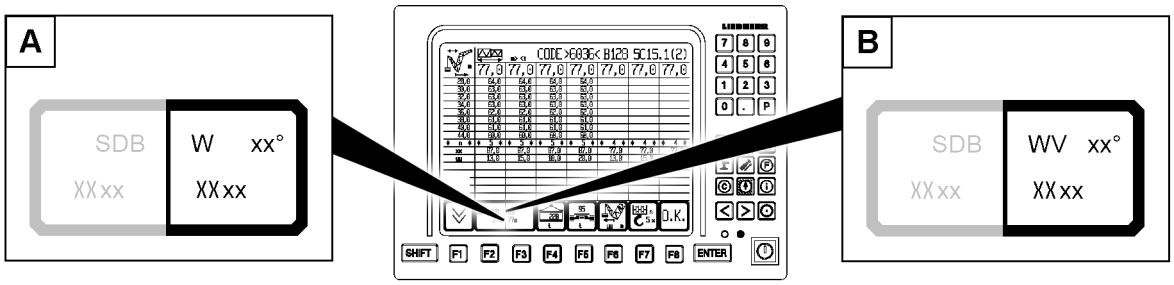

Fig.160424: Example: Difference between the W-operating mode and WV-operating mode in the set up program

Variation **A**
- For operating modes without a specified angle between the main boom and the luffing jib.
- Example: W-operating mode, “W” appears in the corresponding icon.

Variation **B**
- Operating modes with a specified angle between the main boom and the luffing jib.
- Example: WV-operating mode, “WV” appears in the corresponding icon.

3.2 Main boom und luffing jib angle indicator

Note
► For a detailed description of the icons and displays on the LICCON monitor, see chapter 4.02.

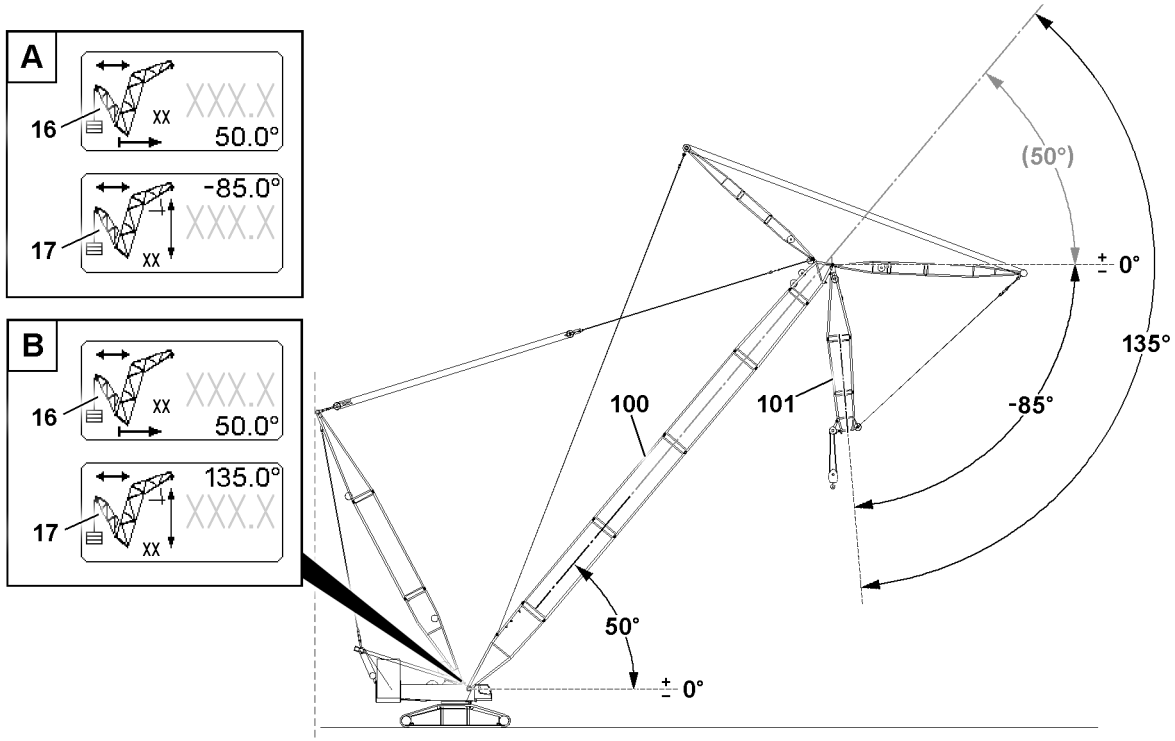

Fig.160425: Main boom und luffing jib angle indicator

3.2.1 Angle indicator for operating modes without a specified angle between the main boom and the luffing jib.

A Variation

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- If a W-operating mode is set up for example, the corresponding angle indicators appear for the main boom **100** and luffing jib **101**.
- The boom radius icon **16** displays the main boom angle in relation to a horizontal line with a 0° incline. The display is shown for positive angles without a sign. For negative angles, a minus sign (-) appears.
- The pulley head height icon **17** displays the luffing jib angle in relation to a horizontal line with a 0° incline The display is shown for positive angles without a sign. For negative angles, a minus sign (-) appears.

Note
Example for a luffing jib angle of -85° in relation to a horizontal line with a 0° incline.
► For setup operating modes with a specified angle between the main boom and the luffing jib (for example, W-operating mode), the luffing jib angle can be read directly in the pulley head height icon **17**.

3.2.2 Operating modes with a specified angle between the main boom and the luffing jib.

B Variation

- If a WV-operating mode is set up for example, the corresponding angle indicators appear for the main boom **100** and luffing jib **101**.
- The boom radius icon **16** displays the main boom angle in relation to a horizontal line with a 0° incline. The display is shown for positive angles without a sign. For negative angles, a minus sign (-) appears.
- The pulley head height icon **17** displays the luffing jib angle for an WV-operating mode, short luffing jib angle^{WV}. This angle indicator is related to the deviation of the luffing jib **101** from the main boom **100**.

Note
Example for calculating a luffing jib angle^{WV} based on a luffing jib angle in relation to a horizontal line with a 0° incline.
Main boom angle = 50°
Luffing jib angle^{WV} = 135°

For setup operating modes with a specified angle between the main boom and the luffing jib (for example, WV-operating mode), the calculation must be performed as follows:
► Main boom angle - Luffing jib angle^{WV} = luffing jib angle.
► 50° - 135° = -85°.

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4 Erecting the boom system with luffing jib

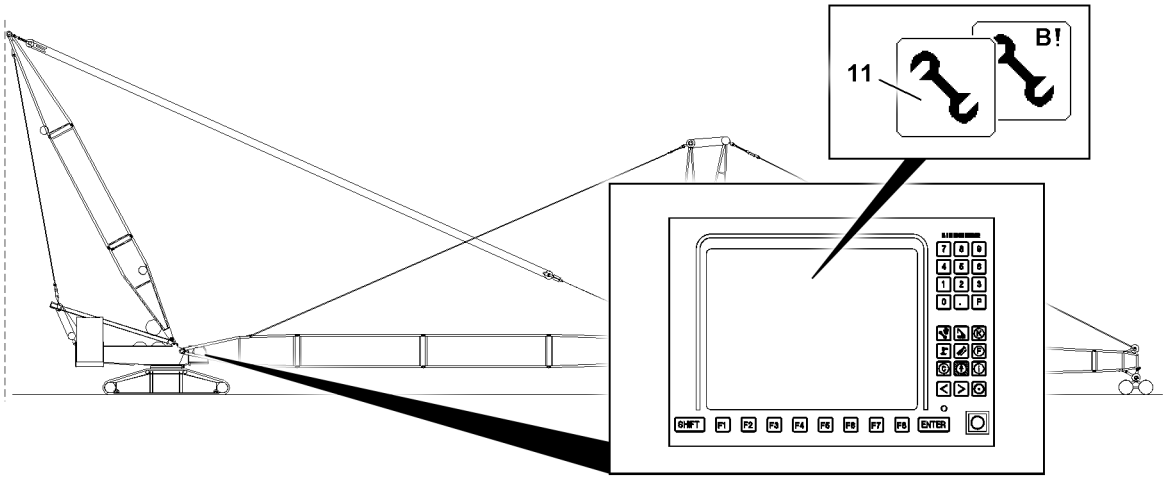

Fig.160394: Assembly operation activated, variations of the assembly icon on the LICCON monitor

Note
The *assembly* icon **11** has a small area for additional signs to the top right.
- ► „B!“ appears during erection / take-down procedures.
- ► For a detailed description of the variations of the *assembly* icon **11**, see chapter 4.02.

WARNING
Impermissible assembly procedures during assembly operation!
If assembly operation is activated, the *assembly* icon **11** appears. The LICCON overload protection is bypassed in order to carry out the specified erection / take-down procedures and assembly procedures.
In the case of deviations from the specified sequences, misuse of the function or due to impermissible assembly procedures, the crane can be overloaded and topple over.
Death, severe bodily injuries, property damage.
- ► Assembly operation may only be activated by persons who know and can estimate the effects.
- ► Activate the assembly operation only when the correct set up configuration was entered in the LICCON computer system.
- ► Comply with the specifications, observe the erection / take-down charts.
- ► Normal crane operation with activated assembly operation is prohibited, the *assembly* icon **11** may not appear.

WARNING
Turning of the crane superstructure when erecting / taking down the boom system!
If the crane superstructure is turned when erecting / taking down the boom system, the crane can be overloaded and topple over.
Death, severe bodily injuries, property damage.
- ► It is prohibited to turn the crane superstructure when erecting / taking down the boom system.

WARNING
The crane superstructure turns uncontrolled!
If the slewing gear brake is released, then the crane superstructure can turn uncontrolled in strong side wind or in an inclined position.
Death, severe bodily injuries, property damage.
- ► Secure the crane superstructure against turning movements when erecting / taking down the boom system.

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WARNING
Wind speed too high!
If the maximum permissible wind speeds are disregarded, the crane can topple over.
Death, severe bodily injuries, property damage.
► Observe the specifications regarding the wind speed in the erection and take-down charts.

When there are no specifications regarding the wind speed in the erection and take-down charts:
► Comply with the specifications regarding the wind speed from the wind out of operation charts.

WARNING
Falling hoist rope!
If a hoist rope that is not reeved in is not pulled with the respective length over the luffing jib end section during erection / take-down of the boom system, it can fall backward due to its own weight.
Death, severe bodily injuries, property damage.
► Pull the rope end out at least 10 m over the luffing jib end section and put it down on the ground.
► Monitor the behavior of the hoist rope during erection / take-down.

Make sure that the following prerequisites are met:
– The specifications regarding the erection procedure are implemented, the erection / take-down charts are adhered to.
– In the case of boom systems with a minimum hook block weight, the minimum hook block weight is observed.
– The rope end of the hoist rope must be pulled out at least 10 m over the luffing jib end section.
– There are no loose or unnecessary parts on the boom system.
– The boom system and the safety equipment are free of snow, frost and ice.
– The maximum permissible wind speeds are observed.
– Unless the specifications state otherwise, use the steepest operating position of the main boom for the erection / take-down of the boom system. See section „Determining the steepest main boom operating position“.

The steepest operating position of the main boom is individual for every boom system.
– For this individual angle, the place holder MAX° TLT/AAT is used in the following description.

4.1 Information regarding the erection procedure

The set up configuration of the crane and the local conditions influence the erection procedure.

The erection procedure can be divided into two parts:
– The first part of the erection procedure is carried out until the roller cart can be removed with the steepest possible main boom.
– In the second part of the erection procedure, the boom system is lifted out of the roller cart and luffed down into the operating position.
The entire boom weight is carried by the crane.

At the end of the first part of the erection procedure, the boom positions vary according to the set up configuration, see the examples in the following chart.

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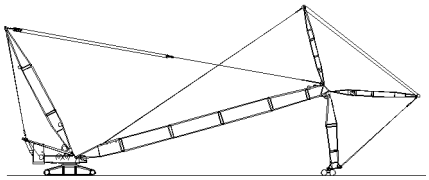
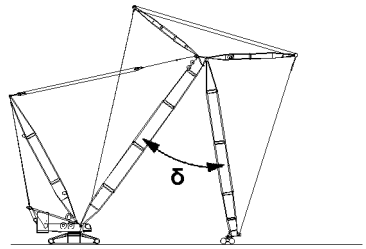
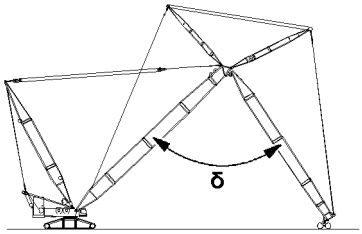
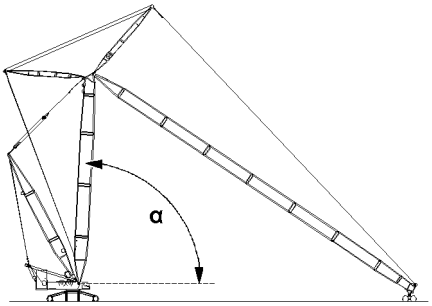
Examples for variations of the boom positions during the erection procedure depending on the set up configuration	
	With an installed roller cart with ground contact, the luffing jib is almost vertical. **Note**: This is the case, for example, when a relatively shorter luffing jib is installed on a longer main boom.
	With an installed roller cart with ground contact, the luffing jib has reached the „luffing jib bottom“ switch position. **Note**: Without a roller set on the main boom, the luffing jib reaches the „luffing jib bottom“ switch position with an intermediate angle **δ** of approx. 45°.
	With an installed roller cart with ground contact, the luffing jib has reached the „luffing jib bottom“ switch position. **Note**: With a roller set on the main boom, the luffing jib reaches the „luffing jib bottom“ switch position with an intermediate angle **δ** of approx. 80°.
	With an installed roller cart with ground contact, the main boom has reached the steepest operating position (angle **α** equal to MAX° TLT/AAT). **Note**: This is the case, for example, when a long luffing jib is installed on a short main boom.

WARNING
Impermissible installation of a roller set!
If a roller set is installed impermissibly on the main boom, the intermediate angle **δ** is too large.
During erection or take down of the boom, the crane can topple over if the intermediate angle **δ** is too large.
Death, severe bodily injuries, property damage.
► Install a roller set on the main boom only if the boom system with luffing jib is released to do so.

4.2 Carrying out the erection procedure

The erection procedure is carried out with activated assembly operation, the LICCON overload protection is bypassed.

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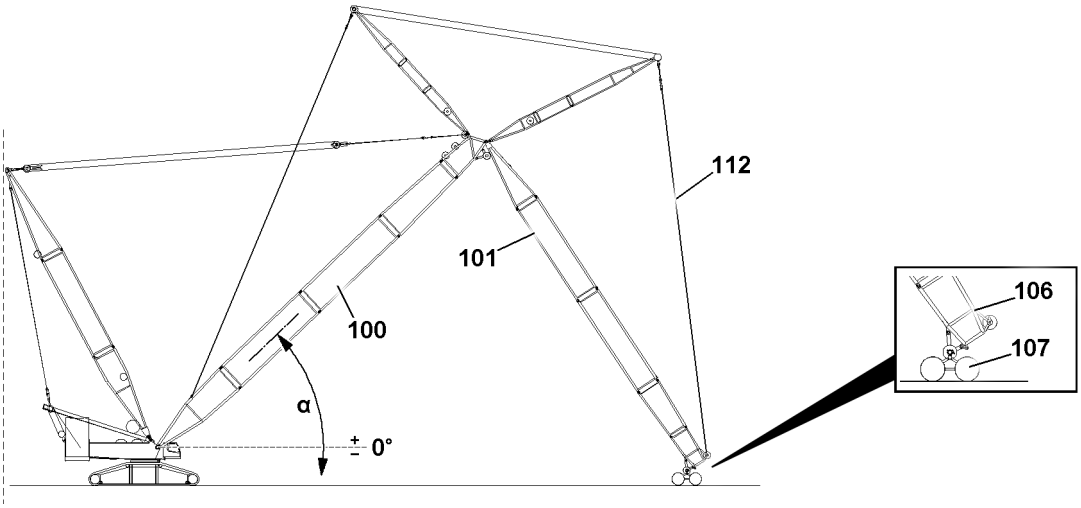

Fig.160375: Carrying out the erection procedure

The roller cart **107** must absorb the proportional weight of the boom system as long as possible during the erection procedure.

WARNING
Overloading of the crane when erecting the boom system!
If the guy rods **112** are tensioned as long as the roller cart **107** must absorb the proportional weight of the boom system, the crane carries too much boom weight. The forces on the boom system become too high.
The crane can be overloaded and topple over.
Death, severe bodily injuries, property damage.
- ► When luffing the main boom **100** up, spool the luffing jib control rope out such that the guy rods **112** sag slightly.
- ► Do not permit slack rope formation on the luffing jib control rope.

As long as the luffing jib end section **106** can be held on the ground with the roller cart **107**:
- ► Luff the main boom **100** up as steep as possible and at the same time spool the luffing jib **101** control rope out so that the guy rods **112** sag slightly.

Result:

One of the following events occurs depending on the set up configuration:
- – The luffing jib **101** is almost vertical.
- – The luffing jib **101** has reached the „luffing jib bottom“ switch position.
- – The main boom **100** has reached its steepest operating position (angle **α** equal to MAX° TLT/AAT).

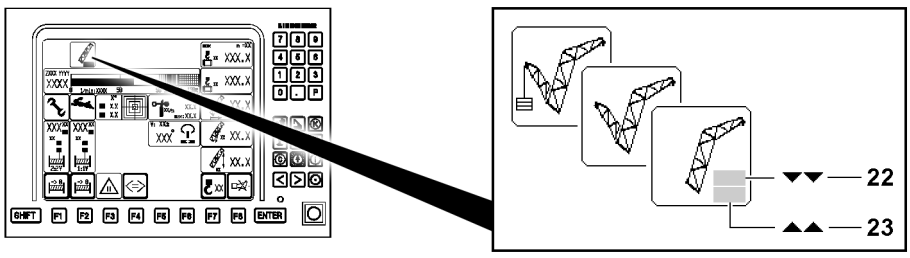

Fig.160421: The „luffing jib bottom“ and „steep main boom“ switch position

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Note

When the „luffing jib bottom“ switch position blocks a necessary crane movement:
► Luff the luffing jib up 0.5° until the icon **22** turns off.

When the „steep main boom“ switch position blocks a necessary crane movement:
► Luff the main boom up 0.5° until the icon **23** turns off.

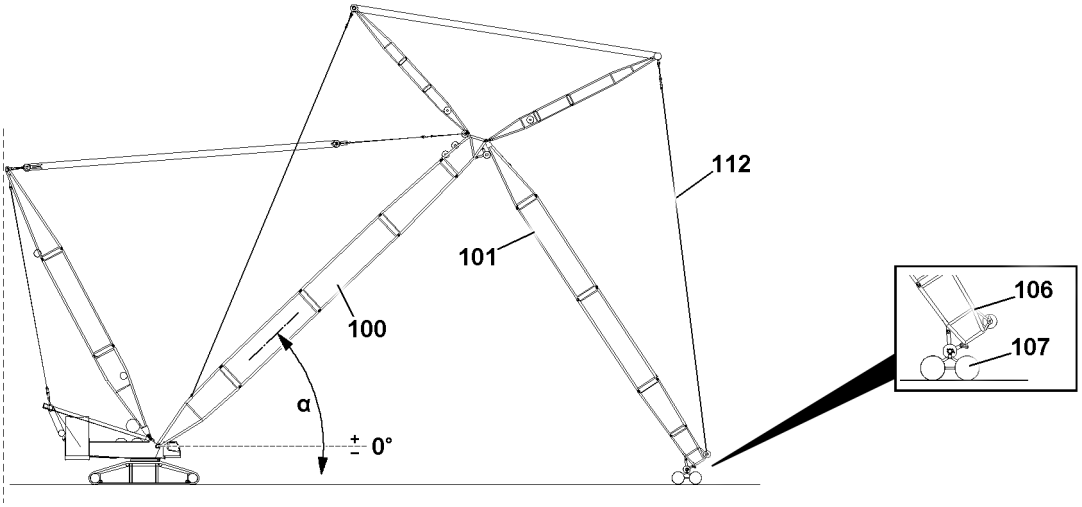

Fig.160375: Carrying out the erection procedure

► Tighten the guy rods **112**, spool the luffing jib **101** control rope up to do so.
► Release the roller cart **107** from the luffing jib end section **106**, see chapter 5.15 or 5.61.

WARNING
Main boom not in the correct position!
If the main boom **100** is not luffed up as far as possible when lifting the luffing jib **101**, the crane can be overloaded.
Death, severe bodily injuries, property damage.
► Luff the main boom **100** up as far as possible before the luffing jib **101** is lifted out of the roller cart **107**.

When the main boom **100** is not yet in the steepest operating position:
► Luff the main boom **100** up until the luffing jib end section **106** lifts up approx. 0.5 m from the roller cart **107**.

or:

If the main boom **100** is already in the steepest operating position (angle **α** gleich MAX° TLT/AAT):
► Luff the luffing jib **101** up until the luffing jib end section **106** lifts up approx. 0.5 m from the roller cart **107**.

When the luffing jib end section **106** is lifted approx. 0.5 m from the roller cart **107**:
► Remove the roller cart **107**.
► Reeve the hook block in and position the hoist limit switch weight, see chapter 4.06 and the separate reeving plans.
► Position the hook block below the luffing jib end section **106** such that the hoist limit switch is not actuated when the hook block is hanging freely.

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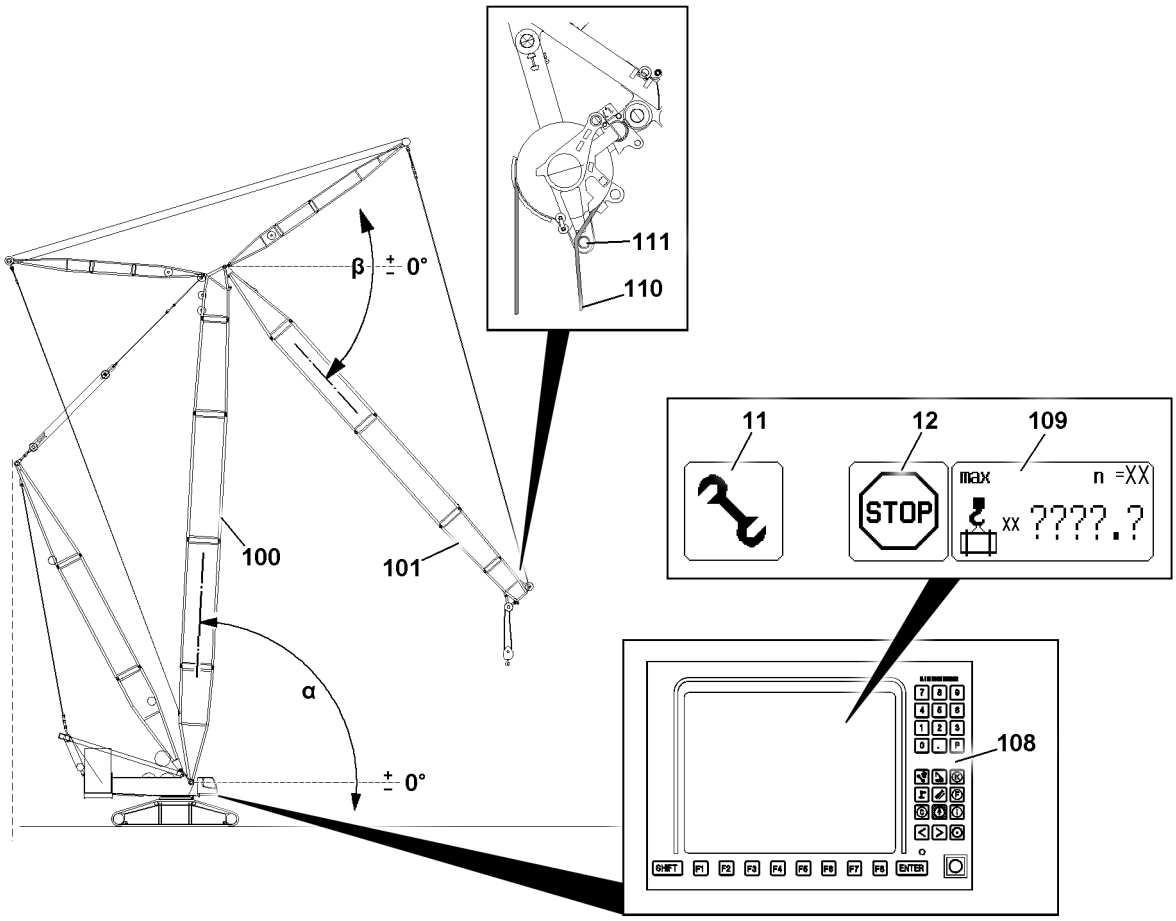

Fig.160370: Carrying out the erection procedure

NOTICE

Damage to the hoist rope!

If the hoist rope **110** is reeved on the hook block and redirected over the small guard rollers **111**, the hoist gear may no longer be driven as long as the hook block hangs free. During spooling up or spooling out, the hoist rope **110** can be damaged.

- ► Do not spool the hoist rope **110** up or out with a freely hanging hook block if the luffing jib **101** is luffed down below the horizontal (angle **β** less than 0°).
- ► The angle **β** cannot be read directly on the LICCON monitor for operating modes with a specified angle between the main boom and the luffing jib (for example, WV-operating mode). Observe the section „Angle indicator in the LICCON computer system“.

When the main boom **100** is not yet in the steepest operating position (angle **α** equal to MAX° TLT/AAT):

- ► Luff the main boom **100** up to the steepest operating position.

Note

During the erection procedure, the main boom **100** must be at the steepest angle **α** of MAX° TLT/AAT so that the luffing jib **101** can be luffed up securely from below in the range of a load chart. When doing so, the luffing jib **101** may initially not exceed an angle **β** of 70°. An angle **β** above 70° is usually only permissible with active monitoring by means of the load chart.

- ► A too large boom radius results when the main boom **100** and luffing jib **101** are too flat.
- ► A too small boom radius results when the main boom **100** and luffing jib **101** are too steep.

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WARNING
The crane can tip over!
The crane can tip forward if the boom radius of the boom system is too large.
The crane can tip to the rear if the boom radius of the boom system is too small.
Death, severe bodily injuries, property damage.
- ► The boom radii specified in the load chart may not be exceeded or fallen below, even if there is no load on the hook.
- ► Assembly operation must be ended when reaching the lowest operating position of the luffing jib **101**. The *Assembly* icon **11** may no longer appear. Also turn the assembly operation off manually.

Only when the main boom **100** is in the steepest operating position (angle **α** equal to MAX° TLT/AAT):
- ► Luff the luffing jib **101** up to its lowest operating position. When doing so, observe a permissible angle window for the angle **β** of 0° to 70°.

Problem remedy
Does the *Assembly* icon **11** not turn off on theLICCON monitor **108** even if the luffing jib **101** is luffed up to an angle **β** of 70°?
Under some circumstances, the boom system is not in the angle range of the set load chart.
- ► Check if the set load chart specifies a target angle for the main boom **100** or the luffing jib **101**.
- ► If yes, approach the target angle without an unnecessary increase of the boom radius.
- ► When no, check all settings und displays, contact Liebherr Customer Service.

When the luffing jib **101** has reached its lowest operating position:
- ► Make sure that the *STOP* icon **12** on the LICCON monitor **108** has turned off.

Result:

- – Monitoring by means of the load chart is activated.
- – The *Maximum load* icon **109** displays a number instead of question marks „???“.

Only when the *Assembly* icon **11** continues to be displayed:
- ► Turn assembly operation off, see chapter 4.01/4.02.

Result:

- – The *Assembly* icon **11** disappears.
- – Assembly operation is switched off.

Note
When monitoring by means of the load chart is activated:
- ► Adapt the additional specifications from the **erection and take-down charts** to the set load charts.
- ► In the case of boom systems with a minimum hook block weight, comply with the minimum hook block weight.

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5 Taking down the boom system with the luffing jib

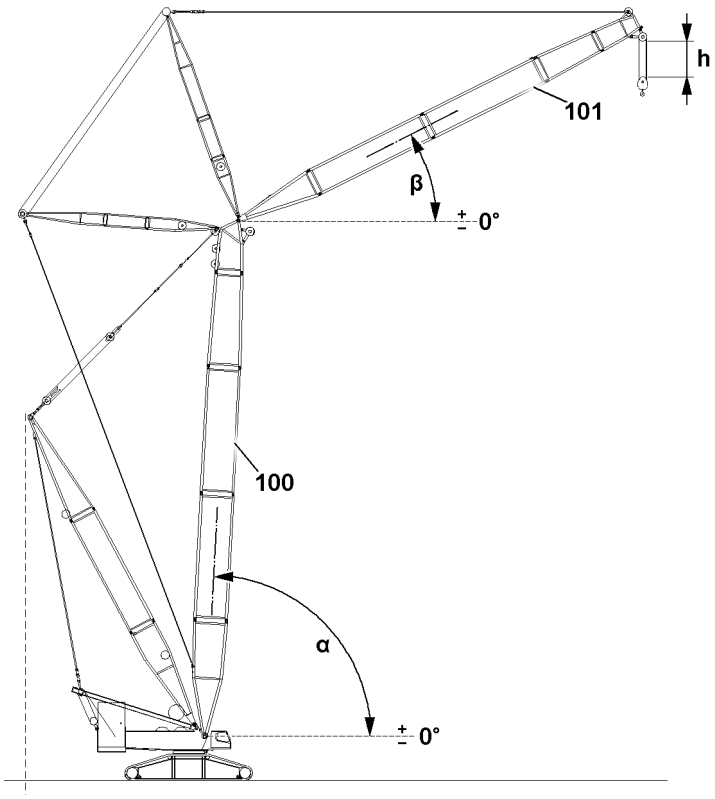

Fig.160393: Carrying out the take-down procedure

WARNING
Impermissible assembly procedures during assembly operation!
If assembly operation is activated, the LICCON overload protection is bypassed. The specified erection / take-down procedures and assembly procedures can be carried out.
In the case of deviations from the specified sequences, misuse of the function or due to impermissible assembly procedures, the crane can be overloaded and topple over.
Death, severe bodily injuries, property damage.
- ► Assembly operation may only be activated by persons who know and can estimate the effects.
- ► Activate the assembly operation only when the correct set up configuration was entered in the LICCON computer system.
- ► Comply with the specifications, observe the erection / take-down charts.
- ► Normal crane operation with activated assembly operation is prohibited.

WARNING
The boom system folds backward!
If the minimum hook block weight is not observed, the boom system can tip backwards in steep positions and the crane can topple over.
Death, severe bodily injuries, property damage
- ► Observe the minimum hook block weight.

WARNING
The distance between the hook block / load hook and the pulley head is too small!
If the hook block or load hook are too close to the pulley head, a collision can occur during the take-down procedure. Components can be damaged and fall down.
Death, severe bodily injuries, property damage.
- ► Ensure sufficient distance between the hook block / load hook and the pulley head.

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Make sure that the following prerequisites are met:
- The specifications of the erection / take-down charts are adhered to.
- In the case of boom systems with a minimum hook block weight, the minimum hook block weight is observed.
- The main boom **100** is luffed up to its steepest operating position according to the load chart.
- The luffing jib **101** is luffed down to its lowest operating position according to the load chart.
- The hook block / load hook is positioned at a distance **h** of 5 m below the pulley head.
- The maximum permissible wind speeds are observed.
- Unless the specifications state otherwise, use the steepest operating position of the main boom for the erection / take-down of the boom system. See section „Determining the steepest main boom operating position“.

The steepest operating position of the main boom is individual for every boom system.
- For this individual angle **α**, the place holder MAX° TLT/AAT is used in the following description.

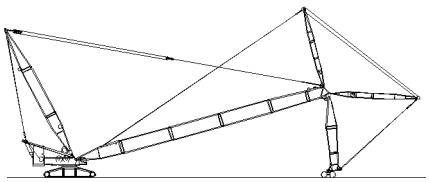
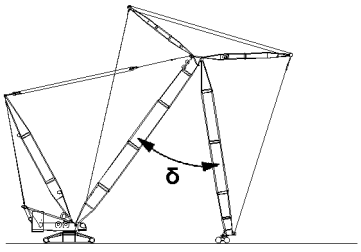
Note
- ► Within the load chart, the luff down of the luffing jib **101** is turned off as soon as the lowest operating position of the luffing jib **101** is reached. The lowest limit angle of the load chart is reached.
- ► In the lowest operating position, the luffing jib **101** always has a positive angle **β**.

5.1 Information regarding the take-down procedure

The set up configuration of the crane and the local conditions influence the take-down procedure.

The take-down procedure can be divided into two parts:
- The first part of the take-down procedure is carried out until the roller cart can be removed with the steepest possible main boom.
- During the second part of the take-down procedure, the boom system is taken down completely onto the ground.

At the end of the first part of the take-down procedure, the boom positions vary according to the set up configuration, see the following charts.

Examples for variations of the boom positions during the take-down procedure depending on the set up configuration	
	When the luffing jib is hanging almost vertically, the main boom is luffed down to the point where the roller cart can be installed. **Note**: This is the case, for example, when a relatively shorter luffing jib is installed on a longer main boom.
	When the luffing jib is in the „luffing jib bottom“ switch position, the main boom is luffed down to the point where the roller cart can be installed. **Note**: Without a roller set on the main boom, the luffing jib reaches the „luffing jib bottom“ switch position with an intermediate angle **δ** of approx. 45°.

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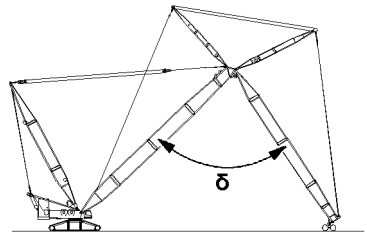
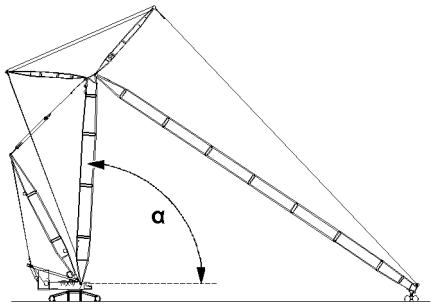
Examples for variations of the boom positions during the take-down procedure depending on the set up configuration	
	When the luffing jib is in the „luffing jib bottom“ switch position, the main boom is luffed down to the point where the roller cart can be installed. **Note**: With a roller set on the main boom, the luffing jib reaches the „luffing jib bottom“ switch position with an intermediate angle **δ** of approx. 80°.
	With the main boom in the steepest operating position (angle **α** equal to MAX° TLT/AAT) the luffing jib is luffed down to the point where the roller cart can be installed. **Note**: This is the case, for example, when a long luffing jib is installed on a short main boom.

5.2 Carrying out the take-down procedure

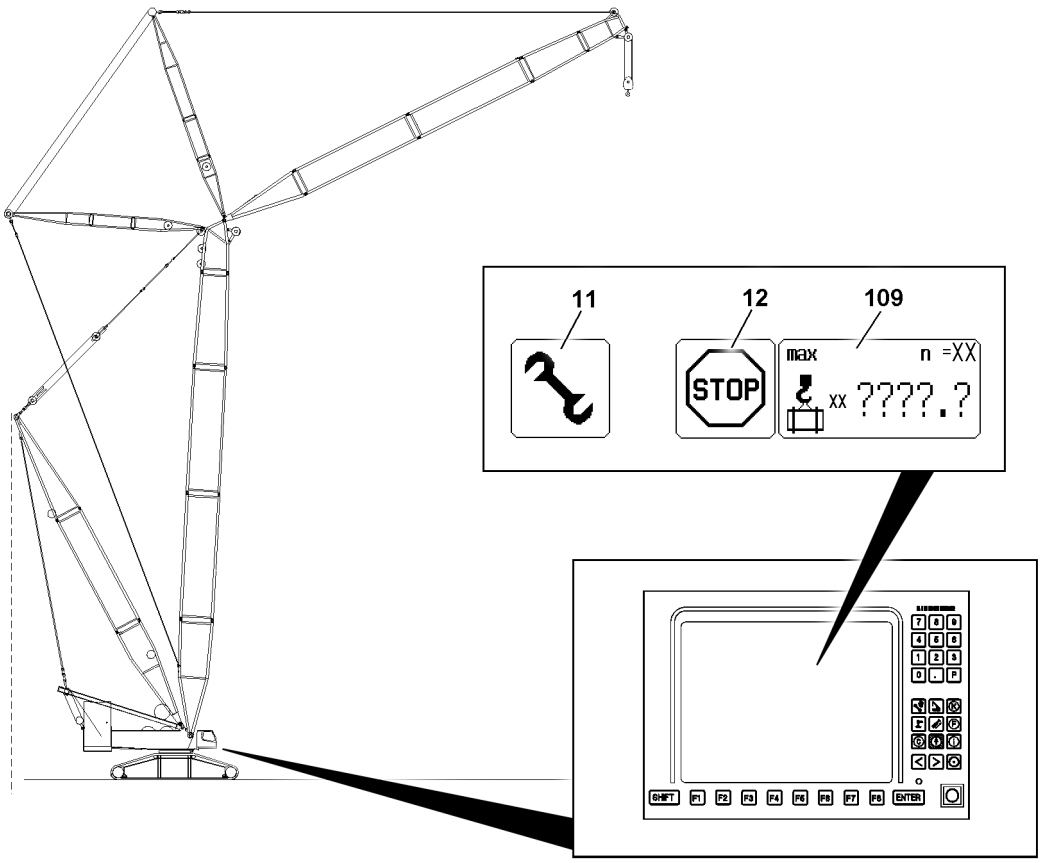


Fig.160453: Carrying out the take-down procedure

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WARNING
Impermissible assembly procedures during assembly operation!
If assembly operation is activated, the *assembly* icon **11** appears. The LICCON overload protection is bypassed in order to carry out the specified erection / take-down procedures and assembly procedures.
In the case of deviations from the specified sequences, misuse of the function or due to impermissible assembly procedures, the crane can be overloaded and topple over.
Death, severe bodily injuries, property damage.
- ► Assembly operation may only be activated by persons who know and can estimate the effects.
- ► Activate the assembly operation only when the correct set up configuration was entered in the LICCON computer system.
- ► Comply with the specifications, observe the erection / take-down charts.
- ► Normal crane operation with activated assembly operation is prohibited.

► Activate assembly operation, see chapter 4.01 / 4.02.

Result:

– The LICCON overload protection is bypassed, the specified erection / take-down procedures and assembly procedures can be carried out.
– The *assembly* icon **11** appears on the LICCON monitor.

Note
- ► If the lower limit angle in the load chart is fallen below, the load value disappears in the *maximum load* icon **109** and question marks appear.
- ► Alarm functions appear on the crane operating screen, the *STOP* icon **12** appears.

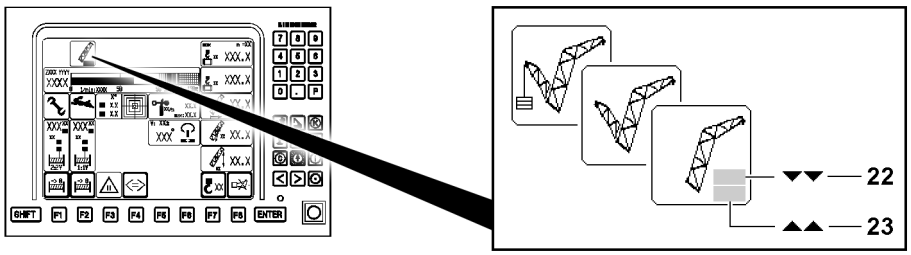

Fig.160421: The „luffing jib bottom“ and „steep main boom“ switch position

Note

When the „luffing jib bottom“ switch position blocks a necessary crane movement:
- ► Luff the luffing jib up 0.5° until the icon **22** turns off.

When the „steep main boom“ switch position blocks a necessary crane movement:
- ► Luff the main boom up 0.5° until the icon **23** turns off.

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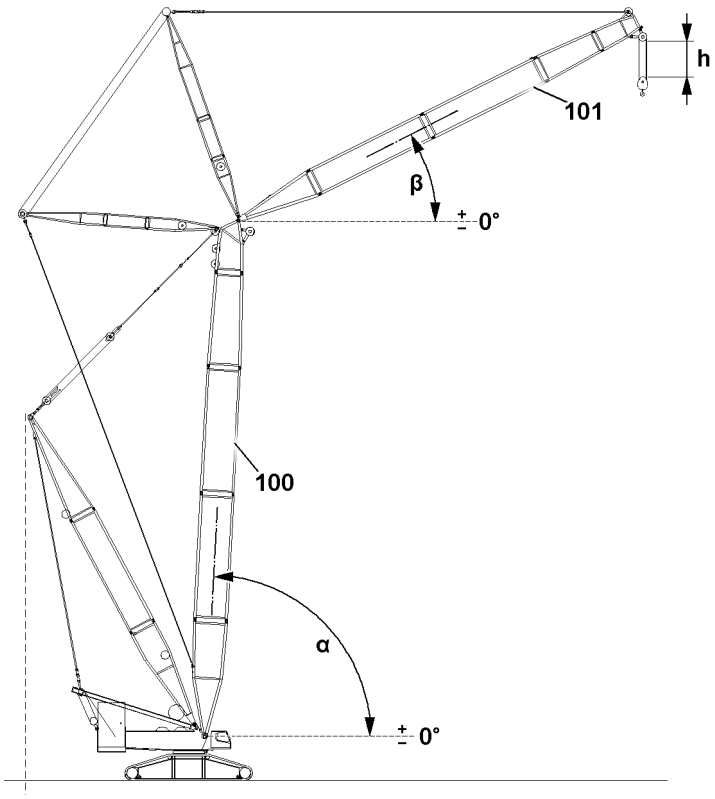

Fig.160393: Carrying out the take-down procedure

WARNING
The main boom is in the wrong position!
If the main boom is in the wrong position, the crane can be overloaded and topple over.
Death, severe bodily injuries, property damage.
► During the take-down procedure, the main boom must remain at a steep angle **α** of MAX° TLT/AAT, until the luffing jib **101** reaches the „luffing jib bottom“ switch position, or the luffing jib end section can be set down in the roller cart.

Only when the luffing jib **101** is not yet at an angle **β** ≤70°:
► Luff the luffing jib **101** down to an angle **β** of 70°. Maintain a distance **h** of 5 m when doing so.

Only when the main boom **100** is not yet in the steepest operating position (angle **α** equal to MAX° TLT/AAT):
► Luff the main boom **100** up to the steepest operating position, at the same time hold the luffing jib **101** in the present angle position (angle **β**) by spooling the luffing jib control rope out.

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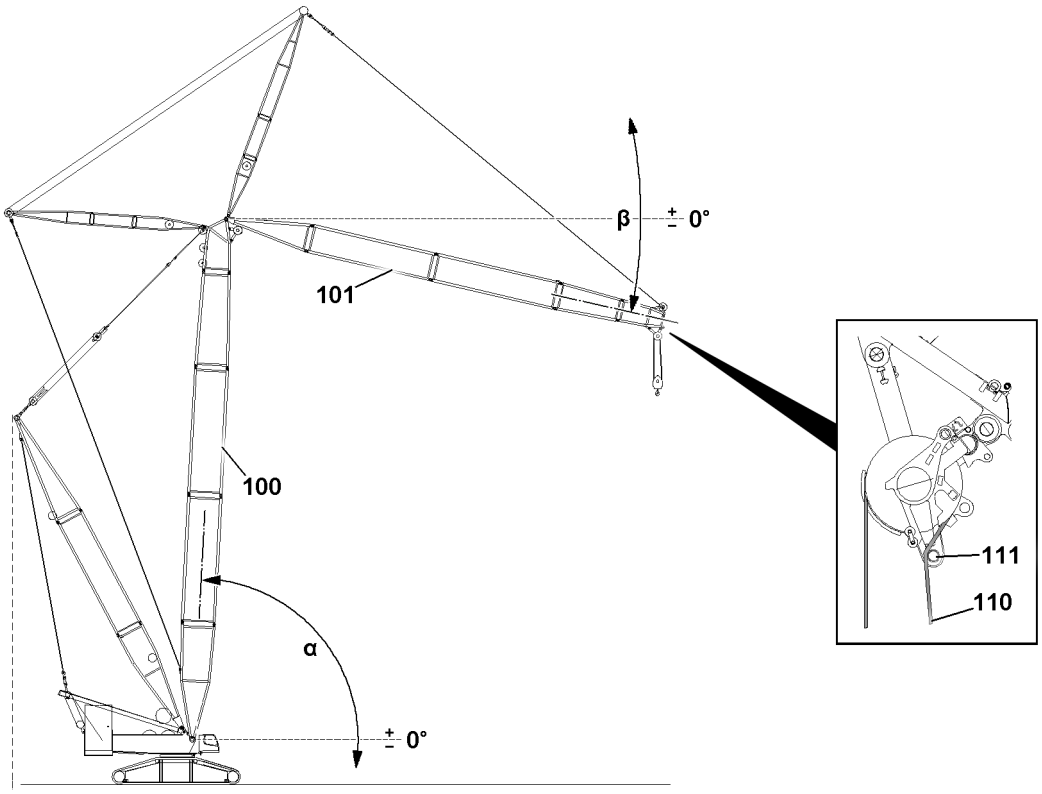

Fig.160385: Carrying out the take-down procedure

NOTICE
Damage to the hoist rope!
If the hoist rope **110** is reeved on the hook block and redirected over the small guard rollers **111**, the hoist gear may no longer be driven as long as the hook block hangs free. During spooling up or spooling out, the hoist rope **110** can be damaged.

► Do not spool the hoist rope **110** up or out with a freely hanging hook block if the luffing jib **101** is luffed down below the horizontal (angle **β** less than 0°). Return the luffing jib **101** to the horizontal only to operate the hoist gear.
► The angle **β** cannot be read directly on the LICCON monitor for operating modes with a specified angle between the main boom and the luffing jib (for example, WV-operating mode). Observe the section „Angle indicator in the LICCON computer system“.

Only when the main boom **100** is in the steepest operating position (angle **α** equal to MAX° TLT/AAT):
► Luff the luffing jib **101** down until one of the following occurs.

Result:

– The luffing jib **101** has reached the „luffing jib bottom“ switch position.
– The luffing jib **101** can be luffed down until the hook block lies on the floor and the luffing jib end section is located slightly above it.

Only when the luffing jib **101** has reached the „luffing jib bottom“ switch position:
► Luff the main boom **100** down until one of the following occurs.

Result:

– The luffing jib **101** hangs down almost vertically (angle **β** at -85°).
– The main boom **100** can be luffed down until the hook block lies on the floor and the luffing jib end section is located slightly above it. The luffing jib **101** does not hang steeper than -85°.

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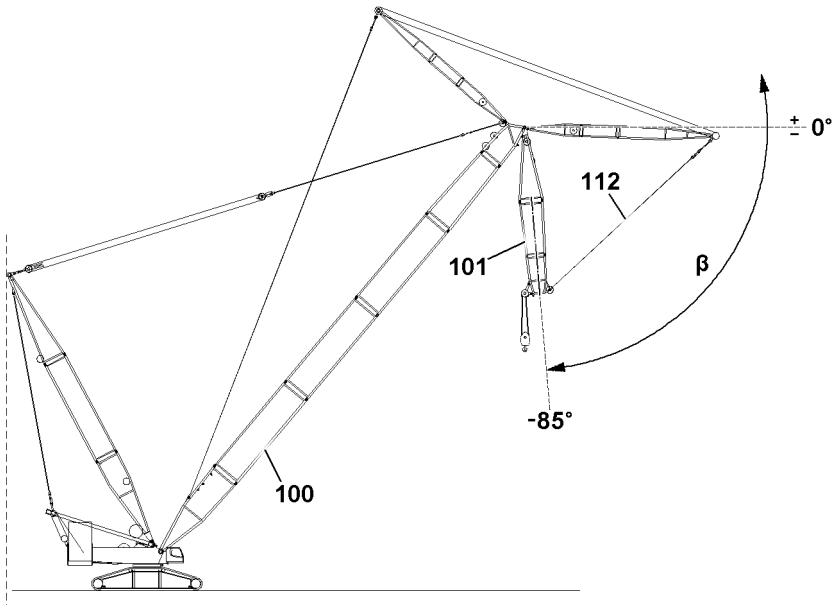

Fig.160382: Carry out the take-down procedure: The luffing jib hangs down almost vertically

Only when the luffing jib **101** hangs down almost vertically (angle **β** at -85°):

- ► Continue to luff the main boom **100** down and keep the luffing jib **101** at an angle **β** of -85° by spooling the luffing jib control rope up until the hook block touches the ground. When doing so, do not let the guy rods **112** sag.
- ► Remove the hoist limit switch weight and reeve out the hook block, see chapter 4.06.

WARNING
Falling hoist rope!
If the hoist rope is not pulled with the respective length over the luffing jib end section after reeving the hook block out, it can fall backward due to its own weight.
Death, severe bodily injuries, property damage.

- ► The rope end must be pulled out at least 10 m over the luffing jib end section.
- ► Monitor the behavior of the hoist rope during the take down procedure.

- ► Pull the rope end out at least 10 m over the luffing jib end section and take it down on the ground.

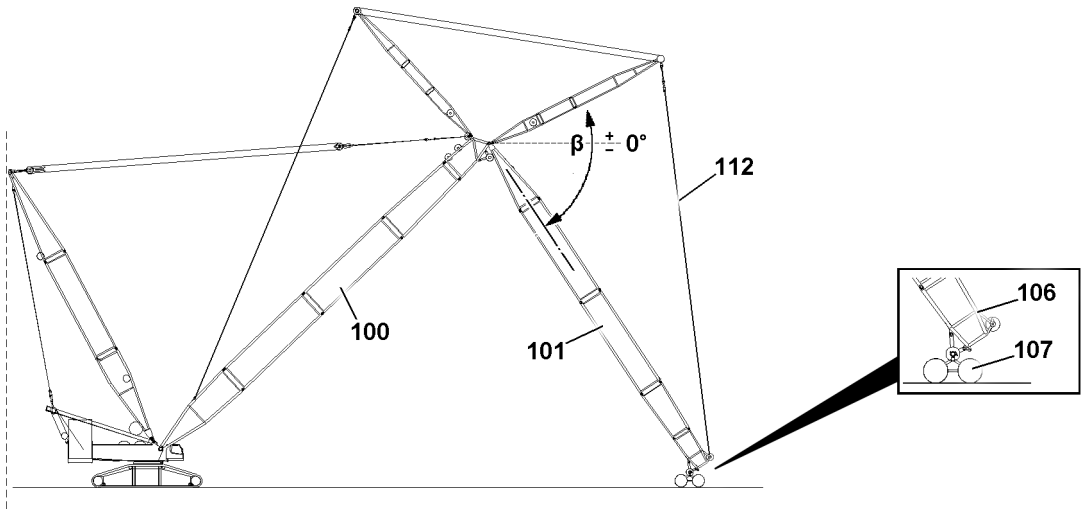

Fig.160391: Carrying out the take-down procedure

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NOTICE
Overload of the roller cart!
If a vertically positioned luffing jib **101** is lowered onto the roller cart **107**, the roller cart **107** can be overloaded and collapse.
- ► Lower the luffing jib **101** with angle **β** -85° or smaller on the roller cart **107**.
- ► Do not lower the luffing jib **101** with an angle **β** of -86° and above onto the roller cart **107**.

- ► Luff the main boom **100** down until the receptacles on the luffing jib end section **106** touch the receptacles of the roller cart **107**.
- ► Assemble the roller cart **107** on the luffing jib end section **106**, see chapter 5.15 or 5.61.

WARNING
Overload of the crane or roller cart when taking the boom system down!
If the guy rods **112** are tensioned, the crane or the roller cart **107** carry too much boom weight. The forces on the boom system or the roller cart **107** become too high.
The crane or roller cart **107** can be overloaded.
Death, severe bodily injuries, property damage.
- ► When luffing the main boom down, spool the luffing jib control rope out such that the guy rods **112** sag slightly.
- ► Do not permit slack rope formation on the luffing jib control rope.

The roller cart **107** must move away from the crane in the direction of the boom:
- ► Continue to luff down the main boom **100** and simultaneously spool the luffing jib control rope out so that the guy rods **112** sag slightly.
- ► Luff the main boom **100** down until it is lying on the substructure on the ground.

WARNING
Danger of accident!
Personnel in the danger zone can be caught.
Death, severe bodily injuries, property damage.
- ► Make sure that no personnel is within the danger zone.
- ► Secure the hoist rope with the assembly rope and pull it back slowly over the rope pulleys in the WA-frames and lower it toward the connection point of the main boom **100** and the luffing jib **101**.

- ► Take the hoist rope down.

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5.08 Luffing jib - WV-system

1	Overview of the WV-lattice jib	3
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3	Assembling the WV-boom system	7
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6	Disassembling the WV-boom system	21

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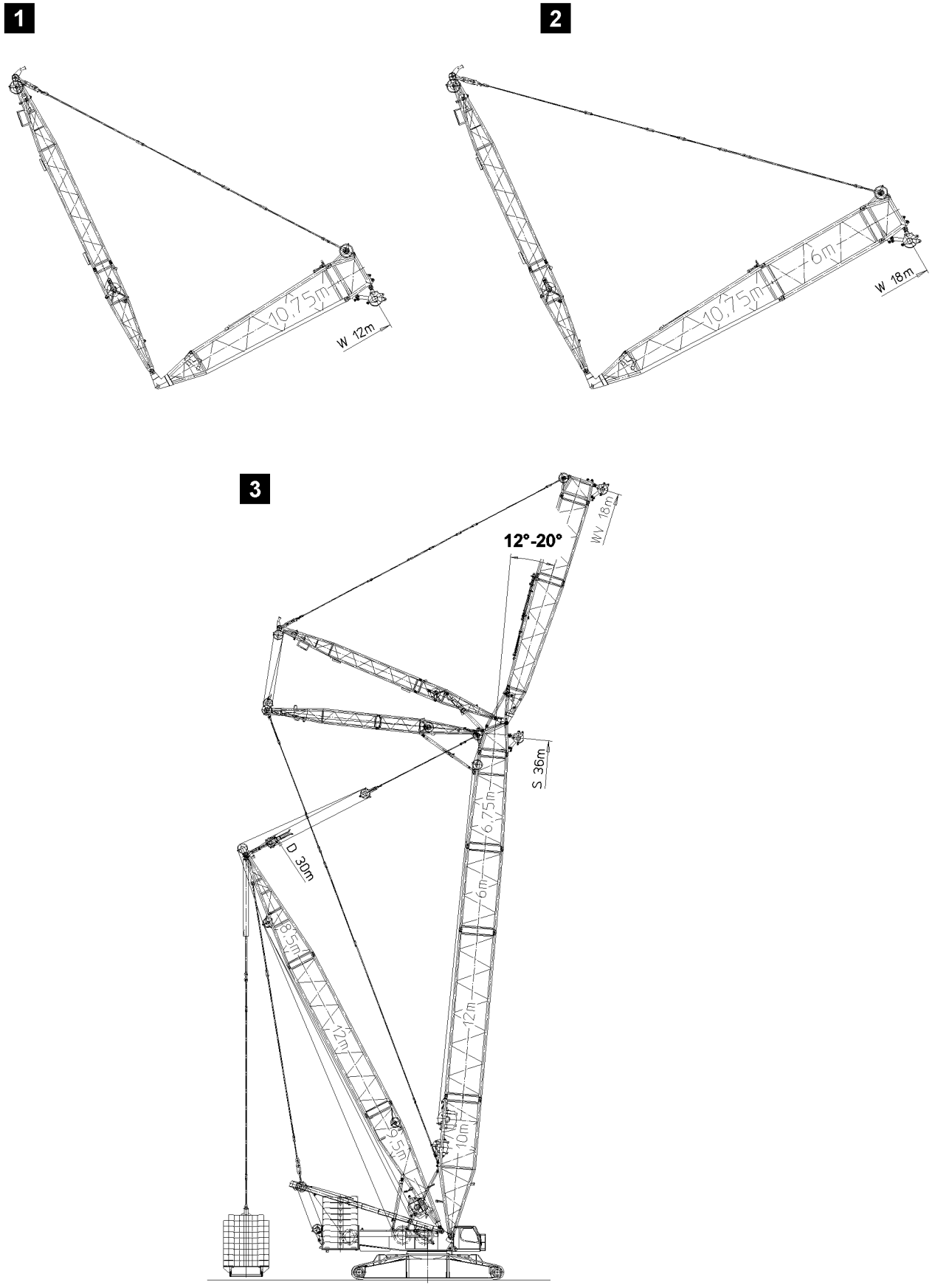

Fig.113571

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1 Overview of the WV-lattice jib

WARNING
The crane can topple over!
If attempting to impermissibly erect or take down a boom system stretched, the crane can be overloaded and topple over.
Death, severe bodily injuries, property damage.
- ► Observe the erection / take-down charts.
- ► Only erect or take down the boom systems stretched if explicitly released to do so.
- ► The erection procedure in this chapter refers only to luffing jibs W12 with a length of 12 m and W18 with a length of 18 m.
- ► For luffing jibs W24 with a length of 24 m and larger / longer, it is necessary to proceed according to chapter 5.07.
- ► Erect or take-down the boom system angled, see chapter 5.07.50.

This chapter refers to the SDW-boom systems with the following WV-lattice jib lengths:
- – 12 m , see illustration **1**
- – 18 m , with LI-intermediate section, see illustration **2**

The operating range of the WV-lattice jib to the S-boom includes an angle range between 12° and 20°.

The adjustment of the WV-lattice jib is made by winch 5.

The adjustment of the S-boom, together with the WV-lattice jib is made by winch 3.

Note
- ► The WV-lattice jib on this crane type is expandable up to a length of maximum 96 m.
- ► The WV-lattice jib is structurally the same as the W-lattice jib.
- ► The difference between the SDW-boom combination and the SDWV-configuration is that the change of boom radius in the SD**W**-operating mode is made via the luffing jib and in the SD**WV**-operating mode via the main boom.
- ► Since the maximum load capacities for these two operating modes differ due to static factors in various load ranges, it must first be checked with the Job planner which of the two operating modes - with a concrete upcoming load case - offers the better load values.

2 Using the equipment components of the LR1700-1.0 on the LR1600/2

For luffing jib operation on the LR1600/2, equipment components of the LR1700-1.0 can only be used with certain prerequisites:
- – **Note**: The LR1600/2 is not prepared in the factory for equipment components of LR1700-1.0. Retrofitting must be performed by Liebherr-Werk Ehingen customer service. Retrofitting must also be performed mandatorily on LR1600/2 cranes that were configured in the factory for the use of a LR1600/2 luffing jib.
- – Liebherr-Werk Ehingen must determine which component groups, programming and documents are required for the LR1600/2 and check for usability.
- – Usable equipment components will be released by Liebherr-Werk Ehingen for the LR1600/2 on a case by case basis and in **writing**.
- – If equipment components released for this purpose are assembled that are part of the delivery scope of another crane: Prior to first time use, check load bearing crane structures, especially steel structures. Observe chapter 8.01.

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WARNING
Use of non-released equipment components!
If non-released equipment components are used, there is a danger of accident.
Death, severe bodily injuries, property damage.
- ► Only use equipment components of LR1700-1.0 if an available LR1600/2 is prepared for it.
- ► Only use equipment components of LR1700-1.0 released for the purpose on the LR1600/2.
- ► Releases cannot be transferred to any LR1600/2. To do so, Customer Service at Liebherr Werk Ehingen must be obligatorily contacted.

WARNING
Use of insufficiently checked equipment!
Insufficiently checked equipment, even if it concerns only individual equipment components, are not safe for operation and can lead to accidents.
- ► When switching the entire equipment or individual equipment components to another crane, it must be ensured that they are subjected to an inspection according to the specifications of the crane documentation prior to their first use.

Note
Missing equipment scope on LR1600/2
The combination of an LR1600/2 without factory provided equipment for luffing jib operation with an LR 1700-1.0 with factory provided equipment for luffing jib operation cannot necessarily cover all necessary equipment parts for every luffing jib boom system on LR1600/2.
If equipment components of the LR1700-1.0 are used on the LR1600/2, additional components must be obtained.
- ► The boom system of the LR1700-1.0 uses guy rods that are not provided for the LR1600/2.
- ► Logically also the missing guy rods must be obtained, as it is **not recommended** to exchange them between cranes.
- ► Check if twice the amount of components should be obtained in order to keep both cranes ready for operation.
- ► Check if documentation that goes beyond the delivery condition is also necessary. For example load charts in written form, reeving plans, rod plans, erection / take-down charts, assembly instructions.

Note
Missing equipment scope on LR1700-1.0
The usable equipment components of LR1700-1.0 can be used on the crane itself for the operation of the boom systems **without** necessarily having to use a luffing jib.
- ► Check if twice the amount of components should be obtained in order to keep both cranes ready for operation.

Note
Adapter plug necessary
- ► When using equipment components of the LR1700-1.0 with electrical connections and lines, special adapter plugs must be used on the LR1600/2.

Note
Installation of winch 5
It is possible to use winch 5 from the LR1700-1.0 on the LR1600/2 with the corresponding release from Liebherr-Werk-Ehingen. Due to the need for space of the hydraulics, a grating must be detached on the S-pivot section for installation of winch 5, and properly refit after installation.
- ► If the necessary work cannot be performed properly in an independent manner: Do not use the winch and contact Liebherr Werk Ehingen Customer Service.

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Make sure that the following prerequisites are met:

- A crane-related release has been provided by Liebherr-Werk Ehingen for the general use of equipment components in the planned operating mode.
- Only equipment components of the LR1700-1.0 released specifically for this purpose is used for luffing jib operation on the LR1600/2.
- Additional component groups are provided.
- The necessary documentation for LR1600/2 is available.
- The documentation for the assembly / disassembly of the boom system for LR1600/2 must be used.
- The documentation for the erection / take-down of the boom system for LR1600/2 must be used.
- The documentation for crane operation with a luffing jib for LR1600/2 must be used.
- The reeving plans for LR1600/2 must be used.
- The rod plans for LR1600/2 must be used.
- The lattice sections may only be replaced with ones with identical identification.
- Keep the correct guy rods according to the rod plan on hand.

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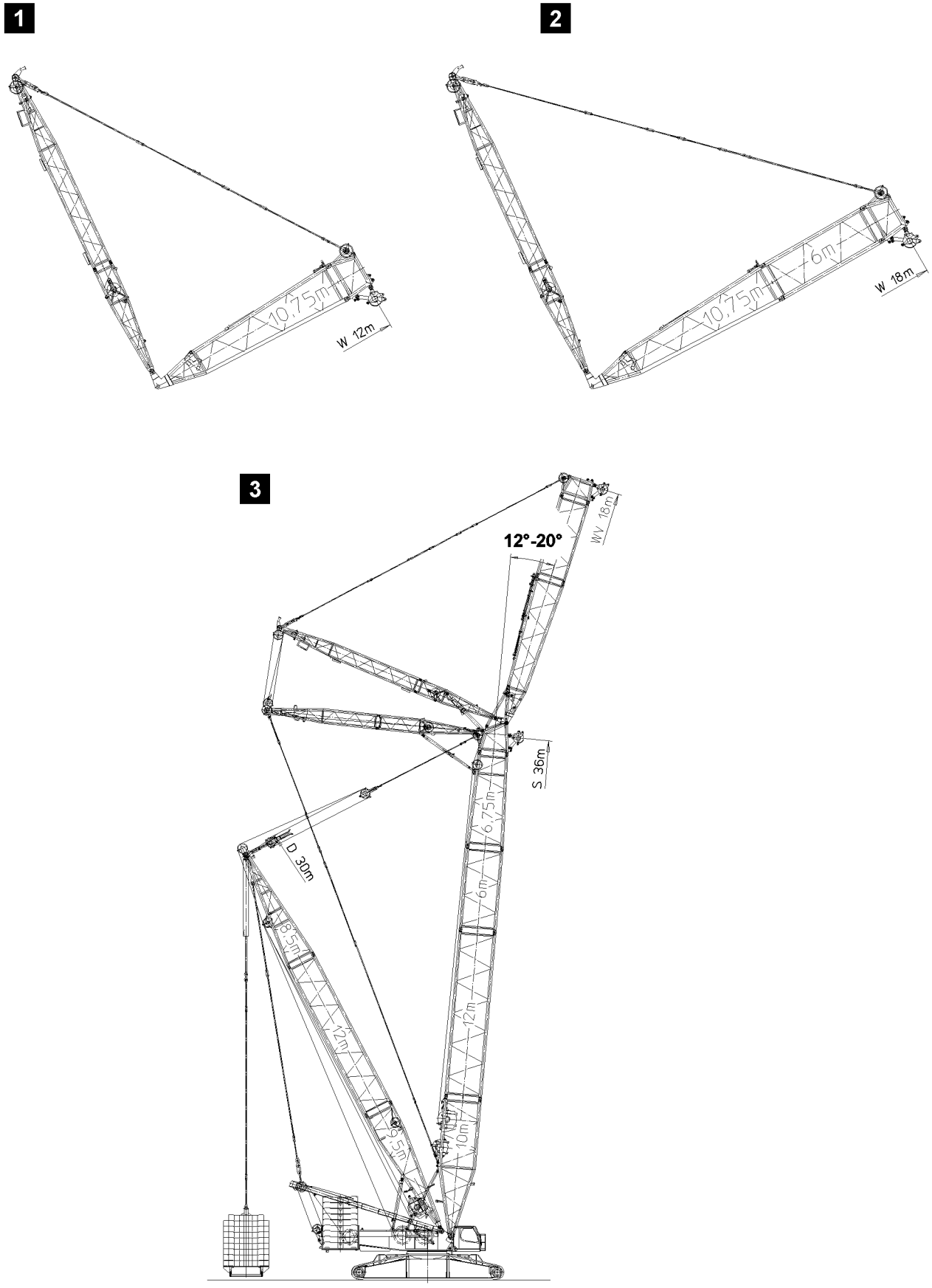

Fig.113571

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3 Assembling the WV-boom system

WARNING
Danger of falling!
During assembly / disassembly work, personnel must be secured with appropriate aids to prevent them from falling. If this is not observed, assembly personnel could fall and suffer life-threatening or fatal injuries.
- ► All assembly work must be carried out using suitable aids (lifting platform, scaffolding, ladder, auxiliary crane)!
- ► If work cannot be carried out with such aids or on the ground, then assembly personnel must be secured with the personal fall arrest system (see Crane operating instructions, chapter 2.04) to protect against falling! The personal fall arrest system must be attached to the corresponding fastening points on the crane (see the Crane operating instructions, chapter 2.06)!
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work!
- ► Only step on aids and fall protection equipment with clean shoes!
- ► Keep aids and fall protection equipment clean and free from snow and ice!

WARNING
Falling components!
If unsecured or non-supported components are assembled or disassembled, they can fall down.
Personnel can be severely injured or killed!
- ► During pinning and unpinning of the lattice sections, it is prohibited for anyone to remain **under** or **on** the components as well as within the entire danger zone!
- ► Support the boom and components before pinning / unpinning!
- ► Pin or unpin both pins lying horizontally, i.e. **left** and **right**!
- ► Secure the pins in the bearing points and in the receptacles!
- ► Do not disengage the auxiliary crane until each component is pinned on and secured!
- ► It is prohibited to lean a ladder against the component being disassembled!

WARNING
Danger of crushing!
Components can swing during assembling. Hands can be crushed or severed!
- ► Make sure that the components do not swing back and forth during assembly!

WARNING
Failure to perform inspection and maintenance on the guy rods!
If the regular inspection and maintenance of the guy rods is not carried out or is carried out only at irregular intervals, then severe accidents can occur due to existing and unrecognized damage to the guy rods!
Personnel can be severely injured or killed!
- ► Check the guy rods before every assembly, see the Crane operating instructions, chapter 8.15!

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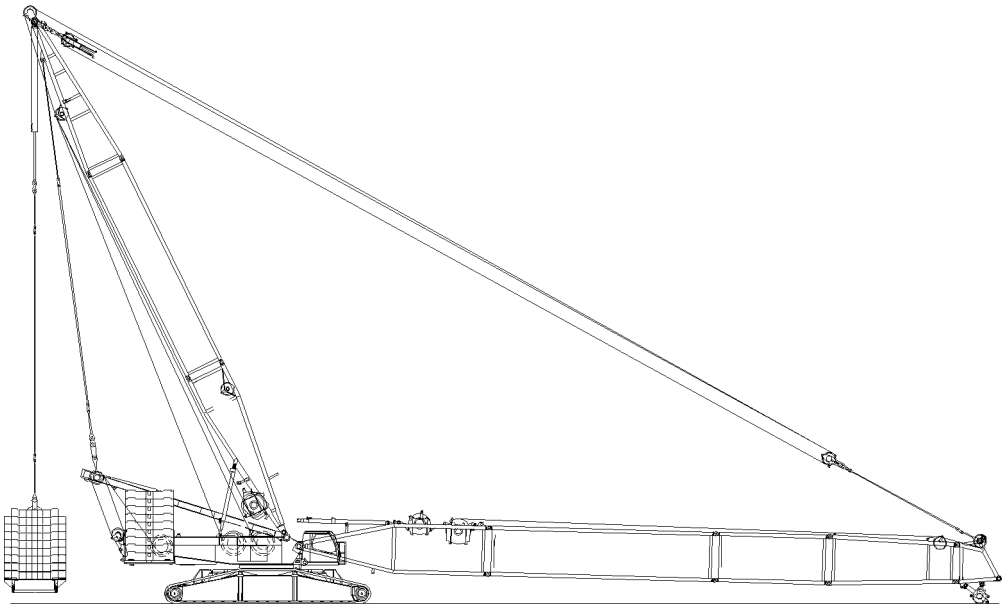

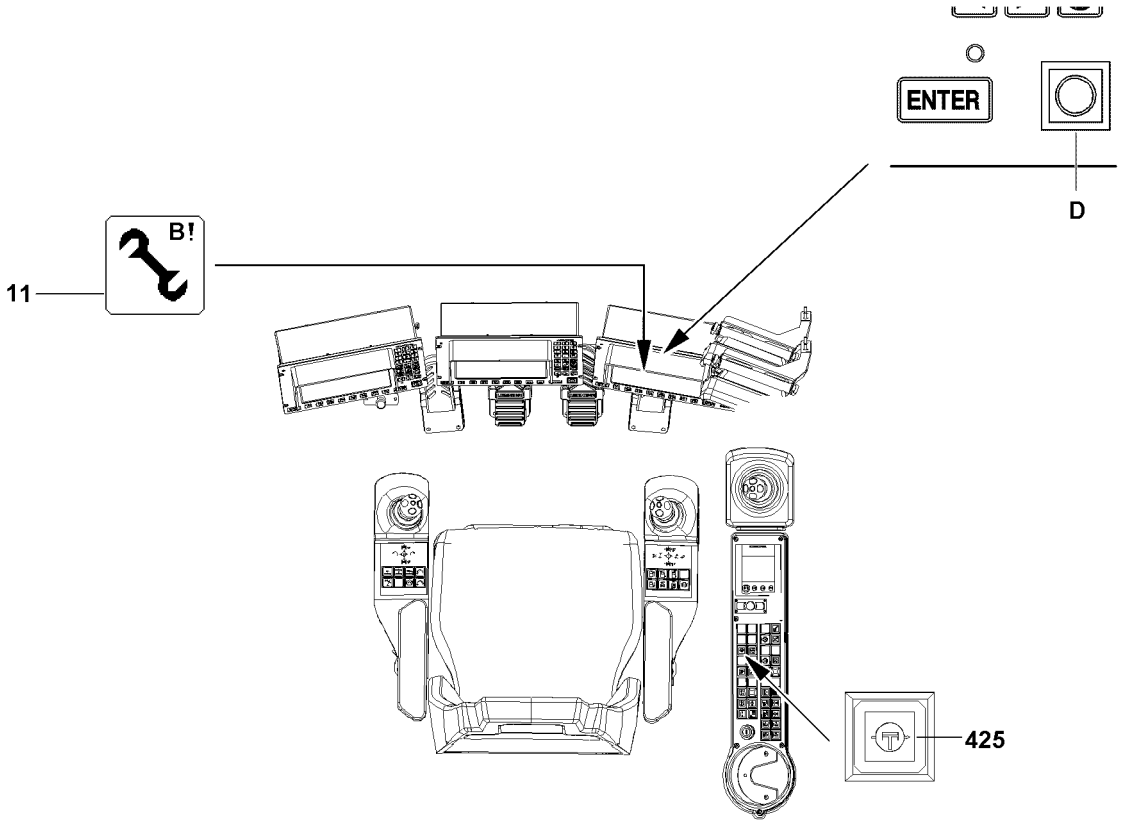

Fig.110711

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Note
► By supporting the components during assembly / disassembly, ground unevenness is compensated for and the material is protected!

Note
► The intermediate sections are pinned and unpinned with the aid of the pin pulling device, see the Crane operating instructions, chapter 5.30!

NOTICE
Property damage!
► Always insert the guy rod pins from the „inside“ to the „outside“!

Note
► The S-guy rods must be assembled and secured according to the separately supplied assembly drawings! The numbering on the assembly drawings must be identical to the numbering on the guy rods!

Note
► The boom combinations must be assembled according to the separately supplied rod and assembly plans!

WARNING
Assembly with turned on set up key!
When the set up key is turned on, the LICCON overload protection is exceeded!
In the event of deliberate improper use, the crane could collapse, the boom can break off or the crane can topple over!
Personnel can be killed!
This can result in significant property damage!
► The set up key **D** may only be actuated by persons who know the effects of a bypass!
► Press the set up key **D** only when the set up configuration was correctly entered in the LICCON computer system!
► Observe the erection / take-down charts!
► Crane operation with the set up key **D** turned on is strictly prohibited!

WARNING
Danger of accident in case of incorrect crane operation!
Accidental crane movements can cause serious accidents.
► Only permit crane movements using the master switch when secure operability is guaranteed.

If the crane is equipped with radio remote control*:
► Only permit crane movements using the manual control lever when secure operability is guaranteed. Observe the radio remote control operating instructions.

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Make sure that the following prerequisites are met:
- The crane is horizontally aligned.
- The main boom, derrick boom and derrick ballast are assembled.
- The central ballast, counterweight and derrick ballast are installed according to the load chart / assembly specifications.
- If corresponding erection / take-down charts are specified: the mechanical auxiliary supports are installed in the direction of the boom.
- All unnecessary guy rods are removed from the boom system.
- The LICCON overload protection has been set according to the data in the load chart.
- Assembly operation is activated, the assembly icon **11** appears on the LICCON monitor.
- An auxiliary crane is available.

Note
► In some situations, the character “B!” can also appear to the top right in the assembly icon, see chapter 4.02.

3.1 Assembling the W-transport units

Note
► Observe the instructions, see the Crane operating instructions, chapter 5.07!

3.2 Reeving the W-control rope in

Note
► Observe the instructions, see the Crane operating instructions, chapter 5.07!

3.3 Assembling WA-frame 2 guy rods

Note
► Observe the instructions, see the Crane operating instructions, chapter 5.07!

3.4 Pinning the relapse supports

Note
► Observe the instructions, see the Crane operating instructions, chapter 5.07!

3.5 Assembling the WV-lattice jib

Note
► Observe the instructions, see the Crane operating instructions, chapter 5.07!

3.6 Establishing the electrical connections

Note
► Observe the instructions, see the Crane operating instructions, chapter 5.07!

3.7 Checking the function of the safety equipment

Note
► Observe the instructions, see the Crane operating instructions, chapter 5.07!

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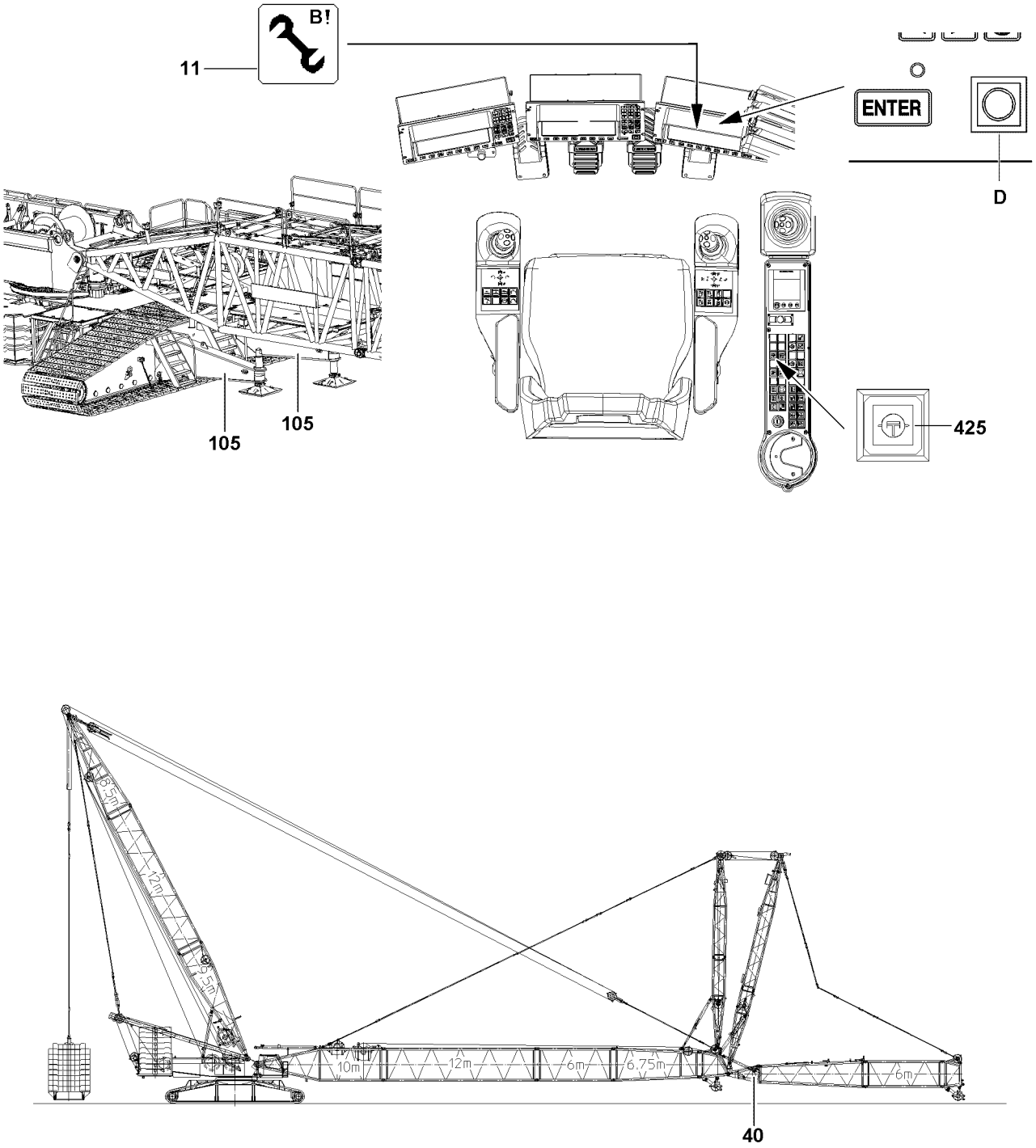

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Fig.110712

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4 Erecting the boom

WARNING
Incorrect length of the lattice jib!
If attempting to impermissibly erect or take down a boom system stretched, the crane can be overloaded and topple over.
Death, severe bodily injuries, property damage.
- ► The erection procedure in this chapter refers only to luffing jibs W12 with a length of 12 m and W18 with a length of 18 m.
- ► For luffing jibs W24 with a length of 24 m and larger / longer, it is necessary to proceed according to chapter 5.07.

4.1 Erection procedure

DANGER
The crane can topple over!
- ► It is not permitted to turn the crane during erection!
- ► Observe the data in the erection / take-down charts!
- ► Observe the Safety technical notes, see the Crane operating instructions, chapter 5.01!

DANGER
The crane can topple over!
For certain boom lengths, the mechanical auxiliary supports must be assembled, see the erection and take-down charts!
- ► The boom must be erected or taken down „to the side“ „in the direction“ of the mechanical auxiliary supports **105**!
- ► Always erect or take down according to the data in the **erection and take-down charts**!

DANGER
Tipping lattice jib!
If the easy movement on the pendulum of the mechanical relapse support is not checked before erection or not reestablished, if necessary, then the mechanical relapse support will not engage in the steep lattice jib position. As a result, the lattice jib can tip to the rear!
Personnel can be severely injured or killed!
- ► Check the easy movement on the pendulum **40** of the mechanical relapse support before erection!
- ► If the pendulum does not move easily: Make the pendulum **40** easy to move!

WARNING
The crane can topple over!
If the following conditions are not met before erecting the boom, the crane can topple over!
Personnel can be severely injured or killed!
- ► Spool the lattice jib adjustment out so that the guy rods sag slightly!
- ► Do not allow slack rope to form on the control winch!
- ► Extend the relapse cylinder before erection!

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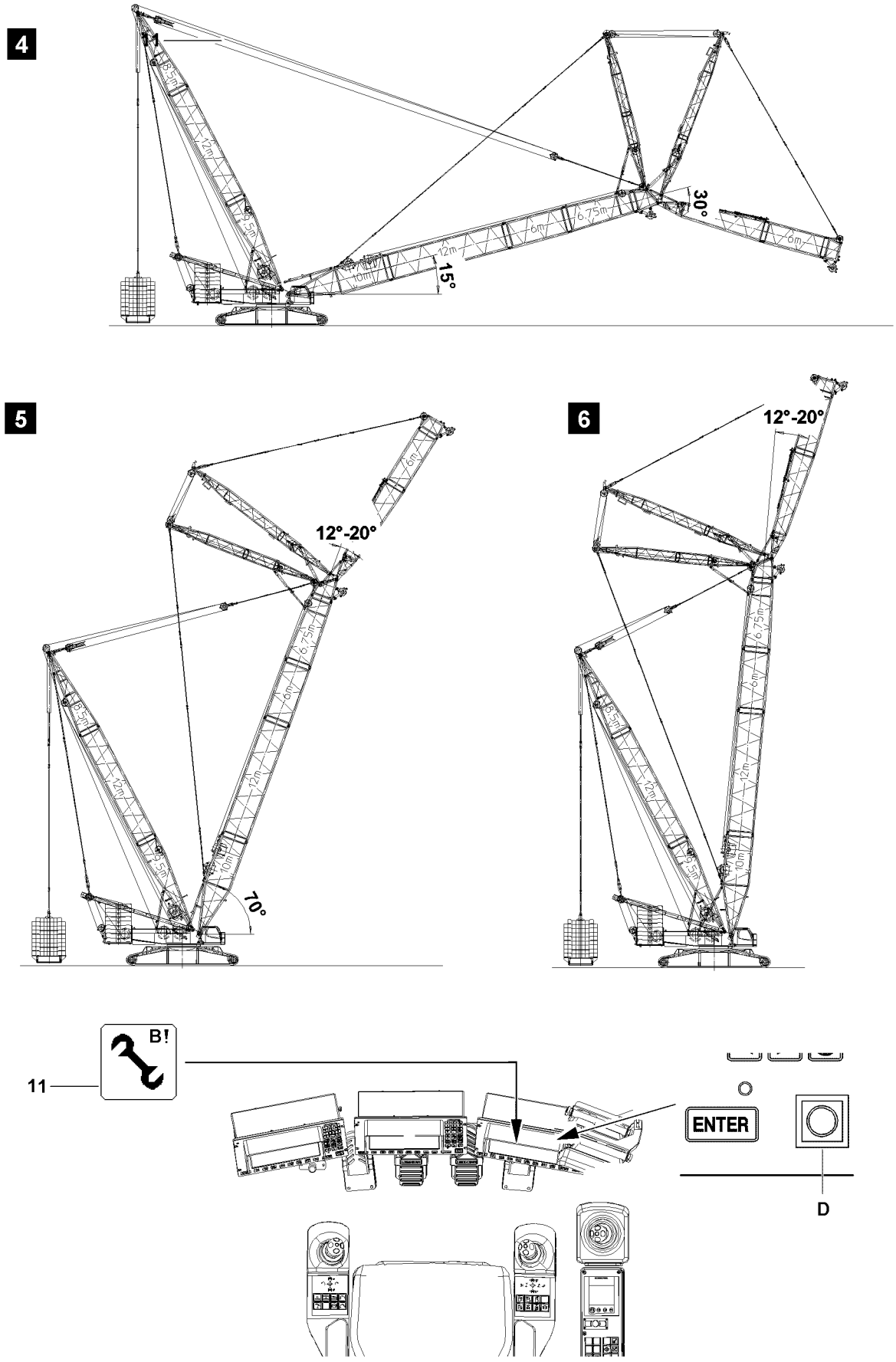

Fig.113574

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Make sure that the following prerequisites are met:
- The WV-lattice jib W12 or W18 is fully assembled.
- The crane is horizontally aligned.
- The central ballast, counterweight and derrick ballast are installed according to the data in the erection / take-down charts / load chart.
- If corresponding erection / take-down charts are specified: the mechanical auxiliary supports are installed in the direction of the boom.
- If corresponding erection / take-down charts are specified: the minimum weight of the hook block is complied with within the specified boom angle range.
- The requirements on minimum reeving are observed.
- The specifications regarding the erection procedure are implemented, the erection / take-down charts are observed.
- All electrical connections have been established.
- All limit switches are functioning.
- All pin connections are secured.
- The hoist rope has been correctly inserted in the rope pulleys and is prevented from jumping out with the rope retaining pins.
- The rope end of the hoist rope must be pulled out at least 10 m over the luffing jib end section.
- All unnecessary guy rods are removed from the boom system.
- There are no loose or unnecessary parts on the boom system.
- The boom system and the safety equipment are free of snow, frost and ice.
- The LICCON overload protection has been adjusted according to the data in the load chart.
- The LICCON overload protection settings have been compared with the actual set up configuration.
- Assembly operation is activated, the assembly icon **11** appears on the LICCON monitor.
- No personnel is present in the danger zone.

WARNING
Falling hoist rope!
If the hoist rope is not reeved in with the corresponding length on the WV-lattice jib before the erection procedure, it can fall down backward due to its own weight!
Personnel can be severely injured or killed!
- ► Reeve in the hoist rope with sufficient length on the WV-lattice jib before the erection procedure!
- ► The hoist rope must be constantly monitored during erection!
- ► Do not step into the danger zone!

- ► Luff the S-boom down until the hook block can be reeved in.
- ► Reeve in the hook block properly and secure the hoist rope in the rope fixed point, for reeving, see the separate reeving plans.
- ► Attach the hoist limit switch weight.

See illustration **4**

- ► Luff the S-boom up to 15°.

WARNING
The crane can topple over!
If the angle between the boom and the lattice jib is less than 30° during the erection procedure, then the mechanical relapse support will collide with the flap on the oscillation guard. The crane can topple over!
Personnel can be severely injured or killed!
- ► Make sure that the angle between the S-boom and the WV-lattice jib is more than or equal to 30° during the erection procedure!
- ► Make sure that the angle between the S-boom and the WV-lattice jib does not fall below 30° during the erection procedure!
- ► Perform a visual inspection during the erection procedure!

- ► Lower the WV-boom to -15° (the angle between the S-boom and the WV-lattice jib is 30°).

See illustration **5**

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DANGER
The crane can topple over!
The crane can topple over if the crane is operated with the LICCON overload protection exceeded.
► Personnel can be severely injured or killed!
► The boom radii specified in the load chart may not be exceeded or fallen below, even if there is no load on the hook!

► Luff the S-boom up to 70°.
► Luff the WV-lattice jib in the operating position. The angle range to do so is between 12° and 20°.

Result:

– The „maximum load icon“ displays a load number in „t“ instead of the display „???“!

When the WV-lattice jib has reached the lowest operating position:
► Make sure that the assembly icon **11** on the LICCON monitor turns off.

Result:

– The LICCON overload protection is active.

Problem remedy
The lowest operating position of the WV-lattice jib (12° to 20°) is reached, is the display „???“ still shown instead of a load number in „t“?
If that is not the case, the boom system is not yet in the operating position.
► Use the job planner to determine the operating position for the erected boom system.
► Luff the boom system up into the operating position according to the job planner, see example illustration **6**.

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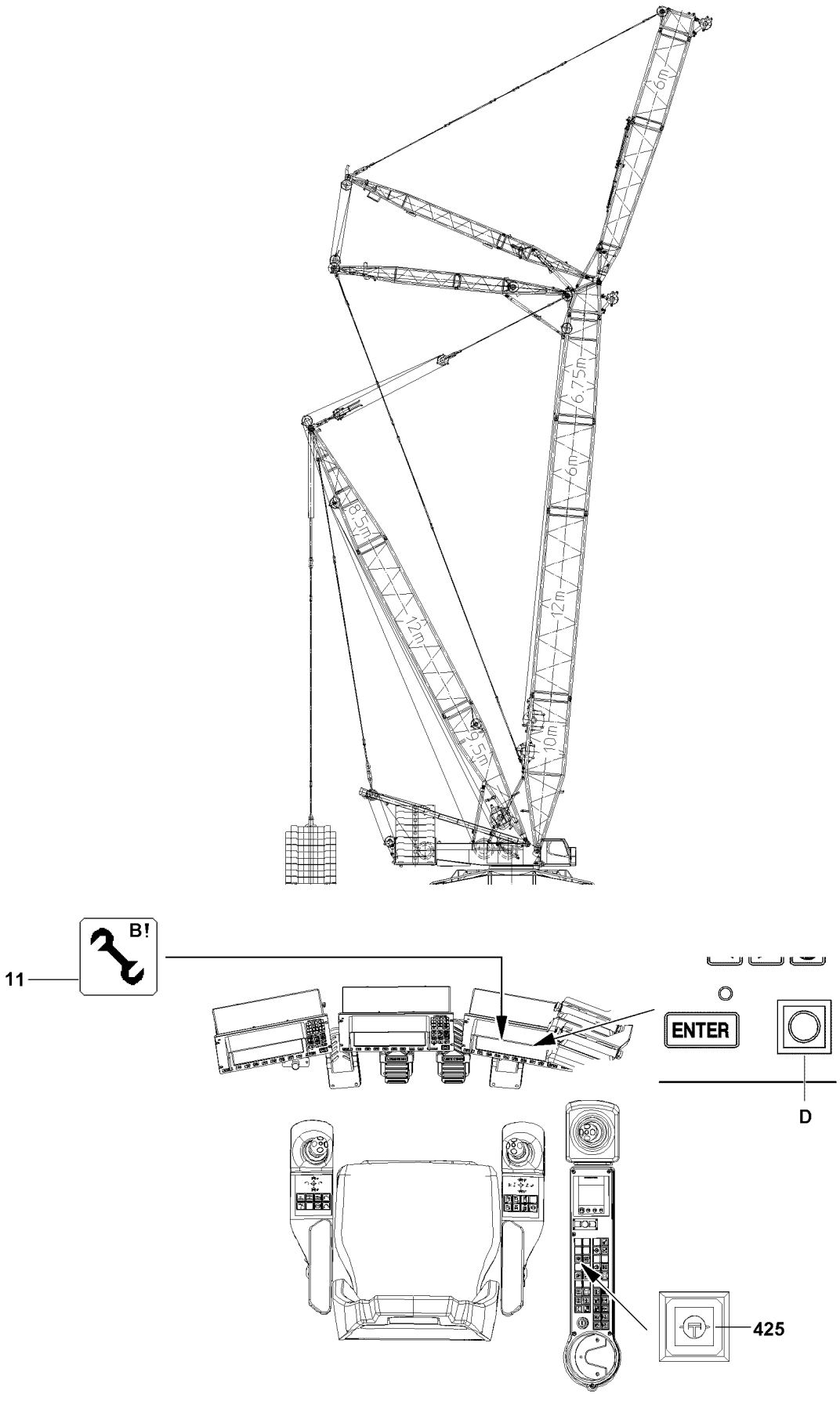

Fig.110714

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5 Operating the crane

WARNING
The crane can topple over!
During normal crane operation, the crane can be overloaded and topple over if the LICCON overload protection is exceeded / bypassed.
► During normal crane operation, make sure that the assembly icon **11** no longer appears on the LICCON monitor.

Note

If after erection of the boom system the ballasting [1)] must be adapted to the load chart:
► Determine the suitable operating position for the boom system using the LICCON job planner.

In the case of operating modes with derrick ballast, the following also applies:
► Set the derrick ballast down on the ground in order to carry out adjustments.

1) Depending on the operating mode, this includes: Central ballast, counterweight (turntable ballast), derrick ballast (suspended ballast / ballast trailer)

5.1 Preparing for crane operation

Note
► Observe the notes in chapters 4.05, 4.08 and 5.01.
► During crane operation, the crane ballasting must comply with the load chart.
► During crane operation / travel operation the mechanical auxiliary support may not be installed.

Make sure that the following prerequisites are met:
– The LICCON overload protection is active.
– The assembly icon **11 no** longer appears on the LICCON monitor.
– The LICCON overload protection has been set according to the data in the load chart.
– If present: the assembly-key button on the instrument panel has turned off, the corresponding indicator light is off.
– The crane set up configuration complies with the load chart.
– If specified: the minimum weight of the hook block is complied with within the specified boom angle range.

WARNING
The crane can topple over!
► Check the horizontal position of the crane before and during crane operation!
► If the crane operator leaves the cab, even for a short time, the operating mode setting must be checked and reset if necessary before resuming crane operation!

5.2 Checking the settings

► Check the function of the overload protection by running against the operating positions „on top“ and „bottom“.
► Check the hoist limit switch by running against the hoist limit switch weight.
► Check the function of the limit switches on the relapse cylinders.

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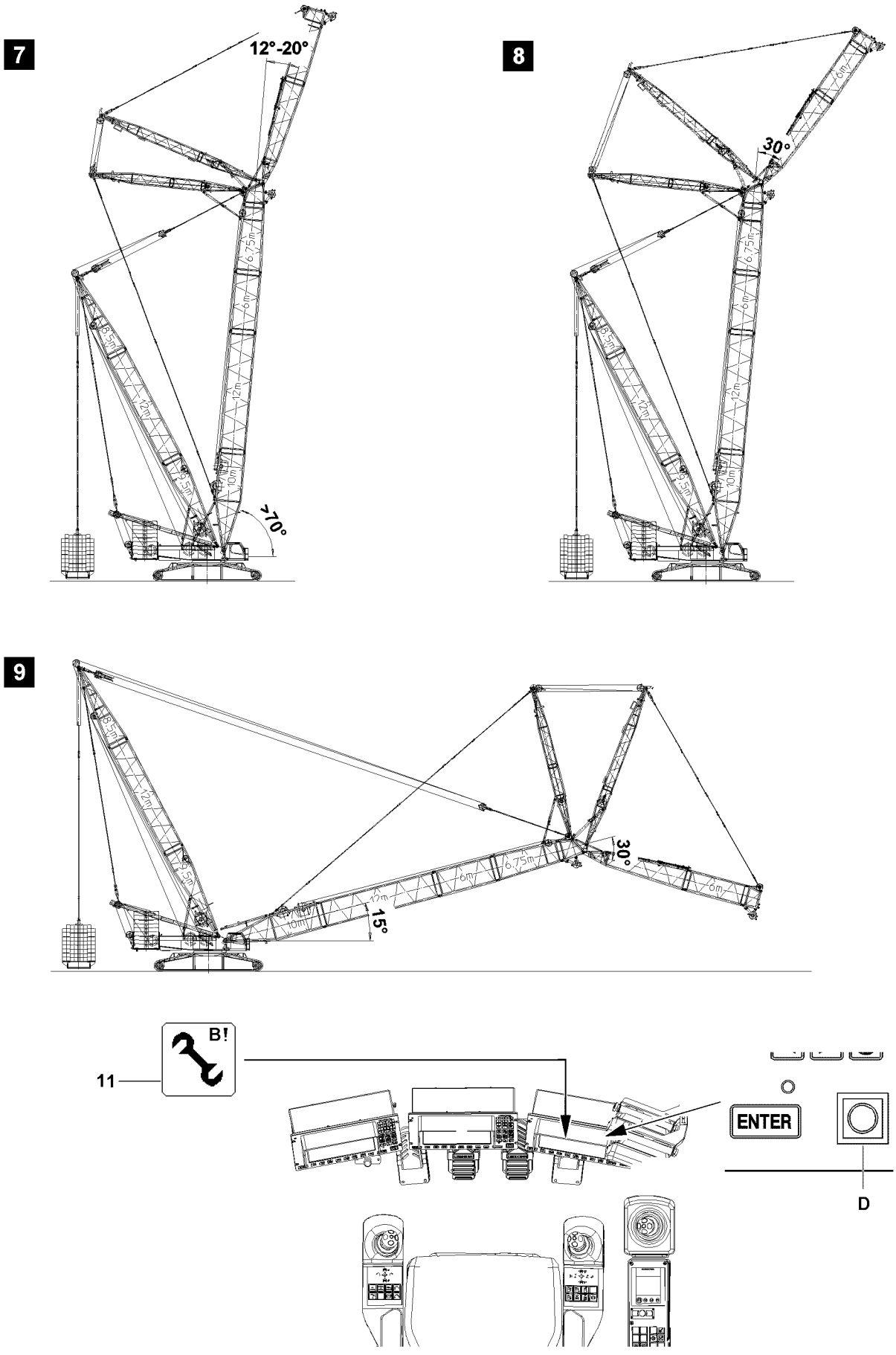

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Fig.163449

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6 Disassembling the WV-boom system

WARNING
Danger of falling!
During assembly / disassembly work, personnel must be secured with appropriate aids to prevent them from falling. If this is not observed, assembly personnel could fall and suffer severe or fatal injuries!
- ► All assembly work must be carried out using suitable aids (lifting platform, scaffolding, ladder, auxiliary crane)!
- ► If work cannot be carried out with such aids or on the ground, then assembly personnel must be secured with the personal fall arrest system (see Crane operating instructions, chapter 2.04) to protect against falling! The personal fall arrest system must be attached to the corresponding fastening points on the crane (see the Crane operating instructions, chapter 2.06)!
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work!
- ► Only step on aids and fall protection equipment with clean shoes!
- ► Keep aids and fall protection equipment clean and free from snow and ice!

WARNING
Falling components!
If unsecured or non-supported components are assembled or disassembled, they can fall down. Personnel can be killed or seriously injured!
- ► During pinning and unpinning of the lattice sections, it is prohibited for anyone to remain **under** or **on** the components as well as within the entire danger zone!
- ► Support the boom and components before pinning / unpinning!
- ► Pin or unpin both pins lying horizontally, i.e. **left** and **right**!
- ► Secure the pins in the bearing points and in the receptacles!
- ► Do not disengage the auxiliary crane until each component is pinned on and secured!
- ► It is prohibited to lean a ladder against the component being disassembled!

WARNING
Danger of crushing!
Components can swing during assembling. Hands can be crushed or severed.
- ► Make sure that the components do not swing back and forth during assembly!

Note
- ► By supporting the components during assembly / disassembly, ground unevenness is compensated for and the material is protected!

Note
- ► The intermediate sections are pinned and unpinned with the aid of the pin pulling device, see the Crane operating instructions, chapter 5.30!

WARNING
Danger of accident in case of incorrect crane operation!
Accidental crane movements can cause serious accidents.
- ► Only permit crane movements using the master switch when secure operability is guaranteed.

If the crane is equipped with radio remote control*:
- ► Only permit crane movements using the manual control lever when secure operability is guaranteed. Observe the radio remote control operating instructions.

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WARNING
Danger of accident!
Personnel can be severely injured or killed!
► For pinning and unpinning with the pin pulling device, observe and follow the warning display, see the Crane operating instructions, chapter 5.30!

Note

If when taking down the boom system the ballasting [1] must be adapted to the erection / take-down charts:
► Determine the suitable operating position for the boom system using the LICCON job planner.

In the case of operating modes with derrick ballast, the following also applies:
► Set the derrick ballast down on the ground in order to carry out adjustments.

1) Depending on the operating mode, this includes: Central ballast, counterweight (turntable ballast), ballast on the turntable extension, derrick ballast (suspended ballast / ballast trailer)

6.1 Taking the WV-lattice jib down

DANGER
The crane can topple over!
For certain boom lengths, the mechanical auxiliary supports must be assembled, see the erection and take-down charts!
► The boom must be erected or taken down „to the side“ „in the direction“ of the mechanical auxiliary supports **105**.
► Always erect or take down according to the data in the **erection and take-down charts**!

WARNING
The crane can topple over!
If the following conditions are not met before taking down the boom, the crane can topple over and fatally injure personnel!
► Observe the technical safety instructions, see the Crane operating instructions, chapter 5.01!
► Observe the data in the erection / take-down charts.

NOTICE
Damage to the boom components!
Taking down the boom system can lead to a collision between the hook block and the pulley head.
The boom components can be severely damaged!
► Luff the boom system down and spool the hoist winch out at the same time!

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6.1.1 Luffing the WV-lattice jib down

Make sure that the following prerequisites are met:
- The crane is horizontally aligned.
- The S-boom is in the operating position above 70°, see illustration **7**.
- The hook block / load hook is positioned at a distance of approx. 5 m below the pulley head.
- The central ballast, counterweight and derrick ballast are installed according to the data in the erection / take-down charts / load charts.
- If corresponding erection / take-down charts are specified: the mechanical auxiliary supports are installed in the direction of the boom.
- If corresponding erection / take-down charts are specified: the minimum weight of the hook block is complied with within the specified boom angle range.
- The specifications for the take-down procedure are implemented, the erection / take-down charts are adhered to.
- The LICCON overload protection has been set according to the data in the load chart.
- The LICCON overload protection settings have been compared with the actual set up configuration.
- The railing is suitable to take down the boom system completely.
- An auxiliary crane is available.

► Maintain the S-boom position and luff the WV-lattice jib down to the „lowest“ operating position.

Result:

- The luffing movement is turned off.
- The „STOP“ icon appears on the LICCON monitor.

Note
► The luff down movement of the WV-lattice jib is turned off as soon as the lowest operating position is reached.
► When the lowest operating position of the WV-lattice jib is reached at approx. 20 °, alarm functions appear on the crane operation screen.

WARNING
Assembly with turned on set up key!
When the set up key is turned on, the LICCON overload protection is exceeded!
In the event of deliberate improper use, the crane could collapse, the boom can break off or the crane can topple over!
Personnel can be killed!
This can result in significant property damage!
► The set up key **D** may only be actuated by persons who know the effects of a bypass!
► Press the set up key **D** only when the set up configuration was correctly entered in the LICCON computer system!
► Observe the erection / take-down charts!
► Crane operation with the set up key **D** turned on is strictly prohibited!

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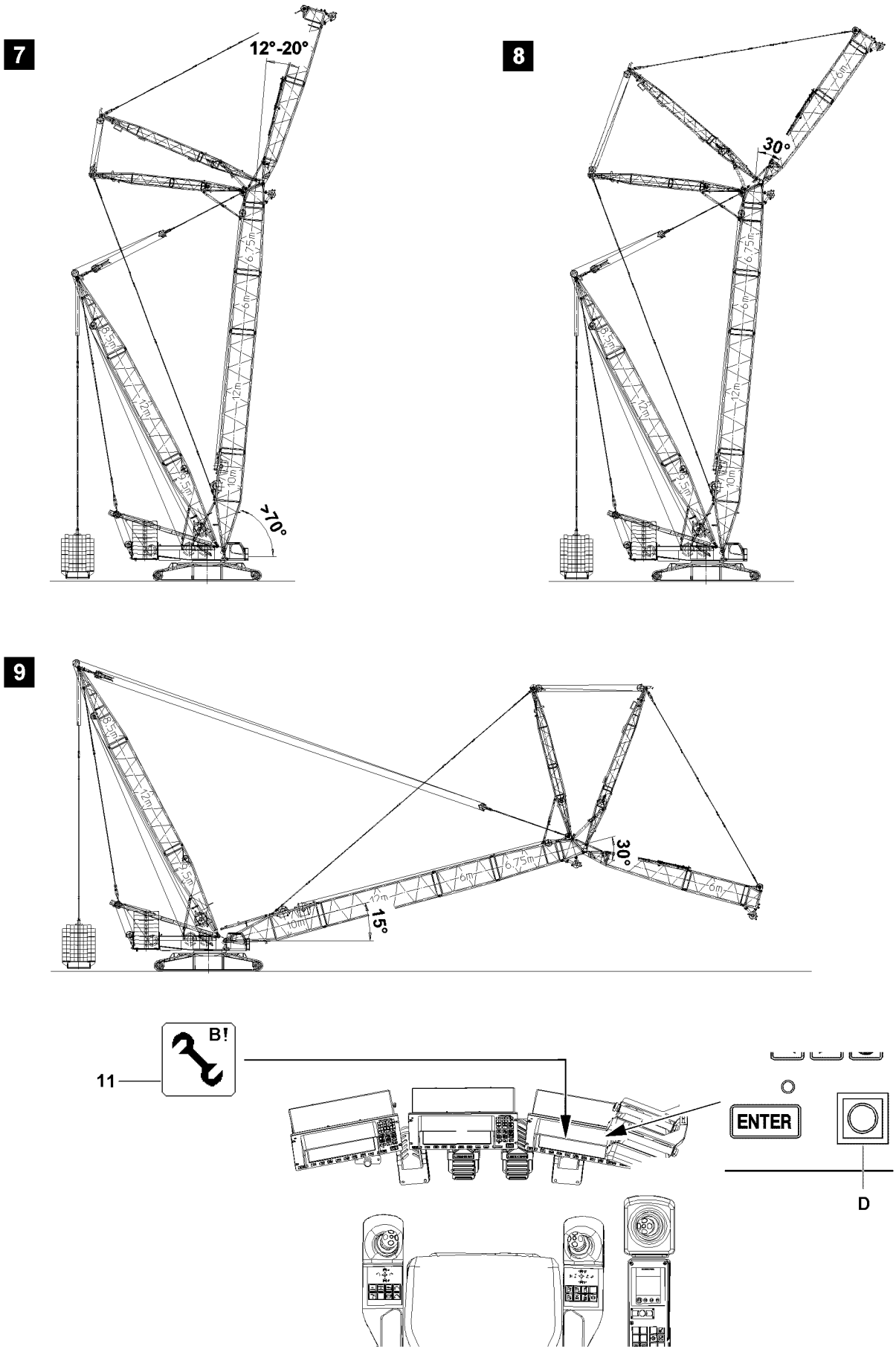

Fig.163449

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When the WV-lattice jib has reached the „lowest“ operating position:
► Turn the set up key **D** to the right.

Result:

– The LICCON overload protection is deactivated.
– The assembly icon **11** appears on the LICCON monitor.

► Maintain the S-boom position and luff the WV-lattice jib down to 30 ° to the S-boom, see illustration **8**.

Result:

– The load display in the „maximum load icon“ turns off and the display „???“ appears instead of the load number.

WARNING
The crane can topple over!
If the angle between the main boom and the lattice jib is less than 30° during the take-down procedure, then the mechanical relapse support will collide with the flap on the oscillation guard. The crane can topple over! Personnel can be severely injured or killed!
► Make sure that the angle between the S-boom and the WV-lattice jib is more than or equal to 30° during the take-down procedure.
► Make sure that the angle between the S-boom and the WV-lattice jib does not fall below 30° during the take-down procedure.
► Perform a visual inspection during the take-down procedure.

With an angle of 30° between the S-boom and the WV-lattice jib:
► Luff the S-boom down to 15°, see illustration **9**.

6.1.2 Taking the WV-lattice jib down

If the hook block has not yet touched the ground:
► At the same time, spool the hoist winch out and luff the S-boom down until the hook block touches the ground.
► Disassemble the hoist limit switch weight.
► Reeve the hook block out.
► Luff the S-boom down until the SW-end section lies on the floor.

WARNING
The crane can topple over!
If the following conditions are not met before taking down the boom, the crane can topple over! Personnel can be severely injured or killed!
► Spool the lattice jib adjustment out so that the guy rods sag slightly!
► Do not allow slack rope to form on the control winch!
► Do not pull the hook block along on the ground!

► Continue to luff the S-boom down and at the same time spool the WV-lattice jib adjustment out so that the guy rods sag slightly.
► Luff the S-boom down until the S-boom head is lying on the substructure on the ground.

WARNING
Danger of accident!
► Make sure that no personnel is within the danger zone!
► Secure the hoist rope with the assembly rope and pull it back slowly over the rope pulleys in the WA-frames and lower it toward the W-connector head!

► Take the hoist rope down.

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6.2 Disconnecting the electrical connections

Note
► Observe the instructions, see the Crane operating instructions, chapter 5.07!

6.3 Disassembling the WV-lattice jib

Note
► Observe the instructions, see the Crane operating instructions, chapter 5.07!

6.4 Unpinning the relapse supports

Note
► Observe the instructions, see the Crane operating instructions, chapter 5.07!

6.5 Disassembling the WA-frame 2 guy rods

Note
► Observe the instructions, see the Crane operating instructions, chapter 5.07!

6.6 Unreeving the W-control ropes

Note
► Observe the instructions, see the Crane operating instructions, chapter 5.07!

6.7 Disassembling the W-transport units

Note
► Observe the instructions, see the Crane operating instructions, chapter 5.07!

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5.10 Boom nose lattice boom

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3	Assembling the 36 t boom nose on the SW-end section	5
4	Erecting / taking-down the boom system	13
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6	Disassembling the 36 t boom nose	19

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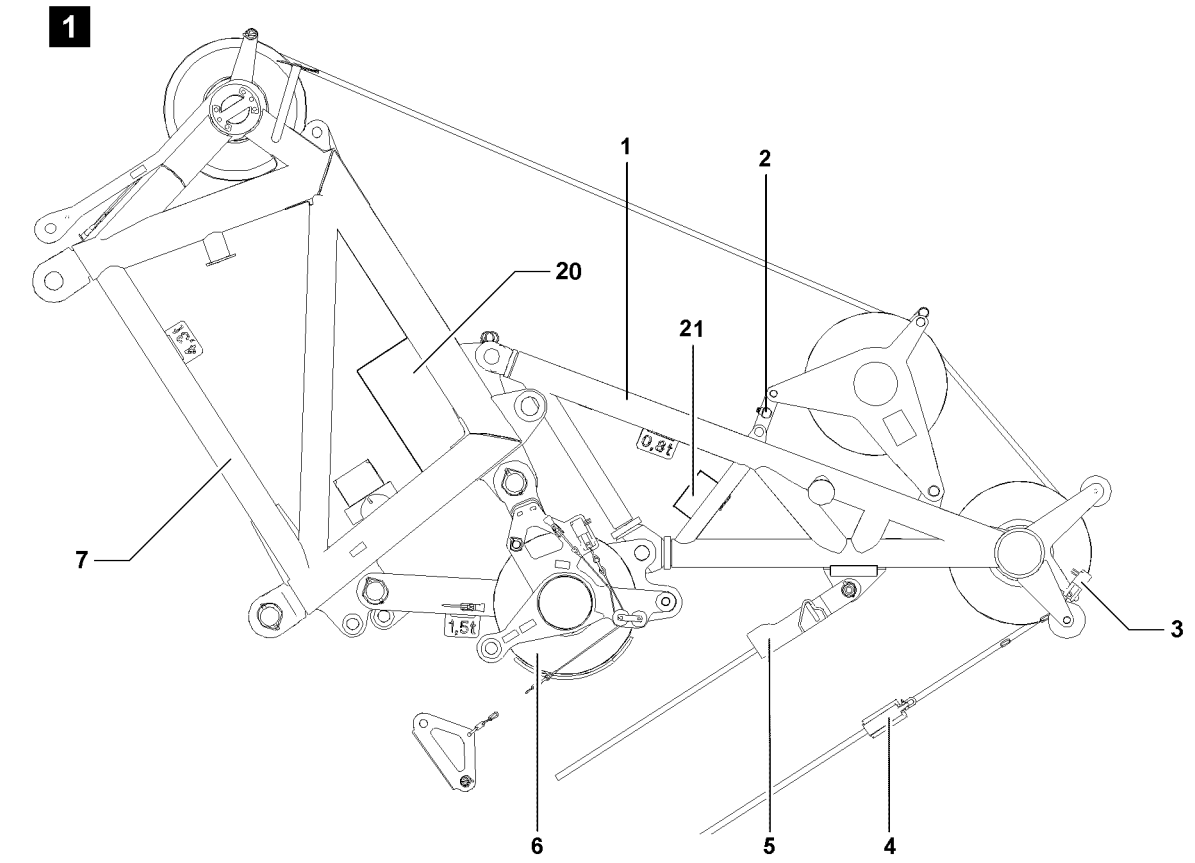

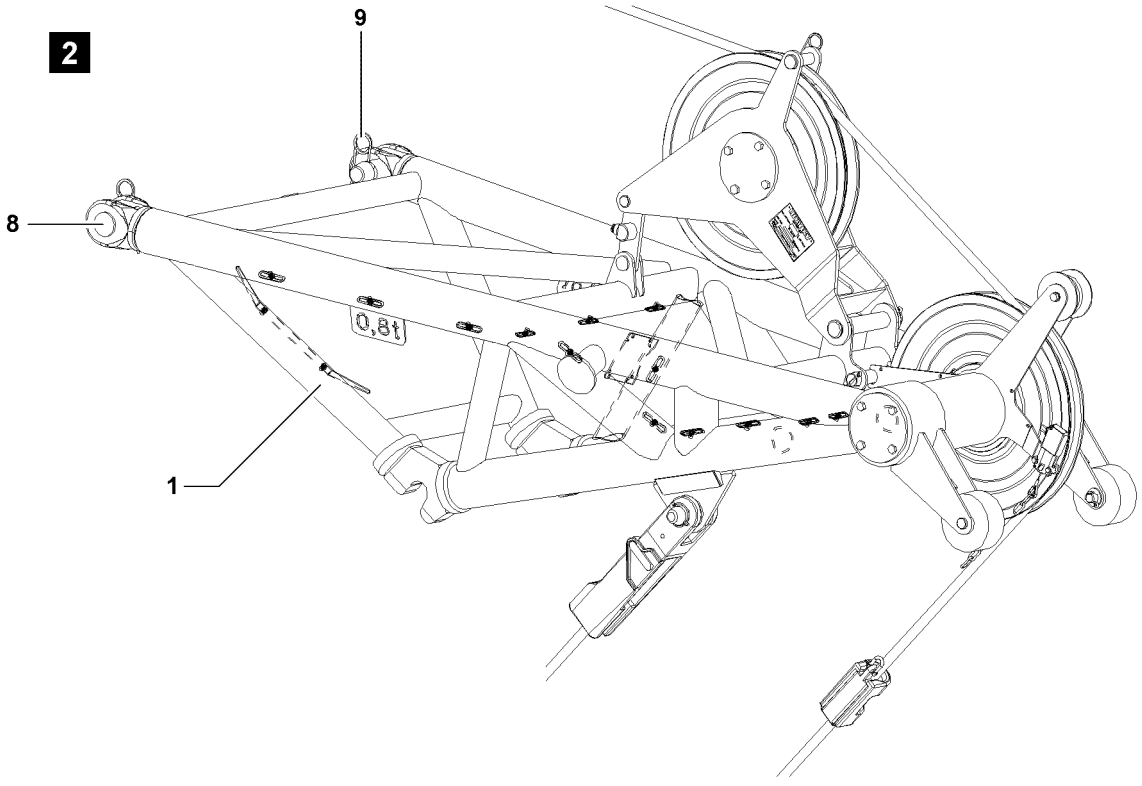

Fig.105237

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1 Product description

The operation with boom nose is designed for quick lifts:
- With winch II or winch VI
- For example in operating modes S, SL and W

The hook block can remain reeved on the boom head.

2 Overview of boom nose components

The 36 t boom nose **1** is assembled on the SW-end section **7** and placed on the roller set arrangement **6**, see illustration **1**.

Position	Designation
1	Boom nose, 36 t
2	Pressure test bracket
3	Hoist limit switch
4	Hoist limit switch weight
5	Rope fixed point (rope lock)
6	Roller set
7	SW-end section
8	Pin
9	Spring retainer
20	Terminal box SW-end section +S930
21	Terminal box boom nose +S1030

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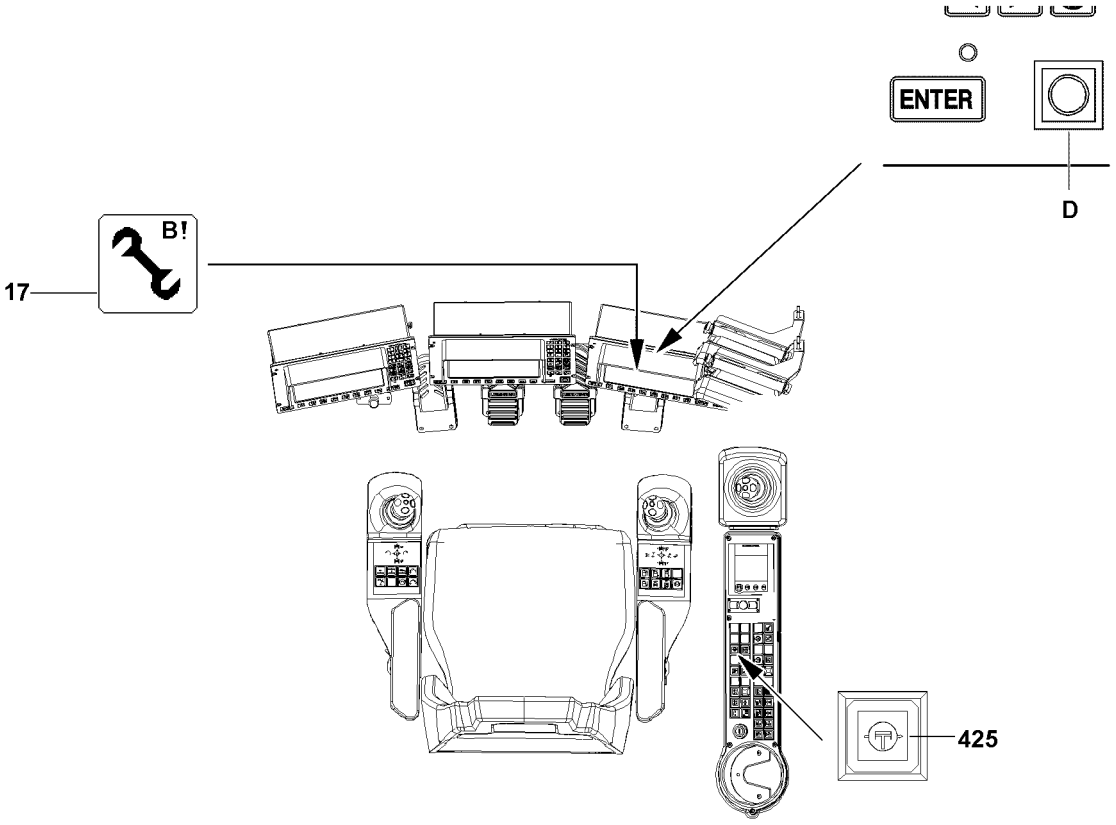

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Fig.110716

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3 Assembling the 36 t boom nose on the SW-end section

WARNING
Assembly with turned on set up key!
When the set up key is turned on, the LICCON overload protection is exceeded!
In the event of deliberate improper use, the crane could collapse, the boom can break off or the crane can topple over!
Personnel can be killed!
This can result in significant property damage!
- ► The set up key **D** may only be actuated by persons who know the effects of a bypass!
- ► Press the set up key **D** only when the set up configuration was correctly entered in the LICCON computer system!
- ► Observe the erection / take-down charts!
- ► Crane operation with the set up key **D** turned on is strictly prohibited!

WARNING
Falling booms during assembly / disassembly!
If unsecured or non-supported booms are removed, the booms can fall!
Personnel can be severely injured or killed!
- ► Never unpin the pins under unsecured or unsupported booms!
- ► Never unpin the connector pins on unsecured or unsupported booms!
- ► Do not stand under the booms or within the entire danger zone during the boom pinning and unpinning procedure!
- ► Safely secure the pins in the bearing points as well as the receptacles!
- ► Do not lean the ladder against the component being disassembled!

WARNING
Incorrect or missing fall protection equipment!
Using inappropriate aids to secure the assembly personnel at assembly can result in a fall!
Personnel can be severely injured or killed!
- ► Secure yourself and others during all assembly work with suitable aids (lifting platforms, scaffolding, ladders, auxiliary crane etc.), in general from a height of 2 m and above.
- ► Observe national regulations: The height from which aids must be used can differ from country to country!

When work with aids cannot be carried out from the ground:
- ► Secure yourself and others during all assembly work with personal protective equipment (for example safety belts) to prevent a fall!

Observe the safety guidelines for assembly, see the Crane operating instructions, chapter 5.01!

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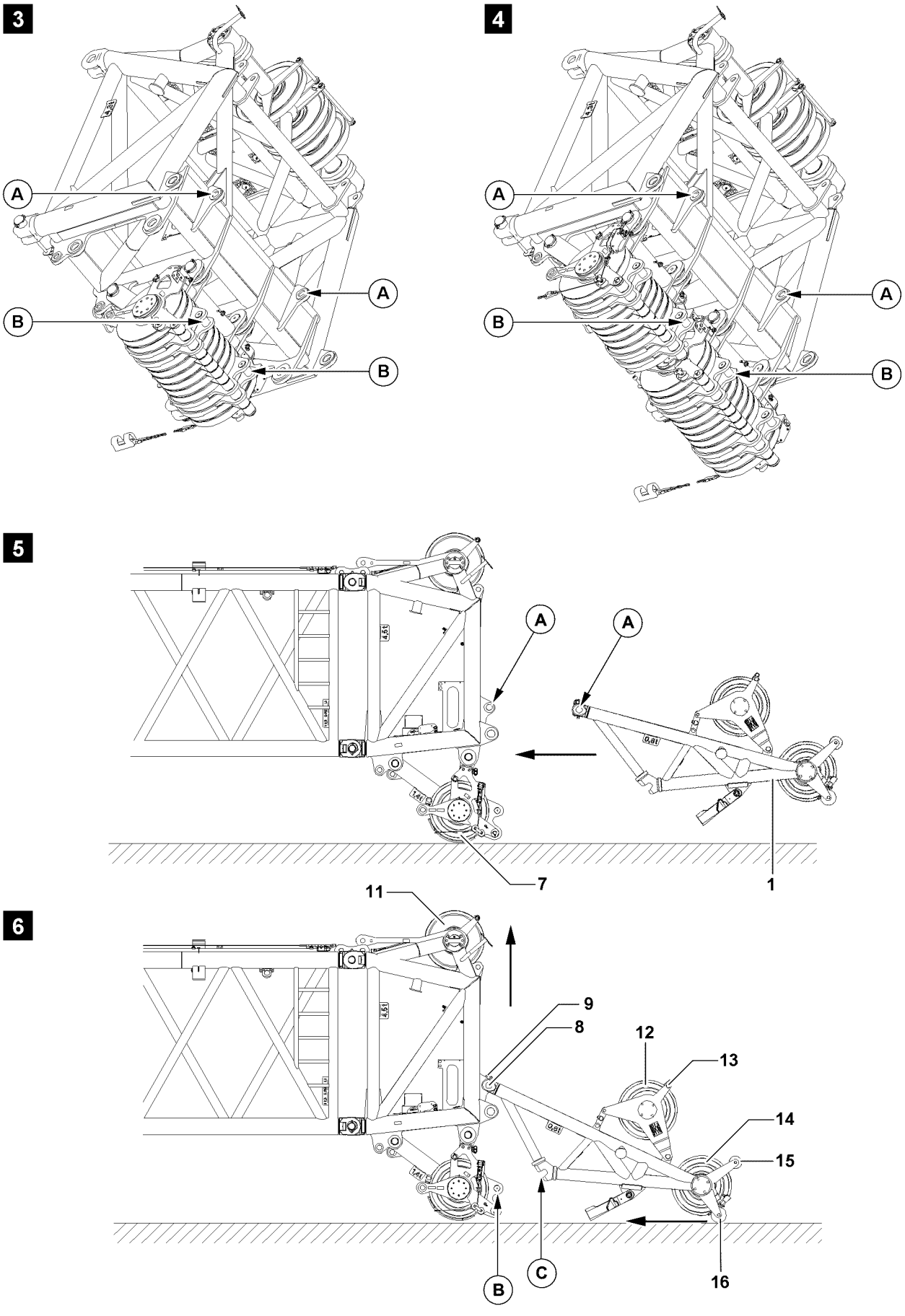

Fig.105238

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3.1 Assembling the boom nose

Make sure that the following prerequisites are met:
- The chapters for the installed boom system are observed.
- The crane is horizontally aligned.
- For crane types with crane support [1)]: The support base is set according to the erection and take-down charts.
- For crane types with crane support [1)]: The crane is properly supported.
- For crane types with a wide crawler travel gear, corresponding erection / take-down charts are specified: the mechanical auxiliary supports are properly installed
- The turntable is positioned correctly for erection, see the erection / take-down charts.
- The erection / take-down charts for the installed boom system are adhered to.
- The central ballast, counterweight and, if applicable, derrick ballast are installed according to the data in the erection / take-down charts / load chart.
- When specified: The turntable extension inclusive of the ballast plates has been installed according to the data in the erection / take-down charts / load chart.
- Special assembly specifications for ballasting are observed, see the assembly chapter of the boom system.
- All unnecessary guy rods are removed from the boom system.
- The LICCON overload protection has been set according to the data in the load chart.
- The LICCON overload protection settings have been compared with the actual set up configuration.
- Assembly operation is activated, the assembly operation icon appears on the LICCON monitor.
- An auxiliary crane is available.
- The boom is lying with the roller set on the ground, see illustration **5**.

1) LR1600/2W - narrow track travel gear

Note
► In some situations, the character “B!” can also appear to the top right in the assembly icon, see chapter 4.02.

Note
► Reduce the permissible hook block weight from the erection / take-down charts by the weight of the boom nose **and** the hook block on the boom nose.
► The weight of the 36 t boom nose is 0.45 t.

The SW-end section can be equipped with one or with two roller sets:
- The pin points **A** and the stop pins **B** for the assembly of the boom nose are shown in illustration **3** and illustration **4**.

► Connect the boom nose **1** to the auxiliary crane.
► Position the boom nose **1** with the auxiliary crane on the SW-end section in such a way that the pin bores align in point **A**, see illustration **5**.

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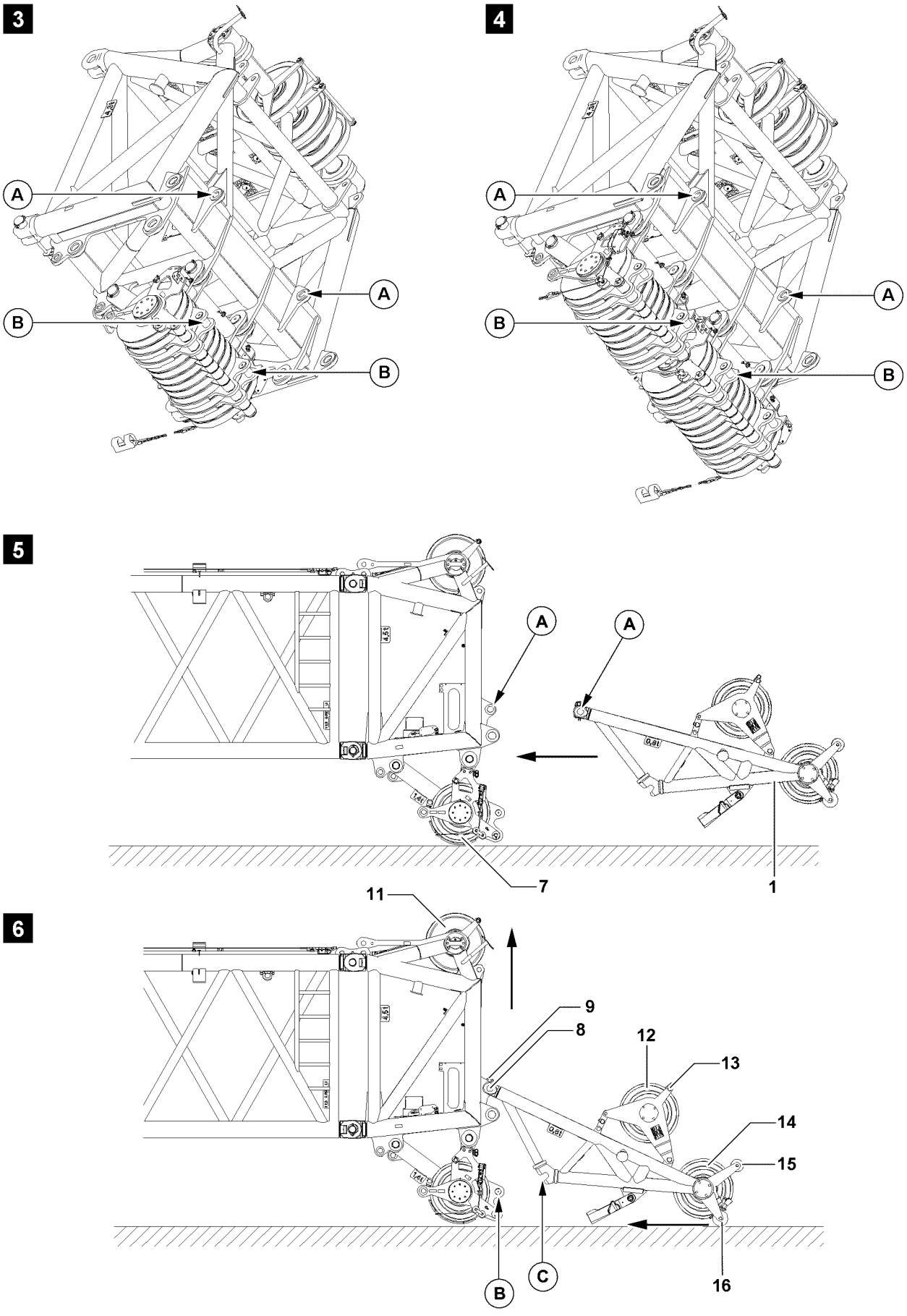

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When the pin bores align:

- ► Insert the pin **8** on the end section in point **A** and secure with the spring retainer **9**.
- ► Lower the boom nose **1** to the ground with the auxiliary crane.
- ► Remove the auxiliary crane.
- ► Release and unpin the rope retaining pin **13**.
- ► Pull the hoist rope over the rope pulley **11** on the end section and the rope pulley **12** on the boom nose .
- ► Insert and secure the rope retaining pin **13**.
- ► Guide the hoist rope between the rope pulley **14** and the rope retaining pulley **15**.

WARNING
Danger of accident!
If the boom is not luffed up from the ground in accordance with the erection / take-down charts, there is a danger of accident.
The crane can be overloaded and topple over.
► Observe the section „Erecting / taking-down the boom system“

NOTICE
Automatic fold out of fork connection at luff down or take-down!
If the boom is luffed down or taken down at an excessive speed, the boom nose can be damaged!
► Luff the boom down or take it down very carefully!

► Luff the boom up slowly.

Result:

– The boom nose moves on the pulleys **16** in the direction of the boom head, see illustration **6**.

► Luff the boom up until the boom nose lies on the roller set.
► Make sure that the fork head **C** of the boom nose lies on the stop pin **B** of the roller set.

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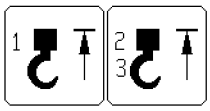

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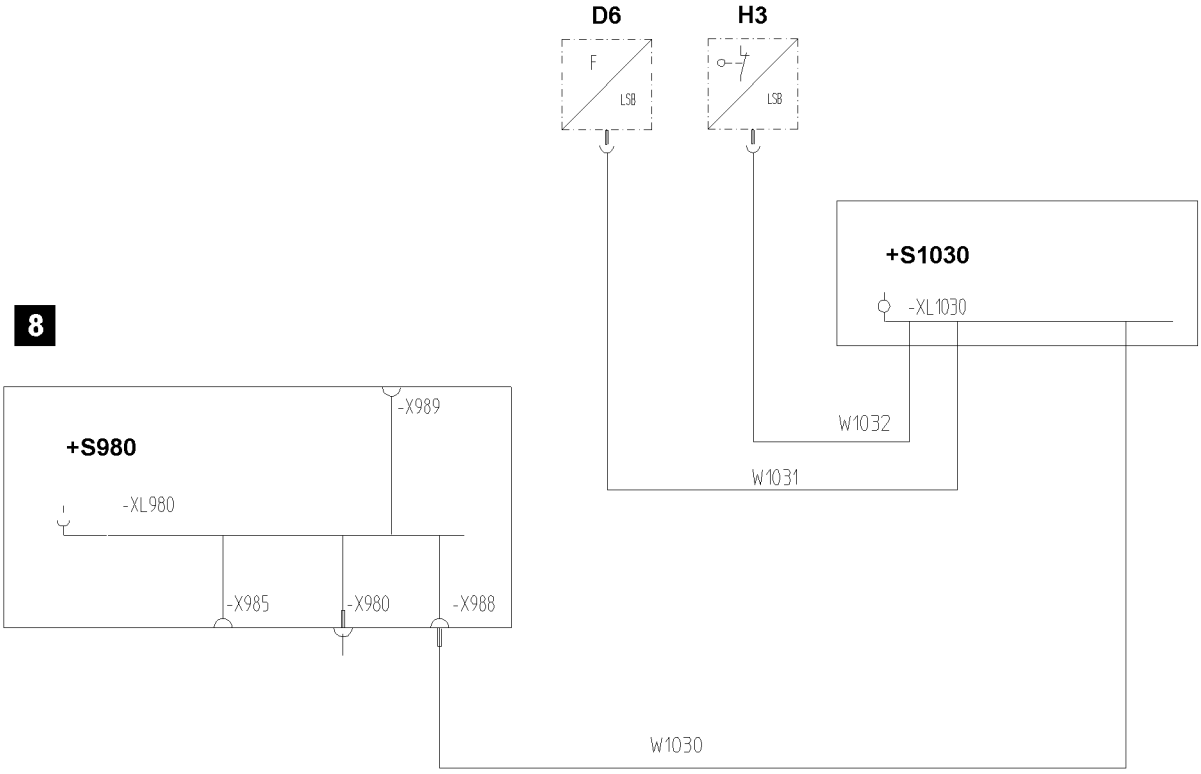

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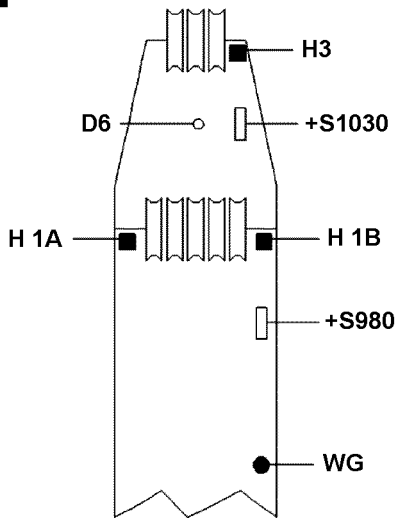

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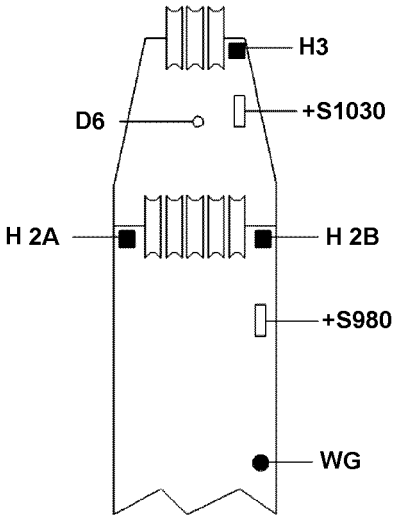

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3.2 Establishing the electrical connections

Make sure that the following prerequisite is met:
- The boom nose is completely assembled.

For the „Operation with boom nose“ wiring diagram, see illustration **8**.

3.2.1 Establishing the electrical connection to the hoist limit switch

► Plug the cable **W1032** from the terminal box **+S1030** to the hoist limit switch **H3**.

3.2.2 Establishing the electrical connection to the pressure test bracket

► Plug the cable **W1031** from the terminal box **+S1030** to the pressure test bracket **D6**.

3.2.3 Establishing the electrical connection between the boom nose and the SW-end section

► Plug the cable **W1030** from the terminal box **+S1030** to the terminal box **+S980**.

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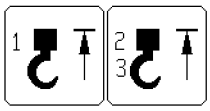

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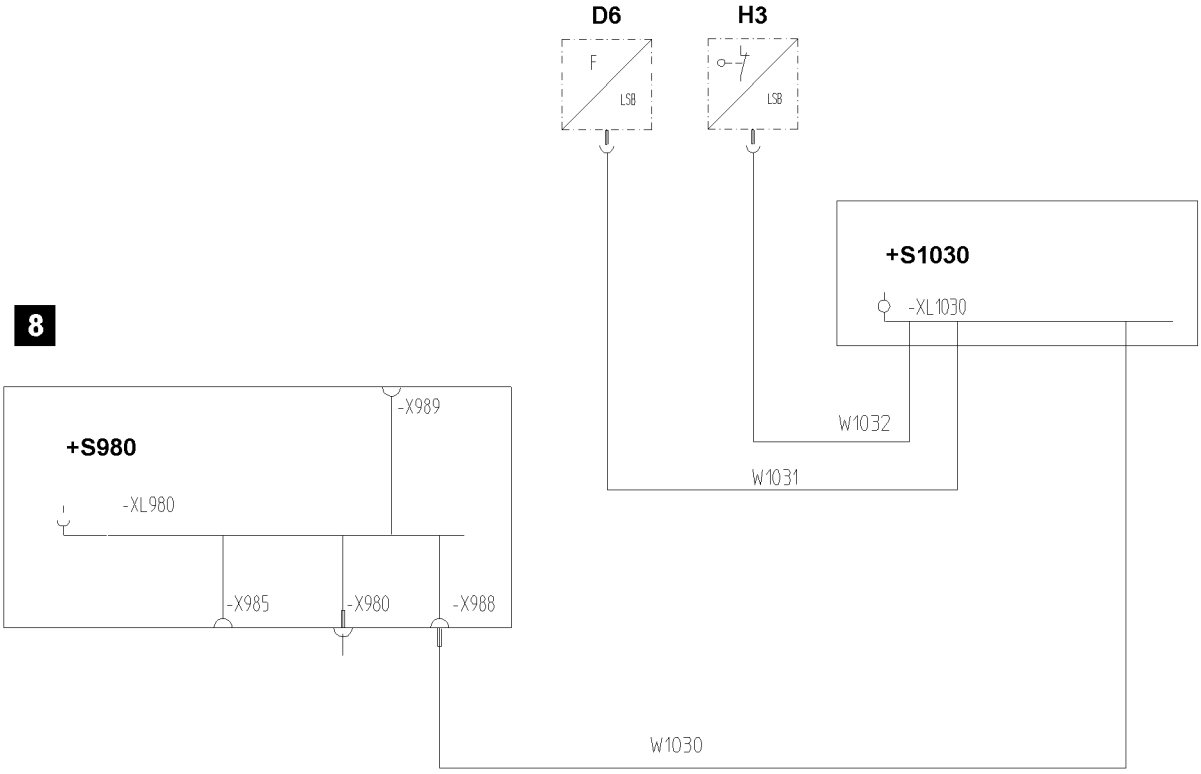

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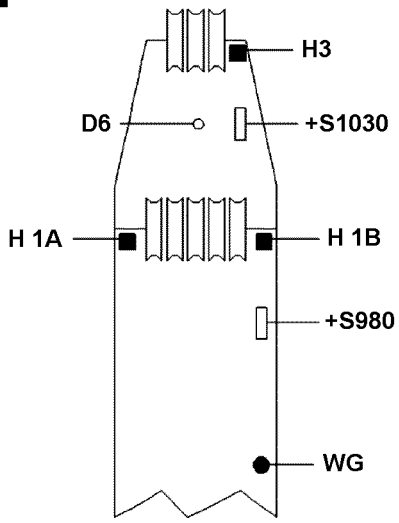

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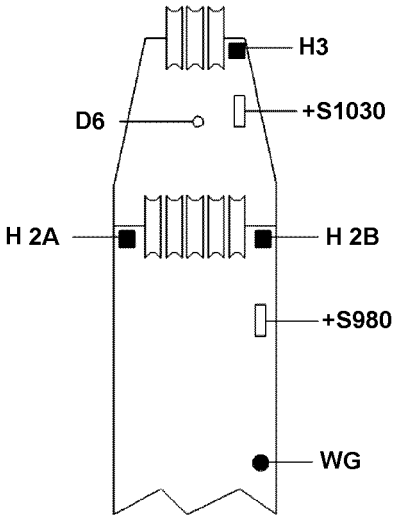

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3.3 Checking the function of the hoist limit switch

Note
- ► The function of the individual limit switches must be checked before erection!
- ► The function of the limit switch initiators must be checked in the test system, see the „Diagnostics manual“!

Make sure that the following prerequisites are met:
- – All electrical connections have been established.
- – The crane engine is running
- – The corresponding operating mode is set on the LICCON monitor.

Assignment of limit switches to the operating modes:
- – S-operation, see illustration **9**.
- – W-operation, see illustration **10**.

► Cover the hoist limit switch initiators individually with a metal plate.

Result:

- – The hoist limit switch is actuated manually.
- – The corresponding symbol element „Hoist top“ appears on the LICCON monitor.
- – The hoist winch turns spooling up off.
- – The hoist limit switch is functioning.

Note
- ► When replacing or changing the hoist limit switch (HES), the corresponding hoist limit switch must have the correct bus address and the correct software version in order to be detected again by the bus system (LSB)!

4 Erecting / taking-down the boom system

The boom nose can be installed on the specified boom system.

The determining factor for the erection and take-down is the boom system on which the boom nose is installed.

WARNING
Danger of accident when erecting and taking down the boom system!
If the installed boom system is not observed, there is a danger of accident during erection and take-down.
The crane can be overloaded and topple over.
- ► The determining factor for the erection and take-down is the boom system on which the boom nose is installed.
- ► Observe the chapter for the boom system on which the boom nose is installed.
- ► Observe the specifications for the boom system on which the boom nose is installed.
- ► Observe the erection / take-down charts for the installed boom system.

WARNING
Weight not taken into consideration during erection and take-down of the boom system!
If the additional weight is not taken into consideration during erection /take-down with a permissible hook block weight, there is a danger of accident.
- ► Determine the permissible hook block weight according to the erection / take-down charts for the installed boom system.
- ► Reduce the permissible hook block weight by the weight of the boom nose and the hook block on the boom nose.

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Note
- ► For information about the erection and take-down of the boom system with a boom nose on the luffing jib (W-system), see chapter 5.07.
- ► For information about the erection and take-down of the boom system with a boom nose on the luffing jib (WV-system), see chapter 5.08.
- ► Boom system with boom nose on the main boom (without derrick boom), see chapter 5.38
- ► Boom system with boom nose on the main boom with derrick boom, see chapter 5.39

4.1 Erecting the boom system

WARNING
The crane can topple over!
If the boom system is not luffed up from the ground in accordance with the assigned erection / take-down charts, there is a danger of accident.
- ► Select the correct chapter for the boom system.
- ► Always erect or take down the boom according to the data in the **erection and take-down charts**.

- ► Select the chapter for the boom system on which the boom nose is installed.
- ► Use the selected chapter in order to erect the boom system in consideration of the installed boom nose.

When the boom system is erected correctly:
- ► Observe the following section „crane operation“.

4.2 Taking the boom system down

WARNING
The crane can topple over!
If the boom system is not luffed down out of the area of the load chart in accordance with the assigned erection / take-down charts, there is a danger of accident.
- ► Select the correct chapter for the boom system.
- ► Always erect or take down the boom according to the data in the **erection and take-down charts**.

- ► Select the chapter for the boom system on which the boom nose is installed.
- ► Use the selected chapter in order to take down the boom system in consideration of the installed boom nose.

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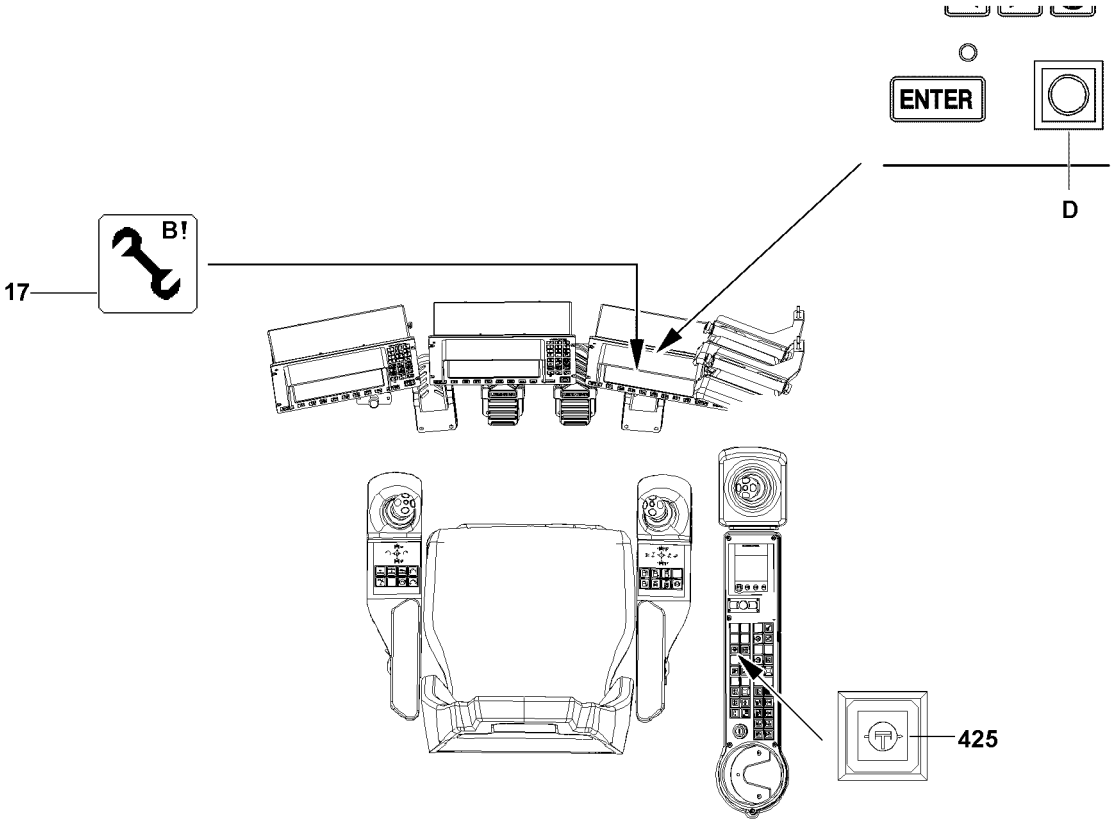

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Fig.110716

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5 Crane operation

WARNING
The crane can topple over!
During normal crane operation, the crane can be overloaded and topple over if the LICCON overload protection is exceeded / bypassed.
► During normal crane operation, make sure that the assembly icon **17** no longer appears on the LICCON monitor.

Note

If after erection of the boom system the ballasting [1)] must be adapted to the load chart:
► Determine the suitable operating position for the boom system using the LICCON job planner.

In the case of operating modes with derrick ballast, the following also applies:
► Set the derrick ballast down on the ground in order to carry out adjustments.

1) Depending on the operating mode, this includes: Central ballast, counterweight (turntable ballast), ballast on the turntable extension, derrick ballast (suspended ballast / ballast trailer)

5.1 Preparing for crane operation

Note
► Observe the notes in chapters 4.05, 4.08 and 5.01.
► During crane operation, the crane ballasting must comply with the load chart.

Only for crane types with a wide crawler travel gear:
► During crane operation / travel operation the mechanical auxiliary support may not be installed.

Make sure that the following prerequisites are met:
– The LICCON overload protection is active.
– The assembly icon **17 no** longer appears on the LICCON monitor.
– If present: the assembly-key button on the instrument panel has turned off, the corresponding indicator light is off.
– The LICCON overload protection has been set according to the data in the load chart.
– The crane set up configuration complies with the load chart.
– If specified: the minimum weight of the hook block is complied with within the specified boom angle range.

WARNING
The crane can topple over!
► Check the horizontal position of the crane before and during crane operation!
► If the crane operator leaves the crane cab, even for a short time, then he is obligated to check the operating mode setting before resuming crane operation and reset it, if necessary!

5.2 Checking the settings

► Check the function of the LICCON overload protection by running against the operating positions on top and bottom.
► Check the hoist limit switch by running against the hoist limit switch weight.
► Check the function of the limit switches on the relapse cylinders.

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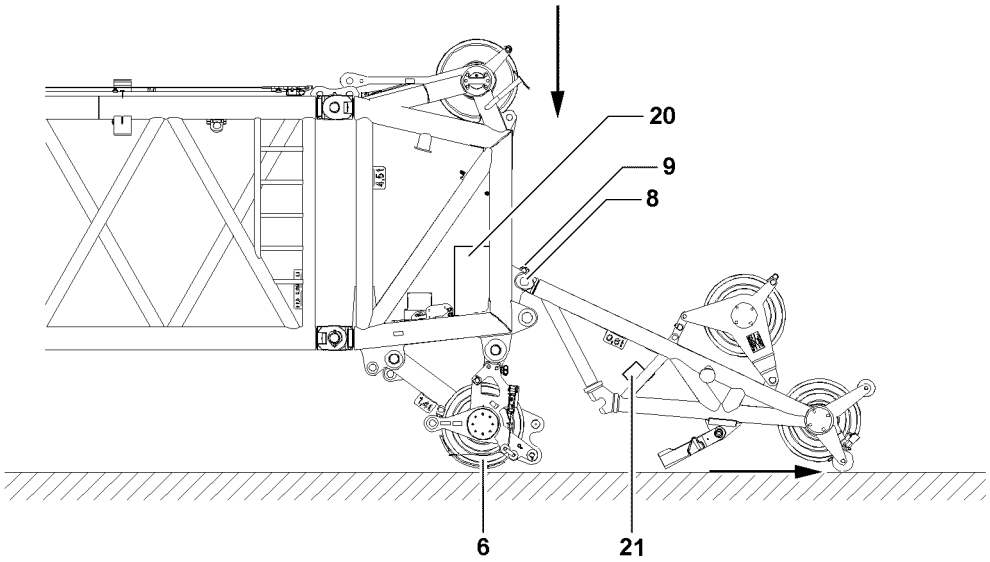

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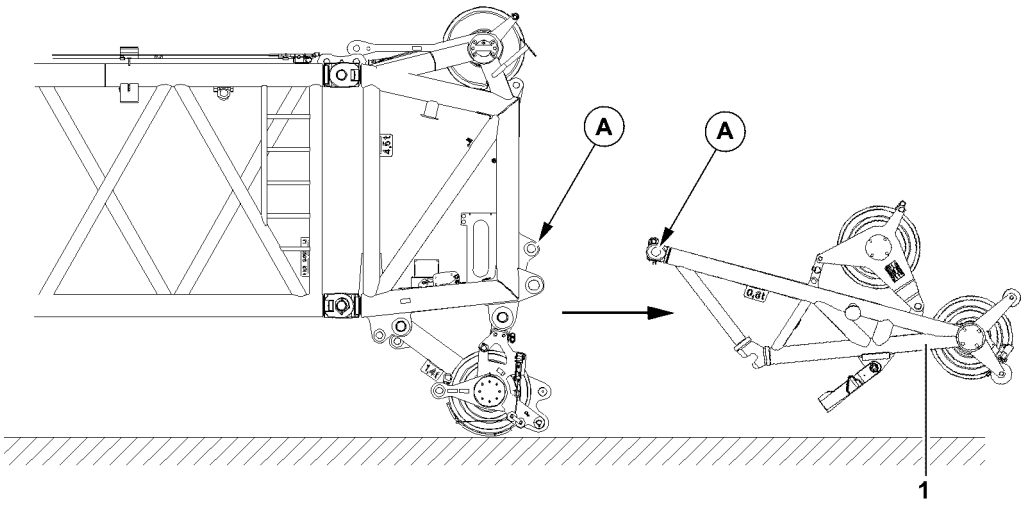

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Fig.105344

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6 Disassembling the 36 t boom nose

WARNING
Danger of falling!
During assembly / disassembly work, personnel must be secured with appropriate aids to prevent them from falling. If this is not observed, assembly personnel could fall and suffer life-threatening or fatal injuries!
- ► All assembly work must be carried out using suitable aids (lifting platform, scaffolding, ladder, auxiliary crane)!
- ► If work cannot be carried out with such aids or on the ground, then assembly personnel must be secured with the personal fall arrest system (see Crane operating instructions, chapter 2.04) to protect against falling! The personal fall arrest system must be attached to the corresponding fastening points on the crane (see the Crane operating instructions, chapter 2.06)!
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work!
- ► Only step on aids and fall protection equipment with clean shoes!
- ► Keep aids and fall protection equipment clean and free from snow and ice!

WARNING
Falling components!
If unsecured or non-supported components are assembled or disassembled, they can fall down. Personnel can be killed or seriously injured!
- ► During pinning and unpinning of the lattice sections, it is prohibited for anyone to remain **under** or **on** the components as well as within the entire danger zone!
- ► Support the boom and components before pinning / unpinning!
- ► Pin or unpin both pins lying horizontally, i.e. **left** and **right**!
- ► Secure the pins in the bearing points and in the receptacles!
- ► Do not disengage the auxiliary crane until each component is pinned on and secured!
- ► It is prohibited to lean a ladder against the component being disassembled!

WARNING
Danger of crushing!
Components can swing during assembling. Hands can be crushed or severed.
- ► Make sure that the components do not swing back and forth during assembly!

Note
- ► Observe the safety guidelines for the disassembly, see the Crane operating instructions, chapter 5.01!
- ► Observe the section „Erecting / taking-down the boom system“ in this chapter.

6.1 Disassembling the hoist limit switch weight and reeving the hook block out.

Note
- ► Observe the descriptions for disassembly of the hoist limit switch weight and the hook block in chapter 4.06.

Make sure that the following prerequisites are met:
- – The boom is luffed down enough, see section „Erecting / taking-down the boom system.“
- – Special assembly / disassembly specifications for ballasting are observed, see the assembly chapter for the boom system.

- ► Disassemble the hoist limit switch weight and reeve the hook block out.

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NOTICE
Automatic fold out of fork connection at luff down or take-down!
If the boom is luffed down or taken down at an excessive speed, the boom nose can be damaged.
► Luff the boom down or take it down very carefully.

Observe the section „Erecting / taking-down the boom system“:
► Luff the boom down until the roller set **6** touches the ground, see illustration **11**.
► Disassemble the hoist rope.

6.2 Disassembling the 36 t boom nose on the SW-end section

Make sure that the following prerequisite is met:
– The boom is lying with the roller set **6** on the ground, see illustration **11**.

► Connect the boom nose **1** to the auxiliary crane.
► Unplug the cable **W1030** on the terminal box +980 **20**.
► Release the pin **8** on the end section in point **A** and unpin.
► Lift the boom nose **1** with the auxiliary crane.
► Remove the boom nose with the auxiliary crane and take it down outside the working range.
► Remove the auxiliary crane from the boom nose.

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5.13 Fixed jib

1 Fixed jib (F-system) 2

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1 Fixed jib (F-system)

Note
There may be multiple variations of the „fixed jib (F-system)“ equipment for the crane for selection.
The possible variations are described in separate chapters.
- ► Observe the following chapter 5.13.xx (for example 5.13.10, 5.13.20, 5.13.30...).
- ► The fiber guy ropes differ considerably from wire guy ropes when used.

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5.13.10 Fixed jib – F-system

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3	Assembling the F-jib	4
4	Erecting the boom system	22
5	Operating the crane	26
6	Disassembling the F-jib	28

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1 Component overview

Note
- ► The F-jib can be equipped optionally with a test device*.
- ► If your crane is equipped with a test device* for the F-Jib, then the respective rod plan must be observed upon assembly.

Note
- ► For dimensions and weights of the components see chapter 1.03.

2 Fastening points

WARNING
Danger of accident due to incorrect fastening!
Life-threatening situations can arise due to improper or incorrect fastening of the corresponding components.
- ► The corresponding components must be fastened in the provided points **P1**.

Note
- ► For assembly or disassembly, load handling equipment with a strand length of at least **4 m** must be used.

2.1 F-assembly unit

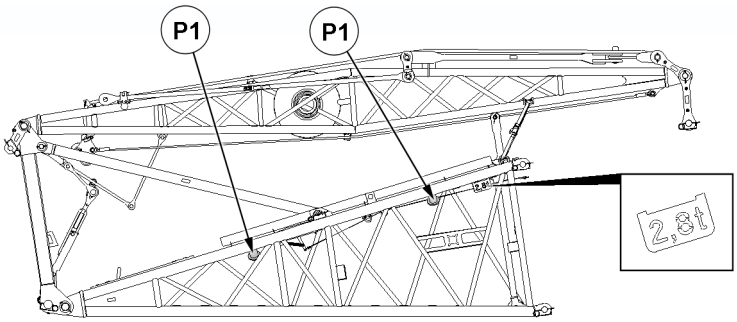

Fig.154000: F-assembly unit

Name	Abbreviation	Weight
F-assembly unit	—	2.8 t

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2.2 F-intermediate section 6 m and 12 m

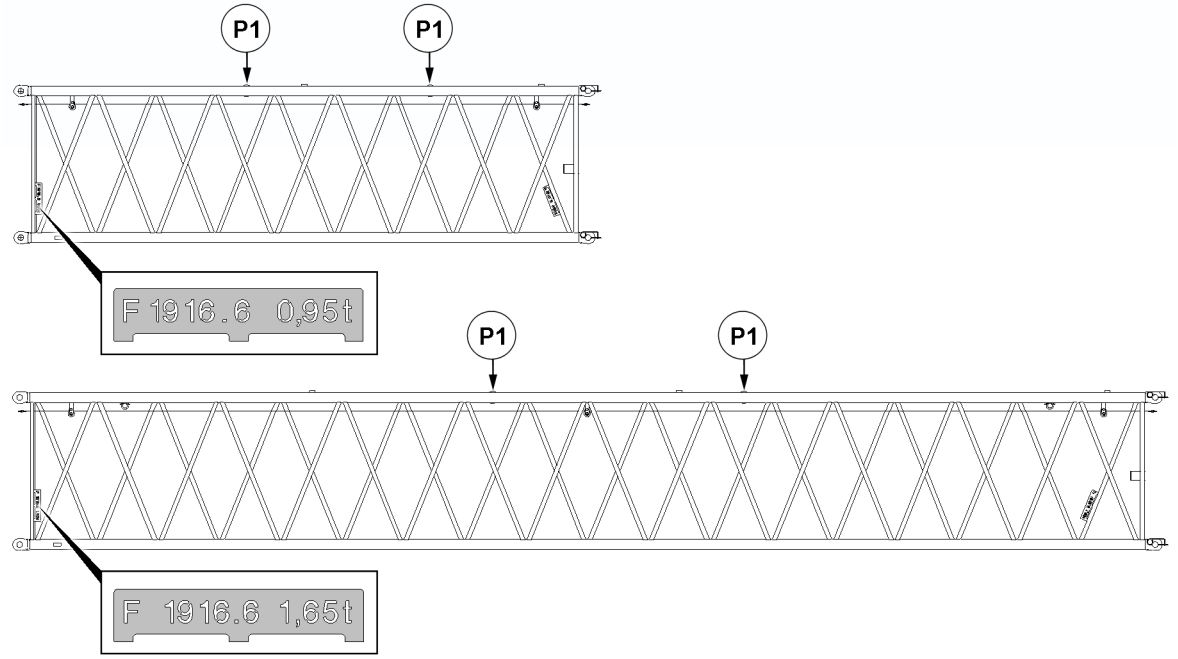

Fig.154002: F-intermediate section 6 m and 12 m

Name	Abbreviation	Weight
F-intermediate section (6 m) with guy ropes	F 1916.6	0.95 t

Name	Abbreviation	Weight
F-intermediate section (12 m) with guy ropes	F 1916.6	1.65 t

2.3 F-end section

Note

► Depending on the delivery condition of the crane, the crane may have one of the following F-end section, see Variation 1 **V1** and Variation 2 **V2**.

WARNING

Improperly fastened F-end section.
The F-end section can fall down.
Death, severe bodily injuries, property damage.

► Always fasten the F-end section properly to the bitts **P1**.
► Make sure that the F-end section always hangs horizontally on the auxiliary crane.

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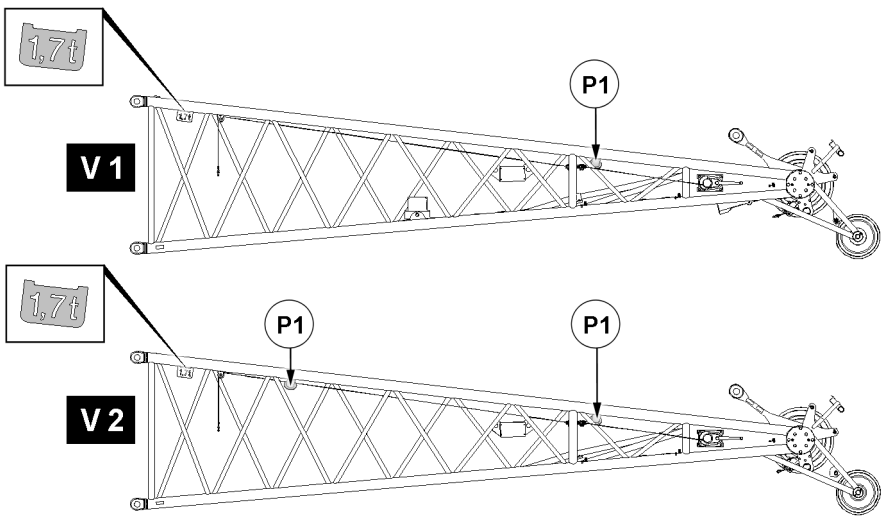

Fig.154001: F-end section (variations: V1, V2)

Name	Abbreviation	Weight
F-end section	—	1.7 t

3 Assembling the F-jib

WARNING
The crane can topple over!
If the boom system and the corresponding boom guyings are not assembled according to the rod plan, then the boom system can be overloaded.
The crane can topple over.
Death, severe bodily injuries, property damage.
- ► Only assemble the boom systems and boom guyings in accordance with the rod plan.
- ► Make sure on the assembled boom system that the arrangement of the lattice sections and the arrangement of the boom guyings correspond with the specifications in the rod plan. See also chapter 5.03.

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WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, assembly personnel must be secured with appropriate aids to prevent them from falling. If this is not observed, assembly personnel can fall down.
Death, severe bodily injuries, property damage.
- ► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
- ► If fall protection equipment is available, then it must be used, see chapter 2.06.
- ► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the required fall arrest system to prevent falling, see chapter 2.04.
- ► The fall arrest system must be fastened to the fastening and hook points as well as to the safety ropes. For safety points, see chapter 2.06.
- ► Only step on the aids, ladders and catwalks with clean shoes.
- ► Keep aids, ladders and catwalks free of heavy dirt, snow and ice.
- ► Remaining on as well as under a suspended load is prohibited.
- ► Remaining on or within crane components (for example: during assembly of boom sections, lattice sections) which are moved during lifting, lowering, turning or closing procedures is strictly prohibited.
- ► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
- ► It is prohibited to step on the boom system or an auxiliary boom without suitable protective devices.
- ► Stepping and walking on crane components and lattice sections with an incline of more than 20° is prohibited.

DANGER
Danger of accident during assembly / disassembly of booms!
If disassembling unsecured or unsupported booms, the booms can fall down.
Death, severe bodily injuries, property damage.
- ► Never unpin the pins under unsecured or unsupported booms.
- ► Never unpin the connector pins on unsecured or unsupported booms.
- ► Do not stand under the booms or within the complete danger zone during the pinning and unpinning procedure of the booms.
- ► Secure the pins in the bearing points as well as in the receptacles.
- ► Do not lean the ladder against the component being disassembled.

WARNING
Danger of impact and crushing!
There is a risk of impact and crushing when standing in the vicinity of a suspended load moving sideways.
- ► During assembly / disassembly no one may be in the dangerous area around or underneath the suspended load before the load has been secured.

WARNING
Components not pinned and secured!
If a component is released from the auxiliary crane before being pinned and secured, the component will fall down.
Death, severe bodily injuries, property damage.
- ► Do not detach the auxiliary crane until the respective component is pinned and secured.

WARNING
The component can fall down!
If the corresponding component is unpinned without being secured by an auxiliary crane, the corresponding component can fall down.
Death, severe bodily injuries, property damage.
- ► Do not unpin the component until it is secured by an auxiliary crane.

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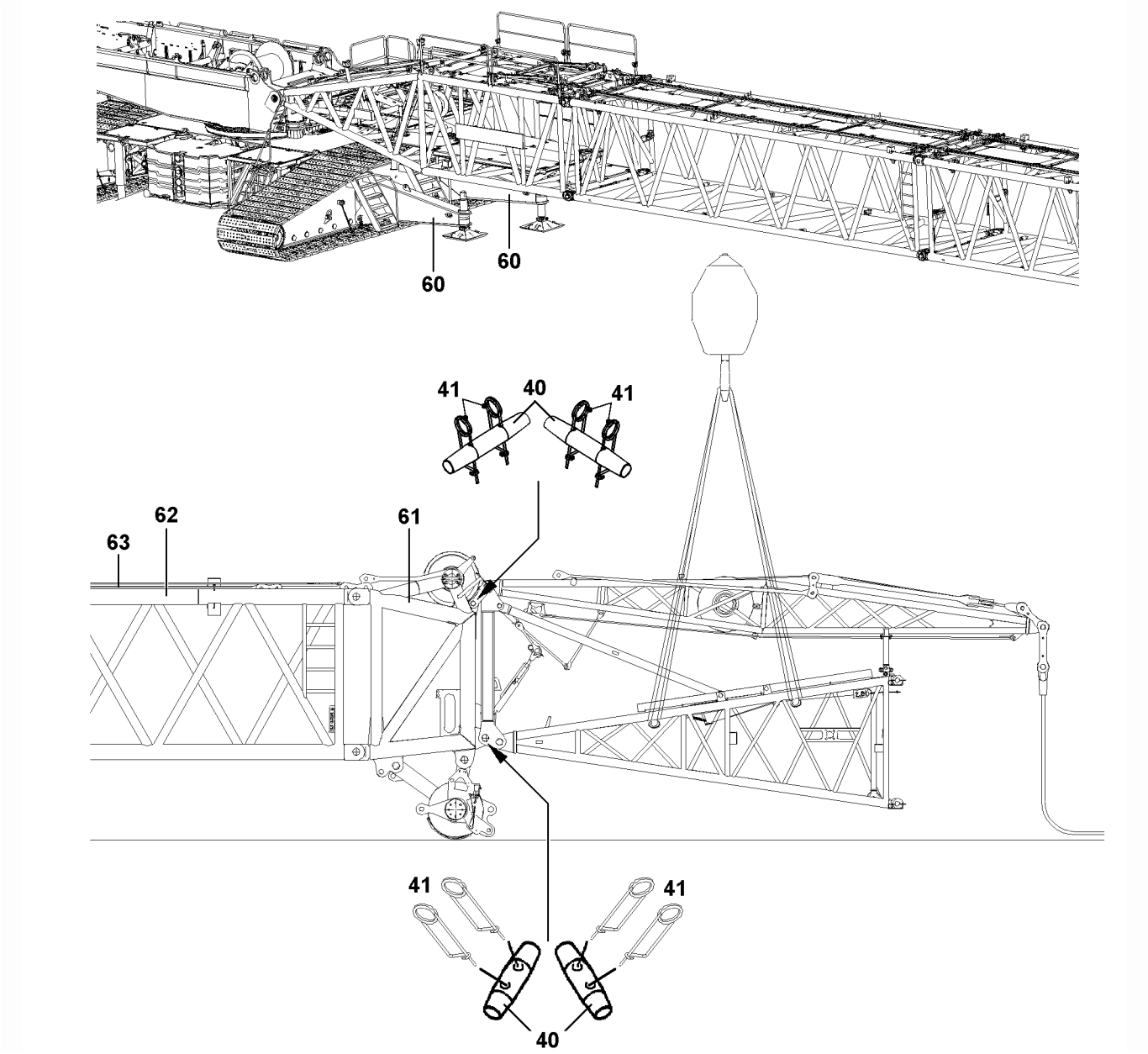

Fig.154019

Geometric properties of the F-jib:
- Angle positions to the main boom: 10°, 15°, 30°
- Length radius: 12 m to 36 m.

Note
► The F-jib is **not** adjustable during crane operation.

WARNING
Danger of accident!
Death, severe bodily injuries, property damage.
► Assembly of the boom combinations, see the Rod plan and Assembly plan.
► Depending on the condition of the ground, the boom and the lattice sections must be supported for boom assembly.
► Observe the technical safety instructions, see chapter 5.01.

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WARNING
Danger of accident in case of incorrect crane operation!
Accidental crane movements can cause serious accidents.
► Only permit crane movements using the master switch when secure operability is guaranteed.

If the crane is equipped with radio remote control*:
► Only permit crane movements using the manual control lever when secure operability is guaranteed. Observe the radio remote control operating instructions.

Make sure that the following prerequisites are met:
- The crane is horizontally aligned.
- If specified in the erection / take-down charts:The mechanical auxiliary supports **60** are properly assembled.
- If the mechanical auxiliary supports **60** are specified: The main boom is assembled and positioned „to the side“ over the mechanical auxiliary supports **60**.
- The LI-intermediate section **62** is pinned and secured with the „tension lugs for the F-guying“ on the main boom.
- The guy rods **63** are taken down on the LI-intermediate section **62** and are pinned and secured with the tension lugs.
- The SW-end section **61** is pinned and secured on the LI-intermediate section **62**.
- The F-assembly unit is hung vertically and secured on the auxiliary crane.
- The F-assembly unit is pinned on the SW-end section **61** with the double cone pins **40** on top and bottom and is secured with the retaining elements **41**.
- All unnecessary guy rods are removed from the boom system.
- There are no loose or unnecessary parts on the boom system.
- The central ballast, counterweight and, if applicable, derrick ballast are installed according to the erection / take-down charts / load chart.
- Special assembly specifications for ballasting must be observed.
- When specified: The turntable extension inclusive of the ballast plates has been installed according to the data in the erection / take-down charts / load chart.
- The LICCON overload protection has been set according to the data in the load chart.
- Assembly operation is activated, the assembly icon appears on the LICCON monitor.
- An auxiliary crane is available.

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3.1 F-assembly conditions

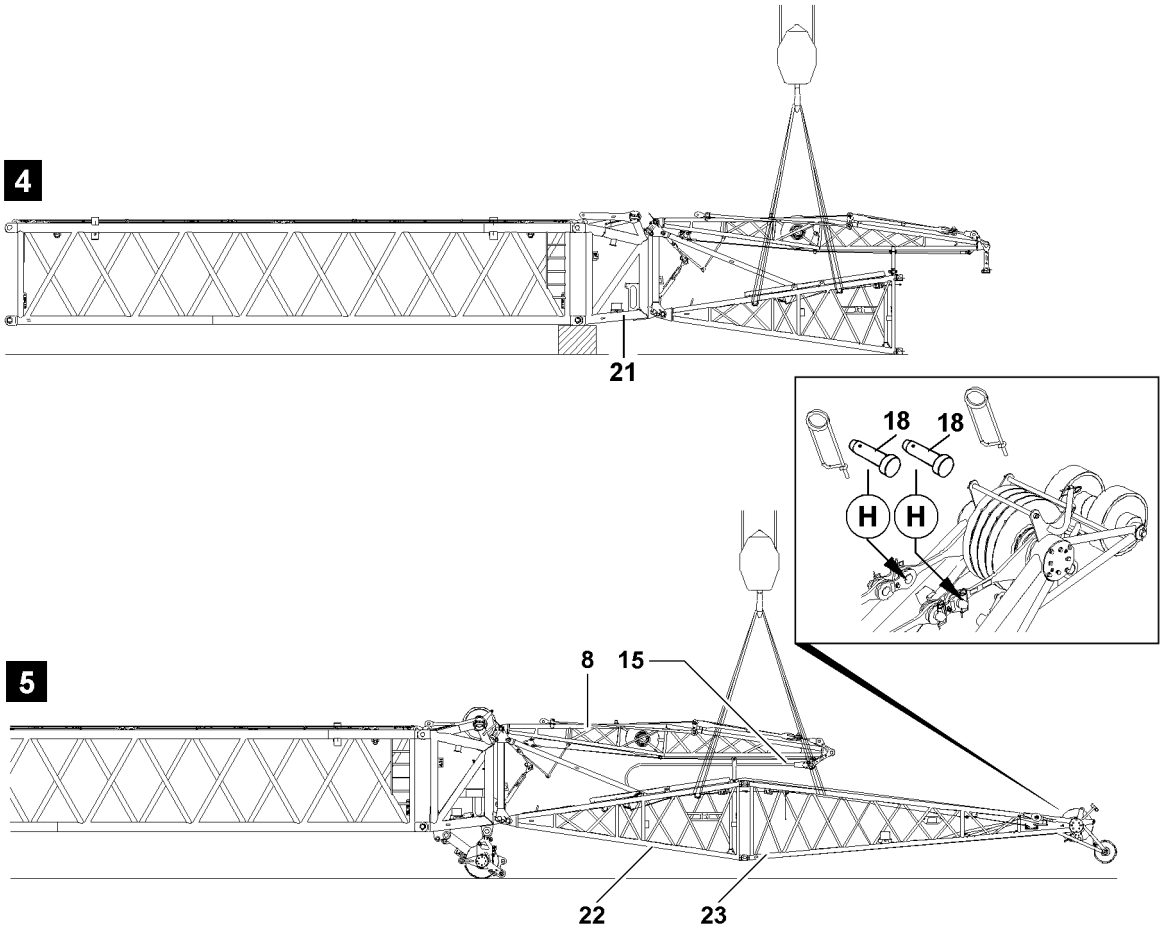

Fig.154004

3.1.1 F-connector head on the boom end

The F-boom can be assembled on the following end sections:
- **55** SW-end section
- **21** F-connector head

Note
► If the F-connector head **21** is assembled on the boom end, then it must be supported for the F-assembly, see illustration **4**.

► Support the F-connector head for the F-assembly, see illustration **4**.

3.1.2 Special case - F-end section is pinned with F-pivot section (12 m F-jib)

Note
► If the F-end section **23** is already pinned with the F-pivot section **22**, then, before lifting the FA-frame **8**, the pins **18** between the F-guy ropes **15** and the brackets on the F-end section **23** must be released in points **H**, see illustration **5**.

► Carry out the remainder of the assembly as described in section „Assembling the F-assembly unit“.

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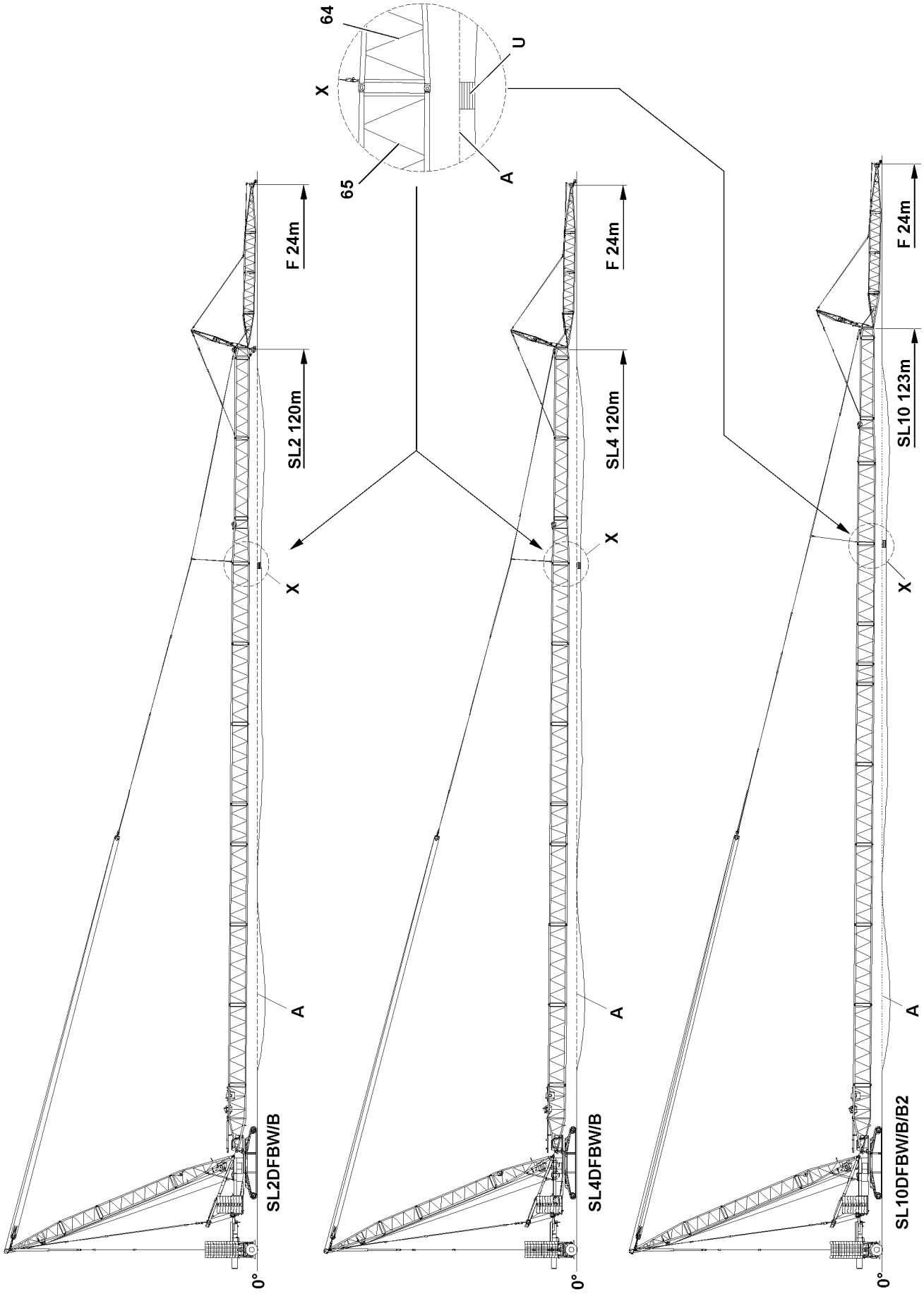

Fig.119957

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3.1.3 Assembling the SL2DF/SL4DF-/SL10DF-boom combination with substructure

NOTICE
Overload of boom!
If the respective boom system is not supported before the erection procedure, then the boom will be overloaded.
The crane will be damaged.
- ► For boom lengths SL2DF/SL4DF from 120 m , a substructure must be used.
- ► For boom lengths SL10DF, from 123 m , a substructure must be used.
- ► Support the boom with suitable material of sufficient load bearing capacity.

Note
- ► The substructure is independent of the length of the F-jib.
- ► The alignment level **A** is the placement level of the crane.

The required boom combination - consisting of the S-pivot section and the SL-intermediate sections - must be preassembled in a suitable location. The pre-assembled SL-boom combination must be swung in to the turntable with an auxiliary crane and pinned and secured there.

- ► Preassemble the SL-boom combination.
- ► Swing in the preassembled SL-boom combination to the turntable with the auxiliary crane.
- ► Pin and secure the SL-boom combination to the S-pivot section on the turntable.

Note
- ► The boom combination must be supported on the last intermediate section **65** before the reducer **64** to the height of the alignment level **A**, see illustration.
- ► Make sure that the upper edge of the substructure **U** is at the height of the alignment level **A**.

- ► Take the SL-boom combination down on the substructure.
- ► The electrical connections to the F-connector head or to the SW-end section have been properly established.
- ► Erect the SL-boom combination to the horizontal.
- ► See section „Assembling the F-jib“.

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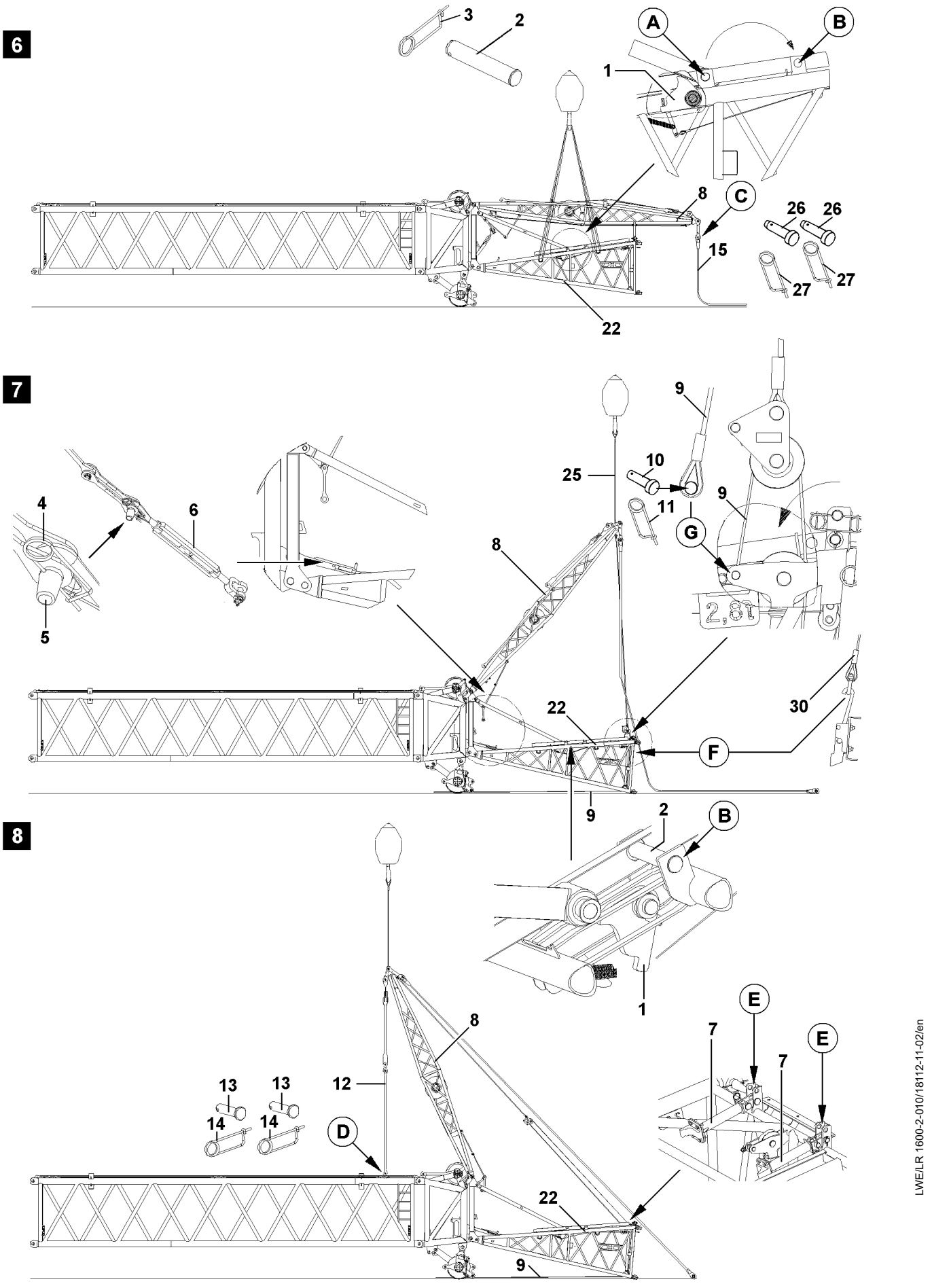

Fig.106173

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3.2 Assembling the F-jib

- ► Release and unpin the pin **2** from the F-pivot section and the F-relapse retainer in the „transport position“ point **A**, see illustration **6**.
- ► Insert the pin **2** in the „stop position“ in point **B** and secure with the retaining element **3**, see illustration **6**.
- ► Slowly lower the F-pivot section **22** with the auxiliary crane.
- ► Secure the F-guy ropes **15** with the brackets of the FA-frame **8** in point **C** with pins **26** and secure with retaining elements **27**, see illustration **6**.
- ► Release and unpin the pin **5** on the FA-frame relapse retainer, take the turnbuckle **6** down on the F-pivot section **22**, see illustration **7**.
- ► Pull the flap **1** on the F-pivot section **22** down and affix the rope **30** to the hook closure in point **F**, see illustration **7**.
- ► Connect the FA-frame **8** to the auxiliary crane with the fastening rope **25** on the auxiliary crane and lift, see illustration **7**.
- ► Reeve in the assembly winch rope **9** from the turntable into the rope pulleys on the F-pivot section **22** and pin in point **G** with the pin **10** and secure with the retaining element **11**, see illustration **7**.

NOTICE
Danger of damage!
Before crane operation or before erecting or taking down the boom, both support frames **7** must be folded down.

- ► Unpin the support frames **7** in points **E** and fold them down, see illustration **8**.

- ► Carefully fold the FA-frame **8** with the auxiliary crane „in the direction of the main boom“ and „spool the assembly winch rope **9**“ out at the same time until it can be pinned in point **D**, see illustration **8**.
- ► Pin the F-guy rods **12** in point **D** with pins **13** and secure with the retaining element **14**, see illustration **8**.

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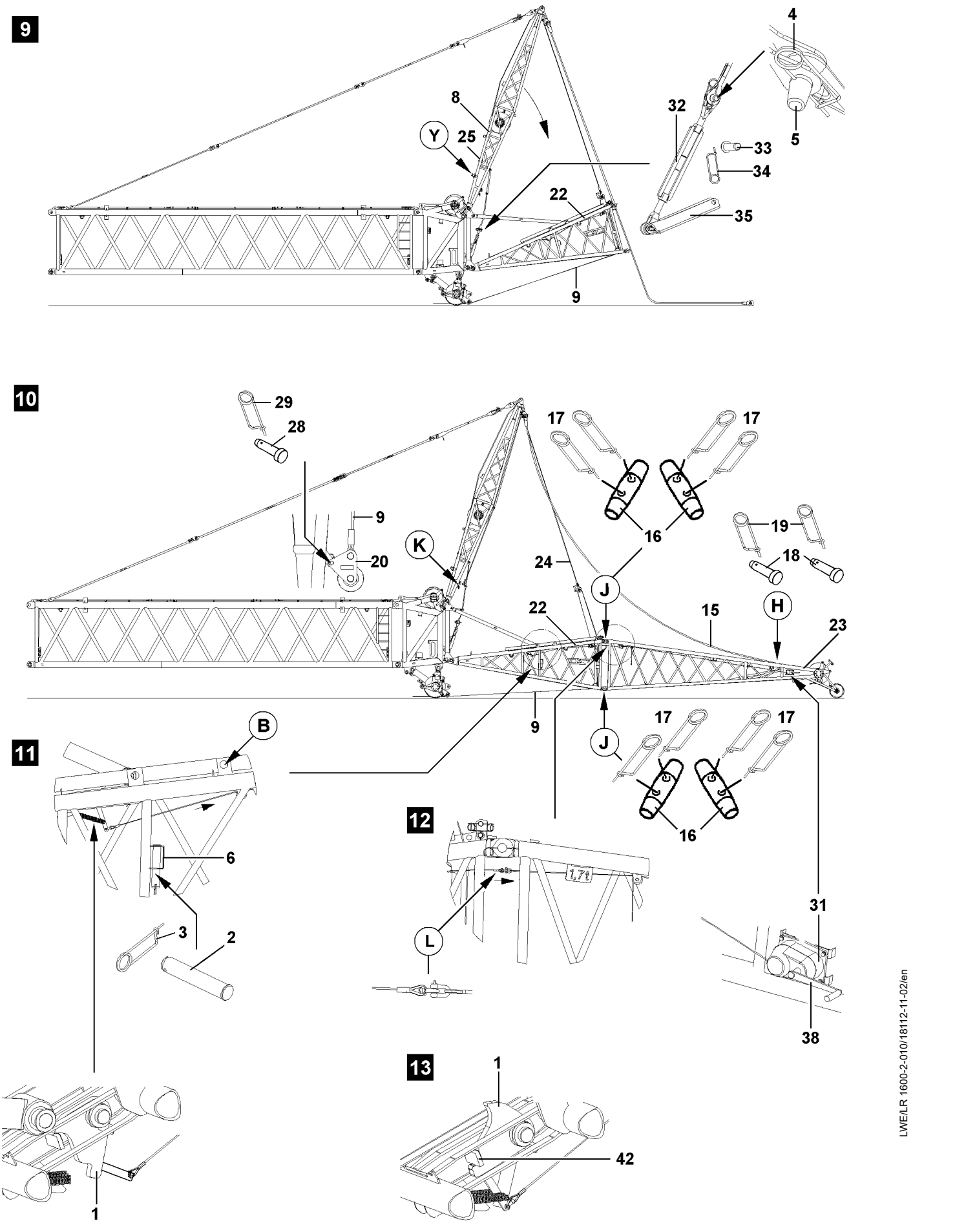

Fig.106174

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► Pull the FA-frame **8** with the assembly winch rope **9** in the direction of the F-pivot section **22**, see illustration **9**.

Note
► Extend the turnbuckle **32**, if necessary so that the pin **5** can be pinned, see illustration **9**.
► Then tighten the turnbuckle **32** and close the retaining plate **35**.
► Secure the retaining plate **35** with the pin **33** and the retaining element **34**.

► Connect the FA-frame relapse retainer again by inserting the pin **5** and securing it with the retaining element **4**, see illustration **9**.

Note
► Pin and secure the fastening rope **25** for the auxiliary crane on the FA-frame **8** in point **Y** with a shackle, see illustration **9**.

► Lower the F-pivot section **22**, see illustration **10**.
► Properly fasten the F-end section **23** and, if required, the F-intermediate sections to the auxiliary crane and to the F-pivot section **22** and pin.
► Insert the double cone pins **16** in points **J** from the „outside to the inside“ and secure with retaining elements **17**, see illustration **10**.
► Pin the F-guy ropes **15** on the F-end section in point **H** with pins **18** and secure with retaining elements **19**, see illustration **10**.

Note
► If F-intermediate sections are installed, then the additional guy ropes for the F-intermediate sections must be assembled, pinned and secured.

► Reeve out the assembly winch rope **9** after the F-jib is completely assembled.
► Pin the fastening rope **24** with the pulley block **20** on the FA-frame **8** in point **K** with pin **28** and secure with the retaining element **29**, see illustration **10**.

Note
► Unpin the pin **2** before erecting the boom in point **B** and insert it into the retainer **6** „park position“, see illustration **11**.

► Insert the pin **2** into the retainer **6** „park position“ and secure with the retaining element **3**, see illustration **11**.
► Connect the rope strand from the flap **1** to the manual rope winch **31** on the F-end section **23** in point **L**, see illustration **12**.

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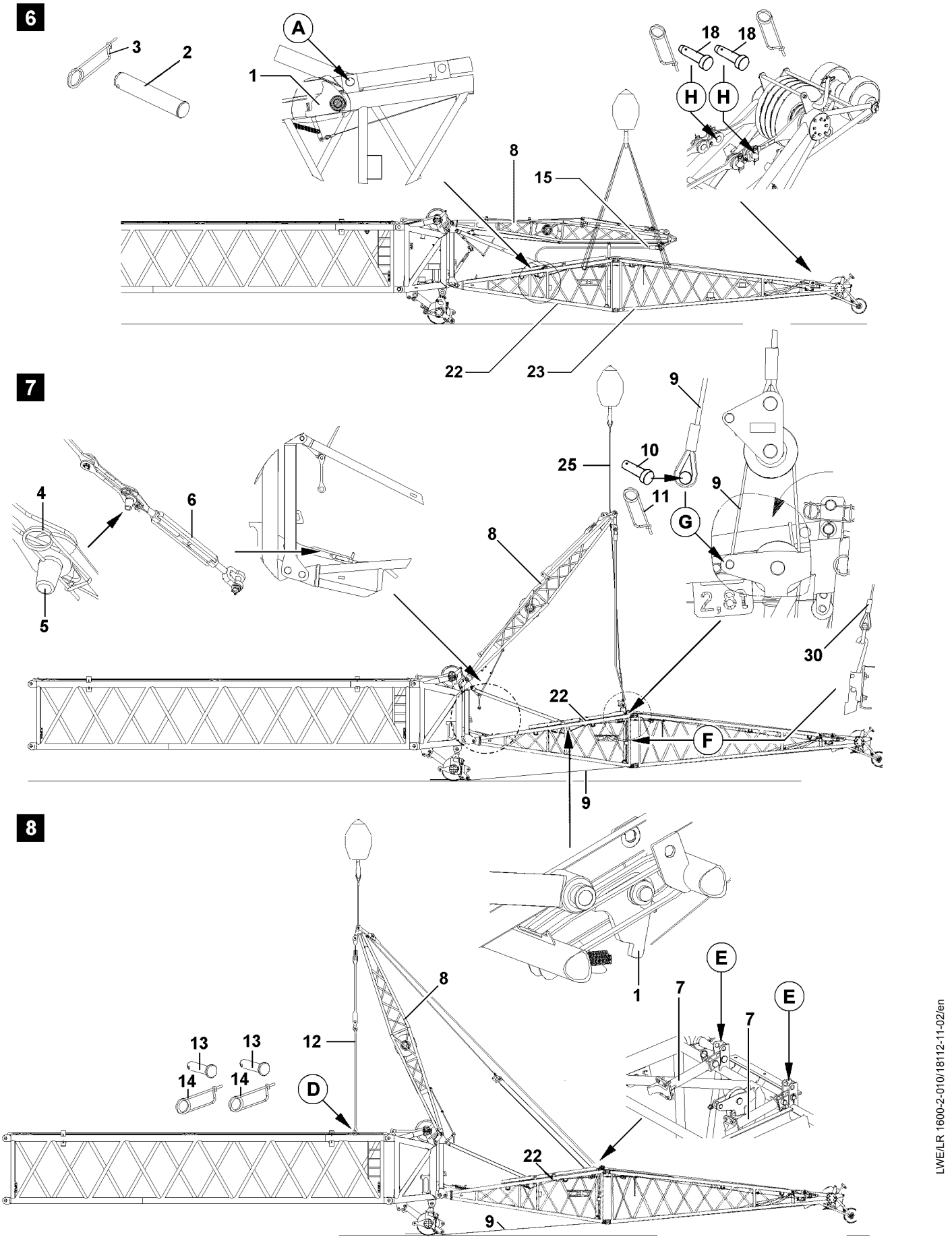

Fig.106639

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3.3 Flying assembly of F-jib (12 m)

Make sure that the following prerequisite is met:
– The pin **2** of the F-pivot section and the F-relapse retainer is in the „transport position“ point **A**.

WARNING
Folding down of the F-jib!
If the pin **2** is unpinned during assembly, then the F-lattice jib folds down.
Death, severe bodily injuries, property damage.
► The pin **2** of the F-pivot section and the F-relapse retainer must remain pinned during assembly in the „transport position“ point **A**.

NOTICE
Damage to the F-jib!
► F-jibs that are longer than 12 m may not be assembled in flying mode.

► Release and unpin the pin **5** on the FA-frame relapse retainer, take the turnbuckle **6** down on the F-pivot section **22**, see illustration **7**.
► Pull the flap **1** on the F-pivot section **22** down and affix the rope **30** to the hook closure in point **F**, see illustration **7**.

Note
► Before lifting the FA-frame **8**, the pins **18** between the F-guy ropes **15** and the brackets on the F-end section **23** must be released in points **H**, see illustration **6**.

► Connect the FA-frame **8** to the auxiliary crane with the fastening rope **25** on the auxiliary crane and lift, see illustration **7**.
► Reeve in the assembly winch rope **9** from the turntable into the rope pulleys on the F-pivot section **22** and pin in point **G** with the pin **10** and secure with the retaining element **11**, see illustration **7**.

NOTICE
Danger of property damage!
Before crane operation or before erecting or taking down the boom, both support frames **7** must be folded down.
► Unpin the support frames **7** in points **E** and fold them down, see illustration **8**.

► Carefully fold the FA-frame **8** with the auxiliary crane „in the direction of the main boom“ and „spool the assembly winch rope **9** out at the same time“ until it can be pinned in point **D**, see illustration **8**.
► Pin the F-guy rods **12** in point **D** with pins **13** and secure with the retaining element **14**, see illustration **8**.

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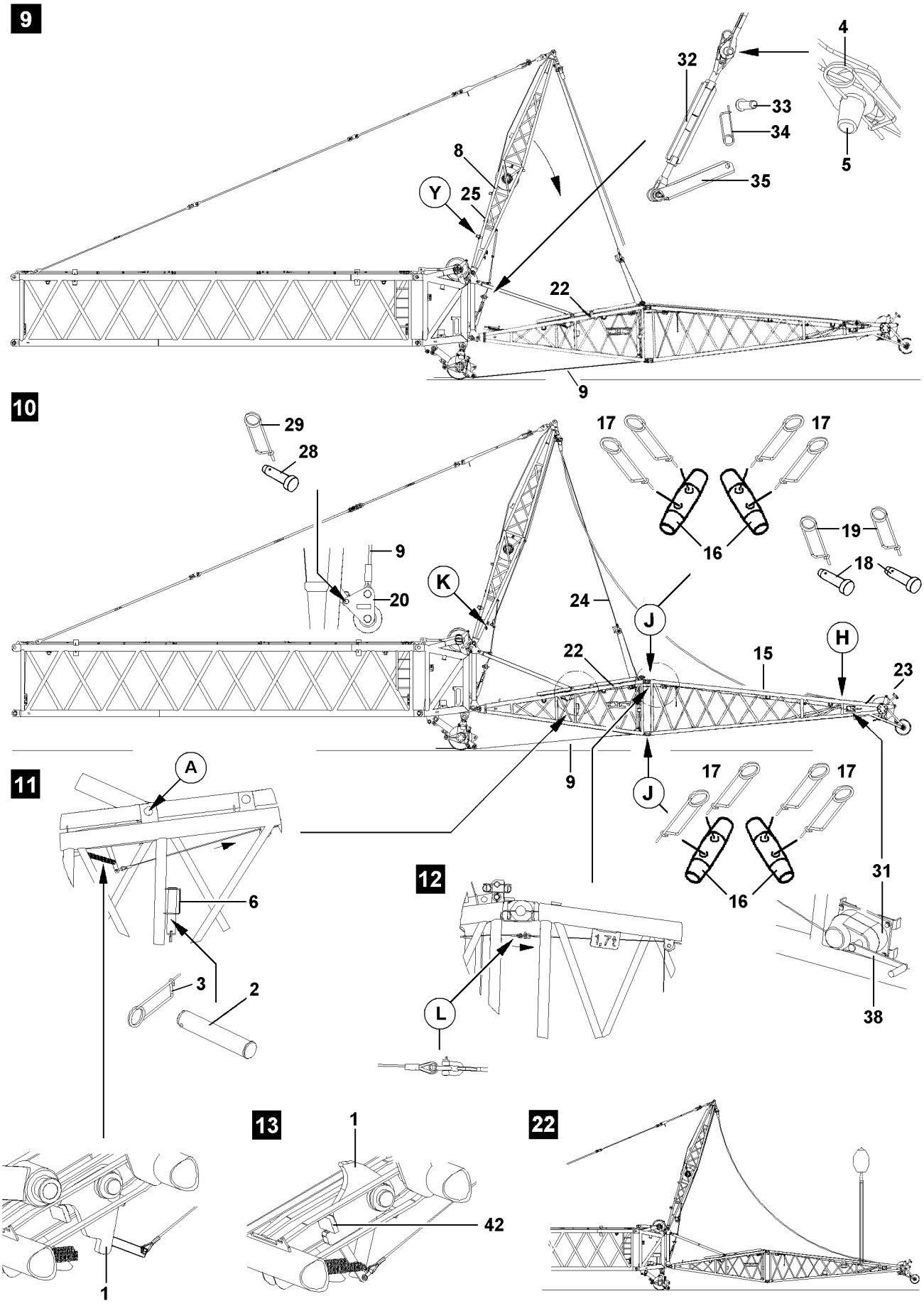

Fig.106640

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► Pull the FA-frame **8** with the assembly winch rope **9** in the direction of the F-pivot section **22**, see illustration **9**.

Note
► Extend the turnbuckle **32**, if necessary so that the pin **5** can be pinned, see illustration **9**.
► Then tighten the turnbuckle **32** and close the retaining plate **35**.
► Secure the retaining plate **35** with the pin **33** and the retaining element **34**.

► Connect the FA-frame relapse retainer again by inserting the pin **5** and securing it with the retaining element **4**, see illustration **9**.

Note
► Pin and secure the fastening rope **25** for the auxiliary crane on the FA-frame **8** in point **Y** with a shackle, see illustration **9**.

► Lower the F-pivot section **22**, see illustration **10**.
► Pin the F-guy ropes **15** on the F-end section in point **H** with pins **18** and secure with the retaining element **19**, see illustration **10**.
► Reeve out the assembly winch rope **9** after the guy ropes are completely assembled.
► Pin the fastening rope **24** with the pulley block **20** on the FA-frame **8** in point **K** with pin **28** and secure with the retaining element **29**, see illustration **10**.

Note
► Lift the F-jib with the auxiliary crane until the pin **2** can be pulled in point **A**, see illustration **22**.

► Unpin the pin **2** before erecting the boom in point **A** and insert it into the retainer **6** „park position“ and secure with the retaining element **3**, see illustration **11**.
► Connect the rope strand from the flap **1** to the manual rope winch **31** on the F-end section **23** in point **L**, see illustration **12**.

NOTICE
Danger of property damage on the relapse support!
When taking the boom down, the flap **1** must be set in the „down“ position as soon as the F-end section **23** touches the ground or as soon as the manual rope winch **31** can be reached.
If this is not observed, components on the F-assembly unit can be damaged.
► Set the flap **1** with the manual rope winch **31** in the „down“ position so that the plunger **50** can „slide“ in the guide over the flap **1**, see illustration **11**.

► Set the flap **1** on the F-pivot section **22** with the manual rope winch **31** in „down“ position, see illustration **11**.

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3.4 Establishing the electrical connections

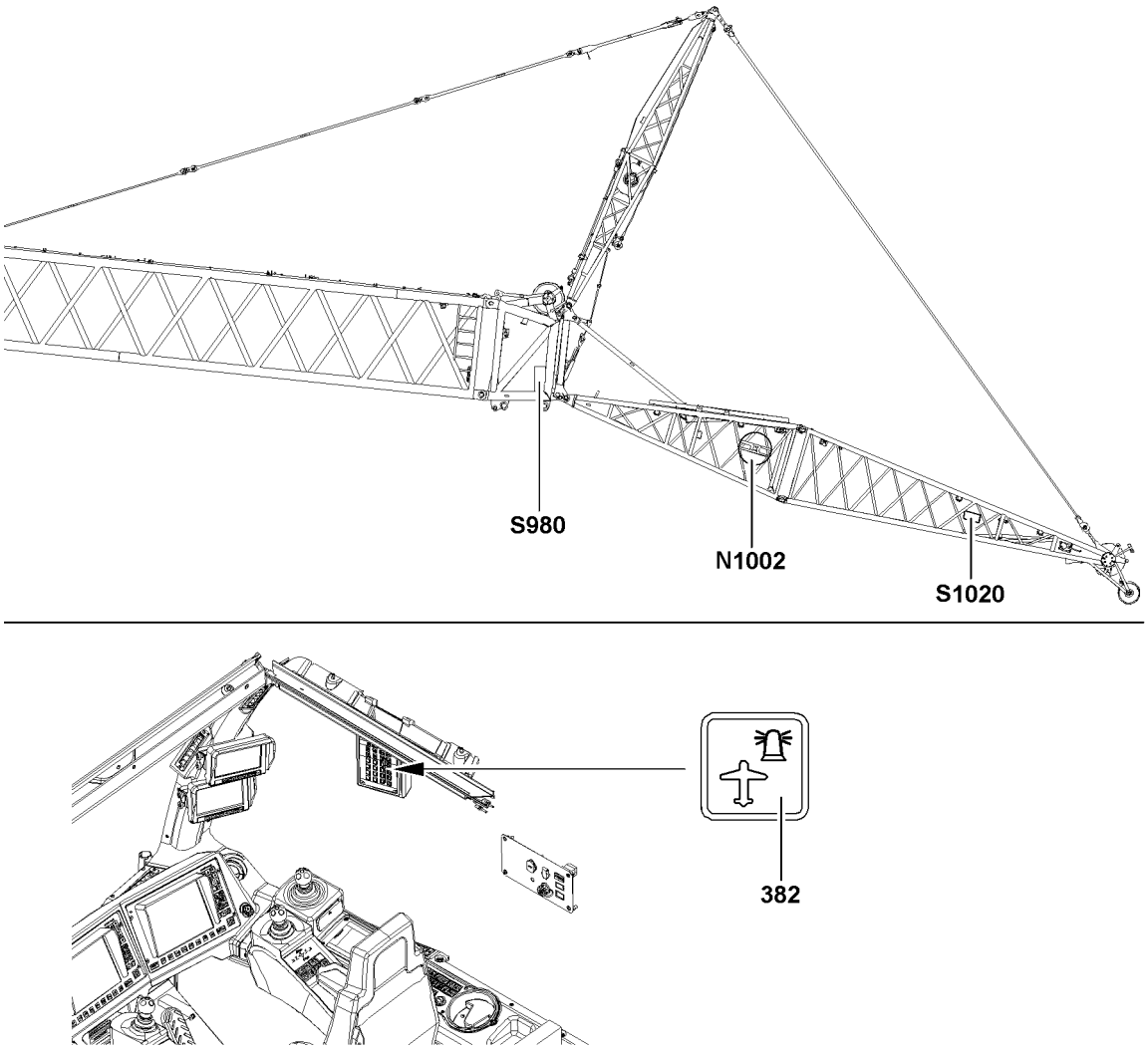

Fig.154005: Establishing the electrical connections

Make sure that the following prerequisites are met:
- The boom system is completely assembled.
- The airplane warning light and the wind speed sensor are assembled.

NOTICE
Damage to the electrical connection on the cable drum!
If the electrical connection from the cable drum on the F-pivot section to the terminal box on the F-connector head or to the SW-end section is established first before the connection to the terminal box on the F-end section, then the electrical connection can be damaged when spooling out the cable drum.
► Establish the electrical connection from the cable drum on the F-pivot section to the terminal box on the F-end section first and then the electrical connection from the terminal box on the F-connector head or the SW-end section to the cable drum.

Note
► Establish the electrical connections to the F-auxiliary jib, see the wiring diagram.

► Establish the electrical connections.
► Make sure that all electrical connections on the boom are established.

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3.5 Checking the function of the safety equipment

WARNING
Malfunctioning safety equipment!
Death, severe bodily injuries, property damage.
► Crane operation with non-functioning safety equipment is **prohibited**.

Note
► The function of the individual limit switches must be checked before erection.
► The function of the limit switch initiators must be checked in the test system, see the Diagnostics manual.

Note
► If a function check on the limit switches or on the safety equipment does not lead to the desired shut-offs, then the plug connections on the connector boxes or the components themselves must be checked. If no visible connection errors or component defects can be found, contact **Liebherr** Customer Service.

Make sure that the following prerequisites are met:
– All electrical connections have been established.
– The crane engine is running.
– The corresponding operating mode is set on the LICCON monitor.

3.5.1 Checking the wind speed sensor

► Check the movement and the function of the wind speed sensor. The semi-ball sockets must start to move.

Result:

– A corresponding number value appears in the wind speed icon on the LICCON monitor, see chapter 4.02.

3.5.2 Checking the airplane warning light

► Turn on the airplane warning light on with the button **382**.
► Check the function visually.

3.5.3 Checking the hoist limit switch on the pulley head

Note
► When replacing or changing a hoist limit switch (HES), the corresponding hoist limit switch must have the correct bus address and the correct software version in order to be detected again by the bus system (LSB).

► Actuate the hoist limit switch manually on the pulley head.

Result:

– The spooling up of the hoist winch turns off.
– The hoist top icon appears on the LICCON monitor, see chapter 4.02.
– The limit switch is functioning.

3.5.4 Checking the limit switch main boom „steep position“

Note
► The limit switch functions have to be checked individually before erection.

► Cover the limit switch initiators on the S-relapse cylinders individually with a metal plate.

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Result:

- The limit switch is actuated manually.
- The spool up function of winch 4 (control winch) turns off.
- The boom limitation icon appears on the LICCON monitor.
- The limit switch is functioning.

4 Erecting the boom system

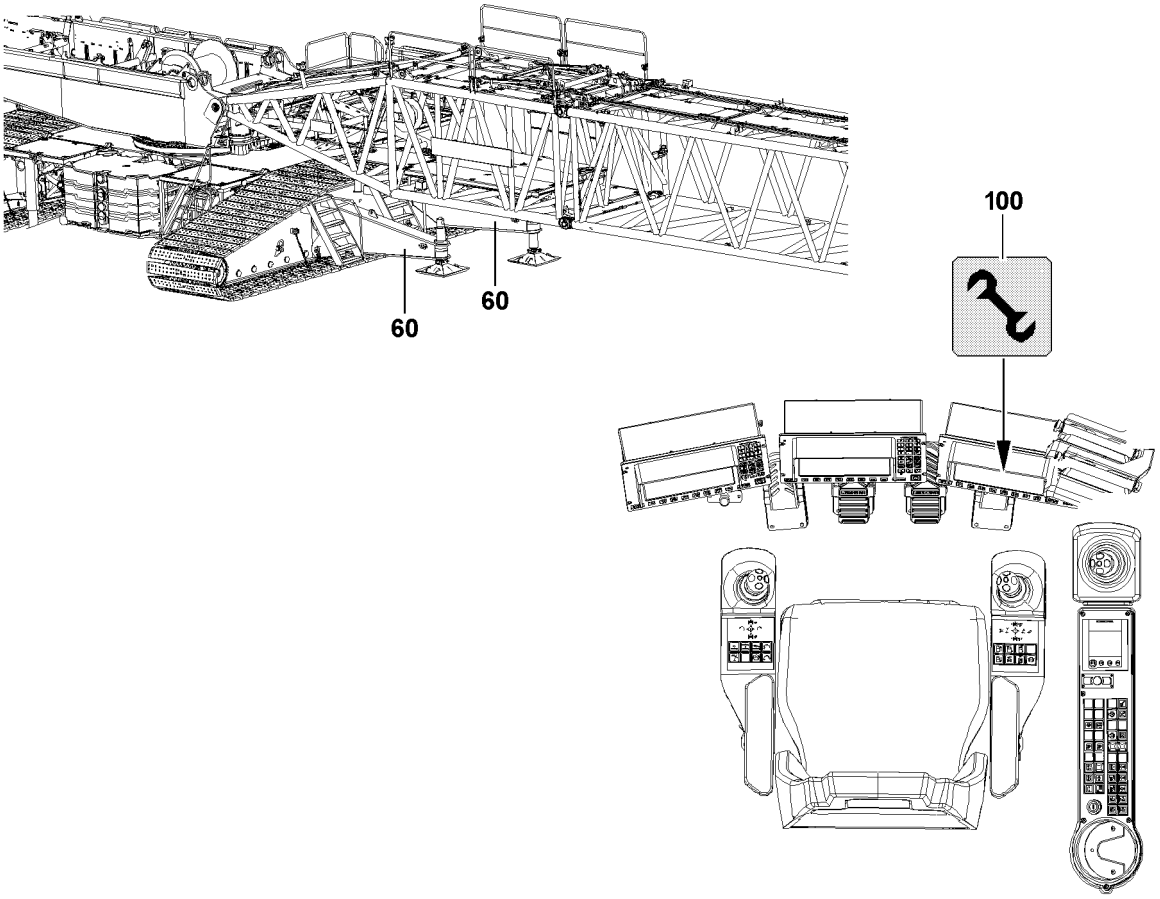

Fig.163450: Erecting the boom system

WARNING
The crane can topple over!
If the following conditions are not met before erecting the boom, the crane can topple over.
Death, severe bodily injuries, property damage.

- ► It is not permitted to turn the crane during the erection procedure.
- ► Observe and adhere to the data in the erection / take-down charts.
- ► Observe the technical safety instructions, see chapter 5.01.
- ► Extend the S-relapse cylinder before erection.
- ► Do not allow slack rope to build up on winch 4.

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DANGER
The crane can topple over!
For certain boom lengths, the mechanical auxiliary supports must be assembled, see the erection and take-down charts.
► The boom must be erected or taken down „to the side“ „in the direction“ of the mechanical auxiliary supports **60**.
► Always erect or take down according to the data in the **erection and take-down charts**!

WARNING
Falling hoist rope!
If the hoist rope before the erection procedure is not properly secured onto the end section, it can fall down backward on the basis of its own weight.
Death, severe bodily injuries, property damage.
► Reeve in the hoist rope with sufficient length before the erection procedure.
► The hoist rope must be constantly monitored during erection.
► Do not step into the danger zone.

Make sure that the following prerequisites are met:
– The crane is horizontally aligned.
– If specified in the erection / take-down charts: The mechanical auxiliary supports **60** are properly assembled.
– If the mechanical auxiliary supports **60** are specified: The main boom is assembled and positioned „to the side“ over the mechanical auxiliary supports.
– The central ballast, counterweight and, if applicable, derrick ballast are installed according to the data in the erection / take-down charts / load chart.
– When specified: The turntable extension inclusive of the ballast plates has been installed according to the data in the erection / take-down charts / load chart.
– When corresponding erection / take-down charts are specified: The minimum weight of the hook block is complied with within the specified boom angle range.
– The requirements on minimum reeving are observed.
– The specifications regarding the erection procedure are implemented, the erection / take-down charts are observed.
– The hoist rope has been correctly inserted in the rope pulleys and is prevented from jumping out with the rope retaining pins.
– All electrical connections have been established.
– All limit switches are functioning.
– All pin connections are secured.
– All unnecessary guy rods are removed from the boom system.
– There are no loose or unnecessary parts on the boom system.
– The boom system and the safety equipment are free of snow, frost and ice.
– The LICCON overload protection has been set according to the data in the load chart.
– The LICCON overload protection settings have been compared with the actual set up configuration.
– Assembly operation is activated, the assembly icon **100** appears on the LICCON monitor.
– No personnel is present in the danger zone.

Note
► In some situations, the character “B!” can also appear to the top right in the assembly icon **100**, see chapter 4.02.

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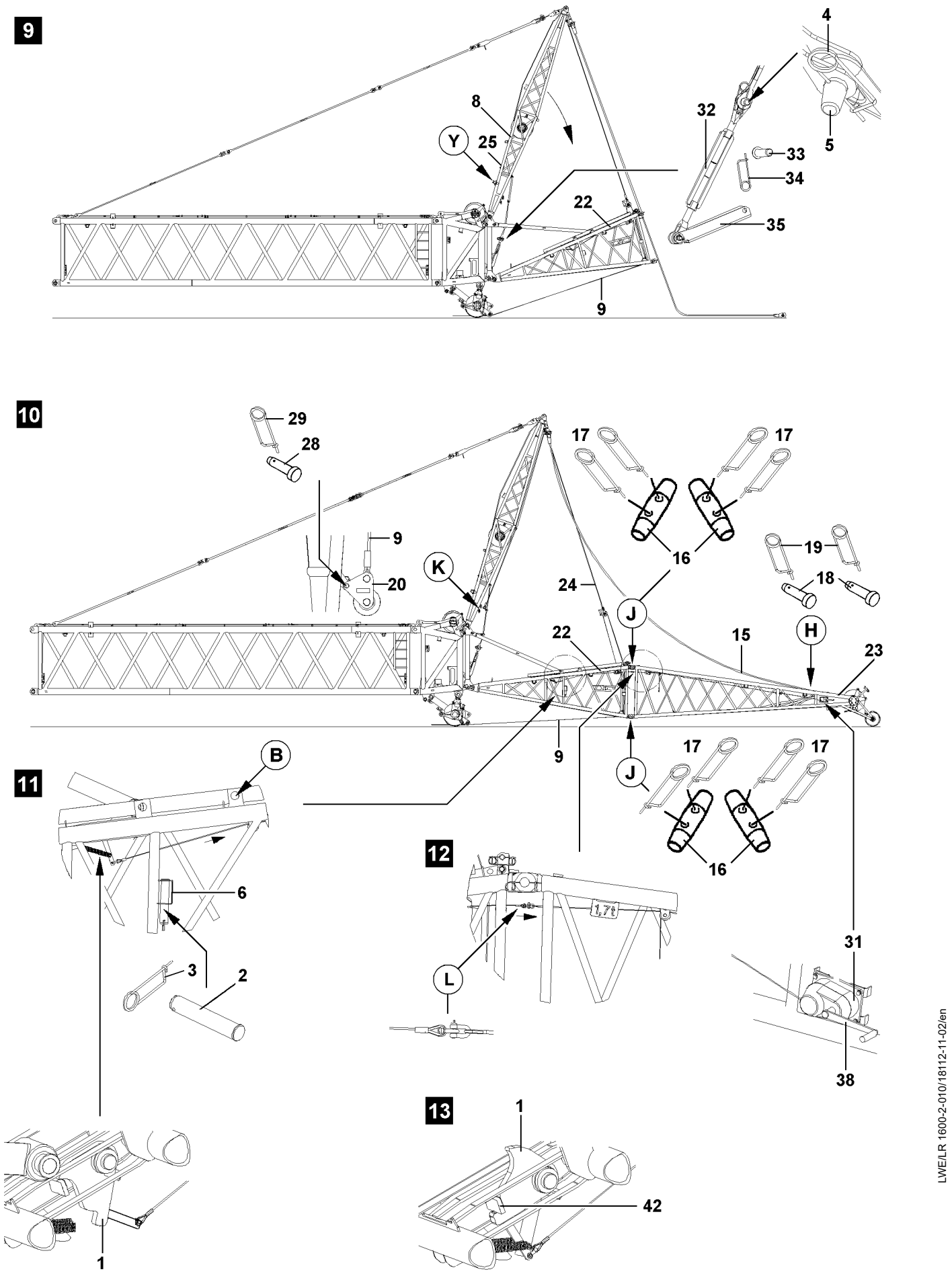

Fig.106174

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4.1 Setting the relapse retainer

WARNING
Danger of accident!
During crane operation, the flap **1** must be in the „up“ position, see illustration **13**.
- ► Set the flap **1 immediately before lifting** the F-end section **23** or when erecting the boom, into the relapse retainer position in the „up“ position.
- ► Then remove the hand lever **38** from the manual rope winch **31** and store it in the tool box.

- ► Set the flap **1** with the manual rope winch **31** in relapse retainer position („up“ position), until the flap **1** touches the stop **42**, see illustration **13**.
- ► Remove the hand lever **38** from the manual rope winch **31**.

4.2 Erection procedure

DANGER
The crane can topple over!
- ► It is prohibited to turn the crane superstructure while erecting the boom.
- ► The data in the erection / take-down charts must be observed.

4.2.1 Reeving the hook block in

- ► Luff the boom up until the F-jib lifts off the ground.
- ► Reeve in the hook block properly and secure the hoist rope in the rope fixed point, for reeving, see the separate reeving plans.
- ► Attach the hoist limit switch weight.

4.2.2 Erecting the boom

DANGER
The crane can topple over!
The crane can topple over if the crane is operated with the LICCON overload protection exceeded / bypassed.
Death, severe bodily injuries, property damage.
- ► The boom radii specified in the load chart may not be exceeded or fallen below, even if there is no load on the hook.

Note
- ► When the lowest operating position of the boom is reached, the LICCON overload protection is activated.
- ► The maximum load icon displays a load number in „t“ instead of the display „???“.

- ► Luff the boom up to the lowest operating position.

Result:

- – As soon as the boom has reached the lowest operating position, the assembly icon on the LICCON monitor turns off.
- – The LICCON overload protection is active.

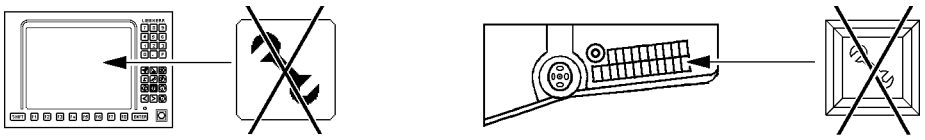

Fig.163461

- ► Make sure that the assembly icon **no longer** appears on the LICCON monitor, see illustration.

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For crane types with the Assembly key button in the instrument panel:
► Make sure that the indicator light in the assembly key button is off, see illustration.

Note

For crane types with the Assembly key button in the instrument panel:
► The assembly key button must be turned off manually in some cases. The corresponding indicator light must be off, see chapter 4.01.

5 Operating the crane

WARNING
The crane can topple over!
During normal crane operation, the crane can be overloaded and topple over if the LICCON overload protection is exceeded / bypassed.
► During normal crane operation, make sure that the assembly icon no longer appears on the LICCON monitor.

Note

If after erection of the boom system the ballasting [1)] must be adapted to the load chart:
► Determine the suitable operating position for the boom system using the LICCON job planner.

In the case of operating modes with derrick ballast, the following also applies:
► Set the derrick ballast down on the ground in order to carry out adjustments.

1) Depending on the operating mode, this includes: Central ballast, counterweight (turntable ballast), ballast on the turntable extension, derrick ballast (suspended ballast / ballast trailer)

5.1 Preparing for crane operation

Note
► Observe the notes in chapters 4.05, 4.08 and 5.01.
► During crane operation, the crane ballasting must comply with the load chart.
► During crane operation / travel operation the mechanical auxiliary support may not be installed.

Make sure that the following prerequisites are met:
– The LICCON overload protection is active.
– The assembly icon does **not** appear on the LICCON monitor.
– If present: The assembly-key button on the instrument panel has turned off, the corresponding indicator light is off.
– The LICCON overload protection has been set according to the data in the load chart.
– The crane set up configuration complies with the load chart.
– When specified: The minimum weight of the hook block is complied with within the specified boom angle range.

WARNING
The crane can topple over!
► Check the horizontal position of the crane before and during crane operation.
► If the crane operator leaves the crane cab, even for a short time, the operating mode setting must be checked and reset, if necessary, before resuming crane operation.

5.2 Checking the settings

► Check the function of the overload protection by running against the operating positions „on top“ and „bottom“.
► Check the hoist limit switch by running against the hoist limit switch weight.

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► Check the function of the limit switches on the relapse cylinders.

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6 Disassembling the F-jib

WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, assembly personnel must be secured with appropriate aids to prevent them from falling. If this is not observed, assembly personnel can fall down.
Death, severe bodily injuries, property damage.
- ► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
- ► If fall protection equipment is available, then it must be used, see chapter 2.06.
- ► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the required fall arrest system to prevent falling, see chapter 2.04.
- ► The fall arrest system must be fastened to the fastening and hook points as well as to the safety ropes. For safety points, see chapter 2.06.
- ► Only step on the aids, ladders and catwalks with clean shoes.
- ► Keep aids, ladders and catwalks free of heavy dirt, snow and ice.
- ► Remaining on as well as under a suspended load is prohibited.
- ► Remaining on or within crane components (for example: during assembly of boom sections, lattice sections) which are moved during lifting, lowering, turning or closing procedures is strictly prohibited.
- ► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
- ► It is prohibited to step on the boom system or an auxiliary boom without suitable protective devices.
- ► Stepping and walking on crane components and lattice sections with an incline of more than 20° is prohibited.

DANGER
The crane can topple over!
If the lattice sections are not installed according to the Rod plan, then the boom system can be overloaded.
The crane can topple over.
Death, severe bodily injuries, property damage.
- ► Observe the Rod plan and chapter 5.03.

DANGER
Danger of accident during assembly / disassembly of booms!
If disassembling unsecured or unsupported booms, the booms can fall down.
Death, severe bodily injuries, property damage.
- ► Never unpin the pins under unsecured or unsupported booms.
- ► Never unpin the connector pins on unsecured or unsupported booms.
- ► Do not stand under the booms or within the complete danger zone during the pinning and unpinning procedure of the booms.
- ► Secure the pins in the bearing points as well as in the receptacles.
- ► Do not lean the ladder against the component being disassembled.

WARNING
Danger of impact and crushing!
There is a risk of impact and crushing when standing in the vicinity of a suspended load moving sideways.
- ► During assembly / disassembly no one may be in the dangerous area around or underneath the suspended load before the load has been secured.

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WARNING
Components not pinned and secured!
If a component is released from the auxiliary crane before being pinned and secured, the component will fall down.
Death, severe bodily injuries, property damage.
► Do not detach the auxiliary crane until the respective component is pinned and secured.

WARNING
The component can fall down!
If the corresponding component is unpinned without being secured by an auxiliary crane, the corresponding component can fall down.
Death, severe bodily injuries, property damage.
► Do not unpin the component until it is secured by an auxiliary crane.

WARNING
Danger of accident in case of incorrect crane operation!
Accidental crane movements can cause serious accidents.
► Only permit crane movements using the master switch when secure operability is guaranteed.

If the crane is equipped with radio remote control*:
► Only permit crane movements using the manual control lever when secure operability is guaranteed. Observe the radio remote control operating instructions.

Note

If when taking down the boom system the ballasting [1)] must be adapted to the erection / take-down charts:
► Determine the suitable operating position for the boom system using the LICCON job planner.

In the case of operating modes with derrick ballast, the following also applies:
► Set the derrick ballast down on the ground in order to carry out adjustments.

1) Depending on the operating mode, this includes: Central ballast, counterweight (turntable ballast), ballast on the turntable extension, derrick ballast (suspended ballast / ballast trailer)

6.1 Taking the boom system down

WARNING
The crane can topple over!
If the following conditions are not met before taking down the boom, the crane can topple over.
Death, severe bodily injuries, property damage.
► The turntable may not be turned during the assembly of the boom.
► Observe the technical safety instructions, see chapter 5.01.
► Observe the data in the erection / take-down charts.

NOTICE
Damage to the boom components!
Taking down the boom system can lead to a collision between the hook block and the pulley head.
The boom components can be severely damaged.
► Luff the boom system down and spool the hoist winch out at the same time.

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Make sure that the following prerequisites are met:
- The crane is horizontally aligned.
- The central ballast, counterweight and, if applicable, derrick ballast are installed according to the data in the erection / take-down charts / load chart.
- When specified: The turntable extension inclusive of the ballast plates has been installed according to the data in the erection / take-down charts / load chart.
- If specified in the erection / take-down charts: The mechanical auxiliary supports are properly assembled.
- If the mechanical auxiliary supports are specified: The main boom is assembled and positioned „to the side“ over the mechanical auxiliary supports.
- When corresponding erection / take-down charts are specified: The minimum weight of the hook block is complied with within the specified boom angle range.
- The specifications regarding the erection / take-down of the boom system are implemented, the erection / take-down charts are observed.
- The LICCON overload protection has been set according to the data in the load chart.
- The LICCON overload protection settings have been compared with the actual set up configuration.
- The railing is suitable to take down the boom system completely.
- No personnel is present in the danger zone.
- An auxiliary crane is available.

6.1.1 Luffing the boom system down

Note
- ► The luff down movement is turned off as soon as the lowest operating position is reached.
- ► When the lowest operating position of the main boom is reached, the load number in the maximum load icon turns off and the display „???“ appears instead of the load number.
- ► Alarm functions appear on the crane operating screen.

Note
- ► Depending on the condition of the ground, the boom and the lattice sections must be supported for the disassembly of the boom.

► Luff the main boom down to the lowest operating position.

Result:

- The luffing movement is turned off.
- The „STOP“ icon appears on the LICCON monitor.

WARNING
Danger of accident due to the „Exceedance of shut-off limits of the LICCON overload protection“ function!
If the shut off limits of the LICCON overload protection are exceeded, there is no additional protection against crane overload.
Due to erroneous operation or deliberate misuse, the crane could collapse, the boom can break off or the crane can topple over.
Death, severe bodily injuries, property damage.
- ► The „Exceedance of shut-off limits of the LICCON overload protection“ function is only permissible in emergencies and for assembly purposes.
- ► The function „Exceeding the shut off limits of the LICCON overload protection“ may only be actuated by persons who know the effects of their actions regarding the function „Exceeding the shut off limits of the LICCON overload protection“.
- ► The „Exceedance of shut off limits of the LICCON overload protection“ function requires the presence of an authorized person and must be performed with utmost caution.
- ► Crane operation with the „Exceedance of shut-off limits of the LICCON overload protection“ function activated is prohibited.

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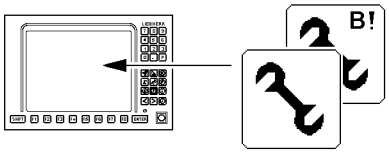

Fig.163460

When the boom has reached the „lowest“ operating position:

► Activate assembly operation.

Result:

– The LICCON overload protection is bypassed / exceeded.
– The assembly icon appears on the LICCON monitor, see illustration.

Note
Activate assembly operation
Assembly operation is activated with the „Exceedance of shut-off limits of the LICCON overload protection“ function.
The shut-offs are bypassed when assembly operation is activated.

► For the location and function of the operating elements in order to activate assembly operation, see chapter 4.01 and chapter 4.02.
► In some situations, the character „B!“ can appear to the top right in the assembly icon, see chapter 4.02.

► At the same time, spool the hoist winch out and luff the main boom down until the hook block touches the ground.

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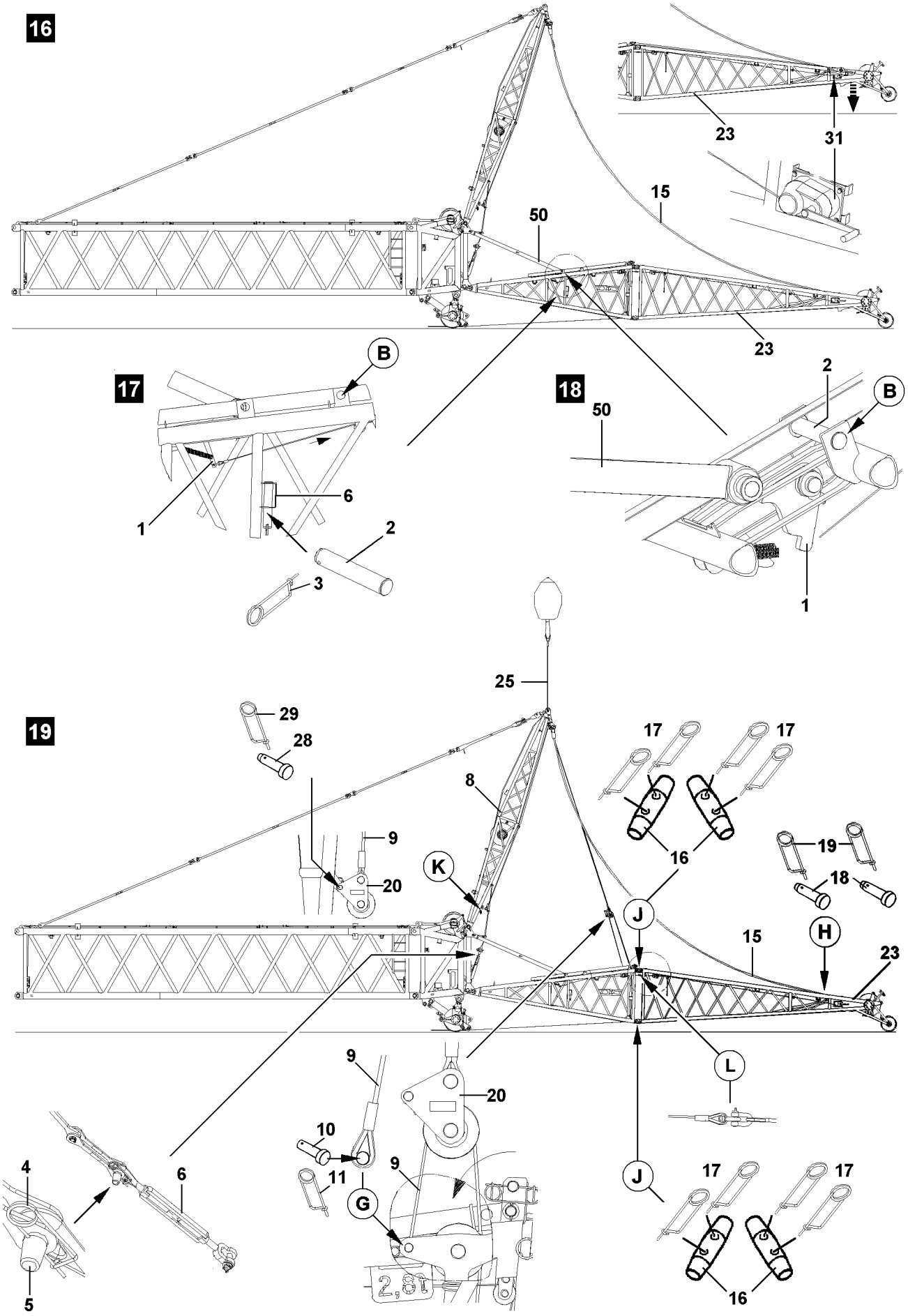

Fig.106176

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6.1.2 Taking the boom system down

- ► Actuate the master switch and luff the boom down until the hook block touches the ground.
- ► Disassemble the hoist limit switch weight.
- ► Reeve the hook block out.
- ► Spool the hoist rope back to the winch.
- ► Luff down the boom until the pulley head from the F-end section is just above the ground, see illustration **16**.
- ► Remove the pin **2** from the retainer **6** (park position) and insert in point **B** (attachment position) and secure with the retaining element **3**, seeillustration **17**.

NOTICE
Danger of damage to the relapse support!
When taking the boom down, the flap **1** must be set in the „down“ position as soon as the F-end section **23** touches the ground or as soon as the manual rope winch **31** can be reached.
If this is not observed, components on the F-assembly unit can be damaged.

- ► Set the flap **1** with the manual rope winch **31** in the „down“ position so that the plunger **50** can „slide“ in the guide over the flap **1**, see illustration **16**.

- ► Set the flap **1** on the F-pivot section **22** with the manual rope winch **31** in „down“ position, see illustration **16**.
- ► Take the boom down completely on the ground.

6.2 Disconnecting the electrical connections

Make sure that the following prerequisite is met:
– The boom system is taken down.

NOTICE
Damage to the electrical connection on the cable drum!
If the electrical connection between the SW-end section and the F-pivot section is not separated before spooling up the cable drum, the electrical connection will be damaged.
If the cable of the cable drum is not properly spooled up on the cable drum after unplugging the F-end section, then the cable drum or the cable can be significantly damaged.

- ► First disconnect the electrical connection from the cable drum on the F-pivot section to the terminal box on the SW-end section and then the electrical connection from the terminal box on the F-end section to the cable drum.
- ► After unplugging, spool the cable onto the cable drum.

- ► Disconnect the electrical connections.
- ► After unplugging, spool the cable onto the cable drum and secure it to prevent it from spooling out inadvertently.
- ► Make sure that all electrical connections on the boom have been disconnected.

6.3 Disassembling the F-assembly unit

- ► Remove the F-guy ropes **15** on the F-end section, see illustration **19**.
- ► Release the pin **18** in point **H** and unpin, see illustration **19**.
- ► Connect the F-end section or the F-intermediate sections properly to the auxiliary crane.
- ► Release the rope strand to the manual rope winch **31** on the F-end section **23** in point **L**, see illustration **19**.
- ► Unpin the double cone pins **16** in points **J** from the „outside to the inside“ and remove the F-end section or the F-intermediate sections.

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WARNING
The FA-frame **8** can fold back uncontrolled!
Before the FA-frame relapse retainer is released, the FA-frame **8**must be secured to prevent it from folding back uncontrolled.
► Properly connect the FA-frame **8** to the auxiliary crane with fastening rope **25**, see illustration **19**.
► Reeve in the assembly winch rope **9** to the rope pulley **20** and pin, see illustration **19**.

► Release and unpin the rope pulley **20** on the FA-frame **8** in point **K** and unpin, see illustration **19**.
► Reeve in the assembly winch rope **9** from the turntable into the rope pulleys and pin in point **G** with the pin **10** and secure with the retaining element **11**, see illustration **17**.
► Release the FA-frame relapse retainer by releasing the retaining element **4** and unpinning the pin **5**, see illustration **19**.
► Take the turnbuckle **6** down on the F-pivot section **22** and secure.

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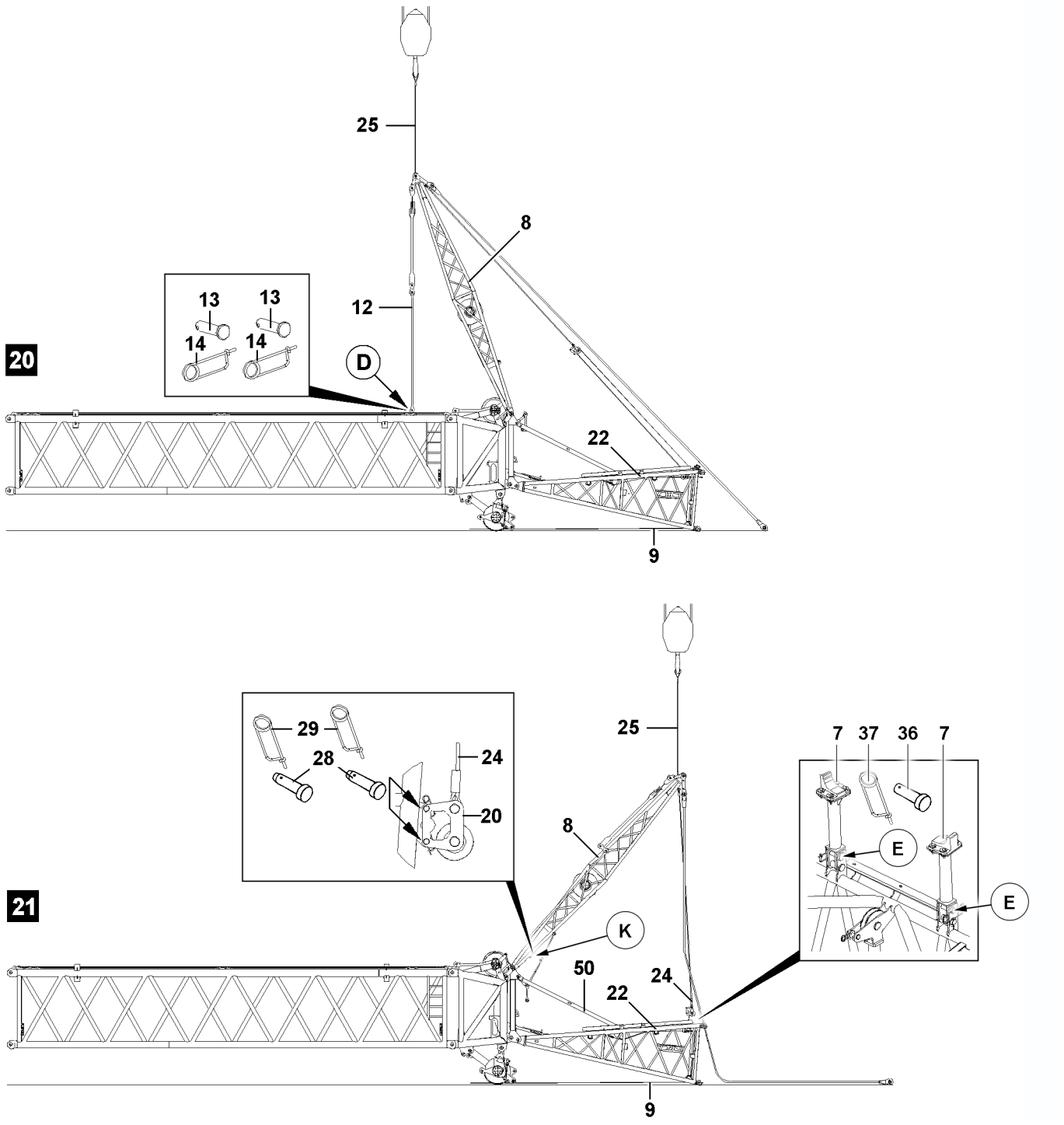

Fig.154008

- ► Carefully swing the FA-frame **8** with the auxiliary crane„ to the rear in direction of the main boom“ and „at the same time, spool out the assembly winch rope **9**“, see illustration **20**.
- ► Unpin the F-guy rods **12** in point **D**, see illustration **20**.
- ► Release and unpin the pin **13**, see illustration **20**.
- ► Swing the FA-frame **8** forward with the auxiliary crane, see illustration **21**.
- ► Pin the fastening rope **24** with the pulley block **20** on the FA-frame **8** in point **K** with pin **28** and secure with the retaining element **29**, see illustration **21**.
- ► Fold the support brackets **7** up and pin in points **E** with pins **36** and secure with the retaining element **37**, see illustration **21**.

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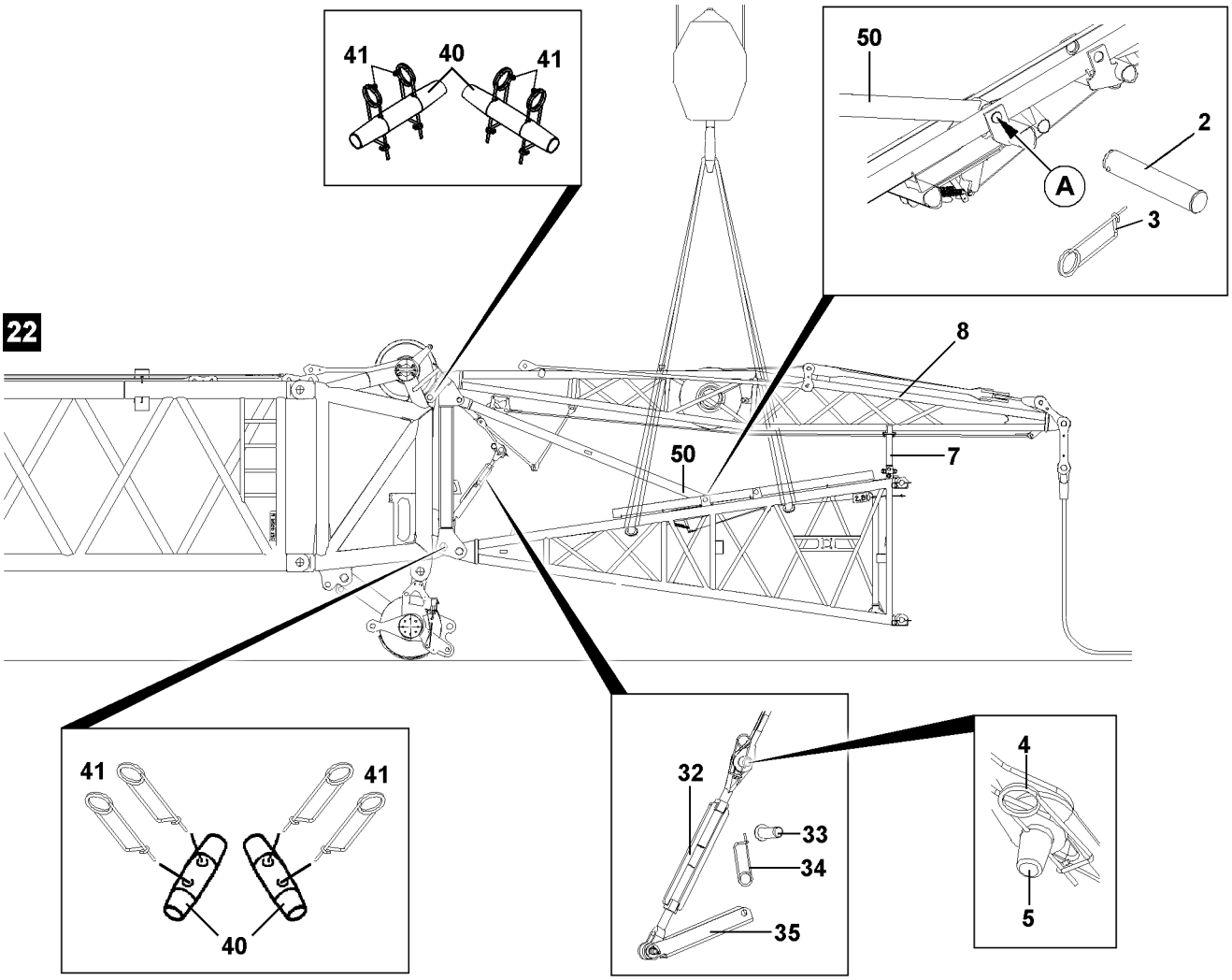

Fig.154009

- ► Take the FA-frame **8** down with the auxiliary crane onto the support frames **7**.
- ► Connect the FA-frame relapse retainer by inserting the pin **5** and securing it with the retaining element **4**, see illustration **22**.
- ► Tighten the turnbuckle **32** and close the retaining plate **35**, see illustration **22**.
- ► Secure the retaining plate **35** with the pin **33** and the retaining element **34**, see illustration **22**.
- ► Properly connect the F-assembly unit to the auxiliary crane, see illustration **22**.

WARNING
Danger of accident!
The plunger **50** must be pinned in point **A** in the „transport position“ with the pin **2**, see illustration **22**.
- ► Insert the pin **2** in point **A** and secure with the retaining element **3**.

- ► Unpin the double cone pins **40** on top and bottom from the „outside to the inside“ and remove the F-assembly unit.

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5.13.30 Fixed jib – F3-system

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1 Component overview

Note
► The assembly sections are marked with their own weight.

Note
► Dimensions and weights, see chapter 1.03.

1.1 F-pivot section

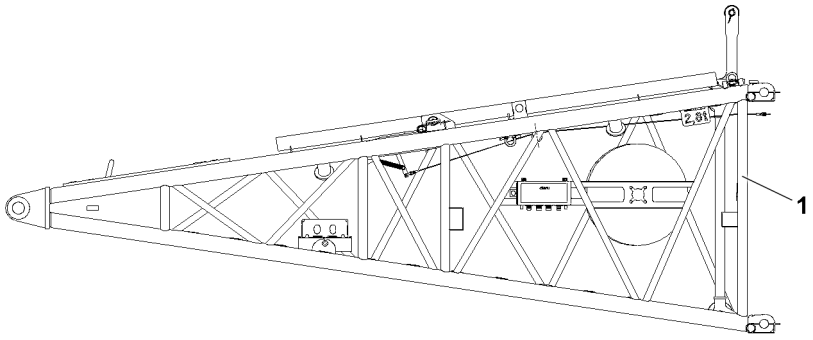

Fig.147718: F-pivot section

Position	Component
1	F-pivot section

1.2 F-intermediate section 6 m

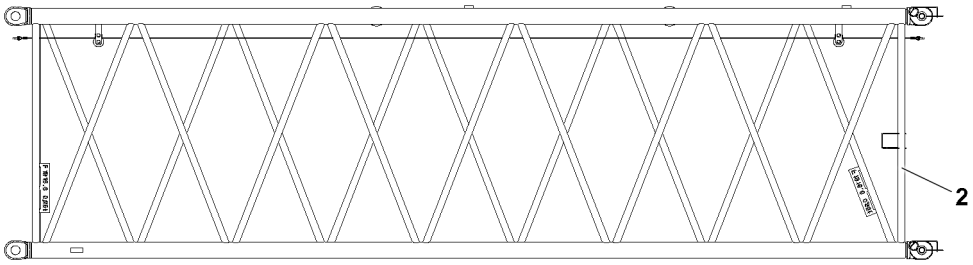

Fig.147720: F-intermediate section 6 m

Position	Component
2	F-intermediate section 6 m

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1.3 F-intermediate section 12 m

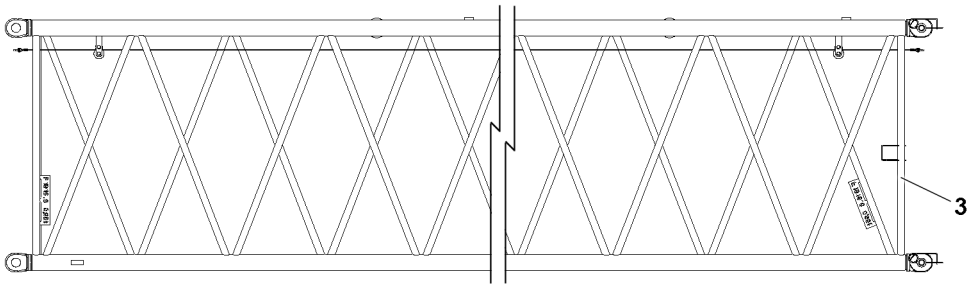

Fig.147721: F-intermediate section 12 m

Position	Component
3	F-intermediate section 12 m

1.4 F-end section

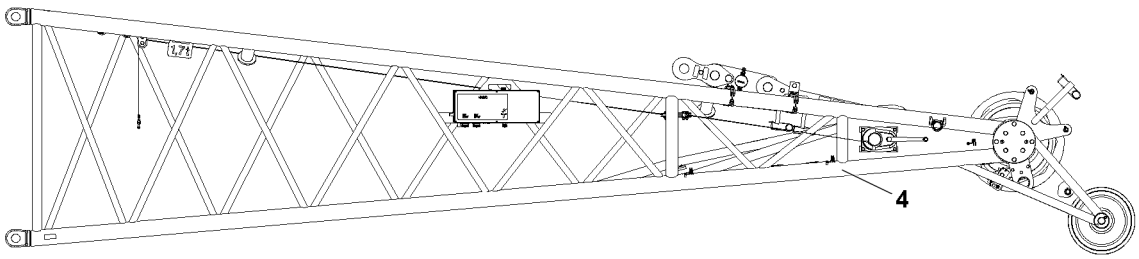

Fig.147719: F-end section

Position	Component
4	F-end section

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1.5 F-assembly unit

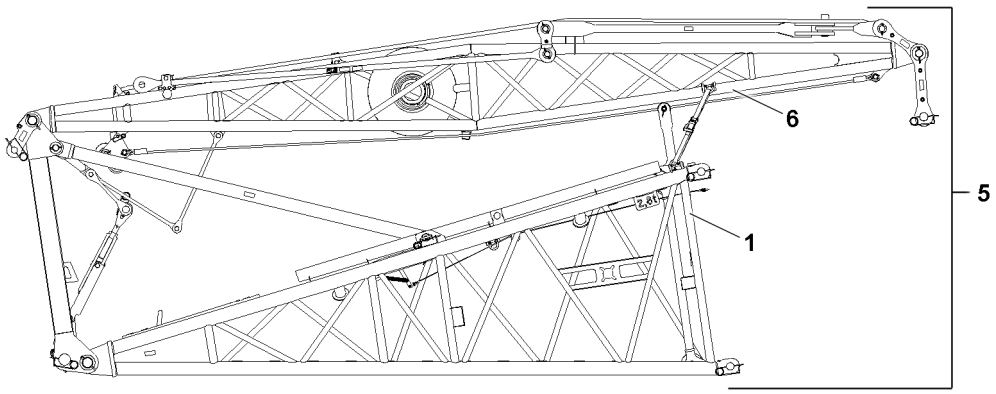

Fig.147722: F-assembly unit

Position	Component
1	F-pivot section
5	F-assembly unit
6	FA-frame (F-guying frame)

2 Fastening points for the F-jib

WARNING
Falling lattice sections!
Death, severe bodily injuries, property damage.
- ► Make sure that the lattice sections are properly fastened on the respective fastening points.
- ► Make sure that the fastening equipment has the appropriate length and a sufficient load bearing capacity.
- ► Pay attention and adhere to the labels on the fastening points on the lattice sections and crane components.

Note
- ► The recommended length for the fastening equipment is 6 m.

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2.1 F-pivot section

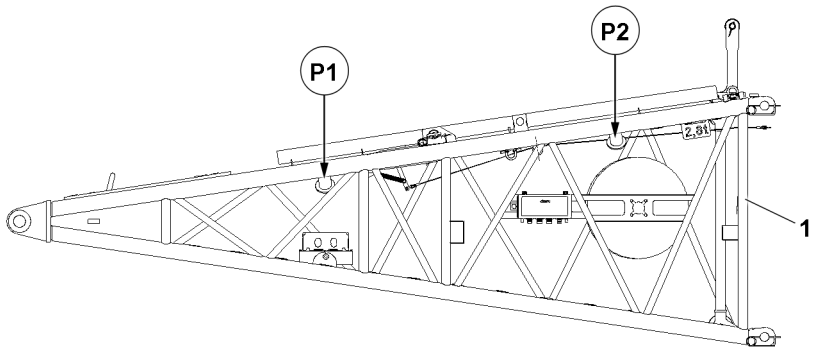

Fig.147723: F-pivot section

Fastening points	
P1 and **P2**	F-pivot section

2.2 F-intermediate section 6 m

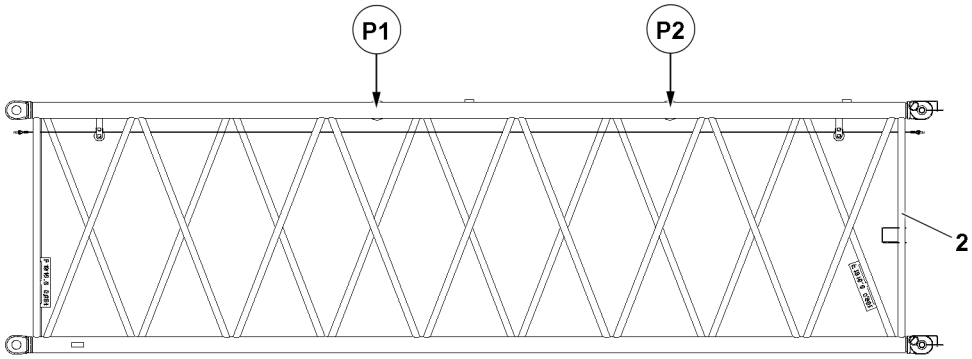

Fig.147725: F-intermediate section 6 m

Fastening points	
P1 and **P2**	F-intermediate section 6 m

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2.3 F-intermediate section 12 m

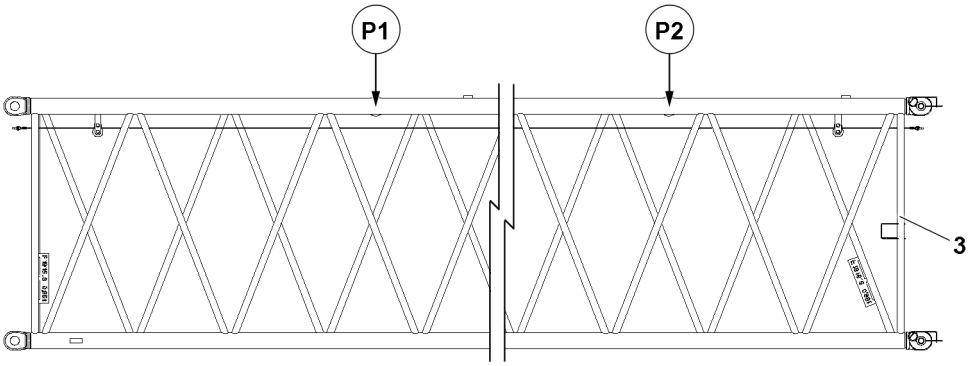

Fig.147726: F-intermediate section 12 m

Fastening points	
P1 and **P2**	F-intermediate section 12 m

2.4 F-end section

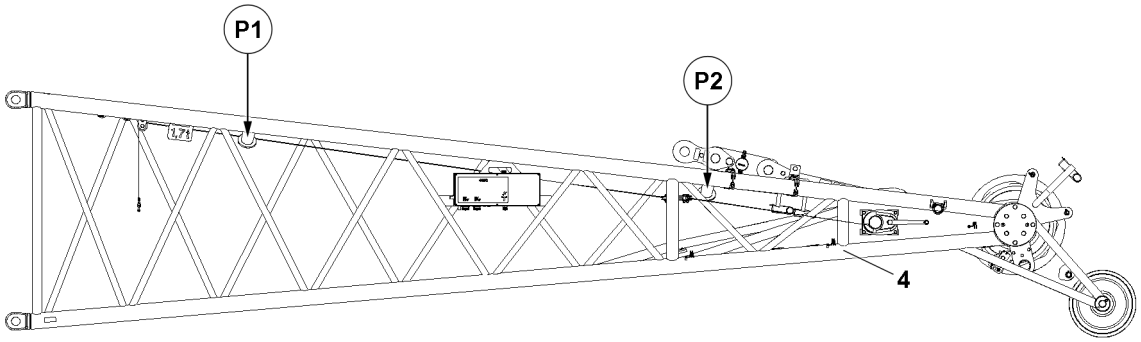

Fig.147724: F-end section

Fastening points	
P1 and **P2**	F-end section

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2.5 F-assembly unit

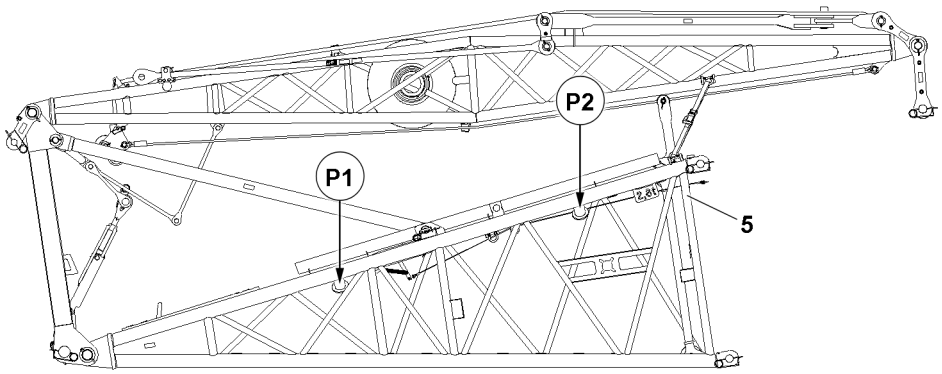

Fig.147727: F-assembly unit

Fastening points	
P1 and **P2**	F-assembly unit

2.6 F-jib

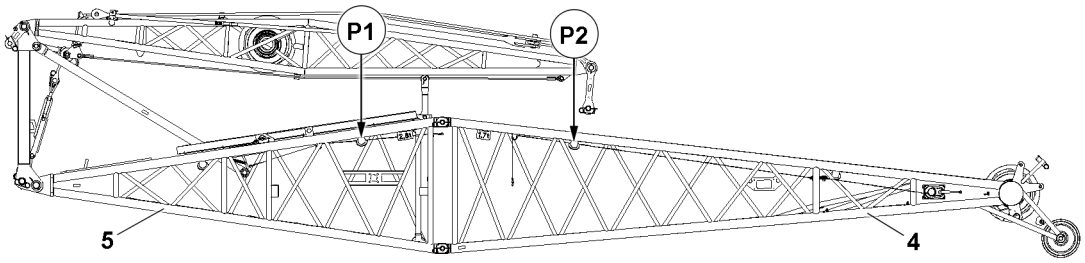

Fig.147728: F-assembly unit with F-end section

Fastening points	
P1 and **P2**	F-jib

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3 Assembling the F-jib

WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.
- ► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
- ► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the supplied fall arrest system to prevent falling, see chapter 2.04.
- ► If fall protection equipment is available, then it must be used, see chapter 2.06.
- ► When lifting, lowering, swinging crane parts in and out, no persons may remain in the danger zone.
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work.
- ► It is prohibited to lean the ladder against the component being disassembled.
- ► Only step on the aids, ladders and catwalks with clean shoes.
- ► Keep aids, ladders and catwalks free of heavy dirt, snow and ice.
- ► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
- ► Remaining on a suspended load is prohibited.
- ► Stepping or walking on crane components and lattice sections with an incline of more than 20° is prohibited.
- ► For all assembly work, the crane operator of the main crane must be in voice contact with the crane operator / crane operators of the auxiliary crane / auxiliary cranes.
- ► For assembly / disassembly tasks, the crane operator may only initiate crane movements when the responsible guide has explicitly released the movement.

WARNING
Danger of impact / crushing!
When assembling / disassembling crane components with the auxiliary crane, crane components can start to swing back and forth.
When lifting / lowering and positioning crane components, there is an increased danger of impact / crushing.
Death, severe bodily injuries, property damage.
- ► Make sure that personnel cannot be caught by components.
- ► When working in danger zones: Use aids to protect limbs.
- ► Guide components with suitable aids to minimize oscillation.
- ► Do not reach with your hands into the danger zone!

DANGER
The component can fall down!
If the corresponding component is disengaged from the auxiliary crane before the corresponding component is pinned, then the corresponding component can fall down.
Death, severe bodily injuries, property damage.
- ► Do not detach the auxiliary crane until the respective component is pinned and secured.

WARNING
The crane can topple over!
For certain boom lengths, the mechanical auxiliary supports must be assembled, see the erection and take-down charts!
- ► The boom must be erected or taken down „to the side“ „in the direction“ of the mechanical auxiliary supports.
- ► Always erect or take down according to the data in the Erection and take-down charts.

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WARNING
The lattice sections can fall down!
If the lattice sections are not pinned and secured correctly, then they can fall down.
Death, severe bodily injuries, property damage.
- ► Insert or unpin both pins on the same horizontal level, i.e. **left and right**.
- ► Do not stand under the lattice sections or within the entire danger zone during the boom pinning and unpinning procedure.
- ► Safely secure the pins in the storage locations as well as in the receptacles.

WARNING
Danger of accident in case of incorrect crane operation!
Accidental crane movements can cause serious accidents.
- ► Only permit crane movements using the master switch when secure operability is guaranteed.

If the crane is equipped with radio remote control*:
- ► Only permit crane movements using the manual control lever when secure operability is guaranteed. Observe the radio remote control operating instructions.

WARNING
Failure to observe the danger note!
If the danger note is not observed, dangerous situations can arise.
Death, severe bodily injuries, property damage.
- ► Make sure that during assembly, no hook block may be suspended on the F-jib.

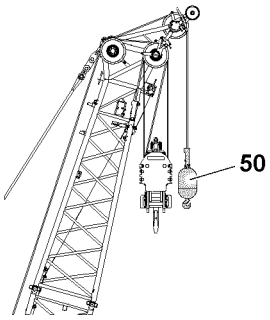

Fig.144411: Using the load hook on the boom nose

NOTICE
Danger of property damage!
If this danger note is not observed, this can lead to a danger of collision and damage to the boom nose.
- ► Make sure that the load hook **50** may only be attached to the integrated boom nose, see illustration.

Note
- ► The F-jib is **not** adjustable during crane operation.
- ► This crane can be equipped with an F-jib. The F-jib can be assembled at an angle of 10°; 15°, 30° to the main boom.
- ► The assembly and disassembly of the F-jibs is described based on the example of only one length.
- ► Observe and adhere to the rod plan.

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Make sure that the following prerequisites are met:
- The crane is horizontally aligned.
- For crane types with crane support [1]: The support base is set according to the erection and take-down charts.
- For crane types with crane support [1]: The crane is properly supported.
- For crane types with a wide crawler travel gear, corresponding erection / take-down charts are specified: the mechanical auxiliary supports are properly installed
- The turntable is positioned correctly for erection, see the erection / take-down charts.
- The main boom combination is installed with the required length on the crane and taken down on the ground or on the substructure.
- For boom systems with a derrick boom: The derrick boom is installed with the required length on the crane, see chapter 5.05.
- The central ballast, counterweight and, if applicable, derrick ballast are installed according to the erection / take-down charts / load chart.
- Special assembly specifications for ballasting must be observed.
- When specified: The turntable extension inclusive of the ballast plates has been installed according to the data in the erection / take-down charts / load chart.
- All unnecessary guy rods are removed from the boom system.
- There are no loose or unnecessary parts on the boom system.
- The LICCON overload protection has been set according to the data in the load chart.
- Assembly operation is activated, the assembly icon appears on the LICCON monitor.
- An auxiliary crane is available.

1) LR1600/2W - narrow track travel gear

Note
► In some situations, the character “B!” can also appear to the top right in the assembly icon, see chapter 4.02.

3.1 Assembling the F-jib — assembly variants

WARNING
Maximum permissible assembly lengths!
If the maximum permissible assembly lengths are not complied with when assembling the F-jib, then dangerous situations can arise.
Death, severe bodily injuries, property damage.
► Make sure that the maximum permissible assembly lengths are adhered to.

WARNING
Non-compliance with the assembly descriptions!
Death, severe bodily injuries, property damage.
► The F-jib must always be assembled in accordance with the corresponding description in the respective section.
► Make sure that the danger notes in the respective assembly description are observed.

3.1.1 Assembly variation V1

Assembling the F-jib in parts
- For assembly variation V1, the F-jib is assembled in individual parts.

3.1.2 Assembly variation V2

Assemble the complete F-jib (maximum length of 12 m) on the ground
- For assembly variation V2, assembly takes place using a hoist rope.

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3.1.3 Assembly variation V3

Assemble the complete F-jib (maximum length of 12 m) in flying mode
– For assembly variation V3, flying assembly takes place using the assembly winch rope.

3.1.4 Assembly variation V4

Assemble the complete F-jib (maximum length of 12 m) in flying mode
– For assembly variation V4, flying assembly takes place using a hoist rope.

3.2 Pulley retainer and platforms on the SL-reducer

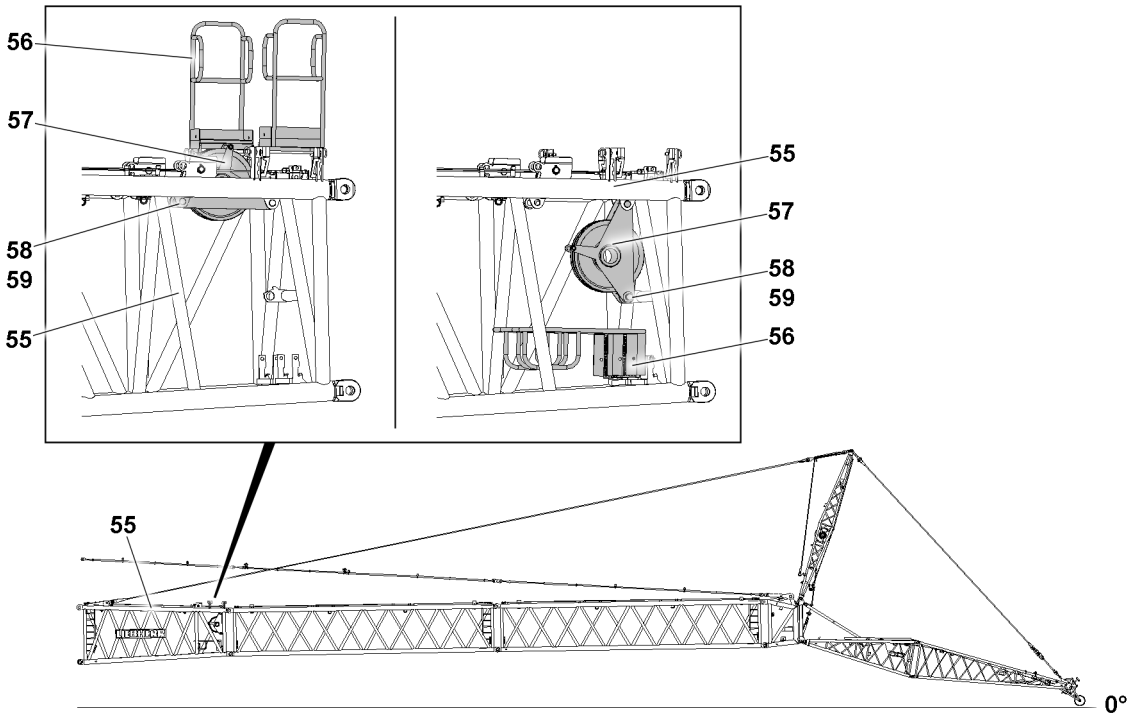

Fig.147767: Pulley retainer and platforms on the SL-reducer

Note
► Pin the platforms **56** on the SL-reducer **55** in the park position and secure, see chapter 2.06.

WARNING
Falling pulley retainer!
The pulley retainer **20** can fall down due to its own weight when unpinning it.
Death, severe bodily injuries, property damage.
► Make sure that the pulley retainer **20** is safely held when unpinning.
► Assembly personnel must be to the side of the assembly unit.

Unpin the pulley retainer **57** from the operating position:

► Remove the retaining element **59** and unpin the pin **58**.
► Swing the pulley retainer **57** downward.

Pin the pulley retainer **57** in the park position:

► Insert the pin **58** and secure it with the retaining element **59**.

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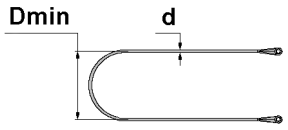
3.3 Assembly variation V1 — Assembling the F-jib in parts



Dmin = 20 x d

Fig.160908: Fiber guy rope: Calculation of minimum permissible bending diameter

Formula element	Meaning
Dmin	Minimum permissible bending diameter
d	Rope diameter

Minimum permissible bending diameter: Definition of the formula elements

WARNING
Impermissible assembly of fiber guy ropes!
The fiber guy ropes can rip.
Death, severe bodily injuries, property damage.
- ► Only assemble dry fiber guy ropes.
- ► Do **not** use buckled, knotted or twisted fiber guy ropes.
- ► Never fall below the minimum permissible bending diameter **Dmin** of **20** x rope diameter **d**.
- ► Do **not** assemble damaged fiber guy ropes.
- ► Make sure that the identification of the fiber guy rope on the rod plan and the identification on the individual fiber guy ropes are identical. Identify the fiber guy rope, see chapter 5.01.
- ► Make sure that the operating temperature of the fiber guy ropes of -40 °C to +60 °C is **not** fallen below or exceeded.
- ► Check the fiber guy ropes for damage prior to assembly, after disassembly and after exceptional events, see chapter 8.16.
- ► Comply with the maintenance intervals, see chapter 7.03.50.
- ► Replace damaged fiber guy ropes.
- ► Observe the notes regarding the proper transport and storage of the fiber guy ropes, see chapter 2.04.
- ► Observe the instructions for the proper handling of fiber guy ropes, see chapter 5.01.
- ► Only fasten the fiber guy ropes in the permissible range with belt loops, see chapter 5.01.

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3.3.1 Assembling the F-assembly unit

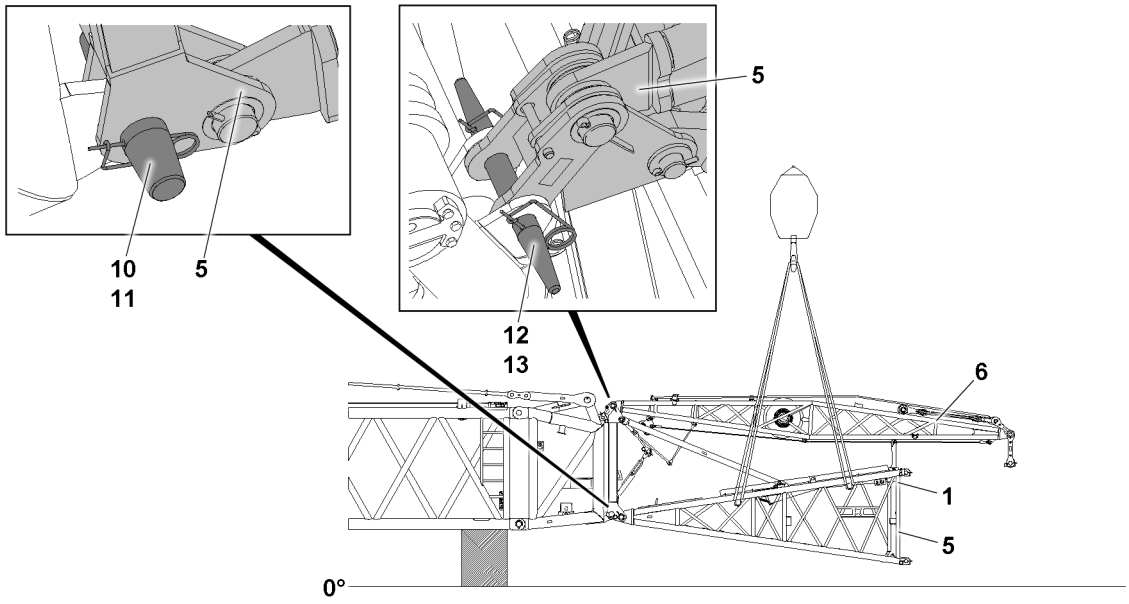

Fig.147729: Pinning the F-assembly unit

- ► Fasten the F-assembly unit **5** to the auxiliary crane.
- ► Remove the rigging belts between the F-pivot section **1** and the FA-frame **6**.

The F-assembly unit **5** is pinned four times on the F-connector head. Every pin point is present on both sides of the component on one level.

- ► Position the F-assembly unit **5** with the auxiliary crane on the F-connector head so that it can be pinned in the pin locations.
- ► Insert the pin **12** on both sides and secure with the retaining element **13**.

WARNING
Crushing / shearing of limbs!
While performing boom system assembly tasks, limbs can be crushed and / or sheared off.
Death, severe bodily injuries, property damage.

- ► Make sure that no crane movements are performed while pinning in the area of the lower pin points.

- ► Insert the pin **10** on both sides and secure with the retaining element **11**.

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3.3.2 Releasing the F-relapse support

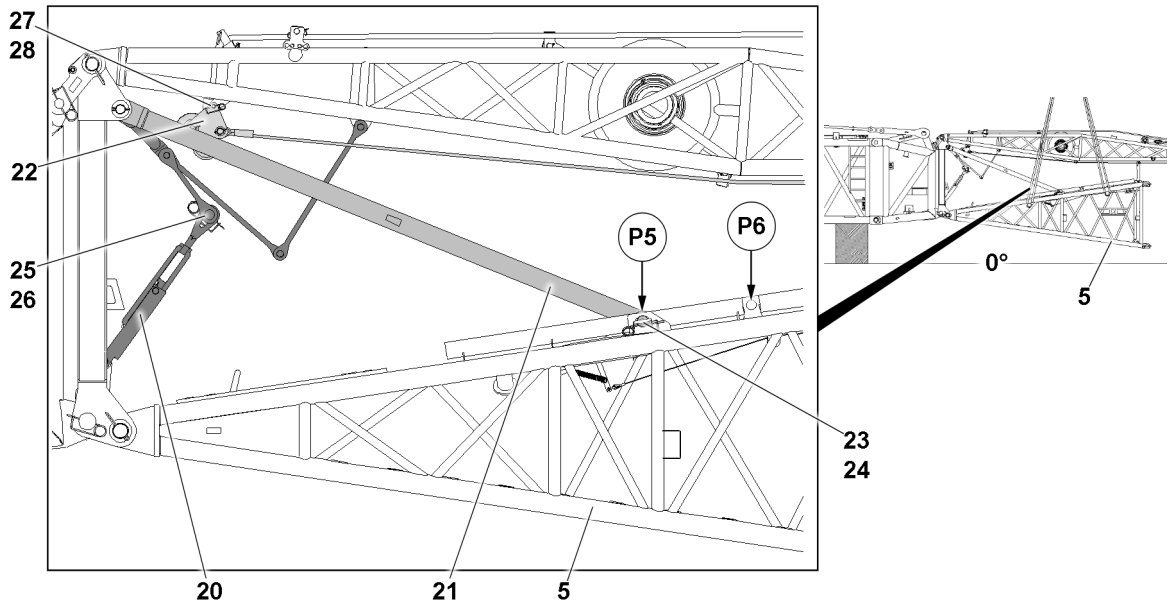

Fig.147730: F-relapse support and FA-frame relapse retainers in the transport position

Release the F-relapse support **21** from the transport position:

- ► Remove the retaining element **24** in point **P5** and unpin the pin **23**.
- ► Insert the pin **23** in the stop position in point **P6** and secure with the retaining element **24**.

3.3.3 Separating the FA-frame relapse retainers

WARNING
Falling and swinging FA-frame relapse retainer!
The FA-frame relapse retainer consists of tension lugs and a turnbuckle.
The turnbuckle **20** of the FA-frame relapse retainer can fall down due to its own weight during unpinning.
Death, severe bodily injuries, property damage.
- ► Make sure when unpinning the FA-frame relapse retainer, that the turnbuckle **20** is safely held.
- ► Assembly personnel must be to the side of the assembly unit.

NOTICE
Danger of property damage!
If the FA-frame relapse retainer is not separated, then it will be damaged during erection of the FA-frame.
- ► Make sure that the FA-frame relapse retainer is separated during the erection of the FA-frame.

Separate the FA-frame relapse retainer:

- ► Remove the retaining element **26** and unpin the pin **25**.
- ► Take the turnbuckle **20** down.
- ► Insert the pin **25** again and secure it with the retaining element **26**.

When the FA-frame relapse retainer is separated and the F-relapse support is released:
- ► Slowly lower the F-assembly unit.
- ► Remove the auxiliary crane.

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3.3.4 Preparing the rope pulley retainer for assembly of the F-jib

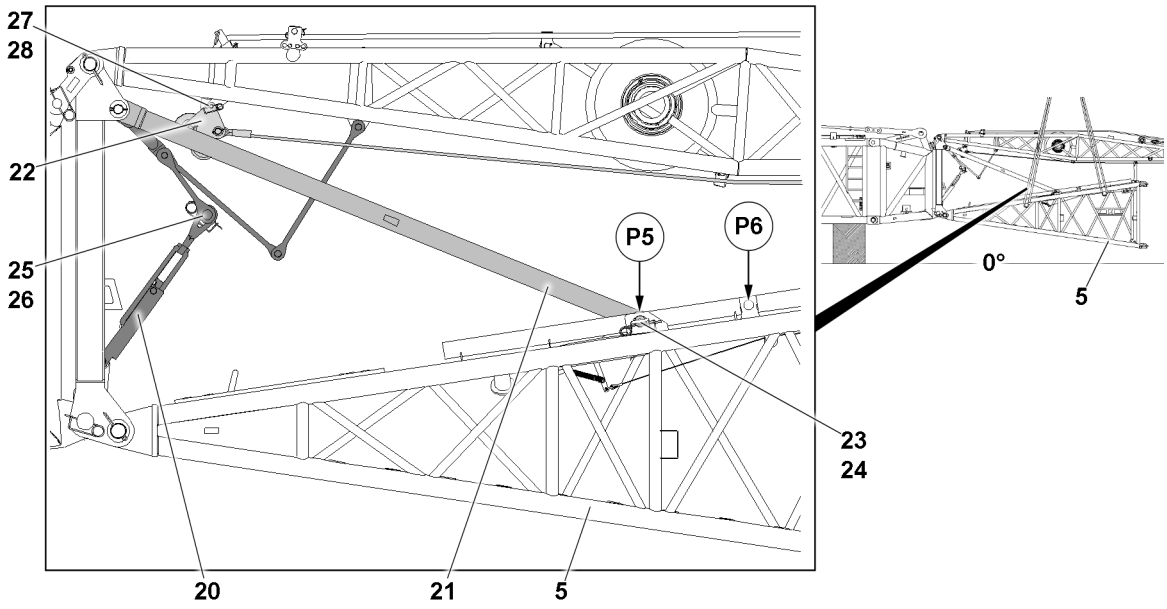

Fig.147730: Rope pulley retainer in the transport position

WARNING
Falling rope pulley retainer!
The rope pulley retainer **22** can fall down due to its own weight when unpinning it.
Death, severe bodily injuries, property damage.
- ► Make sure that the rope pulley retainer **22** is held during unpinning.
- ► Assembly personnel must be to the side of the assembly unit.

Release the rope pulley retainer **22** from the FA-frame:

- ► Remove the retaining element **28** and unpin the pin **27**.
- ► Take the rope pulley retainer **22** down with the rope on the open end of the F-assembly unit.

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3.3.5 Assembling the F-guy ropes and the FAB-guy ropes

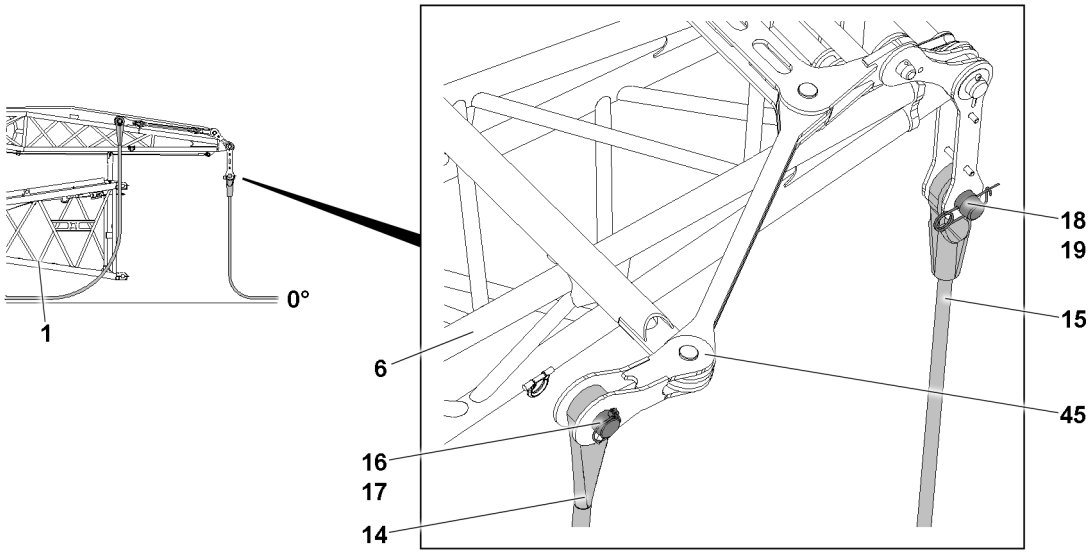

Fig.147731: F-guy ropes and FAB-guy ropes

- ► Swing the F-guy rope **15** in to the brackets on the FA-frame **6**.
- ► Pin the F-guy rope **15** on the brackets: Insert the pin **18** and secure it with the retaining element **19**.

When the first F-guy rope is properly assemble and secured:
- ► Pin the second F-guy rope.
- ► Take down the free ends of the F-guy ropes to the side from the boom.
- ► Check the FAB guy ropes **14**, see chapter 8.16.
- ► Swing the FAB-guy rope **14** in to the swing **45** on the FA-frame **6**.
- ► Pin the FAB-guy rope **14** on the swing **45**: Insert the pin **16** and secure it with the retaining element **17**.

When the first FAB-guy rope is properly assembled and secured:
- ► Pin the second FAB-guy rope.
- ► Take down the free ends of the FAB-guy ropes to the side of the boom.

3.3.6 Erecting the FA-frame

Make sure that the following prerequisites are met:
- – The FA-frame relapse retainers are separated.
- – The F-relapse support is released.
- – The guy ropes are assembled.
- – The rope pulley retainer is released from the FA-frame.

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Setting the flap „downward“

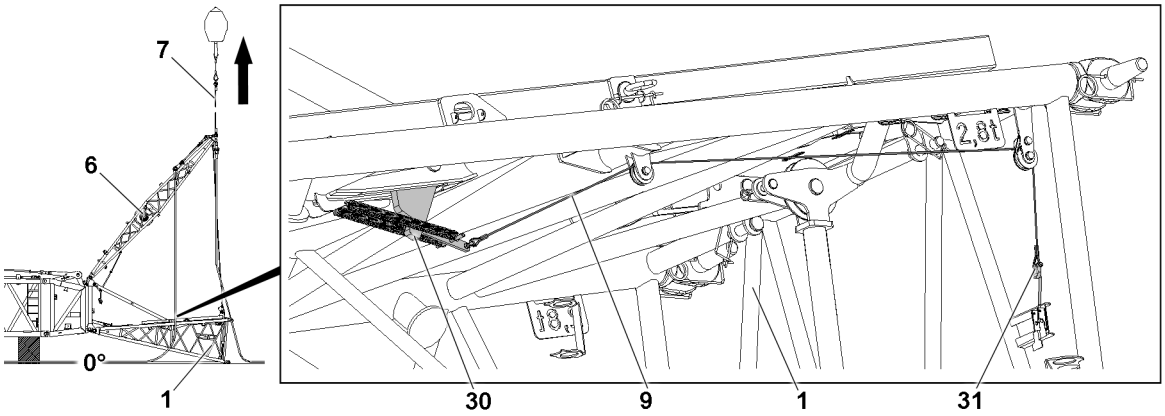

Fig.147732: Flap

WARNING
Automatic swinging of the FA-frame!
If the fastening rope **7** on the FA-frame **6** is not kept tensioned during assembly, the FA-frame **6** can swing suddenly to the side.
Death, severe bodily injury, property damage.
- ► Make sure that there are no persons within the danger zone.
- ► Make sure that the fastening rope **7** never sags during assembly / disassembly operations.

- ► Release the fastening rope **7** from the transport retainer on the FA-frame **6**.
- ► Fasten the FA-frame **6** with the fastening rope **7** to the auxiliary crane.
- ► Lift the FA-frame **6** with the auxiliary crane.
- ► Pull the flap **30** on the F-pivot section **1** with the control rope **9** „downward“ and fix it with the hook closure **31**.

Connecting the assembly winch rope with the rope pulley retainer

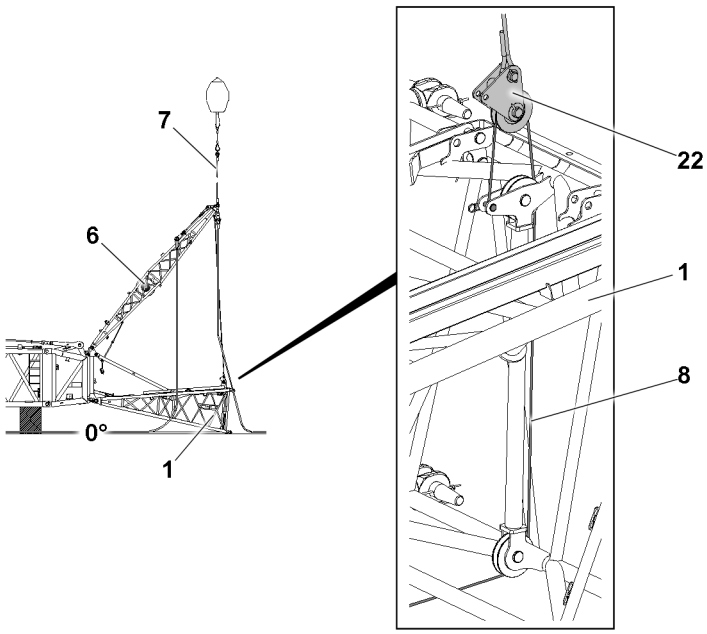

Fig.147733: Assembly winch rope with the rope pulley retainer

- ► Reeve in the assembly winch rope **8** on the rope pulley retainer **22** and secure to the F-pivot section **1**.

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Taking the support frames down

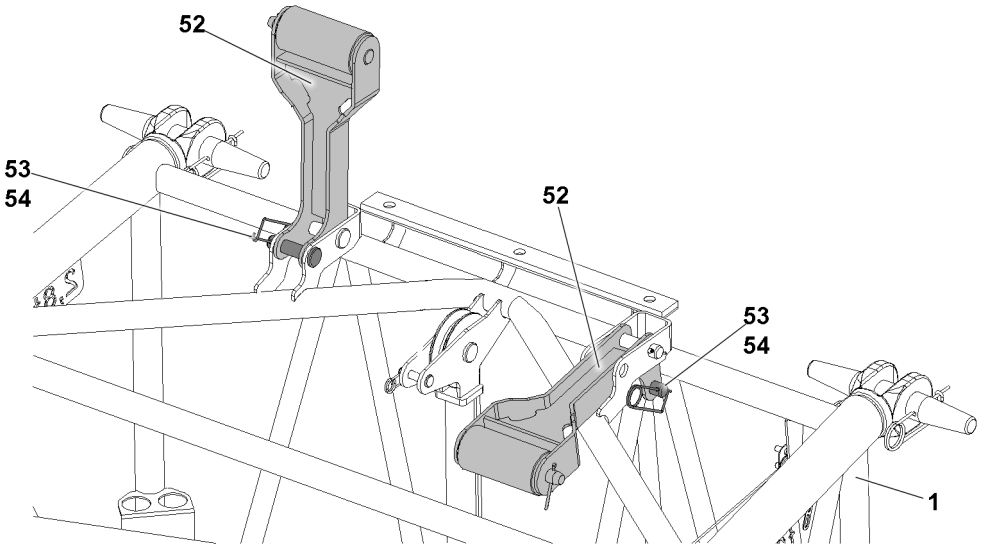

Fig.147736: Support frames

WARNING
Falling support frames!
The support frame **52** can fall down due to its own weight when unpinning it.
Death, severe bodily injuries, property damage.
► Make sure that the support frame **52** is held during unpinning.
► Assembly personnel must be to the side of the assembly unit.

Swing the support frame **52** into the operating position:
► Remove the retaining element **54** and unpin the pin **53**.
► Take the support frame **52** down.
► Insert the pin **53** again and secure it with the retaining element **54**.
► Take the second support frame **52** down.

Pinning the FAB-guy ropes with the brackets of the L-intermediate section

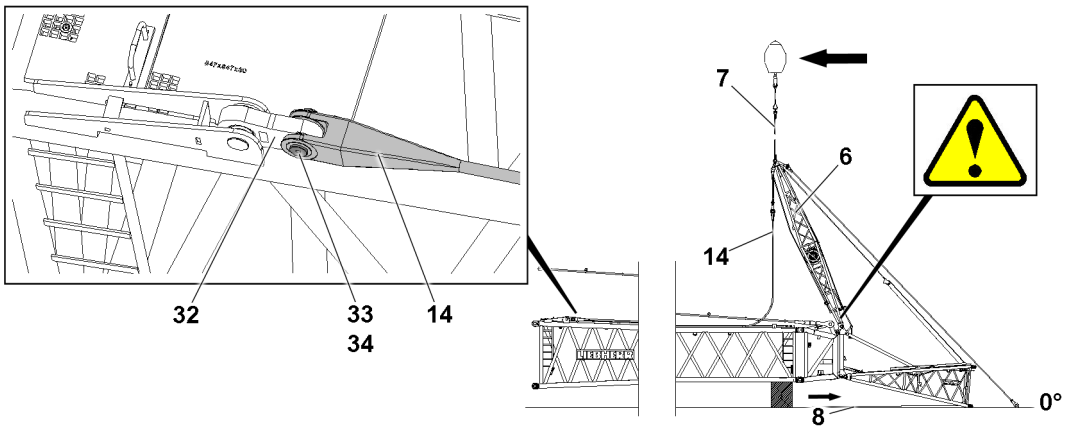

Fig.147734: FAB-guy ropes

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NOTICE
Danger of property damage!
When swinging the FA-frame **6** in the direction of the main boom, damage may occur to the FA-frame **6**, the F-connector head, as well as the rope pulley retainer due to collision.
- ► Make sure that a guide supervises the swinging process of the FA-frame.
- ► Make sure that the guide is constantly in visual and acoustic contact with the crane operator.
- ► Make sure that the assembly winch rope **8** is spooled out during the swinging process of the FA-frame **6**.

WARNING
The FAB-guy ropes **14** are trapped or bent too far!
Damage to the guy ropes.
- ► Make sure that the fiber guy ropes are not buckled, crushed or damaged in any other way.
- ► Guide the FAB-guy ropes **14** along the side on the boom when moving the FA-frame.
- ► Make sure that minimum permissible bending diameter of **20** x rope diameter on the fiber guy ropes is never fallen below.

- ► Carefully swing the FA-frame **6** with the auxiliary crane in direction of the main boom and spool out the assembly winch rope **8** at the same time until it can be pinned in the pin location.
- ► Swing the FAB-guy rope **14** in to the FAB-lugs **32** of the L-intermediate section.

Pin the FAB-guy rope **14** with the FAB-lugs **32** of the L-intermediate section:

- ► Insert the pin **33** and secure it with the retaining element **34**.
- ► Pin the second FAB-guy rope.

3.3.7 Putting the FA-frame in the operating position

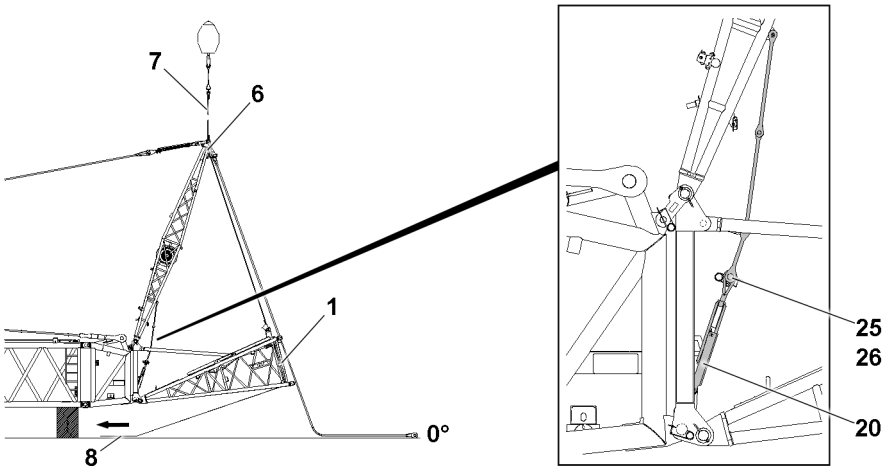

Fig.147735: Bringing the FA-frame into the operating position

Make sure that the following prerequisite is met:
– The FAB-guy ropes are properly pinned and secured.

- ► Pull the FA-frame **6** with the assembly winch rope **8** in direction of the F-pivot section **1**.

Connect the FA-frame relapse retainer:
- ► Swing the turnbuckle **20** to the FA-frame relapse retainer.
- ► Insert the pin **25** and secure it with the retaining element **26**.

When the FA-frame relapse retainer is properly pinned and secured:
- ► Tighten the turnbuckle **20** and secure it to prevent twisting.

Result:

– The turnbuckle is secured to prevent it from twisting during crane operation.
– The FA-frame **6** is fixed in the operating position.

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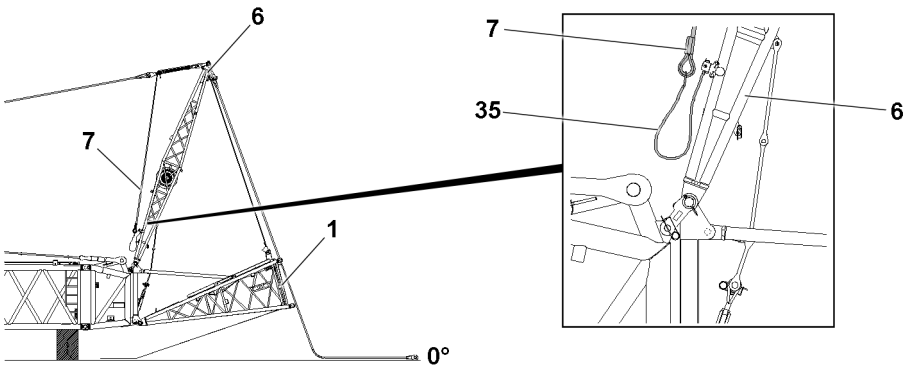

Fig.147737: Securing the fastening rope to the FA-frame for crane operation

NOTICE
Swinging fastening rope!
If the fastening rope **7** is not properly secured, then the fastening rope **7** can start to swing back and forth in crane operation and damage components.
► Make sure that the fastening rope **7** is secured to the FA-frame before starting to work with the crane.

► Place the fastening rope **7** over the rocker.
► Connect the fastening rope **7** with the round sling **35** with the shackle.
► Fasten the round sling **35** with the carabiner on bracket of the FA-frame **6**.

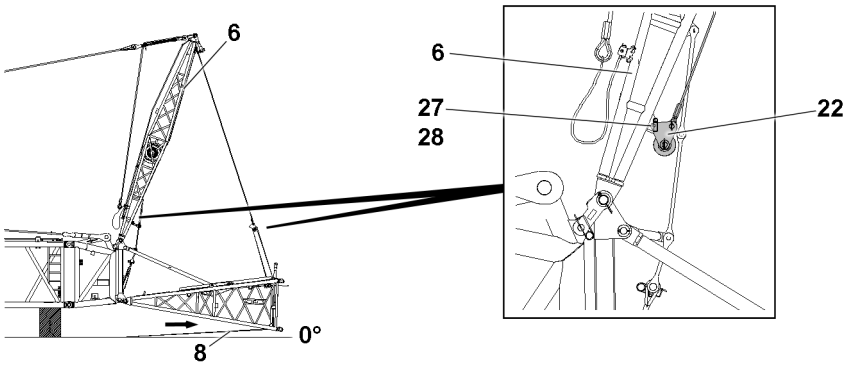

Fig.147738: Lowering the F-pivot section

Lower the F-pivot section **1**:

► Spool out the assembly winch rope **8**.
► Release and reeve out the assembly winch rope **8**.

Swing and pin the rope pulley retainer **22** on the FA-frame **6**:

► Insert the pin **27** and secure it with the retaining element **28**.

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3.3.8 Assembling the lattice sections

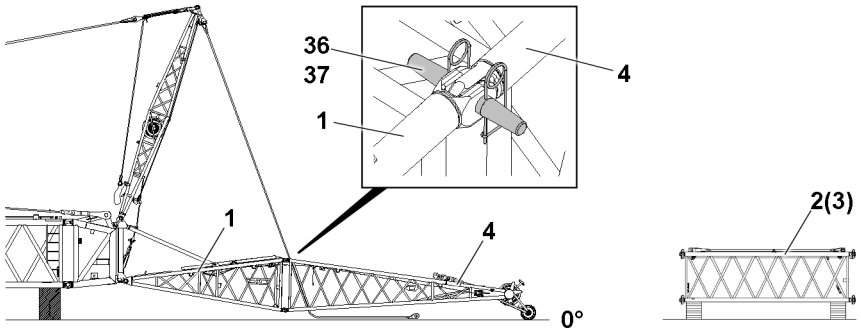

Fig.147739: Pinning the lattice sections

► Fasten the F-end section **4** and the F-intermediate sections **2** or the F-intermediate sections **3** to the auxiliary crane and install and pin on the F-pivot section **1**.

The F-end section **4** is pinned four times on the F-pivot section **1**. Every pin point is present on both sides of the component on one level.

► Insert the pin **36** in the pin points on both sides and secure with the retaining element **37**.

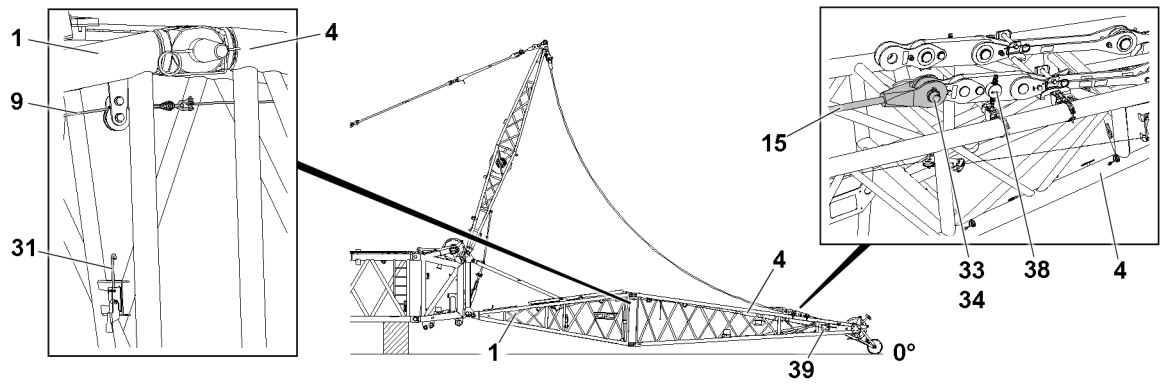

Fig.147740: Pinning the F-guy ropes

Note

► If F-intermediate sections are installed, then the additional guy ropes for the F-intermediate sections must be assembled, pinned and secured.

► For the combination of the guy ropes refer to the rod plan.

Pin the F-guy rope **15** with the brackets **38** of the F-end section **4**:

► Insert the pin **33** and secure it with the retaining element **34**.

► Pin the second F-guy rope.

Connect the rope strand from the flap on the F-pivot section with the manual rope winch **39** on the F-end section:

► Release the control rope **9** on the hook closure **31**.

► Connect the control rope **9** between the flap and the manual rope winch **39** with the shackle.

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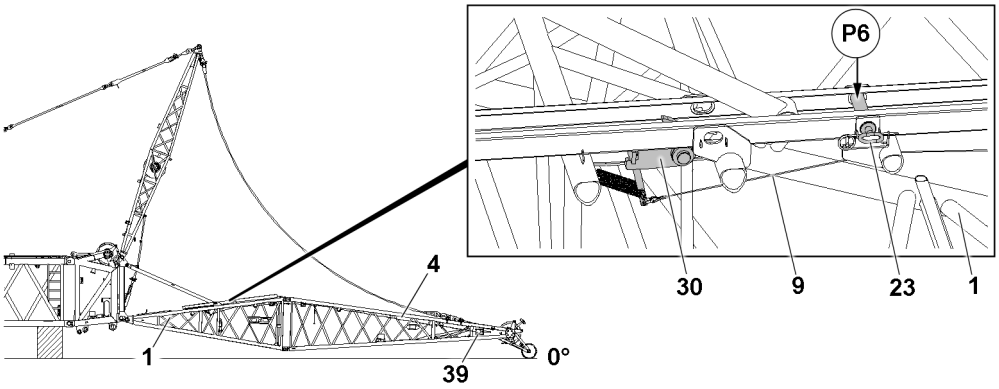

Fig.147742: Setting the flap „downward“

Note

► The pin **23** remains pinned in the „operating position“ during crane operation in point **P6**.

► Pull the flap **30** with the aid of the manual rope winch **39** „downward“.

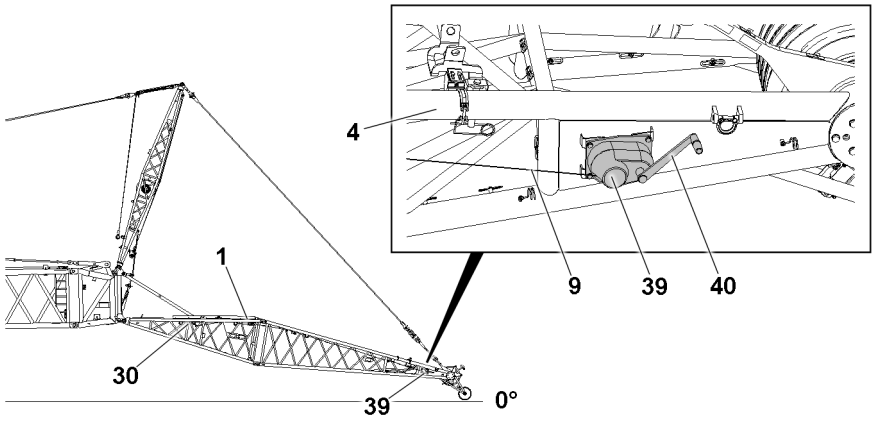

Fig.147741: Manual rope winch

WARNING

Danger of fatal injury due to the F-boom!
If the flap **30** is not in the „top“ position, the F-jib can fall down uncontrollably when erecting the boom system and during crane operation.
Death, severe bodily injuries, property damage.

► Make sure that the flap **30** is in the „up“ position immediately before lifting the F-end section or when erecting the boom.
► Make sure that the crank of the manual rope winch has been removed.

► Lift the main boom.

Immediately after the F-jib lifts off the ground, move the flap **30** „upward“:

► Actuate the manual rope winch **39** and spool out the control rope **9**.
► Remove the crank **40** from the manual rope winch **39**.

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3.4 Assembly variant V2 — Assembling the complete F-jib (maximum length of 12 m) on the ground

WARNING
Impermissible F-assembly length(s)!
Death, severe bodily injuries, property damage.
- ► Make sure that the assembly of the F-jib as a complete F-assembly unit with the F-end section does not exceed 12 m.
- ► During assembly, no hook block may be reeved in on the F-jib.
- ► The F-jib must always be assembled in accordance with the corresponding description in the respective section.
- ► Observe and adhere to the rod plan.

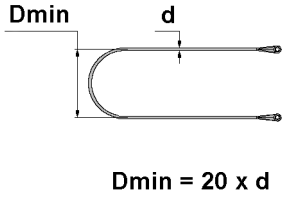

Fig.160908: Fiber guy rope: Calculation of minimum permissible bending diameter

Formula element	Meaning
Dmin	Minimum permissible bending diameter
d	Rope diameter

Minimum permissible bending diameter: Definition of the formula elements

WARNING
Impermissible assembly of fiber guy ropes!
The fiber guy ropes can rip.
Death, severe bodily injuries, property damage.
- ► Make sure that only dry fiber guy ropes are assembled.
- ► Make sure that buckled, knotted or twisted fiber guy ropes are **not** assembled.
- ► Never fall below the minimum permissible bending diameter **Dmin** of **20** x rope diameter **d**.
- ► Make sure that **no** damaged fiber guy ropes are assembled.
- ► Make sure that the identification of the fiber guy rope on the rod plan and the identification on the individual fiber guy ropes are identical. Identify the fiber guy rope, see chapter 5.01.
- ► Make sure that the operating temperature of the fiber guy ropes of -40 °C to +60 °C is **not** fallen below or exceeded.
- ► Check the fiber guy ropes for damage prior to assembly, after disassembly and after exceptional events, see chapter 8.16.
- ► Comply with the maintenance intervals, see chapter 7.03.50.
- ► Replace damaged fiber guy ropes.
- ► Observe the notes regarding the proper transport and storage of the fiber guy ropes, see chapter 2.04.
- ► Observe the instructions for the proper handling of fiber guy ropes, see chapter 5.01.
- ► Only fasten the fiber guy ropes in the permissible range with belt loops, see chapter 5.01.

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3.4.1 Assembling the F-assembly unit with the F-end section

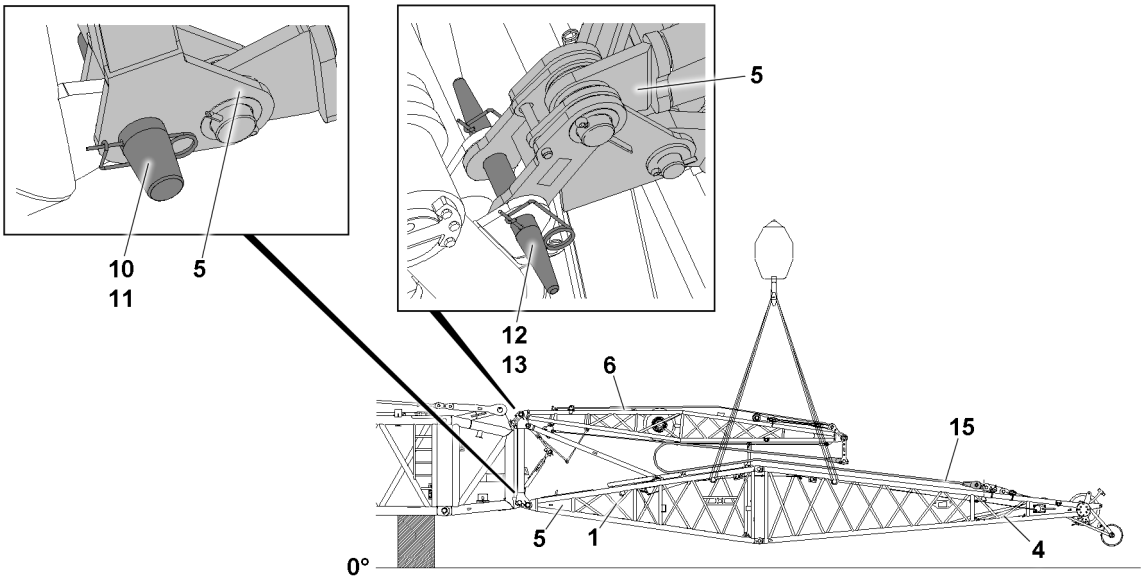

Fig.147743: Pinning the F-jib

Make sure that the following prerequisite is met:
– The F-guy ropes **15** between the F-end section **4** and the FA-frame **6** are properly pinned and secured.

If necessary:
► Release the F-guy ropes **15** from the transport retainers on the F-pivot section **1** and pin with the lugs on the F-end section **4** and with lugs on the FA-frame **6**, see section Assembly variant V1.
► Fasten the F-assembly unit **5** with the F-end section **4** to the auxiliary crane.
► Remove the rigging belts between the F-pivot section **1** and the FA-frame **6**.

The F-assembly unit **5** is pinned four times on the F-connector head. Every pin point is present on both sides of the component on one level.

► Position the F-assembly unit **5** with the F-end section **4** with the auxiliary crane on the F-connector head so that it can be pinned in the pin locations.
► Insert the pin **12** on both sides and secure with the retaining element **13**.

WARNING
Crushing / shearing of limbs!
While performing boom system assembly tasks, limbs can be crushed and / or sheared off.
Death, severe bodily injuries, property damage.
► Make sure that no crane movements are performed while pinning in the area of the lower pin points.

► Insert the pin **10** on both sides and secure with the retaining element **11**.

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3.4.2 Releasing the F-relapse support

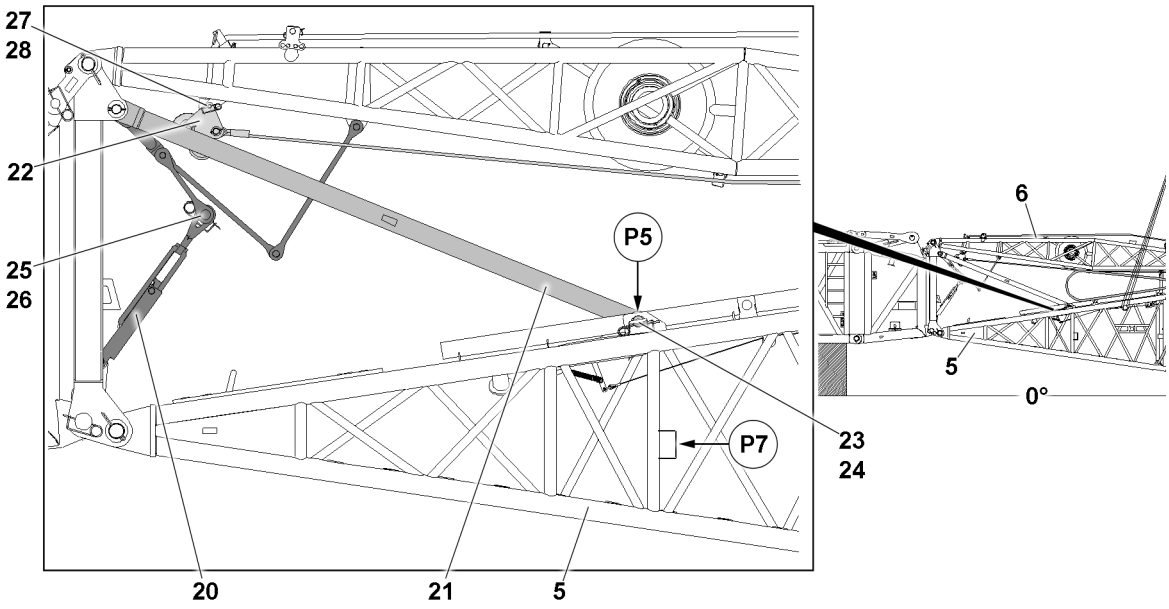

Fig.147745: F-relapse support and FA-frame relapse retainer

Release the F-relapse support **21** from the transport position:

- ► Remove the retaining element **24** in point **P5** and unpin the pin **23**.
- ► Insert the pin **23** in the park position in point **P7** and secure with the retaining element **24**.

3.4.3 Separating the FA-frame relapse retainers

WARNING
Falling and swinging FA-frame relapse retainer!
The FA-frame relapse retainer consists of tension lugs and a turnbuckle.
The turnbuckle **20** of the FA-frame relapse retainer can fall down due to its own weight during unpinning.
Death, severe bodily injuries, property damage.
- ► Make sure when unpinning the FA-frame relapse retainer, that the turnbuckle **20** is safely held.
- ► Assembly personnel must be to the side of the assembly unit.

NOTICE
Danger of property damage!
If the FA-frame relapse retainer is not separated, then it will be damaged when pulling up the F-jib.
- ► Make sure that the FA-frame relapse retainer is separated during the erection of the FA-frame.

Separate the FA-frame relapse retainer:

- ► Remove the retaining element **26** and unpin the pin **25**.
- ► Take the turnbuckle **20** down.
- ► Insert the pin **25** again and secure it with the retaining element **26**.

When the FA-frame relapse retainer is separated:
- ► Lower the F-jib slowly onto the ground.
- ► Remove the auxiliary crane.

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3.4.4 Assembling the FAB-guy ropes

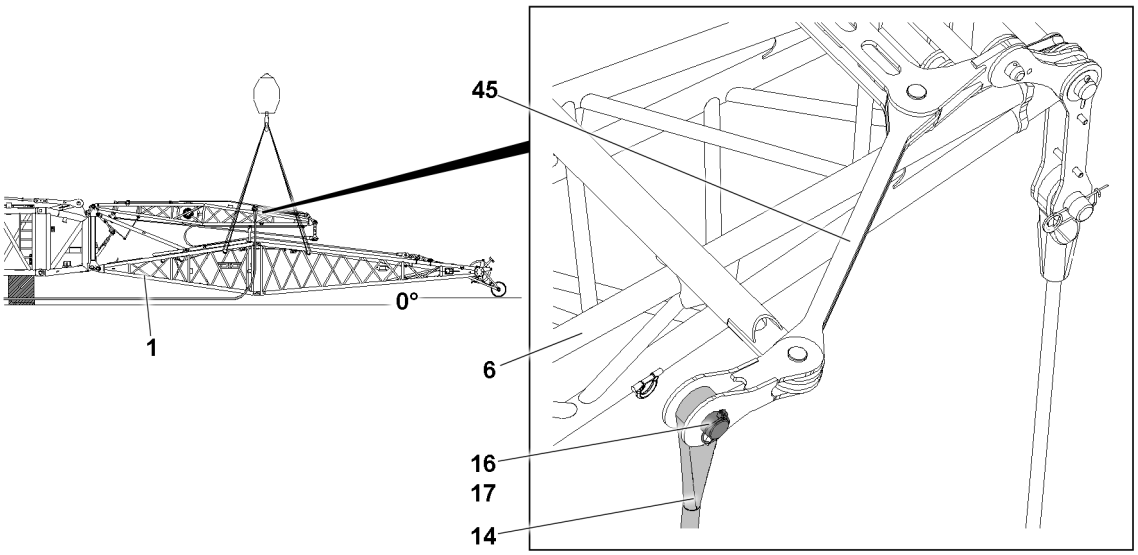

Fig.147744: FAB-guy ropes

- ► Check the FAB guy ropes **14**, see chapter 8.16.
- ► Swing the FAB-guy rope **14** in to the swing **45** on the FA-frame **6**.
- ► Pin the FAB-guy rope **14** on the swing **45**: Insert the pin **16** and secure it with the retaining element **17**.
- ► Take the free end of the FAB-guy rope **14** down to the side of the boom.

When the first FAB-guy rope is properly assembled and secured:

- ► Pin the second FAB-guy rope and take it down to the side of the boom.

3.4.5 Setting the flap „downward“

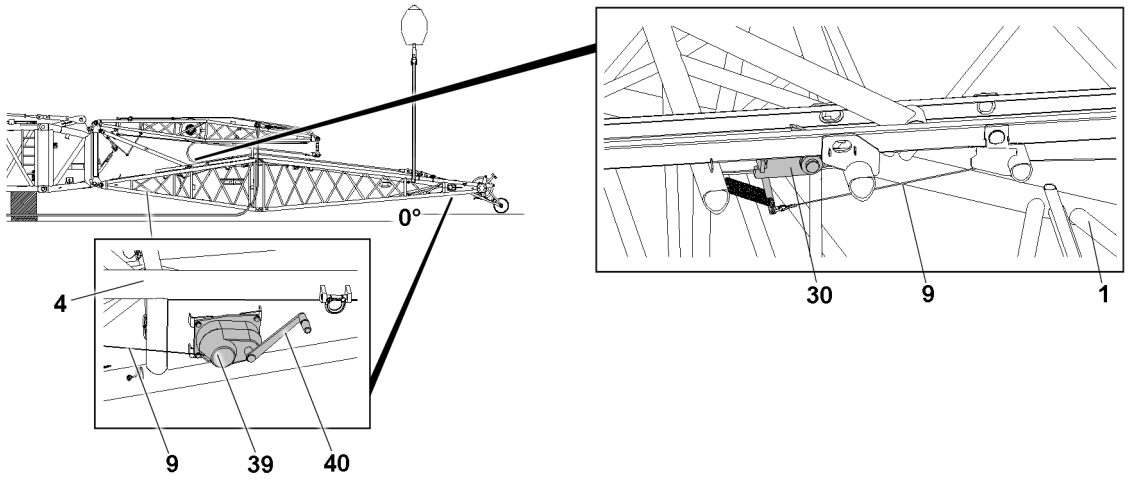

Fig.147746: Flap and manual rope winch

Make sure that the following prerequisite is met:

– The control rope **9** of the F-end section **4** and the F-pivot section **1** are connected.

- ► Insert the crank **40**.

Set the flap „downward“:

- ► Actuate the manual rope winch **39** and spool up the control rope **9**.

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► Remove the crank **40** from the manual rope winch **39**.
► Fasten the auxiliary crane properly to the F-end section **4**.

3.4.6 Erecting the FA-frame

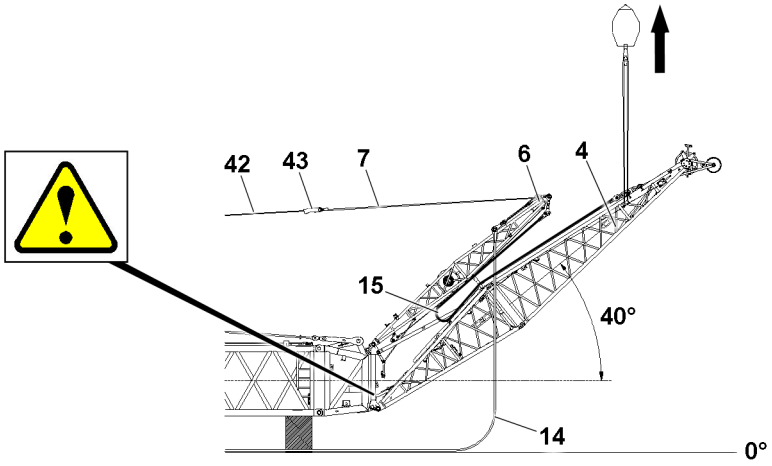

Fig.161209: Erecting the FA-frame

Make sure that the following prerequisites are met:
– The F-guy ropes **15** are properly installed and secured between the FA-frame and the F-end section.
– The FA-frame relapse retainer is separated.
– The F-relapse support is unpinned.

NOTICE
Danger of property damage!
If the FA-frame relapse retainer is not separated, then it will be damaged during erection of the FA-frame.
► Make sure that the FA-frame relapse retainer is separated during the erection of the FA-frame.

NOTICE
Danger of collision on the F-coupling point!
When lifting the F-jib in direction of the main boom there is a danger of collision of the F-pivot section with the attachment parts of the F-coupling point.
► When lifting the F-jib, a guide must be used.
► The guide must be in constant visual and acoustic contact with the crane operator.

WARNING
The FAB-guy ropes **14** are trapped or bent too far!
Damage to the guy ropes.
► Make sure that the fiber guy ropes are not buckled, crushed or damaged in any other way.
► Guide the FAB-guy ropes **14** along the side on the boom when moving the FA-frame.
► Make sure that minimum permissible bending diameter of **20** x rope diameter on the fiber guy ropes is never fallen below.

► Lift the F-jib with the auxiliary crane on the F-end section **4** until the angle between the FA-frame **6** and the main boom is at least 40°.
► Connect the fastening rope **7** of the FA-frame **6** by using the lock **43** with the hoist rope **42** .

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WARNING
Angle between the FA-frame **6** and the horizontal is too small!
The hoist rope cannot hold the FA-frame **6** and folds downward. Damage to components.
Death, severe bodily injuries, property damage.
► Make sure that the angle between the FA-frame **6** and the horizontal is approx. 40°.

► Spool up the hoist rope **42** until the FA-frame **6** is held approx. in the 40° position by the hoist rope.

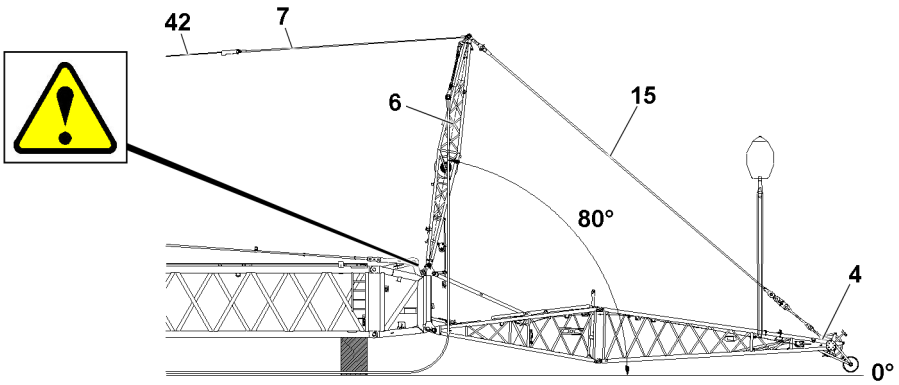

Fig.147748: Lower the F-jib with the auxiliary crane.

► Lower the F-jib with the auxiliary crane to the horizontal.

NOTICE
Danger of collision on the F-coupling point!
When swinging the FA-frame in direction of the main boom there is a danger of collision of the FA-frame with the attachment parts of the L-end section or the F-connector head.
► When swinging the FA-frame, a guide must be used.
► The guide must be in constant visual and acoustic contact with the crane operator.

NOTICE
Hoist rope contact with cross binders of the main boom auxiliary guying!
► Make sure that the hoist rope does not scrape the cross binder of the main boom auxiliary guying when erecting the FA-frame.

If the hoist rope scrapes:
► Take the main boom down on the ground or on a load bearing substructure.
► Release the main boom guying and unhook the cross binder of the auxiliary guying.

► Pull the FA-frame **6** with the hoist rope **42** further in the direction of the main boom until there is a maximum 80° angle to the horizontal.
► Lower the F-jib with the auxiliary crane until the F-guy ropes **15** are tensioned or the F-jib lies on the ground.
► Unhook and remove the fastening equipment (fastening rope) of the auxiliary crane.

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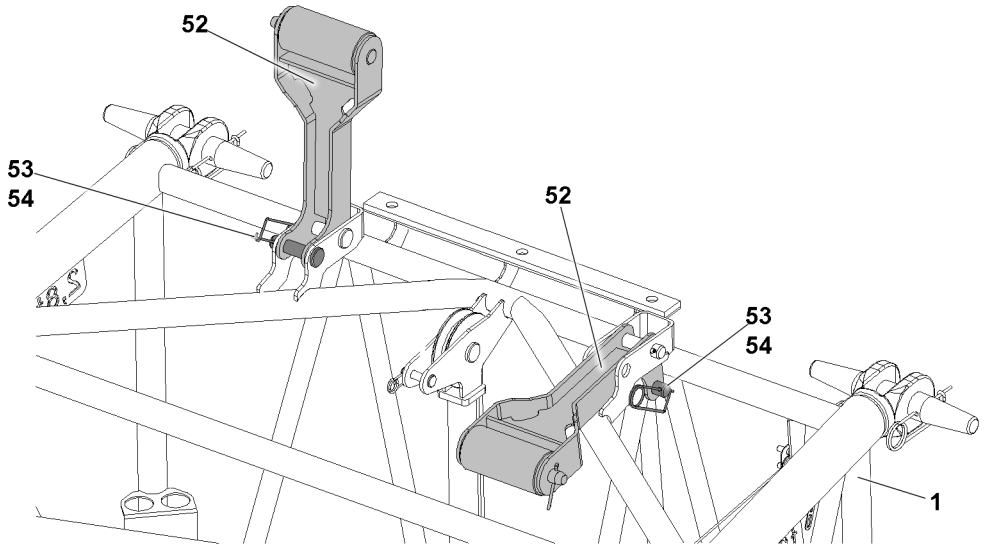

Fig.147736: Support frames

WARNING
Falling support frames!
The support frame **52** can fall down due to its own weight when unpinning it.
Death, severe bodily injuries, property damage.
- ► Make sure that the support frame **52** is held during unpinning.
- ► Assembly personnel must be to the side of the assembly unit.

Swing the support frame **52** into the operating position:
- ► Remove the retaining element **54** and unpin the pin **53**.
- ► Take the support frame **52** down.
- ► Insert the pin **53** again and secure it with the retaining element **54**.
- ► Take the second support frame **52** down.

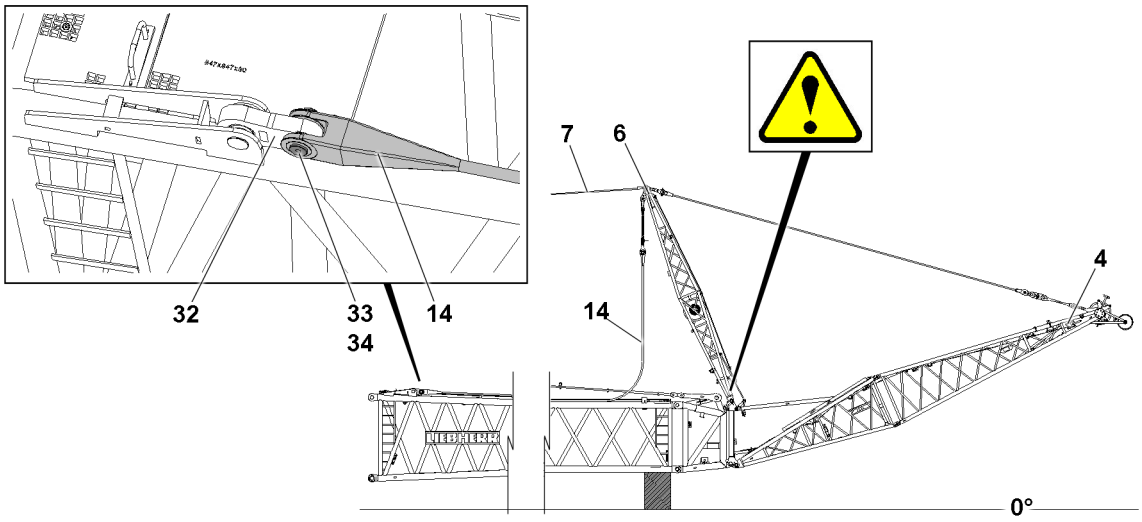

Fig.147749: Pinning the FAB-guy ropes

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NOTICE
Danger of collision on the F-coupling point!
When swinging the FA-frame in direction of the main boom there is a danger of collision of the FA-pivot section with the attachment parts of the F-coupling point.
► When swinging the FA-frame, a guide must be used.
► The guide must be in constant visual and acoustic contact with the crane operator.

NOTICE
Danger of collision!
When swinging the FA-frame in direction of the main boom there is a danger of collision of the FA-frame with the attachment parts of the L-end section or the F-connector head.
► When swinging the FA-frame, a guide must be used.
► The guide must be in constant visual and acoustic contact with the crane operator.

► Continue to swing the FA-frame **6** further with the hoist rope **42** in direction of the main boom until it can be pinned in the pin location.
► Swing the FAB-guy rope **14** in to the FAB-lugs **32** of the L-intermediate section.

Pin the FAB-guy rope **14** with the FAB-lugs **32** of the L-intermediate section:

► Insert the pin **33** and secure it with the retaining element **34**.
► Pin the second FAB-guy rope.

3.4.7 Putting the FA-frame in the operating position

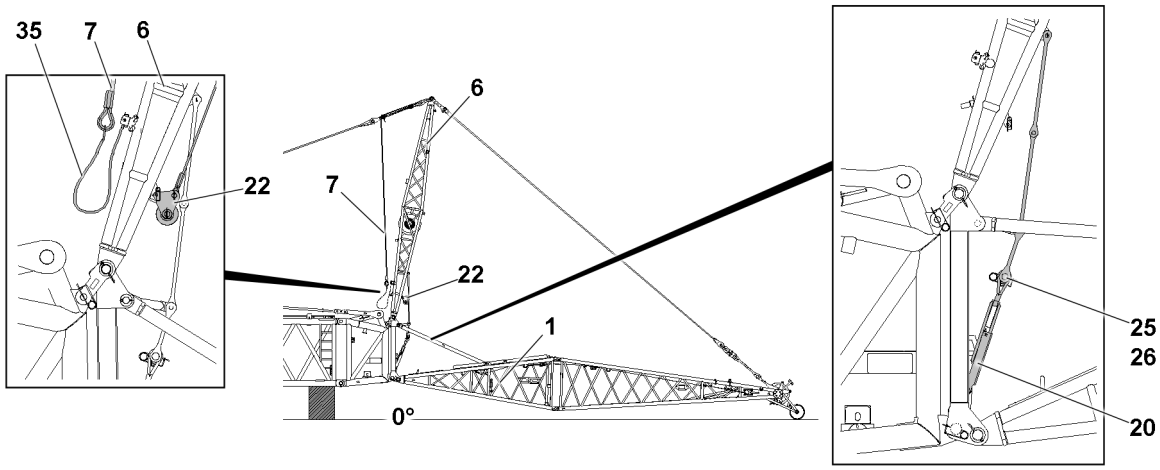

Fig.147750: Bringing the FA-frame into operating position // Assembling the FA-frame relapse retainer

Make sure that the following prerequisite is met:
– The FAB-guy ropes are properly pinned and secured.

NOTICE
Danger of slack rope formation!
► When spooling the hoist rope out, make sure that no slack rope forms.

► Lower the FA-frame **6** to the operating position (to the front): Spool out the hoist rope until the FA-frame **6** is in the operating position.

The FA-frame **6** can be pulled into the operating position as follows:

► By using the assembly winch rope over the rope pulley retainer **22** , see section „Assembly variant V1 — Assembling the F-jib in parts“.
or
By lifting the main boom. Use a lifting platform to tension the FA-frame relapse retainer.
► Pull the FA-frame **6** into the operating position.

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Pin the FA-frame relapse retainer:
► Swing the turnbuckle **20** to the FA-frame relapse retainer.
► Insert the pin **25** and secure it with the retaining element **26**.

When the FA-frame relapse retainer is properly pinned and secured:
► Tighten the turnbuckle and secure it to prevent twisting.

Result:

– The turnbuckle is secured to prevent it from twisting during crane operation.
– The FA-frame **6** is fixed in the operating position.

When the FA-frame relapse retainer is pinned and secured:
► Continue to spool out the hoist rope until the fastening rope **7** is completely relieved.
► Separate the hoist rope and the fastening rope **7**.

NOTICE
Swinging fastening rope!
If the fastening rope **7** is not properly secured, then the fastening rope can start to swing back and forth in crane operation and damage components.
► Make sure that the fastening rope **7** is properly secured on the FA-frame before starting to work with the crane.

► Place the fastening rope **7** over the rocker.
► Connect the fastening rope **7** with the round sling **35** with the shackle.
► Fasten the round sling **35** with the carabiner on bracket of the FA-frame **6**.

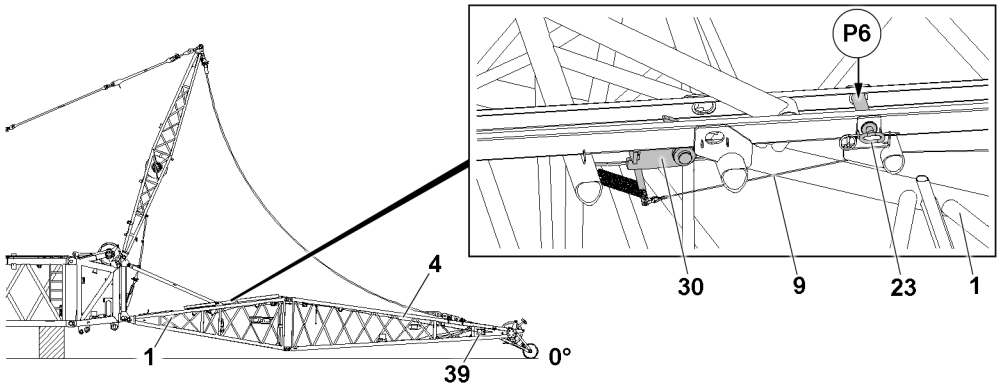

Fig.147742: Flap

► Insert the pin **23** for crane operation in the stop position in point **P6** and secure with the retaining element **24**.
► Properly connect the cross binder of the main boom auxiliary guying and secure.

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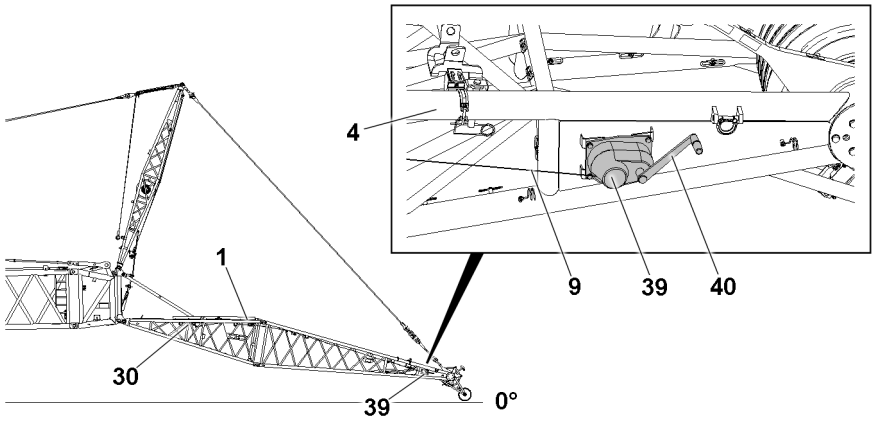

Fig.147741

WARNING
Danger of fatal injury due to the F-boom!
If the flap is not in the „top“ position, the F-jib can fall down uncontrollably when erecting the boom system and during crane operation.
Death, severe bodily injuries, property damage.
- ► Make sure that the flap is in the „up“ position immediately before lifting the F-end section or when erecting the boom.
- ► Make sure that the crank of the manual rope winch has been removed.

► Lift the main boom.

Immediately after the F-jib lifts off the ground, move the flap **30** „upward“:
- ► Actuate the manual rope winch **39** and spool out the control rope **9**.
- ► Remove the crank **40** from the manual rope winch **39**.

3.5 Assembly variant V3 — Assembling the complete F-jib (maximum length of 12 m) in flying mode

WARNING
Impermissible F-assembly length(s)!
Death, severe bodily injuries, property damage.
- ► Make sure that the flying assembly length of the F-jib as a complete F-assembly unit with the F-end section does not exceed 12 m.
- ► During assembly, no hook block may be reeved in on the F-jib.
- ► The F-jib must always be assembled in accordance with the corresponding description in the respective section.
- ► Observe and adhere to the rod plan.

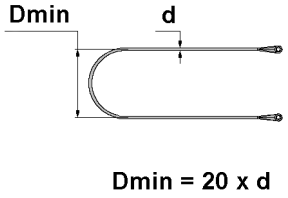

Fig.160908: Fiber guy rope: Calculation of minimum permissible bending diameter

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Formula element	Meaning
Dmin	Minimum permissible bending diameter
d	Rope diameter

Minimum permissible bending diameter: Definition of the formula elements

WARNING
Impermissible assembly of fiber guy ropes!
The fiber guy ropes can rip.
Death, severe bodily injuries, property damage.
- ► Make sure that only dry fiber guy ropes are assembled.
- ► Make sure that buckled, knotted or twisted fiber guy ropes are **not** assembled.
- ► Never fall below the minimum permissible bending diameter **Dmin** of **20** x rope diameter **d**.
- ► Make sure that **no** damaged fiber guy ropes are assembled.
- ► Make sure that the identification of the fiber guy rope on the rod plan and the identification on the individual fiber guy ropes are identical. Identify the fiber guy rope, see chapter 5.01.
- ► Make sure that the operating temperature of the fiber guy ropes of -40 °C to +60 °C is **not** fallen below or exceeded.
- ► Check the fiber guy ropes for damage prior to assembly, after disassembly and after exceptional events, see chapter 8.16.
- ► Comply with the maintenance intervals, see chapter 7.03.50.
- ► Replace damaged fiber guy ropes.
- ► Observe the notes regarding the proper transport and storage of the fiber guy ropes, see chapter 2.04.
- ► Observe the instructions for the proper handling of fiber guy ropes, see chapter 5.01.
- ► Only fasten the fiber guy ropes in the permissible range with belt loops, see chapter 5.01.

3.5.1 Assembling the F-assembly unit with the F-end section

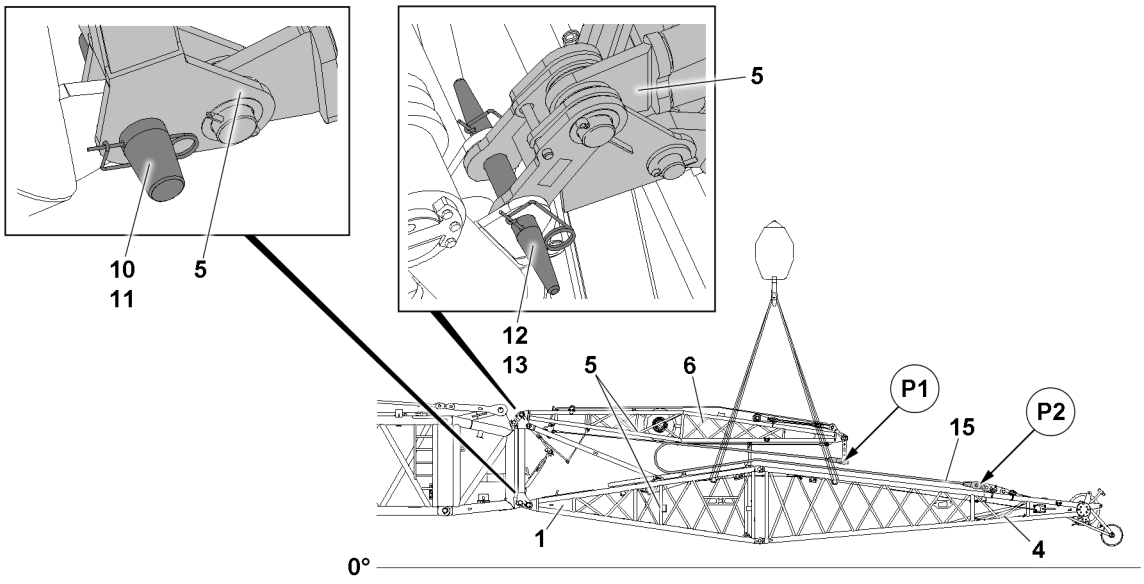

Fig.161208: Pinning the F-jib

- ► Make sure that the F-guy rope **15** is properly pinned and secured between the F-end section **4** and the FA-frame **6** in point **P1** and point **P2**.

When the F-guy ropes **15** are not pinned:
- ► Release the F-guy ropes **15** from the transport retainers on the F-pivot section **1** and pin with the lugs on the F-end section **4** and with lugs on the FA-frame **6**, see point **P1** and point **P2**.
- ► Fasten the F-assembly unit **5** and F-end section **4** to the auxiliary crane.
- ► Remove the rigging belts between the F-pivot section **1** and the FA-frame **6**.

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The F-assembly unit **5** is pinned four times on L-end section or on the F-connector head. Every pin point is present on both sides of the component on one level.

- ► Position the F-assembly unit **5** with the F-end section **4** with the auxiliary crane on the F-connector head so that it can be pinned in the pin locations.
- ► Insert the pin **12** on both sides and secure with the retaining element **13**.

WARNING
Crushing / shearing of limbs!
While performing boom system assembly tasks, limbs can be crushed and / or sheared off.
Death, severe bodily injuries, property damage.
- ► Make sure that no crane movements are performed while pinning in the area of the lower pin points.

- ► Insert the pin **10** on both sides and secure with the retaining element **11**.

3.5.2 Setting the flap „downward“

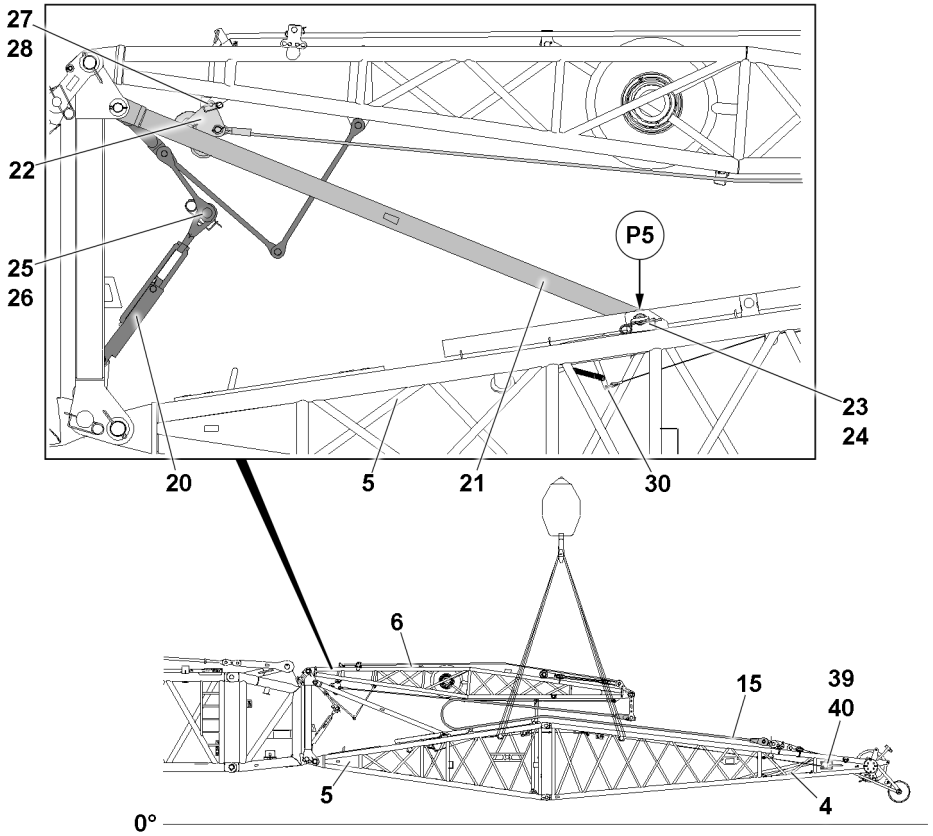

Fig.147752: F-relapse support and FA-frame relapse retainers

- ► Insert the crank **40**.

Set the flap **30** „downward“:
- ► Actuate the manual rope winch **39** and spool up the control rope **9**.
- ► Remove the crank **40** from the manual rope winch **39**.

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3.5.3 F-relapse support

WARNING
Automatic swinging of the F-jib!
If the pin **23** of the F-relapse support **21** is unpinned in point **P5**, before the F-guy rope **15** is properly assembled and secured, the F-jib could fall down by itself.
Death, severe bodily injuries, property damage.
- ► Make sure that the F-relapse support **21** remains pinned in point **P5** as long as the F-guy ropes **15** are properly pinned and secured on the FA-frame **6** and on the F-end section **3**.
- ► Do **not** unpin the F-relapse support **21** in point **P5**.

- ► Make sure that the F-relapse support **21** is properly pinned and secured in the transport position in point **5** with the pin **23**.

3.5.4 Separating the FA-frame relapse retainers

WARNING
Falling and swinging FA-frame relapse retainer!
The FA-frame relapse retainer consists of tension lugs and a turnbuckle.
The turnbuckle **20** of the FA-frame relapse retainer can fall down due to its own weight during unpinning.
Death, severe bodily injuries, property damage.
- ► Make sure when unpinning the FA-frame relapse retainer, that the turnbuckle **20** is safely held.
- ► Assembly personnel must be to the side of the assembly unit.

NOTICE
Danger of property damage!
If the FA-frame relapse retainer is not separated, then it will be damaged when pulling up the F-jib.
- ► Make sure that the FA-frame relapse retainer is separated during the erection of the FA-frame.

Separate the FA-frame relapse retainer:

- ► Remove the retaining element **26** and unpin the pin **25**.
- ► Take the turnbuckle **20** down.
- ► Insert the pin **25** again and secure it with the retaining element **26**.
- ► Remove the auxiliary crane.

3.5.5 Preparing the rope pulley retainer for assembly of the F-jib

WARNING
Falling rope pulley retainer!
The rope pulley retainer **22** can fall down due to its own weight when unpinning it.
Death, severe bodily injuries, property damage.
- ► Make sure that the rope pulley retainer **22** is secured against falling down when unpinning.

Release the rope pulley retainer **22** from the FA-frame **6**:

- ► Remove the retaining element **28** and unpin the pin **27**.
- ► Take the rope pulley retainer **22** down with the rope on the F-assembly unit.

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3.5.6 Assembling the FAB-guy ropes

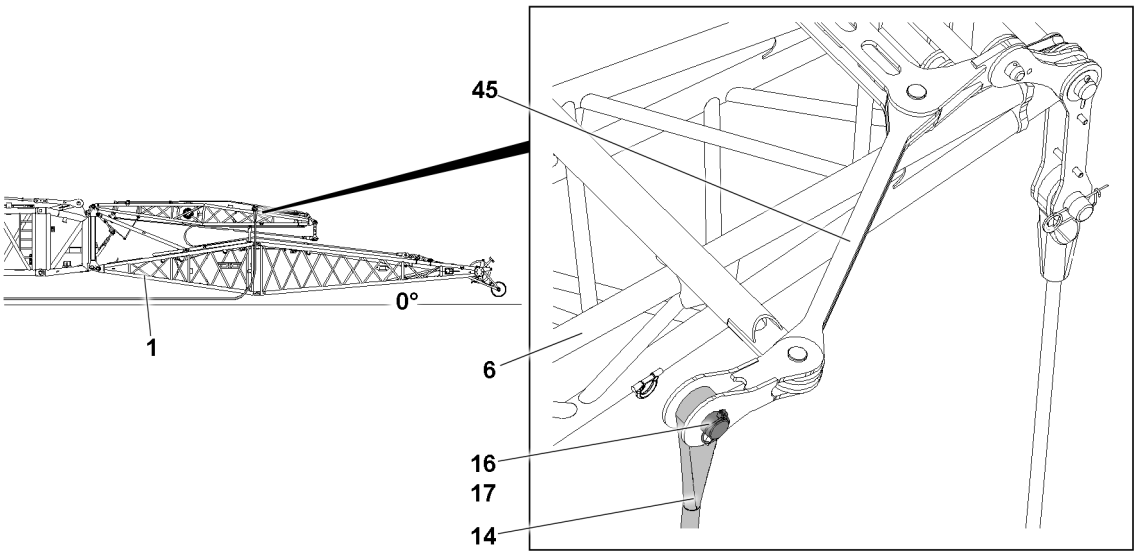

Fig.147756: FAB-guy ropes

- ► Check the FAB guy ropes **14**, see chapter 8.16.
- ► Swing the FAB-guy rope **14** in to the swing **45** on the FA-frame **6**.
- ► Pin the FAB-guy rope **14** on the swing **45**: Insert the pin **16** and secure it with the retaining element **17**.
- ► Take down the free end of the FAB-guy rope **14** to the side of the boom.

When the first FAB-guy rope is properly assembled and secured:

- ► Pin the second FAB-guy rope and take it down to the side of the boom.

3.5.7 Erecting the FA-frame

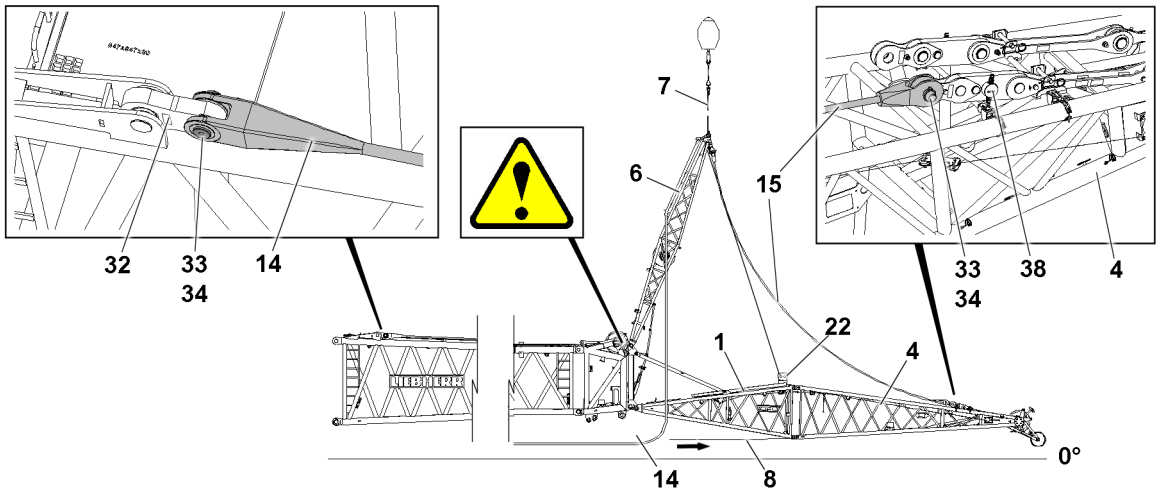

Fig.161210: Erecting the FA-frame

Make sure that the following prerequisite is met:

– The FA-frame relapse retainer is separated.

Unpin the F-guy rope **15** on the F-end section **4**:

- ► Remove the retaining element **34** on both sides and unpin the pin **33** on both sides.
- ► Release the fastening rope **7** in the transport position on the FA-frame **6**.

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WARNING
The F-guy ropes **15** and FAB-guy ropes **14** are trapped or bent too far!
Damage to the guy ropes.
- ► Make sure that the fiber guy ropes are not buckled, crushed or damaged in any other way.
- ► Make sure that the F-guy ropes **15** and FAB-guy ropes **14** are guided along the side of the boom.
- ► Make sure that minimum permissible bending diameter of **20** x rope diameter on the fiber guy ropes is never fallen below.

- ► Fasten the FA-frame **6** with the fastening rope **7** to the auxiliary crane.
- ► Lift the FA-frame **6** with the auxiliary crane.
- ► Reeve in the assembly winch rope **8** at the rope pulley retainer **22** and secure to the F-pivot section **1**.

NOTICE
Danger of property damage!
When swinging the FA-frame **6** in the direction of the main boom, damage may occur to the FA-frame **6**, the F-connector head, as well as the rope pulley retainer.
- ► Make sure that a guide supervises the swinging process of the FA-frame.
- ► Make sure that the guide is constantly in visual and acoustic contact with the crane operator.
- ► Make sure that the assembly winch rope **8** is spooled out during the swinging process of the FA-frame **6**.
- ► Make sure that the F-guy rope **15** is unpinned on the F-end section **4**.

- ► Carefully swing the FA-frame **6** with the auxiliary crane in direction of the main boom and spool out the assembly winch rope **8** at the same time until it can be pinned in the pin location.
- ► Swing the FAB-guy rope **14** in to the FAB-lugs **32** of the L-intermediate section.

Pin the FAB-guy rope **14** with the FAB-lugs **32** of the L-intermediate section:

- ► Insert the pin **33** and secure it with the retaining element **34**.
- ► Pin the second FAB-guy rope.

3.5.8 Taking the support frames down

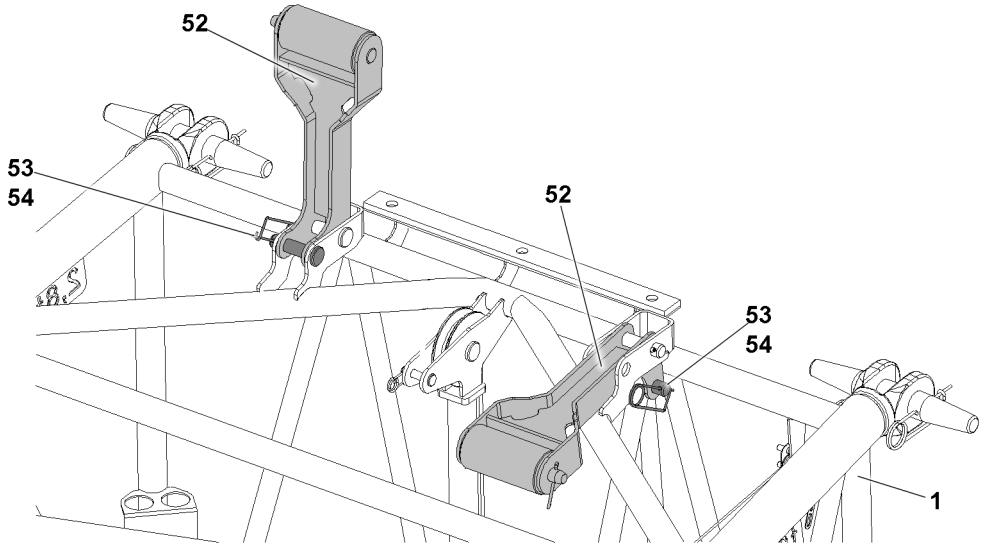

Fig.147736: Support frames

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WARNING
Falling support frames!
The support frame **52** can fall down due to its own weight when unpinning it.
Death, severe bodily injuries, property damage.
► Make sure that the support frame **52** is held during unpinning.
► Assembly personnel must be to the side of the assembly unit.

Swing the support frame **52** into the operating position:
► Remove the retaining element **54** and unpin the pin **53**.
► Take the support frame **52** down.
► Insert the pin **53** again and secure it with the retaining element **54**.
► Take the second support frame **52** down.

3.5.9 Putting the FA-frame in the operating position

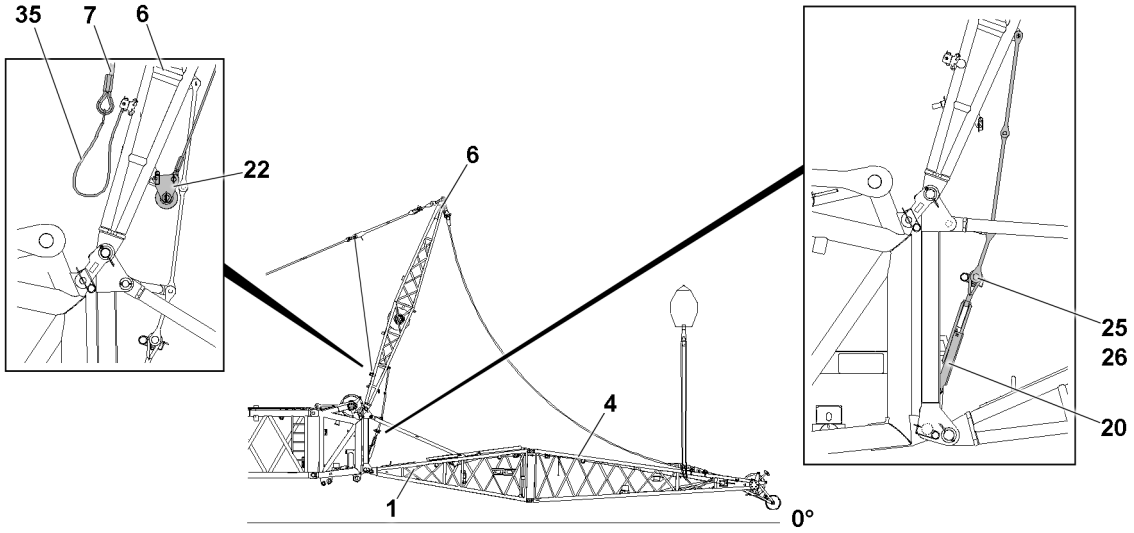

Fig.147754: Putting the FA-frame in the operating position

Make sure that the following prerequisite is met:
– The FAB-guy ropes are properly pinned and secured.

► Pull the FA-frame **6** with the assembly winch rope **8** in direction of the F-pivot section.

Connect the FA-frame relapse retainer:
► Swing the turnbuckle **20** to the FA-frame relapse retainer.
► Insert the pin **25** and secure it with the retaining element **26**.

When the FA-frame relapse retainer is properly pinned and secured:
► Tighten the turnbuckle **20** and secure it to prevent twisting.

Result:

– The turnbuckle is secured to prevent it from twisting during crane operation.
– The FA-frame **6** is fixed in the operating position.

NOTICE
Swinging fastening rope!
If the fastening rope **7** is not properly secured, then the fastening rope **7** can start to swing back and forth in crane operation and damage components.
► Make sure that the fastening rope **7** is properly secured on the FA-frame before starting to work with the crane.

► Place the fastening rope **7** over the rocker.
► Remove the auxiliary crane.

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► Connect the fastening rope **7** with the round sling **35** with the shackle.
► Fasten the round sling **35** with the carabiner on bracket of the FA-frame **6**.
► Fasten the F-jib to the auxiliary crane.
► Carefully tension the fastening equipment.

When the fastening equipment is tensioned:
► Release and reeve out the assembly winch rope **8**.

Pin the rope pulley retainer **22** on the FA-frame **6**:

► Insert the pin **27** and secure it with the retaining element **28**.

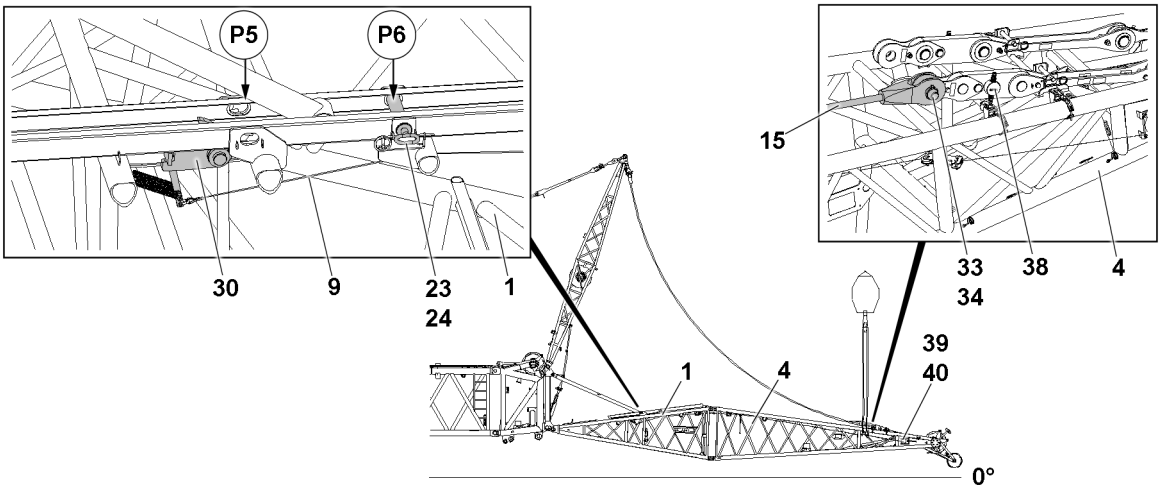

Fig.147755: Assembling the F-guy rope on the F-end section / unpinning the F-relapse support

► Pin the F-guy ropes **15** on the F-end section **4** with the lugs **38**.
► Insert the pin **33** and secure it with the retaining element **34**.

Unpin the F-relapse support **21** in the transport position in point **P5**.

When the F-jib is safely held by the auxiliary crane:
► Remove the retaining element **24** in point **P5** and unpin the pin **23**.
► Insert the pin **23** in the stop position in point **P6** and secure with the retaining element **24**.
► Lower the F-jib slowly onto the ground with the auxiliary crane.

When the F-jib is lying on the ground:
► Remove the auxiliary crane.

WARNING
Danger of fatal injury due to the F-boom!
If the flap is not in the „top“ position, the F-jib can fall down uncontrollably when erecting the boom system and during crane operation.
Death, severe bodily injuries, property damage.
► Make sure that the flap is in the „up“ position immediately before lifting the F-end section or when erecting the boom.
► Make sure that the crank of the manual rope winch has been removed.

► Lift the main boom.

Immediately after the F-jib lifts off the ground, move the flap **30** „upward“:
► Actuate the manual rope winch **39** and spool out the control rope **9**.
► Remove the crank **40** from the manual rope winch **39**.

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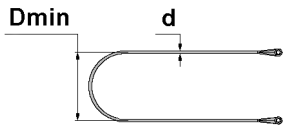
3.6 Assembly variant V4 — Assembling the complete F-jib (maximum length of 12 m) in flying mode

WARNING
Impermissible F-assembly length(s)!
Death, severe bodily injuries, property damage.
- ► Make sure that the assembly of the F-jib as a complete F-assembly unit with the F-end section does not exceed 12 m.
- ► During assembly, no hook block may be reeved in on the F-jib.
- ► The F-jib must always be assembled in accordance with the corresponding description in the respective section.
- ► Observe and adhere to the rod plan.



Dmin = 20 x d

Fig.160908: Fiber guy rope: Calculation of minimum permissible bending diameter

Formula element	Meaning
Dmin	Minimum permissible bending diameter
d	Rope diameter

Minimum permissible bending diameter: Definition of the formula elements

WARNING
Impermissible assembly of fiber guy ropes!
The fiber guy ropes can rip.
Death, severe bodily injuries, property damage.
- ► Make sure that only dry fiber guy ropes are assembled.
- ► Make sure that buckled, knotted or twisted fiber guy ropes are **not** assembled.
- ► Never fall below the minimum permissible bending diameter **Dmin** of **20** x rope diameter **d**.
- ► Make sure that **no** damaged fiber guy ropes are assembled.
- ► Make sure that the identification of the fiber guy rope on the rod plan and the identification on the individual fiber guy ropes are identical. Identify the fiber guy rope, see chapter 5.01.
- ► Make sure that the operating temperature of the fiber guy ropes of -40 °C to +60 °C is **not** fallen below or exceeded.
- ► Check the fiber guy ropes for damage prior to assembly, after disassembly and after exceptional events, see chapter 8.16.
- ► Comply with the maintenance intervals, see chapter 7.03.50.
- ► Replace damaged fiber guy ropes.
- ► Observe the notes regarding the proper transport and storage of the fiber guy ropes, see chapter 2.04.
- ► Observe the instructions for the proper handling of fiber guy ropes, see chapter 5.01.
- ► Only fasten the fiber guy ropes in the permissible range with belt loops, see chapter 5.01.

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3.6.1 Assembling the F-assembly unit with the F-end section

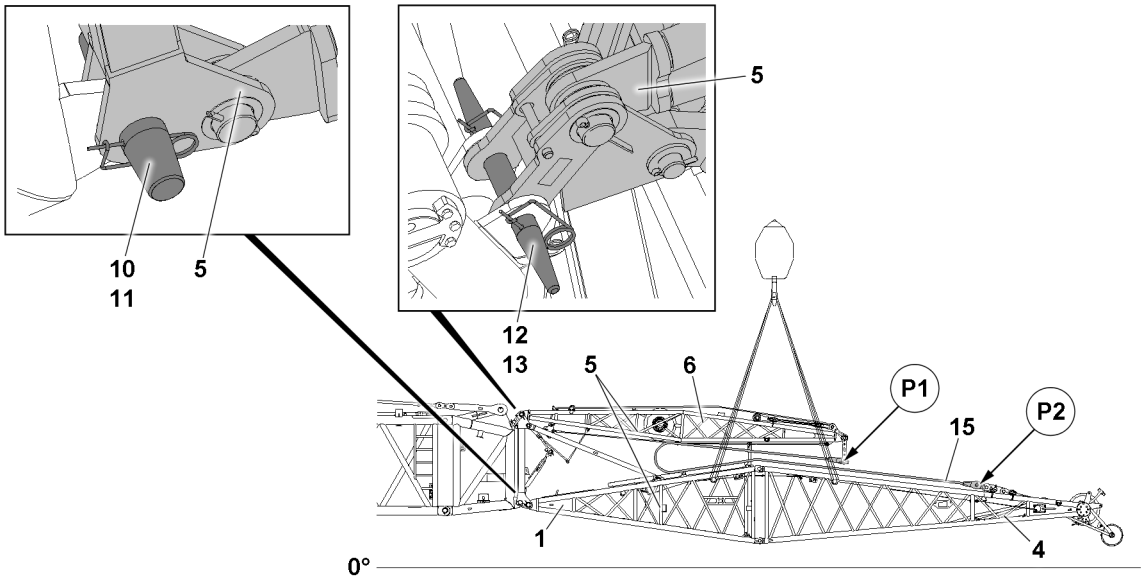

Fig.161208: Pinning the F-jib

► Make sure that the F-guy rope **15** is properly pinned and secured between the F-end section **4** and the FA-frame **6** in point **P1** and point **P2**.

When the F-guy ropes **15** are not pinned:

► Release the F-guy ropes **15** from the transport retainers on the F-pivot section **1** and pin with the lugs on the F-end section **4** and with lugs on the FA-frame **6**, see point **P1** and point **P2**.
► Fasten the F-assembly unit **4** with the F-end section **4** to the auxiliary crane.
► Remove the rigging belts between the F-pivot section **1** and the FA-frame **6**.

The F-assembly unit is pinned four times on L-end section or on the F-connector head. Every pin point is present on both sides of the component on one level.

► Position the F-assembly unit **4** with the F-end section **3** with the auxiliary crane on the F-connector head so that it can be pinned in the pin locations.
► Insert the pin **12** on both sides and secure with the retaining element **13**.

WARNING
Crushing / shearing of limbs!
While performing boom system assembly tasks, limbs can be crushed and / or sheared off.
Death, severe bodily injuries, property damage.
► Make sure that no crane movements are performed while pinning in the area of the lower pin points.

► Insert the pin **10** on both sides and secure with the retaining element **11**.
► Remove the auxiliary crane.

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3.6.2 Releasing the F-relapse support

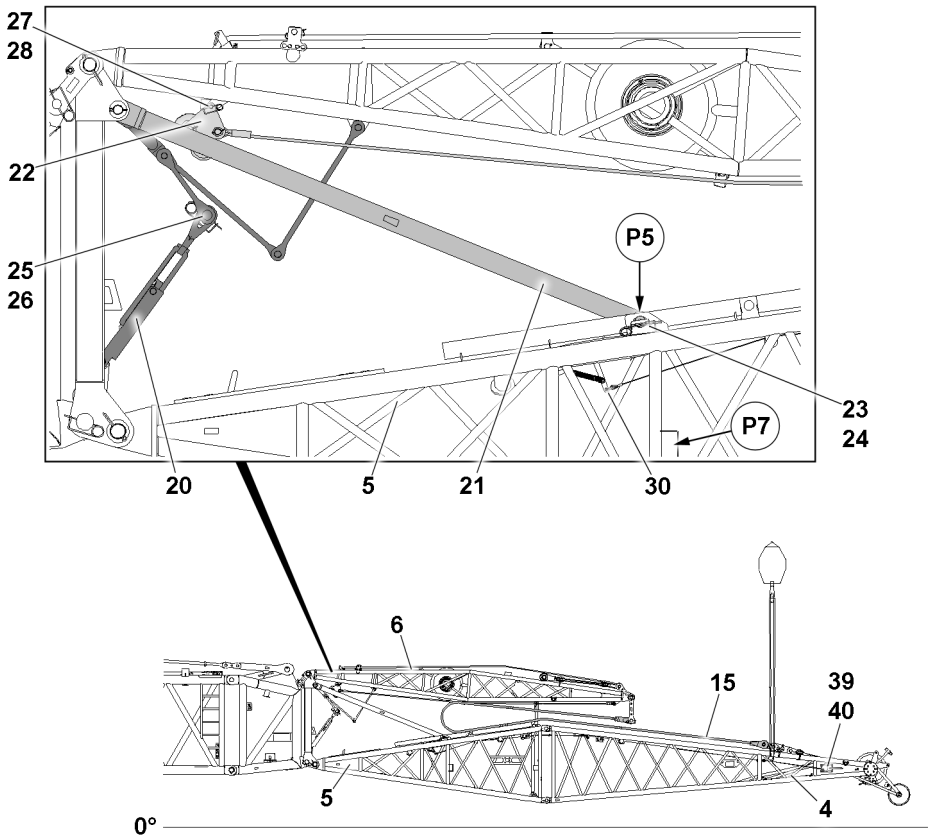

Fig.147757: F-relapse support and FA-frame relapse retainers

Make sure that the following prerequisites are met:
- The F-jib is properly pinned and secured on the F-connector head.
- The F-guy ropes **15** are properly pinned and secured between the FA-frame **6** and the F-end section **3**.
- The F-jib is properly fastened on the F-end section **4** to the auxiliary crane.

► Fasten the F-jib on the F-end section **4** to the auxiliary crane.

Release the F-relapse support **21** from the transport position:

► Remove the retaining element **24** in point **P5** and unpin the pin **23**.
► Insert the pin **23** in the park position in point **P7** and secure with the retaining element **24**.

3.6.3 Setting the flap „downward“

► Insert the crank **40**.

Set the flap „downward“:
► Actuate the manual rope winch **39** and spool up the control rope **9**.
► Remove the crank **40** from the manual rope winch **39**.

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3.6.4 Separating the FA-frame relapse retainers

WARNING
Falling and swinging FA-frame relapse retainer!
The FA-frame relapse retainer consists of tension lugs and a turnbuckle.
The turnbuckle **20** of the FA-frame relapse retainer can fall down due to its own weight during unpinning.
Death, severe bodily injuries, property damage.
- ► Make sure when unpinning the FA-frame relapse retainer, that the turnbuckle **20** is safely held.
- ► Assembly personnel must be to the side of the assembly unit.

NOTICE
Danger of property damage!
If the FA-frame relapse retainer is not separated, then it will be damaged when pulling up the F-jib.
- ► Make sure that the FA-frame relapse retainer is separated during the erection of the FA-frame.

Separate the FA-frame relapse retainer:

- ► Remove the retaining element **26** and unpin the pin **25**.
- ► Take the turnbuckle **20** down.
- ► Insert the pin **25** again and secure it with the retaining element **26**.

When the FA-frame relapse retainer is separated:
- ► Lower the F-jib slowly onto the ground.

3.6.5 Assembling the FAB-guy ropes

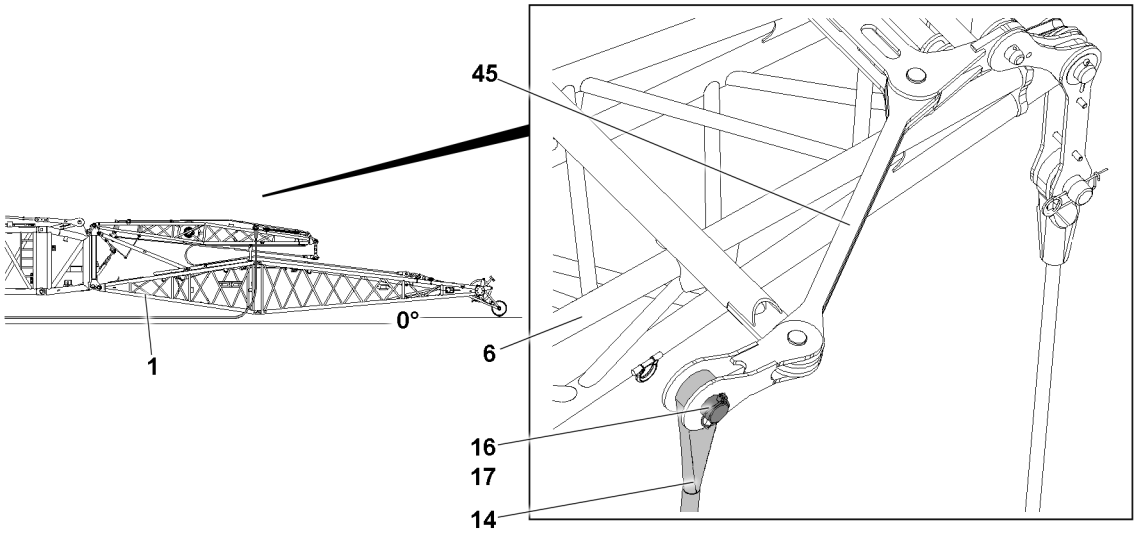

Fig.147758: FAB-guy ropes

- ► Check the FAB guy ropes **14**, see chapter 8.16.
- ► Swing the FAB-guy rope **14** in to the swing **45** on the FA-frame **6**.
- ► Pin the FAB-guy rope **14** on the swing **45**: Insert the pin **16** and secure it with the retaining element **17**.
- ► Take the FAB-guy rope **14** down to the side of the boom.

When the first FAB-guy rope is properly assembled and secured:
- ► Pin the second FAB-guy rope and take it down to the side of the boom.

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3.6.6 Erecting the FA-frame

Note
► „Erecting the FA-frame“, see description of assembly variant V2.

WARNING
Non-observance of safety guidelines!
If the safety guidelines are not observed, dangerous situations can arise.
Death, severe bodily injuries, property damage.
► Make sure that all danger notes in the section „Erecting the FA-frame“ are observed.

3.6.7 Taking the support frames down

Note
► „Taking the support frames down“, see the description for assembly variant V2.

WARNING
Non-observance of safety guidelines!
If the safety guidelines are not observed, dangerous situations can arise.
Death, severe bodily injuries, property damage.
► Make sure that all danger notes in the section „Taking the support frames down“ are observed.

3.6.8 Putting the FA-frame in the operating position

Note
► „Setting the FA-frame in the operating position“ , see description of assembly variant V2.

WARNING
Non-observance of safety guidelines!
If the safety guidelines are not observed, dangerous situations can arise.
Death, severe bodily injuries, property damage.
► Make sure that all danger notes in the section „Setting the FA-frame in the operating position“ are observed.

4 Establishing the electrical connections

Make sure that the following prerequisites are met:
– The F-jib is completely assembled.
– The airplane warning light and the wind speed sensor are assembled.

NOTICE
Damage to the electrical connection on the cable drum!
If the electrical connection from the cable drum on the F-pivot section to the terminal box on the L-end section or on the F-connector head is established first before the connection to the terminal box on the F-end section, the electrical connection can be damaged when spooling out the cable drum.
► Establish the electrical connection from the cable drum on the F-pivot section to the terminal box on the F-end section first and then the electrical connection from the terminal box on the F-connector head or on the L-end section to the cable drum on the F-pivot section.

Note
► Establish the electrical connections to the F-jib, see Electrical wiring diagram.

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► Establish the electrical connections.
► Make sure that all electrical connections on the boom are established.

5 Checking the function of the safety equipment

WARNING
Malfunctioning safety equipment!
Death, severe bodily injuries, property damage.
► Crane operation with non-functioning safety equipment is **prohibited**.

Note
► The function of the individual limit switches must be checked before erection of the boom system.
► The function of the limit switch initiators must be checked in the test system, see the „Diagnostics manual“.

Note
► If a function check on the limit switches or on the safety equipment does not lead to the desired shut-offs, then the plug connections on the connector boxes or the components themselves must be checked. If no visible connection errors or component defects can be found, contact **Liebherr** Customer Service.

Make sure that the following prerequisites are met:
– All electrical connections have been established.
– The crane engine is running.
– The corresponding operating mode is set on the LICCON monitor.

5.1 Checking the wind speed sensor

► Check the movement and the function of the wind speed sensor.

5.2 Checking the airplane warning light

► Turn the airplane warning light on in the crane cab, see chapter 4.01.
► Check the function visually.

5.3 Checking the hoist limit switch on the pulley head

Note
► When replacing or changing a hoist limit switch (HES), the corresponding hoist limit switch must have the correct bus address and the correct software version in order to be detected again by the bus system (LSB).

► Actuate the hoist limit switch manually on the pulley head.

Result:

– The spooling up of the hoist winch turns off.
– The „Hoist top“ icon appears on the LICCON monitor 0.
– The limit switch is functioning.

5.4 Checking the limit switches in general

Note
► The limit switch functions have to be checked individually before erection.
► To check the limit switches, see corresponding chapter in the Crane operating instructions.

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6 Erecting the boom

WARNING
The crane can topple over!
For certain boom lengths, the mechanical auxiliary supports must be assembled, see the Erection and take-down charts.
Death, severe bodily injuries, property damage.
► Observe the specifications in the erection and take-down charts.

WARNING
The crane can topple over!
If the following conditions are not met before erecting the boom, the crane can topple over.
Death, severe bodily injuries, property damage.
► Observe the technical safety instructions, see chapter 5.01.
► Extend the relapse cylinder before erection.
► Do not allow slack rope to form on the control winch.

WARNING
Falling hoist rope!
If the hoist rope before the erection procedure is not properly secured onto the end section, it can fall down backward on the basis of its own weight.
Death, severe bodily injuries, property damage.
► Secure the hoist rope properly on the end section before the erection procedure.

Make sure that the following prerequisites are met:
- The crane is horizontally aligned.
- For crane types with crane support [1)]: The support base is set according to the erection and take-down charts.
- For crane types with crane support [1)]: The crane is properly supported.
- For crane types with a wide crawler travel gear, corresponding erection / take-down charts are specified: The mechanical auxiliary supports are properly installed.
- The turntable is positioned correctly for erection, see the erection / take-down charts.
- The central ballast, counterweight and, if applicable, derrick ballast are installed according to the data in the erection and take-down chart / load chart.
- When specified: The turntable extension inclusive of the ballast plates has been installed according to the data in the erection / take-down charts / load chart.
- When corresponding erection / take-down charts are specified: The minimum weight of the hook block is complied with within the specified boom angle range.
- The requirements on minimum reeving are observed.
- The specifications regarding the erection procedure are implemented, the erection / take-down charts are observed.
- All electrical connections have been established.
- All limit switches are functioning.
- All pin connections are secured.
- The hoist rope has been correctly inserted in the rope pulleys and is prevented from jumping out with the rope retaining pins.
- There are no loose or unnecessary parts on the boom system.
- All unnecessary guy rods are removed from the boom system.
- The boom system and the safety equipment are free of snow, frost and ice.
- The LICCON overload protection has been set according to the data in the load chart.
- The LICCON overload protection settings have been compared with the actual set up configuration.
- Assembly operation is activated, the assembly icon appears on the LICCON monitor.
- No personnel is present in the danger zone.

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6.1 Erection procedure

WARNING
The crane can topple over!
Death, severe bodily injuries, property damage.
► It is prohibited to turn the crane superstructure while erecting the boom.
► Observe the data in the Erection and take down charts.

6.1.1 Reeving the hook block in

Make sure that the following prerequisites are met:
– The crane is horizontally aligned.
– The slewing gear brake is applied.

WARNING
Danger of accident due to side wind!
If the slewing gear brake is released after reeving in / reeving out the hook block / load hook, then the crane can turn uncontrolled in strong side wind.
Death, severe bodily injuries, property damage.
The crane can collide with near-by structures or objects.
► Make sure that the current wind speed does not exceed the values from the wind speed chart when releasing the slewing gear brake.

► Luff the boom up until the F-jib lifts off the ground.
► Reeve in the hook block properly, see chapter 4.06 and the separate reeving plans.
► Properly secure the hoist rope to the rope fixed point, see chapter 4.06.
► Attach the hoist limit switch weight, see chapter 4.06.

6.1.2 Erecting the boom

DANGER
The crane can topple over!
The crane can topple over if the crane is operated with the LICCON overload protection exceeded / bypassed.
Death, severe bodily injuries, property damage.
► The boom radii specified in the load chart may not be exceeded or fallen below, even if there is no load on the hook.

If required in the erection and take-down chart:
► Carry the hook block along.

Note
► When the lowest operating position of the boom is reached, the set load chart of the LICCON overload protection is activated.
► The maximum load icon displays a load number in „t“ instead of the display „???“.

► Luff the boom up to the lowest operating position.

Result:

– As soon as the boom has reached the lowest operating position, the assembly icon on the LICCON monitor turns off.
– The LICCON overload protection is active.

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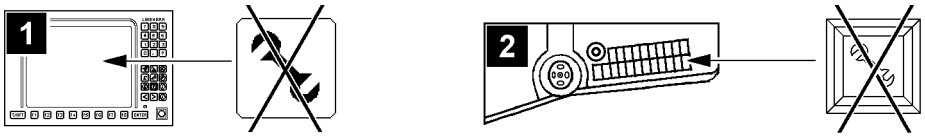

Fig.113437: Erection procedure

► Make sure that the assembly icon **no longer** appears on the LICCON monitor, see illustration **1**.

For crane types with the Assembly key button in the instrument panel:
► Make sure that the indicator light in the assembly key button is off, see illustration **2**.

Note

For crane types with the Assembly key button in the instrument panel:
► The assembly key button must be turned off manually in some cases. The corresponding indicator light must be off, see chapter 4.01.

7 Operating the crane

WARNING
The crane can topple over!
During normal crane operation, the crane can be overloaded and topple over if the LICCON overload protection is exceeded / bypassed.
► During normal crane operation, make sure that the assembly icon no longer appears on the LICCON monitor.

Note

If after erection of the boom system the ballasting [1)] must be adapted to the load chart:
► Determine the suitable operating position for the boom system using the LICCON job planner.

In the case of operating modes with derrick ballast, the following also applies:
► Set the derrick ballast down on the ground in order to carry out adjustments.

1) Depending on the operating mode, this includes: Central ballast, counterweight (turntable ballast), ballast on the turntable extension, derrick ballast (suspended ballast / ballast trailer)

7.1 Preparing for crane operation

Note
► Observe the notes, see chapter 4.05, chapter 4.08 and chapter 5.01.
► During crane operation, the crane ballasting must comply with the load chart.
► For crane types with a wide crawler travel gear: During crane operation / travel operation the mechanical auxiliary support may not be installed.

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Make sure that the following prerequisites are met:
- The LICCON overload protection is active.
- The assembly icon does **not** appear on the LICCON monitor.
- If present: The assembly-key button on the instrument panel has turned off, the corresponding indicator light is off.
- The LICCON overload protection has been set according to the data in the load chart.
- The crane set up configuration complies with the load chart.
- When specified: The minimum weight of the hook block is complied with within the specified boom angle range.

WARNING
The crane can topple over!
Death, severe bodily injuries, property damage.
- ► Check the horizontal position of the crane before and during crane operation.
- ► If the crane operator leaves the crane cab, even for a short time, the operating mode setting must be checked and reset, if necessary, before resuming crane operation.

7.2 Checking the settings

- ► Check the function of the overload protection by running against the operating positions „on top“ and „bottom“.
- ► Check the hoist limit switch by running against the hoist limit switch weight.

8 Disassembling the F-jib

WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.
- ► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
- ► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the supplied fall arrest system to prevent falling, see chapter 2.04.
- ► If fall protection equipment is available, then it must be used, see chapter 2.06.
- ► When lifting, lowering, swinging crane parts in and out, no persons may remain in the danger zone.
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work.
- ► It is prohibited to lean the ladder against the component being disassembled.
- ► Only step on the aids, ladders and catwalks with clean shoes.
- ► Keep aids, ladders and catwalks free of heavy dirt, snow and ice.
- ► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
- ► Remaining on a suspended load is prohibited.
- ► Stepping or walking on crane components and lattice sections with an incline of more than 20° is prohibited.
- ► For all assembly work, the crane operator of the main crane must be in voice contact with the crane operator / crane operators of the auxiliary crane / auxiliary cranes.
- ► For assembly / disassembly tasks, the crane operator may only initiate crane movements when the responsible guide has explicitly released the movement.

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WARNING
Danger of impact / crushing!
When assembling / disassembling crane components with the auxiliary crane, crane components can start to swing back and forth.
When lifting / lowering and positioning crane components, there is an increased danger of impact / crushing.
Death, severe bodily injuries, property damage.
- ► Make sure that personnel cannot be caught by components.
- ► When working in danger zones: Use aids to protect limbs.
- ► Guide components with suitable aids to minimize oscillation.

WARNING
The component can fall down!
If the corresponding component is disengaged from the auxiliary crane before the corresponding component is pinned, then the corresponding component can fall down.
Death, severe bodily injuries, property damage.
- ► Do not detach the auxiliary crane until the respective component is pinned and secured.

WARNING
The crane can topple over!
For certain boom lengths, the mechanical auxiliary supports must be assembled, see the erection and take-down charts!
- ► The boom must be erected or taken down „to the side“ „in the direction“ of the mechanical auxiliary supports.
- ► Always erect or take down according to the data in the erection and take-down charts!

WARNING
The lattice sections can fall down!
If the lattice sections are not pinned and secured correctly, then they can fall down.
Death, severe bodily injuries, property damage.
- ► Insert or unpin both pins on the same horizontal level, i.e. **left and right**.
- ► Do not stand under the lattice sections or within the entire danger zone during the boom pinning and unpinning procedure.
- ► Safely secure the pins in the storage locations as well as in the receptacles.
- ► It is prohibited to lean the ladder against the component being disassembled.

WARNING
Danger of accident in case of incorrect crane operation!
Accidental crane movements can cause serious accidents.
- ► Only permit crane movements using the master switch when secure operability is guaranteed.

If the crane is equipped with radio remote control*:
- ► Only permit crane movements using the manual control lever when secure operability is guaranteed. Observe the radio remote control operating instructions.

Note

If when taking down the boom system the ballasting [1)] must be adapted to the erection / take-down charts:
- ► Determine the suitable operating position for the boom system using the LICCON job planner.

In the case of operating modes with derrick ballast, the following also applies:
- ► Set the derrick ballast down on the ground in order to carry out adjustments.

1) Depending on the operating mode, this includes: Central ballast, counterweight (turntable ballast), ballast on the turntable extension, derrick ballast (suspended ballast / ballast trailer)

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8.1 Disassembling the F-jib — disassembly variations

WARNING
Non-compliance with the disassembly descriptions!
Death, severe bodily injuries, property damage.
- ► The F-jib must always be disassembled in accordance with the corresponding description in the respective section.
- ► Make sure that the danger notes in the corresponding disassembly description are observed.

8.1.1 Disassembly variation V1

Disassembling the F-jib in parts
- – For disassembly variation V1, the F-jib is disassembled in single parts.

8.1.2 Disassembly variation V2

Disassemble the complete F-jib (maximum length of 12 m)
- – For disassembly variation V2, disassembly takes place using a hoist rope.

8.2 Taking the boom system down

WARNING
The crane can topple over!
If the following conditions are not met before taking down the boom, the crane can topple over.
Death, severe bodily injuries, property damage.
- ► Observe the technical safety instructions, see chapter 5.01.
- ► Observe the specifications in the erection and take-down charts.
- ► During disassembly, no hook block may be reeved on the F-jib.

NOTICE
Damage to the boom components!
Taking down the boom system can lead to a collision between the hook block and the pulley head.
The boom components can be severely damaged.
- ► Luff the boom system down and spool the hoist winch out at the same time.

Make sure that the following prerequisites are met:
- – The crane is horizontally aligned.
- – For crane types with crane support [1]: The support base is set according to the erection and take-down charts.
- – For crane types with crane support [1]: The crane is properly supported.
- – For crane types with a wide crawler travel gear, corresponding erection / take-down charts are specified: the mechanical auxiliary supports are properly installed
- – The turntable is positioned correctly for erection, see the erection / take-down charts.
- – The central ballast, counterweight and, if applicable, derrick ballast are installed according to the data in the erection / take-down charts / load chart.
- – When specified: The turntable extension inclusive of the ballast plates has been installed according to the data in the erection / take-down charts / load chart.
- – When corresponding erection / take-down charts are specified: The minimum weight of the hook block is complied with within the specified boom angle range.
- – The specifications regarding the erection / take-down of the boom system are implemented, the erection / take-down charts are observed.
- – The LICCON overload protection has been set according to the data in the load chart.
- – The LICCON overload protection settings have been compared with the actual set up configuration.
- – The railing is suitable to take down the boom system completely.
- – No personnel is present in the danger zone.
- – An auxiliary crane is on hand.

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8.2.1 Luffing the main boom down

Note

- ► The luff down movement is turned off as soon as the lowest operating position is reached.
- ► When the lowest operating position of the main boom is reached, the load number in the maximum load icon turns off and the display „???“ appears instead of the load number.
- ► Alarm functions appear on the crane operating screen.

► Luff the main boom down to the „lowest“ operating position.

Result:

– The luffing movement is turned off.
– The „STOP“ icon appears on the LICCON monitor.

WARNING

The crane can topple over!
In assembly operation the LICCON overload protection is deactivated.
In the event of deliberate improper use, the crane could collapse, the boom can break off or the crane can topple over.
Death, severe bodily injuries, property damage.

- ► Activate the assembly operation only when the consequences are known.
- ► Enter the set up configuration correctly into the LICCON computer system.
- ► Observe the erection / take down charts.
- ► Crane operation with deactivated LICCON overload protection is prohibited.
- ► During assembly operation only crane movements relevant for the assembly may be carried out until a permissible operating and load range is reached.
- ► The crane operator carries complete and sole responsibility for his actions if the LICCON overload protection is deactivated.

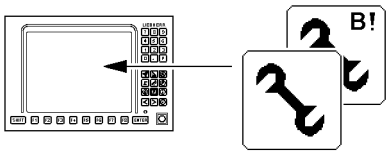

Fig.163460

When the boom has reached the „lowest“ operating position:

► Activate assembly operation.

Result:

– The LICCON overload protection is bypassed / exceeded.
– The assembly icon appears on the LICCON monitor, see illustration.

Note

Activate assembly operation

Assembly operation is activated with the „Exceedance of shut-off limits of the LICCON overload protection“ function.
The shut-offs are bypassed when assembly operation is activated.

- ► For the location and function of the operating elements in order to activate assembly operation, see chapter 4.01 and chapter 4.02.
- ► In some situations, the character „B!“ can appear to the top right in the assembly icon, see chapter 4.02.

► At the same time, luff the boom system down and spool out the hoist winch until the hook block touches the ground.

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When the hook block touches the ground:
► Properly take down / set down the hook block onto the floor or a suitable substructure.

When the hook block is properly set down:
► Disassemble the hoist limit switch weight.
► Reeve the hook block out, see chapter 4.06.
► Carefully spool the hoist rope up.
► Remove the hook block with the auxiliary crane.

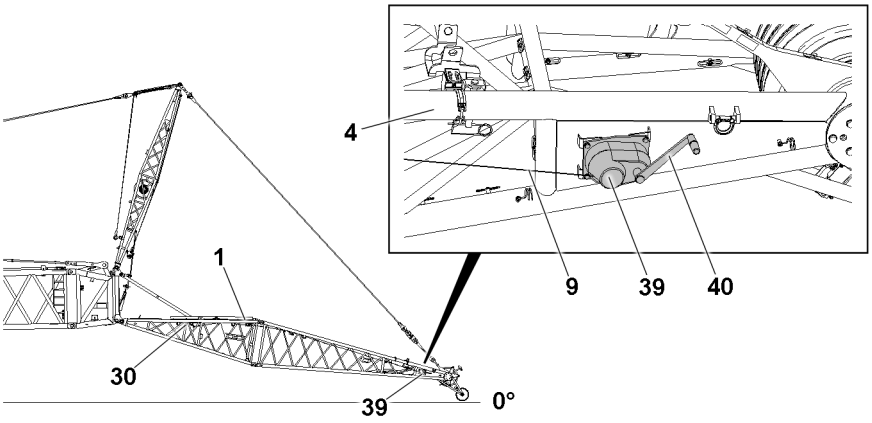

Fig.147741: Taking the boom system down

When the hook block is removed below the F-jib:
► Carefully luff the boom system down until the F-jib comes into contact with the ground.

NOTICE
Danger of property damage!
If the flap **30** is not in the „bottom“ position, the components will be damaged when taking down the F-jib.
► Make sure that the flap **30** is in „down“ position immediately before taking down the F-jib.

► Pull the flap **30** with the aid of the manual rope winch **39** „downward“.
► Remove the crank **40** from the manual rope winch **39**.

NOTICE
Damage to the boom system!
► Make sure that the boom system is carefully luffed down at a slow speed.
► When the F-jib comes into contact with the ground, carefully luff the boom system down further until the main boom lies on a load bearing substructure.

► Take the boom system down on the substructure.

8.3 Disconnecting the electrical connections

Make sure that the following prerequisite is met:
– The boom system is properly taken down.

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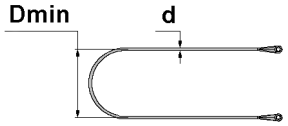
NOTICE
Damage to the electrical connection on the cable drum!
If the electrical connection between the F-connector head or the L-end section **and** the F-pivot section is not separated before spooling up the cable drum, the electrical connection will be damaged.
If the cable of the cable drum is not properly spooled up on the cable drum after unplugging the F-end section, then the cable drum or the cable can be significantly damaged.
- ► Disconnect the electrical connection from the cable drum on the F-pivot section to the terminal box on the L-connector head or the L-end section first **and** then the electrical connection from the terminal box on the F-end section to the cable drum.
- ► After unplugging, spool up the cable onto the cable drum.

- ► Disconnect the electrical connections, see the wiring diagram.
- ► After unplugging, spool up the cable onto the cable drum and secure it to prevent it from spooling out inadvertently.
- ► Secure the cable: Reestablish the electrical connection between the F-connector head or the L-end section and the cable drum.
- ► Close the electrical connections off properly with dummy plugs or protective caps.

8.4 Disassembly variation V1 — Disassembling the F-jib in parts



Dmin = 20 x d

Fig.160908: Fiber guy rope: Calculation of minimum permissible bending diameter

Formula element	Meaning
Dmin	Minimum permissible bending diameter
d	Rope diameter

Minimum permissible bending diameter: Definition of the formula elements

WARNING
Impermissible disassembly of fiber guy ropes!
The fiber guy ropes can be damaged.
Death, severe bodily injuries, property damage.
- ► Do **not** bend, knot or twist the fiber guy ropes.
- ► Never fall below the minimum permissible bending diameter **Dmin** of **20** x rope diameter **d**.
- ► Check the fiber guy ropes for damage prior to assembly, after disassembly and after exceptional events, see chapter 8.16.
- ► Comply with the maintenance intervals, see chapter 7.03.50.
- ► Replace damaged fiber guy ropes.
- ► Observe the notes regarding the proper transport and storage of the fiber guy ropes, see chapter 2.04.
- ► Observe the instructions for the proper handling of fiber guy ropes, see chapter 5.01.
- ► Only fasten the fiber guy ropes in the permissible range with belt loops, see chapter 5.01.

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8.4.1 Disassembling the lattice sections

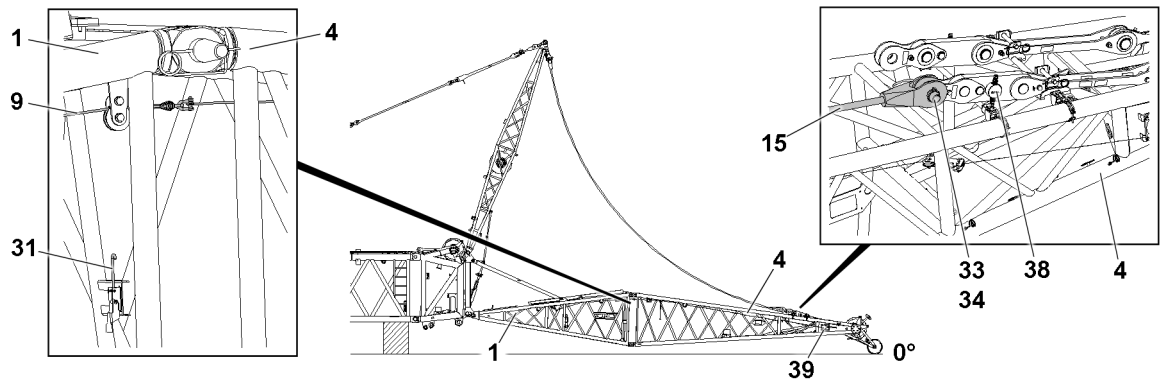

Fig.147740: Setting the flap „downward“

Unpin the F-guy rope **15** with the brackets **38** of the F-end section **4**:

- ► Remove the retaining element **34** and unpin the pin **33**.
- ► Take the F-guy rope **15** down to the side from the boom.
- ► Unpin the second F-guy rope and take it down to the side of the boom.

Disconnect the rope strand from the flap on the F-pivot section from the manual rope winch on the F-end section:

- ► Open the shackle.
- ► Pull the flap **30** on the F-pivot section **1** with the control rope **9** „downward“ and fix it with the hook closure **31**.

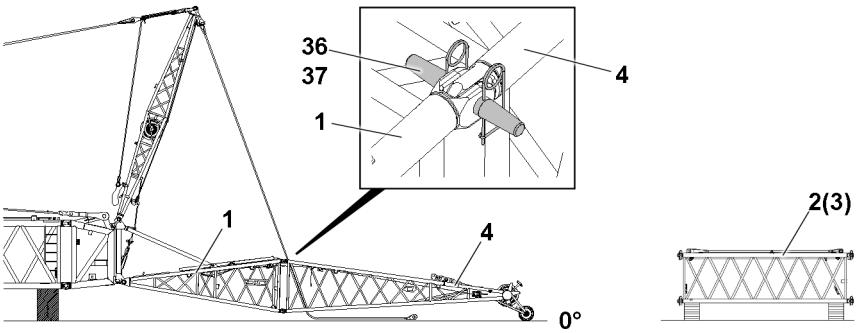

Fig.147739: Unpinning the F-end section

Note

- ► If F-intermediate sections are installed on the F-jib, then the additional guy ropes for the F-intermediate sections must be disassembled.

- ► Fasten the F-end section **4** and the F-intermediate sections (if applicable) to the auxiliary crane and disassemble.

The F-end section **4** is pinned four times to the F-pivot section **1**. Every pin location is present on both sides of the component on one level.

- ► Fasten the auxiliary crane to the F-pivot section **1** in order to open the „F-jib“.

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WARNING
Falling F-jib!
When unpinning the F-jib on the F-pivot section **1**, the F-jib can fall down.
Death, severe bodily injuries, property damage.
► It is prohibited for anyone to remain under the F-jib during the unpinning procedure.
► Make sure that the F-pivot section **1** is safely held by the auxiliary crane.

► Release and unpin the F-pivot section and F-end section **4** on the „bottom“ on both sides: Remove the retaining element **37** and unpin the pin **36**.
► „Open“ the F-jib: Carefully take down the F-pivot section **1** on the substructure.
► Remove the auxiliary crane.
► Fasten the F-end section **3** to the auxiliary crane.

WARNING
Tipping lattice sections!
When the lattice sections are unpinned, they can tip over, depending on the ground or the substructure.
Death, severe bodily injuries, property damage.
► The lattice sections must be safely held by the auxiliary crane before unpinning them.
► The fastening equipment must be tensioned before unpinning.
► It is prohibited to remain in the danger zone.

► Release and unpin the F-pivot section **1** and F-end section **4** on the „top“ on both sides: Remove the retaining element **37** and unpin the pin **36**.

When all connector pins are unpinned:
► Swing out the F-end section **3** and the F-intermediate section, if applicable, with the auxiliary crane and take it down on a load bearing substructure.
► Remove the auxiliary crane.

8.4.2 Disassembling the FAB-guy rope

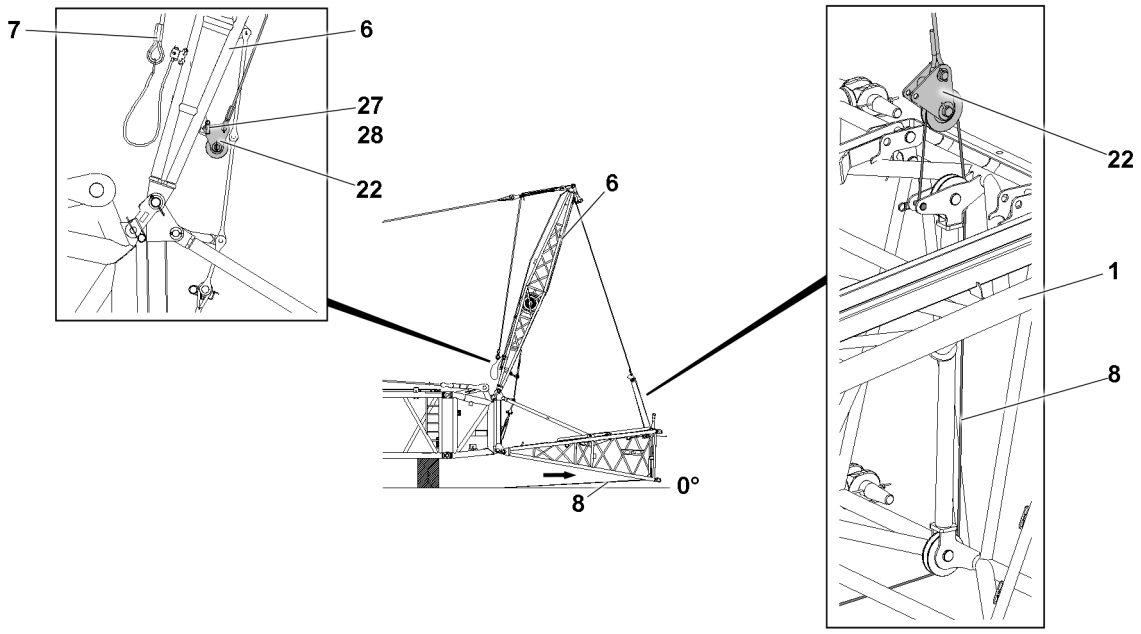

Fig.147759: Disassembling the FAB-guy rope

► Release the fastening rope **7** on the FA-frame **6**.
► Fasten the fastening rope **7** to the auxiliary crane.
► Position the auxiliary crane over the FA-frame **6** and carefully tension the fastening rope **7**.

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WARNING
Swinging rope pulley retainer!
The rope pulley retainer **22** can swing due to its own weight when unpinning it.
Death, severe bodily injuries, property damage.
► Make sure that the rope pulley retainer **22** is held during unpinning.

Release the rope pulley retainer **22** on the FA-frame **6**:

► Remove the retaining element **28** and unpin the pin **27**.
► Reeve in the assembly winch rope **8** on the rope pulley retainer **22** and secure to the F-pivot section **1**.

NOTICE
Danger of property damage!
If the FA-frame relapse retainers are not separated, then they will be damaged during erection of the FA-frame **6**.
► Make sure that the FA-frame relapse retainer is properly separated during the erection of the FA-frame.

WARNING
Swinging FA-frame relapse retainer!
The FA-frame relapse retainer consists of tension lugs and a turnbuckle.
The turnbuckle **20** of the FA-frame relapse retainer can swing forward due to its own weight during unpinning.
Death, severe bodily injuries, property damage.
► Make sure when unpinning the FA-frame relapse retainer, that the turnbuckle **20** is safely held.
► Assembly personnel must be to the side of the assembly unit.

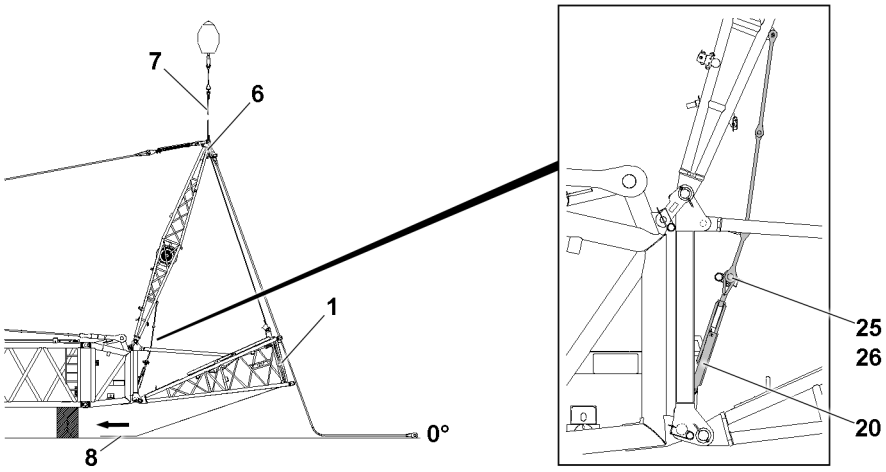

Fig.147735: Separating the FA-frame relapse retainers

Separate the FA-frame relapse retainer:

► Carefully spool the assembly winch rope **8** up.

Result:

– The F-pivot section **1** is pulled in the direction of the FA-frame **6** and lifted off the ground.
– The FA-frame relapse retainer is relieved.

When the FA-frame relapse retainer is relieved:
► Remove the retaining element **26** and unpin the pin **25**.
► Take the turnbuckle **20** down.
► Insert the pin **25** again and secure it with the retaining element **26**.
► Carefully spool the assembly winch rope **8** out.

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Result:

– The F-pivot section **1** is taken down on the ground.

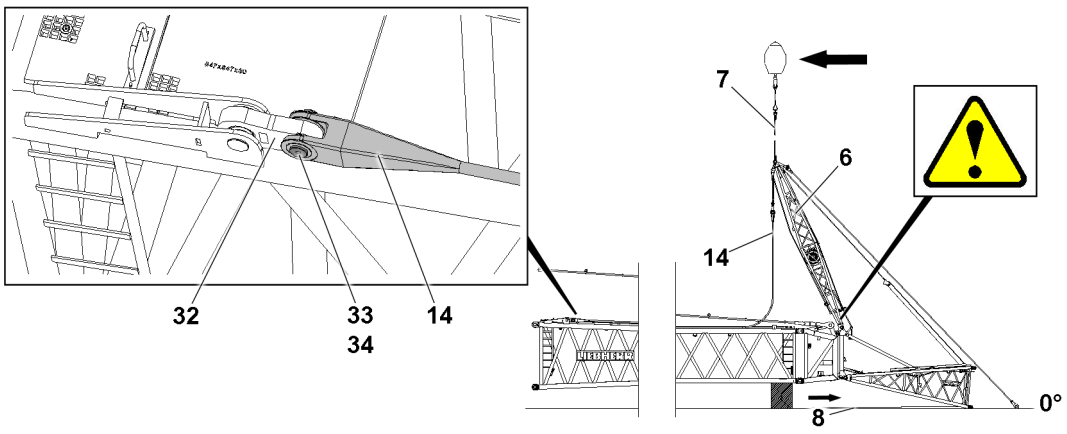

Fig.147734: Unpinning the FAB-guy rope

NOTICE
Danger of property damage!
When swinging the FA-frame **6** in the direction of the main boom, damage may occur to the FA-frame **6**, the F-connector head, as well as the rope pulley retainer **22**.
► Make sure that a guide supervises the swinging process of the FA-frame.
► Make sure that the guide is constantly in visual and acoustic contact with the crane operator.
► Make sure that the assembly winch rope **8** is spooled out during the swinging process of the FA-frame.

► Carefully swing the FA-frame **6** with the auxiliary crane in direction of the main boom and spool out the assembly winch rope **8** at the same time until the FAB-guy rope **14** can be unpinned.

Unpin the FAB-guy rope **14** from the FAB-lugs **32**:

► Remove the retaining element **34** and unpin the pin **33**.
► Take down the FAB-guy rope **14** to the side of the boom.
► Unpin the second FAB-guy rope and take it down to the side of the boom.

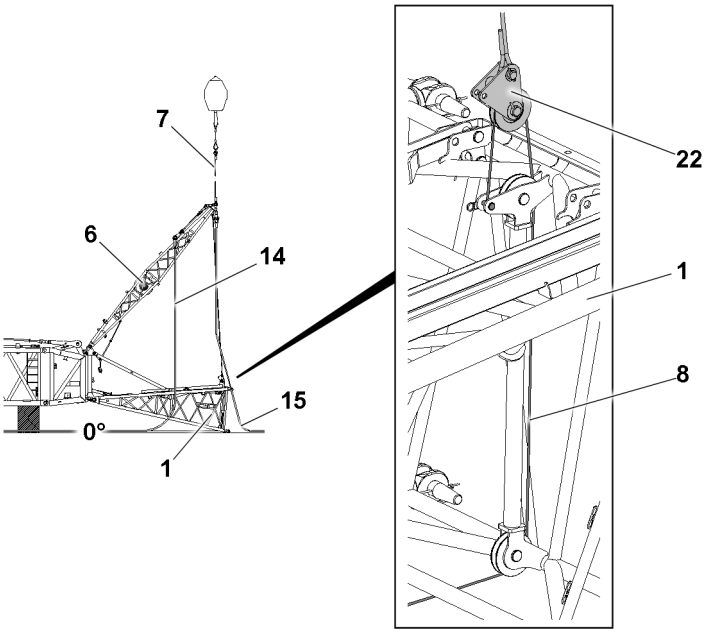

Fig.161211: Pulling the FA-frame in direction of the F-pivot section

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WARNING
Automatic swinging of the FA-frame!
If the fastening rope **7** on the FA-frame **6** is not held under tension during assembly / disassembly operations, the FA-frame **6** can swing suddenly to the side.
Death, severe bodily injury, property damage.
- ► Make sure that there are no persons within the danger zone.
- ► Make sure that the fastening rope **7** never sags during assembly / disassembly operations.

WARNING
The F-guy ropes **15** and FAB-guy ropes **14** are trapped or bent too far!
Damage to the guy ropes.
- ► Make sure that the fiber guy ropes are not buckled, crushed or damaged in any other way.
- ► Guide the F-guy ropes **15** and the guy ropes **14** along the side on the boom when moving the FA-frame.
- ► Make sure that minimum permissible bending diameter of **20** x rope diameter on the fiber guy ropes is never fallen below.

- ► Pull the FA-frame **6** with the assembly winch rope **8** in direction of the F-pivot section **1**.
- ► Carefully spool the assembly winch rope **8** up.
- ► Guide the auxiliary crane.
- ► Lower the FA-frame **6** to approx. 40°.

8.4.3 Taking the FA-frame down

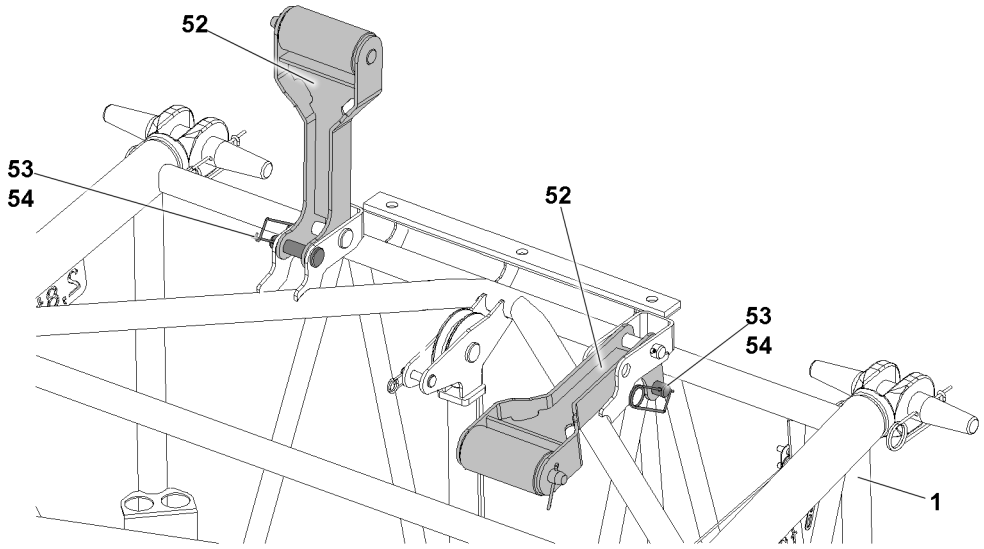

Fig.147736: Support frames

WARNING
Falling support frames!
The support frame **52** can fall down due to its own weight when pinning it.
Death, severe bodily injuries, property damage.
- ► Make sure that the support frame **52** is held during pinning.
- ► Assembly personnel must be to the side of the assembly unit.

Swing the support frame **52** into the transport position:
- ► Remove the retaining element **54** and unpin the pin **53**.
- ► Set up the support frame **52**.
- ► Insert the pin **53** again and secure it with the retaining element **54**.
- ► Set up the second support frame **52**.

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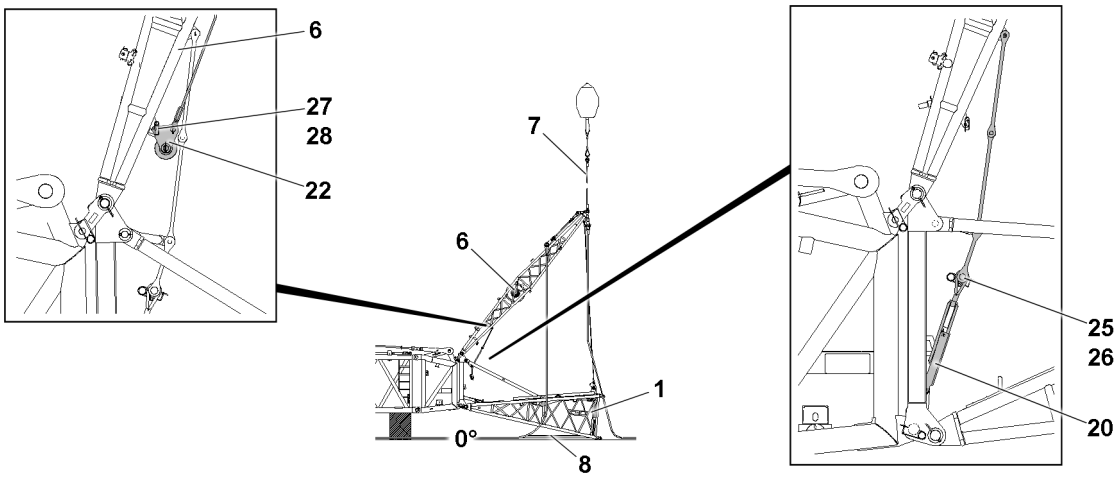

Fig.147760: Connecting the FA-frame relapse retainer

Connect the FA-frame relapse retainer:

- ► Swing the turnbuckle **20** to the FA-frame relapse retainer.
- ► Insert the pin **25** and secure it with the retaining element **26**.
- ► Release and reeve out the assembly winch rope **8**.

Swing and pin the rope pulley retainer **22** on the FA-frame **6**:

- ► Insert the pin **27** and secure it with the retaining element **28**.
- ► Spool the assembly winch rope **8** up.

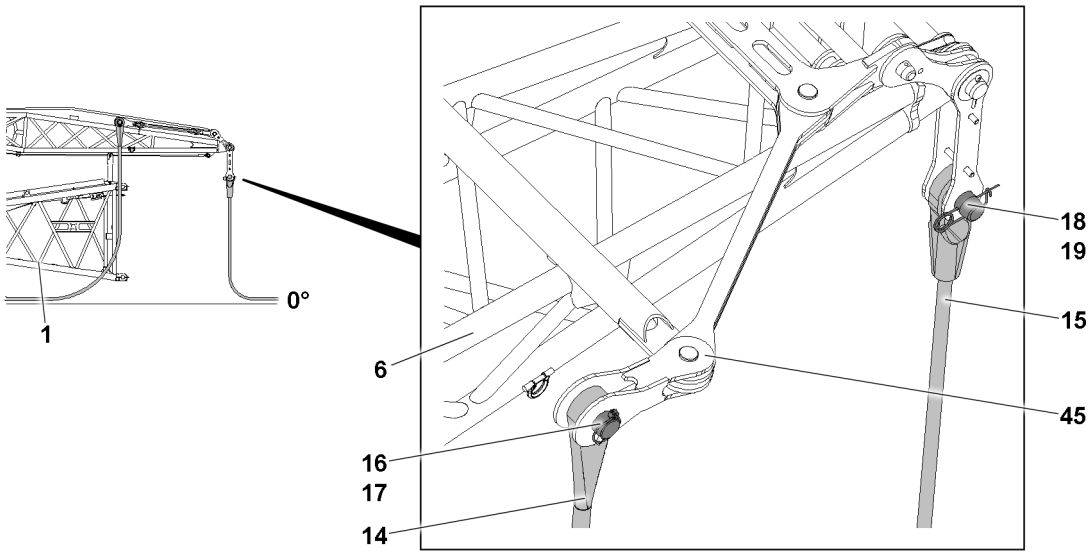

Fig.147731: Guy ropes

WARNING
The F-guy ropes **15** and FAB-guy ropes **14** are trapped or bent too far!
Damage to the guy ropes.

- ► Make sure that the fiber guy ropes are not buckled, crushed or damaged in any other way when taking down the FA-frame.
- ► Make sure that the F-guy ropes **15** and FAB-guy ropes **14** are guided along the side of the F-jib.
- ► Make sure that minimum permissible bending diameter of **20** x rope diameter on the fiber guy ropes is never fallen below.

- ► Take down the FA-frame **6** with the auxiliary crane on the F-pivot section **1**.

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► Remove the auxiliary crane.
► Attach the fastening rope **7** to the FA-frame **6**.

WARNING
Falling FAB-guy rope!
The FAB-guy rope **14** can fall down due to its own weight.
Death, severe bodily injuries, property damage.
► Make sure that the FAB-guy rope **14** is held when unpinning.
► Assembly personnel must be to the side of the assembly unit.

Unpin the FAB-guy rope **14** from the rocker **45** on the FA-frame **6**:

► Remove the retaining element **17** and unpin the pin **16**.
► Take the FAB-guy rope down.
► Unpin the second FAB-guy rope.
► Check the FAB guy ropes **14**, see chapter 8.16.

WARNING
Falling F-guy rope!
The F-guy rope **15** can fall down due to its own weight when pinning it.
Death, severe bodily injuries, property damage.
► Make sure that the F-guy rope **15** is held during pinning.
► Assembly personnel must be to the side of the assembly unit.

Unpin the F-guy rope **15** with brackets on the FA-frame **6**:

► Remove the retaining element **19** and unpin the pin **18**.
► Take the F-guy rope down.
► Unpin the second F-guy rope.

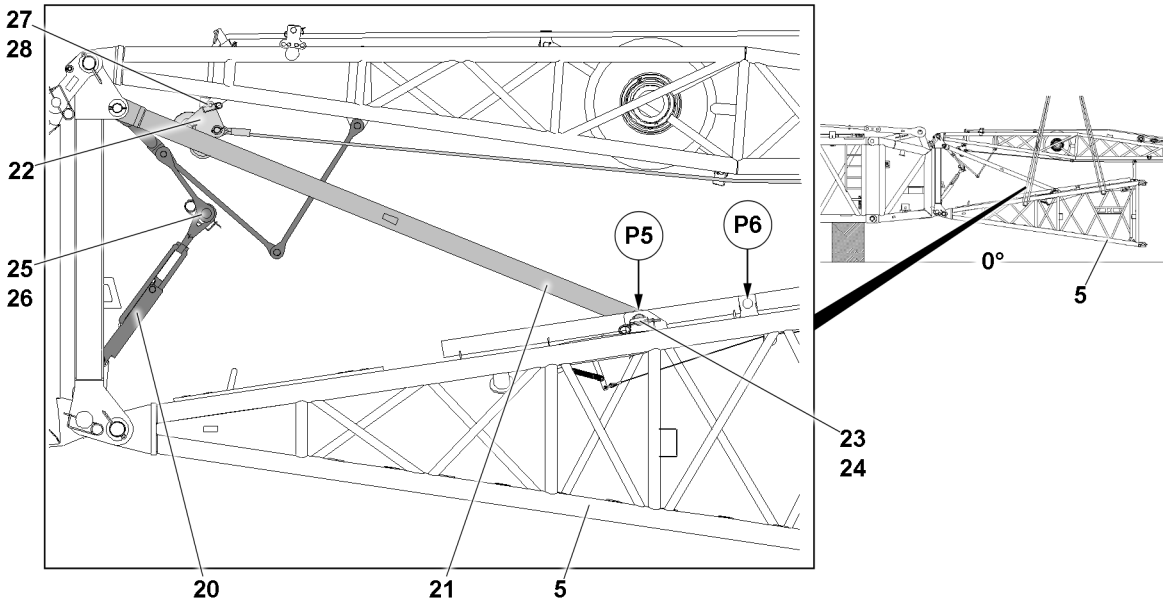

Fig.147730: Position of the F-relapse support

► Fasten the F-assembly unit **5** to the auxiliary crane.
► Lift the F-assembly unit **5** with the auxiliary crane until the F-relapse support **21** can be pinned in point **P5** in the transport position.
► Remove the retaining element **24** in point **P6** and unpin the pin **23**.

Secure the F-relapse support **21** in the transport position:

► Pin the pin **23** in point **P5** and secure with the retaining element **24**.

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8.4.4 Disassembling the F-assembly unit

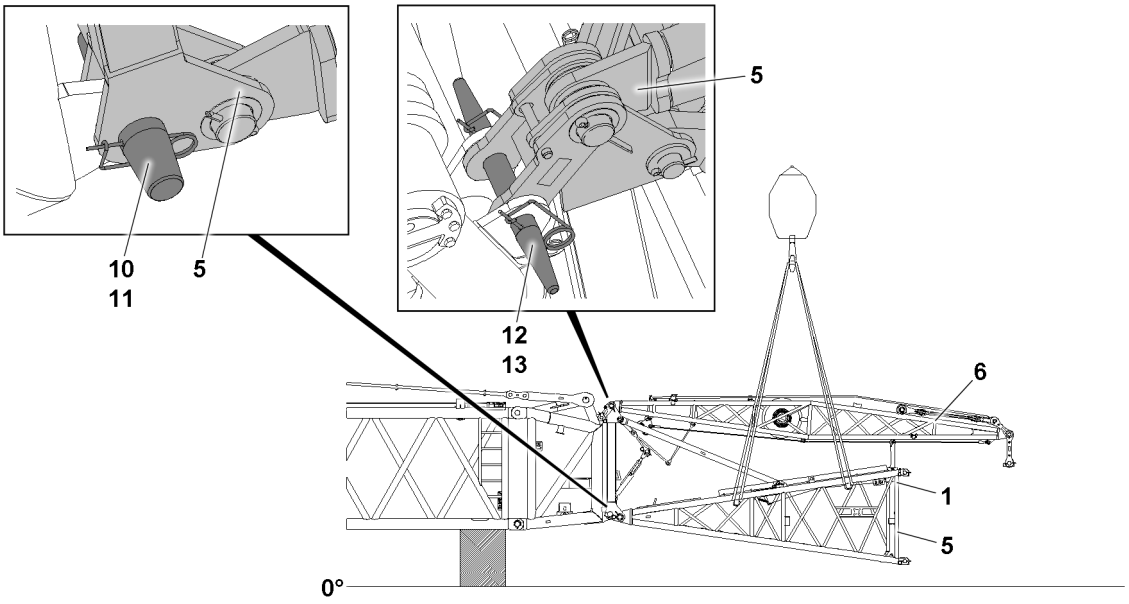

Fig.147729: Unpinning the F-assembly unit

Make sure that the following prerequisite is met:
- The F-assembly unit **5** is properly fastened to the auxiliary crane.
- The fastening equipment is tensioned.

► Remove the retaining element **11** on both sides and unpin the pin **10**.
► Remove the retaining element **13** on both sides and unpin the pin **12**.

When all pins of the are properly unpinned on both sides:
► Swing out the F-assembly unit **5** with the auxiliary crane and take it down on the ground or on a load bearing substructure.
► Attach the rigging belts between the F-pivot section **1** and FA-frame **6**.
► Insert the pin **10** and pin **12** again and secure.

8.5 Disassembly variant V2 — Disassembling the F-jib completely as the F-assembly unit with the F-end section (maximum length 12 m)

WARNING
Impermissible assembly length(s)!
Death, severe bodily injuries, property damage.
► Make sure that the assembly of the F-jib as a complete F-assembly unit with the F-end section does not exceed 12 m.

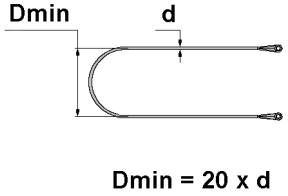

Fig.160908: Fiber guy rope: Calculation of minimum permissible bending diameter

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Formula element	Meaning
Dmin	Minimum permissible bending diameter
d	Rope diameter

Minimum permissible bending diameter: Definition of the formula elements

WARNING
Impermissible disassembly of fiber guy ropes!
The fiber guy ropes can be damaged.
Death, severe bodily injuries, property damage.
- ► Do **not** bend, knot or twist the fiber guy ropes.
- ► Never fall below the minimum permissible bending diameter **Dmin** of **20** x rope diameter **d**.
- ► Check the fiber guy ropes for damage prior to assembly, after disassembly and after exceptional events, see chapter 8.16.
- ► Comply with the maintenance intervals, see chapter 7.03.50.
- ► Replace damaged fiber guy ropes.
- ► Observe the notes regarding the proper transport and storage of the fiber guy ropes, see chapter 2.04.
- ► Observe the instructions for the proper handling of fiber guy ropes, see chapter 5.01.
- ► Only fasten the fiber guy ropes in the permissible range with belt loops, see chapter 5.01.

8.5.1 Disassembling the FAB-guy rope

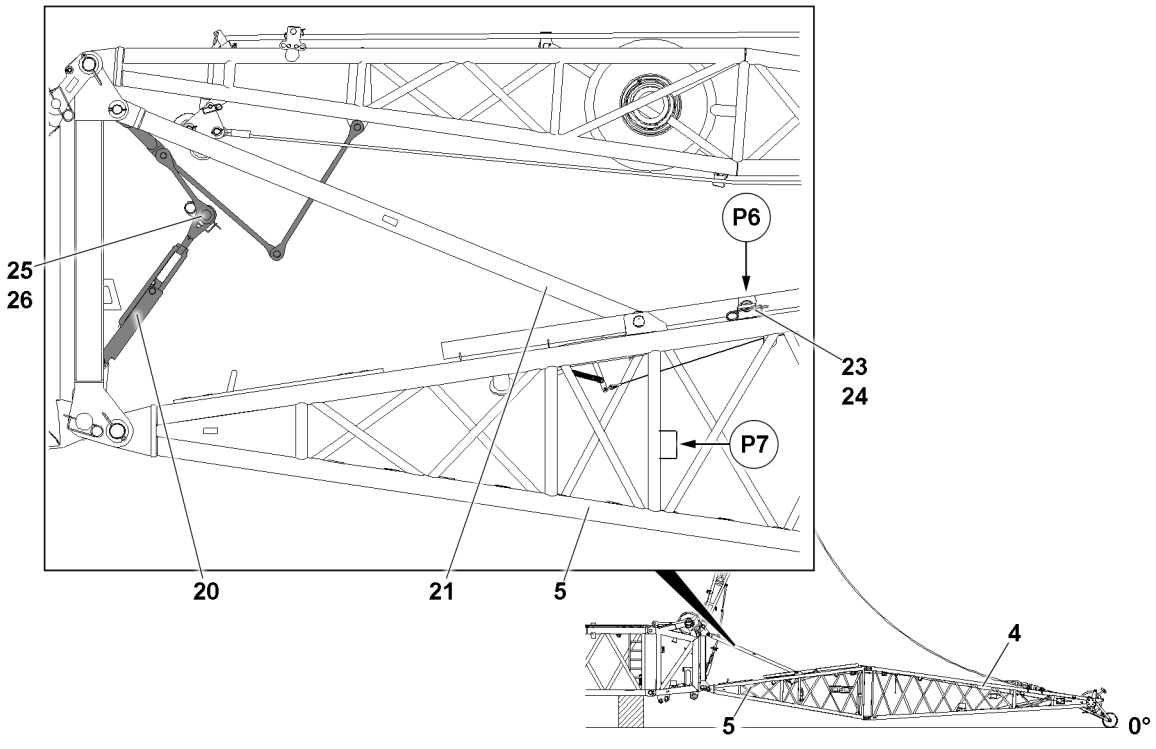

Fig.147761: F-relapse support and FA-frame relapse retainer

NOTICE
Damage to the F-relapse support!
If the pin **23** is not unpinned before disassembling the FAB-guy ropes from the stop position **P6**, the F-relapse retainer can be damaged.
- ► Make sure that the pin **23** is unpinned before disassembling the FAB-guy ropes from the stop position **P6**.

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► Unpin the pin **23** from the stop position **P6** and insert it in the park position in point **P7** and secure.

NOTICE
Danger of property damage!
If the FA-frame relapse retainer is not separated, then it will be damaged during erection of the FA-frame.
► Make sure that the FA-frame relapse retainer is separated during the erection of the FA-frame.

WARNING
Falling and swinging FA-frame relapse retainer!
The FA-frame relapse retainer consists of tension lugs and a turnbuckle.
The turnbuckle **20** of the FA-frame relapse retainer can fall down due to its own weight during unpinning.
Death, severe bodily injuries, property damage.
► Make sure when unpinning the FA-frame relapse retainer, that the turnbuckle **20** is safely held.
► Assembly personnel must be to the side of the assembly unit.

Separate the FA-frame relapse retainer:

► Remove the retaining element **26** and unpin the pin **25**.
► Take the turnbuckle **20** down.
► Insert the pin **25** again and secure it with the retaining element **26**.

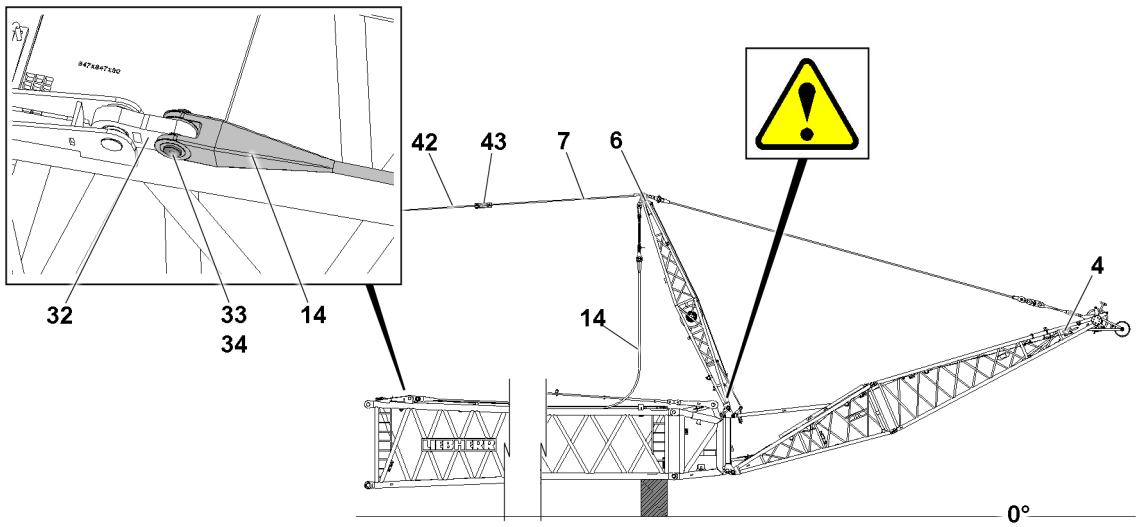

Fig.147762: FAB-guy ropes

► Release the fastening rope **7** on the FA-frame **6**.
► Connect the fastening rope **7** of the FA-frame **6** using the lock **43** with the hoist rope **42**.

NOTICE
Danger of property damage!
When swinging the FA-frame **6** in direction of the main boom there is a danger of collision of the FA-frame with the attachment parts of the L-end section or the F-connector head.
► When swinging the FA-frame, a guide must be used.
► The guide must be in constant visual and acoustic contact with the crane operator.

► Spool the hoist rope **42** up until the FAB-guy rope **14** can be unpinned in the pin location.

Unpin the FAB-guy rope **14** from the FAB-lugs **32** of the L-intermediate section:
► Remove the retaining element **34** and unpin the pin **33**.
► Take the FAB-guy rope **14** down to the side of the boom.
► Unpin the second FAB-guy rope and take it down to the side of the boom.

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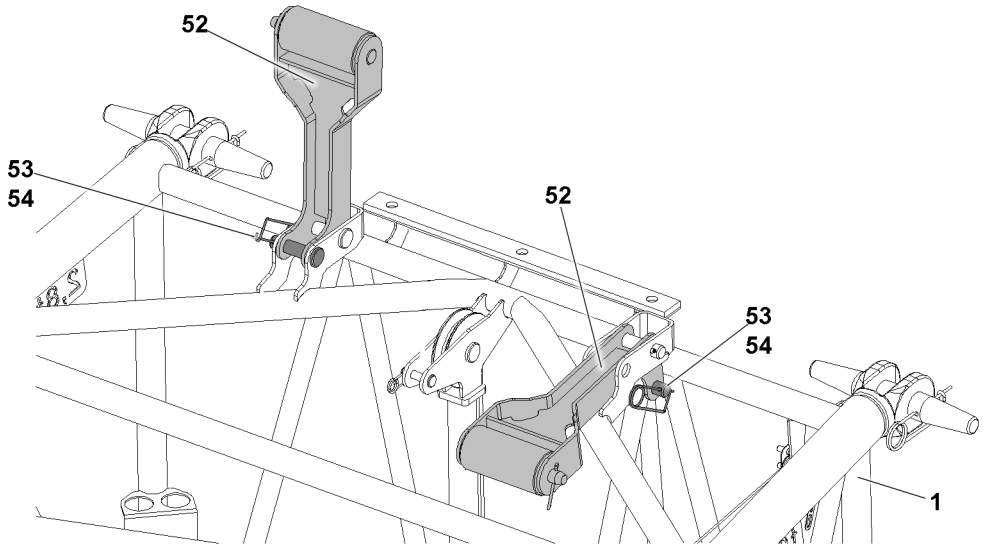

Fig.147736: Support frames

WARNING
Falling support frames!
The support frame **52** can fall down due to its own weight when pinning it.
Death, severe bodily injuries, property damage.
► Make sure that the support frame **52** is held during pinning.
► Assembly personnel must be to the side of the assembly unit.

Swing the support frame **52** into the transport position:
► Remove the retaining element **54** and unpin the pin **53**.
► Set up the support frame **52**.
► Insert the pin **53** again and secure it with the retaining element **54**.
► Set up the second support frame **52**.

8.5.2 Taking the FA-frame down

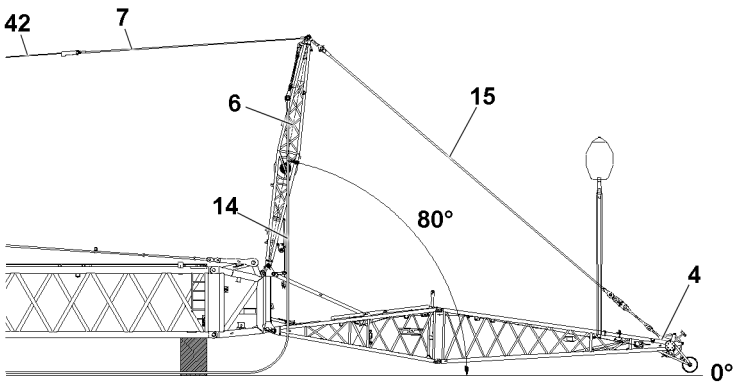

Fig.147763: Lowering the FA-frame to the front in direction of the F-pivot section

Make sure that the following prerequisite is met:
– The FAB-guy ropes are separated.

► Lower the FA-frame **6** with the hoist rope **42** in direction of the F-jib until the angle between the FA-frame and the main boom is approx. 80° and the F-jib lies on the ground.
► Fasten the F-jib to the auxiliary crane.

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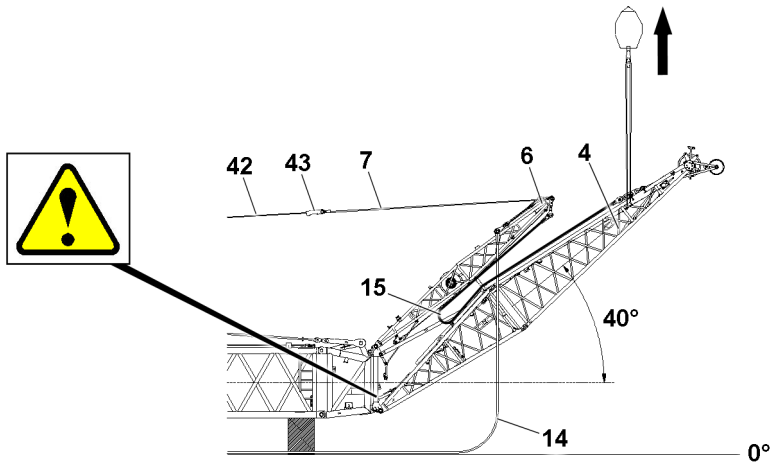

Fig.161209: Pulling up the F-assembly unit with F-end section

WARNING
The FAB-guy ropes **14** are trapped or bent too far!
Damage to the guy ropes.
- ► Make sure that the fiber guy ropes are not buckled, crushed or damaged in any other way.
- ► Guide the FAB-guy ropes **14** along the side on the boom when moving the FA-frame.
- ► Make sure that minimum permissible bending diameter of **20** x rope diameter on the fiber guy ropes is never fallen below.

WARNING
Angle between the FA-frame **6** and the horizontal is too small!
The hoist rope cannot hold the FA-frame **6** and folds downward. Damage to components.
Death, severe bodily injuries, property damage.
- ► Make sure that the angle between the FA-frame **6** and the horizontal is approx. 40°.

► Lower the FA-frame **6** with the hoist rope **42** in direction of the F-jib until the angle between the FA-frame **6** and the main boom is approx. 40°.

NOTICE
Danger of collision on the F-coupling point!
When lifting the F-assembly unit with the F-end section in direction of the main boom, there is a danger of collision of the F-pivot section with the attachment parts of the F-coupling point.
- ► When lifting the F-assembly unit with the F-end section, a guide must be used.
- ► The guide must be in constant visual and acoustic contact with the crane operator.

► Pull up the F-assembly unit with the F-end section with the auxiliary crane to the FA-frame **6**.

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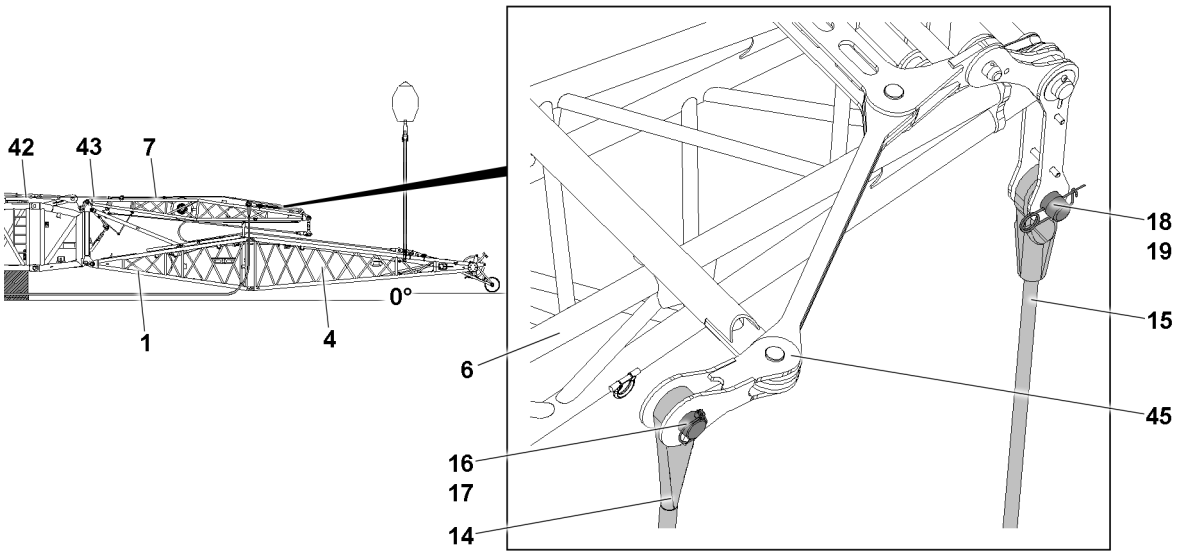

Fig.147764: Taking the F-assembly unit with F-end section down

NOTICE
Danger of slack rope formation!
When spooling the hoist rope **42** out, slack rope can form.
► When spooling out the hoist rope **42**, make sure there is no slack rope.

When the F-assembly unit with the F-end section is safely held with the auxiliary crane:
► Spool the hoist rope **42** out until the hoist rope **42** is relieved.
► Take down the F-assembly unit with the F-end section onto the ground with the auxiliary crane.
► Separate the hoist rope **42** and the fastening rope **7**: Open the lock **43**.
► Fasten the fastening rope **7** to the transport retainer on the FA-frame **6**.
► Remove the auxiliary crane on the F-end section **4**.

WARNING
Falling FAB-guy rope!
The FAB-guy rope **14** can fall down due to its own weight.
Death, severe bodily injuries, property damage.
► Make sure that the FAB-guy rope **14** is held when unpinning.
► Assembly personnel must be to the side of the assembly unit.

Unpin the FAB-guy rope **14** from the rocker **45** on the FA-frame **6**:

► Remove the retaining element **17** and unpin the pin **16**.
► Take the FAB-guy rope **14** down.
► Unpin the second FAB-guy rope.
► Check the FAB guy ropes **14**, see chapter 8.16.
► Fasten the F-guy rods **15** to the transport retainers on the F-pivot section. (If necessary, unpin the F-guy ropes **15** on the F-end section **4** and on the FA-frame **6** and remove, see the section Disassembly variant V1.

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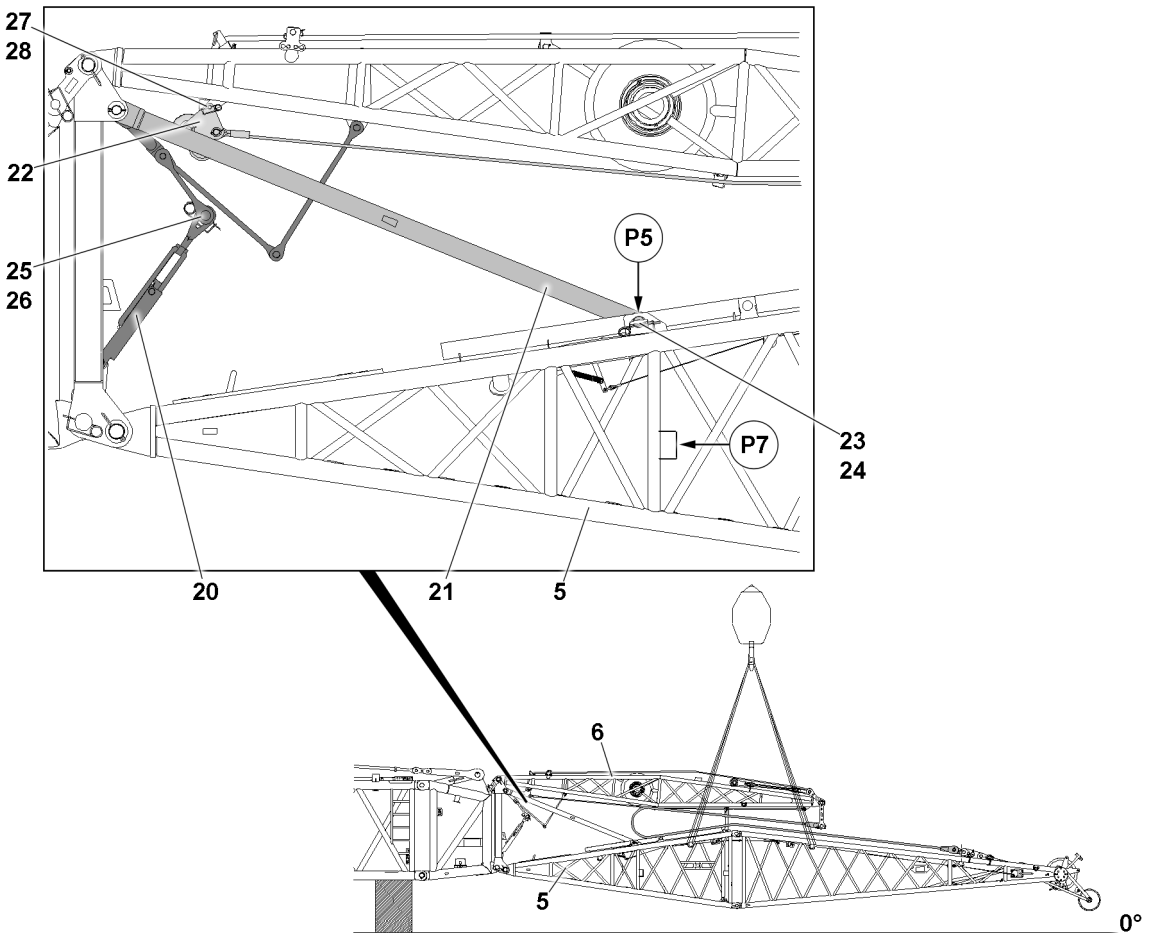

Fig.147765: FA-frame relapse retainer and F-relapse support

► Fasten the F-assembly unit with the F-end section to the auxiliary crane.

When the F-assembly unit is properly fastened with the F-end section on the fastening points to the auxiliary crane:

► Slowly and carefully lift the F-assembly unit with F-end section with the auxiliary crane until the pin bores of the F-relapse support **21** align at the pin point **P5**.
► Unpin the pin **23** from the park position in point **P7**: Remove the retaining element **24** and unpin the pin **23**.
► Insert the pin **23** in point **P5** in the transport position and secure with the retaining element **24**.
► Pin the FA-frame relapse retainer: Swing the turnbuckle **20** in, insert the pin **25** and secure with the retaining element **26**.

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8.5.3 Disassembling the F-assembly unit with F-end section

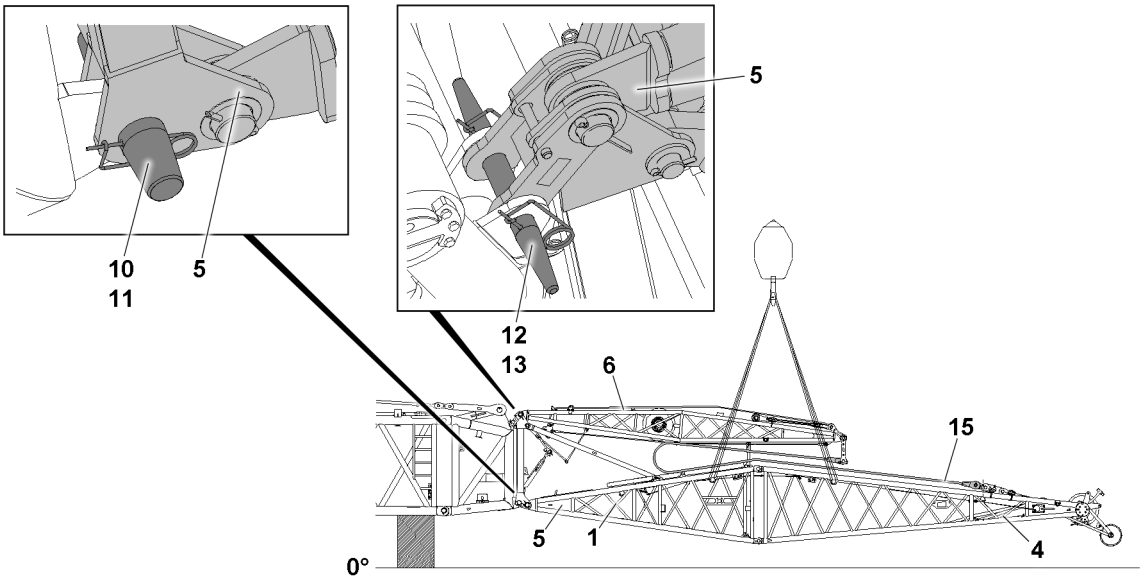

Fig.147743: Unpinning the F-assembly unit with the F-end section on the L-end section or on the F-connector head

When the F-assembly unit with the F-end section is safely held in position by the auxiliary crane:
- ► Remove the retaining element **11** on both sides and unpin the pin **10**.
- ► Remove the retaining element **13** on both sides and unpin the pin **12**.

When all four pins between the F-assembly unit with the F-end section and L-end section or F-connector head are unpinned:
- ► Swing out the F-assembly unit with F-end section with the auxiliary crane and take it down.
- ► Remove the auxiliary crane.
- ► Attach the rigging belts properly between the F-pivot section **1** and FA-frame **6**.
- ► Tighten the rigging belts.
- ► Insert and secure the pin **10** and pin **12** on both sides in the park position.

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5.14 Roller set

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1 Component overview

Note
- ► The roller set is marked with its own weight.
- ► Dimensions and weights, see chapter 1.03.

1.1 W-connector head component overview

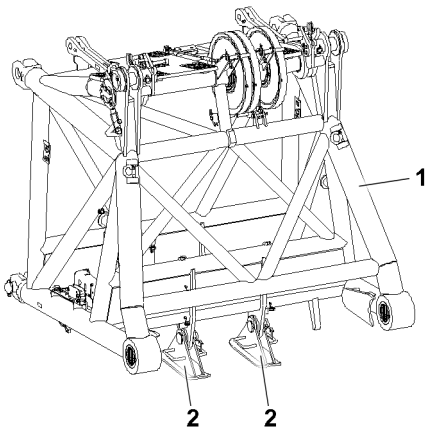

Fig.149435: W-connector head components

1 W-connector head **2** Foot

1.2 SW-end section component overview

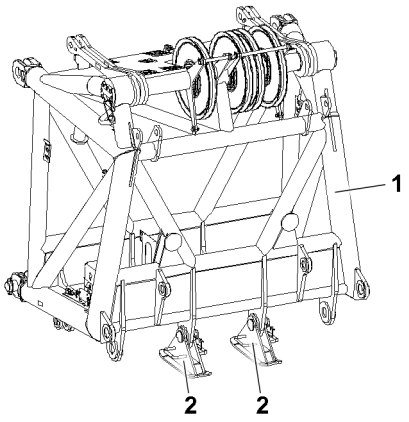

Fig.149436: SW-end section components

1 SW-end section **2** Foot

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1.3 Roller set 300 t component overview

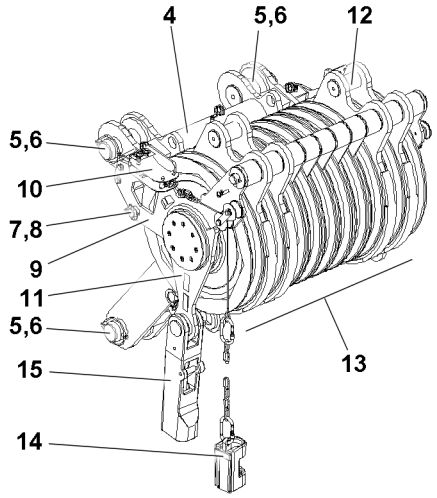

Fig.149437: Roller set 300 t components

4 Roller set
5 Pin
6 Retaining element
7 Rope retaining pin
8 Retaining element
9 Retainer
10 Hoist limit switch
11 Rope fixed point
12 Pin
13 Rope pulley
14 Hoist limit switch weight
15 Lock

1.4 Roller set 320 t component overview

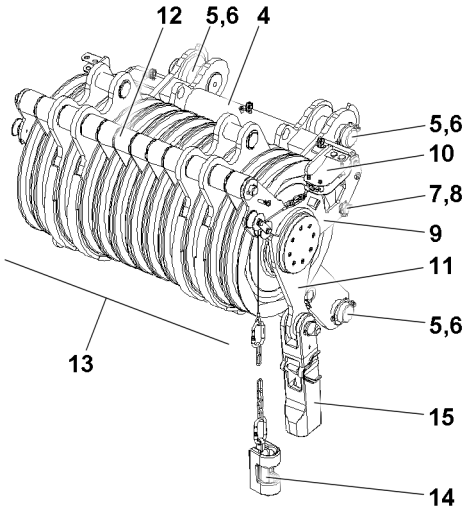

Fig.149438: Roller set 320 t components

4 Roller set
5 Pin
6 Retaining element
7 Rope retaining pin
8 Retaining element
9 Retainer
10 Hoist limit switch
11 Rope fixed point
12 Pin
13 Rope pulley
14 Hoist limit switch weight
15 Lock

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1.5 Roller set rack component overview

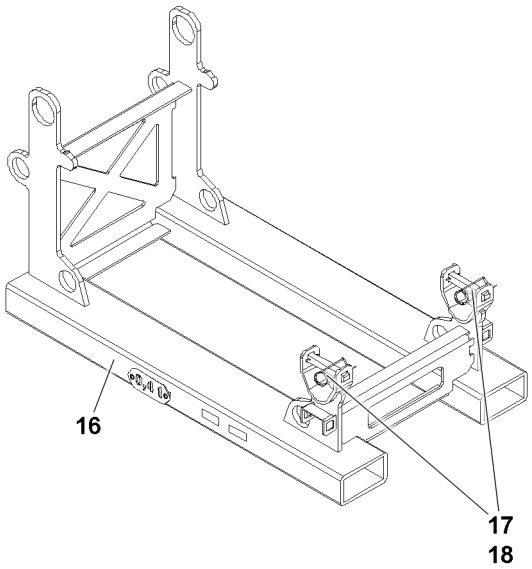

Fig.149439: Roller set rack components

16 Rack
17 Pin
18 Retaining element

2 Roller set fastening points

WARNING
Component incorrectly fastened!
Life-threatening situations can arise due to improper or incorrect fastening of the corresponding components.
Death, severe bodily injuries, property damage.
► Fasten the components only on the intended fastening points on both sides.
► Fastening of components and description of fastening points, see chapter 5.01.

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2.1 Roller set 300 t fastening points

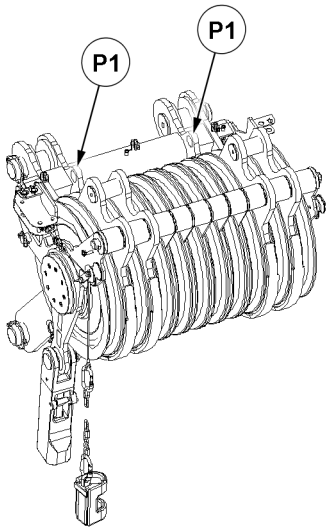

Fig.149440: Roller set 300 t fastening points

Fastening points	
P1	Roller set 300 t fastening points

2.2 Roller set 320 t fastening points

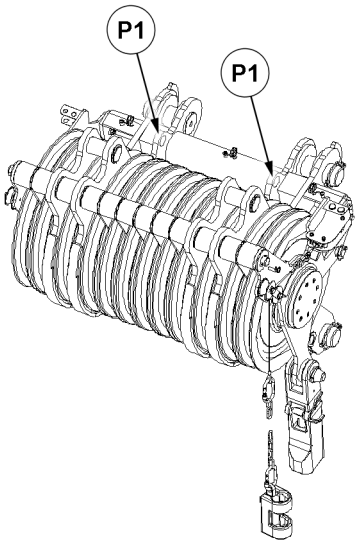

Fig.149441: Roller set 320 t fastening points

Fastening points	
P1	Roller set 320 t fastening points

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2.3 Roller set fastening points in rack

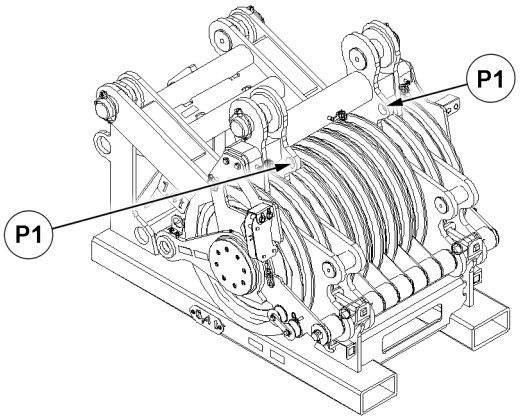

Fig.149442: Sample image: Roller set fastening points in rack

Fastening points	
P1	Roller set fastening points in rack

3 Roller set assembly points

3.1 Assembly points when using a single roller set

WARNING
Single roller set pinned off-center!
If only one roller set is used and the roller set is not assembled in the center of the end section, then the boom system can be overloaded.
Death, severe bodily injuries, property damage.

If only one roller set is used:
► Assemble the roller set in the center of the SW-end section **or** the connector head.

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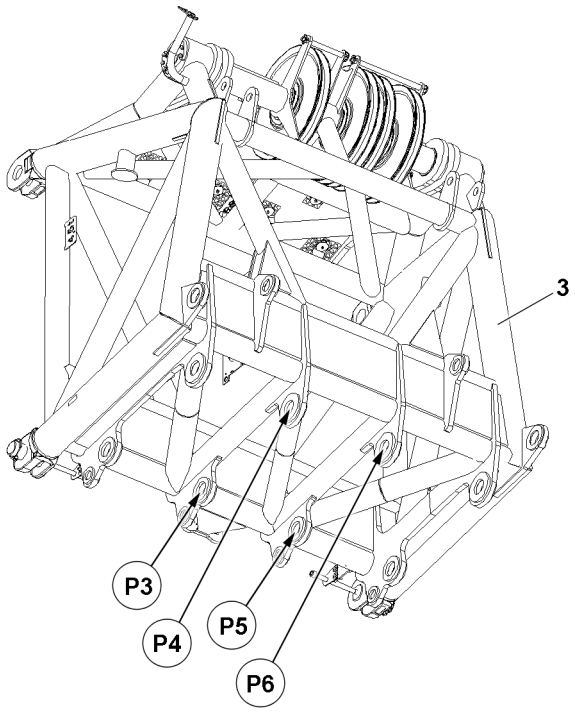

Fig.149443: Assembly points when using a single roller set

3 SW-end section
P3 Assembly point
P4 Assembly point
P5 Assembly point
P6 Assembly point

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3.2 Assembly points when using two roller sets

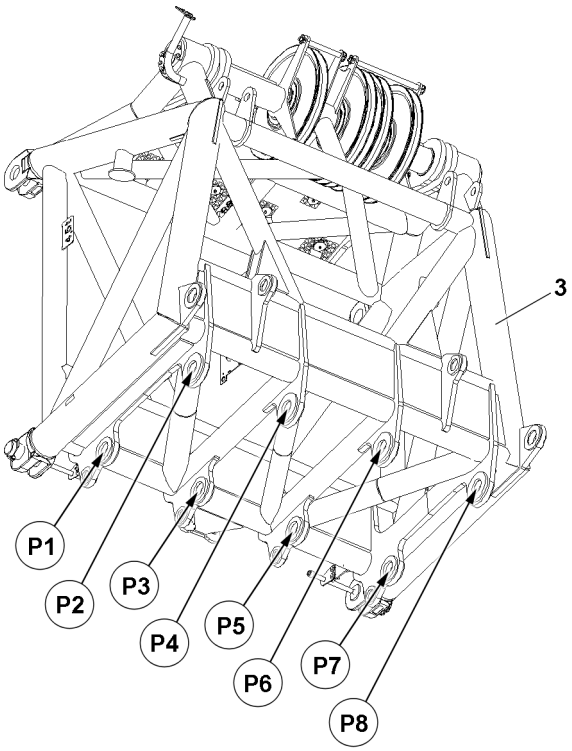

Fig.149444: Assembly points for one roller set

3 SW-end section
P1 Roller set 300 t assembly point
P2 Roller set 300 t assembly point
P3 Roller set 300 t assembly point
P4 Roller set 300 t assembly point
P5 Roller set 320 t assembly point
P6 Roller set 320 t assembly point
P7 Roller set 320 t assembly point
P8 Roller set 320 t assembly point

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4 W-lattice jib on the W- connector head

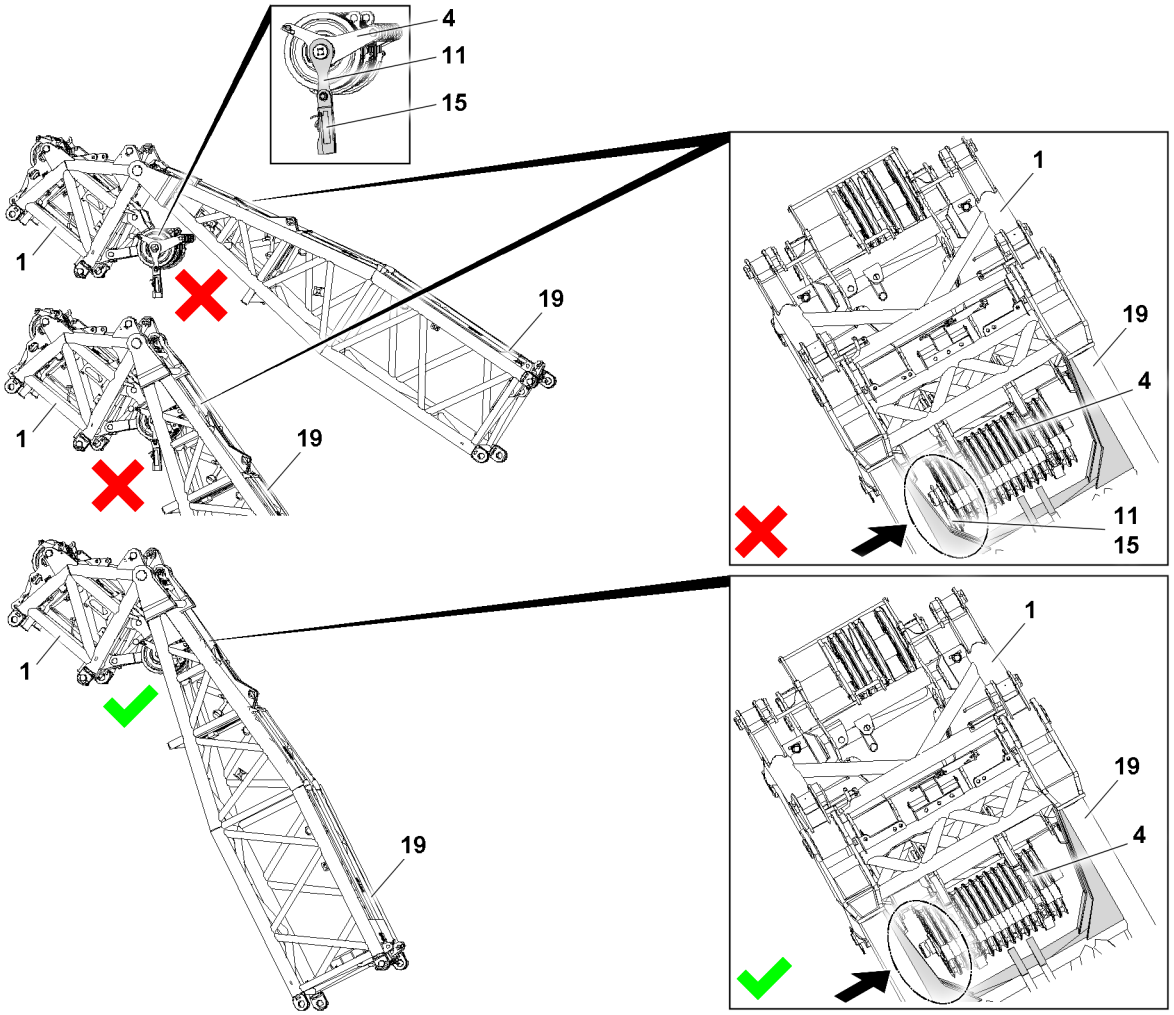

*Fig.149447: Sample image — danger of collision: W-lattice jib/W-pivot section **19** on the W-connector head **1***

1 W-connector head
4 Roller set
11 Rope fixed point
15 Lock
19 W-pivot section

WARNING
Lock and rope fixed point not disassembled!
If, when the roller set **4** is installed on the W-connector head **1**, the W-lattice jib is installed on the W-connector head **1** and the lock **15** and the rope fixed point **11** on the roller set **4** are **not** removed, the roller set **4** and the W-pivot section **19** can be damaged or ripped off during assembly of the W-lattice section.
Crane components can fall down from a great height.
Death, severe bodily injuries, property damage.

- ► When assembling the W-lattice jib on the W-connector head **1**, remove the lock **15** and rope fixed point **11** on the roller set.
- ► The lock **15** and rope fixed point **11** may **not** remain on the roller set **4**.

► Remove the lock **15** and the rope fixed point **11** from the roller set **4**.

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5 Assembling / disassembling the roller set with a telescopic handler / forklift

WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.
- ► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
- ► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the supplied fall arrest system to prevent falling, see chapter 2.04.
- ► If fall protection equipment is available, then it must be used, see chapter 2.06.
- ► When lifting, lowering, swinging crane parts in and out, no persons may remain in the danger zone.
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work.
- ► It is prohibited to lean the ladder against the component being disassembled.
- ► Only step on the aids, ladders and catwalks with clean shoes.
- ► Keep aids, ladders and catwalks free of heavy dirt, snow, frost and ice.
- ► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
- ► Remaining on a suspended load is prohibited.
- ► Stepping or walking on crane components and lattice sections, which have an incline of more than 20° is prohibited.
- ► For all assembly work, the crane operator of the main crane must be in voice contact with the crane operator / crane operators of the auxiliary crane / auxiliary cranes.
- ► For assembly / disassembly tasks, the crane operator may only initiate crane movements when the responsible guide has explicitly released the movement.

WARNING
Working without aids!
When assembling and disassembling crane components with the auxiliary crane, they can start to swing back and forth.
When lifting / lowering and positioning crane components, there is an increased danger of impacts / crushing.
Death, severe bodily injuries, property damage.
- ► Make sure that personnel cannot be caught by components.
- ► When working in danger zones: Use aids to protect limbs.
- ► Guide components with suitable aids to minimize oscillation.

DANGER
Do not disengage the auxiliary crane until the component is completely pinned and secured!
If a component is disengaged from the auxiliary crane before it is pinned, then it can fall.
Death, severe bodily injuries, property damage.
- ► Do not disengage the auxiliary crane until the component is pinned and secured.

WARNING
Working without personal protective equipment!
During assembly and disassembly of the crane components, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.
- ► Use personal protective equipment.

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WARNING
Roller set not completely pinned!
If the roller set is not pinned and secured correctly, it can fall down.
Death, severe bodily injuries, property damage.
► Pin or unpin both pins, which are laying in one horizontal level.
► It is prohibited to stand under the roller set or within the complete danger zone during the pinning and unpinning procedure of the roller set.

If the roller set is assembled on the W-connector head:
► Pin the roller set completely on the W-connector head.

When the roller set is installed on the SW-end section:
► Pin the roller set completely to the SW-end section.

If the roller set is assembled on the rack:
► Pin the roller set completely on the rack.

WARNING
Failure to observe the erection, take-down, load charts!
The crane can topple over.
Death, severe bodily injuries, property damage.
► Observe the Erection and take down charts.
► Observe the load charts.

WARNING
Failure to observe the descriptions on the roller set!
The crane can topple over.
Death, severe bodily injuries, property damage.
► Pay attention to the descriptions of the roller set.

WARNING
Use of impermissible fastening equipment!
The boom can fall down.
Death, severe bodily injuries, property damage.
► Use only inspected fastening equipment.
► Use only load bearing and approved substructures.

5.1 Assembling the roller set with a telescopic handler / forklift

WARNING
Single roller set not assembled in the center!
If only one roller set is used and the roller set is not assembled in the center, the boom system can be overloaded.
Death, severe bodily injuries, property damage.

If only one roller set is used:
► Assemble the roller set in the center of the end section.

WARNING
Luffing down procedure not monitored!
When luffing down the W-lattice jib, the W-pivot section can collide with the roller set assembled on the main boom.
The W-pivot section and the roller set can be damaged.
Death, severe bodily injuries, property damage.
► The luffing down procedure must be monitored by a guide.

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WARNING
Incorrect operating mode selected!
If the roller sets are improperly assembled, the crane can topple over.
Death, severe bodily injuries, property damage.
- ► Select the roller sets according to the operating mode, as specified in the load charts.
- ► Observe the instructions in the erection and take-down charts.

Note
- ► The use of roller sets on the corresponding boom heads / end sections is described in the load chart in section „Boom configurations for the calculation of load charts“, see the load chart manual.

Note
- ► The weight of the roller set 320 t with rack is 1.9 t.
- ► The weight of the roller set 300 t with rack is 1.8 t.

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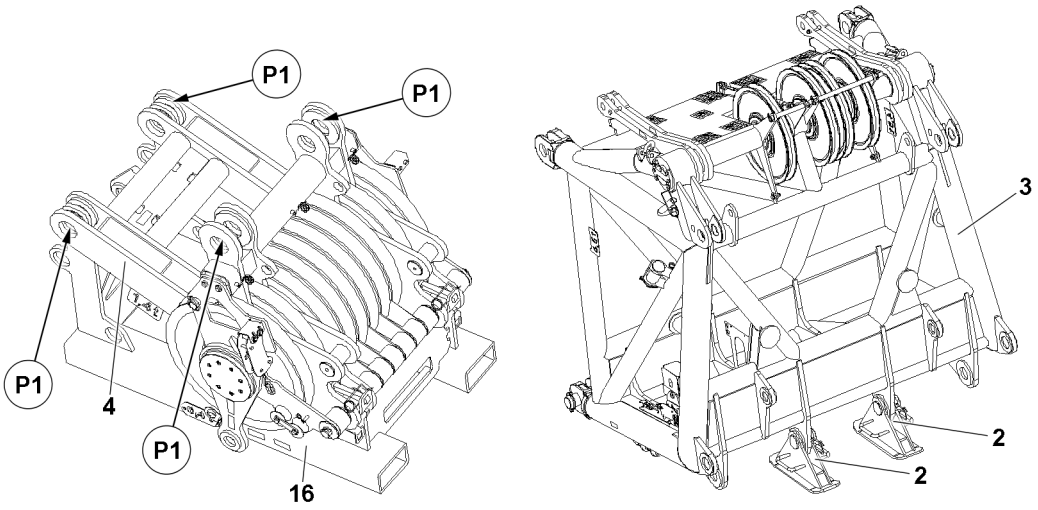

Fig.149446: Assembling the roller set with a telescopic handler / forklift — prerequisites

2 Foot
3 SW-end section
4 Roller set
16 Rack

Make sure that the following prerequisites are met:
- The crane is horizontally aligned.
- The boom system is completely closed.
- The SW-end section **3 or** W-connector head is properly assembled and secured.
- The SW-end section **3 or** W-connector head is located at a suitable assembly distance above the ground.
- The boom system is supported with materials with load bearing capacity.
- **or**
- The boom system is safely held by the auxiliary crane.
- **or**
- The boom system is held by its own main boom guying.
- An assembly scaffolding / work platform is available.
- A telescopic handler / forklift is available.
- The roller set **4** is properly assembled on the rack **16**.
- The pins in points **P1** are unpinned on the roller set **4**.
- The feet **2** are disassembled on the SW-end section **3 or** W-connector head.

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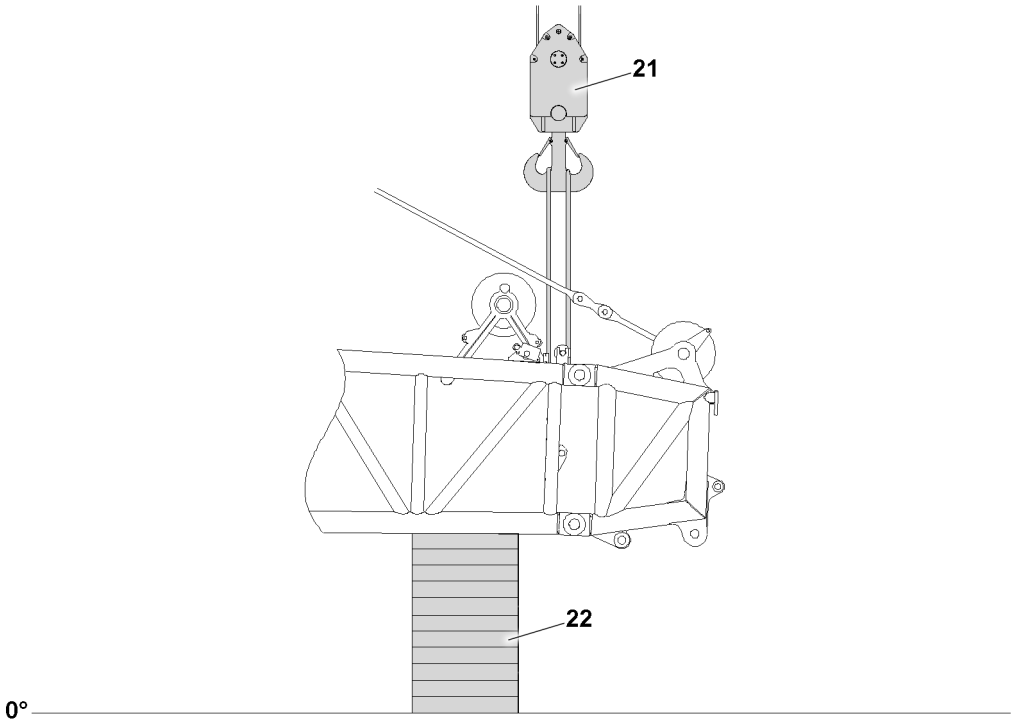

Fig.149452: Symbols — load bearing materials, auxiliary crane

21 Auxiliary crane **22** Load bearing material

Note

- ► For assembly of the roller sets on the main boom, the main boom can be held by it's own main boom guying.
- ► Liebherr-Werk Ehingen GmbH recommends securing the main boom additionally upon assembly of the roller set(s) with an auxiliary crane **21** with sufficient load bearing capacity **or** to support it with load bearing materials **22**.

WARNING

Failure to observe the prerequisites for roller set assembly!
The boom can fall down.
Death, severe bodily injuries, property damage.

- ► Make sure that there are no persons within the danger zone.
- ► Make sure that the auxiliary crane **21** is properly supported and horizontally aligned.
- ► Make sure that the utilization of the auxiliary crane **21** is **maximum 90 %**.
- ► Make sure that the engine of the auxiliary crane **21** is turned off during assembly of the roller set.
- ► When assembling the roller set on the end section, make sure that the main boom is held securely by the auxiliary crane **21 or** that the boom is supported with load bearing materials **22 or** the boom is held by its own main boom guying.

Note

- ► The utilized images are examples and may not match your crane.
- ► The assembly of the roller set(s) is described based on the example of the SW-end section.
- ► The assembly of the roller set(s) on the W-connector head is identical to assembly on the SW-end section.
- ► Only the assembly of one roller set on the SW-end section is described.
- ► The assembly of the second roller set is identical to the assembly of the first roller set.
- ► The assembly of the roller set(s) is described based on the example with a telescopic lift truck.

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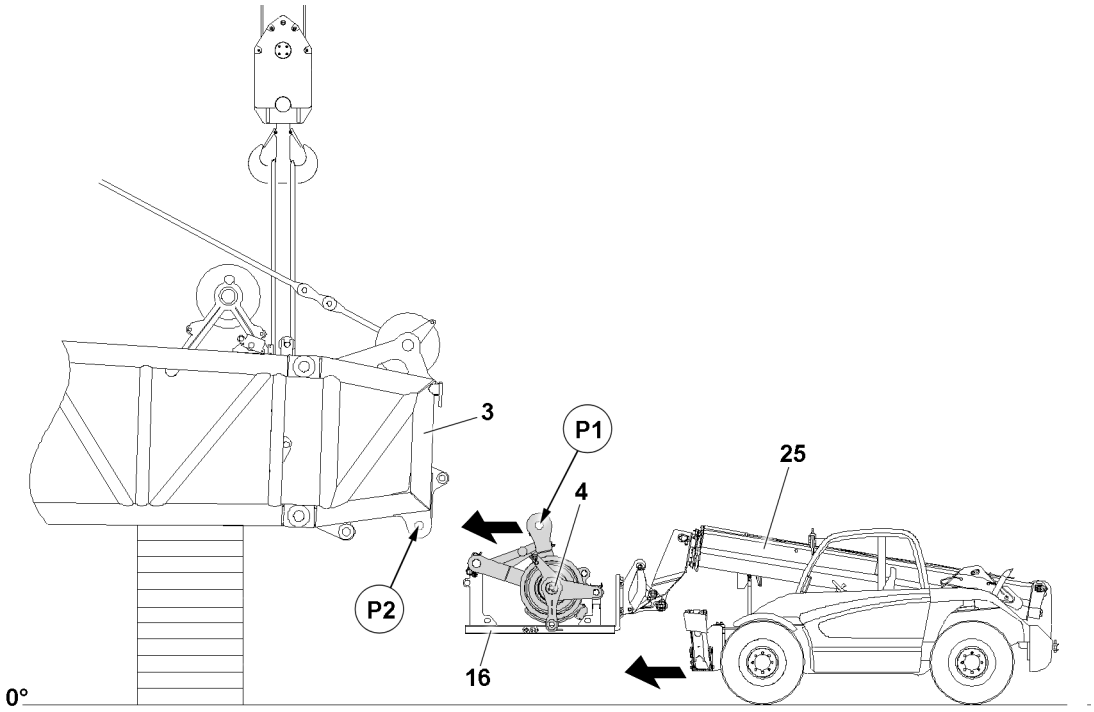

Fig.149454: Retracting the roller set with the telescopic handler / forklift to the SW-end section

3 SW-end section
4 Roller set
16 Rack
25 Telescopic handler / forklift

- ► Properly pick up the rack **16** with an installed roller set **4** with the telescopic handler / forklift **25**.
- ► Lift the roller set **4** with the telescopic handler / forklift **25** and drive it into the pin points **P2** on the SW-end section **3**.
- ► Align the pin bores **P1** in the roller set **4** with the pin bores (point **P2**) of the SW-end section **3**, using a telescopic handler / forklift **25**.

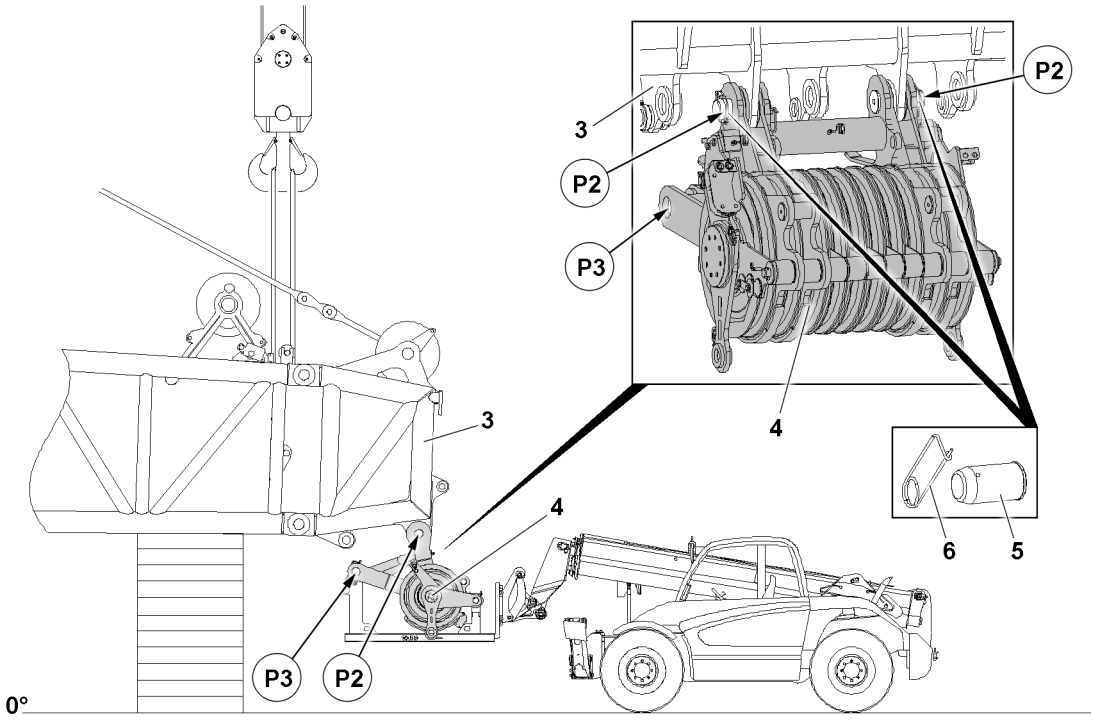

*Fig.149455: Aligning and pinning the roller set **4** on the SW-end section **3***

3 SW-end section
5 Pin

For continuation of legend for illustrations, see next page

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4 Roller set
6 Retaining element

Note
► Each of the maximum of two roller sets **4** that can be assembled on the SW-end section **3** is pinned four times each on the SW-end section.

When the pin bores of the roller set **4** align with the pin bores in the SW-end section **3** (points **P2**):
► Pin the roller set **4** in points **P2** on both sides with the SW-end section **3**: Insert the pins **5** from the inside to the outside and secure with the retaining element **6**.

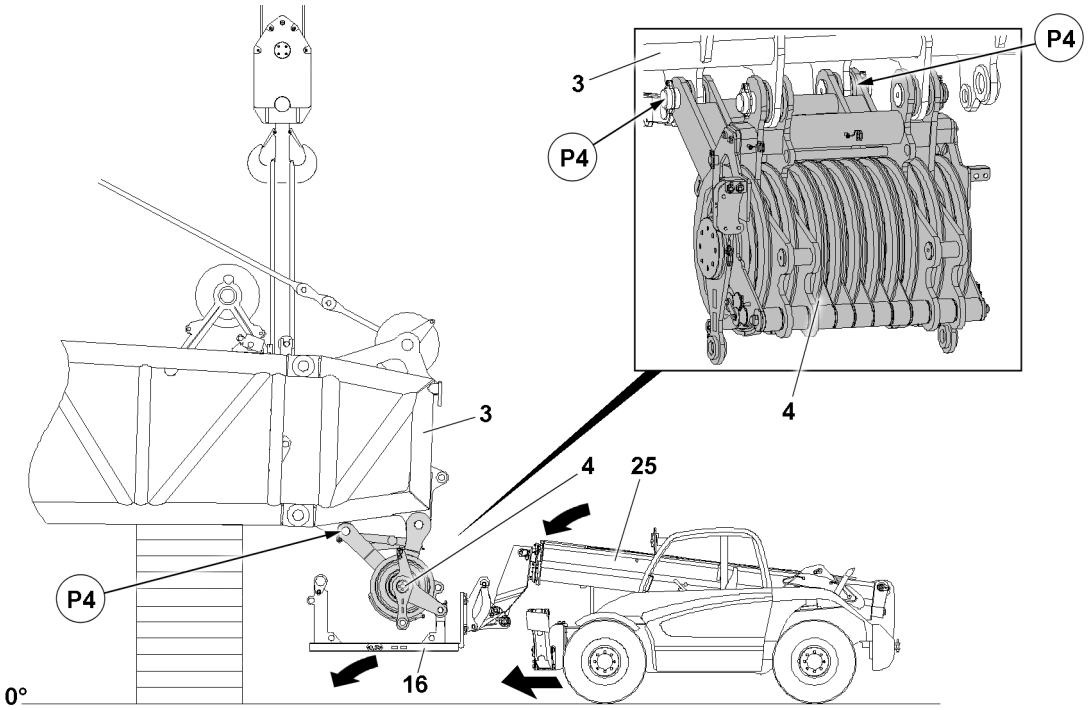

*Fig.149456: Positioning the roller set **4** with the telescopic handler / forklift **25** and pinning on the SW-end section **3***

3 SW-end section
4 Roller set
16 Rack
25 Telescopic handler / forklift

WARNING
Personnel in the danger zone!
Death, severe bodily injuries, property damage.
► Make sure that the roller set **4** is positioned using the telescopic handler / forklift **25** very carefully and at the lowest speed in the pin points **P4**.
► Make sure that there are no persons within the danger zone.

► Until the pin points of the roller set **4** align with the pin points **P4** of the SW-end section **P4**: Lower the roller set **4** slowly and move it forward at the same time

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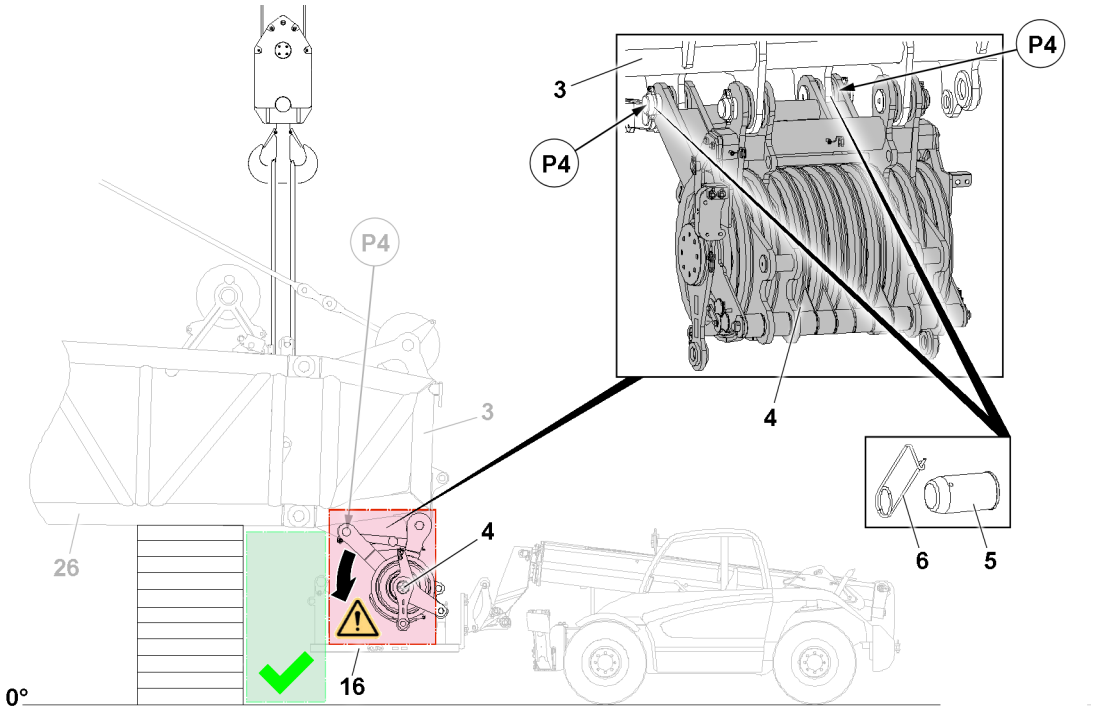

Fig.149457: Roller set assembly — pinning the roller set

3 SW-end section
4 Roller set
5 Pin
6 Retaining element
16 Rack

WARNING
Uncontrolled folding back of the roller set **4**!
The roller set **4** can swing away during assembly on the SW-end section **3** in the direction of the arrow.
Death, severe bodily injuries, property damage.
- ► Make sure that assembly personnel remains on the lattice section side at the lattice section **26** when pinning the roller set **4** in the pin points **P4**.
- ► It is prohibited to remain on the rack **16**.
- ► It is prohibited for anyone to remain in the slewing range of the roller set **4**.

When the pin bores of the roller set **4** and the SW-end section **3** align on both sides in point **P4**:
- ► Pin the roller set **4** in point **P4** on both sides with the SW-end section **3**: Insert the pins **5** from the inside to the outside and secure with the retaining element **6**.

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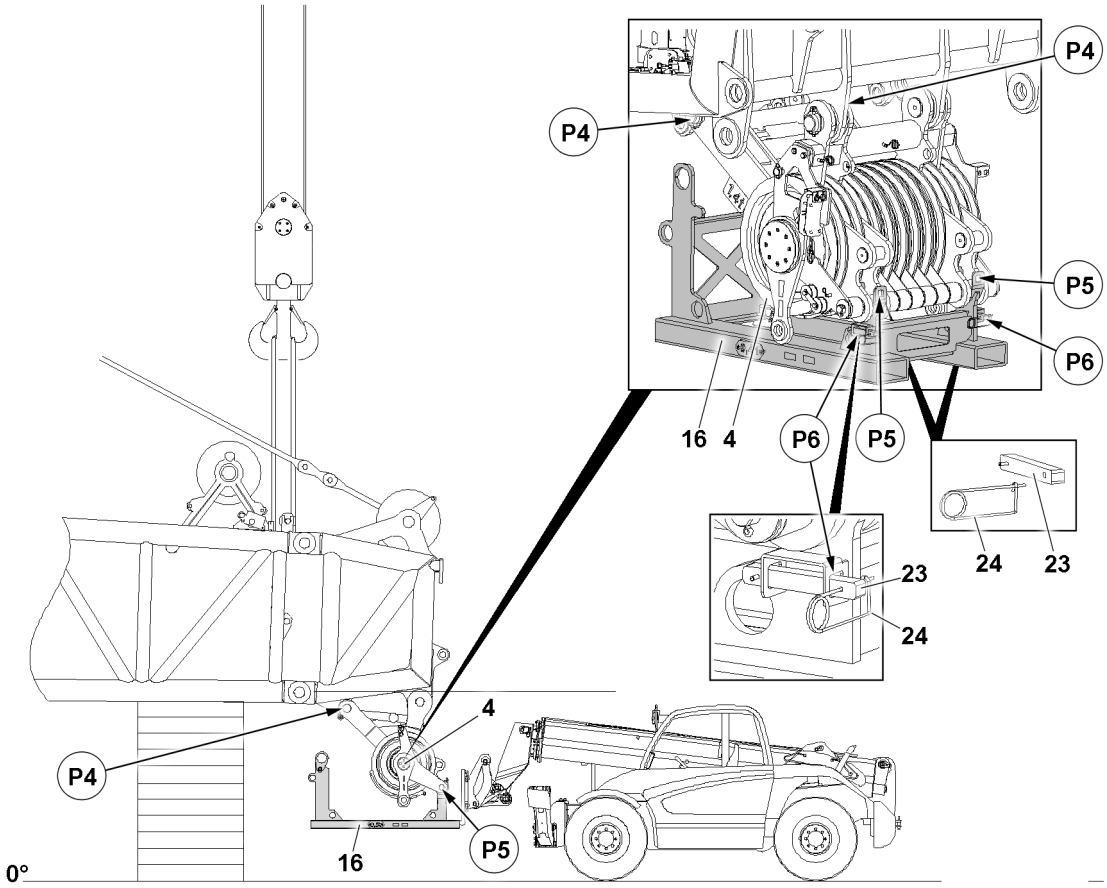

*Fig.149458: Roller set assembly — releasing the roller set **4** from the rack **16***

4	Roller set	**23**	Pin
16	Rack	**24**	Retaining element

When the roller set **4** is properly pinned and secured in points **P4**:

► Release the roller set **4** on the rack **16**: Remove the retaining element **24** in points **P5** on both sides and unpin the pin **23**.

► Insert the pin **23** in the park positions **P6** and secure with the retaining elements **24**.

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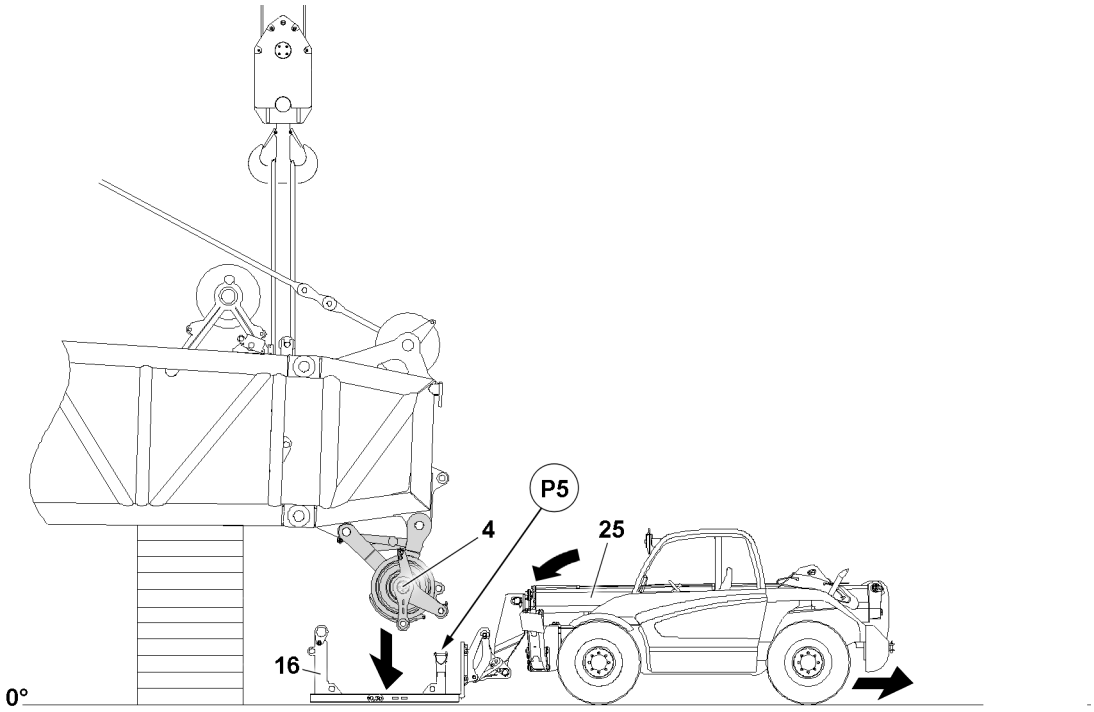

*Fig.149459: Roller set assembly — removing the rack **16***

4 Roller set
16 Rack
25 Telescopic handler / forklift

When the roller set **4** is unpinned on both sides on the rack **16** in point **P5**:
► Carefully lower the rack **16** with the telescopic handler / forklift **25**.
► Remove the rack **16** with the telescopic handler / forklift **25**.

Result:

– The roller set **4** is assembled.

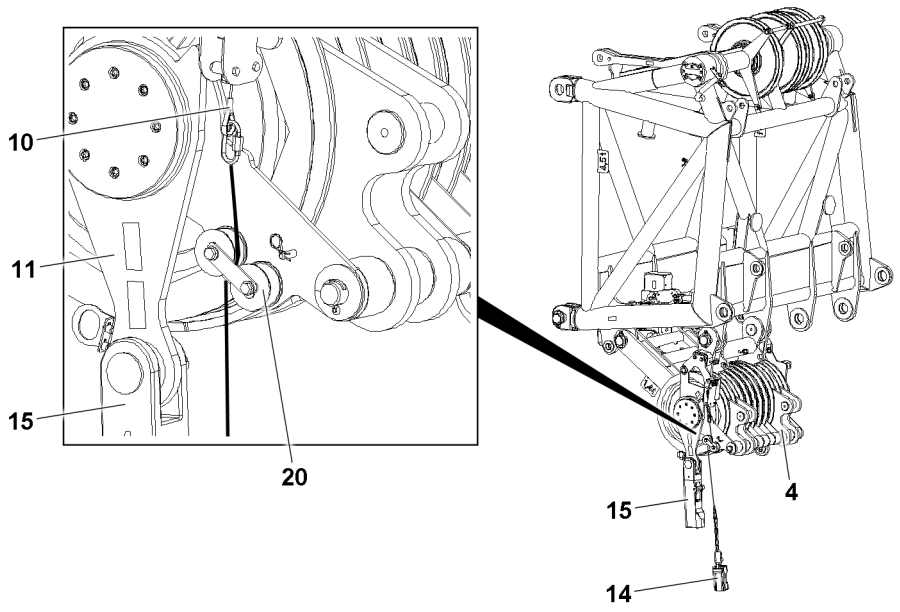

Fig.149451: Roller set assembly — assembling the lock and the hoist limit switch weight

4 Roller set
10 Hoist limit switch
11 Rope fixed point
14 Hoist limit switch weight
15 Lock
20 Rope pulleys

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- ► Pin and secure the lock **15** on the rope fixed point **11**.
- ► Lead the rope of the hoist limit switch weight **14** between the rope pulleys **20**.
- ► Connect the hoist limit switch weight **14** with the hoist limit switch **10**.

If it is necessary to install an additional roller set **4** for the upcoming hoist:

- ► Install a second roller set **4** in the same manner as the assembly of the first roller set **4** in the designated installation position.

Note
- ► Reeve the hoist rope in according to the separately supplied reeving plans.

- ► Reeve the hoist rope in correctly.

Note
- ► Establish the electrical connections on the SW-end section **or** the W-connector head according to the electrical wiring diagram.

5.2 Disassembling the roller set with a telescopic handler / forklift

WARNING
Danger of crushing!
When luffing the boom system down, personnel can be caught and crushed.
Death, severe bodily injuries, property damage.
- ► Make sure that no personnel is within the danger zone when luffing the boom system down.
- ► Luff the boom system down with utmost caution.

WARNING
Collision of the W-pivot section with the roller set!
When luffing down the W-lattice jib, the W-pivot section can collide with the roller set on the main boom.
The W-pivot section and the roller set can be damaged.
Death, severe bodily injuries, property damage.
- ► The luffing down procedure must be monitored by a guide.

Note
- ► The weight of the roller set 320 t with rack is 1.9 t.
- ► The weight of the roller set 300 t with rack is 1.8 t.

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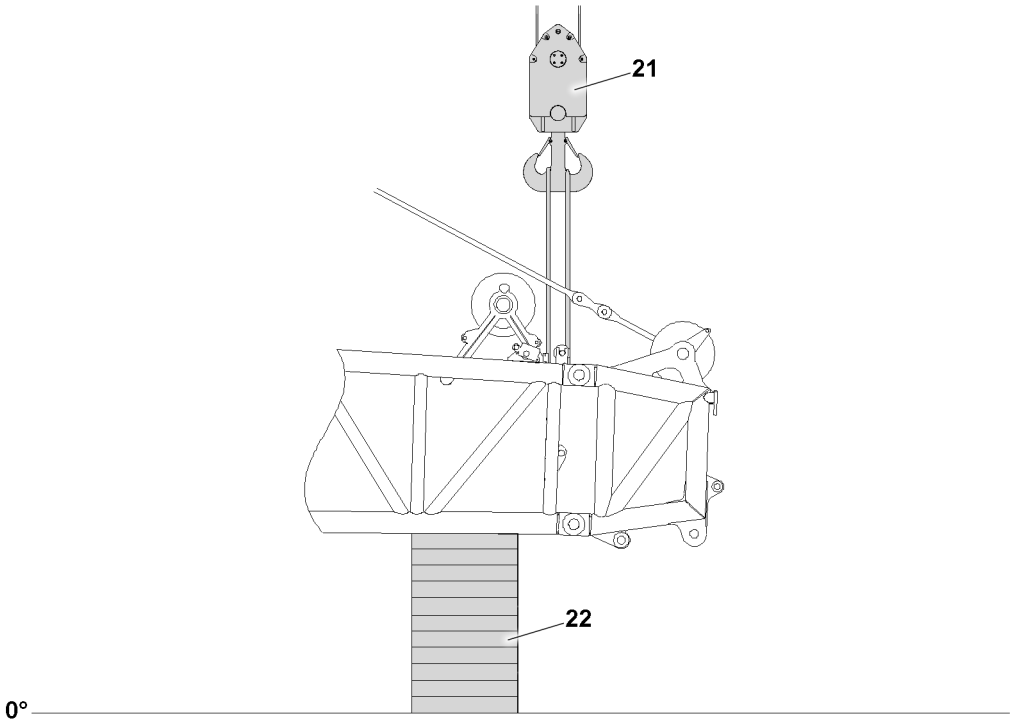

Fig.149452: Symbols — load bearing materials, auxiliary crane

21 Auxiliary crane

Note

- ► For disassembly of the roller sets on the main boom, the main boom can be held by it's own main boom guying.
- ► Liebherr-Werk Ehingen GmbH recommends securing the main boom additionally upon assembly of the roller set(s) with an auxiliary crane **21** with sufficient load bearing capacity **or** to support it with load bearing materials **22**.

WARNING

Failure to observe the prerequisites for roller set disassembly!
The boom can fall down.
Death, severe bodily injuries, property damage.

- ► Make sure that there are no persons within the danger zone.
- ► Make sure that the auxiliary crane **21** is properly supported and horizontally aligned.
- ► Make sure that the utilization of the auxiliary crane **21** is **maximum 90 %**.
- ► Make sure that the engine of the auxiliary crane **21** is turned off during assembly of the roller set.
- ► When assembling the roller set on the end section, make sure that the main boom is held securely by the auxiliary crane **21 or** that the boom is supported with load bearing materials **22 or** the boom is held by its own main boom guying.

Note

- ► The utilized images are examples and may not match your crane.
- ► The disassembly of the roller set(s) is described based on the example of the SW-end section.
- ► The disassembly of roller set(s) on the W-connector head is identical to the disassembly on the SW-end section.
- ► Only the disassembly of one roller set on a SW-end section is described.
- ► The disassembly of the second roller set is identical to the disassembly of the first roller set.
- ► The disassembly of the roller set(s) is described based on the example with a telescopic lift truck.

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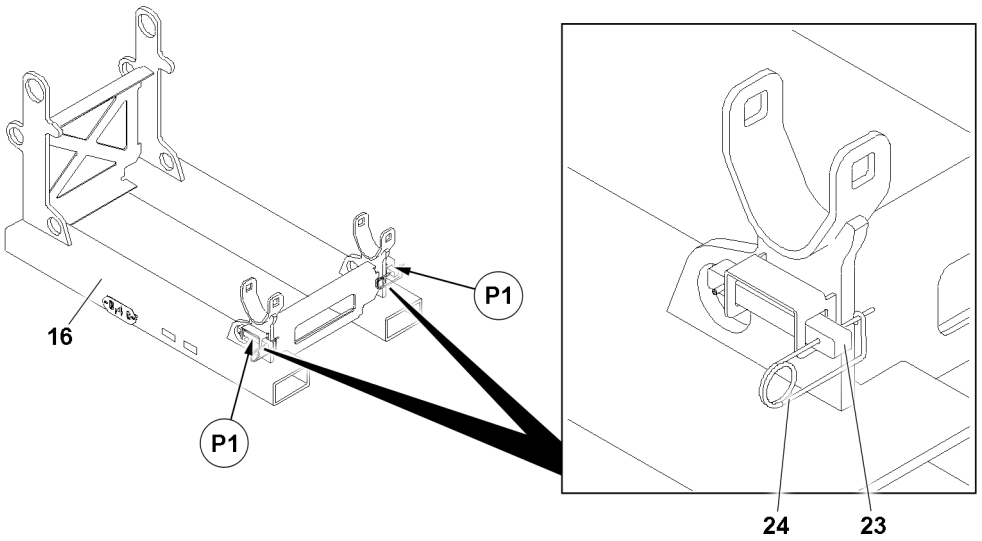

Fig.149453: Disassembling the roller set with a telescopic handler / forklift — prerequisites

16 Rack
23 Pin
24 Retaining element

Make sure that the following prerequisites are met:
- The crane is horizontally aligned.
- The boom system is completely closed.
- The SW-end section **or** W-connector head is properly assembled and secured.
- The SW-end section **or** W-connector head is located at a suitable assembly distance above the ground.
- The boom system is supported with materials with load bearing capacity.
- **or**
- The boom system is safely held by the auxiliary crane.
- **or**
- The boom system is held by its own main boom guying.
- The hoist rope has been reeved out.
- An assembly scaffolding / work platform is available.
- A telescopic handler / forklift is available.
- The rack **16** is available.
- The pins **23** are pinned and secured on the rack **16** in the park positions **P1**.
- The hoist limit switch weight is disassembled.
- The lock is disassembled.
- The electrical connections to the roller set are properly removed.

Note
- ► The disassembly of the roller set(s) is described based on the example of the SW-end section.
- ► Only the disassembly of one roller set on a SW-end section is described.
- ► The disassembly of the second roller set is identical to the disassembly of the first roller set.
- ► The disassembly of the roller set(s) is described based on the example with a telescopic handler.
- ► The disassembly of roller set(s) on the W-connector head is identical to the disassembly on the SW-end section.

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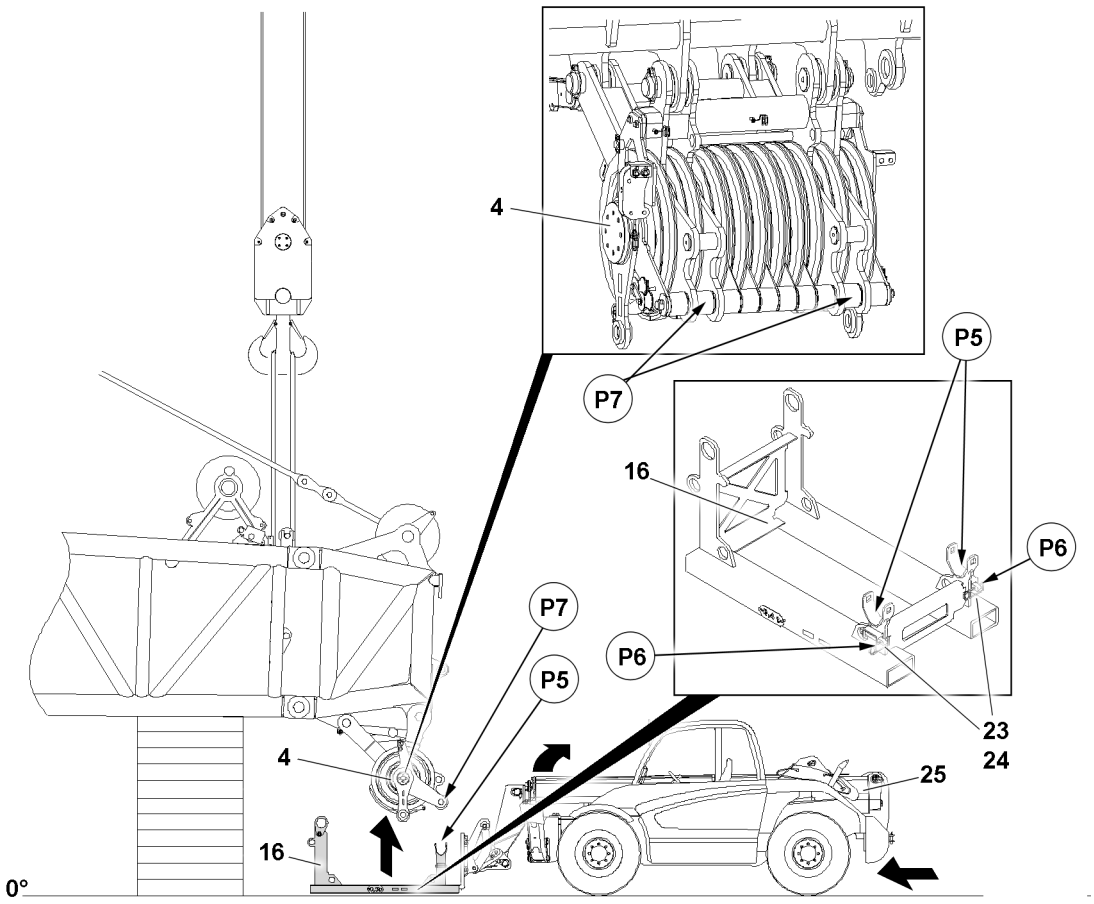

*Fig.149460: Positioning the rack **16** with the telescopic handler / forklift on the roller set **4***

4 Roller set
16 Rack
23 Pin
24 Retaining element
25 Telescopic handler / forklift

- ► Carefully pick up the rack **16** with the telescopic handler / forklift **25**.
- ► Position the rack **16** with the telescopic handler / forklift **25** below the boom end section / roller set.
- ► Lift the rack **16** with the telescopic handler / forklift **25** until the receptacles **P5** are lying evenly against the receptacles **P7** on both sides on the roller set **4**.
- ► Remove the pin **23** out of par position **P6** and properly secure the roller set **4** in the rack **16**: Pin the pin **23** in point **P5** and secure with the retaining element **24**.

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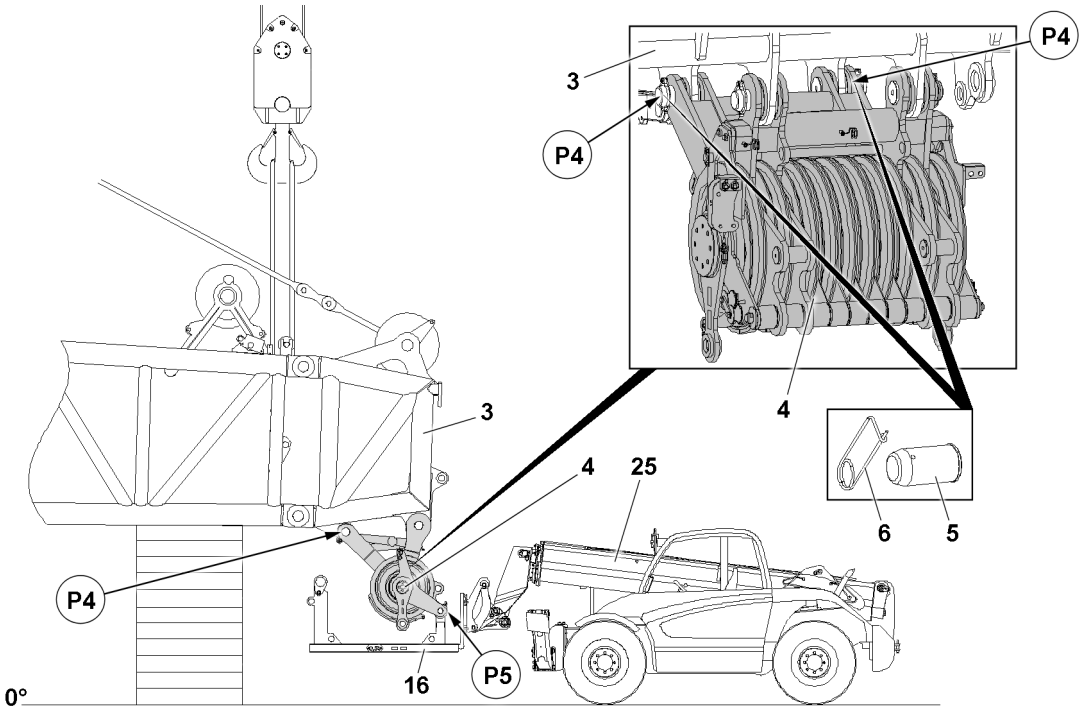

*Fig.149461: Unpinning the roller set **4** from the SW-end section in point **P4***

3 SW-end section
4 Roller set
5 Pin
6 Retaining element
16 Rack
25 Telescopic handler / forklift

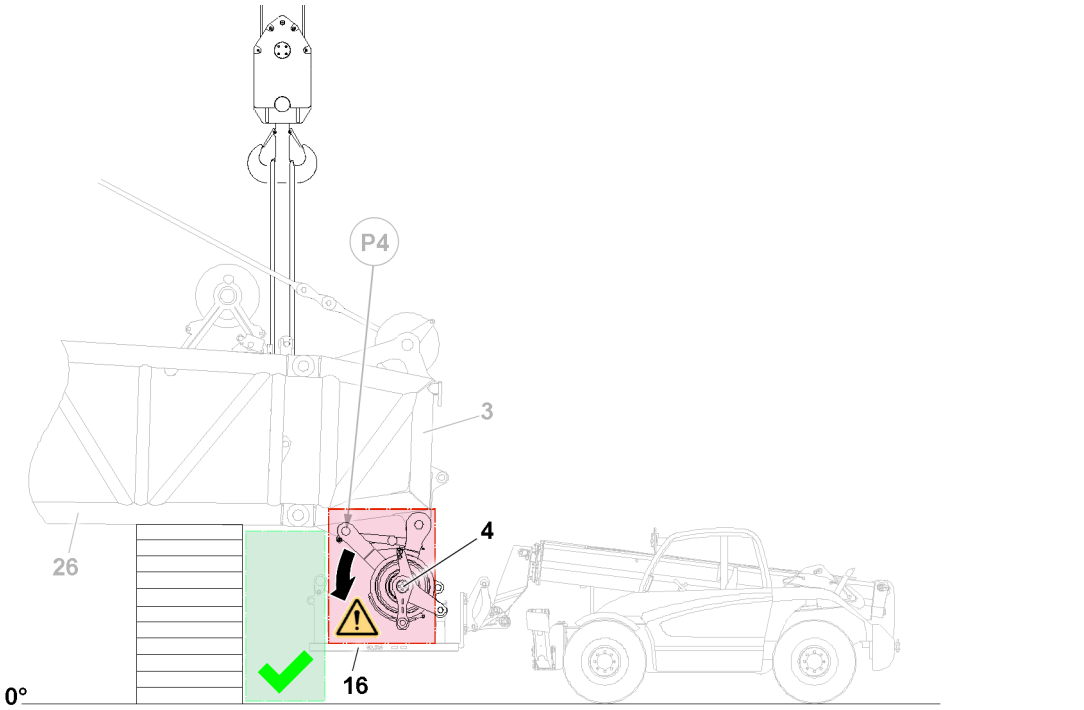

Fig.149462: Roller set disassembly — unpinning the roller set

3 SW-end section
4 Roller set
16 Rack
26 Lattice section

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WARNING
Uncontrolled folding back of the roller set **4**!
The roller set can swing away during disassembly on the SW-end section **3** in the direction of the arrow.
Death, severe bodily injuries, property damage.
- ► Make sure that assembly personnel remains on the lattice section side at the lattice section **26** when unpinning the roller set **4** in the pin points **P4**.
- ► It is prohibited to remain on the rack **16**.
- ► It is prohibited for anyone to remain in the slewing range of the roller set **4**.

When the roller set **4** is properly secured to the rack **16** in point **P5**:
- ► Release the roller set **4** in point **P4** on both sides: Remove the retaining element **6** on both sides.
- ► Remove the pin **5** on both sides in point **P4**.

Result:

– The roller set **4** is unpinned in point **P4**.

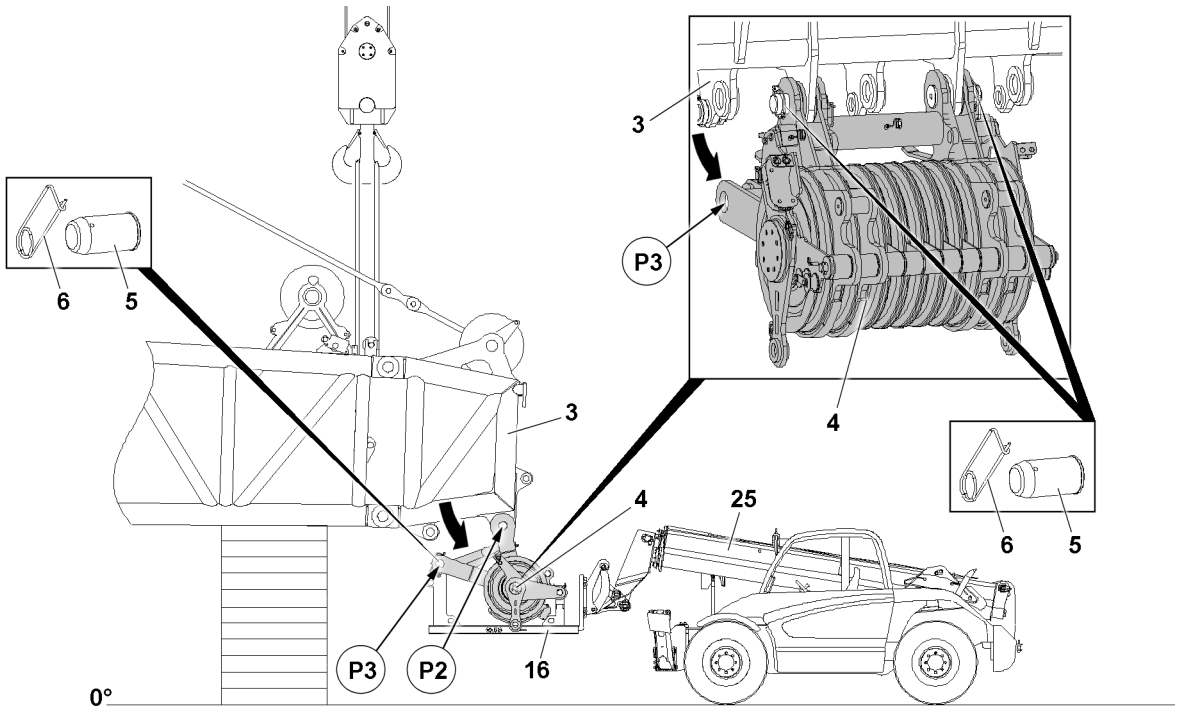

*Fig.149463: Taking the roller set **4** down on the rack **16***

3	SW-end section	**6**	Retaining element
4	Roller set	**16**	Rack
5	Pin	**25**	Telescopic handler / forklift

- ► Drive the telescopic handler / forklift **25** backward slowly and carefully.

Result:

– The roller set **4** lowers itself in point **P3** into the rack **16**.

When the bores in the roller set **4** align with the bores in the rack **16** in point **P3**:
- ► Insert the pin **5** in point **P3** on both sides and properly secure with the retaining element **6**.

WARNING
Falling roller set **4**!
Death, severe bodily injuries, property damage.
- ► Make sure that the rack **16** on the telescopic handler / forklift **25** is safely held by the telescopic handler / forklift **25** before removing the roller set **4**.

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If the roller set **4** is properly pinned and secured in point **P3**:

► Completely unpin the roller set **4** from the SW-end section **3**: Release the pins **5** on both sides in point **P2** and unpin.

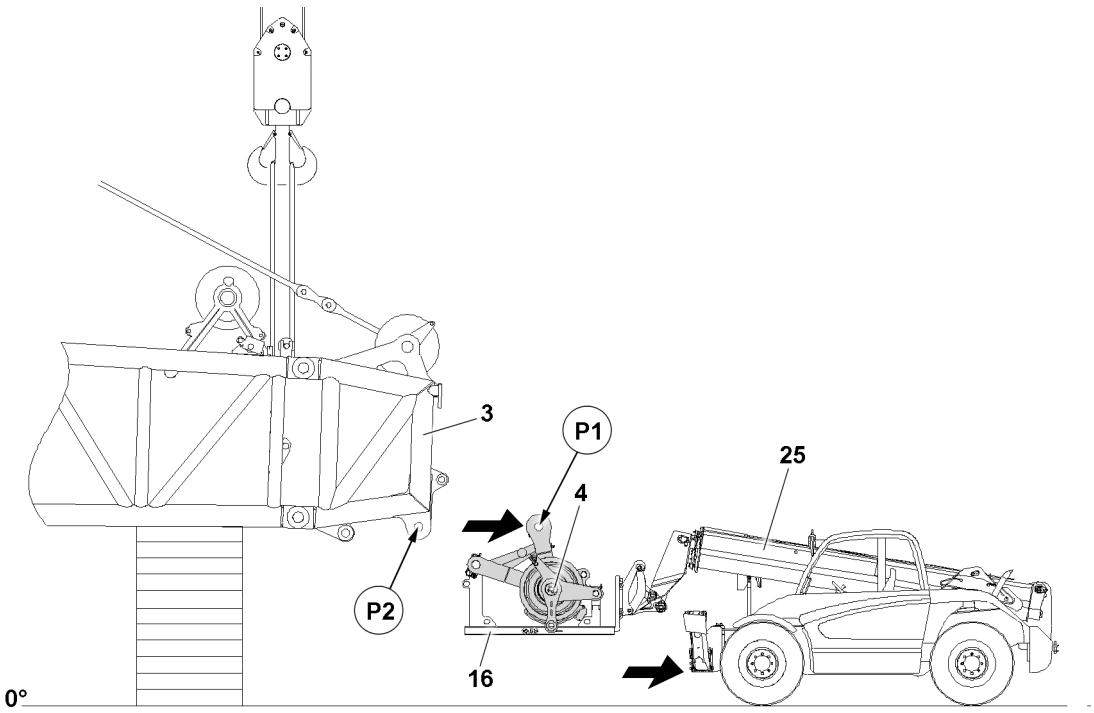

*Fig.149464: Extending the roller set **4** on the SW-end section **3***

3	SW-end section	**16**	Rack
4	Roller set	**25**	Telescopic handler / forklift

When the roller set **4** is properly unpinned on both sides on the SW-end section **3**:

► Carefully remove the roller set **4** with the telescopic handler / forklift **25** from the SW-end section **3**.

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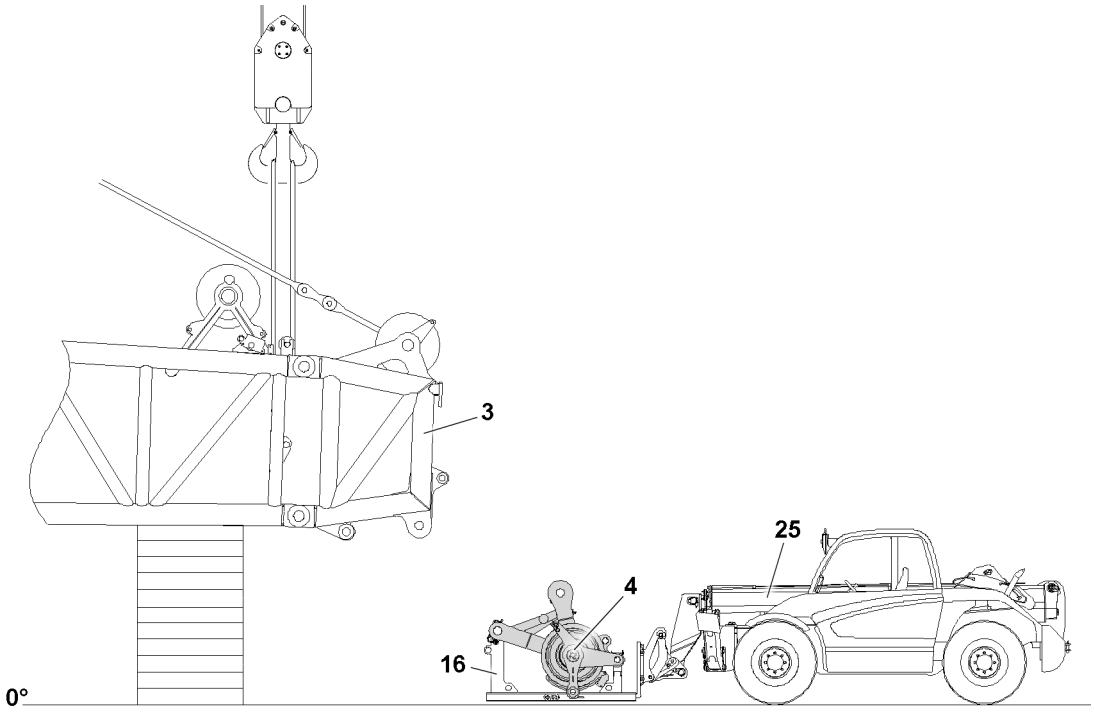

*Fig.149465: Rack **16** with disassembled roller set **4***

3 SW-end section
4 Roller set
16 Rack
25 Telescopic handler / forklift

► Place the rack **16** on load bearing ground **or** a load bearing substructure.

Result:

– The roller set **4** is disassembled.

► Extend the telescopic handler / forklift **25** out of the rack **16**.

If a second roller set **4** is assembled on the SW-end section **3**:

► Disassemble the second roller set **4** in the same way as the first roller set **4**.

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6 Assembling / disassembling the roller set with the auxiliary crane

WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.
- ► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
- ► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the supplied fall arrest system to prevent falling, see chapter 2.04.
- ► If fall protection equipment is available, then it must be used, see chapter 2.06.
- ► When lifting, lowering, swinging crane parts in and out, no persons may remain in the danger zone.
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work.
- ► It is prohibited to lean the ladder against the component being disassembled.
- ► Only step on the aids, ladders and catwalks with clean shoes.
- ► Keep aids, ladders and catwalks free of heavy dirt, snow, frost and ice.
- ► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
- ► Remaining on a suspended load is prohibited.
- ► Stepping or walking on crane components and lattice sections, which have an incline of more than 20° is prohibited.
- ► For all assembly work, the crane operator of the main crane must be in voice contact with the crane operator / crane operators of the auxiliary crane / auxiliary cranes.
- ► For assembly / disassembly tasks, the crane operator may only initiate crane movements when the responsible guide has explicitly released the movement.

WARNING
Working without aids!
When assembling and disassembling crane components with the auxiliary crane, they can start to swing back and forth.
When lifting / lowering and positioning crane components, there is an increased danger of impacts / crushing.
Death, severe bodily injuries, property damage.
- ► Make sure that personnel cannot be caught by components.
- ► When working in danger zones: Use aids to protect limbs.
- ► Guide components with suitable aids to minimize oscillation.

DANGER
Do not disengage the auxiliary crane until the component is completely pinned and secured!
If a component is disengaged from the auxiliary crane before it is pinned, then it can fall.
Death, severe bodily injuries, property damage.
- ► Do not disengage the auxiliary crane until the component is pinned and secured.

WARNING
Working without personal protective equipment!
During assembly and disassembly of the crane components, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.
- ► Use personal protective equipment.

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WARNING
Roller set not completely pinned!
If the roller set is not pinned and secured correctly, it can fall down.
Death, severe bodily injuries, property damage.
► Pin or unpin both pins, which are laying in one horizontal level.
► It is prohibited to stand under the roller set or within the complete danger zone during the pinning and unpinning procedure of the roller set.

If the roller set is assembled on the W-connector head:
► Pin the roller set completely on the W-connector head.

When the roller set is installed on the SW-end section:
► Pin the roller set completely to the SW-end section.

If the roller set is assembled on the rack:
► Pin the roller set completely on the rack.

WARNING
Failure to observe the erection, take-down, load charts!
The crane can topple over.
Death, severe bodily injuries, property damage.
► Observe the Erection and take down charts.
► Observe the load charts.

WARNING
Failure to observe the descriptions on the roller set!
The crane can topple over.
Death, severe bodily injuries, property damage.
► Pay attention to the description on the roller set.

WARNING
Failure to observe the prerequisites when using an auxiliary crane!
The boom can fall down.
Death, severe bodily injuries, property damage.
► Make sure that the auxiliary crane is properly supported and horizontally aligned.
► Make sure that the utilization of the auxiliary crane is **maximum 90 %**.
► Make sure that the engine of the auxiliary crane is turned off during assembly of the roller sets.

WARNING
Use of impermissible fastening equipment!
The boom can fall down.
Death, severe bodily injuries, property damage.
► Use only inspected fastening equipment.
► Use only load bearing and approved substructures.

6.1 Assembling the roller set with the auxiliary crane

WARNING
Single roller set not assembled in the center!
If only one roller set is used and the roller set is assembled off center of the end section, then the boom system can be overloaded.
Death, severe bodily injuries, property damage.

If only one roller set is used:
► Assemble the roller set in the center of the end section.

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WARNING
Collision of the W-pivot section with the roller set!
When luffing down the W-lattice jib, the W-pivot section can collide with the roller set on the main boom.
The W-pivot section and the roller set can be damaged.
Death, severe bodily injuries, property damage.
► The luffing down procedure must be monitored by a guide.

WARNING
The crane can topple over!
If the roller sets are improperly assembled, the crane can topple over.
Death, severe bodily injuries, property damage.
► Select the roller sets according to the operating mode, as specified in the load charts.
► Observe the instructions in the erection and take-down charts.

Note
► The use of roller sets on the corresponding boom heads / end sections is described in the load chart in section „Boom configurations for the calculation of load charts“, see the load chart manual.

Note
► The weight of the roller set 320 t is 1.5 t.
► The weight of the roller set 300 t is 1.4 t.

Note
► The assembly of the roller set is described based on the example of the SW-end section.

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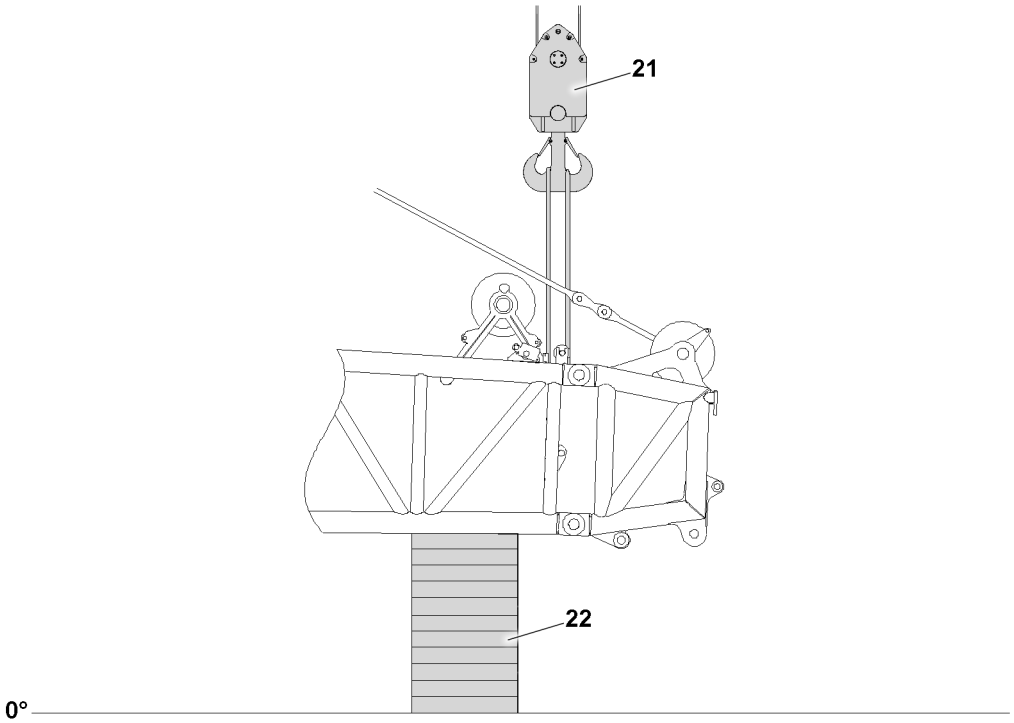

Fig.149452: Symbols — load bearing materials, auxiliary crane

21 Auxiliary crane **22** Load bearing material

Note

- ► For assembly of the roller sets on the main boom, the main boom can be held by it's own main boom guying.
- ► Liebherr-Werk Ehingen GmbH recommends securing the main boom additionally upon assembly of the roller set(s) with an auxiliary crane **21** with sufficient load bearing capacity **or** to support it with load bearing materials **22**.

WARNING

Failure to observe the prerequisites for roller set assembly!
The boom can fall down.
Death, severe bodily injuries, property damage.

- ► Make sure that there are no persons within the danger zone.
- ► Make sure that the auxiliary crane **21** is properly supported and horizontally aligned.
- ► Make sure that the utilization of the auxiliary crane **21** is **maximum 90 %**.
- ► Make sure that the engine of the auxiliary crane **21** is turned off during assembly of the roller set.
- ► When assembling the roller set on the end section, make sure that the main boom is held securely by the auxiliary crane **21 or** that the boom is supported with load bearing materials **22 or** the boom is held by its own main boom guying.

Note

- ► The utilized images are examples and may not match your crane.
- ► The assembly of the roller set(s) is described based on the example of the SW-end section.
- ► The assembly of the roller set(s) on the W-connector head is identical to assembly on the SW-end section.
- ► Only the assembly of one roller set on the SW-end section is described.
- ► The assembly of the second roller set is identical to the assembly of the first roller set.
- ► The assembly of the roller set(s) is described based on the example with a telescopic lift truck.

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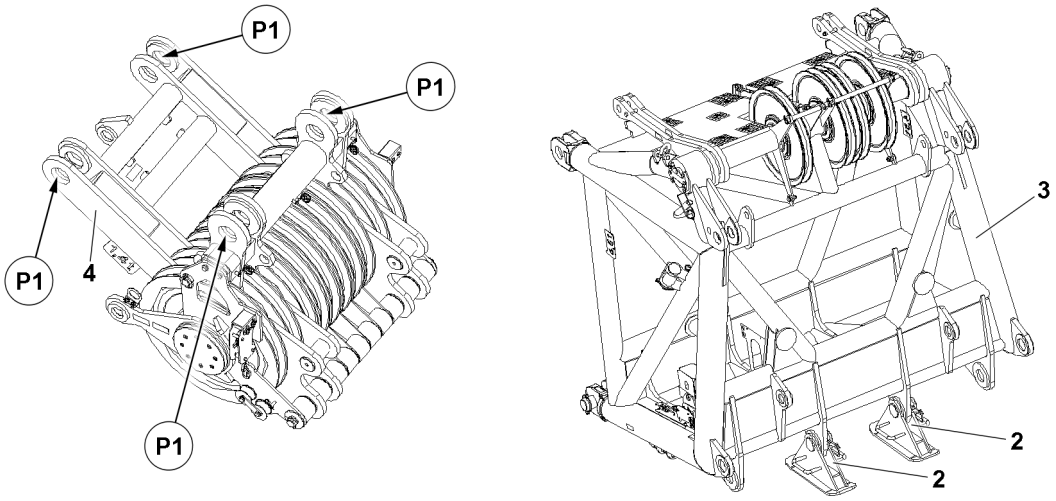

Fig.149445: Assembling the roller set with the auxiliary crane — prerequisites

2 Foot
3 SW-end section
4 Roller set

Make sure that the following prerequisites are met:
- The crane is horizontally aligned.
- The boom system is completely closed.
- The SW-end section **or** W-connector head is properly assembled and secured.
- The SW-end section **or** W-connector head is located at a suitable assembly distance above the ground.
- An assembly scaffolding / work platform is available.
- An auxiliary crane is available.
- The pins in points **P1** are unpinned on the roller set **4**.
- The feet **2** are disassembled on the SW-end section **3 or** W-connector head.

Note
- ► The assembly of the roller set **4**(s) is described based on the example of the SW-end section.
- ► Only the assembly of one roller set **4** on the SW-end section **3** is described.
- ► The assembly of the second roller set **4** is identical to the assembly of the first roller set **4**.
- ► The assembly of the roller set **4**(s) is described based on the example with a telescopic lift truck.
- ► The assembly of the roller set **4**(s) on the W-connector head is identical to assembly on the SW-end section **3**.

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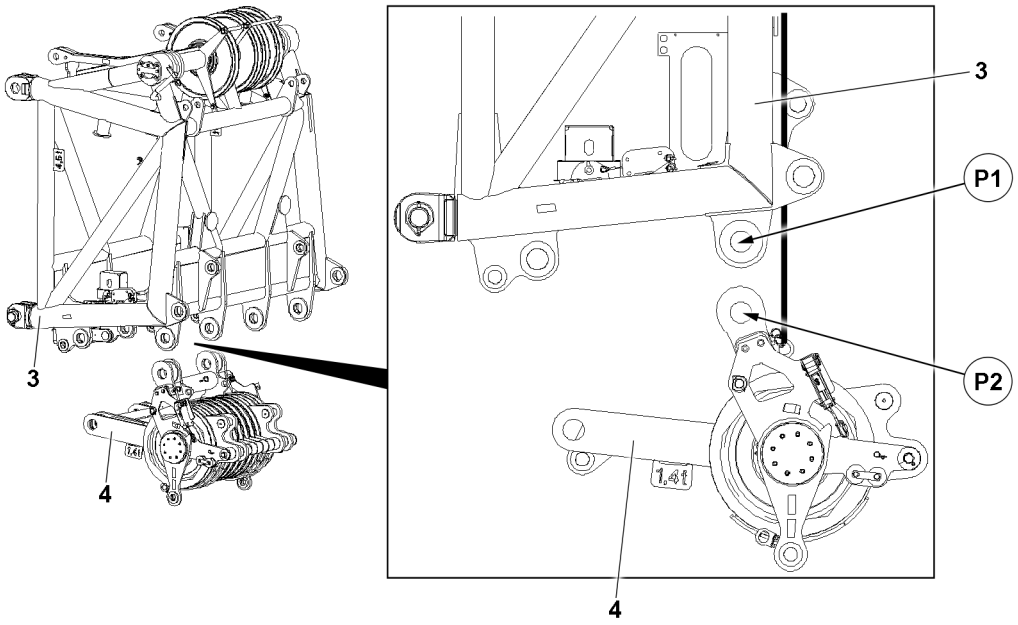

Fig.149449: Assembling the roller set with the auxiliary crane — positioning the roller set for pinning

3 End section
4 Roller set

► Fasten the roller set **4** to the auxiliary crane, see section „Roller set fastening points“.
► Position the roller set **4** in such a way that the points **P2** align with the points **P1** of the end section **3**.

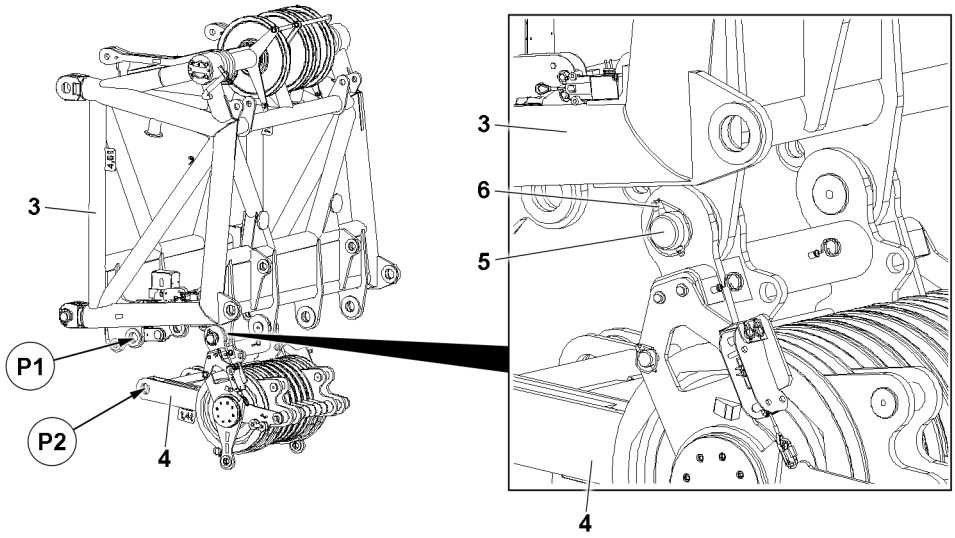

Fig.149448: Assembling the roller set with the auxiliary crane — pinning the roller set

3 End section
4 Roller set
5 Pin
6 Retaining element

► Pin the roller set **4**: Insert the pin **5** on both sides from the inside to the outside and secure with the retaining element **6**.

WARNING
Uncontrolled folding back of the roller set **4**!
The roller set **4** can swing away during assembly on the SW-end section **3**.
Death, severe bodily injuries, property damage.
► Make sure that the roller set **4** is secured against folding back.
► It is prohibited for anyone to remain in the slewing range of the roller set **4**.

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► Position the roller set **4** in such a way that the points **P2** align with the points **P1** of the end section **3**.

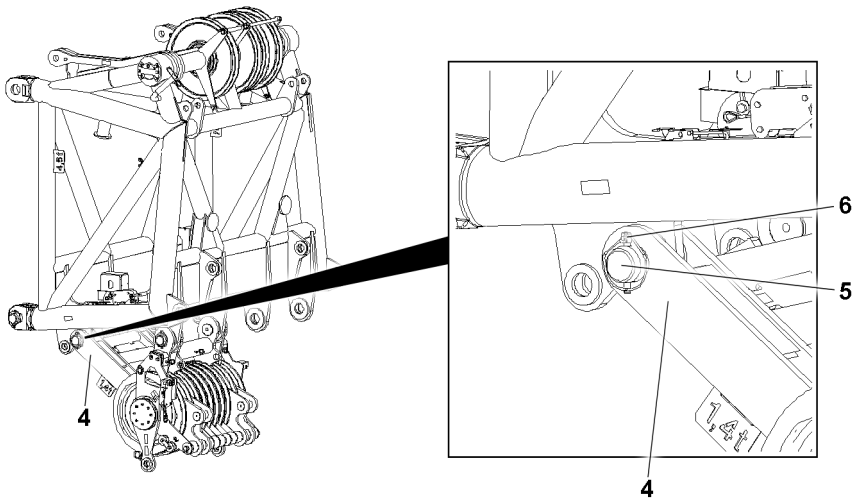

Fig.149450: Assembling the roller set with the auxiliary crane — pinning the roller set

4 Roller set
5 Pin
6 Retaining element

► Pin the roller set **4**: Insert the pin **5** from the inside to the outside on both sides and secure with the retaining element **6**.

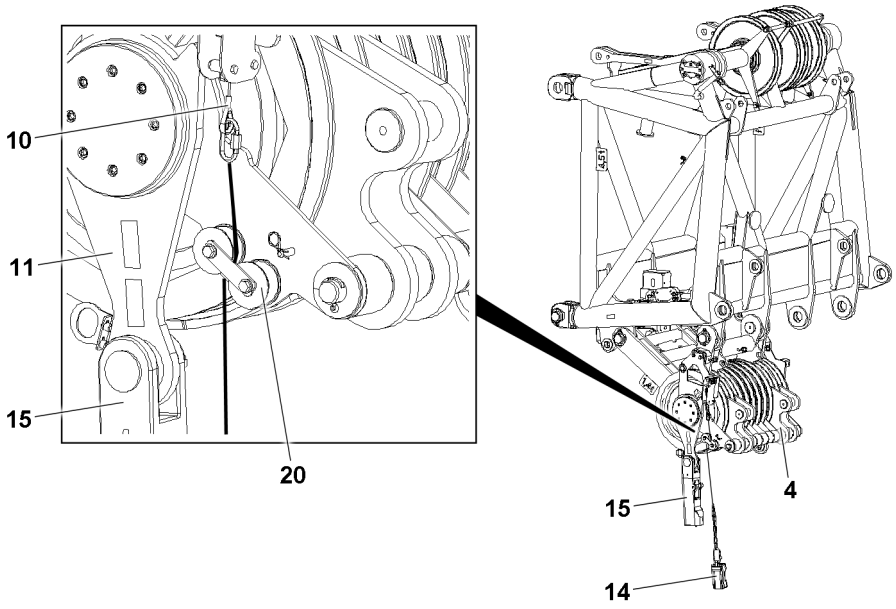

Fig.149451: Assembling the roller set with the auxiliary crane — assembling the lock and hoist limit switch weight

4 Roller set
10 Hoist limit switch
11 Rope fixed point
14 Hoist limit switch weight
15 Lock
20 Rope pulley

► Pin and secure the lock **15** on the rope fixed point **11**.
► Lead the rope of the hoist limit switch weight **14** between the rope pulleys **20**.
► Connect the hoist limit switch weight **14** with the hoist limit switch **10**.

If it is necessary to install an additional roller set **4** for the upcoming hoist:

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► Install a second roller set **4** in the same manner as the assembly of the first roller set **4** in the designated installation position.

Note
► Reeve the hoist rope in according to the separately supplied reeving plans.

► Reeve the hoist rope in correctly.

Note
► Establish the electrical connections on the SW-end section **or** the W-connector head according to the electrical wiring diagram.

6.2 Disassembling the roller set with the auxiliary crane

WARNING
Personnel in the danger zone!
When luffing the boom system down, personnel can be caught and crushed.
Death, severe bodily injuries, property damage.
► Make sure that no personnel is within the danger zone when luffing the boom system down.
► Luff the boom system down with utmost caution.

WARNING
Collision of the W-pivot section with the roller set!
When luffing down the W-lattice jib, the W-pivot section can collide with the roller set on the main boom.
The W-pivot section and the roller set can be damaged.
Death, severe bodily injuries, property damage.
► The luffing down procedure must be monitored by a guide.

Note
► The weight of the roller set 320 t with rack is 1.9 t.
► The weight of the roller set 300 t with rack is 1.8 t.

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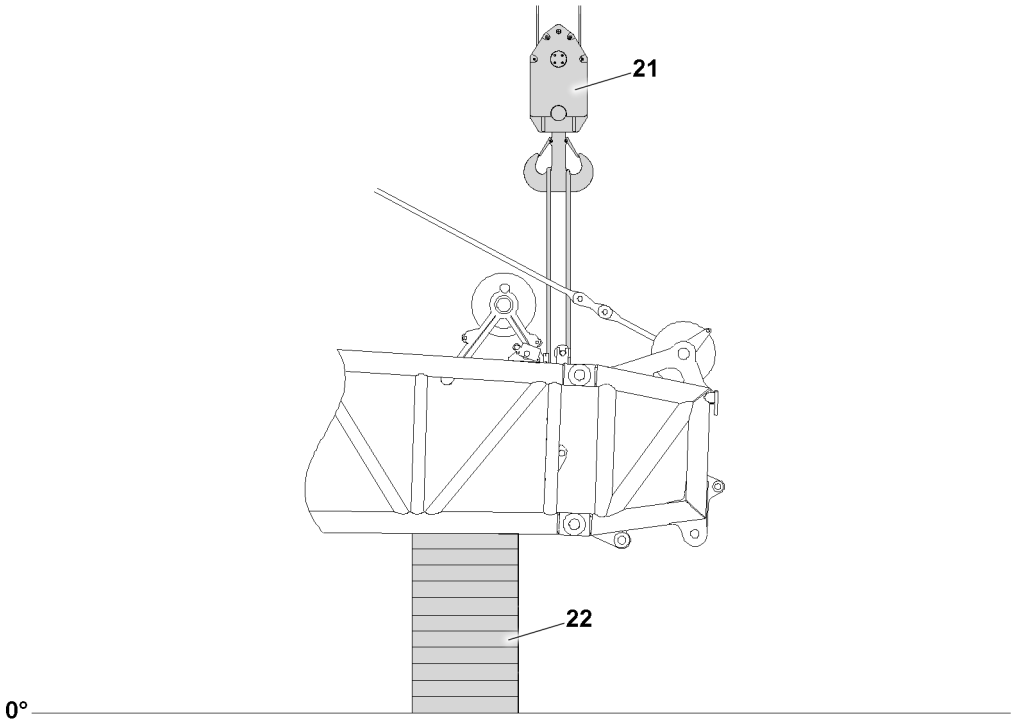

Fig.149452: Symbols — load bearing materials, auxiliary crane

21 Auxiliary crane

Note

- ► For disassembly of the roller sets on the main boom, the main boom can be held by it's own main boom guying.
- ► Liebherr-Werk Ehingen GmbH recommends securing the main boom additionally upon assembly of the roller set(s) with an auxiliary crane **21** with sufficient load bearing capacity **or** to support it with load bearing materials **22**.

WARNING

Failure to observe the prerequisites for roller set disassembly!
The boom can fall down.
Death, severe bodily injuries, property damage.

- ► Make sure that there are no persons within the danger zone.
- ► Make sure that the auxiliary crane **21** is properly supported and horizontally aligned.
- ► Make sure that the utilization of the auxiliary crane **21** is **maximum 90 %**.
- ► Make sure that the engine of the auxiliary crane **21** is turned off during assembly of the roller set.
- ► When assembling the roller set on the end section, make sure that the main boom is held securely by the auxiliary crane **21 or** that the boom is supported with load bearing materials **22 or** the boom is held by its own main boom guying.

Note

- ► The utilized images are examples and may not match your crane.
- ► The disassembly of the roller set(s) is described based on the example of the SW-end section.
- ► The disassembly of roller set(s) on the W-connector head is identical to the disassembly on the SW-end section.
- ► Only the disassembly of one roller set on a SW-end section is described.
- ► The disassembly of the second roller set is identical to the disassembly of the first roller set.
- ► The disassembly of the roller set(s) is described based on the example with a telescopic lift truck.

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Make sure that the following prerequisites are met:
- The crane is horizontally aligned.
- The boom system is completely closed.
- The SW-end section **or** W-connector head is properly assembled and secured.
- The SW-end section **or** W-connector head is located at a suitable assembly distance above the ground.
- The boom system is supported with materials with load bearing capacity.
- **or**
- The boom system is safely held by the auxiliary crane.
- **or**
- The boom system is held by its own main boom guying.
- The hoist rope has been reeved out.
- An assembly scaffolding / work platform is available.
- The hoist limit switch weight is disassembled.
- The lock is disassembled.
- The electrical connections to the roller set are properly removed.

Note
- ► The disassembly of the roller set(s) is described based on the example of the SW-end section.
- ► Only the disassembly of one roller set on a SW-end section is described.
- ► The disassembly of the second roller set is identical to the disassembly of the first roller set.
- ► The disassembly of the roller set(s) is described based on the example with a telescopic handler.
- ► The disassembly of roller set(s) on the W-connector head is identical to the disassembly on the SW-end section.

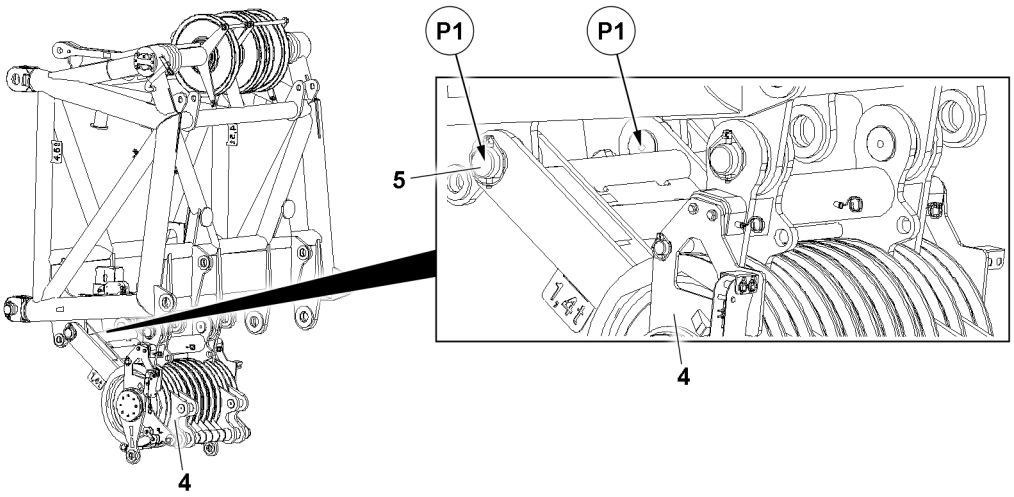

Fig.149466: Disassembling the roller set with the auxiliary crane — unpinning the roller set

4 Roller set **5** Pin

WARNING
Roller set **4** not sufficiently secured when unpinning!
The roller set **4** can swing down by itself due to its own weight when unpinning in points **P1**.
Death, severe bodily injuries, property damage.
- ► Make sure that the roller set **4** is secured to prevent it from falling down before unpinning.
- ► Do not reach with your hands into the danger zone.

- ► Fasten the roller set **4** to the auxiliary crane, see section „Roller set fastening points“.

When the roller set **4** is fastened and secured to prevent it from falling down:
- ► Unpin the roller set **4** in points **P1**: Release and unpin the pins **5** on both sides.

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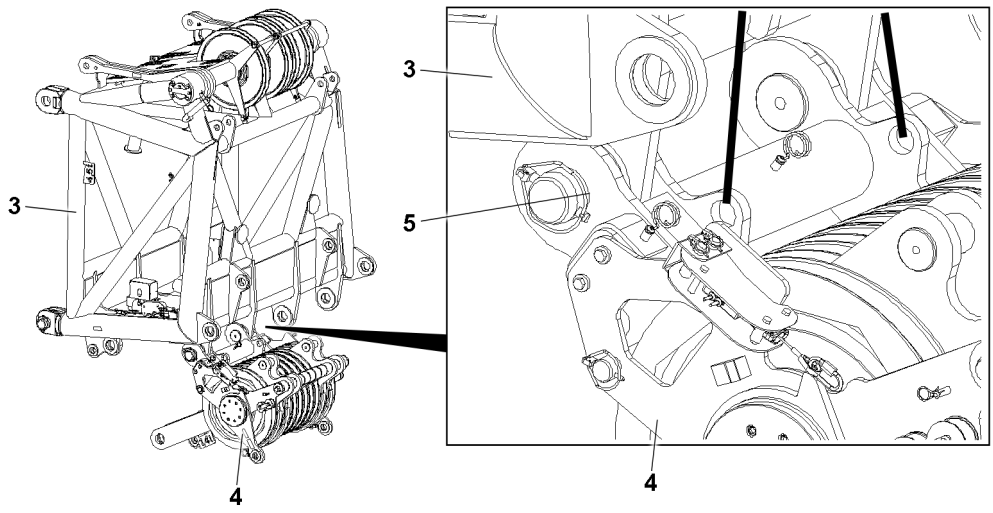

Fig.149467: Disassembling the roller set with the auxiliary crane — unpinning the roller set

3 End section
4 Roller set
5 Pin

► Lower the roller set **4** slowly and swing it down in a controlled manner.
► Lift the roller set **4** with the auxiliary crane such that it does not fall down or swing when unpinning.

When the roller set **4** is secured against falling down and swinging:
► Unpin the roller set **4** in points **P2**: Release and unpin the pins **5** on both sides.

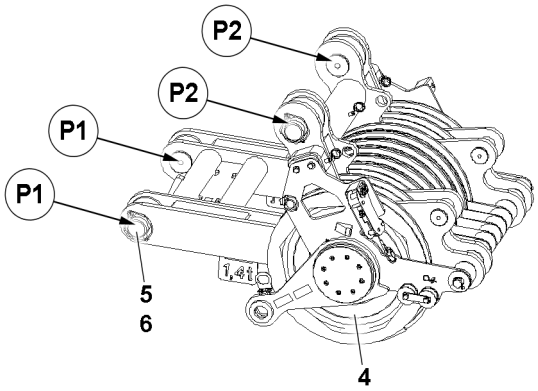

Fig.149468: Disassembling the roller set with the auxiliary crane — taking down the roller set

4 Roller set
5 Pin
6 Retaining element

► Take down the roller set **4** in a suitable location.
► Remove the fastening equipment.
► Insert the pins **5** in points **P1** at points **P2** and secure with retaining elements **6**.

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5.15 Roller cart

1 Roller cart 3

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Fig.195219

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1 Roller cart

Note

► See chapter 5.61!

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5.17 Fixed jib on the luffing jib - WF system

1	Component overview	2
2	Fastening points	2
3	Assembling the SWF-boom	4
4	Erecting the SWF-boom	8
5	Operating the crane	14
6	Disassembling the SWF-booms	15

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1 Component overview

Note
- ► The F-jib can be equipped optionally with a test device*.
- ► If your crane is equipped with a test device* for the fixed jib, then the respective rod plan must be observed upon assembly.

Note
- ► For dimensions and weights of the components see chapter 1.03.

2 Fastening points

WARNING
Danger of accident due to incorrect fastening!
Life-threatening situations can arise due to improper or incorrect fastening of the corresponding components.
- ► The corresponding components must be fastened in the provided points **P1**.

Note
- ► For assembly or disassembly, load handling equipment with a strand length of at least **4 m** must be used.

2.1 F-assembly unit

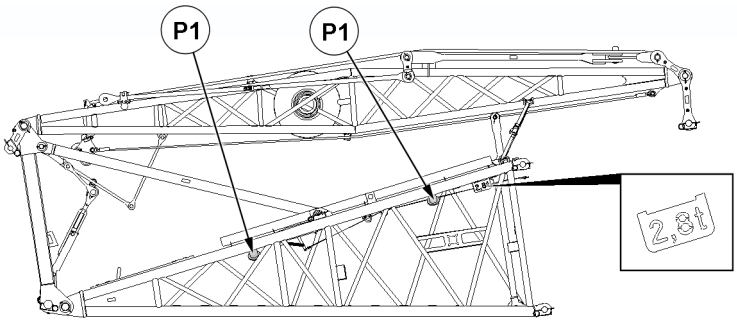

Fig.154000: F-assembly unit

Name	Abbreviation	Weight
F-assembly unit	—	2.8 t

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2.2 F-intermediate section 6 m and 12 m

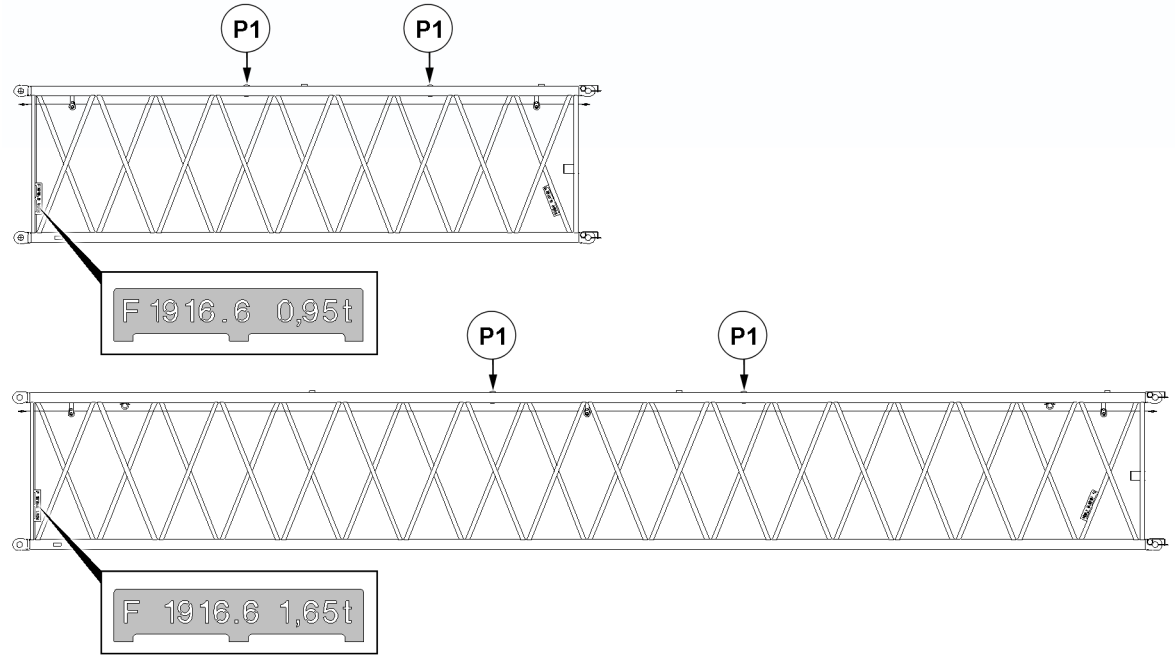

Fig.154002: F-intermediate section 6 m and 12 m

Name	Abbreviation	Weight
F-intermediate section (6 m) with guy ropes	F 1916.6	0.95 t

Name	Abbreviation	Weight
F-intermediate section (12 m) with guy ropes	F 1916.6	1.65 t

2.3 F-end section

Note

► Depending on the delivery condition of the crane, the crane may have one of the following F-end section, see Variation 1 **V1** and Variation 2 **V2**.

WARNING

Improperly fastened F-end section.
The F-end section can fall down.
Death, severe bodily injuries, property damage.

► Always fasten the F-end section properly to the bitts **P1**.
► Make sure that the F-end section always hangs horizontally on the auxiliary crane.

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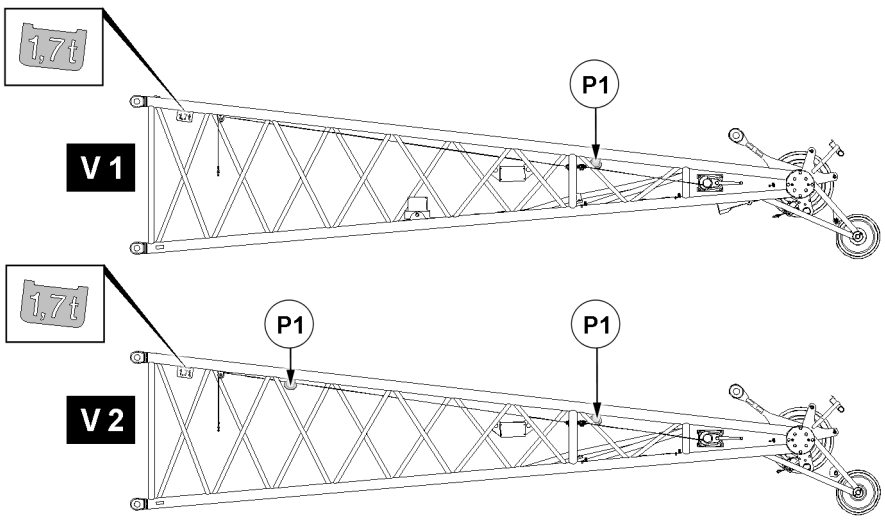

Fig.154001: F-end section (variations: V1, V2)

Name	Abbreviation	Weight
F-end section	—	1.7 t

3 Assembling the SWF-boom

WARNING
The crane can topple over!
If the boom system and the corresponding boom guyings are not assembled according to the rod plan, then the boom system can be overloaded.
The crane can topple over.
Death, severe bodily injuries, property damage.
- ► Only assemble the boom systems and boom guyings in accordance with the rod plan.
- ► Make sure on the assembled boom system that the arrangement of the lattice sections and the arrangement of the boom guyings correspond with the specifications in the rod plan. See also chapter 5.03.

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WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, assembly personnel must be secured with appropriate aids to prevent them from falling. If this is not observed, assembly personnel can fall down.
Death, severe bodily injuries, property damage.
- ► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
- ► If fall protection equipment is available, then it must be used, see chapter 2.06.
- ► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the required fall arrest system to prevent falling, see chapter 2.04.
- ► The fall arrest system must be fastened to the fastening and hook points as well as to the safety ropes. For safety points, see chapter 2.06.
- ► Only step on the aids, ladders and catwalks with clean shoes.
- ► Keep aids, ladders and catwalks free of heavy dirt, snow and ice.
- ► Remaining on as well as under a suspended load is prohibited.
- ► Remaining on or within crane components (for example: during assembly of boom sections, lattice sections) which are moved during lifting, lowering, turning or closing procedures is strictly prohibited.
- ► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
- ► It is prohibited to step on the boom system or an auxiliary boom without suitable protective devices.
- ► Stepping and walking on crane components and lattice sections with an incline of more than 20° is prohibited.

DANGER
Danger of accident during assembly / disassembly of booms!
If disassembling unsecured or unsupported booms, the booms can fall down.
Death, severe bodily injuries, property damage.
- ► Never unpin the pins under unsecured or unsupported booms.
- ► Never unpin the connector pins on unsecured or unsupported booms.
- ► Do not stand under the booms or within the complete danger zone during the pinning and unpinning procedure of the booms.
- ► Secure the pins in the bearing points as well as in the receptacles.
- ► Do not lean the ladder against the component being disassembled.

WARNING
Danger of impact and crushing!
There is a risk of impact and crushing when standing in the vicinity of a suspended load moving sideways.
- ► During assembly / disassembly no one may be in the dangerous area around or underneath the suspended load before the load has been secured.

WARNING
Components not pinned and secured!
If a component is released from the auxiliary crane before being pinned and secured, the component will fall down.
Death, severe bodily injuries, property damage.
- ► Do not detach the auxiliary crane until the respective component is pinned and secured.

WARNING
The component can fall down!
If the corresponding component is unpinned without being secured by an auxiliary crane, the corresponding component can fall down.
Death, severe bodily injuries, property damage.
- ► Do not unpin the component until it is secured by an auxiliary crane.

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WARNING
Failure to perform inspection and maintenance on the guy rods!
If the regular inspection and maintenance of the guy rods is not carried out or is carried out only at irregular intervals, then severe accidents can occur due to existing and unrecognized damage to the guy rods.
Death, severe bodily injuries, property damage.
► Check the guy rods before every assembly, see chapter 8.15.

Note
► By supporting the components during assembly / disassembly, ground unevenness is compensated for and the material is protected.

WARNING
Danger of accident!
Death, severe bodily injuries, property damage.
► For pinning and unpinning with the pin pulling device, observe and follow the warning display, see the Crane operating instructions, chapter 5.30.

WARNING
Danger of accident in case of incorrect crane operation!
Accidental crane movements can cause serious accidents.
► Only permit crane movements using the master switch when secure operability is guaranteed.

If the crane is equipped with radio remote control*:
► Only permit crane movements using the manual control lever when secure operability is guaranteed. Observe the radio remote control operating instructions.

NOTICE
Property damage!
► Always insert the guy rod pins from the „inside“ to the „outside“.

Note
► The S-guy rods must be assembled and secured according to the separately supplied assembly drawings.
► The numbering on the assembly drawings must be identical to the numbering on the guy rods.

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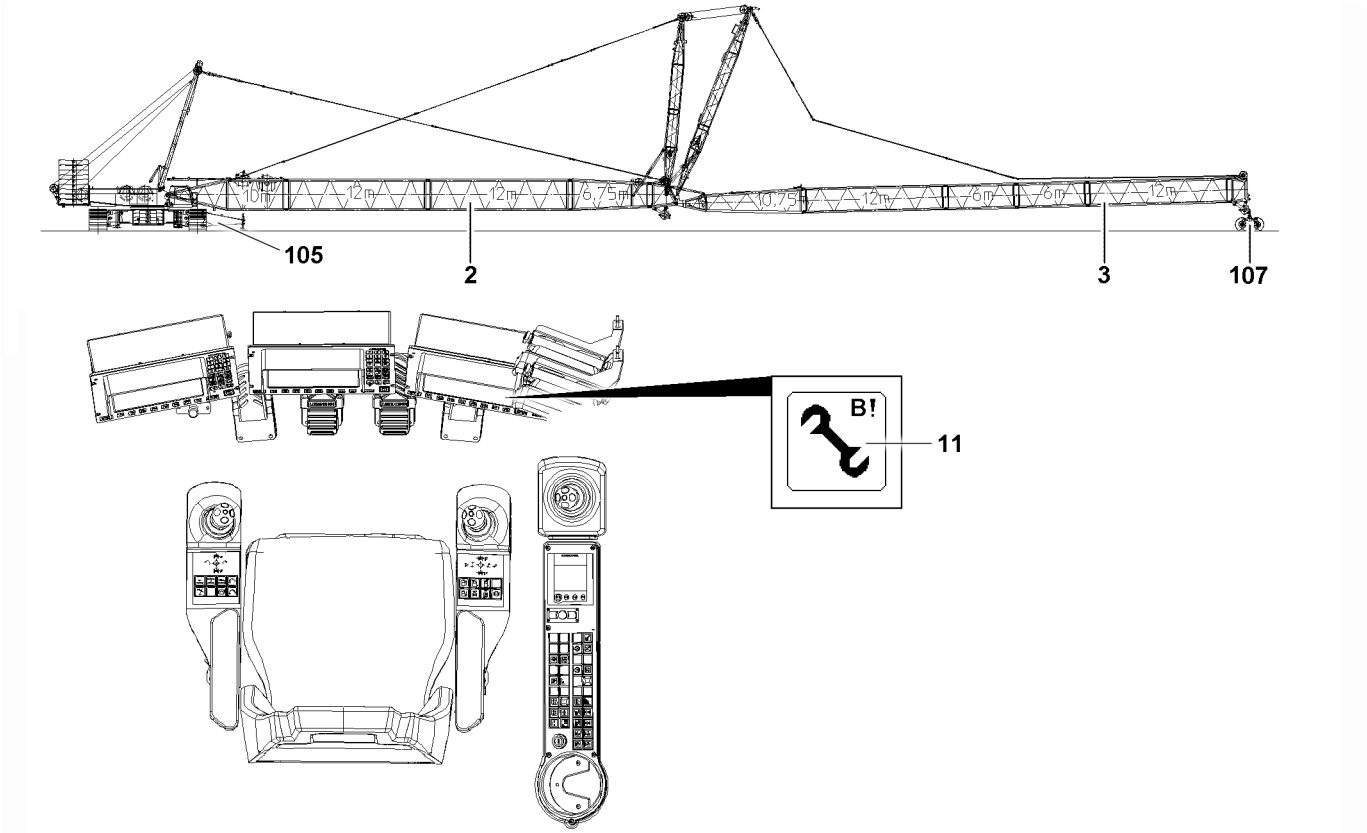

Fig.163463

Make sure that the following prerequisites are met:
- The crane is horizontally aligned.
- The S-boom **2** is assembled.
- The W-lattice jib **3** lies assembled on the roller cart **107** on the ground.
- The central ballast and counterweight are installed according to the erection / take-down charts / load chart.
- When specified: The turntable extension inclusive of the ballast plates has been installed according to the data in the erection / take-down charts / load chart.
- Special assembly specifications for ballasting must be observed.
- When corresponding erection / take-down charts are specified: The mechanical auxiliary supports **105** are properly installed.
- If mechanical auxiliary supports **105** are specified: The main boom is assembled and positioned “to the side” over the mechanical auxiliary supports.
- All unnecessary guy rods are removed from the boom system.
- There are no loose or unnecessary parts on the boom system.
- The LICCON overload protection has been set according to the data in the load chart.
- Assembly operation is activated, the assembly icon **11** appears on the LICCON monitor.
- An auxiliary crane is available.

3.1 F-assembly conditions

Note
► Observe and adhere to the instructions, see chapter 5.13.

3.2 Assembling the F-assembly unit

Note
► Observe and adhere to the instructions, see chapter 5.13.

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3.3 Flying assembly of F-jib (12 m)

Note
► Observe and adhere to the instructions, see chapter 5.13.

3.4 Establishing the electrical connections

Note
► Observe and adhere to the instructions, see chapter 5.13.

4 Erecting the SWF-boom

Note
► SWF boom systems in the stretched condition may not be completely erected.

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4.1 Erection procedure

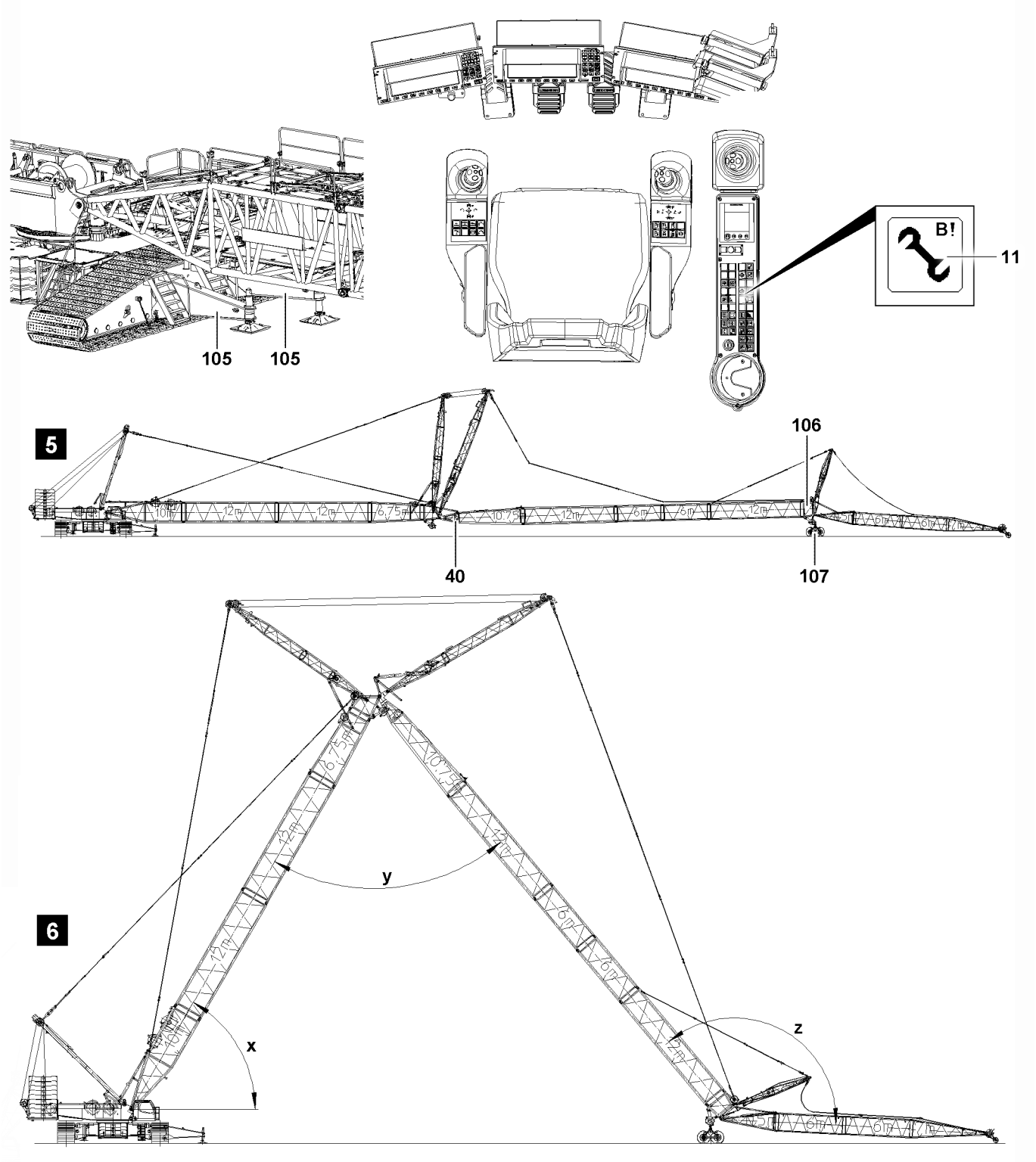

Fig.163464

DANGER
The crane can topple over!
- ► It is not permitted to turn the crane during the erection procedure.
- ► Observe the specifications in the erection and take-down charts.
- ► Observe the technical safety instructions, see chapter 5.01.

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DANGER
The crane can topple over!
For certain boom lengths, the mechanical auxiliary supports must be assembled, see the Erection and take-down charts.
► The boom must be erected or taken down „to the side“ „in the direction“ of the mechanical auxiliary supports **105**.
► Always erect or take down according to the data in the **Erection and take-down charts**.

DANGER
Tipping lattice jib!
If the easy movement on the pendulum of the mechanical relapse support is not checked before erection or not reestablished, if necessary, then the mechanical relapse support will not engage in the steep lattice jib position.
As a result, the lattice jib can tip to the rear.
Death, severe bodily injuries, property damage.
► Check the easy movement on the pendulum **40** of the mechanical relapse support before erection.
► If the pendulum does not move easily: Make the pendulum **40** easy to move.

WARNING
The crane can topple over!
If the following conditions are not met before erecting the boom, the crane can topple over.
Death, severe bodily injuries, property damage.
► The lattice jib must roll on the ground with its entire weight.
► Spool the lattice jib adjustment out so that the guy rods sag slightly.
► Do not allow slack rope to form on the control winch.
► Extend the relapse cylinder before erection.

Make sure that the following prerequisites are met:
– The SWF-boom combination is fully assembled.
– The roller cart **107** is assembled on the SW-end section **106**, illustration **5**.
– The crane is horizontally aligned.
– The central ballast and counterweight are installed according to the data in the erection / take-down charts / load chart.
– When specified: The turntable extension inclusive of the ballast plates has been installed according to the data in the erection / take-down charts / load chart.
– When corresponding erection / take-down charts are specified: The mechanical auxiliary supports **105** are properly assembled.
– If mechanical auxiliary supports **105** are specified: The main boom is assembled and positioned “to the side” over the mechanical auxiliary supports **105**.
– When corresponding erection / take-down charts are specified: The minimum weight of the hook block is complied with within the specified boom angle range.
– The requirements on minimum reeving are observed.
– The specifications regarding the erection procedure are implemented, the erection / take-down charts are observed.
– All electrical connections have been established.
– All limit switches are functioning.
– All pin connections are secured.
– The hoist rope has been correctly inserted in the rope pulleys and is prevented from jumping out with the rope retaining pins.
– All unnecessary guy rods are removed from the boom system.
– There are no loose or unnecessary parts on the boom system.
– The boom system and the safety equipment are free of snow, frost and ice.
– The LICCON overload protection has been set according to the data in the load chart.
– The LICCON overload protection settings have been compared with the actual set up configuration.
– Assembly operation is activated, the assembly icon **11** appears on the LICCON monitor.
– No personnel is present in the danger zone.

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WARNING
Falling hoist rope!
If the hoist rope is not properly secured with a corresponding length on the F-jib before the erection procedure, then it can fall backward due to its own weight.
Death, severe bodily injuries, property damage.
► Reeve in the hoist rope with sufficient length on the F-jib before the erection procedure!
► The hoist rope must be constantly monitored during erection.
► Do not step into the danger zone.

WARNING
Damage to the boom parts!
If the luffing up movement is not switched off when a warning signal sounds, boom parts can collide.
Death, severe bodily injuries, property damage.

If the acoustic warning signal sounds:
► Turn the luffing up movement off.

Note
► If a warning signal sounds, an error message appears on the LICCON monitor: "Block position W/F reached – Notice: no shut-off - Danger of accident", see illustration **6**.

The S-boom is luffed up until the warning signal sounds:
– The angle **z** between the F-jib and W- lattice jib is 115°.
– **or** the angle **y** between the W-lattice jib and S-boom is 45°.
– **or** the angle **x** of the S-boom is 87°.

Note
► While the S-boom is luffed up, the W-guy rods must remain released so that the F-jib remains on the ground.

► The S-boom is luffed up and simultaneously W-control rope spools out until warning signal sounds.

WARNING
Damage to the boom parts!
If the W-guy rods are not tensioned during lifting, the SW-end section can move in the direction of the crane. The W-connector head and W-pivot section can collide.
Death, severe bodily injuries, property damage.
► Ensure that the W-guy rods are tensioned before lifting.

If the warning signal sounds:
► Tension the W-guying: Spool the W-control rope up.

WARNING
Damage to the boom parts!
If the following conditions are not met, the boom parts can collide or be damaged.
► Ensure that the F-guy ropes do not remain hanging on the F-jib during erection.
► Have the distances between the F-jib and the SW-end section controlled by an additional observer.

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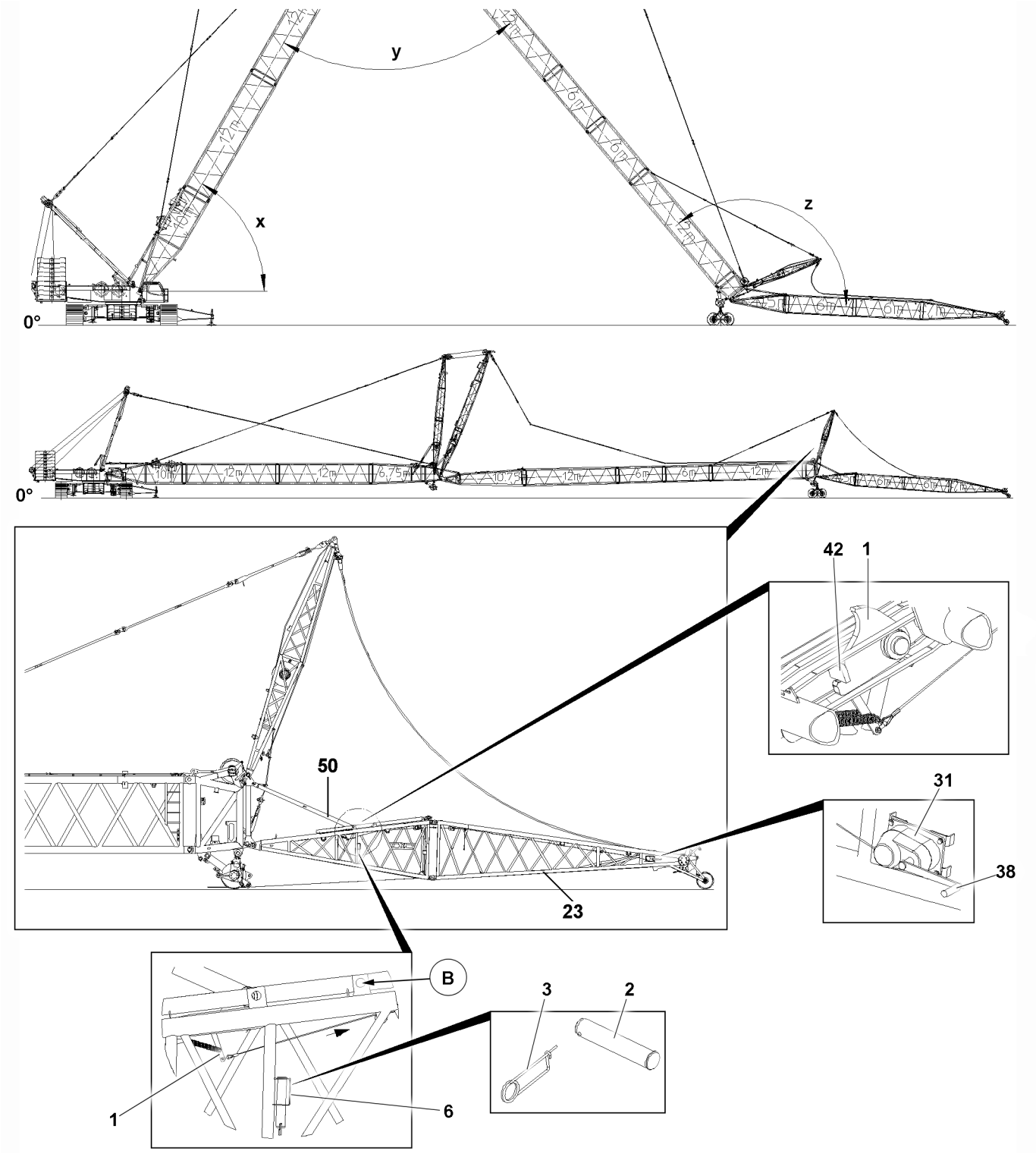

Fig.154015

WARNING
Danger of accident!
During crane operation, the flap **1** must be in the „up“ position.

- ► Set the flap **1 immediately before lifting** the F-end section **23** or when erecting the boom, into the relapse retainer position in the „up“ position.
- ► Then remove the hand lever **38** from the manual rope winch **31** and store it in the tool box.

- ► Set the flap **1** with the manual rope winch **31** in relapse retainer position („up“ position), until the flap **1** touches the stop **42**, see illustration **13**.

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► Remove the hand lever **38** from the manual rope winch **31**.

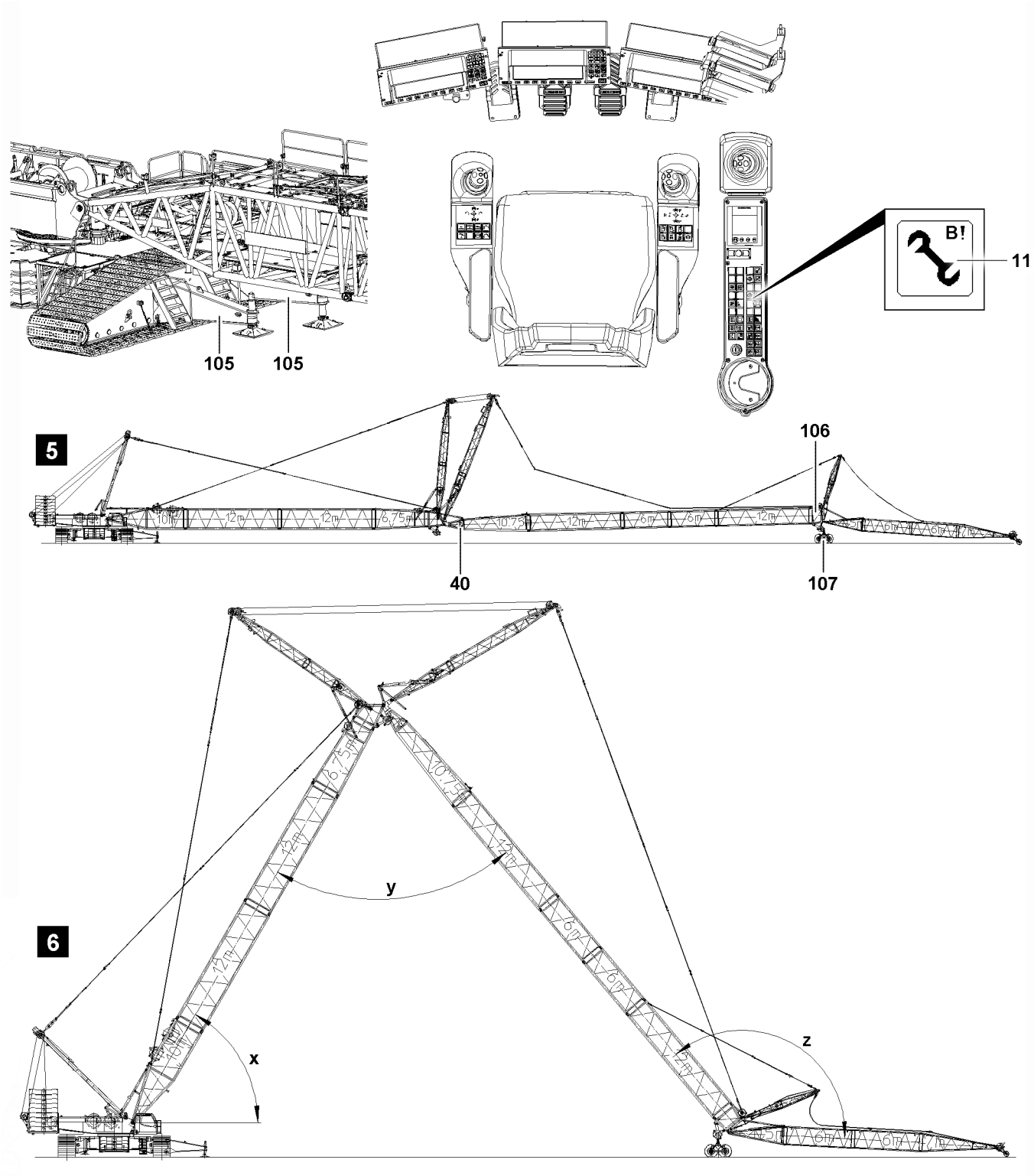

Fig.163464

Illustration **5**:

► Loosen the roller cart **107** from the SW-end section **106**: Disassemble the roller cart, see chapter 5.15.
► Luff up the boom until the hook block can be reeved on the F-jib.
► Reeve in the hook block properly and secure the hoist rope in the rope fixed point, for reeving, see the separate reeving plans.

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► Attach the hoist limit switch weight.

The S-boom is not yet in operating position, (the angle **x** is 87°):
► Luff up the S-boom to the operating position.

DANGER
The crane can topple over!
The crane can topple over if the crane is operated with the LICCON overload protection exceeded.
Death, severe bodily injuries, property damage.
► The boom radii specified in the load chart may not be exceeded or fallen below, even if there is no load on the hook.

Note
► When the lowest operating position of the W-lattice jib is reached, the LICCON overload protection is activated.
► The maximum load icon displays a load number in „t“ instead of the display „???“.
► In some situations, the character “B!” can also appear to the top right in the assembly icon, see chapter 4.02.

► Luff up the W-lattice jib with the F-jib to the lowest operating position.

When the W-lattice jib has reached the lowest operating position:
► Make sure that the assembly icon **11** on the LICCON monitor turns off.

Result:

– The LICCON overload protection is active.

5 Operating the crane

WARNING
The crane can topple over!
During normal crane operation, the crane can be overloaded and topple over if the LICCON overload protection is exceeded / bypassed.
► During normal crane operation, make sure that the assembly icon no longer appears on the LICCON monitor.

Note

If after erection of the boom system the ballasting [1)] must be adapted to the load chart:
► Determine the suitable operating position for the boom system using the LICCON job planner.

1) Depending on the operating mode, this includes: Central ballast, counterweight (turntable ballast), ballast on the turntable extension, derrick ballast (suspended ballast / ballast trailer)

5.1 Preparing for crane operation

Note
► Observe the notes, see chapter 4.05, chapter 4.08 and chapter 5.01.
► During crane operation, the crane ballasting must comply with the load chart.
► During crane operation / travel operation the mechanical auxiliary support may not be installed.

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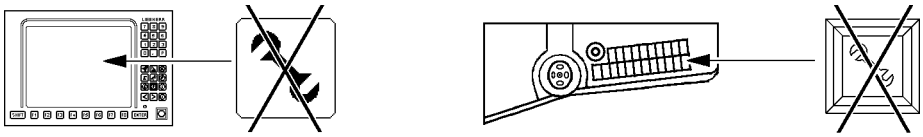

Fig.163461

Make sure that the following prerequisites are met:
- The LICCON overload protection is active.
- The assembly icon does **not** appear on the LICCON monitor, see illustration.
- If present: The assembly-key button on the instrument panel has turned off, the corresponding indicator light is off, see illustration.
- The LICCON overload protection has been set according to the data in the load chart.
- The crane set up configuration complies with the load chart.
- When specified: The minimum weight of the hook block is complied with within the specified boom angle range.

WARNING
The crane can topple over!
- ► Check the horizontal position of the crane before and during crane operation.
- ► If the crane operator leaves the cab, even for a short time, the operating mode setting must be checked and reset if necessary before resuming crane operation.

5.2 Checking the settings

- ► Check the function of the overload protection by running against the operating positions „on top“ and „bottom“.
- ► Check the hoist limit switch by running against the hoist limit switch weight.
- ► Check the function of the limit switches on the relapse cylinders.

6 Disassembling the SWF-booms

WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, assembly personnel must be secured with appropriate aids to prevent them from falling. If this is not observed, assembly personnel can fall down.
Death, severe bodily injuries, property damage.
- ► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
- ► If fall protection equipment is available, then it must be used, see chapter 2.06.
- ► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the required fall arrest system to prevent falling, see chapter 2.04.
- ► The fall arrest system must be fastened to the fastening and hook points as well as to the safety ropes. For safety points, see chapter 2.06.
- ► Only step on the aids, ladders and catwalks with clean shoes.
- ► Keep aids, ladders and catwalks free of heavy dirt, snow and ice.
- ► Remaining on as well as under a suspended load is prohibited.
- ► Remaining on or within crane components (for example: during assembly of boom sections, lattice sections) which are moved during lifting, lowering, turning or closing procedures is strictly prohibited.
- ► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
- ► It is prohibited to step on the boom system or an auxiliary boom without suitable protective devices.
- ► Stepping and walking on crane components and lattice sections with an incline of more than 20° is prohibited.

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DANGER
Danger of accident during assembly / disassembly of booms!
If disassembling unsecured or unsupported booms, the booms can fall down.
Death, severe bodily injuries, property damage.
- ► Never unpin the pins under unsecured or unsupported booms.
- ► Never unpin the connector pins on unsecured or unsupported booms.
- ► Do not stand under the booms or within the complete danger zone during the pinning and unpinning procedure of the booms.
- ► Secure the pins in the bearing points as well as in the receptacles.
- ► Do not lean the ladder against the component being disassembled.

WARNING
Danger of impact and crushing!
There is a risk of impact and crushing when standing in the vicinity of a suspended load moving sideways.
- ► During assembly / disassembly no one may be in the dangerous area around or underneath the suspended load before the load has been secured.

WARNING
Components not pinned and secured!
If a component is released from the auxiliary crane before being pinned and secured, the component will fall down.
Death, severe bodily injuries, property damage.
- ► Do not detach the auxiliary crane until the respective component is pinned and secured.

WARNING
The component can fall down!
If the corresponding component is unpinned without being secured by an auxiliary crane, the corresponding component can fall down.
Death, severe bodily injuries, property damage.
- ► Do not unpin the component until it is secured by an auxiliary crane.

WARNING
Danger of accident in case of incorrect crane operation!
Accidental crane movements can cause serious accidents.
- ► Only permit crane movements using the master switch when secure operability is guaranteed.

If the crane is equipped with radio remote control*:
- ► Only permit crane movements using the manual control lever when secure operability is guaranteed. Observe the radio remote control operating instructions.

Note

If when taking down the boom system the ballasting [1)] must be adapted to the erection / take-down charts:
- ► Determine the suitable operating position for the boom system using the LICCON job planner.

1) Depending on the operating mode, this includes: Central ballast, counterweight (turntable ballast), ballast on the turntable extension, derrick ballast (suspended ballast / ballast trailer)

Note
- ► By supporting the components during assembly / disassembly, ground unevenness is compensated for and the material is protected.

Note
- ► The intermediate sections of the F-jib are pinned and unpinned with the aid of the pin pulling device, see chapter 5.30.

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6.1 Taking the SWF-boom down

Note

► SWF boom systems may not be taken down on to the ground in the stretched condition on the ground.

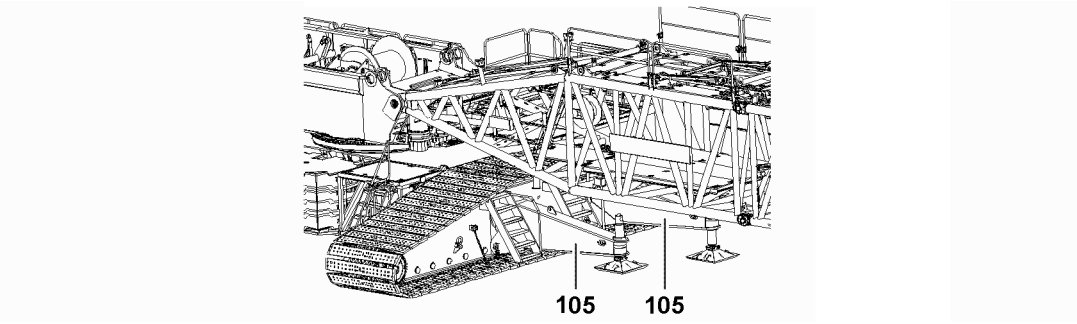

Fig.154014

DANGER

The crane can topple over!

For certain boom lengths, the mechanical auxiliary supports must be assembled, see the Erection and take-down charts.

► The boom must be erected or taken down „to the side“ „in the direction“ of the mechanical auxiliary supports **105**.

► Always erect or take down according to the data in the **Erection and take-down charts**.

WARNING

The crane can topple over!

If the following conditions are not met before taking down the boom, the crane can topple over.

Death, severe bodily injuries, property damage.

► Observe the technical safety instructions, see chapter 5.01.

► Observe the specifications in the erection and take-down charts.

WARNING

The crane can topple over!

If the following conditions are not met before taking the boom down, the crane can topple over.

Death, severe bodily injuries, property damage.

► Spool the lattice jib adjustment out so that the guy rods sag slightly.

► The lattice jib must roll on the ground with its entire weight.

► Do not allow slack rope to form on the control winch.

► Do not pull the hook block along on the ground.

WARNING

Damage to the boom parts!

If the luffing down movement is not switched off when a warning signal sounds, boom parts can collide.

Death, severe bodily injuries, property damage.

If the acoustic warning signal sounds:

► Switch off the luffing down movement.

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NOTICE
Damage to the boom components!
Taking down the boom system can lead to a collision between the hook block and the pulley head.
The boom components can be severely damaged.
► Luff the boom system down and spool the hoist winch out at the same time.

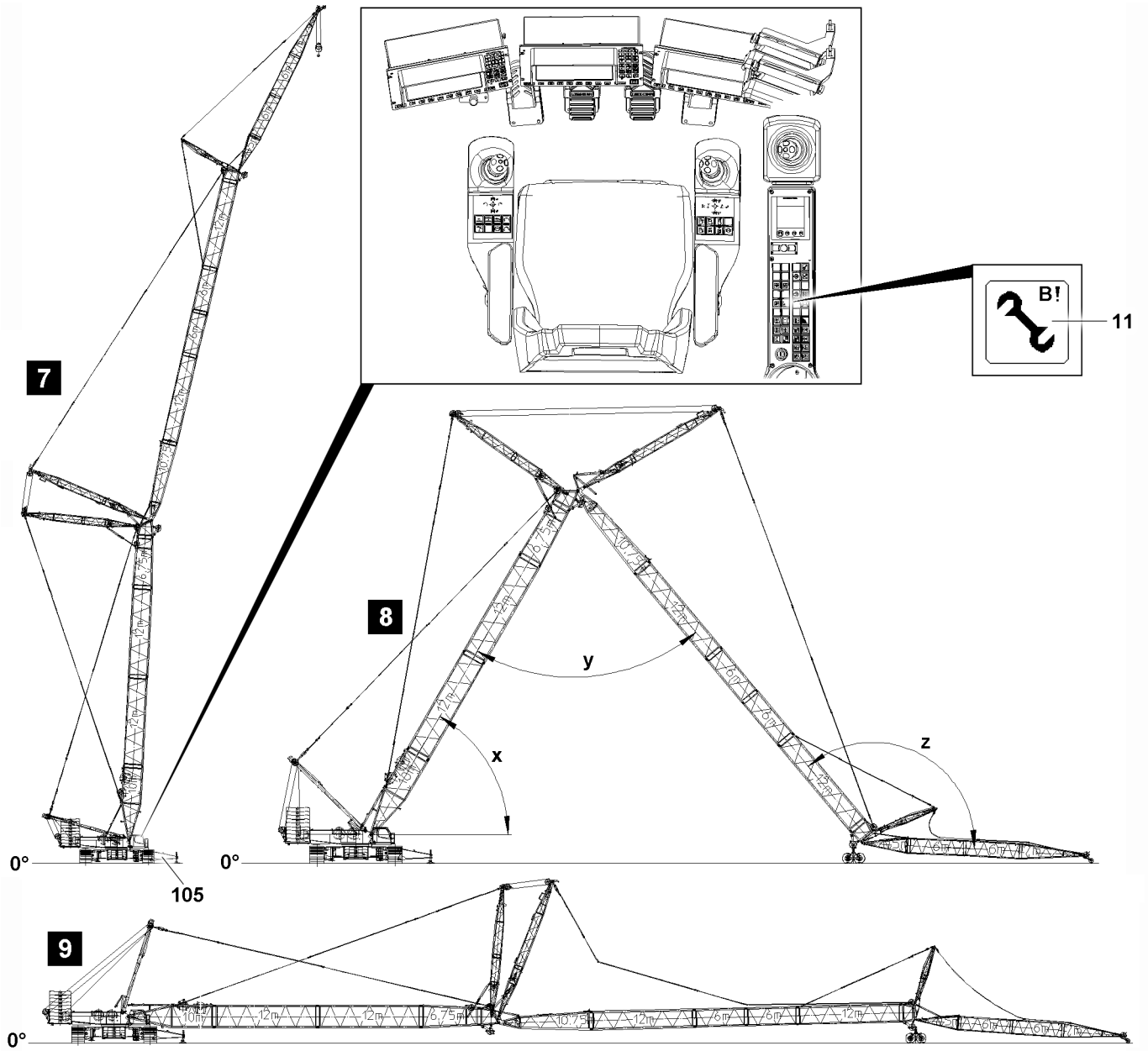

Fig.163465

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Make sure that the following prerequisite is met:
- The S-boom is found in the steepest position, the angle **x** is 87°, see illustration **7**.
- The luffing jib is luffed down to its lowest operating position.
- The crane is horizontally aligned.
- The central ballast and counterweight are installed according to the data in the erection / take-down charts / load chart.
- When specified: The turntable extension inclusive of the ballast plates has been installed according to the data in the erection / take-down charts / load chart.
- If corresponding erection / take-down charts are specified: the mechanical auxiliary supports **105** are installed correctly.
- If mechanical auxiliary supports **105** are specified: The main boom is assembled and positioned “to the side” over the mechanical auxiliary supports **105**.
- If corresponding erection / take-down charts are specified: the minimum weight of the hook block is complied with within the specified boom angle range.
- The specifications regarding the erection / take-down of the boom system are implemented, the erection / take-down charts are observed.
- The hook block / load hook is positioned at a distance of 5 m below the pulley head
- The LICCON overload protection has been set according to the data in the load chart.
- The LICCON overload protection settings have been compared with the actual set up configuration.
- The railing is suitable to take down the boom system completely.
- A roller cart is on hand.
- An auxiliary crane is available.
- No personnel is present in the danger zone.

6.1.1 Luffing the W-lattice jib down

Note
- ► Luffing down of the W-lattice jib is turned off as soon as the lowest operating position is reached.
- ► When the lowest operating position of the W-lattice jib is reached, the load display in the maximum load icon turns off and the display „???“ appears instead of the load display.
- ► Alarm functions appear on the crane operating screen.

► Luff the W-lattice jib down to the „lowest“ operating position.

Result:

- The luffing movement is turned off.
- The „STOP“ icon appears on the LICCON monitor.

WARNING
Danger of accident due to the „Exceedance of shut-off limits of the LICCON overload protection“ function!
If the shut off limits of the LICCON overload protection are exceeded, there is no additional protection against crane overload.
Due to erroneous operation or deliberate misuse, the crane could collapse, the boom can break off or the crane can topple over.
Death, severe bodily injuries, property damage.
- ► The „Exceedance of shut-off limits of the LICCON overload protection“ function is only permissible in emergencies and for assembly purposes.
- ► The function „Exceeding the shut off limits of the LICCON overload protection“ may only be actuated by persons who know the effects of their actions regarding the function „Exceeding the shut off limits of the LICCON overload protection“.
- ► The „Exceedance of shut off limits of the LICCON overload protection“ function requires the presence of an authorized person and must be performed with utmost caution.
- ► Crane operation with the „Exceedance of shut-off limits of the LICCON overload protection“ function activated is prohibited.

When the boom has reached the „lowest“ operating position:
- ► Exceed the shut off limits of the LICCON overload protection: Activate assembly operation.

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Result:

– The shut-off limits of the LICCON overload protection are exceeded.
– The assembly icon **11** appears on the LICCON monitor.

Note

► In some situations, the character “B!” can also appear to the top right in the assembly icon, see chapter 4.02.

The W-lattice jib is luffed down until:
– The warning signal sounds: The angle **y** between the W-lattice jib and the S-boom is 45°.
– **or** the hook block touches the ground.

► Luff the W-lattice jib down further.

6.1.2 Taking the SWF-boom down

If the W-lattice jib is luffed down as far as possible with the F-auxiliary jib:
► Luff the S-boom down until the warning signal sounds.

Note

► If a warning signal sounds, an error message appears on the LICCON monitor: "Block position W/F reached– Notice: no shut-off - Danger of accident”.

If the hook block has not yet touched the ground:
► Continue to luff the S-boom down until the hook block touches the ground.
► Disassemble the hoist limit switch weight.
► Reeve the hook block out.

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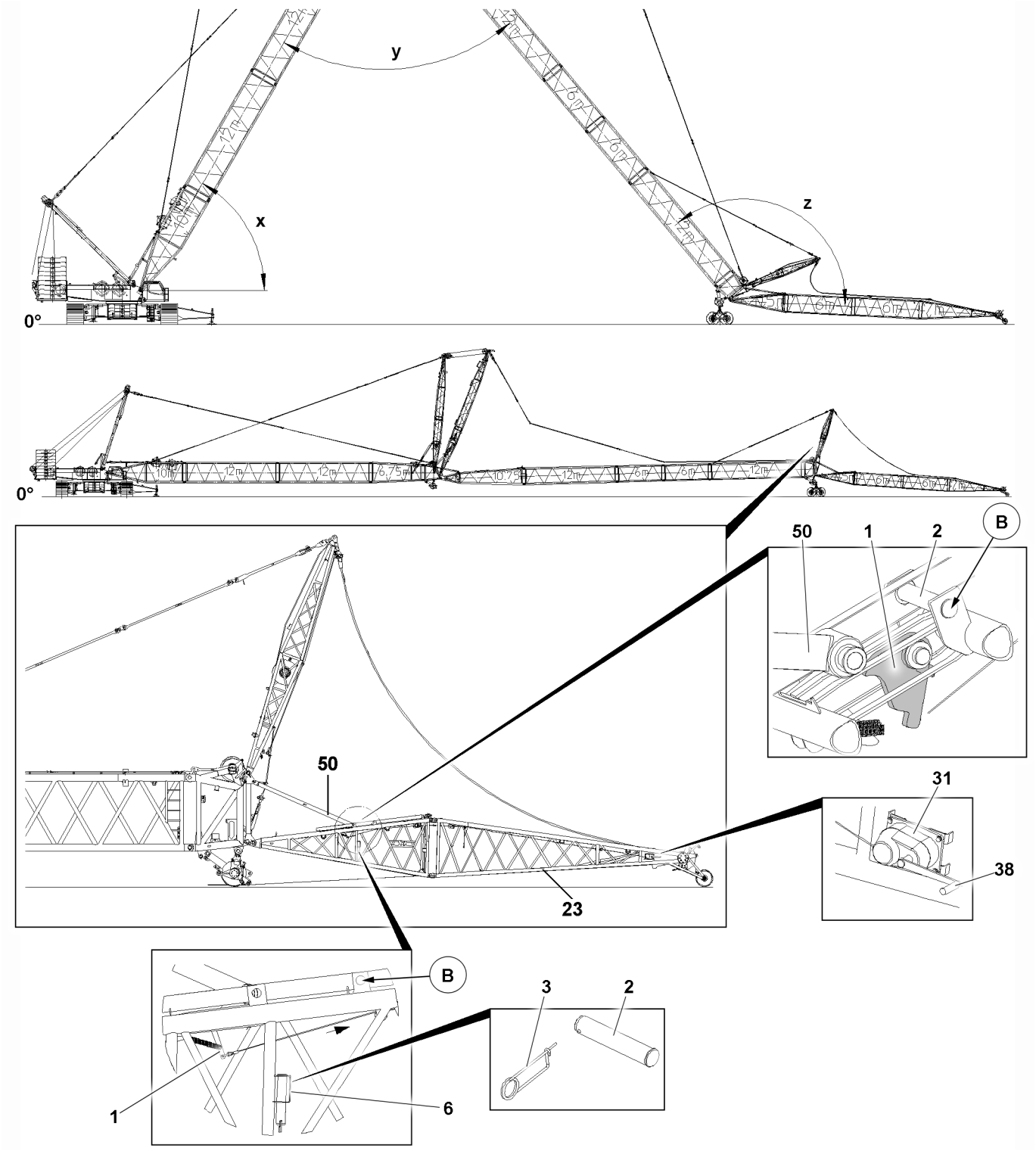

Fig.154016

► Remove the pin **2** from the retainer **6** (park position) and insert in point **B** (attachment position) and secure with the retaining element **3**.

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CAUTION
Danger of damage to the relapse support!
When taking the boom down, the flap **1** must be set in the „down“ position as soon as the F-end section **23** touches the ground or as soon as the manual rope winch **31** can be reached.
If this is not observed, components on the F-assembly unit can be damaged.
► Set the flap **1** with manual rope winch **31** in the „down“ position downward so that the plunger **50** can „slide“ into the guide via the flap **1**.

► Set the flap **1** on the F-pivot section **22** with the manual rope winch **31** in „down“ position.

NOTICE
Damage to the boom parts!
If the F-jib can not reel off forward without disturbance, the boom parts can be damaged.
► Ensure that the F-jib can not reel off forward without disturbance.

Note
► The S-boom is luffed down until the warning signal sounds: The angle **z** between the W-lattice jib and the F-jib is 115°.

NOTICE
Colliding boom parts!
If the S-boom is luffed down, the F-jib and SW-end section can collide.
► Hold the angle **z** continually constant: Luff the S-boom down further and simultaneously luff the W-lattice jib up.
► Have the distances between the F-jib and the SW-end section controlled by an additional observer.

► Luff the S-boom down.

If angle between F-jib and W- lattice jib permits:
► Set down the SW-end section in the roller cart.
► Release W-guying.
► Luff the S-boom down until the boom system is lying completely on the ground.

6.2 Disconnecting the electrical connections

Note
► Observe and adhere to the instructions, see chapter 5.13.

Make sure that the following prerequisite is met:
– The SWF-boom has been taken down.

6.3 Disassembling the F-assembly unit

Note
► Observe and adhere to the instructions, see chapter 5.13.

Make sure that the following prerequisite is met:
– An auxiliary crane is available.

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5.19 Hook blocks

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1 Safety

Before using the hook block, observe the safety instructions.

- General safety information: See chapter 2.04.
- Information regarding the labeling of the load carriers: See chapter 2.05.10.
- Information regarding rope reeving: See chapter 4.06.
- Reeving plans

Differently sized hook blocks can be used for various load cases.

The load hooks and hook blocks approved for this crane type are listed in the load chart.

The hook blocks shown in this chapter are examples only and can deviate from the existing hook block.

For a detailed description of the hook block, see the separate Operating instructions from the hook block manufacturer.

WARNING
Improper assembly!
Death, severe bodily injuries, property damage.
► Observe and adhere to the data in the erection and take-down charts.
► Observe and adhere to the data in the load charts.
► Assemble the hook block according to instruction.
► Observe and adhere to the minimum required hook block weight.

The maximum permissible own weight (WT max.) is engraved on the ballastable hook blocks.

WARNING
Maximum permissible own weight of the hook block exceeded.
Hook block failure.
► Do **not** exceed the maximum permissible own weight (WT max.) of the hook block.

WARNING
The hook block weight is too low!
Slack rope formation, spooling problems on the winches.
Death, severe bodily injuries, property damage.
► Avoid slack rope formation.
► Calculate the minimum required hook block weight before lifting the load.
► Select the weight of the hook block depending on the calculation.

When the hook block weight is too low:
► Select a heavier hook block or increase the hook block weight with auxiliary weights or modification kits.

2 Radio sending unit for the hook block incline indicator

Note
In case of cranes with a separate description for the assembly and disassembly of the radio sending unit:
► Observe the Crane operating instructions, chapter 5.19.10.

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3 Slack rope formation

If the hook block can no longer be lowered due to slack rope formation, then the following steps must be carried out.

3.1 Spooling up loose hoist rope

► Spool up loose hoist rope between the boom head and the wind carefully onto the winch.

Note
► A slight rope slack must remain between the boom head and the winch!

3.2 Luffing the boom down

When luffing the boom down, the hoist rope length can shorten and the hook block can collide with the boom head.

NOTICE
Hoist rope too short!
Danger of collision.
► Do not pull the hook block against the boom head.

► Luff the boom down carefully.

Result:

– The hoist rope between the boom head and the winch is tensioned.

3.3 Lowering the hook block

► Lower the hook block carefully with the winch.

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4 Hook block or load hook fastening points for transport

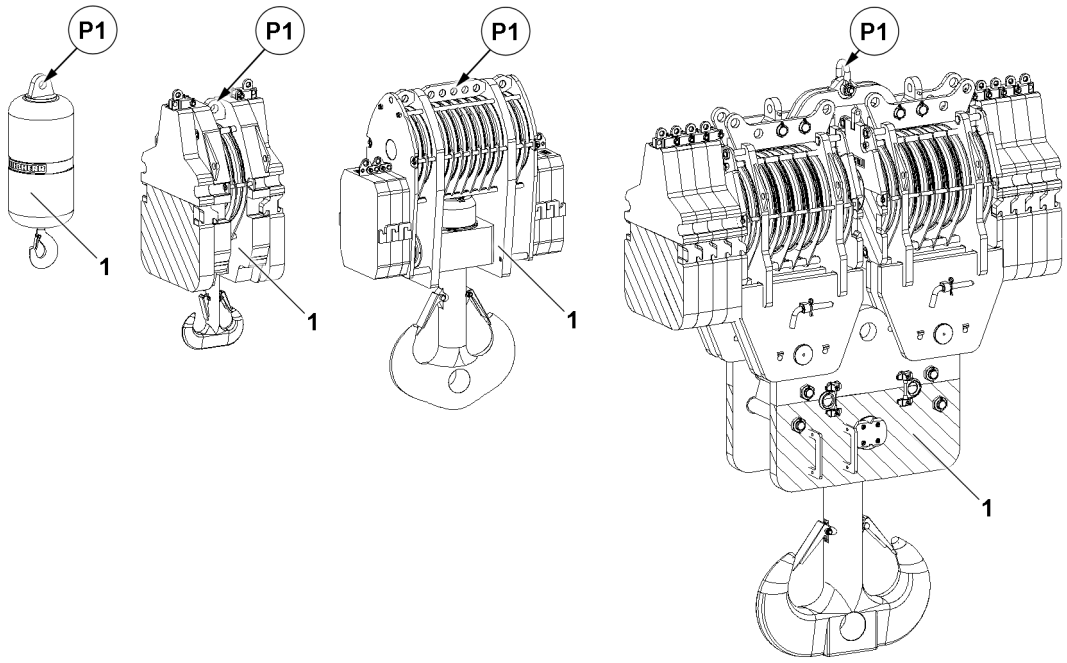

Fig.151986: Hook block or load hook fastening points

WARNING
Hook block or load hook incorrectly fastened!
Failure of the fastening points, the hook block or load hook **1** falls down.
Death, severe bodily injuries, property damage.
- ► Fasten the hook block or load hook **1** exclusively in the center in the fastening point **P1**.
- ► In order to transport the double hook block, a shackle pursuant to DIN 82101 shall be provided that can carry at least the entire weight of the hook block.

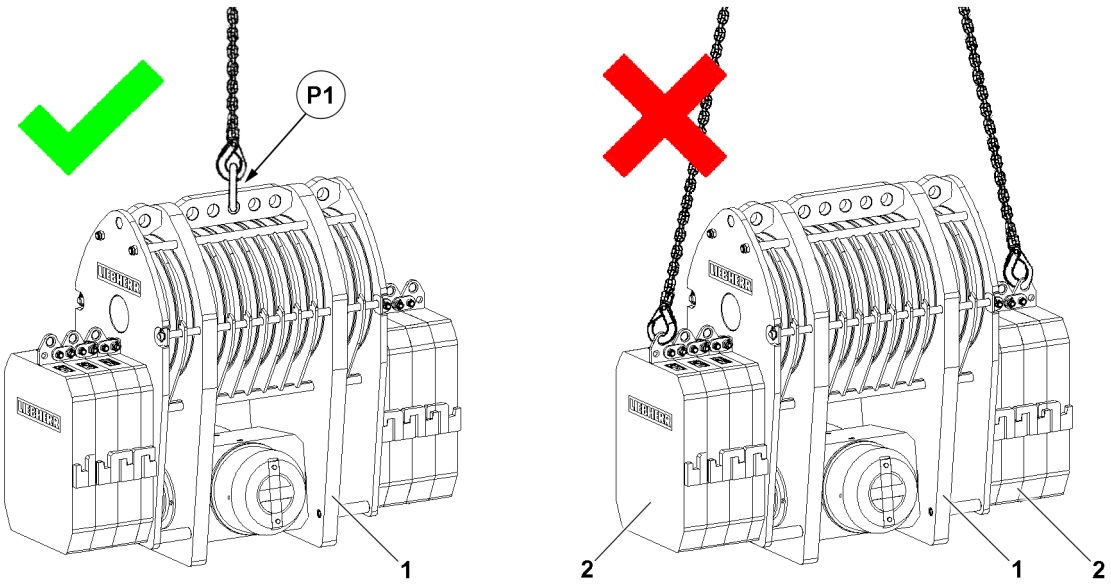

Fig.151985: Hook block fastening points

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WARNING
Hook block incorrectly fastened!
Failure of the fastening points, the hook block **1** falls down.
Death, severe bodily injuries, property damage.
- ► Do **not** fasten the hook block **1** to the auxiliary weights **2**.
- ► Fasten the hook block **1** exclusively in the center in the fastening point **P1**.

5 Transporting the hook block or load hook with a forklift truck

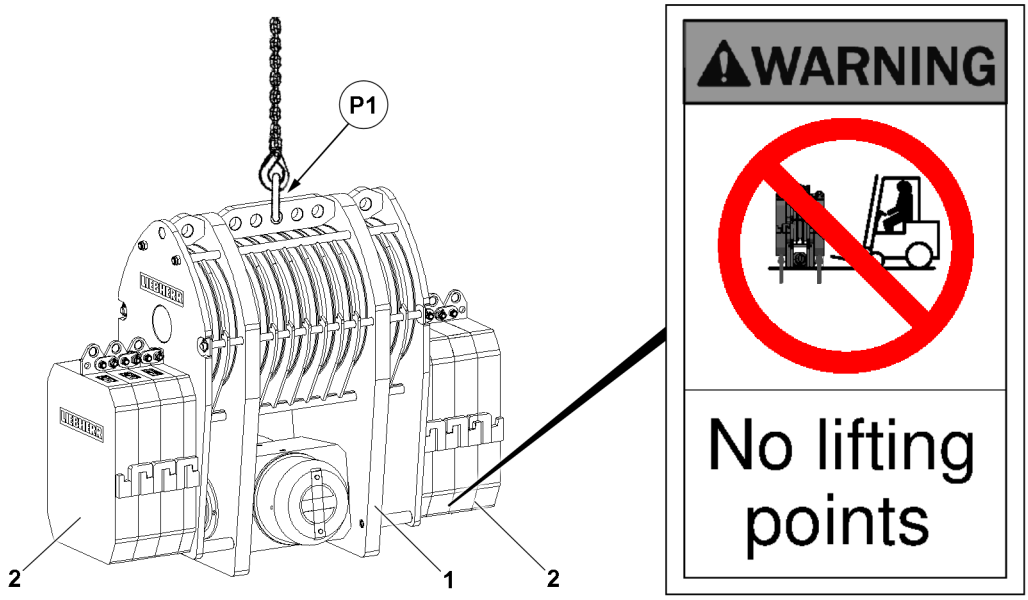

Fig.151987: Transporting the hook block or load hook

WARNING
Lifting the hook block on the additional weights with the forklift truck!
Failure of the additional weights, the hook block **1** falls down.
Death, severe bodily injuries, property damage.
- ► Do **not** lift the hook block **1** with a forklift truck on the auxiliary weights **2**.
- ► Take the hook block **1** or hook block components down for transport on a load bearing pallet or materials.

6 Rope guard

Rope guard systems are used to protect hands and guide the hoist rope.

A distinction is made between the following rope guard systems:
- Rope guard with rope guard pin
- Folding rope guard

The folding rope guard is only available as an option for certain crane types.

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6.1 Rope guard pin

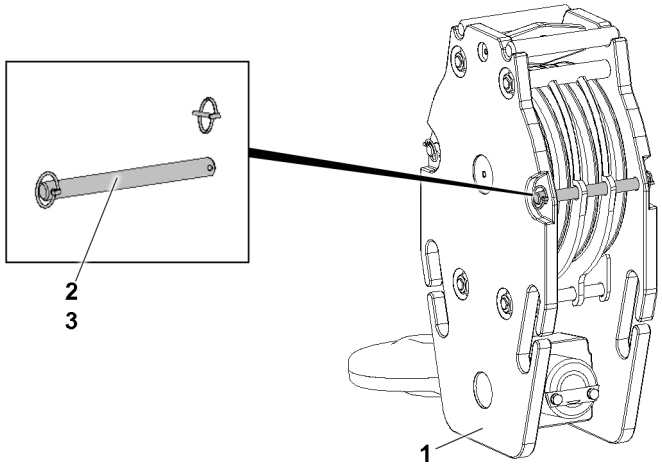

Fig.151988: Rope guard system-rope guard pins

Before assembly of the hoist rope, all rope guard pins **2** must be disassembled.

- ► Remove the retaining elements **3** and unpin the rope guard pin **2** on both sides.
- ► Reeve the hoist rope in.
- ► Insert the rope guard pin **2** on both sides and secure it with the retaining elements **3**.

6.2 Folding rope guard

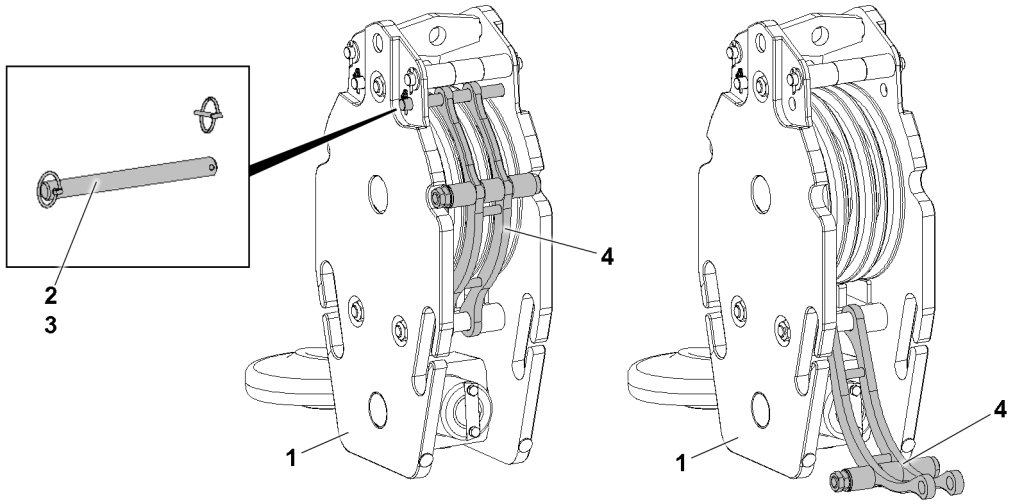

Fig.151989: Rope guard system-folding rope guard

Before assembly of the hoist rope, the folding rope guard **4** must be folded down.

WARNING
Folding rope guard **4** not secured!
Hands can be crushed.
- ► Before unpinning, secure the folding rope guard **4**. Then fold it down.

- ► Remove the retaining element **3** and unpin the pin **2**.
- ► Fold the folding rope guard **4** down completely.
- ► Reeve the hoist rope in.
- ► Fold the folding rope guard **4** up.

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► Insert the pin **2** and secure it with the retaining element **3**.

7 Double hook block for single operation variation A

The assembly / disassemble is described as an example. Make sure that some of the steps must be performed on both sides.

7.1 Assembling the hook block

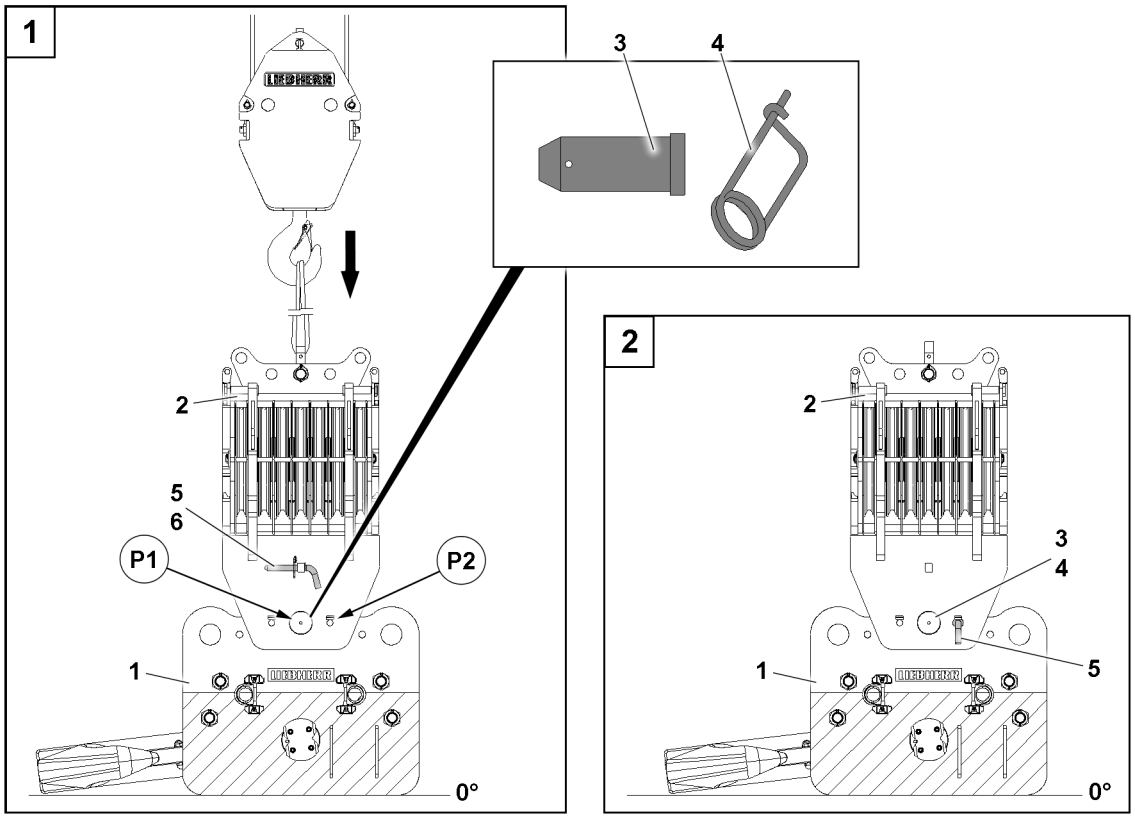

Fig.160641: Assembling the roller block on the cross beam

If the hook blocks are to be used in single operation, then the roller block **2** must be installed centered on the cross beam **1**.

7.1.1 Assembling the roller block on the cross beam

Make sure that the following prerequisites are met:
- The ground is sufficiently load bearing to take on the weight of the hook block safely.
- The ground is level and horizontal.
- The cross beam **1** is taken down onto the ground.
- The pin **3** is unpinned.
- The retaining element **4** is available.

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WARNING
Tipping of the roller block!
If the retaining pins **5** are not pinned on the cross beam during assembly of the roller block **2**, then the roller block **2** tips to the side when the auxiliary crane is removed.
Death, severe bodily injuries, property damage.
- ► Insert the retaining pin **5** into the bore in point **P2** on the hook block and secure.
- ► Make sure before removing the auxiliary crane that the roller block **2** is properly pinned and secured.

Position the roller block on the cross beam **1**:

- ► Fasten the roller block **2** to the auxiliary crane.
- ► Position the roller block **2** on the cross beam **1** and align it in point **P1**.

Insert the pin **3**:

- ► Insert the pin **3** in point **P1**.
- ► Secure the pin **3** with the retaining element **4**.

Secure the roller block **2** to prevent it from tipping over:

- ► Remove the retaining element **6** from the transport receptacle.
- ► Store the retaining element **6**.
- ► Unpin the retaining pin **5**.
- ► Insert the retaining pin **5** in point **P2**.
- ► Lock the retaining pin **5**.

When the roller block **2** is secured by the retaining pin **5**:
- ► Remove the auxiliary crane.

7.1.2 Assembling the auxiliary weights

Note
- ► Assemble the auxiliary weights, see section „Overview of the auxiliary weight fastening systems“.

7.1.3 Preparing the hook block for crane operation

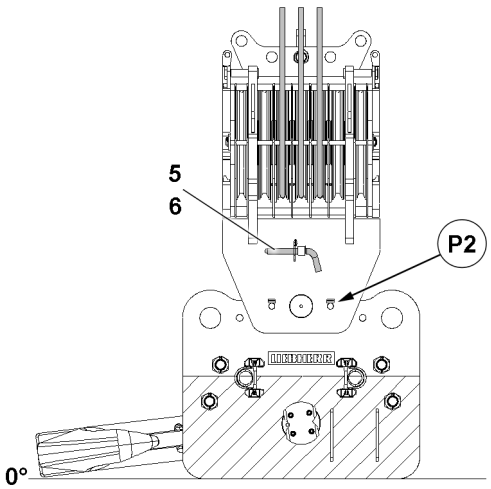

Fig.160642: Preparing the hook block for crane operation

Note
- ► The reeving in of the hook block is described in chapter 4.06 of the Crane operating instructions.
- ► Observe the „permissible hook block weights“ in the erection and take down charts.

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► Reeve the hoist rope in according to the instructions in chapter 4.06 of the Crane operating instructions and the reeving plans.

NOTICE
Retaining pins **5** inserted when lifting the load!
If the retaining pin **5** is not unpinned in point **P2** prior to crane operation, then the retaining pin **5** may be shorn off when lifting the load.
► Unpin the retaining pin **5** from the hook block before crane operation.

When the hook block is properly reeved in and has been lifted off the ground:
► Unlock the retaining pin **5** in point **P2**.
► Unpin the retaining pin **5**.
► Insert the retaining pin **5** in the transport receptacle.
► Secure the retaining pin **5** with the retaining element **6**.

7.2 Disassembling the hook block

7.2.1 Preparing the hook block for disassembly

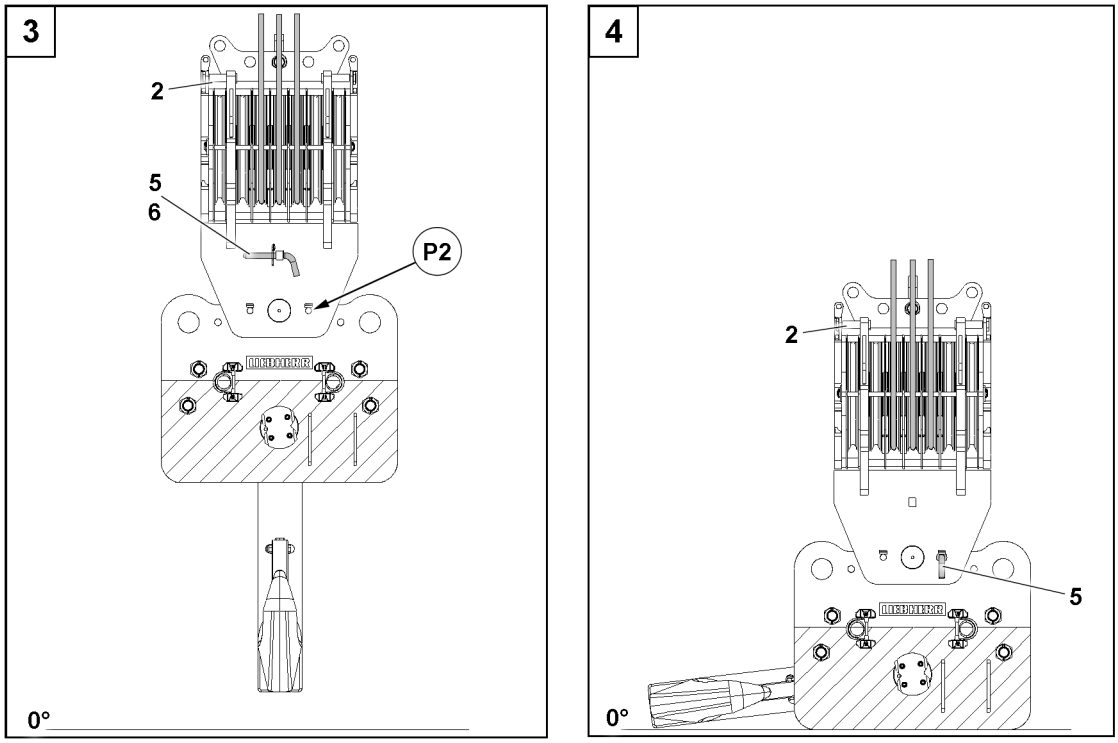

Fig.160644: Preparing the hook block for disassembly

Note
► The reeving out of the hook block is described in chapter 4.06 of the Crane operating instructions.
► Observe the „permissible hook block weights“ in the erection and take-down charts.

NOTICE
Retaining pin **5** unpinned when setting down the hook block!
If the retaining pin **5** is not inserted before the roller block **2** is set down on the ground, it will tip over to the side.
Death, severe bodily injuries, property damage.
► Insert and secure the retaining pin **5**, before setting the hook block on the ground, in point **P2**.

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Make sure that the following prerequisites are met:
– The ground is sufficiently load bearing to take on the weight of the hook block and the auxiliary weights safely.
– The ground is level and horizontal.

Secure the roller block **2** to prevent it from tipping over:

► Remove the retaining element **6** from the transport receptacle.
► Store the retaining element **6**.
► Unpin the retaining pin **5** from the transport receptacle.
► Insert the retaining pin **5** in point **P2**.
► Lock the retaining pin **5**.
► Lower the hook block completely to the ground.

When the hook block has been placed on the ground properly:
► Reeve out the hoist rope according to chapter 4.06 of the Crane operating instructions.

7.2.2 Disassembling the auxiliary weights

Note
► Disassemble the auxiliary weights, see section „Overview of the auxiliary weight fastening systems“.

7.2.3 Disassembling the roller block on the cross beam

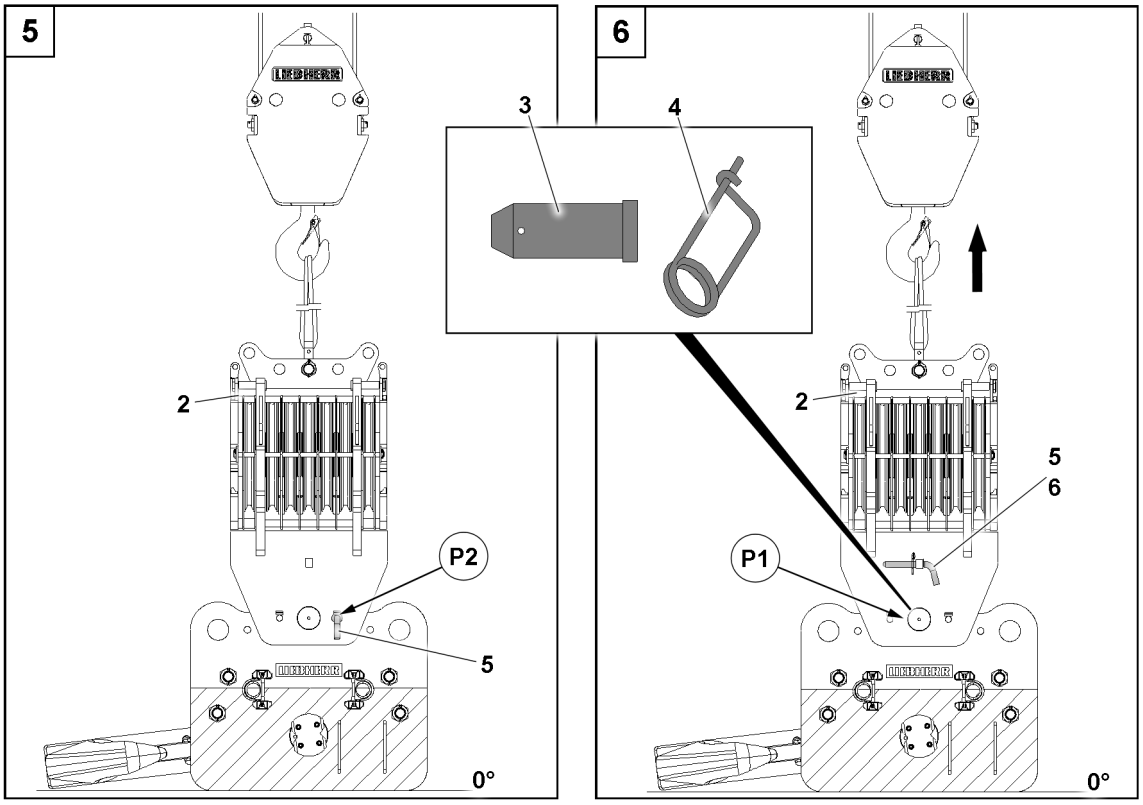

Fig.160645: Disassembling the roller block on the cross beam

Make sure that the following prerequisite is met:
– The auxiliary weights have been disassembled.

► Fasten the roller block **2** to the auxiliary crane.
► Tension the fastening equipment carefully.

When the fastening equipment on the roller block is tensioned:
► Unlock the retaining pin **5** in point **P2**.

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► Unpin the retaining pin **5**.
► Insert the retaining pin **5** in the transport receptacle.
► Secure the retaining pin **5** with the retaining element **6**.

Unpin the pin **3**:

► Remove the retaining element **4** in point **P1**.
► Unpin the pin **3**.

Remove the roller block **2**:

► Swing the roller block **2** out with auxiliary crane.
► Place the roller block **2** on the ground.
► Remove the auxiliary crane.

8 Double hook block for single operation variation B

The assembly / disassemble is described as an example. Make sure that some of the steps must be performed on both sides.

8.1 Assembling the hook block

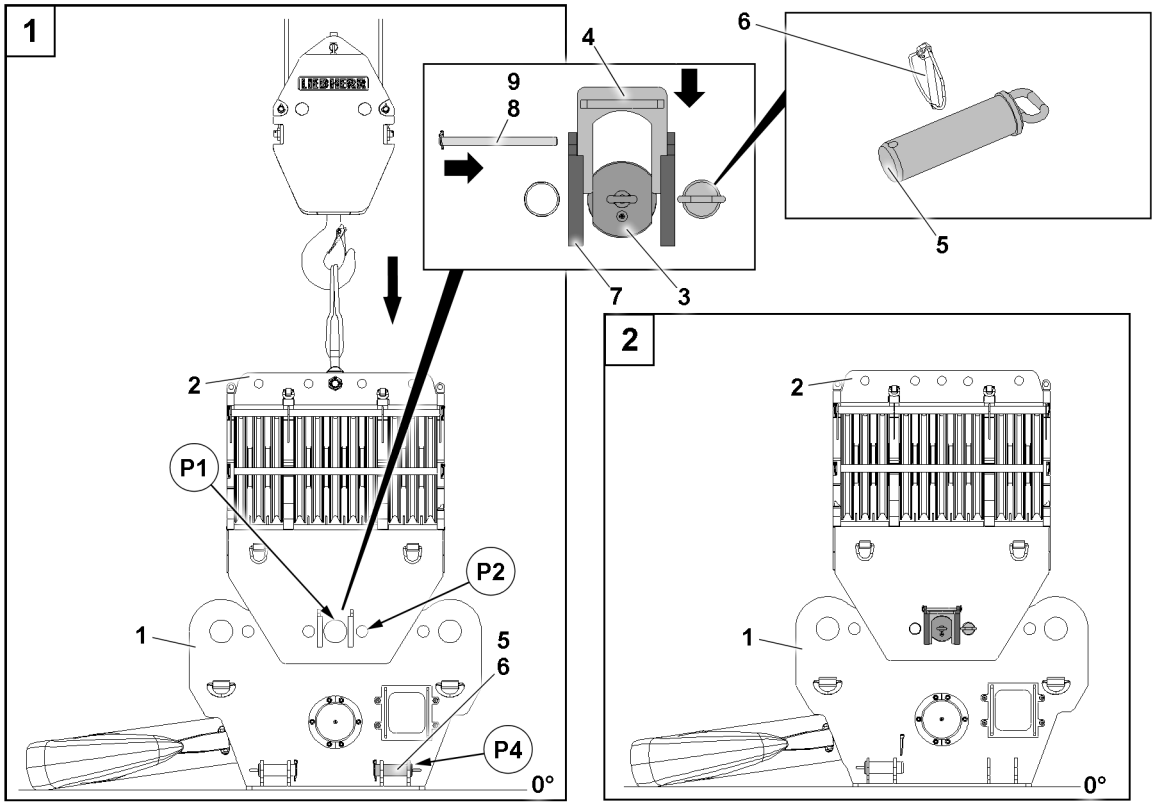

Fig.160629: Assembling the roller block on the cross beam

If the hook blocks are to be used in single operation, then the roller block **2** must be installed centered on the cross beam **1**.

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8.1.1 Assembling the roller block on the cross beam

Make sure that the following prerequisites are met:
- The ground is sufficiently load bearing to take on the weight of the hook block safely.
- The ground is level and horizontal.
- The cross beam **1** is taken down onto the ground.
- The pin **3** is unpinned.
- The retaining plate **4** is available.
- The retaining pin **8** and the retaining elements **9** are available.

WARNING
Tipping of the roller block!
If the retaining pins **5** are not pinned on the cross beam during assembly of the roller block **2**, then the roller block **2** tips to the side when the auxiliary crane is removed.
Death, severe bodily injuries, property damage.
- ► Insert the retaining pin **5** in the bore in point **P2** on the hook block.
- ► Make sure before removing the auxiliary crane that the roller block **2** is properly pinned and secured.

- ► Fasten the roller block **2** to the auxiliary crane.
- ► Position the roller block **2** on the cross beam **1** and align it in point **P1**.

Insert the pin **3**:

- ► Insert the pin **3** in point **P1**.
- ► Push the retaining plate **4** in the guide rails **7** to the stop.
- ► Insert the retaining pin **8** in the guide rails **7**.
- ► Secure the retaining pins **8** with retaining elements **9** on both sides.

Secure the roller block **2** to prevent it from tipping over:

- ► Release the retaining pin **5** in point **P4** with the retaining element **6**.
- ► Unpin the retaining pin **5** from the transport receptacle in point **P4**.
- ► Insert the retaining pin **5** in the bore in point **P2**.
- ► Secure the retaining pin **5** with the retaining element **6**.

When the roller block **2** is secured by the retaining pin **5**:
- ► Remove the auxiliary crane.

8.1.2 Assembling the auxiliary weights

Note
- ► Assemble the auxiliary weights, see section „Overview of the auxiliary weight fastening systems“.

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8.1.3 Preparing the hook block for crane operation

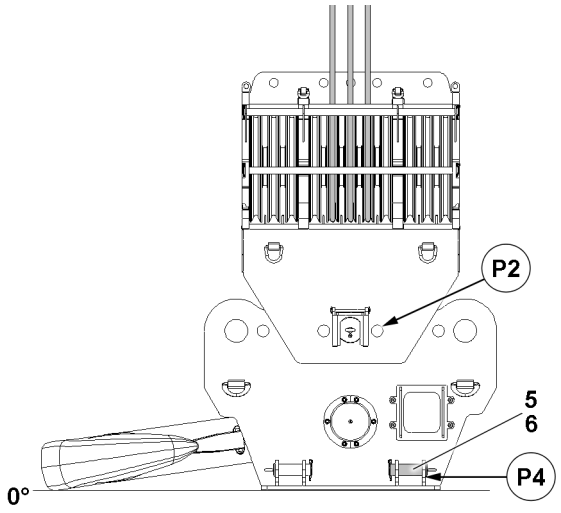

Fig.160630: Preparing the hook block for crane operation

Note
- ► The reeving in of the hook block is described in chapter 4.06 of the Crane operating instructions.
- ► Observe the „permissible hook block weights“ in the erection and take down charts.

► Reeve the hoist rope in according to the instructions in chapter 4.06 of the Crane operating instructions and the reeving plans.

NOTICE
Retaining pins **5** inserted when lifting the load!
If the retaining pin **5** is not unpinned in points **P2** prior to crane operation, then the retaining pin **5** may be shorn off when lifting the load.
► Unpin the retaining pin **5** from the hook block before crane operation.

When the hook block is properly reeved in and has been lifted off the ground:
- ► Remove the retaining element **6** in point **P2**.
- ► Unpin the retaining pin **5**.
- ► Insert the retaining pin **5** in the transport receptacle in point **P4**.
- ► Secure the retaining pin **5** with the retaining element **6**.

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8.2 Disassembling the hook block

8.2.1 Preparing the hook block for disassembly

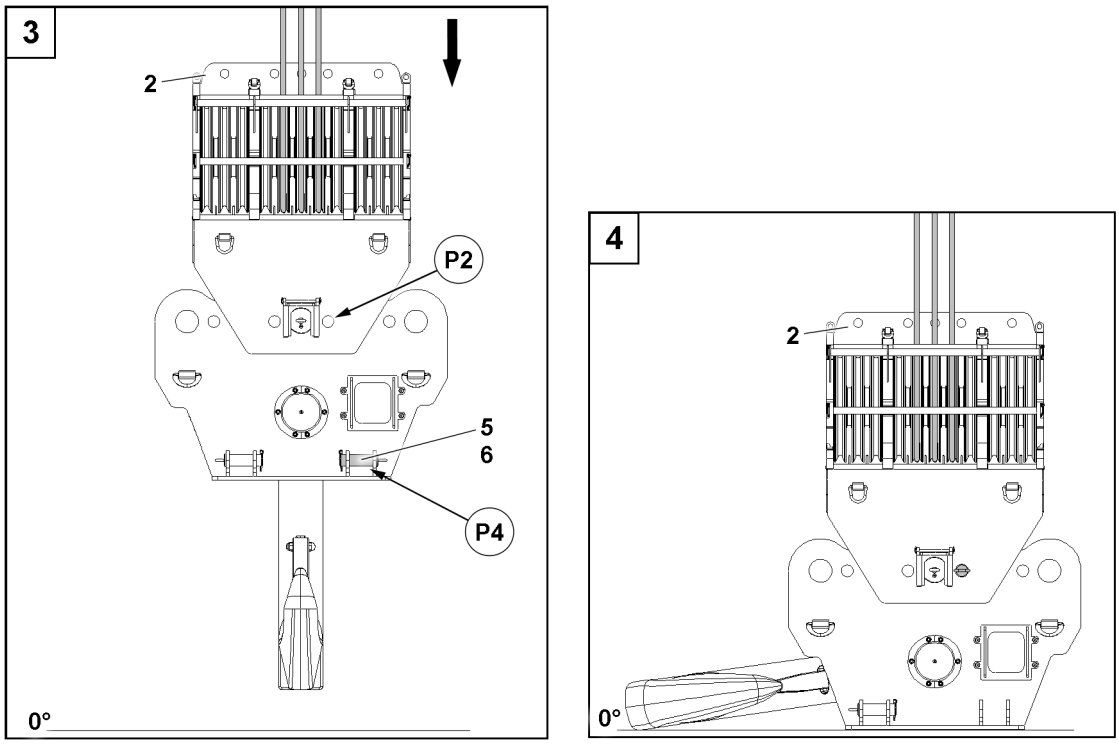

Fig.160631: Preparing the hook block for disassembly

Note
- ► The reeving out of the hook block is described in chapter 4.06 of the Crane operating instructions.
- ► Observe the „permissible hook block weights“ in the erection and take-down charts.

NOTICE
Retaining pin **5** unpinned when setting down the hook block!
If the retaining pin **5** is not inserted before setting the hook block on the ground, the roller block **2** tips over to the side when it is set down.
Death, severe bodily injuries, property damage.
- ► Insert and secure the retaining pin **5**, before setting the hook block on the ground, in point **P2**.

Make sure that the following prerequisites are met:
- – The ground is sufficiently load bearing to take on the weight of the hook block and the auxiliary weights safely.
- – The ground is level and horizontal.

- ► Release the retaining pin **5** in point **P4** with the retaining element **6**.
- ► Unpin the retaining pin **5** in point **P4**.
- ► Insert the retaining pin **5** in point **P2**.
- ► Secure the retaining pin **5** in point **P2** with the retaining element **6**.

When the hook block has been placed on the ground properly:
- ► Reeve out the hoist rope according to chapter 4.06 of the Crane operating instructions.

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8.2.2 Disassembling the auxiliary weights

Note

► Disassemble the auxiliary weights, see section „Overview of the auxiliary weight fastening systems“.

8.2.3 Disassembling the roller block on the cross beam

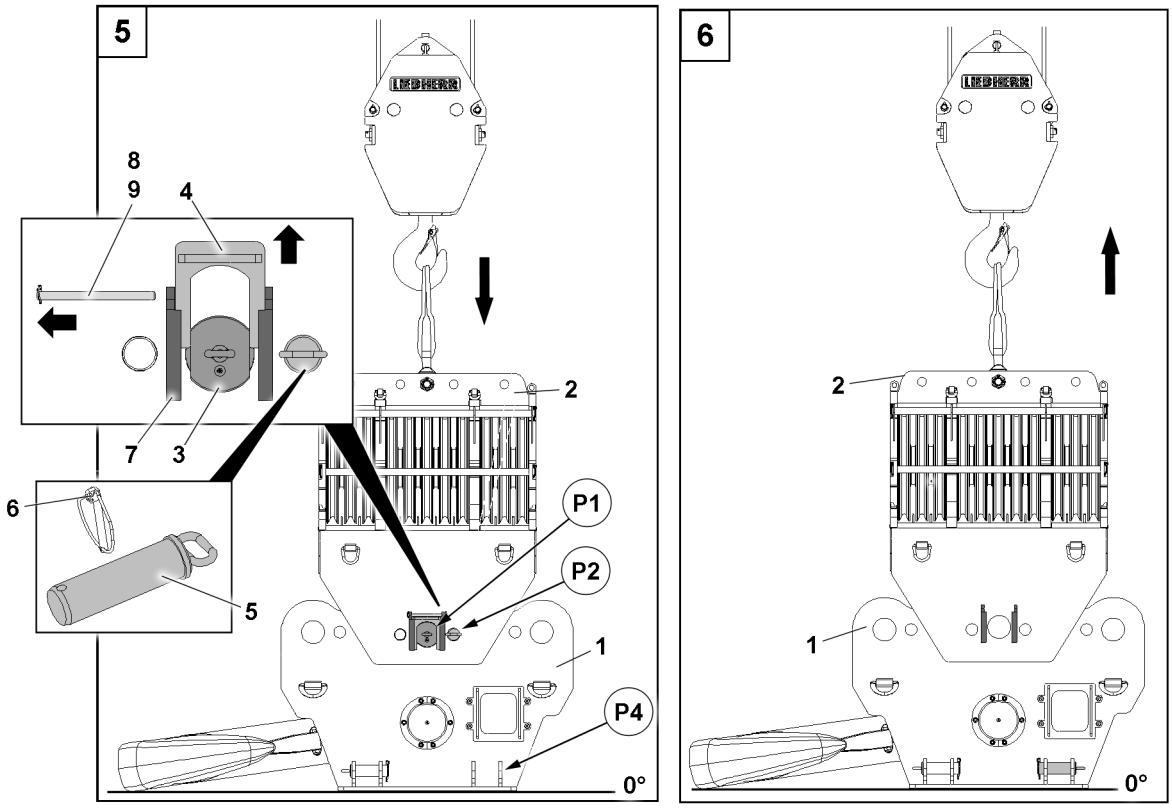

Fig.160632: Disassembling the roller block on the cross beam

Make sure that the following prerequisite is met:

– The auxiliary weights have been disassembled.

► Fasten the roller block **2** to the auxiliary crane.
► Tension the fastening equipment carefully.

When the fastening equipment on the roller block is tensioned:

► Remove the retaining element **6** in point **P2**.
► Unpin the retaining pin **5**.
► Insert the retaining pin **5** in point **P4**.
► Secure the retaining pin **5** in the transport receptacle point **P4** with the retaining element **6**.

Unpin the pin **3**:

► Remove the retaining element **9** on the retaining pin in point **P3**.
► Unpin the retaining pin **8** in the guide rails **7**.
► Push the retaining plate **4** out of the guide rails **7**.
► Unpin the pin **3**.

Remove the roller block **2**:

► Swing the roller block **2** out with auxiliary crane.
► Place the roller block **2** on the ground.
► Remove the auxiliary crane.

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9 Double hook block for parallel operation variation A

The assembly / disassemble is described as an example. Make sure that some of the steps must be performed on both sides.

9.1 Assembling the hook block

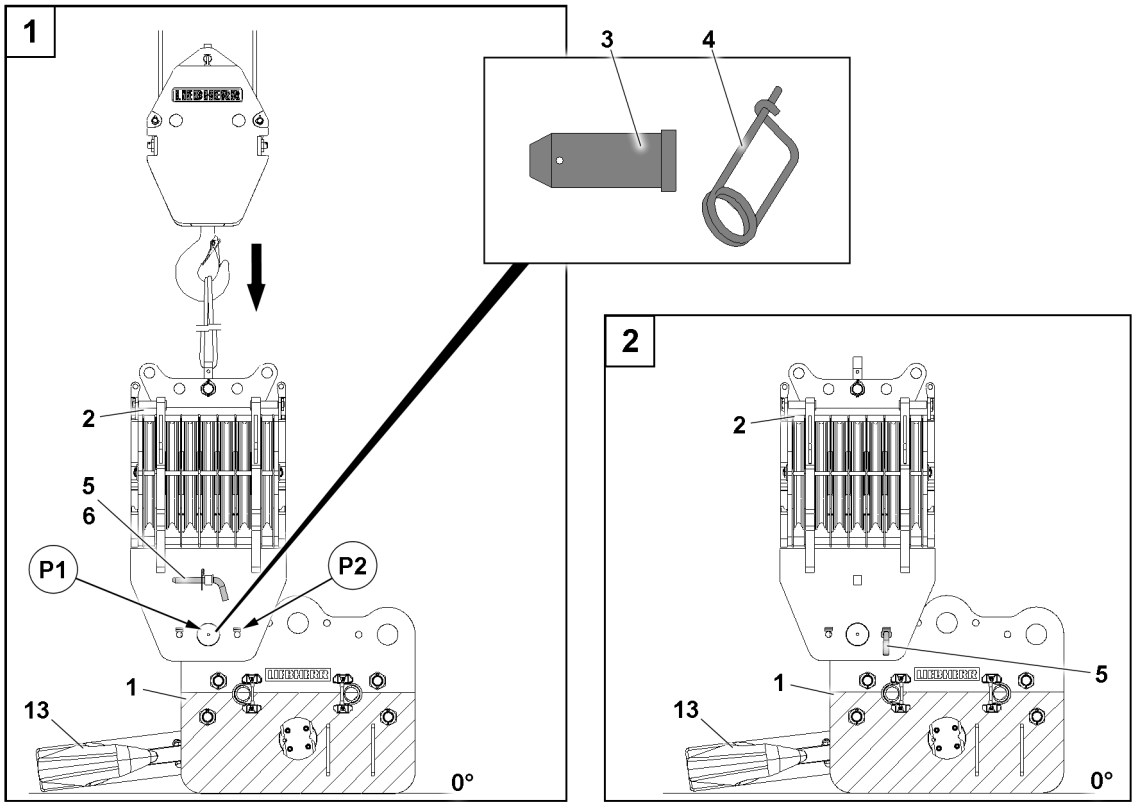

Fig.160406: Assembling a double hook block for parallel operation

If the hook blocks are to be used in parallel operation, then the roller blocks **2** must be installed on the left and right on the cross beam **1**.

9.1.1 Assembling the roller blocks on the cross beam

Make sure that the following prerequisites are met:
- The ground is sufficiently load bearing to take on the weight of the hook block safely.
- The ground is level and horizontal.
- The cross beam **1** is taken down onto the ground.
- The pin **3** is unpinned.
- The retaining element **4** is available.

DANGER
Tipping of the roller blocks!
If the retaining pin **5** is not inserted in the cross beam during assembly of the roller blocks **2**, the roller blocks tip over to the side when the auxiliary crane is removed.
Death, severe bodily injuries, property damage.
- ► Insert the retaining pin **5** in the bore in point **P2** on the hook block.
- ► Make sure before removing the auxiliary crane that the roller blocks **2** are properly pinned and secured.

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Note

► The assembly of two roller blocks **2** is identical and is described based on the example of one roller block.

Position the roller block on the cross beam:

► Fasten the roller block **2** to the auxiliary crane.

WARNING

Tipping of the hook block!

► Assemble the first roller block **2** on the side of the hook **13**, see illustration.

► Position the roller block **2** on the cross beam **1** and align it in point **P1**.

Insert the pin **3**:

► Insert the pin **3** in point **P1**.
► Secure the pin **3** with the retaining element **4**.

Secure the roller block **2** to prevent it from tipping over:

► Remove the retaining element **6** from the transport receptacle.
► Store the retaining element **6**.
► Unpin the retaining pin **5**.
► Insert the retaining pin **5** in the bore in point **P2**.
► Lock the retaining pin **5**.
► Remove the auxiliary crane.

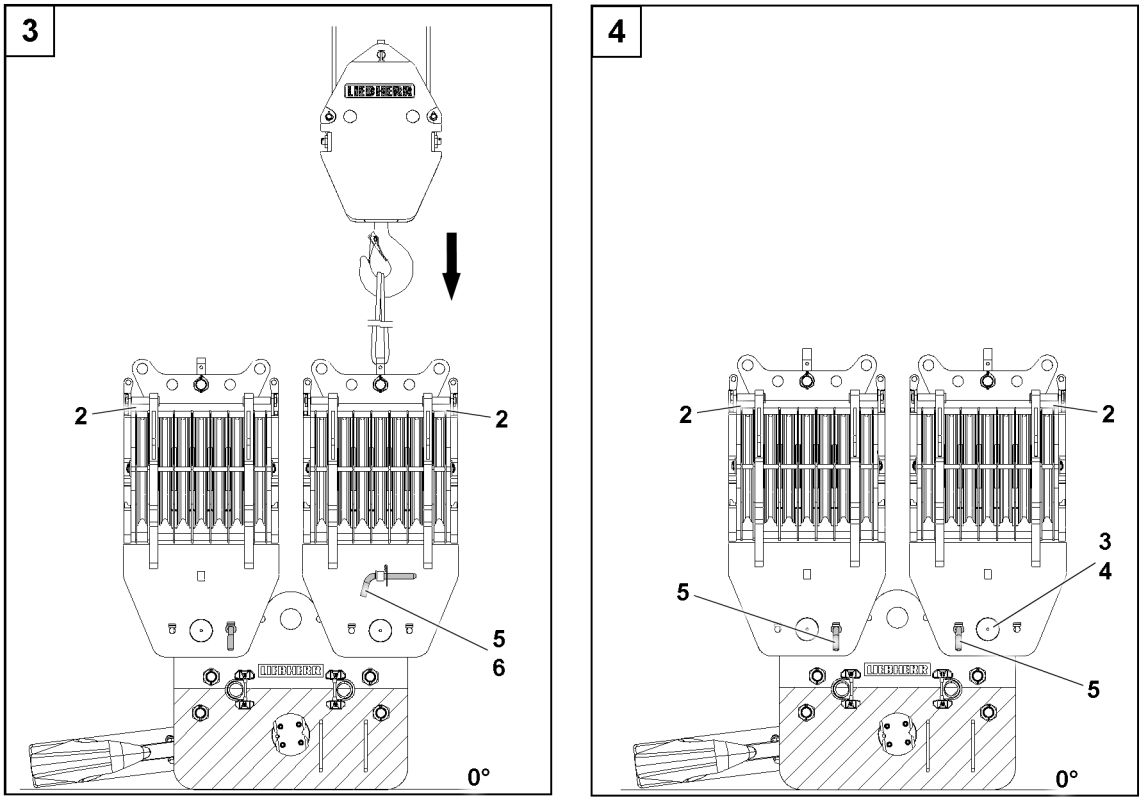

Fig.160647: Assembling the second roller block

When the roller block **2** is secured by the retaining pin **5** and retaining element **6**:

►
► Fasten the second roller block **2** to the auxiliary crane.
► Assemble the second roller block **2**.
► Secure the second roller block **2**.
► Removing the auxiliary crane

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9.1.2 Assembling the block connector

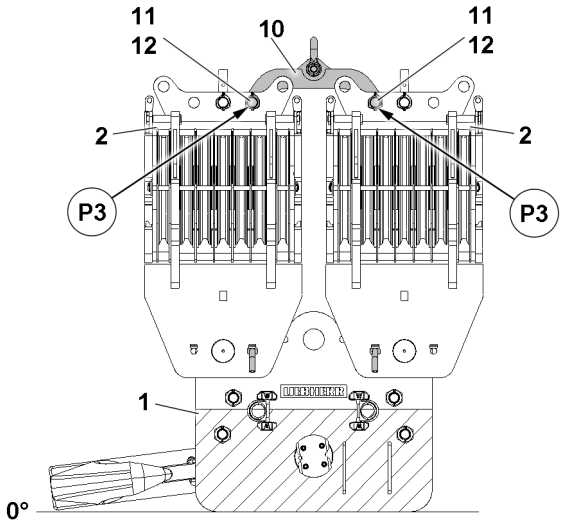

Fig.160648: Assembling the block connector

Make sure that the following prerequisite is met:
– Two roller blocks **2** are assembled and secured on the cross beam **1**.

Both roller blocks **2** are pinned with the block connector **10**:

► Fasten the block connector **10** to the auxiliary crane.
► Position the block connector **10** with auxiliary crane in the pin position.
► Insert the pin **11** on both sides on the roller blocks **2** in points **P3**.
► Secure the pin **11** with the retaining element **12**.

When the block connector **10** is pinned and secured properly:
► Remove the auxiliary crane.

9.1.3 Assembling the auxiliary weights

Note
► Disassemble the auxiliary weights, see section „Overview of the auxiliary weight fastening systems“.

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9.1.4 Preparing the hook block for crane operation

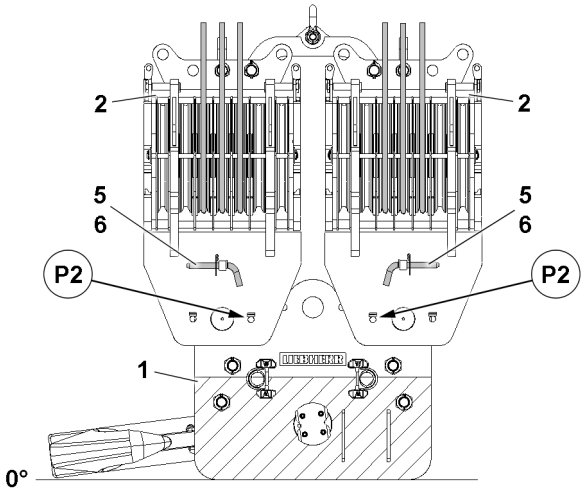

Fig.160649: Preparing the hook block for crane operation

Note

- ► The reeving in of the hook blocks is described in chapter 4.06 of the Crane operating instructions.
- ► Observe the „permissible hook block weights“ in the erection and take down charts.

► Reeve the hoist rope in according to the instructions in chapter 4.06 of the Crane operating instructions and the reeving plans.

NOTICE

Retaining pins **5** inserted when lifting the load!
If the retaining pins **5** are not unpinned in points **P2** prior to crane operation, then the retaining pins **5** may be shorn off when lifting the load.

► Unpin the retaining pin **5** from the hook block before crane operation.

When the hook block is properly reeved in and has been lifted off the ground:

- ► Insert the retaining pin **5** in the transport receptacle.
- ► Secure the retaining pin **5** with the retaining element **6**.

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9.2 Disassembling the hook block

9.2.1 Preparing the hook block for disassembly

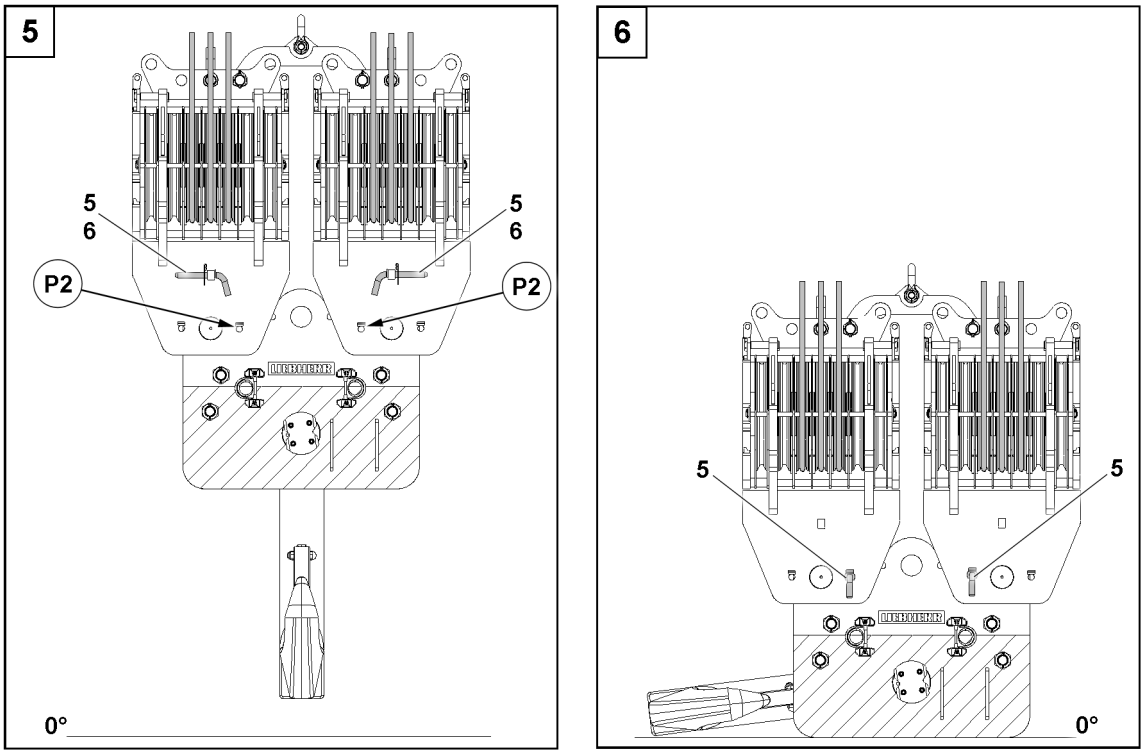

Fig.160650: Preparing the hook block for disassembly

Note
- ► The reeving out of the hook blocks is described in chapter 4.06 of the Crane operating instructions.
- ► Observe the „permissible hook block weights“ in the erection and take-down charts.

NOTICE
Retaining pin **5** unpinned when setting down the hook block!
If the retaining pin **5** is not inserted before setting the hook block on the ground, then the roller blocks tip away to the side when the hoist rope is reeved out.
Death, severe bodily injuries, property damage.
- ► Before setting the hook block on the ground, insert and secure the retaining pins **5** on both roller blocks in point **P2**.

Make sure that the following prerequisites are met:
- – The ground is sufficiently load bearing to take on the weight of the hook block and the auxiliary weights safely.
- – The ground is level and horizontal.

- ► Remove the retaining element **6** from the transport receptacle.
- ► Store the retaining element **6**.
- ► Unpin the retaining pin **5**.
- ► Insert the retaining pin **5** in point **P2**.
- ► Lock the retaining pin **5**.
- ► Lower the hook block completely to the ground.

When the hook block has been placed on the ground properly:
- ► Reeve out the hoist rope(s) according to chapter 4.06 of the Crane operating instructions.

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9.2.2 Disassembling the auxiliary weights

Note

► Disassemble the auxiliary weights, see section „Overview of the auxiliary weight fastening systems“.

9.2.3 Disassembling the block connector

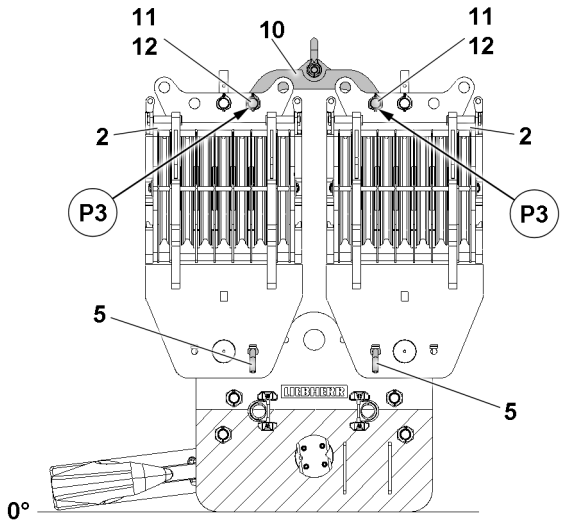

Fig.160652: Disassembling the block connector

Make sure that the following prerequisite is met:

– The retaining pins **5** are inserted and secured on both sides.

► Fasten the block connector **10** to the auxiliary crane.

DANGER

Tipping of the roller blocks!

If the retaining pins **5**, during disassembly of the block connector **10** are not pinned on the roller blocks, then the roller blocks tip to the side when the block connector is removed.

Death, severe bodily injuries, property damage.

► Make sure before removing the block connector that the roller blocks are properly pinned and secured.

Remove the block connector **10**:

► Remove the retaining elements **12** on both sides in points **P3** on the roller blocks **2**.
► Unpin the pins **11** on both sides in points **P3** on the roller blocks **2**.
► Remove the block connector **10** with the auxiliary crane.
► Take the block connector **10** down onto the ground.
► Remove the auxiliary crane.

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9.2.4 Disassembling the roller blocks on the cross beam

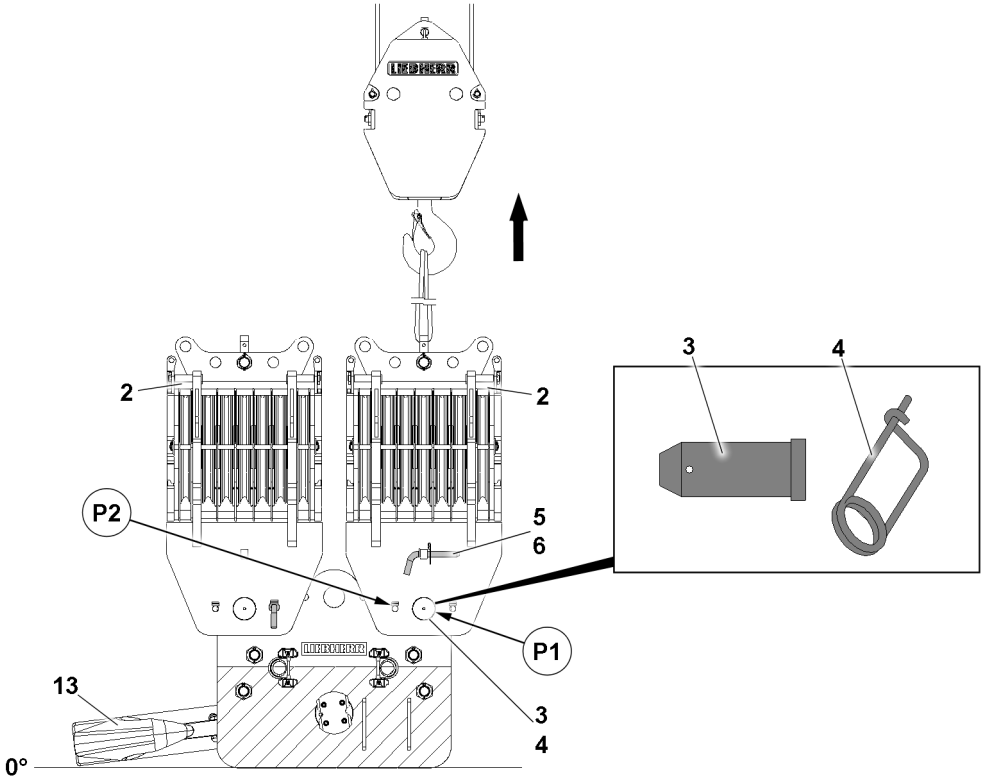

Fig.160653: Disassembling the roller block on the cross beam

Note

► The disassembly of two roller blocks is identical and is described on the example of one roller block.

Make sure that the following prerequisites are met:
– The auxiliary weights have been disassembled.
– The block connector has been disassembled.

WARNING

Tipping of the hook block!

► Assemble the first roller block **2** on the side without the hook **13**, see illustration.

► Fasten the roller block **2** to the auxiliary crane.
► Tension the fastening equipment carefully.

When the fastening equipment on the roller block **2** is tensioned:

► Unlock the retaining pin **5** in point **P2**.
► Unpin the retaining pin **5**.
► Insert the retaining pin **5** in the transport receptacle.
► Secure the retaining pin **5** with the retaining element **6**.

Unpin the pin **3**:

► Remove the retaining element **4** in point **P1**.
► Unpin the pin **3**.

Remove the roller block:

► Swing the roller block **2** out with auxiliary crane.
► Take the roller block **2** down on the ground.
► Remove the auxiliary crane.

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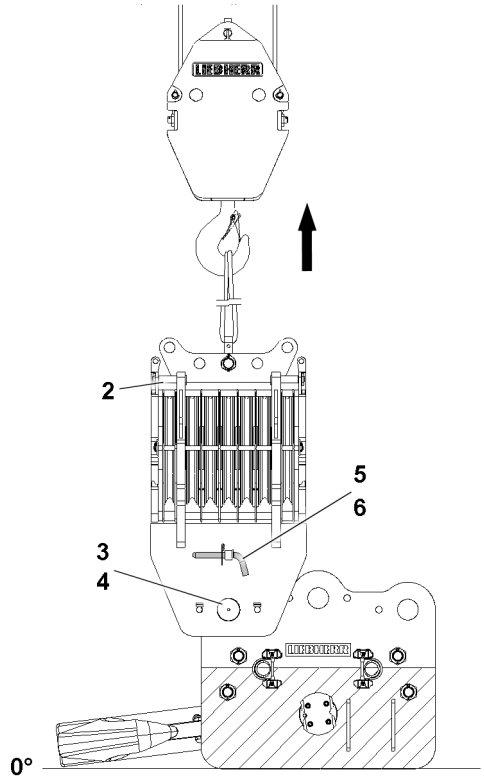

Fig.160654: Disassembling the second roller block

- ► Fasten the second roller block **2** to the auxiliary crane.
- ► Disassemble the second roller block **2**.
- ► Swing the second roller block **2** out with auxiliary crane.
- ► Place the second roller block **2** on the ground.
- ► Remove the auxiliary crane.

10 Double hook block for parallel operation variation B

The assembly / disassemble is described as an example. Make sure that some of the steps must be performed on both sides.

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10.1 Assembling the hook block

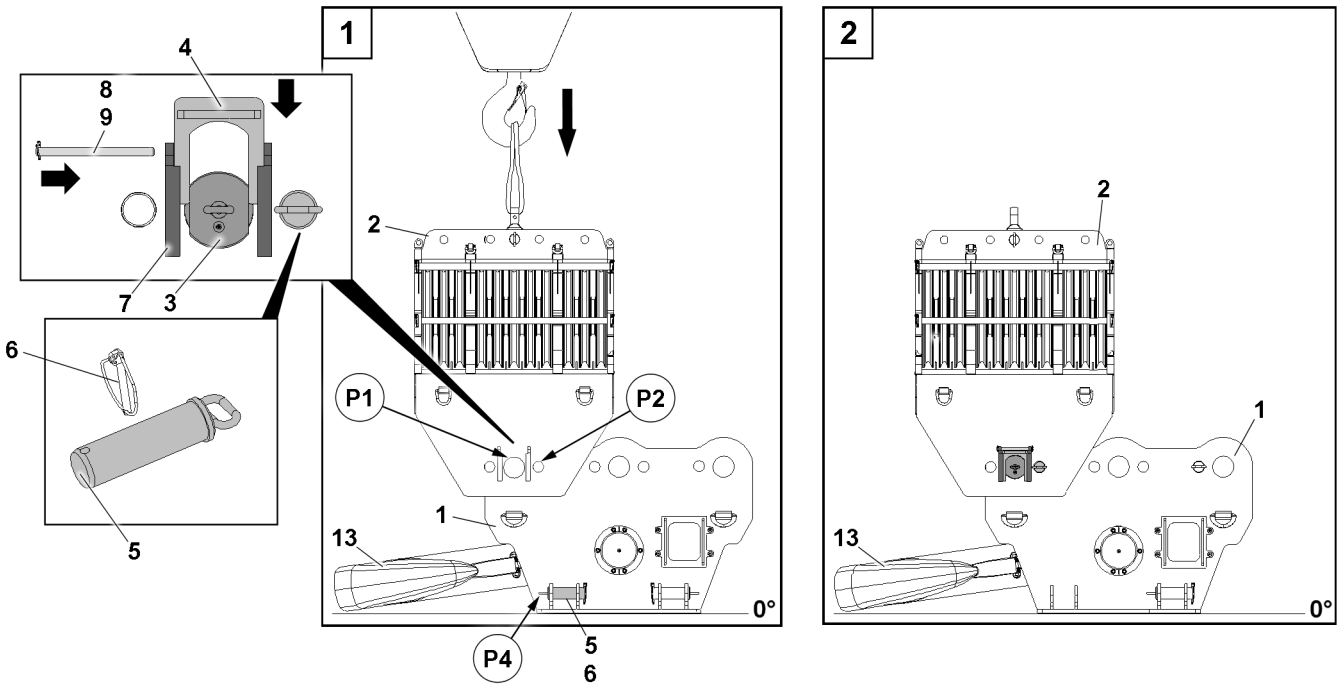

Fig.160407: Assembling a double hook block for parallel operation

If the hook blocks are to be used in parallel operation, then the roller blocks **2** must be installed on the left and right on the cross beam **1**.

10.1.1 Assembling the roller blocks on the cross beam

Make sure that the following prerequisites are met:
- The ground is sufficiently load bearing to take on the weight of the hook block safely.
- The ground is level and horizontal.
- The cross beam **1** is taken down onto the ground.
- The pin **3** is unpinned.
- The retaining plate **4** is available.
- The retaining pin **8** and the retaining elements **9** are available.

DANGER
Tipping of the roller blocks!
If the retaining pin **5** is not inserted in the cross beam during assembly of the roller blocks **2**, the roller blocks tip over to the side when the auxiliary crane is removed.
Death, severe bodily injuries, property damage.
- ► Insert the retaining pin **5** in the bore in point **P2** on the hook block.
- ► Make sure before removing the auxiliary crane that the roller blocks **2** are properly pinned and secured.

Note
- ► The assembly of two roller blocks **2** is identical and is described based on the example of one roller block.

- ► Fasten the roller block **2** to the auxiliary crane.

WARNING
Tipping of the hook block!
- ► Assemble the first roller block **2** on the side of the hook **13**, see illustration.

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► Position the roller block **2** on the cross beam **1** and align it with the pin bore in point **P1**.

Insert the pin **3**:

► Insert the pin **3** in point **P1**.
► Push the retaining plate **4** in the guide rails **7** to the stop.
► Insert the retaining pin **8** in the guide rails **7**.
► Secure the retaining pins **8** with retaining elements **9** on both sides.

Secure the roller block **2** to prevent it from tipping over:

► Remove the retaining element **6** in point **P4**.
► Unpin the retaining pin **5**.
► Insert the retaining pin **5** in point **P2**.
► Secure the retaining pin **5** with the retaining element **6**.

When the roller block **2** is secured by the retaining pin **5**:
► Remove the auxiliary crane.

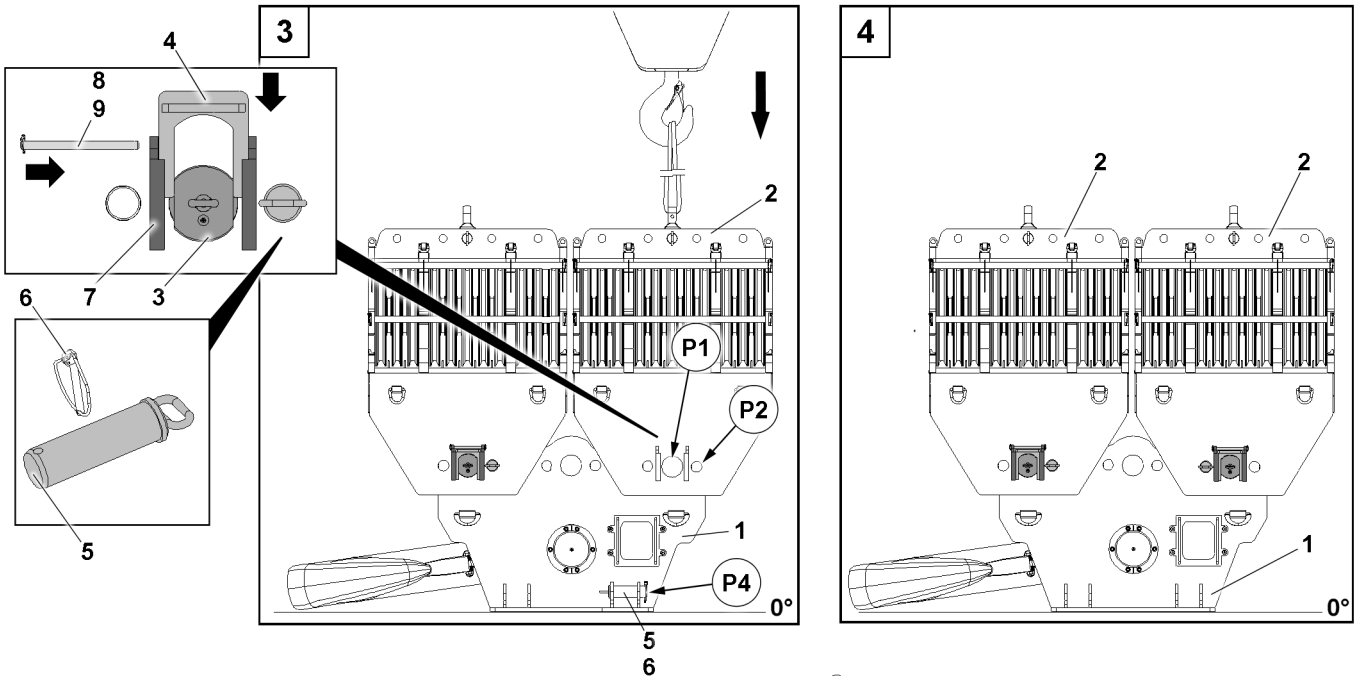

Fig.160634: Assembling the second roller block

► Assemble the second roller block.
► Second roller block secured.
► Remove the auxiliary crane.

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10.1.2 Assembling the block connector

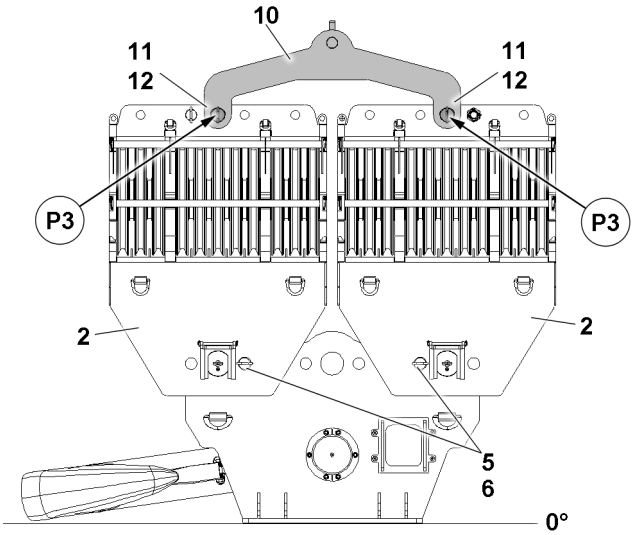

Fig.160636: Assembling the block connector

Make sure that the following prerequisite is met:
– Two roller blocks **2** are assembled and secured on the cross beam **1**.

Both roller blocks **2** are pinned with the block connector **10**:

► Fasten the block connector **10** to the auxiliary crane.
► Position the block connector **10** with auxiliary crane in the pin position.
► Insert the pin **11** on both sides on the roller blocks **2** in points **P3** and secure it with the retaining element **12**.

When the block connector **10** is pinned and secured properly:
► Remove the auxiliary crane.

10.1.3 Assembling the auxiliary weights

Note
► Disassemble the auxiliary weights, see section „Overview of the auxiliary weight fastening systems“.

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10.1.4 Preparing the hook block for crane operation

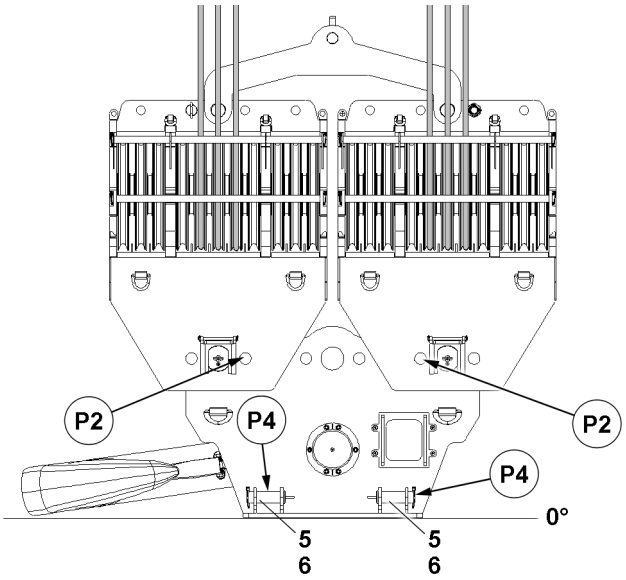

Fig.160637: Preparing the hook block for crane operation

Note
- ► The reeving in of the hook blocks is described in chapter 4.06 of the Crane operating instructions.
- ► Observe the „permissible hook block weights“ in the erection and take down charts.

► Reeve the hoist rope in according to the instructions in chapter 4.06 of the Crane operating instructions and the reeving plans.

NOTICE
Retaining pins **5** inserted when lifting the load!
If the retaining pins **5** are not unpinned in points **P2** prior to crane operation, then the retaining pins **5** may be shorn off when lifting the load.
► Unpin the retaining pin **5** from the hook block before crane operation.

When the hook block is properly reeved in and has been lifted off the ground:
- ► Remove the retaining element **6** in point **P2**.
- ► Unpin the retaining pin **5**.
- ► Insert the retaining pin **5** in point **P4**.
- ► Secure the retaining pin **5** with the retaining element **6**.

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10.2 Disassembling the hook block

10.2.1 Preparing the hook block for disassembly

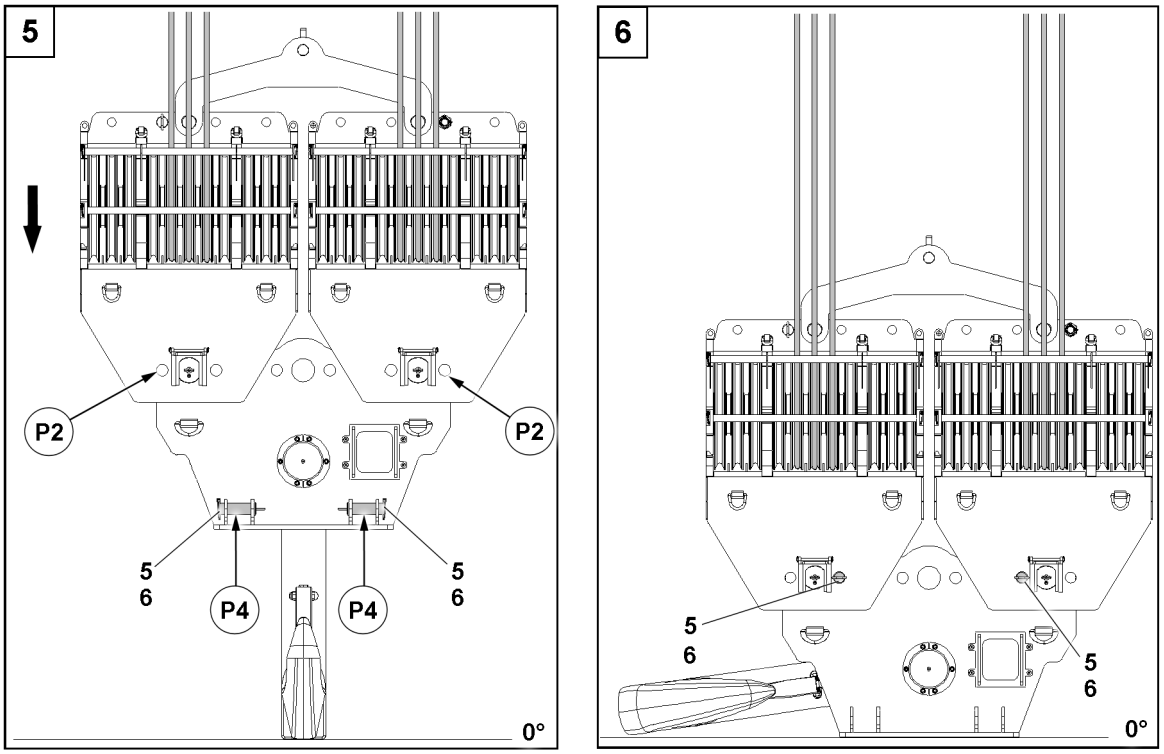

Fig.160638: Preparing the hook block for disassembly

Note
- ► The reeving out of the hook blocks is described in chapter 4.06 of the Crane operating instructions.
- ► Observe the „permissible hook block weights“ in the erection and take-down charts.

NOTICE
Retaining pin **5** unpinned when setting down the hook block!
If the retaining pin **5** is not inserted before setting the hook block on the ground, then the roller blocks tip away to the side when the hoist rope is reeved out.
Death, severe bodily injuries, property damage.
- ► Before setting the hook block on the ground, insert and secure the retaining pins **5** on both roller blocks in point **P2**.

Make sure that the following prerequisites are met:
- – The ground is sufficiently load bearing to take on the weight of the hook block and the auxiliary weights safely.
- – The ground is level and horizontal.

When the hook block is properly reeved in and has been lifted off the ground:
- ► Remove the retaining element **6** in point **P4**.
- ► Unpin the retaining pin **5**.
- ► Insert the retaining pin **5** in point **P2**.
- ► Secure the retaining pin **5** with the retaining element **6**.
- ► Lower the hook block completely to the ground.

When the hook block has been placed on the ground properly:
- ► Reeve out the hoist rope(s) according to chapter 4.06 of the Crane operating instructions.

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10.2.2 Disassembling the auxiliary weights

Note

► Disassemble the auxiliary weights, see section „Overview of the auxiliary weight fastening systems“.

10.2.3 Disassembling the block connector

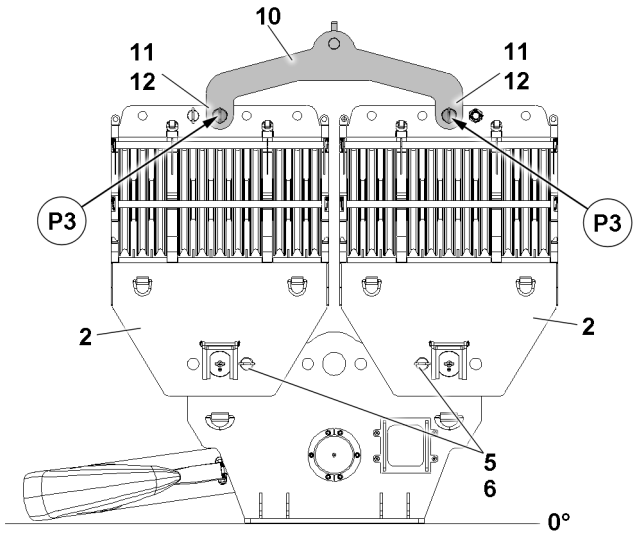

Fig.160636: Disassembling the block connector

Make sure that the following prerequisite is met:

– The retaining pins **5** are inserted and secured with retaining elements **6** on both sides.

► Fasten the block connector **10** to the auxiliary crane.

DANGER

Tipping of the roller blocks!

If the retaining pins **5**, during disassembly of the block connector **10** are not pinned on the roller blocks, then the roller blocks tip to the side when the block connector is removed.

Death, severe bodily injuries, property damage.

► Make sure before removing the block connector that the roller blocks are properly pinned and secured.

Remove the block connector **10**:

► Remove the retaining element **12** on both sides in points **P3** on the roller blocks **2**.
► Unpin the pin **11**.
► Remove the block connector **10** with the auxiliary crane.
► Take the block connector **10** down onto the ground.
► Remove the auxiliary crane.

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10.2.4 Disassembling the roller blocks on the cross beam

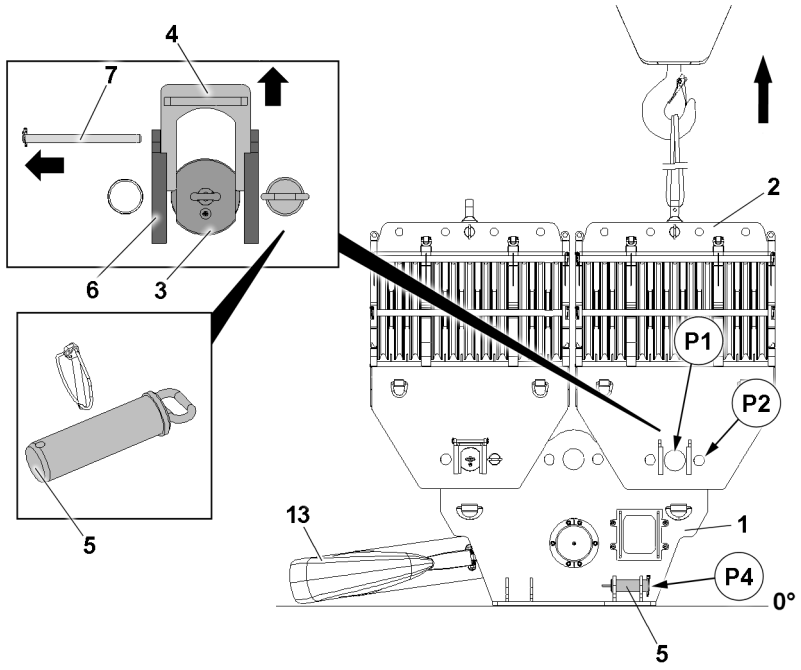

Fig.160408: Disassembling the roller block on the cross beam

Note

► The disassembly of two roller blocks is identical and is described on the example of one roller block.

Make sure that the following prerequisites are met:
– The auxiliary weights have been disassembled.
– The block connector has been disassembled.

WARNING

Tipping of the hook block!

► Assemble the first roller block **2** on the side without the hook **13**, see illustration.

► Fasten the roller block **2** to the auxiliary crane.
► Tension the fastening equipment carefully.

When the fastening equipment on the roller block is tensioned:
► Release the retaining element **5** in point **P2**.
► Unpin the retaining pin **5**.
► Insert the retaining pin **5** in point **P4**.
► Secure the retaining pin **5** with the retaining element **6**.

Unpin the pin **3**:

► Remove the retaining element **9** in point **P1**.
► Unpin the retaining pin **8** in the guide rails **7**.
► Push the retaining plate **4** out of the guide rails **7**.
► Unpin the pin **3**.

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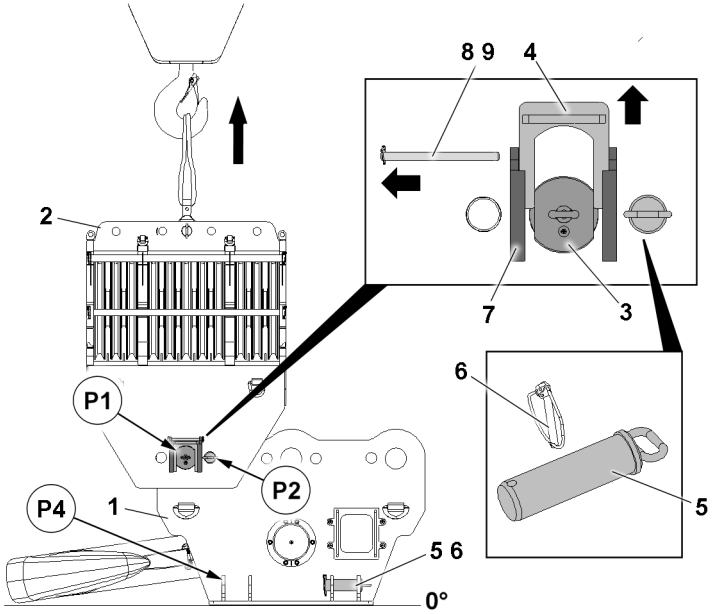

Fig.160640: Disassembling the second roller block

- ► Fasten the second roller block **2** to the auxiliary crane.
- ► Disassemble the second roller block **2**.
- ► Swing the roller block **2** out with auxiliary crane.
- ► Place the roller block **2** on the ground.
- ► Remove the auxiliary crane.

11 Overview of the auxiliary weight fastening systems

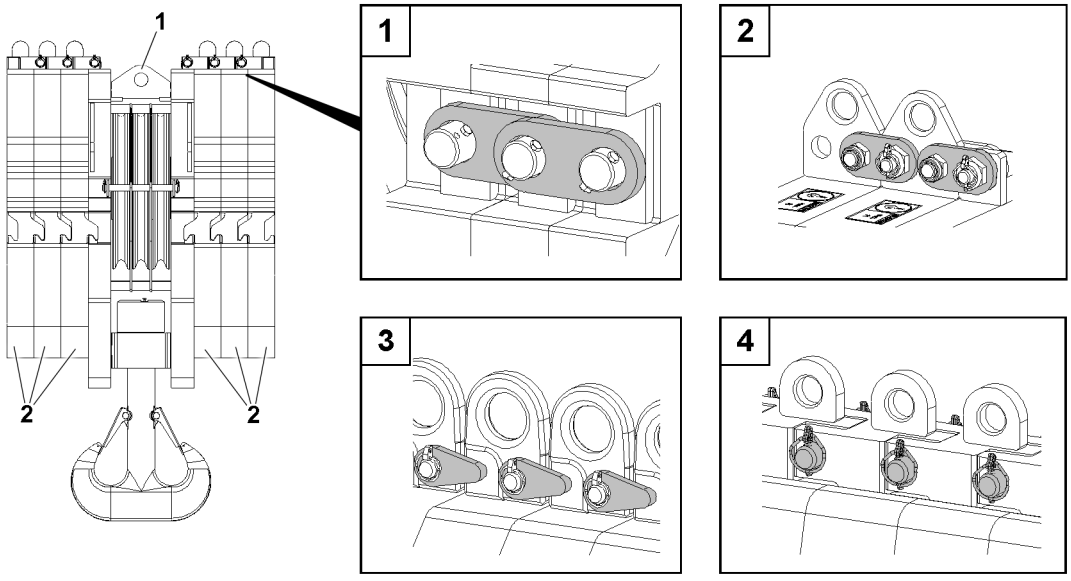

Fig.151979: Auxiliary weight fastening systems

1 Hook block **2** Auxiliary weight

If a high hook block weight is required, auxiliary weight **2** must be installed.

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Note
► The own weight is marked on the side on the respective auxiliary weight **2**.

WARNING
Tipping over of the hook block!
Death, severe bodily injuries, property damage.
► Do not exceed the maximum permissible own weight of the hook block. The maximum permissible own weight is engraved on the ballastable hook blocks. See „Engraving WT max.“.

A distinction is made between the following fastening systems:
– Fastening system 1, see illustration **1**
– Fastening system 2, see illustration **2**
– Fastening system 3, see illustration **3**
– Fastening system 4, see illustration **4**

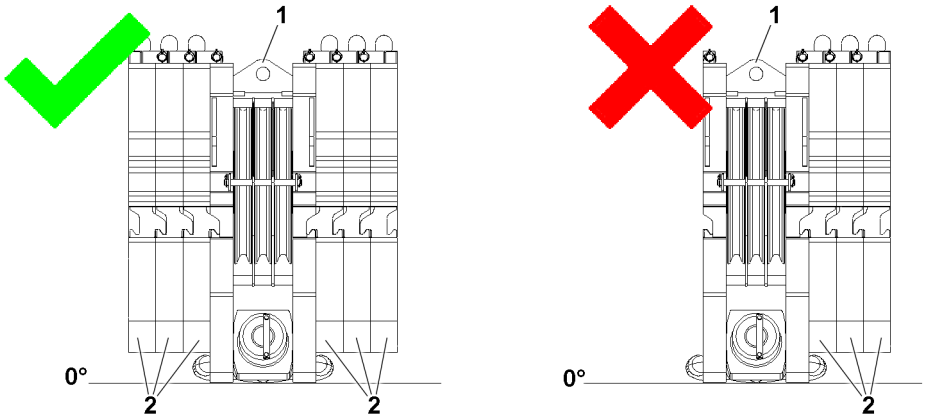

Fig.151980: Asymmetric assembly or disassembly of the auxiliary weights

1 Hook block **2** Auxiliary weight

WARNING
Tipping over of the hook block!
If the auxiliary weights **2** are installed on one side, the hook block **1** can tip over.
Death, severe bodily injuries, property damage.
► Only assemble and disassemble the auxiliary weights **2 individually** and alternatively on the hook block **1**.
► The asymmetrical assembly and disassembly of the auxiliary weights **2** is prohibited.
► Do not exceed the maximum permissible own weight of the hook block **1**. The maximum permissible own weight is engraved on ballastable hook blocks **1**. See „Engraving WT max.“.

WARNING
Personnel in the danger zone!
When swinging the auxiliary weights **2** in to the roller block, fingers, hands and arms can be crushed or sheered off.
Death, severe bodily injuries, property damage.
► Do not remain under suspended loads or in the danger zone.
► It is prohibited for anyone to remain between the roller block and the auxiliary weight.
► Swing the auxiliary weights in to the roller block with utmost caution and at the lowest speed possible.
► Angular pull is prohibited.

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WARNING
Incorrect assembly of the auxiliary weights!
Death, severe bodily injuries, property damage.
- ► Assemble and secure the auxiliary weights **2** according to the operating instructions.
- ► Do not operate the crane if the auxiliary weights are **not** secured.

WARNING
Falling auxiliary weights!
The auxiliary weights **2** can fall down by during the assembly / disassembly of the auxiliary weights by removing the auxiliary crane.
Death, severe bodily injuries, property damage.
- ► Remove the auxiliary crane only when it is ensured that the auxiliary weight **2** is secured properly with the fastening equipment.

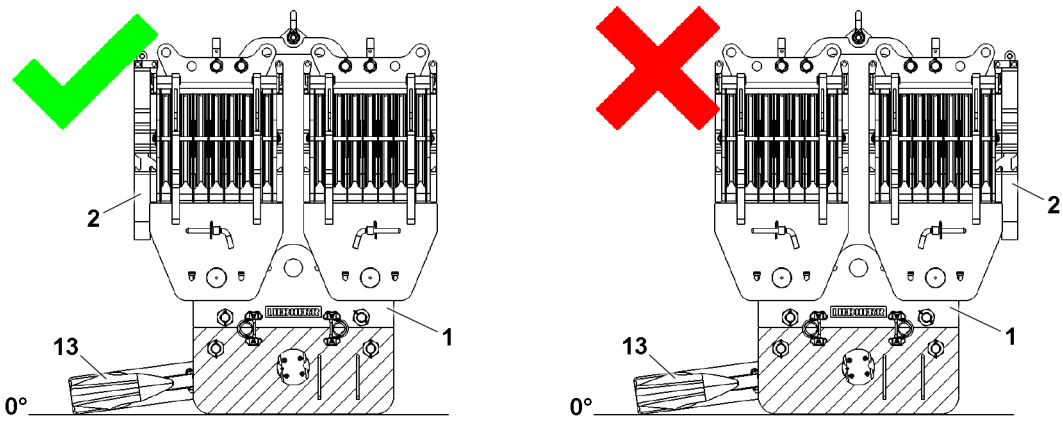

Fig.160409: Observe the location of the hook during assembly or disassembly of the auxiliary weights

1 Hook block
2 Auxiliary weight
13 Hook

WARNING
Impermissible weight distribution on the hook block!
If fewer auxiliary weights **2** are on the side of the hook **13**, the hook block can topple over.
Death, severe bodily injuries, property damage.

If the hook **13** swings aligned with the installation position of the auxiliary weights **2**:
- ► Start with the assembly of the auxiliary weights **2** on the side with the hook **13**.
- ► Start with the disassembly of the auxiliary weights **2** on the side without the hook **13**.
- ► Only assemble and disassemble the auxiliary weights **2 individually** and alternatively on the hook block **1**.

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12 Fastening system 1

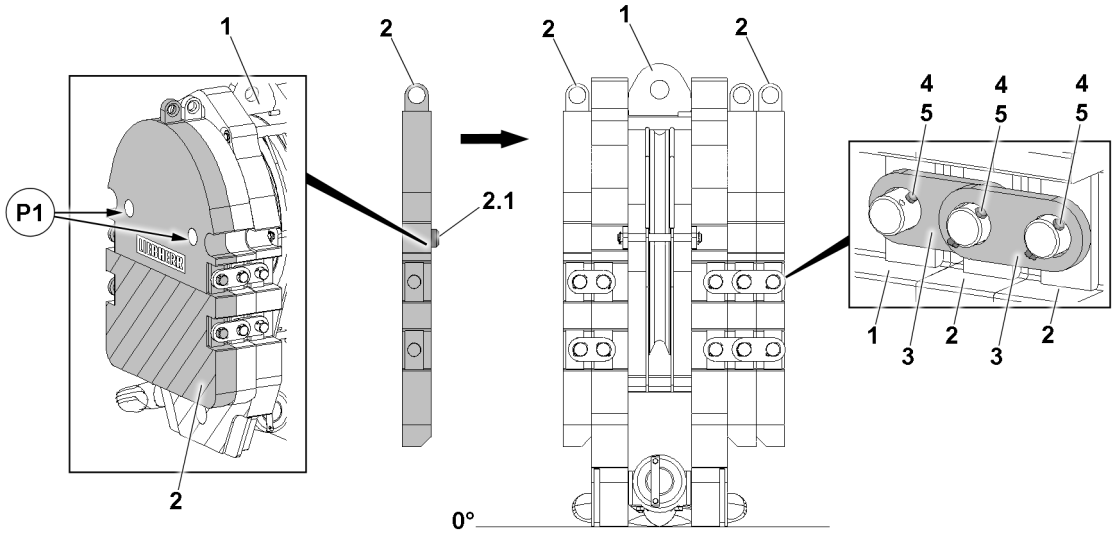

Fig.151981: Hook block, fastening system 1

12.1 Assembling the auxiliary weights

Make sure that the following prerequisites are met:
- The ground is of sufficient load bearing capacity.
- The ground is level and horizontal.
- The hook block is placed on the ground.

► Fasten the auxiliary weight **2** to the auxiliary crane.
► Align the auxiliary weight **2** with the hook block **1**.
► Retract the centering pin **2.1** of the auxiliary weight into the centering bores in points **P1** on the hook block **2**.

WARNING
Unsecured auxiliary weight is disassembled!
The auxiliary weight can topple over.
Death, severe bodily injuries, property damage.
► Never remove all mounting brackets **3** of an unsecured auxiliary weight simultaneously.
► Always install or remove the mounting brackets **3** alternately.

► Install the mounting brackets **3** on both sides and connect the hook block with the auxiliary weight **2**.
► Secure the mounting brackets **3** on both sides with screws **4** and the retaining element **5**.

When the respective auxiliary weight is properly assembled and secured:
► Remove the auxiliary crane.
► Install additional auxiliary weights as described above.

12.2 Preparing the hook block for crane operation

Note
► To reeve in the hook block, observe chapter 4.06 and the reeving plans.
► Observe the permissible hook block weights in the erection and take-down charts.

► Reeve in the hoist rope according to chapter 4.06 and the reeving plans.

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12.3 Preparing the hook block for disassembly

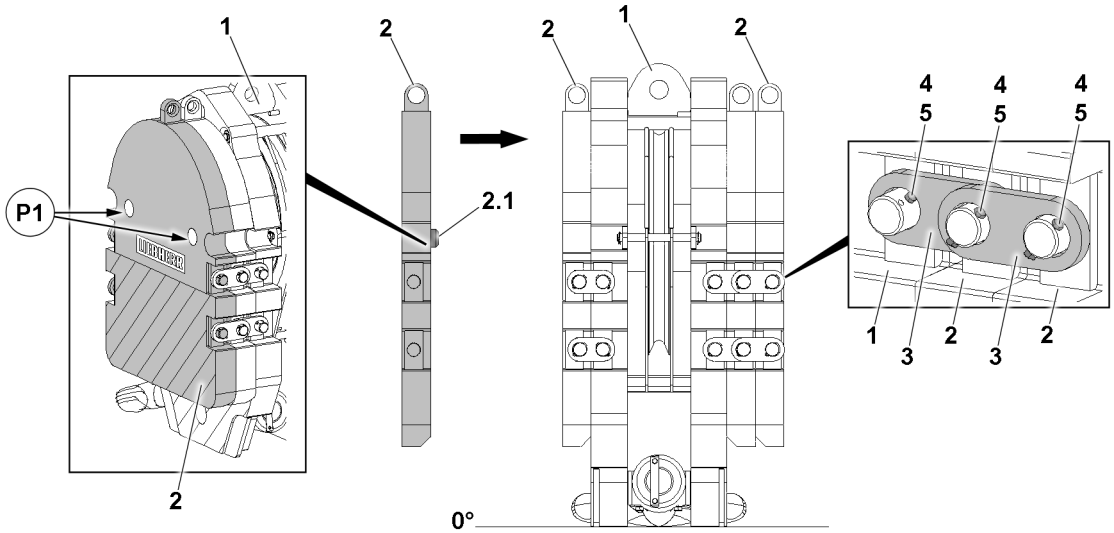

Fig.151981: Hook block, fastening system 1

Note
- ► To reeve out the hook block, observe chapter 4.06 and the reeving plans.
- ► Observe the permissible hook block weights in the erection and take-down charts.

Make sure that the following prerequisites are met:
- – The ground is of sufficient load bearing capacity.
- – The ground is level and horizontal.
- – The hook block is placed on the ground.

When the hook block is placed on the ground
- ► Reeve the hoist rope out.

12.4 Disassembling the auxiliary weights

- ► Fasten the auxiliary weight **2** to the auxiliary crane.
- ► Tension the fastening equipment carefully.

WARNING
Unsecured auxiliary weight is disassembled!
Death, severe bodily injuries.
- ► Never remove all mounting brackets **3** of an unsecured auxiliary weight simultaneously.
- ► Always install or remove the mounting brackets **3** alternately.
- ► Upon disassembly, only release the outermost auxiliary weight on both sides.

When the fastening equipment is tensioned on the auxiliary weight:
- ► Release the retaining element **5** on the mounting brackets **3** of the outermost auxiliary weight **2** and remove the screws **4**.
- ► Remove the mounting brackets **3**.

If additional mounting brackets **3** must be removed to release the outermost auxiliary weight:
- ► Reinstall the mounting brackets **3** of the remaining auxiliary weights again immediately.
- ► Lift the auxiliary weight with the auxiliary crane from the hook block.
- ► Take the auxiliary weight down.
- ► Disassemble the additional auxiliary weights as described above.

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13 Fastening system 2

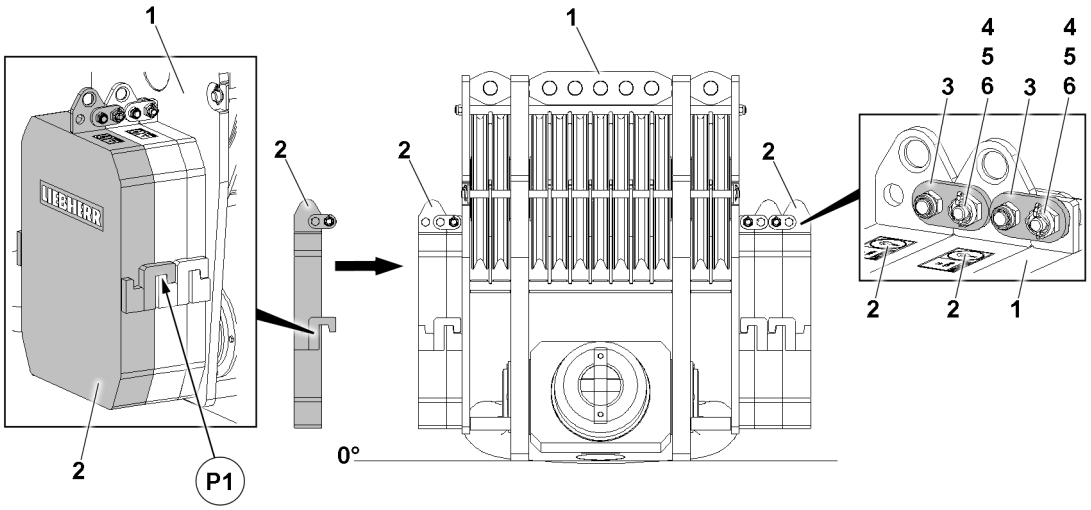

Fig.151982: Hook block, fastening system 2

13.1 Assembling the auxiliary weights

Make sure that the following prerequisites are met:
- The ground is of sufficient load bearing capacity.
- The ground is level and horizontal.
- The hook block is placed on the ground.

► Fasten the auxiliary weight **2** to the auxiliary crane.
► Attach the auxiliary weight **2** to the hook block **1** in position **P1**.

WARNING
Auxiliary weight not secured!
Death, severe bodily injuries.
► Bolt and secure the mounting brackets **3** with screws **4** and nuts **5**.

► Bolt the mounting brackets **3** on both sides with screws **4** and nuts **5** and secure with the retaining element **6**.

When the respective auxiliary weight is properly assembled and secured:
► Remove the auxiliary crane.
► Install additional auxiliary weights as described above.

13.2 Preparing the hook block for crane operation

Note
► To reeve in the hook block, observe chapter 4.06 and the reeving plans.
► Observe the permissible hook block weights in the erection and take-down charts.

► Reeve in the hoist rope according to chapter 4.06 and the reeving plans.

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13.3 Preparing the hook block for disassembly

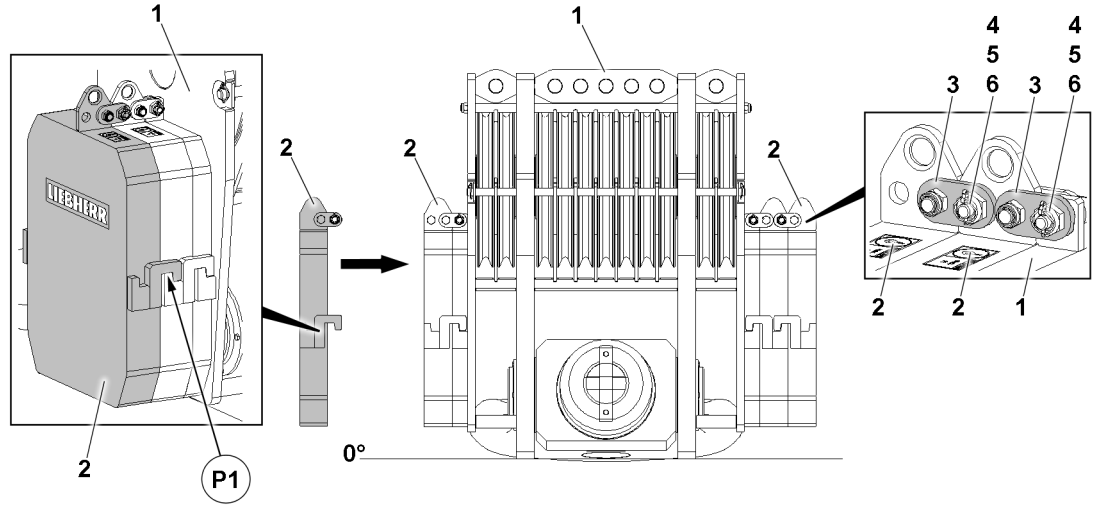

Fig.151982: Hook block, fastening system 2

Note
- ► To reeve out the hook block, observe chapter 4.06 and the reeving plans.
- ► Observe the permissible hook block weights in the erection and take-down charts.

Make sure that the following prerequisites are met:
- – The ground is of sufficient load bearing capacity.
- – The ground is level and horizontal.
- – The hook block is placed on the ground.

When the hook block is placed on the ground
- ► Reeve the hoist rope out.

13.4 Disassembling the auxiliary weights

- ► Fasten the auxiliary weight **2** to the auxiliary crane.
- ► Tension the fastening equipment carefully.

WARNING
Disassemble the unsecured auxiliary weight!
Death, severe bodily injuries.
- ► Never remove all screws **4** of the auxiliary weight simultaneously.
- ► Upon disassembly, only release the outermost auxiliary weight on both sides.

When the fastening equipment is tensioned on the auxiliary weight:
- ► Remove the retaining element **6**, release the screw connections on the mounting brackets **3** of the outermost auxiliary weight **2** and remove the screws **4**.
- ► Lift the auxiliary weight with the auxiliary crane from the hook block.
- ► Take the auxiliary weight down.
- ► Disassemble the additional auxiliary weights as described above.

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14 Fastening system 3

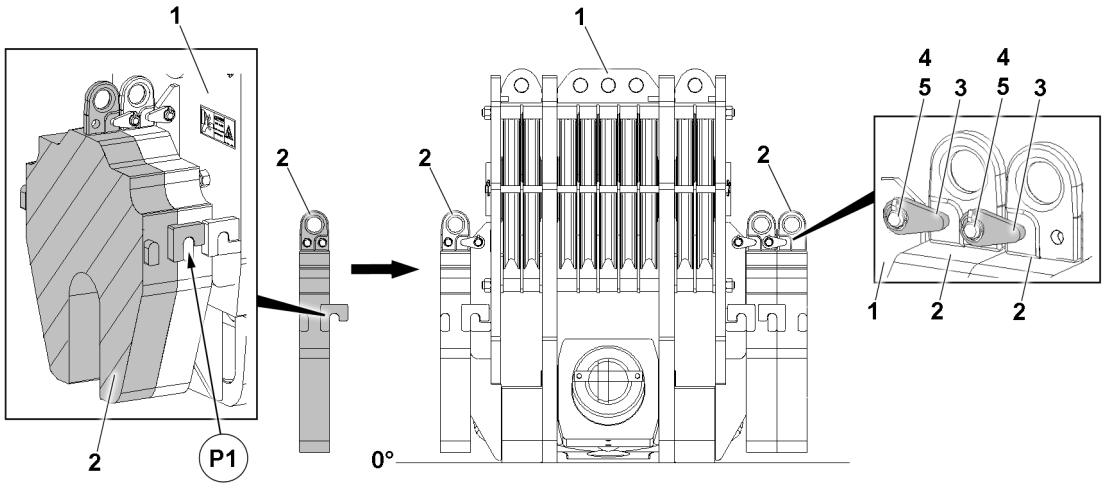

Fig.151983: Hook block, fastening system 3

14.1 Assembling the auxiliary weights

Make sure that the following prerequisites are met:
- The ground is of sufficient load bearing capacity.
- The ground is level and horizontal.
- The hook block is placed on the ground.

► Fasten the auxiliary weight **2** to the auxiliary crane.
► Attach the auxiliary weight **2** to the hook block **1** in position **P1**.

WARNING
Auxiliary weight not secured!
Death, severe bodily injuries.
► Pin the mounting brackets **3** on both sides with pins **4** and secure with the retaining element **5**.

► Pin the mounting brackets **3** on both sides with pins **4** and secure with the retaining element **5**.

When the respective auxiliary weight is properly assembled and secured:
► Remove the auxiliary crane.
► Install additional auxiliary weights as described above.

14.2 Preparing the hook block for crane operation

Note
► To reeve in the hook block, observe chapter 4.06 and the reeving plans.
► Observe the permissible hook block weights in the erection and take-down charts.

► Reeve in the hoist rope according to chapter 4.06 and the reeving plans.

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14.3 Preparing the hook block for disassembly

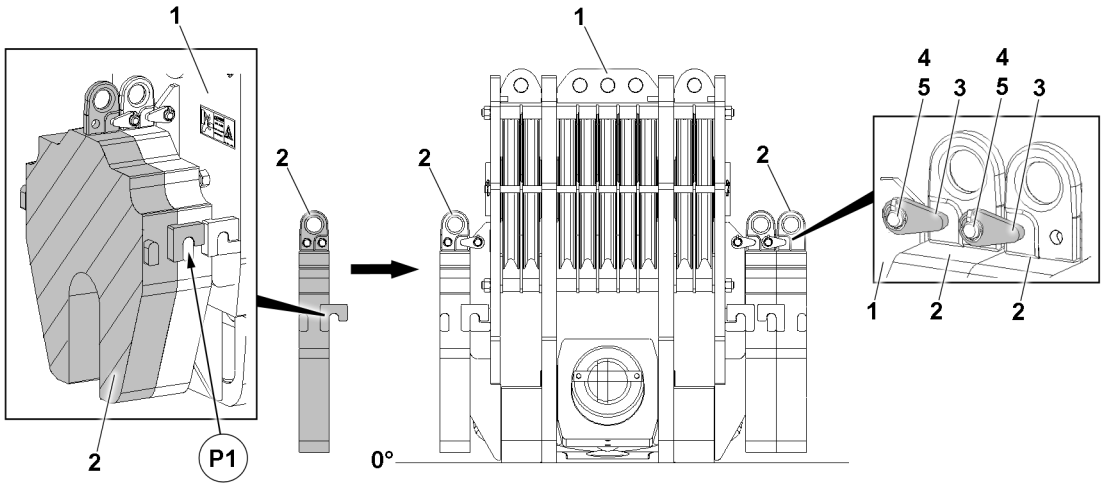

Fig.151983: Hook block, fastening system 3

Note
- ► To reeve out the hook block, observe chapter 4.06 and the reeving plans.
- ► Observe the permissible hook block weights in the erection and take-down charts.

Make sure that the following prerequisites are met:
- – The ground is of sufficient load bearing capacity.
- – The ground is level and horizontal.
- – The hook block is placed on the ground.

When the hook block is placed on the ground
- ► Reeve the hoist rope out.

14.4 Disassembling the auxiliary weights

- ► Fasten the auxiliary weight **2** to the auxiliary crane.
- ► Tension the fastening equipment carefully.

WARNING
Disassemble the unsecured auxiliary weight!
Death, severe bodily injuries.
- ► Never remove all pins **4** of the auxiliary weight simultaneously.
- ► Upon disassembly, only release the outermost auxiliary weight on both sides.

When the fastening equipment is tensioned on the auxiliary weight:
- ► Remove the retaining element **5**, release the pin connections on the mounting brackets **3** of the outermost auxiliary weight **2** and remove the pins **4**.
- ► Lift the auxiliary weight with the auxiliary crane from the hook block.
- ► Take the auxiliary weight down.
- ► Disassemble the additional auxiliary weights as described above.

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15 Fastening system 4

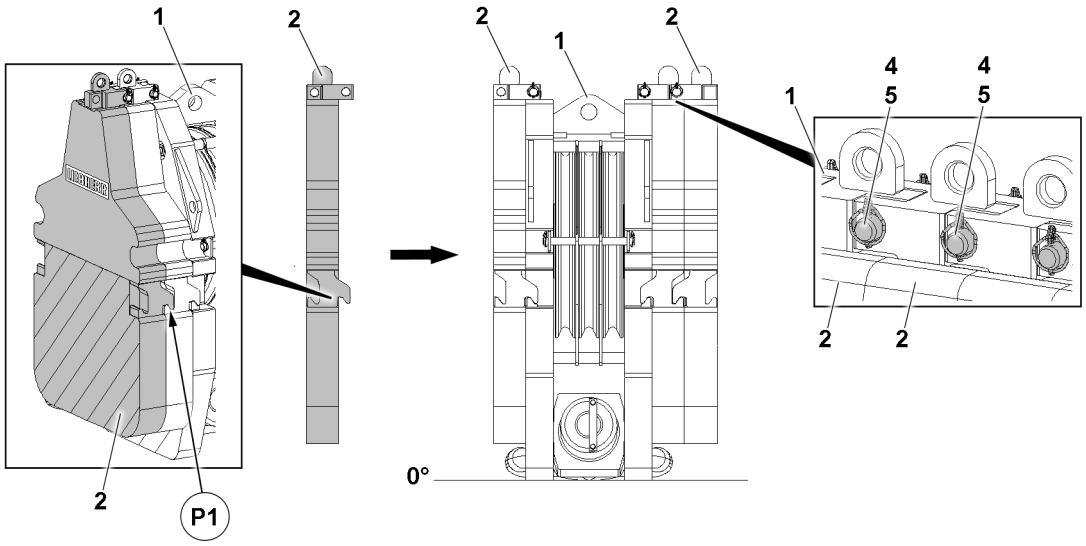

Fig.151984: Hook block, fastening system 4

15.1 Assembling the auxiliary weights

Make sure that the following prerequisites are met:
- The ground is of sufficient load bearing capacity.
- The ground is level and horizontal.
- The hook block is placed on the ground.

► Fasten the auxiliary weight **2** to the auxiliary crane.
► Attach the auxiliary weight **2** to the hook block **1** in position **P1**.

WARNING
Auxiliary weight not secured!
Death, severe bodily injuries.
► Secure the auxiliary weight **2**: Insert the pin **4** and secure it with the retaining element **5**.

► Secure the auxiliary weight **2**: Insert the pin **4** and secure it with the retaining element **5**.

When the respective auxiliary weight is properly assembled and secured:
► Remove the auxiliary crane.
► Install additional auxiliary weights as described above.

15.2 Preparing the hook block for crane operation

Note
► To reeve in the hook block, observe chapter 4.06 and the reeving plans.
► Observe the permissible hook block weights in the erection and take-down charts.

► Reeve in the hoist rope according to chapter 4.06 and the reeving plans.

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15.3 Preparing the hook block for disassembly

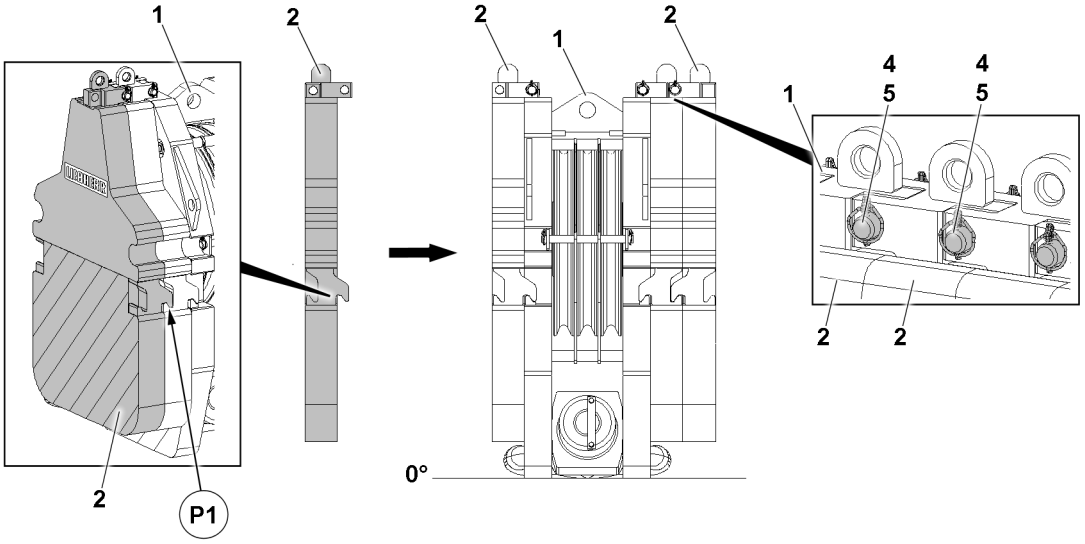

Fig.151984: Hook block, fastening system 4

Note
- ► To reeve out the hook block, observe chapter 4.06 and the reeving plans.
- ► Observe the permissible hook block weights in the erection and take-down charts.

Make sure that the following prerequisites are met:
- – The ground is of sufficient load bearing capacity.
- – The ground is level and horizontal.
- – The hook block is placed on the ground.

When the hook block is placed on the ground
- ► Reeve the hoist rope out.

15.4 Disassembling the auxiliary weights

- ► Fasten the auxiliary weight **2** to the auxiliary crane.
- ► Tension the fastening equipment carefully.

WARNING
Disassemble the unsecured auxiliary weight!
Death, severe bodily injuries.
- ► Never remove all pins **4** of the auxiliary weight simultaneously.
- ► Upon disassembly, only release the outermost auxiliary weight.

When the fastening equipment is tensioned on the auxiliary weight:
- ► Remove the retaining element **5**, release the pin connections of the outermost auxiliary weight **2** and remove the pins **4**.
- ► Lift the auxiliary weight with the auxiliary crane from the hook block.
- ► Take the auxiliary weight down.
- ► Disassemble the additional auxiliary weights as described above.

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5.30 Pin pulling device

1	Pin pulling device	2
2	Hydraulic oil level, hydraulic oil, hydraulic oil pressure	6
3	Pinning and unpinning with the pin pulling device	7

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1 Pin pulling device

The pin pulling device consists of the hydraulic aggregate and the pin pulling cylinders. The connector pins on the crawler crane and on the lattice sections are pinned and unpinned with these pin pulling cylinders. In doing so the hydraulic aggregate remains on the ground and can be positioned near the pin location, outside of the danger zone.

1.1 Hydraulic aggregate on wheels with „emergency control“ function

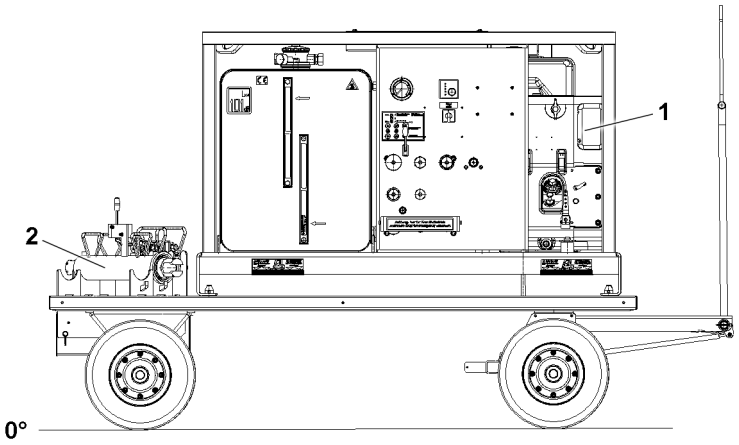

Fig.151398: Hydraulic aggregate on wheels with „emergency control“ function

1 Hydraulic aggregate **2** Pin pulling cylinder

1.2 Hydraulic aggregate on wheels without „emergency control“ function

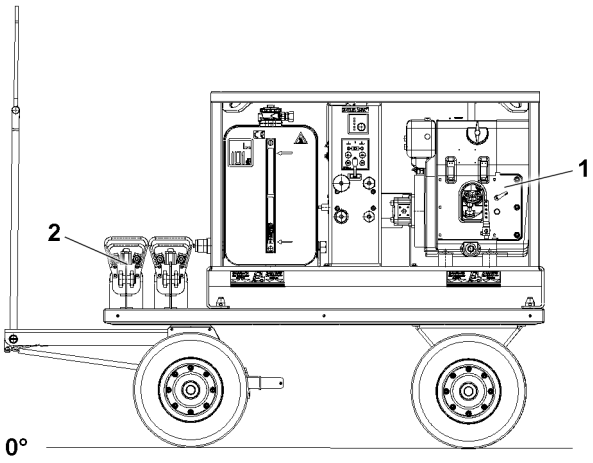

Fig.151399: Hydraulic aggregate on wheels without „emergency control“ function

1 Hydraulic aggregate **2** Pin pulling cylinder

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1.3 Hydraulic aggregate on crawlers

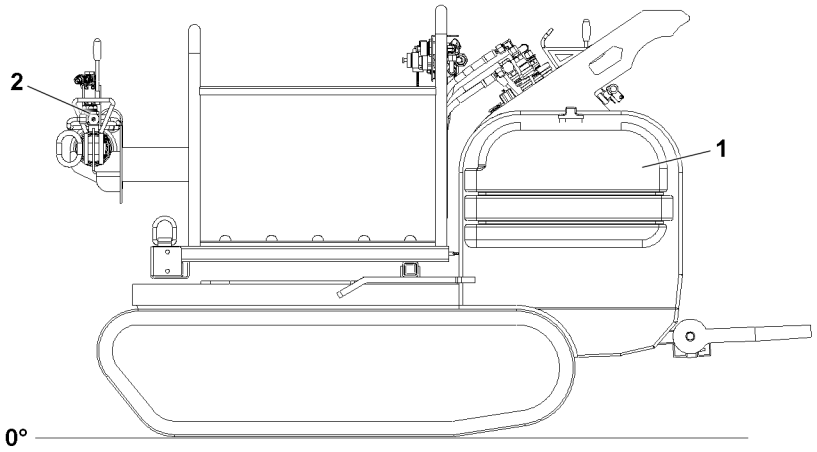

Fig.151400: Pin pulling aggregate on crawlers

1 Hydraulic aggregate **2** Pin pulling cylinder

1.4 Tele lift truck hydraulic aggregate

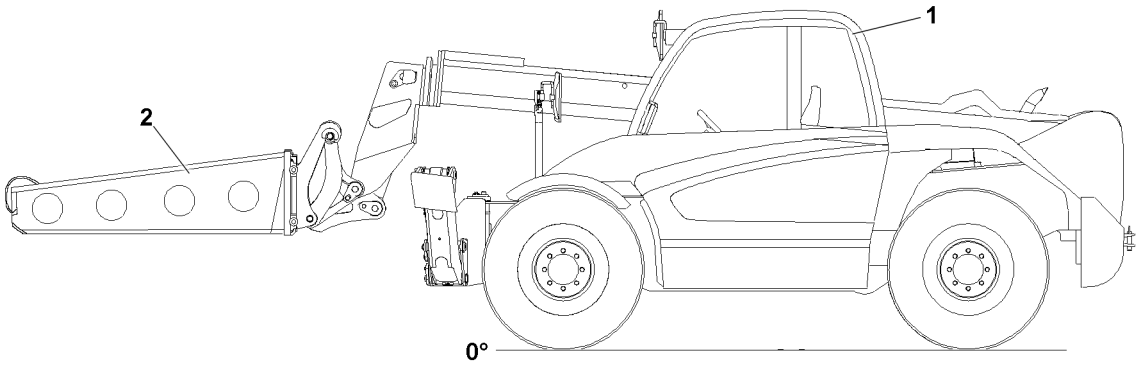

Fig.157046: Tele lift truck hydraulic aggregate

1 Tele lift truck **2** Assembly arm with pin pulling cylinder

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1.5 Pin pulling cylinder

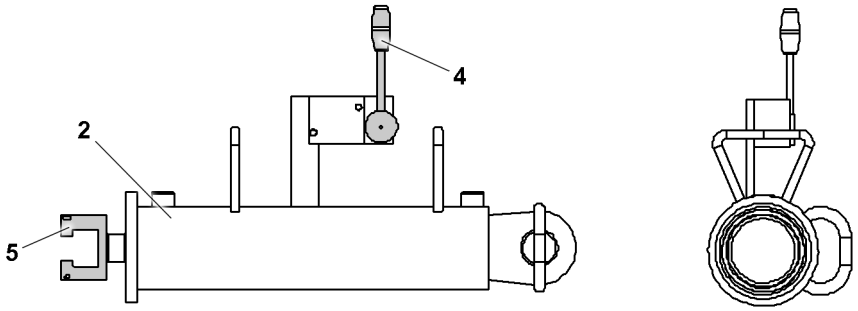

Fig.151408: Pin pulling cylinder

2 Pin pulling cylinder
4 Lever
5 Piston rod head

1.6 Description of the function

1.6.1 Pin pulling cylinder

The pin pulling cylinder has an engaging valve that can set the movement direction of the cylinder.

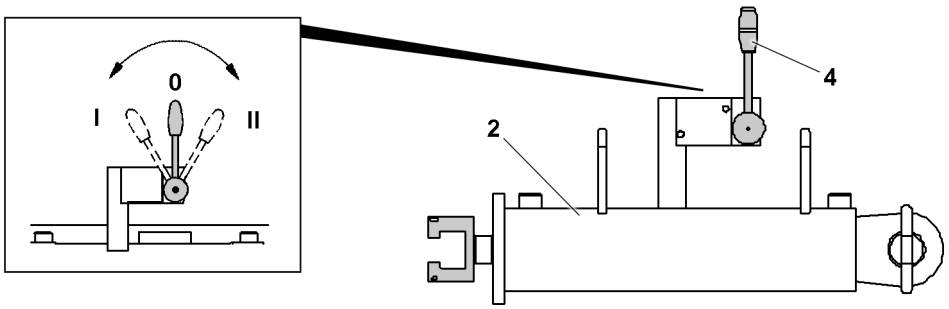

Fig.157045: Pin pulling cylinder

2 Pin pulling cylinder
4 Lever

Lever settings:
- **0 position**: Neutral position.
- **I position**: Extend the piston rod head **5**.
- **II position**: Retract the piston rod head **5**.

Note
► The weight of the pin pulling cylinder is approx. 25 kg.

1.6.2 Hydraulic aggregate

There are different structural versions of the pin pulling aggregates. In principle, there are two different categories. The hydraulic aggregates that have three setting options, „pressureless“, „low pressure“ and „high pressure“ and those that do not have a switch setting for pressureless circulation, and can only be operated with „low pressure“ and „high pressure“. The hydraulic aggregates are depressurized by switching off the engine. The hoses for connecting the hydraulic aggregate and the pin pulling cylinder can only be connected in a depressurized condition.

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Note
- ► Operate the hydraulic aggregate, see the Operating and maintenance instructions for the hydraulic aggregate.
- ► The illustrated hydraulic aggregate is shown as an example and may not exactly match your crane.
- ► Lever settings, see the Operating and maintenance instructions for the hydraulic aggregate.

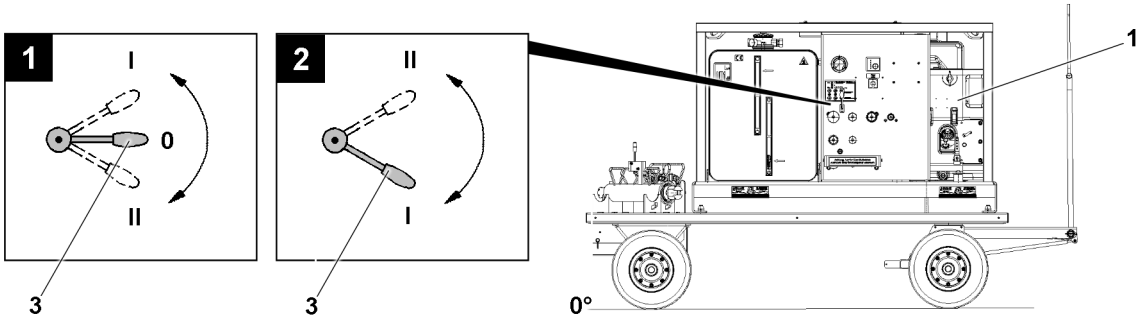

Fig.157047: Hydraulic aggregate

1 Hydraulic aggregate **3** Lever

Lever settings, see illustration **1**:
- **0 position**: Neutral position
- **I position**: Low pressure: 30 Bar
- **II position**: High pressure: ≥ 210 bar , not engaging, spring return

Lever settings, see illustration **1**:
- **0 position**: Low pressure: 30 Bar , spring centered
- **I position**: High pressure: ≥ 210 bar , not engaging, spring return
- **II position**: High pressure: ≥ 210 bar , engaging with lock, only for emergency operation

Lever settings, see illustration **2**:
- **I position**: Low pressure: 30 Bar , spring centered
- **II position**: High pressure: ≥ 210 bar , not engaging, spring return

The **low pressure** setting serves either for positioning the pin pulling cylinder or for pinning / unpinning a „non-tensioned“ pin.

A „tensioned“ pin can also be pulled with the **high pressure** setting.

Note
- ► Operation with the tele lift truck: The **low pressure** and **high pressure** are set from the tele lift truck.
- ► Operation with the tele lift truck, see the Operating and maintenance instructions for the tele lift truck.

WARNING
High pressure operation!
Death, severe bodily injuries, property damage.
- ► Make sure that when operating the pin pulling cylinder in high pressure operation, no one is located in the danger zone of the pin location, and in particular below or on the parts to be pinned or separated.
- ► It is only permitted to control the pin pulling cylinder in high pressure operation by actuating the valve on the hydraulic aggregate.

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WARNING
Impermissible work position for the hydraulic aggregate!
If a hydraulic aggregate is placed on boom components or crane components for assembly purposes, this can cause accident situations.
Operating personnel can fall down from the grating of the boom component if the grating is overloaded by the hydraulic aggregate positioned on it.
The grating for the boom components is permitted for the weight of only two people.
Death, severe bodily injuries, property damage.
- ► Make sure that a hydraulic aggregate is never placed on boom components or crane components.
- ► The hydraulic aggregate may only be operated on the ground.

2 Hydraulic oil level, hydraulic oil, hydraulic oil pressure

Note
- ► The hydraulic oil tank is filled when starting the hydraulic aggregate.
- ► Check the hydraulic oil level, see Operating and maintenance instructions for the Hydraulic aggregate.

NOTICE
Emerging hydraulic oil!
When the hydraulic aggregate is changed and / or the operational crane hydraulic is connected, then there is a danger that the hydraulic oil is supplied during the working process into the hydraulic tank circuit and thus forwarded into the hydraulic tank of the hydraulic aggregate.
The forwarded hydraulic oil quantity exceeds the tank volume of the hydraulic aggregate. Hydraulic oil runs over and contaminates the environment.
- ► Make sure that the hydraulic aggregate is separated from the hydraulic circuit of the crane before hydraulic components are actuated via the crane hydraulic.
- ► Make sure that the work process is started and ended with the same hydraulic aggregate.
- ► Make sure that the same amount of hydraulic oil is in the hydraulic oil tank of the hydraulic aggregate before use and after use.

WARNING
Loss of pressure or leakage!
Incorrectly coupled or self-loosening quick couplings (return lines in particular) can result in serious accidents due to component failure.
Death, severe bodily injuries, property damage.
- ► Check that the quick couplings have been properly connected before using the crane.
- ► Connect the coupling components (sleeve and connector) and screw together with the knurled nut.
- ► Tighten the hydraulic coupling by hand. Turn the knurled nut until it reaches a tangible, fixed stop position.

WARNING
Pressure in the hydraulic lines!
If the pressure supply is not interrupted before connecting / releasing the hydraulic lines, the hydraulic oil can escape with high pressure.
Death, severe bodily injuries, property damage.
- ► Release the pressure in the hydraulic system before connecting / disconnecting: Interrupt the pressure supply and wait a short time.

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3 Pinning and unpinning with the pin pulling device

WARNING
Danger to operating personnel!
When pinning / unpinning the pins on the components, components can move uncontrolled. Persons and objects can be caught by moving structural parts and be dragged along.
Death, severe bodily injuries, property damage.
- ► It is prohibited for personnel to remain in the entire danger zone!
- ► Only stand on fixed components, not on the one to pin / unpin.

DANGER
Danger of accident!
When you disassemble unsecured or unsupported crane parts, they can fall down.
Death, severe bodily injuries, property damage.
- ► Never stand under unsecured or unsupported crane parts and unpin the pins.
- ► Never unpin the connector pins on unsecured or unsupported booms.
- ► Do not stand under the crane parts or within the complete danger zone during the pinning and unpinning procedure.
- ► Support the components and boom.
- ► Do not lean the ladder against the crane part being disassembled.

Observe the safety instructions before assembly and disassembly:
- – Information regarding personal protective equipment. See chapter 2.04.
- – Information regarding fall protection equipment. See chapter 2.06.
- – Use the provided walking surfaces and stepping surfaces.
- – Technical safety instructions for assembly and disassembly. See chapter 5.01.

3.1 Preparatory work

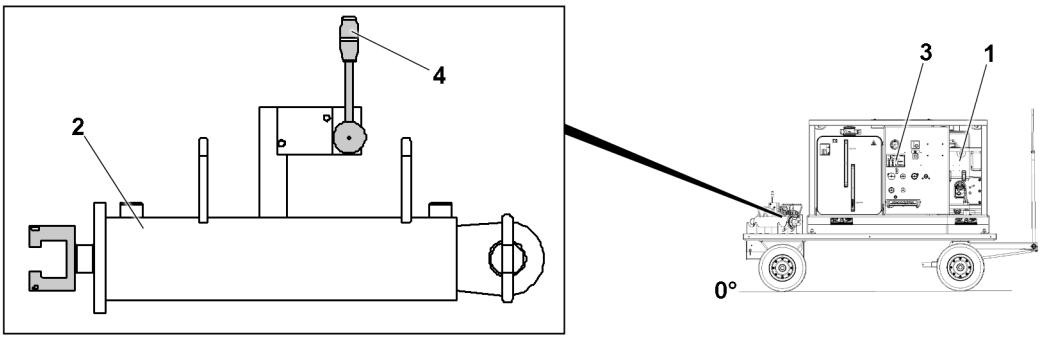

Fig.157052: Hydraulic aggregate with pin pulling cylinder

1	Hydraulic aggregate	**3**	Lever
2	Pin pulling cylinder	**4**	Lever

Note
- ► Operate the hydraulic aggregate, see the Operating and maintenance instructions for the hydraulic aggregate.
- ► The illustrated hydraulic aggregate is shown as an example and may not exactly match your crane.
- ► Lever settings, see the Operating and maintenance instructions for the hydraulic aggregate.

Make sure that the following prerequisites are met:
- – The pin pulling cylinder **2** is connected to the hydraulic supply.
- – The hydraulic aggregate **1** is not yet started.
- – The lever **3** is in the **low pressure position** or in the **0 position**.
- – The lever **4** is in the **0 position**.

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Note
► The weight of the pin pulling cylinder is approx. 25 kg.

WARNING
Pin pulling cylinder held manually!
Danger of falling due holding the pin pulling cylinder **2** manually.
► Use the auxiliary crane to bring the pin pulling cylinder **2** to the correct height.

► Bring the pin pulling cylinder **2** to the position to be pinned.
or
Use the auxiliary crane to bring the pin pulling cylinder **2** to the correct height.

3.2 Pinning or unpinning pins, pin location variation I

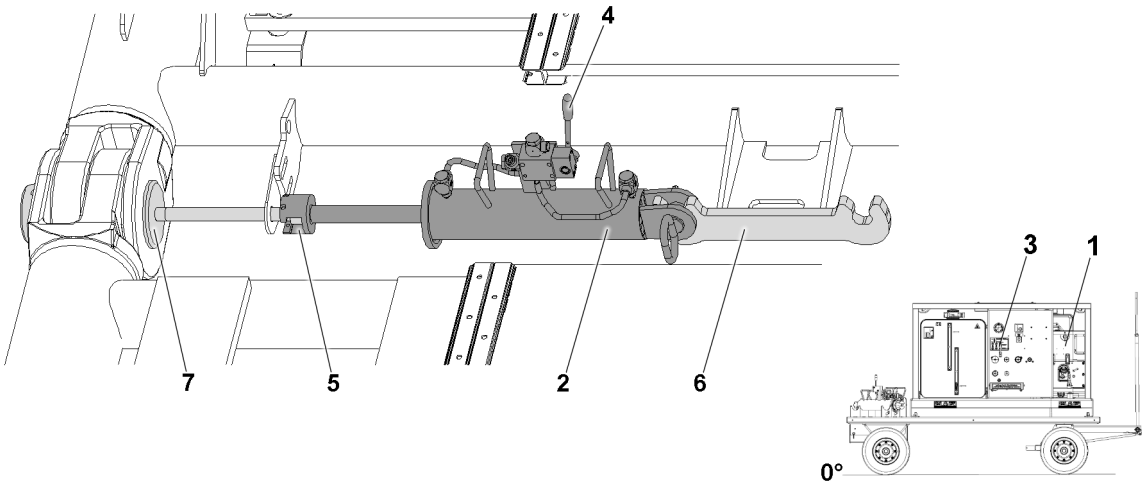

Fig.157048: Pin pulling cylinder

1 Hydraulic aggregate
2 Pin pulling cylinder
3 Lever
4 Lever
5 Piston rod head
6 Retainer
7 Pin

Note
► Operate the hydraulic aggregate, see the Operating and maintenance instructions for the hydraulic aggregate.
► The illustrated hydraulic aggregate is shown as an example and may not exactly match your crane.
► Lever settings, see the Operating and maintenance instructions for the hydraulic aggregate.

3.2.1 Pinning or unpinning not tensioned pins with low pressure

► Start the hydraulic aggregate motor on the hydraulic aggregate **1**.
► Set the engine rpm on the hydraulic aggregate **1**.
► Set the lever **3** on the hydraulic aggregate **1** to the **low pressure position**, see section „Hydraulic aggregate“.

WARNING
Accidental operation of the lever!
Crushing of limbs if the lever **4** is accidentally operated.
► Make sure that the lever **4** is not accidentally operated.
► Hold the pin pulling cylinder **2** only by the provided handles.

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► Connect the pin pulling cylinder **2** to the retainer **6** on the component.

To set the pin pulling cylinder stroke, operate the lever **4**:
► Connect the piston rod head **5** with the screw on the pin **7**.

WARNING
Reaching into the danger zone!
Crushing of limbs when reaching into the danger zone.
► Hold the pin pulling cylinder **2** only by the provided handles.

When the pin pulling cylinder **2** is positioned securely in the pin location:
► Operate the lever **4** on the pin pulling cylinder **2**.

Result:
– The pin is pinned or unpinned with **low pressure**.

3.2.2 Pinning or unpinning tensioned pins with high pressure

The pin pulling cylinder **2** is actuated for safety reasons on the hydraulic aggregate **1**!

► Start the hydraulic aggregate **1**.
► Set the engine rpm on the hydraulic aggregate **1**.
► Set the lever **3** on the hydraulic aggregate **1** to the **low pressure position**, see section „Hydraulic aggregate“.

WARNING
Accidental operation of the lever!
Crushing of limbs if the lever **4** is accidentally operated.
► Make sure that the lever **4** is not accidentally operated.
► Hold the pin pulling cylinder **2** only by the provided handles.

► Connect the pin pulling cylinder **2** to the retainer **6** on the component.

To set the pin pulling cylinder stroke, operate the lever **4**:
► Connect the piston rod head **5** with the screw on the pin **7**.

WARNING
High pressure operation!
Death, severe bodily injuries, property damage.
► Make sure that when operating the pin pulling cylinder in high pressure operation, no one is located in the danger zone of the pin location, and in particular below or on the parts to be pinned or separated.
► It is only permitted to control the pin pulling cylinder in high pressure operation by actuating the valve on the hydraulic aggregate.

When the pin pulling cylinder **2** is positioned securely in the pin location:
► Do not set any movement direction for the pin pulling cylinder **2**, operate the lever **4**.
► Leave the pin location.

When no one is located in the danger zone:
► Set the lever **3** on the hydraulic aggregate **1** to **high pressure**, see section „Hydraulic aggregate“.

Result:
– The pin is pinned or unpinned with **high pressure**.

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3.3 Pinning or unpinning pins, pin location variation II

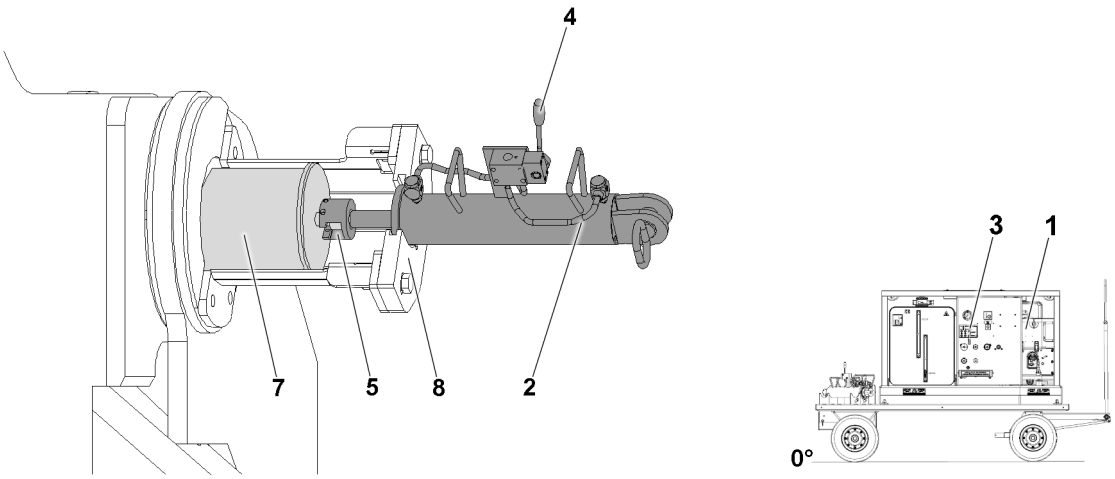

Fig.157049: Pin pulling cylinder

1 Hydraulic aggregate
2 Pin pulling cylinder
3 Lever
4 Lever
5 Piston rod head
7 Pin
8 Retainer

Note
- ► Operate the hydraulic aggregate, see the Operating and maintenance instructions for the hydraulic aggregate.
- ► The illustrated hydraulic aggregate is shown as an example and may not exactly match your crane.
- ► Lever settings, see the Operating and maintenance instructions for the hydraulic aggregate.

3.3.1 Pinning or unpinning not tensioned pins with low pressure

- ► Start the hydraulic aggregate motor on the hydraulic aggregate **1**.
- ► Set the engine rpm on the hydraulic aggregate **1**.
- ► Set the lever **3** on the hydraulic aggregate **1** to the **low pressure position**, see section „Hydraulic aggregate“.

WARNING
Accidental operation of the lever!
Crushing of limbs if the lever **4** is accidentally operated.
- ► Make sure that the lever **4** is not accidentally operated.
- ► Hold the pin pulling cylinder **2** only by the provided handles.

- ► Place the pin pulling cylinder **2** with the collar in the retainer **8** on the component.

To set the pin pulling cylinder stroke, operate the lever **4**:
- ► Connect the piston rod head **5** with the screw on the pin **7**.

WARNING
Reaching into the danger zone!
Crushing of limbs when reaching into the danger zone.
- ► Hold the pin pulling cylinder **2** only by the provided handles.

When the pin pulling cylinder **2** is positioned securely in the pin location:
- ► Operate the lever **4** on the pin pulling cylinder **2**.

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Result:
– The pin is pinned or unpinned with **low pressure**.

3.3.2 Pinning or unpinning tensioned pins with high pressure

The pin pulling cylinder **2** is actuated for safety reasons on the hydraulic aggregate **1**!

► Start the hydraulic aggregate **1**.
► Set the engine rpm on the hydraulic aggregate **1**.
► Set the lever **3** on the hydraulic aggregate **1** to the **low pressure position**, see section „Hydraulic aggregate“.

WARNING
Accidental operation of the lever!
Crushing of limbs if the lever **4** is accidentally operated.
► Make sure that the lever **4** is not accidentally operated.
► Hold the pin pulling cylinder **2** only by the provided handles.

► Place the pin pulling cylinder **2** with the collar in the retainer **8** on the component.

To set the pin pulling cylinder stroke, operate the lever **4**:
► Connect the piston rod head **5** with the screw on the pin **7**.

WARNING
High pressure operation!
Death, severe bodily injuries, property damage.
► Make sure that when operating the pin pulling cylinder in high pressure operation, no one is located in the danger zone of the pin location, and in particular below or on the parts to be pinned or separated.
► It is only permitted to control the pin pulling cylinder in high pressure operation by actuating the valve on the hydraulic aggregate.

When the pin pulling cylinder **2** is positioned securely in the pin location:
► Do not set any movement direction for the pin pulling cylinder **2**, operate the lever **4**.
► Leave the pin location.

When no one is located in the danger zone:
► Set the lever **3** on the hydraulic aggregate **1** to **high pressure**, see section „Hydraulic aggregate“.

Result:
– The pin is pinned or unpinned with **high pressure**.

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3.4 Removing the pin pulling cylinder

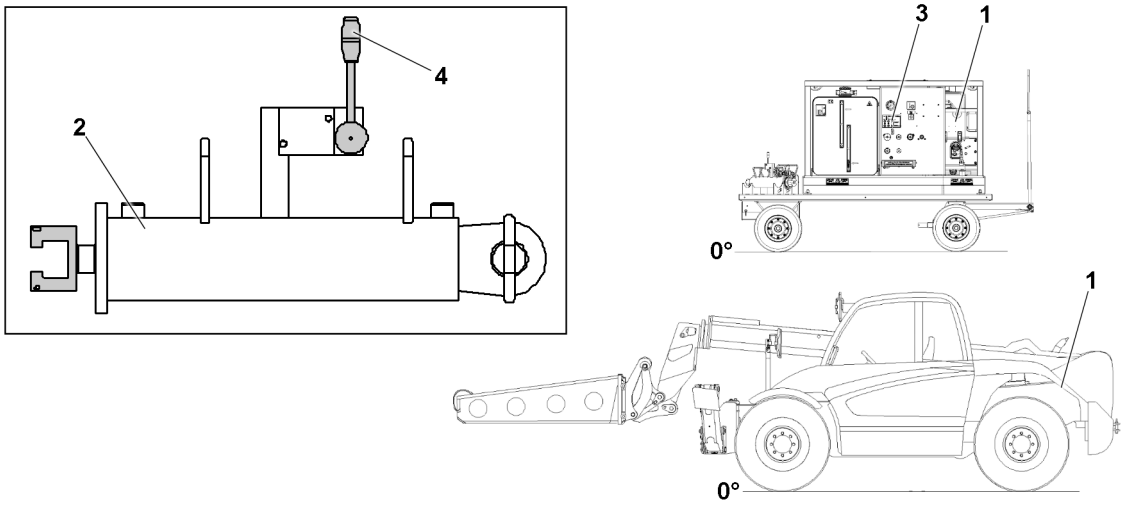

Fig.157050: Hydraulic aggregate with pin pulling cylinder

1	Hydraulic aggregate / tele lift truck	**3**	Lever
2	Pin pulling cylinder	**4**	Lever

Note

- ► Operate the hydraulic aggregate, see the Operating and maintenance instructions for the hydraulic aggregate.
- ► The illustrated hydraulic aggregate is shown as an example and may not exactly match your crane.
- ► Lever settings, see the Operating and maintenance instructions for the hydraulic aggregate.

When the pin **7** is successfully pinned or unpinned:

- ► Set the lever **3** on the hydraulic aggregate **1** to the **low pressure position** or the **0 position**, see section „Hydraulic aggregate“.
- ► Depressurize the hydraulic aggregate **1**: Turn the hydraulic aggregate motor off.
- ► Set the lever **4** on the pin pulling cylinder **2** to the **0 position**.
- ► Disconnect the piston rod head **5** from the screw on the pin.
- ► Disconnect the pin pulling cylinder **2** from the retainer **6** or retainer **8** on the component.

WARNING

Pin pulling cylinder held manually!

Danger of falling due holding the pin pulling cylinder **2** manually.

- ► Carefully lower the pin pulling cylinder **2** to the ground with the auxiliary crane.

- ► Remove the pin pulling cylinder **2**.
  or
  Carefully lower the pin pulling cylinder **2** to the ground with the auxiliary crane.
- ► Return the pin pulling cylinder **2** to the transport retainer on the hydraulic aggregate **1**.
- ► Disassemble the hydraulic hoses and close the connections off with dust caps.

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3.5 Operating with the tele lift truck

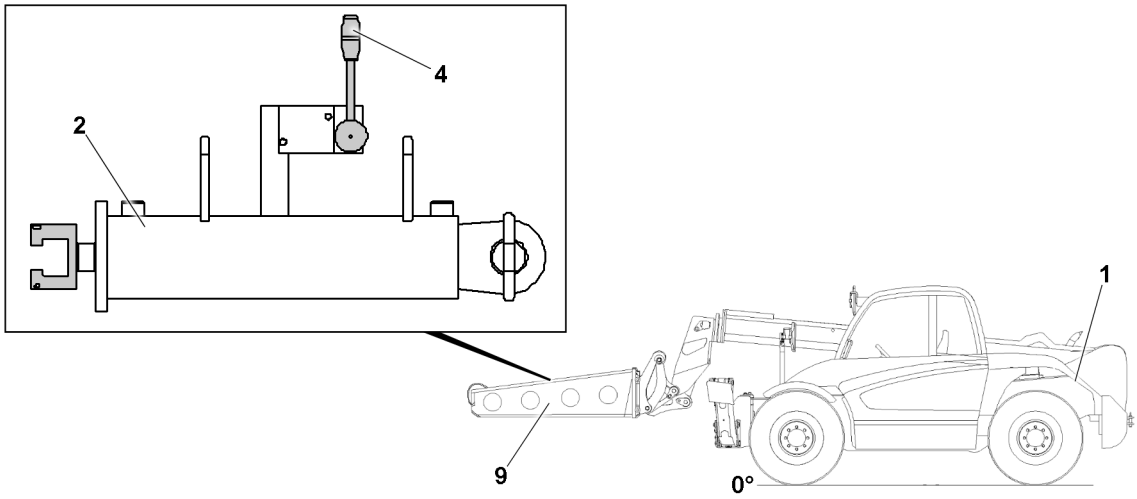

Fig.157051: Tele lift truck hydraulic aggregate

1	Tele lift truck hydraulic aggregate	**4**	Lever
2	Pin pulling cylinder	**9**	Assembly arm

Note

- ► Operation with the tele lift truck, see the Operating and maintenance instructions for the tele lift truck.
- ► Inserting and unpinning the pin takes place using the same work steps described in the section „Pinning and unpinning with the pin pulling device“.

The pin pulling cylinder can be pulled up or lowered via the rope winch on the assembly arm.

Operation with the tele lift truck: The **low pressure** and **high pressure** are set from the tele lift truck.

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5.31 BTT - Operating element

1 Using the BTT 2

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1 Using the BTT

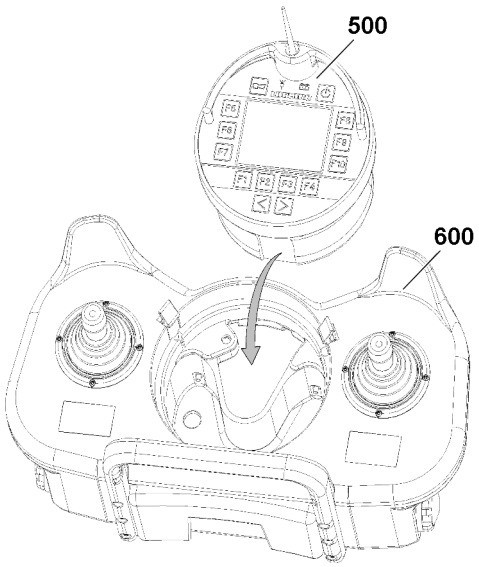

Fig.126305

Note
Use the BTT **500** in connection with the radio remote control panel **600**.
► To operate the radio remote control, see the radio remote control operating instructions, chapter 6.08.

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5.35 Derrick ballast - ballast trailer

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3	Setting the ballast trailer radii	35
4	Steering programs	37
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Fig.195219

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1 Component description and general notes

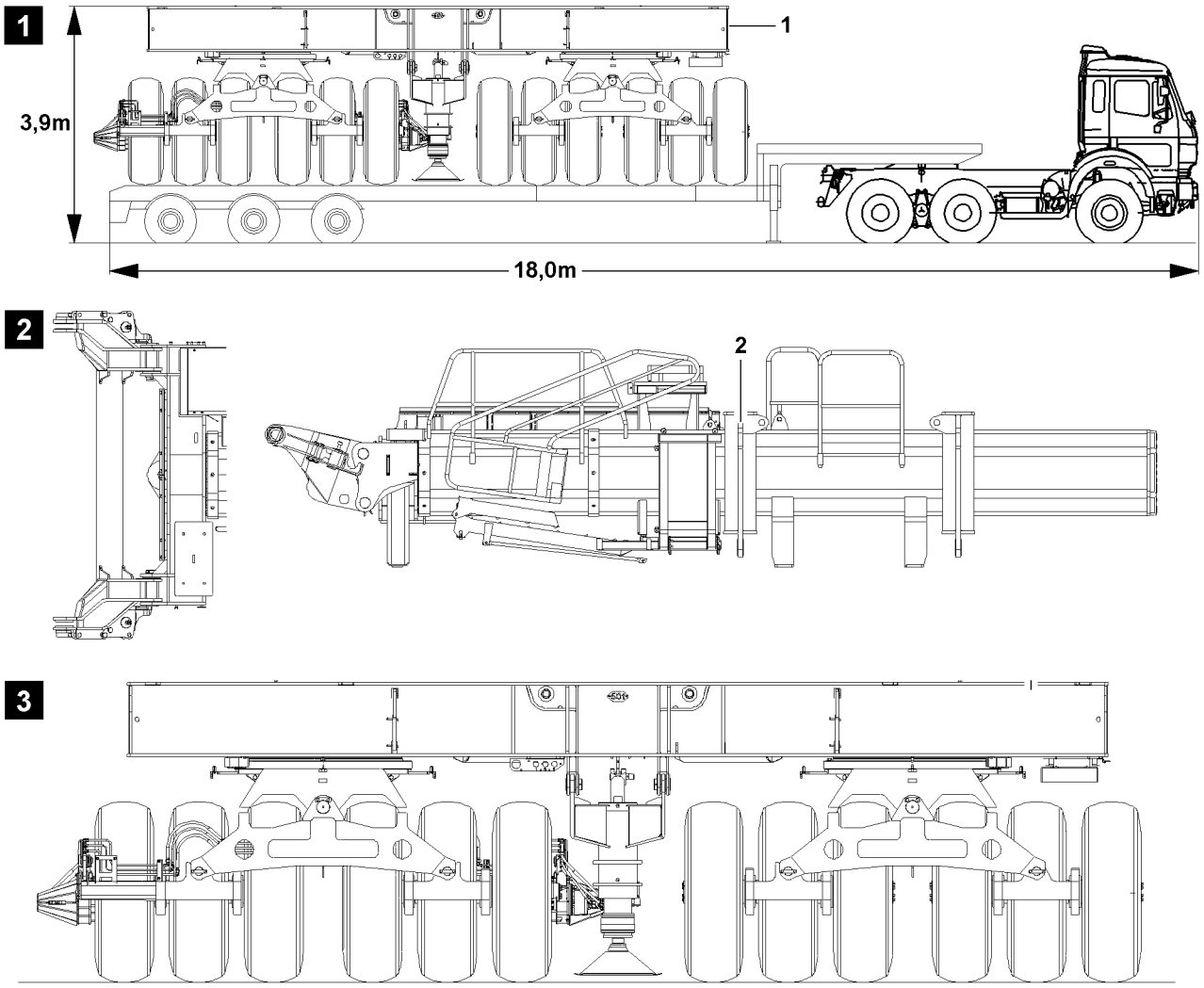

Fig.126814

Ballast trailer, complete, consisting of:

- 2 axle lines with 2 each oscillating wheel sets
- **1** Ballast trailer
- **2** Ballast trailer guide
- **3** Support cylinder

Note

► For the dimensions and weights, see the Crane operating instructions, chapter 1.03.

Hydraulic telescopeable ballast trailer guide for ballast trailer radii of R 13 m - R 18 m.

The pull cylinders for the ballast trailer are assembled on the D-end section and can be actuated under load.

Hydraulic, mechanical steering is electronically adjustable for:

- Towing
- Circular travel
- Parallel travel
- Manual steering adjustment

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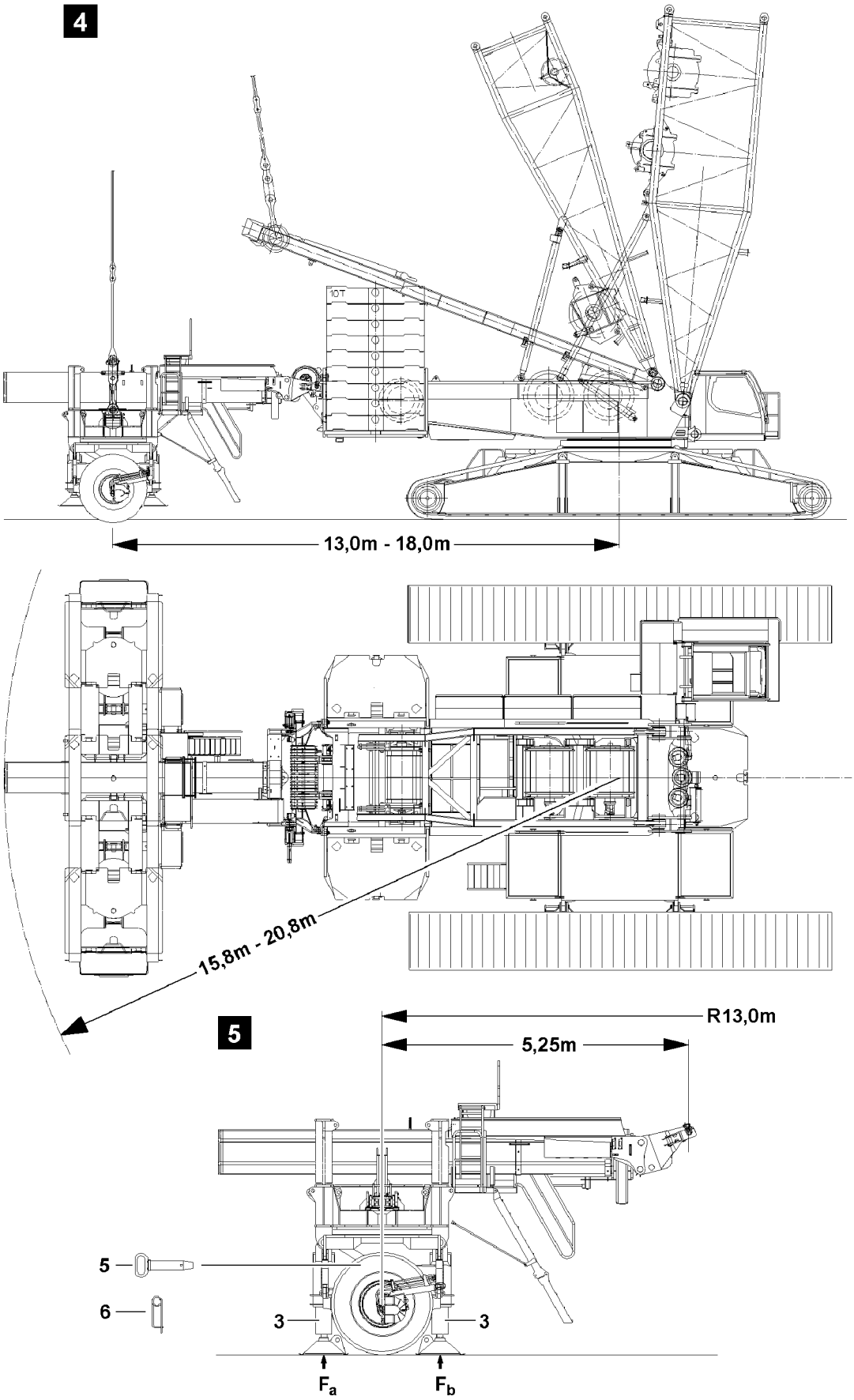

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Fig.113690

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1.1 Radii

Derrick boom radius	Ballast trailer radius
13.0 m	13.0 m
13.0 m	15.0 m
13.0 m	18.0 m

1.2 Stability and tipping safety when the ballast trailer is not assembled on the turntable

Make sure that the following prerequisites are met:
- The ballast trailer guide is hydraulically fully retracted.
- The ballast trailer is supported and horizontally aligned.

WARNING
Ballast trailer tipping danger!
If the ballast trailer is not assembled on the turntable and the ballast trailer guide is not fully retracted, then the ballast trailer can tip over.
Personnel can be severely injured or killed.
- ► Before the disassembly of the ballast trailer on the turntable, the locking pin **6** must be pinned on the strut of the ballast trailer and secured with the spring retainer **5**.
- ► The ballast trailer guide must be fully retracted before disassembly of the ballast trailer on the turntable.
- ► The support cylinders **3** are extended to the point where the tires are relieved.

Illustration	Ballast trailer radius	Ballast	Maximum support pressure F_a	Maximum support pressure F_b
5	R = 13.0 m	0 t	23.6 t	39.6 t

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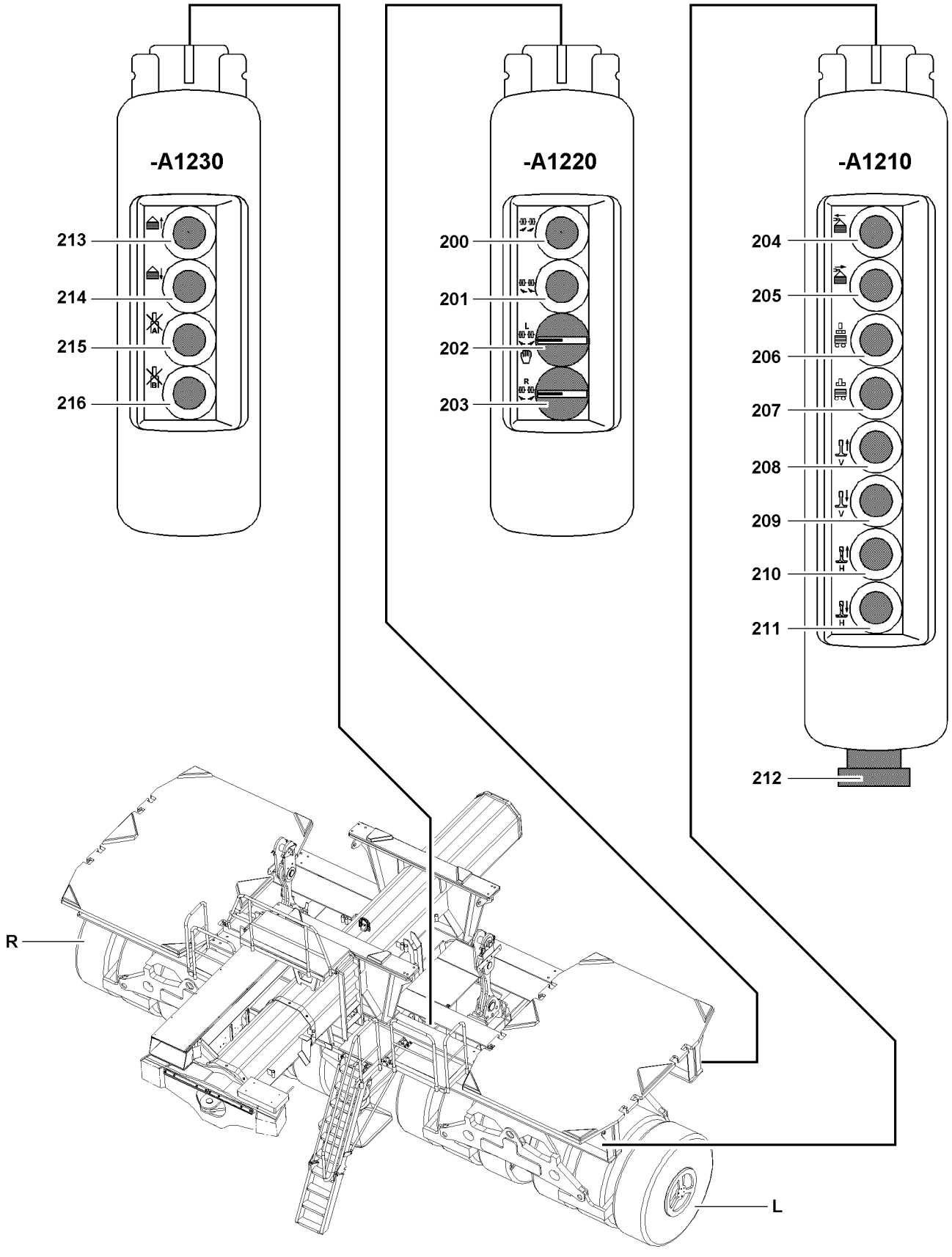

Fig.113691

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1.3 Operating elements on the control panels

Control panel - A1220		
200	Button	• Corrective steering, turn wheel sets to the left
201	Button	• Corrective steering, turn wheel sets to the right
202	Rotary switch	• Turn the wheel set on the left side **L** to the right or left
		• Manual operation for assembly or emergency operation
203	Rotary switch	• Turn the wheel set on the right side **R** to the right or left
		• Manual operation for assembly or emergency operation

Control panel - A1210		
204	Button	• Ballast trailer, retract the guide cylinder
205	Button	• Ballast trailer, extend the guide cylinder
206	Button	• Ballast trailer on the turntable - unpin
207	Button	• Ballast trailer on the turntable - pin
208	Button	• Retract the front support cylinder
209	Button	• Extend the front support cylinder
210	Button	• Retract the rear support cylinder
211	Button	• Extend the rear support cylinder
212	Switch	• **EMERGENCY OFF**

Control panel - A1230		
213	Button	• Retract the pull cylinder, lift the ballast trailer
214	Button	• Extend the pull cylinder, lower the ballast trailer
215	Button	• Stop pull cylinder A
216	Button	• Stop pull cylinder B

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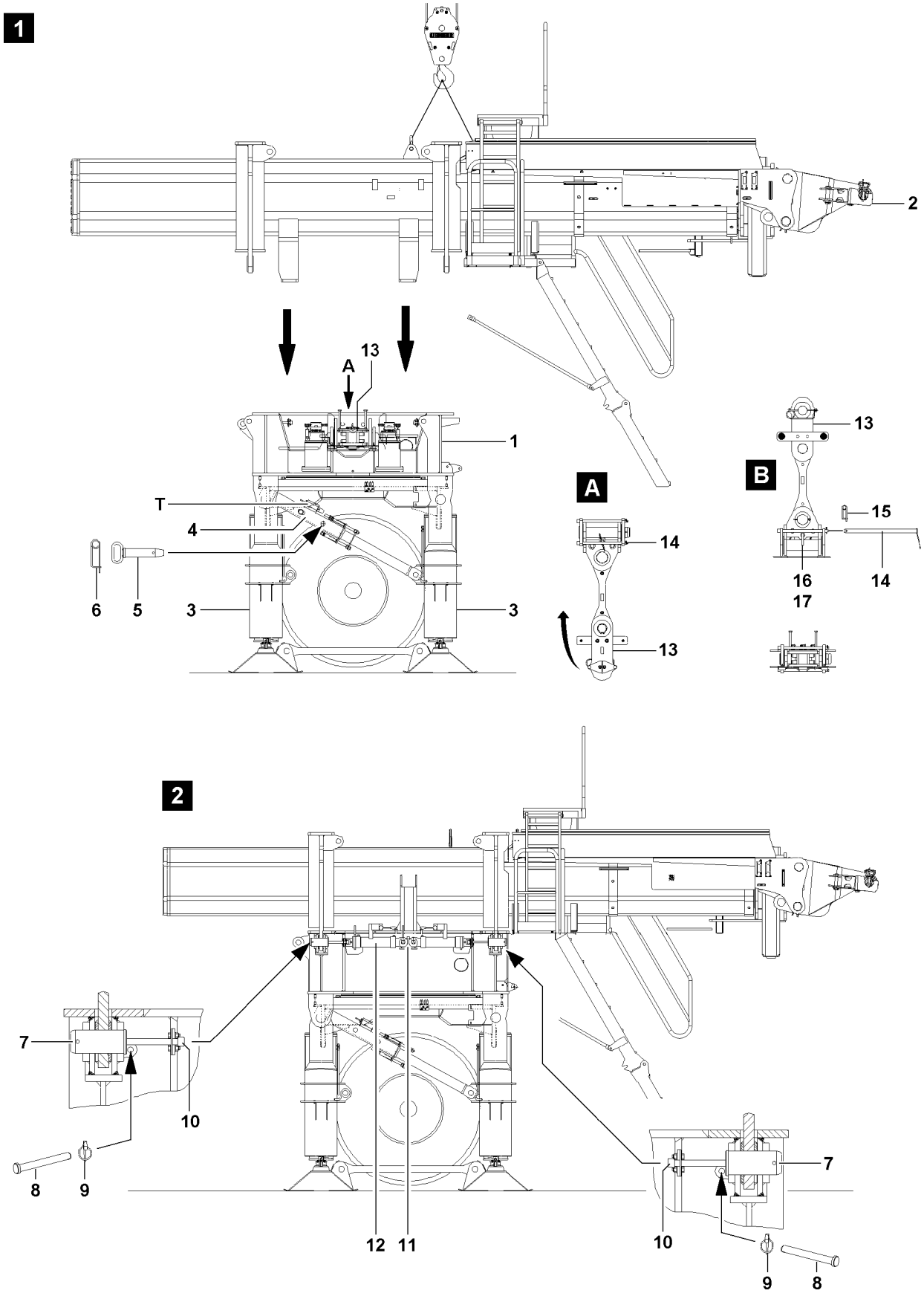

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Fig.113692

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2 Assembling the ballast trailer

WARNING
Danger of falling!
During assembly and disassembly, assembly personnel must be secured with appropriate aids to prevent them from falling. If this is not observed, assembly personnel could fall and suffer life-threatening or fatal injuries.

- ► All work, where there is a danger of falling, must be carried out with suitable aids (for example: lifting platform, scaffolding, ladders, auxiliary crane).
- ► If the work cannot be carried out with such aids or from the ground, then assembly personnel must secure themselves with approved fall arrest systems to avoid falling, see the Crane operating instructions chapter 2.04.
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work.
- ► Only step on aids and fall protection equipment with clean shoes.
- ► Keep aids and fall protection equipment clean and free from snow and ice.
- ► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.

WARNING
Ballast trailer tipping danger!
Due to improperly carried out assembly or improper assembly conditions, the ballast trailer can tip over.
Personnel can be severely injured or killed.

- ► The assembly of the ballast trailer may only be carried out by authorized personnel.
- ► Carry out the assembly of the ballast trailer only on level ground with sufficient load bearing capacity.
- ► The ballast trailer has **no** brake system. The ballast trailer must be supported with the support cylinders if it is **not** pinned on the turntable.

Make sure that the following prerequisites are met:

- – The ground is level and of sufficient load bearing capacity.
- – An auxiliary crane is available.

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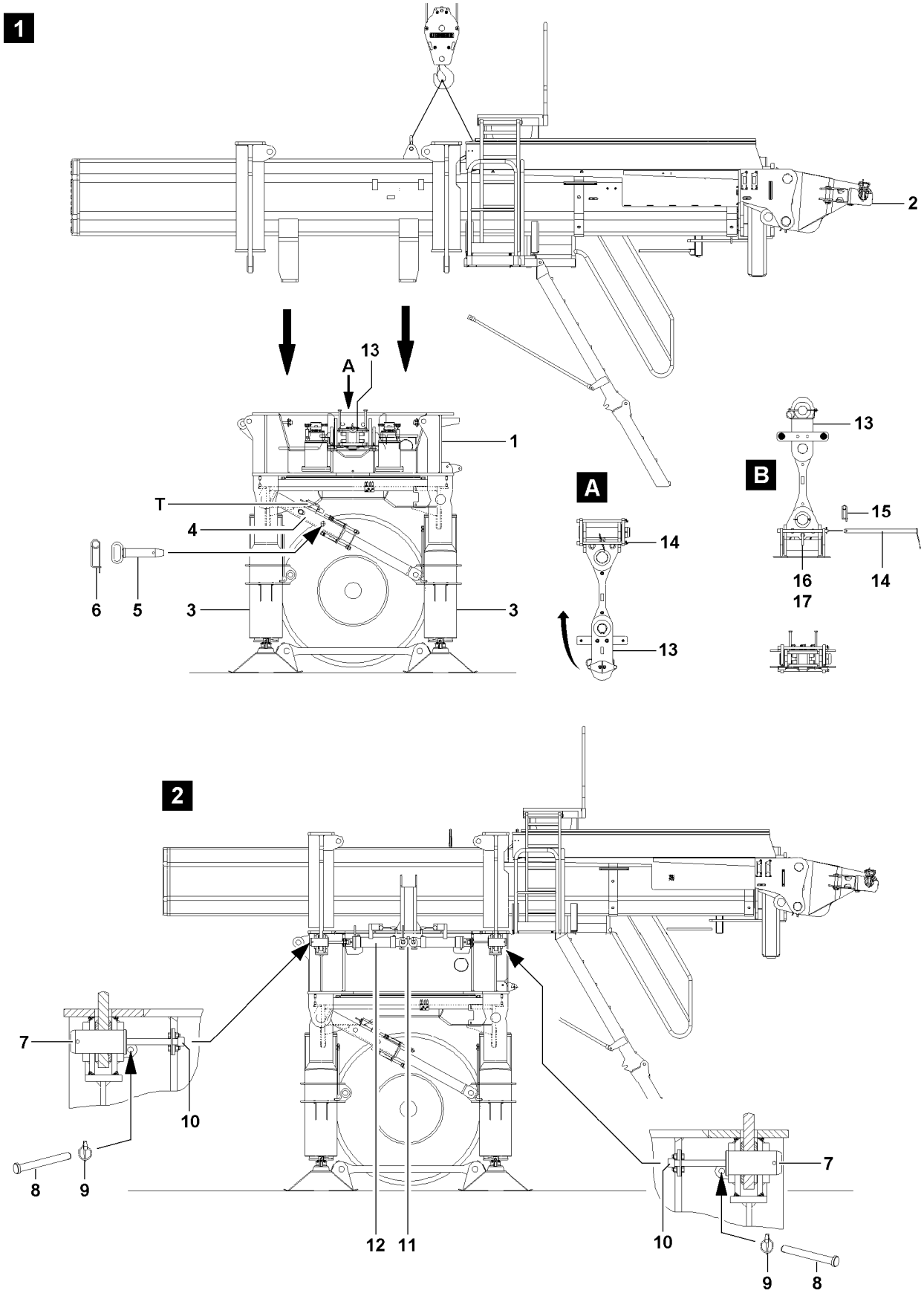

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Fig.113692

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2.1 Pre-assembling the ballast trailer

Note

► Park the ballast trailer for assembly of the ballast trailer guide on level ground with sufficient load bearing capacity in the vicinity of the crane.

► Observe the safety guidelines, see the Crane operating instructions, chapter 2.15.

Make sure that the following prerequisites are met:

– The locking pin **5** is pinned in and secured in the strut **4**.

– The ballast trailer is supported with the support cylinders **3** and aligned horizontally.

DANGER

Danger of tipping!

If the safety guidelines for the stability and tipping safety are not observed and the strut **4** is not pinned with the locking pin **5**, there is a danger of tipping over.

► Observe the specified stability and tipping safety when the ballast trailer is not assembled on the turntable.

► The strut **4** must be pinned and secured with the locking pin **5**.

2.1.1 Assembling the ballast trailer guide

Make sure that the following prerequisites are met:

– The ballast trailer guide **2** is fully retracted.

– The retaining pins **8** are released and unpinned (4x), illustration **2**.

– The connector pins **7** are unpinned (4x), illustration **2**.

WARNING

Danger of fatal injury due to tipping ballast trailer!

Due to unsecured or insufficiently secured connector pins, the ballast trailer guide can loosen up from the ballast frame and the ballast trailer can tip over.

Personnel can be severely injured or killed.

Significant property damage can occur to the crane and the ballast trailer.

► Make sure before starting any crane work with the ballast trailer that all **four** connector pins **7** are properly pinned and secured.

► Fasten the ballast trailer guide **1** to the auxiliary crane and swing it in and lower it to the pin points on the ballast frame **1**, see illustration **2**.

► Connect the pin pulling cylinder **12** to the retainer **11** and to the screw head **10**.

► Establish the hydraulic connection of the pin pulling cylinder **12** to the hydraulic aggregate, see the Crane operating instructions, chapter 5.30.

When the ballast trailer guide **2** is lying completely on the ballast frame **1** and the pin bores align:

► Actuate the lever on the pin pulling cylinder **12** and insert the connector pin **7**.

► Secure the connector pin **7**: Insert the retaining pin **8** and secure with the locking pin **9**.

When all four connector pins **7** are inserted and secured:

► Remove the auxiliary crane.

► Fold the access to the ballast trailer down into operating position.

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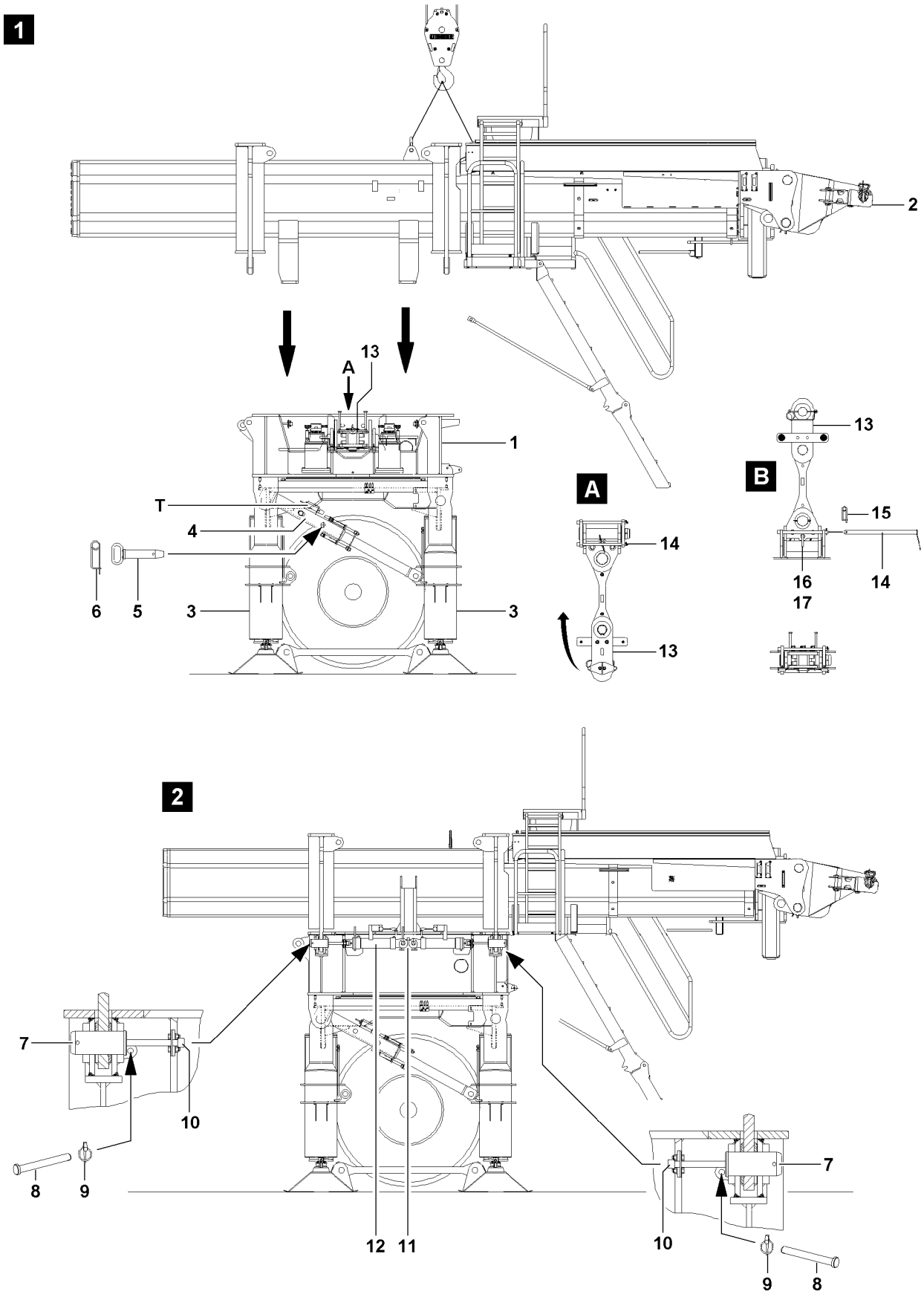

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Fig.113692

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2.1.2 Bringing the guy rods on the ballast trailer into the operating position

The guy rods **13** are folded down and secured in transport position on the side on the ballast frame, see illustration **1** and illustration **A**.

Make sure that the following prerequisites are met:
- The ballast trailer guide **2** is assembled and secured on the ballast frame **1**.
- The access to the ballast trailer is in the operating position.
- The stability and tipping safety of the ballast trailer is ensured.

Move one guy rod into the operating position

WARNING
Danger of falling!
If the following notes are not observed, assembly personnel can fall off the ballast trailer and be severely injured or killed.
► Use only the steps on the ballast trailer.
► Step on the step with utmost caution.

► Release and unpin the retaining pins **14**, see illustration **A**.
► Fasten the guy rod **13** to the auxiliary crane.
► Erect the guy rod **13** with the auxiliary crane to the vertical position.

DANGER
Retaining pins **not** inserted!
When removing the auxiliary crane, the erected guy rod **13** drops sideways.
Death, severe injury, property damage.
► Make sure, before removing the auxiliary crane on the guy rod **13**, that both retaining pins **14** are always pinned and secured. Perform a visual inspection.
► Make sure, before removing the auxiliary crane on the guy rod **13**, that the retaining pin **16** is pinned and secured. Perform a visual inspection.

When the guy rod is erected vertically:
► Insert both retaining pins **14** and secure with spring retainers **15**, see illustration **B**.

When both the retaining pin **14** and the retaining pin **16** are pinned and secured:
► Remove the auxiliary crane.
► Bring the second guy rod into the operating position.

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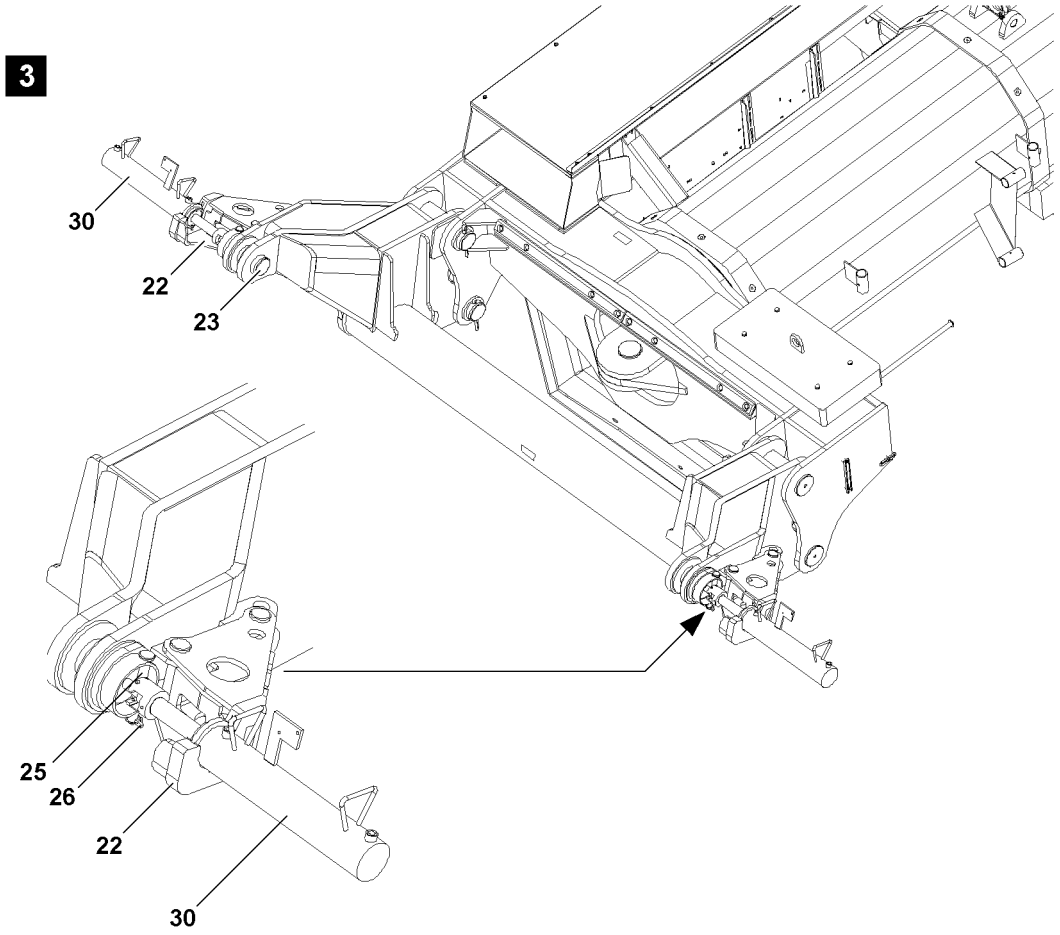

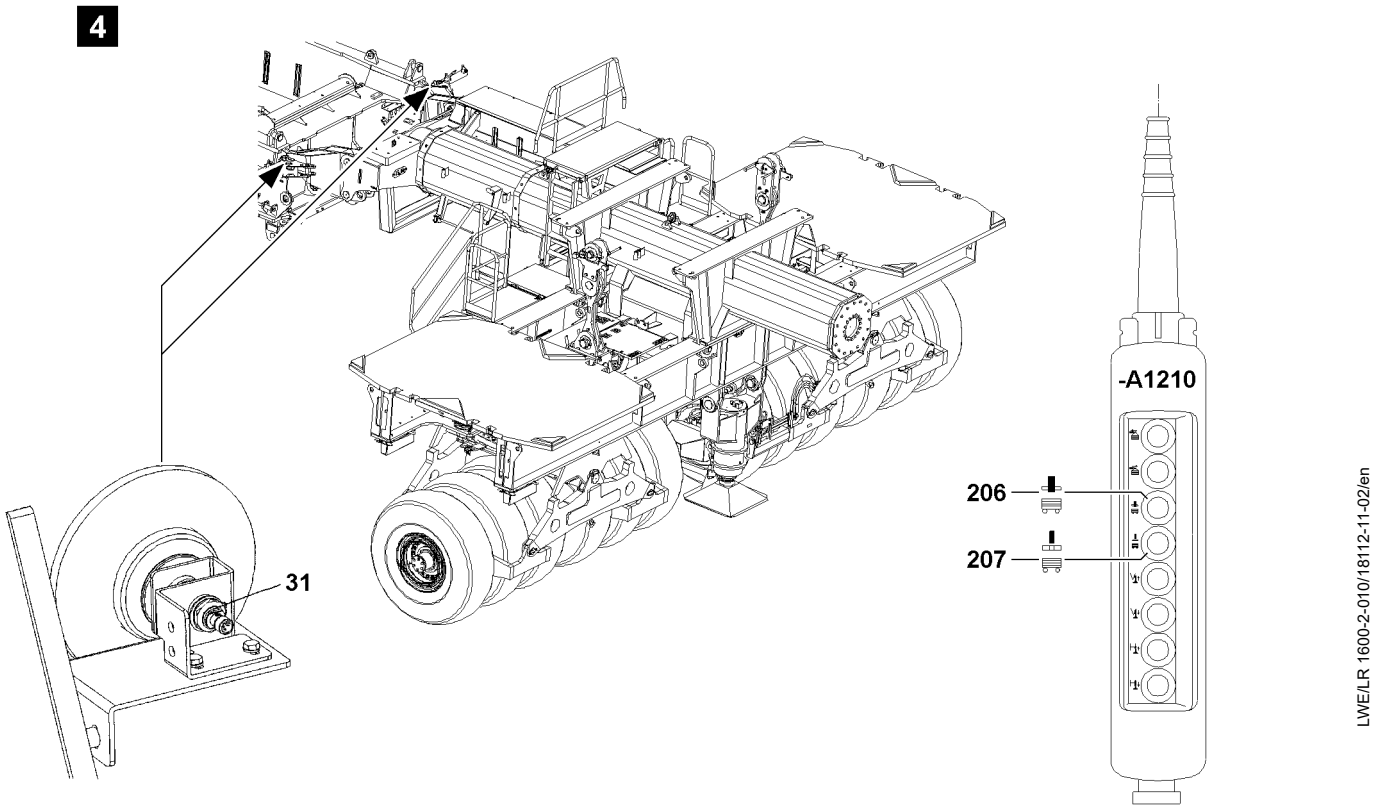

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Fig.113693

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2.2 Pinning the ballast trailer on the turntable

Make sure that the following prerequisites are met:
- The crane is axially aligned, as close as possible to the ballast trailer guide.
- The crane engine is turned off.
- The ballast trailer is supported.

2.2.1 Establishing the electrical connection from the ballast trailer to the turntable

Note
- ► For assembly of the ballast trailer, the electrical connection from the ballast trailer to the turntable must be established to be able to control the support cylinders, if necessary.
- ► The „Ballast UP / DOWN“ release is independent of whether the ballast trailer is assembled or not, providing the conditions in the shut-off diagram are fulfilled.
- ► The „Ballast UP“ release allows the retraction of the pull and support cylinders.
- ► The „Ballast DOWN“ release allows the extension of the pull and support cylinders.
- ► This means that the support cylinder and the pull cylinder can be actuated, even if the „Ballast trailer pinned“ signal is not present.

Note
- ► To establish the electrical connections, use the separate electrical wiring diagram.

► Establish the electrical connections.

2.2.2 Establishing the hydraulic connection from the ballast trailer to the turntable

When connecting and releasing hydraulic lines with quick couplings, make sure that the coupling procedure is carried out correctly.

DANGER
Danger of accident due to loss of pressure or leakage!
Incorrectly coupled or self-loosening quick couplings (return lines in particular) can result in serious accidents due to component failure.
- ► Check that the quick couplings have been properly connected before using the crane.

► Release the pressure in the hydraulic system before connecting or disconnecting: Turn the engine off and wait a short time.
► Connect the coupling components (sleeve and connector) and screw together with the knurled nut.
► Tighten the hydraulic coupling by hand: Turn the knurled nut until it reaches a tangible, fixed stop position.

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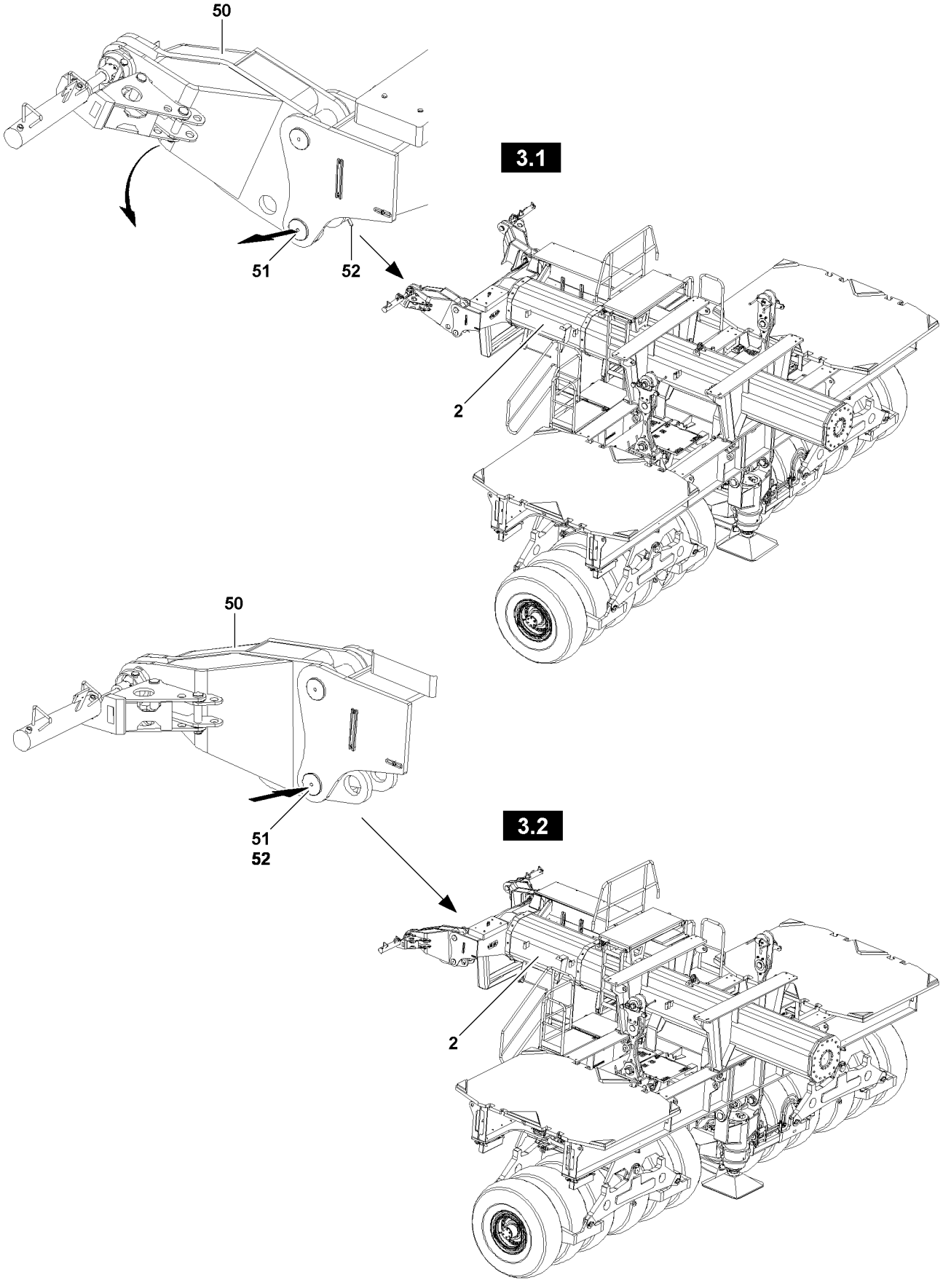

Fig.113699

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2.2.3 Setting the adapter on the ballast trailer guide

Note

- ► If the ballast trailer is to be installed on a crane **with** QC (Quick Connection), bring the adapter to the „up“ position - illustration **3.1** - and pin.
- ► If the ballast trailer is to be installed on a crane **without** QC, bring the adapter to the „down“ position - illustration **3.2** - and pin.

Adapter position	Description
„Top“	For installation on cranes **with** QC (Quick Connection)
„Bottom“	For installation on cranes **without** QC (Quick Connection)

Set the adapter downward

- ► Fasten the adapter **50** to the auxiliary crane.
- ► Tension the fastening equipment carefully between the auxiliary crane and the adapter **50**.

When the fastening equipment is tensioned:

- ► Release and unpin the pin **51** on both sides.
- ► Lower the adapter **50** slowly with the auxiliary crane.

When the pin bores on the adapter **50** align in the down position, illustration **3.2**:

- ► Insert the pins **51** on both sides from the outside to the inside and secure with the split pin **52**.

Set the adapter upward

- ► Fasten the adapter **50** to the auxiliary crane.
- ► Tension the fastening equipment carefully between the auxiliary crane and the adapter **50**.

When the fastening equipment is tensioned:

- ► Release and unpin the pin **51** on both sides.
- ► Raise the adapter **50** slowly with the auxiliary crane.

When the pin bores on the adapter **50** align in the up position, illustration **3.1**:

- ► Insert the pins **51** on both sides from the outside to the inside and secure with the split pin **52**.

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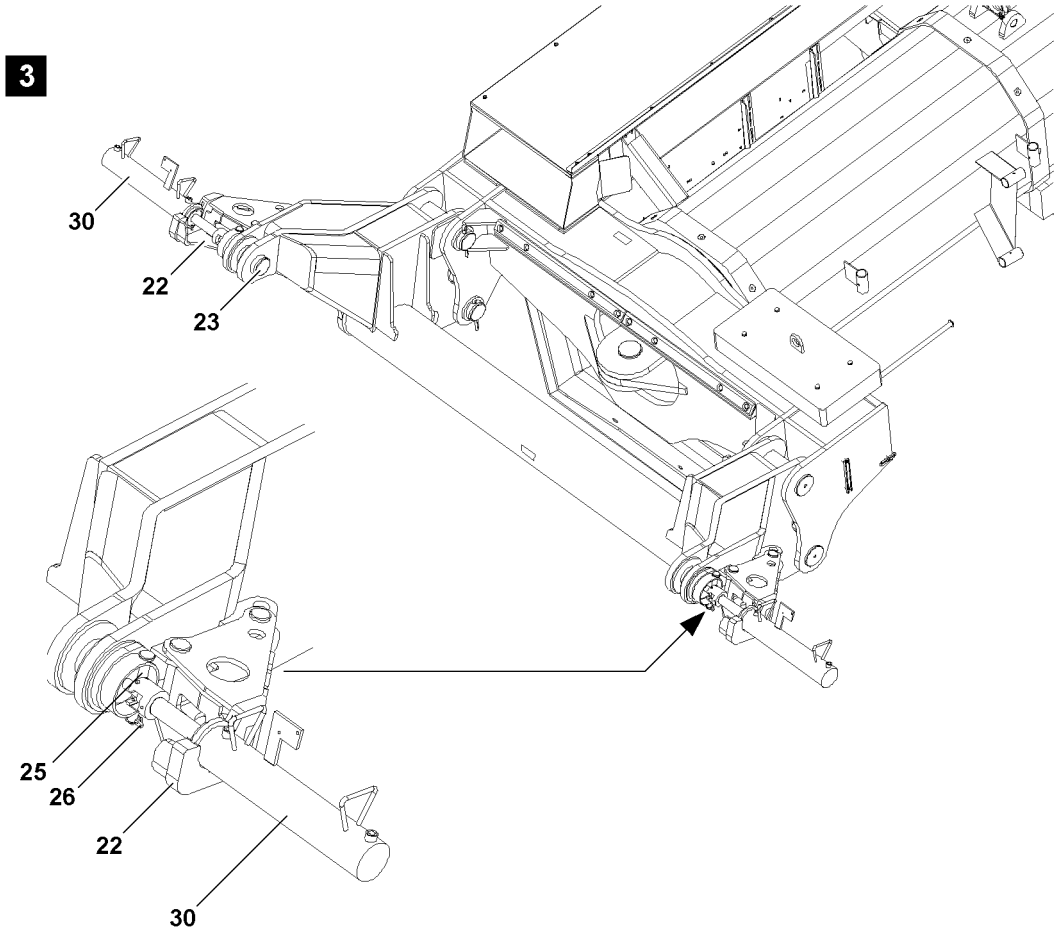

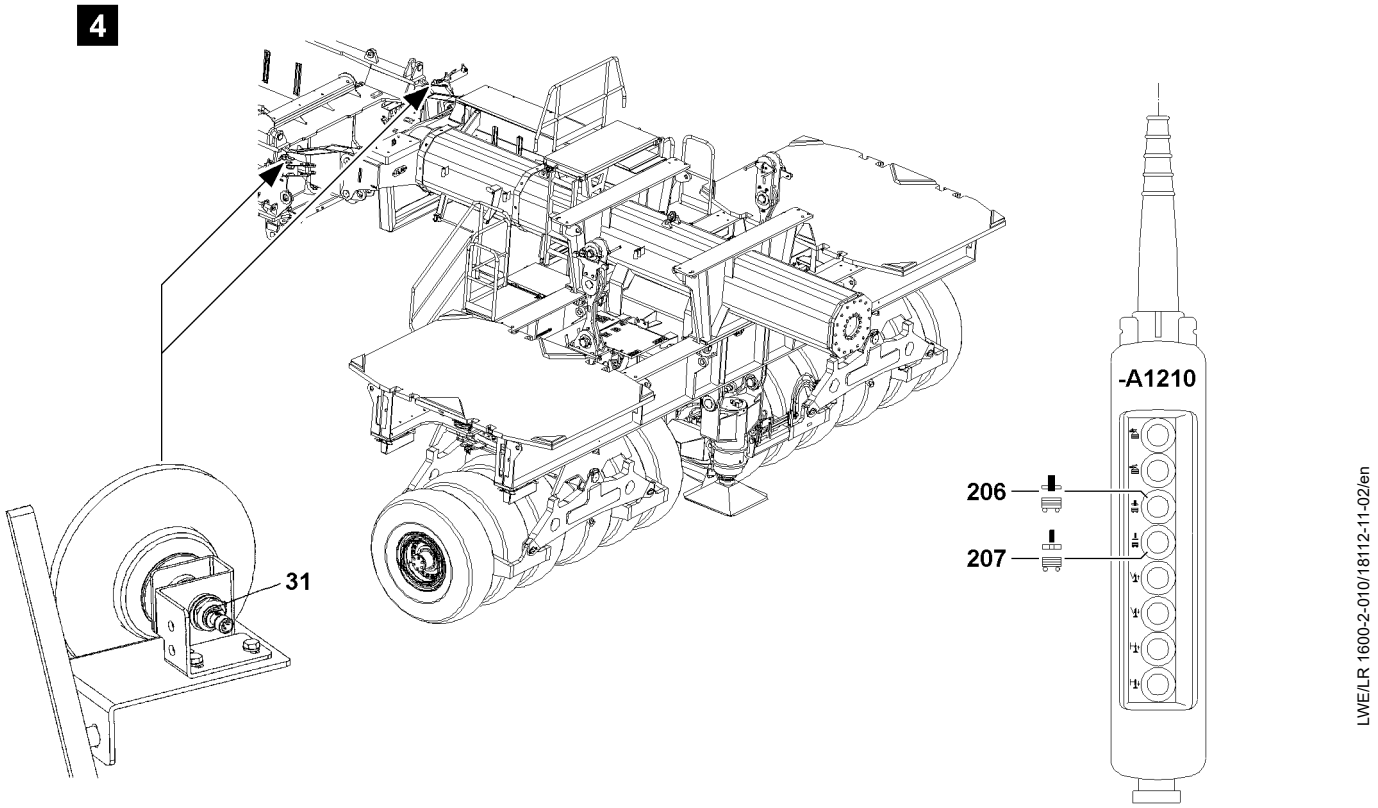

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Fig.113693

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2.2.4 Aligning the ballast trailer

Make sure that the following prerequisites are met:
- The electrical and hydraulic connections from the turntable to the ballast trailer are established.
- The connector pins **23** are unpinned.
- The adapter **50** is set to the correct pin height.
- The crane is moved to the pin points on the ballast trailer guide.

► Align the ballast trailer by lifting or lowering it in such a way that the pin bores on the turntable and the ballast trailer guide align.

Note

► To be able to align the pin bores between the turntable and the ballast trailer guide, it may be necessary to „swing“ the turntable somewhat, check visually.

DANGER

Danger due to operating error!
When „swinging“ the turntable, severe accidents can occur.
Personnel can be severely injured or killed.
Significant damage can occur to the crane and the ballast trailer.

► Initiate all movements with utmost caution and at the lowest possible speed.
► It is prohibited to stand in the danger zone while „swinging“.

► Align the ballast trailer until the pin bores align.

2.2.5 Pinning procedure

Make sure that the following prerequisites are met:
- The ballast trailer is aligned with the turntable.
- The pin bores between the turntable and the ballast trailer guide align.

NOTICE

Damage to the pin pulling device!
If the retaining pins **25** are not unpinned before the pin procedure, the pin pulling device **22** can be damaged.

► The retaining pins **25** on the pin pulling device **22** must be released and unpinned before pinning the connector pins **23**.

► Release and unpin the retaining pin **25** on both sides.
► Press the button **207** on the control panel **-A1210**.

Result:

- The pin pulling cylinders **30** extend.
- The connector pins **23** extend and the ballast trailer is pinned on the turntable.

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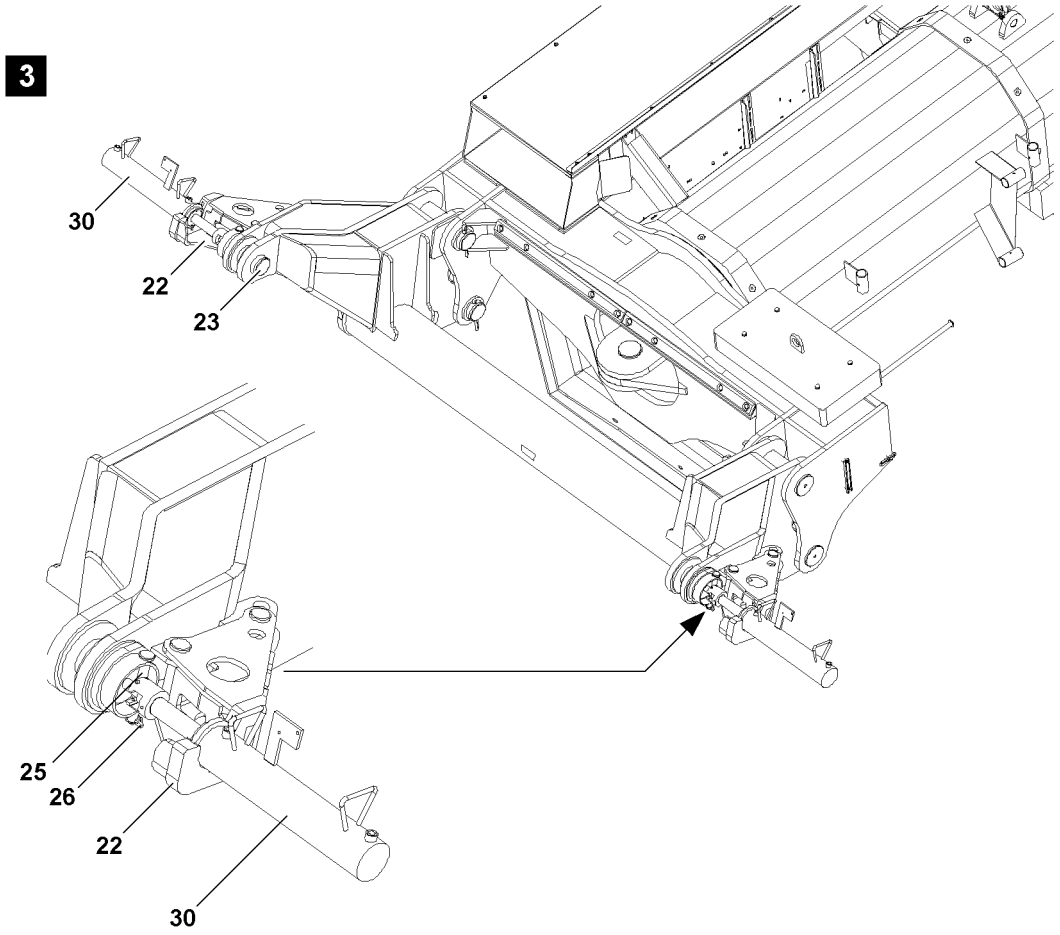

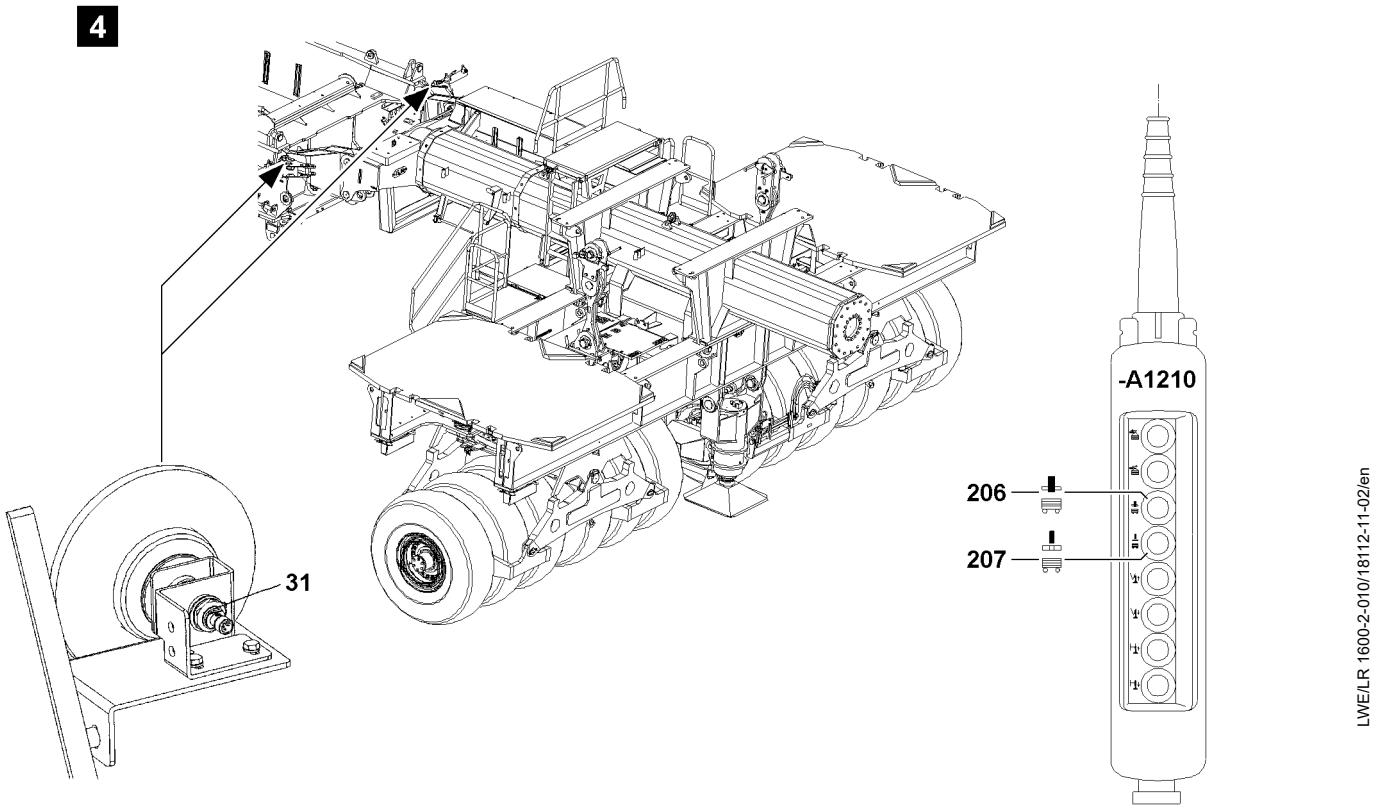

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Fig.113693

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Note

- ► The crane control system recognized with the left and right limit switch initiators **31** of the pin points, if the connector pins **23** on the turntable are fully pinned.
- ► If both connector pins **23** are fully and correctly pinned, the crane control, via the limit switch initiators **31** receives the message, „Ballast trailer installed on left“ and „Ballast trailer installed on right. “This means: the turntable can no longer be turned and the crawler cannot be moved.
- ► After pinning, it must be checked again if the electrical and hydraulic connection lines are fully and correctly connected.
- ► The control release for the crane only occurs when the wheels sets are in one of the required positions, „Circular travel“, „Towing“ or „Parallel travel“.

DANGER

Danger due to operating error!

If only one connector pin **23** is pinned and if the crane control therefore has only one message „Ballast trailer installed“ from a limit switch initiator, then the turntable can be turned anyway and the crane can be driven.

Personnel can be severely injured or killed.

The crane or the ballast trailer can be severely damaged.

- ► All movements are to be performed with extreme caution and at the lowest possible speed.

When the ballast trailer is pinned on the turntable on both sides:

- ► Secure the connector pins **23** with the retaining pins **25**, see illustration **3**.
- ► Insert the retaining pin **25** in the safety device.
- ► Secure the retaining pin **25** with the linch pin **26**.

Problem remedy

Can the second connector pin **23** not be pinned?

The ballast trailer was not aligned exactly before assembly.

- ► Slightly lift or lower the ballast trailer via the support cylinder.
- ► Carefully telescope the ballast trailer guide in or out.
- ► Carefully swing the turntable.

When the second pin bore aligns between the turntable and the ballast trailer guide **2**:

- ► Pin the second connector pin **23** with the pin pulling device.

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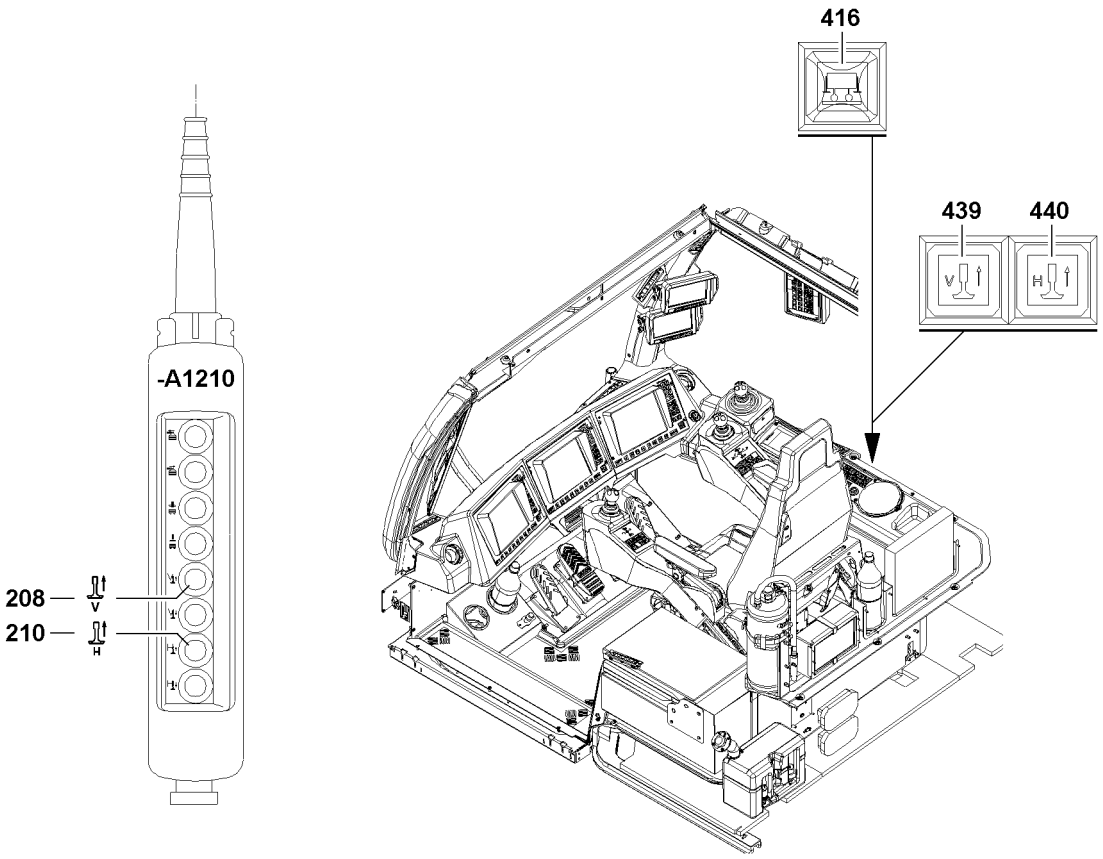

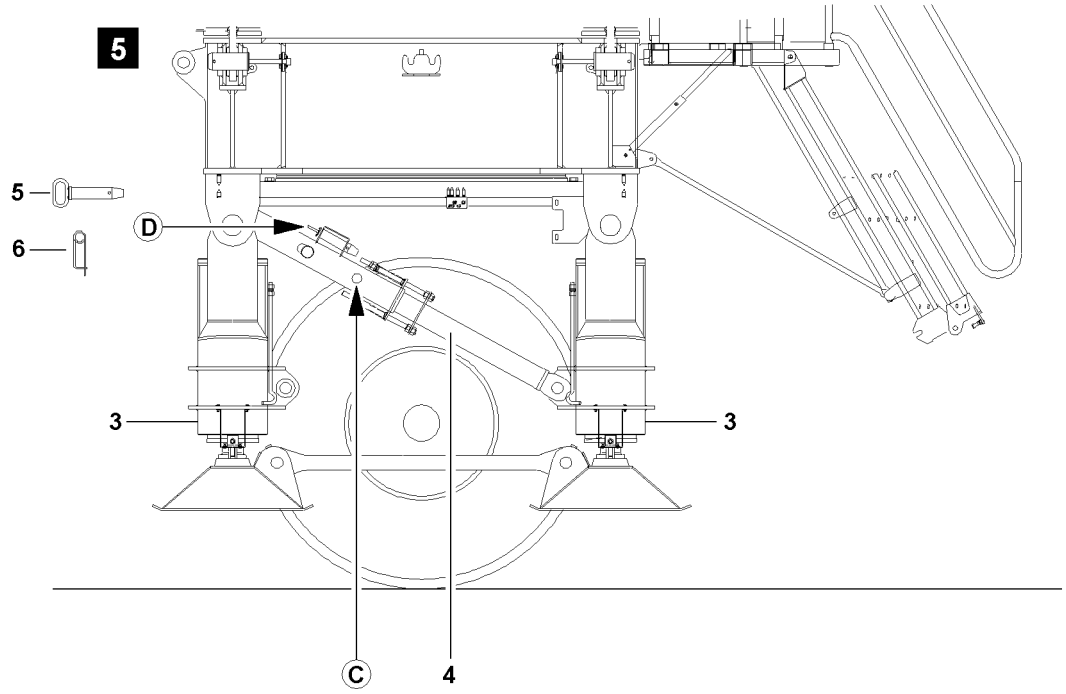

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Fig.108968

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2.3 Retracting the support cylinders

Note

► The support cylinders **3**can be moved in via the control panel **-A1210**, or via the corresponding button on the instrument panel of the crane operator's cab.

► When the pinning procedure between the ballast trailer and the turntable is completed, retract the support cylinders **3**.

Make sure that the following prerequisites are met:

– The ballast trailer is pinned and secured on the turntable on both sides.

– The electrical and hydraulic connection lines are connected.

Retract the support cylinders 3 completely on the front and rear:

► Press the button **439** and button **440** in the crane operator's cab.
or
Press the button **208** and button **210** on the control panel **-A1210**.

Result:

– The support cylinders **3** retract.

Note

► The locking pin **5** can only be unpinned if the support cylinders **3** are relieved.

When the support cylinders **3** are relieved:

► Release and unpin the locking pin **5** on the strut **4** in point **C**.

► Insert the locking pin **5** into the transport retainer, point **D**, and secure with the spring retainer **6**.

NOTICE

Damage to the ballast trailer!

If the following notes are not observed, the support cylinders of the ballast trailer can be significantly damaged.

► Unpin the locking pin **5** as soon as the ballast trailer is assembled on the turntable and the support is relieved.

► When the ballast trailer is assembled and ballasted on the turntable, then the locking pin **5 must** be unpinned so that the level between the strut **4** and the support cylinders **3** can be adjusted.

► Supporting the ballasted ballast trailer with the strut **4** pinned is prohibited.

► Retract the support cylinders **3** completely.

Result:

– The warning light **416** („Ballast trailer support retracted“) lights up.

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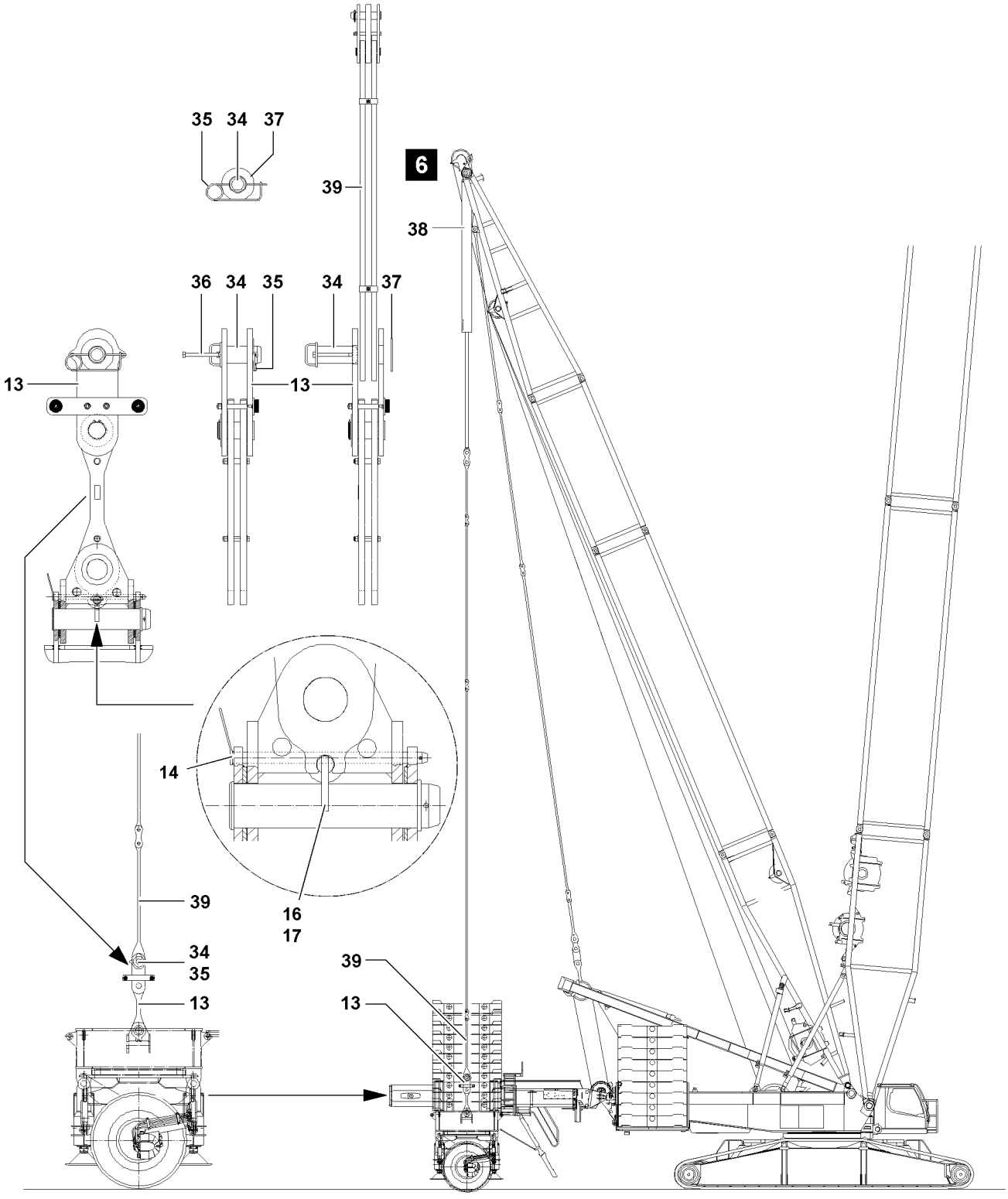

Fig.121379

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2.4 Assembling the ballast trailer guying

Make sure that the following prerequisites are met:
- The derrick boom radius is 13 m.
- The ballast trailer radius is 13 m.
- The guy rods **13** on the ballast trailer are in the operating position and are pinned and secured, see section „Bringing the guy rods on the ballast trailer into the operating position“.
- The guy rods on the derrick boom are pinned and secured.

Note

► The ballast trailer guy rods must be assembled and secured according to the data in the Rod plan. The numbering in the rod plan must be identical to the numbering on the guy rods.

DANGER

Guy rods **not** pinned!
By removing the retaining pin **14** or the retaining pin **16**, the guy rods **13** drop sideways.
Death, severe injuries, property damage.

► Before unpinning the retaining pins **14**, make sure that the entire derrick guying is properly pinned and secured. Perform a visual inspection.
► Before unpinning the retaining pins **16**, make sure that the entire derrick guying is properly pinned and secured. Perform a visual inspection.

The guy rods **39** of the derrick boom are to be pinned with the guy rods **13** on the ballast trailer. The connector pins **34** are held in the „pulled“ condition by the cylinder screws **36** in the pin position.

► Unpin the connector pin **34**: Remove the spring retainer **35** and unpin the connector pins **34** on both sides.
► Position the guy rods **39** by extending the pull cylinder **38** out over the guy rods **13**.
► Align the guy rods **39** on the guy rods **13**.
► Pin the guy rods **39** on both sides with the guy rods **13**: Insert the connector pin **34**.
► Secure the connector pins **34** with the washer **37** and spring retainer **35**.

NOTICE

Retaining pins are pinned in crane operation.
The ballast trailer will be damaged.

► Make sure, that during crane operation with the ballast trailer, both retaining pin **14** and retaining pin **16** are unpinned on the cross bracket.

► When the guy rods **39** are pinned and secured with the guy rods **13** on both sides:
► Perform a visual inspection. On each cross bracket, release and unpin both retaining pins **14** and theretaining pin **16**.

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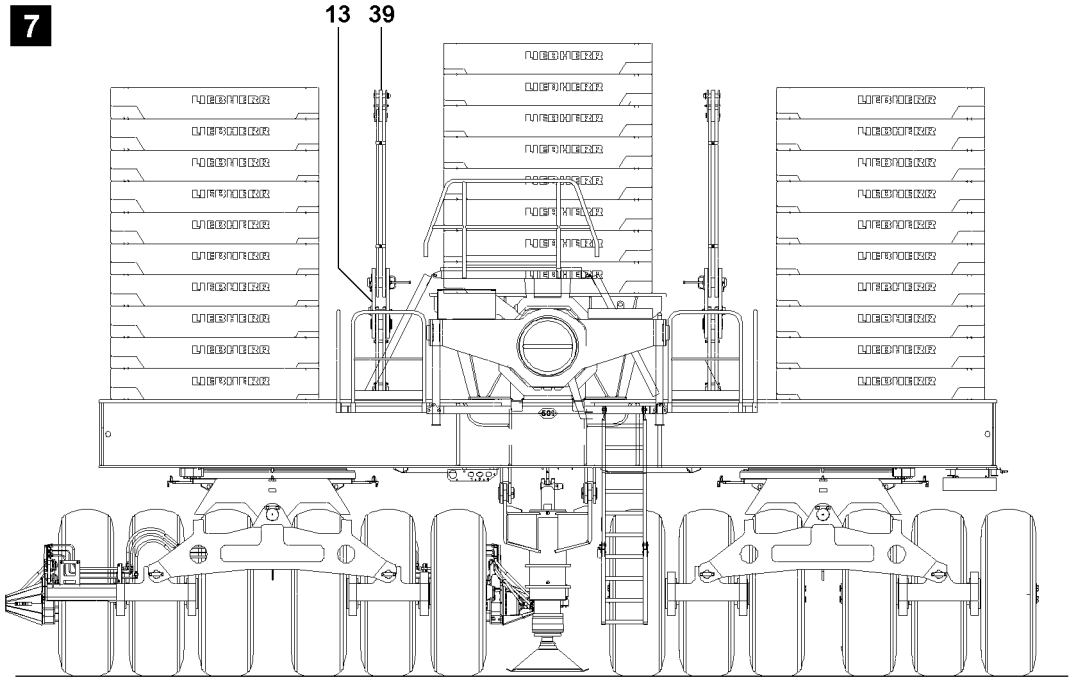

Fig.113695

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2.5 Ballasting the ballast trailer

Note

► The ballast plates are marked with their own weights.

WARNING

The crane can topple over!

If the following danger notes are not observed, the ballast plates or the ballast stack can slip on the ballast trailer and fall down.

The crane can topple over and personnel can be severely injured or killed.

► The ground on which the ballast trailer is ballasted must be level and have adequate load-bearing capacity.
► Always place the ballast plates symmetrically, in reference to the longitudinal axis.
► The outer ballast stacks must always weigh the same and be the same height after ballasting.
► The ballast stacks may only be stacked to three times the height of the ballast plate width.
► When adding and removing ballast in the **suspended condition**, the weight difference between the left and right ballast stack may be no more than maximum 20.0 t !
► The outer ballast stacks can differ in stack height from the inner ballast stacks.
► The maximum permissible total weight of the ballast trailer may not exceed 350 t.
► Secure all ballast plates so they cannot move and fall down.
► Replace damaged ballast plates immediately with new ballast plates.

Make sure that the following prerequisites are met:

– The ballast trailer is pinned and secured on the turntable on both sides.
– The ballast trailer is properly pinned and secured to the Derrick ballast guying.
– On every cross bracket, both retaining pins **14** and the retaining pin **16** are unpinned.
– An auxiliary crane is available.

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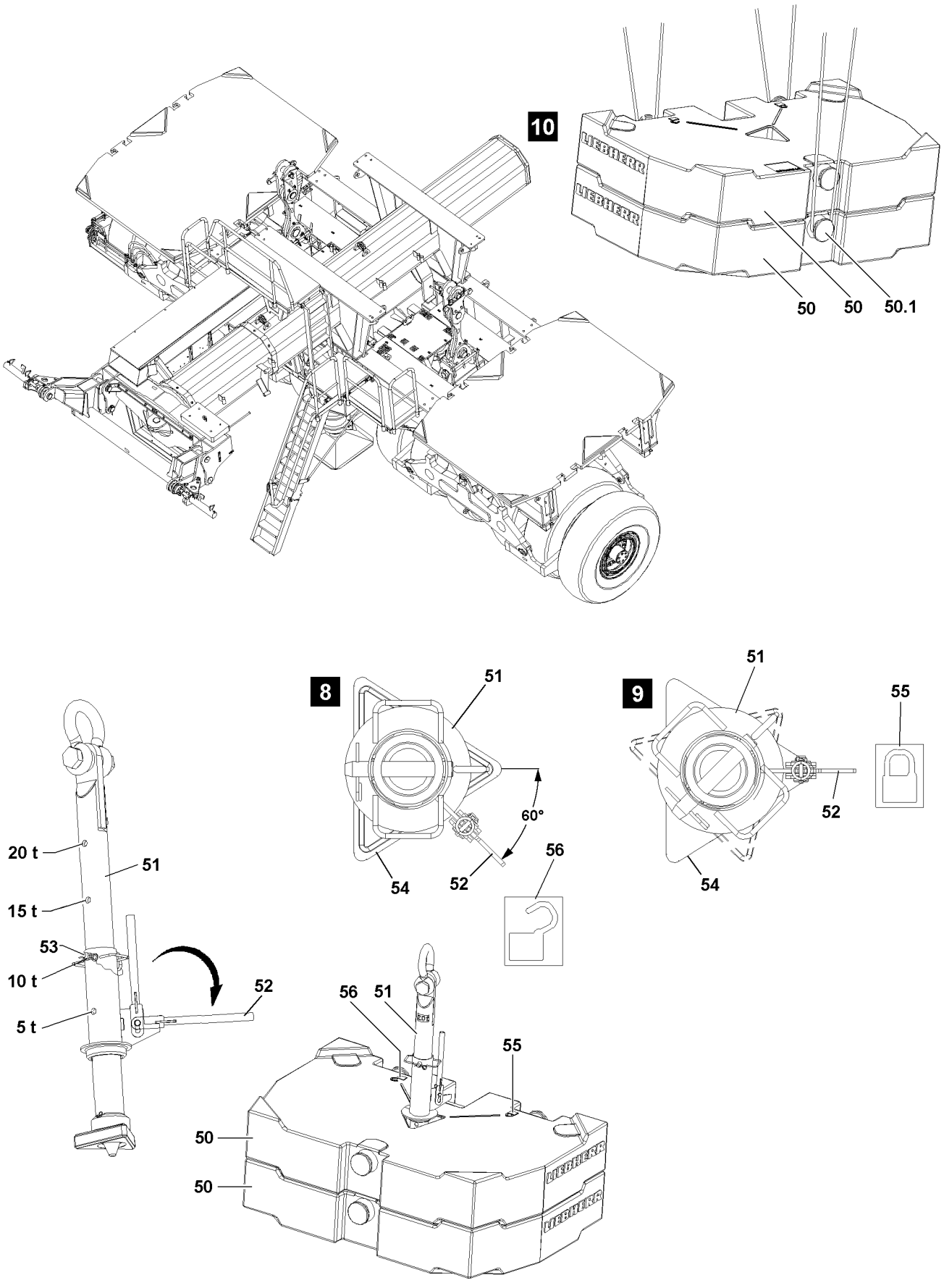

Fig.113696

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2.5.1 Stacking the ballast plates on the ballast trailer, fastening system: „Twistlock“

WARNING
Danger of accident!
If more than the permissible two ballast plates are lifted with the receptacle stud, the receptacle stud will be overloaded and can be damaged.
Personnel can be severely injured or killed.
► Make sure that the ballast plates are placed correctly in the centering devices.
► Replace damaged ballast plates.

To stack the ballast plate(s) **50**, use the receptacle stud **51**.

Before the receptacle stud **51** is guided into the ballast plates, it must be ensured that the length of the receptacle stud **51** is set correctly. The length of the receptacle stud **51** can be adjusted with the pin **53**.

If the length of the receptacle stud **51** is to be adjusted:
► Release and unpin the pin **53**.
► Adjust the length of the receptacle stud by moving the receptacle stud **51**.
► Insert the pin **53** and secure with the spring retainer.
► Fasten the receptacle stud **51** to the auxiliary crane and guide it into the ballast plate(s).
► Pull the lever **52** up and fold it down.
► Turn the lever **52** 60° until the lever **52** points to the icon **55**, see illustration **9**.

Result:

– The receptacle stud **51** is locked with the ballast plate.

► Lift always one ballast plate with the receptacle stud **51** and take it down carefully on the centering devices on the ballast trailer or on another ballast plate **4**.
► Turn the lever **52** 60° until the lever **52** points to the icon **56**, see illustration **8**.

Result:

– The receptacle stud **51** is unlocked.

► Carefully pull the receptacle stud **51** out of the ballast plate.
► Stack the ballast plates according to the load chart, observe the danger notes.

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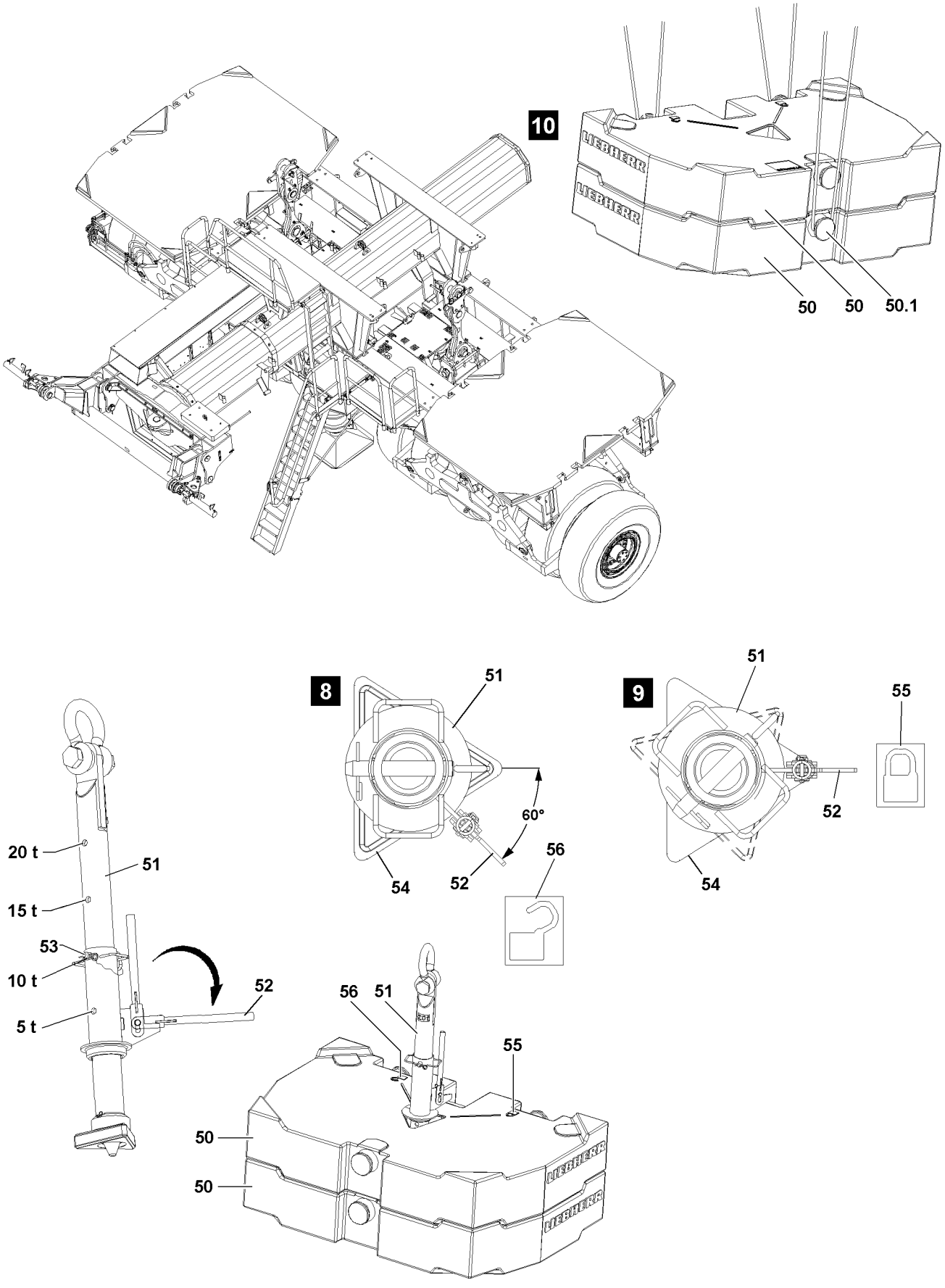

Fig.113696

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2.5.2 Stacking the ballast plates on the ballast trailer, fastening points: Bitt

WARNING
Falling ballast plates!
If more than the permissible loads are lifted, then the bitts **3.1** are overloaded and the ballast plates can fall down.
Personnel can be severely injured or killed.
- ► Lift a maximum of 20 t with the ropes, 3 fastening points.
- ► Replace damaged ballast plates immediately.

WARNING
Incorrect handling of the fastening equipment!
If fastening equipment cannot be attached correctly and if it is not secured sufficiently to prevent it from loosening up, loads can fall down.
Personnel can be severely injured or killed.
- ► Make sure that the fastening equipment is correctly attached to the bitts **50.1** and that it is secured sufficiently to prevent it from loosening up.

Note
- ► Place the ballast plates individually or as a ballast assembly, maximum 20 t.
- ► The weight difference between the outer ballast stacks, maximum 20 t.
- ► 20 t ballast assembly, see illustration **10**.

- ► Use the auxiliary crane to evenly distribute the ballast plates **50** on the ballast trailer and center them on the centering plates.
- ► Stack the ballast plates according to the load chart.

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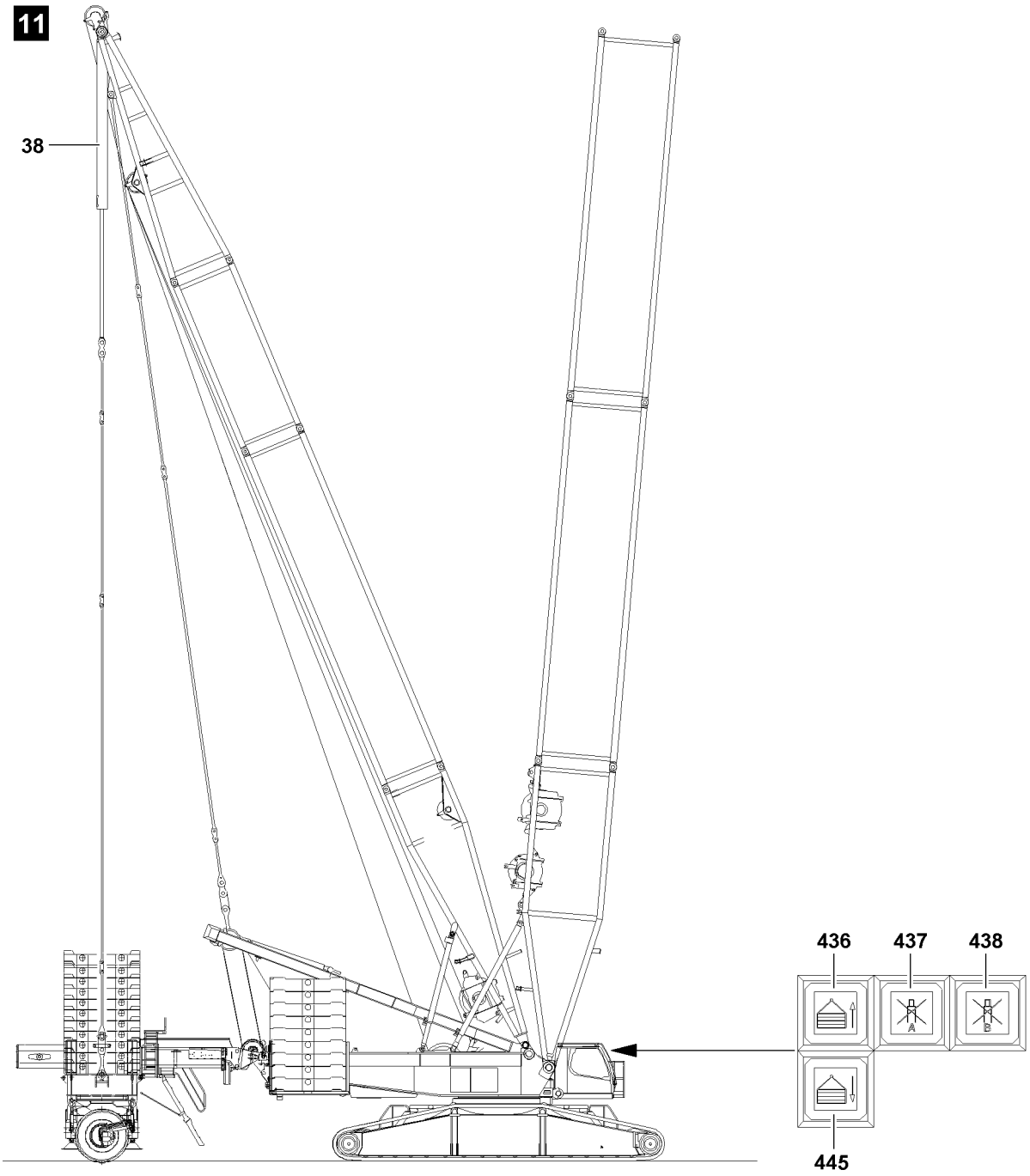

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Fig.113697

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2.6 Lifting and lowering the ballast trailer with the pull cylinders

The pull cylinders **38** in the derrick ballast guying can only be controlled from the crane operator's cab.

Note

- If the ballast trailer is raised using the button **436** or lowered using the button **445**, then the horizontal alignment of the ballast trailer is automatically regulated by a level sensor.
- For a ballast utilization of **more than** or **equal to** 90 %, the level sensor regulates the ballast trailer level to ± 0.45°.
- At a ballast utilization of **less** than 90 %, the level sensor regulates the ballast trailer level to ± 2.5°. This makes it possible to set down the ballast trailer on a ground slope of up to 2.5°.

DANGER

Danger of accident!
If the following notes are not observed, personnel can be severely injured or killed.
In addition, damage can occur to the ballast trailer.

- When lifting or lowering the ballast trailer, pay attention to the horizontal alignment of the ballast trailer.
- When lifting or lowering the ballast trailer, the forces in the ballast guyings must be regularly checked on the LICCON monitor. If the difference of forces between „derrick ballast guying A“ and „derrick ballast guying B“ is too large, an acoustic warning sounds and the values on the LICCON monitor blink, see section „Differential force monitoring of ballast guying“.
- When pressing the button **437** („Stop cylinder A on the derrick ballast“) or the button **438** („Stop cylinder B on the derrick ballast“) then the level sensor is bypassed and the ballast trailer can be inclined within the limited angle range. This is only permitted when stopping the ballast trailer on uneven ground and using utmost caution.

2.6.1 Lifting the ballast trailer

► Press the button **436**.

Result:

– The ballast trailer is raised.

2.6.2 Lowering the ballast trailer

► Press the button **445**.

Result:

– The ballast trailer is lowered.

2.6.3 Stopping the pull cylinder on the derrick ballast

► Press the button **437**.

Result:

– The pull cylinder (A) on the derrick ballast is stopped.

► Press the button **438**.

Result:

– The pull cylinder (B) on the derrick ballast is stopped.

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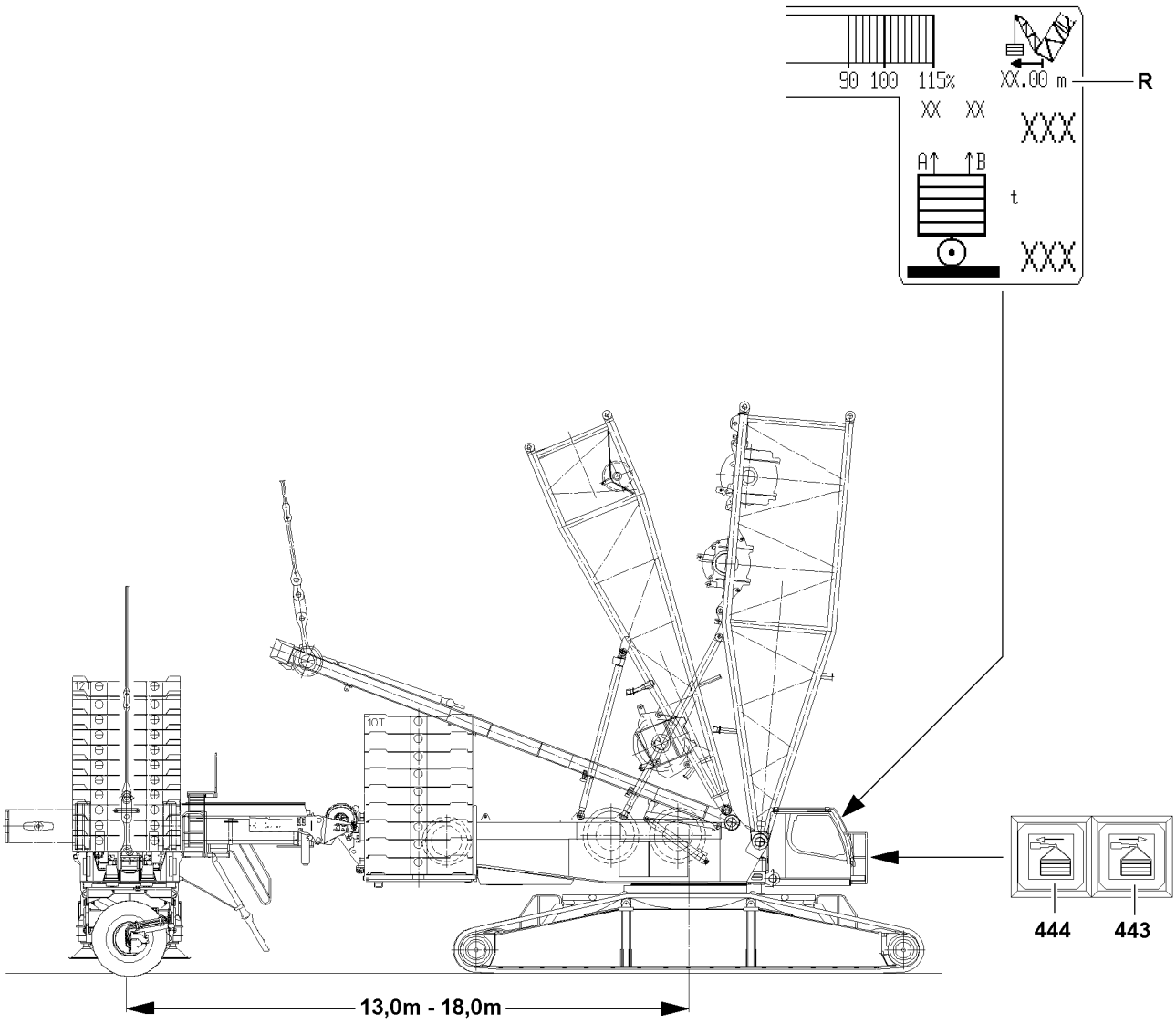

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Fig.113698

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3 Setting the ballast trailer radii

The ballast trailer can be telescoped steplessly hydraulically from 13 m to 18 m .

The ballast trailer is equipped with a telescopeable ballast trailer guide. This allows the derrick ballast radius to be adjusted to suit the environment or type of lifting work. The derrick ballast radius **R** is displayed on the LICCON monitor.

Note

- ► The release for telescoping the ballast trailer guide out and in is only given when the wheel sets are in „towing mode“, see section „Towing“.
- ► If the ballast trailer is supported for assembly on the turntable, then it is possible to telescope the ballast trailer guide out and in with reduced pressure.
- ► When telescoping the ballast trailer guide out, monitor the derrick ballast radius **R** on the LICCON monitor constantly.
- ► The crane operator may not blindly rely on the derrick ballast radius measurement, he must think for himself and check if the length sensor measure functions correctly, see the Crane operating instructions, chapter 4.02.

3.1 Telescoping the ballast trailer guide out

Make sure that the following prerequisite is met:

– The wheel sets of the ballast trailer are in the „Towing“ position.

► Press the button **443**.

Result:

– The ballast trailer guide extends.

► Observe the force display in the derrick guying $F1_{min}$-$F1_{max}$.

3.2 Telescoping the ballast trailer guide in

Make sure that the following prerequisite is met:

– The wheel sets of the ballast trailer are in the „Towing“ position.

► Press the button **444**.

Result:

– The ballast trailer guide retracts.

► Observe the force display in the derrick guying $F1_{min}$-$F1_{max}$.

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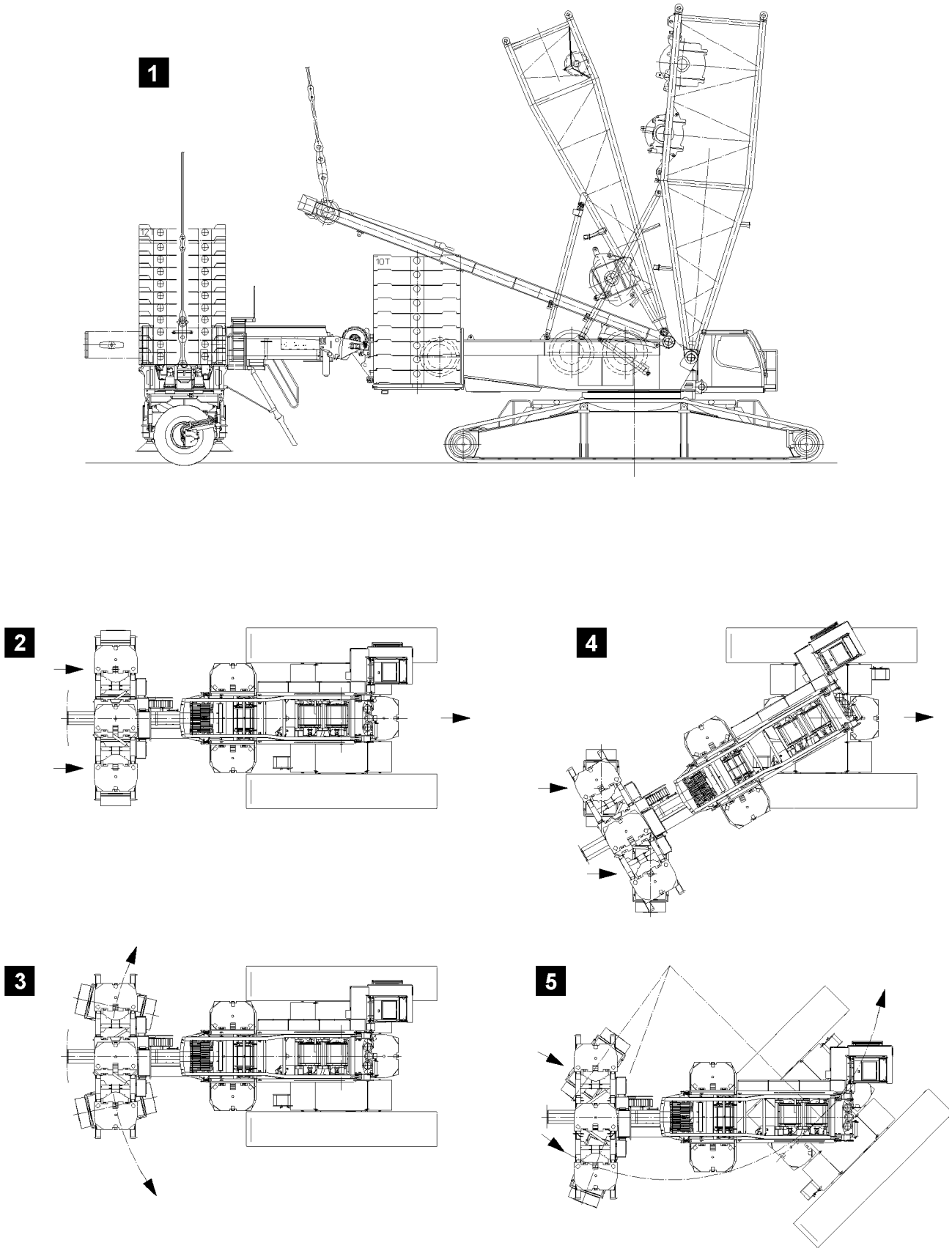

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Fig.113700

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4 Steering programs

The ballast trailer has the following computer controlled steering programs:
- Towing, illustration **2**
- Circular driving, illustration **3**
- Parallel driving, illustration **4**
- Corrective steering, illustration **5**

The „Towing“, „Circular travel“ and „Parallel travel“ steering programs can only be actuated from the crane operator's cab.

WARNING
Danger when moving the wheel sets on the ballast trailer!
When moving the wheel sets on the ballast trailer, personnel can be severely injured or killed.
- ► The crane operator as well as any operating personnel must make sure that there are no persons within the danger zone - between the wheel sets.
- ► It is prohibited for anyone to remain between the wheel sets for all setting / adjustment work on the ballast trailer.
- ► It is prohibited to anyone to remain between the wheel sets when selecting the various steering programs.

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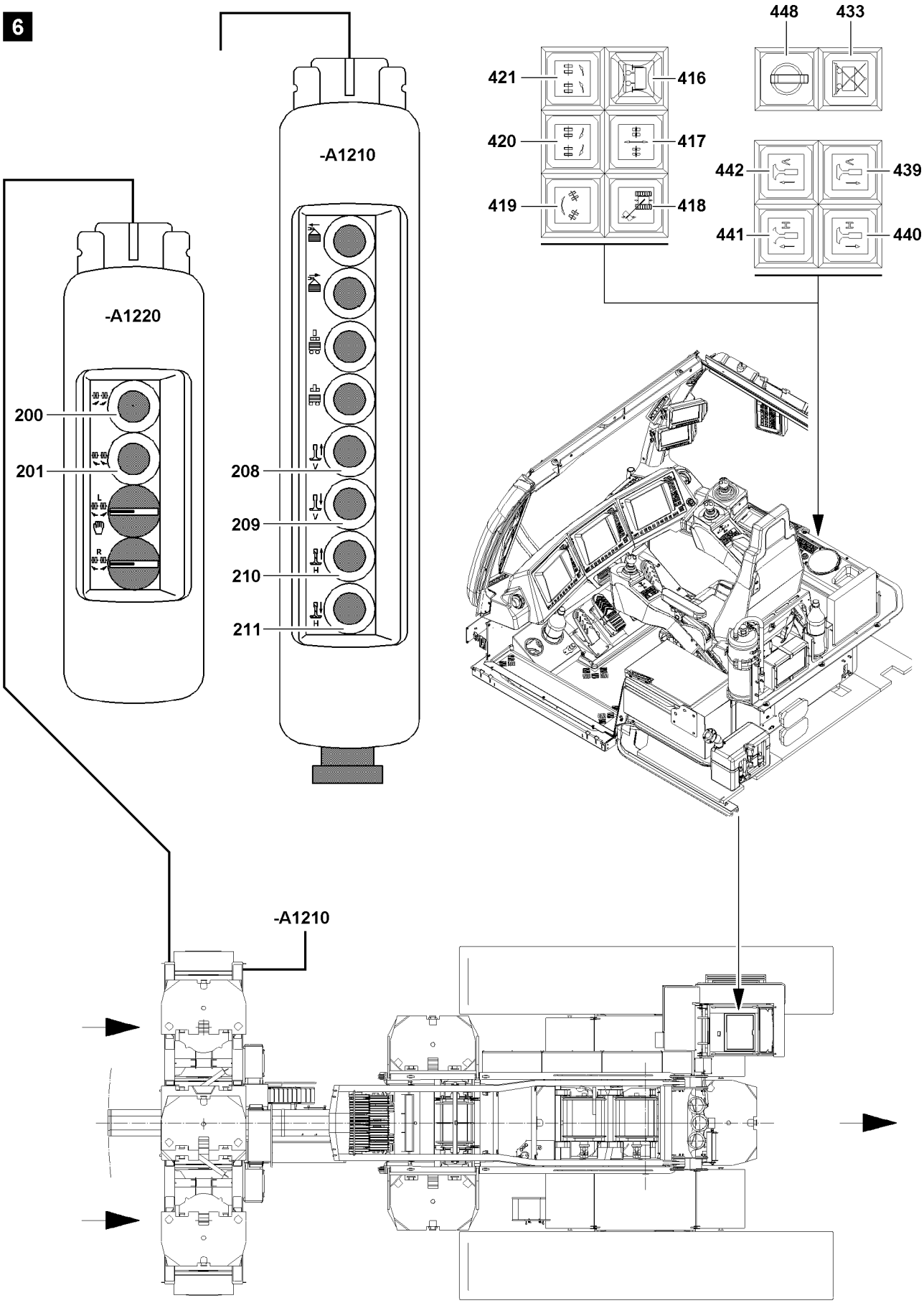

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Fig.108970

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4.1 Notes to adjust the wheel sets

Note

► The buttons for the setting of the various steering programs are on the instrument panel of the crane operator's cab, see the Crane operating instructions, chapter 4.01.

The wheel sets for „Towing“ are moved using the button **417**.

The wheel sets for „Circular travel“ are moved using the button **419**.

The wheel sets for „Parallel travel“ are moved using the button **418**.

The wheel sets are steered correctively „to the right“ with the button **420** from the crane operator's cab, or with the button **201** from the control panel **-A1220** on the ballast trailer.

The wheel sets are steered correctively „to the left“ with the button **421** from the crane operator's cab, or with the button **200** from the control panel **-A1220** on the ballast trailer.

The manual adjustment of the wheel sets for assembly purposes is only possible with the buttons on the control panel **-A1220** on the ballast trailer.

Note

► If the ballast trailer is suspended above the ground, the wheel sets can be positioned in any mode, if the „Ballast trailer lifted“ key button **448** was turned on. Turning and driving of the crane is possible.

NOTICE

Danger of accident when turning or driving!
If the lifted off ballast trailer scrapes on the ground - with a turned on key button **448** - when turning or driving the crane, then the ballast trailer and the crane can be significantly damaged.

► If the ballast trailer has been lifted off the ground, the „Ballast trailer lifted“ key button **448** is actuated, then it must be checked that the wheels **do not scrape the ground**. An instructed person must check visually.
► It is prohibited to remain in the danger zone.

WARNING

The crane can topple over!
If the ballast trailer is lifted off the ground past the **maximum permissible** 250 mm , then the crane can topple over to the rear if the load rips off.
Personnel can be severely injured or killed.

► Do not lift the ballast trailer more than 250 mm off the ground.

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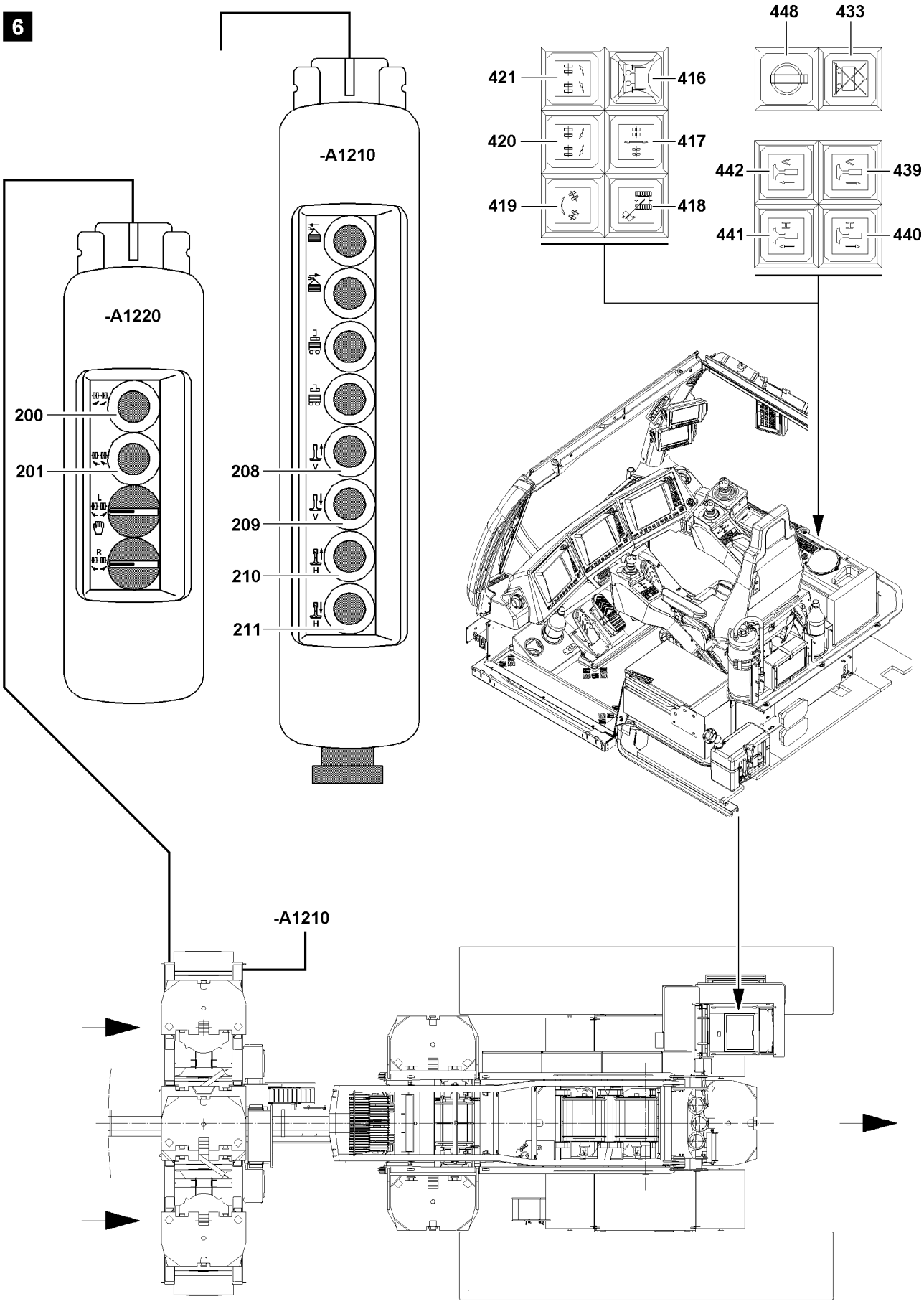

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4.2 Adjustment procedure

The adjustment procedure for the various steering programs is identical.

Note

- If the ballast trailer is **not loaded**, the wheel sets can be adjusted without relieving the tires.
- If the ballast trailer is **loaded**, the ballast trailer must be raised first with the support cylinders until the tires are relieved.

DANGER

Danger of accident due to crane overload!

By raising the ballast trailer with the support cylinders, the force in test point 1 (MS1) can increase to the permissible maximum value. The extension of the support cylinders is then turned off.

- Monitor the actual force display of test point 1 (MS1) on the LICCON monitor and stop the extension of the support cylinders in time before the shut-off, see the Crane operating instructions, chapter 4.02.

- Actuate the support cylinders from the crane operator's cab and at the same time, monitor the „Actual force display of test point 1 (MS1)“ on the LICCON monitor.
- Before reaching the maximum operating force, „$F1_{max\text{-}operation}$“: Stop the extension of the support cylinders.

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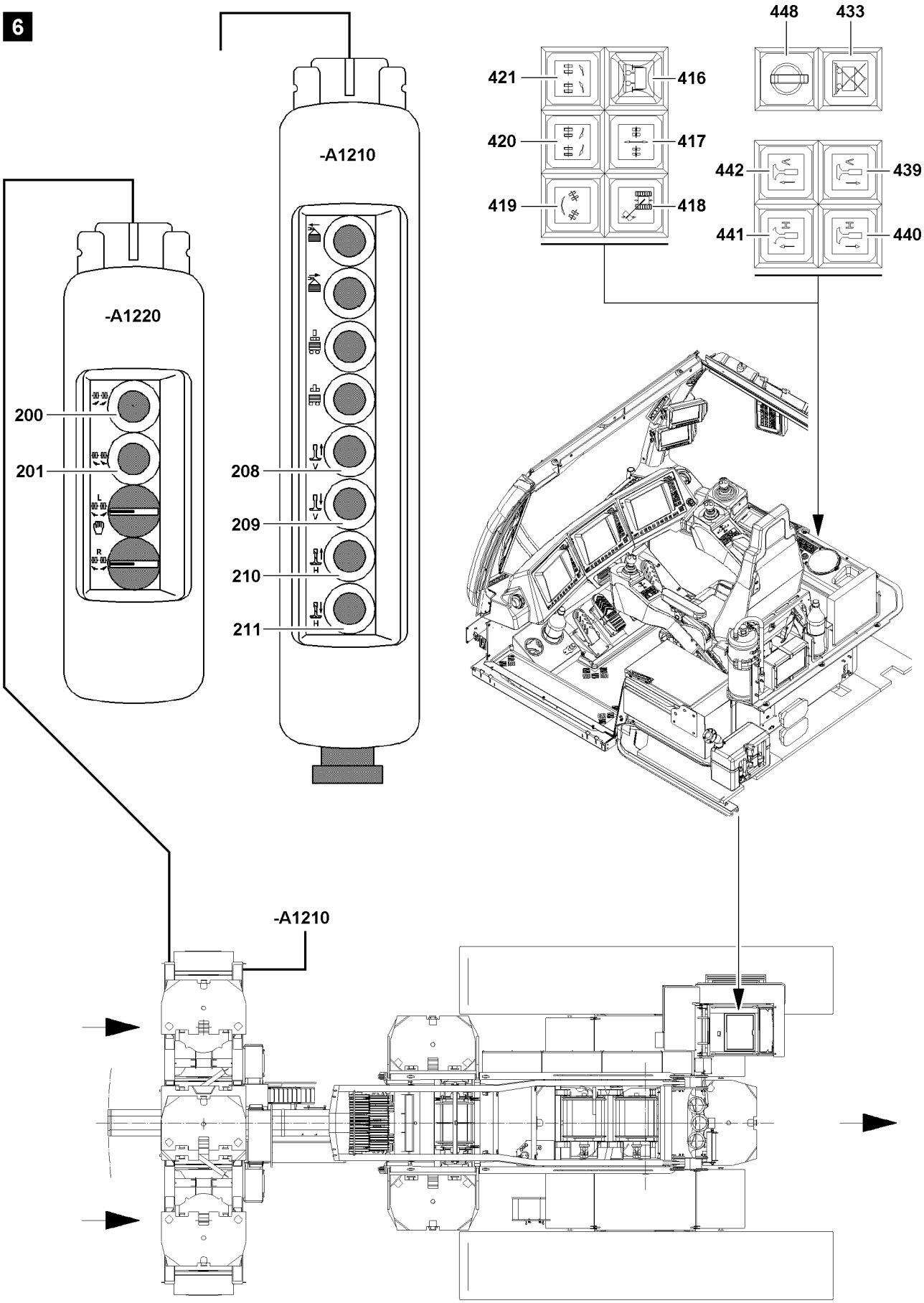

Fig.108970

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4.3 Towing

4.3.1 Lifting the ballast trailer with the support cylinders

Note
► The support cylinders of the ballast trailer must always be extended evenly.

Extend the front and rear support cylinders:

► Press the button **442** and button **441** in the crane operator's cab.
or
Press the button **209** and button **211** on the control panel **-A1210**.

4.3.2 Aligning the wheel sets in the towing position

Make sure that the following prerequisite is met:
– The ballast trailer is raised by the support cylinders to the point where the wheel sets are relieved.

► Press the button **417**.

Result:

– The wheel sets of the ballast trailer are aligned in the towing position.
– During the turning procedure of the wheel sets, the indicator light in the button **417 blinks**.
– When the towing position is reached, the **indicator light** in the button lights up **417**.

4.3.3 Lowering the ballast trailer with the support cylinders

Note
► The support cylinders of the ballast trailer must always be retracted evenly.

Retract the support cylinders completely on the front and rear:

► Press the button **439** and button **440** in the crane operator's cab.
or
Press the button **208** and button **210** on the control panel **-A1210**.

Result:

– The support cylinders retract.

Note
► The release to drive the crane in the „Towing“ steering program is only provided when both wheel sets are in the travel direction (neutral position) and the support cylinders are fully retracted.
► Check the settings of the wheel sets and the support cylinders before driving the crane.

► Retract the support cylinders completely.

Result:

– The warning light **416** („Ballast trailer support retracted“) **lights up**.

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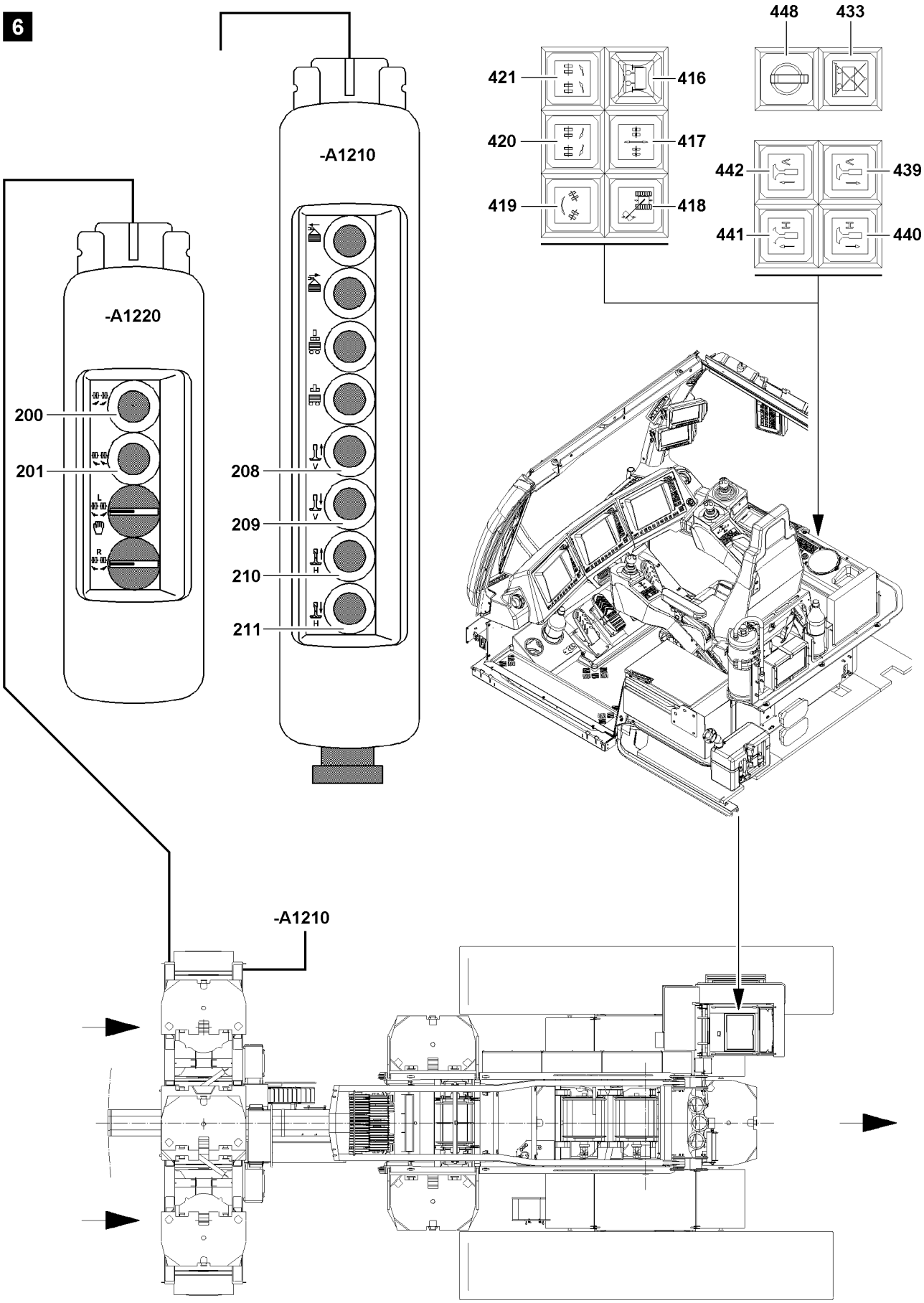

Fig.108970

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4.3.4 Corrective steering of the wheel sets

NOTICE
Damage to the ballast trailer!
Through corrective steering of wheel sets while at a standstill, the ballast trailer can be damaged.
- ► If the ballast trailer is ballasted, the corrective steering of the wheel sets at a standstill is **prohibited**.
- ► When the ballast trailer is ballasted, the corrective steering of the wheel sets is only permissible while driving.
- ► Monitor the distortion of the tires.

Note
- ► Changing from the „Towing“ steering program to the „Corrective steering“ steering program and back is possible while driving the crawler.
- ► If the „Corrective steering“ steering program is switched to the „Towing“ steering program then the „indicator light in the button“ **417 blinks** until the towing position of the wheel sets is reached.
- ► If one of the wheel sets deviates from the specified limit angle, the „indicator light in the button“ **417** blinks and the wheel sets must be reset as described above.
- ► **In general, the following applies:** The wheel sets only move if either the button **420**, the button **421**, or the button **417** in the crane operator's cab, or the button **200** or the button **201** on the control panel is pressed in the respective steering program or if the crawler is driven.

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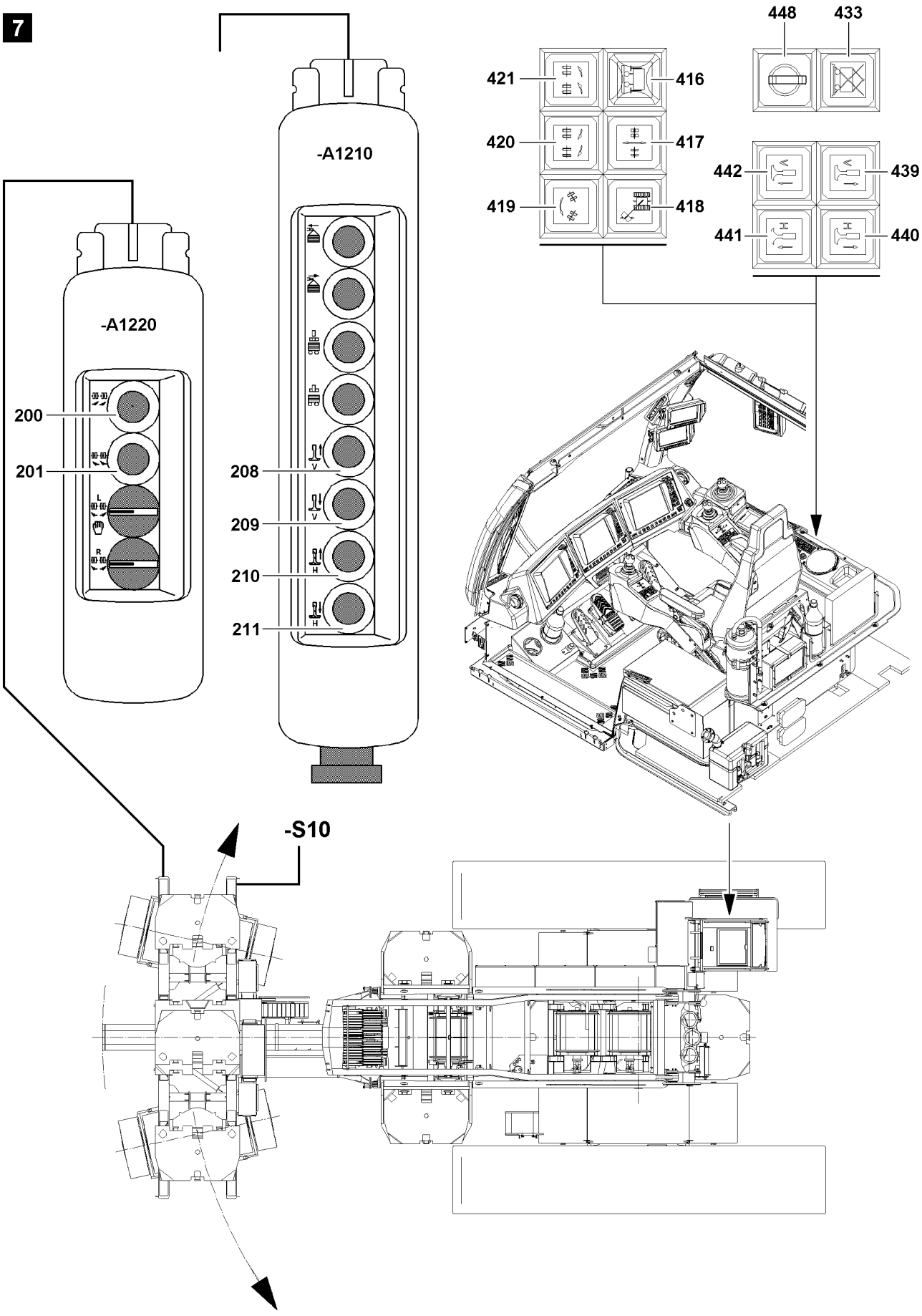

Fig.108971

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4.4 Circular travel

Make sure that the following prerequisite is met:
– The ballast trailer guide is telescoped out to the required derrick ballast radius.

4.4.1 Lifting the ballast trailer with the support cylinders

Note
► See section Towing operation.

4.4.2 Aligning the wheel sets in the circular travel position

Make sure that the following prerequisite is met:
– The ballast trailer is raised by the support cylinders to the point where the wheel sets are relieved.

► Press the button **419**.

Result:

– The ballast trailer wheel sets are aligned in the circular travel position.
– During the turning procedure of the wheel sets, the indicator light in the button **419 blinks**.
– When the circular travel position is reached, the indicator light in the button **419 lights up**.

Note
► If one of the wheel sets deviates from the specified angle, the indicator light in the button **419** blinks and the wheel sets must be reset as described above.

► Press the button **419** again.

4.4.3 Lowering the ballast trailer with the support cylinders

Note
► See section Towing operation.

Note
► The release for turning the turntable in the „Circular travel“ steering program is only provided when both wheel sets are in the turning position (circular travel) and the support cylinders are completely retracted.
► Check the settings for the wheel sets and support cylinders before inspecting the turning of the turntable.

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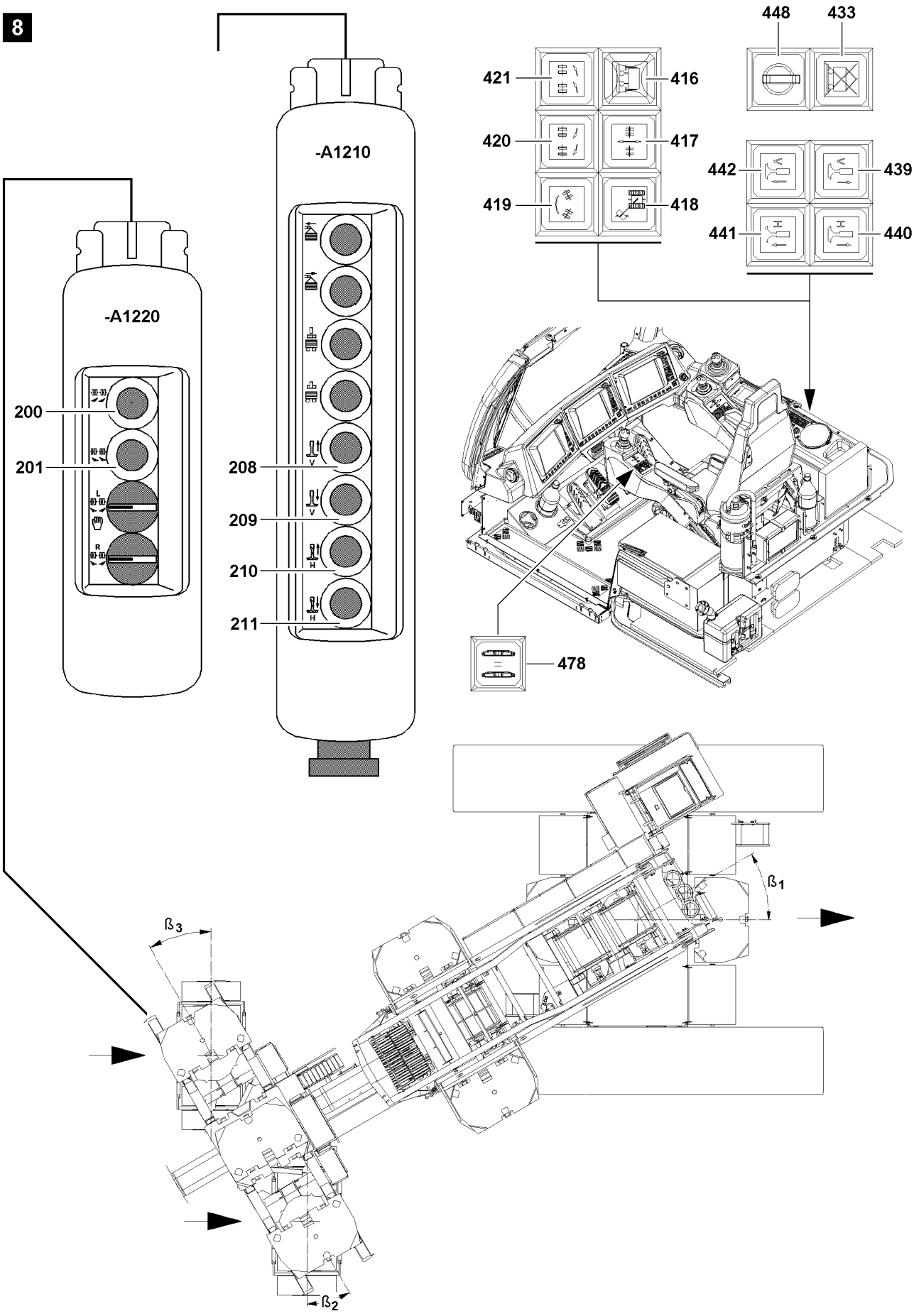

Fig.108972

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4.5 Parallel travel

NOTICE
Damage to the crane and the ballast trailer!
Due to steering movements on the crawler tracks during parallel travel, the crane and the ballast trailer can be significantly damaged.
- ► During parallel travel, steering the crawler travel gear is **prohibited**.
- ► For parallel travel, the side tire distortion on the wheel sets must be observed by an instructed person over the entire travel route of the crane. If the tires distort by more than 100 mm , then the position of the wheel sets must be corrected.

Note
- ► Independently of whether the ballast trailer stands on the ground or is lifted off the ground, the wheel sets must always stand in a „Parallel travel“ position.
- ► If the wheel sets are in a deviating position, the control turns itself off.
- ► To drive the crane in „Parallel travel“, the switch **478** on the left control panel must be actuated.

Note
- ► The travel drive of the crawler is locked until the wheel sets are in the parallel travel position.
- ► When driving the crawler, the slewing gear brake of the crane remains applied and the hydraulic coasting is opened.
- ► If the angles **ß**$_2$ and **ß**$_3$ in relation to **ß**$_1$ by more than the permissible limit angle, the crawler track is stopped, the indicator light in the button **418** blinks.
- ► Only be realigning the wheel sets to the required specified angle can the crawler track be driven again.
- ► If the „Crawler parallel travel“ switch **478** is turned on, the crawler moves straight forward on appropriate terrain. This simplifies driving the crane with the ballast trailer in the „Parallel travel“ steering program .

4.5.1 Lifting the ballast trailer with the support cylinders

Note
- ► See section Towing operation.

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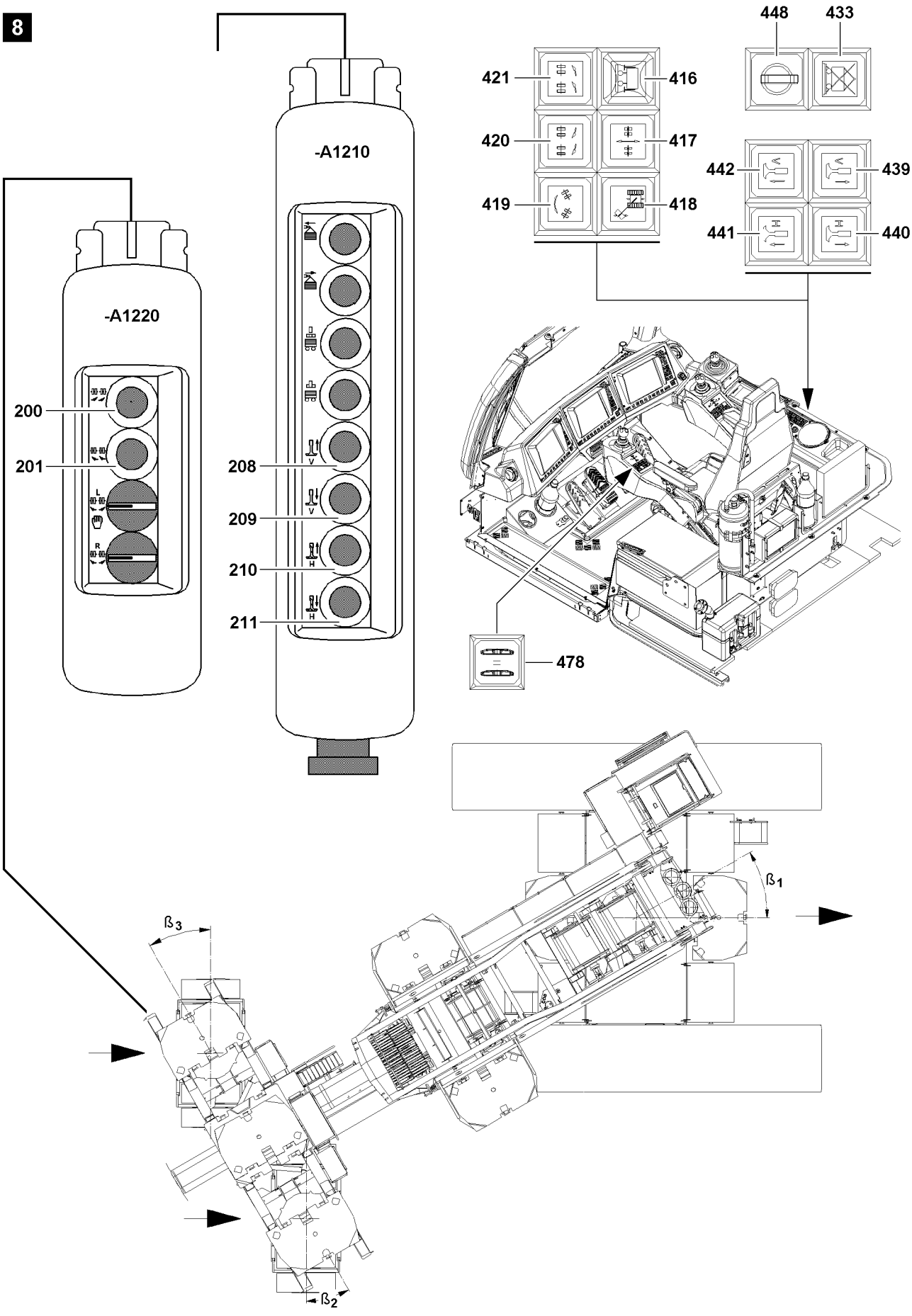

Fig.108972

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4.5.2 Aligning the wheel sets in the parallel travel position

Make sure that the following prerequisite is met:
– The ballast trailer is raised by the support cylinders to the point where the wheel sets are relieved.

► Press the button **418**.

Result:

– The ballast trailer wheel sets are aligned in the parallel travel position.
– During the turning procedure of the wheel sets, the indicator light in the button **418 blinks**.
– When the parallel travel position is reached, the indicator light in the button **418 lights up**.

Note
► If one of the wheel sets deviates from the specified angle, the indicator light in the button **418** blinks and the wheel sets must be reset as described above.

► Check the parallel position of the wheel sets.

4.5.3 Lowering the ballast trailer with the support cylinders

Note
► See section Towing operation.

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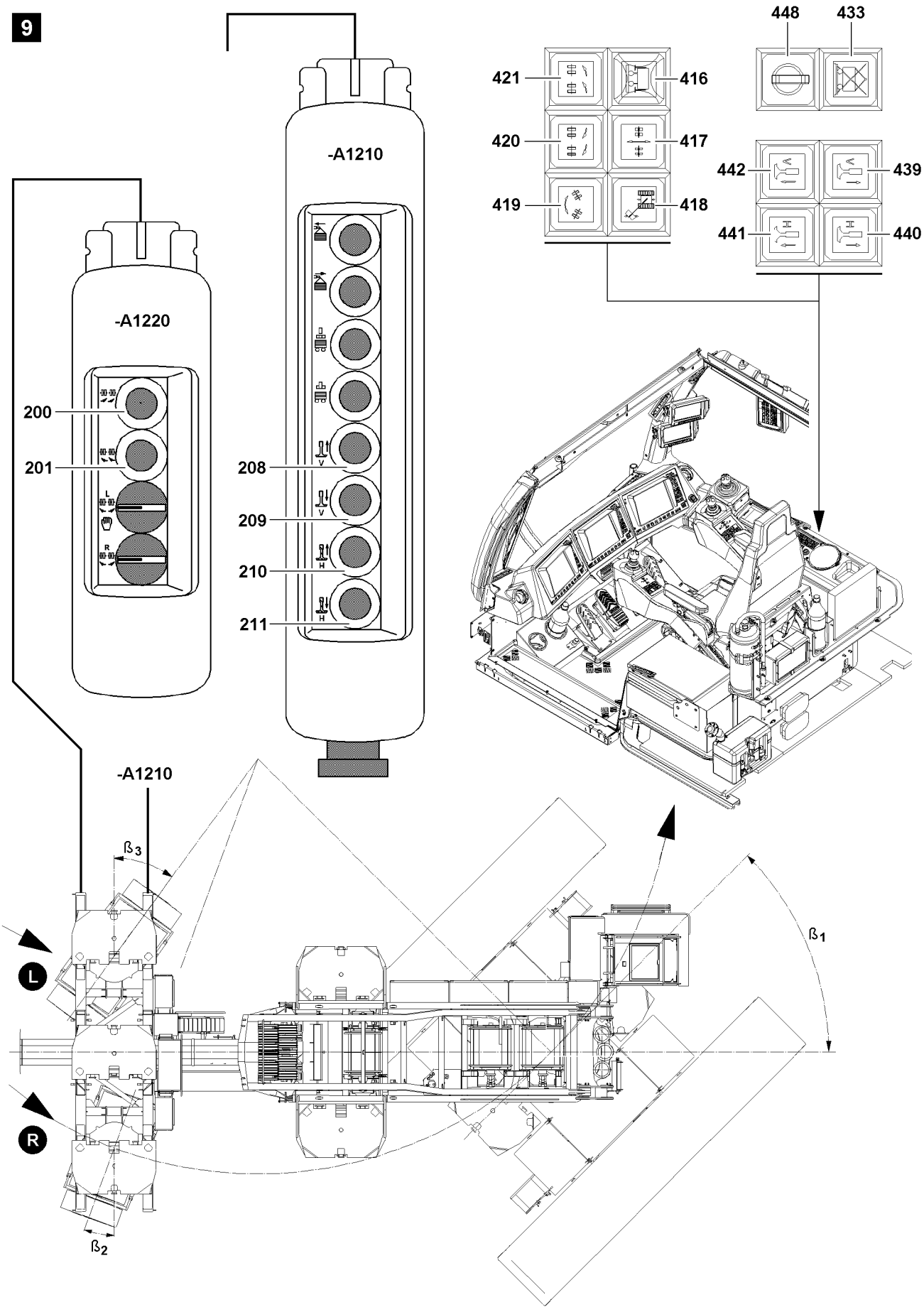

Fig.108973

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4.6 Corrective steering

Make sure that the following prerequisite is met:
- Crawler operation is turned on.

4.6.1 Steering and corrective steering of the wheel sets

Make sure that the following prerequisites are met:
- The „Towing“ steering program is selected **and** the wheel sets are in the towing position.
- The indicator light in the button **417** illuminates.

Turn the wheel sets to the right:

► Press the button **420** in the crane operator's cab.
or
Press the button **200** on the control panel **-A1220**.

Turn the wheel sets to the left:

► Press the button **421** in the crane operator's cab.
or
Press the button **201** on the control panel **-A1220**.

The right wheel set is regulated by the computer-controlled steering program so that there is always a center steering position. The angle **ß**$_1$ is determined by the driving of the crawler and the angle **ß**$_3$ is determined by the steering of the operator, whereby the angle **ß**$_2$ is continually corrected. Switching from the „Corrective steering“ steering program to the „Towing“ steering program and back, after achieving the towing position, is possible while driving the crawler. If the „Corrective steering“ steering program is selected from the „Towing“ program, the indicator light in the button **420** and the indicator light in the button **421** light up.

Note
- ► The left wheel set can be steered to the specified limit angle **ß**$_3$. It is not possible to steer beyond this limit angle.
- ► The right wheel set is corrected to follow the center steering position. If the right correctively steered wheel set cannot follow the left wheel set, then the left wheel set is stopped until the right correctively steered wheel set has caught up.
- ► If the right wheel set still deviates from the specified limit angle, the indicator light in the button **420** and the indicator light in the button **421** blink and it is necessary to begin again with „Towing“.
- ► If the crawler is driven and exceeds the angle **ß**$_1$ the turntable automatically switches the specified value into the „Towing“ steering program. The indicator light in the button **420**, the indicator light in the button **421** and the indicator light in the button **417** blinks.
- ► When the towing position is reached, manual corrective steering can continue. The indicator light in the button **417** lights up.
- ► **In general, the following applies:** The wheel sets only move during corrective steering if either the button **420** or the button **421** from the crane operator’s cab, **or** the button **200** or the button **201** on the control panel is pressed in the respective steering program or if the crawler is driven.

► Check the settings.

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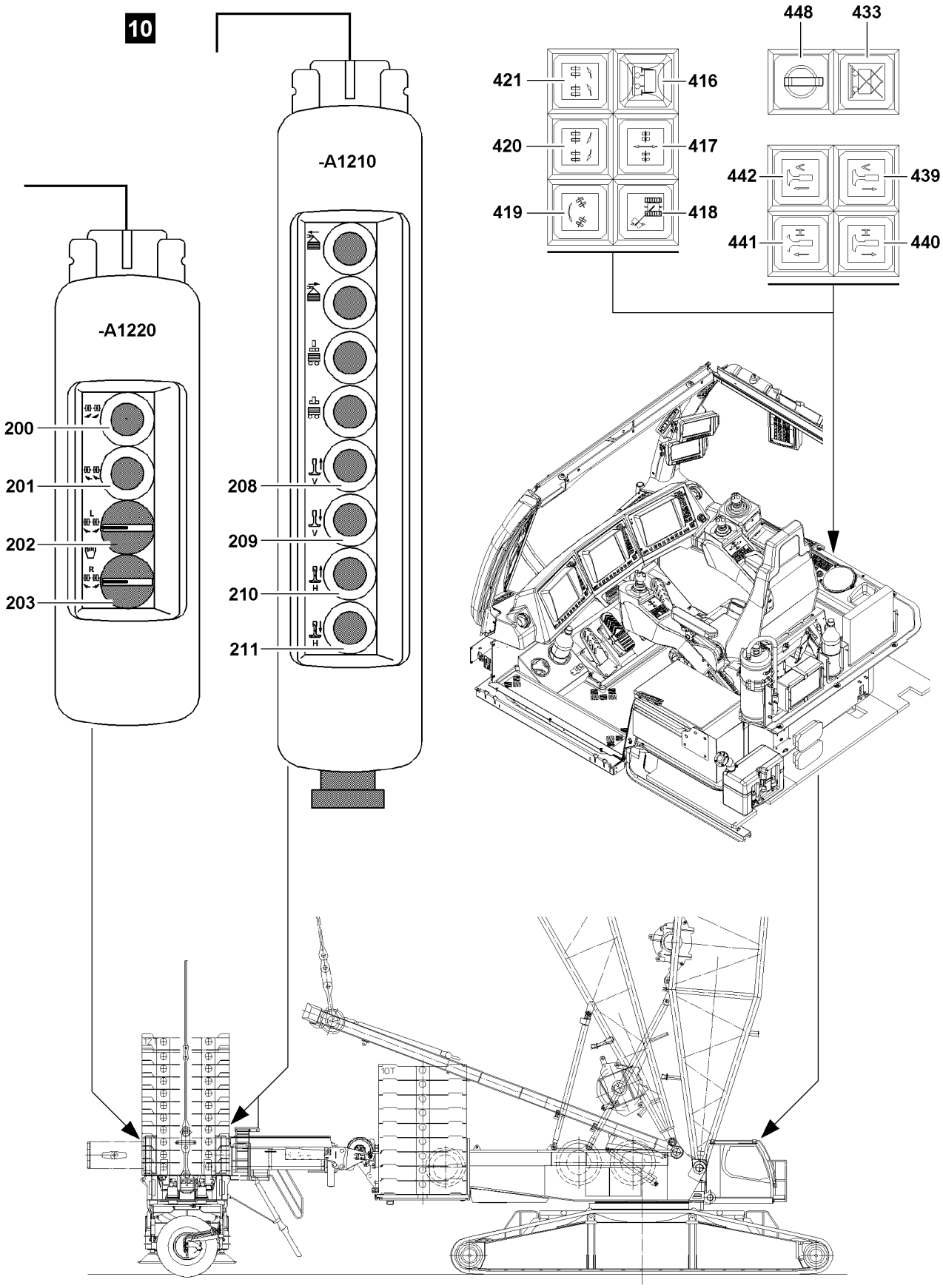

Fig.113701

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4.7 Manual operation for assembly

The ballast trailer is equipped with a program that allows for each wheel set to be turned individually at assembly.

4.7.1 Lifting the ballast trailer with the support cylinders

Note
► See section Towing operation.

4.7.2 Setting the wheel sets

The rotary switch on the control panel **-A1220** must be activated to set the wheel sets.

► Turn the rotary switch **202** to the right.

Result:

– The left wheel set turns to the right.

► Turn the rotary switch **202** to the left.

Result:

– The left wheel set turns to the left.

► Turn the rotary switch **203** to the right.

Result:

– The right wheel set turns to the right.

► Turn the rotary switch **203** to the left.

Result:

– The right wheel set turns to the left.

4.7.3 Lowering the ballast trailer with the support cylinders

Note
► See section Towing operation.

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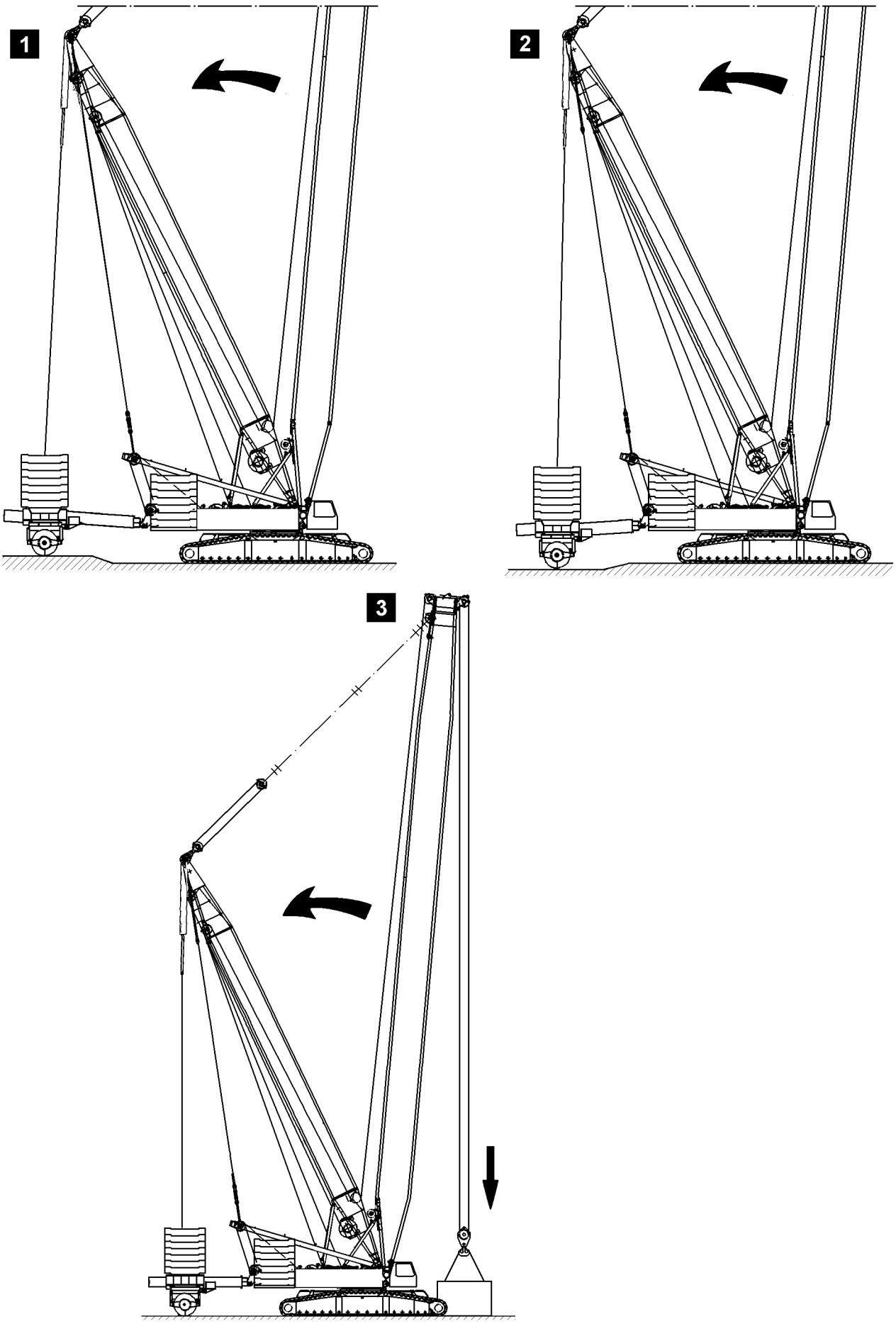

Fig.108976

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5 Driving with the ballast trailer

5.1 Driving

Note
- ► It is only permitted to drive the ballast trailer on level ground capable of supporting the load.
- ► Driving over obstacles is not permitted.

DANGER
The crane can topple over!
In case of non-permissible level difference between the ballast trailer road surface and the crane position level, the entire crane system can be pulled back suddenly.
The relapse cylinders can thereby run into the mechanical block position and be significantly damaged.
The crane can topple over and personnel can be severely injured or killed.
- ► Do not exceed or fall below the permissible level difference between the ballast trailer road surface and the crane placement level.

5.1.1 Pressure monitoring in the extension cylinder

Through propelling force of the crawler travel gear upon forward and backward travel of the crane, the extension cylinder can be overloaded in the pull and push direction if the ballast trailer travels over ground unevenness or slopes.

Note
- ► If the maximum permissible pressure in the extension cylinder is exceeded, an acoustic signal will sound and an error message appears.
- ► There is **no** shut-off.

NOTICE
Piston rod on the block!
If the piston rod of the extension cylinder is already on the block through telescoping out or in of the ballast trailer guide, pressure monitoring does not occur.
The extension cylinder can be significantly damaged.
- ► It is prohibited to retract or extend the piston rod to the block position.

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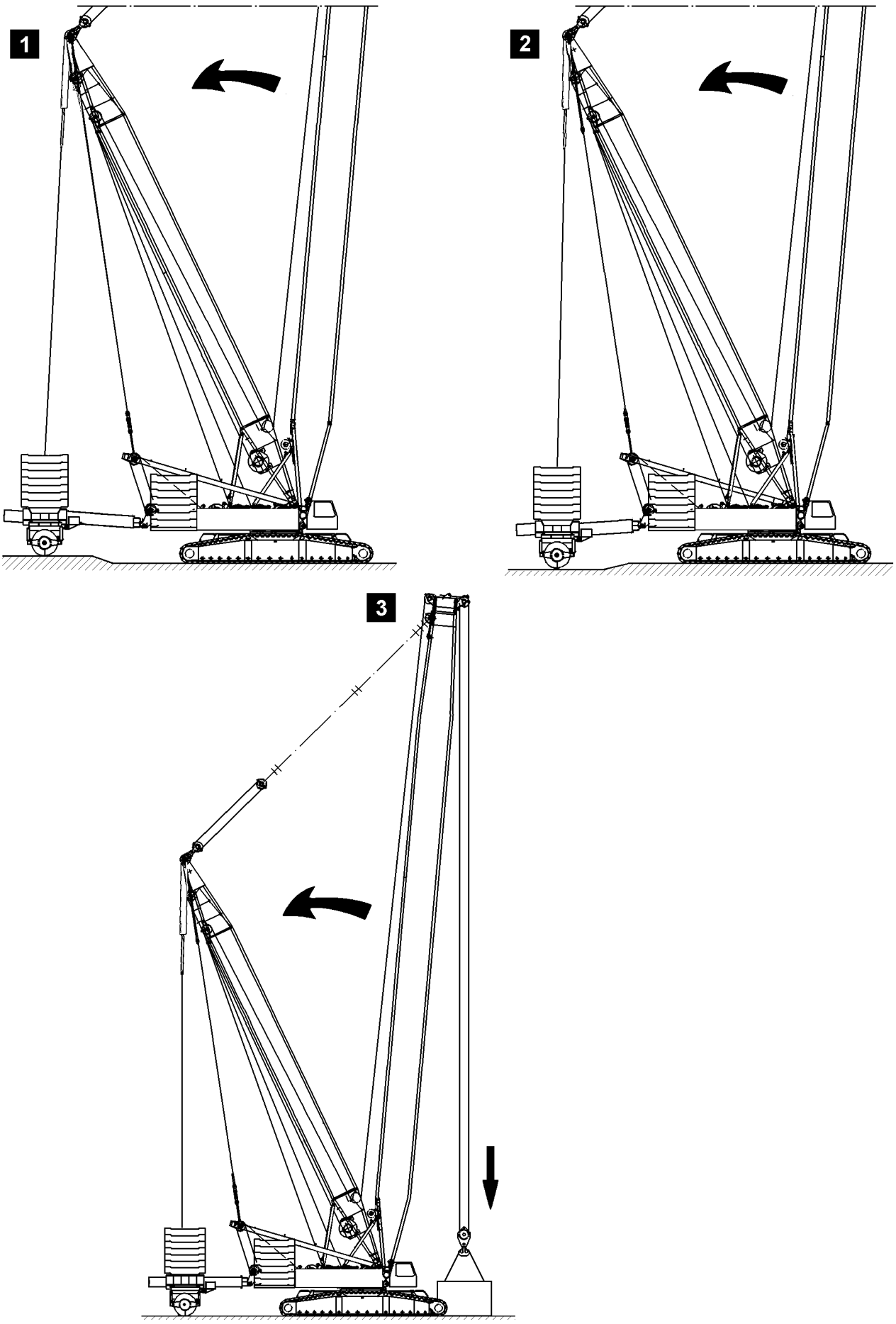

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5.2 Safety guidelines for travel operation

5.2.1 Relapse cylinder

When the steepest operating position of the main boom is reached, luffing up is turned off by the LIC-CON overload protection in all operating modes.

Note

► However, there are cases when the relapse cylinders move mechanically to the block position, due to a movement of the entire crane system to the rear.

5.2.2 Relapse cylinder block position

NOTICE

Damage to the relapse cylinder and the boom!
Through level difference between the ballast trailer and crane route, the boom can suddenly be pulled backward and the relapse cylinder can go into the block position.
The relapse cylinder or the boom can be damaged.

► Make sure before starting travel operation, or before turning the crane superstructure, that the crane driving track or the ballast trailer circular path is even and capable of supporting the load.

In normal crane operation without bypass of the LICCON overload protection, a block position is not possible. Should a block position still occur, the movement is shut off and the boom limitation icon shown on the crane operating screen indicates which block position has been started up.

With this boom limitation icon it is to be determined which limit switch on which relapse cylinder has been actuated. Reverse the last movement that was carried out until the corresponding limit switch is released again.

5.2.3 Case 1

Note

► Refer to illustration **1**.

When driving or turning the crane with a steeply positioned boom, the ballast trailer can be lowered due to the level differences. This causes the whole boom system to be pulled backward and there is a danger of reaching the block position in the relapse cylinders. The same risk applies when turning if the ballast trailer sinks due to level differences.

Note

► Due to the „Main boom relapse cylinder on the block“ or „Derrick relapse cylinder on the block“ signals, the „Crawler driving“ and „Turning“ movements are automatically turned off during operation with the ballast trailer.

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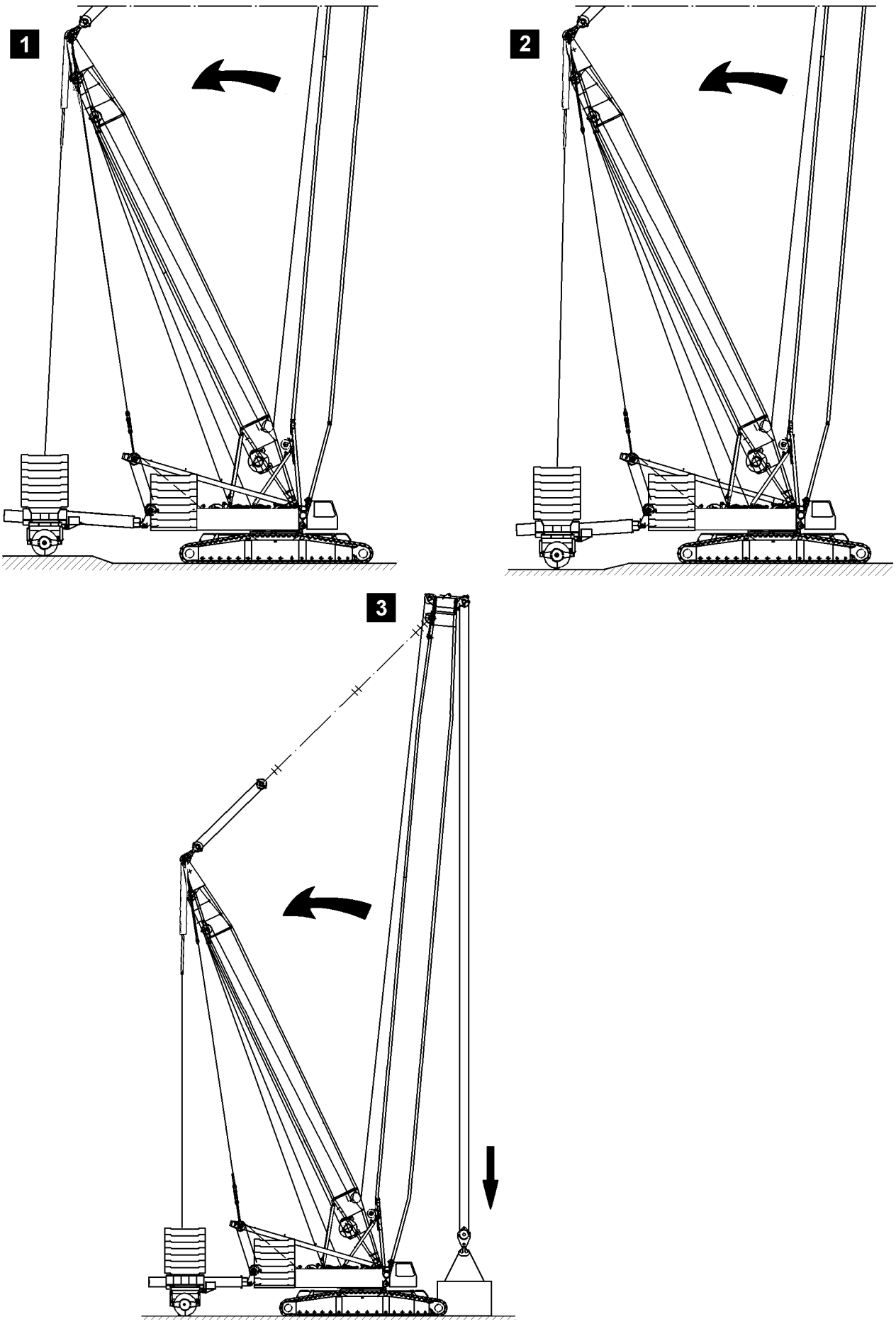

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5.2.4 Case 2

Note
► Refer to illustration **2**.

If the level under the crane increases, the boom system is also pulled back. There is a danger that the relapse cylinders reach the block position.

Note
► Due to the „Main boom relapse cylinder on the block“ or „Derrick relapse cylinder on the block“ signals, the Crawler driving and turning movements are automatically turned off during operation with the ballast trailer.

5.2.5 Case 3

Note
► Refer to illustration **3**.

When the load is set down with the hoist gear, the crane is relieved. This causes the booms to move backward, refer to section „Monitoring the minimum force F1“.

5.3 Maximum permissible ground unevenness

WARNING
The crane can topple over!
By exceeding the maximum permissible value for ground unevenness while driving the crane, the crane can topple over.
Personnel can be severely injured or killed.
► The permissible ground unevenness may not be exceeded.

Level change between placement surface of the crane and the ballast trailer during towing, parallel and circular travel may not exceed a maximum permissible value.

Note
► The level difference of the ballast trailer route in relation to the crane route during **towing** and **parallel travel** may be no more than ± 250 mm.
► The level difference of the ballast trailer route in relation to the crane route during **circular travel** may be no more than ± 250 mm - with a constant uphill or downhill slope over a 90° slewing range.

5.3.1 Compensating for ground unevenness

The maximum permissible ground unevenness can be compensated by means of pull cylinders by lifting or lowering the ballast trailer.

Note
► The pull cylinders are operated from the crane operator's cab.

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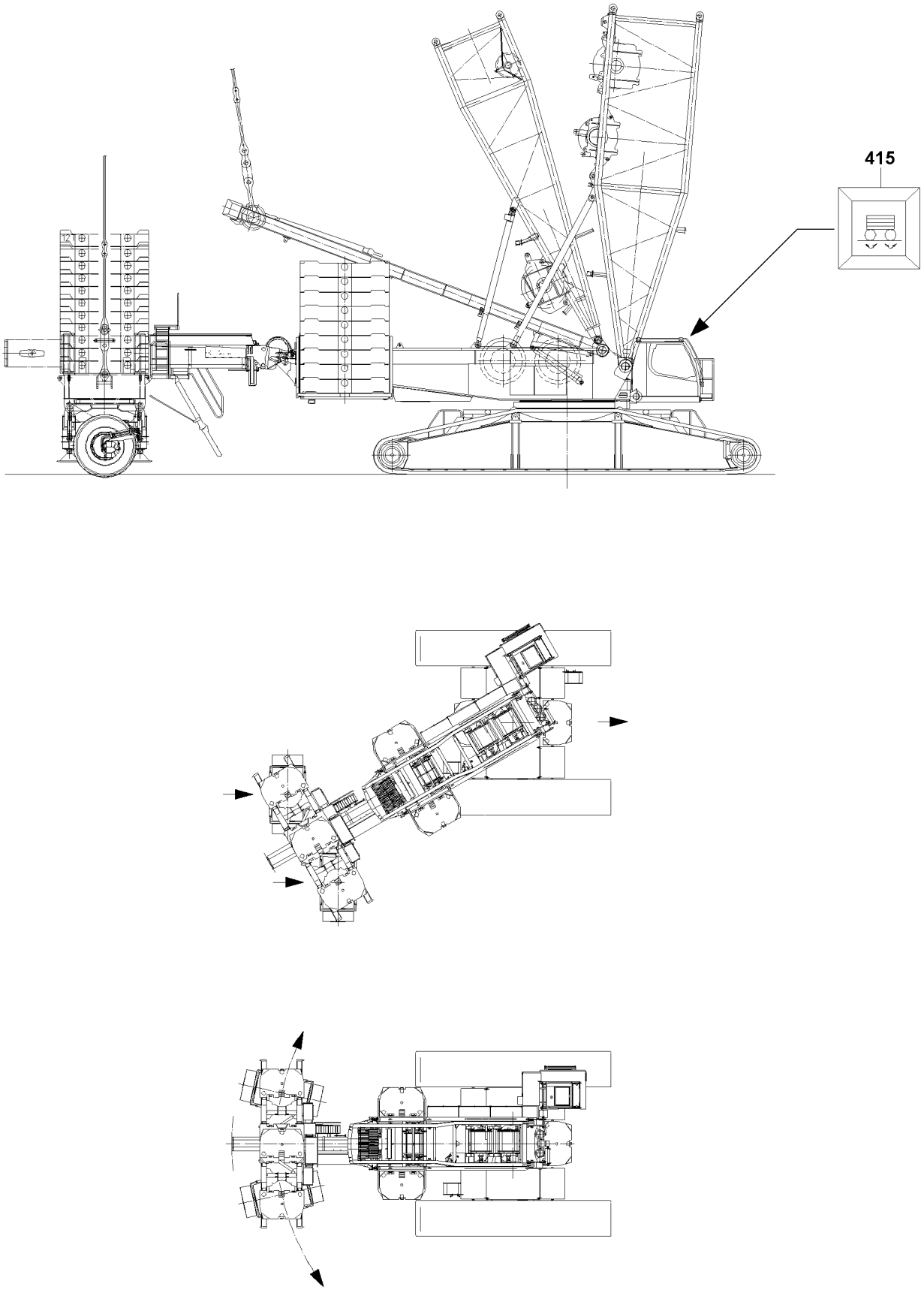

Fig.113680

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5.3.2 Ballast trailer drive*

A ballast trailer wheel set is equipped with its own drive. The drive is activated in the crane operator's cab.

Note
- ► The drive can only be activated in circular and parallel travel.
- ► The additional drive may be required when driving over uneven ground.

If the road surface is level, no additional drive is required.

Add the drive only when no turning / travel movement occurs when the control lever is deflected.

Turn the drive on with the switch **415** in the crane operator's cab.

Note
- ► Turn the drive off as soon as the uneven ground has been passed.

► Turn the drive off with the switch **415** in the crane operator's cab.

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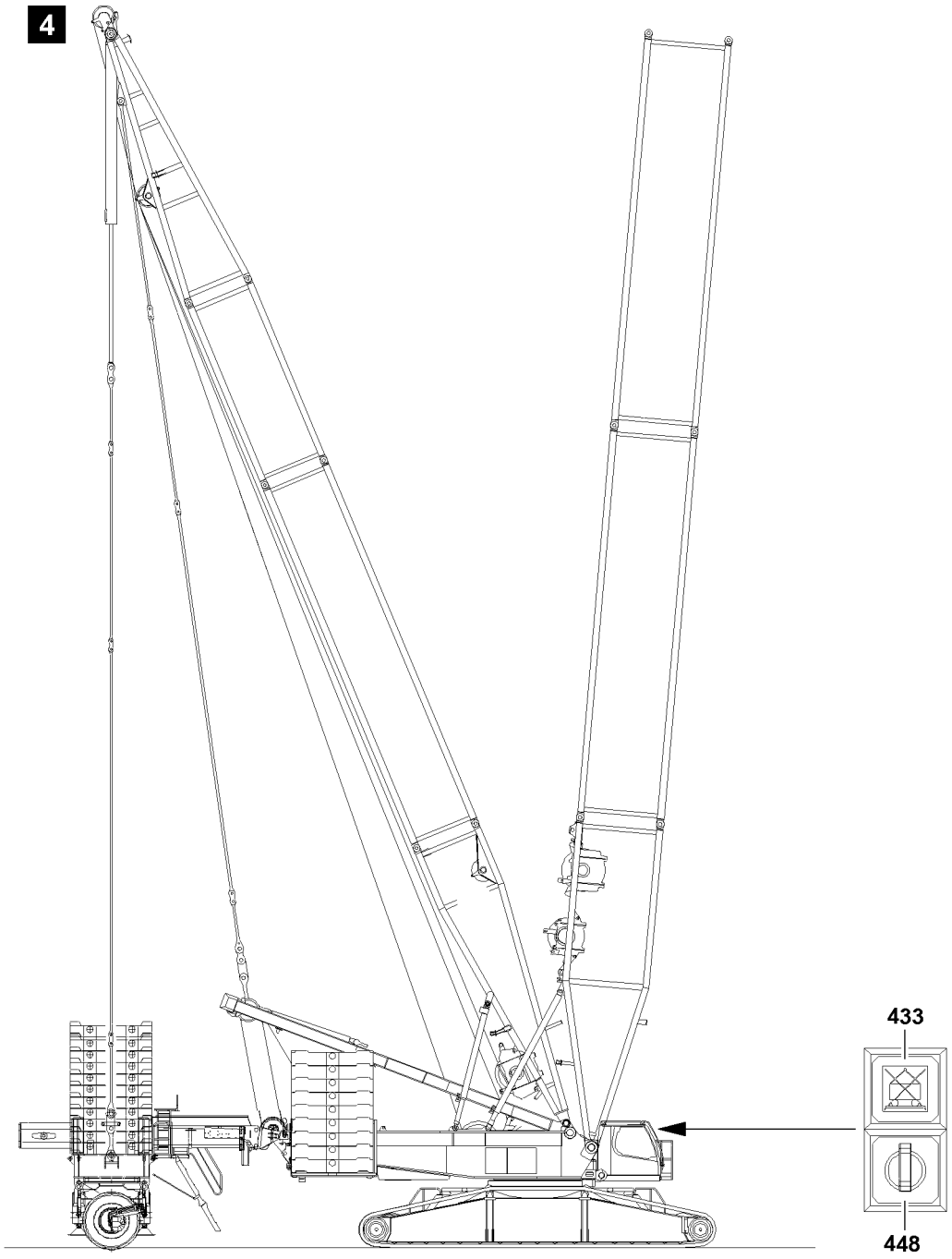

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Fig.113736

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5.4 „Ballast trailer lifted“ key button

During „Crawler driving“ and if the key button **448** is not operated, i.e. „Ballast trailer not lifted“, the slewing gear brake and hydraulic slewing gear coasting are opened. If when „driving the crawler“ driving takes place with the **ballast trailer lifted** (constant visual check), the „Ballast trailer lifted off“ key button **448** must be turned on.

DANGER
Danger of accident!
If the ballast trailer is lifted from the ground during crawler driving in the „Towing“ steering program, there is a risk that the wind turns the turntable to the side during „Crawler driving“.

- ► After lifting the ballast trailer, the „Ballast trailer lifted“ key button **448** must be turned on immediately, so that the slewing gear brake remains closed for „Crawler driving“, however hydraulic coasting remains open.
- ► If, when „Driving the crawler“, the ballast trailer scrapes on the ground or gets stuck on the ground, so that the turntable twists with the ballast trailer against the crawler track, the slewing gear brake can slip. The slewing gear will not be damaged.
- ► However, if the wheel sets of the ballast trailer are not aligned in the „Towing“ position , the ballast trailer or the crane will be damaged.

Note

- ► If when the „ballast trailer lifted“ function is turned on the warning light in the button **433** blinks, it is possible to turn the turntable or to drive the crane even though the wheel sets of the ballast trailer are not set to „Circular travel“, „Towing“ or „Parallel travel“.

Activate „Ballast trailer lifted“:

- ► Press the „Ballast trailer lifted“ key button **448**.

Result:

- – The warning light in the button **433** blinks.
- – The ballast trailer icon on LICCON monitor 1 is represented „suspended“.

Turn off „Ballast trailer lifted“:

- ► Press the button **433**.

Result:

- – The warning light in the button **433** turns off.
- – The ballast trailer icon on LICCON monitor 1 is represented „on the ground“ (placed down).

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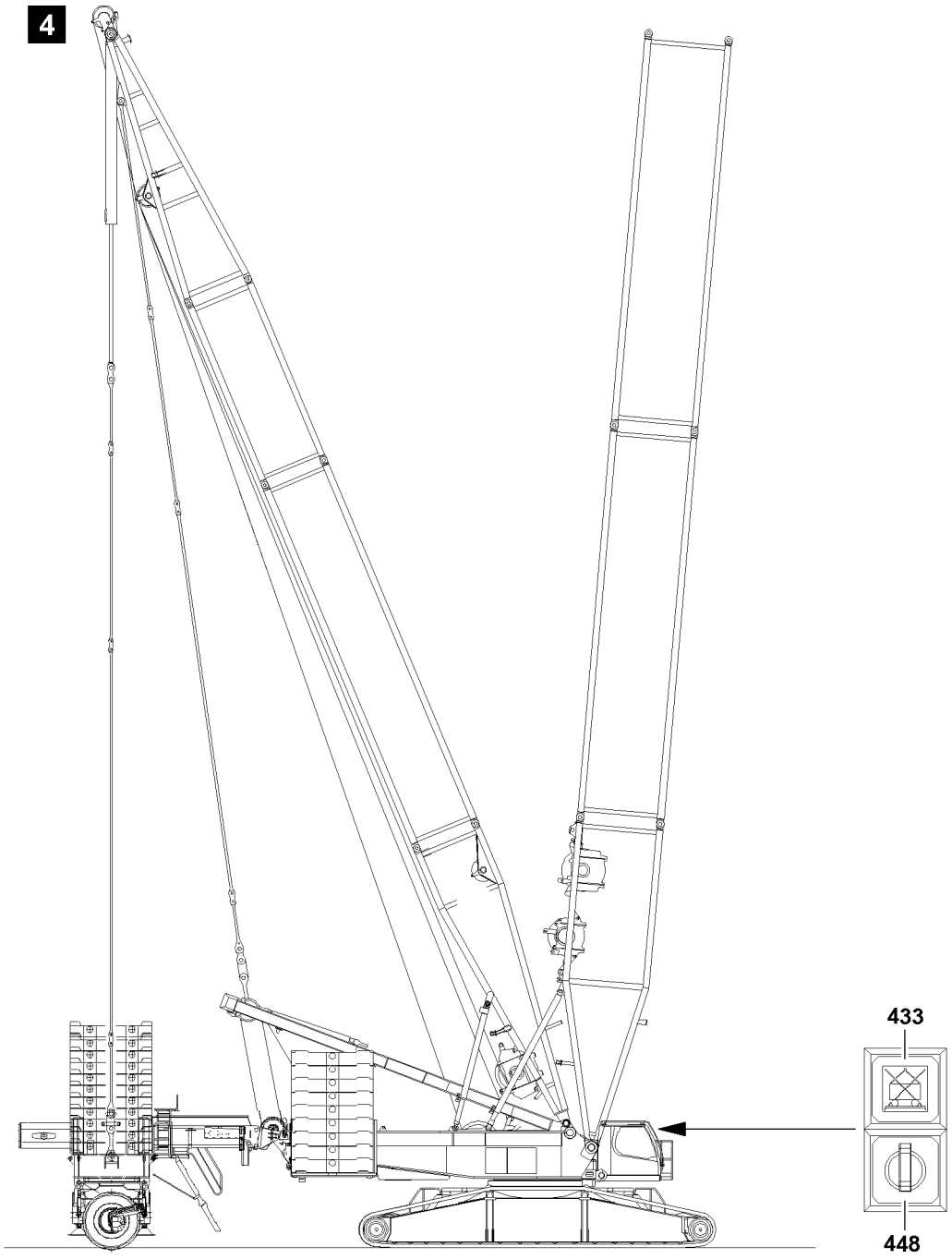

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Fig.113736

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5.5 Defined ballast trailer operation

DANGER
Danger of accident!
If the ballast trailer is operated in an undefined condition, this can result in severe accidents up to toppling of the crane.
Personnel can be severely injured or killed.
► The ballast trailer must always be in a defined condition.
► Operation of the ballast trailer in an undefined state is prohibited.

The ballast trailer may not raised or set down when driving, rather this be done **before** starting to travel.

5.5.1 Ballast trailer lifted

„Ballast trailer defined lifted from the ground“ means:

The ballast trailer is lifted from the ground and the **„Ballast trailer lifted“** key button **448** is pressed. As a result, the slewing gear brake does **not** open during „Crawler driving“ and the wind cannot turn the turntable during „Crawler driving“.

Make sure that the following prerequisites are met:
– The ballast trailer has been completely lifted off the ground.
– The key button **448** is actuated.
– The warning light in the button **433** blinks.

5.5.2 Ballast trailer on the ground

„Ballast trailer defined on the ground“ means:

That the ballast trailer and its residual load are resting on the ballast trailer tires and the key button **448** is **not** pressed. This residual load is large enough to prevent the wind from turning the turntable, if the slewing gear brake is opened when actuating „driving the crawler“.

Make sure that the following prerequisites are met:
– The ballast trailer is positioned with a residual load on the ground.
– The key button **448** is **not** pressed.
– The warning light **433** in the button does **not** blink.

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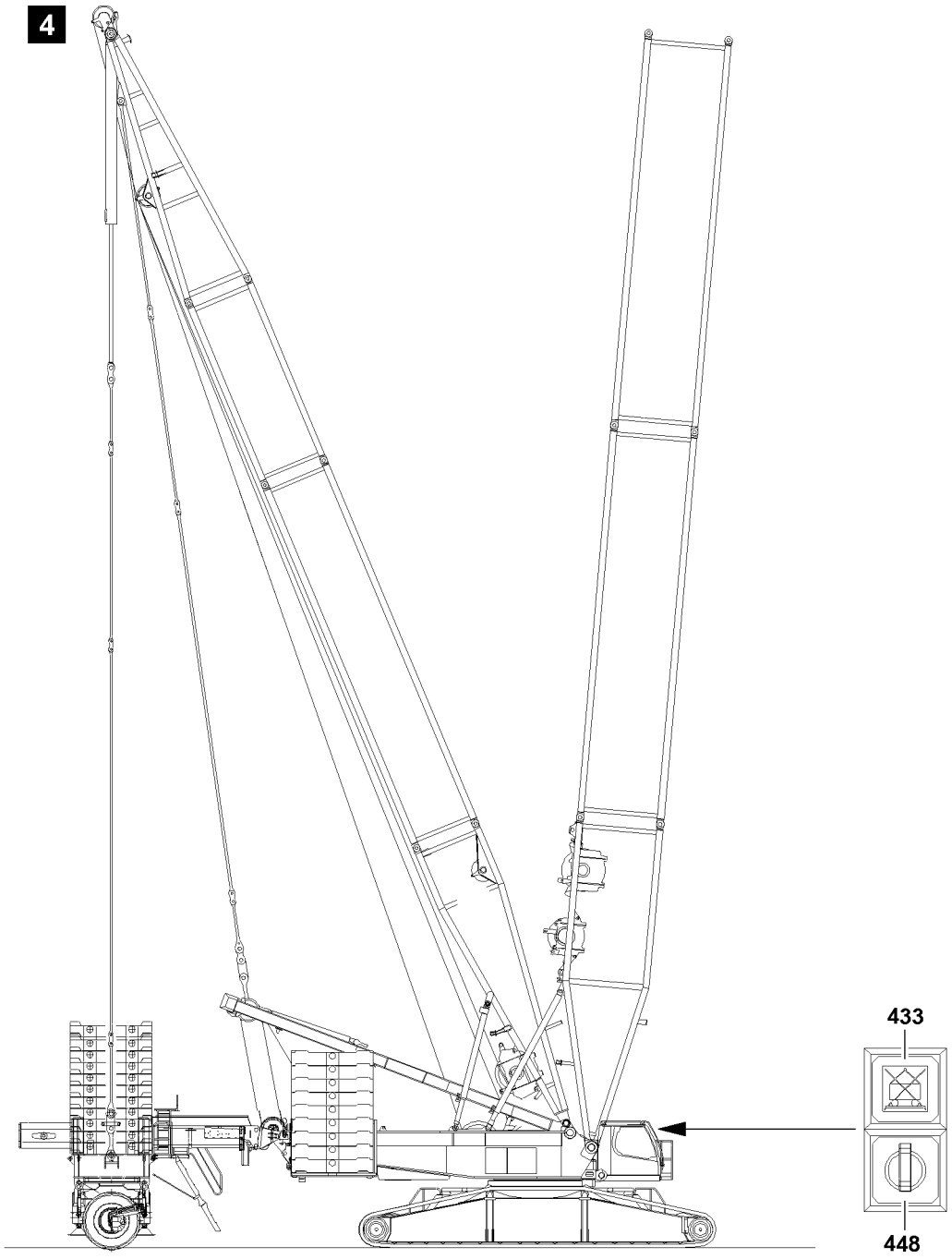

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5.6 Undefined ballast trailer operation

DANGER
Danger of accident!
If the ballast trailer is operated in an undefined condition, this can result in severe accidents up to toppling of the crane.
Personnel can be severely injured or killed.
► The ballast trailer must always be in a defined condition.
► Operation of the ballast trailer in an undefined state is prohibited.

5.6.1 Ballast trailer lifted

Note
► Only operate the ballast trailer in a defined condition.

„Ballast trailer undefined lifted off the ground“ means:

That the ballast trailer with a residual load of approx. 1 t is placed on the ballast trailer tires and the key button **448** is pressed. As a result, the slewing gear brake does **not** open when cornering the „crawler“ and the ballast trailer tires or the slewing gear brake slip.

5.6.2 Ballast trailer on the ground

Note
► Only operate the ballast trailer in a defined condition.

DANGER
Swinging load!
Personnel can be killed or severely injured by swinging loads.
► Operation of the ballast trailer in an undefined state is prohibited.

„Ballast trailer undefined on the ground“ means: that the ballast trailer with a residual load of approx. 1 t is placed on the ballast trailer tires and the key button **448** is **not** pressed. This residual load is so small that the wind can turn the turntable, if the slewing gear brake opens when actuating „Crawler driving“.

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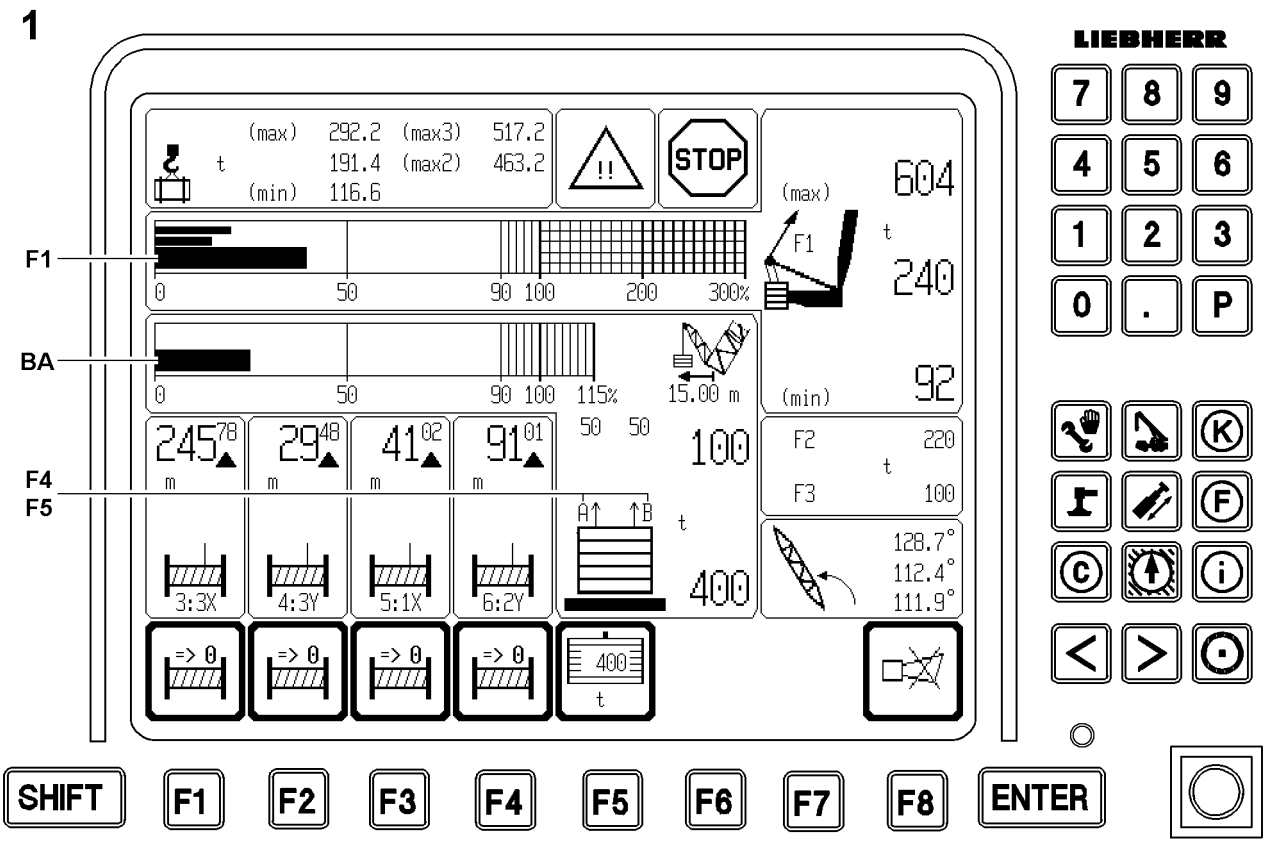

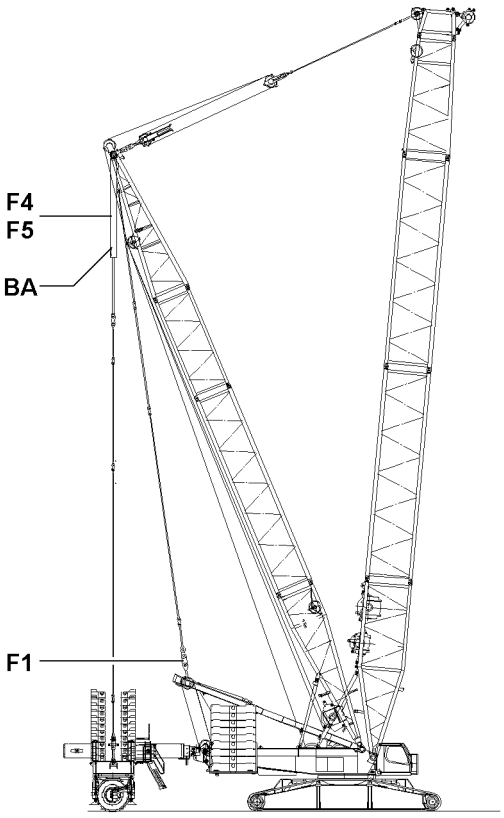

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6 Crane operation with the derrick ballast

6.1 Safety instructions

Note

- ► The test points must be checked for function before starting crane operation.
- ► The weight of the load to be lifted must be known.
- ► The placement level of the ballast trailer may be no more than 250 mm above, or 250 mm below the placement level of the crane.
- ► There may be no obstacles within the slewing range of the crane, the suspended derrick ballast and the load.
- ► The lifting the derrick ballast must be monitored by the crane operator or a guide.
- ► Before setting down the load and the suspended derrick ballast, the crane operator must make sure that a safe placement is ensured.
- ► The placement level of the ballast trailer, at the end of the load hoist, must be level, horizontal and have sufficient load bearing capacity to safely take on the weight of the ballast trailer.

DANGER

Danger of accident due to angular pull!
The crane can topple over due to the angular pull of the load.
Personnel can be severely injured or killed.

- ► Angular pull is prohibited.
- ► When picking up the load, it must be ensured that the derrick ballast, the center of rotation of the turntable and the load are in one line.

When picking up the load, the guying between the derrick ballast and derrick end section must be relieved to the point where the actual force F1 actual force ($F1_{actual}$) is larger than the F1 minimum force ($F1_{min}$).

DANGER

Danger of accident!
If the guying between the SA-frame and the derrick end section is without force (F1-$_{min}$ is fallen below), then this can lead to uncontrolled movements of the boom system and cause the crane to topple over.

- ► The guying between the SA-frame and the derrick end section, test point 1 **F1**, may never be without power.
- ► The F1-minimum force ($F1_{min}$) may not be fallen below.

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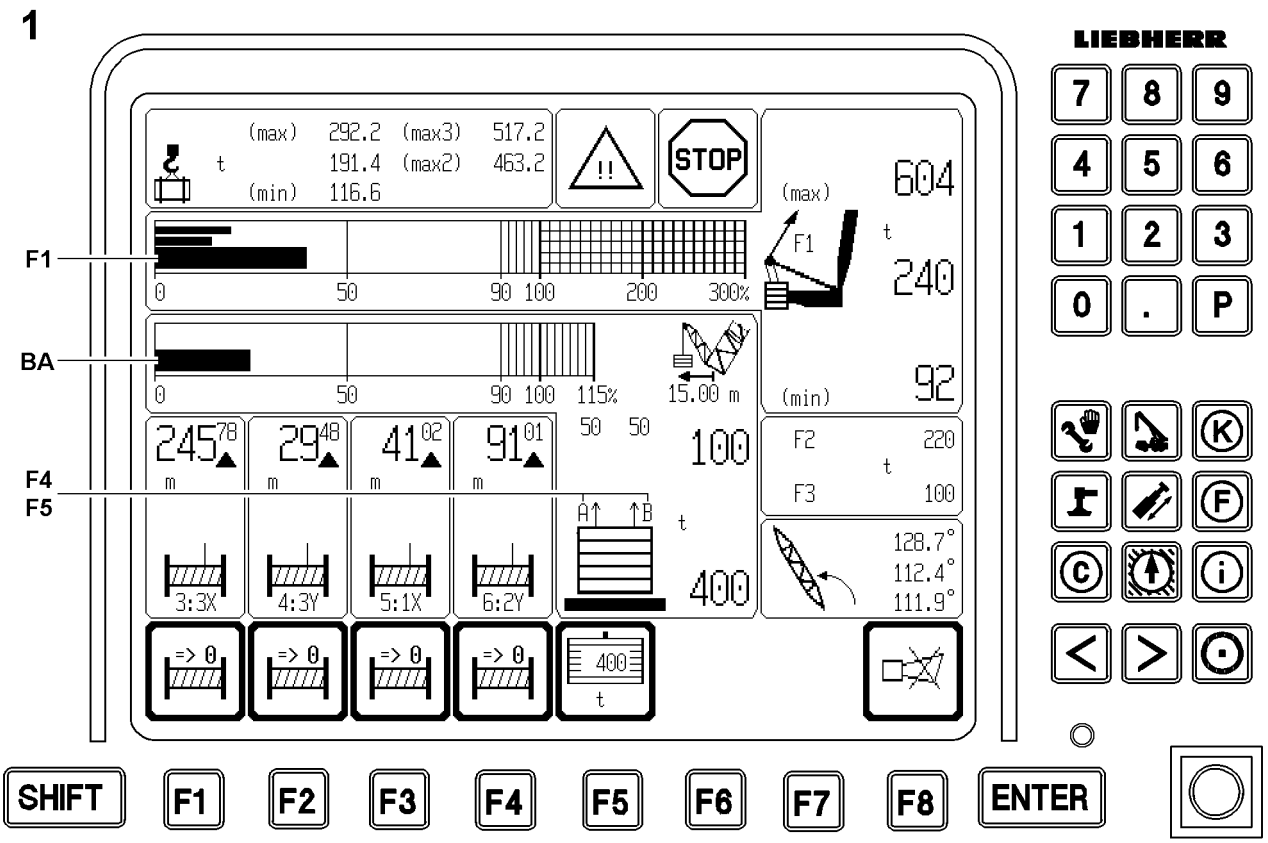

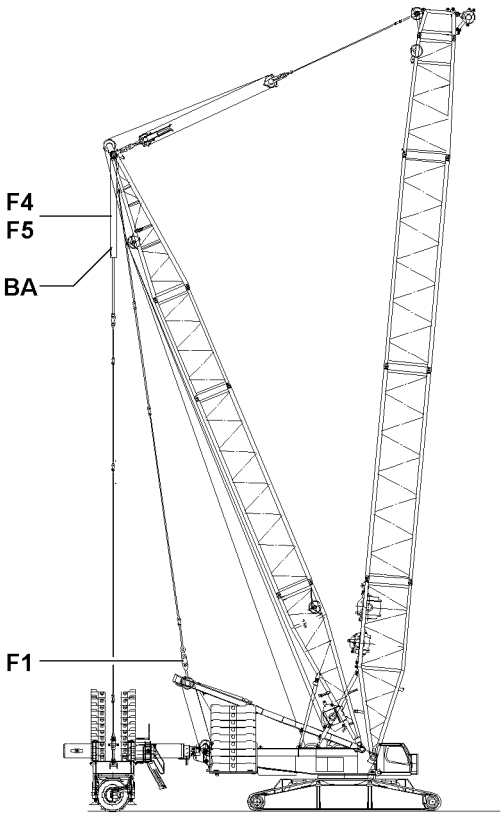

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6.2 LICCON overload protection

On cranes with derrick ballast, during crane operation also under load, by increasing or reducing the derrick ballast, the maximum load or the minimum load required for the balance of the crane, can be increased or decreased.

Note
- ► The suspended ballast and the ballast trailer are generally referred to as the **derrick ballast**.
- ► The fixed compensation weight that is installed on the turntable is generally referred to as the **counterweight**.

Make sure that the following prerequisites are met:
- – The required derrick ballast according the load chart is placed and exactly entered and confirmed in the LICCON overload protection.
- – The D-boom is in the crane operating position.

6.2.1 Presettings

- ► Set the LICCON overload protection according to the data in the load chart and confirm.

Note
- ► Enter the actually present derrick ballast weight in the LICCON overload protection.
- ► Enter the actually present reeving in the LICCON overload protection.

- ► Enter the derrick ballast weight and derrick ballast radius into the LICCON overload protection, see the Crane operating instructions, chapter 4.02 and chapter 4.03.

DANGER
Danger of accident due to incorrect set-up parameters!
Dangerous operational situations can occur due to an incorrect ballast entry.
Personnel can be severely injured or killed.
- ► The set derrick ballast must match the actually placed derrick ballast weight.
- ► All settings carried out in the „Set up“ program must agree with the actual settings on the crane.

- ► Check the settings.

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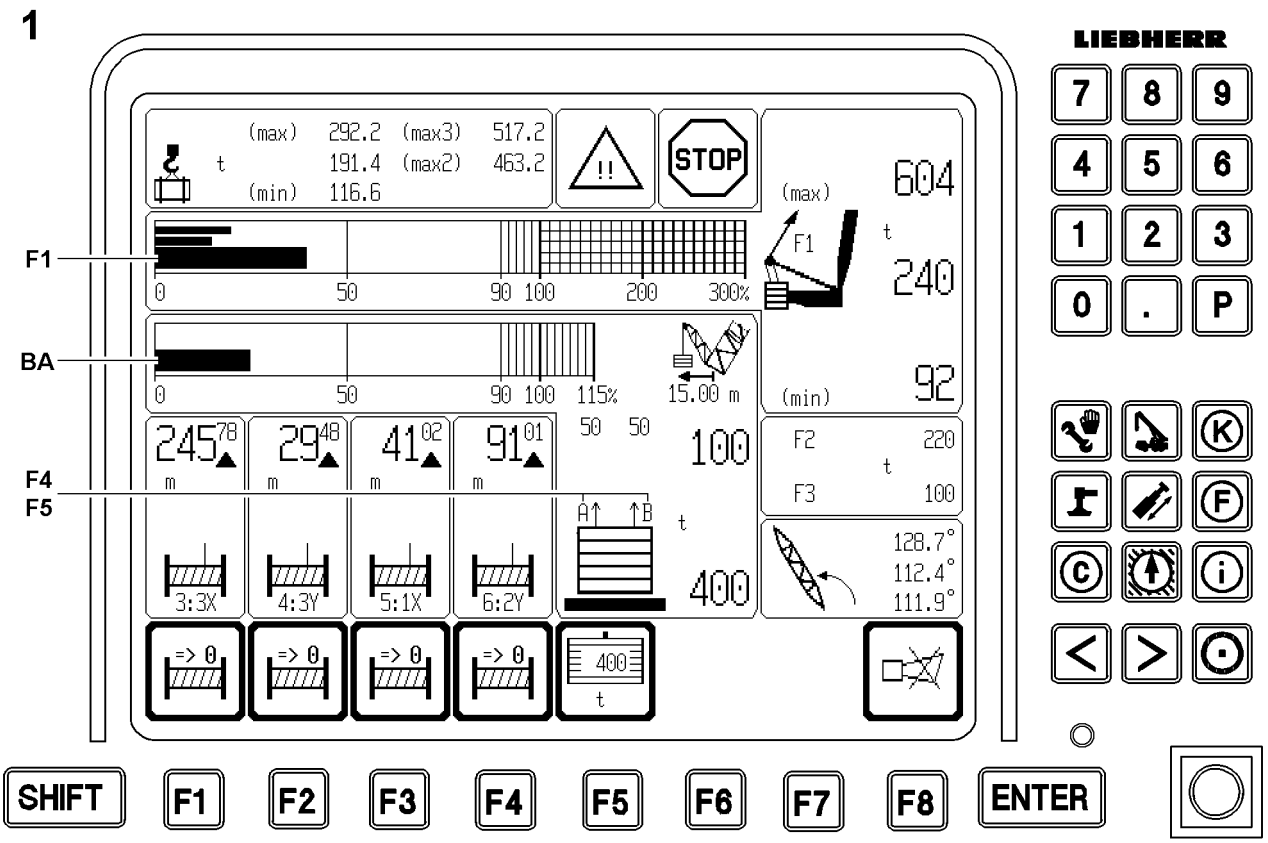

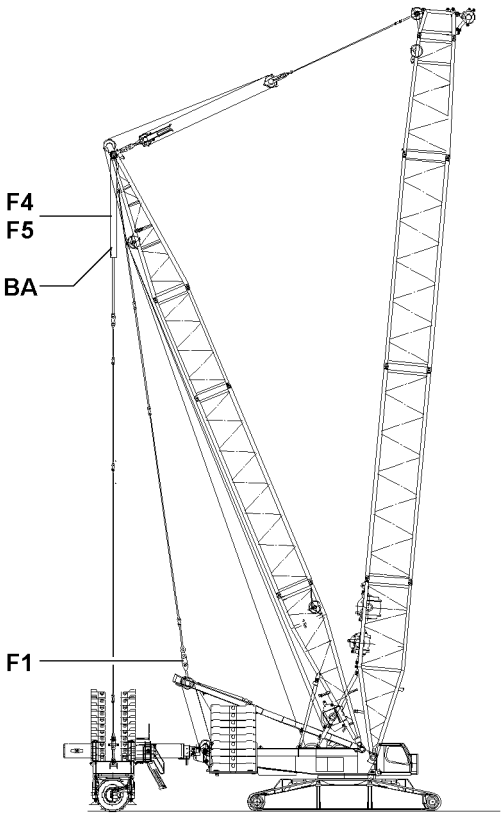

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6.2.2 Crane operation

Note

► For crane operation with derrick ballast, the data must be observed and adhered to, see the Crane operating instructions, chapter 4.02.

WARNING

Danger of toppling the crane!
The jerky execution / braking of turning maneuvers can cause the load or suspended derrick ballast to swing.
This can cause the boom to break or the crane to topple over.
Personnel can be severely injured or killed.

► There may be no persons or obstacles within the slewing range of the crane and the ballast trailer.
► While turning, a guide must watch the main boom, D-boom and derrick ballast for a danger of collision.
► The turning movement or braking must be initiated extremely carefully when turning with a load and suspended derrick ballast.

Note

► For crane operation, observe the section „lifting and lowering the ballast trailer with pull cylinders“ and „ballasting guying differential force monitoring“.

► Observe the extension condition of the pull cylinder and the incline of the ballast trailer.

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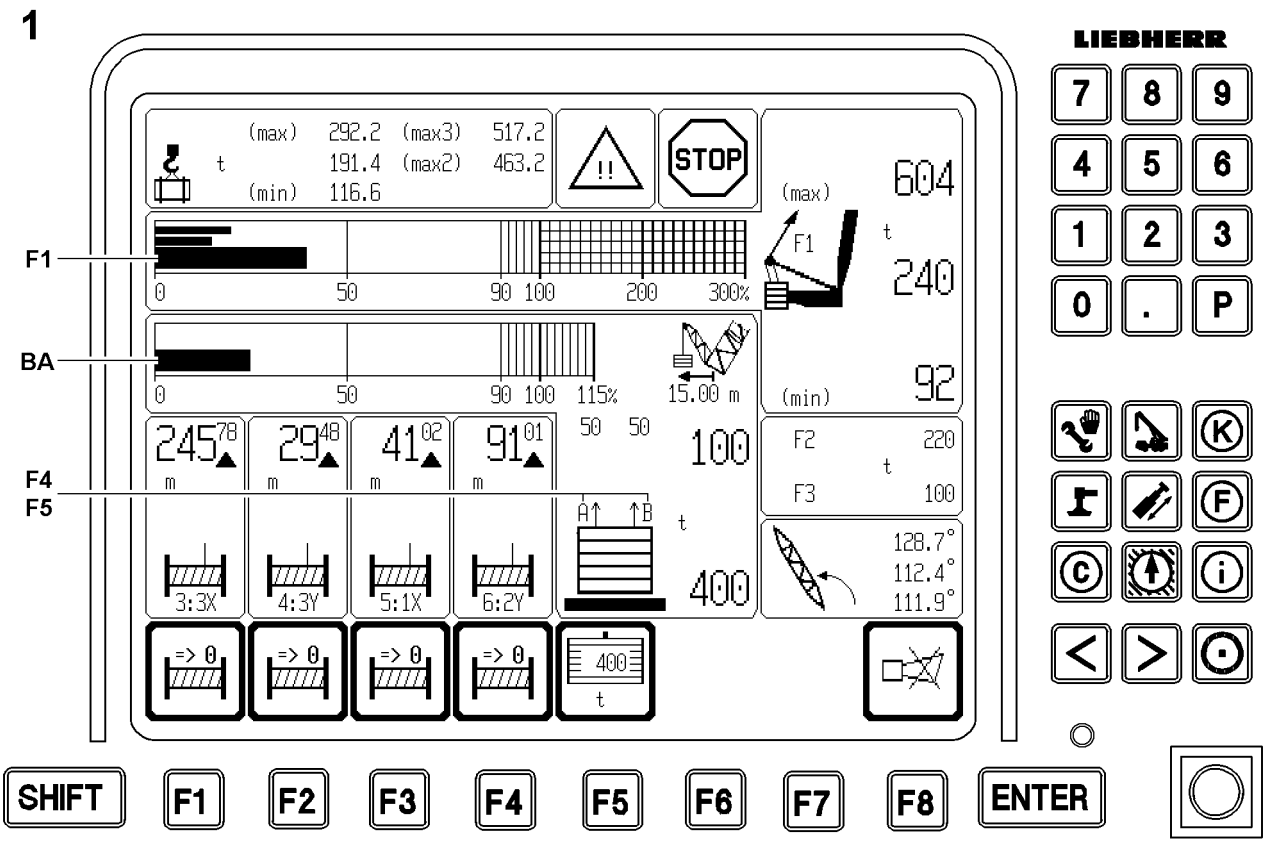

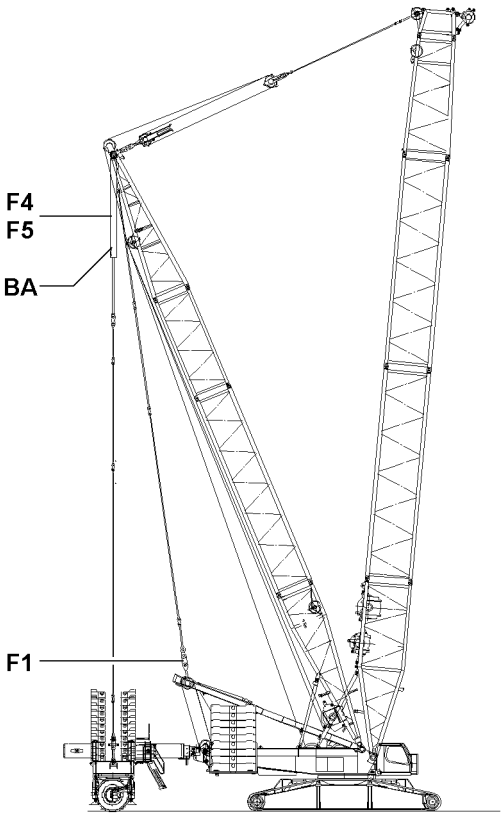

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6.3 Determining forces in the operating mode with derrick ballast

In all operating modes with derrick ballast, the load is divided between the guy rods from the derrick head to the SA-frame (F1) and to the derrick ballast (F4/5).

Note
► See the Crane operating instructions, chapter 4.02.

6.3.1 Force F1 (test point 1) between the SA-frame guying and the derrick end section

The force F1 (test point 1) is determined in the guy rods from the SA-frame to the derrick head via 2 pull test brackets and is shown on the LICCON monitor as the total force of the guying.

The F1-utilization results from the „Operating force“ (F1) and the „Maximum operating force“ ($F1_{max\text{-}operation}$). This is shown on the LICCON monitor on the utilization bar as a percentage.

6.3.2 Force F4/F5 (test point 4/5) guying derrick ballast - derrick end section

The forces F4/F5 (test point 4/5) are effective in the guy rods from the derrick ballast to the derrick end section.

The existing forces in the guy rods (A = left and B = right) are calculated from the four pressure sensors, which are attached to the pull cylinders and shown on the LICCON monitor as individual forces.

The pulled ballast is calculated from the forces of the individual guyings, which means the part of the ballast pulled up by the guying. The remaining part is lying on the ground. The derrick ballast utilization results from the pulled ballast and the placed ballast. This is shown on the LICCON monitor with a utilization bar (BA as a percentage).

Pull cylinder on the block

DANGER
The crane can topple over!
By retracting one or both pull cylinders (block position retracted), the pressure increases strongly on the ring surface of the pull cylinder and the weighing of the currently pulled derrick ballast is incorrectly calculated and displayed.
The LICCON overload protection therefore assumes that a larger derrick ballast is pulled than is actually the case, and calculates too large a load as a result.
An overload of the crane is recognized too late by the LICCON overload protection and the crane can topple over.
Personnel can be severely injured or killed.
► If the pull cylinders are „retracted“ in the block position, **crane operation is explicitly prohibited**.
► The forces in the derrick ballast guyings A and B must be carefully monitored on the LICCON monitor.
► Any error messages that are displayed must be observed.

WARNING
The LICCON overload protection shuts off too early!
By extending one or two pull cylinder completely (block position extended), the LICCON overload protection calculates a load that is too low.
Possible shut-off by the LICCON overload protection takes place too early.
► If the pull cylinders are in the „extended“ block position, crane operation on the basis of a reduced load is not meaningful.

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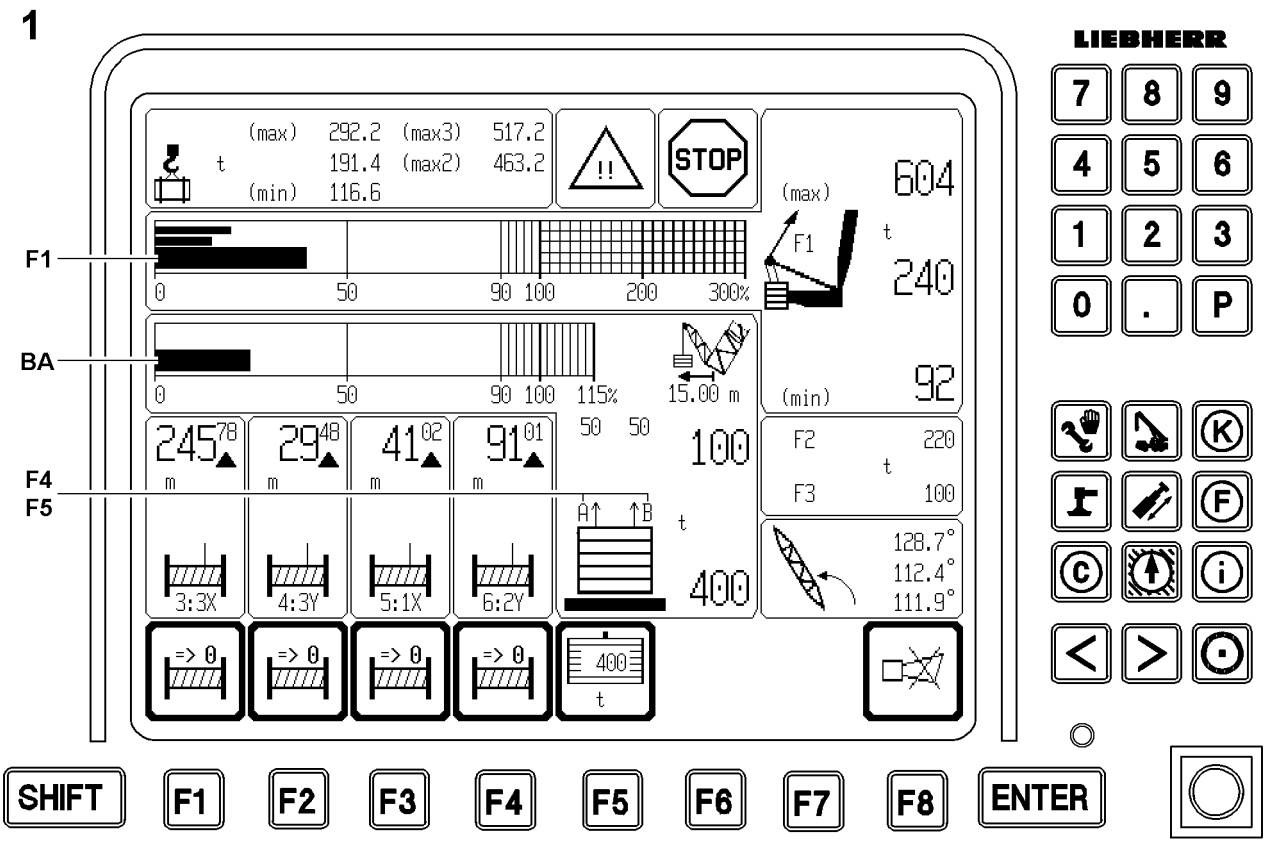

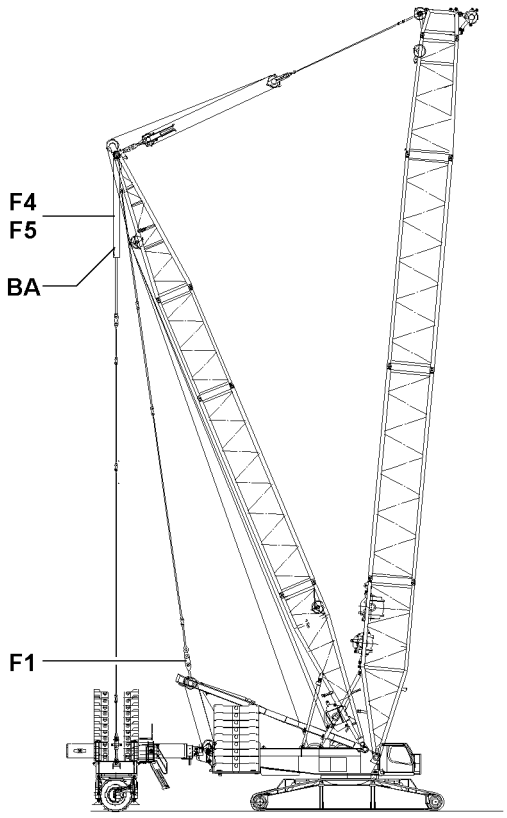

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6.3.3 Monitoring of minimum force F1

If more than 50 percent of the set derrick ballast is being pulled (ballast utilization bar greater than 50 percent) and the minimum force $F1_{min}$ (test point 1) is fallen below, all crane movements that **increase load moment** are turned off.

DANGER
Danger of accident!
It is prohibited to fall below the minimum force $F1_{min}$ (test point 1) if more than 50 percent of the derrick ballast is pulled. If this is not observed, in case of slack guying from test point 1 (F1) and **derrick ballast on the ground**, the derrick ballast can suddenly lift off the ground due to the increased load momentum and the boom system can suddenly move forward. This causes the load to swing back and forth too much, which could damage the boom and the crane.
► Do not fall below the minimum force - $F1_{min}$.

If more than 90 % of the set derrick ballast is being pulled (ballast utilization bar greater than 90 %) and the force drops below the minimum value $F1_{min}$ (test point 1) fall below, all crane movements that **increase the load moment** and all crane movements that **decrease the load moment** are turned off. This also turns off the „spooling out“ movement of the winch.

DANGER
Danger of accident!
It is prohibited to fall below the minimum force $F1_{min}$ (test point 1) if more than 90 percent of the derrick ballast is pulled. If this is not observed and the load momentum is decreased when the guying is slack at test point 1 (F1) and the derrick ballast is suspended, the derrick ballast can suddenly drop to the ground, causing the boom system to suddenly move backwards. As a result, the relapse cylinders can be pressed on the block and be overloaded. There is the danger that the relapse cylinders on the boom and D-boom will be damaged. This causes the load to swing back and forth too much, which could damage the boom and the crane.
► Do not fall below the minimum force - $F1_{min}$.

Note
► By bypassing / exceeding the LICCON overload protection, the test point 1 - minimum force ($F1_{min}$) is reduced by a few tons, this makes it possible to reverse the movement and drive out from the situation in which the $F1_{min}$ shut-off occurred.
► This is the only exception on the crane, where, after a shut-off, by bypassing / exceeding the LICCON overload protection, a load moment increasing movement may be continued.

DANGER
Danger of accident!
If the LICCON overload protection is bypassed / exceeded, there is no further protection against crane overload.
There is an increased danger of accident.
Personnel can be severely injured or killed.
► The crane operator alone is responsible completely for his actions during bypass / exceedance of the LICCON overload protection.

After a shut-off via $F1_{min}$, the force F1 on test point 1 must be increased by a movement. If the derrick ballast is suspended, this can be achieved by setting down the ballast.

If the assembly operation is already activated and the F1-force continues to drop below the minimum force $F1_{min}$, then the $F1_{min}$ shut-off can no longer be bypassed.

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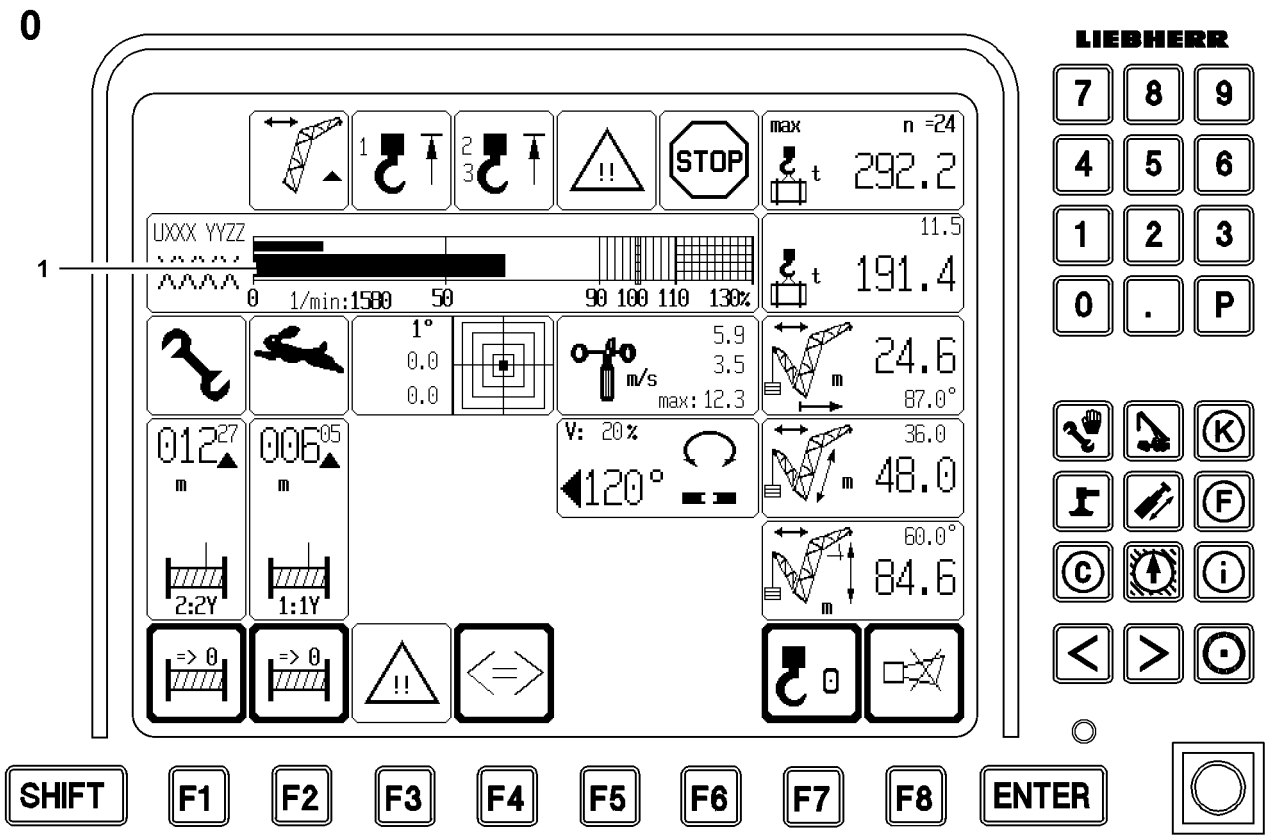

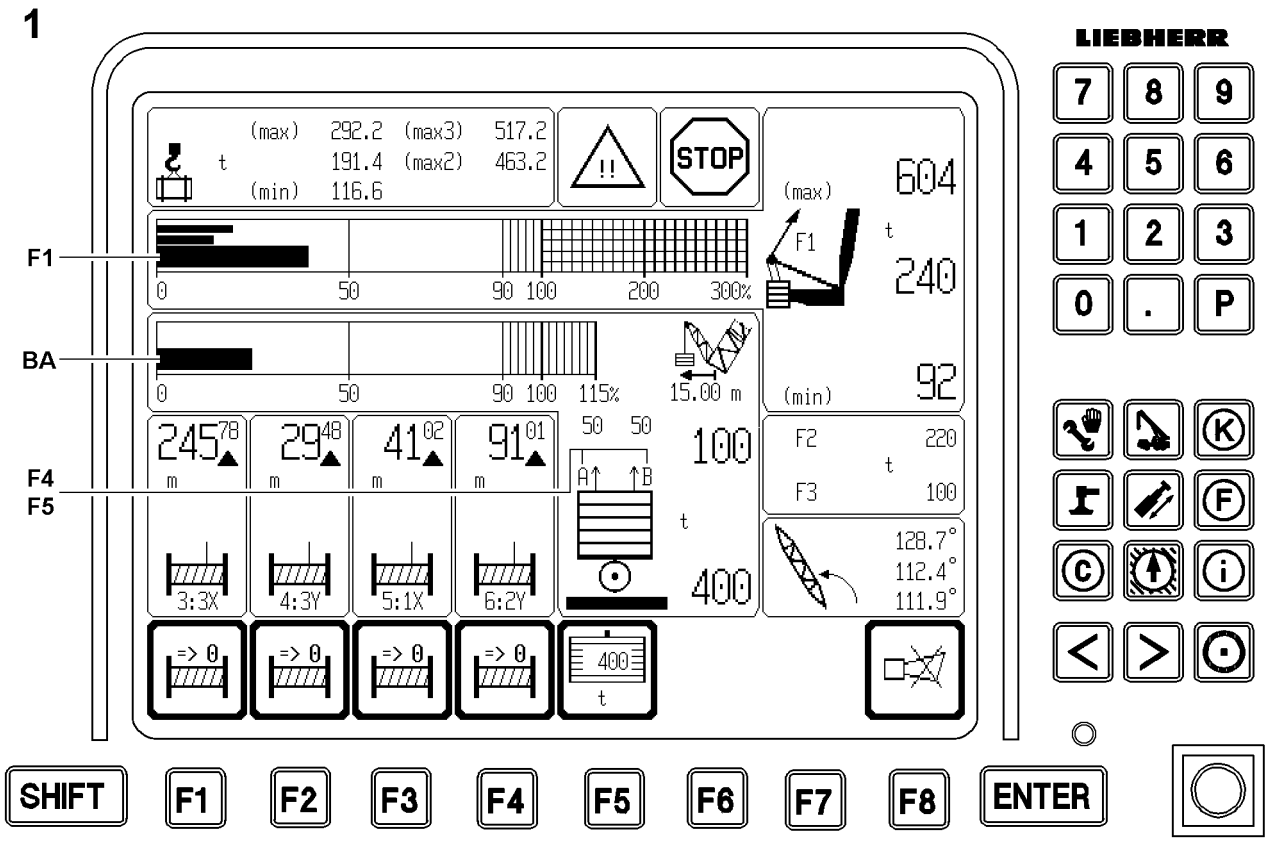

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6.4 Overload monitoring in operating modes with derrick ballast

In operating modes with derrick ballast, the „maximum load for the current crane condition“ is monitored in two ways:

1. Monitoring of maximum load on LICCON monitor 0
2. Monitoring of test point 1-operational maximum force LICCON monitor 1

6.4.1 Monitoring of maximum load on LICCON monitor 0

It monitors the „maximum load according to the load chart and reeving“.

In operating modes with derrick ballast, this is the maximum load of the current crane condition. It is displayed on LICCON monitor 0. The current utilization of the crane results from the load utilization bar (1) on LICCON monitor 0.

If the load utilization bar reaches 90 %, an advance warning is given in the form of a „notice icon“ and a „SHORT HORN“ on LICCON monitor 0.

At 100 % on the load utilization bar, the shut-off of all load moment increasing movements with the „stop icon“ and the acoustical warning „HORN“ occurs on LICCON monitor 0.

Note

► The „maximum load of the current crane condition“ can possibly be increased further, refer to section „Utilization conditions“.

6.4.2 Monitoring of test point 1-operational maximum force (= $F1_{max}$ operation)

It is displayed on LICCON monitor 1. When F1 is greater than $F1_{max\text{-}shut\text{-}off\ value}$, a shut-off of all movements that could increase load torque occurs with the stop icon and the acoustic warning „HORN“ by LICCON monitor 1.

Note

► The maximum load can be safely monitored by the „LICCON overload protection“ itself.

► The „$F1_{max}$ -monitoring“ is an additional monitoring function which shows the overload parallel to the „LICCON overload protection“.

► In all cases, where the maximum load according to the load chart „max-load“ is less than the maximum load of the current set up configuration with optimal derrick ballast „max3-load“, which means „max-load“ appears less than „max3-load“, when lifting the maximum load, the monitor display looks as if the „utilization bar of the crane“ is at 100 percent and the „F1 utilization bar“ is approximately at 100 percent.

► At the just completed LMB-stop („current load“ / „max-load“ greater than 100 percent) $F1_{actual}$ already lies just over $F1_{max}$ or just below. There is a certain tolerance due to the component weights and the wind influences. To ensure that the maximum load can always be lifted, shut-off will not occur at $F1_{Actual}/F1_{max}$ greater than 100 %. Shut-off will only occur at $F1_{Actual}/F1_{max\ operation\ shut\ off\ value}$. For this crane, the following applies: $F1_{max\text{-}operation\ shut\ off\ value} = F1_{max\text{-}operation} + F1_{addition\ for\ shut\text{-}off}$ (also see Crane operating instructions, chapter 4.02). The $F1_{addition\ for\ shut\text{-}off}$ is selected such that $F1_{max\text{-}operation\ shut\text{-}off}$ should normally never happen. This shut-off provides an additional safety, particularly in cases with „max-load“ less than „max3-load“. For example, if the load weighing is far too low due to a sensor failure, then a load would be pulled which would be greater than the maximum permissible load without shut off of the LICCON overload protection. The crane could be overloaded. In this particular case, with the „max-load“ less than the „max3-load“, with $F1_{max}$ greater than $F1_{max\text{-}operation\ shut\ off\ value}$ the $F1_{max\ shut\text{-}off}$ is triggered. In this case, the crane is already slightly overloaded, however shut-off prevents an overload in certain cases or toppling of the crane. This means that the $F1_{max\text{-}operation\ shut\text{-}off}$ can protect the crane from overload in certain cases.

► Make sure that the load weighing and the shut-off function reliably on the maximum load.

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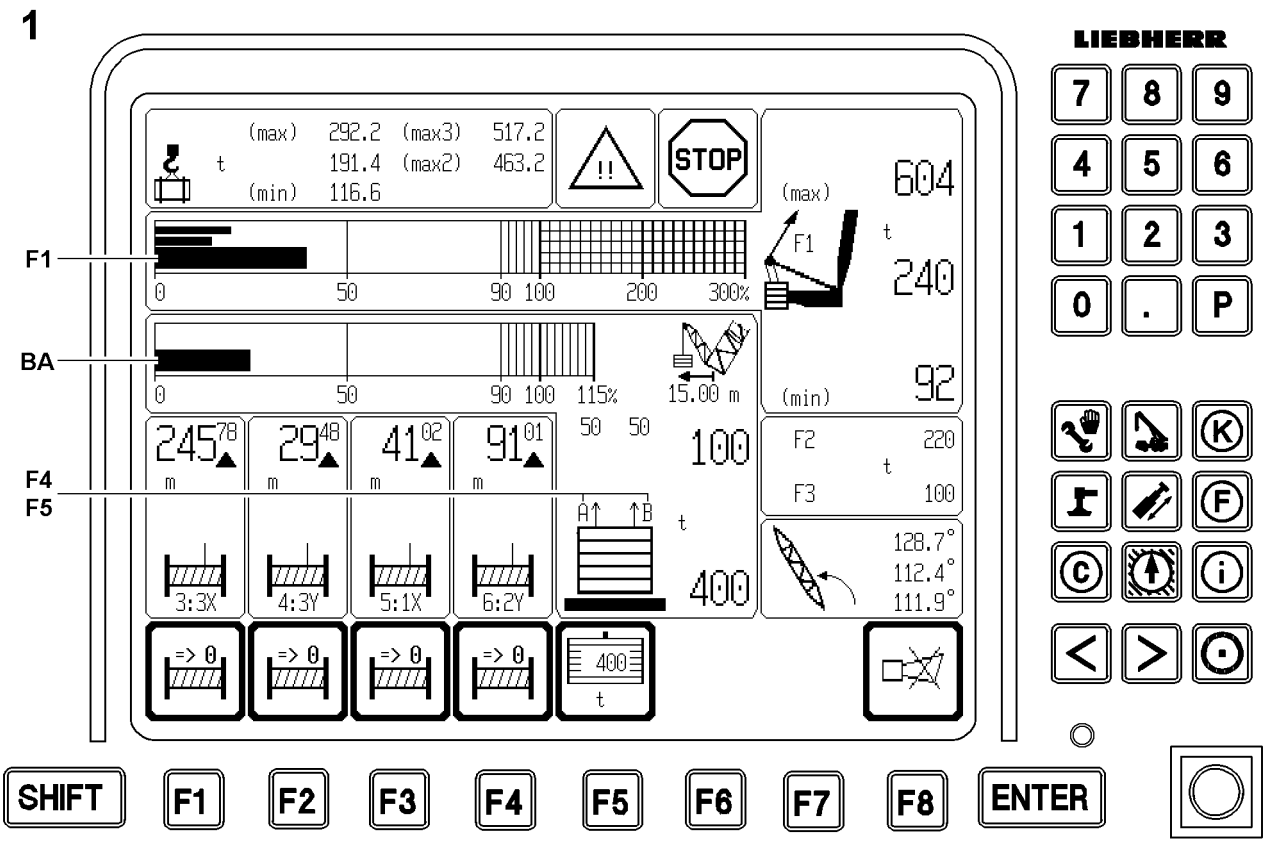

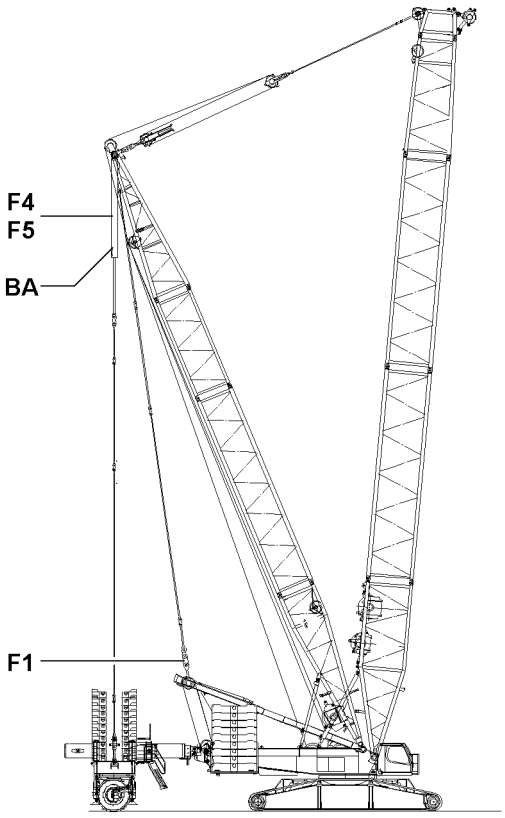

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DANGER
The crane can topple over!
In cases with „max-load“ = „max3-load“, the $F1_{max}$ shut-off value does not offer safety. The $F1_{max}$ shut off value is so high that the crane will probably topple over or be damaged before the shut off value is reached.
► Carefully monitor the displays on the LICCON monitor.

WARNING
Danger of accident!
► The test point 1-Operation-Maximum force not only depends on the current set up configuration but also on the force of the pulled derrick ballast measured with the pressure sensors in the pull cylinders.
► If the pulled derrick ballast is larger, then the maximum permissible $F1_{max}$ force is generally reduced and vice versa.
► It is therefore important to carefully monitor the ballast weighing and the value for the pulled derrick ballast to ensure that this value is even plausible.

DANGER
The crane can topple over!
If the pulled derrick ballast value has been incorrectly determined and is too low, the calculated $F1_{max}$ may be too high and the crane could be overloaded or topple over without this being noticed.
► Carefully monitor the displays on the LICCON monitor.

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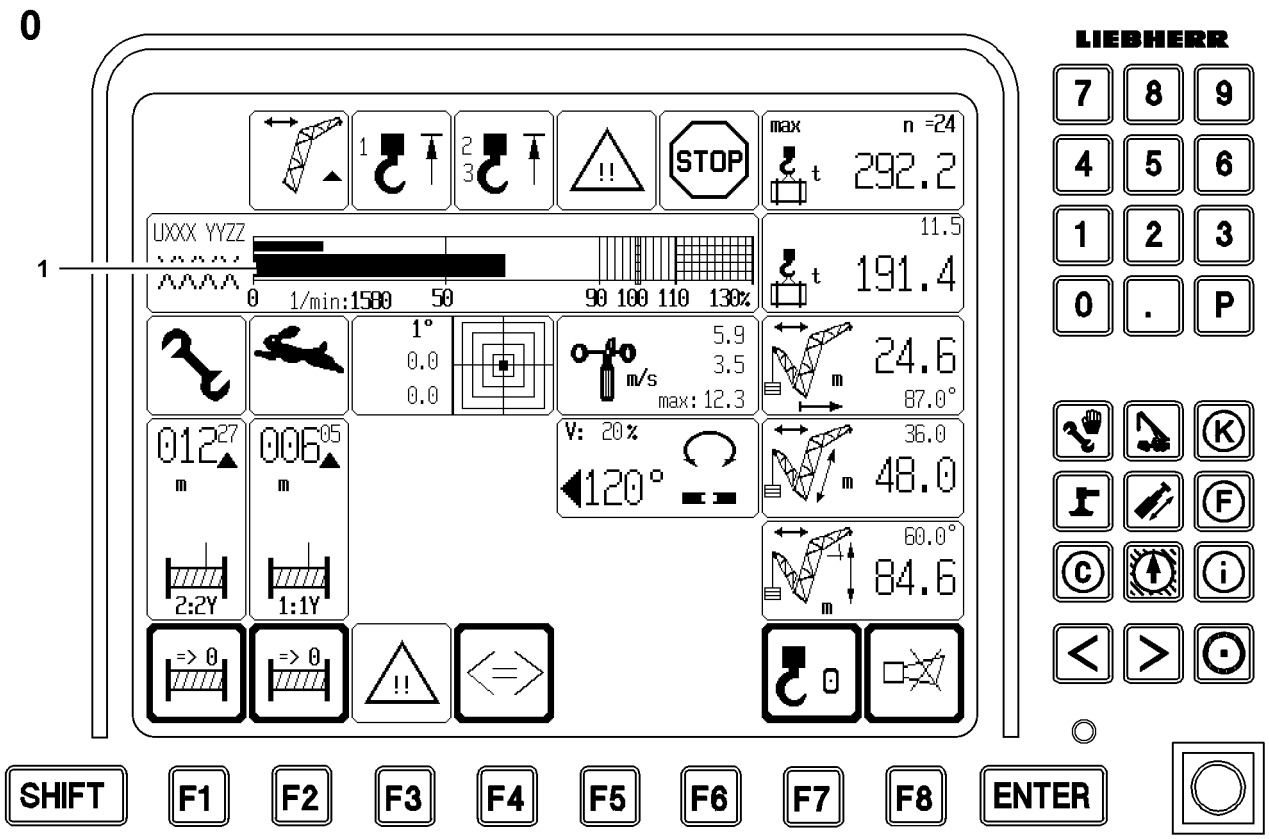

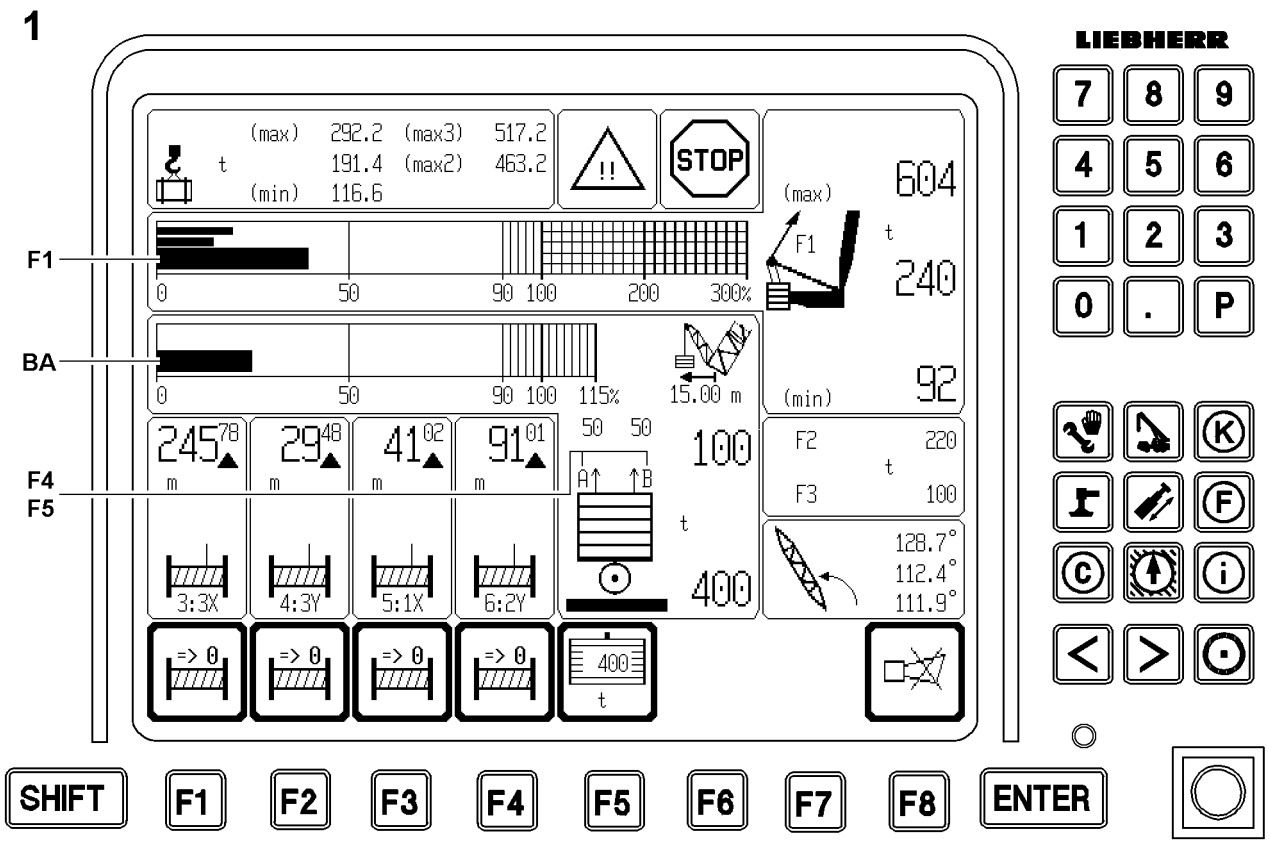

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6.4.3 Utilization conditions

The current utilization of the crane results from the „utilization bar of the crane“ **1** on LICCON monitor 0.

Max. load:

– The „maximum load capacity in the current operating condition (**„max-load“**)“ is obtained, when the „utilization bar of the crane“ **1** displays 100 percent.
This is the case when the „utilization of the crane according to the load chart and reeving reaches “100 % („Current load“ is equal to the „Maximum load“).
When the „max-load“ is less than or equal to the „max2-load“, then the „max-load“ can be increased by:

  • Pulling up the derrick ballast, if the derrick ballast is not already suspended and the currently pulled derrick ballast is still less than the optimum derrick ballast.

Max2-load:

– The „maximum load of the current crane equipment“ (**„max2 load“**) is reached when the „utilization bar“ **1** of the crane is at 100 percent **and** the „derrick ballast utilization bar display“ **BA** is greater than or equal to 100 percent (the current derrick ballast is completely lifted off the ground), and the derrick ballast input value and the ballast weighing are correct.
This is the case when the „current load“ and the „max2-load“ reach 100 percent („current load“ is equal to the „max2-load“).
When the „max2-load“ is less than the „max3-load“, then the „max-load“ can be increased by:

  • Increasing the derrick ballast by adding additional ballast plates if the placed derrick ballast is still less than the optimum derrick ballast.

Max3-load:

– The „maximum load of the current set up configuration with optimum derrick ballast“ (**„max3-load“**) is obtained when the „crane utilization bar“ **1** is at 100 % **and** the „derrick ballast utilization bar display“ **BA** is at 100 % (the optimal derrick ballast is placed and completely lifted off the ground), and the derrick ballast input value and the ballast weighing are correct.
This is the case when the „current load“ and the „max3-load“ reach 100 percent („current load“ is equal to the „max3-load“).
Here, the optimum derrick ballast is already entirely pulled.
A further increase of the derrick ballast at this derrick ballast radius will not increase the load further than „max3-load“.

Note

► In some cases it may be possible to increase the load, in some cases reducing the derrick ballast radius as well; refer to the load chart manual or LICCON job planner.

This also applies for:

– „Current load“ equal to „max-load“.
– „Current load“ equal to „max2-load“.

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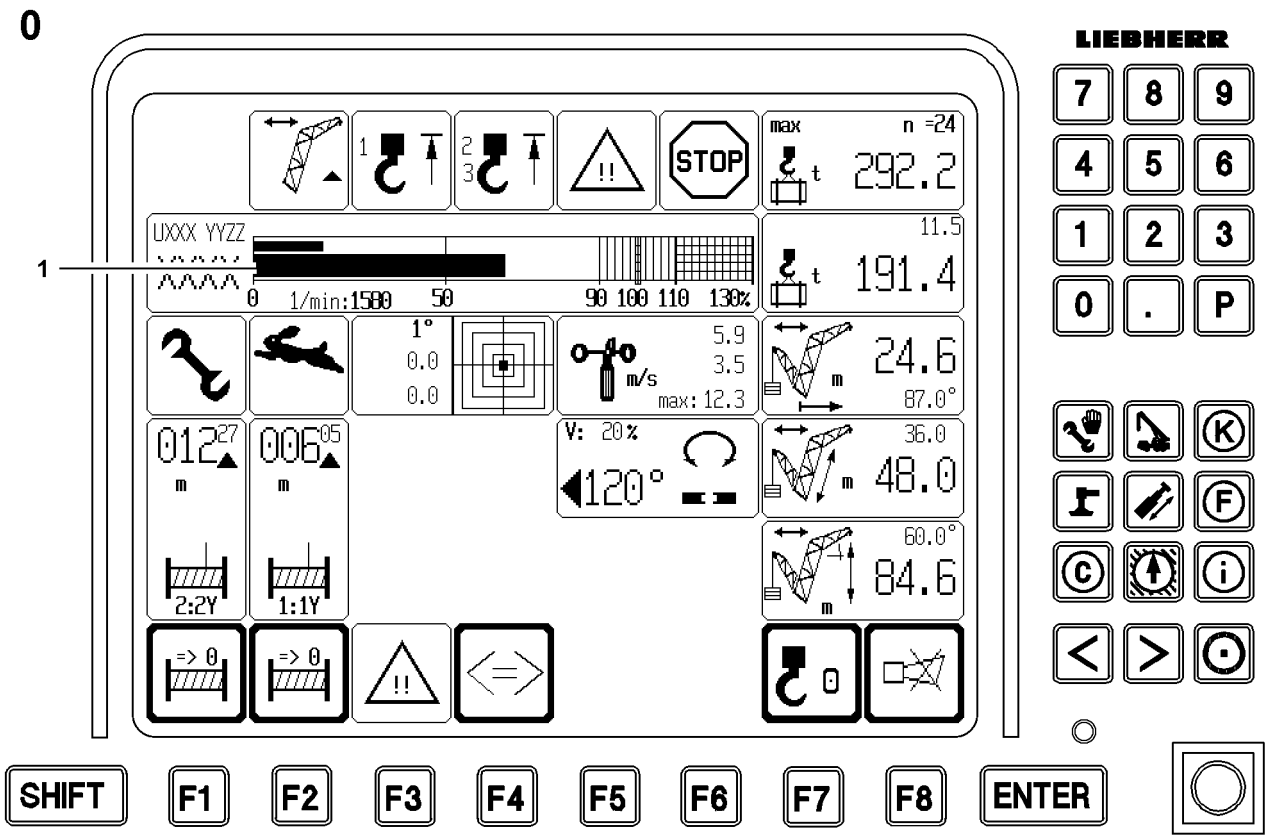

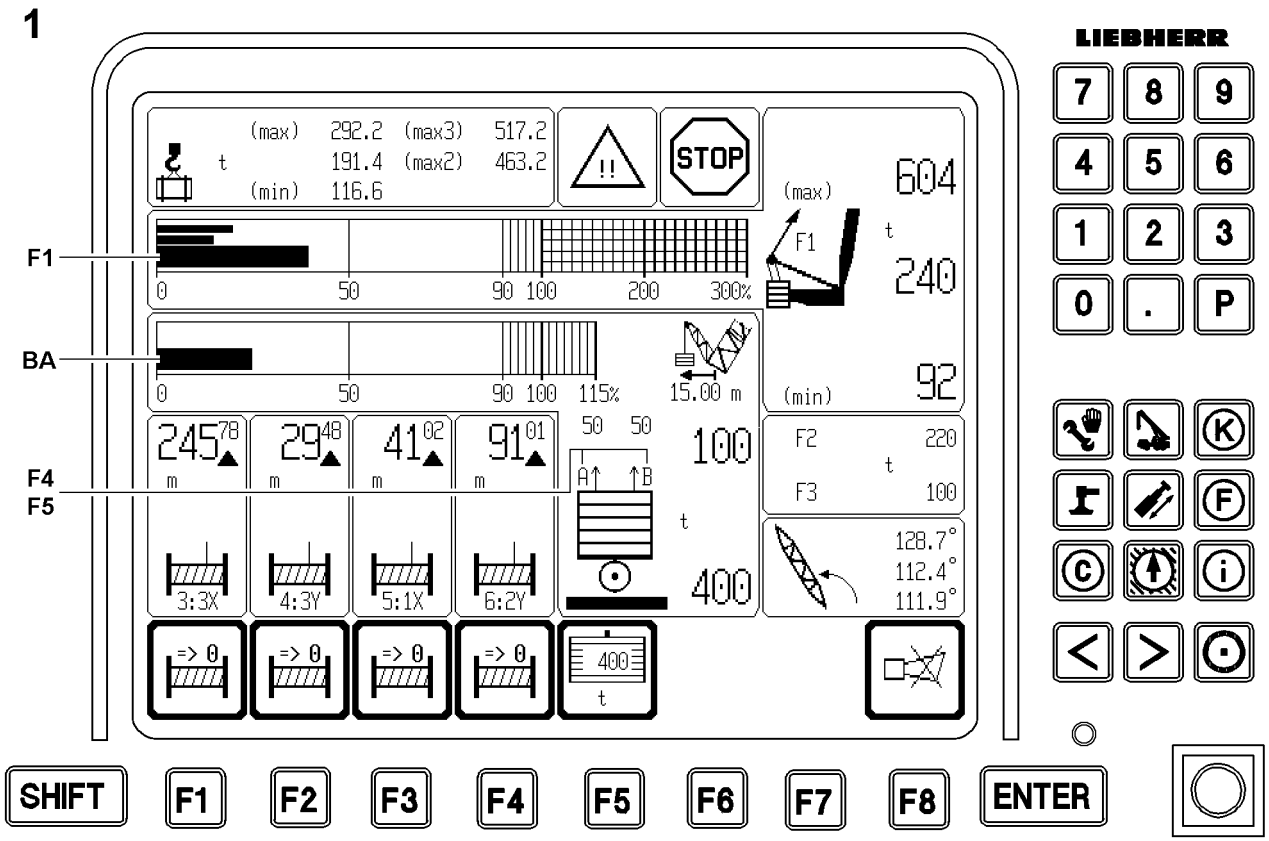

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The LICCON overload protection can be bypassed / exceeded after a LMB-stop - due to a load chart utilization of more than 100 % - by:

1. bypassing / exceeding the LICCON overload protection.
2. activating the assembly operation.
3. **Note:**
   The test point 1-assembly - maximum force shut-off (= F1 max-assembly) cannot be bypassed.

DANGER
The crane can topple over!
If the LICCON overload protection is bypassed / exceeded, there is no further protection against crane overload.
The crane can be overloaded without being noticed and topple over.
Personnel can be severely injured or killed.

- ► When the LICCON overload protection is bypassed / exceeded, only load moment reducing crane movements may be carried out until a permissible operating and load range.
- ► Activate the LICCON overload protection immediately after reaching the permissible load range.
- ► The crane operator alone is responsible completely for his actions during bypass / exceedance of the LICCON overload protection.

Note

- ► The „Lift derrick ballast“ or „Lower derrick ballast“ movement requires utmost attention by the crane operator.

6.5 Checking the length sensor value on the ballast trailer

CAUTION
Danger of accident!
If the derrick ballast radius is measured incorrectly, the false radius value will result in the calculated maximum lifted load and F1-Operation-max-force being too high.
The crane will be overloaded unnoticed and can topple over.
Personnel can be severely injured or killed.

- ► The crane driver may not rely blindly on the derrick ballast radius measurement, but he must think for himself and check if the measurement is still working correctly.
- ► If the derrick ballast is fully telescoped out or in, the „Derrick ballast radius“ display must show almost the end position of the radius 13 m or 18 m.

Note

- ► When telescoping the ballast trailer guide, the indicator must change the „Derrick ballast radius“ display on the LICCON monitor corresponding to the movement of the derrick ballast. If this is not the case, the crane operator can immediately recognize that if the length sensor rope drum jams when spooling in or out.

- ► When telescoping the derrick ballast in and out, the „Derrick ballast radius“ display must be observed carefully on the LICCON monitor.

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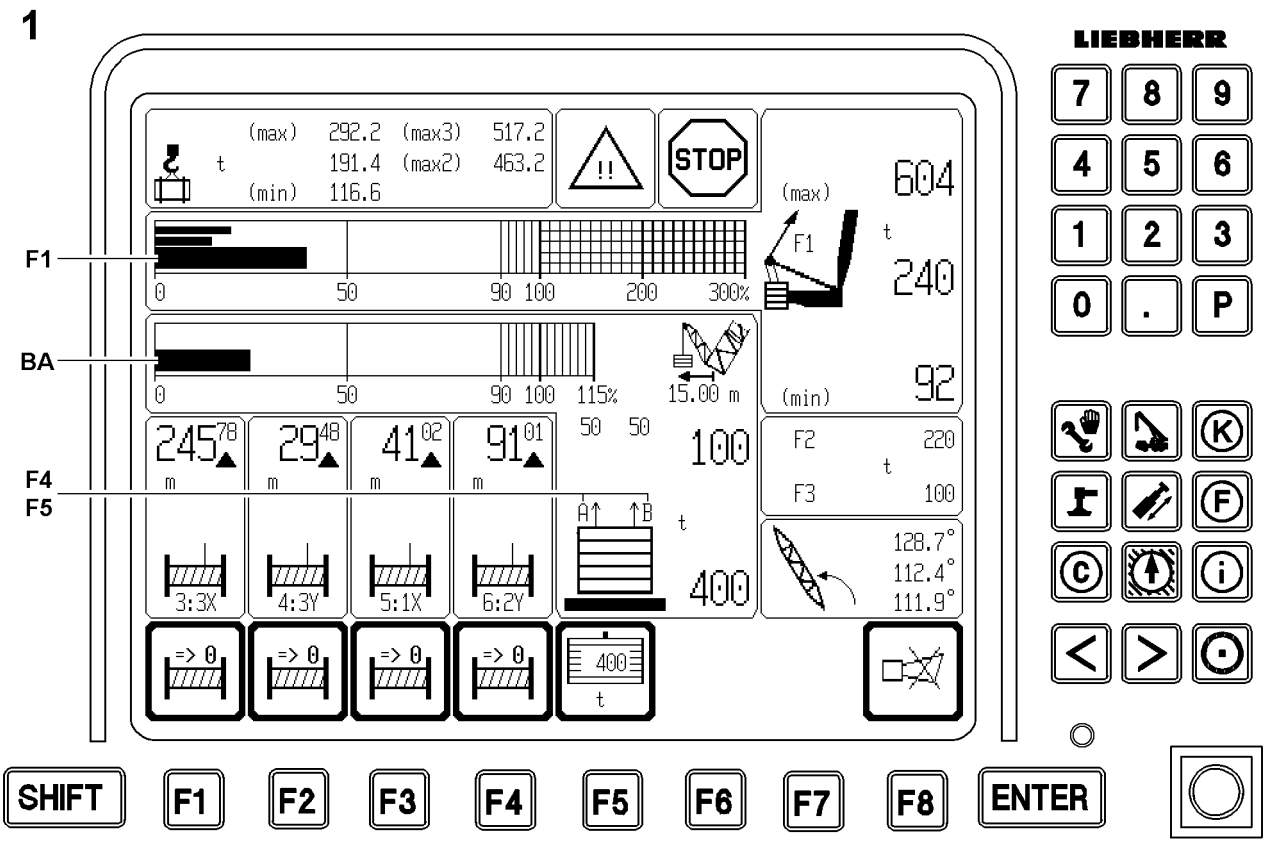

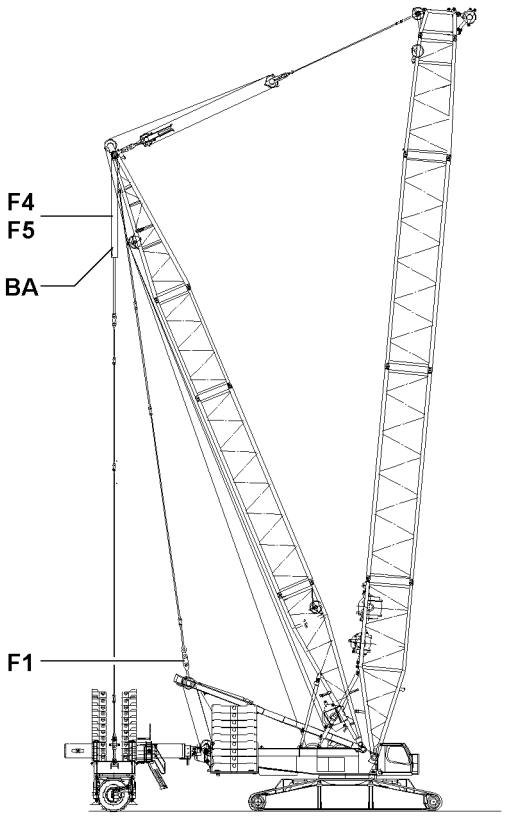

Fig.113742

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6.6 Difference force monitoring of ballast guying

In operating modes with derrick ballast, the difference between the forces on derrick guying A and B is monitored on LICCON monitor 1. If the difference exceeds a permissible value, an acoustic warning is issued and the two force values blink.

WARNING
Danger of accident due to damaged crane components!
Too high a difference in the derrick ballast guying A and B can have the result that the derrick ballast moves in an impermissible inclined position, and thereby the derrick end section, the ballast guide or other crane components may be damaged.
Personnel can be severely injured or killed.
- ► The forces in the derrick ballast guyings A and B must be carefully monitored on the LICCON monitor.
- ► If the specified limit value is exceeded, **no shut-off** of crane movement occurs.

Exceeding the limit value can have the following causes:
- – Picking up the load: by relieving the tires on the ballast trailer or deflection of the turntable.
- – The ground under the derrick ballast is uneven.
- – The crane is leaning to one side.
- – The derrick ballast has been loaded on one side.
- – The force measurement in one derrick ballast guying is incorrect.

The crane driver must recognize the correct cause and take countermeasures:
- – An error message appears.
- – The error, which caused the one-sided force, must be remedied.
- – The following measures are permitted providing the ground is only slightly uneven:
  Lock one pull cylinder and with the other pull cylinder lift the derrick ballast or „Derrick ballast lower“ activate until the difference between the forces A and B is smaller.
- – If the sensor values are implausible: Check whether the ballast weighing pressure sensors or inputs for the ballast weighing are faulty. If necessary, pull out the sensor or replace the CPU.

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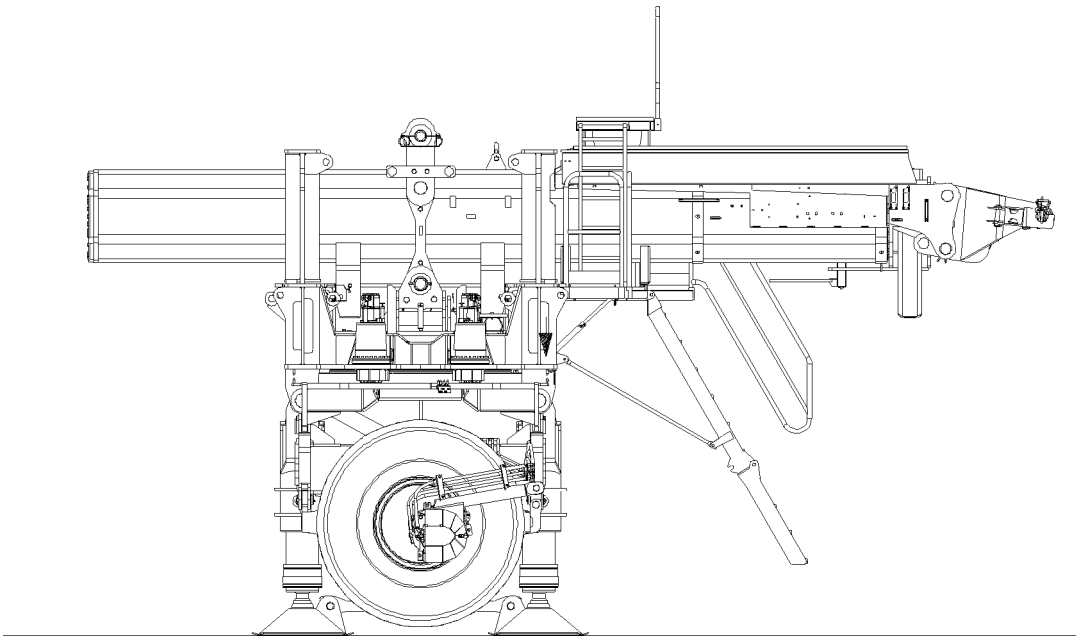

Fig.113728

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7 Disassembling the ballast trailer

WARNING
Danger of falling!
During assembly and disassembly, assembly personnel must be secured with appropriate aids to prevent them from falling. If this is not observed, assembly personnel could fall and suffer life-threatening or fatal injuries.
- ► All work, where there is a danger of falling, must be carried out with suitable aids (for example: lifting platform, scaffolding, ladders, auxiliary crane).
- ► If the work cannot be carried out with such aids or from the ground, then assembly personnel must secure themselves with approved fall arrest systems to avoid falling, see the Crane operating instructions chapter 2.04.
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work.
- ► Only step on aids and fall protection equipment with clean shoes.
- ► Keep aids and fall protection equipment clean and free from snow and ice.
- ► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.

Make sure that the following prerequisites are met:
- – The boom equipment is taken down.
- – The ballast trailer guide is telescoped in all the way.
- – The ballast plates on the ballast trailer are removed.
- – An auxiliary crane and lifting platform are available.

Note
- ► Observe the information in the erection and take-down charts when taking down the boom equipment.

WARNING
Ballast trailer tipping danger!
If the ballast trailer is unpinned on the turntable, there is a danger of tipping over.
Personnel can be severely injured or killed.
- ► The disassembly of the ballast trailer may only be carried out by authorized personnel.
- ► The disassembly of the ballast trailer may only be conducted on a level and load-bearing surface.
- ► The ballast trailer has **no** brake system. The ballast trailer must be supported with the support cylinders if it is **not** pinned on the turntable.
- ► Before unpinning the ballast trailer on the turntable it must be ensured that the stability and tipping safety of the ballast trailer is ensured, see section „Stability and tipping safety when the ballast trailer is not assembled on the turntable“.

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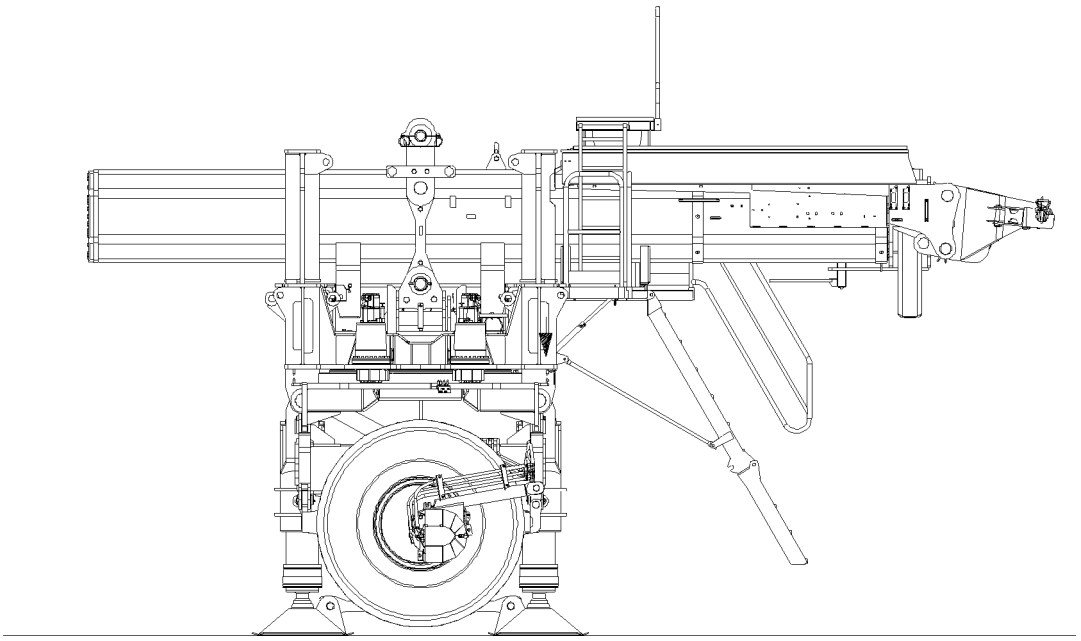

Fig.113728

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7.1 Removing the ballast plates

Make sure that the following prerequisite is met:
– The ballast retainers are removed.

Note
► The ballast plates are marked with their own weights.

WARNING
The crane can topple over!
If more than 20 t are removed with one stroke from a ballast stack or if the ballast is removed asymmetrically, then the crane can topple over.
Personnel can be severely injured or killed.
► A weight difference between the right and left ballast stack of more than 20 t * is prohibited.
► Alternately remove no more than maximum 20 t ballast assemblies from the ballast stack, symmetrically on the left and right.

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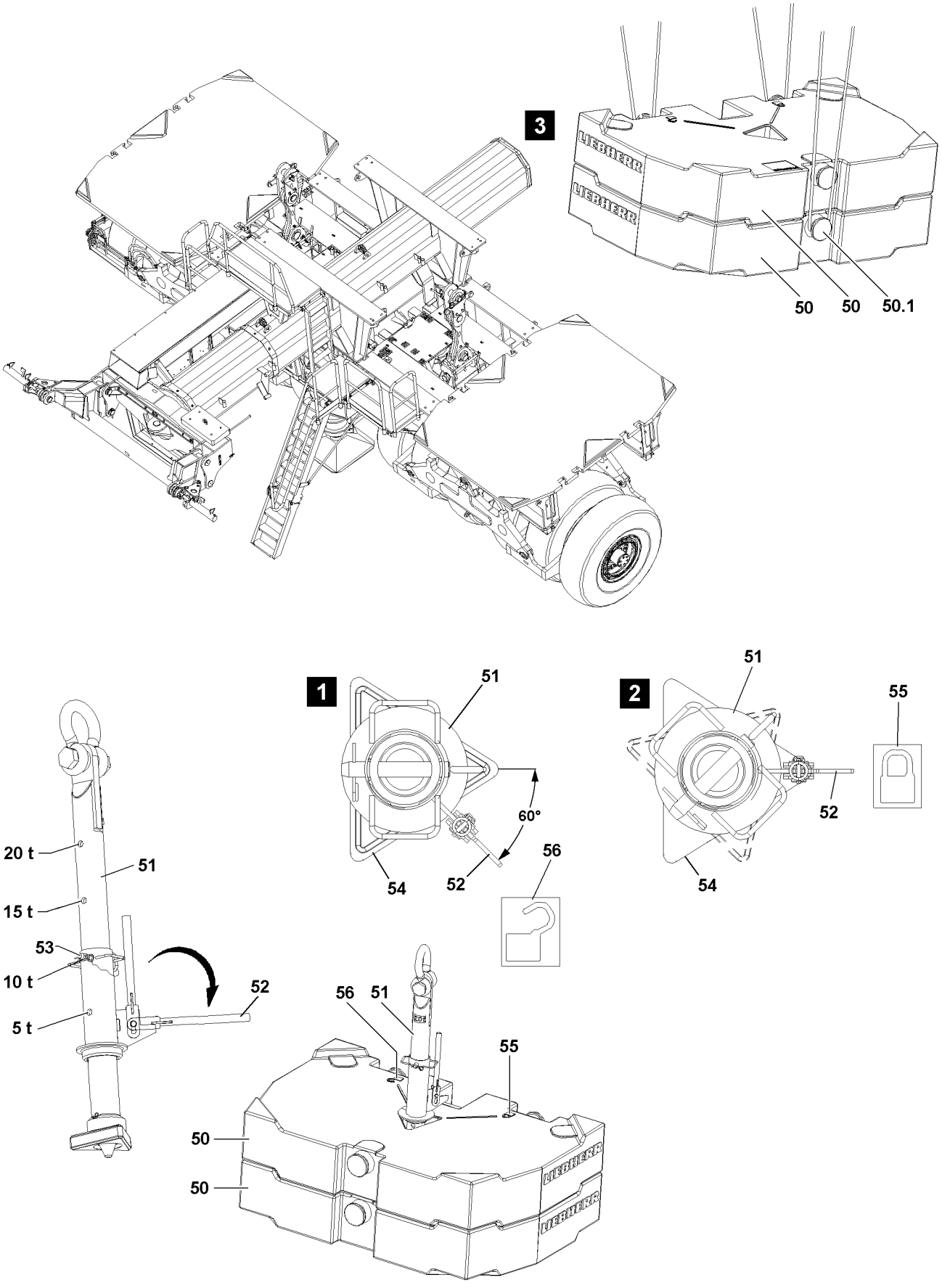

Fig.113729

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7.1.1 Removing the ballast plates, fastening system: „Twistlock“

DANGER
Danger of accident!
If more than the permissible two ballast plates are lifted with the receptacle stud, the receptacle stud will be overloaded and can be damaged.
Personnel can be severely injured or killed.
► Make sure that the ballast plates are placed correctly in the centering devices.
► Replace damaged ballast plates.

To remove the ballast plate(s), **50** use the receptacle stud **51**.

Before the receptacle stud **51** is guided into the ballast plates, it must be ensured that the length of the receptacle stud **51** is set correctly. The length of the receptacle stud **51** can be adjusted with the pin **53**.

If the length of the receptacle stud **51** is to be adjusted:
► Release and unpin the pin **53**.
► Adjust the length of the receptacle stud by moving the receptacle stud **51**.
► Insert the pin **53** and secure with the spring retainer.
► Fasten the receptacle stud **51** to the auxiliary crane and guide it into the ballast plate(s).
► Pull the lever **52** up and fold it down.
► Turn the lever **52** 60° until the lever **52** points to the icon **55**. See illustration **2**.

Result:

– The receptacle stud **51** is locked with the ballast plate.

► Lift the ballast plate with the receptacle stud **51** and remove it from the ballast stack or the ballast pallet.
► Turn the lever **52** 60° until the lever **52** points to the icon **56**. See illustration **1**.

Result:

– The receptacle stud **51** is unlocked from the ballast plate.

► Carefully pull the receptacle stud **51** out of the ballast plate.
► Alternately remove the ballast plates on both sides.

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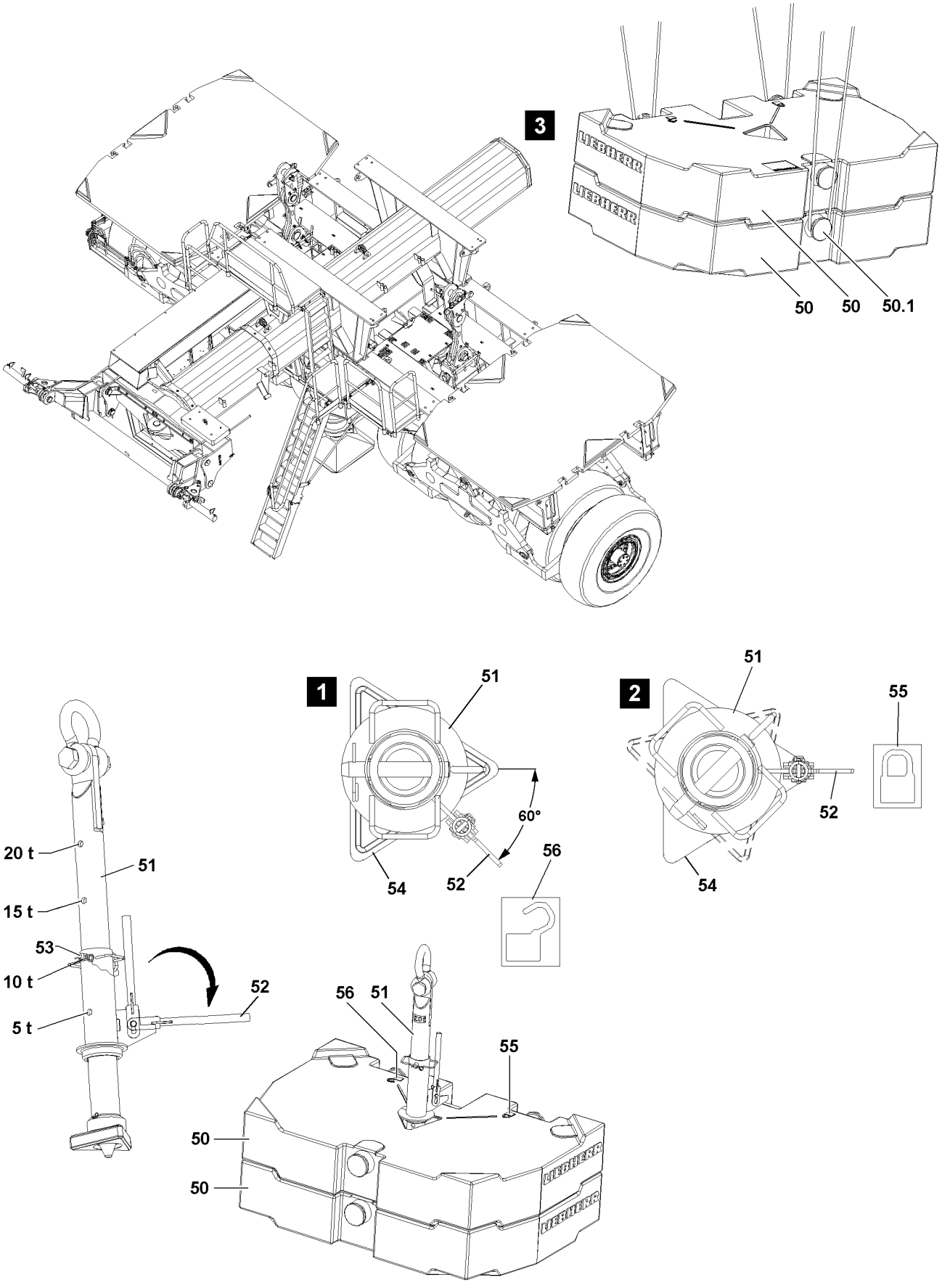

Fig.113729

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7.1.2 Removing the ballast plates, fastening points: Bitt

WARNING
Falling ballast plates!
If more than the permissible loads are lifted, then the bitts **50.1** are overloaded and the ballast plates can fall down.
Personnel can be severely injured or killed.
- ► Lift a maximum of 20 t with the ropes, 3 fastening points.
- ► Replace damaged ballast plates immediately.

WARNING
Incorrect handling of the fastening equipment!
If fastening equipment cannot be attached correctly and if it is not secured sufficiently to prevent it from loosening up, loads can fall down.
Personnel can be severely injured or killed.
- ► Make sure that the fastening equipment is correctly fastened to the bitts **50.1** and that it is secured sufficiently to prevent it from loosening up.

Note
- ► Remove the ballast plates individually or as a ballast assembly, maximum 20 t.
- ► The weight difference between the outer ballast stacks, maximum 20 t.
- ► 20 t ballast assembly, see illustration **3**.

- ► Lift the ballast plate **50** or ballast assembly, see illustration **3** and remove it from the ballast stack or the ballast pallet.

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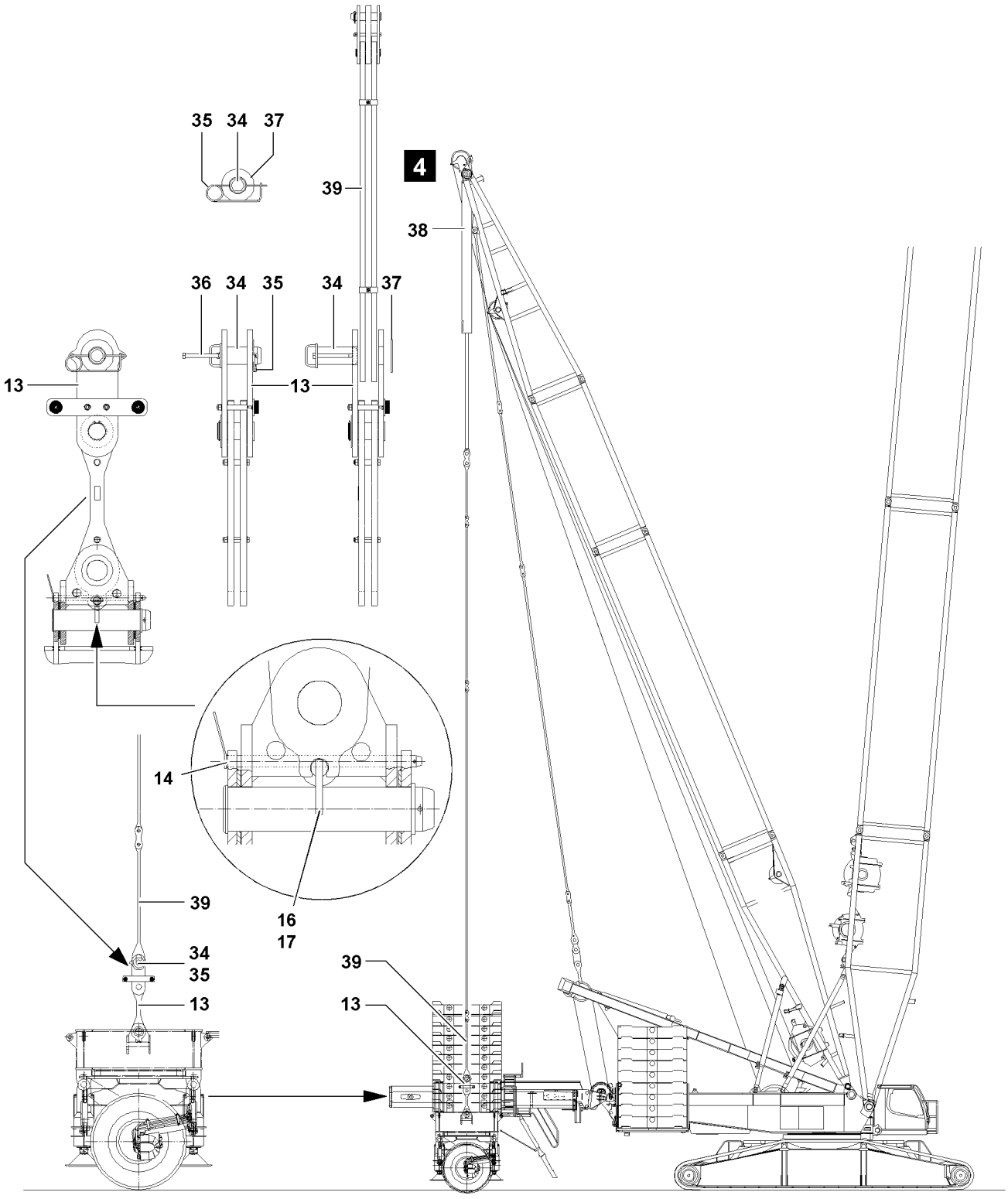

Fig.144788

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7.2 Disassembling the ballast trailer guying

7.2.1 Unpinning the guy rods

Make sure that the following prerequisites are met:
- The ballast trailer guide is fully retracted.
- The derrick radius and the ballast trailer radius are identical (13.0 m).
- The guy rods hang vertically.
- The guy rods are relieved by extending the pull cylinders.

WARNING
Danger of accident due to swaying guy rods!
The guy rods can sway during the unpinning procedure.
Personnel can be severely injured or killed.
► Set the derrick boom and derrick ballast to the same radius before unpinning.
► If this is not possible, secure the guy rods against swaying with the auxiliary crane.

DANGER
Retaining pins **not** inserted!
By unpinning the guy rods **39** the guy rods **13** will fall sideways.
Death, severe injury, property damage.
► Make sure, before unpinning the connector pins **34**, that both retaining pins **14** are pinned and secured on each guy rod.
► Make sure, before unpinning the connector pins **34**, that both retaining pins **16** are pinned and secured on each guy rod.

► Pin and secure the retaining pin **14**.
► Pin and secure the retaining pin **16**.

When both retaining pins **14** and the retaining pin **16** are pinned and secured on each guy rod:
► Perform a visual inspection. Unpin the guy rods **39** from the guy rods **13**: Remove the spring retainer **35** and unpin the connector pin **34**.
► Retract the pull cylinders **38** and pull the guy rods **39** up.

7.2.2 Bringing the guy rods on the ballast trailer into the transport position

Make sure that the following prerequisites are met:
- The guy rods **39** are unpinned.
- The guying is pulled over the pull cylinder **38** „upward“.

► Fasten the guy rod **13** to the auxiliary crane.

If the guy rod **13** is securely attached to the auxiliary crane:
► Release and unpin the retaining pin **14**.
► Take the guy rod **13** down with the auxiliary crane to the side.

If the guy rod **13** is placed to the side on the ballast trailer:
► Insert the retaining pin **14** and secure with the spring retainer.
► Remove the auxiliary crane.

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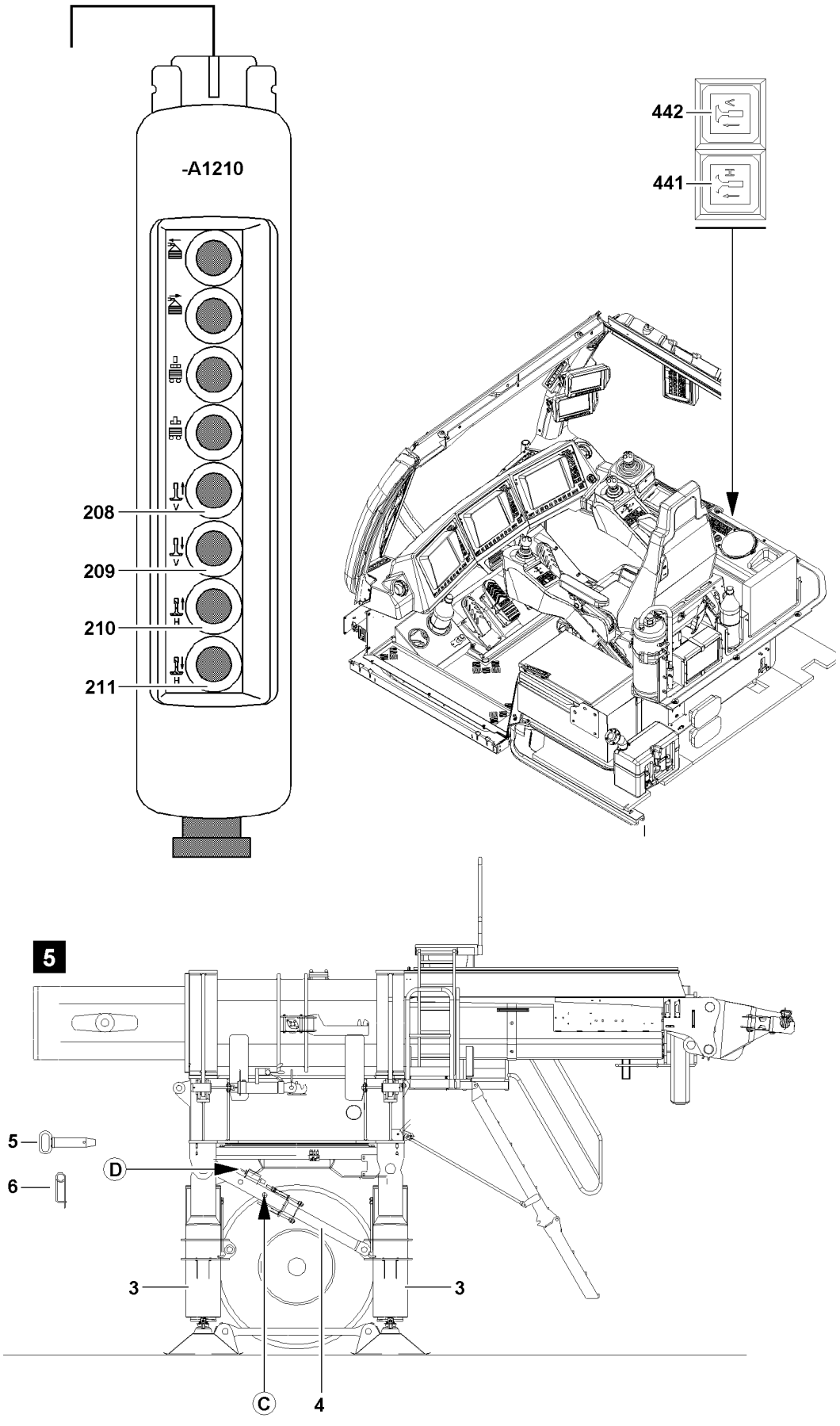

Fig.113731

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7.3 Supporting the ballast trailer

The ballast trailer must be supported before unpinning it from the turntable.

Before supporting the ballast trailer, the locking pin **5** must be pinned and secured on the strut **4**.

Make sure that the following prerequisites are met:
- The ballast plates and the guy rods are disassembled.
- The ballast trailer guide is fully retracted.
- The crane is horizontally aligned.

7.3.1 Pinning the strut on the ballast trailer

WARNING
Risk of tipping the ballast trailer!
If the strut **31** is not pinned before ballast trailer disassembly in point **C**, then the ballast trailer can tip over.
Personnel can be severely injured or killed.
► Always pin the strut **31** before disassembly of the ballast trailer.

► Release and unpin the locking pin **32** from the transport receptacle **D**.
► Pin the locking pin **32** into the operating position **C** and secure with the spring retainer **33**.

7.3.2 Extending the support cylinders

Extend the front and rear support cylinders:

► Press the button **442** and button **441** in the crane operator's cab.
or
Press the button **209** and button **211** on the control panel **-A1210**.
► Visually inspect the extended support cylinder.

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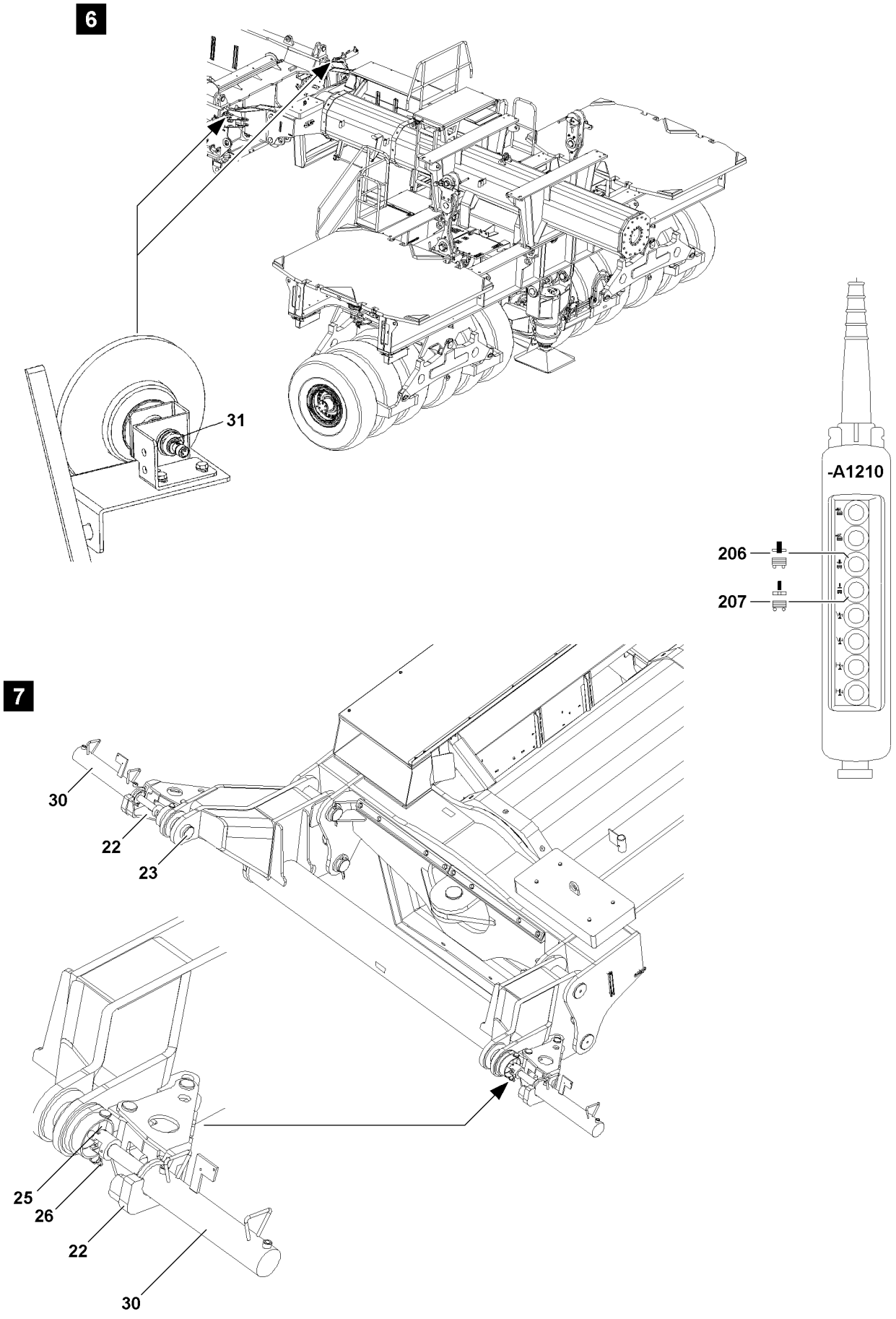

Fig.113732

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7.4 Unpinning the ballast trailer on the turntable

Make sure that the following prerequisites are met:
- The ballast trailer is supported.
- The hydraulic and electrical connections are available.

7.4.1 Unpinning procedure

NOTICE
Damage to the retaining pins!
If the retaining pins **25** are not unpinned before the unpinning procedure, the pin pulling device can be damaged.
► The retaining pins **25** must be released and unpinned on both sides before unpinning the connector pins **23**.

When the retaining pins **25** are completely unpinned on both sides:
► Press the button **206** on the control panel **-A1210**.

Result:

- The pin pulling cylinders retract.
- The connector pins **23** are unpinned on the turntable.

NOTICE
Damage to the ballast trailer or the turntable!
If due to tension when unpinning the ballast trailer, if only one connector pin **23** can be unpinned on the turntable due to distortions, (signal „Ballast trailer installed“ is no longer present), then the crane control no longer recognizes that the ballast trailer is installed, even though the ballast trailer is still connected with the turntable via the second connector pin **23**.
Due to the missing signal, „Ballast trailer installed“, it is possible to turn the turntable, to drive the crane or to telescope the ballast trailer guide out / in.
This could significantly damage the crane or the ballast trailer.
► All crane movements are to be limited to a „minimum degree“ and must be driven with extreme caution and at the lowest possible speed.
► After unpinning the second connector pin **23**, it must again be checked whether both connector pins are completely unpinned.

► Perform a visual inspection.

If the ballast trailer guide has been telescoped out during the unpinning procedure:
► Retract the ballast trailer guide all the way.

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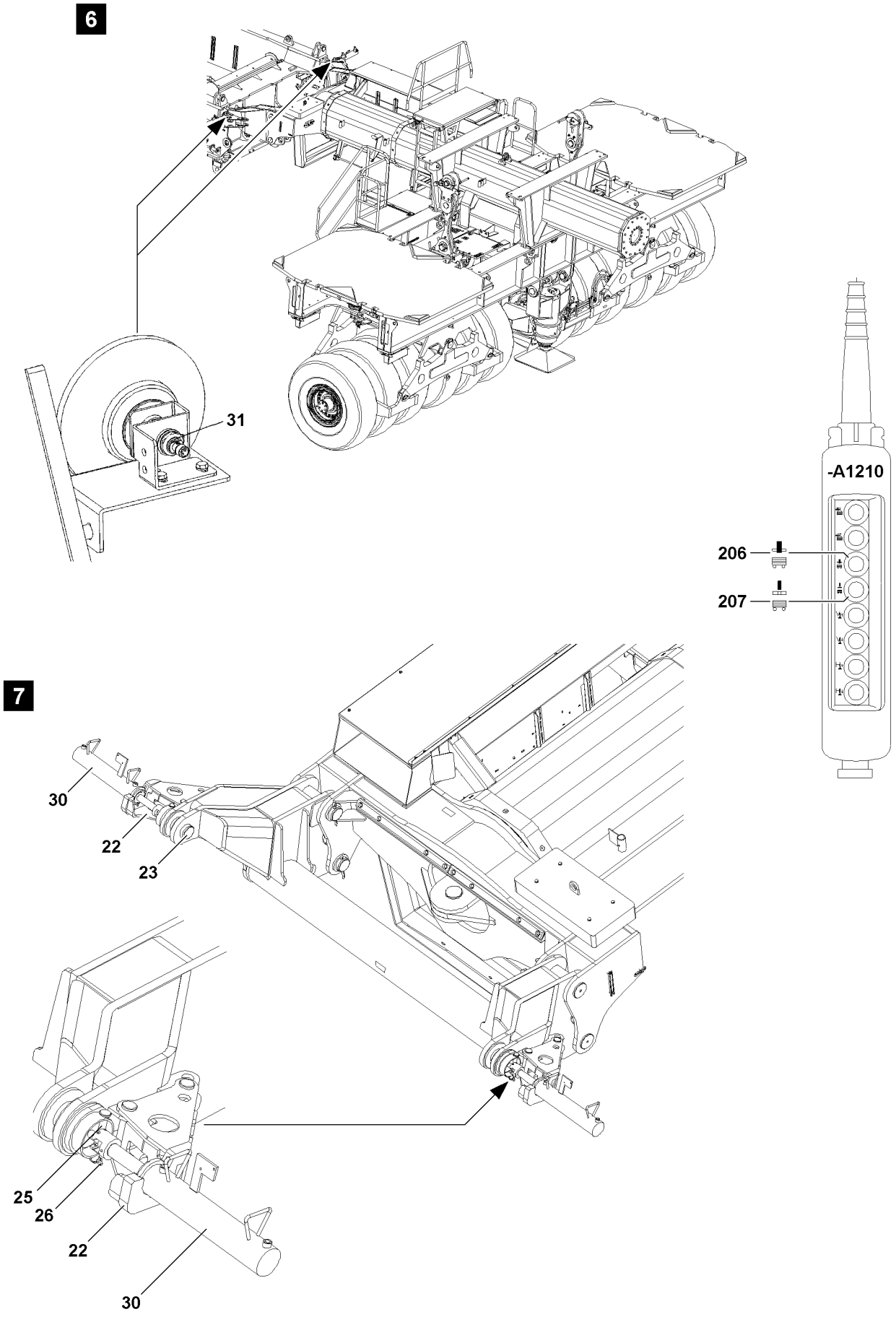

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7.4.2 Releasing the electrical connection from the ballast trailer to the turntable

Note

► Release the electrical connections only when the ballast trailer is completely unpinned on the turntable, which means both connector pins **23** must be unpinned.

Make sure that the following prerequisite is met:

– The ballast trailer is completely unpinned on the turntable.

► Disconnect the electrical connections and store them properly on the ballast trailer.

7.4.3 Releasing the hydraulic connections from the ballast trailer to the turntable

When connecting and releasing hydraulic lines with quick couplings, make sure that the coupling procedure is carried out correctly.

DANGER

Danger of accident due to loss of pressure or leakage!
Incorrectly coupled or self-loosening quick couplings (return lines in particular) can result in serious accidents due to component failure.

► Check that the quick couplings have been properly connected before using the crane.

► Release the pressure in the hydraulic system before connecting or disconnecting. Turn the engine off and wait for a short time.
► Install the coupling components (sleeve and connector) with the knurled nut.
► Disconnect the coupling sections.
► Store hydraulic hoses on the ballast trailer properly.
► Protect the coupling sections with caps to prevent contamination and damage.

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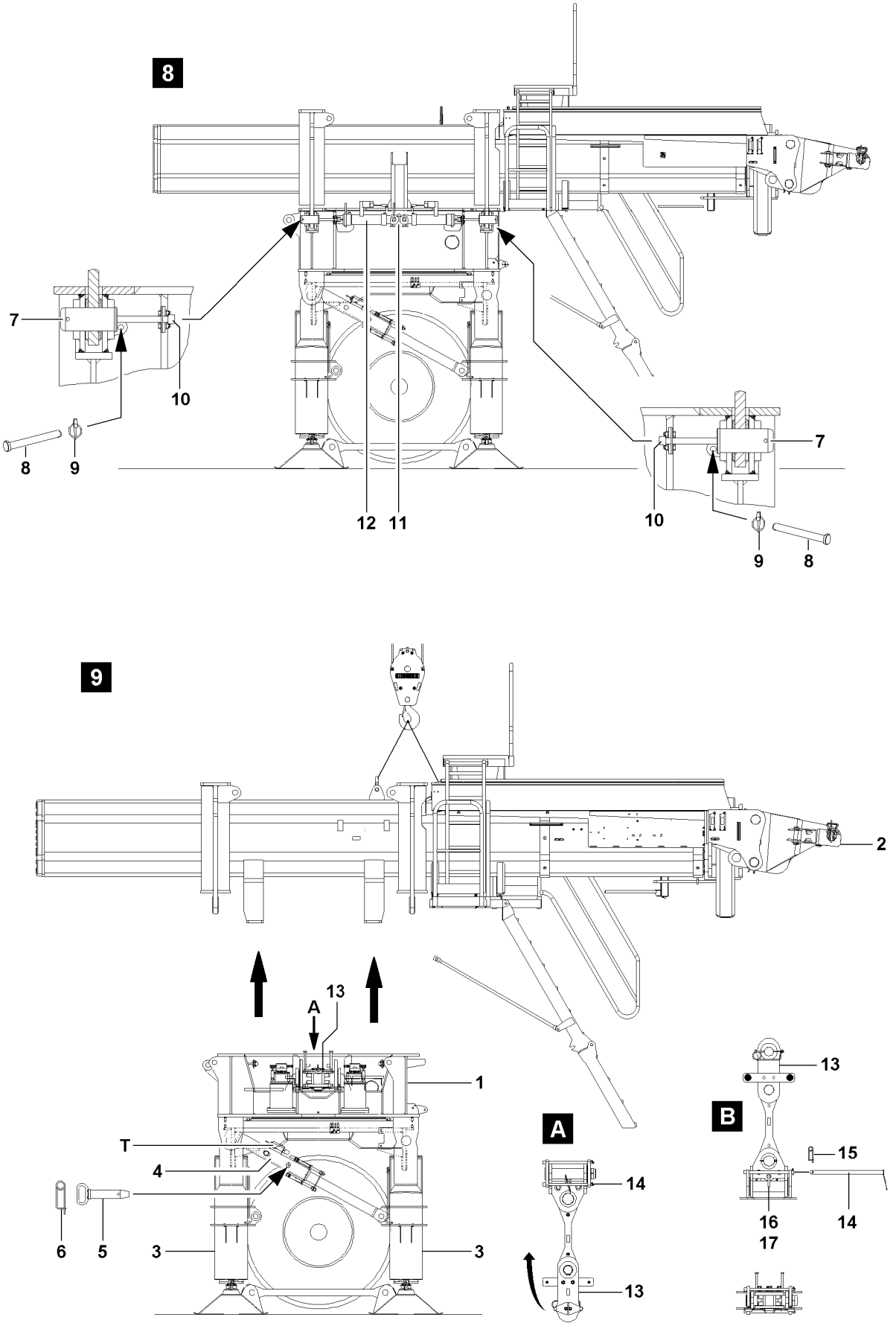

Fig.113733

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7.5 Disassembling the ballast trailer guide

Make sure that the following prerequisites are met:
- The locking pin **5** is pinned and secured in the strut **4**.
- The ballast trailer is supported with the support cylinders **3** and aligned horizontally.
- The wheel sets are relieved.
- The access to the ballast trailer is in the transport position.

WARNING
Ballast trailer tipping danger!
If the stability and tipping safety guidelines for the ballast trailer are not observed, the ballast trailer can tip over.
Personnel can be severely injured or killed.
► Observe section „Stability and tipping safety when the ballast trailer is not assembled on the turntable“.

► Fasten the ballast trailer guide **2** to the auxiliary crane.
► Tension the fastening equipment carefully.
► Connect the pin pulling cylinder **12** to the retainer **11** and to the screw head **10**.
► Establish the hydraulic connection of the pin pulling cylinder **12** to the hydraulic aggregate, see the Crane operating instructions, chapter 5.30.
► Remove the locking pin **9** on the retaining pins **8**, see illustration **8**.
► Unpin the retaining pin **8**.

When the retaining pins **8** are unpinned and the fastening equipment on the ballast trailer guide **2** are tensioned:
► Actuate the lever on the pin pulling cylinder and unpin the connector pin **7**.

When all four connector pins **7** are completely unpinned:
► Lift and swing the ballast trailer guide **2** out from the ballast trailer with auxiliary crane, see illustration **9**.
► Disassemble the access to the ballast trailer.
► Take the ballast trailer guide **2** down on a suitable and sufficiently load-bearing substructure.
► Remove the auxiliary crane.

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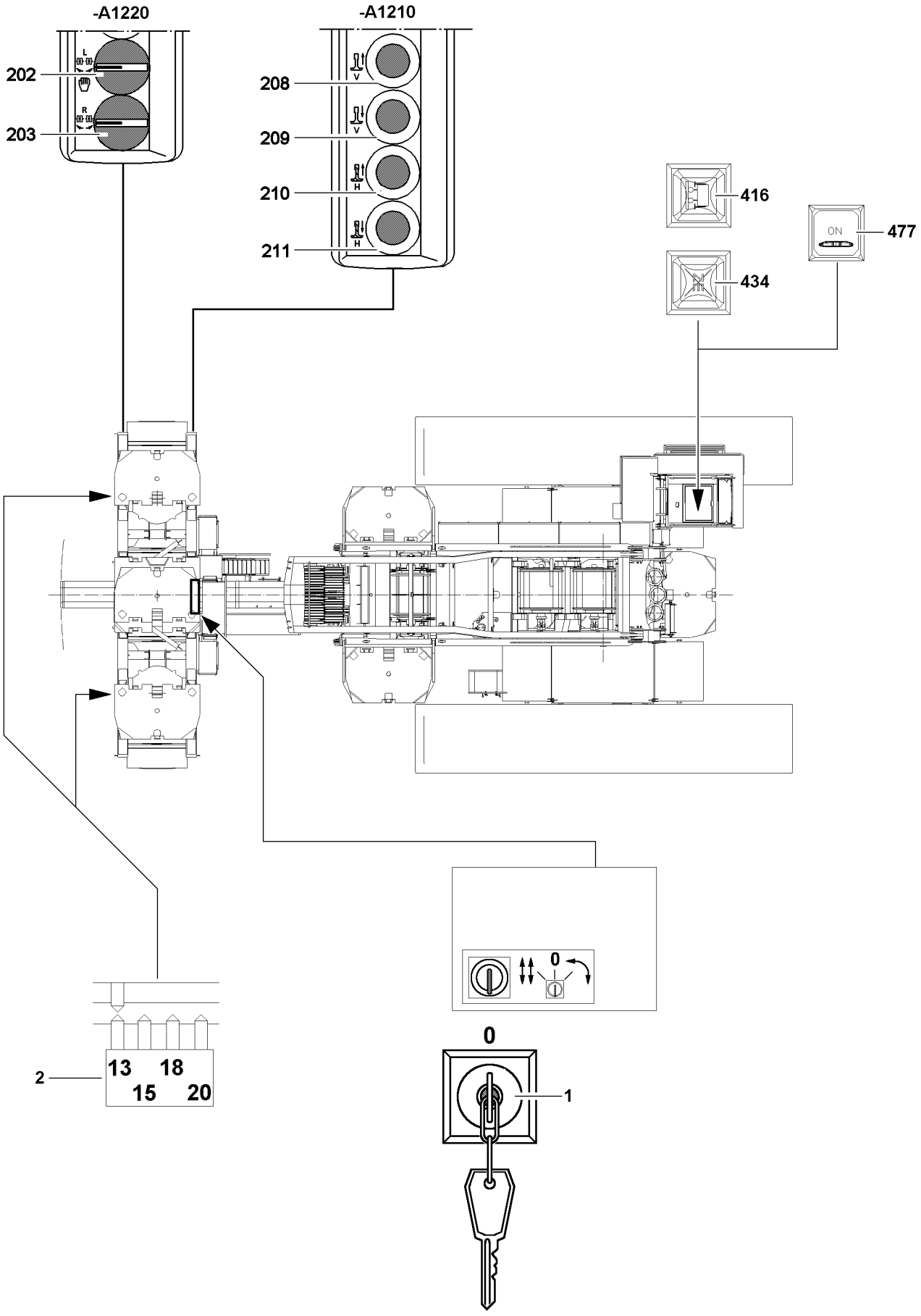

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Fig.107254

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8 Emergency operation with a defective CPU

8.1 Emergency operation of the ballast trailer

If there is a defect on the ballast trailer CPU, a warning light **434** turns on, the electronic steering of the ballast trailer can no longer be steered.

The „Towing“ and „Circular travel“ signals are no longer transmitted by the ballast trailer control to the crane control.

However, by actuating the key switch **1** in the control cabinet on the ballast trailer, the CPU can be bypassed.

Key switch positions

- 0 (center) = no emergency operation
- I (left) = emergency operation towing
- II (right) = circular travel emergency operation

NOTICE

Damage to the ballast trailer!
By turning the key switch **1** the „Towing“ or „Circular travel“ signal is released in the crane control, even though the wheel sets could potentially be incorrectly aligned.
This can result in severe damage to the ballast trailer or the crane.

- ► Operate the key switch **1** only if the electronics fail.
- ► Before driving the crane, check the alignment of the wheel sets.
- ► All travel movements may only be conducted with utmost caution, minimum acceleration and careful braking.
- ► If the key switch **1** is activated, then the crane operator bears the full and sole responsibility for his actions.

WARNING

Danger of accident due to faulty operation!
If the key switch **1** is activated, there is an increased danger of accident due to the bypassed ballast trailer control.
Personnel can be severely injured or killed.

- ► It is prohibited to remain within the danger zone of the ballast trailer.
- ► The alignment of wheel sets is to be monitored manually, visual inspection.
- ► Observe the angle scale on the ballast trailer.
- ► Emergency operation should only be carried out by authorized personnel. They must be aware of all related supervisory tasks and hazards.
- ► If the key switch **1** is activated, then the crane operator bears the full and sole responsibility for his actions.

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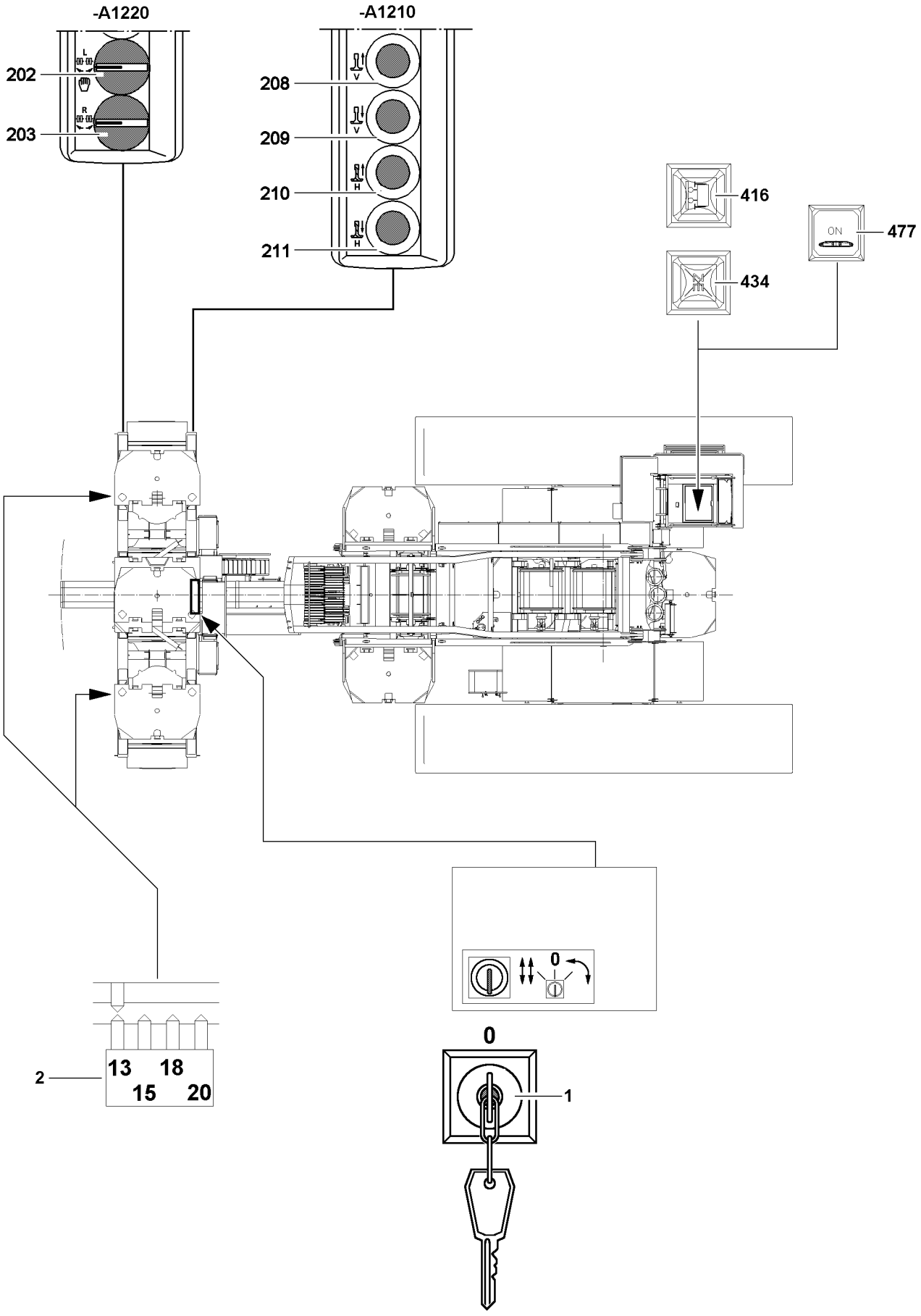

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Fig.107254

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8.2 Emergency operation - towing

Make sure that the following prerequisites are met:
- The ballast trailer is properly assembled.
- The crawler operation is turned on (switch **477**).

8.2.1 Lifting the ballast trailer with the support cylinders

Note
► The support cylinders of the ballast trailer must always be extended evenly.

Extend the front and rear support cylinders:

► Press the button **209** and the button **211**.

8.2.2 Aligning the wheel sets in the towing position

To be able to align the wheel sets in the towing position, the ballast trailer must be lifted with the support cylinders.

Make sure that the following prerequisite is met:
- The ballast trailer is raised by the support cylinders to the point where the wheel sets are relieved.

► Turn the key switch **1** on the ballast trailer to the „left“.

Note
► By actuating the key switch **1** in the „left“ position, the „Towing“ command is forwarded to the crane and emergency operation is turned on.
► During emergency operation the support can only be actuated from the control panel **-A1210** on the ballast trailer.

When the wheel sets are relieved:
► Actuate the rotary switch **202** on the control panel **-A1220** and align the left wheel set into the towing position.
► Actuate the rotary switch **203** on the control panel **-A1220** and align the right wheel set into the towing position.
► Check the settings.

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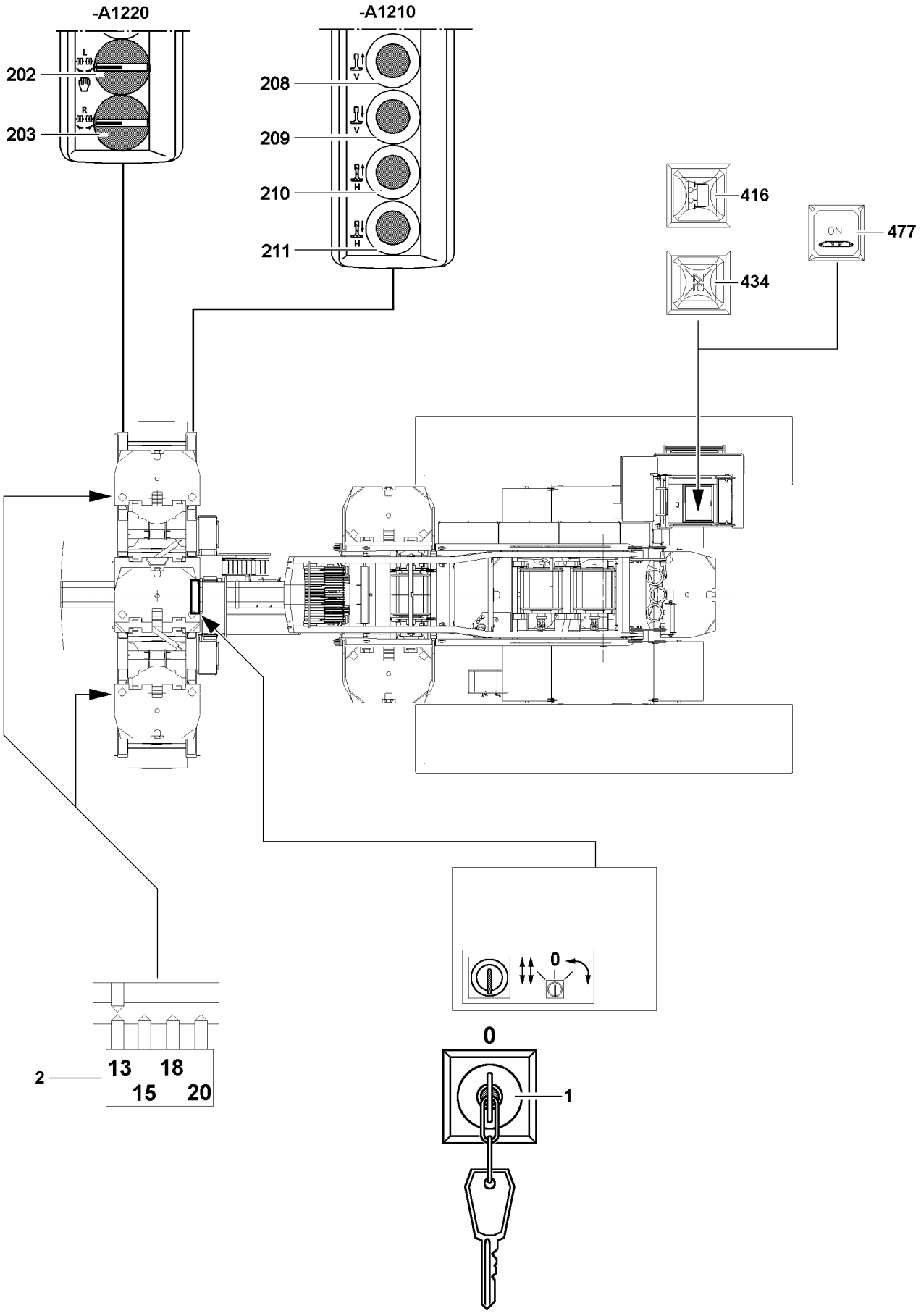

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Fig.107254

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8.2.3 Lowering the ballast trailer with the support cylinders

Note
► The support cylinders of the ballast trailer must always be retracted evenly.

Retract the support cylinders completely on the front and rear:

► Press the button **208** and the button **210**.

Result:

– The support cylinders retract.

► Retract the support cylinders completely.

Result:

– The warning light **416** („Ballast trailer support retracted“) **lights up**.

8.2.4 Towing

Make sure that the following prerequisites are met:
– The wheel sets are in the towing position.

NOTICE
Damage to the ballast trailer!
If the angle settings on the wheel sets are not monitored while driving in emergency operation, it can lead to significant damage to the wheel sets.
► The angle settings **2** on the wheel sets must be constantly checked.
► Constantly monitor the alignment of the wheel sets while driving.
► If the wheel sets become excessively deformed, then they must be realigned.

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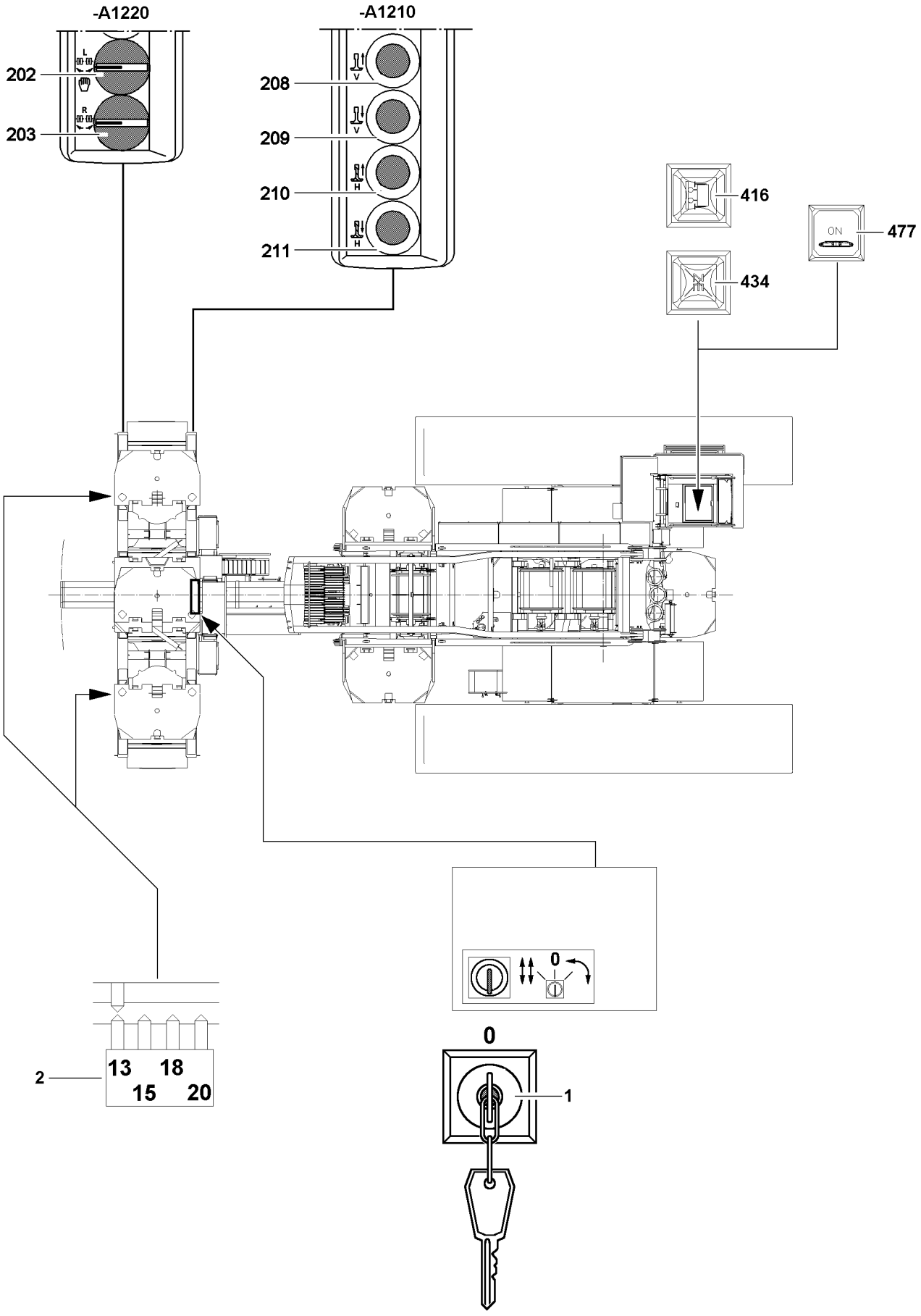

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Fig.107254

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8.3 Emergency operation - circular travel

Make sure that the following prerequisites are met:
- The ballast trailer is properly assembled.
- The crawler operation is turned on (switch **477**).

8.3.1 Lifting the ballast trailer with the support cylinders

Note
► The support cylinders of the ballast trailer must always be extended evenly.

Extend the front and rear support cylinders:

► Press the button **209** and the button **211**.

8.3.2 Aligning the wheel sets in the circular travel position

To be able to align the wheel sets in circular travel position the ballast trailer must be lifted with the support cylinders.

Make sure that the following prerequisite is met:
- The ballast trailer is raised by the support cylinders to the point where the wheel sets are relieved.

► Turn the key switch **1** on the ballast trailer to the „right“.

Note
► By turning the key switch **1** to the „right“ position, the „Circular travel“ command is transmitted to the crane and emergency operation is turned on.
► During emergency operation the support can only be actuated from the control panel **-A1210** on the ballast trailer.

When the wheel sets are relieved:
► Activate the rotary switch **202** on the control panel **-A1220** and align the left wheel set into circular travel.
► Activate the rotary switch **203** on the control panel **-A1220** and align the right wheel set into circular travel.
► Check the settings.

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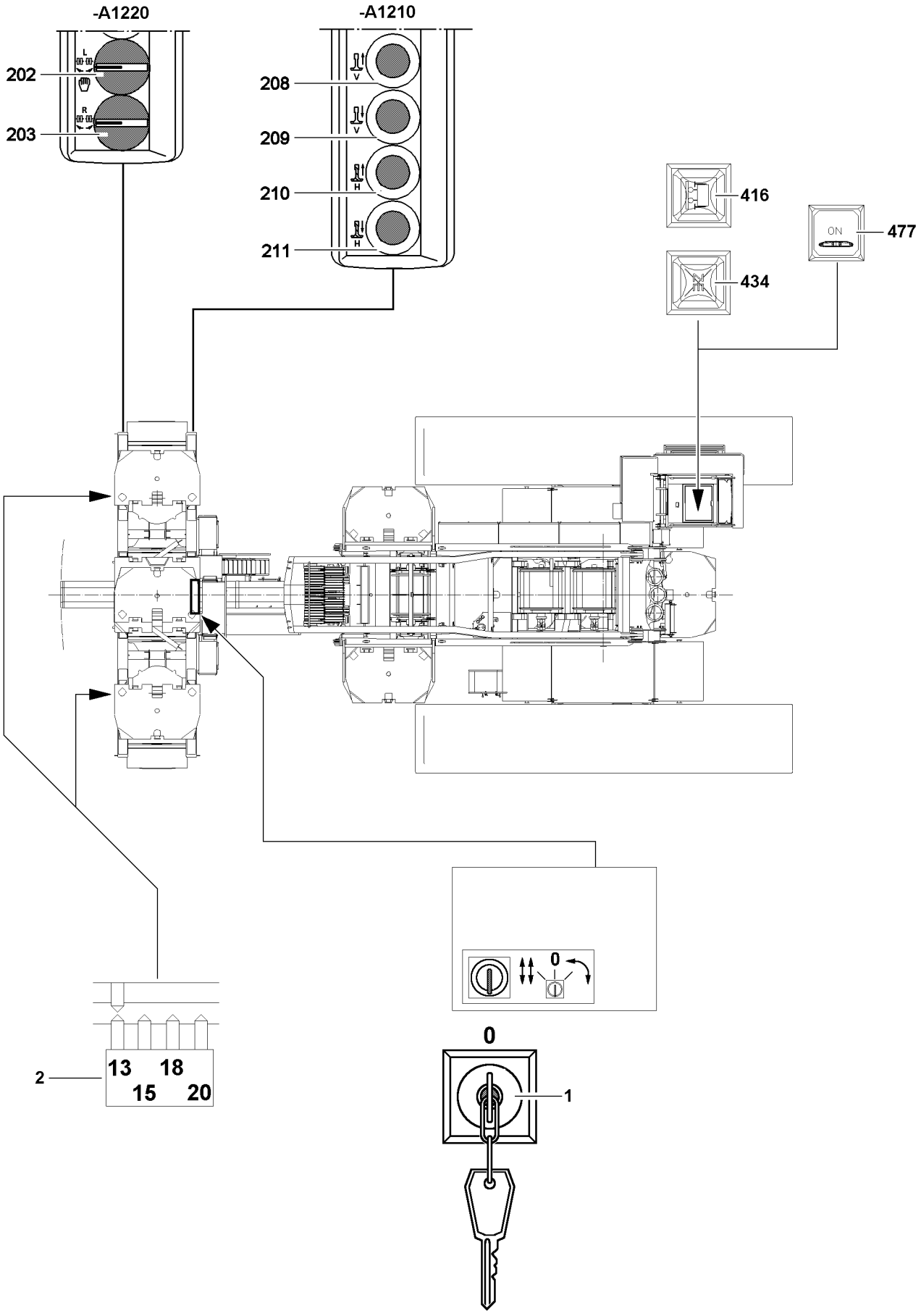

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Fig.107254

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8.3.3 Lowering the ballast trailer with the support cylinders

Note
► The support cylinders of the ballast trailer must always be retracted evenly.

Retract the support cylinders completely on the front and rear:

► Press the button **208** and the button **210**.

Result:

– The support cylinders retract.

► Retract the support cylinders completely.

Result:

– The warning light **416** („Ballast trailer support retracted“) **lights up**.

8.3.4 Circular travel

Make sure that the following prerequisites are met:
– The wheel sets are in the circular travel position.

NOTICE
Damage to the ballast trailer!
If the angle settings on the wheel sets are not monitored while driving in emergency operation, it can lead to significant damage to the wheel sets.
► The angle settings **2** on the wheel sets must be constantly checked.
► Constantly monitor the alignment of the wheel sets while driving.
► If the wheel sets become excessively deformed, then they must be realigned.

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5.36 Derrick ballast - suspended ballast

1 Suspended ballast variations 2

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1 Suspended ballast variations

Note
Suspended ballast variations
There may be multiple variations of the derrick ballast-suspended ballast equipment for the crane for selection.
The possible variations are described in separate chapters.
► Observe the following chapter 5.36.xx (for example 5.36.10, 5.36.20...).

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5.36.10 Derrick ballast - suspended ballast

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Fig.195219

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1 Component overview of suspended ballast

Note
- ► The crane components are marked with their own weights.
- ► Dimensions and weights, see chapter 1.03.

Definitions and limits:
- – The suspended ballast and ballast trailer are generally referred to as the derrick ballast.
- – The compensation weight which is installed on the turntable is generally referred to as the counterweight.

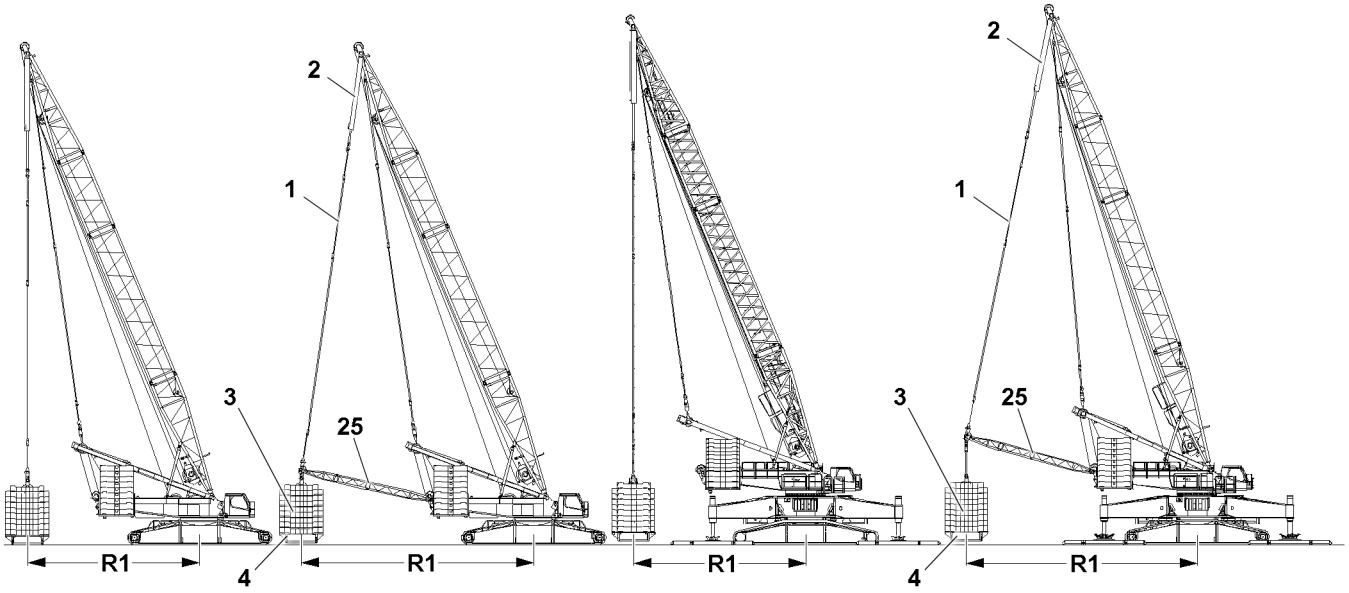

Fig.149286: Suspended ballast without / with suspended ballast guide

1 D-guying
2 Pull cylinder
3 Ballast plates
4 Suspended ballast pallet
25 Suspended ballast guide B2*
R1 Derrick ballast radius

1.1 Suspended ballast guide*

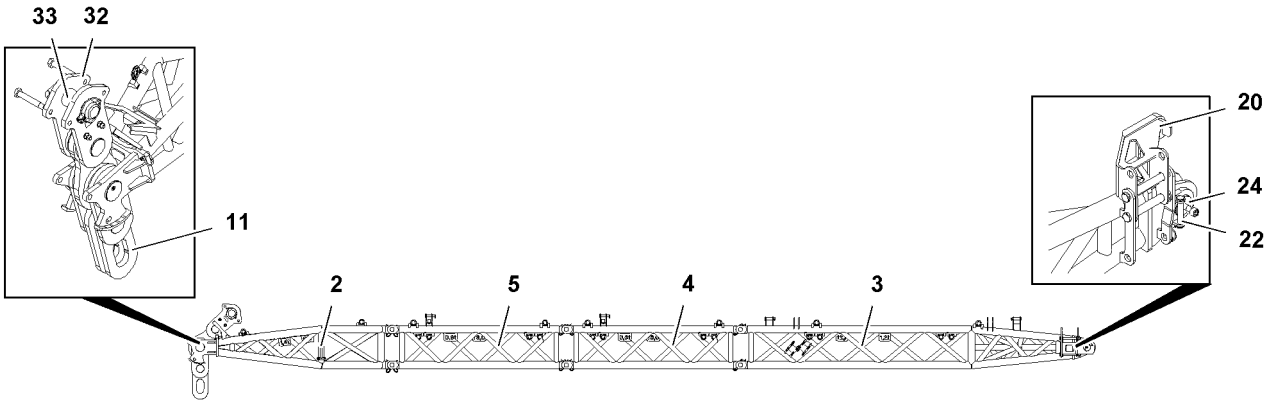

Fig.119255: Components of suspended ballast guide R1 20 m

2 End section
3 Pivot section
4 Intermediate section
5 Intermediate section
11 Lug
20 Console
22 Retaining pin
24 Pin
32 Lug
33 Pin

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1.2 Suspended ballast pallet

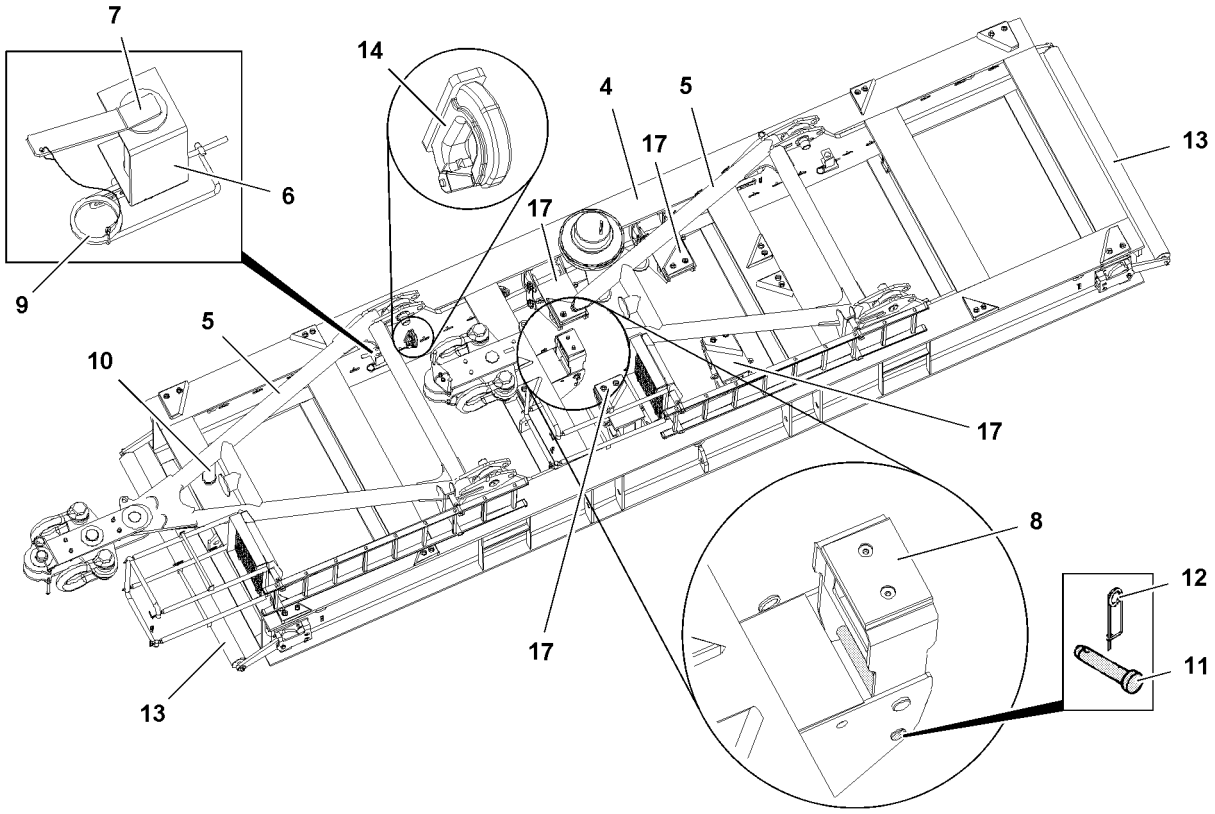

Fig.119780: Components of the suspended ballast pallet

4 Suspended ballast pallet
5 Erection rack
6 Receptacle for retaining pin **7**
7 Retaining pins for erection rack
8 Support for erection rack
9 Spring retainer
10 Assembly support
11 Pin
12 Spring retainer
13 Limit switch
14 Hook (fastening point)
17 Consoles for ballast centering

2 Fastening points

WARNING
Falling crane components!
Incorrectly fastened crane components can become detached from the fastening equipment and fall down during transport and / or assembly.
Death, severe bodily injuries, property damage.
► Fasten the components on all defined fastening points.
► Make sure that the fastening equipment is properly fastened on the fastening points.

2.1 Suspended ballast guide*

Note
► The suspended ballast guide with installed components is fastened on four fastening points.

For transport the individual parts are installed as a transport unit.

Every fastening points is present on both sides of the component on a horizontal level.

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2.1.1 Transport unit

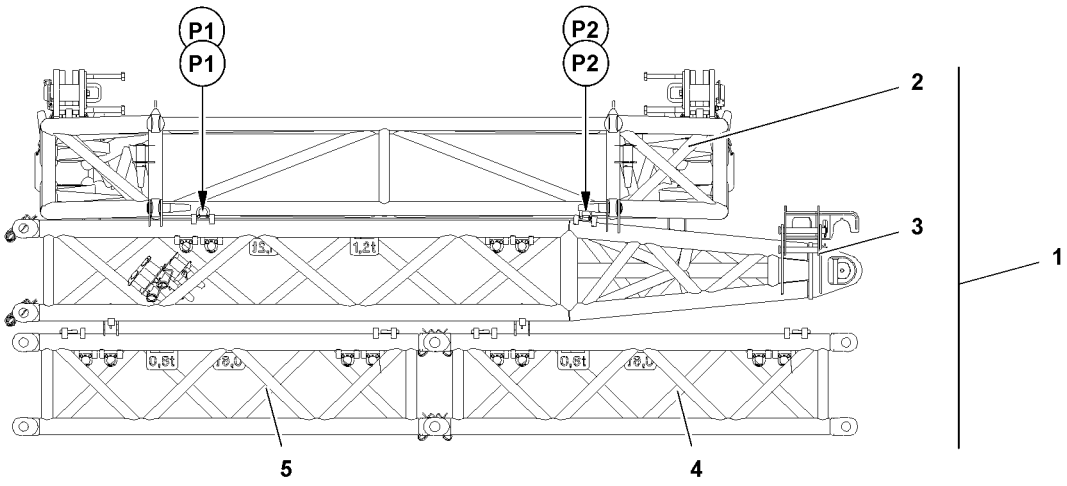

Fig.118548: Transport unit fastening points

1 Transport unit
2 End section
3 Pivot section
4 Intermediate section
5 Intermediate section

Fastening points	
P1 and P2	Transport unit **1**

2.1.2 End section

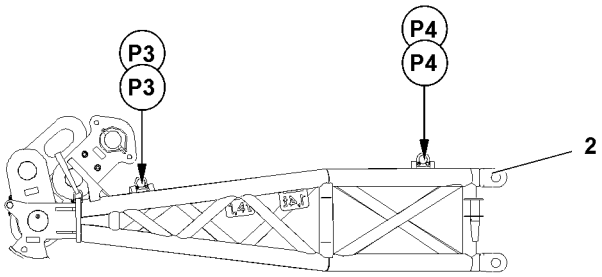

Fig.119209: End section fastening points

Fastening points	
P1 and P2	End section **2**

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2.1.3 Pivot section

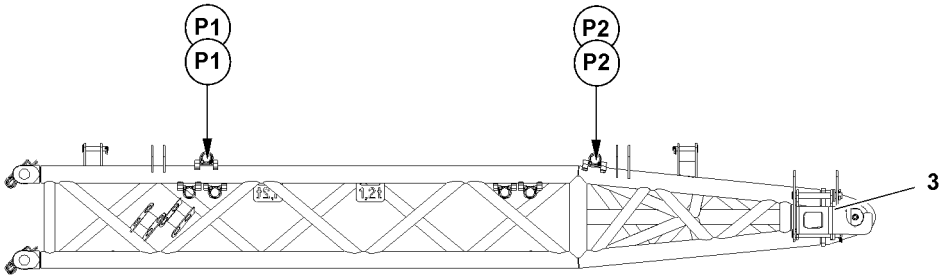

Fig.119251: Pivot section fastening points

Fastening points	
P1 and P2	Pivot section **3**

2.1.4 Intermediate sections

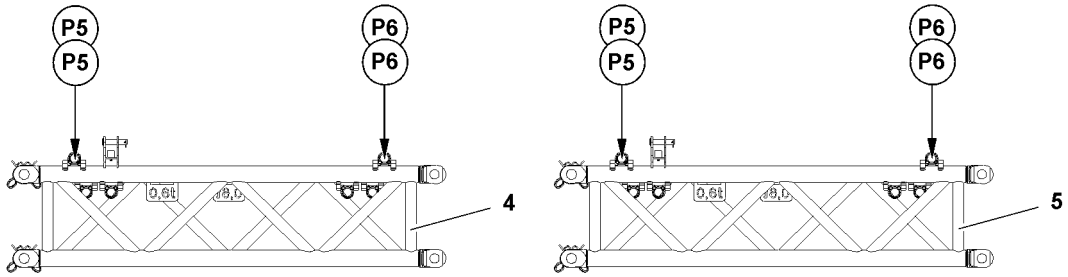

Fig.119252: Intermediate section fastening points

Fastening points	
P5 and P6	Intermediate section **4** and intermediate section **5**

2.2 Suspended ballast pallet

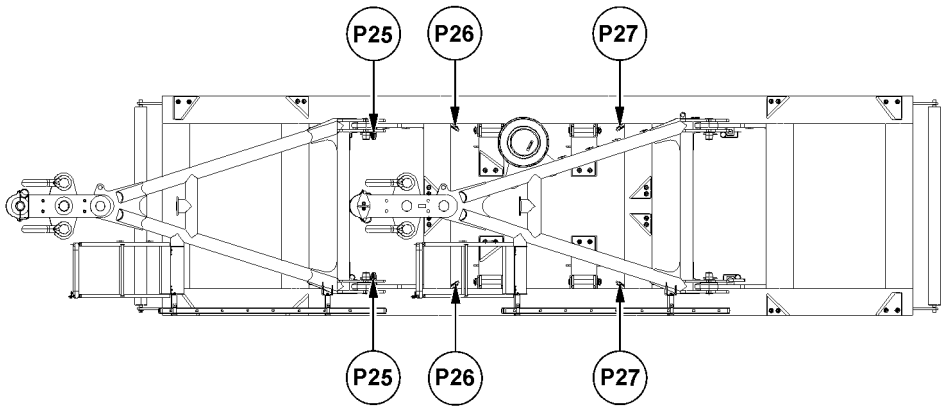

Fig.119208: Suspended ballast palette fastening points, view from above, erection racks taken down

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Fastening points	
P25 and P27	Suspended ballast palette **4**, erection racks taken down
P26 and P27	Suspended ballast palette **4**, erection racks erected

3 Derrick ballast radii and standing levels

WARNING
The crane can topple over.
If the derrick ballast is lifted past the maximum permissible 250 mm from the respective standing level of the derrick ballast, then the crane can be topple over to the rear if the load rips off.
Death, severe bodily injuries, property damage.

- ► There may be no personnel, objects or obstacles within the entire slewing range of the crane, derrick ballast and the load.
- ► In crane operation, lift the derrick ballast no more than maximum 250 mm from the respective standing level of the derrick ballast.
- ► The position of the standing level depends on the set up configuration of the crane, see the following charts.
- ► The ground in the entire working area of the crane - including the derrick ballast and the load - must be even and of sufficient load bearing capacity, in order to be able to securely absorb the encountered ground pressures and weight loads.

Note

- ► Lifting of the derrick ballast must be observed by a guide.

P1 Derrick ballast standing level at the level of the crane standing level
P2 Derrick ballast standing level above the crane standing level (above ground level)
P3 Derrick ballast standing level below the crane standing level (below ground level)

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3.1 Standing levels at D 30 m without guide

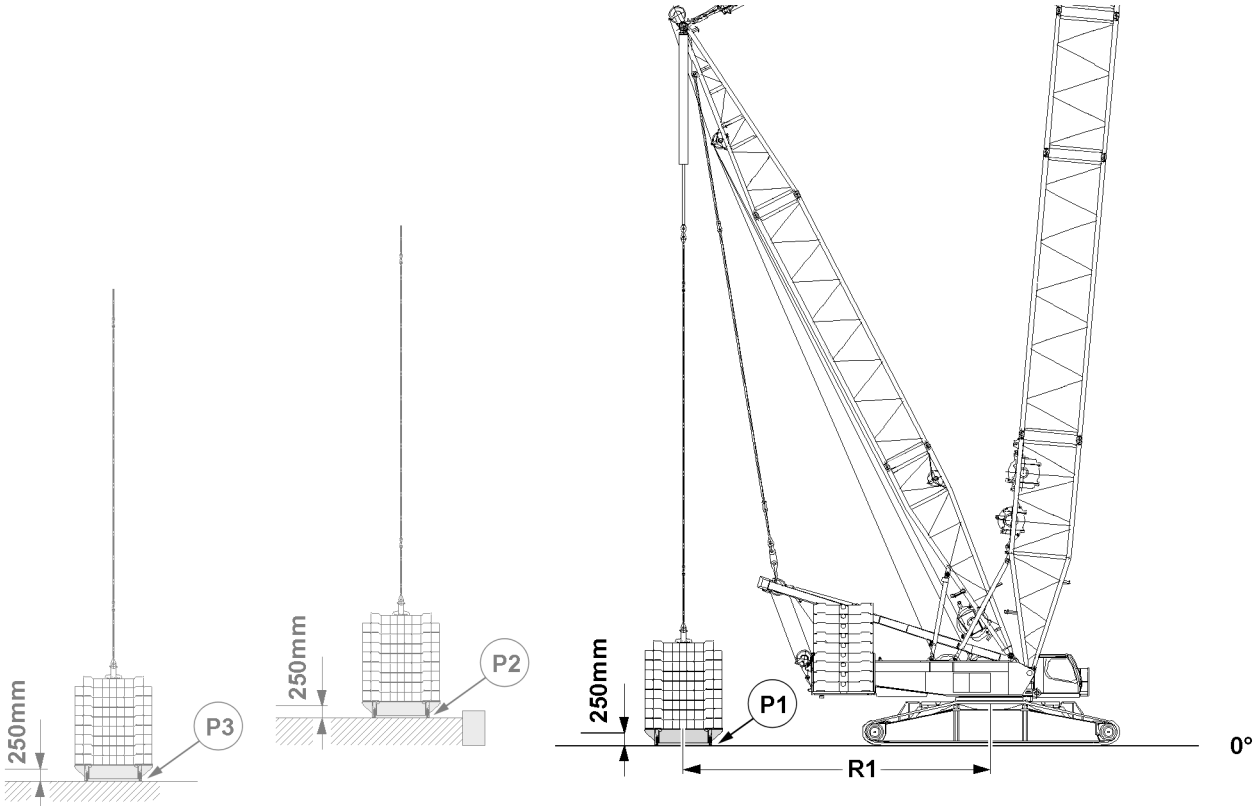

Fig.149266: Lifting the suspended ballast no more than maximum 250 mm from the standing level of the derrick ballast for crane operation

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3.2 Standing levels at D 36 m with guide B2

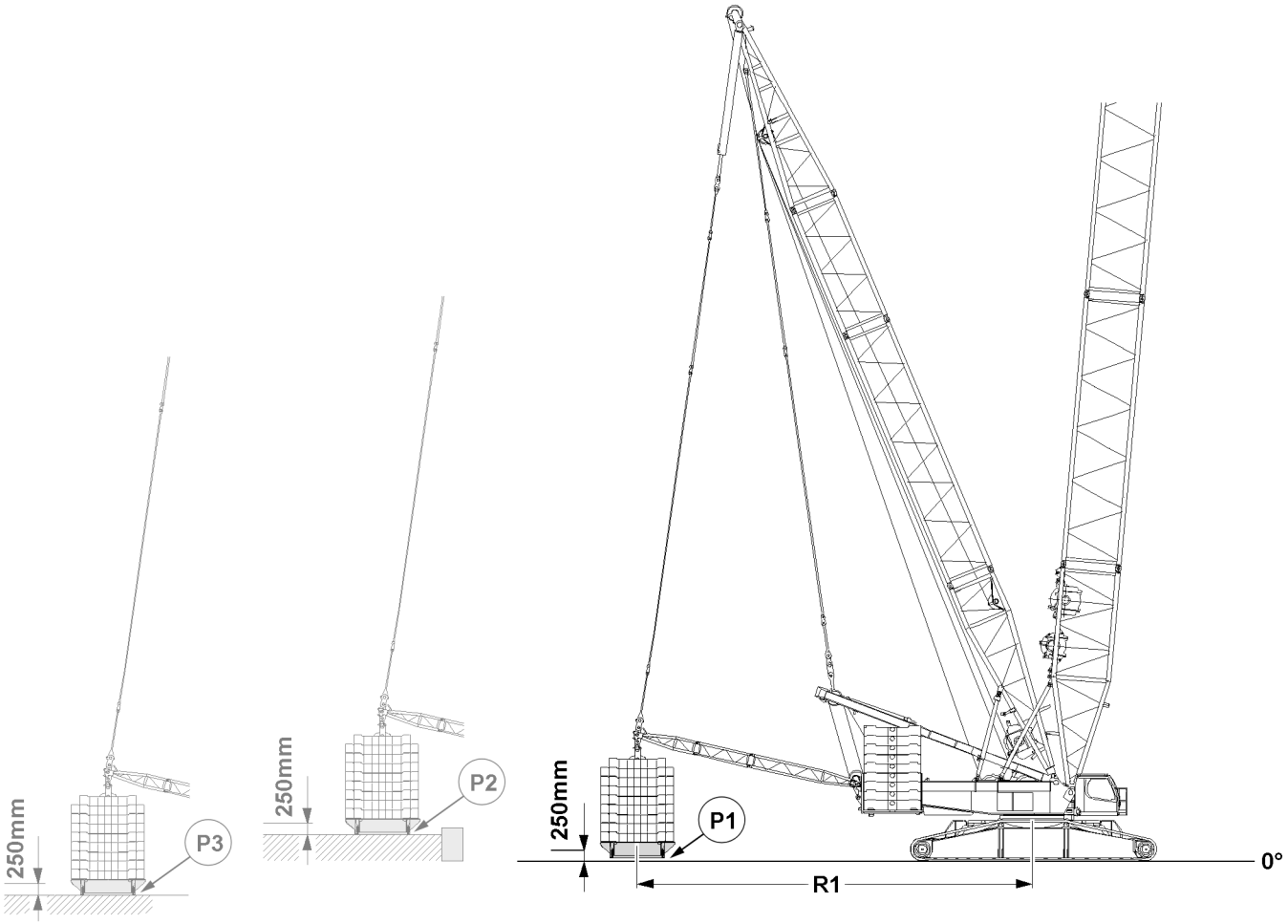

Fig.149271: Lifting the suspended ballast no more than maximum 250 mm from the standing level of the derrick ballast for crane operation

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3.3 Narrow track crane: Standing levels at D 36 m without guide

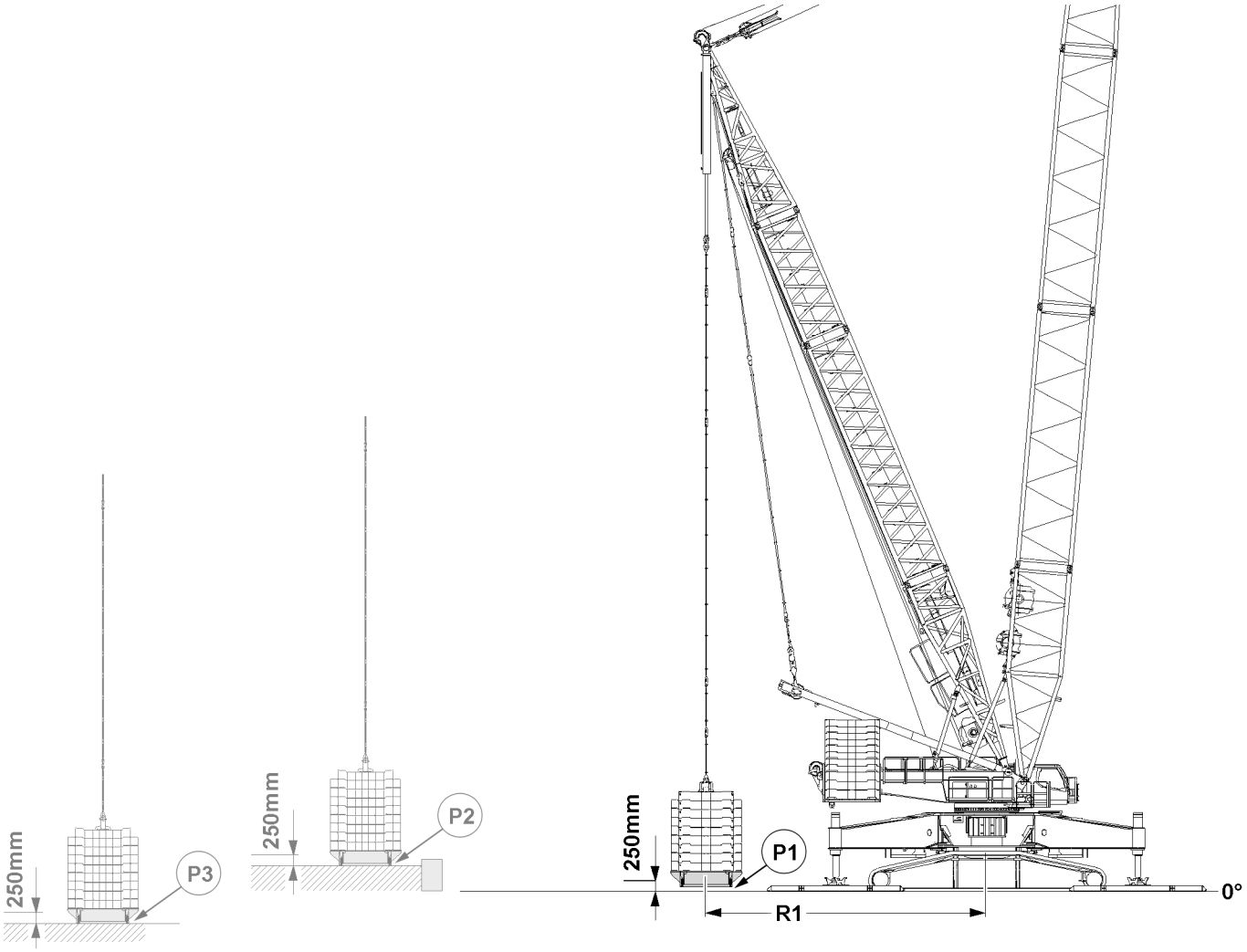

Fig.149280: Narrow track crane: Lifting the suspended ballast no more than maximum 250 mm from the standing level of the derrick ballast for crane operation

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3.4 Narrow track crane: Standing levels at D 36 m with guide B2

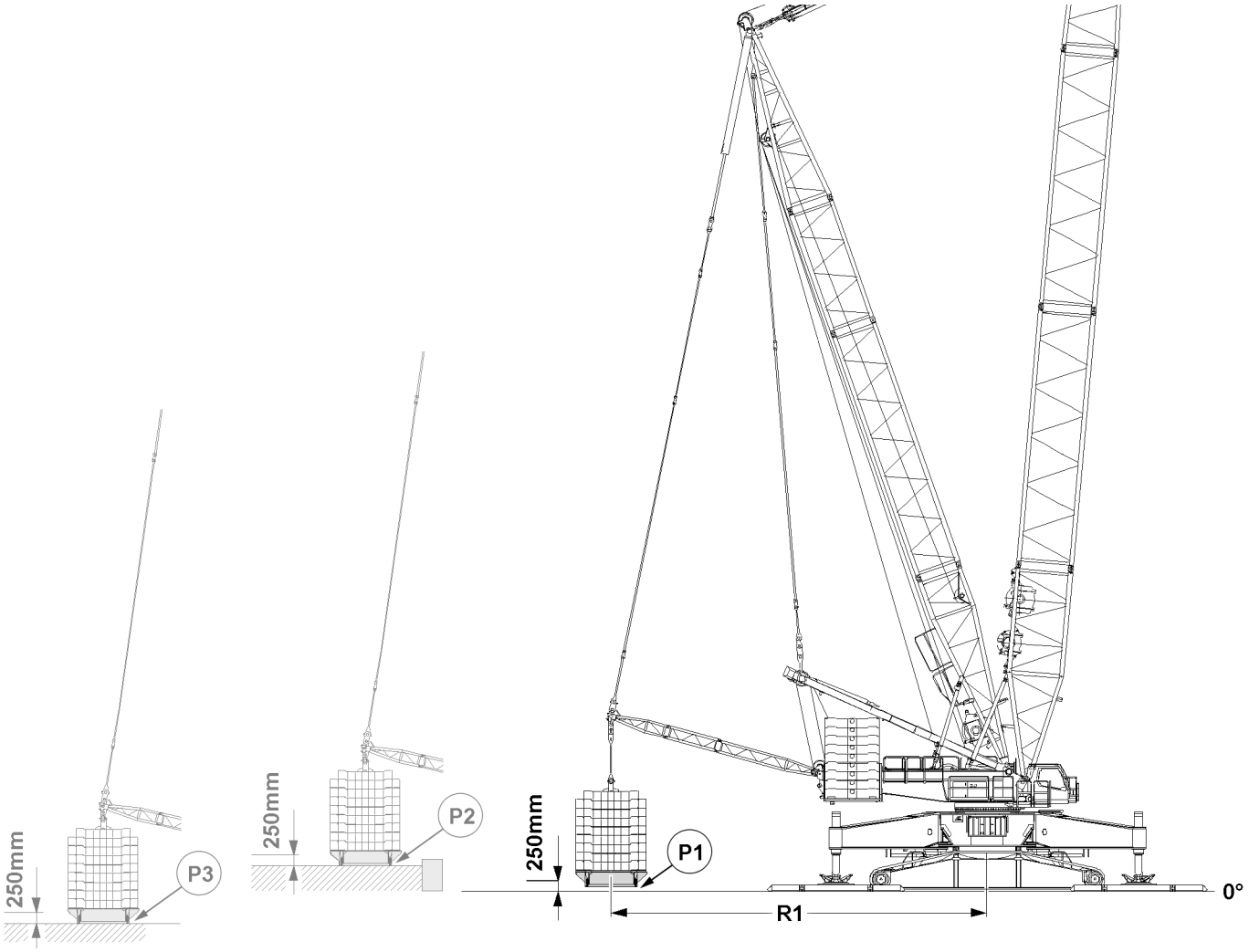

Fig.149277: Narrow track crane: Lifting the suspended ballast no more than maximum 250 mm from the standing level of the derrick ballast for crane operation

4 Derrick ballast radii and standing levels - standard crane

4.1 Derrick ballast without suspended ballast guide

The required derrick ballast radius is set by adjusting the derrick boom.

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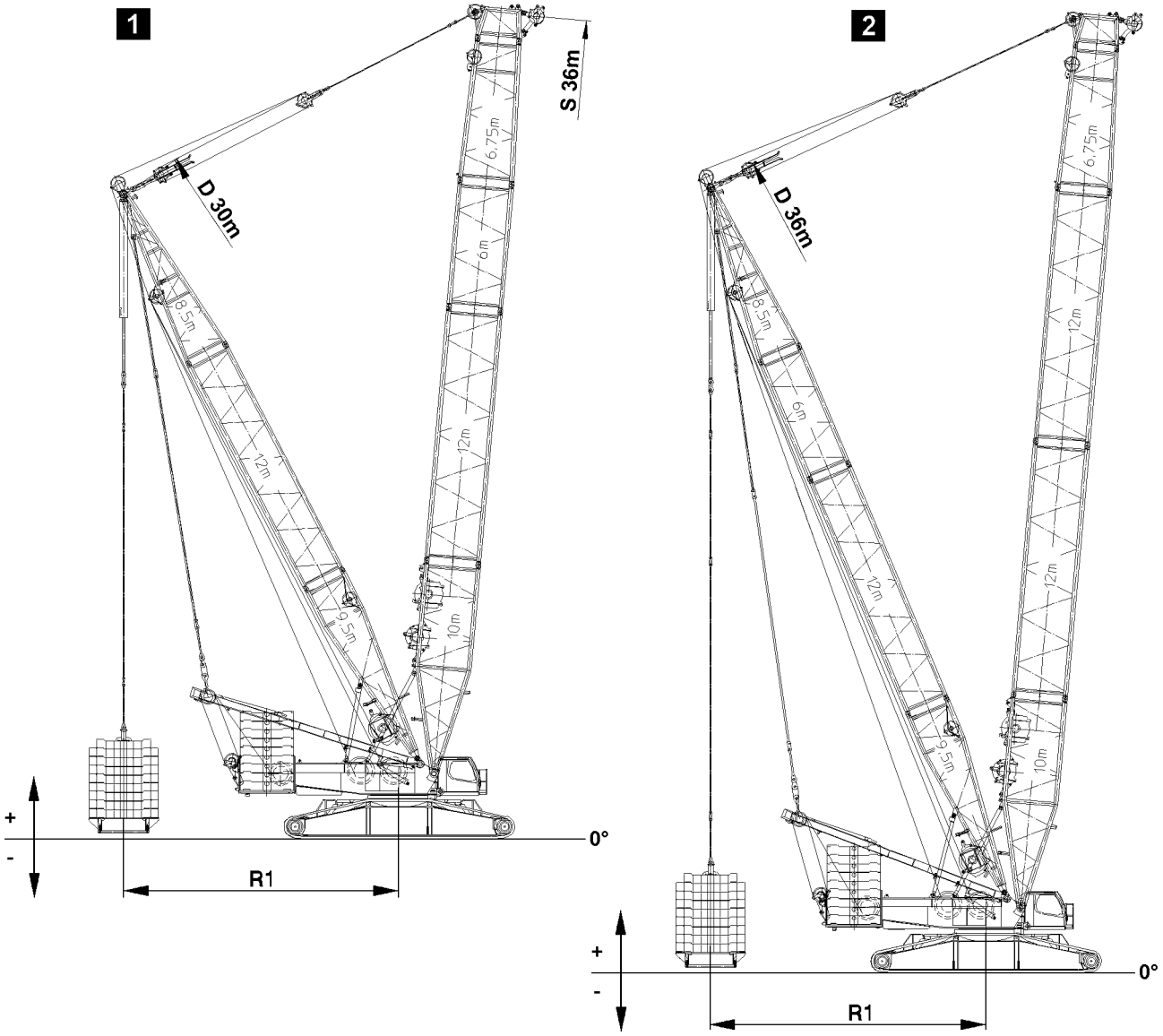

Fig.119205: Derrick ballast standing levels without suspended ballast guide

4.1.1 30 m derrick

Note

► For the 30 m derrick there is only one operating mode with S- 36 m , observe the load chart.

Derrick ballast radius R1	Derrick ballast standing level	
	Over standing level	Below standing level
10 m	+ 4050 mm	- 950 mm
15 m	+ 1550 mm	- 3450 mm

30 m derrick without suspended ballast guide: Derrick ballast radius depending on the lifting height

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4.1.2 36 m derrick

Derrick ballast radius R1	Derrick ballast standing level	
	Over standing level	Below standing level
10 m	+ 4410 mm	- 590 mm
18 m	+ 750 mm	- 4250 mm

36 m derrick without suspended ballast guide: Derrick ballast radius depending on the lifting height

4.2 Derrick ballast with suspended ballast guide

Note
- ► The **derrick ballast radius** is **not** identical to the **derrick radius**.
- ► One suspended ballast guide is installed between the turntable and the suspended ballast pallet.

The required derrick ballast radius is set by the length of the suspended ballast guide and by adjusting the derrick boom.

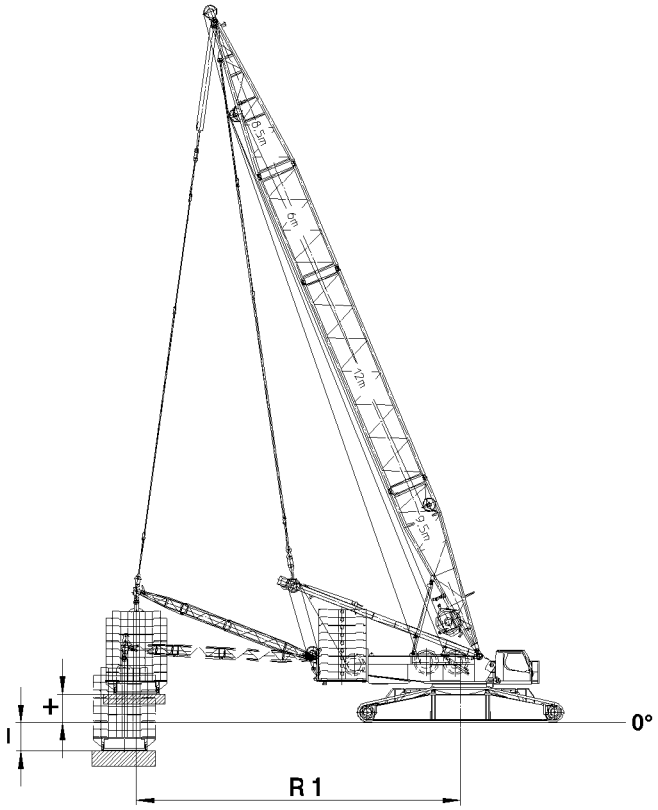

Fig.119256: Derrick ballast standing levels with suspended ballast guide

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4.2.1 36 m derrick

Derrick ballast radius R1	Derrick ballast standing levels	
	Over standing level	Below standing level
15 m	+ 1500 mm	- 1500 mm
17.5 m	+ 1500 mm	- 1500 mm
20 m	+ 1500 mm	- 1500 mm

36 m derrick with suspended ballast guide: Derrick ballast radius depending on the lifting height

5 Derrick ballast radii and standing levels - narrow track crane

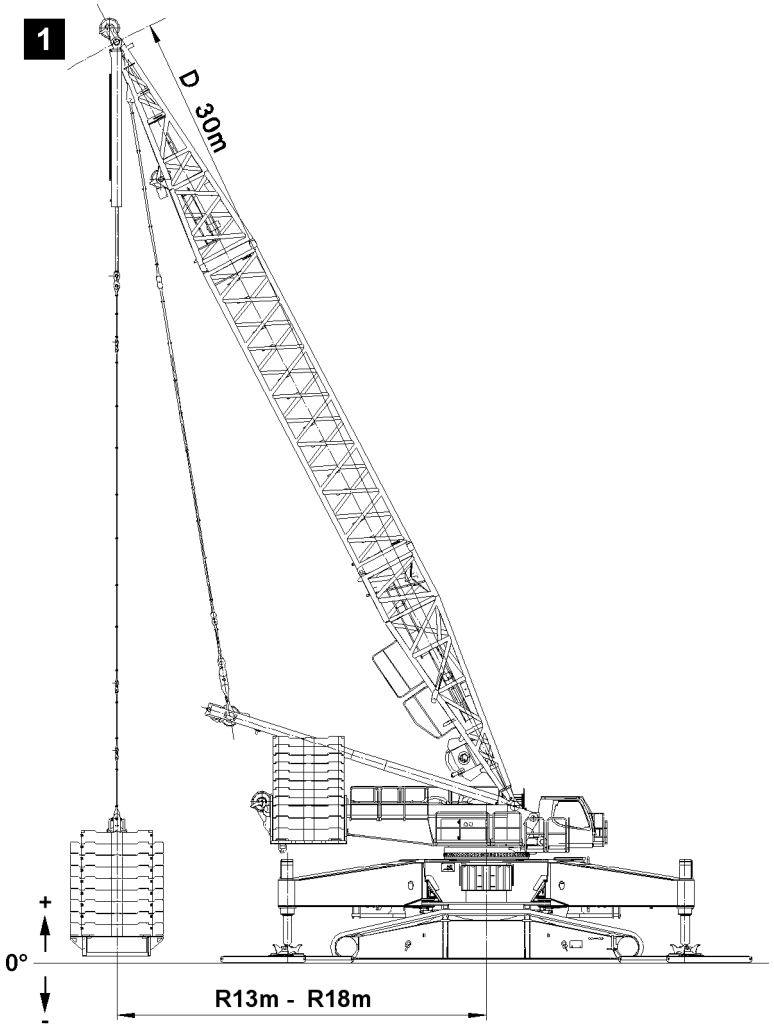

Fig.146509: Derrick ballast standing levels without suspended ballast guide

Note
- ► **No** guide is installed between the turntable and the suspended ballast pallet.
- ► The derrick ballast radius and the derrick boom radius are identical.
- ► The derrick ballast radius changes depending on the derrick boom radius.

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The following derrick ballast radii can be set:
- R 13 m
- R 16 m
- R 18 m

5.1 30 m derrick

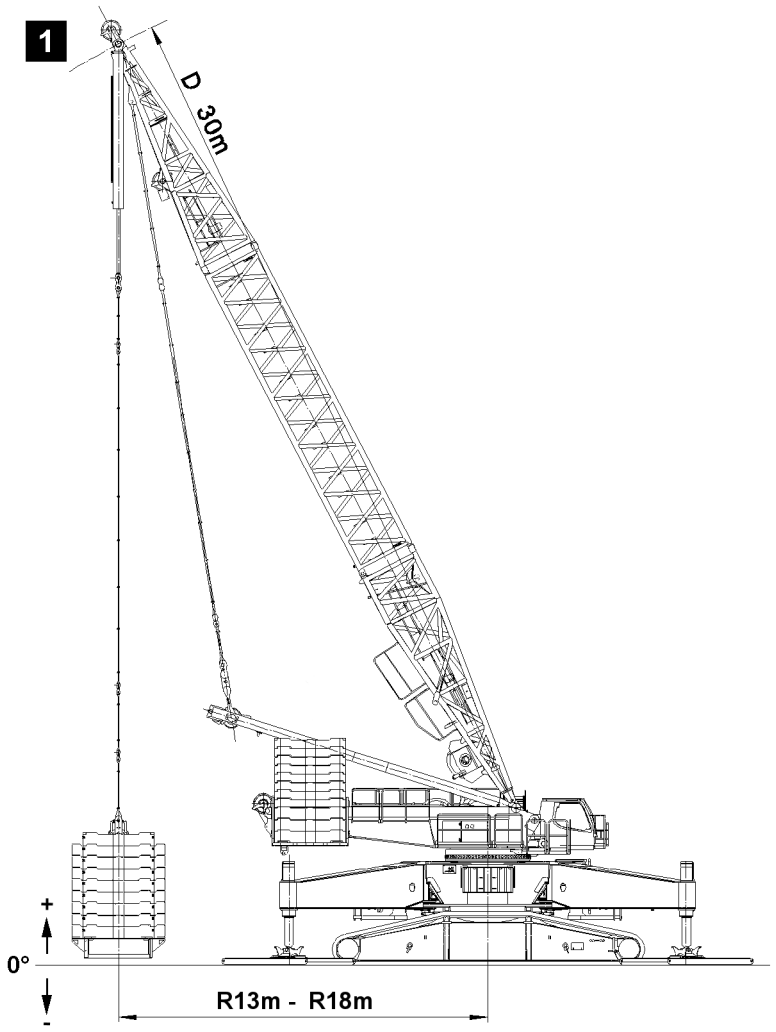

Fig.146509

With the 30 m derrick, the following radii are possible: R 13 m and R 16 m , see illustration **1**.

5.1.1 Standing levels of the suspended ballast, reference placement surface of the crawler

Derrick ballast radius	Derrick ballast standing levels	
R 13 m	Above standing levels	Below standing levels
Crawler and support cylinder are standing on the ground	2370 mm	- 2620 mm
Support cylinder extended all the way	+ 2840 mm	- 2150 mm

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Derrick ballast radius	Derrick ballast standing levels	
R 16 m	Above standing levels	Below standing levels
Crawler and support cylinder are standing on the ground	+ 580 mm	- 4400 mm
Support cylinder extended all the way	+ 1050 mm	- 3930 mm

5.2 36 m derrick

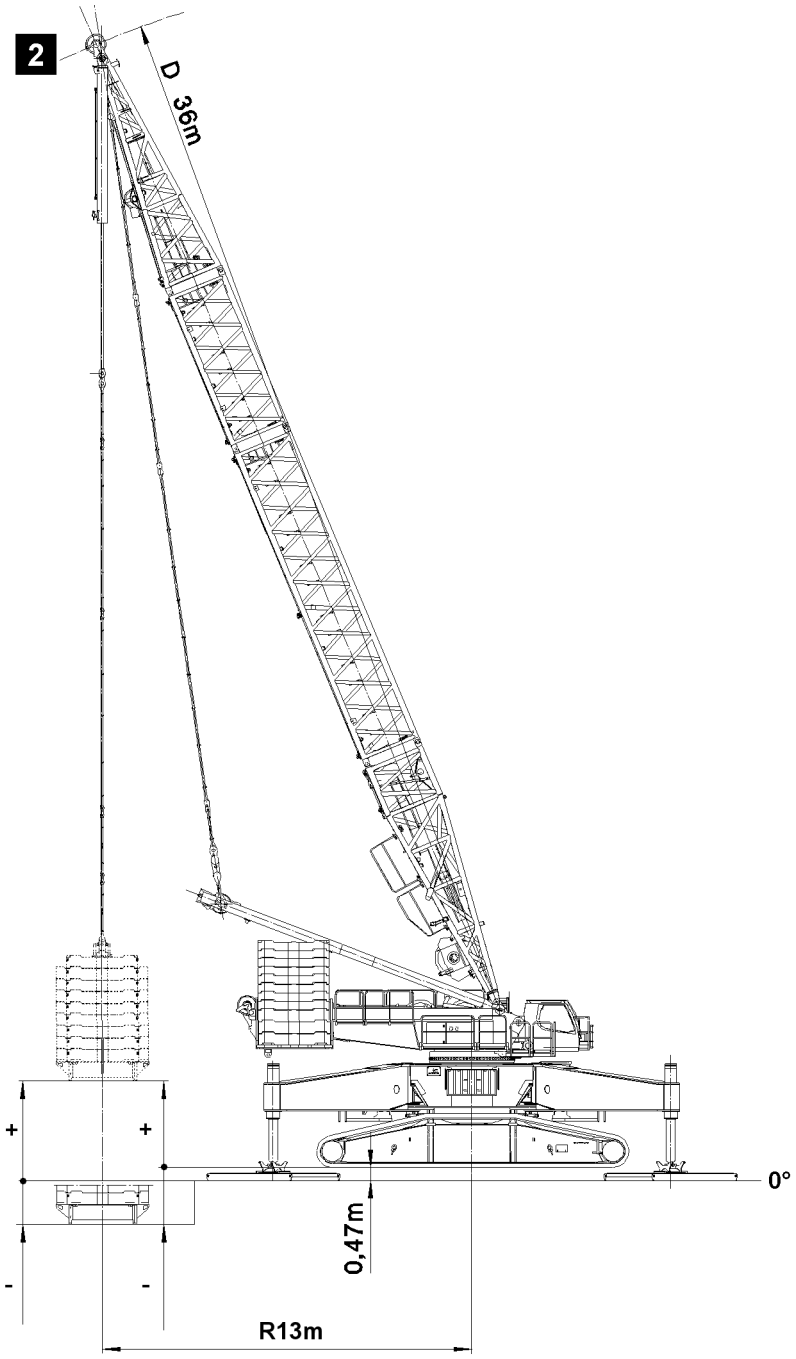

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Fig.146511

With the 36 m derrick, the following radii are possible: R 13 m and R 18 m.

Example: 36 m derrick with radius R 13 m , see illustration **2**.

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5.2.1 Standing levels of the suspended ballast, reference placement surface of the crawler

Example: 36 m derrick with radius R 13 m , see illustration **2**.

Derrick ballast radius	Derrick ballast standing levels	
R 13 m	**Over standing level**	**Below standing level**
Crawler and support cylinder are standing on the ground	+ 3000 mm	- 2000 mm
Support cylinder extended all the way	+ 3470 mm	- 1530 mm

Derrick ballast radius	Derrick ballast standing levels	
R 18 m	**Over standing level**	**Below standing level**
Crawler and support cylinder are standing on the ground	+ 430 mm	- 4560 mm
Support cylinder extended all the way	+ 900 mm	- 4090 mm

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5.3 36 m derrick with suspended ballast guide

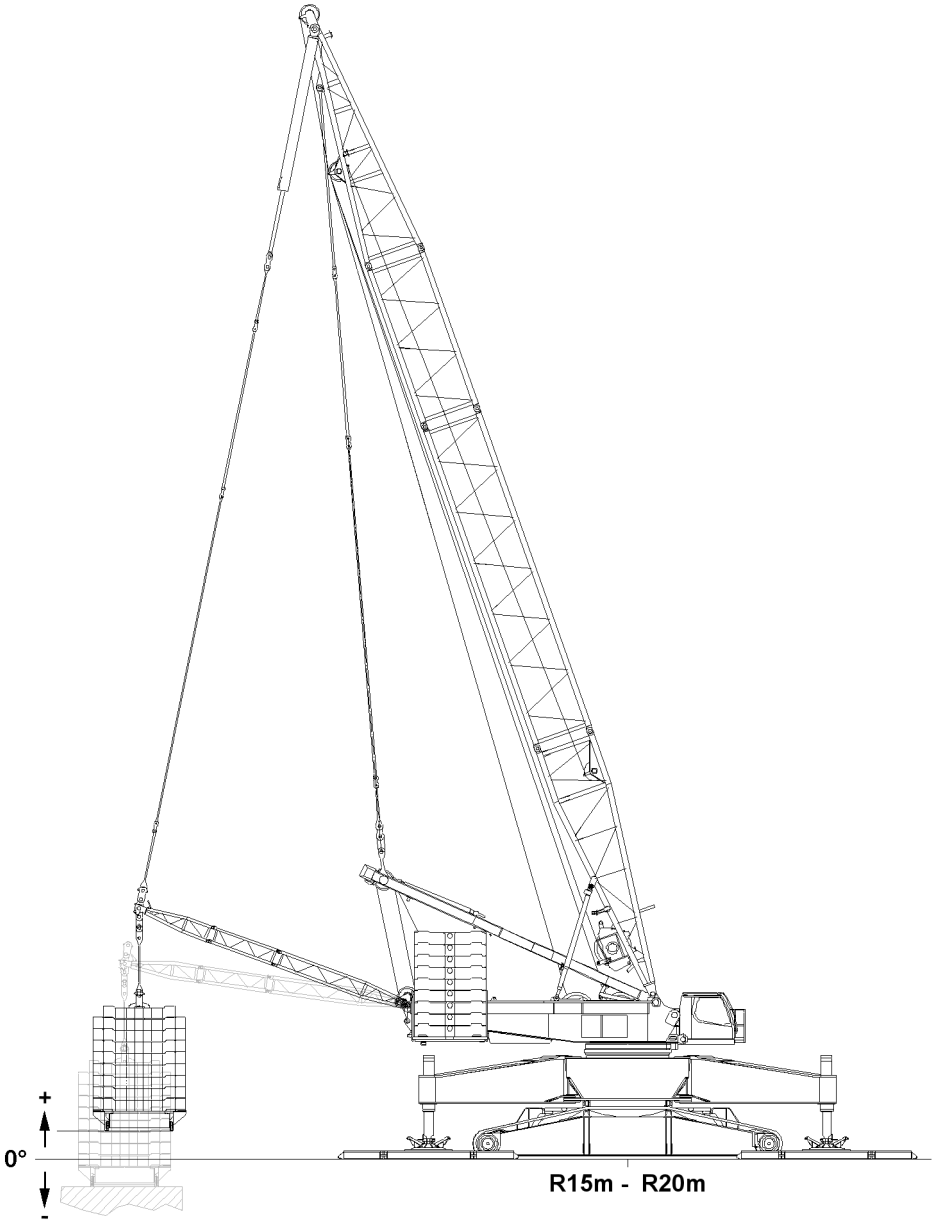

Fig.146513: Derrick ballast standing levels with suspended ballast guide

With the 36 m derrick, the following radii are possible: R 15 m to R 20 m.

5.3.1 Standing levels of the suspended ballast

Note

► Reference: Crane placement surface with crane support / narrow track and suspended ballast placement surface.

Example: 36 m derrick with derrick ballast radius R 15 m to R 20 m.

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Derrick ballast radius	Derrick ballast standing level	
R 15 m to R 20 m	Over standing level	Below standing level
Crawler and support cylinder are standing on the ground	- 1000 mm	+ 1000 mm

6 Assembling

WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, personnel must be secured with appropriate aids to prevent them from falling.
If this is not observed, the assembly personnel can fall down.
Death, severe bodily injuries, property damage.
- ► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
- ► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the supplied fall arrest system to prevent falling, see chapter 2.04.
- ► If fall protection equipment is available, then it must be used, see chapter 2.06.
- ► When lifting, lowering, swinging crane parts in and out, no persons may remain in the danger zone.
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work.
- ► Only step on the aids, ladders and catwalks with clean shoes.
- ► Keep aids, ladders and catwalks free of heavy dirt, snow and ice.
- ► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
- ► Remaining on a suspended load is prohibited.
- ► Stepping or walking on crane components and lattice sections, which have an incline of more than 20° is prohibited.
- ► For all assembly work, the crane operator of the main crane must be in voice contact with the crane operator / crane operators of the auxiliary crane / auxiliary cranes.
- ► For assembly / disassembly tasks, the crane operator may only initiate crane movements when the responsible guide has explicitly released the movement.

WARNING
Danger of impact / crushing!
When installing / removing crane components with the auxiliary crane, crane components can start to swing back and forth.
When lifting / lowering and positioning crane components, there is an increased danger of impacts / crushing.
Death, severe bodily injuries, property damage.
- ► Make sure that personnel cannot be caught by components.
- ► When working in danger zones: Use aids to protect limbs.
- ► Guide components with suitable aids to minimize oscillation.

DANGER
The components can fall down!
If the corresponding component is disengaged from the auxiliary crane before the corresponding component is pinned, then the corresponding component can fall down.
Death, severe bodily injuries, property damage.
- ► Do not disengage the auxiliary crane until the respective component is pinned and secured.

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Make sure that the following prerequisites are met:
- The crane is properly supported (LR1600/2-W narrow track).
- The crane is horizontally aligned.
- An auxiliary crane is available.
- The main boom and the derrick boom are installed on the turntable.
- The main boom and the derrick boom are in crane operating position.
- The counterweight has been installed on the turntable according to the load chart.
- The LICCON overload protection has been set according to the data in the load chart.
- The LICCON overload protection settings have been compared with the actual set up configuration.

7 Assembling the suspended ballast guide*

The mechanical suspended ballast guide makes different derrick ballast radii possible.

The derrick ballast radius determines the number of intermediate sections which must be installed, see chart.

Derrick ballast radius R1	Number of intermediate sections
15.0 m	0
17.5 m	1
20.0 m	2

Dependency between derrick ballast radius and number of intermediate sections

7.1 Removing the transport unit

Make sure that the following prerequisites are met:
- The transport unit is on the transport vehicle.
- An auxiliary crane is available.

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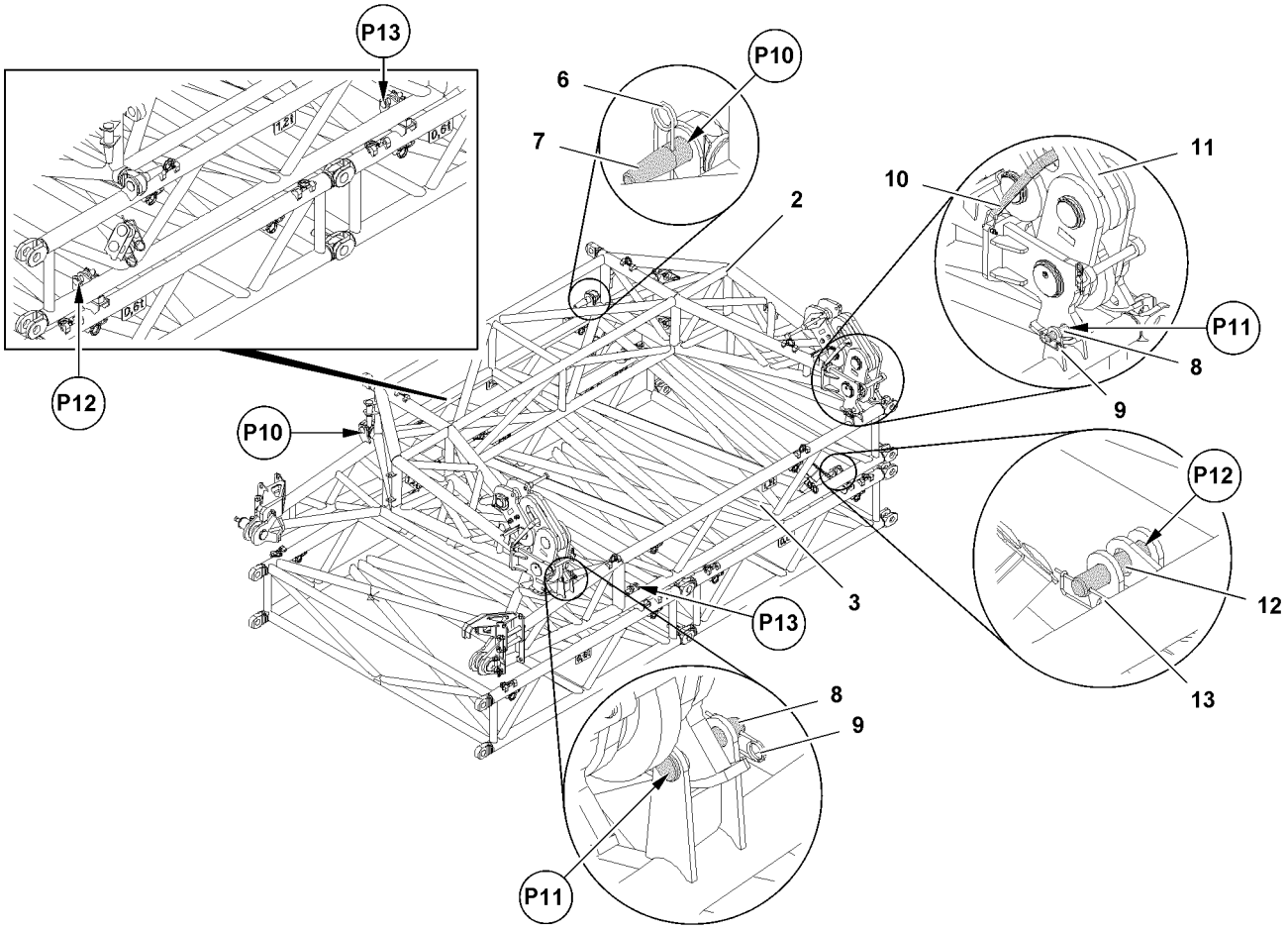

Fig.118549: Removing the suspended ballast guide transport unit

WARNING
Unsecured brackets **11**!
Death, severe bodily injuries, property damage.
► Make sure that the brackets **11** on both sides are secured with transport straps **10**.

► Release and remove the riggings on the transport vehicle.
► Fasten the auxiliary crane to the end section **2**.
► Secure the end section **2** with an auxiliary crane to prevent it from falling.

The end section is unpinned at four points. Every point is present on both sides of the component on one level.

► Unpin the end section **2** at point **P10**: Remove spring retainers **6** and unpin pins **7**.
► Unpin the end section **2** at point **P11**: Remove spring retainers **9** and unpin pins **8**.
► Take the end section **2** down on the ground with the auxiliary crane.
► Fasten the auxiliary crane to the pivot section **3**.
► Secure the pivot section **3** with an auxiliary crane to prevent it from falling.

The pivot section is unpinned at four points. Every point is present on both sides of the component on one level.

► Unpin the pivot section **3** on both sides at point **P12**: Remove spring retainers **13** and unpin pins **12**.
► Unpin the pivot section **3** on both sides at point **P13**: Remove spring retainers **13** and unpin pins **12**.
► Take the pivot section **3** down on the ground with the auxiliary crane.

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7.2 Assembling the components for the suspended ballast guide

Note
- ► The assembly procedure is described for the 20 m derrick ballast radius.
- ► For the 17.5 m derrick ballast radius, an intermediate section is solely installed.
- ► For the 15 m derrick ballast radius, **no** intermediate section is installed.

Make sure that the following prerequisites are met:
- – The transport unit is removed.
- – Suitable material for support is available.

7.2.1 Assembling the pivot section

Make sure that the following prerequisite is met:
- – Both intermediate sections are installed and horizontally supported.

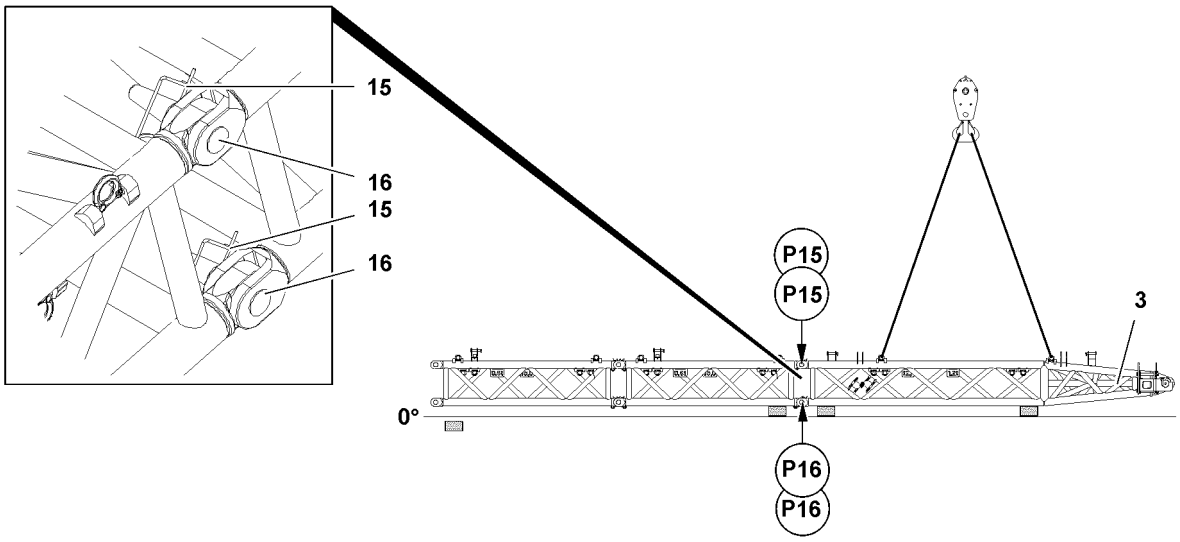

Fig.118913: Assembling the pivot section

- ► Make sure that the pins **16** are unpinned.
- ► Position the pivot section **3** on the intermediate section with the auxiliary crane until the pin points align.
- ► Support the pivot section **3**.

The pivot section and the intermediate section are pinned together at four points. Every point is present on both sides of the component on one level.

- ► Pin the pivot section **3** at point **P15** to the intermediate section: Insert the pins **16** and secure with the spring retainers **15**.
- ► Pin the pivot section **3** at point **P16** to the intermediate section: Insert the pins **16** and secure with the spring retainers **15**.
- ► Remove the fastening equipment.

7.2.2 Assembling the end section

Make sure that the following prerequisite is met:
- – The assembled lattice sections are horizontally supported.

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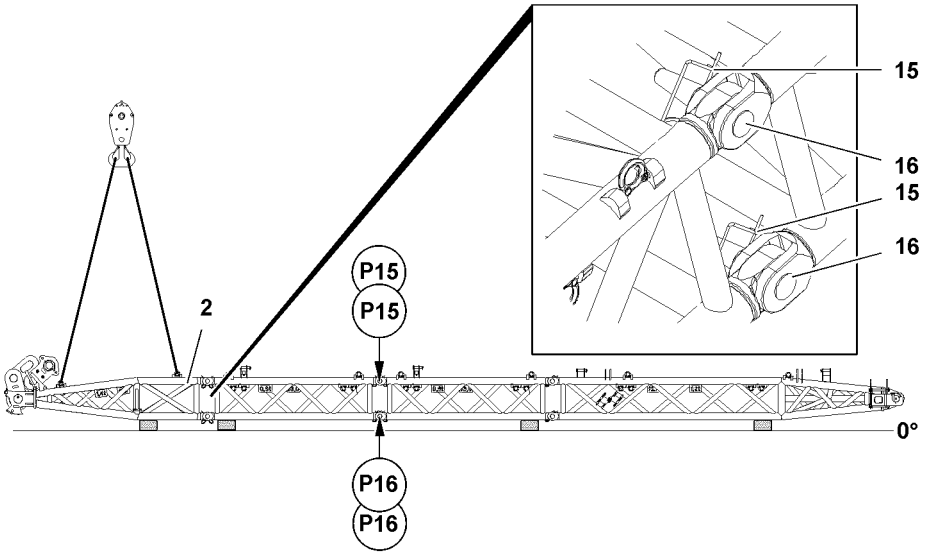

Fig.118914: Assembling the end section

- ► Make sure that the pins **16** are unpinned.
- ► Position the end section **2** on the intermediate section with the auxiliary crane until the pin points align.
- ► Support the end section **2**.

The end section and the intermediate section are pinned together at four points. Every point is present on both sides of the component on one level.

- ► Pin the end section **2** at point **P15** to the intermediate section: Insert the pins **16** and secure with the spring retainers **15**.
- ► Pin the end section **2** at point **P16** to the intermediate section: Insert the pins **16** and secure with the spring retainers **15**.
- ► Remove the fastening equipment.

Result:

– The components of the suspended ballast guide are assembled.

7.3 Assembling the suspended ballast guide on the turntable frame

Make sure that the following prerequisites are met:
- 17.5 m derrick ballast radius: Suitable material for the substructure of the end section is available.
- 20.0 m derrick ballast radius: An auxiliary crane or suitable aid is available for the substructure of the end section.

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7.3.1 Folding the consoles into working position

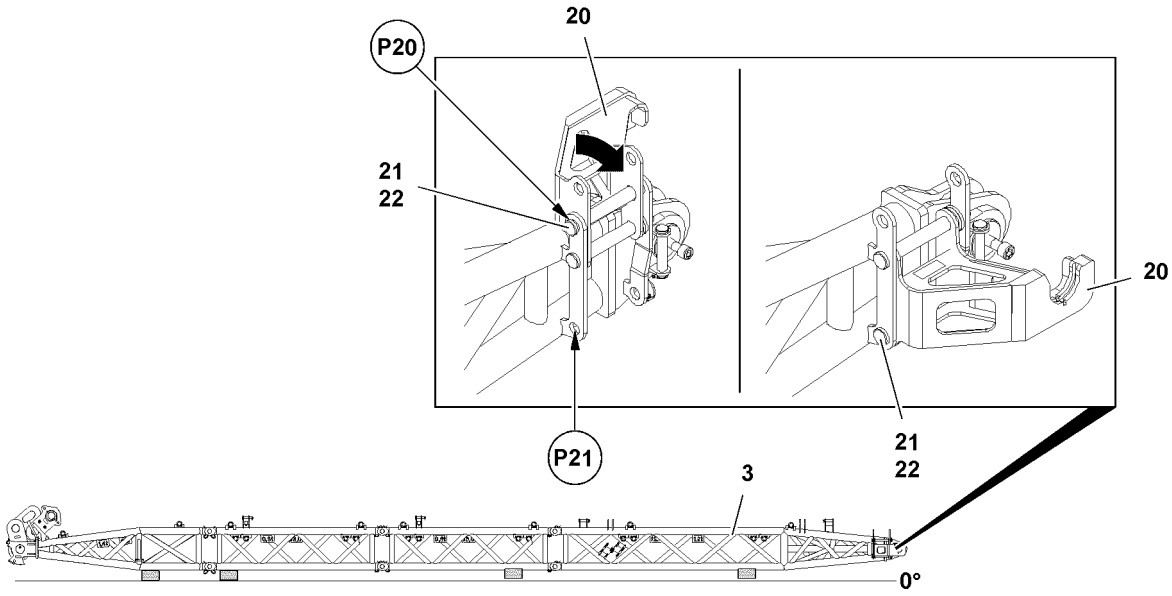

Fig.118915: Folding the consoles into working position

To be able to hang the pin pulling cylinders on the consoles, the consoles are folded on both sides on the pivot section into working position.

When the pin **21** is unpinned, then the console **20** can fold down.

- ► Secure the console **20** to prevent it from folding down.
- ► Unpin the console **20** at point **P20**: Remove the locking pin **22** and unpin the pin **21**.
- ► Fold the console **20** down in a controlled manner.
- ► Pin the console **20** at point **P21**: Insert the pin **21** and secure with the locking pin **22**.
- ► Fold the second console into the pin position, pin and secure.

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7.3.2 Pinning the suspended ballast guide on the turntable

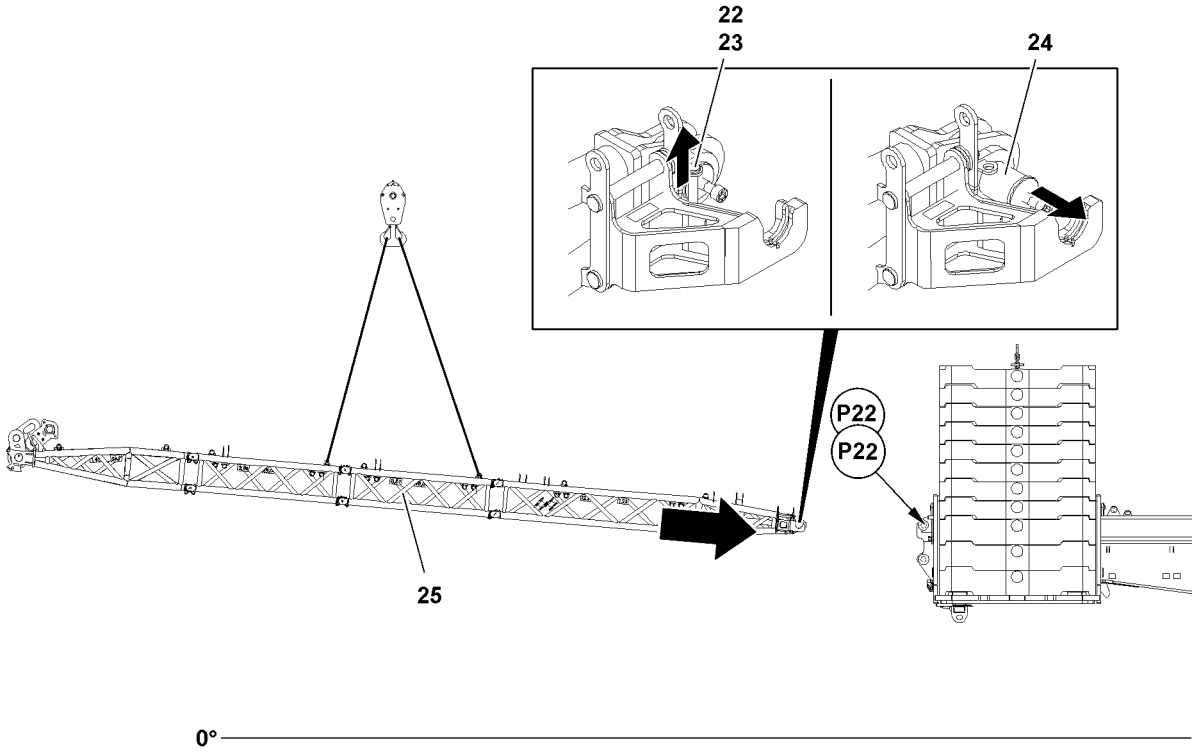

*Fig.146514: Pinning the suspended ballast guide **25** on the turntable*

The suspended ballast guide is fastened to the auxiliary crane in such a way that the end section is lifted slightly at an angle and the pivot section is lowered slightly at an angle.

► Fasten the suspended ballast guide **25** to the auxiliary crane.

The suspended ballast guide **25** is pinned on both sides on point **P22**.

► Lift the suspended ballast guide **25** to the pin points on the rear of the turntable.

The pins **24** are unpinned on both sides on the suspended ballast guide **25** so that the suspended ballast guide can be positioned on the pin points.

► Release the pin **24**: Remove the spring retainer **23** and unpin the retaining pin **22**.
► Unpin the second pin **24**.
► Position the suspended ballast guide **25** on the rear of the turntable until the pin bores align.

Note
► Pin with the pin pulling device, see chapter 5.30.

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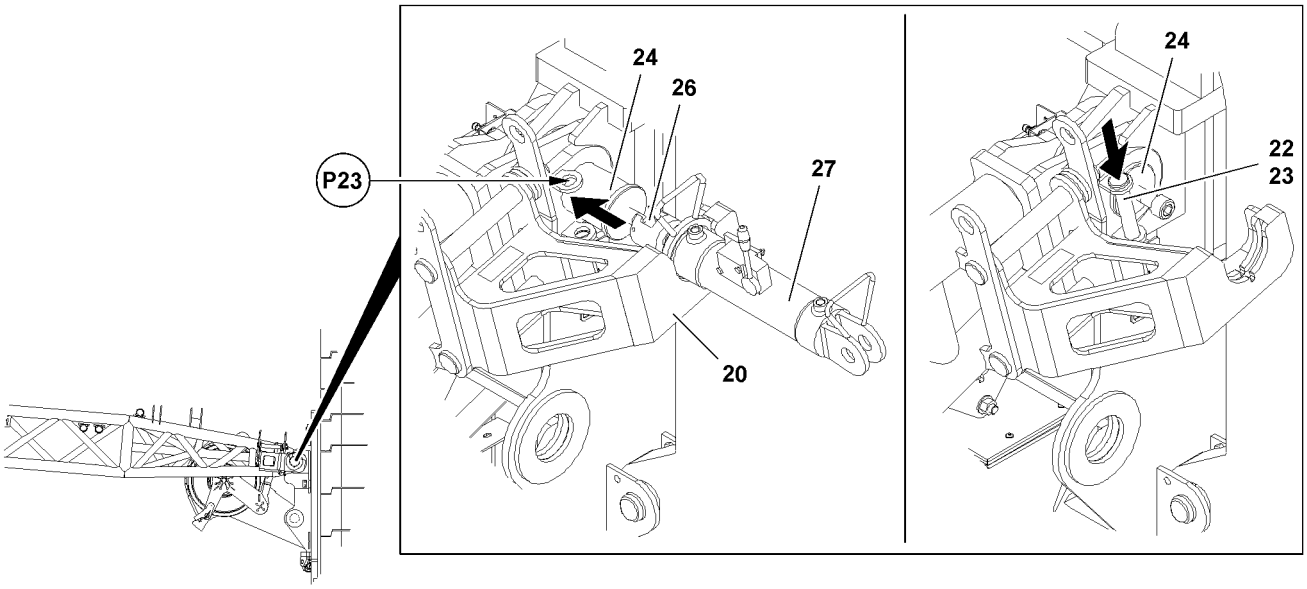

Fig.118916: Inserting the pins with the pin pulling device

The suspended ballast guide is pinned on two points. The pin procedure is described for one pin as an example.

- ► Insert the pin pulling cylinder **27** on the console **20** and hang on the screw **26**.
- ► Pin the suspended ballast guide on the turntable: Insert the pin **24** with the pin pulling cylinder **27**.
- ► Secure the pin **24**: Insert the retaining pin **22** at point **P23** and secure with spring retainer **23**.
- ► Insert the second pin **24** on the suspended ballast guide.

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7.4 Assembling the guy rods on the suspended ballast guide

7.4.1 Standard crane

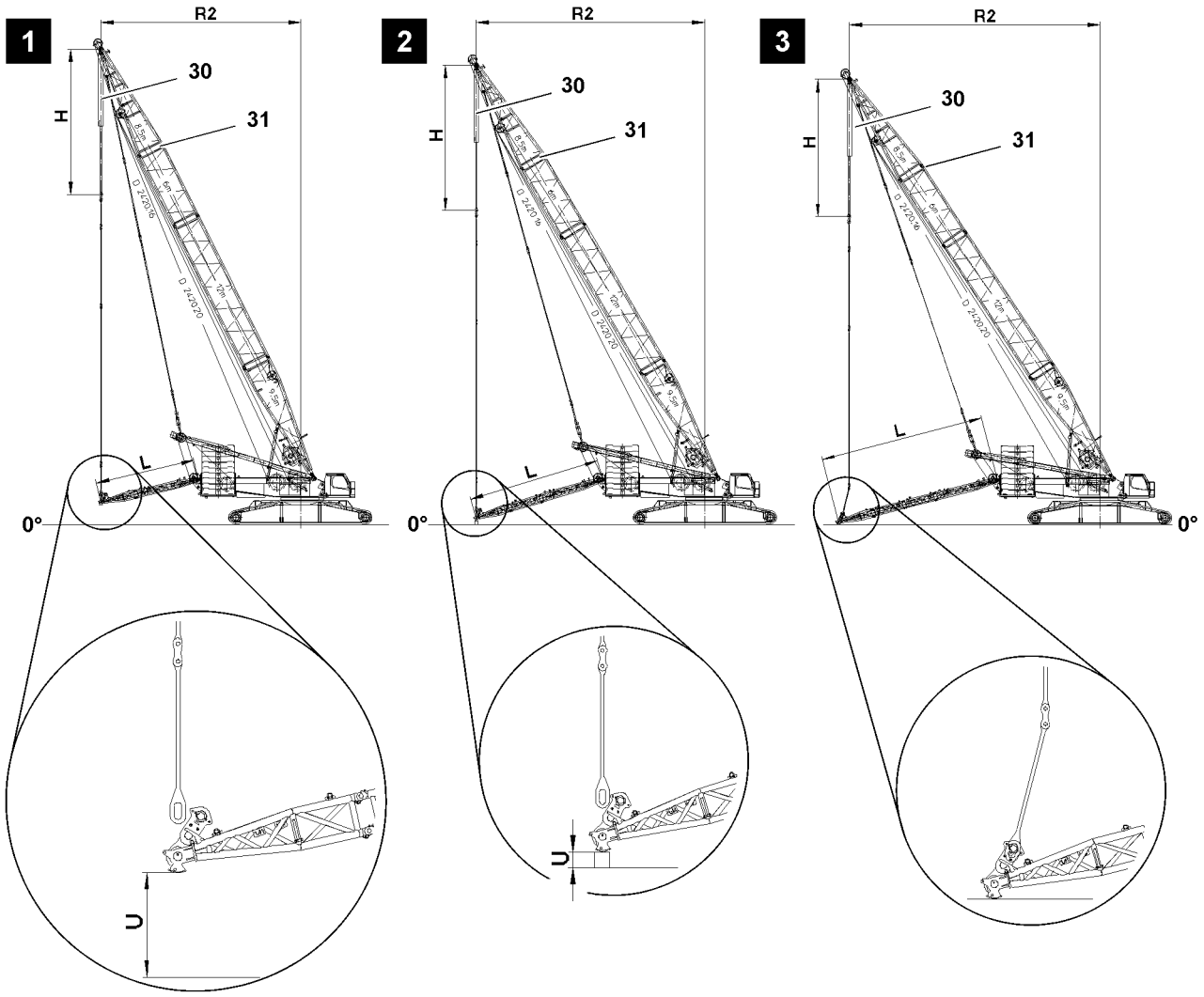

Fig.118919: Assembly positions depending on the derrick ballast radius

Make sure that the following prerequisites are met:
- The suspended ballast guide is properly pinned and secured on the rear of the turntable.
- The assembly substructure for the suspended ballast guide is properly prepared with the required height and load bearing capacity.

Depending on the derrick ballast radius, the suspended ballast guide is supported after assembly on the turntable on the end section of the suspended ballast guide. Height of the substructure **U**, see chart.

To be able to pin the end section of the suspended ballast guide on the D-guy rods, the derrick radius **R2** and the dimension **H** are set depending on thederrick ballast radius **R1** respectively with the derrick boom **31** and the hoist cylinders **30**, see chart.

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Derrick ballast radius R1	Illustration	L	R2	H	U
15.0 m	**1**	7575 mm	15133 mm	11000 mm	1465 mm
17.5 m	**2**	10025 mm	17348 mm	11000 mm	250 mm
20.0 m	**3**	12475 mm	19000 mm	10400 mm	End section is placed on the ground

When the 15.0 m derrick ballast radius is installed:

► Lower the suspended ballast guide with the auxiliary crane to height **U** or take down the end section on a substructure, height **U**.

When the 17.5 m derrick ballast radius is installed:

► Lower the suspended ballast guide with the auxiliary crane and take down the end section on the substructure, height **U**.

When the 20.0 m derrick ballast radius is installed:

► Lower the suspended ballast guide with the auxiliary crane and take the end section down on the ground.

► Set the derrick boom **31** and the hoist cylinder **30** to the derrick radius **R2** and dimension **H**.

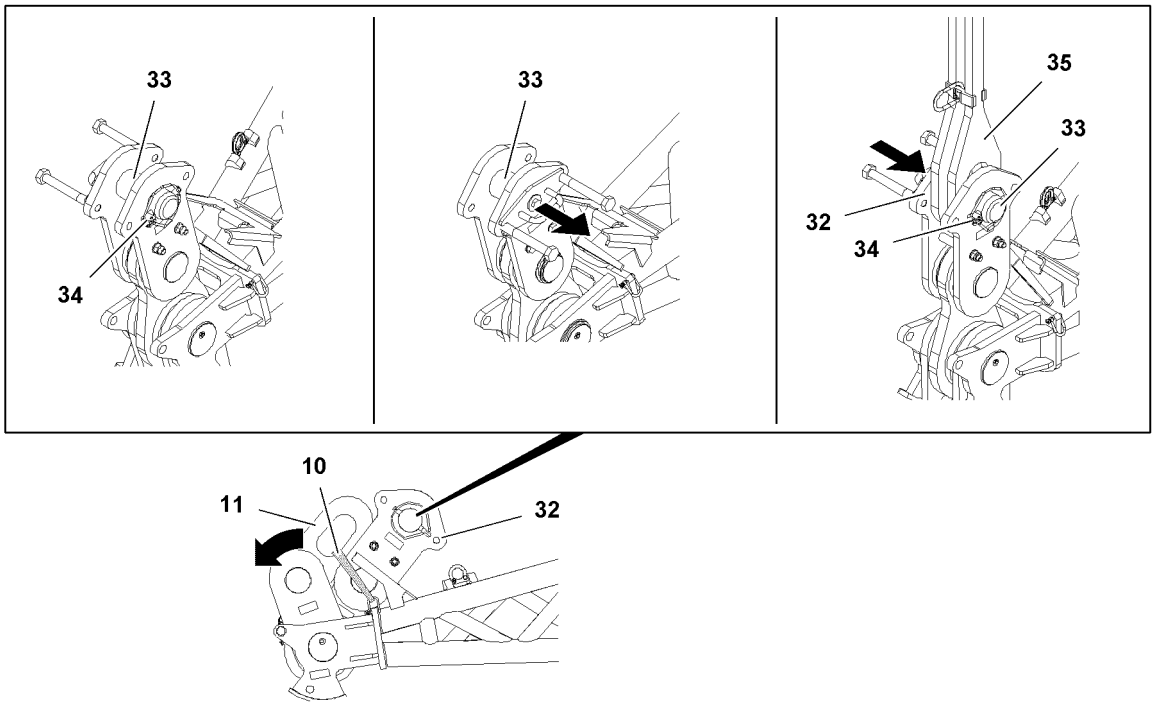

Fig.118920: Assembling the guy rods on the end section of the suspended ballast guide

► Remove the transport straps **10**.

► On both sides, take the brackets **11** down to the rear or fold them down.

The D-guy rods **35** are pinned on both sides on the end section. The pin procedure is described on the example for one D-guy rod.

► Remove the locking pin **34** and unpin the pin **33**.

► Position the brackets **32** and the D-guy rods **35** until the pin bores align.

► Pin the D-guy rods **35** on the brackets **32**: Insert the pin **33** and secure with the locking pin **34**.

► Assemble the second D-guy rod **35** on the end section of the suspended ballast guide.

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Result:

– The suspended ballast guide is assembled.

7.4.2 Narrow track crane

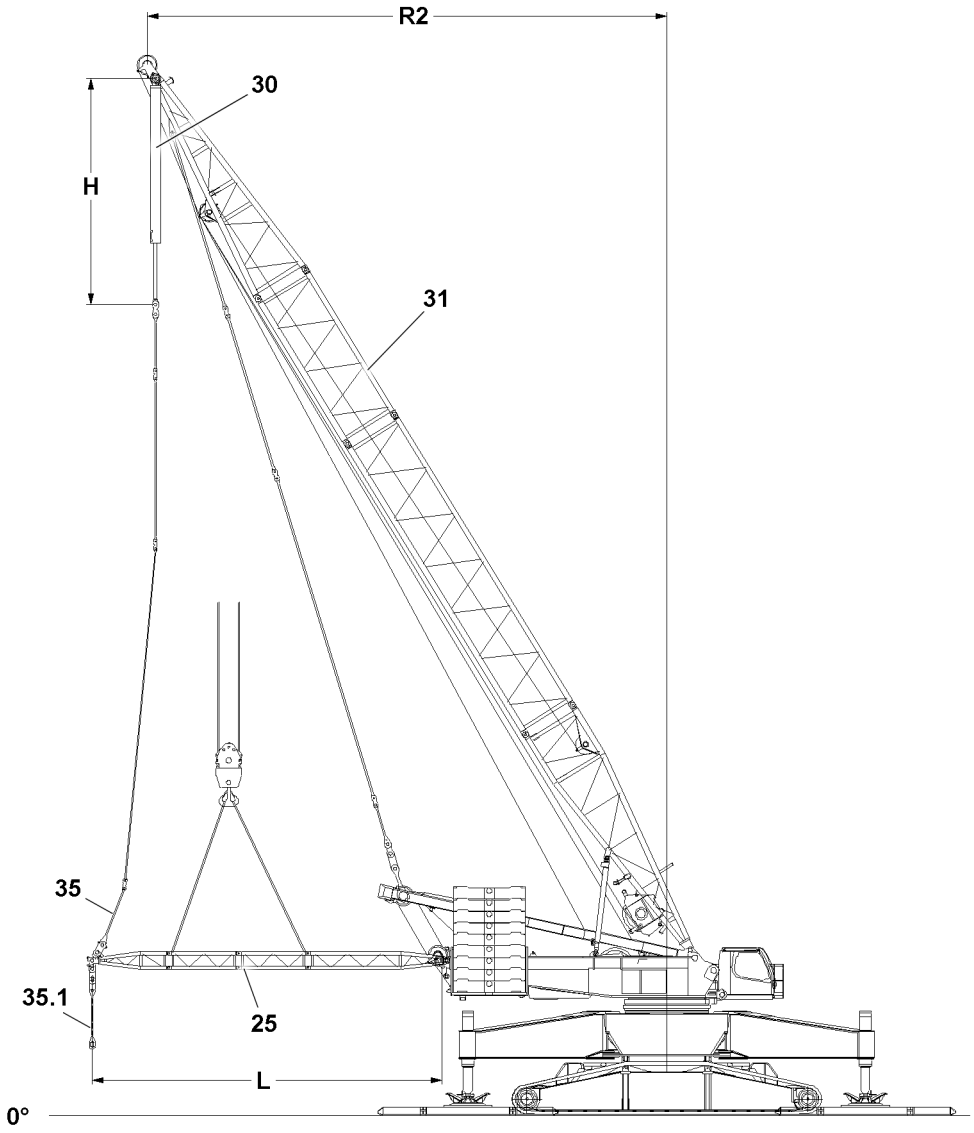

Fig.146512: Assembly positions depending on the derrick ballast radius

Make sure that the following prerequisites are met:
– The suspended ballast guide is properly pinned and secured on the rear of the turntable.
– The suspended ballast guide is safely held by the auxiliary crane.

Assembling the D-guy rods

To be able to pin the end section of the suspended ballast guide on the D-guy rods, set the derrick boom **31** to the derrick boom radius **R2** and the hoist cylinder **30** to the dimension **H**, see chart.

Derrick ballast radius R	L	R2	H
15.0 m	7575 mm	15000 mm	—
17.5 m	10025 mm	17500 mm	—
20.0 m	12475 mm	18000 mm	7956 mm

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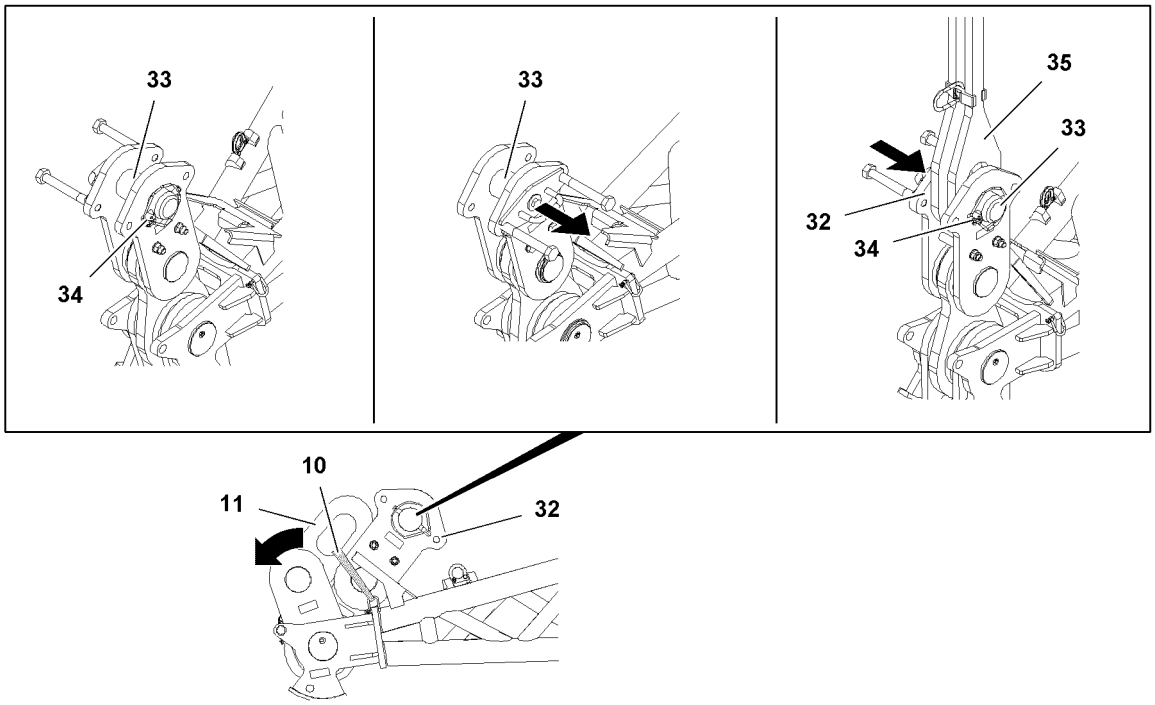

Fig.118920: Assembling the guy rods on the end section of the suspended ballast guide

- ► Remove the transport straps **10**.
- ► On both sides, take the brackets **11** down to the rear or fold them down.

The D-guy rods **35** are pinned on both sides on the end section of the suspended ballast guide. The pin procedure is described on the example for one D-guy rod.

- ► Remove the locking pin **34** and unpin the pin **33**.
- ► Position the brackets **32** and the D-guy rods **35** until the pin bores align.
- ► Pin the D-guy rods **35** on the brackets **32**: Insert the pin **33** and secure with the locking pin **34**.
- ► Assemble the second D-guy rod **35** on the end section of the suspended ballast guide.

Result:

– The suspended ballast guide is assembled.

Assembling the D-auxiliary rods for the suspended ballast

DANGER
Falling components!
If the visual inspection on the pin connections is not carried out, then the pins can release by themselves and components can fall down.
Death, severe bodily injuries, property damage.
- ► All pins must be secured after assembly with the intended safety elements. Check visually.
- ► The guy rods must be inspected regularly, see chapter 8.15.

- ► Fasten the D-auxiliary rods **35.1** to the auxiliary crane.
- ► Swing in the D-auxiliary rods **35.1** with the auxiliary crane to the suspended ballast guide.
- ► Position the D-auxiliary rods **2** with the auxiliary crane on the pin point of the suspended ballast guide, observe the Rod plan.
- ► Pin the D-auxiliary rods **35.1** on the suspended ballast guide: Insert the pin from the outside to the inside and secure properly with the retaining element.
- ► Assemble the second D-auxiliary rods **35.1** on the other side.

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8 Assembling the suspended ballast pallet

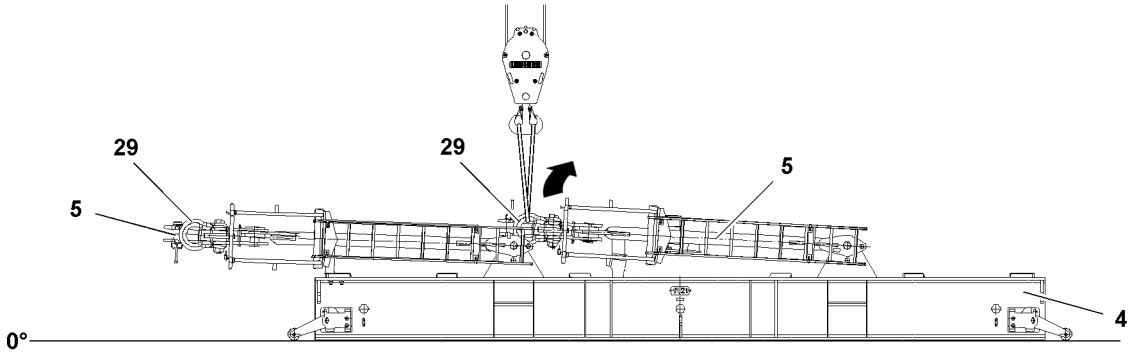

Fig.149296: Assembling the suspended ballast pallet

The pinning of the erection racks differs due to the following prerequisites:
- The suspended ballast guide***** is assembled: Pin to the suspended ballast guide.
- The suspended ballast guide***** is **not** assembled: Pin to the D-guy rods.

8.1 Setting the suspended ballast pallet in the assembly position

► Set the derrick boom to the required derrick boom radius.
► Hang the suspended ballast pallet **4** on the auxiliary crane and position it within the slewing range of the crane under the brackets on the suspended ballast guide*****.
or
Hang the suspended ballast pallet **4** on the auxiliary crane and position it within the slewing range of the crane under the D-guy rods on the derrick.

Note
► Stop the suspended ballast pallet **4** in the lengthwise direction of the turntable for easier assembly.

► Align the suspended ballast pallet **4** horizontally.

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8.2 Erecting the erection racks

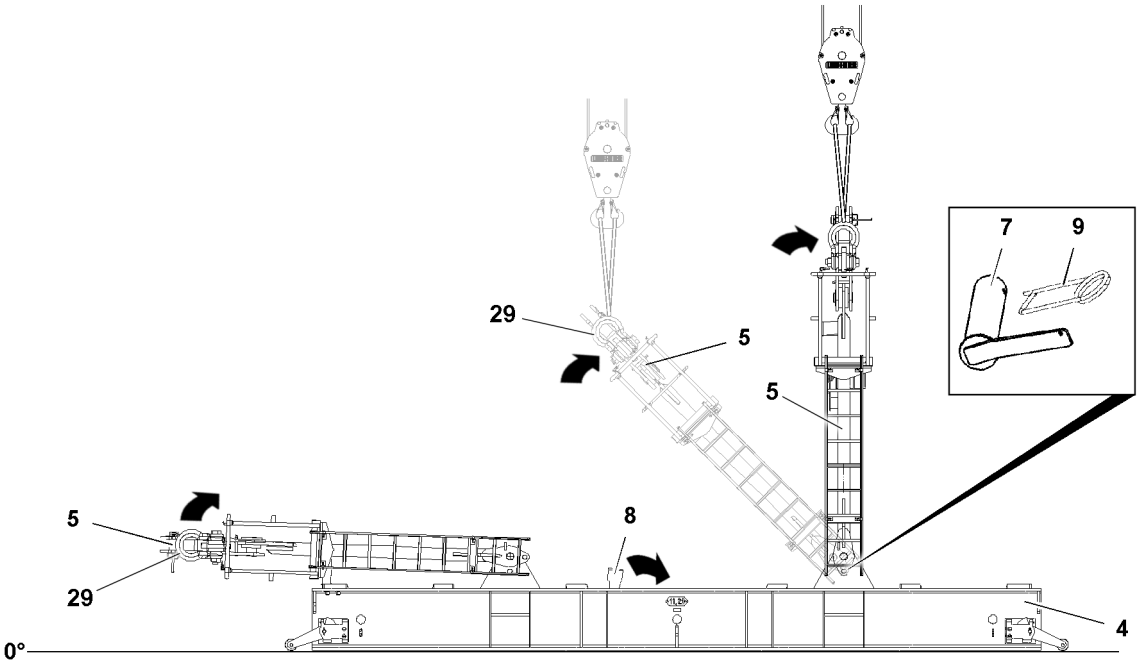

Fig.149297: Erecting the erection racks

- ► Assemble the shackle **29** properly on the erection racks.
- ► Hang the erection rack **5** on the auxiliary crane.
- ► Set the erection rack **5** vertically with the auxiliary crane.

DANGER
Danger of accident during assembly / disassembly of the erection racks!
The erection racks must hang securely on the auxiliary crane, otherwise the erection racks can tip over.
Death, severe bodily injuries, property damage.

- ► The two erection racks must be locked and secured in a vertical position with four retaining pins **7**. Only then may the auxiliary crane be removed.
- ► Never unpin the retaining pins of unsecured or unsupported erection racks.
- ► It is prohibited for anyone to remain under the erection racks or within the complete danger zone during the pinning and unpinning procedure.

- ► Insert the retaining pins **7** on the first erection rack **5** on both sides.
- ► Secure the retaining pins **7** with spring retainers **9**.
- ► Erect, pin and secure the second erection rack according to the assembly of the first erection rack.

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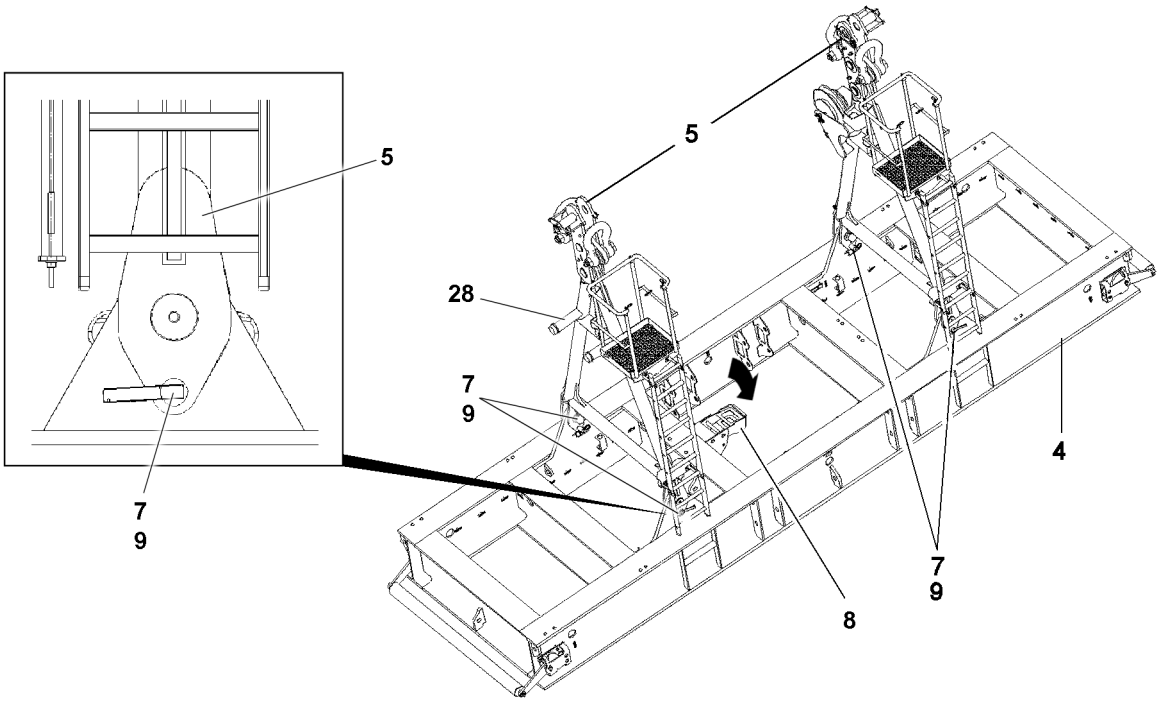

Fig.149298

WARNING
Falling ballast plates!
If the support for the erection rack **8** is not brought into the park position after erecting the erection racks, then the ballast plates cannot be locked in the centerings during ballasting.
The ballast plates can slip and fall from the suspended ballast pallet.
Death, severe bodily injuries, property damage.
► Make sure that the support for the erection rack **8** is folded into the park position and secured after erecting the erection racks.

► Fold the support for the erection rack **8** into the park position (arrow).
► Secure the support for the erection rack **8** in the park position with the pin and locking pin.

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8.3 Assembling the consoles for ballast centering

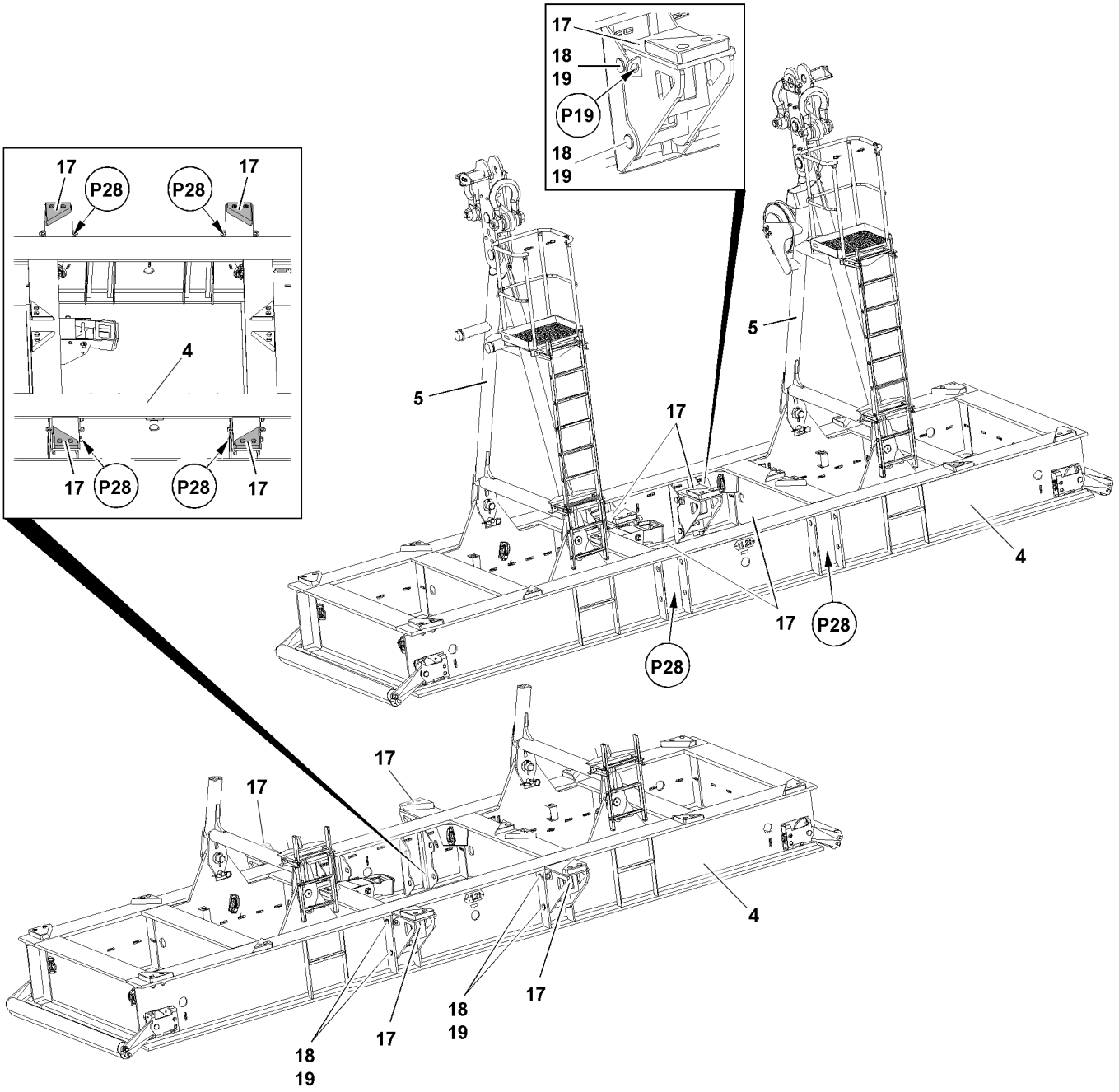

Fig.149288: Assembling the consoles for ballast centering

Make sure that the following prerequisite is met:
– The erection racks are properly pinned and secured in assembly position.

Note
► The assembly is described as an example on one console for ballast centering **17**.
► The assembly of the additional consoles for ballast centering **17** is identical.

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WARNING
Slipping ballast plates!
If the consoles for ballast centering **17** are not properly installed, then the ballast plates cannot be centered correctly.
The ballast plates can slip and fall down.
Death, severe bodily injuries, property damage.
► Make sure that the consoles for ballast centering **17** are properly assembled on the suspended ballast pallet. Pay attention to the alignment of the centerings.

► Fasten the console for ballast centering **17** to the auxiliary crane at points **P19**.
► Unpin the console for ballast centering **17** in the park position: Remove the spring retainer **19** and unpin the pin **18**.
► Lift the console for ballast centering **17** with the auxiliary crane from the park position **P24**.
► Swing in the console for ballast centering **17** to the operating position **P28** and pin with the pin **18** and secure with the spring retainer **19**.

When the console for ballast centering **17** is pinned and secured properly:
► Remove the auxiliary crane.
► Install additional consoles for the ballast centering **17** in operating position.

8.4 Pinning the suspended ballast pallet on the suspended ballast guide*

Make sure that the following prerequisites are met:
– The erection racks are erected and secured with four retaining pins **7**.
– Hang the brackets **11** for the suspended ballast guide over the brackets of the erection racks.
– The derrick is set to the required radius.

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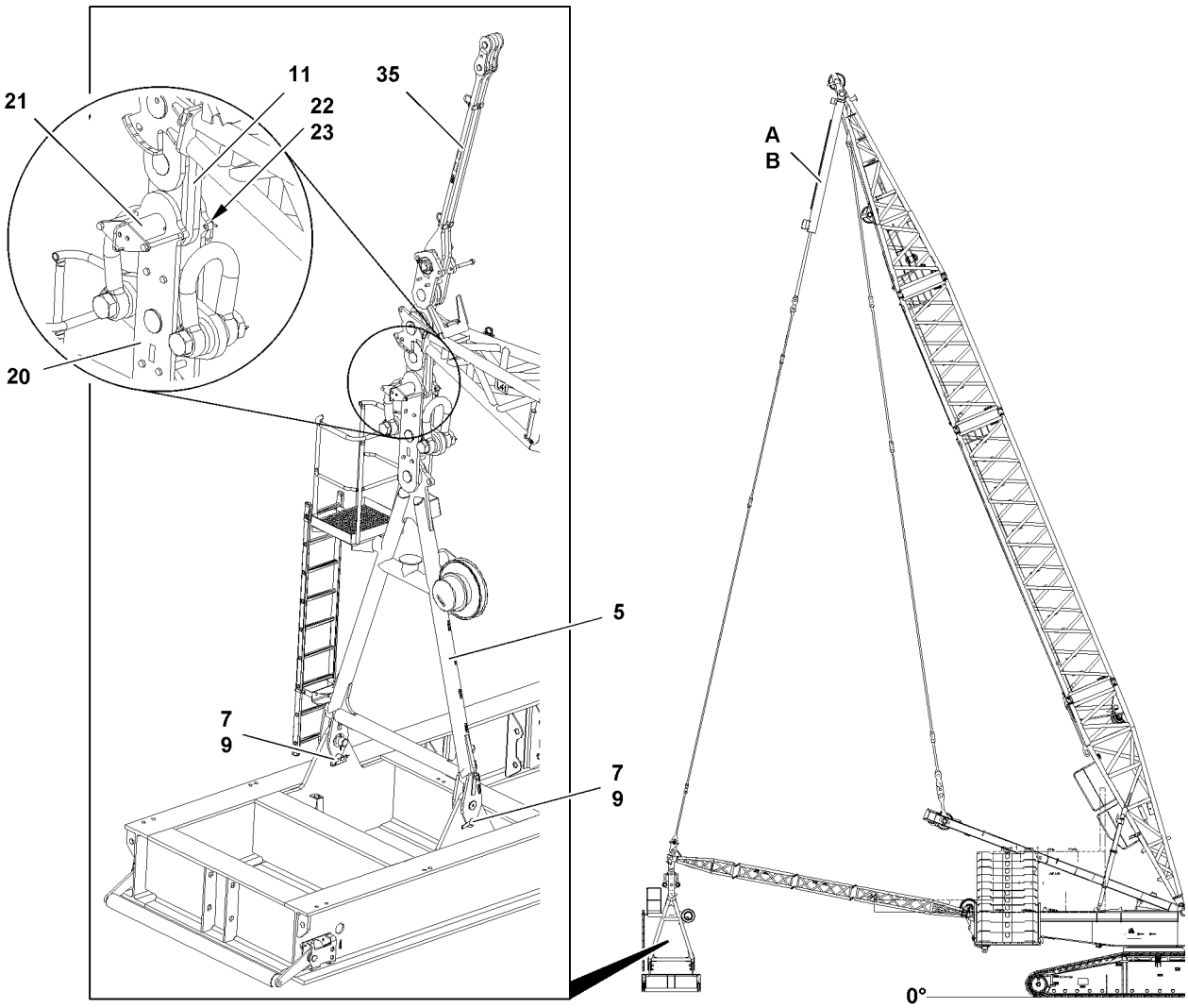

Fig.119254: Pinning the suspended ballast pallet on the suspended ballast guide

► Lower the brackets **11** by extending the piston rods on the pull cylinder **A** and on the pull cylinder **B** into the brackets **20** until the pin bores align.

WARNING
Incomplete pinning of the erection racks **5**!
Death, severe bodily injuries, property damage.
► On both erection racks: Pin the bracket **11** on the bracket **20** and secure.

The suspended ballast pallet is pinned on two points. The pin procedure is described for one pin as an example

► Pin the bracket **11** on the bracket **20**: Insert the pin **21**, insert the spacer **22** and secure with the spring retainer **23**.
► Pin the second bracket **20** to the suspended ballast guide.

8.5 Pinning the suspended ballast pallet on the D-guy rods

Make sure that the following prerequisites are met:
– The erection racks are erected and secured with four retaining pins **7**.
– The D-guy rods hang over the brackets of the erection racks.
– The derrick is set to the required radius.

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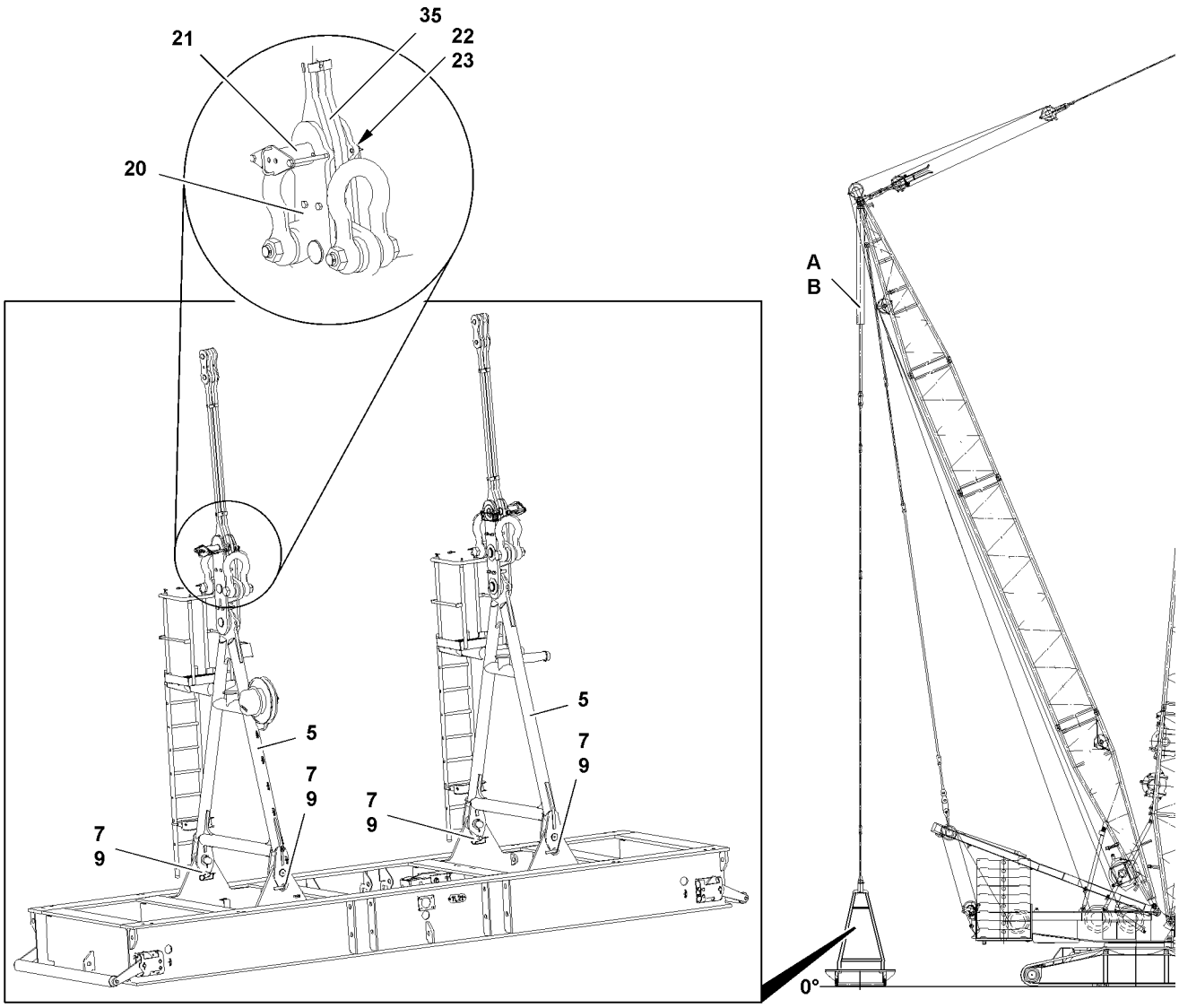

Fig.119253: Pinning the suspended ballast pallet on the D-guy rods

► Lower the D-guy rods **35** by extending the piston rods on the pull cylinder **A** and on the pull cylinder **B** into the brackets **20** until the pin bores align.

WARNING
Incomplete pinning of the erection racks **5**!
Death, severe bodily injuries, property damage.
► On both erection racks: Pin the D-guy rod **35** to the bracket **20** and secure it.

The suspended ballast pallet is pinned on two points. The pin procedure is described for one pin as an example

► Pin the D-guy rod **35** to the bracket **20**: Insert the pin **20**, insert the spacer **22** and secure with the spring retainer **23**.
► Pin the second bracket **20** to the guy rod.

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8.6 Aligning the suspended ballast pallet horizontally

WARNING
Uncontrolled swinging of the suspended ballast pallet!
When the suspended ballast pallet is lifted, it can start to swing.
Death, severe bodily injuries, property damage.
► It is prohibited to remain in the danger zone.
► Secure the suspended ballast pallet with auxiliary rope.

► Lift the empty suspended ballast pallet with the pull cylinder **A** and pull cylinder **B** and set it down again.

Result:

– The empty suspended ballast pallet is vertically aligned.

8.7 Unpinning the retaining pin

Make sure that the following prerequisite is met:
– The suspended ballast pallet is pinned and secured on the suspended ballast guide*.
or:
– The suspended ballast pallet is pinned and secured on the D-guy rods.

NOTICE
Damage to the retaining pins!
If the retaining pins **7** are not unpinned before crane operation, then they can be damaged in crane operation.
► Unpin the retaining pins **7** before starting crane operation.

► Release and unpin the retaining pins **7** on the erection racks on both sides.

9 Ballasting the suspended ballast pallet

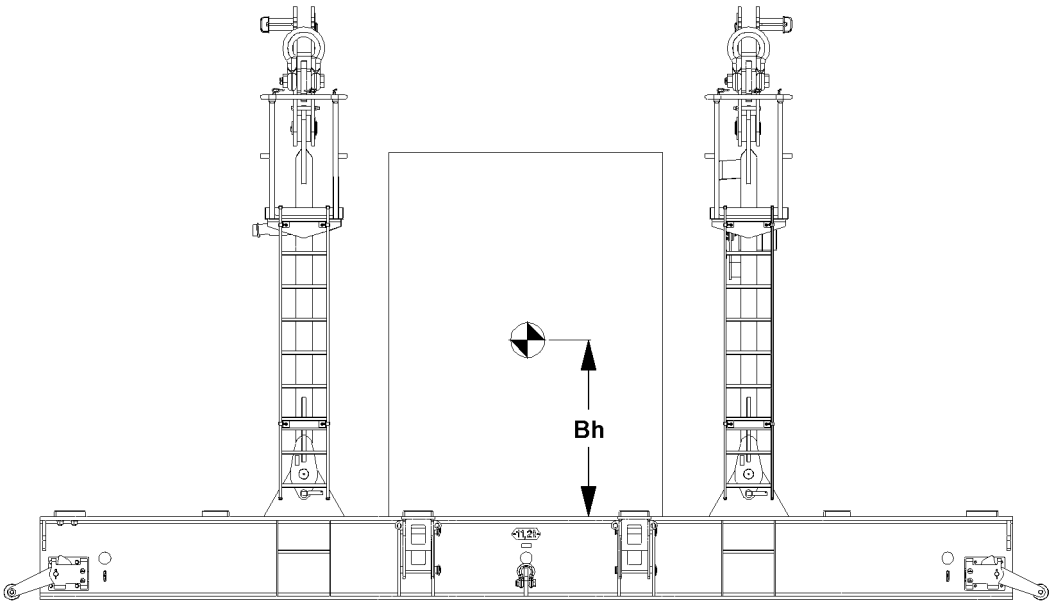

Fig.149289: Ballasting the suspended ballast pallet

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WARNING
The crane can topple over!
If the following danger notes are not observed, the ballast plates or the ballast stack can slip on the suspended ballast pallet and fall down.
The crane can topple over.
Death, severe bodily injuries, property damage.

- ► The ground on which the suspended ballast pallet is ballasted must be level and have an adequate load bearing capacity.
- ► Always place the ballast plates symmetrically, in reference to the longitudinal axis.
- ► When ballasting the two outer ballast stacks, only one ballast plate may be placed at the start of every ballast stack.
- ► Do **not** start with the two center ballast stacks.
- ► The two outer ballast stacks may be ballasted with ballast assemblies of two ballast plates after the first ballast plate has been placed on each stack.
- ► The difference for the center ballast stack may not be more than a maximum of one ballast plate during ballasting.
- ► The outer ballast stacks must always weigh the same and be the same height after ballasting.
- ► The two center ballast stacks must always weigh the same and be the same height after ballasting.
- ► The outer ballast stacks can differ in stack height from the inner ballast stacks.
- ► The maximum permissible ballast center of gravity height **Bh** of 1750 mm may not be exceeded.
- ► The maximum permissible total weight of the suspended ballast may not exceed 350 t.
- ► Secure all ballast plates so they cannot move and fall down.
- ► Replace damaged ballast plates immediately with new ballast plates.

Make sure that the following prerequisites are met:

- – The suspended ballast pallet is properly pinned and secured to the derrick ballast guying.
- – An auxiliary crane is available.
- – The support for the erection rack **8** is in the park position.
- – The consoles for ballast centering **17** are properly assembled and secured in the operating position.

9.1 Placing the ballast plates, fastening system: „Twistlock“

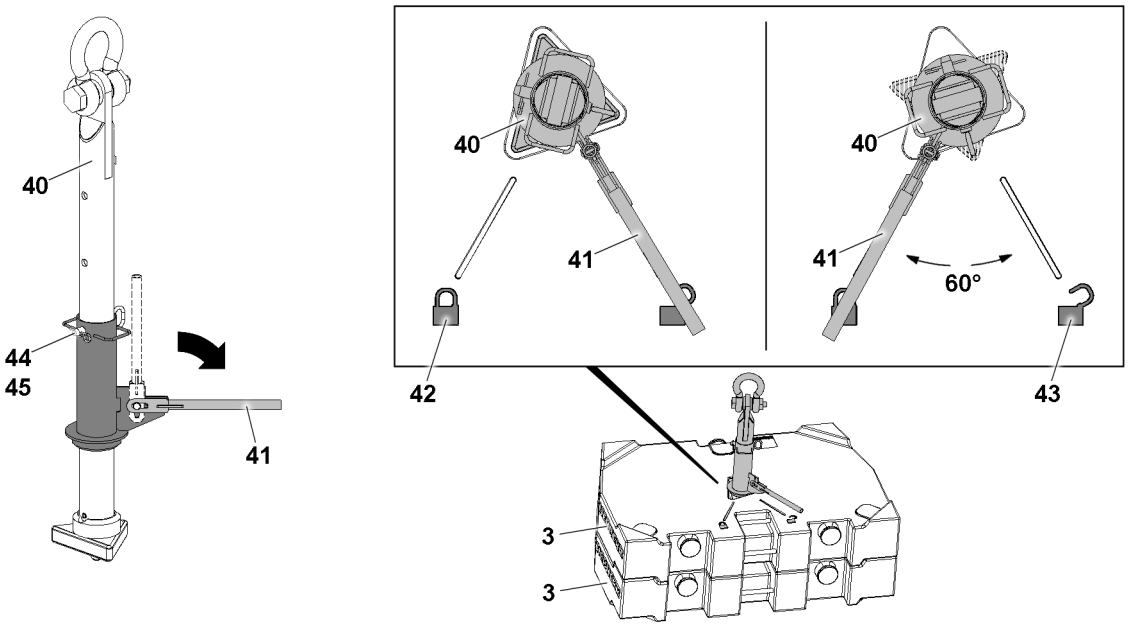

Fig.128899: Ballast plates, fastening system: „Twistlock“

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WARNING
Danger of accident!
If more than the permissible two ballast plates are lifted with the receptacle stud, the receptacle stud will be overloaded and can be damaged.
Death, severe bodily injuries, property damage.
► Make sure that the ballast plates are placed correctly in the centerings.
► Replace damaged ballast plates.

To stack the ballast plate(s) **3**, use the receptacle stud **40**.

Before the receptacle stud **40** is guided into the ballast plates, it must be ensured that the length of the receptacle stud **40** is set correctly. The length of the receptacle stud **40** can be adjusted with the pin **44**.

If the length of the receptacle stud **40** is to be adjusted:
► Release and unpin the pin **44**.
► Adjust the length of the receptacle stud by moving the receptacle stud **40**.
► Insert the pin **44** and secure with the spring retainer.
► Fasten the receptacle stud **40** to the auxiliary crane and guide it into the ballast plate(s).
► Pull the lever **41** up and fold it down.
► Turn the lever **41** 60° until the lever **41** points to the icon **42**.

Result:

– The receptacle stud **40** is locked with the ballast plate.

► Lift one ballast plate at a time with the receptacle stud **40** and take it down carefully on the outer centerings of the suspended ballast pallet.

When the ballast plate has been taken down on the outer centerings of the suspended ballast pallet:
► Turn the lever **41** 60° until the lever **41** points to the icon **43**.

Result:

– The receptacle stud **40** is unlocked.

► Carefully pull the receptacle stud **40** out of the ballast plate.
► Stack the ballast plates according to the load chart, observe the danger notes.

9.2 Placing the ballast plates, fastening points: Bitt

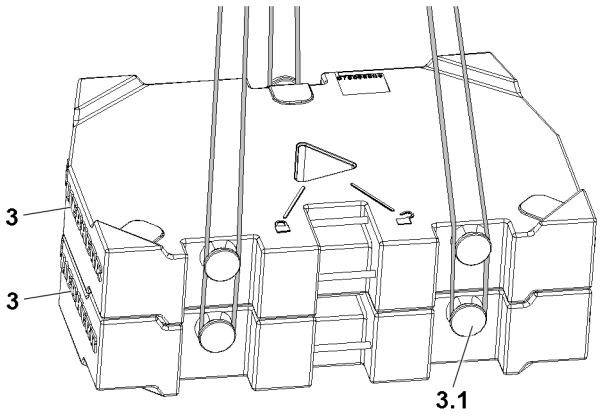

Fig.128900: Ballast plates, fastening system: „Bitt“

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WARNING
Falling ballast plates!
If more than the permissible loads are lifted, then the bitts **3.1** are overloaded and the ballast plates can fall down.
Death, severe bodily injuries, property damage.
- ► Lift no more than maximum 20 t with the ropes, 3 fastening points.
- ► Replace damaged ballast plates immediately.

WARNING
Incorrect handling of the fastening equipment!
If fastening equipment cannot be attached correctly and if it is not secured sufficiently to prevent it from loosening up, loads can fall down.
Death, severe bodily injuries, property damage.
- ► Make sure that the fastening equipment is correctly attached on the bitts **3.1** and that it is secured sufficiently to prevent it from loosening up.

Note
- ► Place the ballast plates individually or as a ballast assembly, maximum 20 t.
- ► The weight difference between the outer ballast stacks no more than maximum 20 t.

- ► Place only one ballast plate at a time on the outer centerings on the suspended ballast pallet.

When a ballast plate has been placed on the outer centerings of the suspended ballast pallet:
- ► Place the ballast plates individually or as an assembly of a maximum of two plates alternately on the left and right with the auxiliary crane.
- ► Stack the ballast plates according to the load chart.

10 Function check before lifting the derrick ballast

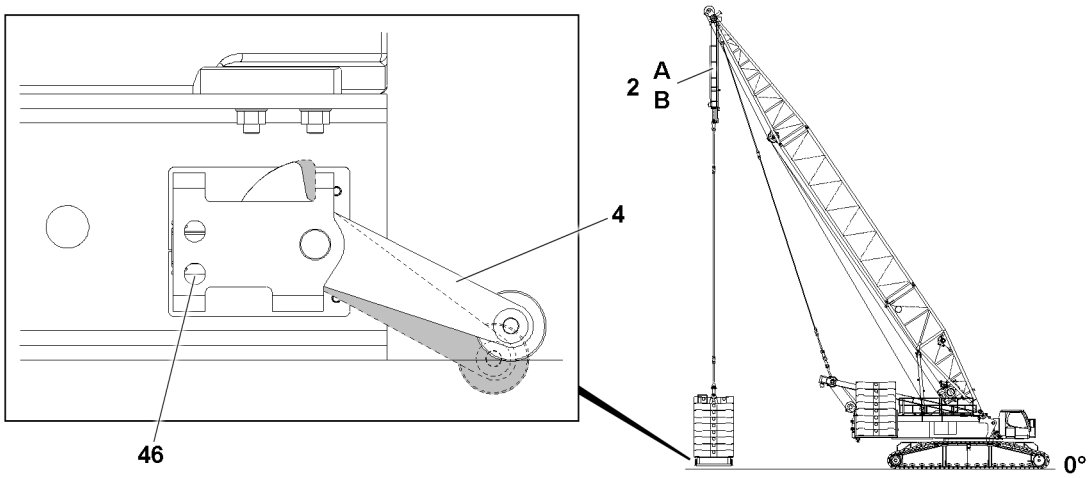

*Fig.128901: Checking the function of the ground contact rollers **4** on the suspended ballast pallet*

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Make sure that the following prerequisites are met:
- The electrical connection from the derrick ballast to the turntable has been established.
- The cable drum cable is plugged in on the turntable.
- The ground contact rollers must move easily.

DANGER
Danger of accident if the derrick ballast touches the ground unintentionally!
If the ground is very uneven, the danger exists that the derrick ballast rests on the ground even one of the ground contact rollers **4** was not actuated.
Death, severe bodily injuries, property damage.
- ► If the suspended ballast pallet touches the ground, **at least one** ground contact switch **46** must be actuated via the ground contact roller **4**.
- ► The turning the **turntable** and **driving** the **crawler** crane movements turn off.

- ► Check the ease of movement of the ground contact rollers **4**.
- ► Manually operate the ground contact roller **4**.

Result:

- The ground contact switch **46** is actuated.
- The **turning the turntable** and **driving** the **crawler** crane movements turn off.

11 Lifting and lowering the derrick ballast using the pull cylinders

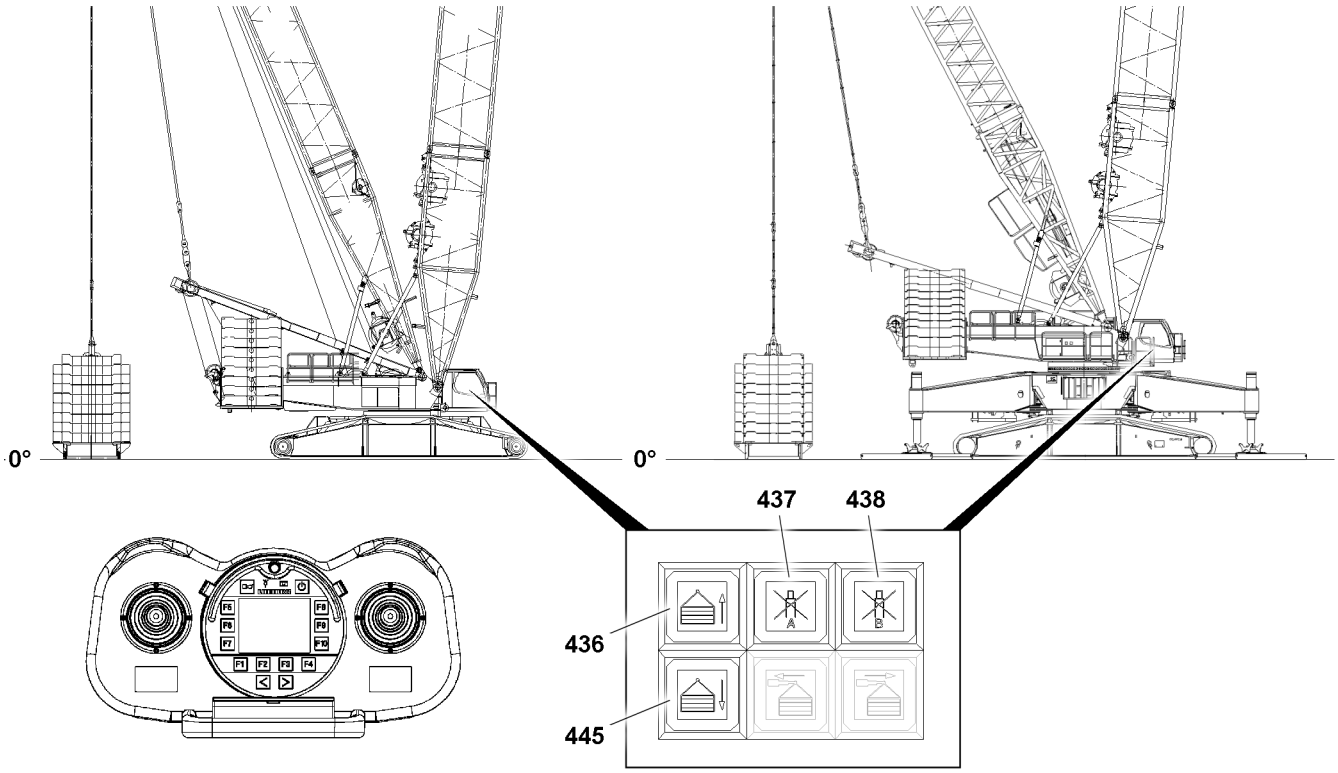

Fig.149283: Lifting and lowering the derrick ballast using the pull cylinders

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WARNING
The crane can topple over!
If the derrick ballast is lifted up off the ground beyond the **maximum permissible** 250 mm , the crane can topple over to the rear if the load rips off.
Death, severe bodily injuries, property damage.
- ► Do not lift the derrick ballast more than 250 mm off the ground.
- ► Make sure that there are no persons within the danger zone when lifting and lowering the derrick ballast.

Note
- ► If the derrick ballast is raised or lowered using the pull cylinders, then the horizontal alignment of the derrick ballast is automatically regulated by both length sensors of the pull cylinders.
- ► For a ballast utilization of **more than** or **equal to** 90 percent, the level sensor regulates the pull cylinders to a difference of 1 cm.
- ► With a ballast utilization of **less than** 90 percent, the level sensor monitors the derrick ballast level to ± 2.5°. This makes it possible to set the derrick ballast down up to a ground slope of 2.5°.

DANGER
Danger of accident!
Death, severe bodily injuries, property damage.
- ► Pay attention to the horizontal alignment of the derrick ballast when lifting and lowering the derrick ballast.
- ► When lifting and lowering the derrick ballast, check the forces in the ballast guyings regularly on LICCON monitor 1. If the difference of forces between „derrick ballast guying **A**“ and „derrick ballast guying **B**“ is too large, an acoustic warning sounds and the values on the LICCON monitor 1 blink, see section „Differential force monitoring of ballast guying“.
- ► When pressing the button **437** („Stop cylinder A on the derrick ballast“) or the button **438** („Stop cylinder B on the derrick ballast“), the level sensor is bypassed and the derrick ballast can be inclined within a limited angle range. This is exclusively permitted when setting down the derrick ballast on uneven ground and only by observing utmost caution.

11.1 Lifting / lowering the derrick ballast using the instrument panel

11.1.1 Lifting the derrick ballast

- ► Press the button **436**.

Result:

– The derrick ballast is raised.

11.1.2 Lowering the derrick ballast

- ► Press the button **445**.

Result:

– The derrick ballast is lowered.

11.1.3 Stopping the pull cylinder on the derrick ballast

- ► Press the button **437**.

Result:

– The pull cylinder (A) on the derrick ballast is stopped.

- ► Press the button **438**.

Result:

– The pull cylinder (B) on the derrick ballast is stopped.

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11.2 Lifting / lowering the derrick ballast using the radio remote control BTT-E

Note

► The „Lifting / lowering the derrick ballast using the radio remote control BTT-E“ assembly function is only available for cranes that are equipped with the corresponding technical prerequisites.

► Operation of the pull cylinders with the manual control levers of the radio remote control, see the radio remote control operating instructions.

12 Crane operation with derrick ballast

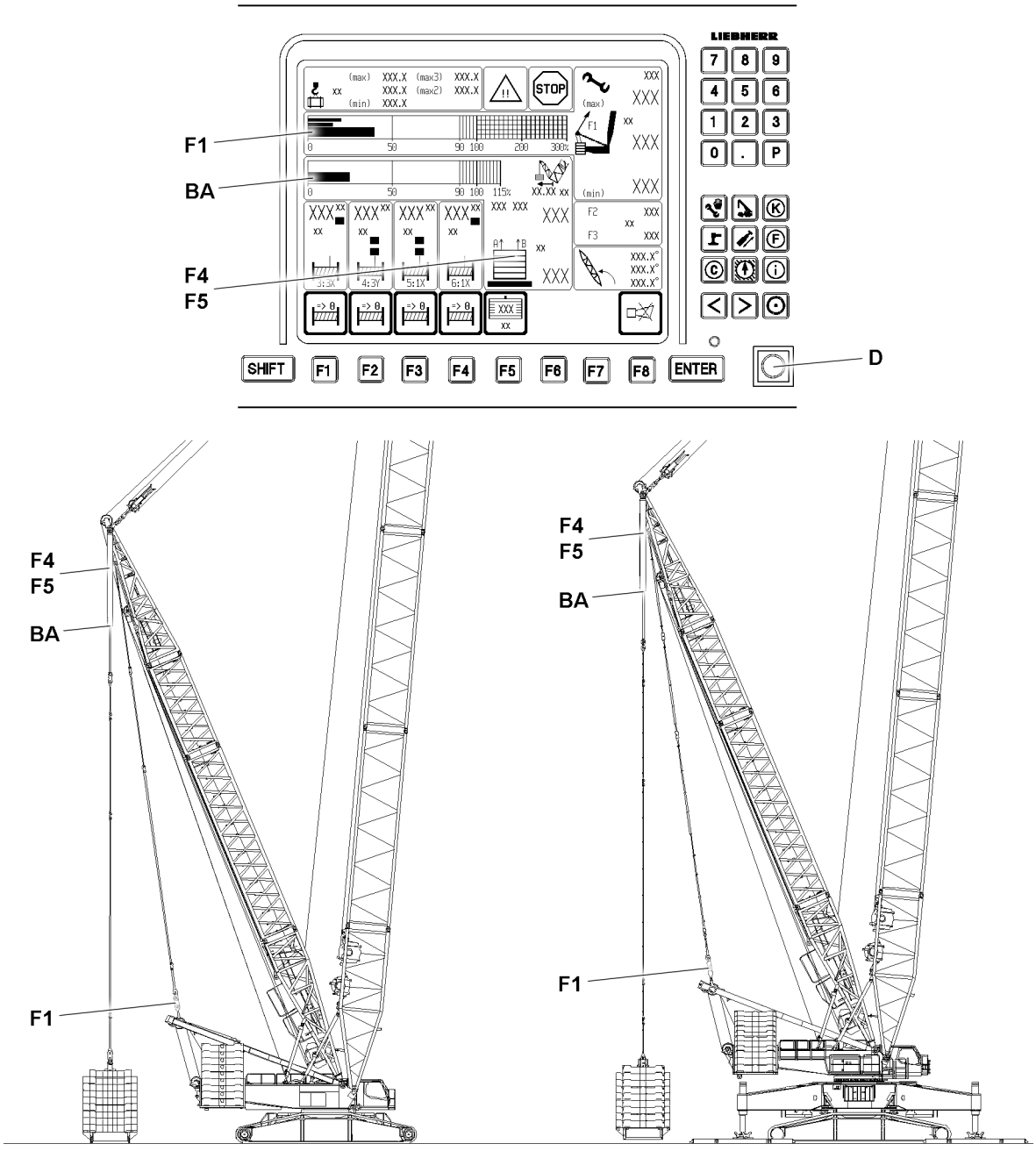

Fig.149281

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12.1 LICCON overload protection

The maximum or minimum load required to balance the crane can be increased or decreased on cranes with a derrick ballast operating under load by increasing or reducing the derrick ballast.

Note
- ► The suspended ballast and ballast trailer are generally referred to as the **derrick ballast**.
- ► The fixed compensation weight that is installed on the turntable is generally referred to as the **counterweight**.

Make sure that the following prerequisites are met:
- – The required derrick ballast according the load chart is placed and entered and confirmed on LICCON monitor 1.
- – The derrick boom is in the operating position.

12.1.1 Presettings

► Set the LICCON overload protection according to the data in the load chart and confirm.

Note
- ► Enter the placed derrick ballast on LICCON monitor 1.
- ► Enter the actual reeving on the pulley head on LICCON monitor 0.

To set the derrick ballast - see chapter 4.03.

DANGER
Danger of accident!
The set derrick ballast must match the derrick ballast weight that is actually applied.
- ► Incorrect entry of the ballast weight can result in dangerous operating situations.

► Check the settings.

12.2 Crane operation

WARNING
The crane can topple over!
If the derrick ballast is lifted up off the ground beyond the **maximum permissible** 250 mm , the crane can topple over to the rear if the load rips off.
Death, severe bodily injuries, property damage.
- ► Do not lift the derrick ballast more than 250 mm off the ground.
- ► Make sure that there are no persons within the danger zone when lifting and lowering the derrick ballast.

For crane operation with the derrick ballast, observe the data in the „Crane operation“ program on LICCON monitor 1, see chapter 4.02.

DANGER
Danger of accident!
There may be no persons or obstacles within the slewing range of the derrick ballast.
During the turning procedure, a guide person must closely watch the main boom, derrick and derrick ballast for any risk of collision.
The turning movement or braking must be initiated extremely carefully when turning with a load and suspended derrick ballast.
Death, severe bodily injuries, property damage.
- ► Jerky initiation / braking of the turning movement can cause the load or suspended derrick ballast to swing.
- ► This can cause the boom to break or the crane to topple over.

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Note
► See section „Lifting and lowering with pull cylinders“ and section „Differential force monitoring for derrick ballast guying“.

Monitor the extension condition of the pull cylinders and the incline of the derrick ballast.

12.2.1 Safety guidelines

Note
► The test points must be checked for function before crane operation.
► The weight of the load to be lifted must be known.
► The placement surface of the derrick ballast may be no more than maximum 250 m above, or 250 m below, the placement level of the crane.
► The placement surface on which the derrick ballast is placed after the load hoist has been completed must be level, horizontal and of sufficient load bearing capacity in order to safely support the weight.

CAUTION
Danger of accident!
► Before setting down the load and suspended derrick ballast, the crane operator must make sure that it can be taken down safely.

Note
► There may not be any obstacles in the slewing range of the crane, derrick ballast and load.
► The lifting of the derrick ballast must be supervised by a guide or the crane operator.

DANGER
Danger of accidents due to angular pull!
► When picking up the load, angular pull must be avoided, which means the derrick ballast, the center of rotation of the turntable and the load must be on one line.
► If this is not observed, there is a danger of tipping when lifting with ballast plates and this could cause the crane to topple over.

When picking up the load, the guying from the derrick ballast to the derrick end section must be relieved to the point where the actual force at test point 1 (F1 - actual) is higher than the minimum force-F1 $_{min}$ (test point 1).

DANGER
Danger of accident!
► The guying between the SA-frame and the derrick end section, test point 1, may never be without power.
► This could cause uncontrolled movements of the boom system and therefore an accident.

12.3 Determination of forces in operating mode with derrick ballast

In all operating modes with derrick ballast, the load is divided between the guy rods from the derrick head to the SA-frame (F1) and the derrick ballast (F4/5).

Note
► For a detailed description see Chapter 4.02.

12.3.1 Force F1 (test point 1) guying of SA-frame - derrick end section

The force F1 (test point 1) is determined in the guy rods from the SA-frame to the derrick end section by 2 force test boxes and is shown on the LICCON monitor 1 as total force of the guying.

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The F1-utilization results from the F1 operating force and the F1-maximum operating force. This is represented on LICCON monitor 1 with the utilization bar (F1 percent).

12.3.2 Force F4/F5 (test point 4/5) in the guying derrick ballast - derrick end section

The forces F4/F5 (test point 4/5) are effective in the guy rods from the derrick ballast to the derrick head.

The existing forces in the guy rods (A = left and B = right) are calculated from the four pressure sensors, which are attached to the pull cylinders and shown on LICCON monitor 1 as individual forces.

The pulled ballast is calculated from the forces of the individual guyings, which means the part of the ballast pulled up by the guying. The remaining part is laying on the ground. The ballast utilization results from the pulled ballast and the placed ballast. This is shown on LICCON monitor 1 with a utilization bar (BA in %).

Pull cylinder on block

DANGER
The crane can topple over!
By retracting one or both pull cylinders (block position moved in), the pressure increases strongly on the ring surface of the pull cylinder and the weighing of the currently pulled derrick ballast is incorrectly calculated and displayed.
The LICCON overload protection therefore assumes that a larger derrick ballast is pulled than is actually the case, and calculates too large a load capacity as a result.
An overload of the crane is recognized too late by the LICCON overload protection and the crane can topple.
Death, severe bodily injuries, property damage.
- ► If the pull cylinders are „retracted“ in the block position, **crane operation is explicitly prohibited**.
- ► The forces in the derrick ballast guyings A and B must be carefully monitored on LICCON monitor 1.
- ► Potentially occurring error messages must be observed.

WARNING
The LICCON overload protection shuts off too early!
By extending one or two pull cylinder completely (block position moved out), the LICCON overload protection calculates a load which is too low.
Possible shut-off by the LICCON overload protection takes place too early.
- ► If the pull cylinders are in block position „moved out“, crane operation on the basis of reduced load is not meaningful.

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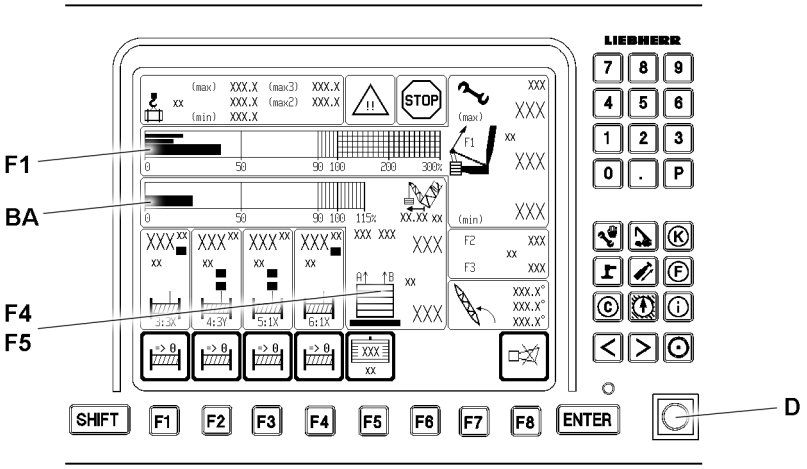
12.3.3 Monitoring of minimum force F1



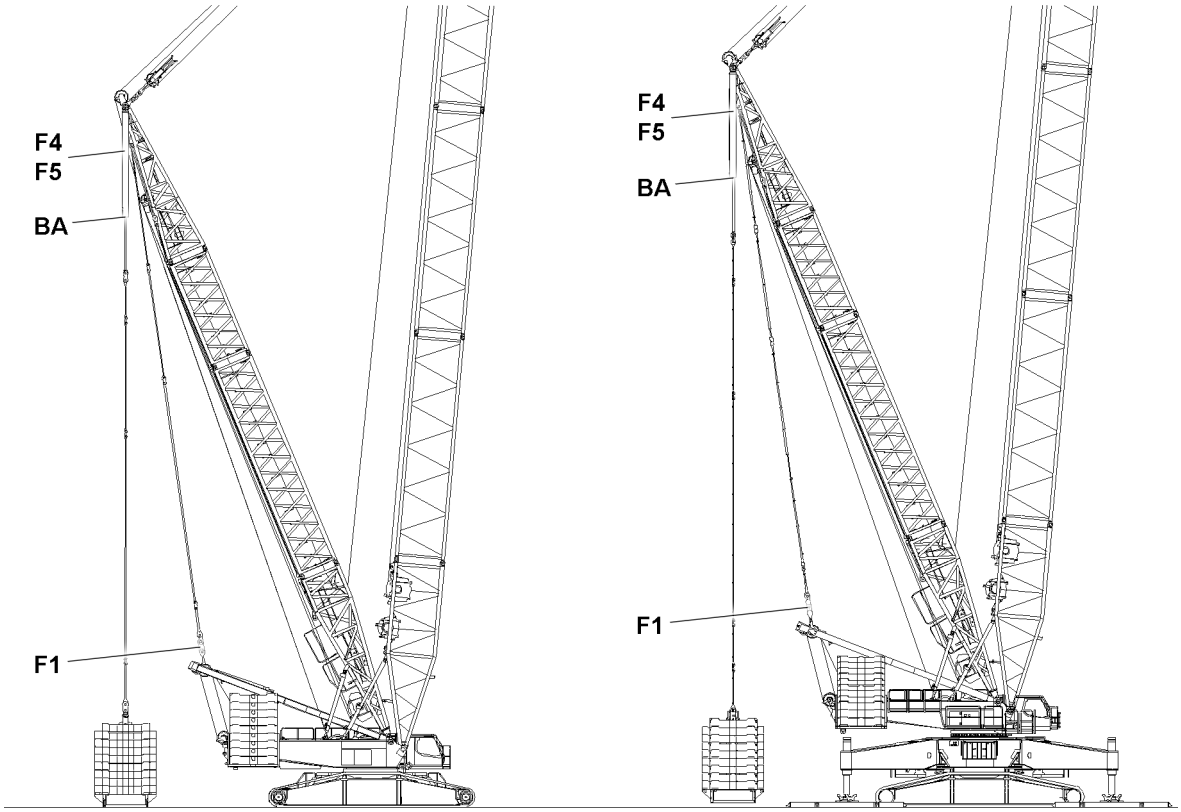


Fig.149281

If more than 50 percent of the set derrick ballast is being pulled (ballast utilization bar > 50 percent) and the minimum force $F1_{min}$ (test point 1) is fallen below, all crane movements that **increase load torque** are turned off.

DANGER
Danger of accident!
It is prohibited to fall below the minimum force $F1_{min}$ (test point 1) if more than 50 percent of the derrick ballast is pulled. If this is not observed, in case of slack guying from test point 1 (F1) and **derrick ballast on the ground**, the derrick ballast can suddenly lift off the ground due to the increased load torque and the boom system can suddenly move forward. This causes the load to swing back and forth too much, which could damage the main boom and the crane.
► Do not fall below the minimum force - $F1_{min}$.

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If more than 90 percent of the set derrick ballast is being pulled (ballast utilization bar greater than 90 percent) and the minimum force $F1_{min}$ (test point 1) is fallen below, all crane movements **that increase the load torque** and all crane movements **that decrease the load torque** are turned off. This also turns off the „spooling out“ movement of the winch.

DANGER
Danger of accident!
It is prohibited to fall below the minimum force $F1_{min}$ (test point 1) if more than 90 percent of the derrick ballast is pulled. If this is not observed and the load torque is decreased when the guying is slack at test point 1 (F1) and the derrick ballast is suspended, the derrick ballast can suddenly drop to the ground, causing the boom system to suddenly move backwards. As a result, the relapse cylinders can be pressed on the block and be overloaded. There is the danger that the relapse cylinders on the main boom and the derrick boom will be damaged. This causes the load to swing back and forth too much, which could damage the main boom and the crane.
► Do not fall below the minimum force - $F1_{min}$.

Note
► By activating the assembly operation, the test point 1 - minimum force ($F1_{min}$) is reduced by a few tons, which allows one to reverse the movement and retreat from the situation in which the $F1_{min}$ shut-off occurred.
► This is the only exception on the crane, where, after a shut-off, a load torque increasing movement may be continued in assembly operation.

DANGER
Danger of accident!
If the LICCON overload protection is bypassed, there is no further protection against crane overload. There is an increased danger of accidents.
Death, severe bodily injuries, property damage.
► The crane driver bears the complete and sole responsibility when bypassing the LICCON overload protection.

After a shut-off via $F1_{min}$, the force F1 on test point 1 must be increased by a movement. If the derrick ballast is suspended, this can be achieved by setting down the ballast.

If the assembly operation is already activated and the F1-force continues to drop below the minimum force $F1_{min}$, which was reduced in assembly operation, then the $F1_{min}$ shut-off can no longer be bypassed.

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12.4 Overload monitoring in operating mode with derrick ballast

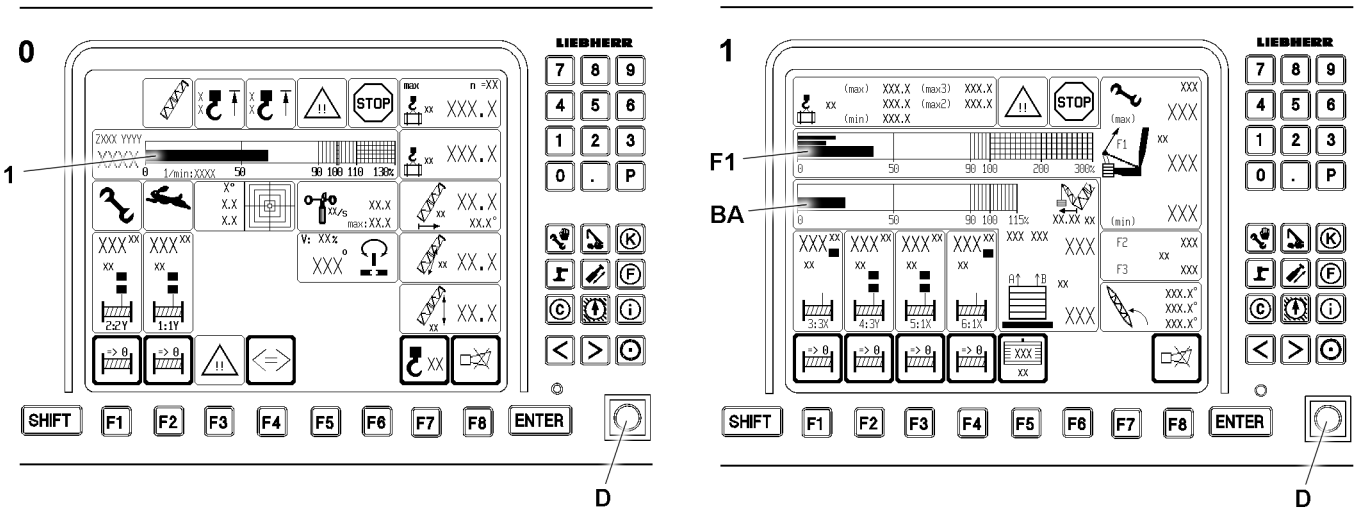

Fig.149282

In operating modes with derrick ballast, the „maximum load for the current crane condition“ is monitored two ways:

1. Monitoring of maximum load on the LICCON monitor 0
2. Monitoring of test point 1-operational maximum force on the LICCON monitor 1

12.4.1 Monitoring of maximum load on the LICCON monitor 0

It monitors the „maximum load according to load chart and reeving“.

In operating modes with derrick ballast, this is the maximum load of the current crane condition. It is displayed on LICCON monitor 0. The current utilization of the crane results from the load utilization bar (1) on LICCON monitor 0.

If the load utilization bar reaches 90 %, an advance warning is given in the form of a „notice icon“ and a „SHORT HORN“ on LICCON monitor 0.

At 100 % on the load utilization bar, the shut-off of all load moment increasing movements occurs with the „stop icon“ and the acoustical warning „HORN“ on LICCON monitor 0.

Note

► The „maximum load of the current crane condition“ can possibly be increased further, refer to section „utilization conditions“.

12.4.2 Monitoring of test point 1-operational maximum force (= $F1_{max}$ operation)

It is displayed on LICCON monitor 1. When F1 is greater than $F1_{max\text{-}shut\text{-}off\ value}$, a shut-off of all movements which could increase load torque occurs with the „stop icon“ and the acoustic warning „HORN“ by LICCON monitor 1.

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Note

- The maximum load can be safely monitored by the „LICCON overload protection“ itself.
- The „$F1_{max}$-monitoring“ is an additional monitoring function which shows the overload parallel to the „LICCON overload protection“.
- In all cases where the maximum load according to the load chart „max-load“ is less than the maximum load of the current set up configuration with optimal derrick ballast „max3-load“, which means „max-load“ is less than „max3-load“, when lifting the maximum load, the monitor display looks as if the „utilization bar of the crane“ is at 100 percent and the „F1 utilization bar“ is approximately at 100 percent.
- At the just completed LMB-Stop („current load“ / „max-load“ greater than 100 percent) $F1_{actual}$ can already lie just above $F1_{max}$ or just below. There is a certain tolerance due to the component weights and the wind influences. Since the maximum load can always be raised, shut-off will not occur at $F1_{actual}$ / $F1_{max}$ greater than 100 %. Shut-off will only occur at $F1_{actual}$ / $F1_{max\ operation\ shut\text{-}off\ value}$. For this crane, the following applies: $F1_{max\text{-}operation\ shut\text{-}off\ value}$ = $F1_{max\text{-}operation}$ + F1 addition for shut-off (see chapter 4.02). The $F1_{addition\ for\ shut\text{-}off}$ is selected such that $F1_{max\text{-}operation\ shut\text{-}off}$ should normally never happen. This shut-off provides an additional safety, particularly in cases with „max-load“ less than „max3-load“. For example, if the load weighing is far too low due to a sensor failure, then a load would be pulled which would be greater than the maximum permissible load without shut off of the LICCON overload protection. The crane could be overloaded. In this particular case, with the „max-load“ less than the „max3-load“, with $F1_{max}$ larger $F1_{max\text{-}operation\ shut\text{-}off\ value}$ the $F1_{max\ shut\text{-}off}$ triggers. In this case, the crane is already slightly overloaded, however shut-off prevents an overload in certain cases or toppling of the crane. This means that the $F1_{max\text{-}operation\ shut\text{-}off}$ can protect the crane from overload in certain cases.
- Make sure that the load weighing and the shut-off function reliably on the maximum load.

DANGER

The crane can topple over!

In cases with „max-load“ = „max3-load“, the $F1_{max}$ shut-off value does not offer safety. The $F1_{max}$ shut-off value is so high that the crane will probably topple over or be damaged before the shut-off value is reached.

- Carefully monitor the displays on LICCON monitor 1.

WARNING

Danger of accident!

- The test point 1-Operation-Maximum force not only depends on the current set up configuration but also on the force measured with the pressure sensors in the pull cylinders.
- If the pulled derrick ballast is larger, then the maximum permissible $F1_{max}$ force is generally reduced and vice versa.
- It is therefore important to carefully monitor the ballast weighing and the value for the pulled derrick ballast to ensure that this value is even plausible.

DANGER

The crane can topple over!

If the pulled derrick ballast value has been incorrectly determined and is too low, the calculated $F1_{max}$ may be too high and the crane could be overloaded or topple over without this becoming evident.

- Carefully monitor the displays on LICCON monitor 1.

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12.4.3 Utilization conditions

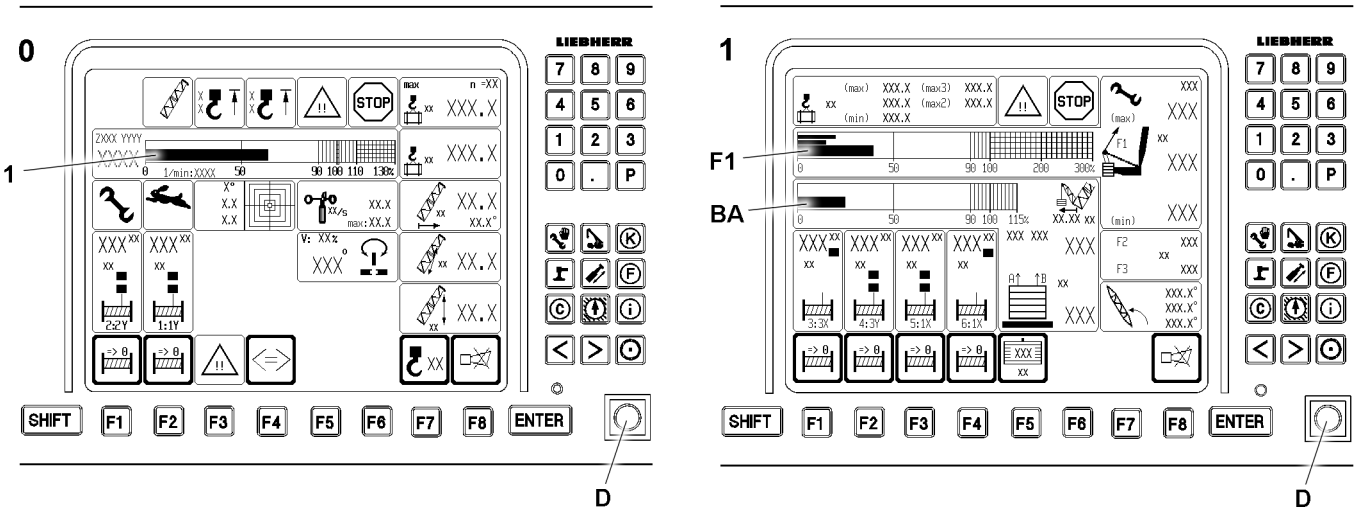

Fig.149282

The current utilization of the crane results from the „utilization bar of the crane“ **1** on the LICCON monitor 0.

Max. load:

– The „maximum load capacity in the current operating condition (**„max-load“**)“ is obtained, when the „utilization bar of the crane“ **1** displays 100 percent.
This is the case when the „utilization of the crane according to the load chart and reeving“ reaches 100 % („Current load“ is equal to the „Maximum load“).
When the „max-load“ is less than or equal to the „max2-load“, then the „max-load“ can be increased through:

  • Pulling up the derrick ballast, if the derrick ballast is not already suspended and the currently pulled derrick ballast is still smaller than the optimum derrick ballast.

Max2-load:

– The „maximum load of the current crane equipment“ (**„max2-load“**) is reached when the „utilization bar of the crane“ **1** is at 100 percent **and** the „derrick ballast utilization bar display“ **BA** is greater than or equal to 100 percent (the current derrick ballast is completely lifted off the ground), and the derrick ballast input value and the ballast weighing are correct.
This is the case when the „current load“ and the „max2-load“ reach 100 percent („current load“ is equal to the „max2-load“).
When the „max2-load“ is less than the „max3-load“, then the „max-load“ can be increased through:

  • Increasing the derrick ballast by adding additional ballast plates if the placed derrick ballast is still smaller than the optimum derrick ballast.

Max3-load:

– The „maximum load of the current set up configuration with optimum derrick ballast“ (**„max3-load“**) is obtained when the „crane utilization bar“ **1** is at 100 % **and** the „derrick ballast utilization bar display“ **BA** is at 100 % (the optimal derrick ballast is placed and completely lifted off the ground), and the derrick ballast input value and the ballast weighing are correct.
This is the case when the „current load“ and the „max3-load“ reach 100 percent („current load“ is equal to the „max3-load“).
Here, the optimum derrick ballast is already entirely pulled.
A further increase of the derrick ballast at this derrick ballast radius will not increase the load further than „max3-load“.

Note

► In some cases it may be possible to increase the load, in some cases reducing the derrick ballast radius as well; refer to the load chart manual or LICCON job planner.

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This also applies for:
- „Current load“ equal to „max-load“.
- „Current load“ equal to „max2-load“.

Activating assembly operation / bypass of the LICCON overload protection
- Activate assembly operation, see chapter 4.02

WARNING
The crane can topple over!
When the assembly operation is activated, the LICCON overload protection is exceeded.
In the event of deliberate improper use, the crane could collapse, the main boom can break off or the crane can topple over.
Death, severe bodily injuries, property damage.
- ► When the assembly operation is activated, only load torque reducing crane movements may be carried out up to a permissible operating and load range.
- ► Make sure that the assembly operation is turned off after reaching the permissible load range.
- ► The crane operator alone is completely responsible for his actions during a bypass of the LICCON overload protection.

Note
- ► The „Lift derrick ballast“ or „Lower derrick ballast“ movement requires utmost attention by the crane operator.

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12.5 Differential force monitoring for derrick ballast-guying

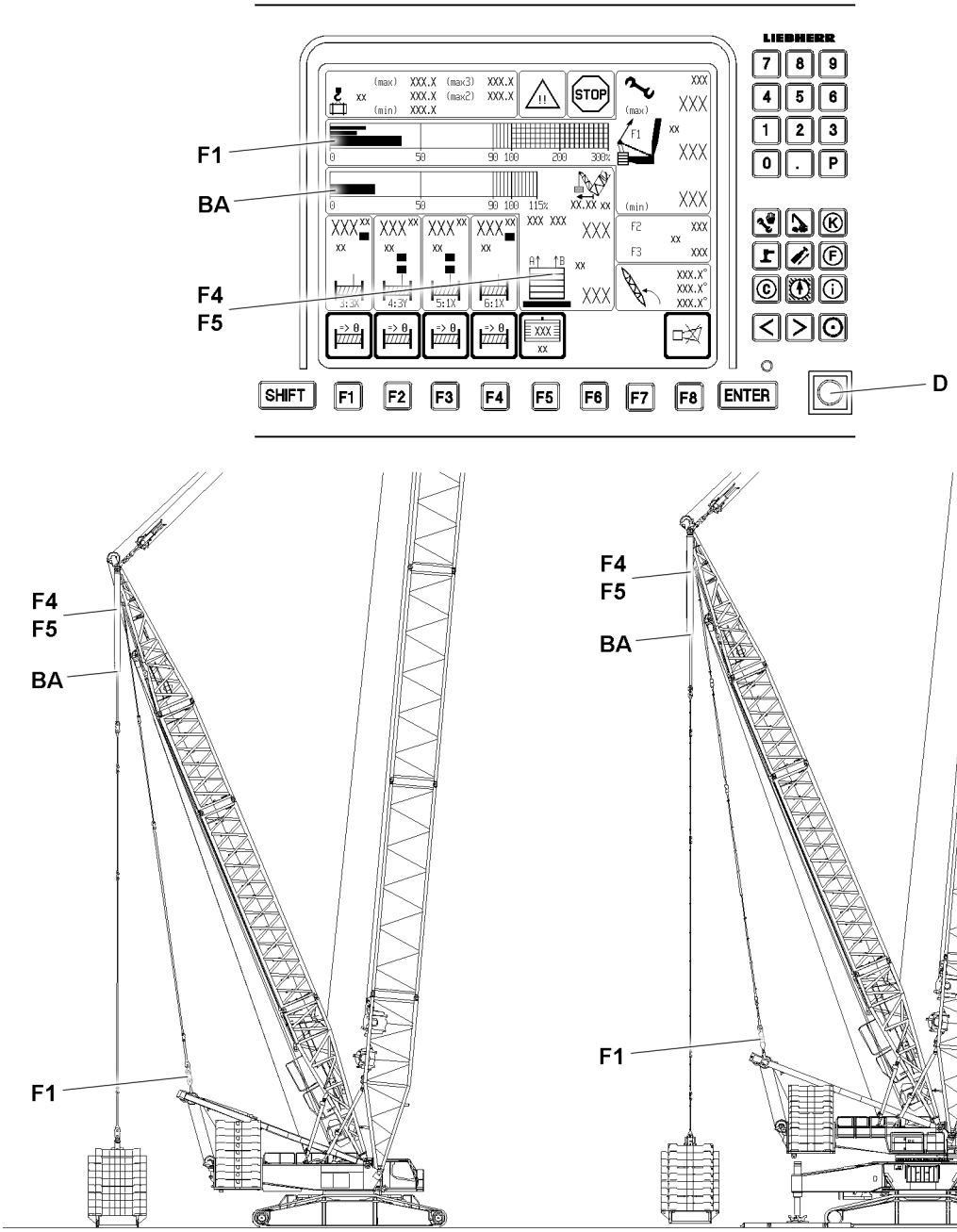

Fig.149281

In operating modes with derrick ballast, the difference of the forces of derrick ballast guying A and B is monitored on LICCON monitor 1.

DANGER
Danger of accident!
Large differences between these forces can damage the derrick end section and other crane components.
► There is a danger of accident.

The forces in the derrick ballast guyings A and B are shown and compared on LICCON monitor 1. If the difference exceeds a permissible value, an acoustic warning is issued and the two force values blink. However, **no shut-off of movements** occurs.

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If the difference of the forces of the derrick ballast guyings A and B exceeds the specified limit value, then this can have various causes:

- The flexing of the turntable.
- The ground under the derrick ballast is uneven.
- The crane is leaning to one side.
- The derrick ballast has been loaded on one side.
- The force measurement in one guying is incorrect.

The crane driver must recognize the correct cause and take countermeasures:

- The error, which caused the one-sided force, must be remedied.
- The following measures are permitted providing the ground is only slightly uneven:
  Lock one ballast cylinder and use the other ballast cylinder to „Lift the ballast“ or „Lower the ballast“ until the difference between the forces reduces. Ensure that the derrick ballast is not tilted at an inadmissible angle with respect to the crane, otherwise the derrick ballast guide and attachments will be damaged.
- If the sensor values are implausible: Check if the pressure sensors for the ballast weighing or the inputs of the ballast weighing are faulty. If necessary, remove the sensor or replace the CPU.

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13 Crawler operation with derrick ballast

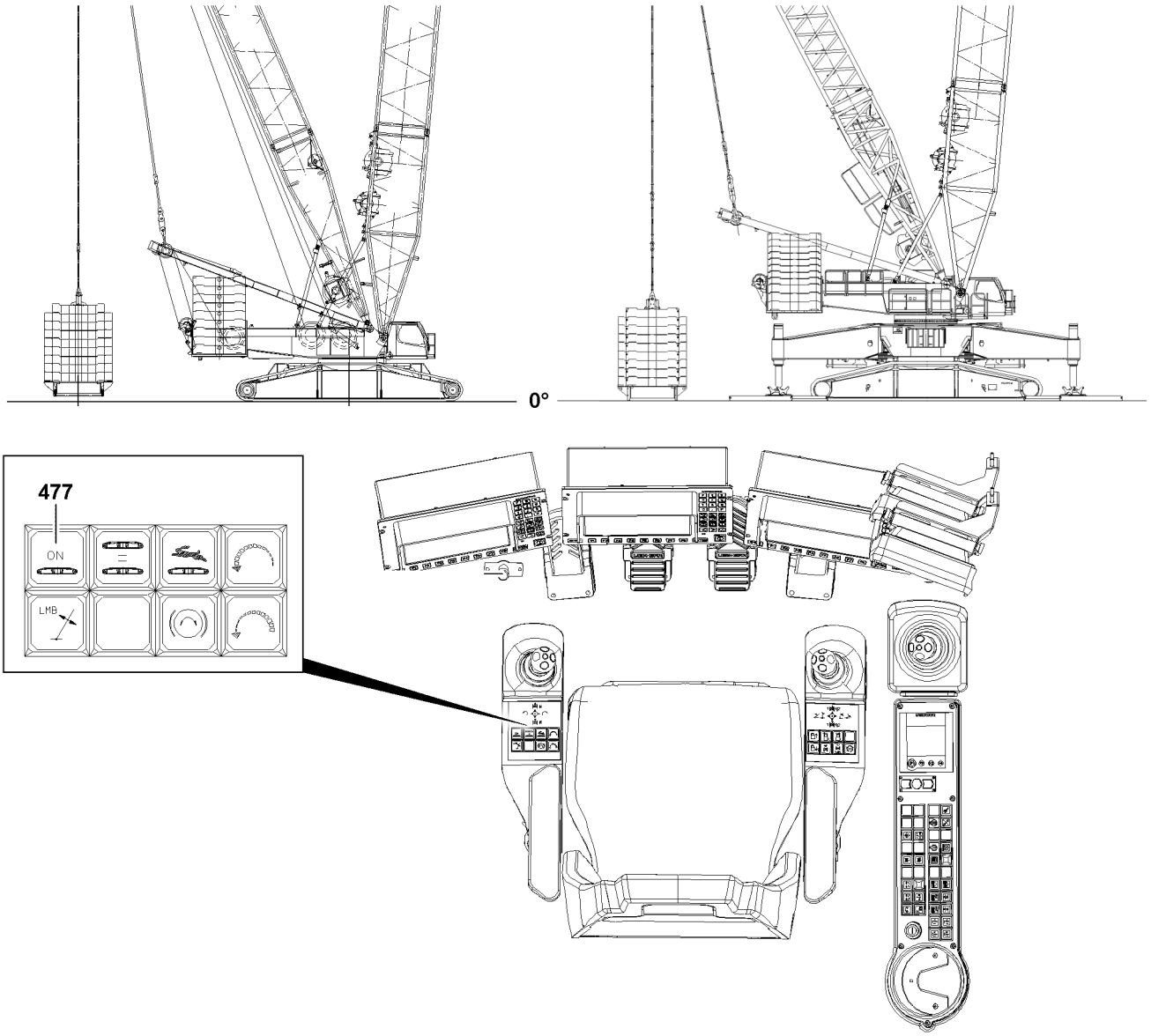

Fig.149287

13.1 Driving the crawler

Driving with raised, suspended derrick ballast.

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Make sure that the following prerequisites are met:
- The derrick ballast is lifted off the ground.
- The derrick ballast icon on LICCON monitor 1 is shown in the suspended state.
- The derrick ballast is horizontally aligned.
- The ground is able to support the weight of the crane, the load and the derrick ballast.

Note
- ► Observe the danger notes, see chapter 4.10.
- ► Crawler driving is released when all four ground contact rollers are **not in contact with the ground**.
- ► The crawler operation must be switched on with the switch **477**.

DANGER
Danger of accident!
If the following points are not observed, the crane can topple over.
Death, severe bodily injuries, property damage.
- ► There are no persons or objects in the danger zone.
- ► The travel range must be monitored by cameras or a supervisor.
- ► Only drive at the lowest possible speed.
- ► Avoid jerky driving movements.
- ► The attached load and suspended derrick ballast must be secured to prevent it from swinging. If the derrick ballast swings by more than +/- 0.5 m , set the derrick ballast quickly on the ground with the pull cylinders. In this connection, the upper load threshold at test point 1 (F1) may not be exceeded.
- ► Steering maneuvers are prohibited.
- ► Uphill or downhill travel is prohibited.

14 Disassembly

WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, personnel must be secured with appropriate aids to prevent them from falling.
If this is not observed, the assembly personnel can fall down.
Death, severe bodily injuries, property damage.
- ► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
- ► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the supplied fall arrest system to prevent falling, see chapter 2.04.
- ► If fall protection equipment is available, then it must be used, see chapter 2.06.
- ► When lifting, lowering, swinging crane parts in and out, no persons may remain in the danger zone.
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work.
- ► Only step on the aids, ladders and catwalks with clean shoes.
- ► Keep aids, ladders and catwalks free of heavy dirt, snow and ice.
- ► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
- ► Remaining on a suspended load is prohibited.
- ► Stepping or walking on crane components and lattice sections, which have an incline of more than 20° is prohibited.
- ► For all assembly work, the crane operator of the main crane must be in voice contact with the crane operator / crane operators of the auxiliary crane / auxiliary cranes.
- ► For assembly / disassembly tasks, the crane operator may only initiate crane movements when the responsible guide has explicitly released the movement.

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WARNING
Danger of impact / crushing!
When installing / removing crane components with the auxiliary crane, crane components can start to swing back and forth.
When lifting / lowering and positioning crane components, there is an increased danger of impacts / crushing.
Death, severe bodily injuries, property damage.
► Make sure that personnel cannot be caught by components.
► When working in danger zones: Use aids to protect limbs.
► Guide components with suitable aids to minimize oscillation.

DANGER
The components can fall down!
If the corresponding component is disengaged from the auxiliary crane before the corresponding component is pinned, then the corresponding component can fall down.
Death, severe bodily injuries, property damage.
► Do not disengage the auxiliary crane until the respective component is pinned and secured.

Make sure that the following prerequisites are met:
– The crane is properly supported and horizontally aligned.
– An auxiliary crane is available.
– The counterweight has been installed on the turntable according to the load chart.
– The maximum ground unevenness for the placement surface of the derrick ballast is plus / minus 1°.
– The LICCON overload protection has been set according to the data in the load chart.
– The LICCON overload protection settings have been compared with the actual set up configuration.

15 Setting down the suspended ballast pallet

WARNING
Danger of toppling the ballast stack!
The placement surface for the derrick ballast must be level, horizontal and of sufficient load bearing capacity, otherwise the ballast stacks can tip over.
Death, severe bodily injuries, property damage.
► Check the horizontal position of the crane during the set down procedure.
► Check the horizontal position of the derrick ballast during the set down procedure.
► Constantly check the differential forces in the guying on LICCON monitor 1.
► It is strictly prohibited for anyone to stand under the derrick ballast or in any part of the danger zone during the set down procedure.

Make sure that the following prerequisites are met:
– The placement surface for the derrick ballast must be level, horizontal and of sufficient load bearing capacity.
– A guide or crane driver monitor the setting down of the derrick ballast and the load.

► Press the button **445**.

Result:

– The piston rods of the pull cylinders extend.
– The derrick ballast is lowered.

► When the suspended ballast pallet touches the ground, the ground contact switches are actuated.

Result:

– The **turning the turntable** and **driving the crawler** crane movements turn off.

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16 Removing the ballast plates

Make sure that the following prerequisite is met:
– The retaining chains are disassembled.

Note
► The ballast plates are marked with their own weights.

WARNING
The crane can topple over!
If more than 20 t are removed with one lift from a ballast stack or if the ballast is removed asymmetrically, then the crane can topple over.
Death, severe bodily injuries, property damage.
► A weight difference between the right and left ballast stack of more than 20 t * is prohibited.
► Alternately remove no more than maximum 20 t ballast assemblies from the ballast stack, symmetrically on the left and right.

16.1 Removing the ballast plates, fastening system: „Twistlock“

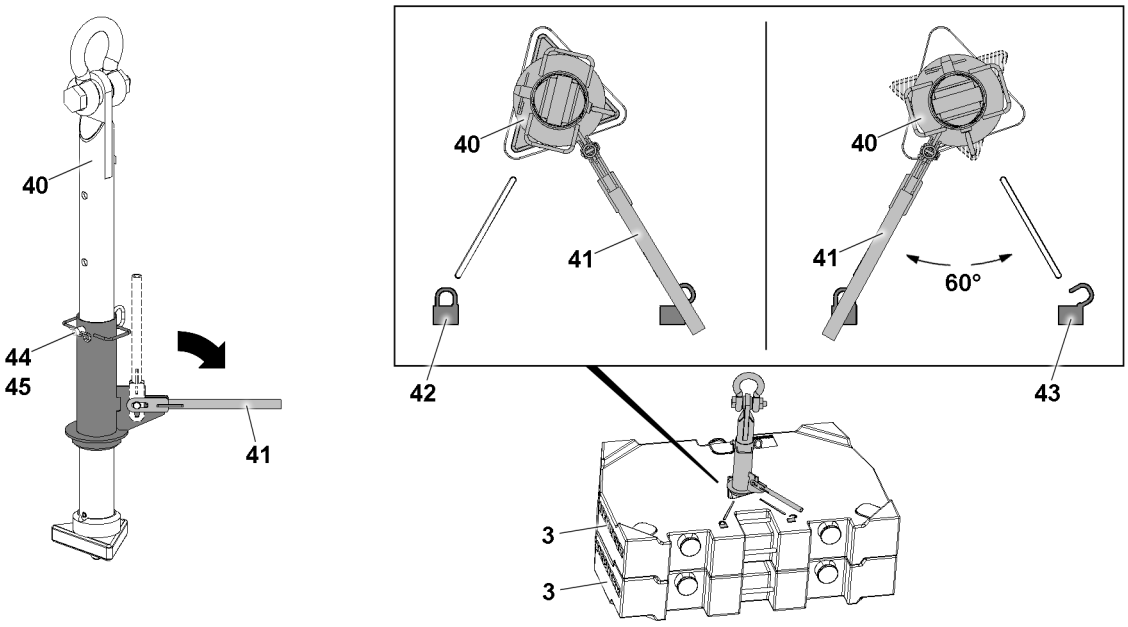

Fig.128899: Ballast plates, fastening system: „Twistlock“

DANGER
Danger of accident!
If more than the permissible two ballast plates are lifted with the receptacle stud, the receptacle stud will be overloaded and can be damaged.
Death, severe bodily injuries, property damage.
► Make sure that the ballast plates are placed correctly in the centerings.
► Replace damaged ballast plates.

To remove the ballast plate(s) **3**, use the receptacle stud **40**.

Before the receptacle stud **40** is guided into the ballast plates, it must be ensured that the length of the receptacle stud **40** is set correctly. The length of the receptacle stud **40** can be adjusted with the pin **44**.

If the length of the receptacle stud **40** is to be adjusted:
► Release and unpin the pin **44**.

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- ► Adjust the length of the receptacle stud by moving the receptacle stud **40**.
- ► Insert the pin **44** and secure with the spring retainer.
- ► Attach the receptacle stud **40** to the auxiliary crane and guide it into the ballast plate(s).
- ► Pull the lever **41** up and fold it down.
- ► Turn the lever **41** 60° until the lever **41** points to the icon **42**.

Result:

– The receptacle stud **40** is locked with the ballast plate.

- ► Lift the ballast plate with the receptacle stud **40** and remove it from the ballast stack or the suspended ballast pallet.
- ► Turn the lever **41** 60° until the lever **41** points to the icon **43**.

Result:

– The receptacle stud **40** is unlocked from the ballast plate.

- ► Carefully pull the receptacle stud **40** out of the ballast plate.
- ► Alternately remove the ballast plates on both sides.

16.2 Removing the ballast plates, fastening points: Bitt

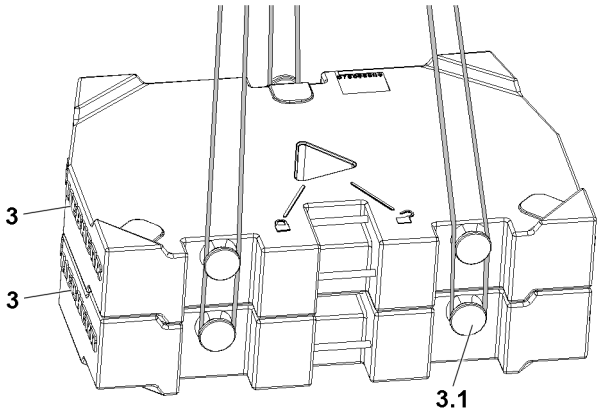

Fig.128900: Ballast plates, fastening system: „Bitt“

WARNING
Falling ballast plates!
If more than the permissible loads are lifted, then the bitts **3.1** are overloaded and the ballast plates can fall down.
Death, severe bodily injuries, property damage.
- ► Lift no more than maximum 20 t with the ropes, 3 fastening points.
- ► Replace damaged ballast plates immediately.

WARNING
Incorrect handling of the fastening equipment!
If fastening equipment cannot be attached correctly and if it is not secured sufficiently to prevent it from loosening up, loads can fall down.
Death, severe bodily injuries, property damage.
- ► Make sure that the fastening equipment is correctly attached on the bitts **3.1** and that it is secured sufficiently to prevent it from loosening up.

Note
- ► Remove the ballast plates individually or as a ballast assembly, maximum 20 t.
- ► The weight difference between the outer ballast stacks no more than maximum 20 t.

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► Lift the ballast plate **3** or ballast assembly and remove it from the ballast stack or the suspended ballast pallet.

17 Disassembling the suspended ballast pallet

The unpinning of the erection racks differs due to the following prerequisites:
– The suspended ballast guide* is assembled: Unpin on the suspended ballast guide.
– The suspended ballast guide* is **not** assembled: Unpin on the D-guy rods.

Make sure that the following prerequisites are met:
– The ballast plates are removed.
– The suspended ballast pallet is standing on the ground.

17.1 Inserting the retaining pins

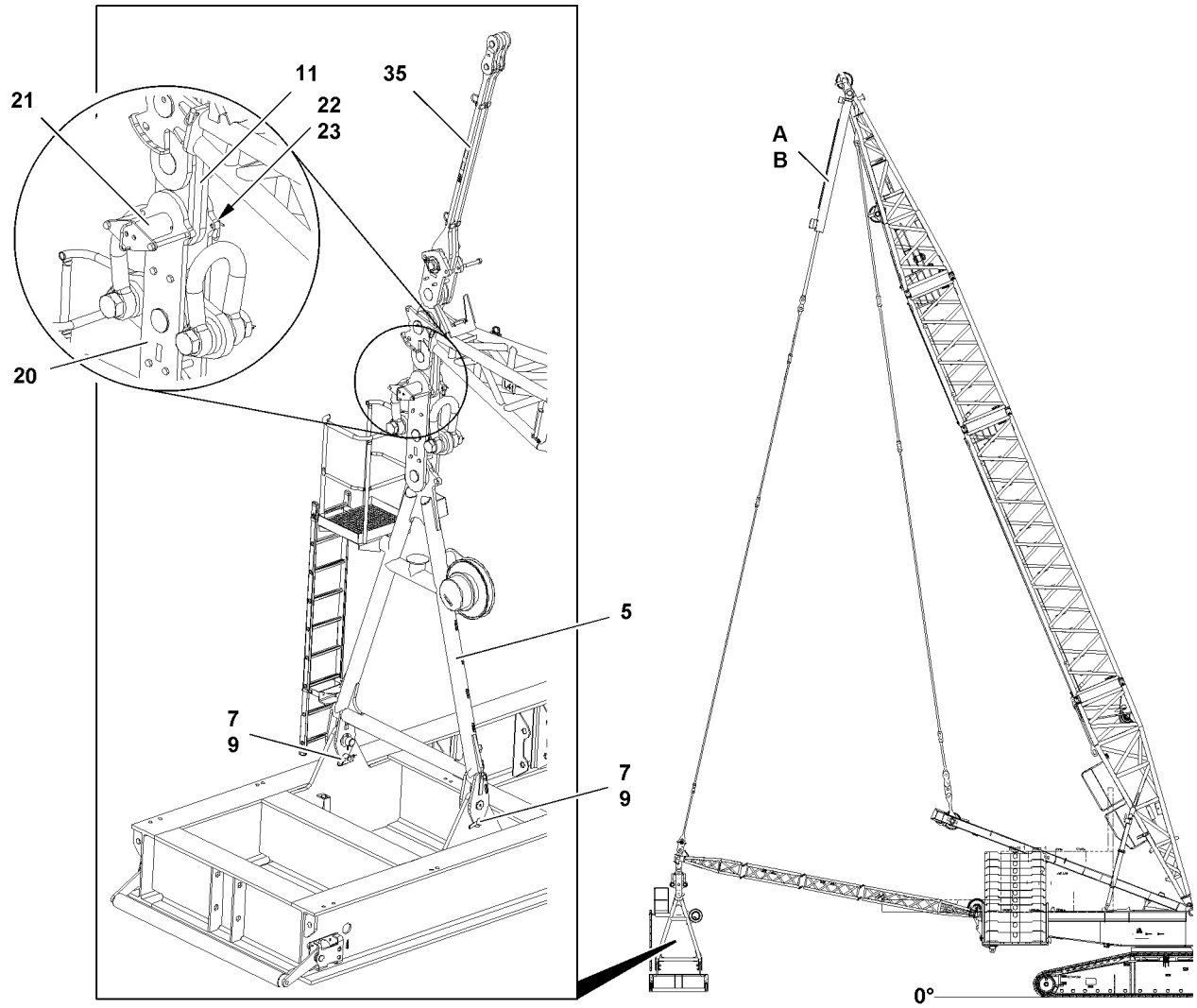

Fig.119254: Unpinning the suspended ballast pallet on the suspended ballast guide

WARNING
Unsecured erection racks!
Death, severe bodily injuries, property damage.
► Secure the erection frames to prevent them from tipping over: Pin and secure the retaining pins **7**.

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► Insert the retaining pins **7** on the erection racks on both sides and secure with spring retainers **9**.

17.2 Unpinning the suspended ballast pallet on the suspended ballast guide*

WARNING
Unsecured erection racks!
Death, severe bodily injuries, property damage.
► Make sure that the erection racks are secured with retaining pins **7** to prevent them from tipping over.

The erection racks are unpinned at two points. The unpinning procedure is described for one pin as an example.

► Relieve the D-guy rods until the pin **21** can be unpinned.
► Unpin the suspended ballast guide on the bracket **20**: Remove the spring retainer **23** and spacer **22** and unpin pins **21**.
► Unpin the second erection rack.

Note
► For the LR1600/2-W, the suspended ballast pallet must be unpinned on the D-auxiliary rods.
► The disassembly of the D-auxiliary rods is described in section „Disassembling the D-auxiliary rods for the suspended ballast“.

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17.3 Unpinning the suspended ballast pallet on the D-guy rods

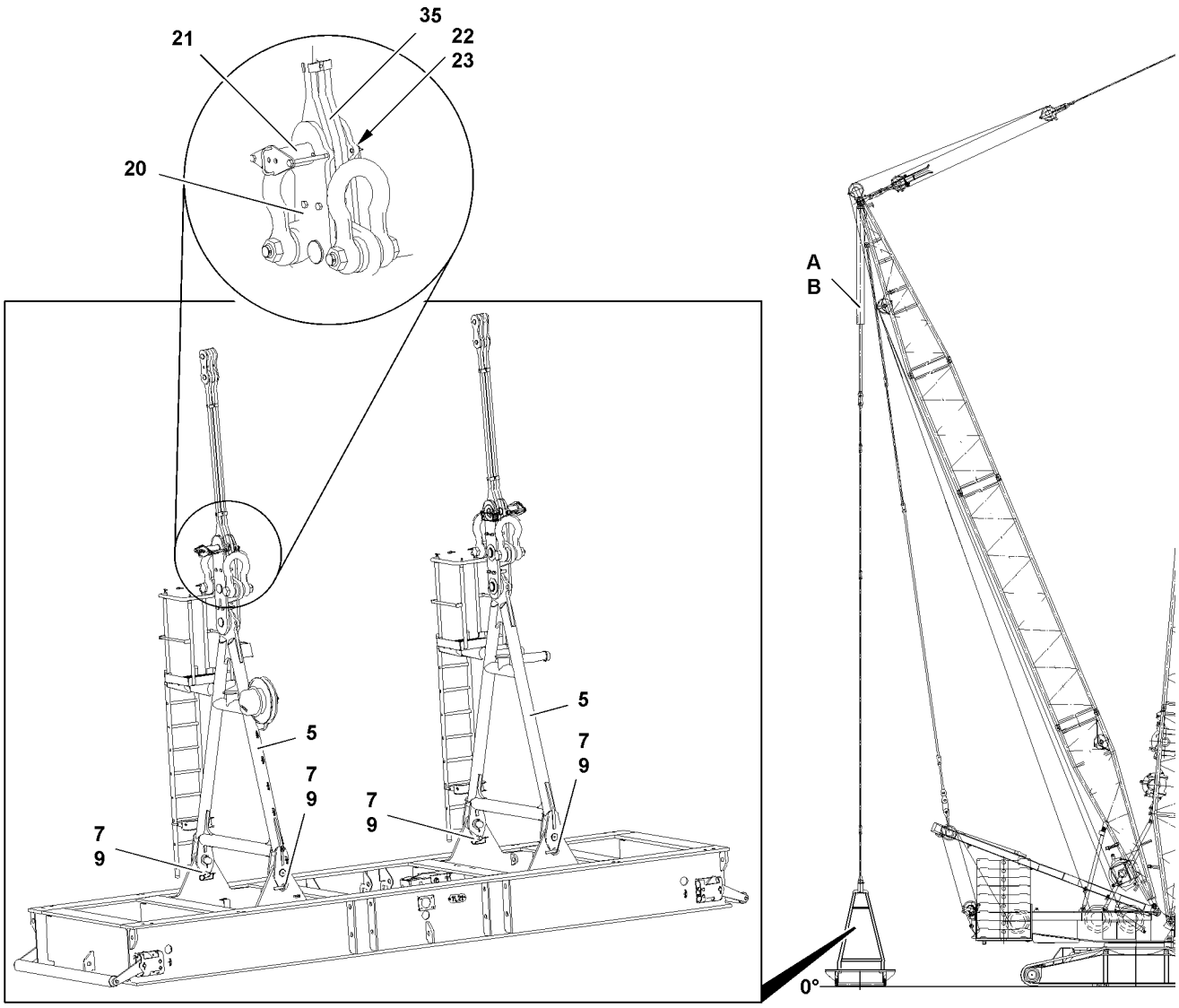

Fig.119253: Unpinning the suspended ballast pallet on the D-guy rods

WARNING
Unsecured erection racks!
Death, severe bodily injuries, property damage.
► Make sure that the erection racks are secured with retaining pins **7** to prevent them from tipping over.

The erection racks are unpinned at two points. The unpinning procedure is described for one pin as an example.

► Relieve the D-guy rods until the pin **21** can be unpinned.
► Unpin the D-guy rod **35** on the bracket **20**: Remove the spring retainer **23** and spacer **22** and unpin pins **21**.
► Unpin the second erection rack.

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17.4 Removing the consoles for ballast centering

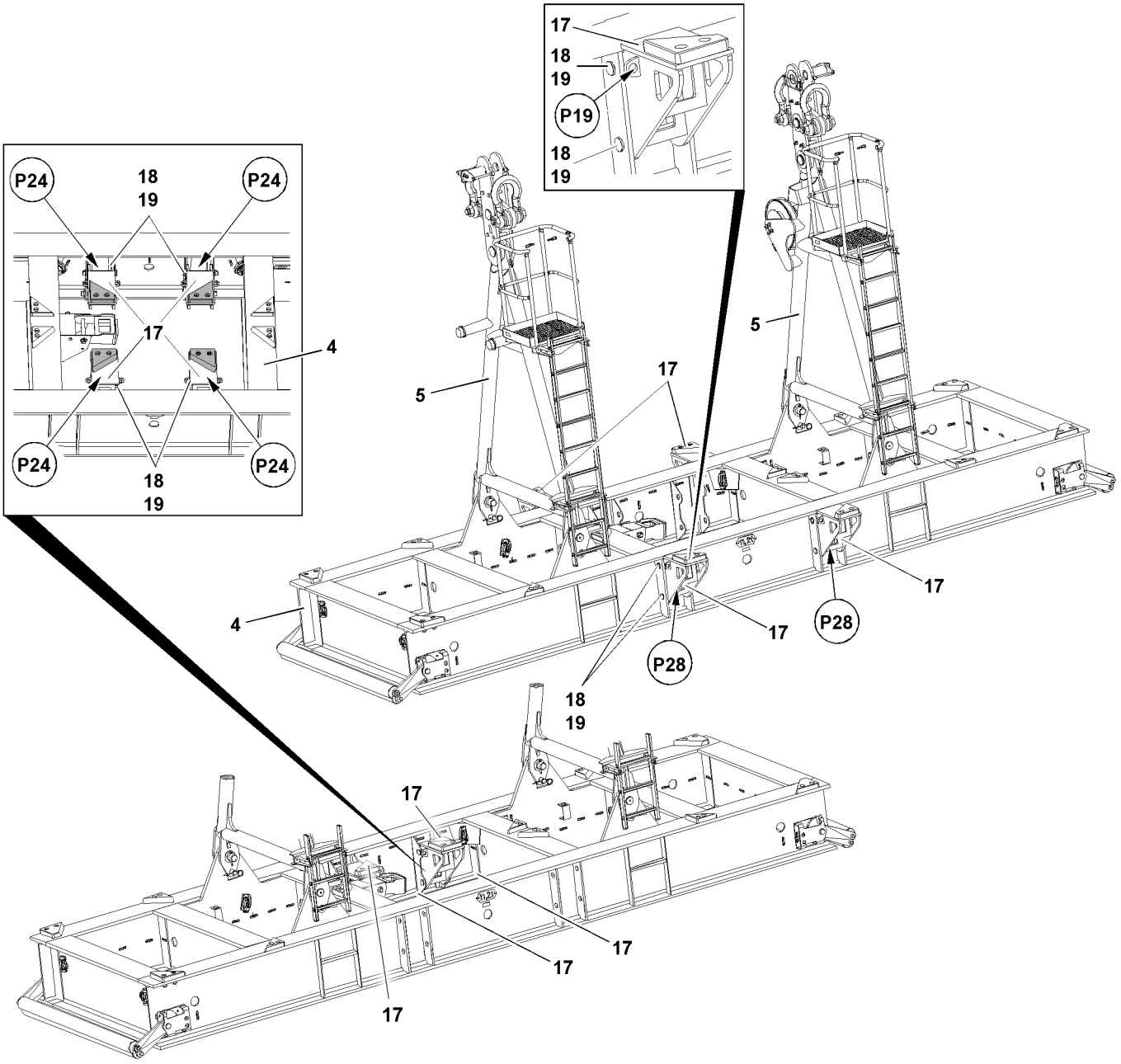

Fig.149292: Removing the consoles for ballast centering

Make sure that the following prerequisites are met:
- The erection racks **5** are in the assembly position.
- The ballast plates are completely removed from the suspended ballast pallet.

Note
- ► The disassembly is described as an example on one console for ballast centering **17**.
- ► The disassembly of the additional consoles for ballast centering **17** is identical.

- ► Fasten the console for ballast centering **17** to the auxiliary crane at points **P19**.
- ► Unpin the console for ballast centering **17** at point **P28**: Remove the spring retainer **19** and unpin the pin **18**.
- ► Lift the console for ballast centering **17** with the auxiliary crane from the operating position **P28**.
- ► Swing in the console for ballast centering **17** to the park position **P24** and pin with the pin **18** and secure with the spring retainer **19**.

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When the console for ballast centering **17** is pinned and secured properly in the park position **P24**:
- ► Remove the auxiliary crane.
- ► Assemble additional consoles for ballast centering **17** in the park position.

17.5 Taking down the erection racks

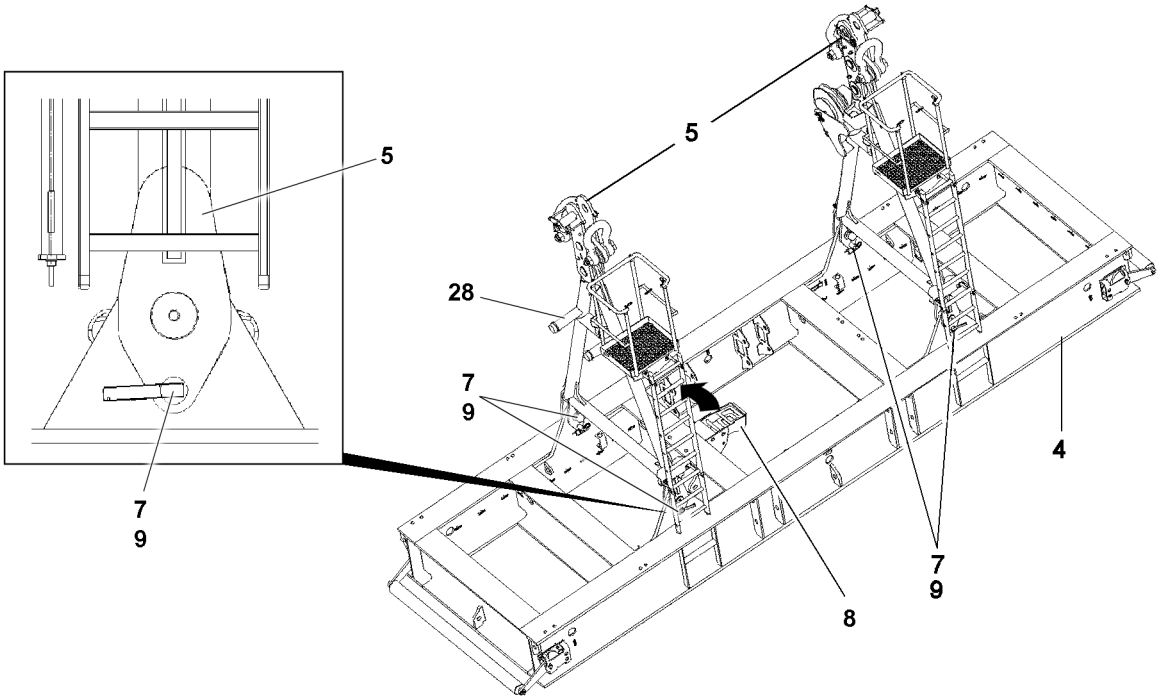

Fig.149293: Taking down the erection racks

Make sure that the following prerequisites are met:
- The consoles for ballast centering **17** are in the park position.
- The support for the erection rack **8** is in the operating position.

Note
- ► Take the erection rack **5** down first with the side supports **28**.

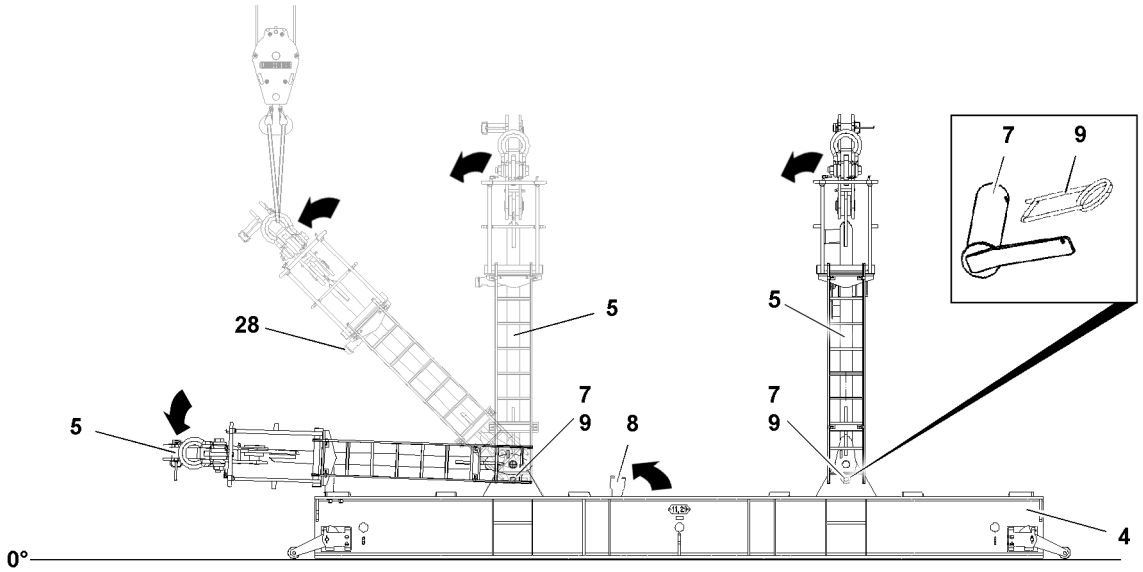

Fig.149294: Taking the first erection rack down

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WARNING
Danger of accident during disassembly of the erection racks!
Before unpinning the retaining pins **7**, the erection racks must hang securely on the auxiliary crane, otherwise the erection racks can tip over.
Death, severe bodily injuries, property damage.
- ► Never unpin the retaining pins of unsecured or unsupported erection racks.
- ► It is prohibited for anyone to remain under the erection racks or within the complete danger zone during the pinning and unpinning procedure.

- ► Fasten the erection rack **5** to the auxiliary crane and secure it to prevent it from tipping over.
- ► Remove both spring retainers **9** and unpin the retaining pins **7**.
- ► Insert the retaining pins **7** in the transport receptacle.
- ► Lower the erection rack **5** with the auxiliary crane until the supports **28** are resting on the suspended ballast frame **4**.

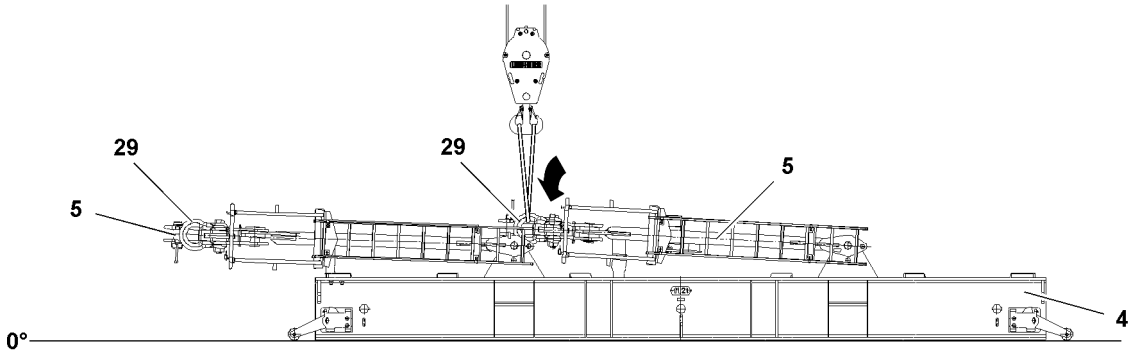

Fig.149295: Taking the second erection rack down

When the first erection rack is properly taken down:
- ► Take down the second erection rack on the support for the erection rack **8**.
- ► Remove the shackles **29** on the erection racks **5** and store them properly.

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18 Disassembling the suspended ballast guide*

18.1 Disassembling the guy rods on the suspended ballast guide

18.1.1 Standard crane

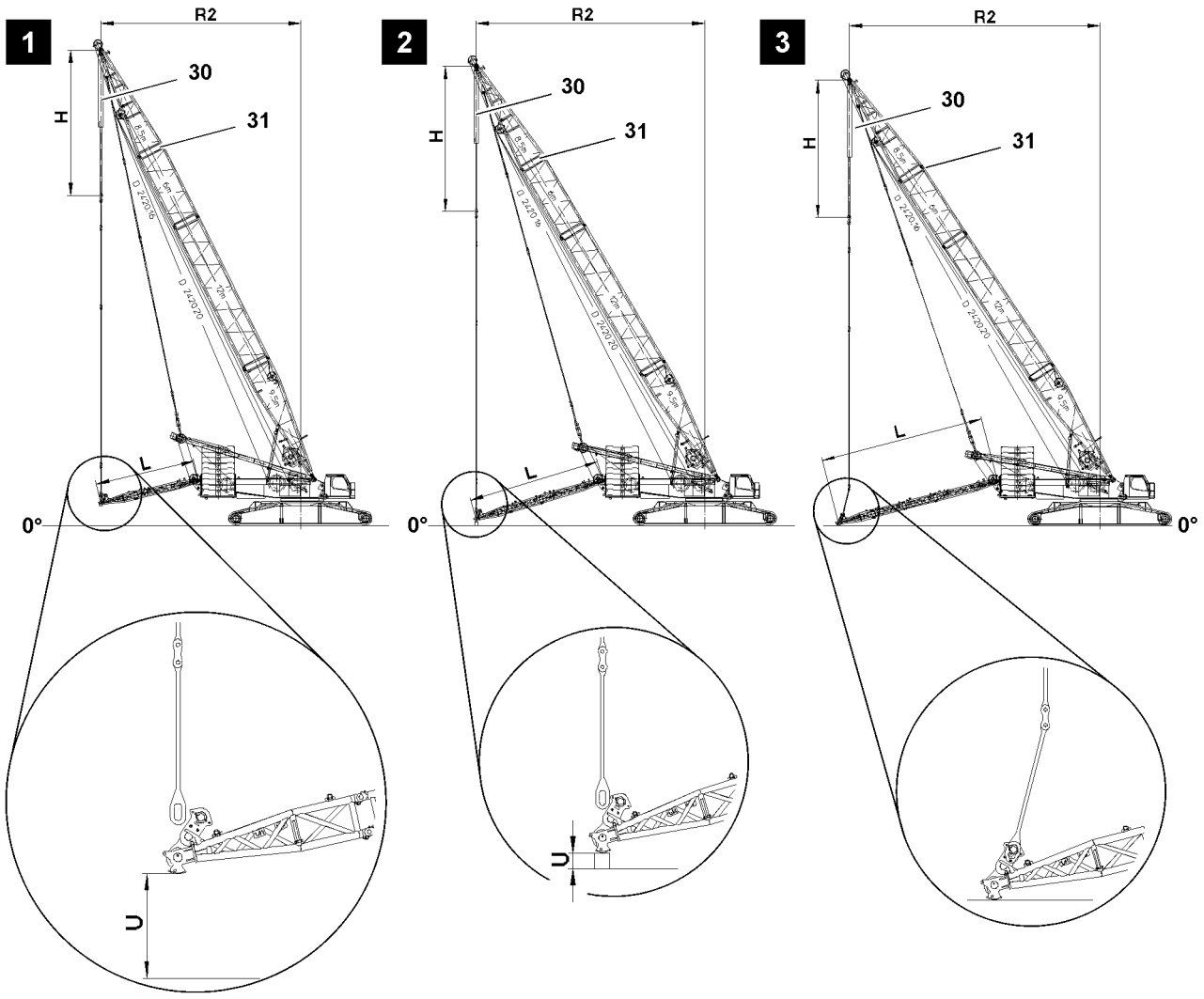

Fig.118919: Assembly positions depending on the derrick ballast radius

Depending on the derrick ballast radius, the suspended ballast guide is supported before disassembly on the turntable. Height of the substructure **U**, see chart.

To unpin the end section on the guy rods, the derrick radius **R2** and the dimension **H** are set depending on the derrick ballast radius with the derrick boom **31** and the hoist cylinders **30**, see chart.

Derrick ballast radius R1	Illustration	L	R2	H	U
15.0 m	**1**	7575 mm	15133 mm	11000 mm	1465 mm
17.5 m	**2**	10025 mm	17348 mm	11000 mm	250 mm
20.0 m	**3**	12475 mm	19000 mm	10400 mm	End section is placed on the ground

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Make sure that the following prerequisite is met:
– The suspended ballast pallet has been properly disassembled from the suspended ballast guide.

► Set the derrick boom **31** and the hoist cylinder **30** to the derrick radius **R2** and dimension **H**.

When the 15.0 m derrick ballast radius is disassembled:
► Lower the suspended ballast guide with the auxiliary crane to height **U** or take down the end section on a substructure, height **U**.

When the 17.5 m derrick ballast radius is disassembled:
► Lower the suspended ballast guide with the auxiliary crane and take down the end section on the substructure, height **U**.

When the 20.0 m derrick ballast radius is disassembled:
► Lower the suspended ballast guide with the auxiliary crane and take the end section down on the ground.

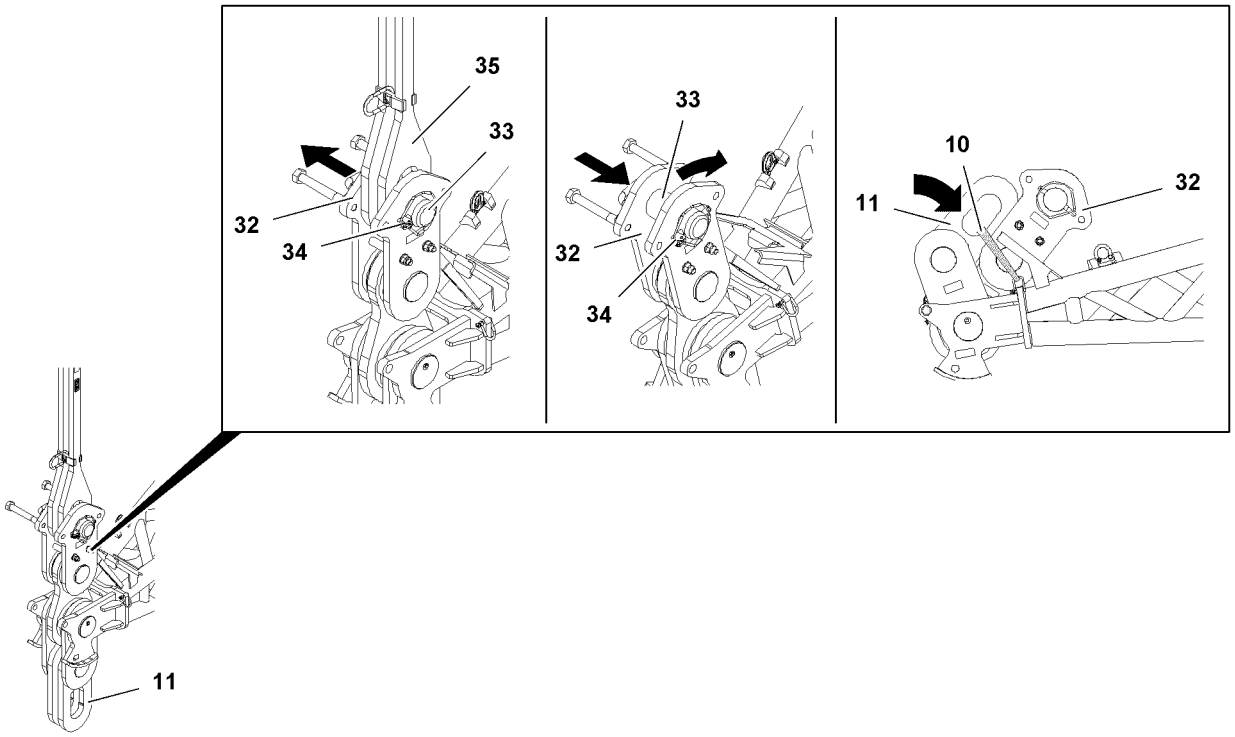

Fig.119200: Disassembling the guy rods on the end section of the suspended ballast guide

The guy rods are removed on both sides on the end section.

The pin procedure is described for one guy rod as an example.

WARNING
Swinging guy rod **35**!
Swinging guy rods can sheer off limbs or cause serious crushing.
Death, severe bodily injuries, property damage.
► Before unpinning, make sure that the bracket **32** is secured to prevent it from folding down.

When the 20.0 m derrick ballast radius is disassembled:
► Before unpinning, make sure that the guy rod **35** is secured to prevent it from swinging.

► Unpin the guy rod **35** on the bracket **32**: Remove the locking pin **34** and unpin the pin **33**.
► Lift the guy rod **35** and fold the bracket **32** in direction of the pivot section.
► Insert the pin **33** and secure with the locking pin **34**.
► Fold the bracket **11** into the transport position in direction of the bracket **32**.
► Secure the bracket **11** and bracket **32** with the transport strap **10**.
► Unpin the second guy rod **35** on the end section.

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18.1.2 Narrow track crane

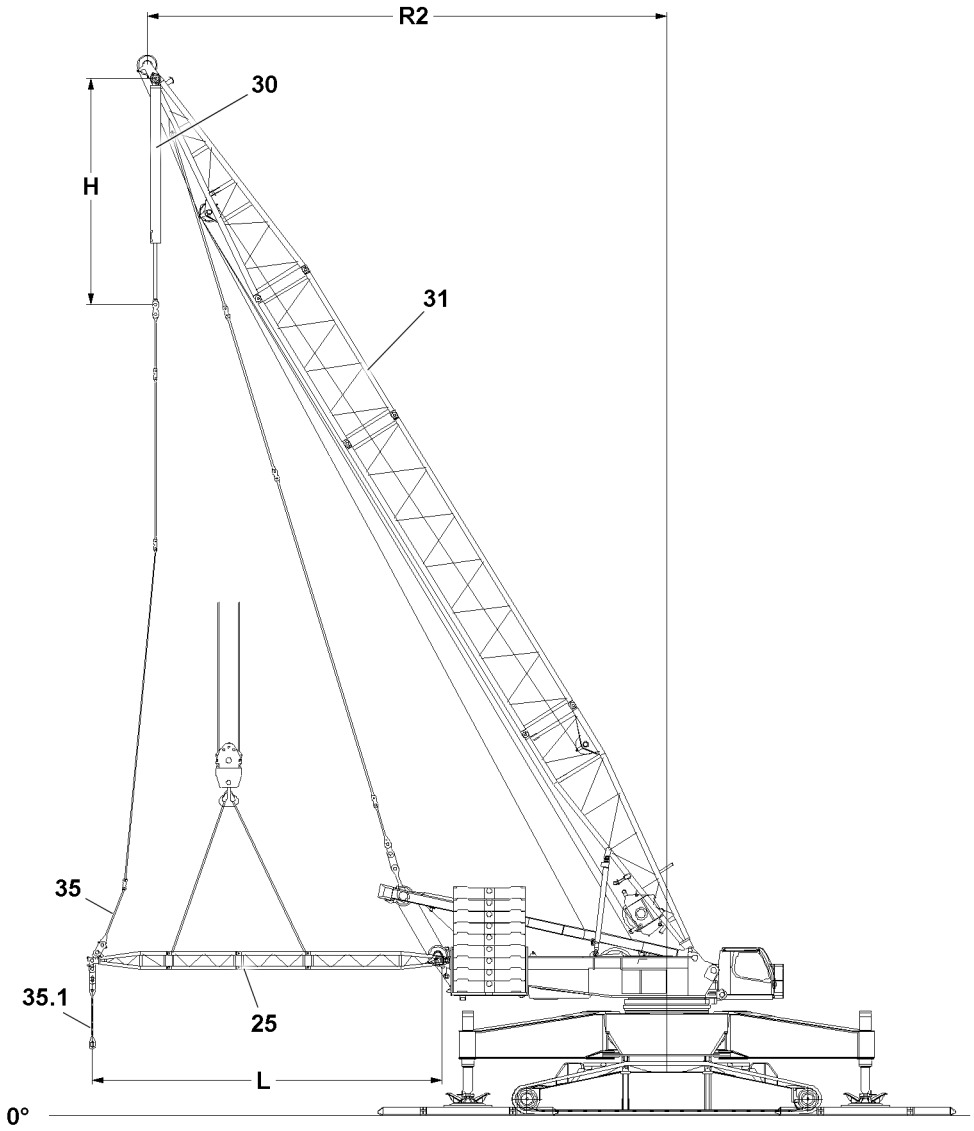

Fig.146512: Assembly positions depending on the derrick ballast radius

Make sure that the following prerequisites are met:
- The suspended ballast pallet has been properly disassembled from the suspended ballast guide.
- The suspended ballast guide is safely held by the auxiliary crane.

Disassembling the D-auxiliary rods for the suspended ballast

WARNING
Falling D-auxiliary rods!
Death, severe bodily injuries, property damage.
► Make sure that no personnel is within the danger zone during the disassembly of the D-auxiliary rods **35.1**.

► Fasten the D-auxiliary rods **35.1** to the auxiliary crane.

When the D-auxiliary rods **35.1** are safely held by the auxiliary crane:
► Unpin the D-auxiliary rods **35.1** on the suspended ballast guide **25**.
► Swing the D-auxiliary rods **35.1** out with the auxiliary crane and take it down.

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Disassembling the D-guy rods

To be able to unpin the end section of the suspended ballast guide **25** on the D-guy rods, set the derrick boom **31** to the derrick boom radius **R2** and the hoist cylinder **30** to the dimension **H**, see chart.

Derrick ballast radius R	L	R2	H
15.0 m	7575 mm	15000 mm	—
17.5 m	10025 mm	17500 mm	—
20.0 m	12475 mm	18000 mm	7956 mm

Make sure that the following prerequisite is met:
– The suspended ballast guide is safely held by the auxiliary crane.

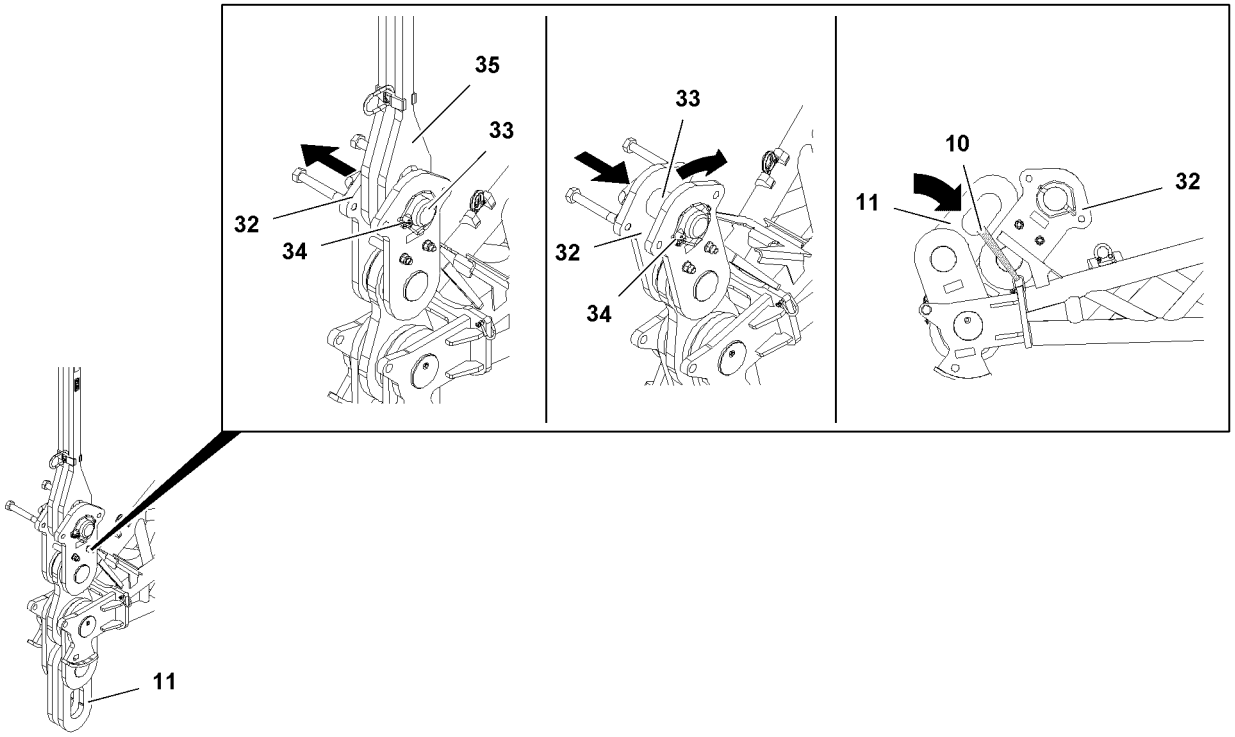

*Fig.119200: Disassembling the guy rods on the end section of the suspended ballast guide **25***

► On both sides, take the brackets **11** down to the rear or fold them down.

The D-guy rods **35** are pinned on both sides on the end section of the suspended ballast guide. The pin procedure is described on the example for one D-guy rod.

► Remove the locking pin **34** and unpin the pin **33**.
► Position the brackets **32** and the D-guy rods **35** until the pin bores align.
► Pin the D-guy rods **35** on the brackets **32**: Insert the pin **33** and secure with the locking pin **34**.
► Assemble the second D-guy rod **35** on the end section of the suspended ballast guide.

Result:

– The suspended ballast guide **25** is disassembled on the D-guying.

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18.2 Disassembling the suspended ballast guide on the turntable frame

18.2.1 Unpinning the suspended ballast guide on the turntable

Make sure that the following prerequisites are met:
- The suspended ballast pallet is properly disassembled.
- The suspended ballast guide is safely held by the auxiliary crane.

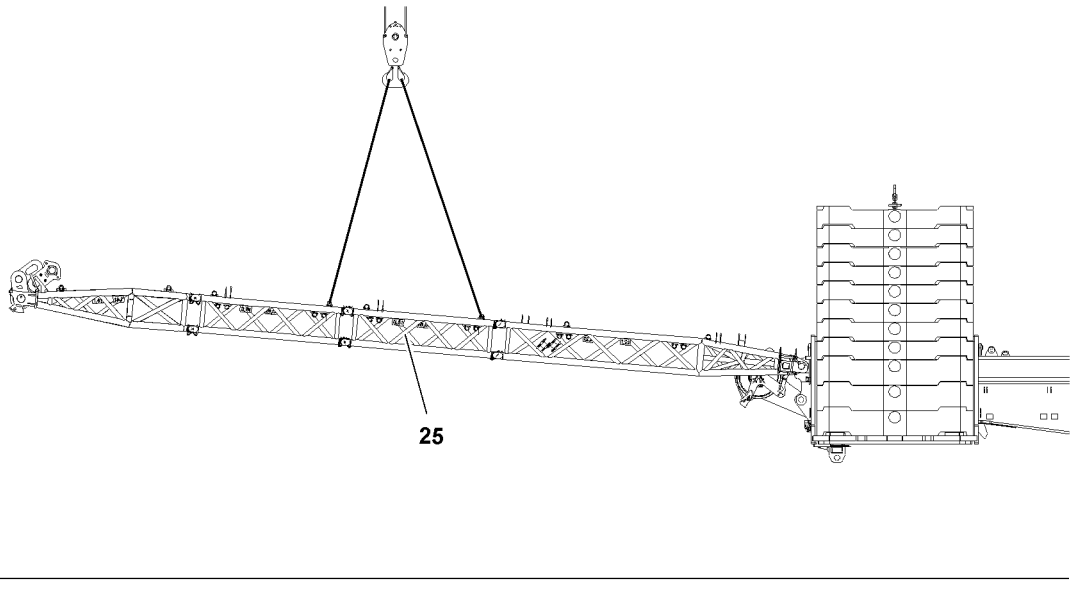

Fig.146662: Suspended ballast guide secured for disassembly with the auxiliary crane

WARNING
Swinging of the suspended ballast guide!
Death, severe bodily injuries, property damage.
► Position the auxiliary crane in such a way that the suspended ballast guide **25** cannot swing after unpinning.

Note
► Unpin with the pin pulling device, see chapter 5.30.

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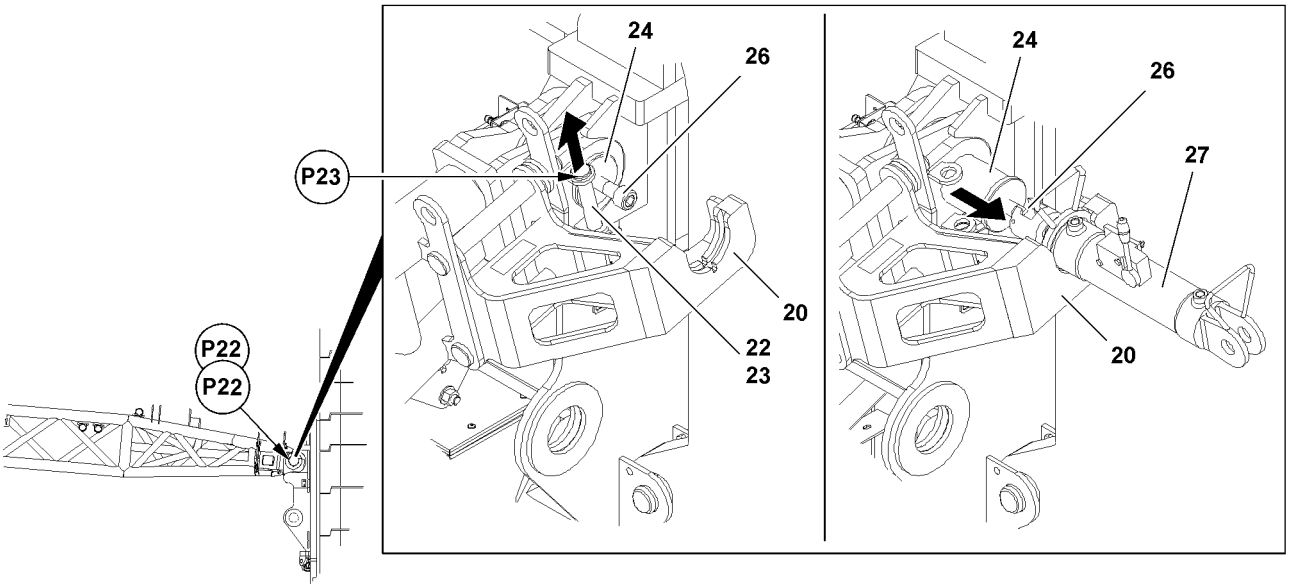

Fig.119201: Unpinning the pin with the pin pulling device

The suspended ballast guide is unpinned on both sided on point **P22**. The unpinning procedure is described for one pin as an example.

- ► Release the pin **24** at point **P23**: Remove the spring retainer **23** and unpin the retaining pin **22**.
- ► Insert the pin pulling cylinder **27** on the console **20** and hang on the screw **26**.
- ► Unpin the suspended ballast guide on the turntable: Unpin the pin **24** with the pin pulling cylinder **27**.
- ► Unhook the pin pulling cylinder **26**.
- ► Unpin the second pin **24** on the suspended ballast guide.

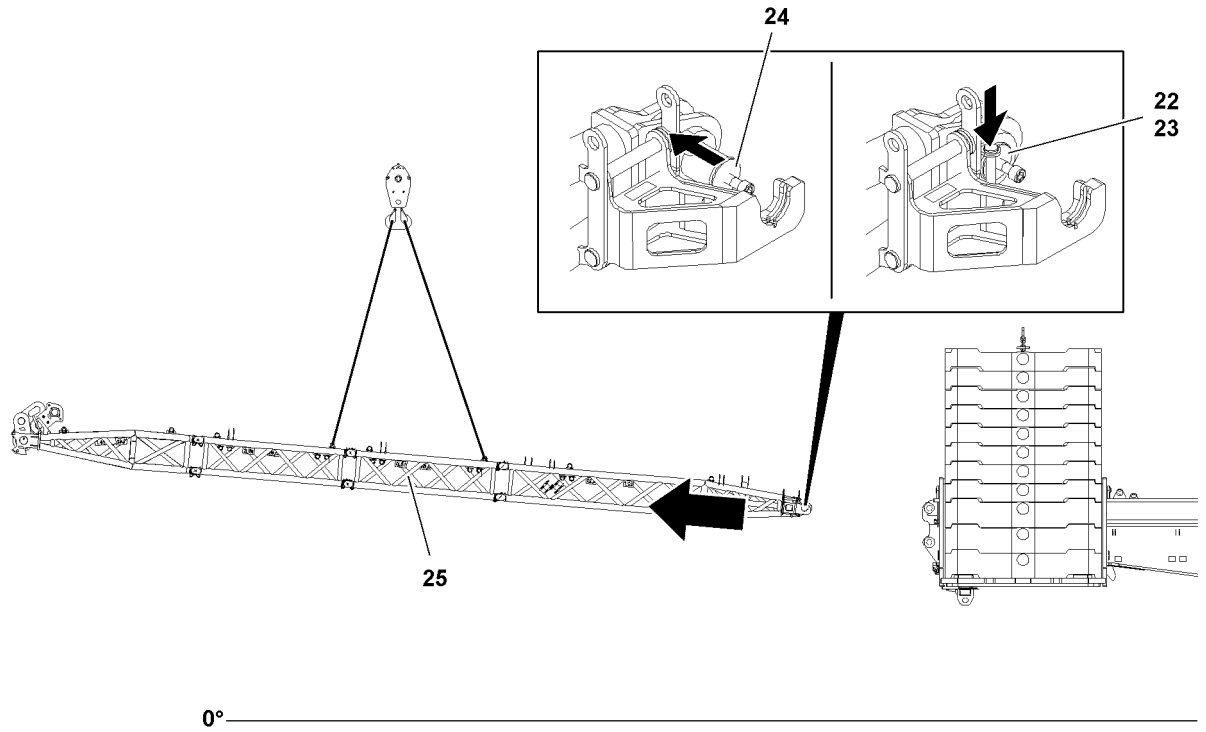

Fig.146663: Removing the suspended ballast guide from the turntable

- ► Remove the suspended ballast guide **25** from the rear of the turntable.

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The pins **24** are pinned on both sides in transport position. The pin procedure is described for one pin as an example.

- ► Insert the pin **24**.
- ► Secure the pin **24**: Insert the retaining pin **22** and secure with the spring retainer **23**.
- ► Insert the second pin **24**.
- ► Take down the suspended ballast guide **25** on the substructure on the ground.

18.2.2 Folding the consoles into the transport position

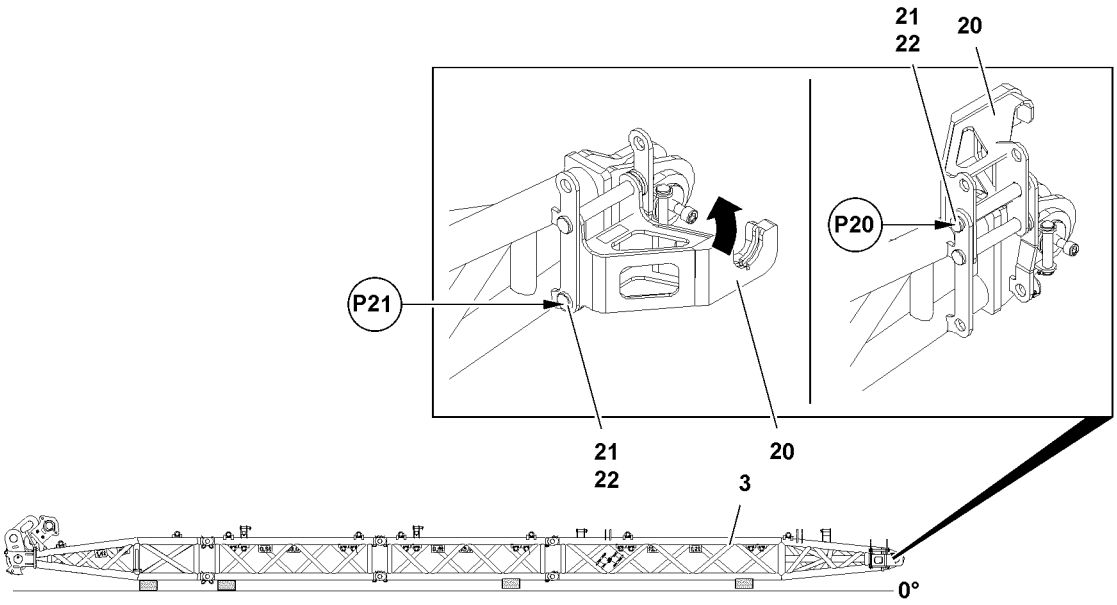

Fig.119203: Folding the consoles into the transport position

The consoles are folded on both sides on the pivot section into transport position. The assembly procedure is described for one console as an example.

- ► Unpin the console **20** at point **P21**: Remove the locking pin **22** and unpin the pin **21**.
- ► The console **20** can fold up in a controlled manner.
- ► Pin the console **20** at point **P20**: Insert the pin **21** and secure with the locking pin **22**.
- ► Fold the second console **20** into the transport position and pin it.

18.3 Disassembling the components for the suspended ballast guide

Note

- ► The disassembly procedure for the 20 m derrick ballast radius is described.
- ► For the 17.5 m derrick ballast radius, an intermediate section is solely installed. To be able to install the transport unit, both intermediate sections are pinned together.
- ► For the 15 m derrick ballast radius, **no** intermediate section is installed.

18.3.1 Disassembling the end section

Make sure that the following prerequisites are met:

– The lattice sections are horizontally supported.

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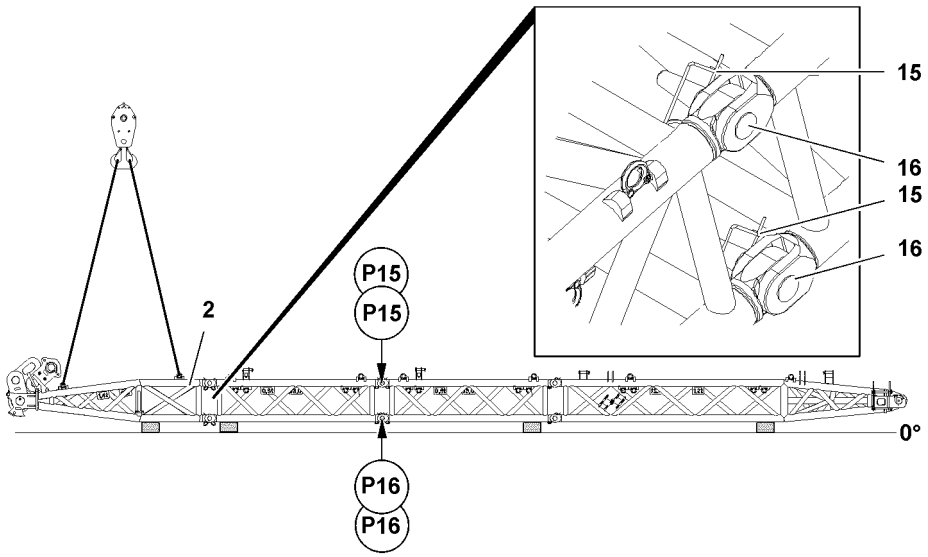

Fig.118914: Disassembling the end section

► Secure the end section **2** with the auxiliary crane.

The end section and the intermediate section are unpinned at four points. Every point is present on both sides of the component on one level.

► Unpin the end section **2** at point **P16** on the intermediate section: Remove spring retainers **15** and unpin pins **16**.
► Unpin the end section **2** at point **P15** on the intermediate section: Remove spring retainers **15** and unpin pins **16**.
► Remove the end section **2** and take it down.
► Remove the fastening equipment.

18.3.2 Disassembling the pivot section

Make sure that the following prerequisite is met:
– The lattice sections are horizontally supported.

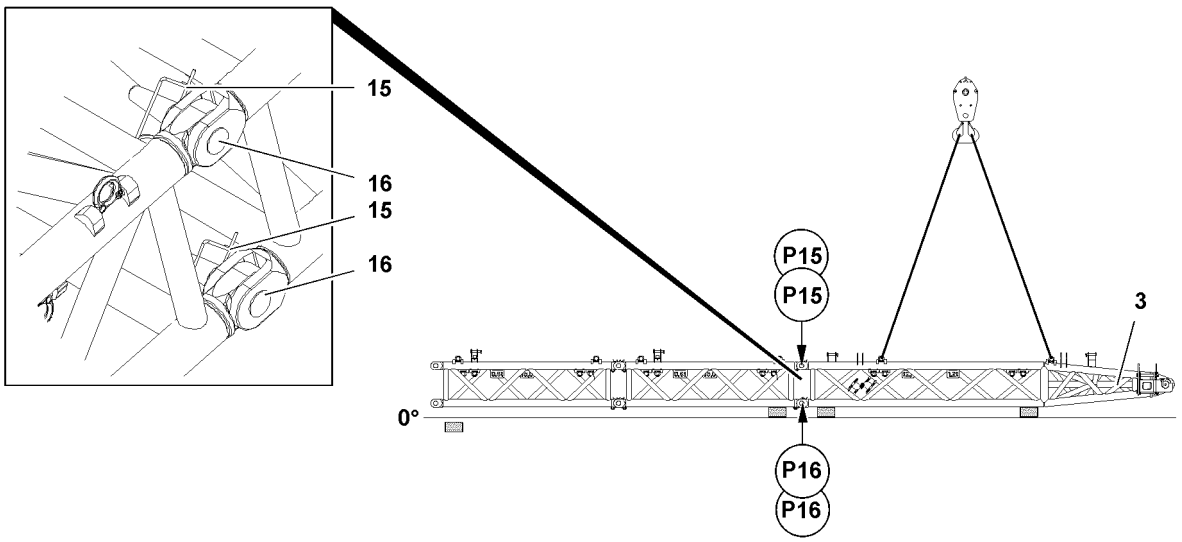

Fig.118913: Disassembling the pivot section

► Secure the pivot section **3** with the auxiliary crane.

The pivot section and the intermediate section are unpinned at four points. Every point is present on both sides of the component on one level.

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- ► Unpin the pivot section **3** at points **P18** on the intermediate section: Remove spring retainers **15** and unpin pins **16**.
- ► Unpin the pivot section **3** at points **P17** on the intermediate section: Remove spring retainers **15** and unpin pins **16**.
- ► Support the pivot section **3**.
- ► Remove the fastening equipment.

18.4 Assembling the transport unit

Make sure that the following prerequisites are met:
- The suspended ballast guide is disassembled.
- The intermediate sections are pinned together.
- An auxiliary crane is available.

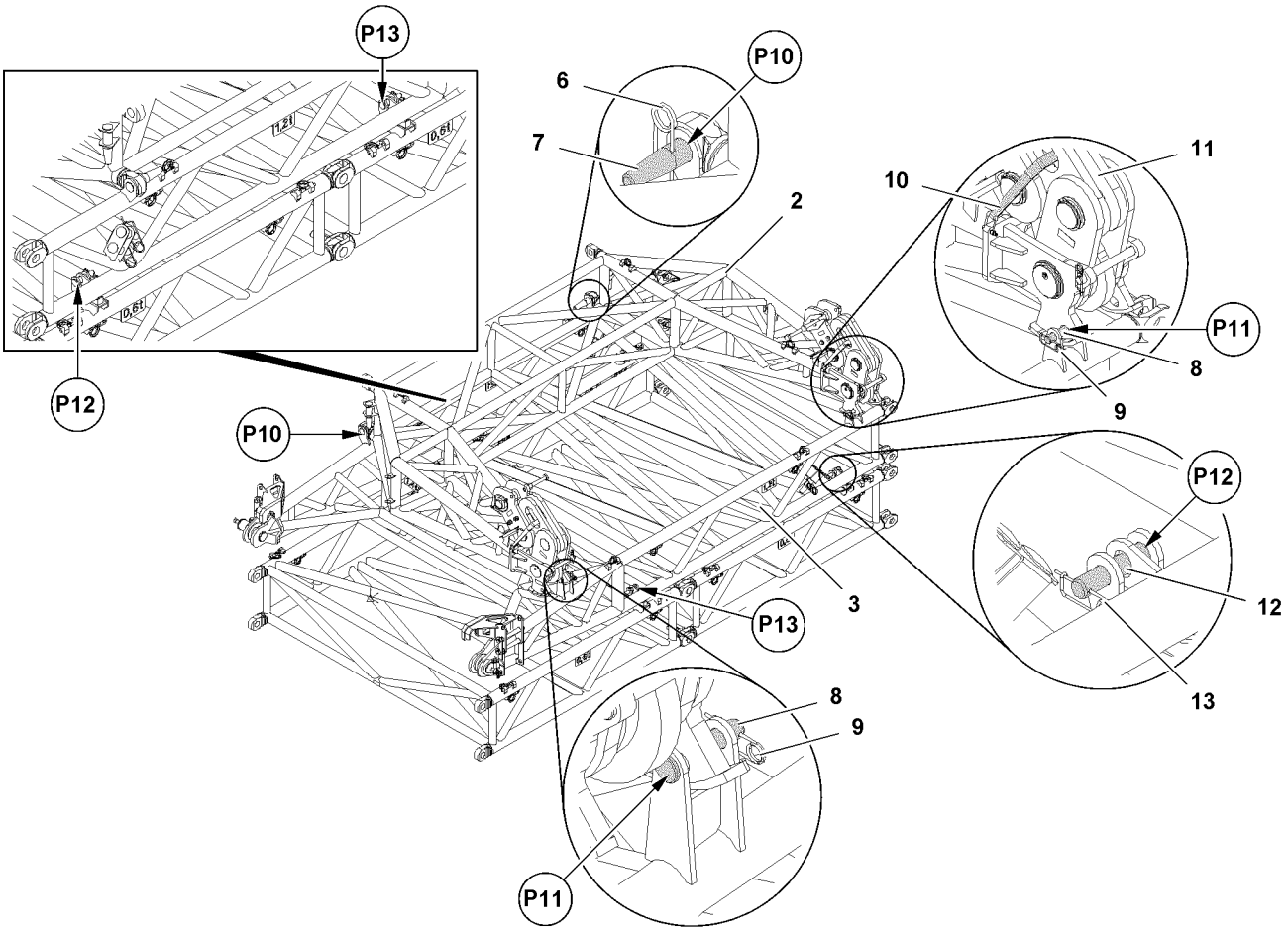

Fig.118549: Assembling the transport unit for the suspended ballast guide

- ► Fasten the auxiliary crane to the pivot section **3**.
- ► Position the pivot section **3** on the intermediate sections until the pin bores align.

The pivot section is pinned at four points. Every point is present on both sides of the component on one level.

- ► Pin the pivot section **3** at point **P12** on the lattice sections: Insert the pins **12** and secure with the spring retainers **13**.
- ► Pin the pivot section **3** at point **P13** on the lattice sections: Insert the pins **12** and secure with the spring retainers **13**.
- ► Fasten the auxiliary crane to the end section **2**.

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WARNING
Unsecured brackets **11**!
Death, severe bodily injuries, property damage.
► Make sure that the brackets **11** are secured with transport straps **10**.

► Position the end section **2** on the pivot section until the pin bores align.

The end section is pinned at four points. Every point is present on both sides of the component on one level.

► Pin the end section **2** at point **P10** on the pivot section: Insert the pins **8** and secure with the spring retainers **6**.
► Pin the end section **2** at point **P11** on the pivot section: Insert the pins **8** and secure with the spring retainers **9**.

Result:

– The transport unit is installed for transport.

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5.36.40 Derrick ballast - suspended ballast - VarioTray

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Fig.195219

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1 Product description

This chapter describes the following derrick ballast variations:
- Suspended ballast *special design*: Divisible ballast pallet „VarioTray“
  Ballasting consisting of ballast plates on a divisible ballast pallet

This crane type has additional derrick ballast variations, which will be described in other chapters of these operating instructions:
- Suspended ballast
  Ballasting consisting of ballast plates on a ballast pallet, see chapter 5.36 or 5.36.10.
- Ballast trailer
  Ballasting consisting of ballast plates on a ballast trailer, see chapter 5.35 or 5.35.10.

Note
Designation of the ballast types
- ► The suspended ballast and the ballast trailer are generally described as derrick ballast.
- ► The ballast installed on the turntable is generally referred to as the counterweight.
- ► The ballast assembled on the crawler travel gear is generally referred to as the central ballast.

Note
- ► The standing levels of the derrick ballast refer to the standing level of the crawler / crane in B-operation and depend on the derrick boom radius and the pull cylinders.
- ► The standing levels of the derrick ballast refer to the standing level of the crawler / crane in B2-operation and, based on the equipment, depend on the derrick ballast radius, the suspended ballast guide B2 and the pull cylinders.

1.1 Functionality

The divisible ballast pallet is referred to as the „VarioTray“.

The divisible ballast pallet „VarioTray“ provides a system for erection with a high derrick ballast and crane operation with a small derrick ballast.

If the main boom is erected, the ballast that is not needed for the crane operation can simply be decoupled. Crane is then driven only with the derrick ballast that is actually needed.

The derrick boom angle, derrick ballast radius, derrick ballast, weight and derrick ballast utilization are shown on LICCON monitor 1.

After assembly on the ground, the derrick ballast is raised for crane operation with the hydraulic cylinders in the D-guying.

The required derrick ballast radius is set in B-operation by adjusting the derrick boom.

The required derrick ballast radius is set in B2-operation by installing / removing lattice sections on the suspended ballast guide.

Crane operation with derrick ballast **without** suspended ballast guide***** is referred to as „B operation“.

Crane operation with derrick ballast **with** suspended ballast guide***** is referred to as „B2 operation“.

For crane operation with derrick ballast, see chapter 4.02 and chapter 4.05.

The D-guying contains two pull cylinders (pull cylinder A and pull cylinder B). These pull cylinders are used to pull, lift or lower the derrick ballast.

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1.2 Variations

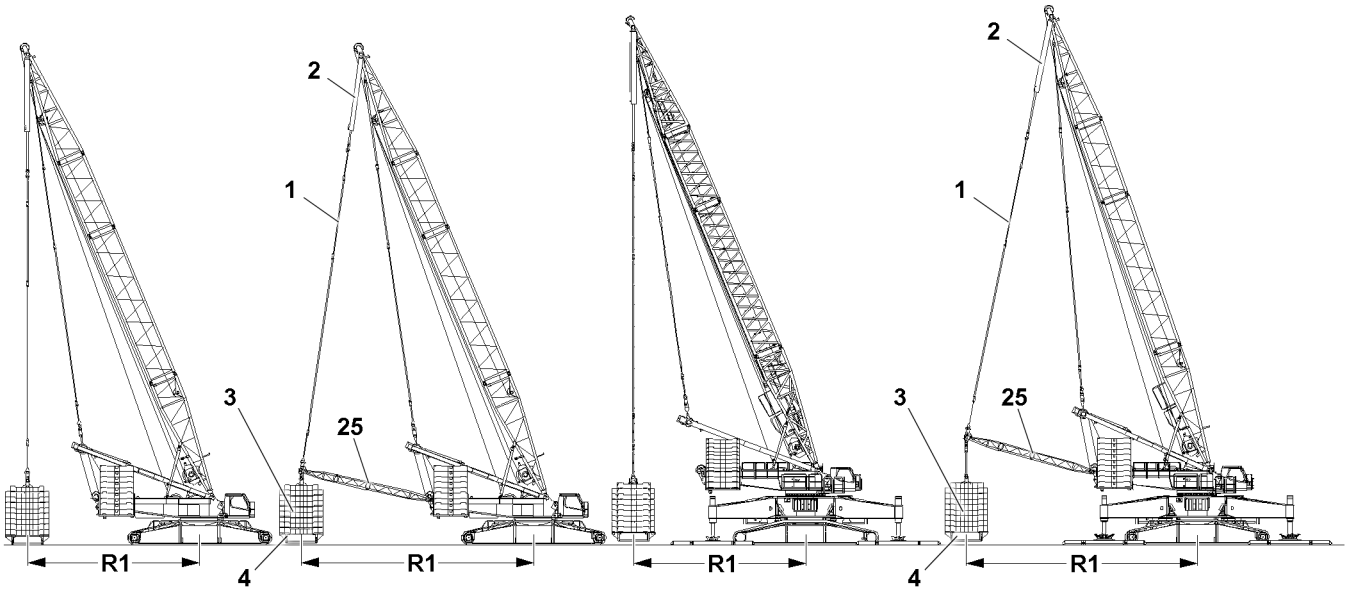

*Fig.149286: Standard crane / narrow track crane derrick ballast with / without suspended ballast guide**

1 D-guying
2 Pull cylinder
3 Ballast plates
4 Divisible ballast pallet „VarioTray“
25 Suspended ballast guide*
R1 Derrick ballast radius

Note
► Two suspended ballast variations are available for the LR 1600/2.

B-operation: Divisible ballast pallet „VarioTray“ **4 without** suspended ballast guide:
– The derrick ballast radius **R1** can be set by adjusting the derrick boom.

B2-operation: Divisible ballast pallet „VarioTray“ **4** with suspended ballast guide **25**:
– The derrick ballast radius **R1** requires the conversion of the suspended ballast guide **25**.

2 Component overview

Note
► The assembly sections are marked with their own weight.
► Dimensions and weights, see chapter 1.03.

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2.1 Suspended ballast guide*

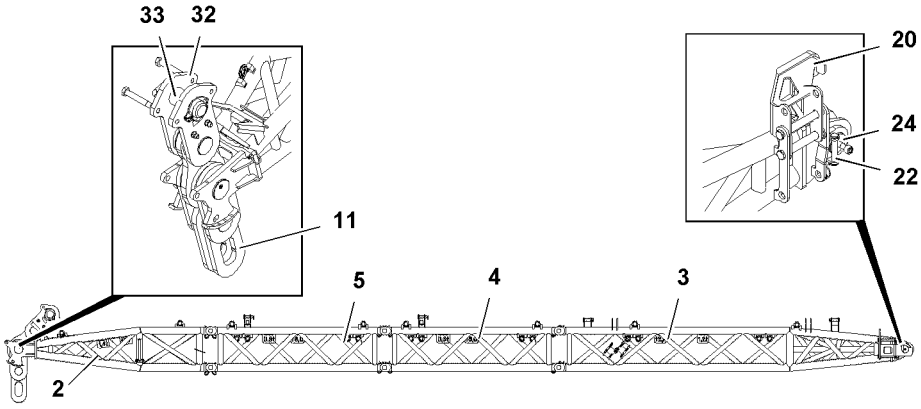

Fig.145389: Components of suspended ballast guide R1 20 m*

2 End section
3 Pivot section
4 Intermediate section
5 Intermediate section
11 Lug
20 Console
22 Retaining pin
24 Pin
32 Lug
33 Pin

2.2 Divisible ballast pallet „VarioTray“

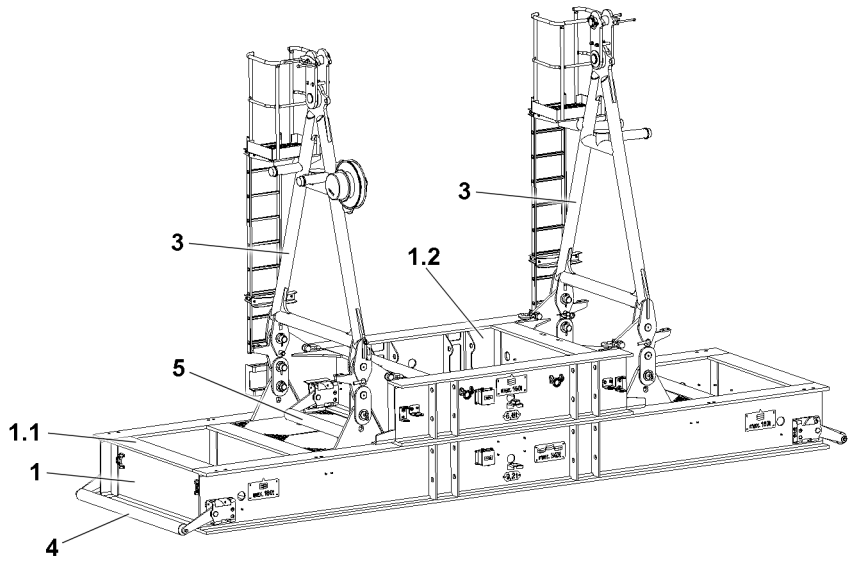

Fig.128889: Components of divisible ballast pallet „VarioTray“

1 Divisible ballast pallet „VarioTray“
1.1 Large ballast pallet
1.2 Small ballast pallet
3 Erection rack
4 Ground contact roller
5 Ground contact roller

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3 Fastening points

WARNING
Falling lattice sections!
Death, severe bodily injuries, property damage.
- ► Make sure that the lattice sections are properly fastened on the respective fastening points.
- ► Make sure that the fastening equipment has the appropriate length and a sufficient load bearing capacity.
- ► Pay attention and adhere to the labels on the fastening points on the lattice sections and crane components.

3.1 Suspended ballast guide*

Note
- ► The suspended ballast guide* with installed components is fastened at four fastening points.

For transport the individual parts are installed as a transport unit.

Every fastening points is present on both sides of the component on a horizontal level.

3.1.1 Transport unit

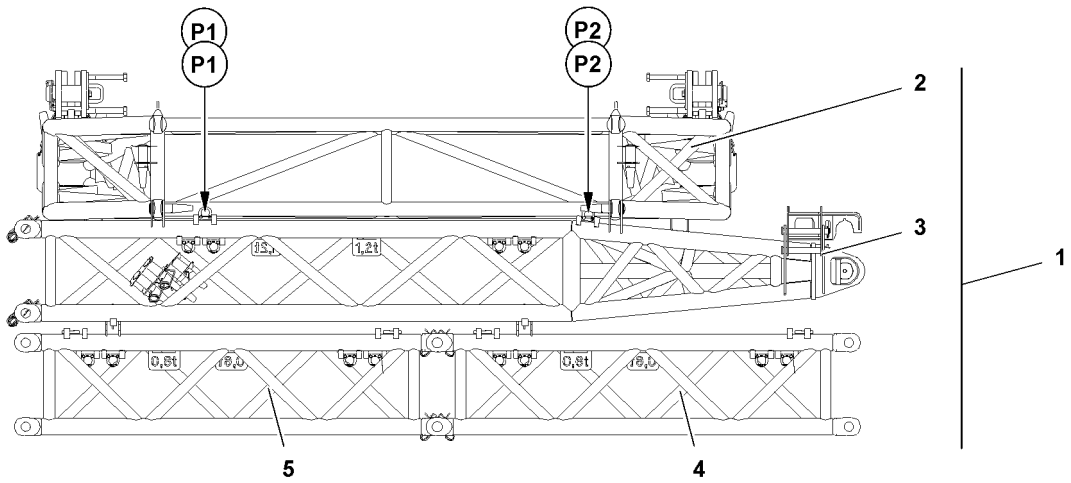

Fig.118548: Transport unit fastening points

1 Transport unit
2 End section
3 Pivot section
4 Intermediate section
5 Intermediate section

Component	Fastening points
Transport unit **1**	P1 and P2

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3.1.2 End section

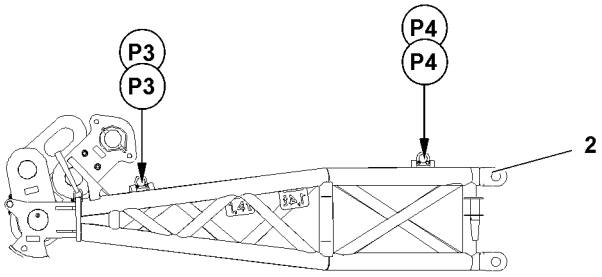

Fig.119209: End section fastening points

Component	Fastening points
End section **2**	P1 and P2

3.1.3 Pivot section

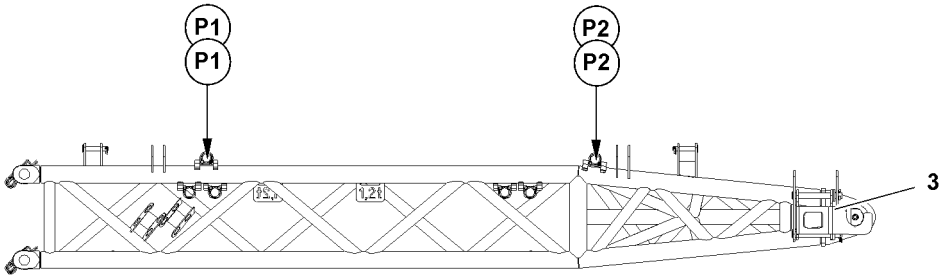

Fig.119251: Pivot section fastening points

Component	Fastening points
Pivot section **3**	P1 and P2

3.1.4 Intermediate sections

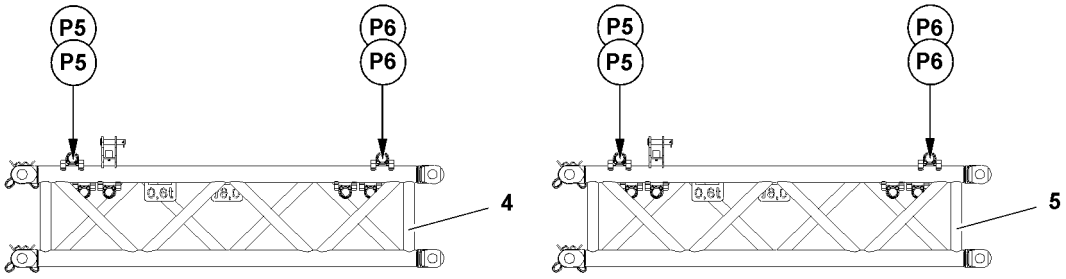

Fig.119252: Intermediate section fastening points

Component	Fastening points
Intermediate section **4** and intermediate section **5**	P5 and P6

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3.2 Divisible ballast pallet „VarioTray“

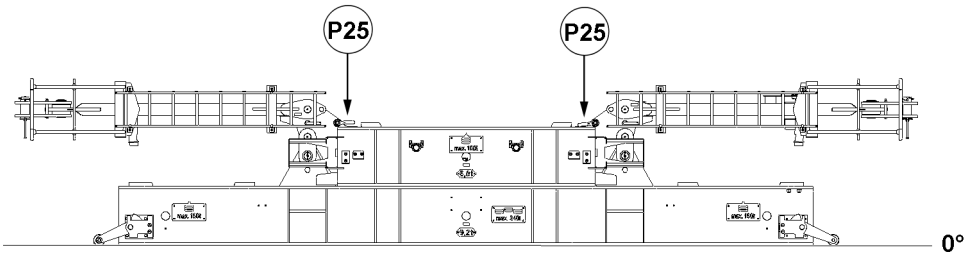

Fig.128890: Fastening points for divisible ballast pallet „VarioTray“

Component	Fastening points
Divisible ballast pallet „VarioTray“	P25

4 Derrick ballast radii and standing levels

WARNING
The crane can topple over.
If the derrick ballast is lifted past the maximum permissible 250 mm from the respective standing level of the derrick ballast, then the crane can be topple over to the rear if the load rips off.
Death, severe bodily injuries, property damage.
- ► There may be no personnel, objects or obstacles within the entire slewing range of the crane, derrick ballast and the load.
- ► In crane operation, lift the derrick ballast no more than maximum 250 mm from the respective standing level of the derrick ballast.
- ► The position of the standing level depends on the set up configuration of the crane, see the following charts.
- ► The ground in the entire working area of the crane - including the derrick ballast and the load - must be even and of sufficient load bearing capacity, in order to be able to securely absorb the encountered ground pressures and weight loads.

Note
- ► Lifting of the derrick ballast must be observed by a guide.

P1 Derrick ballast standing level at the level of the crane standing level
P2 Derrick ballast standing level above the crane standing level (above ground level)
P3 Derrick ballast standing level below the crane standing level (below ground level)

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4.1 Standing levels at D 30 m without guide

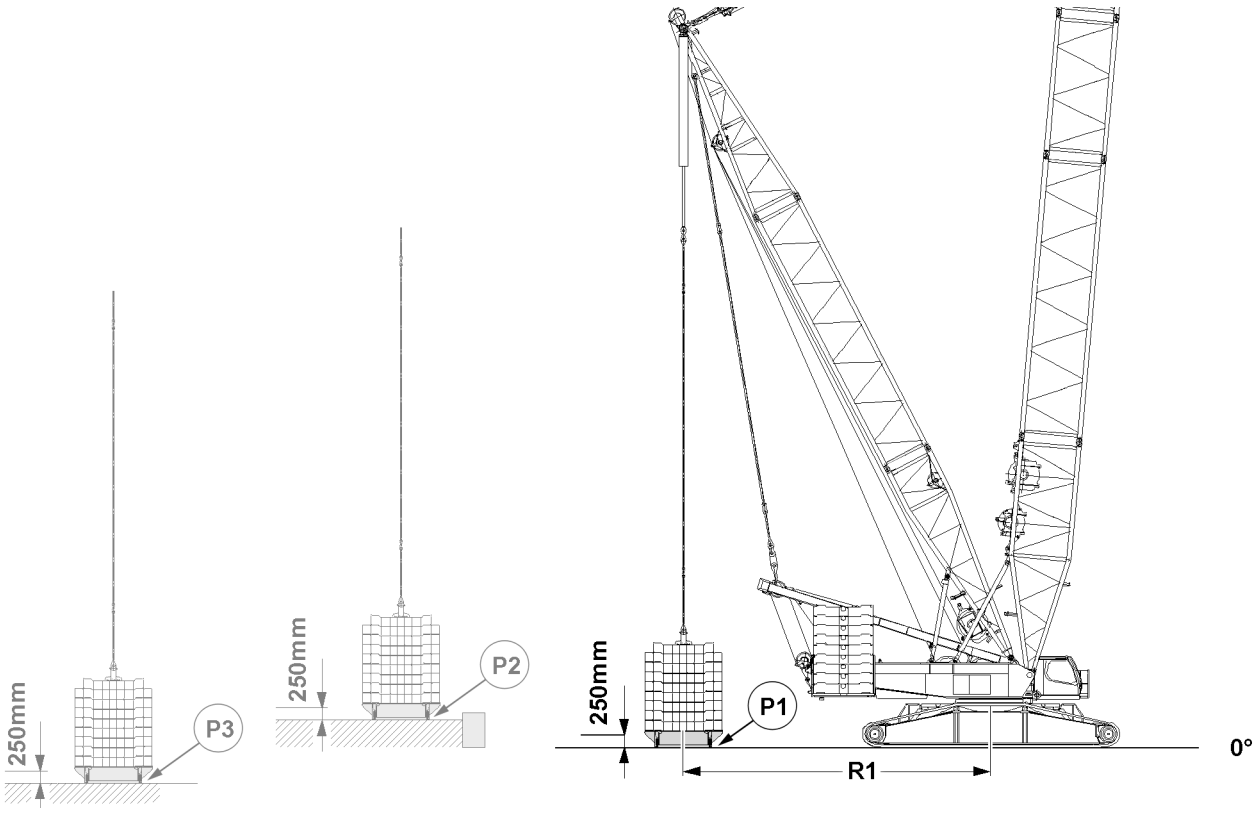

Fig.149266: Lifting the suspended ballast no more than maximum 250 mm from the standing level of the derrick ballast for crane operation

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4.2 Standing levels at D 36 m with guide B2

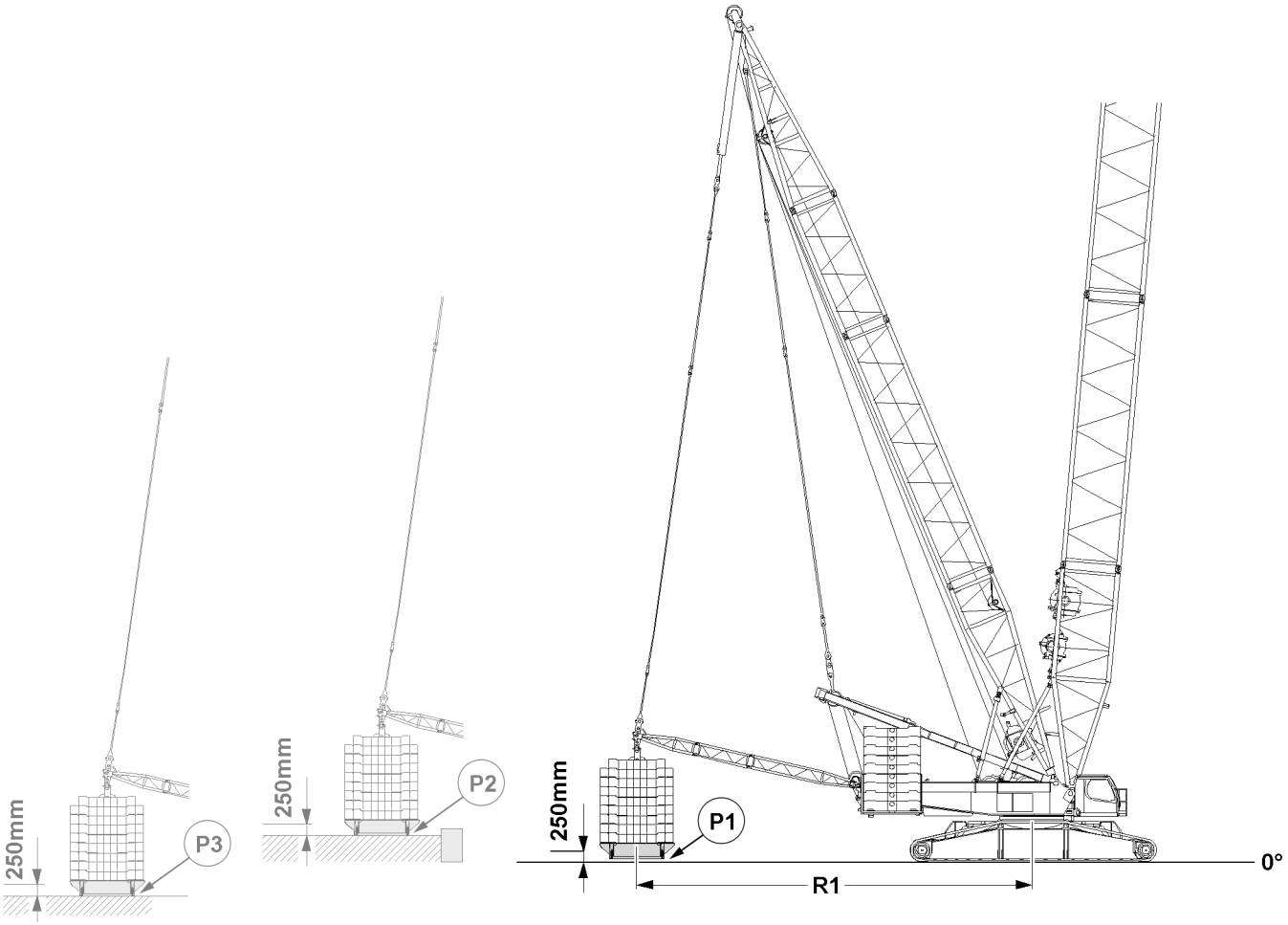

Fig.149271: Lifting the suspended ballast no more than maximum 250 mm from the standing level of the derrick ballast for crane operation

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4.3 Narrow track crane: Standing levels at D 36 m without guide

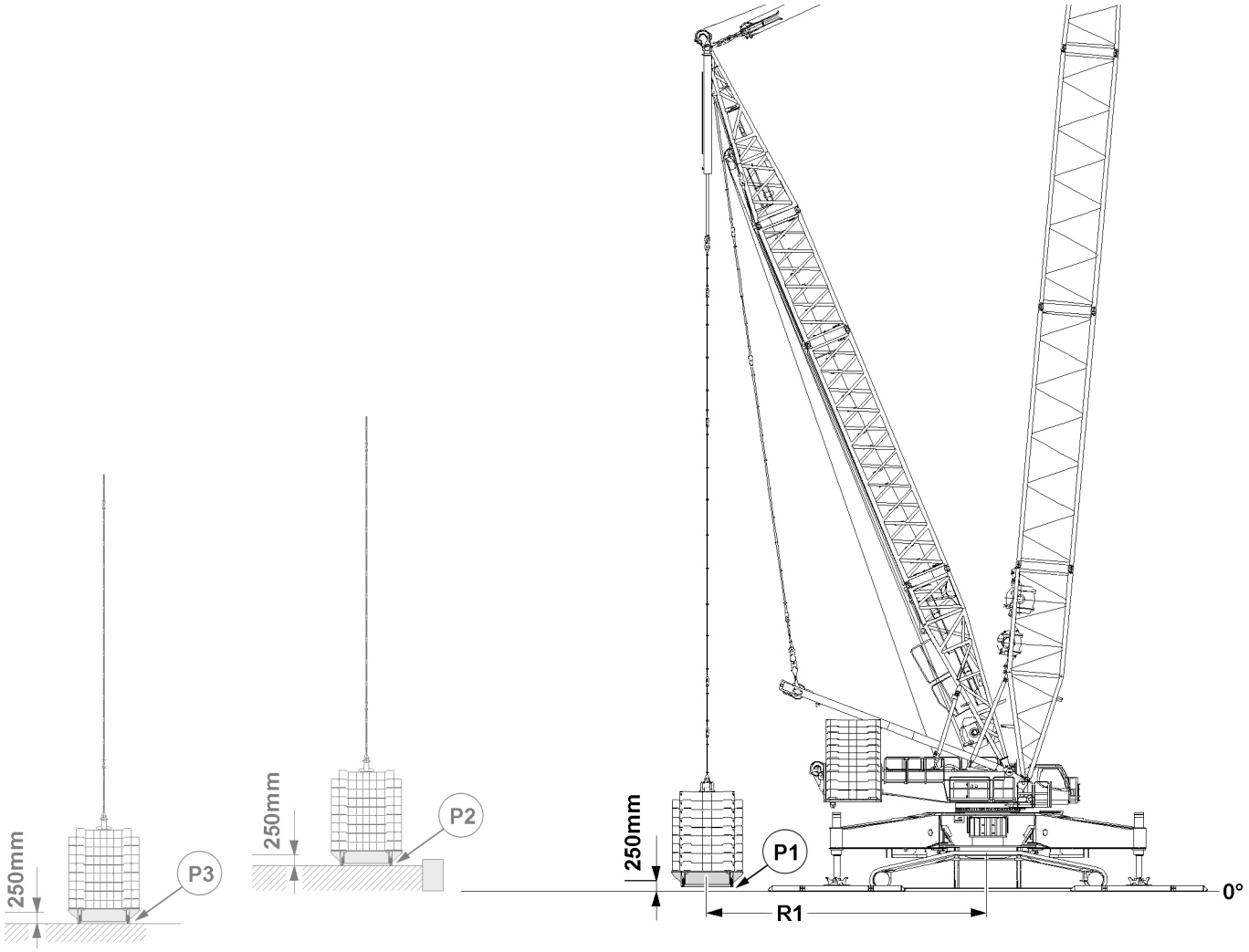

Fig.149280: Narrow track crane: Lifting the suspended ballast no more than maximum 250 mm from the standing level of the derrick ballast for crane operation

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4.4 Narrow track crane: Standing levels at D 36 m with guide B2

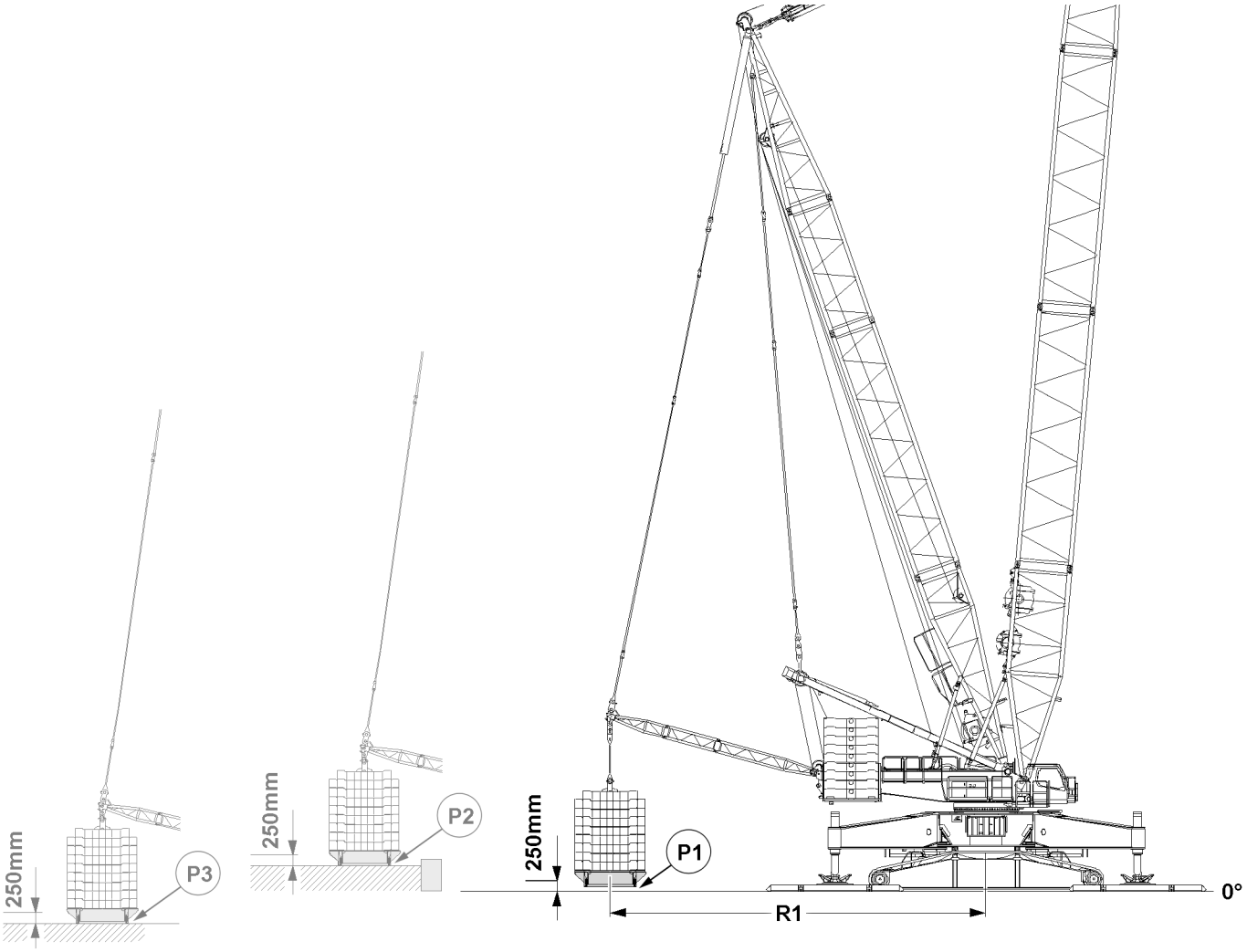

Fig.149277: Narrow track crane: Lifting the suspended ballast no more than maximum 250 mm from the standing level of the derrick ballast for crane operation

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5 Derrick ballast radii and standing levels at D 30.0 m

5.1 Crane operation with large ballast pallet

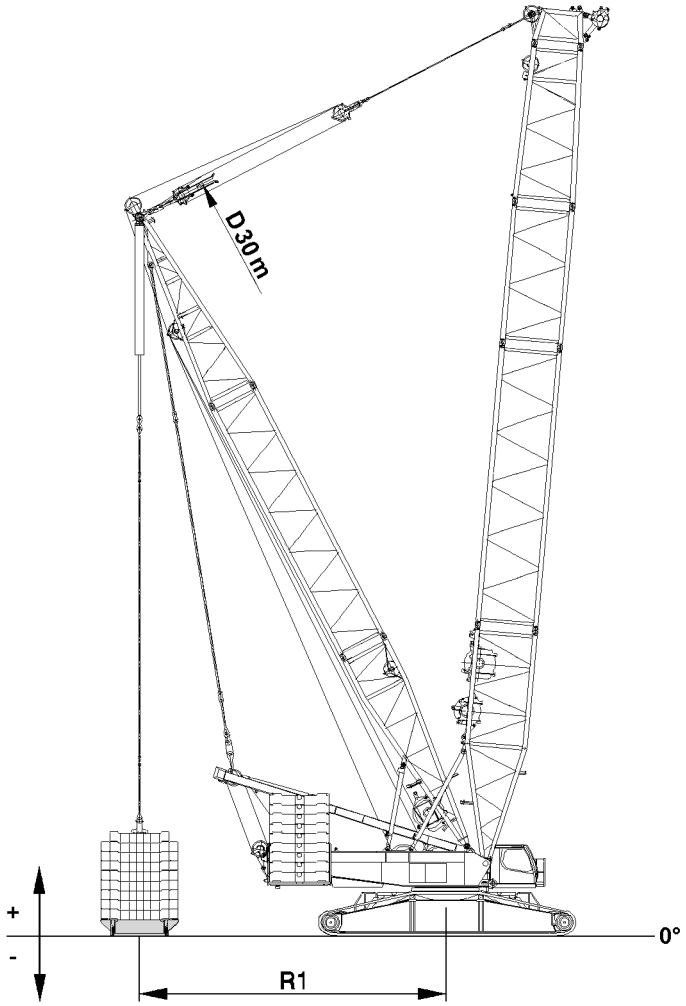

Fig.149267: Derrick ballast standing levels

Derrick ballast radius R1	Derrick ballast standing level	
	Above the crane standing level	Below the crane standing level
10 m	+3953 mm	-1047 mm
15 m	+1453 mm	-3547 mm

30.0 m derrick, large ballast pallet: Derrick ballast radius depending on the standing level

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5.2 Crane operation with small ballast pallet

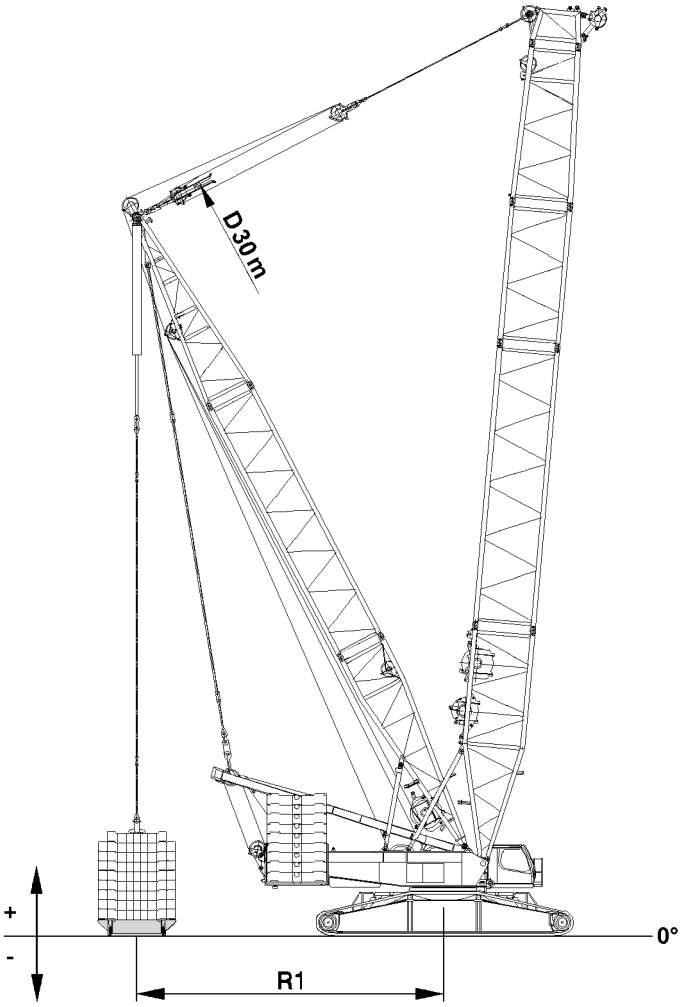

Fig.149267: Derrick ballast standing levels

Derrick ballast radius R1	Derrick ballast standing level	
	Above the crane standing level	Below the crane standing level
10 m	+4653 mm	-347 mm
15 m	+2153 mm	-2847 mm

30.0 m derrick, small ballast pallet: Derrick ballast radius depending on the standing level

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6 Derrick ballast radii and standing levels at D 36.0 m

6.1 Crane operation with large ballast pallet

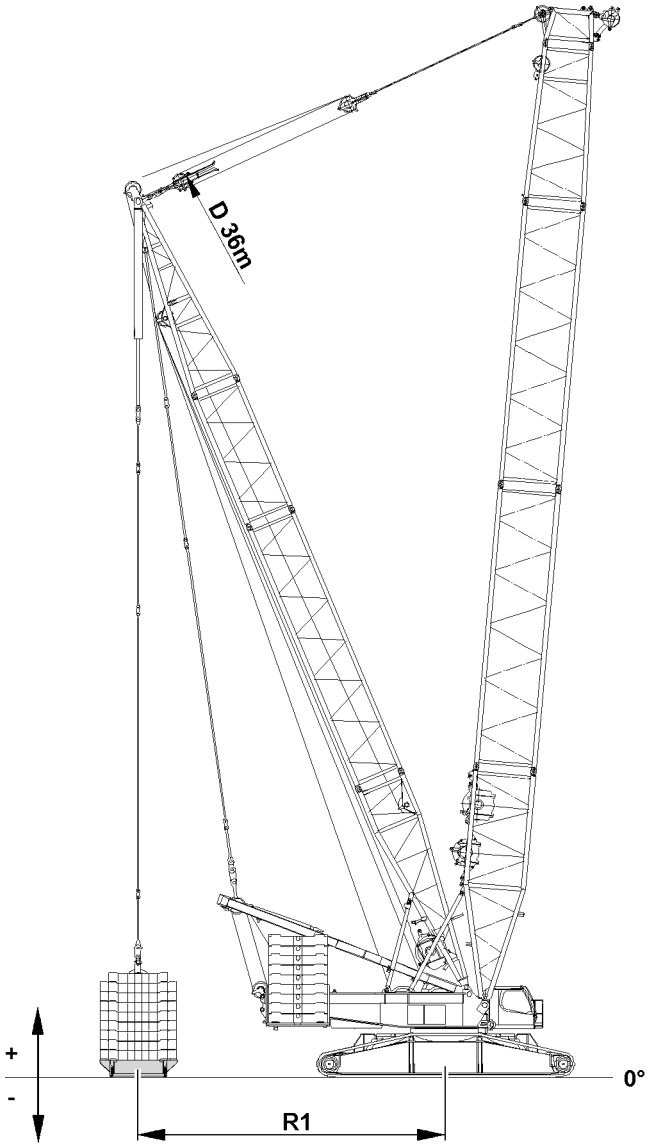

Fig.149268: Derrick ballast standing levels

Derrick ballast radius R1	Derrick ballast standing level	
	Above the crane standing level	Below the crane standing level
10 m	+4313 mm	-687 mm
18 m	+652 mm	-4348 mm

36.0 m derrick, large ballast pallet: Derrick ballast radius depending on the standing level

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6.2 Crane operation with small ballast pallet

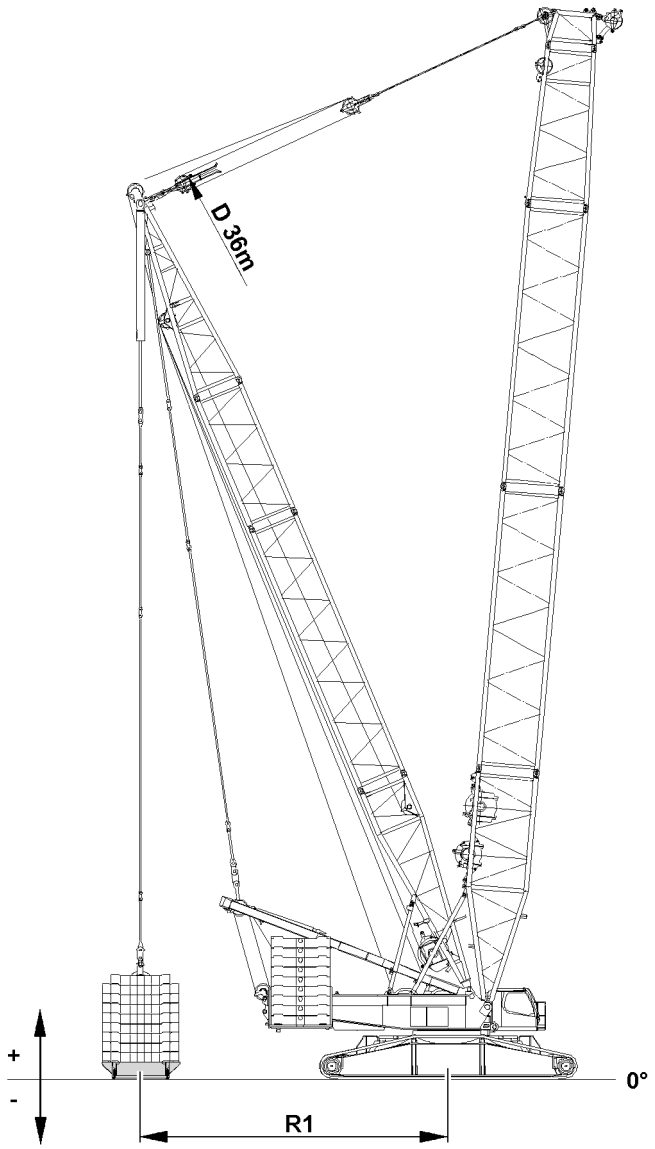

Fig.149268: Derrick ballast standing levels

Derrick ballast radius R1	Derrick ballast standing level	
	Above the crane standing level	Below the crane standing level
10 m	+5013 mm	+13 mm
18 m	+1352 mm	-3648 mm

36.0 m derrick, small ballast pallet: Derrick ballast radius depending on the standing level

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7 Derrick ballast radii and standing levels at D 36.0 m and B2

7.1 Crane operation with large ballast pallet and suspended ballast guide B2

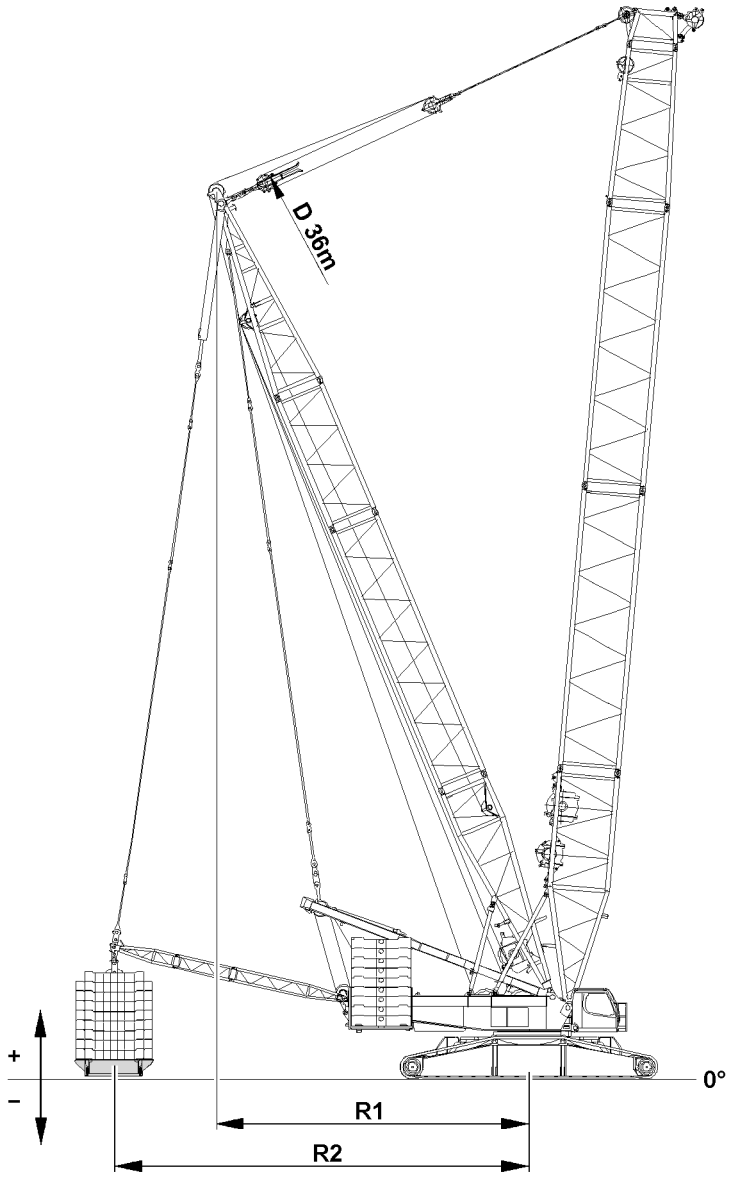

Fig.149269: Derrick ballast standing levels with suspended ballast guide B2

Derrick		Derrick ballast standing level	
Boom radius R1	Ballast radius R2	Above the crane standing level	Below the crane standing level
13 m	15.0 m	1500 mm	- 1500 mm
13 m	17.5 m	1500 mm	- 1500 mm
13 m	20.0 m	1500 mm	- 1500 mm

36.0 m derrick, large ballast pallet, suspended ballast guide: Derrick ballast radius depending on the standing level

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7.2 Crane operation with small ballast pallet and suspended ballast guide B2

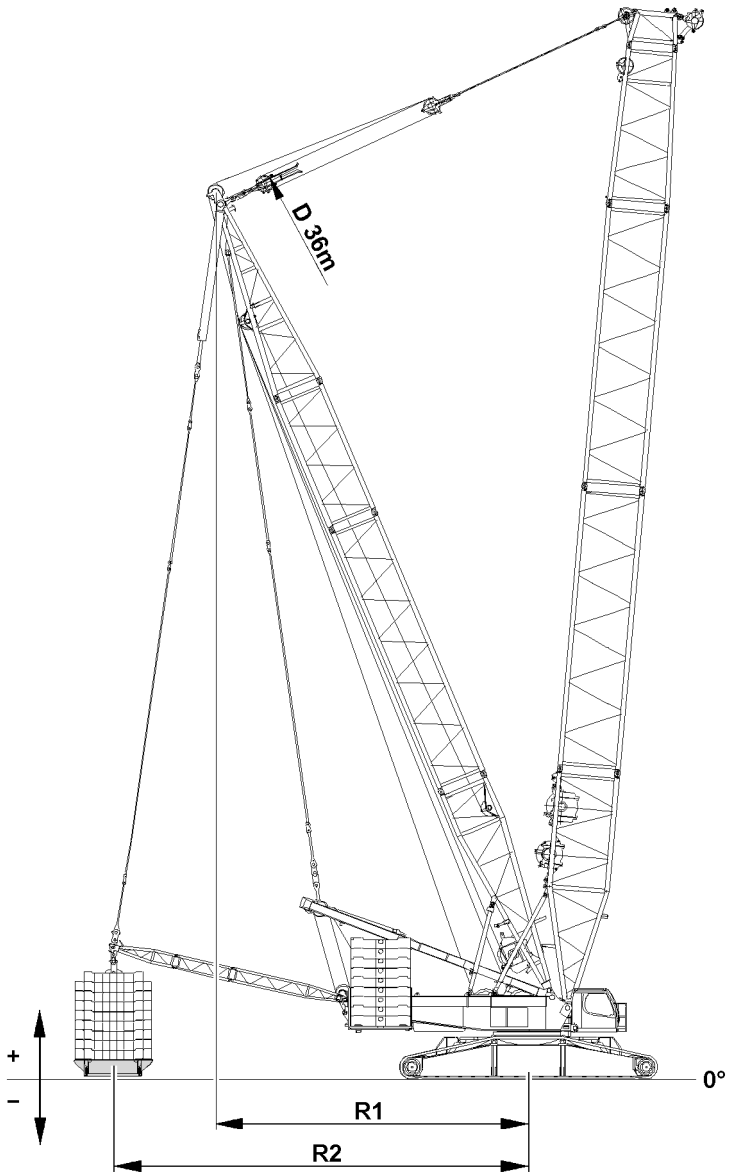

Fig.149269: Derrick ballast standing levels with suspended ballast guide B2

Derrick		Derrick ballast standing level	
Boom radius R1	Ballast radius R2	Above the crane standing level	Below the crane standing level
13 m	15.0 m	2200 mm	- 800 mm
13 m	17.5 m	2200 mm	- 800 mm
13 m	20.0 m	2200 mm	- 800 mm

36.0 m derrick, small ballast pallet, suspended ballast guide: Derrick ballast radius depending on the standing level

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8 Narrow track crane: Derrick ballast radii and standing levels at D 36.0 m

8.1 Crane operation with large ballast pallet

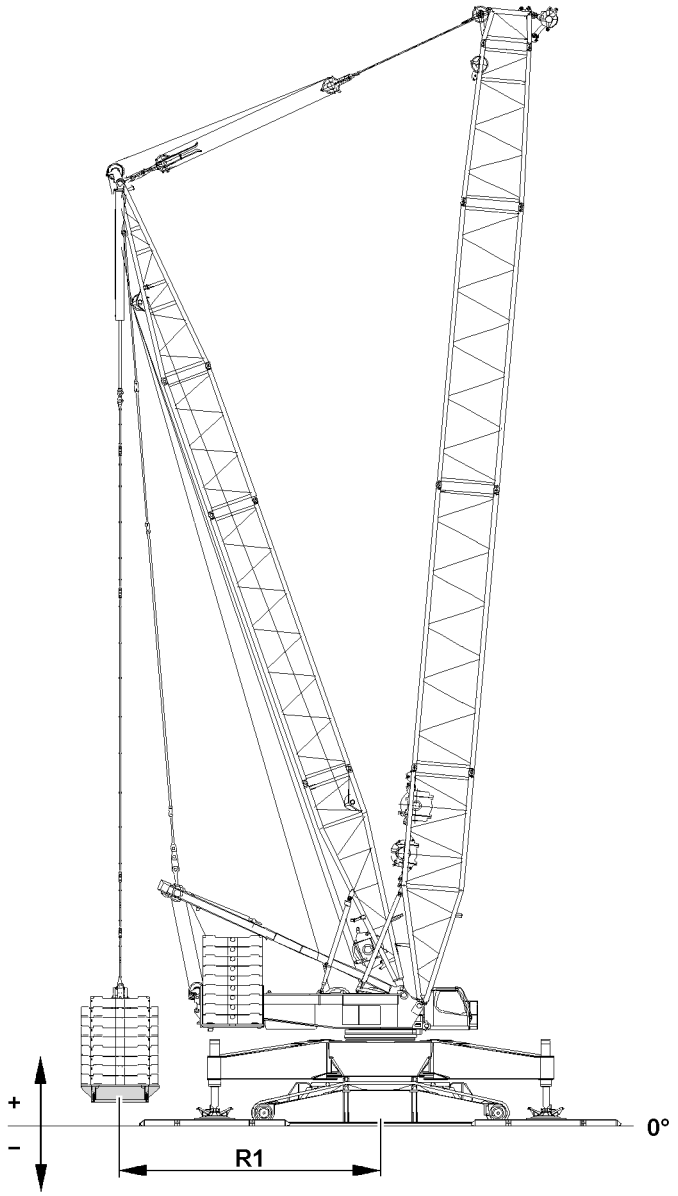

Fig.149279: Narrow track crane: Derrick ballast standing levels

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Derrick ballast radius R1	Derrick ballast standing level	
	Above the crane standing level	Below the crane standing level
13.0 m	3000 mm (3470 mm)	- 2000 mm (-1530 mm)
18.0 m	430 mm (900 mm)	- 4560 mm (-4009 mm)

36.0 m derrick, large ballast pallet, derrick ballast radius depending on the standing level

(Parenthesis value) = Support cylinder with maximum extension

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8.2 Crane operation with small ballast pallet

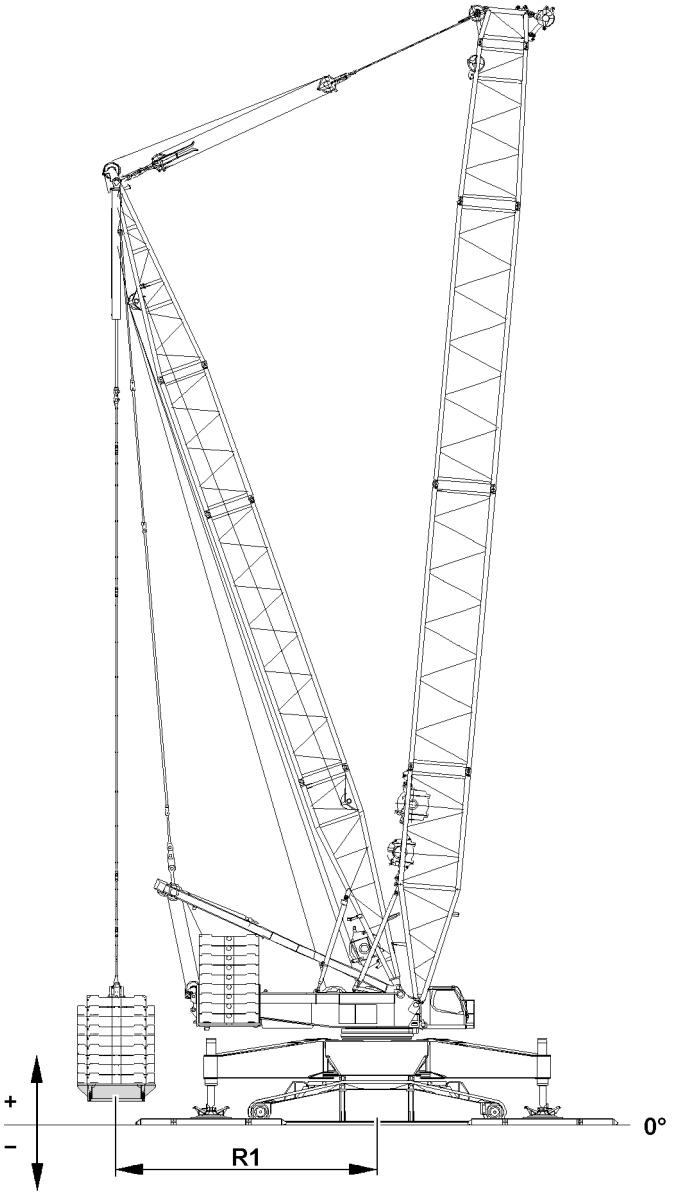

Fig.149279: Narrow track crane: Derrick ballast standing levels

Derrick ballast radius R1	Derrick ballast standing level	
	Above the crane standing level	Below the crane standing level
13 m	3700 mm (4170 mm)	- 1300 mm (1770 mm)
18 m	1130 mm (1600 mm)	- 3860 mm (-3390 mm)

36.0 m derrick, small ballast pallet, derrick ballast radius depending on the standing level

(Parenthesis value) = Support cylinder with maximum extension

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9 Narrow track crane: Derrick ballast radii and standing levels at D 36.0 m and B2

9.1 Crane operation with large ballast pallet and suspended ballast guide B2

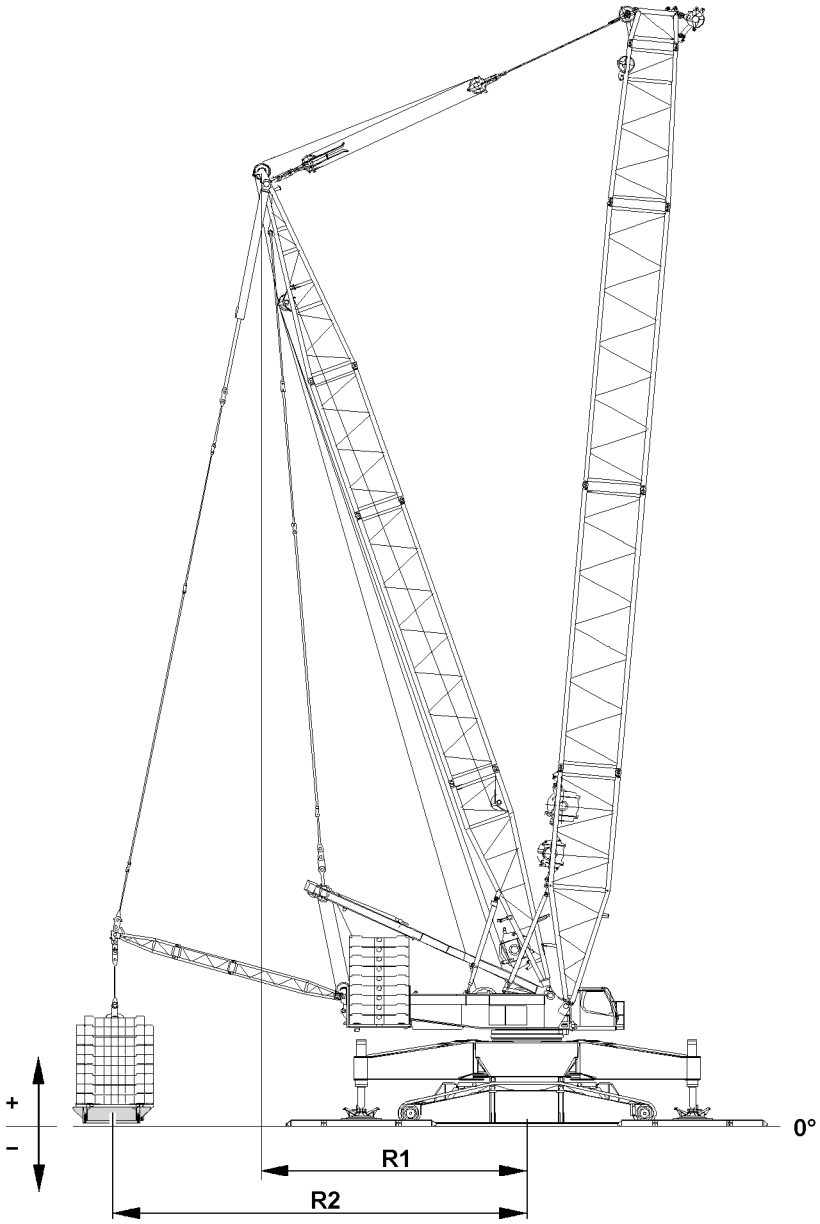

Fig.149276: Narrow track crane: Derrick ballast standing levels with suspended ballast guide B2

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Derrick		Derrick ballast standing level	
Boom radius R1	Ballast radius R2	Above the crane standing level	Below the crane standing level
11 m	15.0 m	1000 mm (1470 mm)	- 1000 mm (-530 mm)
11 m	17.5 m	1000 mm (1470 mm)	- 1000 mm (-530 mm)
11 m	20.0 m	1000 mm (1470 mm)	- 1000 mm (-530 mm)

36.0 m derrick, large ballast pallet, suspended ballast guide: Derrick ballast radius depending on the standing level

(Parenthesis value) = Support cylinder with maximum extension

9.2 Crane operation with small ballast pallet and suspended ballast guide B2

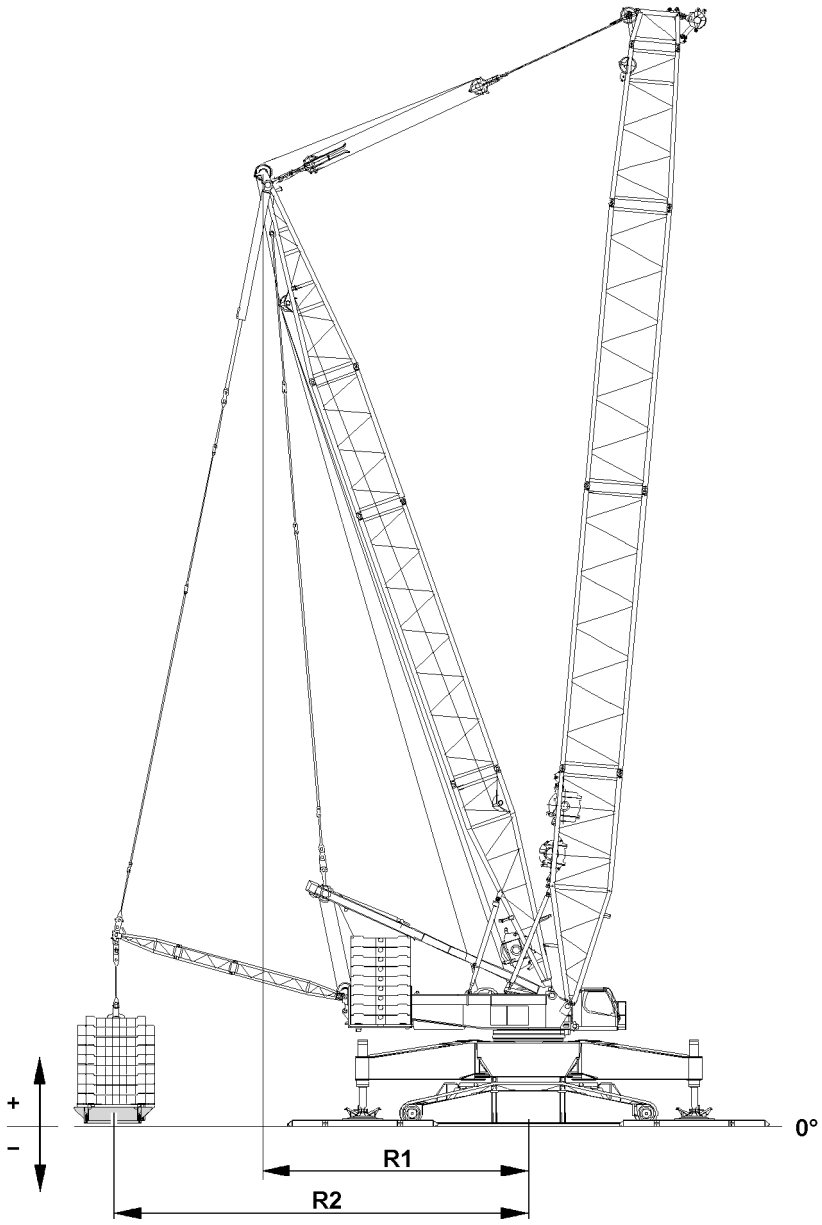

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Fig.149276: Narrow track crane: Derrick ballast standing levels with suspended ballast guide B2

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Derrick		Derrick ballast standing level	
Boom radius R1	Ballast radius R2	Above the crane standing level	Below the crane standing level
11 m	15.0 m	1700 mm (2170 mm)	- 300 mm (170 mm)
11 m	17.5 m	1700 mm (2170 mm)	- 300 mm (170 mm)
11 m	20.0 m	1700 mm (2170 mm)	- 300 mm (170 mm)

36.0 m derrick, small ballast pallet, suspended ballast guide: Derrick ballast radius depending on the standing level

(Parenthesis value) = Support cylinder with maximum extension

10 Assembling

WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, personnel must be secured with appropriate aids to prevent them from falling.
If this is not observed, assembly personnel can fall down.
Death, severe bodily injuries, property damage.
- ► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
- ► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the supplied fall arrest system to prevent falling, see chapter 2.04.
- ► If fall protection equipment is available, then it must be used, see chapter 2.06.
- ► When lifting, lowering, swinging crane parts in and out, no persons may remain in the danger zone.
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work.
- ► Only step on the aids, ladders and catwalks with clean shoes.
- ► Keep aids, ladders and catwalks free of heavy dirt, snow, frost and ice.
- ► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
- ► Remaining on a suspended load is prohibited.
- ► Stepping or walking on crane components and lattice sections, which have an incline of more than 20° is prohibited.
- ► For all assembly work, the crane operator of the main crane must be in voice contact with the crane operator / crane operators of the auxiliary crane / auxiliary cranes.
- ► For assembly / disassembly tasks, the crane operator may only initiate crane movements when the responsible guide has explicitly released the movement.

WARNING
Danger of impact / crushing!
When installing / removing crane components with the auxiliary crane, crane components can start to swing back and forth.
When lifting / lowering and positioning crane components, there is an increased danger of impacts / crushing.
Death, severe bodily injuries, property damage.
- ► Make sure that personnel cannot be caught by components.
- ► Make sure that the crane is horizontally aligned.
- ► When working in danger zones: Use aids to protect limbs.
- ► Guide components with suitable aids to minimize oscillation.

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DANGER
The components can fall down!
If the corresponding component is disengaged from the auxiliary crane before the corresponding component is pinned, then the corresponding component can fall down.
Death, severe bodily injuries, property damage.
► Do not disengage the auxiliary crane until the respective component is pinned and secured.

The pinning of the erection racks differs due to the following prerequisites:
– The suspended ballast guide* is assembled: Pin to the suspended ballast guide*.
– The suspended ballast guide* is **not** assembled: Pin to the D-guy rods.

11 Assembling the suspended ballast guide*

The mechanical suspended ballast guide* makes different derrick ballast radii possible.

The derrick ballast radius determines the number of intermediate sections which must be installed, see chart.

Derrick ballast radius R1	Number of intermediate sections
15.0 m	0
17.5 m	1
20.0 m	2

Dependency between derrick ballast radius and number of intermediate sections

Make sure that the following prerequisites are met:
– The crane is properly supported and horizontally aligned.
– An auxiliary crane is available.
– The boom and the derrick are installed on the turntable.
– The boom and the derrick are in crane operating position.
– The counterweight has been installed on the turntable according to the load chart.
– The LICCON overload protection has been set according to the data in the load chart.
– The LICCON overload protection settings have been compared with the actual set up configuration.

11.1 Removing the transport unit

Make sure that the following prerequisites are met:
– The transport unit is on the transport vehicle.
– An auxiliary crane is available.

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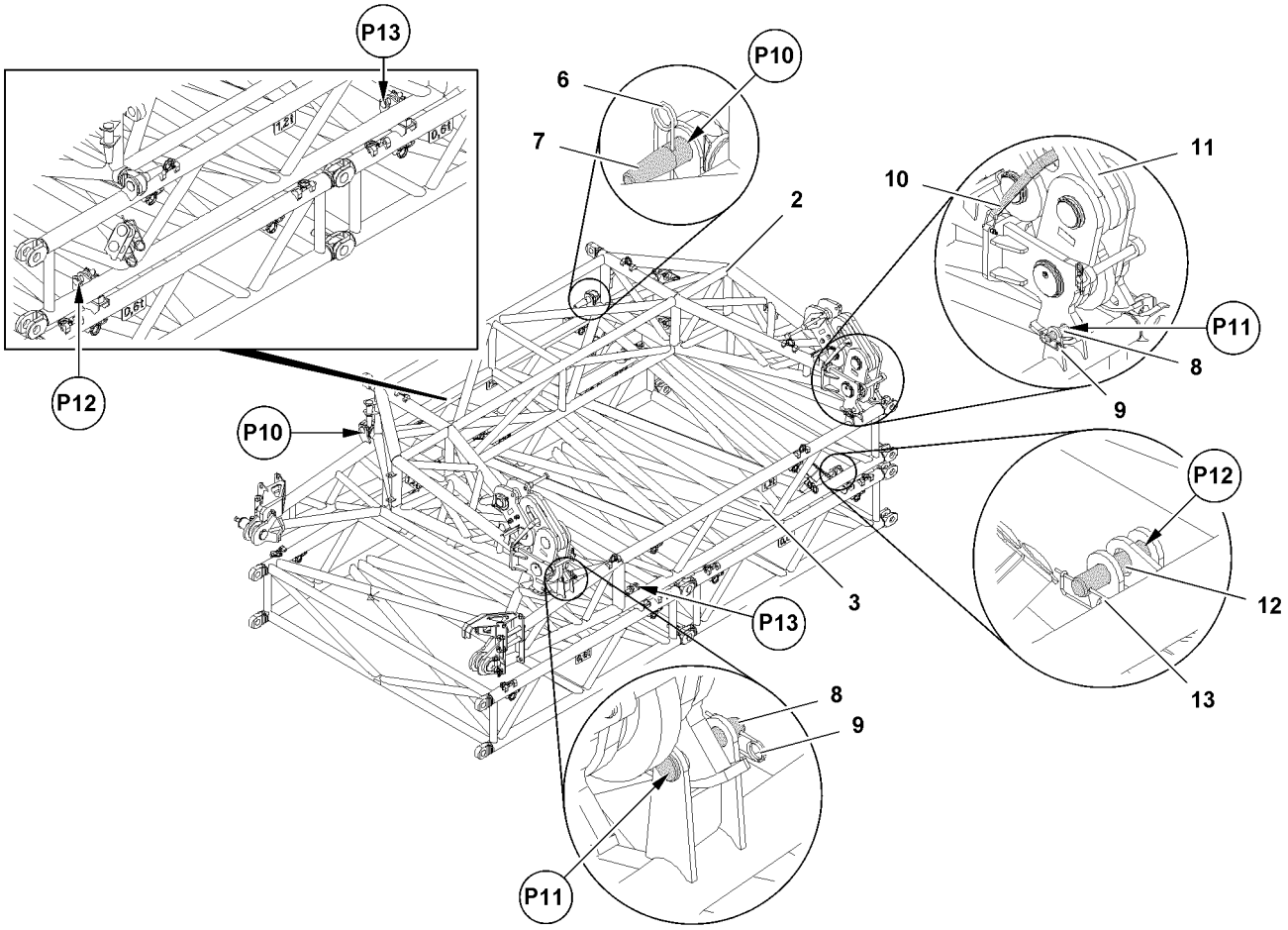

Fig.118549: Removing the suspended ballast guide transport unit*

WARNING
Unsecured brackets **11**!
Death, severe bodily injuries, property damage.
► Make sure that the brackets **11** on both sides are secured with transport straps **10**.

► Release and remove the riggings on the transport vehicle.
► Fasten the auxiliary crane to the end section **2**.
► Secure the end section **2** with an auxiliary crane to prevent it from falling.

The end section is unpinned at four points. Every point is present on both sides of the component on one level.

► Unpin the end section **2** in point **P10**: Remove the spring retainers **6** and unpin the pins **7**.
► Unpin the end section **2** in point **P11**: Remove the spring retainers **9** and unpin the pins **8**.
► Take the end section **2** down on the ground with the auxiliary crane.
► Fasten the auxiliary crane to the pivot section **3**.
► Secure the pivot section **3** with an auxiliary crane to prevent it from falling.

The pivot section is unpinned at four points. Every point is present on both sides of the component on one level.

► Unpin the pivot section **3** on both sides in point **P12**: Remove the spring retainers **13** and unpin the pins **12**.
► Unpin the pivot section **3** on both sides in point **P13**: Remove the spring retainers **13** and unpin the pins **12**.
► Take the pivot section **3** down on the ground with the auxiliary crane.

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11.2 Assembling the suspended ballast guide* components

Note
- ► The assembly procedure is described for the 20 m derrick ballast radius.
- ► For the 17.5 m derrick ballast radius, an intermediate section is solely installed.
- ► For the 15 m derrick ballast radius, **no** intermediate section is installed.

Make sure that the following prerequisites are met:
- – The transport unit is removed.
- – Suitable material for support is available.

11.2.1 Assembling the pivot section

Make sure that the following prerequisite is met:
- – Both intermediate sections are installed and horizontally supported from below.

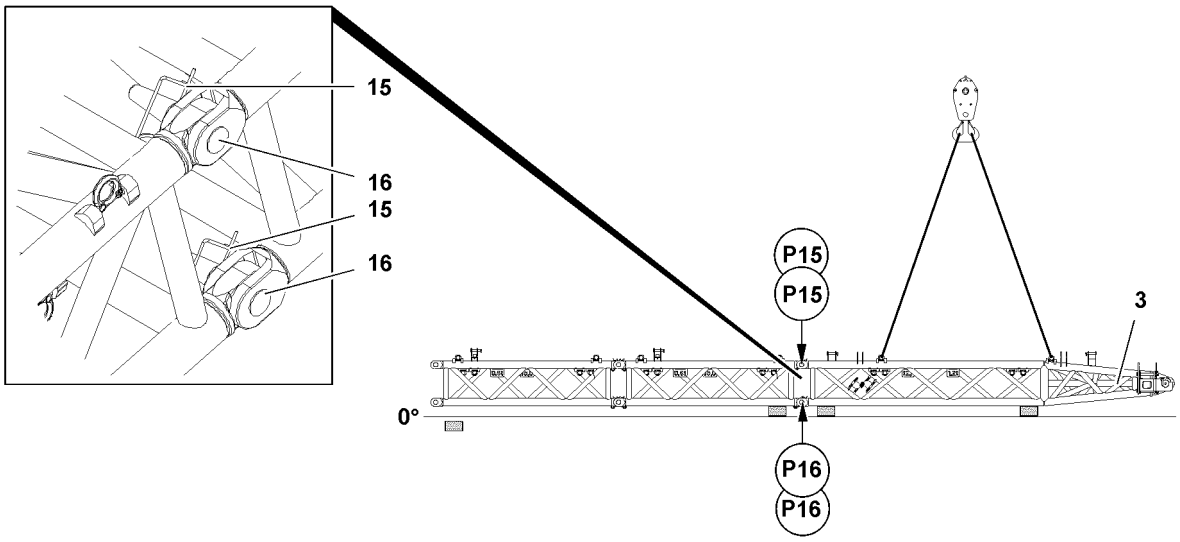

Fig.118913: Assembling the pivot section

- ► Make sure that the pins **16** are unpinned.
- ► Position the pivot section **3** on the intermediate section with the auxiliary crane until the pin points align.
- ► Support the pivot section **3**.

The pivot section and the intermediate section are pinned together at four points. Every point is present on both sides of the component on one level.

- ► Pin the pivot section **3** at point **P15** to the intermediate section: Insert the pins **16** and secure with the spring retainers **15**.
- ► Pin the pivot section **3** at point **P16** to the intermediate section: Insert the pins **16** and secure with the spring retainers **15**.
- ► Remove the fastening equipment.

11.2.2 Assembling the end section

Make sure that the following prerequisites are met:
- – Installed lattice sections are horizontally supported from below.

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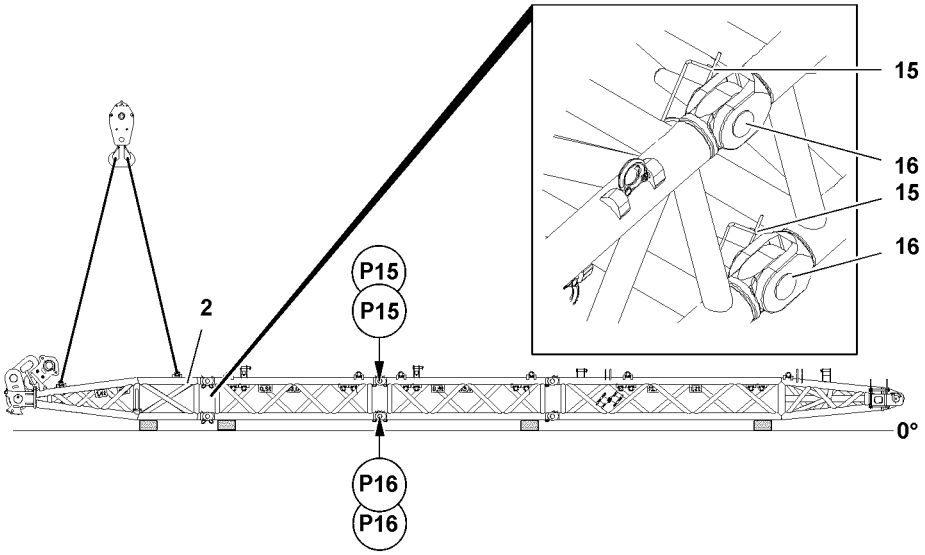

Fig.118914: Assembling the end section

- ► Make sure that the pins **16** are unpinned.
- ► Position the end section **2** on the intermediate section with the auxiliary crane until the pin points align.
- ► Support the end section **2**.

The end section and the intermediate section are pinned together at four points. Every point is present on both sides of the component on one level.

- ► Pin the end section **2** at point **P15** to the intermediate section: Insert the pins **16** and secure with the spring retainers **15**.
- ► Pin the end section **2** at point **P16** to the intermediate section: Insert the pins **16** and secure with the spring retainers **15**.
- ► Remove the fastening equipment.

Result:

– The components of the suspended ballast guide* are installed.

11.3 Installing the suspended ballast guide* on the turntable frame

Make sure that the following prerequisites are met:
- 17.5 m derrick ballast radius: Suitable material for the substructure of the end section is available.
- 20.0 m derrick ballast radius: An auxiliary crane or suitable aid is available for the substructure of the end section.

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11.3.1 Folding the consoles into working position

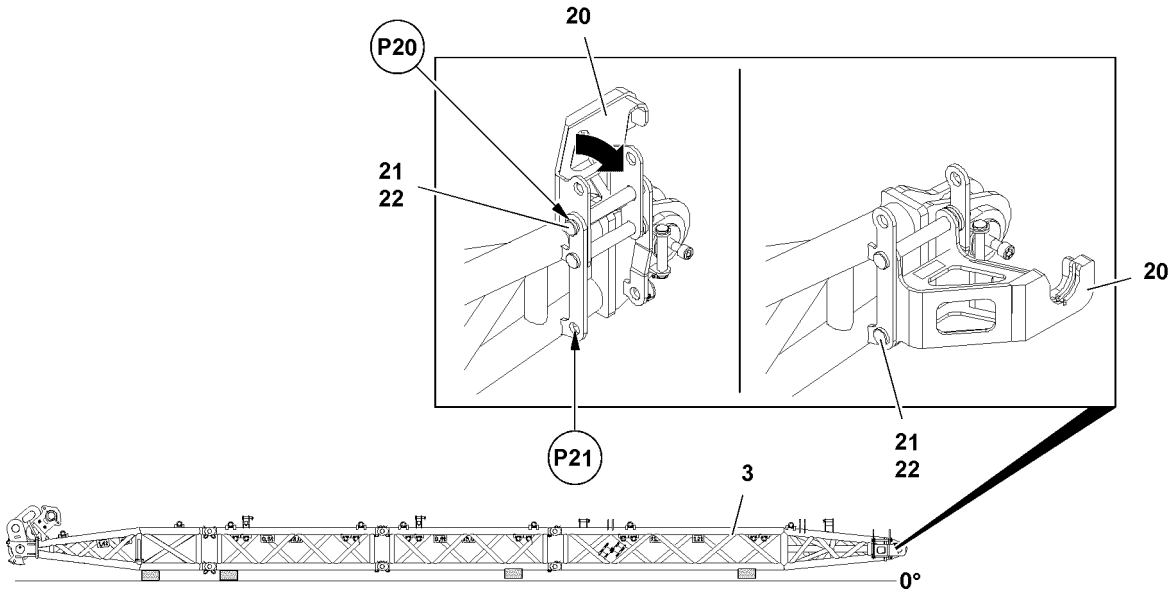

Fig.118915: Folding the consoles into working position

To be able to hang the pin pulling cylinders on the consoles, the consoles are folded on both sides on the pivot section into working position.

When the pin **21** is unpinned, then the console **20** can fold down.

- ► Secure the console **20** to prevent it from folding down.
- ► Unpin the console **20** at point **P20**: Remove the locking pin **22** and unpin the pin **21**.
- ► Fold the console **20** down in a controlled manner.
- ► Pin the console **20** at point **P21**: Insert the pin **21** and secure with the locking pin **22**.
- ► Fold the second console into the pin position, pin and secure.

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11.3.2 Pinning the suspended ballast guide* on the turntable

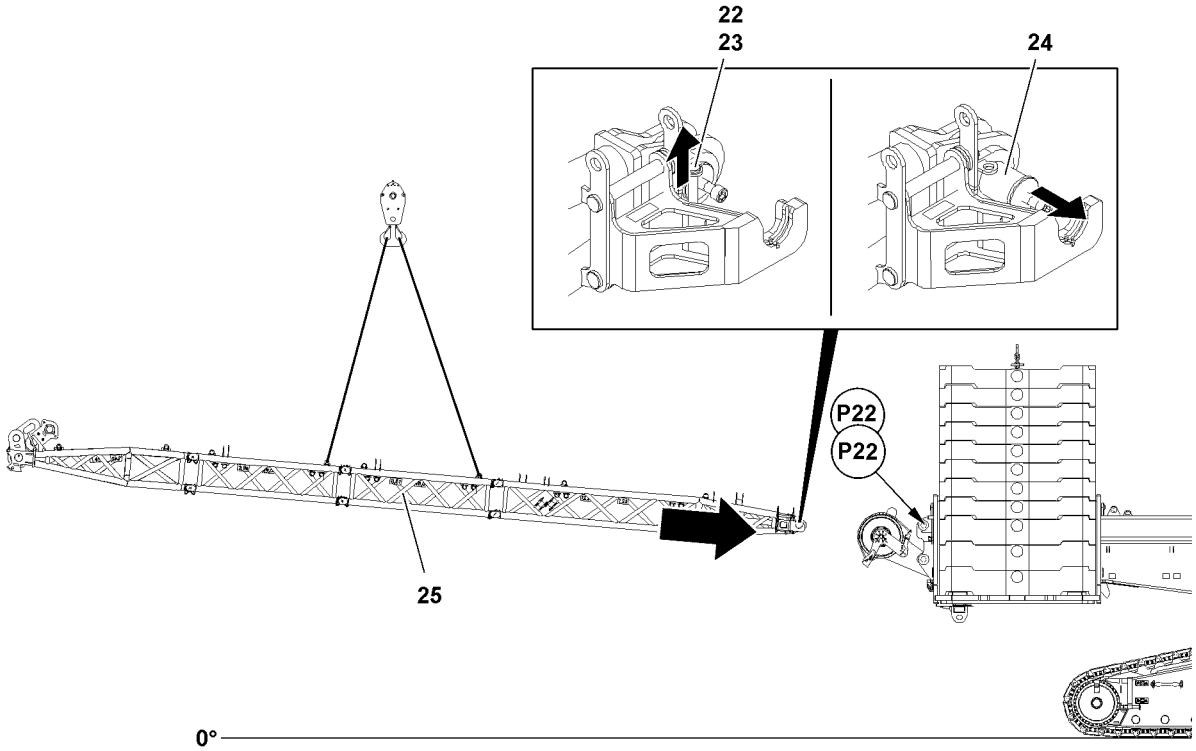

Fig.118918: Pinning the suspended ballast guide on the turntable*

The suspended ballast guide***** is fastened to the auxiliary crane in such a way that the end section is lifted slightly at an angle and the pivot section is lowered slightly at an angle.

► Fasten the suspended ballast guide***** **25** to the auxiliary crane.

The suspended ballast guide***** **25** is pinned on both sides at point **P22**.

► Lift the suspended ballast guide***** **25** to the pin points on the rear of the turntable.

The pins **24** are unpinned on both sides on the suspended ballast guide***** **25** so that the suspended ballast guide***** can be positioned at the pin points.

► Release the pin **24**: Remove the spring retainer **23** and unpin the retaining pin **22**.
► Unpin the second pin **24**.
► Position the suspended ballast guide***** **25** on the rear of the turntable until the pin bores align.

Note
► Pin with the pin pulling device, see chapter 5.30.

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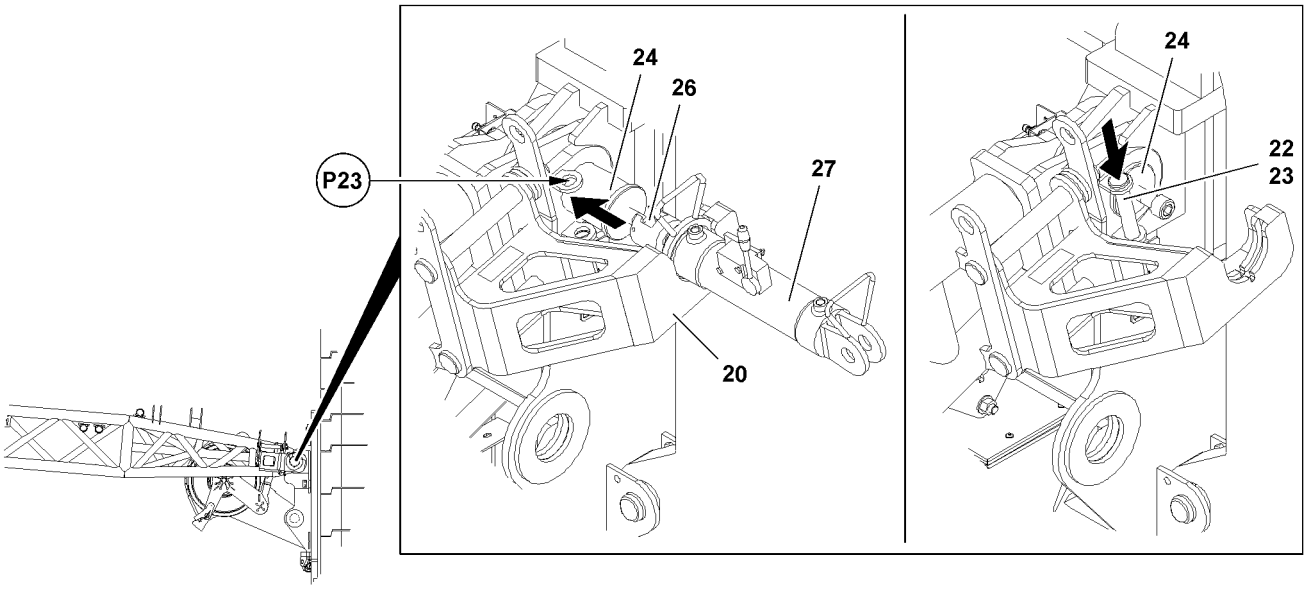

Fig.118916: Inserting the pins with the pin pulling device

The suspended ballast guide* is pinned at two points. The pin procedure is described for one pin as an example.

- ► Insert the pin pulling cylinder **27** on the console **20** and hang on the screw **26**.
- ► Pin the suspended ballast guide* on the turntable: Insert the pin **24** with the pin pulling cylinder **27**.
- ► Secure the pin **24**: Insert the retaining pin **22** at point **P23** and secure with spring retainer **23**.
- ► Insert the second pin **24** on the suspended ballast guide*.

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11.4 Standard crane: Assembling the guy rods on the suspended ballast guide*

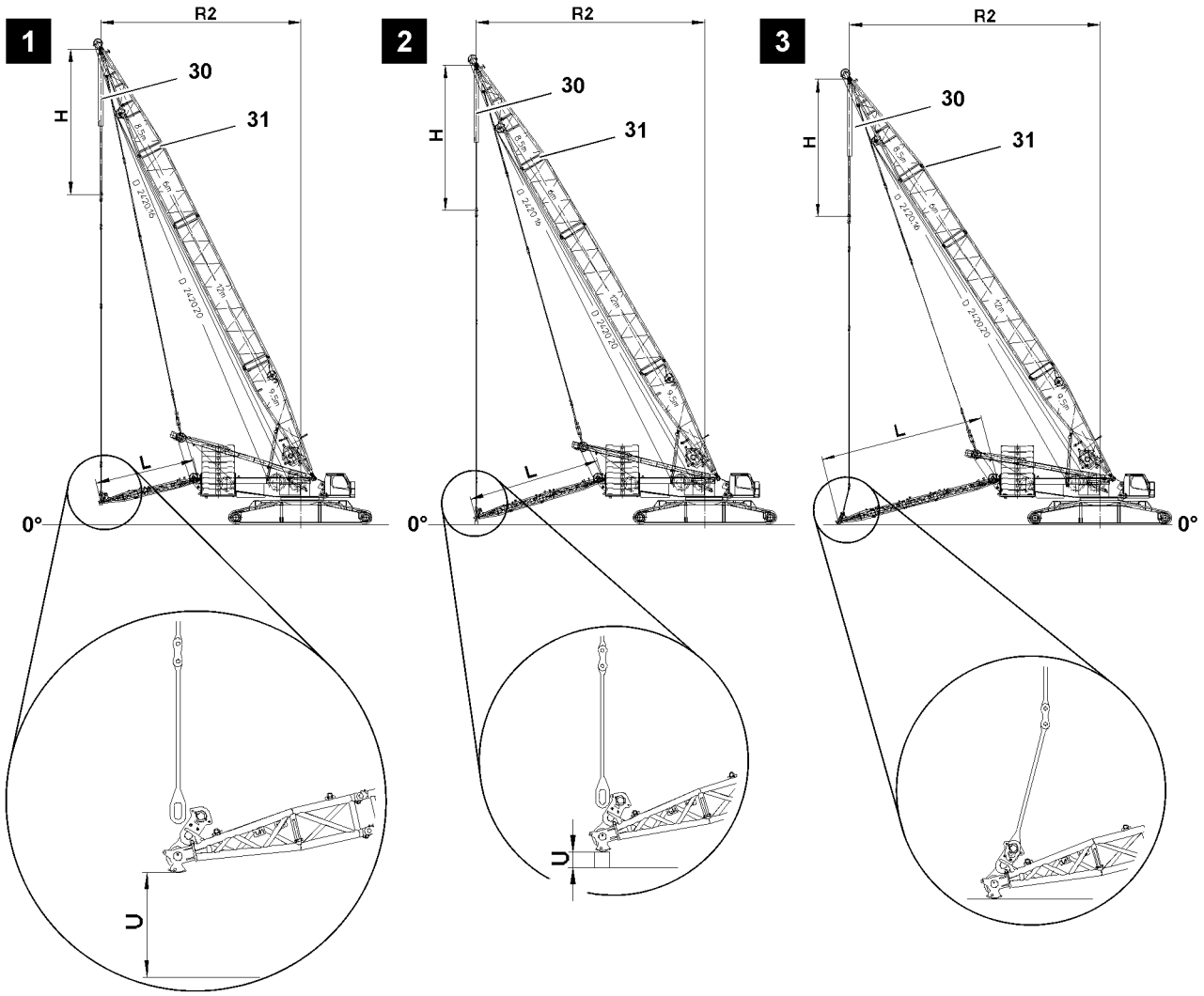

Fig.118919: Assembly positions depending on the derrick ballast radius

Depending on the derrick ballast radius, the suspended ballast guide* is supported on the turntable after assembly. Height of the substructure **U**, see chart.

To pin the end section on the guy rods, the derrick radius **R2** and the dimension **H** are set depending on the derrick ballast radius **R1** with the derrick boom **31** and the hoist cylinders **30**, see chart.

Derrick ballast radius R1	Illustration	L	R2	H	U
15.0 m	**1**	7575 mm	15133 mm	11000 mm	1465 mm
17.5 m	**2**	10025 mm	17348 mm	11000 mm	250 mm
20.0 m	**3**	12475 mm	19000 mm	10400 mm	End section is placed on the ground

When the 15.0 m derrick ballast radius is installed:

► Lower the suspended ballast guide* with the auxiliary crane to height **U** or take the end section down on a substructure, height **U**.

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When the 17.5 m derrick ballast radius is installed:

► Lower the suspended ballast guide* with the auxiliary crane and take the end section down on the substructure, height **U**.

When the 20.0 m derrick ballast radius is installed:

► Lower the suspended ballast guide* with the auxiliary crane and take the end section down on the ground.

► Set the derrick boom **31** and hoist cylinder **30** to the derrick ballast radius **R2** and the dimension **H**.

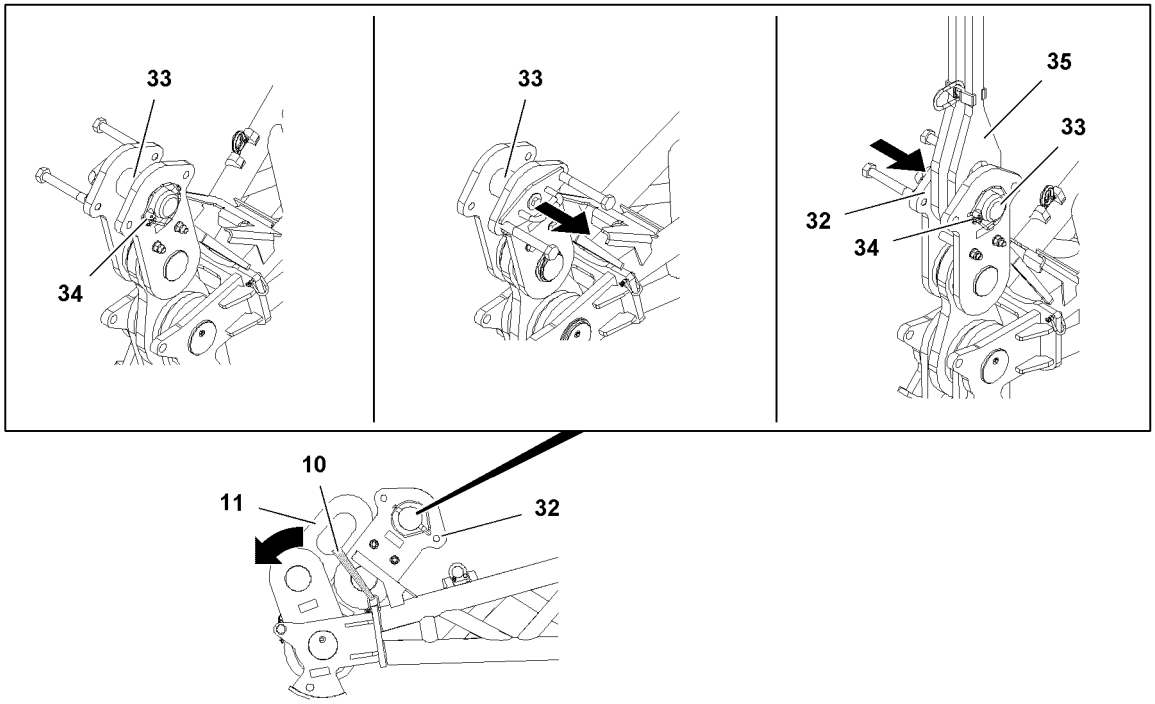

Fig.118920: Assembling the guy rods on the end section

► Remove the transport straps **10**.

► On both sides, take the brackets **11** down to the rear or fold them down.

The guy rods **35** are pinned on both sides on the end section. The pin procedure is described for one guy rod as an example.

► Remove the locking pin **34** and unpin the pin **33**.

► Position the brackets **32** and guy rods **35** until the pin bores align.

► Pin the guy rods **35** on the brackets **32**: Insert the pin **33** and secure with the locking pin **34**.

► Assemble the second guy rod **35** on the end section.

Result:

– The suspended ballast guide* is assembled.

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11.5 Narrow track crane: Assembling the guy rods on the suspended ballast guide*

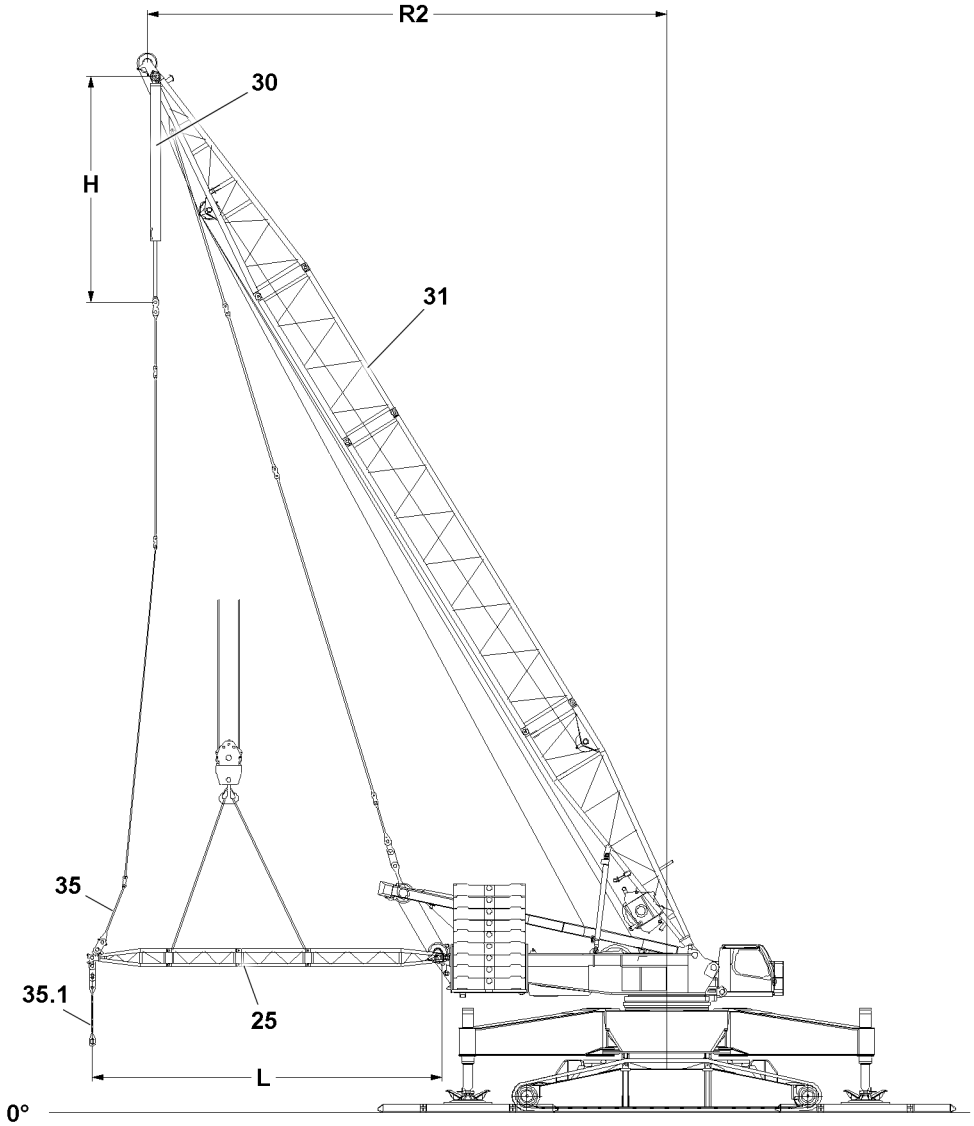

Fig.146512: Assembly positions depending on the derrick ballast radius

Make sure that the following prerequisites are met:
- The suspended ballast guide is properly pinned and secured on the rear of the turntable.
- The suspended ballast guide is safely held by the auxiliary crane.

11.5.1 Assembling the D-guy rods

To be able to pin the end section of the suspended ballast guide on the guy rods, set the derrick boom **31** to the derrick boom radius **R2** and the hoist cylinder **30** to the dimension **H**, see chart.

Derrick ballast radius R	L	R2	H
15.0 m	7575 mm	15000 mm	—
17.5 m	10025 mm	17500 mm	—
20.0 m	12475 mm	18000 mm	7956 mm

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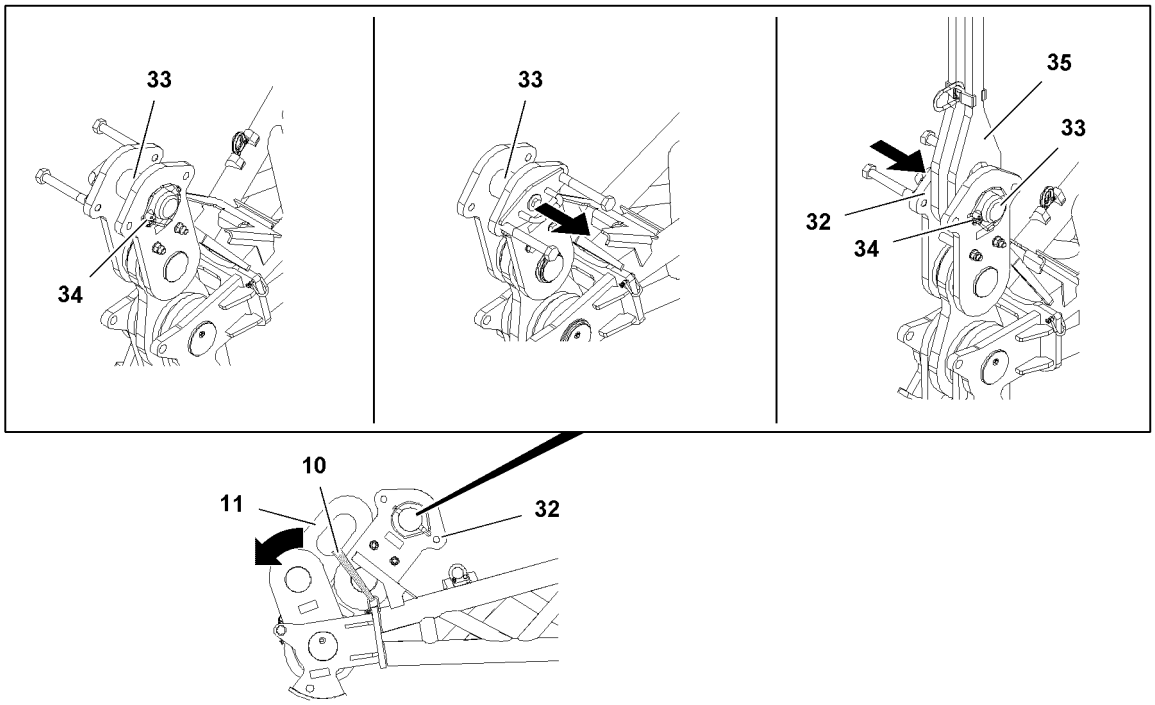

Fig.118920: Assembling the guy rods on the end section of the suspended ballast guide

- ► Remove the transport straps **10**.
- ► On both sides, take the brackets **11** down to the rear or fold them down.

The guy rods **35** are pinned on both sides on the end section of the suspended ballast guide. The pin procedure is described for one guy rod as an example.

- ► Remove the locking pin **34** and unpin the pin **33**.
- ► Position the brackets **32** and guy rods **35** until the pin bores align.
- ► Pin the guy rods **35** on the brackets **32**: Insert the pin **33** and secure with the locking pin **34**.
- ► Assemble the second guy rod **35** on the end section of the suspended ballast guide.

Result:

– The suspended ballast guide is assembled.

11.5.2 Assembling the D-auxiliary rods for the suspended ballast

DANGER
Falling components!
If the visual inspection on the pin connections is not carried out, then the pins can release by themselves and components can fall down.
Death, severe bodily injuries, property damage.
- ► All pins must be secured after assembly with the intended safety elements. Check visually.
- ► The guy rods must be inspected regularly, see chapter 8.15.

- ► Fasten the D-auxiliary rods **35.1** to the auxiliary crane.
- ► Swing in the D-auxiliary rods **35.1** with the auxiliary crane to the suspended ballast guide.
- ► Position the D-auxiliary rods **2** with the auxiliary crane on the pin point of the suspended ballast guide, observe the Rod plan.
- ► Pin the D-auxiliary rods **35.1** on the suspended ballast guide: Insert the pin from the outside to the inside and secure properly with the retaining element.
- ► Assemble the second D-auxiliary rods **35.1** on the other side.

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12 Assembling the divisible ballast pallet „VarioTray“

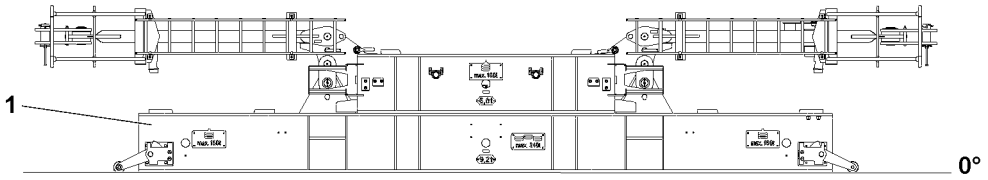

Fig.128891: Positioning the divisible ballast pallet „VarioTray“

12.1 Setting the divisible ballast pallet „VarioTray“ into the assembly position

- ► Set the derrick to the required radius.
- ► Hang divisible ballast pallet „VarioTray“ **1** onto the auxiliary crane and position it within the slewing range of the crane under the brackets on the suspended ballast guide*****.
  or
  Hang divisible ballast pallet „VarioTray“ **1** onto the auxiliary crane and position it within the slewing range of the crane under the D-guy rods on the derrick.

Note

- ► Set down the divisible ballast pallet „VarioTray“ **1** in the lengthwise direction of the turntable for easier assembly.

- ► Align the divisible ballast pallet „VarioTray“ **1** horizontally.

12.2 Erecting the erection racks

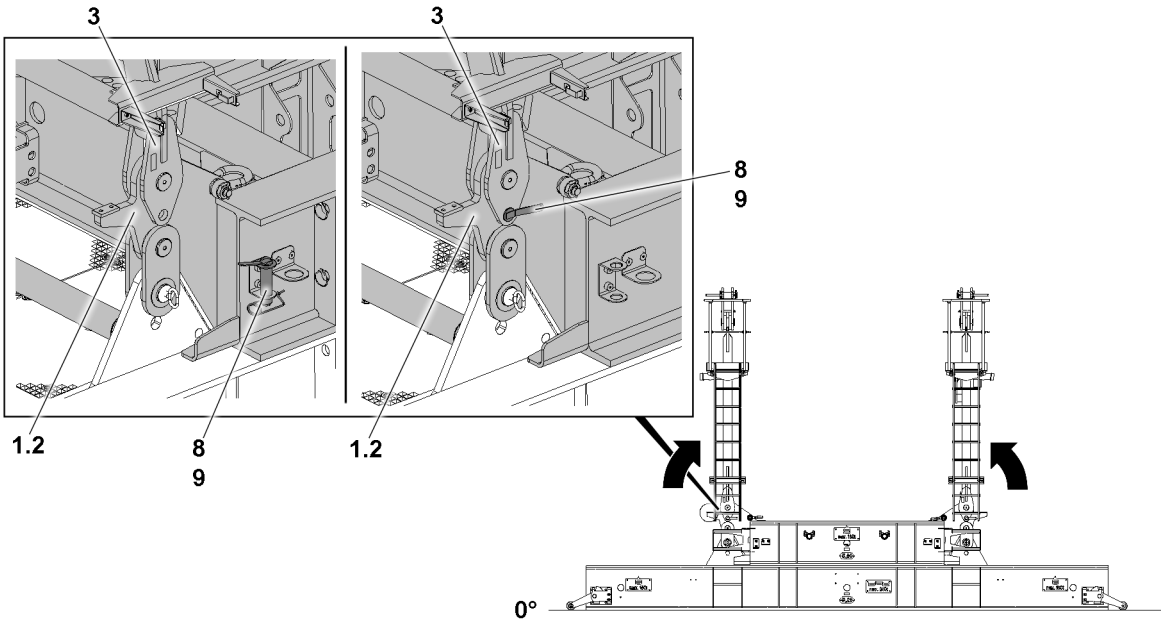

Fig.128892: Erecting the erection racks

- ► Hang the erection rack **3** on the auxiliary crane.
- ► Set the erection rack **3** vertically with the auxiliary crane.

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DANGER
Danger of accident during assembly / disassembly of the erection racks!
The erection racks must hang securely on the auxiliary crane, otherwise the erection racks can tip over.
Death, severe bodily injuries, property damage.
- ► The two erection racks must be locked and secured in a vertical position with four retaining pins **8**. Only then may the auxiliary crane be removed.
- ► Never unpin the retaining pins of unsecured or unsupported erection racks.
- ► It is prohibited for anyone to remain under the erection racks or within the complete danger zone during the pinning and unpinning procedure.

- ► Remove the retaining element **9** and unpin the retaining pin **8** from the parking position.
- ► Insert the retaining pins **8** on the first erection rack **3** on both sides.
- ► Secure the retaining pins **8** with a retaining element **9**.

WARNING
Danger of accident!
The two erection racks must be locked and secured in a vertical position during crane operation, as otherwise they could fall down.
Death, severe bodily injuries, property damage.
In the case of crane operation with a divisible ballast pallet „VarioTray“, the retaining pins **8** remain pinned.
- ► Make sure that the retaining pins **8** are pinned.

- ► Erect, pin and secure the second erection rack according to the assembly of the first erection rack.

12.3 Assembling the consoles for ballast centering

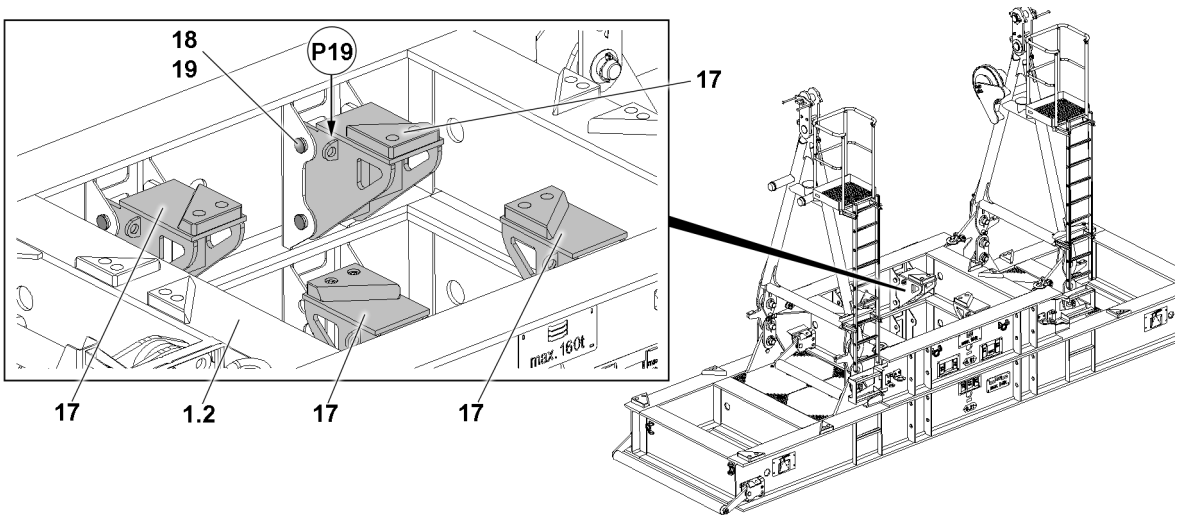

Fig.128893: Console for the ballast centering in the park position

Make sure that the following prerequisite is met:
– The erection racks are properly pinned and secured in assembly position.

Note
- ► The assembly is described as an example on one console for ballast centering.
- ► The assembly of the additional consoles for ballast centering is identical.

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WARNING
Slipping ballast plates!
If the consoles for ballast centering **17** are not properly installed, then the ballast plates cannot be centered correctly.
The ballast plates can slip and fall down.
Death, severe bodily injuries, property damage.
► Make sure that the consoles for ballast centering **17** are properly installed on the small ballast pallet **1.2**. Pay attention to the alignment of the centerings.

► Fasten the console for the ballast centering **17** to the auxiliary crane at the points **P19** on both sides.
► Unpin the console for ballast centering **17** in the park position: Remove the retaining element **19** and unpin the pin **18**.
► Lift the console for the ballast centering **17** with the auxiliary crane from the park position.

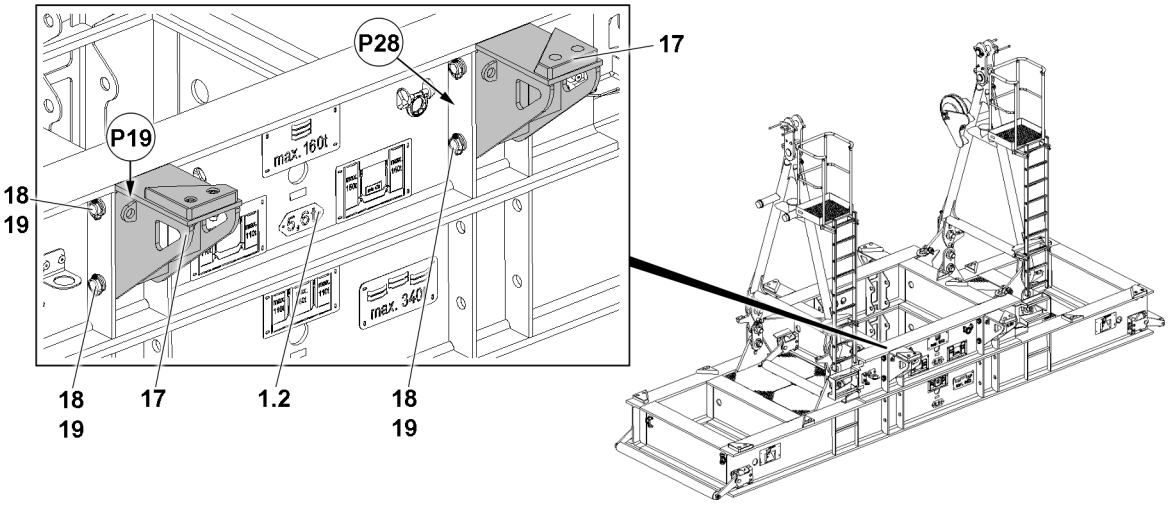

Fig.128894: Console for the ballast centering in operating position

► Swing the console for the ballast centering **17** in into operating position and pin with pin **18** and secure with retaining element **19**.

When the console for ballast centering **17** is pinned and secured properly:
► Remove the auxiliary crane.
► Install additional consoles for the ballast centering **17** in operating position.

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12.4 Pinning the divisible ballast pallet „VarioTray“ on the suspended ballast guide*

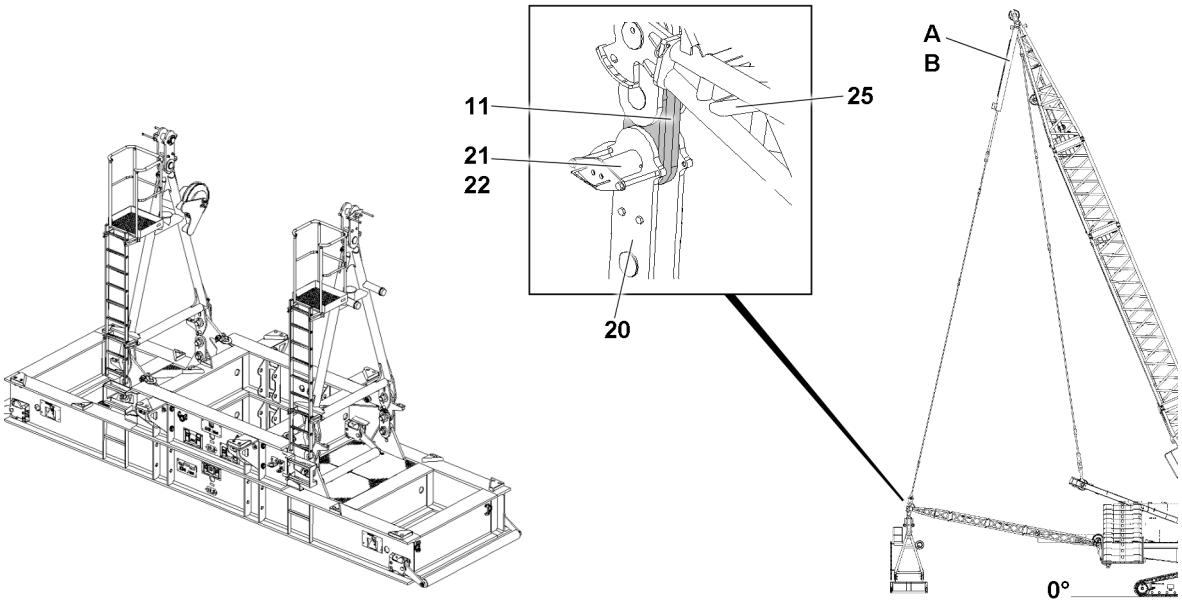

*Fig.128896: Pinning the divisible ballast pallet „VarioTray“ on the suspended ballast guide**

Make sure that the following prerequisites are met:
- The erection racks are erected and secured with four retaining pins.
- Hang the brackets **11** for the suspended ballast guide* over the brackets of the erection racks.
- The derrick is set to the required radius.

► Lower the brackets **11** by extending the piston rods on the pull cylinder **A** and on the pull cylinder **B** into the brackets **20** until the pin bores align.

WARNING
Erection racks not pinned!
Death, severe bodily injuries, property damage.
► On both erection racks: Pin the bracket **11** on the bracket **20** and secure.

The divisible ballast pallet „VarioTray“ is pinned at two points. The pin procedure is described for one pin as an example.

► Pin the bracket **11** on the bracket **20**: Insert the pin **21** and secure it with the retaining element **22**.
► Pin the second bracket **20** to the suspended ballast guide*.

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12.5 Pinning the divisible ballast pallet „VarioTray“ to the D-guy rods

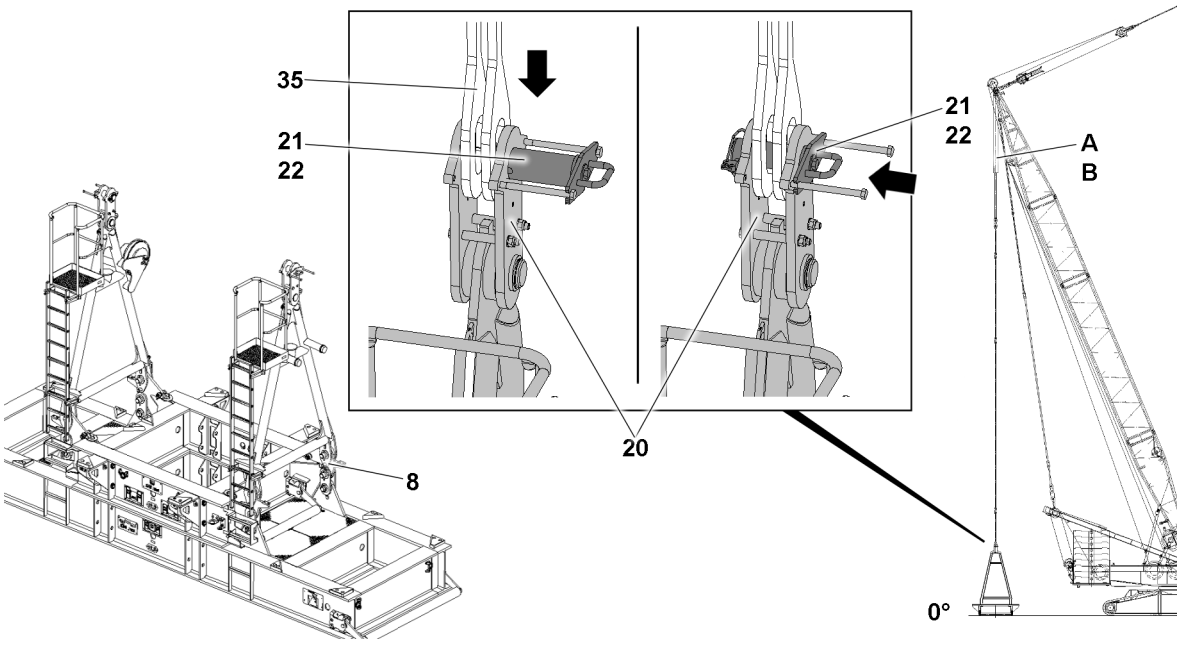

*Fig.128895: Pinning the divisible ballast pallet „VarioTray“ on the suspended ballast guide**

Make sure that the following prerequisites are met:
- The erection racks are erected and secured with four retaining pins.
- The D-guy rods hang over the brackets of the erection racks.
- The derrick is set to the required radius.

► Lower the D-guy rods **35** by extending the piston rods on the pull cylinder **A** and on the pull cylinder **B** into the brackets **20** until the pin bores align.

WARNING
Erection racks not pinned!
Death, severe bodily injuries, property damage.
► On both erection racks: Pin the D-guy rod **35** to the bracket **20** and secure it.

The divisible ballast pallet „VarioTray“ is pinned at two points. The pin procedure is described for one pin as an example

► Pin the D-guy rod **35** to the bracket **20**: Insert the pin **21** and secure it with the retaining element **22**.
► Pin the second bracket **20** to the guy rod.

12.6 Aligning the divisible ballast pallet „VarioTray“ vertically

WARNING
Uncontrolled swinging!
If the divisible ballast pallet „VarioTray“ is lifted, it can start swinging.
Death, severe bodily injuries, property damage.
► It is prohibited to remain in the danger zone.
► Secure the divisible ballast pallet „VarioTray“ with an auxiliary rope.

► Lift the empty divisible ballast pallet „VarioTray“ with pull cylinder **A** and pull cylinder **B** and then set it down again.

Result:

- The empty divisible ballast pallet „VarioTray“ is vertically aligned.

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13 Ballasting the divisible ballast pallet „VarioTray“

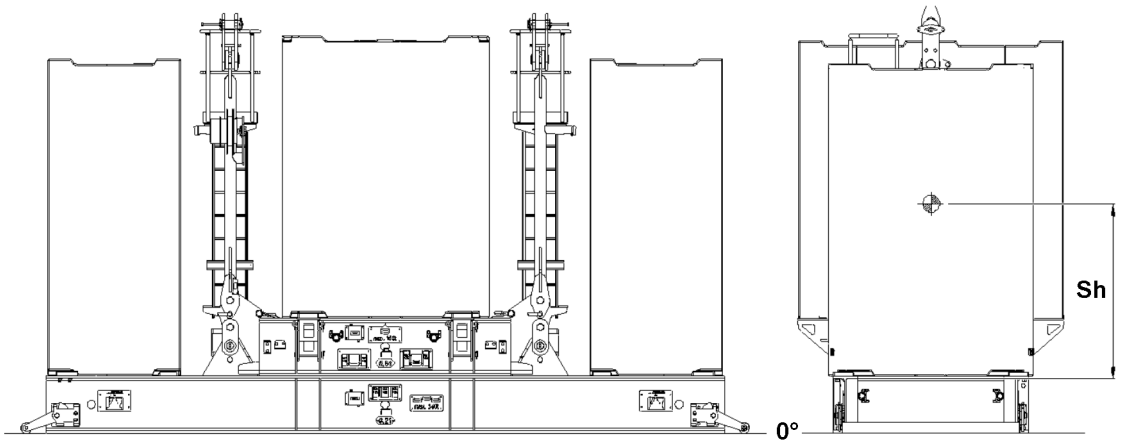

Fig.128897: Divisible ballast pallet „VarioTray“ with ballast plates

WARNING
The crane can topple over!
If the following danger notes are not observed, the ballast plates or the ballast stack can slip on the divisible ballast pallet „VarioTray“ and fall down.
The crane can topple over.
Death, severe bodily injuries, property damage.

- ► The ground on which the divisible ballast pallet „VarioTray“ is ballasted must be level and have adequate load bearing capacity.
- ► Always place the ballast plates symmetrically, in reference to the longitudinal axis.
- ► When ballasting the two outer ballast stacks, only one ballast plate may be placed at the start of every ballast stack.
- ► Do **not** start with the two center ballast stacks.
- ► The two outer ballast stacks may be ballasted with ballast assemblies of two ballast plates (maximum 20 t) after the first ballast plate has been placed on each stack.
- ► The difference for the center ballast stack may not be more than a maximum of one ballast plate (maximum 10 t) during ballasting.
- ► The outer ballast stacks must always weigh the same and be the same height after ballasting.
- ► The two center ballast stacks must always weigh the same and be the same height after ballasting.
- ► The outer ballast stacks can differ in stack height from the inner ballast stacks.
- ► The permissible side offset of each upper ballast plate with respect to the lowest ballast plate per ballast stack may be maximum 50 mm.
- ► Do not exceed the maximum permissible ballast center of gravity height **Sh** of 3000 mm.
- ► Maximum permissible weight of the applied ballast plates during crane operation with the „large ballast pallet“: 340 t
- ► Maximum permissible weight of the applied ballast plates during crane operation with the „small ballast pallet“: 160 t
- ► Observe the weight signs on the ballast pallets.
- ► The ballast plates must be secured to prevent them from moving or falling down.
- ► Replace damaged ballast plates immediately with new ballast plates.

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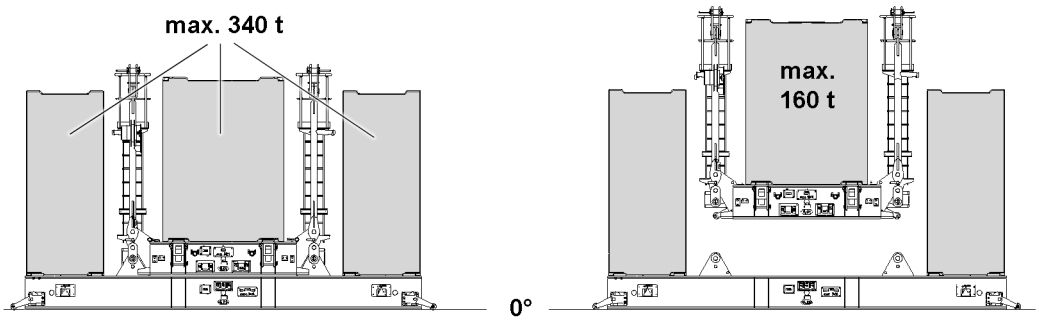

Fig.149270: Derrick ballast

WARNING
The crane can topple over!
If the following danger notes are not observed, the crane can topple over.
Death, severe bodily injuries, property damage.
- ► The maximum permissible total weight of the entire derrick ballast may not exceed 340 t.
- ► The maximum permissible total weight of the entire derrick ballast may not exceed 160 t during crane operation with ballast pallet.
- ► Observe the weight signs on the ballast pallets.

Make sure that the following prerequisites are met:
- – The divisible ballast pallet „VarioTray“ is properly installed and secured.
- – An auxiliary crane is available.
- – The consoles for the ballast centering are properly installed and secured in operating position.

13.1 Placing the ballast plates, fastening system: „Twistlock“

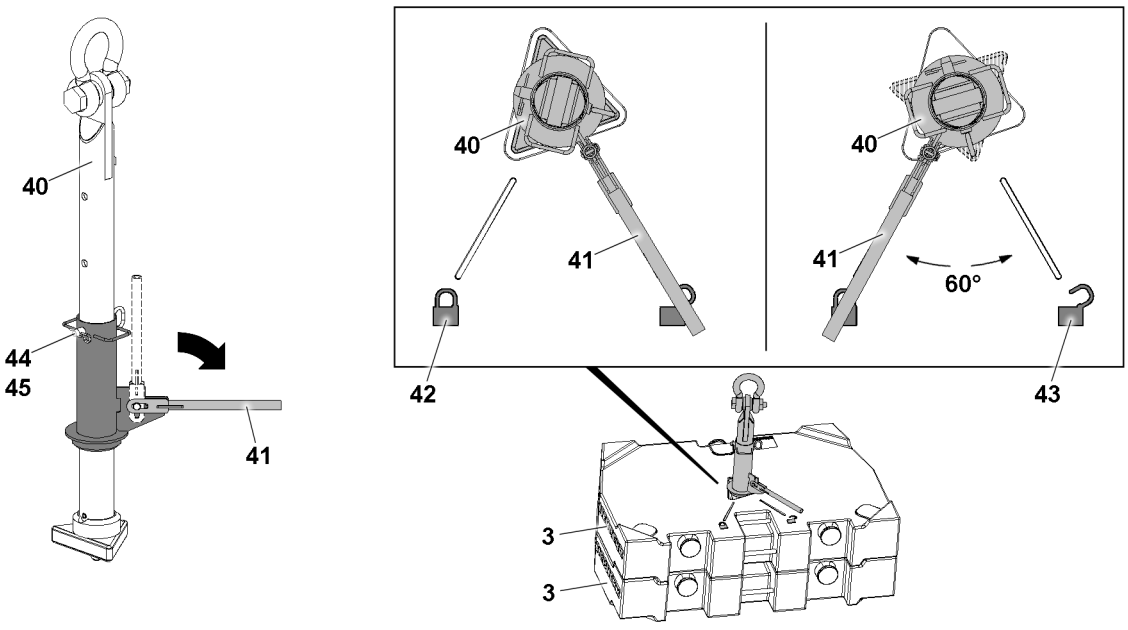

Fig.128899: Ballast plates, fastening system: „Twistlock“

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WARNING
Danger of accident!
If more than the permissible two ballast plates are lifted with the receptacle stud, the receptacle stud will be overloaded and can be damaged.
Death, severe bodily injuries, property damage.
► Make sure that the ballast plates are placed correctly in the centerings.
► Replace damaged ballast plates.

To stack the ballast plate(s), use the receptacle stud **40**.

Before the receptacle stud **40** is guided into the ballast plates, it must be ensured that the length of the receptacle stud is set correctly. The length of the receptacle stud **40** can be adjusted with the pin **44**.

If the length of the receptacle stud **40** is to be adjusted:
► Release and unpin the pin **44**.
► Adjust the length of the receptacle stud by moving the receptacle stud **40**.
► Insert the pin **44** and secure it with the retaining element **45**.
► Fasten the receptacle stud **40** to the auxiliary crane and guide it into the ballast plate(s).
► Pull the lever **41** up and fold it down.
► Turn the lever **41** 60° until the lever **41** points to the icon **42**.

Result:

– The receptacle stud **40** is locked with the ballast plate.

► Lift always one ballast plate with the receptacle stud **40** and take it down carefully on the outer centerings of the large ballast pallet.

When the ballast plate has been placed on the outer centerings of the large ballast pallet:
► Turn the lever **41** 60° until the lever **41** points to the icon **43**.

Result:

– The receptacle stud **40** is unlocked.

► Carefully pull the receptacle stud **40** out of the ballast plate.
► Stack the ballast plates according to the load chart, observe the danger notes.

13.2 Placing the ballast plates, fastening points: Bitt

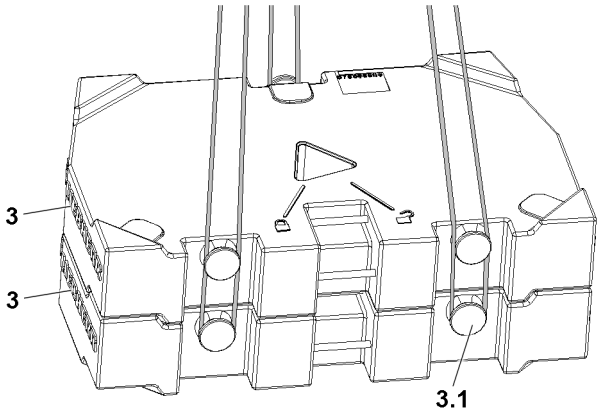

Fig.128900: Ballast plates, fastening system: „Bitt“

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WARNING
Falling ballast plates!
If more than the permissible loads are lifted, then the bitts **3.1** are overloaded and the ballast plates can fall down.
Death, severe bodily injuries, property damage.
- ► Place the ballast plates individually or as a package, maximum 20 t , 3 fastening points.
- ► Replace damaged ballast plates immediately.

WARNING
Incorrect handling of the fastening equipment!
If fastening equipment cannot be attached correctly and if it is not secured sufficiently to prevent it from loosening up, loads can fall down.
Death, severe bodily injuries, property damage.
- ► Make sure that the fastening equipment is correctly attached on the bitts **3.1** and that it is secured sufficiently to prevent it from loosening up.

- ► Always place only one ballast plate on the outer centerings on the large ballast pallet.

When a ballast plate has been placed on each of the outer centerings of the large ballast pallet:
- ► Place the ballast plates individually or as an assembly of a maximum of two plates alternately on the left and right with the auxiliary crane.
- ► Stack the ballast plates according to the load chart.

14 Function check before lifting the derrick ballast

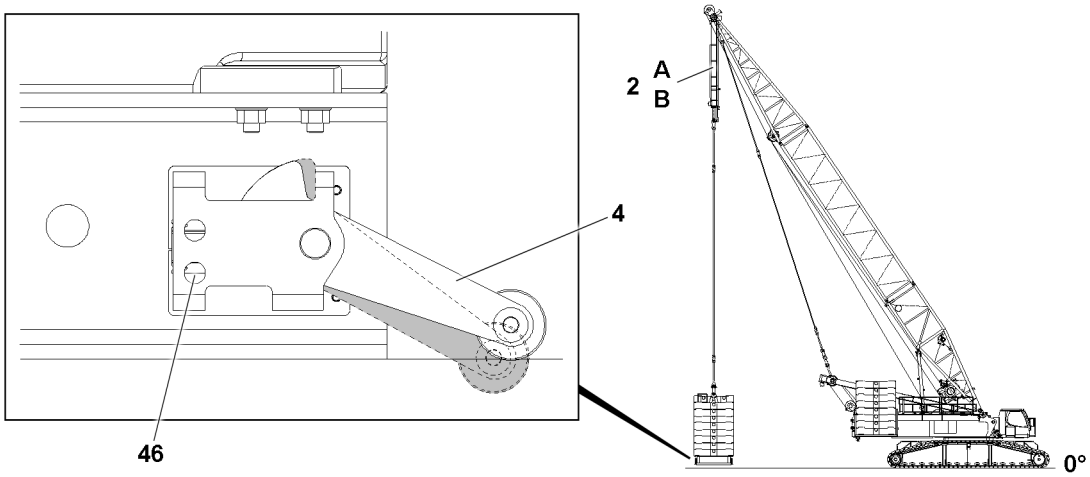

Fig.128901: Ground contact roller

Make sure that the following prerequisites are met:
- – The electrical connection from the derrick ballast to the turntable has been established.
- – The cable drum cable is plugged in on the turntable.
- – The ground contact rollers must move easily.

DANGER
Danger of accident if the derrick ballast touches the ground!
If the ground is very uneven, the danger exists that the derrick ballast rests on the ground even if one of the ground contact rollers **4** was not actuated.
Death, severe bodily injuries, property damage.
- ► If the large ballast pallet touches the ground, **at least one** ground contact switch **46** must be actuated via the ground contact roller **4**.
- ► The **turning the turntable** and **driving the crawler** crane movements turn off.

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► Manually lift the ground contact roller **4**.

Result:

– The ground contact switch **46** is actuated.
– The **turning the turntable** and **driving the crawler** crane movements turn off.

15 Lifting and lowering the derrick ballast using the pull cylinders

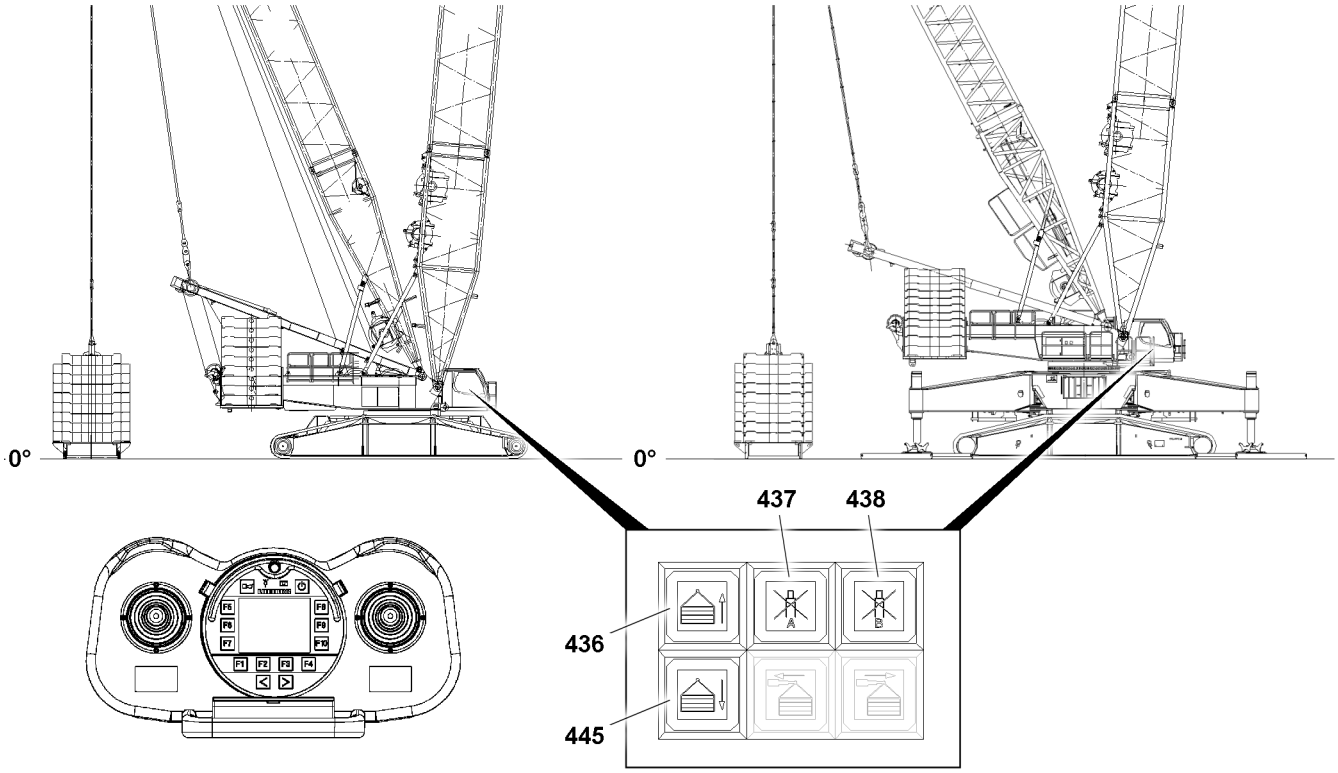

Fig.149283: Lifting and lowering the derrick ballast using the pull cylinders

WARNING
The crane can topple over!
If the derrick ballast is lifted up off the ground beyond the **maximum permissible** 250 mm , the crane can topple over to the rear if the load rips off.
Death, severe bodily injuries, property damage.
► Do not lift the derrick ballast more than 250 mm off the ground.
► Make sure that there are no persons within the danger zone when lifting and lowering the derrick ballast.

Note
► If the derrick ballast is raised or lowered using the pull cylinders, then the horizontal alignment of the derrick ballast is automatically regulated by both length sensors of the pull cylinders.
► For a ballast utilization of **more than** or **equal to** 90 percent, the level sensor regulates the pull cylinders to a difference of 1 cm.
► With a ballast utilization of **less than** 90 percent, the level sensor monitors the derrick ballast level to ± 2.5°. This makes it possible to set the derrick ballast down up to a ground slope of 2.5°.

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DANGER
Danger of accident!
Death, severe bodily injuries, property damage.
- ► Pay attention to the horizontal alignment of the derrick ballast when lifting and lowering the derrick ballast.
- ► When lifting and lowering the derrick ballast, check the forces in the ballast guyings regularly on LICCON monitor 1. If the difference of forces between „derrick ballast guying **A**“ and „derrick ballast guying **B**“ is too large, an acoustic warning sounds and the values on the LICCON monitor 1 blink, see section „Differential force monitoring of ballast guying“.
- ► When pressing the button **437** („Stop cylinder A on the derrick ballast“) or the button **438** („Stop cylinder B on the derrick ballast“), the level sensor is bypassed and the derrick ballast can be inclined within a limited angle range. This is exclusively permitted when setting down the derrick ballast on uneven ground and only by observing utmost caution.

15.1 Lifting / lowering the derrick ballast using the instrument panel

15.1.1 Lifting the derrick ballast

► Press the button **436**.

Result:

– The derrick ballast is raised.

15.1.2 Lowering the derrick ballast

► Press the button **445**.

Result:

– The derrick ballast is lowered.

15.1.3 Stopping the pull cylinder on the derrick ballast

► Press the button **437**.

Result:

– The pull cylinder (A) on the derrick ballast is stopped.

► Press the button **438**.

Result:

– The pull cylinder (B) on the derrick ballast is stopped.

15.2 Lifting / lowering the derrick ballast using the radio remote control BTT-E

Note
► The „Lifting / lowering the derrick ballast using the radio remote control BTT-E“ assembly function is only available for cranes that are equipped with the corresponding technical prerequisites.

► Operation of the pull cylinders with the manual control levers of the radio remote control, see the radio remote control operating instructions.

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16 Crane operation with small ballast pallet

WARNING
The crane can topple over!
If the derrick ballast is lifted up off the ground beyond the maximum permissible 250 mm , the crane can topple over to the rear if the load rips off.
Death, severe bodily injuries, property damage.
► Make sure that the derrick ballast is not lifted more than 250 mm off the ground.

WARNING
The crane can topple over!
During the attaching /setting down procedure, the small ballast pallet swings out past the maximum permissible 250 mm , up to 1000 mm over the ground.
If the small ballast pallet is lifted past the maximum permissible 250 mm off the ground, then the crane can be topple over to the rear if the load rips off.
Death, severe bodily injuries, property damage.
► Make sure that the small ballast pallet is lifted or attached from the ballast pallet **without** a load on the hook.

16.1 Setting up crane operation with the small ballast pallet

16.1.1 Disconnecting the divisible ballast pallet „VarioTray“

Make sure that the following prerequisites are met:
– The divisible ballast pallet „VarioTray“ is properly installed and secured on the derrick ballast guying or on the suspended ballast guide*.
– The electrical connection from the derrick ballast to the turntable has been established.
– The cable drum cable is plugged in on the turntable.
– The ground contact rollers must move easily.
– Ballast plates are installed on the large ballast pallet according to the load chart or the erection and take-down charts.
– Ballast plates are installed on the small ballast pallet according to the load chart or the erection and take-down charts.

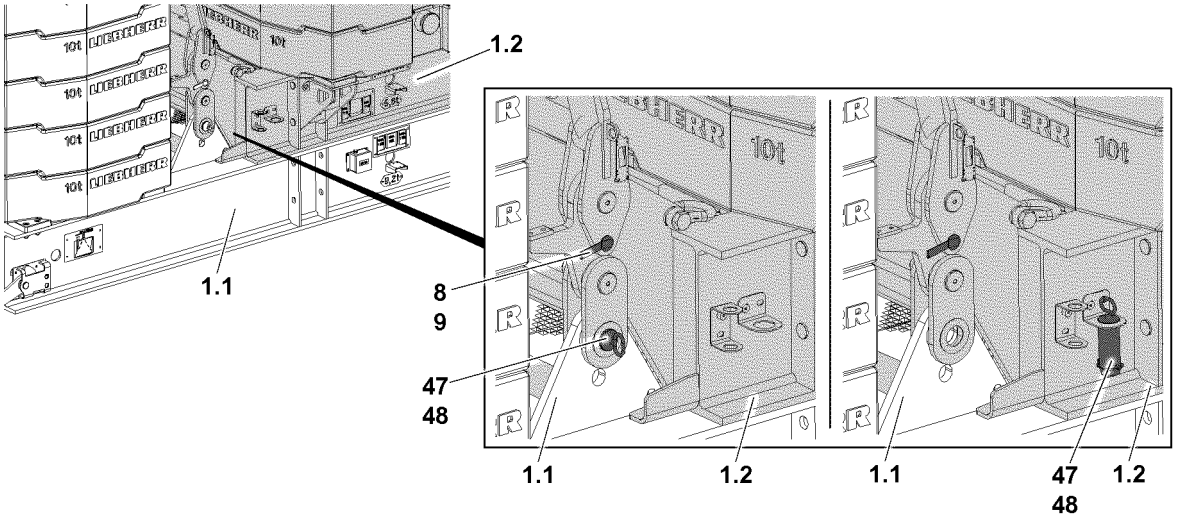

Fig.145387: Disconnecting the divisible ballast pallet „VarioTray“

► Disconnect electrical connections from the large ballast pallet **1.1** to the small ballast pallet **1.2**, see electric wiring diagram.
► Close the electrical connections off properly with dummy plugs or protective caps.

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The small ballast pallet **1.2** is pinned at four points. The unpinning procedure is described for one pin as an example.

► Remove the retaining element **48** and unpin the connector pin **47**.

Result:

– The small ballast pallet **1.2** is disconnected from the large ballast pallet **1.1**.

► Pin the connector pin **47** in the parking position and secure with a retaining element **48**.

WARNING
Danger of accident!
The two erection racks must be locked and secured in a vertical position during crane operation, as otherwise they could fall down.
Death, severe bodily injuries, property damage.
In the case of crane operation with the small ballast pallet **1.2**, the retaining pins **8** remain pinned.
► Make sure that the retaining pins **8** are pinned.

► Check the retaining pins **8**.

16.1.2 Function check before lifting the derrick ballast

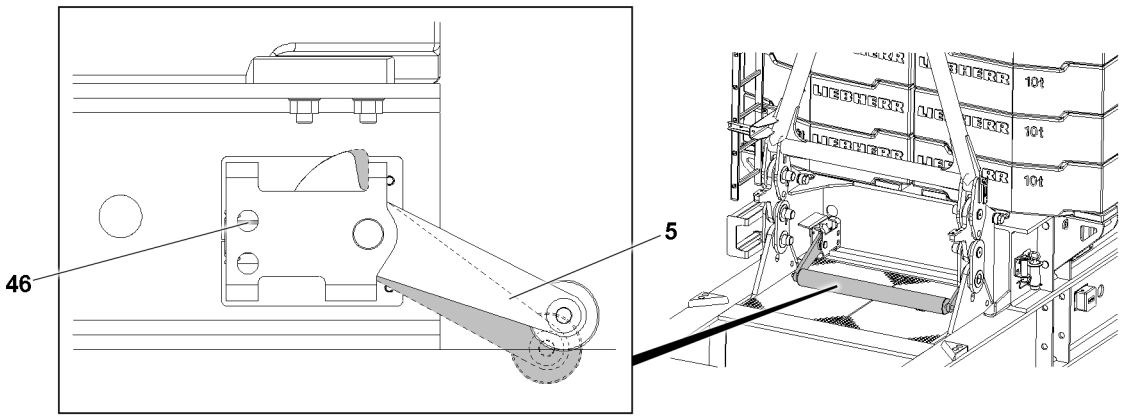

Fig.128904: Ground contact roller

Make sure that the following prerequisite is met:
– The ground contact rollers must move easily.

DANGER
Danger of accident if the derrick ballast touches the ground!
► If the small ballast pallet touches the ground, **at least one** ground contact switch **46** must be actuated via the ground contact roller **5**.
► The **turning the turntable** and **driving the crawler** crane movements turn off.

► Manually lift the ground contact roller **5**.

Result:

– The ground contact switch **46** is actuated.
– The **turning the turntable** and **driving the crawler** crane movements turn off.

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16.1.3 Lifting the small ballast pallet

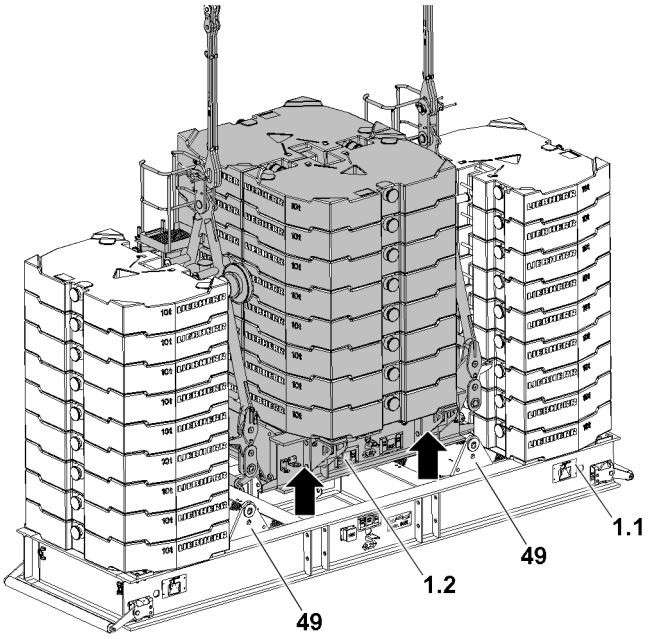

Fig.128905: Small ballast pallet

Make sure that the following prerequisite is met:
– The small ballast pallet **1.2** is disconnected from the large ballast pallet **1.1**.

WARNING
Danger of fatal injury due to tipping ballast plates!
If the crane is turned after the small ballast pallet **1.2** is lifted, the small ballast pallet **1.2** will tip over the ballast plates of the large ballast pallet **1.1**.
Death, severe bodily injuries, property damage.
► Make sure that the crane is never turned directly after lifting the small ballast pallet **1.2**.
► The large ballast pallet **1.1** must always be put down outside of the slewing range of the crane.

► Lift the small ballast pallet **1.2** until it is hovering over the plates **49** of the large ballast pallet **1.1**: Actuate the pull cylinder, see the section „Lifting and lowering the derrick ballast using the pull cylinder“.

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16.2 Removing the crane operation with small ballast pallet

16.2.1 Setting down the small ballast pallet

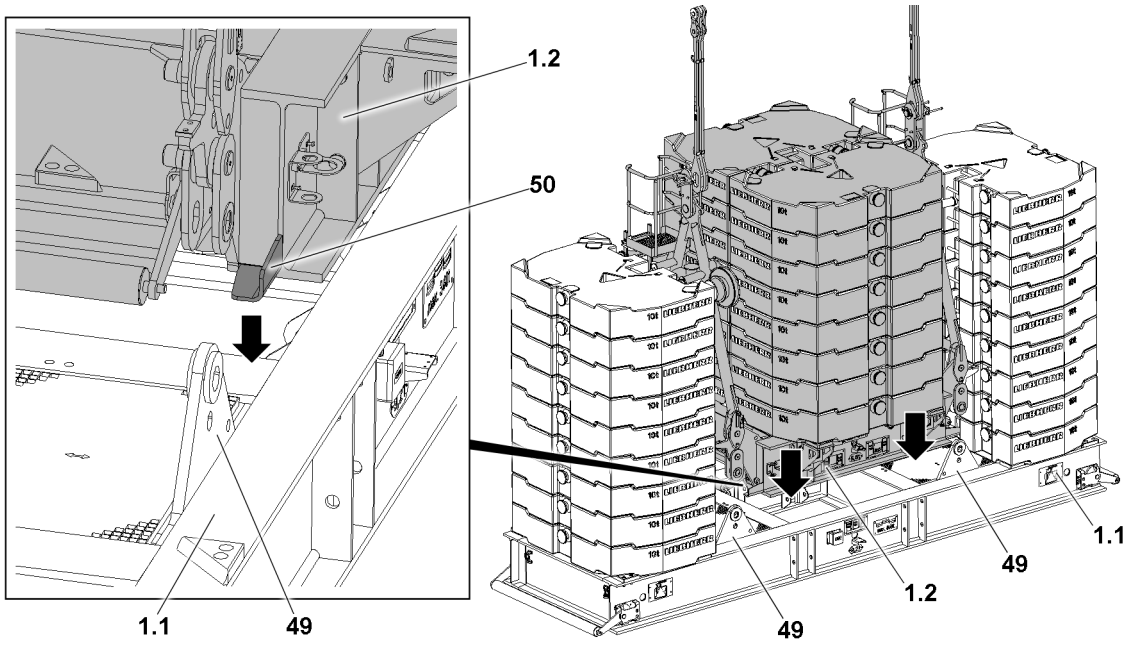

Fig.128906: Setting down the small ballast pallet

Make sure that the following prerequisites are met:
- The small ballast pallet **1.2** is located over the pin locations of the large ballast pallet **1.1**.
- The ground contact rollers must move easily.
- Ballast plates are installed on the large ballast pallet **1.1** according to the load chart or the erection and take-down charts.

WARNING
Danger of fatal injury due to tipping ballast plates!
If the crane is turned when the small ballast pallet **1.2** is being set down, the small ballast pallet **1.2** will tip over the ballast plates of the large ballast pallet **1.1**.
Death, severe bodily injuries, property damage.
► Make sure that the crane is never turned while the small ballast pallet **1.2** is being set down.

Note
► When setting down the small ballast pallet **1.2**, use the centerings **50** on the small ballast pallet **1.2** as a guide.

► Set down the small ballast pallet **1.2** on the large ballast pallet **1.1**: Actuate the pull cylinder, see the section „Lifting and lowering the derrick ballast using the pull cylinder“.

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16.2.2 Connecting the divisible ballast pallet „VarioTray“

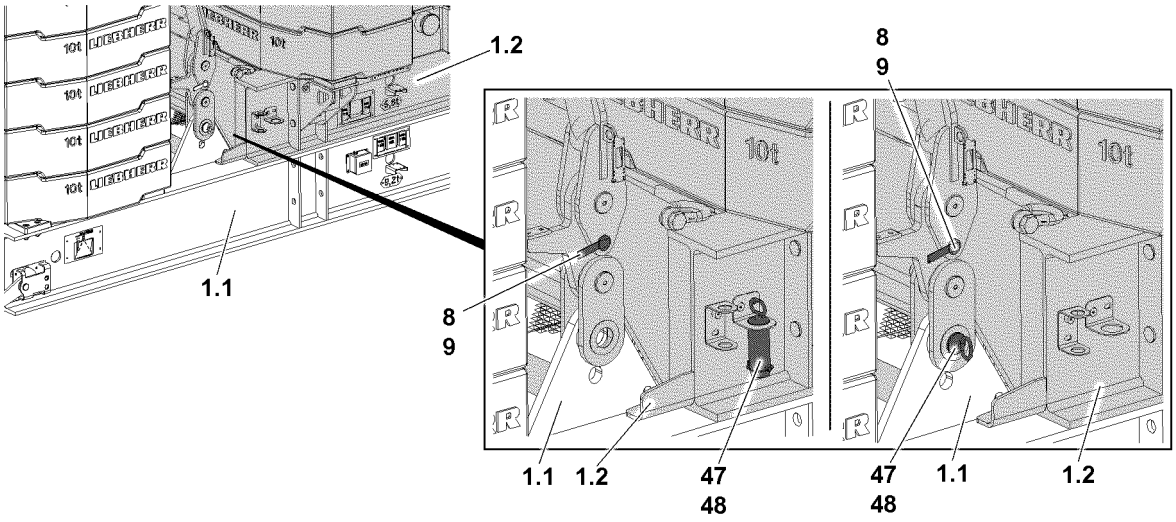

Fig.145388: Connecting the divisible ballast pallet „VarioTray“

Make sure that the following prerequisites are met:
- The small ballast pallet **1.2** is resting completely on the large ballast pallet **1.1**.
- The pin bores on the small ballast pallet **1.2** and on the large ballast pallet **1.1** align.

The small ballast pallet **1.2** is pinned at four points. The pin procedure is described for one pin as an example.

► Remove the retaining element **48** from the parking position and unpin the connector pin **47**.
► Insert the connector pin **47** and secure it with a retaining element **48**.

Result:

– The small ballast pallet **1.2** is pinned to the large ballast pallet **1.1**.

WARNING
Danger of accident!
The two erection racks must be locked and secured in a vertical position, as otherwise they could fall down.
Death, severe bodily injuries, property damage.
► Make sure that the retaining pins **8** are pinned.

► Check the retaining pins **8**.
► Establish electrical connections from the large ballast pallet **1.1** to the small ballast pallet **1.2**, see the electric wiring diagram.

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17 Crane operation with the derrick ballast

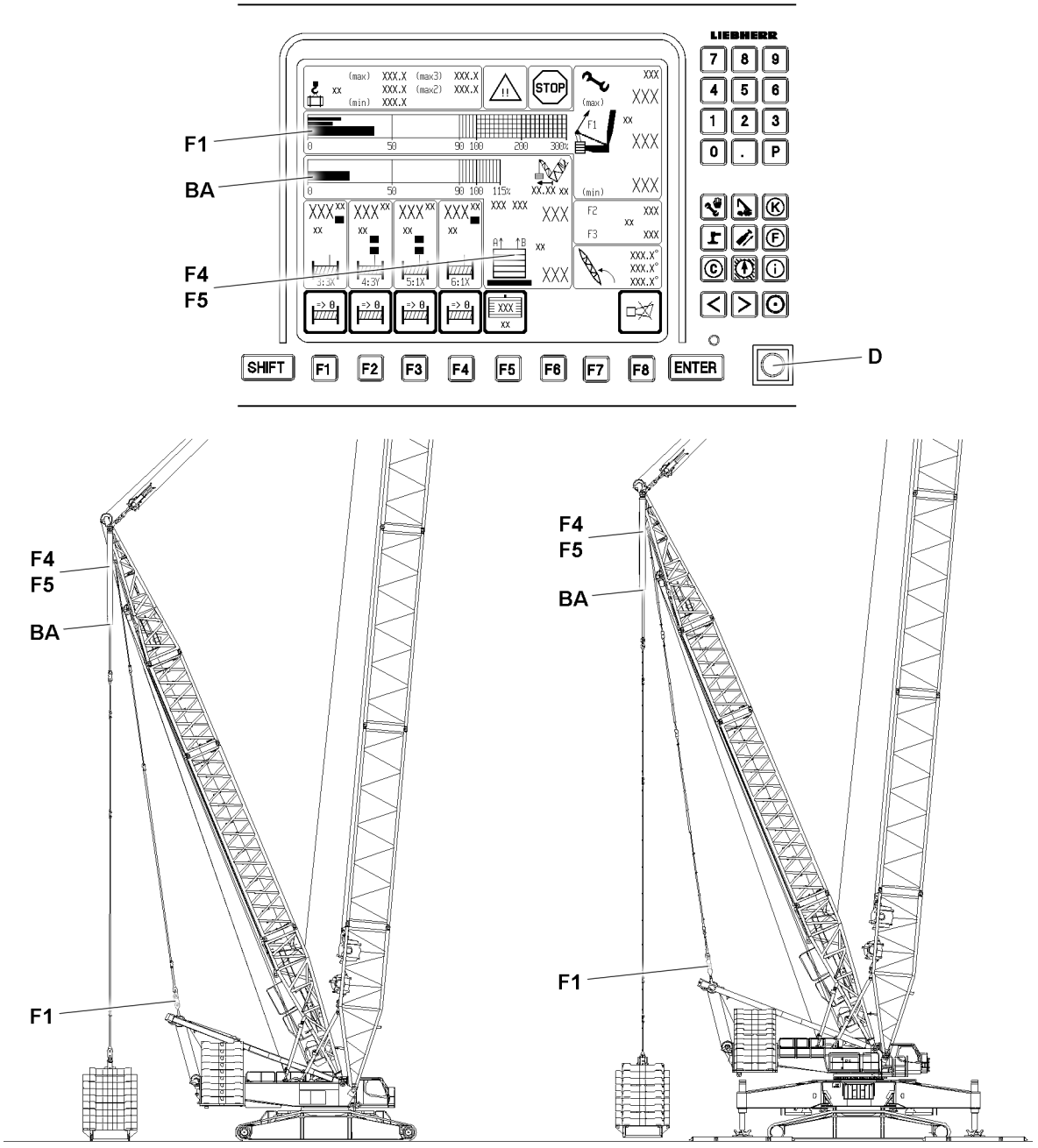

Fig.149281

17.1 LICCON overload protection

The maximum or minimum load required to balance the crane can be increased or decreased on cranes with a derrick ballast operating under load by increasing or reducing the derrick ballast.

Note

- ► The suspended ballast and ballast trailer are generally referred to as the **derrick ballast**.
- ► The fixed compensation weight that is installed on the turntable is generally referred to as the **counterweight**.

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Make sure that the following prerequisites are met:
- The required derrick ballast according the load chart is placed and entered and confirmed on LICCON monitor 1.
- The derrick boom is in the operating position.

17.1.1 Presettings

► Set the LICCON overload protection according to the data in the load chart and confirm.

Note
► Enter the placed derrick ballast on LICCON monitor 1.
► Enter the actual reeving on the pulley head on LICCON monitor 0.

To set the derrick ballast - see chapter 4.03.

DANGER
Danger of accident!
The set derrick ballast must match the actually placed derrick ballast weight.
► Incorrect entry of the ballast weight can result in dangerous operating situations.

► Check the settings.

17.2 Crane operation

WARNING
The crane can topple over!
If the derrick ballast is lifted up off the ground beyond the **maximum permissible** 250 mm , the crane can topple over to the rear if the load rips off.
Death, severe bodily injuries, property damage.
► Do not lift the derrick ballast more than 250 mm off the ground.
► Make sure that there are no persons within the danger zone when lifting and lowering the derrick ballast.

For crane operation with the derrick ballast, observe the data in the „Crane operation“ program on LICCON monitor 1, see chapter 4.02.

DANGER
Danger of accident!
There may be no persons or obstacles within the slewing range of the derrick ballast.
During the turning procedure, a guide person must closely watch the main boom, derrick and derrick ballast for any risk of collision.
The turning movement or braking must be initiated extremely carefully when turning with a load and suspended derrick ballast.
Death, severe bodily injuries, property damage.
► Jerky initiation / braking of the turning movement can cause the load or suspended derrick ballast to swing.
► This can cause the boom to break or the crane to topple over.

Note
► See section „Lifting and lowering with pull cylinders“ and section „Differential force monitoring for derrick ballast guying“.

Monitor the extension condition of the pull cylinders and the incline of the derrick ballast.

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17.2.1 Safety guidelines

Note
- ► The test points must be checked for function before crane operation.
- ► The weight of the load to be lifted must be known.
- ► The placement surface of the derrick ballast may be no more than maximum 250 m above, or 250 m below, the placement level of the crane.
- ► The placement surface on which the derrick ballast is placed after the load hoist has been completed must be level, horizontal and of sufficient load bearing capacity in order to safely support the weight.

CAUTION
Danger of accident!
- ► Before setting down the load and suspended derrick ballast, the crane operator must make sure that it can be taken down safely.

Note
- ► There may not be any obstacles in the slewing range of the crane, derrick ballast and load.
- ► The lifting of the derrick ballast must be supervised by a guide or the crane operator.

DANGER
Danger of accidents due to angular pull!
- ► When picking up the load, angular pull must be avoided, which means the derrick ballast, the center of rotation of the turntable and the load must be on one line.
- ► If this is not observed, there is a danger of tipping when lifting with ballast plates and this could cause the crane to topple over.

When picking up the load, the guying from the derrick ballast to the derrick end section must be relieved to the point where the actual force at test point 1 (F1 - actual) is higher than the minimum force-$F1_{min}$ (test point 1).

DANGER
Danger of accident!
- ► The guying between the SA-frame and the derrick end section, test point 1, may never be without power.
- ► This could cause uncontrolled movements of the boom system and therefore an accident.

17.3 Determination of forces in operating mode with derrick ballast

In all operating modes with derrick ballast, the load is divided between the guy rods from the derrick head to the SA-frame (F1) and the derrick ballast (F4/5).

Note
- ► For a detailed description see Chapter 4.02.

17.3.1 Force F1 (test point 1) guying of SA-frame - derrick end section

The force F1 (test point 1) is determined in the guy rods from the SA-frame to the derrick end section by 2 force test boxes and is shown on the LICCON monitor 1 as total force of the guying.

The F1-utilization results from the F1 operating force and the F1-maximum operating force. This is represented on LICCON monitor 1 with the utilization bar (F1 percent).

17.3.2 Force F4/F5 (test point 4/5) in the guying derrick ballast - derrick end section

The forces F4/F5 (test point 4/5) are effective in the guy rods from the derrick ballast to the derrick end section.

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The existing forces in the guy rods (A = left and B = right) are calculated from the four pressure sensors, which are attached to the pull cylinders and shown on LICCON monitor 1 as individual forces.

The pulled ballast is calculated from the forces of the individual guyings, which means the part of the ballast pulled up by the guying. The remaining part is laying on the ground. The ballast utilization results from the pulled ballast and the placed ballast. This is shown on LICCON monitor 1 with a utilization bar (BA in %).

Pull cylinder on block

DANGER
The crane can topple over!
By retracting one or both pull cylinders (block position moved in), the pressure increases strongly on the ring surface of the pull cylinder and the weighing of the currently pulled derrick ballast is incorrectly calculated and displayed.
The LICCON overload protection therefore assumes that a larger derrick ballast is pulled than is actually the case, and calculates too large a load capacity as a result.
An overload of the crane is recognized too late by the LICCON overload protection and the crane can topple.
Death, severe bodily injuries, property damage.
- ► If the pull cylinders are „retracted“ in the block position, **crane operation is explicitly prohibited**.
- ► The forces in the derrick ballast guyings A and B must be carefully monitored on LICCON monitor 1.
- ► Any error messages that are displayed must be observed.

WARNING
The LICCON overload protection shuts off too early!
By extending one or two pull cylinder completely (block position moved out), the LICCON overload protection calculates a load which is too low.
Possible shut-off by the LICCON overload protection takes place too early.
- ► If the pull cylinders are in block position „moved out“, crane operation on the basis of reduced load is not meaningful.

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17.3.3 Monitoring of minimum force F1

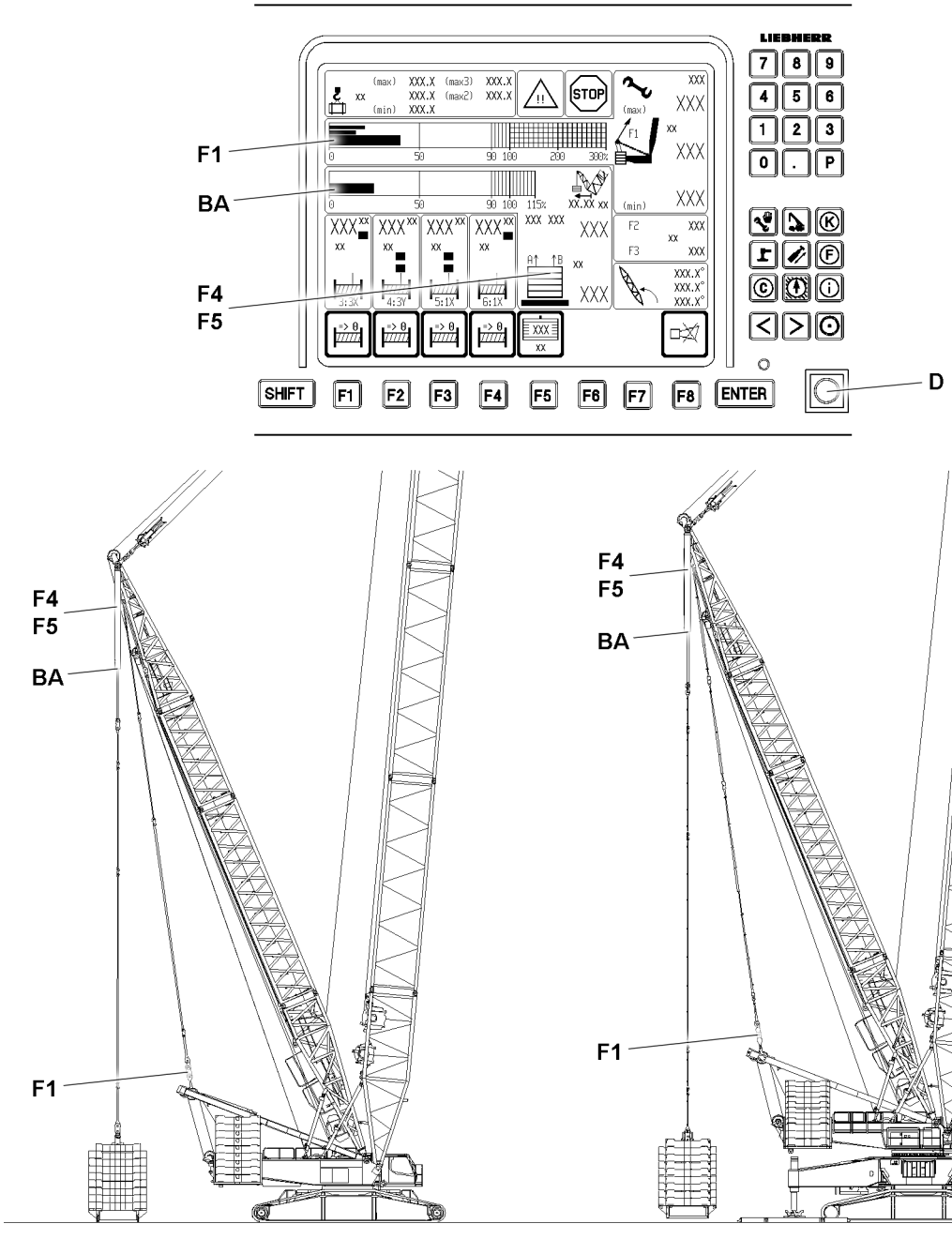

Fig.149281

If more than 50 percent of the set derrick ballast is being pulled (ballast utilization bar > 50 percent) and the minimum force $F1_{min}$ (test point 1) is fallen below, all crane movements that **increase load torque** are turned off.

DANGER
Danger of accident!
It is prohibited to fall below the minimum force $F1_{min}$ (test point 1) if more than 50 percent of the derrick ballast is pulled. If this is not observed, in case of slack guying from test point 1 (F1) and **derrick ballast on the ground**, the derrick ballast can suddenly lift off the ground due to the increased load torque and the boom system can suddenly move forward. This causes the load to swing back and forth too much, which could damage the main boom and the crane.
► Do not fall below the minimum force - $F1_{min}$.

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If more than 90 percent of the set derrick ballast is being pulled (ballast utilization bar greater than 90 percent) and the minimum force $F1_{min}$ (test point 1) is fallen below, all crane movements **that increase the load torque** and all crane movements **that decrease the load torque** are turned off. This also turns off the „spooling out“ movement of the winch.

DANGER
Danger of accident!
It is prohibited to fall below the minimum force $F1_{min}$ (test point 1) if more than 90 percent of the derrick ballast is pulled. If this is not observed and the load torque is decreased when the guying is slack at test point 1 (F1) and the derrick ballast is suspended, the derrick ballast can suddenly drop to the ground, causing the boom system to suddenly move backwards. As a result, the relapse cylinders can be pressed on the block and be overloaded. There is the danger that the relapse cylinders on the main boom and the derrick boom will be damaged. This causes the load to swing back and forth too much, which could damage the main boom and the crane.
► Do not fall below the minimum force - $F1_{min}$.

Note
► By activating the assembly operation, the test point 1 - minimum force ($F1_{min}$) is reduced by a few tons, which allows one to reverse the movement and retreat from the situation in which the $F1_{min}$ shut-off occurred.
► This is the only exception on the crane, where, after a shut-off, a load torque increasing movement may be continued in assembly operation.

DANGER
Danger of accident!
If the LICCON overload protection is bypassed, there is no further protection against crane overload. There is an increased danger of accident.
Death, severe bodily injuries, property damage.
► The crane driver bears the complete and sole responsibility when bypassing the LICCON overload protection.

After a shut-off via $F1_{min}$, the force F1 on test point 1 must be increased by a movement. If the derrick ballast is suspended, this can be achieved by setting down the ballast.

If the assembly operation is already activated and the F1-force continues to drop below the minimum force $F1_{min}$, which was reduced in assembly operation, then the $F1_{min}$ shut-off can no longer be bypassed.

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17.4 Overload monitoring in operating mode with derrick ballast

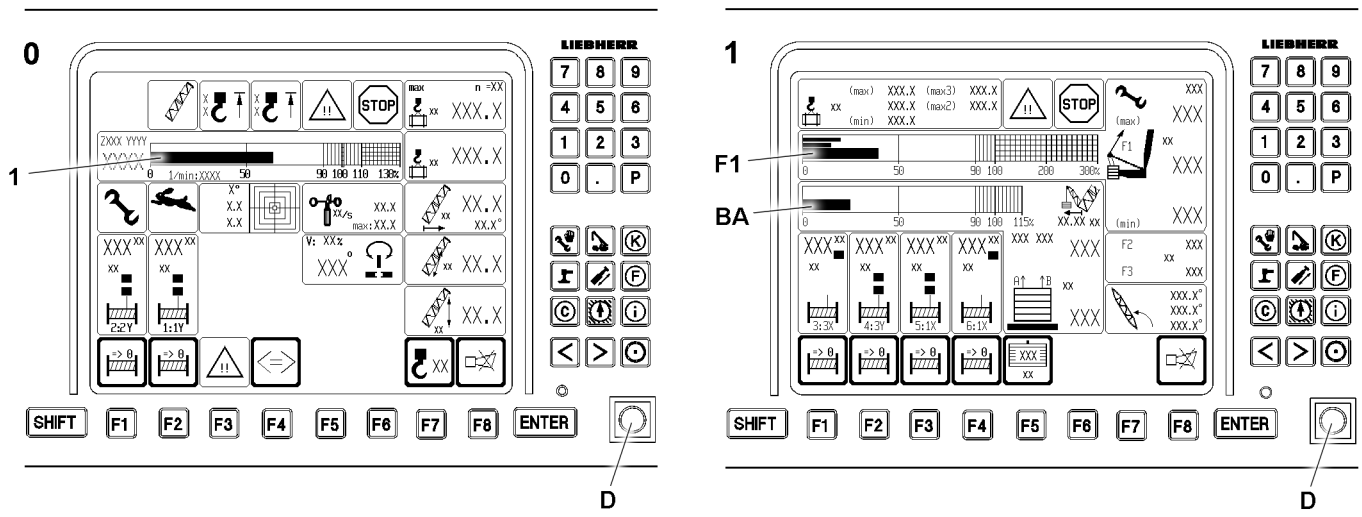

Fig.149282

In operating modes with derrick ballast, the „maximum load for the current crane condition“ is monitored two ways:

1. Monitoring of maximum load on the LICCON monitor 0
2. Monitoring of test point 1-operational maximum force on the LICCON monitor 1

17.4.1 Monitoring of maximum load on the LICCON monitor 0

It monitors the „maximum load according to load chart and reeving“.

In operating modes with derrick ballast, this is the maximum load of the current crane condition. It is shown on LICCON monitor 0. The current utilization of the crane results from the load utilization bar (1) on LICCON monitor 0.

If the load utilization bar reaches 90 %, an advance warning is given in the form of a „notice icon“ and a „SHORT HORN“ on LICCON monitor 0.

At 100 % on the load utilization bar, the shut-off of all load moment increasing movements with the „stop icon“ and the acoustical warning „HORN“ occurs on LICCON monitor 0.

Note

► The „maximum load of the current crane condition“ can possibly be increased further, refer to section „utilization conditions“.

17.4.2 Monitoring of test point 1-operational maximum force (= $F1_{max}$ operation)

It is shown on LICCON monitor 1. When F1 is greater than $F1_{max\text{-}shut\text{-}off\ value}$, a shut off of all movements which could increase load torque occurs with the „stop icon“ and the acoustic warning „HORN“ by LICCON monitor 1.

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Note

- ► The maximum load can be safely monitored by the „LICCON overload protection“ itself.
- ► The „$F1_{max}$-monitoring“ is an additional monitoring function which shows the overload parallel to the „LICCON overload protection“.
- ► In all cases where the maximum load according to the load chart „max-load“ is smaller than the maximum load of the current set up configuration with optimal derrick ballast „max3-load“, which means „max-load“ appears smaller „max3-load“, when lifting the maximum load, the monitor display looks as if the „utilization bar of the crane“ is at 100 percent and the „F1 utilization bar“ is approximately at 100 percent.
- ► At the just completed LMB-Stop („current load“ / „max-load“ greater than 100 percent) $F1_{actual}$ can already lie just over $F1_{max}$ or just below. There is a certain tolerance due to the component weights and the wind influences. To ensure that the maximum load can always be lifted, shut-off will not occur at $F1_{actual}$ / $F1_{max}$ greater than 100 %. Shut-off will only occur at $F1_{actual}$ / $F1_{max\ operation\ shut\ off\ value}$. For this crane, the following applies: $F1_{max\text{-}operation\ shut\text{-}off\ value}$ = $F1_{max\text{-}operation}$ + F1 addition for shut-off (see chapter 4.02). The $F1_{addition\ for\ shut\text{-}off}$ is selected such that $F1_{max\text{-}operation\ shut\text{-}off}$ should normally never happen. This shut-off provides an additional safety, particularly in cases with „max-load“ smaller „max3-load“. For example, if the load weighing is far too low due to a sensor failure, then a load would be pulled which would be greater than the maximum permissible load without shut off of the LICCON overload protection. The crane could be overloaded. In this particular case, with the „max-load“ smaller than the „max3-load“, with $F1_{max}$ larger $F1_{max\text{-}operation\ shut\ off\ value}$ the $F1_{max\ shut\text{-}off}$ triggers. In this case, the crane is already slightly overloaded, however shut-off prevents an overload in certain cases or toppling of the crane. This means that the $F1_{max\text{-}operation\ shut\text{-}off}$ can protect the crane from overload in certain cases.
- ► Make sure that the load weighing and the shut-off function reliably on the maximum load.

DANGER

The crane can topple over!

In cases with „max-load“ = „max3-load“, the $F1_{max}$ shut-off value does not offer safety. The $F1_{max}$ shut off value is so high that the crane will probably topple over or be damaged before the shut off value is reached.

- ► Carefully monitor the displays on LICCON monitor 1.

WARNING

Danger of accident!

- ► The test point 1-Operation-Maximum force not only depends on the current set up configuration but also on the force measured with the pressure sensors in the pull cylinders.
- ► If the pulled derrick ballast is larger, then the maximum permissible $F1_{max}$ force is generally reduced and vice versa.
- ► It is therefore important to carefully monitor the ballast weighing and the value for the pulled derrick ballast to ensure that this value is even plausible.

DANGER

The crane can topple over!

If the pulled derrick ballast value has been incorrectly determined and is too low, the calculated $F1_{max}$ may be too high and the crane could be overloaded or topple over without this becoming evident.

- ► Carefully monitor the displays on LICCON monitor 1.

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17.4.3 Utilization conditions

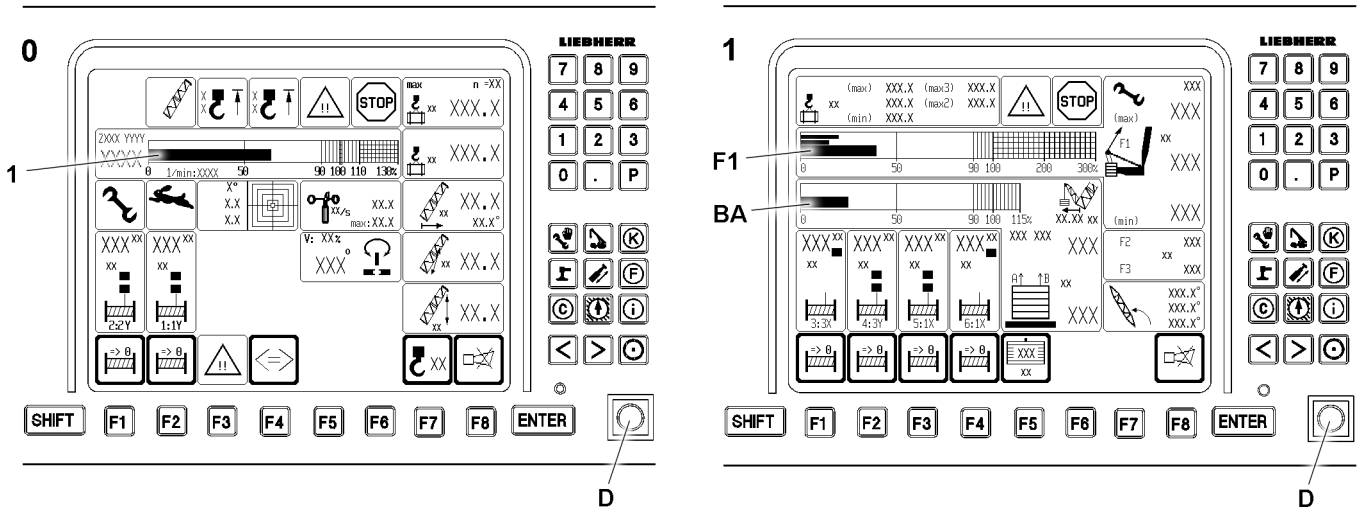

Fig.149282

The current utilization of the crane results from the „utilization bar of the crane“ **1** on the LICCON monitor 0.

Max. load:

– The „maximum load capacity in the current operating condition (**„max-load“**)“ is obtained, when the „utilization bar of the crane“ **1** displays 100 percent.
This is the case when the „utilization of the crane according to the load chart and reeving“ reaches 100 % („Current load“ is equal to the „Maximum load“).
When the „max-load“ is smaller than or equal to the „max2-load“, then the „max-load“ can be increased through:

  • Pulling up the derrick ballast, if the derrick ballast is not already suspended and the currently pulled derrick ballast is still smaller than the optimum derrick ballast.

Max2-load:

– The „maximum load of the current crane equipment“ (**„max2-load“**) is reached when the „utilization bar of the crane“ **1** is at 100 percent **and** the „derrick ballast utilization bar display“ **BA** is greater than or equal to 100 percent (the current derrick ballast is completely lifted off the ground), and the derrick ballast input value and the ballast weighing are correct.
This is the case when the „current load“ and the „max2-load“ reach 100 percent („current load“ is equal to the „max2-load“).
When the „max2-load“ is smaller than the „max3-load“, then the „max-load“ can be increased through:

  • Increasing the derrick ballast by adding additional ballast plates if the placed derrick ballast is still smaller than the optimum derrick ballast.

Max3-load:

– The „maximum load of the current set up configuration with optimum derrick ballast“ (**„max3-load“**) is obtained when the „crane utilization bar“ **1** is at 100 % **and** the „derrick ballast utilization bar display“ **BA** is at 100 % (the optimal derrick ballast is placed and completely lifted off the ground), and the derrick ballast input value and the ballast weighing are correct.
This is the case when the „current load“ and the „max3-load“ reach 100 percent („current load“ is equal to the „max3-load“).
Here, the optimum derrick ballast is already entirely pulled.
A further increase of the derrick ballast at this derrick ballast radius will not increase the load further than „max3-load“.

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Note

► In some cases it may be possible to increase the load, in some cases reducing the derrick ballast radius as well; refer to the load chart manual or LICCON job planner.

This also applies for:

– „Current load“ equal to „max-load“.
– „Current load“ equal to „max2-load“.

Activating assembly operation / bypass of the LICCON overload protection

– Activate assembly operation, see chapter 4.02

WARNING

The crane can topple over!
When the assembly operation is activated, the LICCON overload protection is exceeded.
In the event of deliberate improper use, the crane could collapse, the main boom can break off or the crane can topple over.
Death, severe bodily injuries, property damage.

► When the assembly operation is activated, only load torque reducing crane movements may be carried out up to a permissible operating and load range.
► Make sure that the assembly operation is turned off after reaching the permissible load range.
► The crane operator alone is completely responsible for his actions during a bypass of the LICCON overload protection.

Note

► The „Lift derrick ballast“ or „Lower derrick ballast“ movement requires utmost attention by the crane operator.

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17.5 Differential force monitoring for derrick ballast-guying

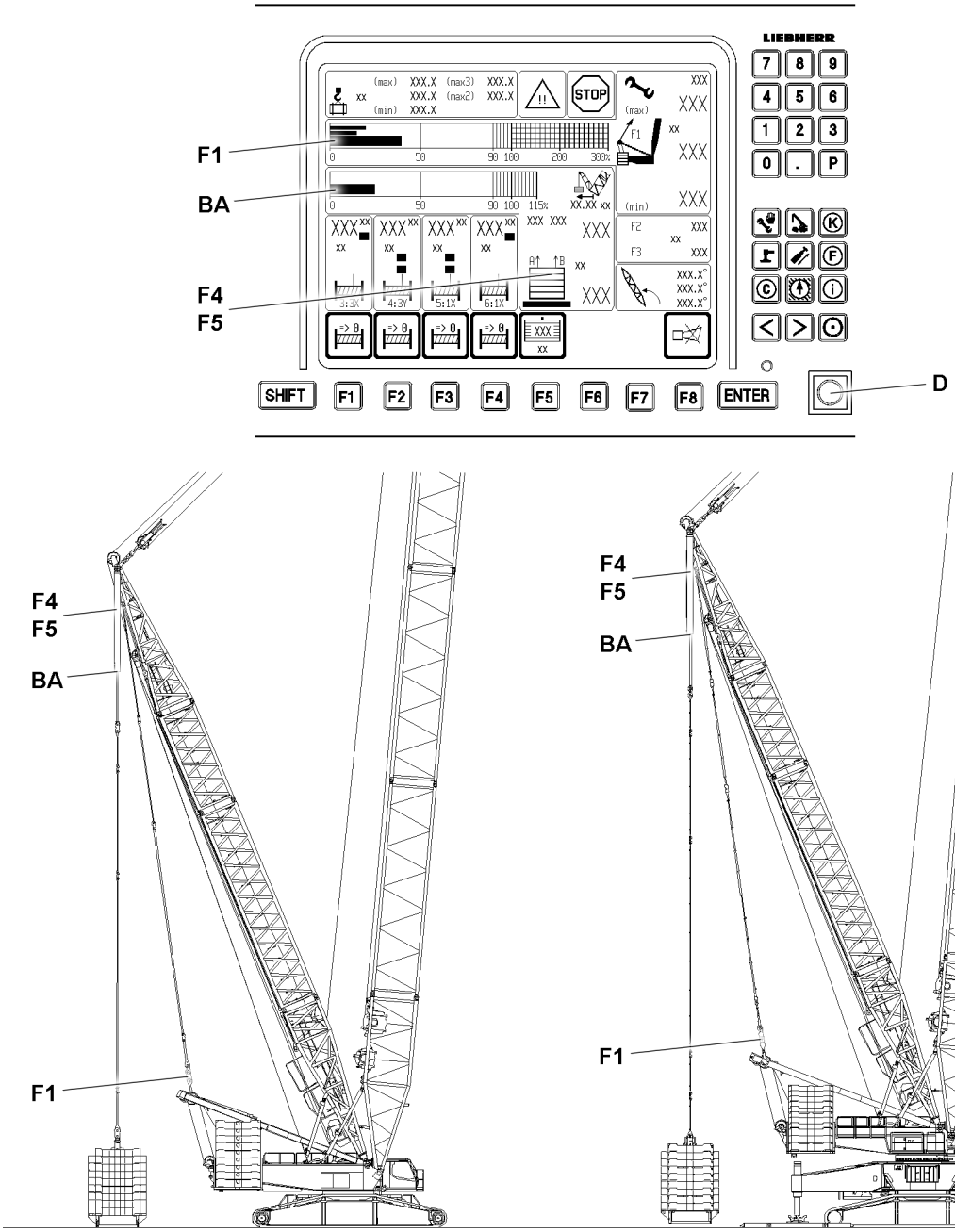

Fig.149281

In operating modes with derrick ballast, the difference of the forces of derrick ballast guying A and B is monitored on LICCON monitor 1.

DANGER
Danger of accident!
Large differences between these forces can damage the derrick end section and other crane components.
► There is a danger of accident.

The forces in the derrick ballast guyings A and B are shown and compared on LICCON monitor 1. If the difference exceeds a permissible value, an acoustic warning is issued and the two force values blink. However, **no shut-off of movements** occurs.

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If the difference of the forces of the derrick ballast guyings A and B exceeds the specified limit value, then this can have various causes:
- The flexing of the turntable.
- The ground under the derrick ballast is uneven.
- The crane is leaning to one side.
- The derrick ballast has been loaded on one side.
- The force measurement in one guying is incorrect.

The crane driver must recognize the correct cause and take countermeasures:
- The error, which caused the one-sided force, must be remedied.
- The following measures are permitted providing the ground is only slightly uneven:
  Lock one ballast cylinder and use the other ballast cylinder to „Lift the ballast“ or „Lower the ballast“ until the difference between the forces reduces. Ensure that the derrick ballast is not tilted at an inadmissible angle with respect to the crane, otherwise the derrick ballast guide and attachments will be damaged.
- If the sensor values are implausible: Check whether the ballast weighing pressure sensors or inputs for the ballast weighing are faulty. If necessary, pull out the sensor or replace the CPU.

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18 Crawler operation with derrick ballast

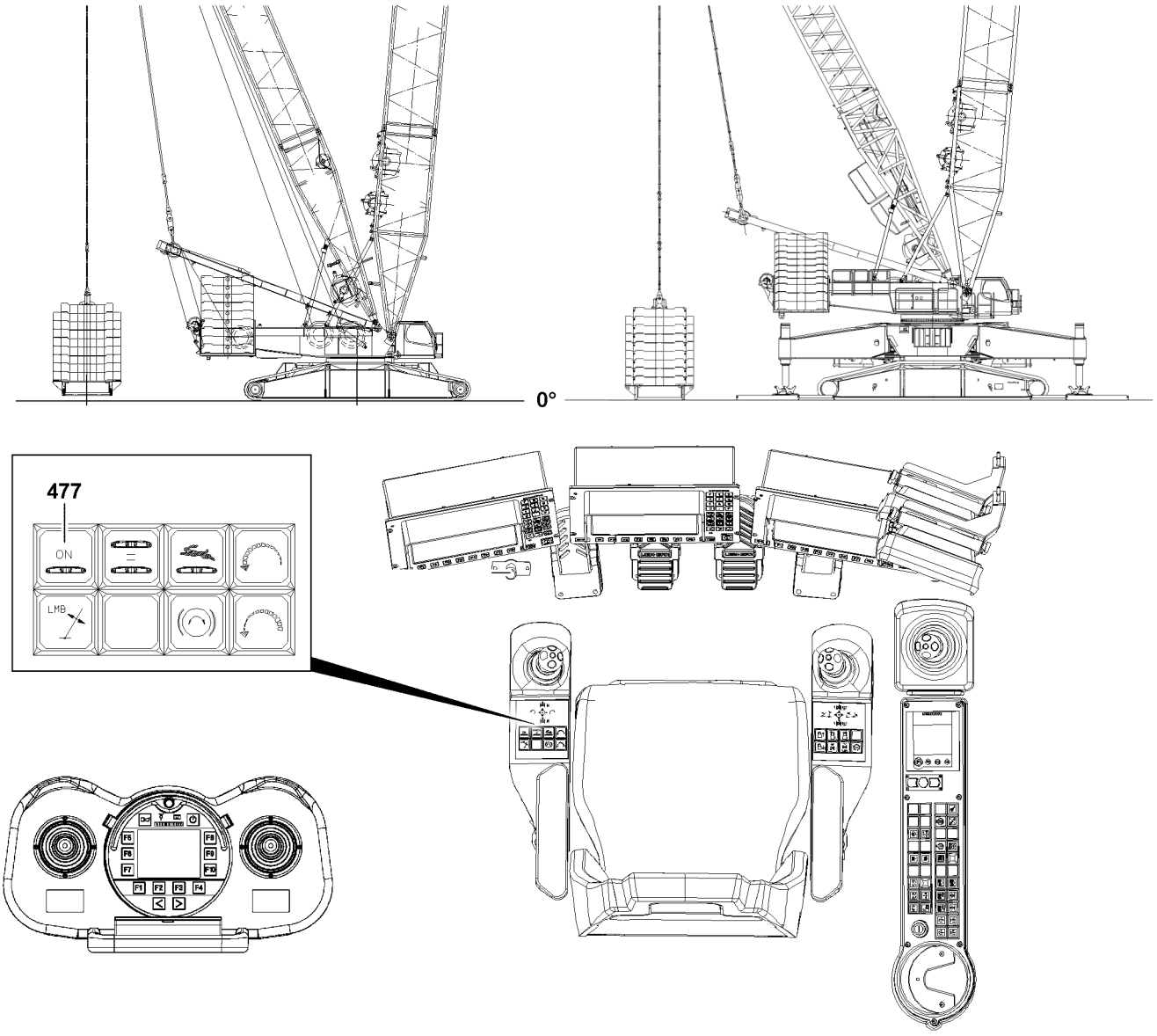

Fig.149284

18.1 Driving the crawler

Driving with raised, suspended derrick ballast.

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Make sure that the following prerequisites are met:
- The derrick ballast is lifted off the ground.
- The derrick ballast icon on LICCON monitor 1 is shown in the suspended state.
- The derrick ballast is horizontally aligned.
- The ground is able to support the weight of the crane, the load and the derrick ballast.

Note
- ► Observe the danger notes, see chapter 4.10.
- ► Crawler driving is released when all four ground contact rollers are **not in contact with the ground**.
- ► The crawler operation must be switched on with the switch **477**.

DANGER
Danger of accident!
If the following points are not observed, the crane can topple over.
Death, severe bodily injuries, property damage.
- ► There are no persons or objects in the danger zone.
- ► The travel range must be monitored by cameras or a supervisor.
- ► Only drive at the lowest possible speed.
- ► Avoid jerky driving movements.
- ► The attached load and suspended derrick ballast must be secured to prevent it from swinging. If the derrick ballast swings by more than +/- 0.5 m , set the derrick ballast quickly on the ground with the pull cylinders. In this connection, the upper load threshold at test point 1 (F1) may not be exceeded.
- ► Steering maneuvers are prohibited.
- ► Uphill or downhill travel is prohibited.
- ► Crawler operation with radio remote control, see the radio remote control operating instructions.

19 Disassembling

WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, personnel must be secured with appropriate aids to prevent them from falling.
If this is not observed, assembly personnel can fall down.
Death, severe bodily injuries, property damage.
- ► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
- ► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the supplied fall arrest system to prevent falling, see chapter 2.04.
- ► If fall protection equipment is available, then it must be used, see chapter 2.06.
- ► When lifting, lowering, swinging crane parts in and out, no persons may remain in the danger zone.
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work.
- ► Only step on the aids, ladders and catwalks with clean shoes.
- ► Keep aids, ladders and catwalks free of heavy dirt, snow, frost and ice.
- ► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
- ► Remaining on a suspended load is prohibited.
- ► Stepping or walking on crane components and lattice sections, which have an incline of more than 20° is prohibited.
- ► For all assembly work, the crane operator of the main crane must be in voice contact with the crane operator / crane operators of the auxiliary crane / auxiliary cranes.
- ► For assembly / disassembly tasks, the crane operator may only initiate crane movements when the responsible guide has explicitly released the movement.

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WARNING
Danger of impact / crushing!
When installing / removing crane components with the auxiliary crane, crane components can start to swing back and forth.
When lifting / lowering and positioning crane components, there is an increased danger of impacts / crushing.
Death, severe bodily injuries, property damage.
- ► Make sure that personnel cannot be caught by components.
- ► Make sure that the crane is horizontally aligned.
- ► When working in danger zones: Use aids to protect limbs.
- ► Guide components with suitable aids to minimize oscillation.

DANGER
The components can fall down!
If the corresponding component is disengaged from the auxiliary crane before the corresponding component is pinned, then the corresponding component can fall down.
Death, severe bodily injuries, property damage.
- ► Do not disengage the auxiliary crane until the respective component is pinned and secured.

Make sure that the following prerequisites are met:
- – The crane is properly supported and horizontally aligned.
- – An auxiliary crane is available.
- – The counterweight has been installed on the turntable according to the load chart.
- – The maximum ground unevenness for the placement surface of the derrick ballast is plus / minus 1°.
- – The LICCON overload protection has been set according to the data in the load chart.
- – The LICCON overload protection settings have been compared with the actual set up configuration.

20 Setting down the derrick ballast

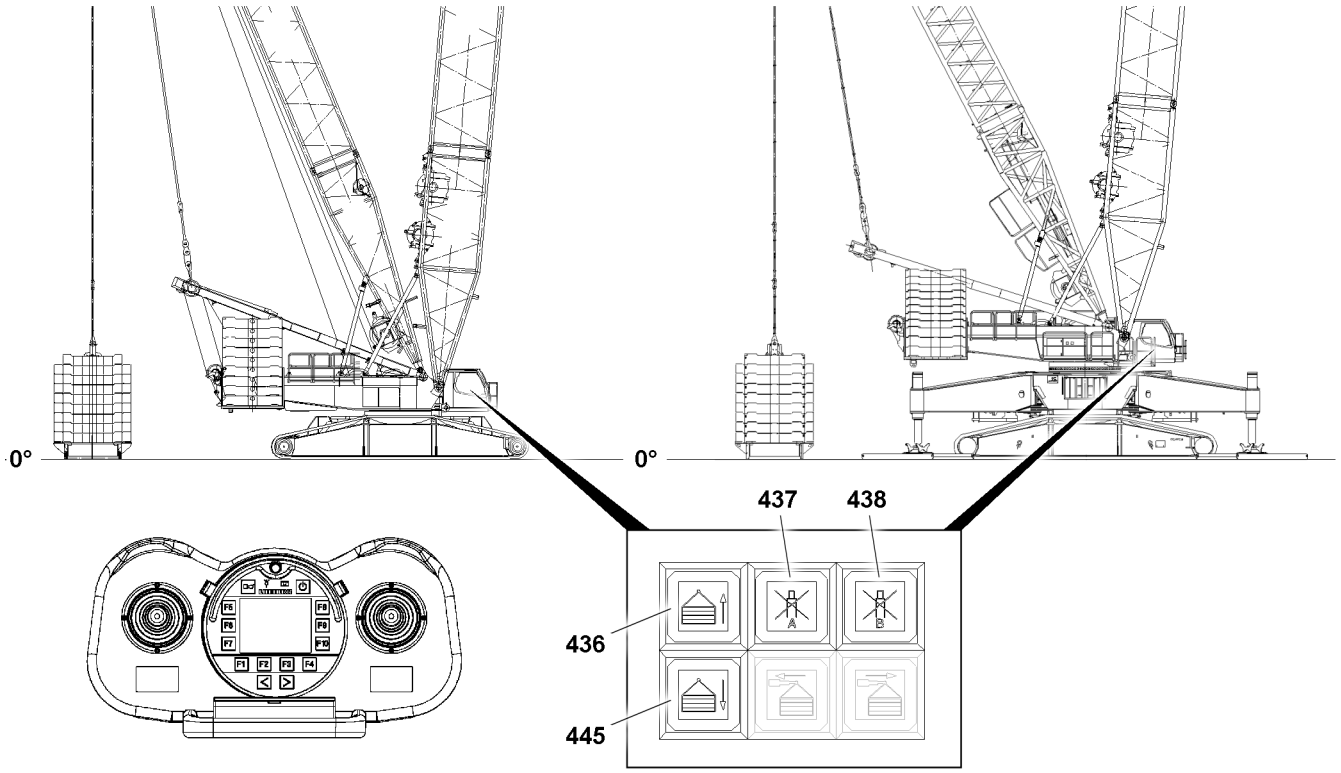

Fig.149283: Setting down the derrick ballast

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WARNING
Danger of toppling the ballast stack!
The placement surface for the derrick ballast must be level, horizontal and of sufficient load bearing capacity, otherwise the ballast stacks can tip over.
Death, severe bodily injuries, property damage.
- ► Check the horizontal position of the crane during the set down procedure.
- ► Check the horizontal position of the derrick ballast during the set down procedure.
- ► Constantly check the differential forces in the guying on LICCON monitor 1.
- ► It is strictly prohibited for anyone to stand under the derrick ballast or in any part of the danger zone during the set down procedure.

Make sure that the following prerequisites are met:
– The placement surface for the derrick ballast must be level, horizontal and of sufficient load bearing capacity.
– A guide or crane driver monitor the setting down of the derrick ballast and the load.

► Press the button **445**.

Result:

– The piston rods of the pull cylinders extend.
– The derrick ballast is lowered.

► When the ballast pallet touches the ground, the ground contact switches are actuated.

Result:

– The **turning the turntable** and **driving the crawler** crane movements turn off.

21 Removing the ballast plates

Make sure that the following prerequisite is met:
– The ballast plates are released.

Note
► The ballast plates are marked with their own weights.

WARNING
The crane can topple over!
If more than 20 t are removed with one lift from a ballast stack or if the ballast is removed asymmetrically, then the crane can topple over.
Death, severe bodily injuries, property damage.
- ► A weight difference between the right and left ballast stack of more than 20 t * is prohibited.
- ► Alternately remove no more than maximum 20 t ballast assemblies from the ballast stack, symmetrically on the left and right.

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21.1 Removing the ballast plates, fastening system: „Twistlock“

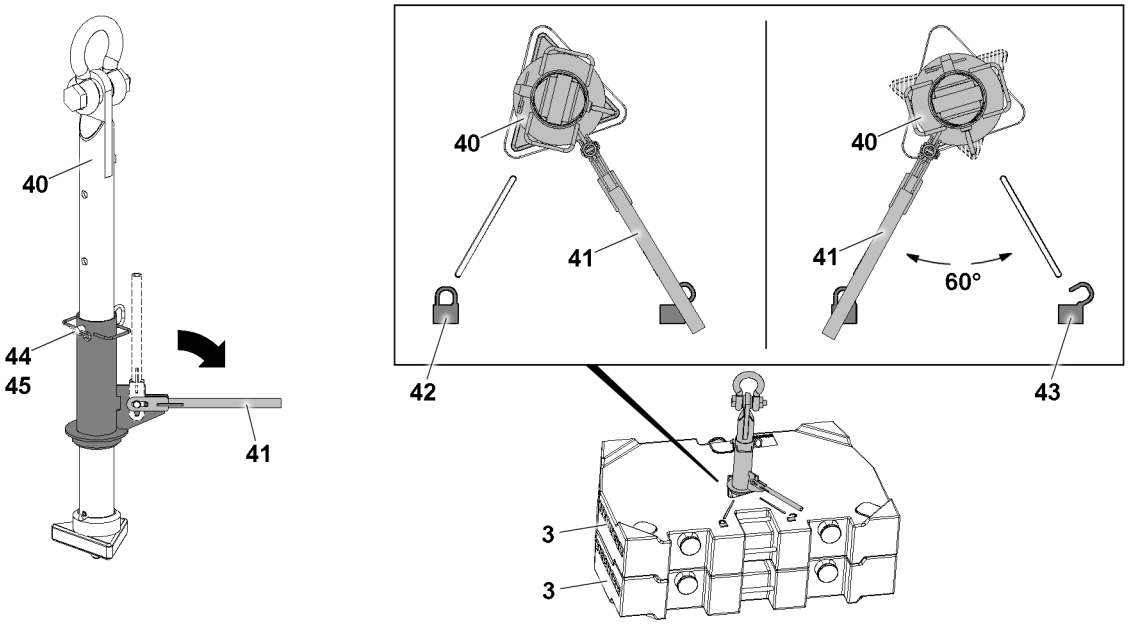

Fig.128899: Ballast plates, fastening system: „Twistlock“

WARNING
Danger of accident!
If more than the permissible two ballast plates are lifted with the receptacle stud, the receptacle stud will be overloaded and can be damaged.
Death, severe bodily injuries, property damage.
► Make sure that the ballast plates are placed correctly in the centerings.
► Replace damaged ballast plates.

To remove the ballast plate(s), use the receptacle stud **40**.

Before the receptacle stud **40** is guided into the ballast plates, it must be ensured that the length of the receptacle stud is set correctly. The length of the receptacle stud **40** can be adjusted with the pin **44**.

If the length of the receptacle stud **40** is to be adjusted:
► Release and unpin the pin **44**.
► Adjust the length of the receptacle stud by moving the receptacle stud **40**.
► Insert the pin **44** and secure it with the retaining element **45**.
► Fasten the receptacle stud **40** to the auxiliary crane and guide it into the ballast plate(s).
► Pull the lever **41** up and fold it down.
► Turn the lever **41** 60° until the lever **41** points to the icon **42**.

Result:

– The receptacle stud **40** is locked with the ballast plate.

► Lift one ballast plate with the receptacle stud **40** in each case and remove it from the ballast stack or the small ballast pallet.

When the ballast plate is set down:
► Turn the lever **41** 60° until the lever **41** points to the icon **43**.

Result:

– The receptacle stud **40** is unlocked from the ballast plate.

► Carefully pull the receptacle stud **40** out of the ballast plate.
► Alternately remove the ballast plates **3** on both sides.

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21.2 Removing the ballast plates, fastening points: Bitt

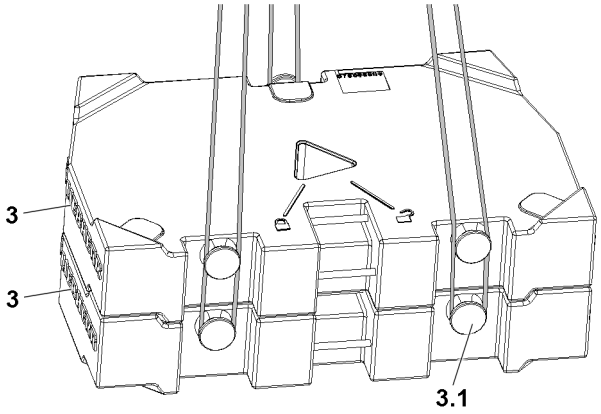

Fig.128900: Ballast plates, fastening system: „Bitt“

WARNING
Falling ballast plates!
If more than the permissible loads are lifted, then the bitts **3.1** are overloaded and the ballast plates can fall down.
Death, severe bodily injuries, property damage.
► Lift the ballast plates individually or as a package, maximum 20 t , 3 fastening points.
► Replace damaged ballast plates immediately.

WARNING
Incorrect handling of the fastening equipment!
If fastening equipment cannot be attached correctly and if it is not secured sufficiently to prevent it from loosening up, loads can fall down.
Death, severe bodily injuries, property damage.
► Make sure that the fastening equipment is correctly attached on the bitts **3.1** and that it is secured sufficiently to prevent it from loosening up.

► Lift the ballast plate **3** or ballast package and remove it from the ballast stack or the small ballast pallet.
► Alternately remove the ballast plates **3** on both sides.

22 Disassembling the divisible ballast pallet „VarioTray“

The unpinning of the erection racks differs due to the following prerequisites:
– The suspended ballast guide* is assembled: Unpin on the suspended ballast guide*
– The suspended ballast guide* is **not** assembled: Unpin on the D-guy rods

Make sure that the following prerequisites are met:
– The ballast plates are removed.
– The divisible ballast pallet „VarioTray“ is standing on the ground.
– The erection racks are secured to prevent them from folding.

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22.1 Unpinning the divisible ballast pallet „VarioTray“ on the suspended ballast guide*

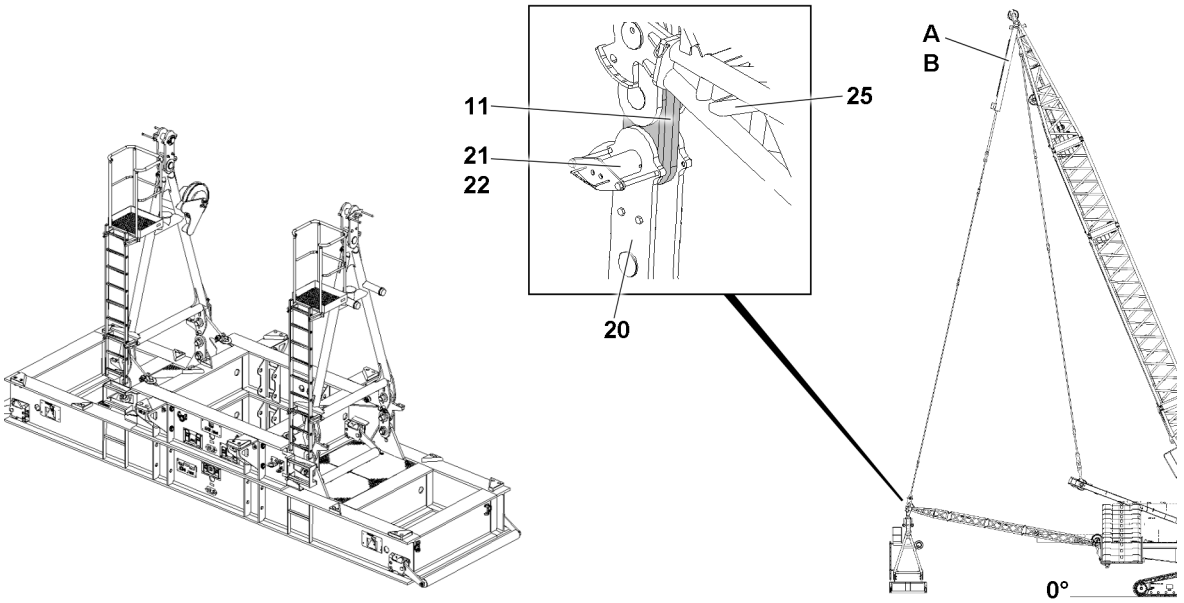

*Fig.128896: Unpinning the divisible ballast pallet „VarioTray“ on the suspended ballast guide**

WARNING
Unsecured erection racks!
Death, severe bodily injuries, property damage.
► Make sure that the erection racks are secured with retaining pins to prevent them from tipping over.

The erection racks are unpinned at two points. The unpinning procedure is described for one pin as an example.

► Relieve the D-guy rods until the pin **21** can be unpinned: Actuate pull cylinder **A** and pull cylinder **B**.
► Unpin the suspended ballast guide* on the bracket **20**: Remove the retaining element **22** and unpin the pin **21**.
► Pull up the D-guy rods : Actuate pull cylinder **A** and pull cylinder **B**
► Insert the pin **21** again and secure with the retaining element **22**.
► Unpin the second erection rack.

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22.2 Unpinning the divisible ballast pallet „VarioTray“ on the D-guy rods

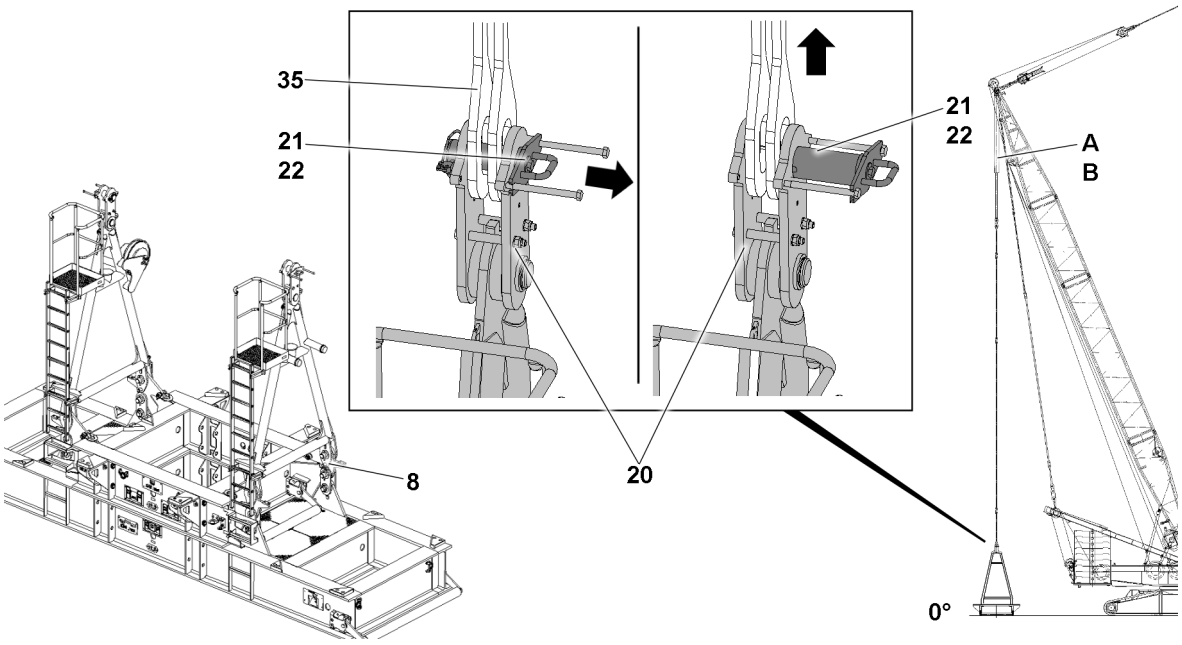

Fig.128909: Unpinning the divisible ballast pallet „VarioTray“ on the D-guy rods

WARNING
Unsecured erection racks!
Death, severe bodily injuries, property damage.
► Make sure that the erection racks are secured with retaining pins to prevent them from tipping over.

The erection racks are unpinned at two points. The unpinning procedure is described for one pin as an example.

► Relieve the D-guy rods until the pin **21** can be unpinned: Actuate pull cylinder **A** and pull cylinder **B**.
► Unpin the D-guy rod **35** on the bracket **20**: Remove the retaining element **22** and unpin the pin **21**.
► Pull up the D-guy rod **35**: Actuate pull cylinder **A** and pull cylinder **B**.
► Insert the pin **21** again and secure with the retaining element **22**.
► Unpin the second erection rack.

22.3 Removing the consoles for ballast centering

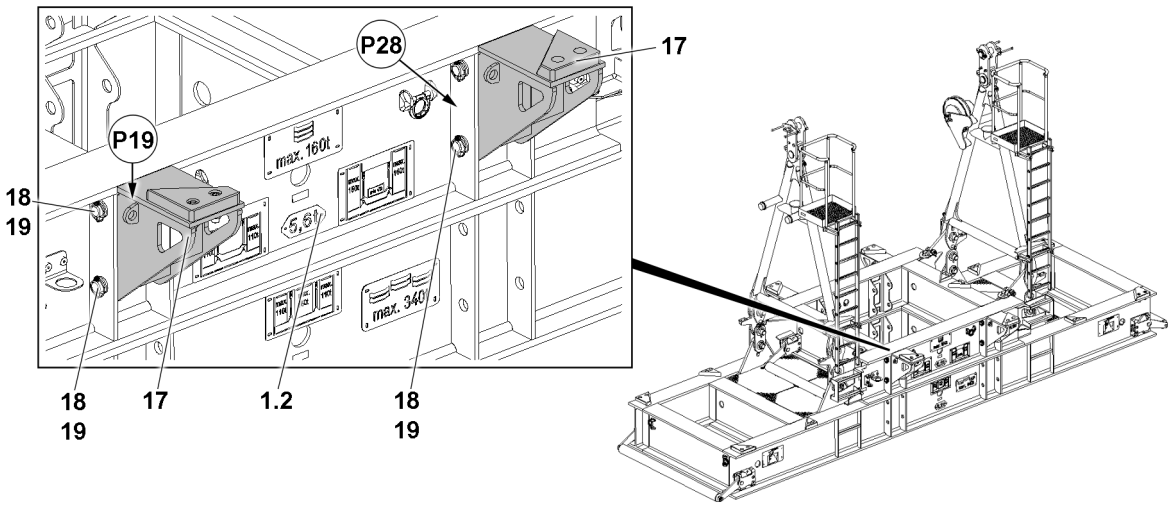

Fig.128894: Console for the ballast centering in operating position

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Make sure that the following prerequisites are met:
- The erection racks are secured to prevent them from folding.
- The ballast plates are completely removed.

Note
- ► The disassembly is described on one console for ballast centering as an example.
- ► The disassembly of the additional consoles for ballast centering is identical.

- ► Fasten the console for ballast centering **17** to the auxiliary crane at points **P19**.
- ► Unpin the console for ballast centering **17** at point **P28**: Remove the spring retainer **19** and unpin the pin **18**.
- ► Lift the console for the ballast centering **17** with the auxiliary crane out of operating position.

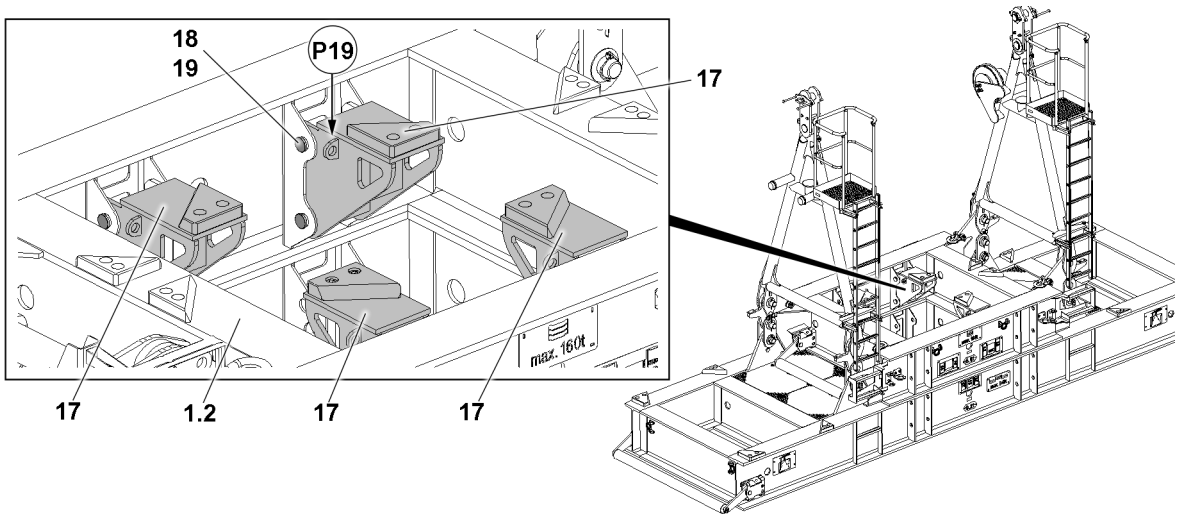

Fig.128893: Console for the ballast centering in the park position

- ► Swing the console for the ballast centering **17** in the park position and pin with pin **18** and secure with spring retainer **19**.

When the console for the ballast centering **17** is pinned and secured properly in the park position:
- ► Remove the fastening equipment at the points **P19**. Remove the auxiliary crane.
- ► Assemble additional consoles for ballast centering **17** in the park position.

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22.4 Taking down the erection racks

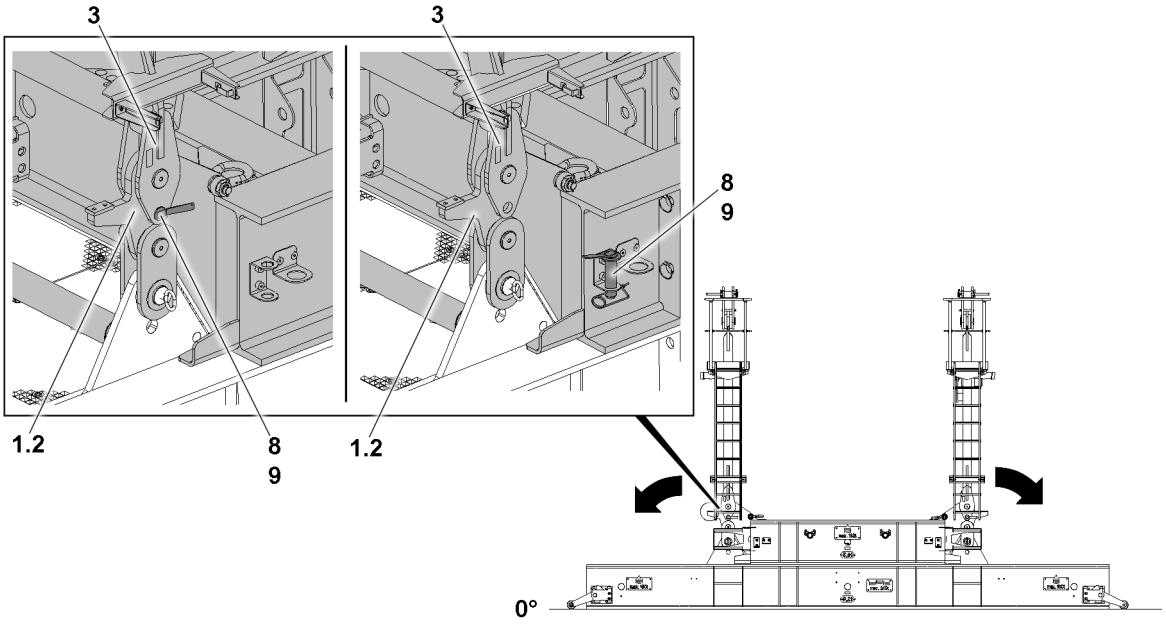

Fig.128911: Taking down the erection racks

Make sure that the following prerequisites are met:
- The consoles for ballast centering are in parking position.
- The erection racks are secured to prevent them from folding.

WARNING
Danger of accident during the disassembly of the erection racks!
Before unpinning the retaining pins **8**, the erection racks must hang securely on the auxiliary crane, otherwise the erection racks can tip over.
Death, severe bodily injuries, property damage.
- ► Never unpin the retaining pins of unsecured or unsupported erection racks.
- ► It is prohibited for anyone to remain under the erection racks or within the complete danger zone during the pinning and unpinning procedure.

► Fasten the erection rack **3** to the auxiliary crane and secure it to prevent it from tipping over.

When the erection rack is safely held by the crane:
- ► Remove the retaining element **9** and unpin the retaining pin **8**.
- ► Insert the retaining pins **8** in the transport receptacle.

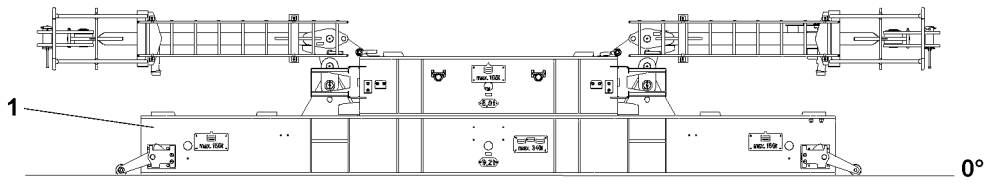

Fig.128891: Taking down the erection racks

- ► Lower the erection rack with the auxiliary crane until it is lying on the frame.
- ► Take the second erection rack down.

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23 Disassembling the suspended ballast guide*

23.1 Standard crane: Disassembling the guy rods on the suspended ballast guide*

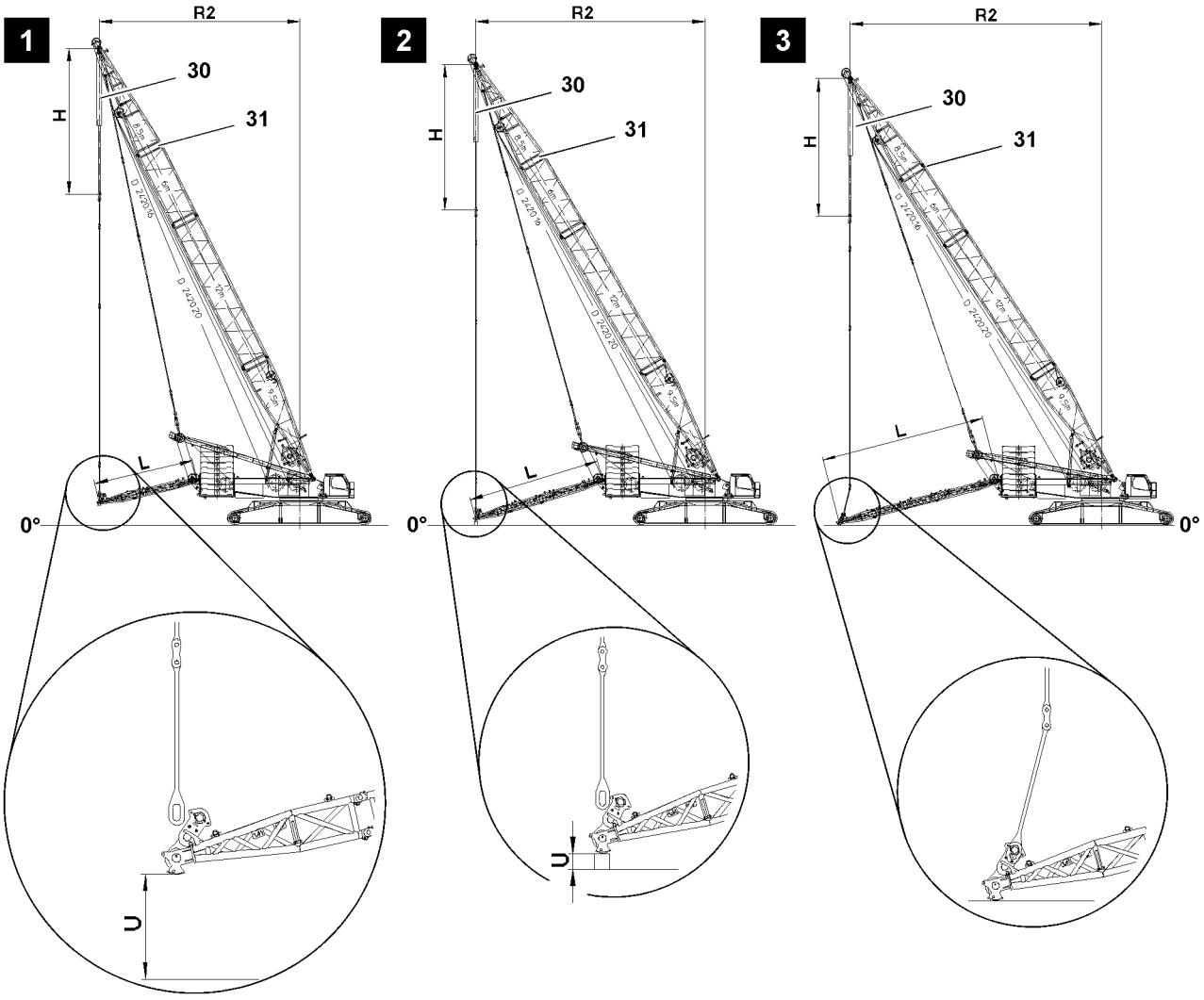

Fig.118919: Assembly positions depending on the derrick ballast radius

Depending on the derrick ballast radius, the suspended ballast guide* is supported on the turntable before disassembly. Height of the substructure **U**, see chart.

To unpin the end section on the guy rods, the derrick radius **R2** and the dimension **H** are set depending on the derrick ballast radius with the derrick boom **31** and the hoist cylinders **30**, see chart.

Derrick ballast radius R1	Illustration	L	R2	H	U
15.0 m	**1**	7575 mm	15133 mm	11000 mm	1465 mm
17.5 m	**2**	10025 mm	17348 mm	11000 mm	250 mm
20.0 m	**3**	12475 mm	19000 mm	10400 mm	End section is placed on the ground

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Make sure that the following prerequisite is met:
– The divisible ballast pallet „VarioTray“ is disassembled

► Set the derrick boom **31** and hoist cylinder **30** to the derrick radius **R2** and the dimension **H**.

When the 15.0 m derrick ballast radius is disassembled:
► Lower the suspended ballast guide* with the auxiliary crane to height **U** or take the end section down on a substructure, height **U**.

When the 17.5 m derrick ballast radius is disassembled:
► Lower the suspended ballast guide* with the auxiliary crane and take the end section down on the substructure, height **U**.

When the 20.0 m derrick ballast radius is disassembled:
► Lower the suspended ballast guide* with the auxiliary crane and take the end section down on the ground.

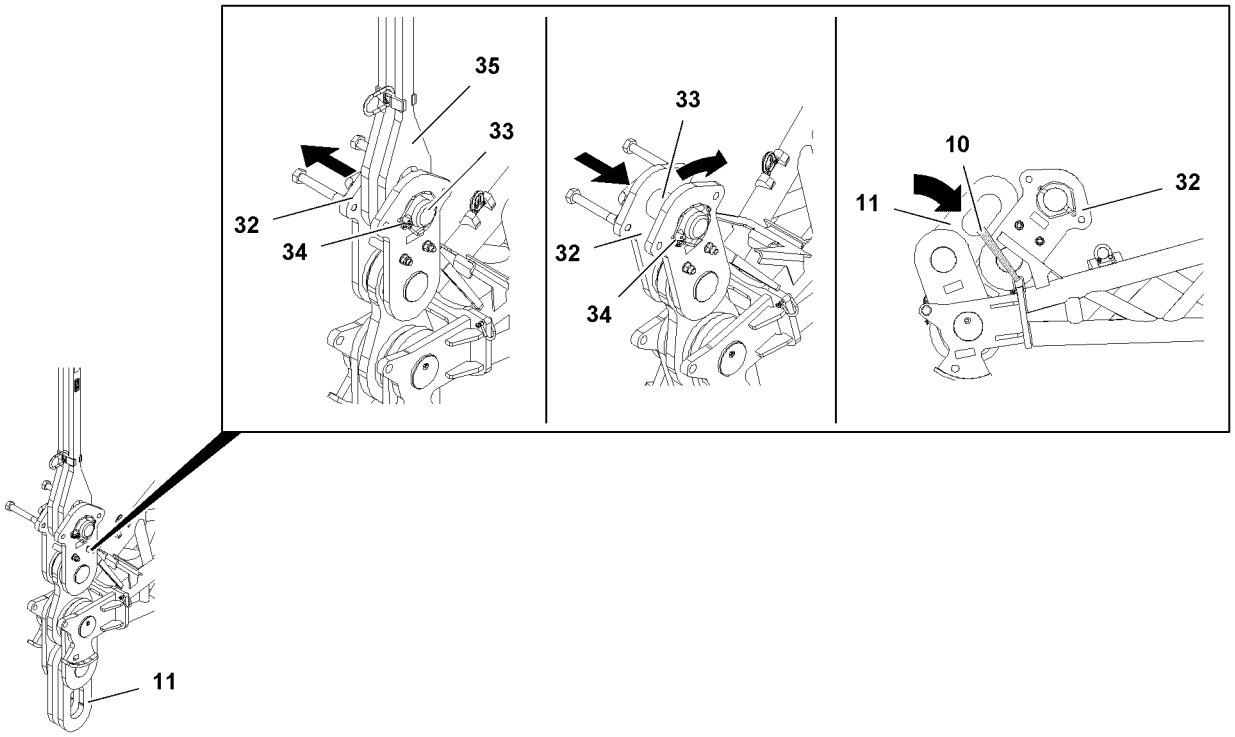

Fig.119200: Removing the guy rods on the end section

The guy rods are removed on both sides on the end section. The pin procedure is described for one guy rod as an example.

WARNING
Impact due to oscillating guy rod **35** and crushing due to folding down bracket **32**!
Property damage!
► Before unpinning, make sure that the bracket **32** is secured to prevent it from folding down.

When the 20.0 m derrick ballast radius is disassembled:
► Before unpinning, make sure that the guy rod **35** is secured to prevent it from swinging.

► Unpin the guy rod **35** on the bracket **32**: Remove the locking pin **34** and unpin the pin **33**.
► Lift the guy rod **35** and fold the bracket **32** in direction of the pivot section.
► Insert the pin **33** and secure with the locking pin **34**.
► Fold the bracket **11** into the transport position in direction of the bracket **32**.
► Secure the bracket **11** and bracket **32** with the transport strap **10**.
► Unpin the second guy rod **35** on the end section.

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23.2 Narrow track crane: Disassembling the guy rods on the suspended ballast guide*

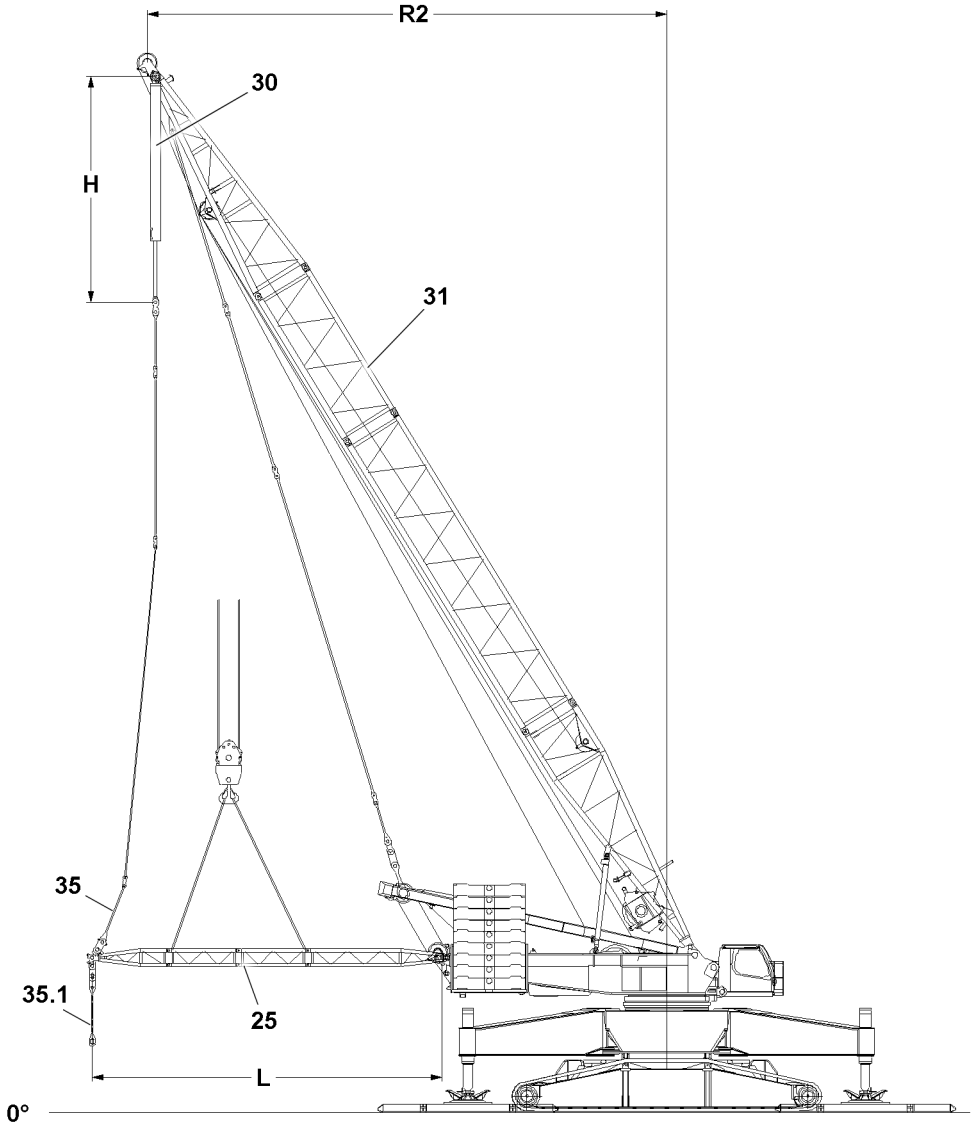

Fig.146512: Assembly positions depending on the derrick ballast radius

Make sure that the following prerequisites are met:
- The suspended ballast pallet has been properly disassembled from the suspended ballast guide.
- The suspended ballast guide is safely held by the auxiliary crane.

23.2.1 Disassembling the D-auxiliary rods for the suspended ballast

WARNING
Falling D-auxiliary rods!
Death, severe bodily injuries, property damage.
► Make sure that no personnel is within the danger zone during the disassembly of the D-auxiliary rods **35.1**.

► Fasten the D-auxiliary rods **35.1** to the auxiliary crane.

When the D-auxiliary rods **35.1** are safely held by the auxiliary crane:
► Unpin the D-auxiliary rods **35.1** on the suspended ballast guide **25**.
► Swing the D-auxiliary rods **35.1** out with the auxiliary crane and take it down.

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23.2.2 Disassembling the D-guy rods

To be able to unpin the end section of the suspended ballast guide **25** on the D-guy rods, set the derrick boom **31** to the derrick boom radius **R2** and the hoist cylinder **30** to the dimension **H**, see chart.

Derrick ballast radius R	L	R2	H
15.0 m	7575 mm	15000 mm	—
17.5 m	10025 mm	17500 mm	—
20.0 m	12475 mm	18000 mm	7956 mm

Make sure that the following prerequisite is met:
– The suspended ballast guide is safely held by the auxiliary crane.

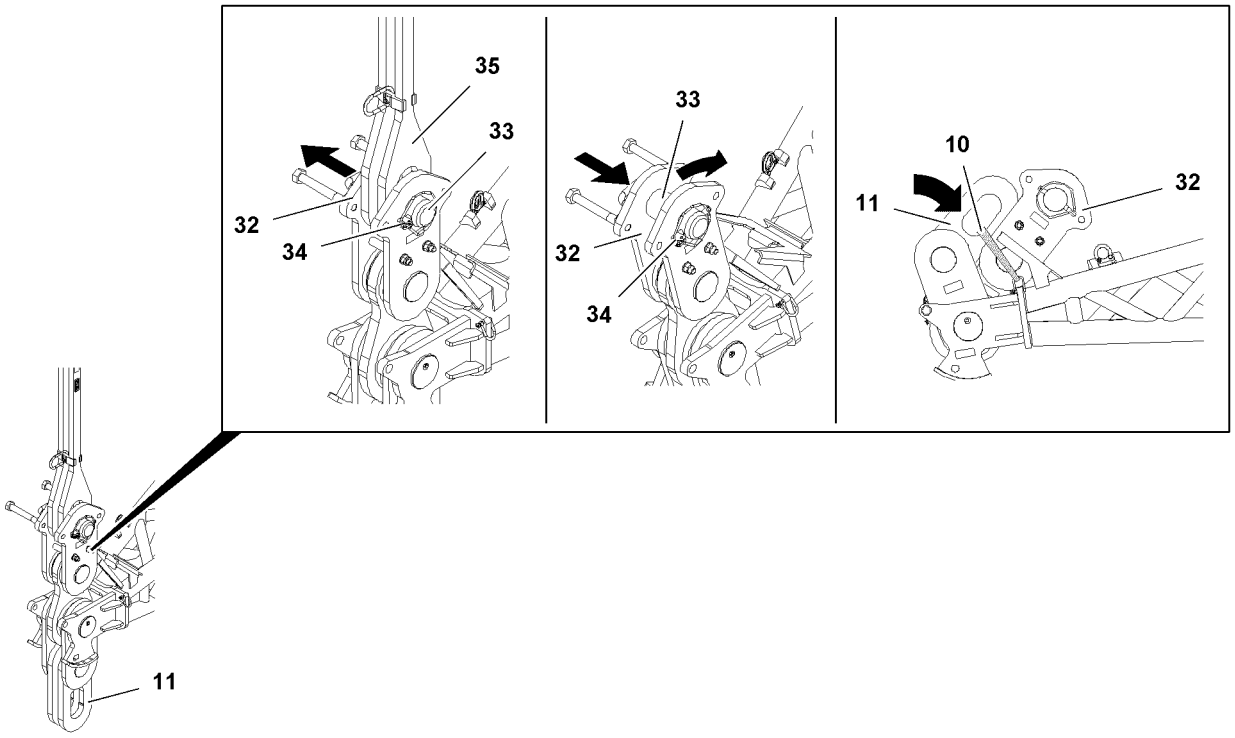

*Fig.119200: Disassembling the guy rods on the end section of the suspended ballast guide **25***

► On both sides, take the brackets **11** down to the rear or fold them down.

The D-guy rods **35** are pinned on both sides on the end section of the suspended ballast guide. The pin procedure is described on the example for one D-guy rod.

► Remove the locking pin **34** and unpin the pin **33**.
► Position the brackets **32** and the D-guy rods **35** until the pin bores align.
► Pin the D-guy rods **35** on the brackets **32**: Insert the pin **33** and secure with the locking pin **34**.
► Assemble the second D-guy rod **35** on the end section of the suspended ballast guide.

Result:

– The suspended ballast guide **25** is disassembled on the D-guying.

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23.3 Removing the suspended ballast guide* on the turntable frame

23.3.1 Unpinning the suspended ballast guide* on the turntable

Make sure that the following prerequisite is met:

– Material for the substructure of the suspended ballast guide **25** on the ground is on hand

► Fasten the suspended ballast guide **25** to the auxiliary crane.

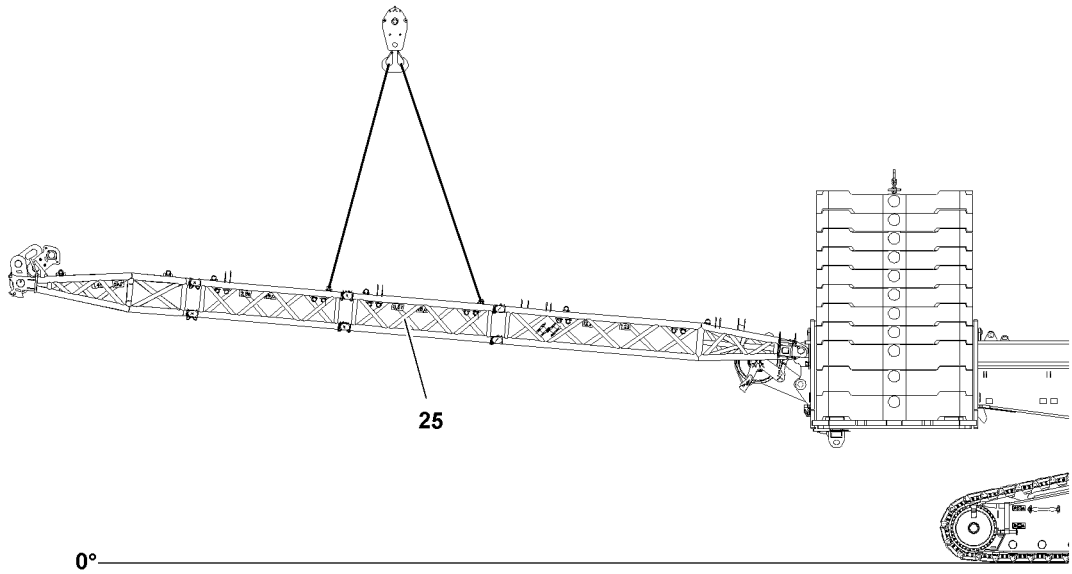

Fig.118917: Securing the suspended ballast guide with the auxiliary crane*

WARNING

Death or severe injury due to oscillating suspended ballast guide*!

Property damage!

► Position the auxiliary crane in such a way that the suspended ballast guide* **25** cannot swing back and forth after unpinning.

► Secure the suspended ballast guide* **25** with the auxiliary crane to prevent it from falling down so that the end section is inclined, pointing slightly up.

Note

► Unpin with the pin pulling device, see chapter 5.30.

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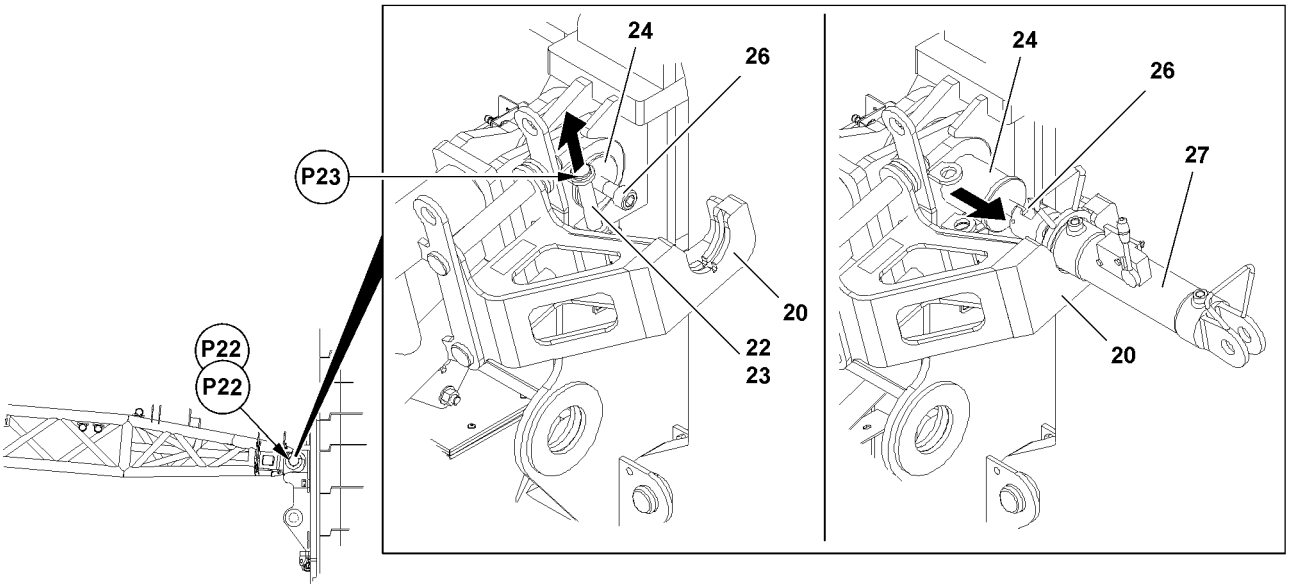

Fig.119201: Unpinning the pin with the pin pulling device

The suspended ballast guide***** is unpinned on both sided at point **P22**. The unpinning procedure is described for one pin as an example.

- ► Release the pin **24** at point **P23**: Remove the spring retainer **23** and unpin the retaining pin **22**.
- ► Insert the pin pulling cylinder **27** on the console **20** and hang on the screw **26**.
- ► Unpin the suspended ballast guide***** on the turntable: Unpin the pin **24** with the pin pulling cylinder **27**.
- ► Unhook the pin pulling cylinder **26**.
- ► Unpin the second pin **24** on the suspended ballast guide*****.

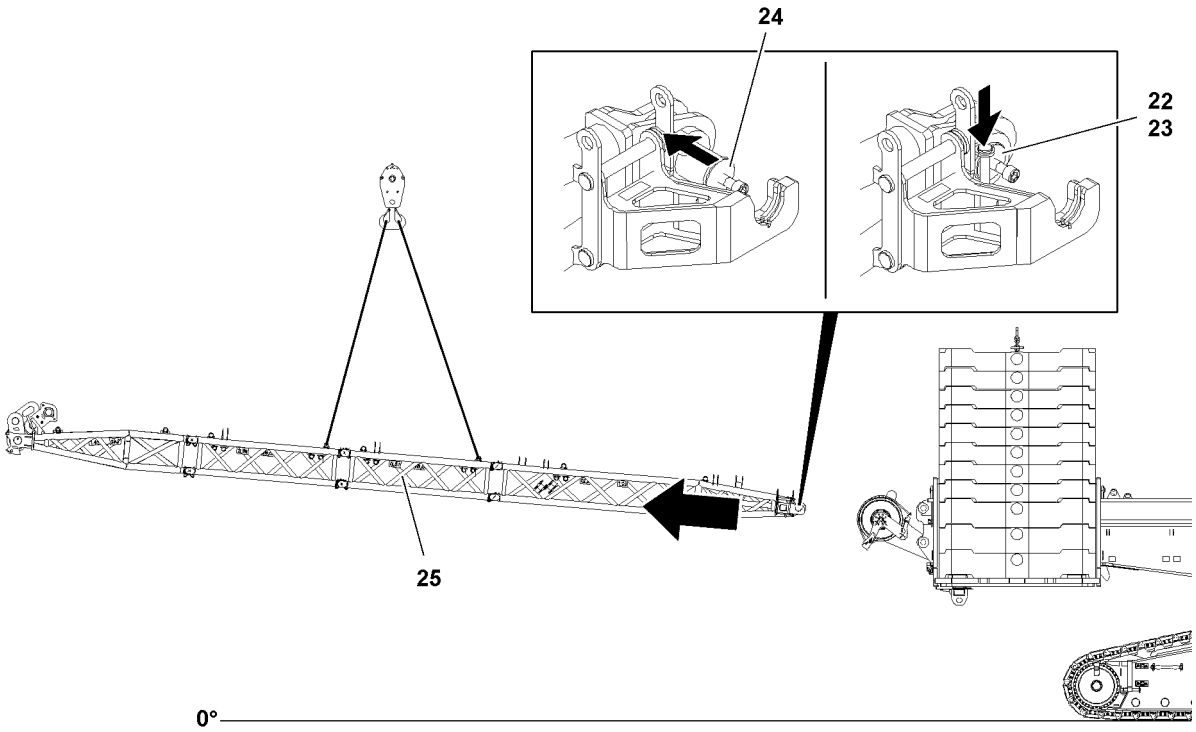

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Fig.119202: Removing the suspended ballast guide from the turntable*

- ► Remove the suspended ballast guide***** **25** from the rear of the turntable.

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The pins **24** are pinned on both sides in transport position. The pin procedure is described for one pin as an example.

- ► Insert the pin **24**.
- ► Secure the pin **24**: Insert the retaining pin **22** and secure with the spring retainer **23**.
- ► Insert the second pin **24**.
- ► Take the suspended ballast guide***** **25** down on the substructure on the ground.

23.3.2 Folding the consoles into the transport position

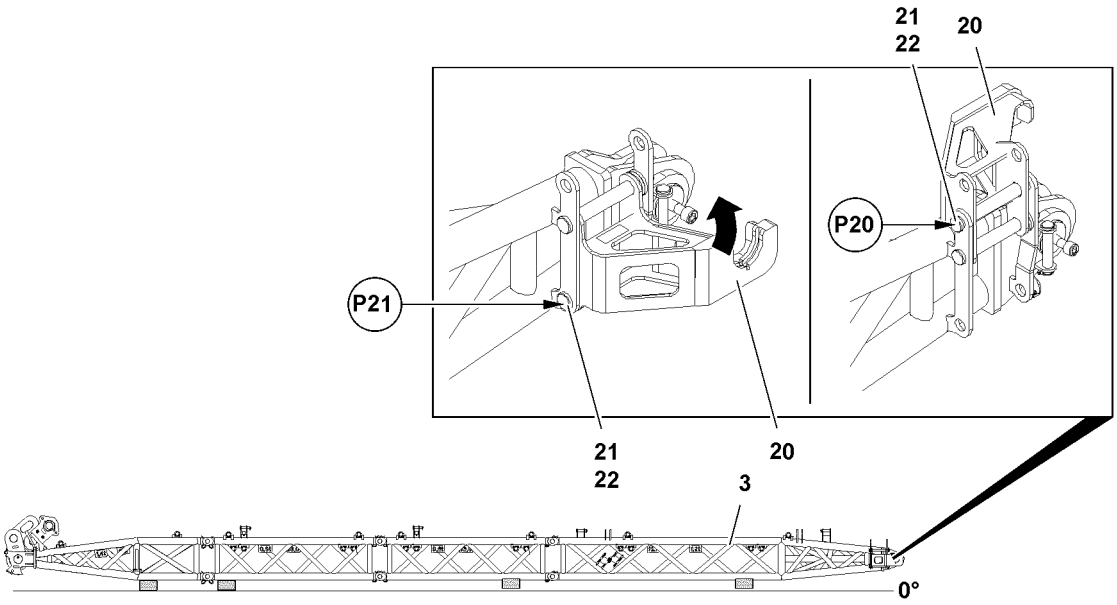

Fig.119203: Folding the consoles into the transport position

The consoles are folded on both sides on the pivot section into transport position. The assembly procedure is described for one console as an example.

- ► Unpin the console **20** at point **P21**: Remove the locking pin **22** and unpin the pin **21**.
- ► The console **20** can fold up in a controlled manner.
- ► Pin the console **20** at point **P20**: Insert the pin **21** and secure with the locking pin **22**.
- ► Fold the second console **20** into the transport position and pin it.

23.4 Removing the components for the suspended ballast guide*

Note

- ► The disassembly procedure for the 20 m derrick ballast radius is described.
- ► For the 17.5 m derrick ballast radius, an intermediate section is solely installed. To be able to install the transport unit, both intermediate sections are pinned together.
- ► For the 15 m derrick ballast radius, **no** intermediate section is installed.

23.4.1 Disassembling the end section

Make sure that the following prerequisites are met:

– The lattice sections are horizontally supported from below

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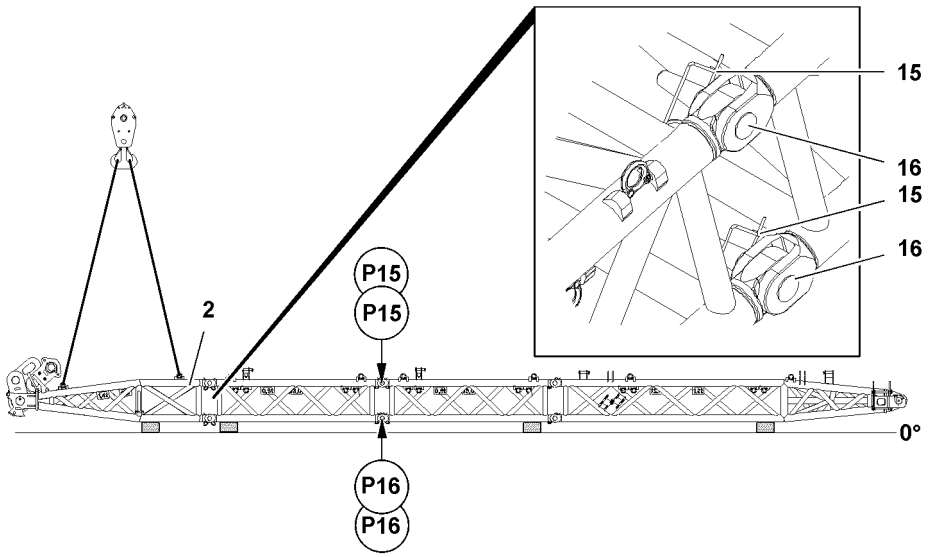

Fig.118914: Disassembling the end section

► Secure the end section **2** with the auxiliary crane.

The end section and the intermediate section are unpinned at four points. Every point is present on both sides of the component on one level.

► Unpin the end section **2** in point **P16** on the intermediate section: Remove the spring retainers **15** and unpin the pins **16**.
► Unpin the end section **2** in point **P15** on the intermediate section: Remove the spring retainers **15** and unpin the pins **16**.
► Remove the end section **2** and take it down.
► Remove the fastening equipment.

23.4.2 Disassembling the pivot section

Make sure that the following prerequisite is met:
– The lattice sections are horizontally supported from below

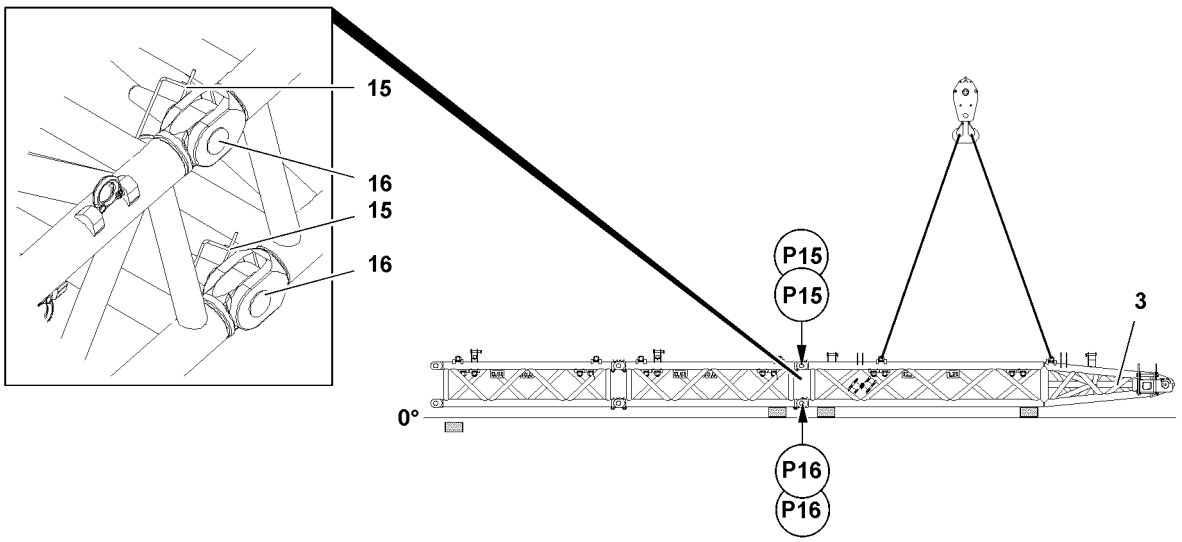

Fig.118913: Disassembling the pivot section

► Secure the pivot section **3** with the auxiliary crane.

The pivot section and the intermediate section are unpinned at four points. Every point is present on both sides of the component on one level.

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- ► Unpin the pivot section **3** in points **P18** on the intermediate section: Remove the spring retainers **15** and unpin the pins **16**.
- ► Unpin the pivot section **3** in points **P17** on the intermediate section: Remove the spring retainers **15** and unpin the pins **16**.
- ► Support the pivot section **3**.
- ► Remove the fastening equipment.

23.5 Assembling the transport unit

Make sure that the following prerequisites are met:
- – The suspended ballast guide***** is disassembled.
- – The intermediate sections are pinned together.
- – An auxiliary crane is available.

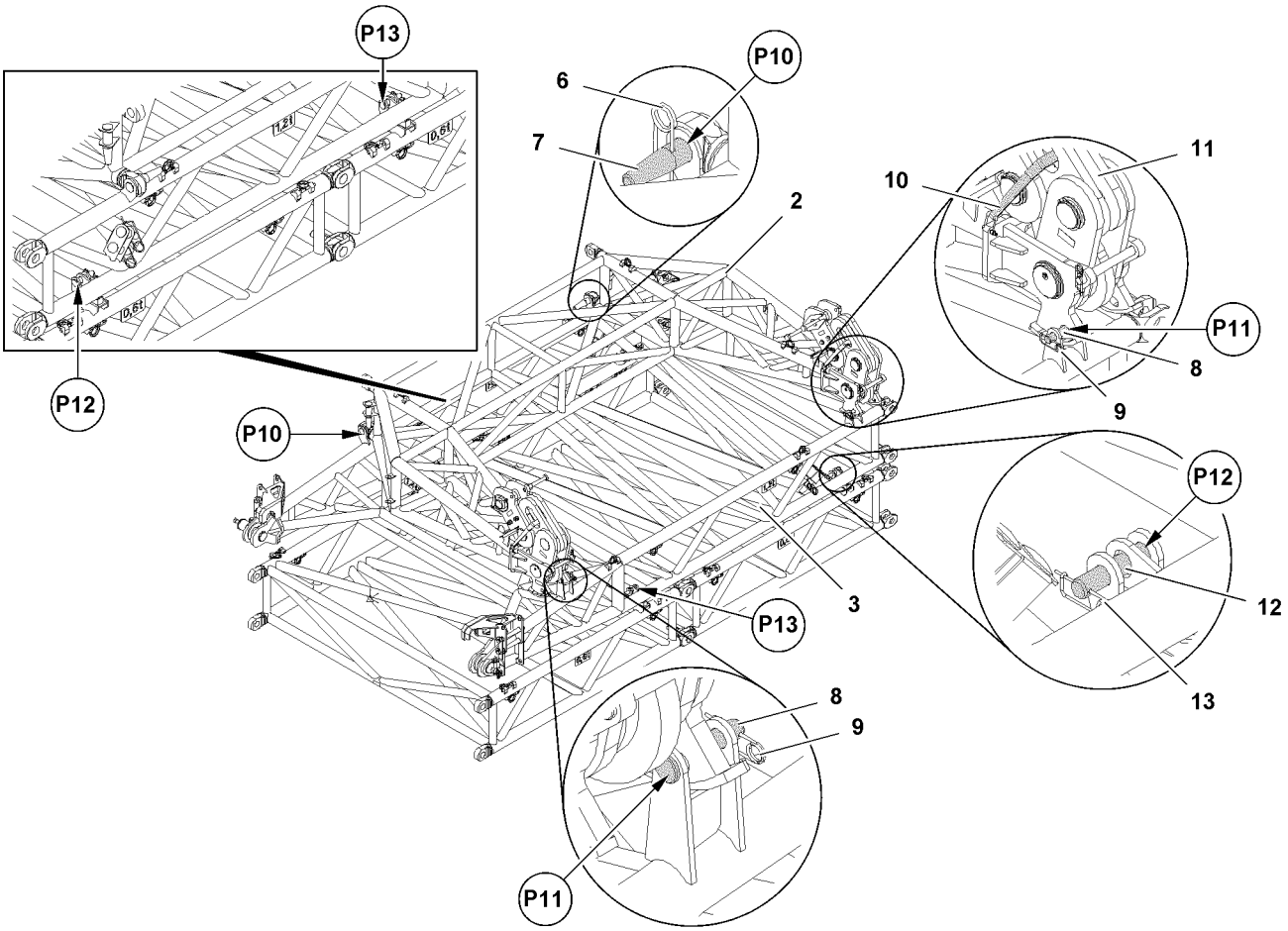

*Fig.118549: Assembling the transport unit for the suspended ballast guide**

- ► Fasten the auxiliary crane to the pivot section **3**.
- ► Position the pivot section **3** on the intermediate sections until the pin bores align.

The pivot section is pinned at four points. Every point is present on both sides of the component on one level.

- ► Pin the pivot section **3** at point **P12** on the lattice sections: Insert the pins **12** and secure with the spring retainers **13**.
- ► Pin the pivot section **3** at point **P13** on the lattice sections: Insert the pins **12** and secure with the spring retainers **13**.
- ► Fasten the auxiliary crane to the end section **2**.

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WARNING
Death or severe injury due to unsecured brackets **11**!
Property damage!
► Make sure that the brackets **11** are secured with transport straps **10**.

► Position the end section **2** on the pivot section until the pin bores align.

The end section is pinned at four points. Every point is present on both sides of the component on one level.

► Pin the end section **2** at point **P10** on the pivot section: Insert the pins **8** and secure with the spring retainers **6**.
► Pin the end section **2** at point **P11** on the pivot section: Insert the pins **8** and secure with the spring retainers **9**.

Result:

– The transport unit is installed for transport.

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5.38 Main boom

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1 Component overview

Note
- ► The boom components as well as the dimensions and weights are described in chapter 1.03.
- ► For the combination of the various boom systems, refer to the Rod plan and chapter 5.03.
- ► The assembly / disassembly is explained as an example based on the S/SL boom system.

2 Fastening points

WARNING
Falling lattice sections!
Death, severe bodily injuries, property damage.
- ► Make sure that the lattice sections are properly fastened on the respective fastening points.
- ► Make sure that the fastening equipment has the appropriate length and a sufficient load bearing capacity.
- ► Pay attention and adhere to the labels on the fastening points on the lattice sections and crane components.

2.1 S-pivot section fastening points

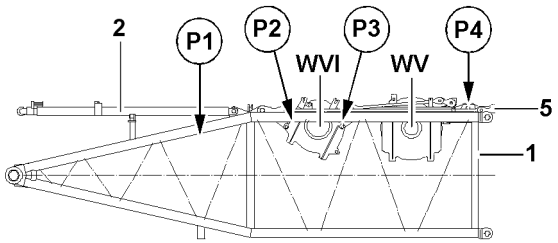

Fig.125155: S-pivot section fastening points

Fastening points	
P1 + P3	S-pivot section without winch 5, without winch 6
P2 + P3	S-pivot section with winch 5, without winch 6
P1 + P3	S-pivot section without winch 5, with winch 6
P2 + P3	S-pivot section with winch 5, with winch 6

2.2 Fastening points for S-intermediate sections 2825.25, 3 m

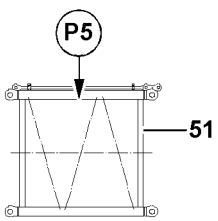

Fig.125156: Fastening points for S-intermediate sections 2825.25, 3 m

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Note
- ► The S-intermediate sections are available in various system dimensions.
- ► The lattice section must be fastened on both sides to the fastening points.

Fastening points	
P5	S-intermediate sections 2825.25, 3 m

2.3 Fastening points for S-intermediate sections 2825.25, 12 m

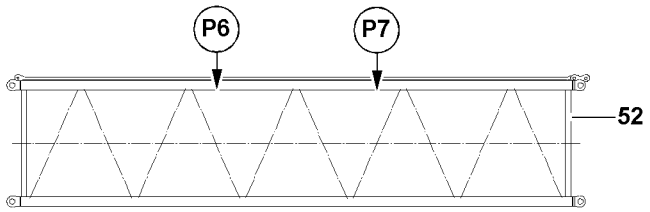

Fig.125157: Fastening points for S-intermediate sections 2825.25, 12 m

Note
- ► The S-intermediate sections are available in various system dimensions.
- ► The distance between the fastening pints can vary, depending on the respective S-intermediate section.
- ► The lattice section must be fastened on both sides to the fastening points.

Fastening points	
P6 + P7	S-intermediate sections 2825.25, 12 m

2.4 Fastening points for S-intermediate sections 2825.20, 6 m

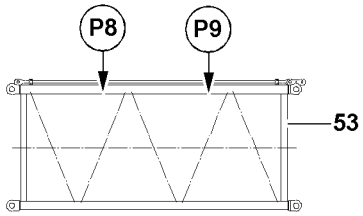

Fig.125158: Fastening points for S-intermediate sections 2825.20, 6 m

Note
- ► The S-intermediate sections are available in various system dimensions.
- ► The distance between the fastening pints can vary, depending on the respective S-intermediate section.
- ► The lattice section must be fastened on both sides to the fastening points.

Fastening points	
P8 + P9	S-intermediate sections 2825.20, 6 m

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2.5 Fastening points for S-intermediate sections 2825.20, 12 m FLM for flying assembly

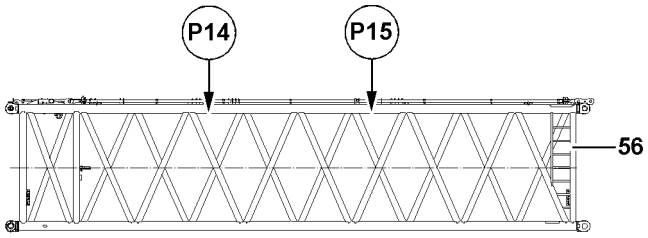

Fig.125161: Fastening points for S-intermediate sections 2825.20, 12 m FLM for flying assembly

Note
- ► The S-intermediate sections are available in various system dimensions.
- ► The distance between the fastening pints can vary, depending on the respective S-intermediate section.
- ► The lattice section must be fastened on both sides to the fastening points.

Fastening points	
P14 + P15	S-intermediate sections 2825.20, 12 m FLM for flying assembly

2.6 Fastening points LI-intermediate sections 2420.10Z, 12 m

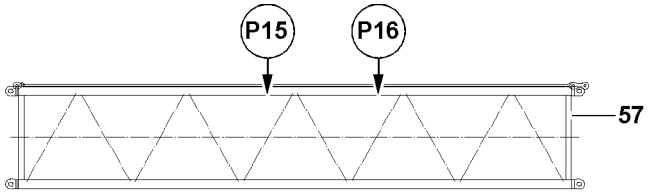

Fig.125162: Fastening points LI-intermediate sections 2420.10Z, 12 m

Note
- ► The S-intermediate sections are available in various system dimensions.
- ► The distance between the fastening points can vary.
- ► The lattice section must be fastened on both sides to the fastening points.

Fastening points	
P16 + P17	LI-intermediate sections 2420.10Z, 12 m

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2.7 SL-reducer fastening points

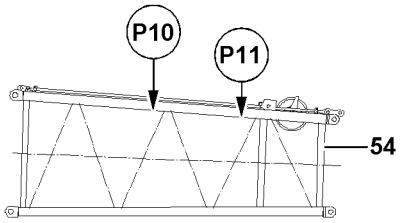

Fig.125159: SL-reducer fastening points

Note
► The lattice section must be fastened on both sides to the fastening points.

Fastening points	
P10 + P11	SL-reducer

2.8 SW-end section fastening points

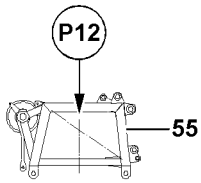

Fig.125160: SW-end section fastening points

Fastening points	
P12	SW-end section, without roller set

3 Using the mechanical auxiliary support

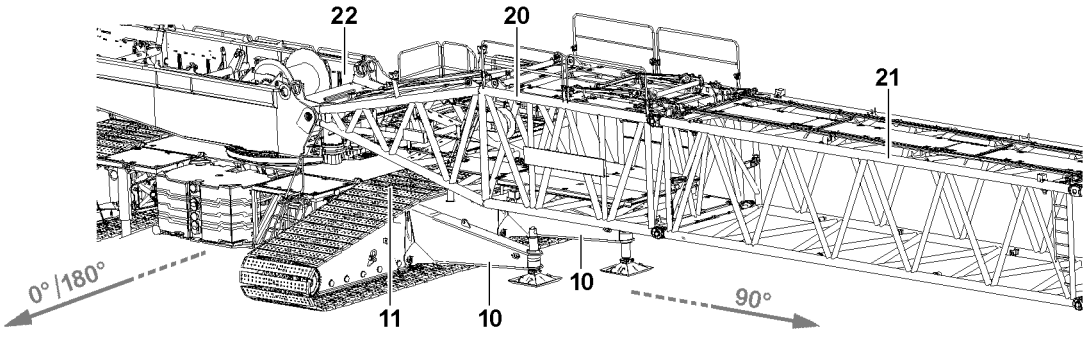

Fig.163448

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Note
The mechanical auxiliary support **10** is comprised of two separate support beams and is required to erect or take-down certain boom combinations.
Due to the mechanical auxiliary support **10**, the stability of the crane increases toward the side on which the mechanical auxiliary support **10** is assembled.
- ► Observe and adhere to the data for use of the mechanical auxiliary support **10** in the erection / take-down charts.
- ► Due to the necessary assembly of the boom system to the side, there is the risk of collision between the mechanical auxiliary support **10** and the pivot section **20** as well as the crawler chains **11**. Observe the following notes.
- ► Assembly / disassembly of the mechanical auxiliary support, see chapter 3.04.

DANGER
Incorrect use of the mechanical auxiliary support!
If the mechanical auxiliary support **10** is used during crane operation or travel operation after the erection or take-down procedure, there is danger of accident.
Death, severe bodily injuries, property damage.
- ► Make sure that the mechanical auxiliary support **10** is only used for erection and take-down of long boom systems according to the erection / take-down charts.
- ► Crane operation or travel operation is prohibited with the mechanical auxiliary support **10** installed.
- ► The increase of stability momentum through the mechanical auxiliary support **10** may not be used to increase the load momentum.
- ► When using the mechanical auxiliary support **10**, the boom system on which the mechanical auxiliary support **10** is installed must be erected and taken down to the side.
- ► Disassemble the mechanical auxiliary support **10** as soon as possible after the erection and take-down procedure.
- ► Assemble the mechanical auxiliary support **10** again prior to starting the take-down procedure.

NOTICE
Collision of components!
If the pivot section **20** is lowered / positioned / swung in too deep, it can collide with the mechanical auxiliary support **10** or the crawler chains **11**.
- ► Make sure there is a sufficient distance between the pivot section **20** and the mechanical auxiliary support **10** or the crawler chain **11**.

3.1 Assembly with installed mechanical auxiliary support

Supplement to the section „Assembling the S/SL boom“.

To ensure sufficient distance:
- ► Support the pivot section **20** to the side (90° position) for assembly at a sufficient height.
  or
  Assemble the pivot section **20** and an additional lattice section **21** to the front / rear (0° / 180° position).

In order to lift the pivot section **20** and the additional lattice section **21** and then to turn the turntable **22** to the side (90° position): It is mandatory to observe the specifications for the flying assembly of the boom system.

- ► Swing the pivot section **20** with sufficient distance above the mechanical auxiliary support **10** and the crawler chains **11** and continue assembly on a substructure.

3.2 Disassembly with installed mechanical auxiliary support

Supplement to the section „Disassembling the S/SL boom“

- ► Disassemble the boom up to the pivot section **20** and an additional lattice section **21** as specified. Make sure there is a sufficient distance between the pivot section **20** and the mechanical auxiliary support **10** or the crawler chain **11**.

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Under observance of the specifications for the flying disassembly of the boom system:
- ► Turn the turntable **22** to the front / rear (0°/180° position).
- ► Continue the disassembly on a substructure if necessary.

4 Assembling the S/SL boom

Note
- ► For the combination of the boom lattice sections, observe and adhere to the Rod plan and chapter 5.03.

WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.
- ► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
- ► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the supplied fall arrest system to prevent falling, see chapter 2.04.
- ► If fall protection equipment is available, then it must be used, see chapter 2.06.
- ► When lifting, lowering, swinging crane parts in and out, no persons may remain in the danger zone.
- ► When closing or opening boom systems during boom assembly or boom disassembly, no persons may remain on the boom system or in the danger zone.
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work.
- ► Only step on the aids, ladders and catwalks with clean shoes.
- ► Keep aids, ladders and catwalks free of heavy dirt, snow and ice.
- ► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
- ► Remaining on a suspended load is prohibited.
- ► Stepping or walking on crane components and lattice sections with an incline of more than 20° is prohibited.
- ► For all assembly work, the crane driver of the main crane must be in voice contact with the crane driver / crane drivers of the auxiliary crane / auxiliary cranes.
- ► For assembly tasks, the crane driver may only initiate crane movements when the responsible guide has explicitly released the movement.

WARNING
Danger of accident due to the „Exceedance of shut-off limits of the LICCON overload protection“ function!
If the shut-off limits of the LICCON overload protection are exceeded, there is no additional protection against crane overload.
Due to erroneous operation or deliberate misuse, the crane could collapse, the boom can break off or the crane can topple over.
Death, severe bodily injuries, property damage.
- ► The „Exceedance of shut-off limits of the LICCON overload protection“ function is only permissible in emergencies and for assembly purposes.
- ► The function „Exceeding the shut off limits of the LICCON overload protection“ may only be actuated by persons who know the effects of their actions regarding the function „Exceeding the shut off limits of the LICCON overload protection“.
- ► The „Exceedance of shut off limits of the LICCON overload protection“ function requires the presence of an authorized person and must be performed with utmost caution.
- ► Crane operation with the „Exceedance of shut off limits of the LICCON overload protection“ function activated is prohibited.
- ► The function „Exceedance of shut off limits of the LICCON overload protection“ activates assembly operation.

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WARNING
The lattice sections can fall down!
If the lattice sections are not pinned and secured correctly, then they can fall down.
Death, severe bodily injuries, property damage.
- ► Insert or unpin both pins on the same horizontal level, i.e. **left and right**.
- ► Do not stand under the lattice sections or within the entire danger zone during the boom pinning and unpinning procedure.
- ► Safely secure the pins in the storage locations as well as in the receptacles.
- ► It is prohibited to lean the ladder against the component being disassembled.

WARNING
Danger of impact / crushing!
When assembling / disassembling crane components with the auxiliary crane, crane components can start to swing back and forth.
When lifting / lowering and positioning crane components, there is an increased danger of impact / crushing.
Death, severe bodily injuries, property damage.
- ► Make sure that personnel cannot be caught by components.
- ► Make sure that the crane is horizontally aligned.
- ► When working in danger zones: Use aids to protect limbs.
- ► Guide components with suitable aids to minimize oscillation.

DANGER
The component can fall down!
If the corresponding component is disengaged from the auxiliary crane before the corresponding component is pinned, then the corresponding component can fall down.
Death, severe bodily injuries, property damage.
- ► Do not detach the auxiliary crane until the respective component is pinned and secured.

WARNING
The crane can topple over!
- ► The turntable may not be turned during the assembly of the boom.
- ► Observe the assembly conditions, see chapter 3.06.

WARNING
Danger of accident!
Death, severe bodily injuries, property damage.
- ► For assembly of the boom combinations, the rod plan must be observed and adhered to.
- ► Depending on the condition of the ground, the boom and the lattice sections must be supported for boom assembly.
- ► Observe the technical safety instructions, see chapter 5.01.

WARNING
Danger of accident in case of incorrect crane operation!
Accidental crane movements can cause serious accidents.
- ► Only permit crane movements using the master switch when secure operability is guaranteed.

If the crane is equipped with radio remote control*:
- ► Only permit crane movements using the manual control lever when secure operability is guaranteed. Observe the radio remote control operating instructions.

Make sure that the following prerequisites are met:
- – The crane is horizontally aligned.
- – The central ballast and counterweight are installed according to the load chart / assembly specifications.
- – Special assembly specifications for ballasting must be observed, see chapter 3.06 and the assembly drawings.

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- When corresponding erection / take-down charts are specified: The mechanical auxiliary supports are properly installed.
- The LICCON overload protection has been set according to the data in the load chart.
- An auxiliary crane is available.
- An assembly scaffolding / work platform is available.

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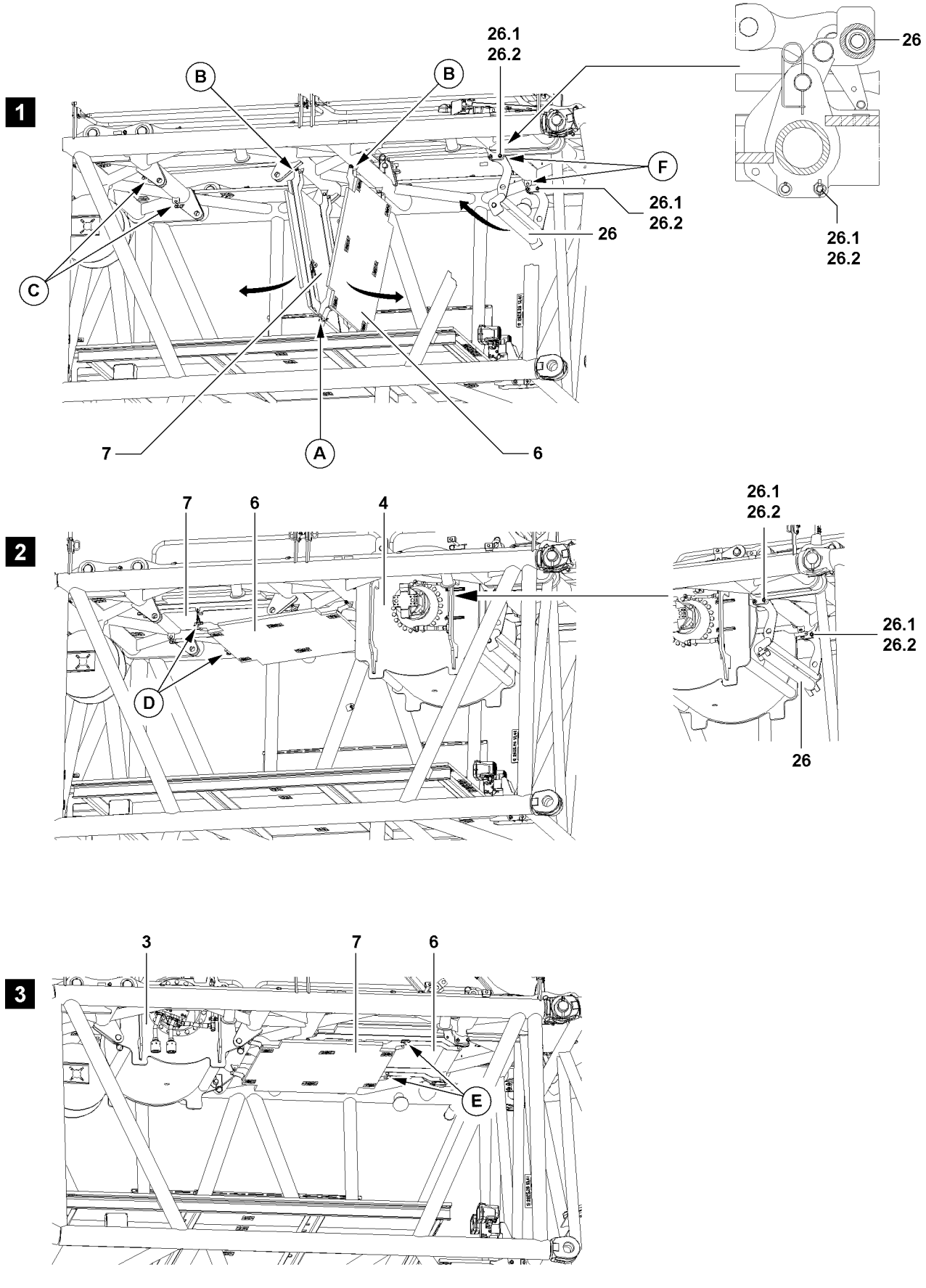

Fig.106747

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4.1 Swinging the railing on the S-pivot section into the operating position

WARNING
Danger of falling!
During assembly and disassembly of the railings, assembly personnel must be secured with appropriate aids to prevent them from falling.
Even during the assembly of the protective devices there is a danger of falling.
Death, severe bodily injuries, property damage.
- ► For assembly and disassembly work, maintenance and inspection work on the S-pivot section, all railings must be assembled and secured.
- ► Only step on the S-pivot section **1** with „clean shoes“.

- ► Swing the railing on the S-pivot section **1** into the operating position, pin with the grip pin and secure with the retaining element.

4.2 Assembling the catwalks

WARNING
Disassembled or incompletely assembled catwalks!
If the catwalks are not installed when the winches are missing or if the catwalks are not completely installed, then personnel can fall down.
Death, severe bodily injuries, property damage.
- ► For each non-assembled winch on the S-pivot section: Assemble the catwalk.
- ► The catwalks may only be accessed when they are pinned and secured in the operating position, check visually.

WARNING
Catwalks swung down!
Catwalks that swing down by themselves can cause severe face or head injuries for assembly personnel.
Death, severe bodily injuries, property damage.
- ► For safety reasons, always assemble the catwalks with two persons.

Note
- ► If winch 5 or winch 6C is not assembled, the protective roller **26** must be pinned in the „top“ position during crane operation.
- ► If winch 5 or winch 6C is to be assembled, then - before assembly of winch 5 or winch 6C - the protective roller **26** must be folded down and pinned in the „bottom“ position.

Catwalks are assigned to the openings for the winches:
- – Winch 5 / winch 6C – catwalk **6**.
- – Winch 6 – catwalk **7**.

Make sure that the following prerequisite is met:
- – The railings are pinned and secured in the operating position.

4.2.1 S-pivot section without winches

Make sure that the following prerequisites are met:
- – Catwalks are pinned in the transport position in point **A**.
- – The protective roller **26** is pinned and secured in the „top“ position.

- ► Release and unpin the catwalks in point **A**.

Swing the catwalks „up“ individually into the operating position and pin.

- ► Swing the catwalk **7** into the operating position and pin and secure in points **C**, see illustration **1**.
- ► Swing the catwalk **6** into the operating position and pin and secure in points **F**, see illustration **1**.

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4.2.2 S-pivot section before installation of winch 5 or winch 6C

Make sure that the following prerequisites are met:
- Winch 5 or winch 6C is not assembled.
- Winch 6 is not assembled.
- The protective roller **26** is pinned and secured in the „top“ position.
- The catwalk **6** and catwalk **7** are pinned and secured in the operating position.

► Connect the catwalk **6** to the auxiliary crane.

When the catwalk **6** is safely held by the auxiliary crane:
► Unpin the catwalk **6** in points **F**.
► Lower the catwalk **6** and remove the auxiliary crane.
► Swing the catwalk **6** upward to the opposite side and pin and secure in the points **D** of the catwalk **7**, see illustration **2**.
► Release and unpin the protective roller **26** in the „top“ position.
► Swing the protective roller **26** into the „down“ position, pin with the retaining pin **26.1** and secure with the locking pin **26.2**.

Result:

– Winch 5 or winch 6C can be assembled.

4.2.3 S-pivot section before installation of winch 6

Make sure that the following prerequisites are met:
- Winch 5 or winch 6C is not assembled.
- Winch 6 is not assembled.
- The protective roller **26** is pinned and secured in the „top“ position.
- The catwalk **6** and catwalk **7** are pinned and secured in the operating position.

► Connect the catwalk **7** to the auxiliary crane.

When the catwalk **7** is safely held by the auxiliary crane:
► Unpin the catwalk **7** in points **C**.
► Lower the catwalk **7** and remove the auxiliary crane.
► Swing the catwalk **7** upward to the opposite side and pin and secure in the points **E** of the catwalk **6**, see illustration **3**.

Result:

– Winch 6 can be assembled.

4.2.4 S-pivot section before installation of both winches

Make sure that the following prerequisites are met:
- The protective roller **26** is pinned and secured in the „top“ position.
- The catwalk **6** and catwalk **7** are pinned and secured in the operating position.

Note
► Lower the catwalks individually and one after the other with the auxiliary crane.

When the catwalk is safely held by the auxiliary crane:
► Release and unpin the catwalk in the operating position, see illustration **1**.
► Lower the catwalk and remove the auxiliary crane.

When the catwalk **6** and the catwalk **7** are lowered to the bottom:
► Pin and secure the catwalks in point **A**, see illustration **1**.
► Release and unpin the protective roller **26** in the „top“ position.
► Swing the protective roller **26** into the „down“ position, pin with the retaining pin **26.1** and secure with the locking pin **26.2**.

Result:

– Winch 5 and winch 6 can be assembled.

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4.3 Assembling the boom

WARNING
The crane can topple over!
- ► The turntable may not be turned during the assembly of the boom.
- ► Observe the assembly conditions, see chapter 3.06.

WARNING
Danger of accident!
Death, severe bodily injuries, property damage.
- ► For assembly of the boom combinations, the rod plan must be observed and adhered to.
- ► Depending on the condition of the ground, the boom and the lattice sections must be supported for boom assembly.
- ► Observe the technical safety instructions, see chapter 5.01.

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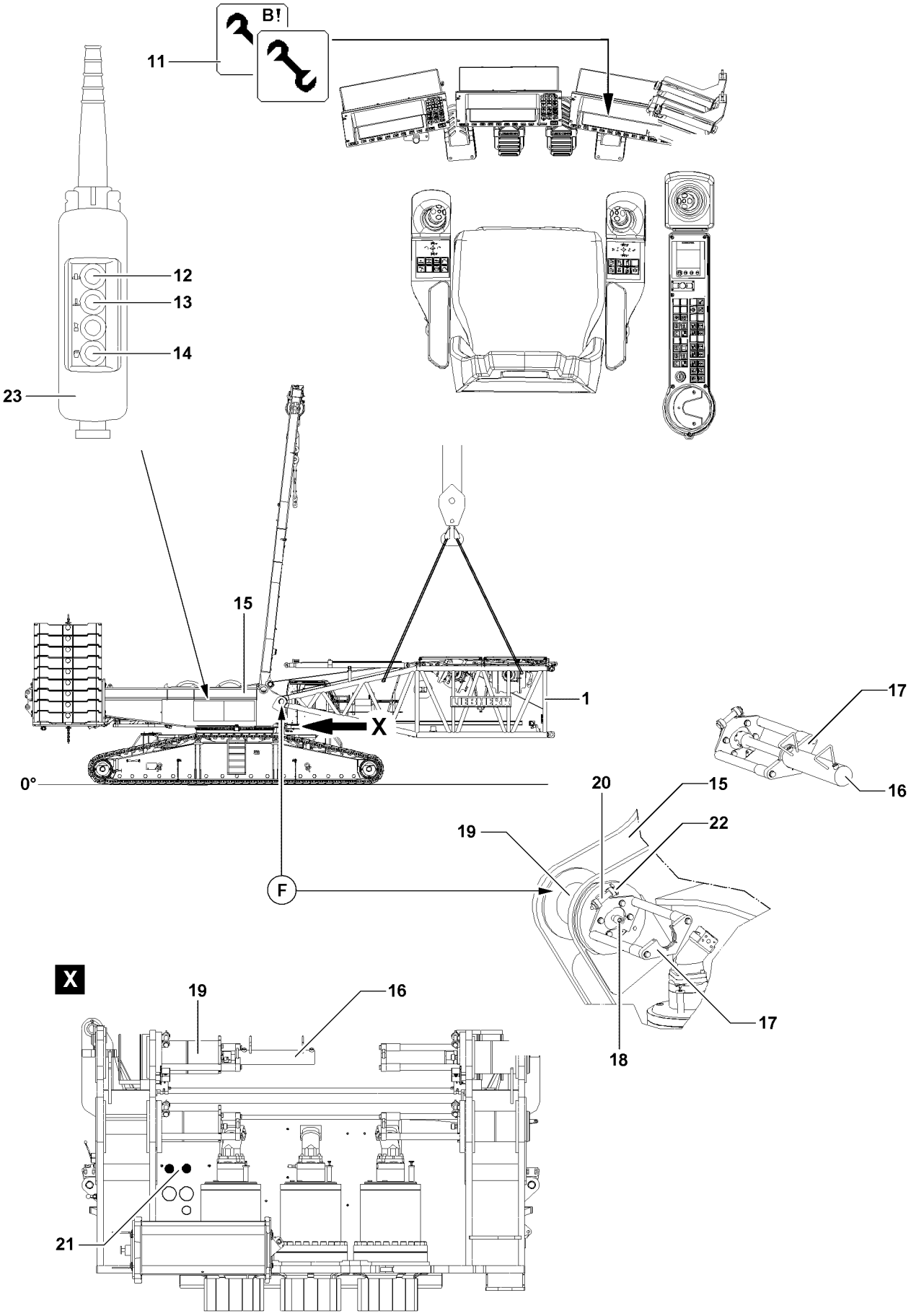

Fig.114052

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4.3.1 Exceeding the LICCON overload protection for assembly

WARNING
Danger of accident due to the „Exceedance of shut-off limits of the LICCON overload protection“ function!
If the shut off limits of the LICCON overload protection are exceeded, there is no additional protection against crane overload.
Due to erroneous operation or deliberate misuse, the crane could collapse, the boom can break off or the crane can topple over.
Death, severe bodily injuries, property damage.
- ► The „Exceedance of shut-off limits of the LICCON overload protection“ function is only permissible in emergencies and for assembly purposes.
- ► The function „Exceeding the shut off limits of the LICCON overload protection“ may only be actuated by persons who know the effects of their actions regarding the function „Exceeding the shut off limits of the LICCON overload protection“.
- ► The „Exceedance of shut off limits of the LICCON overload protection“ function requires the presence of an authorized person and must be performed with utmost caution.
- ► Crane operation with the „Exceedance of shut off limits of the LICCON overload protection“ function activated is prohibited.

► Exceeding the shut off limits of the LICCON overload protection: Activate assembly operation.

Result:

– The shut-off limits of the LICCON overload protection are exceeded.
– The assembly icon **11** appears on the LICCON monitor.

Note
- ► See chapter 4.02.
- ► In some situations, the character “B!” can also appear to the top right in the assembly icon **11**, see chapter 4.02.

4.4 Pinning the S-pivot section on the turntable

Note
- ► Always arrange the intermediate sections according to the rod plan.
- ► Observe chapter 5.03.

WARNING
General danger notes!
- ► Support the S-boom during assembly with suitable materials.
- ► All pins are to be secured after assembly with the intended retaining elements.
- ► The guy rods must be inspected regularly, see chapter 8.15.

Make sure that the following prerequisite is met:
– The pins **20** in points **F** are unpinned.

Note
- ► Select the fastening points on the S-pivot section in such a way that the S-pivot section hangs horizontally on the auxiliary crane during assembly. See section „Fastening points“.

► Fasten the S-pivot section **1** to the auxiliary crane in the fastening points.
► Swing the S-pivot section **1** in with the auxiliary crane to the pin points on the turntable.

Note
- ► The pin pulling device is operated with the turntable control panel **23**, see illustration.

Establish the hydraulic connection to the pin pulling device via two quick couplings.

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Note
► When connecting the pin pulling cylinder **16**, make sure that the collar on the cylinder mount and the catch on the screw are properly connected.

► Connect the pin pulling cylinder **16** to the receptacle **17** and the screw **18** on the pin **19**.
► Connect the pin pulling cylinder **16** to the quick couplings **21**, see the hydraulic diagram.

WARNING
Insufficiently secured connector pins!
Due to non-secured or insufficiently secured connector pins, the S-pivot section can fall down.
Death, severe bodily injuries, property damage.
► The pins **19** between the S-pivot section **1** and the turntable **15** must be secured withpins **20** after the pin procedure.

► Pin the pins **19** on both sides with the hydraulic pin pulling cylinder **16**: Press the button **14** on the control panel **23** and hold down, then press the button **12** until the pin **19** is completely inserted.

When the pins **19** are completely pinned on the left and right on the S-pivot section **1**:
► Secure the pin **19** on the left and right: Insert the pin **20** and secure with the locking pin **22**.

Result:

– The pins **19** are secured with the retaining pins **20** to prevent them from unpinning by themselves.

NOTICE
Damage to the S-pivot section!
When the installed S-pivot section is taken down on the ground, the S-pivot section can be damaged.
► Slowly take the S-pivot section **1** down with the auxiliary crane and at low speed onto the substructure.
► Before taking it down onto the ground, support the S-pivot section **1**.

► Carefully take the S-pivot section **1** down onto the substructure.
► Remove the auxiliary crane.

4.5 Establishing the electric and hydraulic connections on the S-pivot section

4.5.1 Establishing the electrical connections

NOTICE
Danger of damage to the electrical connections!
If the electrical connection between the terminal box and the S-pivot section and the cable drum in the S-pivot section is established before the boom end section is installed and electrically connected, then the electric connection can be damaged.
► Make sure that the electric connection between the terminal box in the S-pivot section and the cable drum in the S-pivot section is only established **after** assembly and the connection of the electric wiring for the boom end section.

Note
► To establish the electrical connections on the S-pivot section: Use the electric wiring diagram.

Make sure that the following prerequisite is met:
– The S-pivot section is completely assembled and taken down on the substructure.

► Establish the electrical connections.
► Make sure that all electrical connections to the S-pivot section have been established.

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WARNING
Malfunction if dummy plugs are not installed!
If the dummy plugs on the non-required electrical connections are not installed, then malfunctions or functional limitations can occur on the crane.
- ► Make sure that all non-required electrical connections, which have a dummy plug, are closed off with dummy plugs.
- ► Pay attention to the electrical wiring diagram.

- ► As a rule, close off on-required electrical connections (for example for accessories which cannot be installed) with the respective dummy plugs.

NOTICE
Property damage due to dirt and / or corrosion!
If unnecessary electrical connections are not closed off with the respective protective caps, then dirt and / or corrosion can damage the electrical connections.
This could result in malfunctions.
- ► Make sure that all non-required electrical connections are always closed off properly.
- ► Pay attention to the electrical wiring diagram.

- ► Close electrical connections, which have no dummy plugs, off properly with the corresponding protective caps.

4.5.2 Establishing the hydraulic connections

When connecting and releasing hydraulic lines with quick couplings, make sure that the coupling procedure is carried out correctly.

Note
- ► To connect or release the hydraulic lines with quick couplings, see chapter 5.01.

WARNING
Pressure in the hydraulic lines!
If the pressure supply is not interrupted before connecting / releasing the hydraulic lines, the hydraulic oil can escape with high pressure.
Death, severe bodily injuries, property damage.
- ► Release the pressure in the hydraulic system before connecting / disconnecting: Interrupt the pressure supply and wait a short time.

WARNING
Loss of pressure or leakage!
Incorrectly coupled or self-loosening quick couplings (return lines in particular) can result in serious accidents due to component failure.
- ► Check that the quick couplings have been properly connected before using the crane.

- ► Connect the coupling components (sleeve and connector) and screw together with the knurled nut.
- ► Tighten the hydraulic coupling by hand. Turn the knurled nut until it reaches a tangible, fixed stop position.
- ► Establish the hydraulic connections, see the Hydraulic diagram.

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4.6 Assembling the S-lattice sections

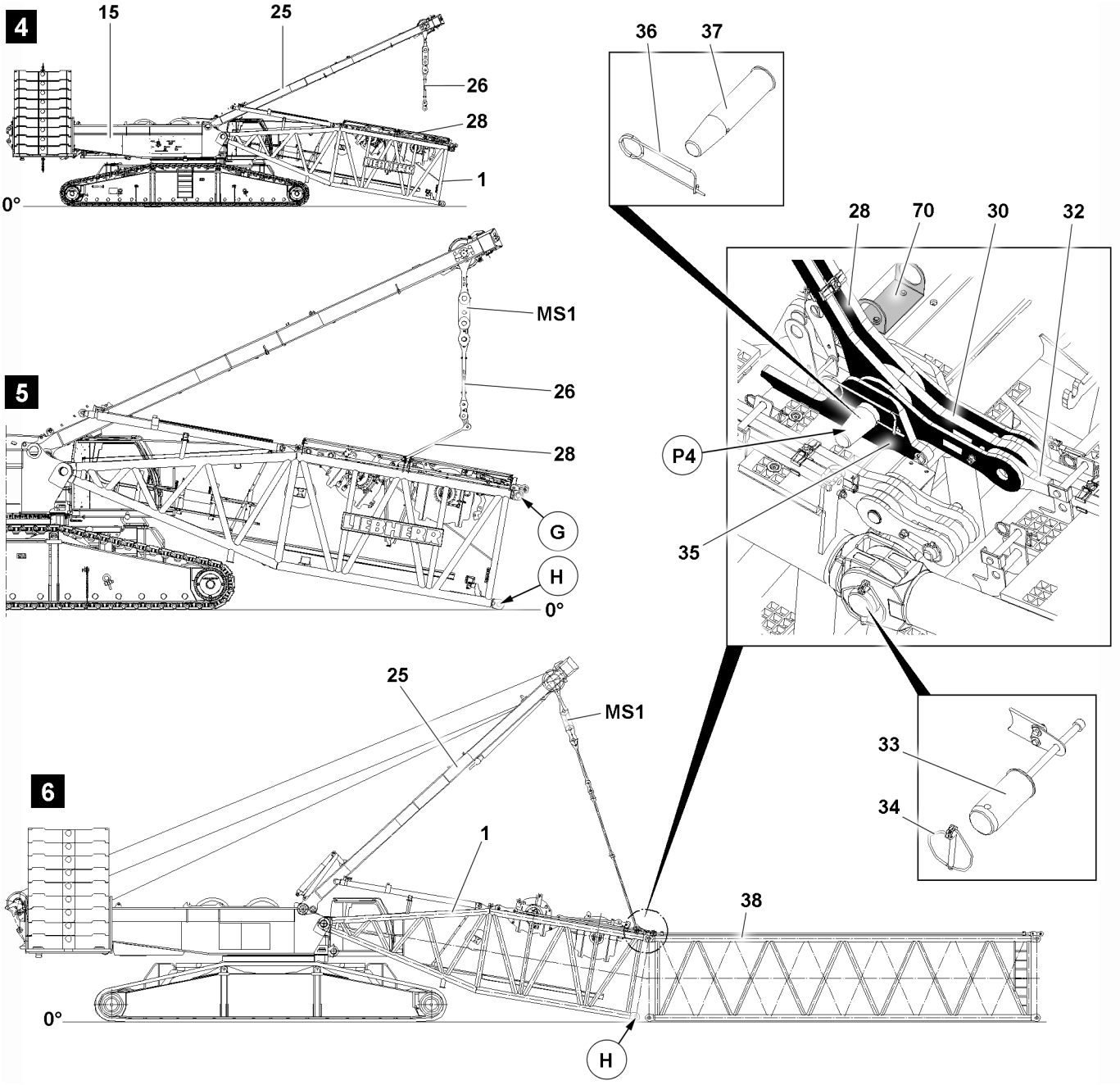

Fig.155227: Assembling the S-lattice sections

WARNING
General danger notes!

- ► Support the S-boom during assembly / disassembly with suitable materials.
- ► All pins must be secured after assembly with the intended retaining elements.
- ► The guy rods must be checked regularly, see chapter 8.15.
- ► The boom must be secured with the substructure or auxiliary crane, see chapter 5.01.
- ► It is prohibited for anyone to remain under the booms or within the complete danger zone during the pinning and unpinning procedure of the lattice sections.

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Note
- ► For weights of the lattice section with placed guy rods, see chapter 1.03.
- ► The lattice sections are pinned with the aid of the pin pulling device, see chapter 5.30.

The assembly of the lattice sections is carried out in various ways:
- – „Closing“ the boom.
- – Assembling the lattice sections in „flying mode“.

4.6.1 Turning the turntable for further assembly

Only for boom systems that were erected to the side.

Note

In the case of boom systems that require a mechanical auxiliary support for erection:
- ► Due to the necessary assembly of the boom system to the side, there is the risk of collision between the mechanical auxiliary support and the main boom-pivot section as well as the crawler chains.
- ► Observe the section „Using the mechanical auxiliary support“

WARNING
The crane can topple over!
If the following conditions are not met before turning the turntable, then the crane can topple over.
Death, severe bodily injuries, property damage.
- ► Observe the data in the erection / take-down charts.
- ► Observe the maximum permissible ballast combinations depending on the assembly status, see chapter 3.06.

- ► Plan for the turntable to must be rotated to the side at the right time, see section „Using the mechanical auxiliary support“.

4.6.2 Assembling the S-lattice sections („close“ boom)

Make sure that the following prerequisites are met:
- – The S-pivot section is pinned and secured on the turntable, point **P4**, see illustration **6**.
- – The S-pivot section is taken down onto the ground.
- – The auxiliary crane is removed.

Connecting the SA-frame guy rods with the S-pivot section guy rods

- ► Unpin the transport retainers for the guy rods **28**.
- ► Lower the SA-frame **25** forward until the guy rods **26** hang freely over the guy rods **28** of the S-pivot section **1**, see illustration **4**.
- ► Pin the guy rods **26** of the SA-frame with the guy rods **28** of the S-pivot section, see illustration **5**.
- ► Make sure that the guy rods **28** of the SA-frame are pinned on both sides on the assembly brackets **35** with the pins **37** and secured with the retaining element **36**.
- ► Erect the SA-frame **25** until the guy rods are completely tensioned, illustration **6**.

Pinning the S-intermediate section on the S-pivot section „on top“

- ► Fasten the S-intermediate section **38** to the auxiliary crane and align on the S-pivot section **1**, illustration **6**.

When the pin bores on the S-pivot section **1** and on the S-intermediate section **38** „on top“ (point **G**) align:
- ► Insert the pin **33** and secure with the locking pin **34**.

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Closing the boom

WARNING
The crane can topple over!
If the following conditions are not met, the crane can topple over or be significantly damaged.
Death, severe bodily injuries, property damage.
- ► During the „closing procedure“ of the S-intermediate sections, the maximum total force in the test point **MS1** of 70 t may **not** be exceeded.
- ► The end section of the corresponding S/SL-boom combination may **not** lift off the ground during the „closing procedure“.
- ► Boom combinations only to certain system lengths may be closed with the SA-frame, see the following chart.

Counterweight and central ballast, see the erection / take-down charts depending on the boom length, depending on the boom length.			
Boom system	**Maximum system length**	**MS1**	**Equipment**
S	96 m	70 t	- with S- and WA-frame II guy rods
SL	102 m	70 t	- with S-guy rods - substructure on the S-pivot section and on the SW-end section
SL3	108 m	70 t	- with S-guy rods - substructure on the S-pivot section and on the SW-end section

Note
- ► The actual force on the test point **MS1** - which is exerted during the closing procedure of the boom system - is displayed on LICCON monitor 1.
- ► The actual force is noted and kept ready for the disassembly of the boom system.
- ► During the boom disassembly, the guying is tensioned with the noted actual force (assembly) so that the connector pins of the intermediate sections can be unpinned.

Note
- ► The guy rods of the intermediate sections are only assembled after the closing procedure.
- ► The brackets **30** and guy rods **32** are not pinned for the closing procedure.

The S-boom must be assembled to the required length before the S-boom can be closed. The assembly is described based on the example of an intermediate section.

- ► Position the S-intermediate section with the auxiliary crane on a S-lattice section until the pin points align.
- ► Pin the S-lattice sections together „on top“: Insert the pin **33** on both sides and secure with the retaining element **34**, see illustration **6**.
- ► Pin the S-lattice sections together „on the bottom“ with each other: Insert the pin **33** on both sides and secure with the retaining element **34**, see illustration **6**.

When the pins are properly pinned and secured on „top“ and „bottom“ between the S-lattice section and the S-intermediate section or the preassembled boom unit:
- ► Remove the auxiliary crane.

If additional lattice sections are assembled:
- ► Assemble additional lattice sections the same way as described in this section.

When the S/SL boom combination is assembled to the desired length:
- ► Lift the S-pivot section **1** with the SA-frame until the pin bores on the „bottom“ align in point **H**, see illustration **6**.

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► Read and take note of the actual force of the test point **MS1** on the LICCON monitor.
► Pin the S-lattice section on the S-pivot section „on the bottom“: Insert the pins **33** on both sides in point **H** and secure with linch pins **34**, see illustration **6**.

4.6.3 Assembling the S-lattice sections in „flying mode“

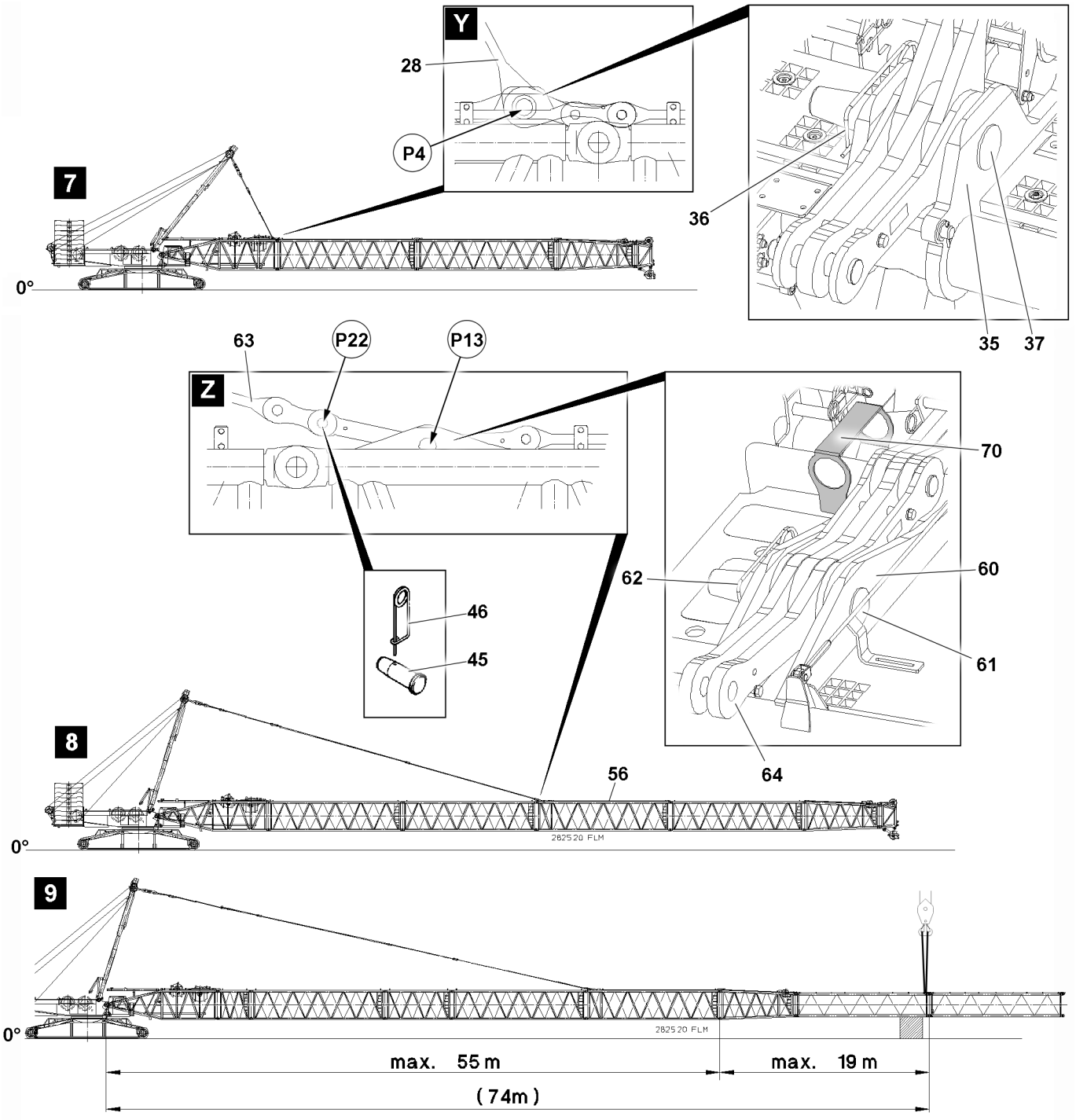

Fig.155228: Assembling the S-lattice sections in „flying mode“

If spatial prerequisites on the job site are limited for the assembly of the S-boom, or if they are limited by buildings or similar, then the S-boom can be installed in „flying mode“.

For the „flying“ assembly, a differentiation is made between the guy points on the boom:
– Guying on the S-pivot section **1**, see illustrations **7**.
– Guying on the S-intermediate section 12 m 2825.20 FLM **56** for flying assembly, see illustration **8**.

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WARNING
General danger notes!
- ► Support the S-boom during assembly / disassembly with suitable materials.
- ► All pins are to be secured after assembly with the intended retaining elements.
- ► The guy rods must be inspected regularly, see chapter 8.15.
- ► Secure the boom with the substructure or auxiliary crane, see chapter 5.01.
- ► It is prohibited for anyone to remain under the booms or within the complete danger zone during the pinning and unpinning procedure of the lattice sections.

WARNING
Impermissible boom lengths guyed!
If impermissible boom lengths are guyed on the assembly brackets, then significant property damage can occur on the crane.
Death, severe bodily injuries, property damage.
- ► The maximum permissible boom lengths for „flying“ assembly may not be exceeded.
- ► Tension the guy rods either on the assembly brackets **35**, point **P4**, illustration **7** or the guy rods **64**, point **P22**, illustration **8**.

When the boom system is longer than the permissible boom length for „flying“ assembly:
- ► Support the boom on the end of the permissible boom length or secure with an auxiliary crane, see illustration **9**.
- ► The data in the erection / take-down charts as well as the load charts must be adhered to.

NOTICE
Property damage!
If the pins of the guy rods are not inserted from the „inside“ to the „outside“, the hoist rope can scrape on the pins and be damaged.
- ► Always insert the guy rod pins from the „inside“ to the „outside“, see the Rod plan.

Note
- ► For guying on the S-pivot section, the guy rods **28** are pinned on both sides on the assembly brackets **35**: Insert the pin **37** on both sides in point **P4** and secure with the retaining element **36**, see illustration **7**.
- ► For guying on the S-intermediate section 12 m 2825.20 for flying assembly, the guy rods **63** are pinned on both sides on the guy rods **64**: Insert the pin **45** on both sides in point **P22** and secure with the retaining element **46**, see illustration **8**.
- ► The pins **61** must be pinned on both sides on the assembly brackets **60** in point **P13** and secured with the retaining element **62**, see illustration **8**.

Note
- ► Depending on the delivery condition / delivery time period of the crane, the S-pivot section and the intermediate sections 2825.20 FLM have pin receptacles **70**, which are used as a park position for the pins (pin **37** on the S-pivot section and pin **61** on the S-intermediate section FLM).
- ► The pin receptacles **70** can have different assembly positions on each lattice section.
- ► If the lattice sections do not have any pin receptacles **70**, take the pins down in separate tool boxes or transport box.

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WARNING
Falling pins!
Death, severe bodily injuries, property damage.
- ► Make sure that the pins **37** are in the pin receptacles **70** after the complete assembly of the main boom guying.
- ► Make sure that the pins **61** are in the pin receptacles **70** after the complete assembly of the main boom guying.

Or alternatively:
- ► Make sure that the pin **37** in the guying on the S-pivot section and the pin **61** in the guying on the S-intermediate section FLM are removed and taken down in separate transport boxes before resuming crane operation on the hollow axles.

Assembling the S-lattice sections in „flying mode“ on the S-pivot section

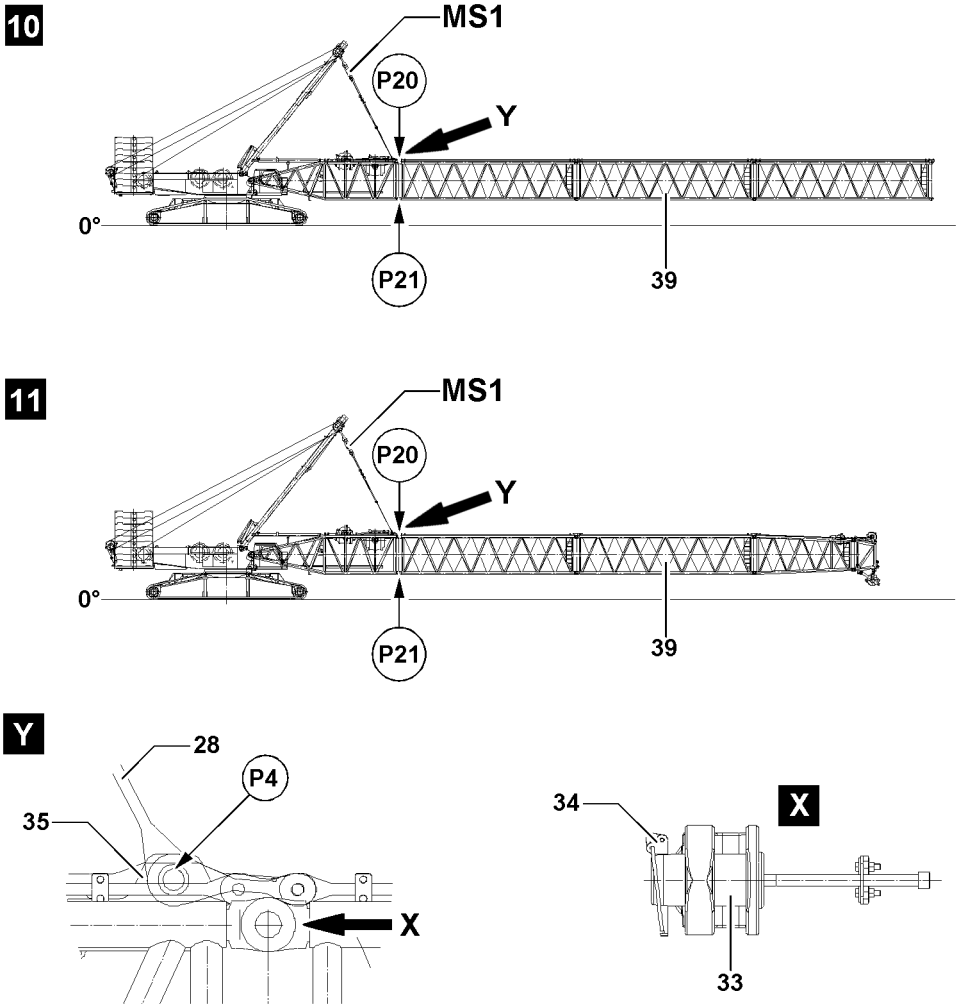

Fig.114054

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WARNING
The crane can topple over!
If the following conditions are not met, the crane can topple over or be significantly damaged.
Death, severe bodily injuries, property damage.
- ► For the „flying“ boom assembly, the maximum permissible total force on the test point **MS1** may **not** be exceeded. The „actual force“ is displayed on LICCON monitor 1.
- ► The „flying“ boom assembly is only permissible up to a certain system length, observe the following charts.
- ► The data in the erection / take-down charts as well as the load charts must be observed.

		Counterweight[1]: 110 t **Central ballast[2]: 5 t**		
Boom system	**Maximum system length**	**Equipment**	**MS1**	**Illustration**
S	48 m	- with SW-end section - with S- and WA-frame II guy rods	160 t	11
S	52 m	- without SW-end section - with S- and WA-frame II guy rods	160 t	10
SL	54 m	- with SW-end section - with S-guy rods	160 t	11

1) This counterweight must be installed at least on the turntable for „flying assembly“.
2) This central ballast must be installed at least on the crawler center section for „flying assembly“.

Make sure that the following prerequisites are met:
- The S-pivot section is pinned and secured on the turntable.
- The S-pivot section is pinned on the assembly brackets **35** in point **P4** with the guy rods **28** and is in horizontal position, see detail **Y**.
- An auxiliary crane is available.

WARNING
Falling components!
If unsecured or non-supported components are assembled or disassembled, they can fall down.
Death, severe bodily injuries, property damage.
- ► During pinning and unpinning of the intermediate sections it is prohibited for anyone to remain **under** or **on** the components as well as within the entire danger zone.
- ► Before unpinning: Support the components and boom.
- ► Secure the pins in the bearing points and in the receptacles.
- ► It is prohibited to lean a ladder against the crane section that is being disassembled.

Note
- ► The „actual force“ is displayed on the LICCON monitor.
- ► The flying assembly of the intermediate sections is carried out without a hook block.

For „flying“ assembly, the intermediate sections can be installed individually or as preassembled boom unit on the S-pivot section.

- ► Fasten the intermediate sections **39** or the preassembled boom unit **39** to the auxiliary crane.
- ► Lift the intermediate sections **39** or the preassembled boom unit **39** with the auxiliary crane and position on the S-pivot section until the pin points align.

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When the pin points between the S-pivot section and the intermediate section or the preassembled boom unit align „on top“ and „bottom“:

- ► Pin the intermediate sections „on top“: Insert the pin **33** on both sides in point **P20** and secure with the retaining element **34**, see detail **X**.
- ► Pin the intermediate sections „on the bottom“: Insert the pin **33** on both sides in point **P21** and secure with the retaining element **34**, see detail **X**.

When the pins are properly pinned and secured on „top“ and „bottom“ between the S-pivot section and the S-intermediate section or the preassembled boom unit:

- ► Remove the auxiliary crane.

If additional lattice sections are assembled:

- ► Assemble additional lattice sections the same way as described in this section.

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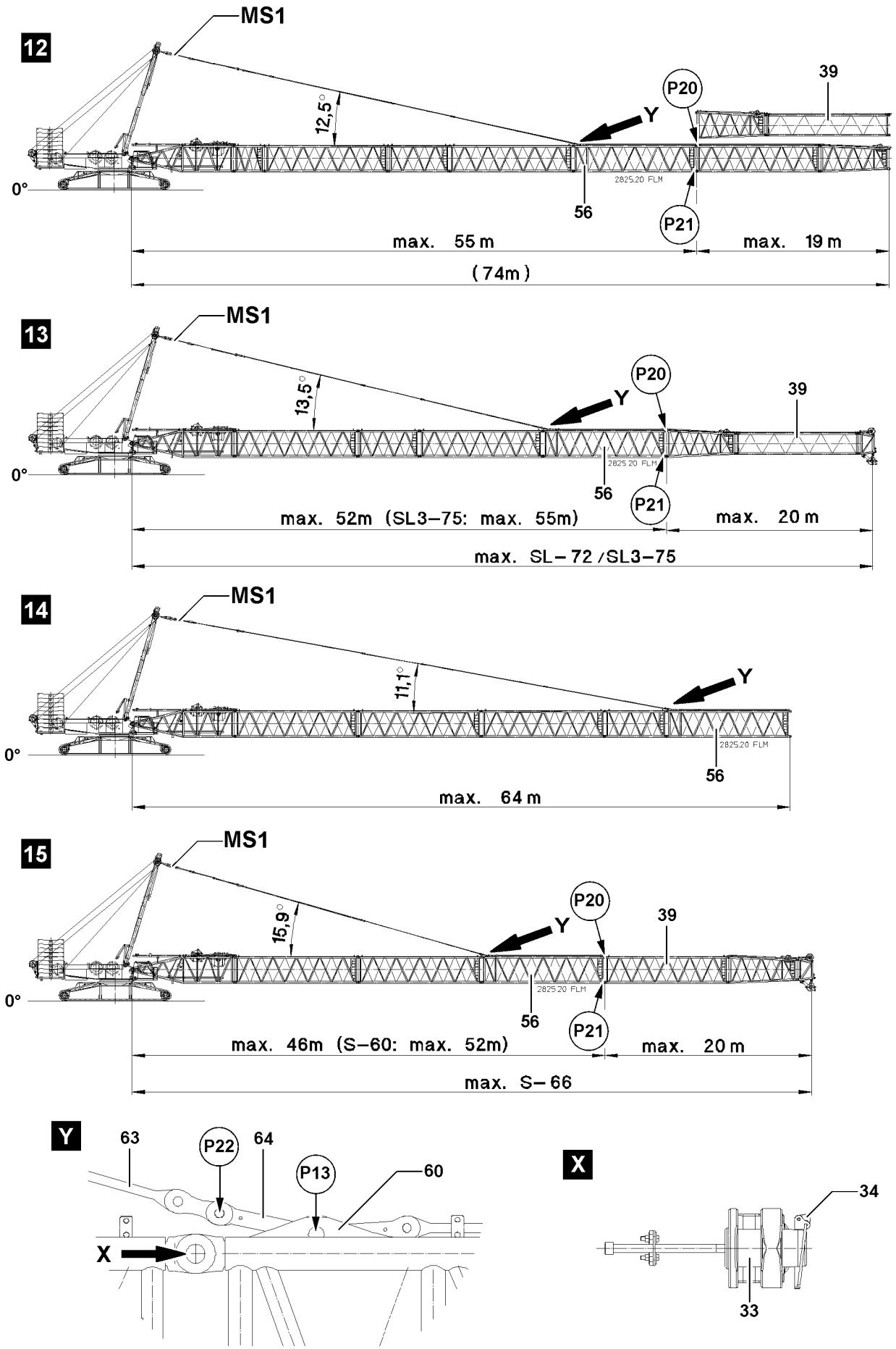

Fig.114055

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Assembling the S-lattice section in „flying mode“ on the intermediate section 12 m 2825.20 FLM

WARNING
The crane can topple over!
If the following conditions are not met, the crane can topple over or be significantly damaged.
Death, severe bodily injuries, property damage.
- ► For the „flying“ boom assembly, the maximum permissible total force on the test point **MS1** may **not** be exceeded. The „actual force“ is displayed on LICCON monitor 1.
- ► The „flying“ boom assembly is only permissible up to a certain system length, observe the following charts.
- ► The data in the erection / take-down charts as well as the load charts must be observed.

Note
- ► The guy rods of the SA-frame are pinned with the guy rods **63** of the boom, see illustrations.
- ► The guy rods **63** are pinned with the guy rods **64** on the intermediate section 2825.20 FLM **56**, see detail **Y**.

Counterweight and central ballast, see the erection / take-down charts depending on the boom length, depending on the boom length.			
Boom system	**Maximum system length**	**Equipment (without hook block)**	**Illustration**
S	64 m	- partially equipped: Without WA-frame II guy rods	14
S	66 m	- with SW-end section with two roller sets - without WA-frame II guy rods	15
SL	74 m	- partially equipped: Without WA-frame II guy rods	12
SL	72 m	- with SW-end section with one roller set - without WA-frame II guy rods	13
SL3	74 m	- partially equipped: Without WA-frame II guy rods	12
SL3	75 m	- with F-adapter - without WA-frame II guy rods	13

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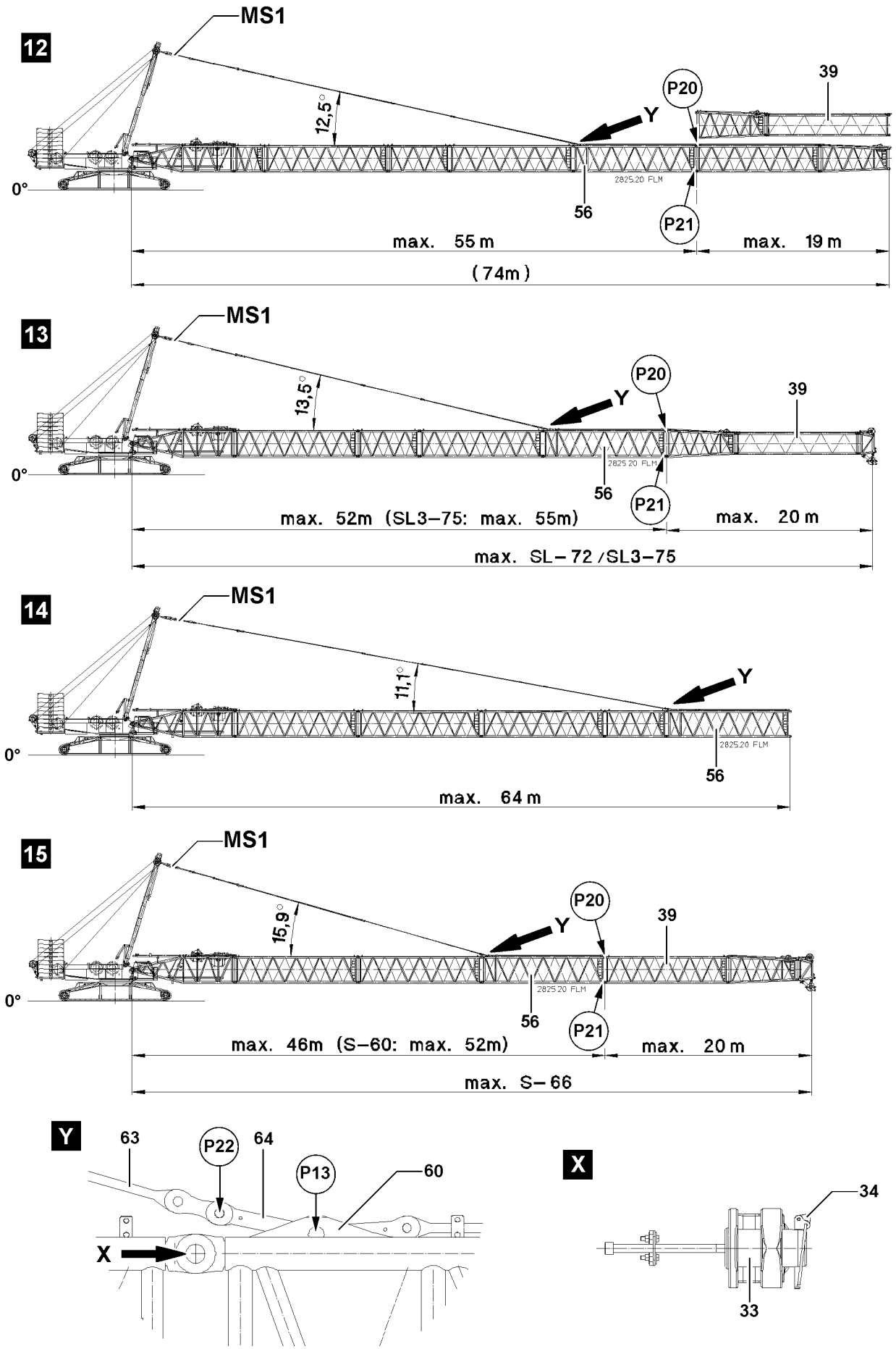

Fig.114055

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Make sure that the following prerequisites are met:
- The S-pivot section is pinned and secured on the turntable.
- The intermediate section 12 m 2825.20 FLM **56** is pinned on the assembly brackets **60** on point **P13** with the guy rods **64** and is in the horizontal position, see detail **Y**.
- An auxiliary crane is available.

WARNING
Falling components!
If unsecured or non-supported components are assembled or disassembled, they can fall down.
Death, severe bodily injuries, property damage.
- ► During pinning and unpinning of the intermediate sections it is prohibited for anyone to remain **under** or **on** the components as well as within the entire danger zone.
- ► Before unpinning: Support the components and boom.
- ► Secure the pins in the bearing points and in the receptacles.
- ► It is prohibited to lean a ladder against the crane section that is being disassembled.

Note
- ► The „actual force“ is displayed on the LICCON monitor.
- ► The „flying“ assembly of the intermediate sections is carried out without a hook block.

For „flying“ assembly of the intermediate sections, they can be installed individually or as preassembled boom unit on the intermediate section **56**.

- ► Fasten the intermediate sections **39** or the preassembled boom unit **39** to the auxiliary crane.
- ► Lift the intermediate sections **39** or the preassembled boom unit **39** with the auxiliary crane and position on the S-pivot section until the pin points align.

When the pin points between the S-intermediate section **56** and the intermediate sections **39** or the preassembled boom unit **39** align „on top“ and „bottom“:
- ► Pin the intermediate sections „on top“: Insert the pin **33** on both sides in point **P20** and secure with the retaining element **34**, see detail **X**.
- ► Pin the intermediate sections „on the bottom“: Insert the pin **33** on both sides in point **P21** and secure with the retaining element **34**, see detail **X**.

When the pins are properly pinned and secured on „top“ and „bottom“ between the S-intermediate section **56** and the intermediate sections **39** or the preassembled boom unit **39**:
- ► Remove the auxiliary crane.

If additional lattice sections are assembled:
- ► Assemble additional lattice sections the same way as described in this section.

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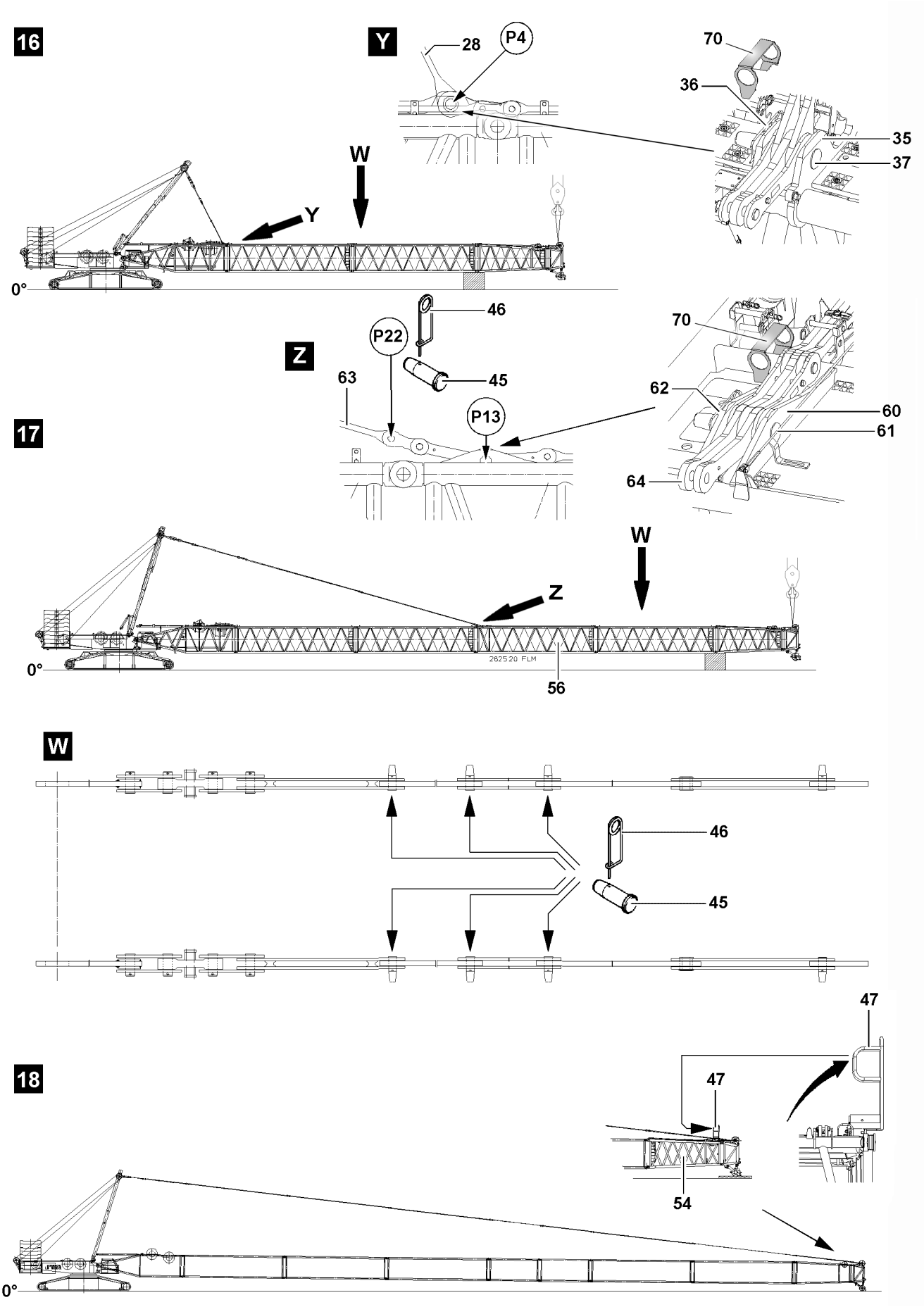

Fig.155226

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4.6.4 Assembling the S-guy rods

WARNING
Failure to perform inspection and maintenance on the guy rods!
If the regular inspection and maintenance of the guy rods is not carried out or is carried out only at irregular intervals, then severe accidents can occur due to existing and unrecognized damage to the guy rods.
Death, severe bodily injuries, property damage.
- ► Inspect the guy rods before every assembly, see chapter 8.15.
- ► The S-guy rods must be assembled and secured, see the Rod plan. The numbering in the rod plan must be identical to the numbering on the guy rods.

Note
- ► The guy rods must be installed and secured according to the separately supplied rod plans. The numbering on the rod plans must be identical to the numbering on the guy rods.

Make sure that the following prerequisites are met:
- – The folding platforms **47** on the SL-reducer **54** are folded and secured „upward“ in the operating position, see chapter 2.06.
- – The boom is guyed in point **P4** on the S-pivot section **1**, see illustration **16**, detail **Y**.
- – **Or** the boom is guyed in point **P13** on the S-intermediate section 12 m 2825.20 FLM for flying assembly, see illustration **17**, detail **Z**.
- – **Or** the boom is lying on the ground with tensioned guy rods, see illustration **18**.

WARNING
Falling components!
If the intermediate sections are incompletely pinned or secured, then components can fall down.
Death, severe bodily injuries, property damage.
- ► Make sure that the intermediate sections or preassembled boom unit are pinned and secured to the S-pivot section.
- ► Make sure that the intermediate sections or preassembled boom unit is supported with suitable materials, secured with the auxiliary crane or the boom is placed on the ground.

When the boom is **not** laying on the ground:
- ► Support the boom and secure it with the auxiliary crane.
- ► Relieve the guy rods: Lower the SA-frame somewhat to the front.

Result:

- – The guy rods between the SA-frame and the S-pivot section or the S-intermediate section for flying assembly are relieved.

The guy rods are taken down and secured for transport on the corresponding intermediate sections. Before assembly, the transport retainers must be released.

- ► Release the transport retainers of the guy rods.

NOTICE
Danger of property damage!
If the pins of the guy rods are not inserted from the „inside“ to the „outside“, the hoist rope can scrape on the pins and be damaged.
- ► Always insert the guy rod pins from the „inside“ to the „outside“.
- ► Observe the Rod plan.

Note
- ► The guy rods of the S-intermediate sections are pinned and secured together starting from the lugs on the fixed point of the S-end section.

- ► Pin and secure the guy rods for the intermediate sections according to the Rod plan.

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WARNING
The boom can fold down!
By unpinning the guy rods on the assembly brackets **35** or the assembly brackets **60**, the boom can fold down.
Death, severe bodily injuries, property damage.

When the boom is guyed on the S-pivot section:
► Unpin the guy rods **28** on the assembly brackets **35**, point **P4**, see detail **Y** when it is ensured that the intermediate sections are supported with suitable materials or are held by the auxiliary crane or the boom is taken down on the ground.

When the boom is guyed on the S-intermediate section:
► Unpin the guy rods **63** on the guy rods **64**, point **P22**, see detail **Z** when it is ensured that the intermediate sections are supported with suitable materials or are held by the auxiliary crane or the boom is taken down on the ground.

WARNING
Falling pins!
Death, severe bodily injuries, property damage.
► After unpinning the pins **37** from theassembly bracket **35**, insert them in the pin receptacles **70** and secure properly.

If pin receptacles **70** are not available:
► Take the pins **37** down together with the retaining element **36** in separate tool boxes.
► Make sure that the pins **37** are not inserted in the hollow axle during crane operation.

► Make sure that all guy rods of the boom system are pinned and secured.

When the boom is guyed on the S-pivot section:
► Release the pin **37** on the assembly brackets **35** and unpin, see illustration **16**.
► Erect the SA-frame until the guy rods between the SA-frame and the S-end section tension, see illustration **18**.
► Remove the auxiliary crane.

or

WARNING
Falling pins!
Death, severe bodily injuries, property damage.
► After unpinning the pins **61** from theassembly bracket **60**, insert them in the pin receptacles **70** and secure properly.

If pin receptacles **70** are not available:
► Take the pins **61** down together with the retaining element **62** in separate tool boxes.
► Make sure that the pins **61** are not inserted in the hollow axle during crane operation.

When the boom is guyed on the S-intermediate section:
► Remove the retaining element **62** on both sides and unpin the pin **61** on the assembly brackets **60**, see illustration **17**.
► Insert the pin **61** in the retainer **65** and secure with retaining element **62**.
► Erect the SA-frame until the guy rods between the SA-frame and the S-end section tension, see illustration **18**.
► Remove the auxiliary crane on the S-boom head.
or
Remove the substructure.
► Guide the hoist rope over the rope pulley(s) on the S-boom head, see separate reeving plans.

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4.7 Establishing the electrical connections

NOTICE
Damage to the electrical connection on the cable drum!
If the electrical connection from the cable drum to the terminal box on the S-pivot section is established first before the connection to the terminal box on the S-end section, the electrical connection can be damaged when spooling out the cable drum.
► Establish first the electrical connection from the cable drum in the S-pivot section to the terminal box on the S-end section and then the electrical connection from the terminal box in the S-pivot section to the cable drum.

Note
► To establish the electrical connections on the S-boom, use the separate electrical wiring diagram.

Make sure that the following prerequisites are met:
– The S-boom is completely assembled.
– The airplane warning light and the wind speed sensor are assembled.

► Establish the electrical connections.
► Make sure that all electrical connections on the boom are established.

4.8 Checking the function of the safety equipment

WARNING
Malfunctioning safety equipment!
Death, severe bodily injuries, property damage.
► Crane operation with non-functioning safety equipment is **prohibited**.

Note
► The function of the individual limit switches must be checked before erection.
► The function of the limit switch initiators must be checked in the test system, see the Diagnostics manual.

Note
► If a function check on the limit switches or on the safety equipment does not lead to the desired shut-offs, then the plug connections on the connector boxes or the components itself must be checked. If no visible connection errors or component defects can be found, contact **LIEBHERR** Customer Service.

Make sure that the following prerequisites are met:
– All electrical connections have been established.
– The crane engine is running.
– The corresponding operating mode is set on the LICCON monitor.

4.8.1 Checking the wind speed sensor

► Check the movement and the function of the wind speed sensor.

4.8.2 Checking the airplane warning light

► Turn on the airplane warning light on with the button.
► Check the function visually.

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4.8.3 Checking the hoist limit switch on the pulley head

Note

► When replacing or changing a hoist limit switch (HES), the corresponding hoist limit switch must have the correct bus address and the correct software version in order to be detected again by the bus system (LSB).

► Actuate the hoist limit switch manually on the pulley head.

Result:

– The spooling up of the hoist winch turns off.
– The „Hoist top“ icon appears on the LICCON monitor 0.
– The limit switch is functioning.

4.8.4 Checking the S-boom „steep position“ limit switch

Note

► The limit switch functions have to be checked individually before erection.

► Cover the limit switch initiators on the S-relapse cylinders individually with a metal plate.

Result:

– The limit switch is actuated manually.
– The spool up function of winch 4 (control winch) turns off.
– The „Boom limitation“ icon appears on LICCON monitor 0.
– The limit switch is functioning.

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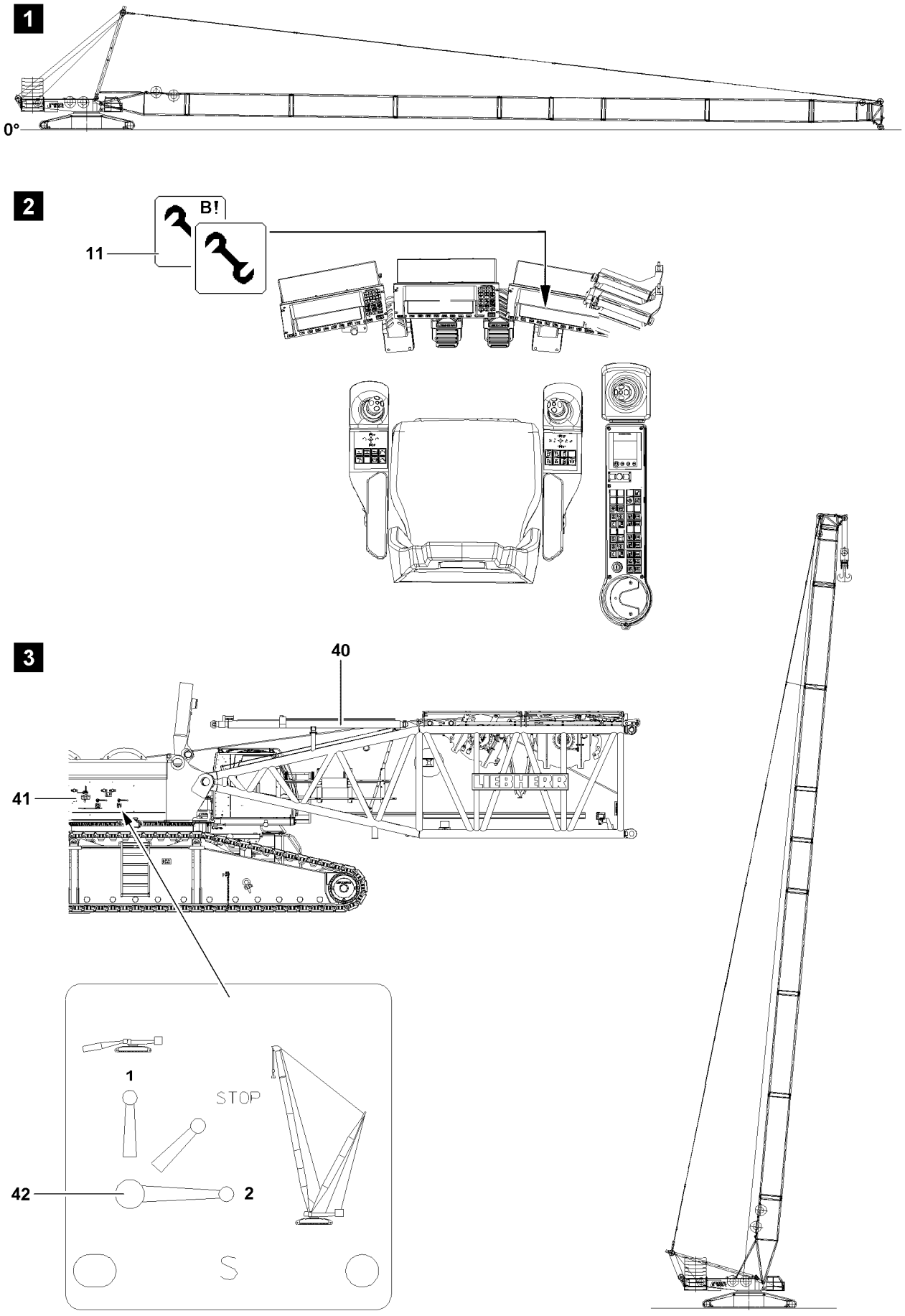

Fig.114057

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5 Erecting the S/SL-boom

DANGER
The crane can topple over!
For certain boom lengths, the mechanical auxiliary supports must be assembled, see the erection and take-down charts!
- ► The boom must be erected or taken down „to the side“ „in the direction“ of the mechanical auxiliary supports.
- ► Always erect or take down according to the data in the erection and take-down charts!

WARNING
The crane can topple over!
If the following conditions are not met before erecting the boom, the crane can topple over.
Death, severe bodily injuries, property damage.
- ► It is not permitted to turn the crane during the erection procedure.
- ► Observe the data in the erection / take-down charts.
- ► Observe the technical safety instructions, see chapter 5.01.
- ► Extend the S-relapse cylinder before erection.
- ► Do not allow slack rope to form on the control winch.

WARNING
Unutilized guy rods on boom!
If guy rods are on the lattice sections which are not used for operation, then there is a danger of accident.
Death, severe bodily injuries, property damage.
Guy rods can loosen up and fall down.
The load chart is invalid.
The load display of the LICCON computer system shows an incorrect value.
The weight of the boom is too heavy for erection.
- ► Disassemble and remove unutilized guy rods on the transport retainers before erecting the boom.

WARNING
Falling hoist rope!
If the hoist rope is not reeved with the respective length before the erection procedure, then it can fall down backward due to its own weight.
Death, severe bodily injuries, property damage.
- ► Reeve in the hoist rope properly according to the reeving plan.
- ► Reeve in the hoist rope with sufficient length before the erection procedure.
- ► The hoist rope must be constantly monitored during erection.
- ► Do not step into the danger zone.

Make sure that the following prerequisites are met:
- – The crane is horizontally aligned.
- – The central ballast and counterweight are installed according to the data in the erection / take-down charts / load chart.
- – When specified: The turntable extension inclusive of the ballast plates has been installed according to the data in the erection / take-down charts / load chart.
- – When corresponding erection / take-down charts are specified: The mechanical auxiliary supports are properly installed.
- – If mechanical auxiliary supports are specified: The main boom is assembled and positioned “to the side” over the mechanical auxiliary supports.
- – When corresponding erection / take-down charts are specified: The minimum weight of the hook block is complied with within the specified boom angle range.
- – The requirements on minimum reeving are observed.
- – The specifications regarding the erection procedure are implemented, the erection / take-down charts are observed.
- – All electrical connections have been established.

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- All limit switches are functioning.
- All hydraulic connections have been established.
- All pin connections are secured.
- The hoist rope has been correctly inserted in the rope pulleys and is prevented from jumping out with the rope retaining pins.
- All unnecessary guy rods are removed from the boom system.
- There are no loose or unnecessary parts on the boom system.
- The boom system and the safety equipment are free of snow, frost and ice.
- The LICCON overload protection has been set according to the data in the load chart.
- The LICCON overload protection settings have been compared with the actual set up configuration.
- Assembly operation is activated, the assembly icon **11** is visible on the LICCON monitor.
- No personnel is present in the danger zone.

5.1 Extending the S-relapse cylinders

WARNING
The crane can topple over!
If the S-relapse cylinders are not extended before erecting the S-boom, then the S-boom can fall off to the rear during crane operation and the crane can topple over.
Death, severe bodily injuries, property damage.
► Extend the S-relapse cylinders **40** before erecting the S-boom.
► Secure the ball valve **42** during crane operation to prevent inadvertent actuation.

Ball valve positions, see illustration 3	
2	Crane operation, extend the piston rod
1	Assembly, retract the piston rod
STOP	The piston rod cannot be retracted / extended

The piston rods on the S-relapse cylinders **40** can be extended with the ball valve **42**.

► Set the ball valve **42** to **Position 2**.

Result:

– The piston rods of the S-relapse cylinders **40** extend.

Note
► The ball valve **42** is secured by closing the cabinet door and removing the key.

When the piston rods of the S-relapse cylinders **40** are fully extended:
► Close the cabinet doors and pull out the key.
► Hand the key to an authorized person.

5.2 Erection procedure

DANGER
The crane can topple over!
► It is prohibited to turn the crane superstructure while erecting the boom.
► The data in the erection / take-down charts must be observed.

Make sure that the following prerequisite is met:
– The boom has been lifted off the ground.

5.2.1 Reeving the hook block in

► Erect the boom until the end section lifts off the ground.

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► Check the actual load on the LICCON monitor.

Problem remedy
Actual load on the LICCON monitor is larger than 0.0 t !
► Observe the notes for input of hook block weight, see chapter 4.02.

Note
► Hoist rope reevings, see chapter 4.06 and the reeving plan.

► Reeve in the hook block properly and secure the hoist rope on the rope fixed point, for reeving, see the reeving plan.
► Attach the hoist limit switch weight.
► Enter the weight of the hook block in the LICCON computer system.

5.2.2 Erecting the boom

WARNING
The crane can topple over!
The crane can topple over if the crane is operated with the LICCON overload protection exceeded.
Death, severe bodily injuries, property damage.
► The boom radii specified in the load chart may not be exceeded or fallen below, even if there is no load on the hook.

If required in the erection / take-down charts:
► Carry the hook block along with the auxiliary crane.

Note
► When the lowest operating position of the boom is reached, the LICCON overload protection is activated.
► The displays on the LICCON monitor turn off.
► The maximum load icon displays a load number in „t“ instead of the display „???“.

► Luff the boom up to the lowest operating position.

Result:

– As soon as the boom has reached the lowest operating position, the assembly icon on the LICCON monitor turns off.
– The LICCON overload protection is active.

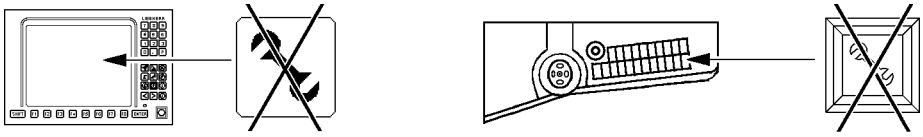

Fig.163461: Erection procedure

► Make sure that the assembly icon **no longer** appears on the LICCON monitor, see illustration.

For crane types with the Assembly key button in the instrument panel:
► Make sure that the indicator light in the assembly key button is off, see illustration.

Note

For crane types with the Assembly key button in the instrument panel:
► The assembly key button must be turned off manually in some cases. The corresponding indicator light must be off, see chapter 4.01.

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6 Operating the crane

WARNING
The crane can topple over!
During normal crane operation, the crane can be overloaded and topple over if the LICCON overload protection is exceeded / bypassed.
► During normal crane operation, make sure that the assembly icon no longer appears on the LICCON monitor.

Note
If after erection of the boom system the ballasting [1)] must be adapted to the load chart:
► Determine the suitable operating position for the boom system using the LICCON job planner.

1) Depending on the operating mode, this includes: Central ballast, counterweight (turntable ballast), ballast on the turntable extension

6.1 Preparing for crane operation

Note
► Observe the notes, see chapter 4.02, chapter 4.05, chapter 4.08 and chapter 5.01.
► During crane operation, the crane ballasting must comply with the load chart.
► During crane operation / travel operation the mechanical auxiliary support may not be installed.

Make sure that the following prerequisites are met:
– The LICCON overload protection is active.
– The assembly icon does **not** appear on the LICCON monitor.
– If present: The assembly-key button on the instrument panel has turned off, the corresponding indicator light is off.
– The LICCON overload protection has been set according to the data in the load chart.
– The crane set up configuration complies with the load chart.
– When specified: The minimum weight of the hook block is complied with within the specified boom angle range.

WARNING
The crane can topple over!
► Check the horizontal position of the crane before and during crane operation.
► If the crane operator leaves the cab, even for a short time, the operating mode setting must be checked and reset if necessary before resuming crane operation.

6.2 Checking the settings

► Check the function of the overload protection by running against the operating positions „on top“ and „bottom“.
► Check the hoist limit switch by running against the hoist limit switch weight.
► Check the function of the limit switches on the relapse cylinders.

7 Disassembling the S/SL boom

Note
► For the combination of the boom lattice sections, observe and adhere to the Rod plan and chapter 5.03.

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WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.
- ► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
- ► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the supplied fall arrest system to prevent falling, see chapter 2.04.
- ► If fall protection equipment is available, then it must be used, see chapter 2.06.
- ► When lifting, lowering, swinging crane parts in and out, no persons may remain in the danger zone.
- ► When closing or opening boom systems during boom assembly or boom disassembly, no persons may remain on the boom system or in the danger zone.
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work.
- ► Only step on the aids, ladders and catwalks with clean shoes.
- ► Keep aids, ladders and catwalks free of heavy dirt, snow and ice.
- ► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
- ► Remaining on a suspended load is prohibited.
- ► Stepping or walking on crane components and lattice sections with an incline of more than 20° is prohibited.
- ► For all assembly work, the crane driver of the main crane must be in voice contact with the crane driver / crane drivers of the auxiliary crane / auxiliary cranes.
- ► For assembly tasks, the crane driver may only initiate crane movements when the responsible guide has explicitly released the movement.

WARNING
The lattice sections can fall down!
If the lattice sections are not pinned and secured correctly, then they can fall down.
Death, severe bodily injuries, property damage.
- ► Insert or unpin both pins on the same horizontal level, i.e. **left and right**.
- ► Do not stand under the lattice sections or within the entire danger zone during the boom pinning and unpinning procedure.
- ► Safely secure the pins in the storage locations as well as in the receptacles.
- ► It is prohibited to lean the ladder against the component being disassembled.

WARNING
Danger of impact / crushing!
When assembling / disassembling crane components with the auxiliary crane, crane components can start to swing back and forth.
When lifting / lowering and positioning crane components, there is an increased danger of impact / crushing.
Death, severe bodily injuries, property damage.
- ► Make sure that personnel cannot be caught by components.
- ► Make sure that the crane is horizontally aligned.
- ► When working in danger zones: Use aids to protect limbs.
- ► Guide components with suitable aids to minimize oscillation.

DANGER
The component can fall down!
If the corresponding component is disengaged from the auxiliary crane before the corresponding component is pinned, then the corresponding component can fall down.
Death, severe bodily injuries, property damage.
- ► Do not detach the auxiliary crane until the respective component is pinned and secured.

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WARNING
The crane can topple over!
► The turntable may not be turned during the disassembly of the boom.
► Observe the assembly conditions, see chapter 3.06.

WARNING
Danger of accident!
Death, severe bodily injuries, property damage.
► Depending on the condition of the ground, the boom and the lattice sections must be supported for the disassembly of the boom.
► Observe the technical safety instructions, see chapter 5.01.

WARNING
Danger of accident in case of incorrect crane operation!
Accidental crane movements can cause serious accidents.
► Only permit crane movements using the master switch when secure operability is guaranteed.

If the crane is equipped with radio remote control*:
► Only permit crane movements using the manual control lever when secure operability is guaranteed. Observe the radio remote control operating instructions.

Note

If when taking down the boom system the ballasting [1)] must be adapted to the erection / take-down charts:
► Determine the suitable operating position for the boom system using the LICCON job planner.

1) Depending on the operating mode, this includes: Central ballast, counterweight (turntable ballast), ballast on the turntable extension

7.1 Taking the boom down

DANGER
The crane can topple over!
For certain boom lengths, the mechanical auxiliary supports must be assembled, see the erection and take-down charts!
► The boom must be erected or taken down „to the side“ „in the direction“ of the mechanical auxiliary supports.
► Always erect or take down according to the data in the erection and take-down charts!

WARNING
The crane can topple over!
If the following conditions are not met before taking down the boom, the crane can topple over and fatally injure personnel.
► The turntable may not be turned during the disassembly of the boom.
► Observe the technical safety instructions, see chapter 5.01.
► Observe the data in the erection / take-down charts.

If required in the erection / take-down charts:
► Carry the hook block along with the auxiliary crane.

NOTICE
Damage to the boom components!
Taking down the boom system can lead to a collision between the hook block and the pulley head.
The boom components can be severely damaged.
► Luff the boom system down and spool the hoist winch out at the same time.

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Note

► Depending on the condition of the ground, the boom and the lattice sections must be supported for the disassembly of the boom.

Make sure that the following prerequisites are met:

- The crane is horizontally aligned.
- The central ballast and counterweight are installed according to the data in the erection / take-down charts / load chart.
- When specified: The turntable extension inclusive of the ballast plates has been installed according to the data in the erection / take-down charts / load chart.
- When corresponding erection / take-down charts are specified: The mechanical auxiliary supports are properly installed.
- If mechanical auxiliary supports are specified: The main boom is assembled and positioned “to the side” over the mechanical auxiliary supports.
- When corresponding erection / take-down charts are specified: The minimum weight of the hook block is complied with within the specified boom angle range.
- The specifications for the take-down procedure are implemented, the erection / take-down charts are adhered to.
- The LICCON overload protection has been set according to the data in the load chart.
- The LICCON overload protection settings have been compared with the actual set up configuration.
- The railing is suitable to take down the boom system completely.
- An assembly scaffolding / work platform is available.
- An auxiliary crane is available.
- No personnel is present in the danger zone.

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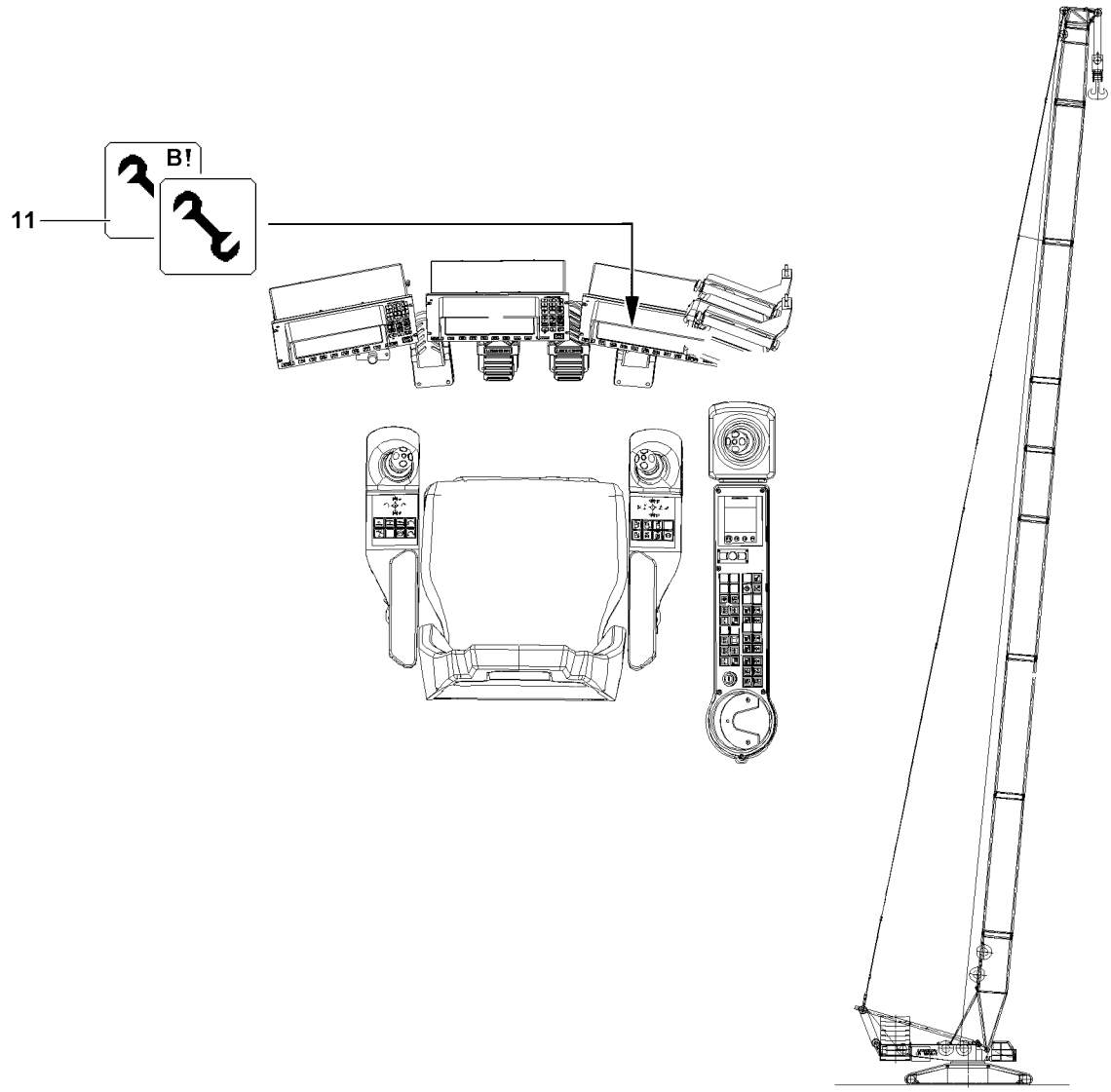

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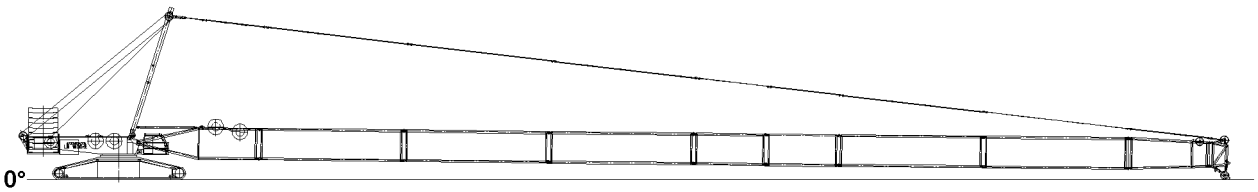

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Fig.114059

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7.1.1 Luffing the boom down

Note

- ► The luff down movement is turned off as soon as the lowest operating position is reached.
- ► When the lowest operating position of the S-boom is reached, the load number in the maximum load icon turns off and the „???“ display appears instead of the load number.
- ► Alarm functions appear on the crane operating screen.

► Luff the S-boom down to the „lowest“ operating position.

Result:

– The luffing movement is turned off.
– The „STOP“ icon appears on the LICCON monitor.

WARNING

Danger of accident due to the „Exceedance of shut-off limits of the LICCON overload protection“ function!
If the shut off limits of the LICCON overload protection are exceeded, there is no additional protection against crane overload.
Due to erroneous operation or deliberate misuse, the crane could collapse, the boom can break off or the crane can topple over.
Death, severe bodily injuries, property damage.

- ► The „Exceedance of shut-off limits of the LICCON overload protection“ function is only permissible in emergencies and for assembly purposes.
- ► The function „Exceeding the shut off limits of the LICCON overload protection“ may only be actuated by persons who know the effects of their actions regarding the function „Exceeding the shut off limits of the LICCON overload protection“.
- ► The „Exceedance of shut off limits of the LICCON overload protection“ function requires the presence of an authorized person and must be performed with utmost caution.
- ► Crane operation with the „Exceedance of shut off limits of the LICCON overload protection“ function activated is prohibited.

► Exceeding the shut off limits of the LICCON overload protection: Activate assembly operation.

Result:

– The shut-off limits of the LICCON overload protection are exceeded.
– The assembly icon **11** appears on the LICCON monitor.

Note

Activate assembly operation

Assembly operation is activated with the „Exceedance of shut-off limits of the LICCON overload protection“ function.
The shut-offs are bypassed when assembly operation is activated.

- ► For the location and function of the operating elements in order to activate assembly operation, see chapter 4.01 and chapter 4.02.
- ► In some situations, the character „B!“ can appear to the top right in the assembly icon, see chapter 4.02.

► At the same time, spool the hoist winch out and luff the S-boom down until the hook block touches the ground.

7.1.2 Reeving the hook block out

► Disassemble the hoist limit switch weight and reeve the hook block out.

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7.1.3 Spooling the hoist rope up

WARNING
Spooling up of the hoist rope!
Death, severe bodily injuries, property damage.
► All rope retaining pins / pipes on the S-boom are removed.
► Slowly spool up the hoist rope over the rope pulleys back to the winch.
► Make sure that no personnel is within the danger zone!

NOTICE
Overspooled winch!
If the rope is pulled under the winch when spooling up, the settings of the cam limit switch are no longer correct and there is an increased danger of accident.
As a result, extensive adjustment work on the cam limit switch is required.
► All rope retaining pins / pipes on the S-boom are removed.
► Slowly spool up the hoist rope over the rope pulleys back to the winch.
► Stop the winch in time, with sufficient rope reserve.
► Do not overspool the winch.

► Spool the hoist rope up.
► The S-boom (main boom) is lying on the ground (substructure).

7.2 Disassembling the turntable extension

Note
► Only in operating modes with turntable extension.

The turntable extension must be disassembled, if:
– The S-boom (main boom) is taken down on the ground.
– The S-boom (main boom) still has a minimum length [1)]
– The F1-force (test point MS1) is between 15 t and 100 t.
1) 72 m or 60 m , see the specifications in chapter 4.07.10

► Disassemble the turntable extension, see chapter 4.07.10

7.3 Adapting ballasting according to disassembly

According to the progress of disassembly, the counterweight and central ballast may have to be adapted.

– Adapt the ballasting in the same way for disassembly.
  • Disassembling the lattice sections in „flying“ mode
  • „Open“ the boom
– When the pivot section is disassembled: Maximum counterweight observed according to the assembly conditions, see chapter 3.06.

7.4 Disconnecting the electrical connections to the boom

Make sure that the following prerequisite is met:
– The S-boom is lying on the substructure on the ground.
– The turntable extension is disassembled.

NOTICE
Damage to the cable drum or cable!
If the cable of the cable drum is not properly spooled up on the cable drum after unplugging the S-end section, then the cable drum or the cable can be significantly damaged.
► Spool the cable drum up after unplugging.

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- ► Spool the cable drum up and secure it to prevent inadvertent spooling out.
- ► Make sure that all electrical connections on the S-boom have been disconnected.

7.5 Disconnecting the hydraulic connection on the boom

When releasing hydraulic lines with quick couplings, make sure that the coupling procedure is carried out correctly.

WARNING
Pressure in the hydraulic lines!
If the pressure supply is not interrupted before connecting / releasing the hydraulic lines, the hydraulic oil can escape with high pressure.
Death, severe bodily injuries, property damage.
- ► Release the pressure in the hydraulic system before connecting / disconnecting: Interrupt the pressure supply and wait a short time.

- ► Install the coupling components (sleeve and connector) with the knurled nut.
- ► Disconnect the hydraulic connections.
- ► Install dust caps on the quick couplings.

7.6 Turning the turntable for further disassembly

Only for boom systems that were taken down to the side.

Note

In the case of boom systems that require a mechanical auxiliary support for erection / take-down:
- ► Due to the necessary disassembly of the boom system to the side, there is the risk of collision between the mechanical auxiliary support and the main boom-pivot section as well as the crawler chains.
- ► Observe the section „Using the mechanical auxiliary support“

WARNING
The crane can topple over!
If the following conditions are not met before turning the turntable, then the crane can topple over.
Death, severe bodily injuries, property damage.
- ► Observe the maximum permissible ballast combinations depending on the assembly status, see chapter 3.06.
- ► To lift the)partially-disassembled) main boom, it is mandatory to observe the specifications for the flying assembly of the boom system.

- ► Plan that the turntable is rotated to the front at the right time, see section „Using the mechanical auxiliary support“.

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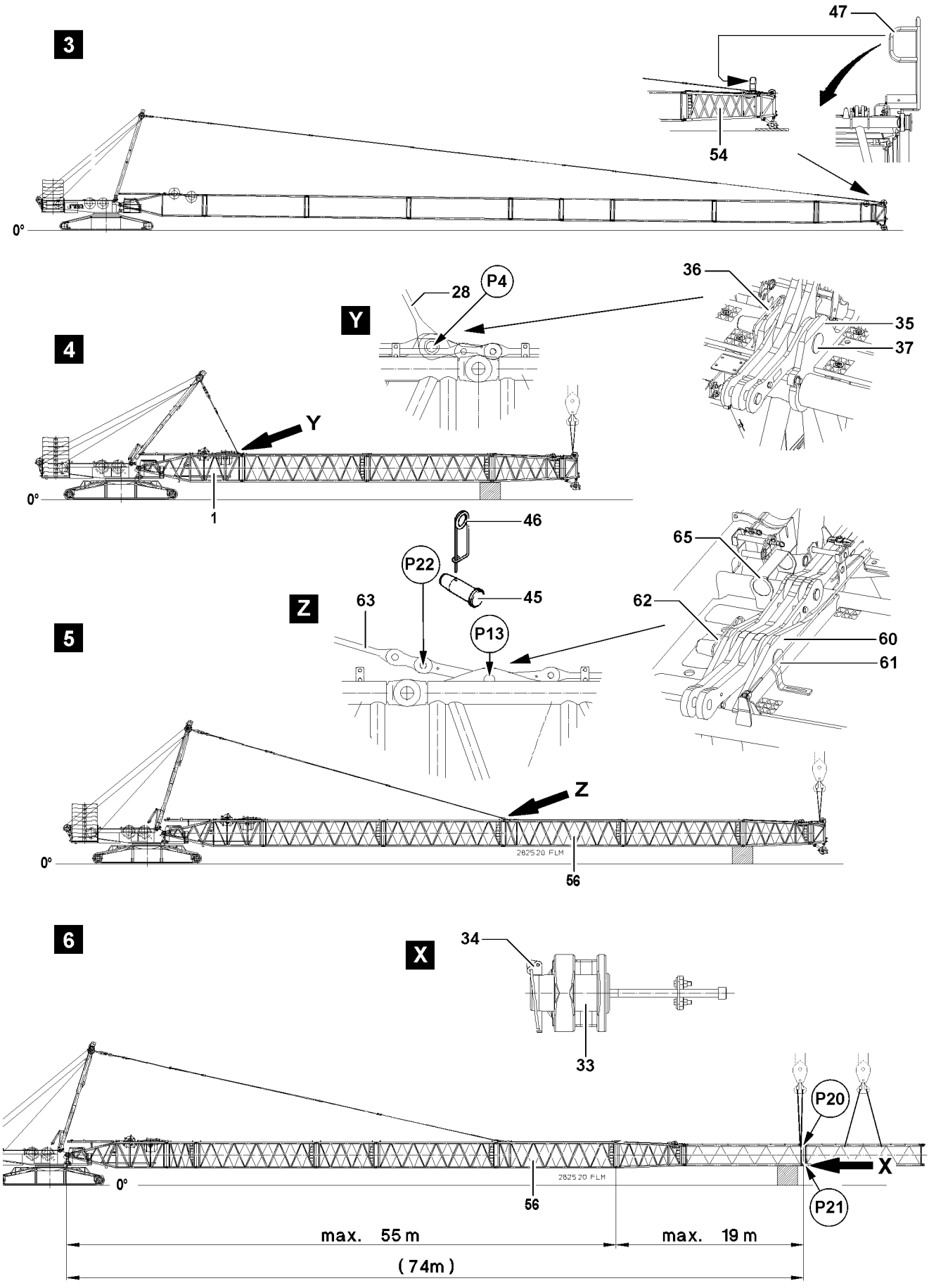

Fig.114060

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7.7 Disassembling the S-lattice sections

The disassembly of the lattice sections is carried out in various ways:
- Disassembling the lattice sections in „flying“ mode
- „Open“ the boom

WARNING
General danger notes!
- ► Support the S-boom during assembly / disassembly with suitable materials.
- ► All pins are to be secured after assembly with the intended retaining elements.
- ► The guy rods must be inspected regularly, see chapter 8.15.
- ► Secure the boom with the substructure or auxiliary crane, see chapter 5.01.
- ► It is prohibited for anyone to remain under the booms or within the complete danger zone during the pinning and unpinning procedure of the lattice sections.

Note
- ► For weights of the lattice section with placed guy rods, see chapter 1.03.
- ► The lattice sections are unpinned with the aid of the pin pulling device, see chapter 5.30.

Make sure that the following prerequisite is met:
- All electrical and hydraulic connections are separated on the boom.

7.7.1 Disassembling the S-intermediate sections in „flying“ mode

If spatial prerequisites on the job site are limited for the disassembly of the S-boom, or if they are limited by buildings or similar, then the S-boom can be disassembled in „flying“ mode.

For „flying“ disassembly, a differentiation is made between the guy points on the boom:
- Guying on S-pivot section, see illustration **4** detail **Y**.
- Guying on S-intermediate section 2825.20 for flying assembly, see illustration **5**, detail **Z**.

WARNING
Impermissible boom lengths guyed in „flying“ mode!
If impermissible boom lengths are guyed on the assembly brackets, then severe property damage can occur to the crane.
Death, severe bodily injuries, property damage.
- ► The maximum permissible boom lengths for „Flying assembly“ may not be exceeded, see section „Assembling the S-lattice sections“.
- ► Pin the guy rods either on the assembly brackets **35**, point **P4**, or the guy rods **64**, point **P22**.

When the boom is longer than the permissible boom length for the „flying“ assembly:
- ► Support the boom on the end of the permissible boom length or secure with an auxiliary crane, boom system SL-84, see illustration **6**.
- ► The data in the erection / take-down charts as well as the load charts must be observed.

WARNING
The boom can fold down!
By unpinning the guy rods on the assembly brackets **35** or the assembly brackets **60**, the boom can fold down.
Death, severe bodily injuries, property damage.
- ► Unpin the guy rods **28** on the assembly brackets **35**, point **P4** when it is ensured that the intermediate sections are supported with suitable materials or are secured by the auxiliary crane or the boom is taken down on the ground.
- ► Unpin the guy rods **63** on the guy rods **64**, point **P22** when it is ensured that the intermediate sections are supported with suitable materials or are secured by the auxiliary crane or the boom is taken down on the ground.

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Make sure that the following prerequisites are met:
– The boom is in a horizontal position.
– The guy rods are tensioned.
– Suitable materials to support the boom are available.
– An auxiliary crane is available.

Guying the S-boom in „flying mode“

Before the lattice sections can be disassembled in „flying“ mode, the boom must be guyed in „flying“ mode.

► Take the boom down on the ground, support it or secure it with an auxiliary crane.

Note
► The guy rods must be taken down to the point where the boom can be guyed on the assembly brackets **35** in point **P4** or the assembly brackets **60** in point **P13**.

Note
► To retain the system dimensions for on road travel the folding platforms **47** on the SL-reducer **54** must be folded in into the transport position and pinned, see illustration **3**.

► Bring the folding platforms **47** on the SL-reducer **54** into the transport position, see chapter 2.06.
► Make sure that the transport retainers for the guy rods on the intermediate sections are unpinned.

When the boom is longer than the permissible boom length for the „flying“ assembly:
► Support the boom on the end of the permissible boom length or secure with an auxiliary crane before the boom is guyed in „flying“ mode.
► Luff the SA-frame down and take the guy rods down on the S-intermediate sections in the transport retainers.

When the boom is guyed on the S-pivot section, see illustration **4**:
► Pin the guy rods on the assembly brackets **35**: Insert the pin **37** in point **P4** and secure it with the retaining element **36**.

The pin **61** for the guying on the S-intermediate section is secured in the retainer **65**.

When the boom is guyed on the S-intermediate section, see illustration **5**:
► Pin the guy rods on the assembly brackets **60**: Insert the pin **61** in point **P13** and secure it with the retaining element **62**.
► Disassemble the guy rods that are lying on the boom and secure them in the transport retainers on the lattice sections.

Result:

– The S-intermediate sections can be disassembled in „flying“ mode.

Disassembling the S-intermediate section

Make sure that the following prerequisite is met:
– The boom is guyed on the S-intermediate section or on the S-pivot section.
– When the boom is longer than the permissible boom length for the „flying“ assembly: the boom is supported at the end of the permissible boom length or secured with the auxiliary crane.

The „flying“ disassembly is described based on the example of one intermediate section, boom system SL-84, see illustration **6**.

Only for boom systems that were taken down to the side.
► Before the last intermediate section is disassembled, observe section „Turning the turntable for further disassembly“.
► Secure the S-intermediate section with the auxiliary crane.
► Unpin the S-intermediate section on both sides „on the bottom“ in point **P21**: Remove the retaining element **34** and unpin the pin **33**.
► Unpin the S-intermediate section on both sides „on top“ in point **P20**: Remove the retaining element **34** and unpin the pin **33**.

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► Remove the S-intermediate section.

If additional lattice sections are disassembled:

► Disassemble the additional lattice sections the same way as described in this section.

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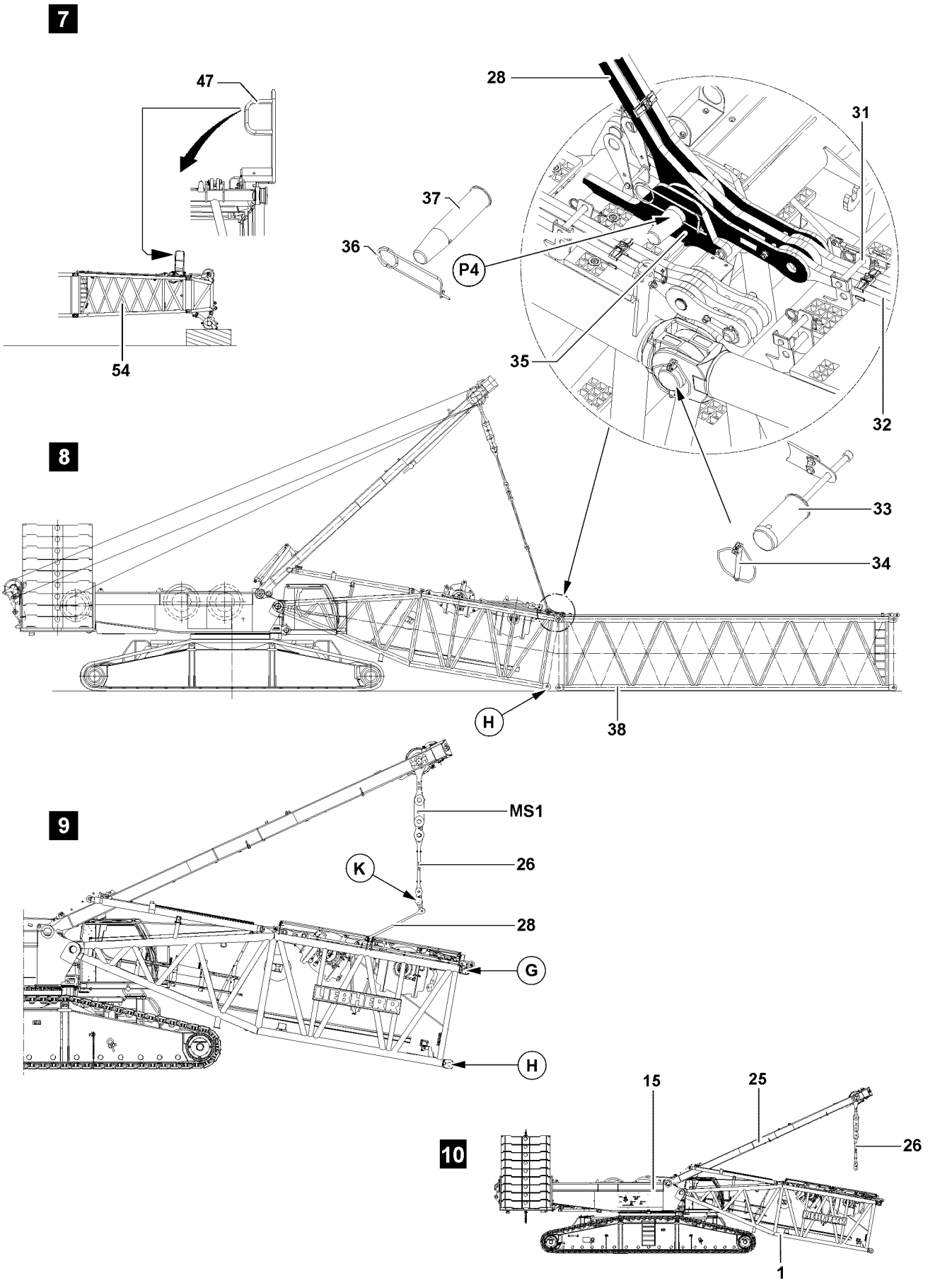

Fig.114061

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7.7.2 Disassembling the S-lattice sections („open“ boom)

WARNING
The crane can topple over!
If the following conditions are not met, the crane can topple over or be significantly damaged.
Death, severe bodily injuries, property damage.
- ► The end section of the corresponding S/SL-boom combination may **not** lift off the ground during the „closing procedure“.
- ► With the SA-frame, boom combinations only to certain system lengths may be lifted / opened, see section „Assembling S-lattice sections (close boom)“.
- ► Maximum counterweight observed according to the assembly conditions, see chapter 3.06.

Make sure that the following prerequisites are met:
- – Assembly conditions are observed, see chapter 3.06.
- – The guy rods are tensioned.
- – Suitable materials to support the boom are available.
- – An auxiliary crane is available.

Pinning the guy rods on the S-pivot section

- ► Luff the SA-frame down and take the boom down on the substructure on the ground.

Note
- ► To retain the system dimensions for on road travel the folding platforms **47** on the SL-reducer **54** must be folded in into the transport position and pinned, see illustration **7**.

- ► Bring the folding platforms **47** on the SL-reducer **54** into the transport position with the auxiliary crane, see chapter 2.06.
- ► Make sure that the transport retainers for the guy rods on the intermediate sections are unpinned.

Note
- ► The guy rods must be taken down to the point where the guy rods can be pinned on the assembly brackets **35** in point **P4**.

- ► Luff the SA-frame down and take the guy rods down on the S-intermediate sections in the transport retainers.
- ► Pin the guy rods **28** on the assembly brackets **35** on the S-pivot section: Insert the pin **37** and secure with the retaining element **36**, see illustration **8**.
- ► Unpin the guy rods from each other and secure them individually with the transport retainers on the boom.

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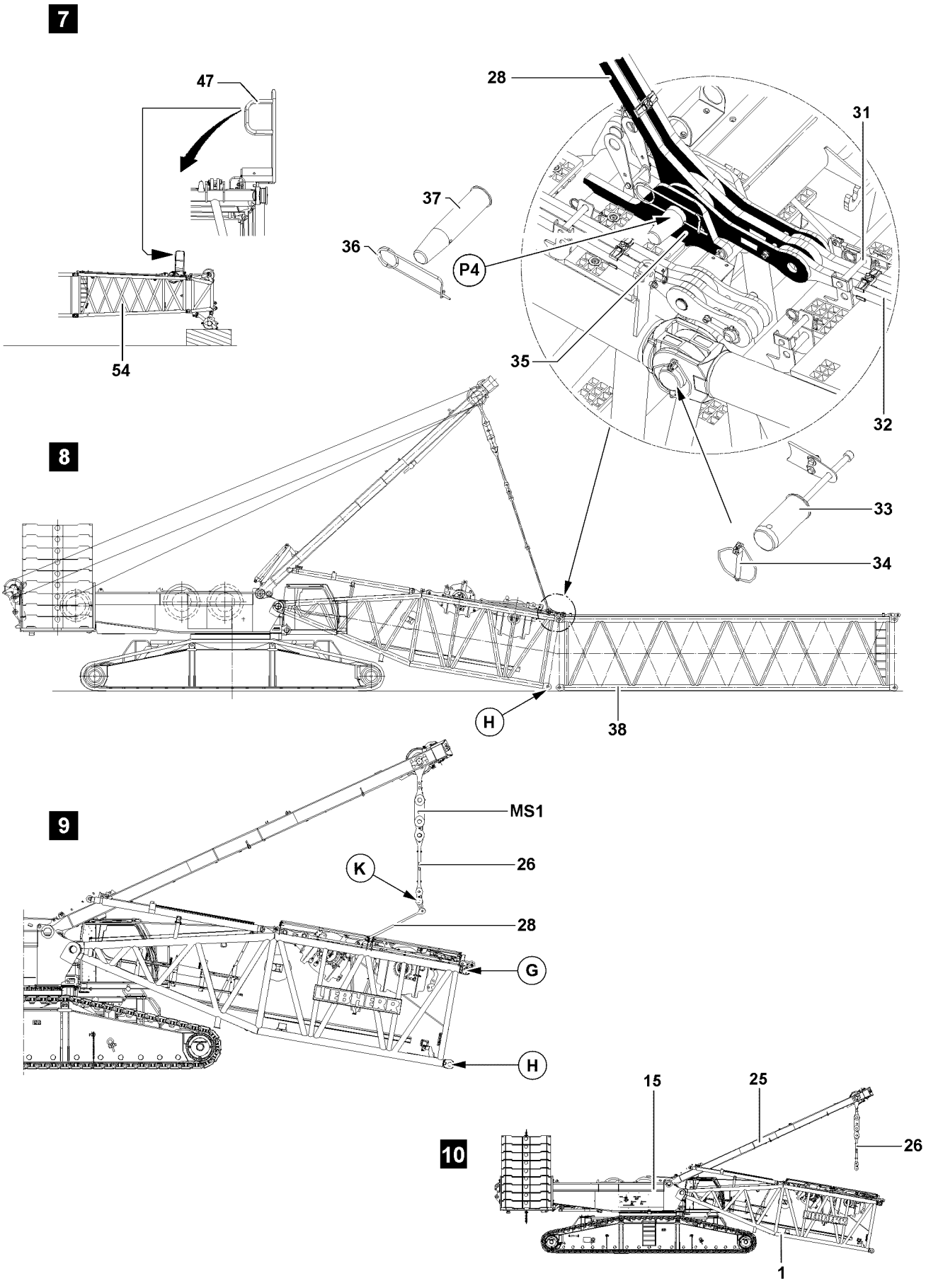

Fig.114061

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„Opening“ the S-boom

Note
- ► The ACTUAL force on the test point **MS1** is displayed on LICCON monitor 1.
- ► Tension the guying on the SA-frame with the same force as for assembly, see the actual force that was measured and noted during assembly on the test point **MS1**.
- ► The pins will therefore be easier to pull and the pins and brackets will not be damaged.

Only for boom systems that were taken down to the side.
- ► Before the last intermediate section is disassembled, observe section „Turning the turntable for further disassembly“.
- ► Lift the SA-frame and tension the guy rods until the force in test point **MS1** corresponds to the force during assembly.
- ► Unpin the S-pivot section on both sides „on the bottom“ in point **H**: Remove the retaining element **34** and unpin the pin **33**, see illustration **8**.
- ► Lower the S-boom until the intermediate sections and the S-pivot section are lying on the substructure on the ground.
- ► Unpin the S-pivot section on both sides „on top“ in point **G**: Remove the retaining element **34** and unpin the pin **33**.
- ► Lower the SA-frame and take the guy rods **28** down in the transport retainers on the S-pivot section.
- ► Unpin the guy rods **28** on the guy rods **26** of the SA-frame, see illustration **9**.
- ► Secure the guy rods **28** in the transport retainers.

Result:

– The S-lattice sections can be disassembled.

Disassembling the S-lattice sections

The disassembly is described using the example of one intermediate section, see illustration **8**.
- ► Unpin the S-intermediate section on both sides „on the bottom“: Remove the retaining element **34** and unpin the pin **33**.
- ► Unpin the S-intermediate section on both sides „on top“: Remove the retaining element **34** and unpin the pin **33**.
- ► Remove the S-intermediate section.

If additional lattice sections are disassembled:
- ► Disassemble the additional lattice sections the same way as described in this section.

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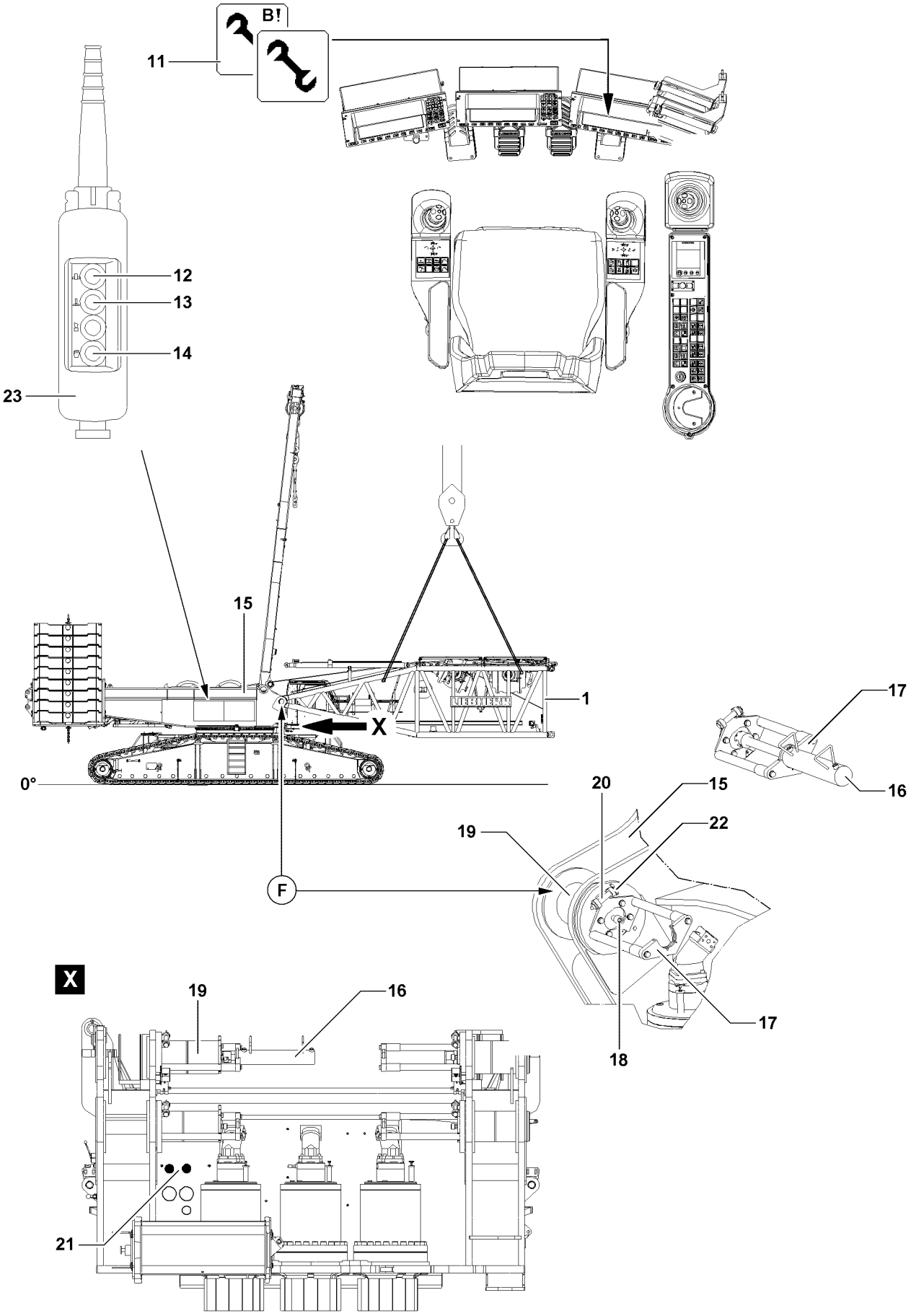

Fig.114052

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7.8 Disassembling the S-pivot section

WARNING
General danger notes!
- ► Support the S-pivot section during disassembly with suitable materials.
- ► Insert and secure all pins after disassembly in the intended transport receptacles.
- ► The guy rods must be inspected regularly, see chapter 8.15.
- ► Maximum counterweight observed according to the assembly conditions, see chapter 3.06.

Make sure that the following prerequisites are met:
- – Assembly conditions are observed, see chapter 3.06.
- – The SA-frame is erected to the point where the S-pivot section can be disassembled without obstructions.
- – The electrical connections to the S-pivot section are properly disconnected.
- – The hydraulic connections to the S-pivot section are properly disconnected.
- – If dummy plugs are present, make sure that they are properly installed, see the wiring diagram.

- ► Fasten the S-pivot section **1** to the auxiliary crane.
- ► Lift the S-pivot section **1** with the auxiliary crane to the horizontal position.

The pin pulling cylinders on the turntable are activated with the control panel, see illustration.

Note
- ► The pin pulling device is operated with the turntable control panel **23**, see illustration.

Establish the hydraulic connection to the pin pulling device via two quick couplings, see detail **X**.

- ► Connect the pin pulling cylinder **16** to the receptacle **17** and the screw **18** on the pin **19**.
- ► Connect the pin pulling cylinder **16** to the quick couplings **21**, hydraulic turntable.

WARNING
Unsecured S-pivot section!
If the S-pivot section is not secured before unpinning the pins, then it will fold down.
Death, severe bodily injuries, property damage.
- ► Make sure that the S-pivot section **1** is secured with the auxiliary crane before unpinning the pin **19**.

- ► Release the pins **19** on both sides: Remove the retaining element **22** and unpin the pin **20**.
- ► Unpin the pin **19** on both sides with the hydraulic pin pulling cylinder **16**: Press the button **14** on the control panel **23** and hold down, then press the button **13** until the pin **19** is completely unpinned.

When the pins **19** are completely unpinned on the left and right on the S-pivot section **1**:
- ► Insert the pin **20** and secure it with the retaining element **22**.

NOTICE
Property damage on the turntable and on the S-pivot section!
- ► Swing the S-pivot section out with the auxiliary crane carefully and at a low speed on the turntable.

- ► Carefully take the S-pivot section **1** down.
- ► Remove the auxiliary crane.

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5.39 Main boom with derrick boom

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1 Component overview

Note
- ► The boom components as well as the dimensions and weights are described in chapter 1.03.
- ► For the combination of the various boom systems, refer to the Rod plan and chapter 5.03.
- ► The assembly / disassembly is explained as an example based on the SLD/SD boom system.

2 Fastening points

WARNING
Falling lattice sections!
Death, severe bodily injuries, property damage.
- ► Make sure that the lattice sections are properly fastened on the respective fastening points.
- ► Make sure that the fastening equipment has the appropriate length and a sufficient load bearing capacity.
- ► Pay attention and adhere to the labels on the fastening points on the lattice sections and crane components.

2.1 S-pivot section fastening points

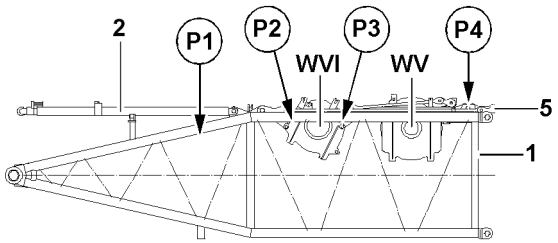

Fig.125155: S-pivot section fastening points

Fastening points	
P1 + P3	S-pivot section without winch 5, without winch 6
P2 + P3	S-pivot section with winch 5, without winch 6
P1 + P3	S-pivot section without winch 5, with winch 6
P2 + P3	S-pivot section with winch 5, with winch 6

2.2 Fastening points for S-intermediate sections 2825.25, 3 m

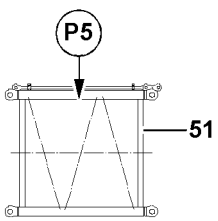

Fig.125156: Fastening points for S-intermediate sections 2825.25, 3 m

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Note
- ► The S-intermediate sections are available in various system dimensions.
- ► The lattice section must be fastened on both sides to the fastening points.

Fastening points	
P5	S-intermediate sections 2825.25, 3 m

2.3 Fastening points for S-intermediate sections 2825.25, 12 m

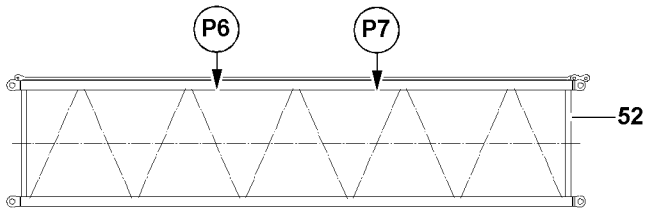

Fig.125157: Fastening points for S-intermediate sections 2825.25, 12 m

Note
- ► The S-intermediate sections are available in various system dimensions.
- ► The distance between the fastening pints can vary, depending on the respective S-intermediate section.
- ► The lattice section must be fastened on both sides to the fastening points.

Fastening points	
P6 + P7	S-intermediate sections 2825.25, 12 m

2.4 Fastening points for S-intermediate sections 2825.20, 6 m

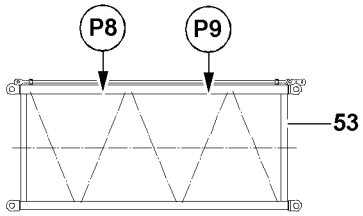

Fig.125158: Fastening points for S-intermediate sections 2825.20, 6 m

Note
- ► The S-intermediate sections are available in various system dimensions.
- ► The distance between the fastening pints can vary, depending on the respective S-intermediate section.
- ► The lattice section must be fastened on both sides to the fastening points.

Fastening points	
P8 + P9	S-intermediate sections 2825.20, 6 m

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2.5 Fastening points for S-intermediate sections 2825.20, 12 m FLM for flying assembly

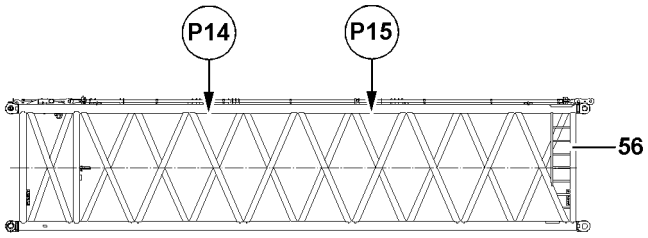

Fig.125161: Fastening points for S-intermediate sections 2825.20, 12 m FLM for flying assembly

Note
- ► The S-intermediate sections are available in various system dimensions.
- ► The distance between the fastening pints can vary, depending on the respective S-intermediate section.
- ► The lattice section must be fastened on both sides to the fastening points.

Fastening points	
P14 + P15	S-intermediate sections 2825.20, 12 m FLM for flying assembly

2.6 Fastening points LI-intermediate sections 2420.10Z, 12 m

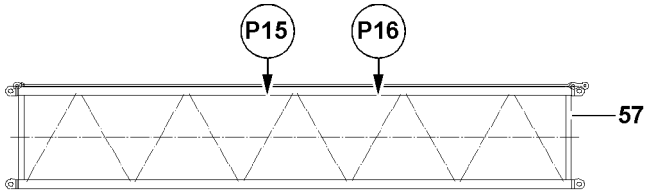

Fig.125162: Fastening points LI-intermediate sections 2420.10Z, 12 m

Note
- ► The S-intermediate sections are available in various system dimensions.
- ► The distance between the fastening points can vary.
- ► The lattice section must be fastened on both sides to the fastening points.

Fastening points	
P16 + P17	LI-intermediate sections 2420.10Z, 12 m

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2.7 SL-reducer fastening points

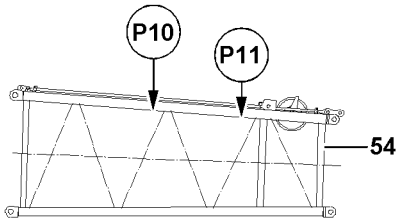

Fig.125159: SL-reducer fastening points

Note
► The lattice section must be fastened on both sides to the fastening points.

Fastening points	
P10 + P11	SL-reducer

2.8 SW-end section fastening points

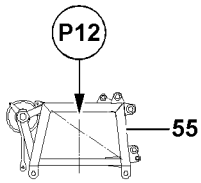

Fig.125160: SW-end section fastening points

Fastening points	
P12	SW-end section, without roller set

3 Using the mechanical auxiliary support

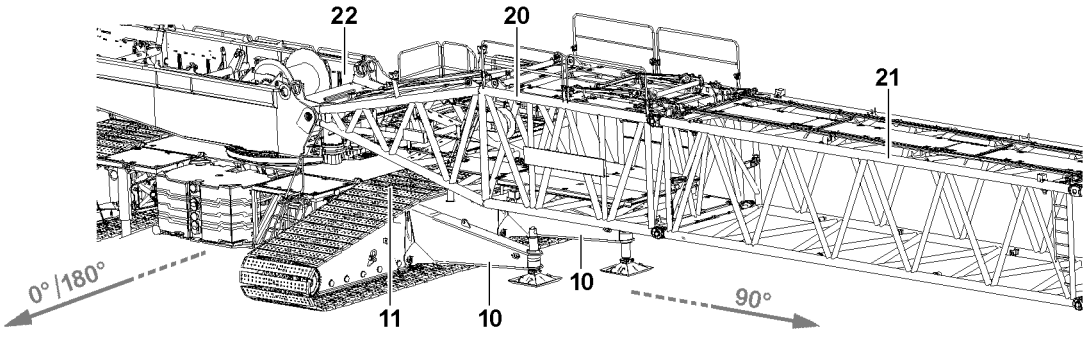

Fig.163448

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Note
The mechanical auxiliary support **10** is comprised of two separate support beams and is required to erect or take-down certain boom combinations.
Due to the mechanical auxiliary support **10**, the stability of the crane increases toward the side on which the mechanical auxiliary support **10** is assembled.

- ► Observe and adhere to the data for use of the mechanical auxiliary support **10** in the erection and take-down charts.
- ► Due to the necessary assembly of the boom system to the side, there is the risk of collision between the mechanical auxiliary support **10** and the pivot section **20** as well as the crawler chains **11**. Observe the following notes.
- ► Assembly / disassembly of the mechanical auxiliary support, see chapter 3.04.

DANGER
Incorrect use of the mechanical auxiliary support!
If the mechanical auxiliary support **10** is used during crane operation or travel operation after the erection or take-down procedure, there is danger of accident.
Death, severe bodily injuries, property damage.

- ► Make sure that the mechanical auxiliary support **10** is only used for erection and take-down of long boom systems according to the erection and take-down charts.
- ► Crane operation or travel operation is prohibited with the mechanical auxiliary support **10** installed.
- ► The increase of stability momentum through the mechanical auxiliary support **10** may not be used to increase the load momentum.
- ► When using the mechanical auxiliary support **10**, the boom system on which the mechanical auxiliary support **10** is installed must be erected and taken down to the side.
- ► Disassemble the mechanical auxiliary support **10** as soon as possible after the erection and take-down procedure.
- ► Assemble the mechanical auxiliary support **10** again prior to starting the take-down procedure.

NOTICE
Collision of components!
If the pivot section **20** is lowered / positioned / swung in too deep, it can collide with the mechanical auxiliary support **10** or the crawler chains **11**.

- ► Make sure there is a sufficient distance between the pivot section **20** and the mechanical auxiliary support **10** or the crawler chain **11**.

3.1 Assembly with installed mechanical auxiliary support

Supplement to the section „Assembling the SLD/SD-boom“

To ensure sufficient distance:

- ► Support the pivot section **20** to the side (90° position) for assembly at a sufficient height.
  or
  Assemble the pivot section **20** and an additional lattice section **21** to the front / rear (0° / 180° position).

In order to lift the pivot section **20** and the additional lattice section **21** and then to turn the turntable **22** to the side (90° position): It is mandatory to observe the specifications for the flying assembly of the boom system.

- ► Swing the pivot section **20** with sufficient distance above the mechanical auxiliary support **10** and the crawler chains **11** and continue assembly on a substructure.

3.2 Disassembly with installed mechanical auxiliary support

Supplement to the section „Disassembling the SLD/SD-boom“.

- ► Disassemble the boom up to the pivot section **20** and an additional lattice section **21** as specified. Make sure there is a sufficient distance between the pivot section **20** and the mechanical auxiliary support **10** or the crawler chain **11**.

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Under observance of the specifications for the flying disassembly of the boom system:
- ► Turn the turntable **22** to the front / rear (0°/180° position).
- ► Continue the disassembly on a substructure if necessary.

4 Assembling the SLD/SD-boom

Note
- ► For the combination of the boom lattice sections, observe and adhere to the Rod plan and chapter 5.03.

WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.
- ► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
- ► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the supplied fall arrest system to prevent falling, see chapter 2.04.
- ► If fall protection equipment is available, then it must be used, see chapter 2.06.
- ► When lifting, lowering, swinging crane parts in and out, no persons may remain in the danger zone.
- ► When closing or opening boom systems during boom assembly or boom disassembly, no persons may remain on the boom system or in the danger zone.
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work.
- ► Only step on the aids, ladders and catwalks with clean shoes.
- ► Keep aids, ladders and catwalks free of heavy dirt, snow and ice.
- ► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
- ► Remaining on a suspended load is prohibited.
- ► Stepping or walking on crane components and lattice sections with an incline of more than 20° is prohibited.
- ► For all assembly work, the crane driver of the main crane must be in voice contact with the crane driver / crane drivers of the auxiliary crane / auxiliary cranes.
- ► For assembly tasks, the crane driver may only initiate crane movements when the responsible guide has explicitly released the movement.

WARNING
Danger of accident due to the „Exceedance of shut-off limits of the LICCON overload protection“ function!
If the shut off limits of the LICCON overload protection are exceeded, there is no additional protection against crane overload.
Due to erroneous operation or deliberate misuse, the crane could collapse, the boom can break off or the crane can topple over.
Death, severe bodily injuries, property damage.
- ► The „Exceedance of shut-off limits of the LICCON overload protection“ function is only permissible in emergencies and for assembly purposes.
- ► The function „Exceeding the shut off limits of the LICCON overload protection“ may only be actuated by persons who know the effects of their actions regarding the function „Exceeding the shut off limits of the LICCON overload protection“.
- ► The „Exceedance of shut off limits of the LICCON overload protection“ function requires the presence of an authorized person and must be performed with utmost caution.
- ► Crane operation with the „Exceedance of shut off limits of the LICCON overload protection“ function activated is prohibited.

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WARNING
The lattice sections can fall down!
If the lattice sections are not pinned and secured correctly, then they can fall down.
Death, severe bodily injuries, property damage.
- ► Insert or unpin both pins on the same horizontal level, i.e. **left and right**.
- ► Do not stand under the lattice sections or within the entire danger zone during the boom pinning and unpinning procedure.
- ► Safely secure the pins in the storage locations as well as in the receptacles.
- ► It is prohibited to lean the ladder against the component being disassembled.

WARNING
Danger of impact / crushing!
When assembling / disassembling crane components with the auxiliary crane, crane components can start to swing back and forth.
When lifting / lowering and positioning crane components, there is an increased danger of impact / crushing.
Death, severe bodily injuries, property damage.
- ► Make sure that personnel cannot be caught by components.
- ► Make sure that the crane is horizontally aligned.
- ► When working in danger zones: Use aids to protect limbs.
- ► Guide components with suitable aids to minimize oscillation.

DANGER
The component can fall down!
If the corresponding component is disengaged from the auxiliary crane before the corresponding component is pinned, then the corresponding component can fall down.
Death, severe bodily injuries, property damage.
- ► Do not detach the auxiliary crane until the respective component is pinned and secured.

WARNING
The crane can topple over!
- ► The turntable may not be turned during the assembly of the boom.
- ► Observe the assembly conditions, see chapter 3.06.

WARNING
Danger of accident!
Death, severe bodily injuries, property damage.
- ► For assembly of the boom combinations, the rod plan must be observed and adhered to.
- ► Depending on the condition of the ground, the boom and the lattice sections must be supported for boom assembly.
- ► Observe the technical safety instructions, see chapter 5.01.

WARNING
Danger of accident in case of incorrect crane operation!
Accidental crane movements can cause serious accidents.
- ► Only permit crane movements using the master switch when secure operability is guaranteed.

If the crane is equipped with radio remote control*:
- ► Only permit crane movements using the manual control lever when secure operability is guaranteed. Observe the radio remote control operating instructions.

Make sure that the following prerequisites are met:
- – The crane is horizontally aligned.
- – The central ballast, counterweight and, if applicable, derrick ballast are installed according to the erection / take-down charts / load chart.
- – Special assembly specifications for ballasting must be observed, see the assembly drawings.

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- When corresponding erection / take-down charts are specified: The mechanical auxiliary supports are properly installed.
- The LICCON overload protection has been set according to the data in the load chart.
- Assembly operation is activated, the assembly icon appears on the LICCON monitor.
- An auxiliary crane is available.
- An assembly scaffolding / work platform is available.

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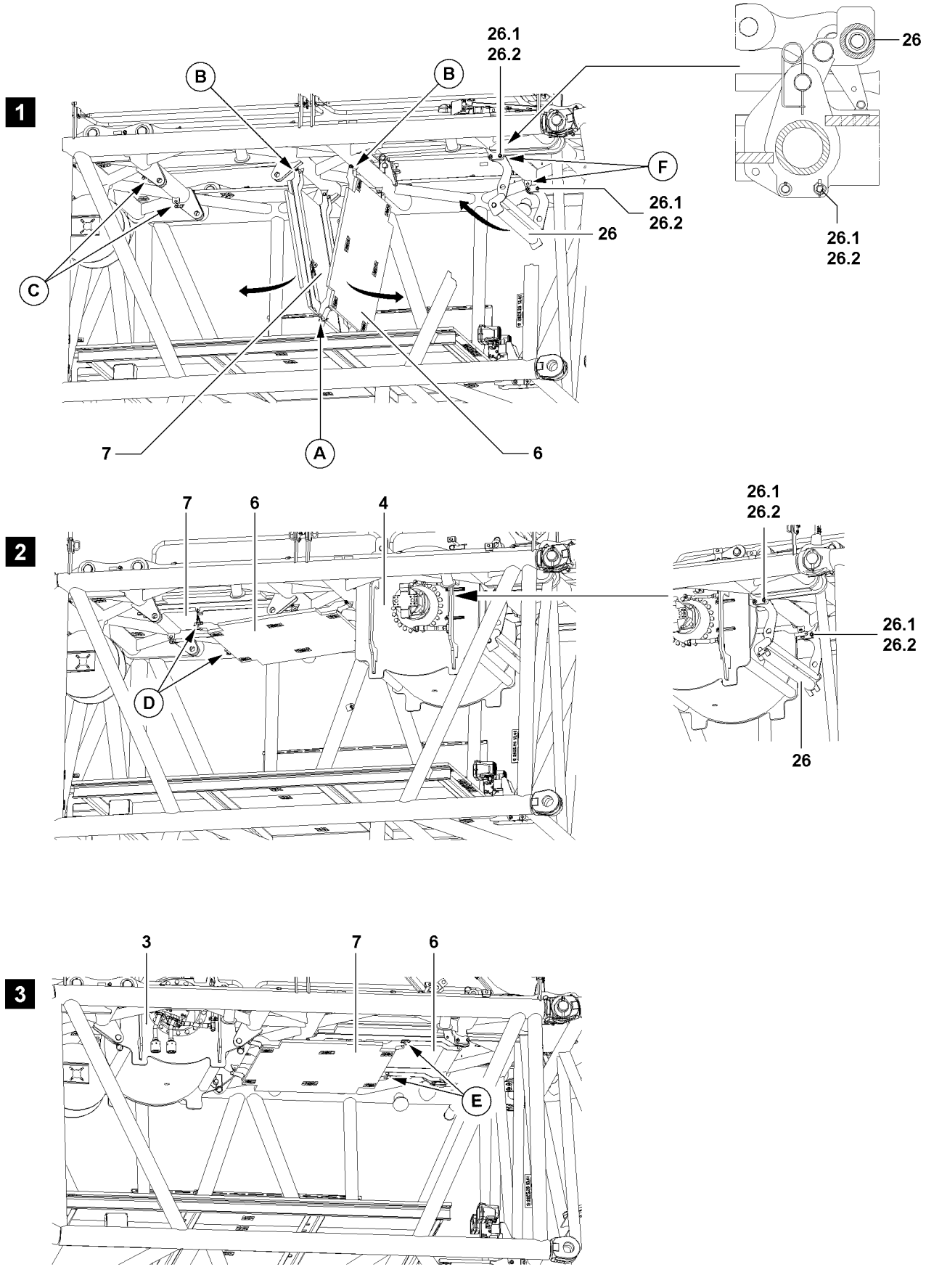

Fig.106747

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4.1 Swinging the railing on the S-pivot section into the operating position

WARNING
Danger of falling!
During assembly and disassembly of the railings, assembly personnel must be secured with appropriate aids to prevent them from falling.
Even during the assembly of the protective devices there is a danger of falling.
Death, severe bodily injuries, property damage.
- ► For assembly and disassembly work, maintenance and inspection work on the S-pivot section, all railings must be assembled and secured.
- ► Only step on the S-pivot section **1** with „clean shoes“.

- ► Swing the railing on the S-pivot section **1** into the operating position, pin with the grip pin and secure with the spring retainer.

4.2 Assembling the catwalks

WARNING
Disassembled or incompletely assembled catwalks!
If the catwalks are not installed when the winches are missing or if the catwalks are not completely installed, then personnel can fall down.
Death, severe bodily injuries, property damage.
- ► For each non-assembled winch on the S-pivot section: Assemble the catwalk.
- ► The catwalks may only be accessed when they are pinned and secured in the operating position, check visually.

WARNING
Catwalks swung down!
Catwalks that swing down by themselves can cause severe face or head injuries for assembly personnel.
Death, severe bodily injuries, property damage.
- ► For safety reasons, always assemble the catwalks with two persons.

Note
- ► If winch 5 or winch 6C is not assembled, the protective roller **26** must be pinned in the „top“ position during crane operation.
- ► If winch 5 or winch 6C is to be assembled, then - before assembly of winch 5 or winch 6C - the protective roller **26** must be folded down and pinned in the „bottom“ position.

Catwalks are assigned to the openings for the winches:
- – Winch 5 / winch 6C – catwalk **6**.
- – Winch 6 – catwalk **7**.

Make sure that the following prerequisite is met:
- – The railings are pinned and secured in the operating position.

4.2.1 S-pivot section without winches

Make sure that the following prerequisites are met:
- – Catwalks are pinned in the transport position in point **A**.
- – The protective roller **26** is pinned and secured in the „top“ position.

- ► Release and unpin the catwalks in point **A**.

Swing the catwalks „up“ individually into the operating position and pin.

- ► Swing the catwalk **7** into the operating position and pin and secure in points **C**, see illustration **1**.
- ► Swing the catwalk **6** into the operating position and pin and secure in points **F**, see illustration **1**.

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4.2.2 S-pivot section before installation of winch 5 or winch 6C

Make sure that the following prerequisites are met:
- Winch 5 or winch 6C is not assembled.
- Winch 6 is not assembled.
- The protective roller **26** is pinned and secured in the „top“ position.
- The catwalk **6** and catwalk **7** are pinned and secured in the operating position.

► Connect the catwalk **6** to the auxiliary crane.

When the catwalk **6** is safely held by the auxiliary crane:
► Unpin the catwalk **6** in points **F**.
► Lower the catwalk **6** and remove the auxiliary crane.
► Swing the catwalk **6** upward to the opposite side and pin and secure in the points **D** of the catwalk **7**, see illustration **2**.
► Release and unpin the protective roller **26** in the „top“ position.
► Swing the protective roller **26** into the „down“ position, pin with the retaining pin **26.1** and secure with the locking pin **26.2**.

Result:

– Winch 5 or winch 6C can be assembled.

4.2.3 S-pivot section before installation of winch 6

Make sure that the following prerequisites are met:
- Winch 5 or winch 6C is not assembled.
- Winch 6 is not assembled.
- The protective roller **26** is pinned and secured in the „top“ position.
- The catwalk **6** and catwalk **7** are pinned and secured in the operating position.

► Connect the catwalk **7** to the auxiliary crane.

When the catwalk **7** is safely held by the auxiliary crane:
► Unpin the catwalk **7** in points **C**.
► Lower the catwalk **7** and remove the auxiliary crane.
► Swing the catwalk **7** upward to the opposite side and pin and secure in the points **E** of the catwalk **6**, see illustration **3**.

Result:

– Winch 6 can be assembled.

4.2.4 S-pivot section before installation of both winches

Make sure that the following prerequisites are met:
- The protective roller **26** is pinned and secured in the „top“ position.
- The catwalk **6** and catwalk **7** are pinned and secured in the operating position.

Note
► Lower the catwalks individually and one after the other with the auxiliary crane.

When the catwalk is safely held by the auxiliary crane:
► Release and unpin the catwalk in the operating position, see illustration **1**.
► Lower the catwalk and remove the auxiliary crane.

When the catwalk **6** and the catwalk **7** are lowered to the bottom:
► Pin and secure the catwalks in point **A**, see illustration **1**.
► Release and unpin the protective roller **26** in the „top“ position.
► Swing the protective roller **26** into the „down“ position, pin with the retaining pin **26.1** and secure with the locking pin **26.2**.

Result:

– Winch 5 and winch 6 can be assembled.

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4.3 Assembling the boom

WARNING
The crane can topple over!
- ► The turntable may not be turned during the assembly of the boom.
- ► Observe the assembly conditions, see chapter 3.06.

WARNING
Danger of accident!
Death, severe bodily injuries, property damage.
- ► For assembly of the boom combinations, the rod plan must be observed and adhered to.
- ► Depending on the condition of the ground, the boom and the lattice sections must be supported for boom assembly.
- ► Observe the technical safety instructions, see chapter 5.01.

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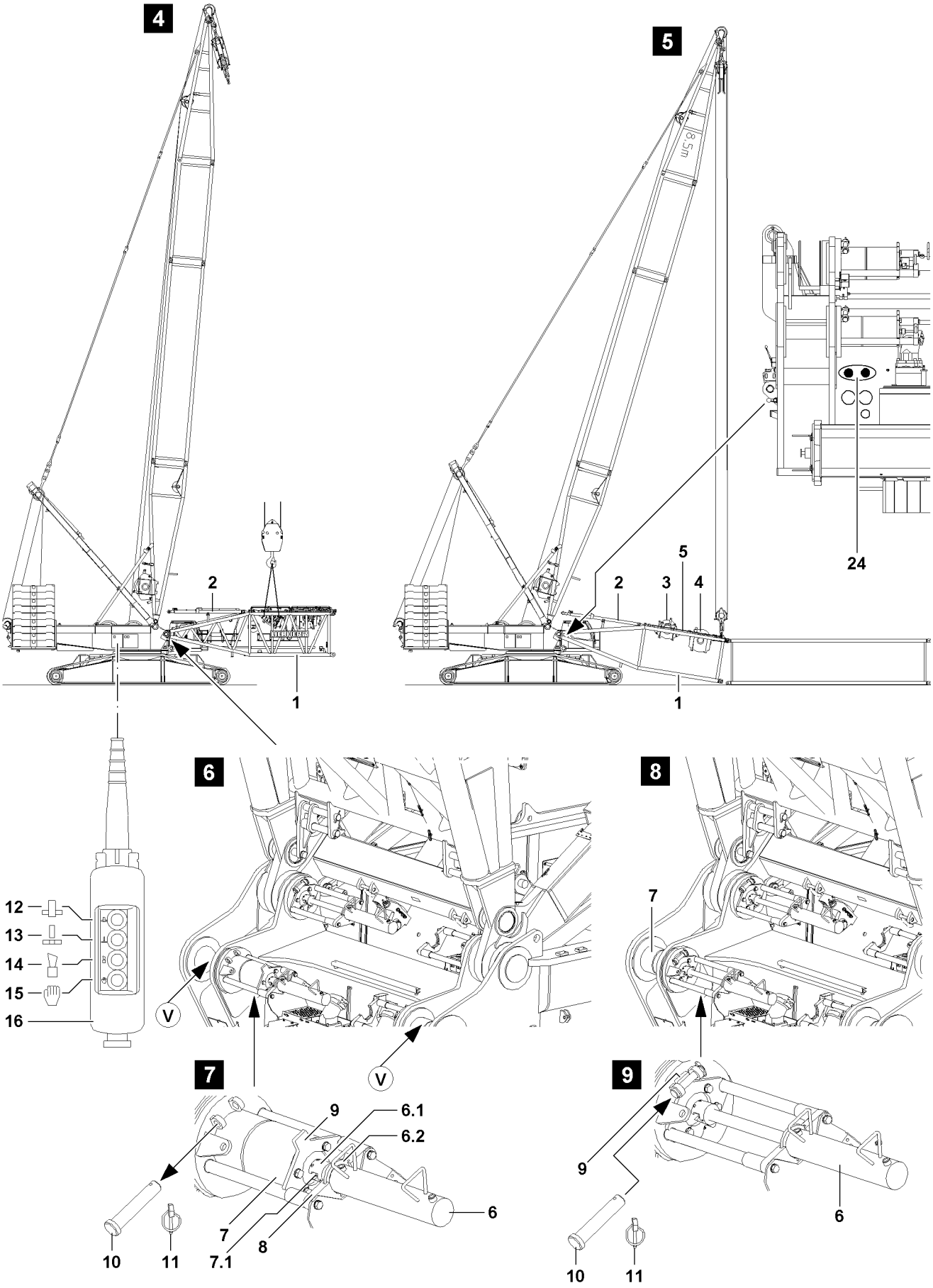

Fig.119482

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4.4 Pinning the S-pivot section on the turntable

Note
► Always arrange the intermediate sections according to the rod plan.
► Observe chapter 5.03.

WARNING
General danger notes!
► Support the S-boom during assembly with suitable materials.
► All pins are to be secured after assembly with the intended retaining elements.
► The guy rods must be inspected regularly, see chapter 8.15.

Make sure that the following prerequisite is met:
– The connector pins **7** on the turntable are unpinned, see illustration **7**.
– The retaining pins **10** are unpinned.

Note
► Select the fastening points on the S-pivot section in such a way that the S-pivot section hangs horizontally on the auxiliary crane during assembly. See section „Fastening points“.

► Fasten the S-pivot section **1** to the auxiliary crane in the fastening points.
► Swing the S-pivot section **1** in with the auxiliary crane to the pin points on the turntable, illustration **4** and illustration **6**.

Note
► The pin pulling device is operated with the turntable control panel **16**, see illustration.

Establish the hydraulic connection to the pin pulling device via two quick couplings.

Note
► When connecting the pin pulling cylinder **6**, make sure that the collar **6.2** on the cylinder mount **8** and the catch **6.1** on the screw **7.1** are properly connected.

► Connect the pin pulling cylinder **6** to the cylinder receptacle **8** and the screw **7.1** on the pin **7**.
► Connect the pin pulling cylinder **6** to the quick couplings **24**, see the Hydraulic wiring diagram.

DANGER
Insufficiently secured connector pins!
Due to non-secured or insufficiently secured connector pins, the S-pivot section can fall down.
Death, severe bodily injuries, property damage.
► Secure the connector pins **7** between the S-pivot section **1** and the turntable after the pinning procedure with the pins **10**.

► Pin the pins **7** on both sides with the hydraulic pin pulling cylinder **6**: Press the button **15** on the control panel **16** and hold down, then press the button **12** until the pin **7** is completely inserted.

When the pins **7** are completely pinned on the left and right on the S-pivot section:
► Secure the pin **7** on the left and right: Insert the pin **10** and secure with the locking pin **11**.

Result:

– The pins **7** are secured with the retaining pins **10** to prevent them from unpinning by themselves.

NOTICE
Damage to the S-pivot section!
When the installed S-pivot section is taken down on the ground, the S-pivot section can be damaged.
► Slowly take the S-pivot section **1** down with the auxiliary crane and at low speed onto the substructure.
► Before taking it down onto the ground, support the S-pivot section **1**.

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► Carefully take the S-pivot section **1** down onto the substructure.
► Remove the auxiliary crane.

4.5 Establishing the electric and hydraulic connections on the S-pivot section

4.5.1 Establishing the electrical connections

NOTICE
Danger of damage to the electrical connections!
If the electrical connection between the terminal box and the S-pivot section and the cable drum in the S-pivot section is established before the boom end section is installed and electrically connected, then the electric connection can be damaged.
► Make sure that the electric connection between the terminal box in the S-pivot section and the cable drum in the S-pivot section is only established **after** assembly and the connection of the electric wiring for the boom end section.

Note
► To establish the electrical connections on the S-pivot section: Use the electric wiring diagram.

Make sure that the following prerequisite is met:
– The S-pivot section is completely assembled and taken down on the substructure.

► Establish the electrical connections.
► Make sure that all electrical connections to the S-pivot section have been established.

WARNING
Malfunction if dummy plugs are not installed!
If the dummy plugs on the non-required electrical connections are not installed, then malfunctions or functional limitations can occur on the crane.
► Make sure that all non-required electrical connections, which have a dummy plug, are closed off with dummy plugs.
► Pay attention to the electrical wiring diagram.

► As a rule, close off on-required electrical connections (for example for accessories which cannot be installed) with the respective dummy plugs.

NOTICE
Property damage due to dirt and / or corrosion!
If unnecessary electrical connections are not closed off with the respective protective caps, then dirt and / or corrosion can damage the electrical connections.
This could result in malfunctions.
► Make sure that all non-required electrical connections are always closed off properly.
► Pay attention to the electrical wiring diagram.

► Close electrical connections, which have no dummy plugs, off properly with the corresponding protective caps.

4.5.2 Establishing the hydraulic connections

When connecting and releasing hydraulic lines with quick couplings, make sure that the coupling procedure is carried out correctly.

Note
► To connect or release the hydraulic lines with quick couplings, see chapter 5.01.

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WARNING
Pressure in the hydraulic lines!
If the pressure supply is not interrupted before connecting / releasing the hydraulic lines, the hydraulic oil can escape with high pressure.
Death, severe bodily injuries, property damage.
► Release the pressure in the hydraulic system before connecting / disconnecting: Interrupt the pressure supply and wait a short time.

WARNING
Loss of pressure or leakage!
Incorrectly coupled or self-loosening quick couplings (return lines in particular) can result in serious accidents due to component failure.
► Check that the quick couplings have been properly connected before using the crane.

► Connect the coupling components (sleeve and connector) and screw together with the knurled nut.
► Tighten the hydraulic coupling by hand. Turn the knurled nut until it reaches a tangible, fixed stop position.
► Establish the hydraulic connections, see the Hydraulic diagram.

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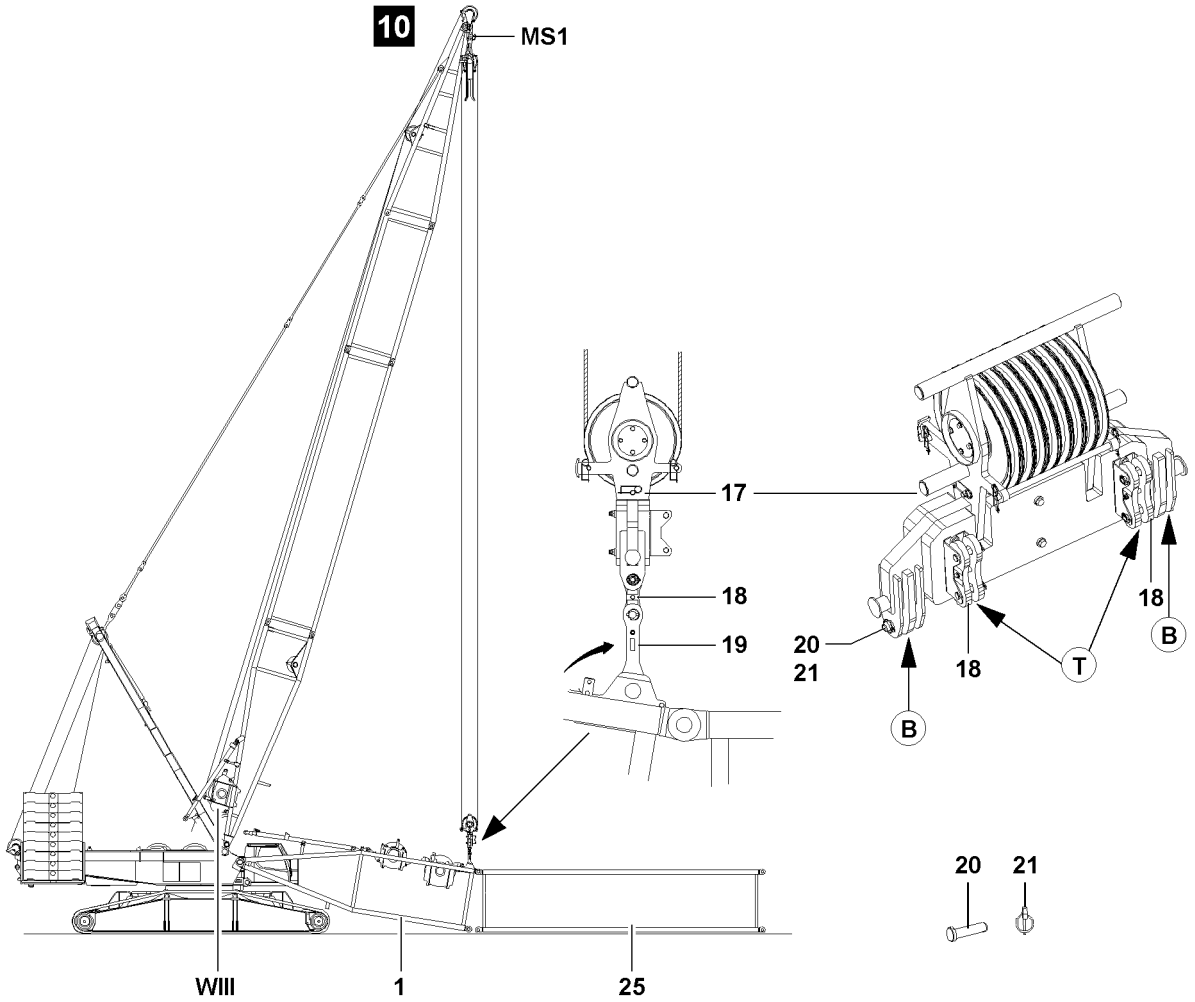

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Fig.106748

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4.6 Pinning the upper pulley block on the S-pivot section

To be able to „close“ the S-boom combination after assembly, it is necessary to luff the D-boom down to the front and lower the upper pulley block via control winch 3 **W III** to the S-pivot section **1**. Then pin the upper pulley block **17** with the S-pivot section **1** and secure.

Note

► Luff the D-boom down to the front only to the point where the upper pulley block **17** is „positioned“ vertically above the pin point on the S-pivot section **1**.

Note

In the case of boom systems that require a mechanical auxiliary support for erection:

► Turn the turntable to the side over the mechanical auxiliary supports.
► Observe the section “Using the mechanical auxiliary support”.

Make sure that the following prerequisites are met:

– The S-pivot section **1** is pinned and secured on the turntable.
– The S-pivot section **1** is taken down onto the substructure on the ground.
– The auxiliary crane is removed.

► Luff the D-boom down to the front until the upper pulley block **17** hangs freely over the assembly bracket **19** of the S-pivot section **1**.
► Lower the upper pulley block **17** to the S-pivot section **1**.
► Remove the bracket **18** from the transport receptacle **T** on the upper pulley block **17**.
► Pin the bracket **18** in the operating position **B** on the upper pulley block **17** with the pin **20** and secure with locking pin **21**.
► Pin and secure the lug **18** with the assembly brackets **19** of the S-pivot section **1**.
► Use the pin **20** and locking pin **21**.

4.7 Turning the turntable for further assembly

Only for boom systems that were erected to the side.

Note

In the case of boom systems that require a mechanical auxiliary support for erection:

► Due to the necessary assembly of the boom system to the side, there is the risk of collision between the mechanical auxiliary support and the main boom-pivot section as well as the crawler chains.
► Observe the section „Using the mechanical auxiliary support“

WARNING

The crane can topple over!
If the following conditions are not met before turning the turntable, then the crane can topple over.
Death, severe bodily injuries, property damage.

► Observe the maximum permissible ballast combinations.
► To lift the partially-assembled main boom, it is mandatory to observe the specifications for the flying assembly of the boom system.

► Plan for the turntable to must be rotated to the side at the right time, see section „Using the mechanical auxiliary support“.

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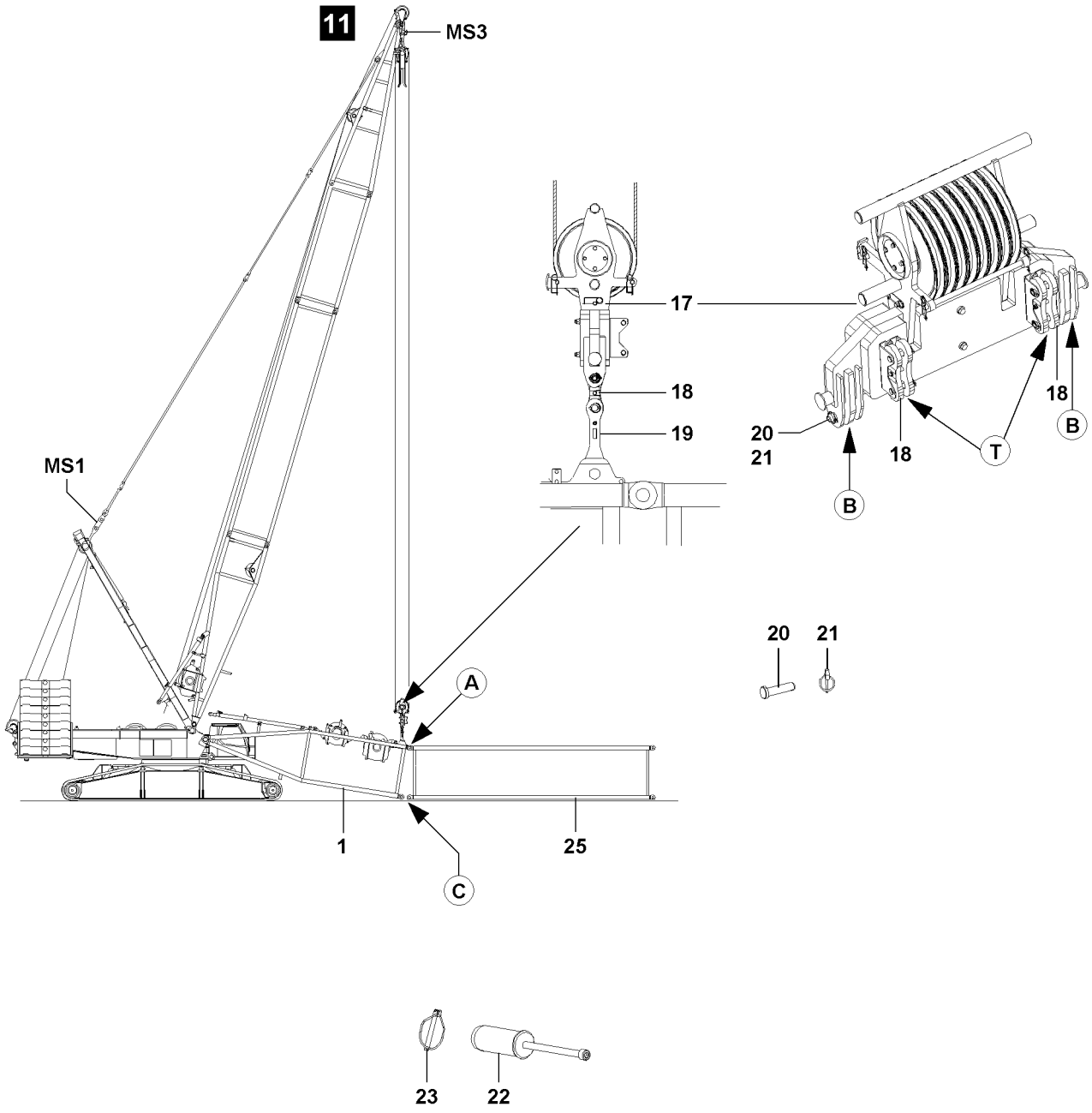

Fig.106749

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4.8 Installing the S-intermediate sections on the S-pivot section

Make sure that the following prerequisites are met:
- The S-pivot section **1** is pinned and secured on the turntable.
- The S-pivot section **1** is taken down onto the substructure on the ground.
- The upper pulley block **17** is pinned and secured with the S-pivot section **1**.
- The auxiliary crane is removed.

Note
- ► The S-intermediate sections are pinned with the aid of the pin pulling device, see chapter 5.30.
- ► Support the S-intermediate sections from below for easier assembly / disassembly.

WARNING
General danger notes!
- ► All pins are to be secured after assembly with the intended retaining elements.

Pin the S-intermediate section **25** on the S-pivot section **1** „on top“.

► Fasten the S-intermediate section **25** to the auxiliary crane and align it with the S-pivot section **1**.

When the pin bores on the S-pivot section **1** and on the S-intermediate section **25** „on top“ (point **A**) align, illustration **11**:
► Insert the pins **22** from the inside to the outside and secure with the locking pin **23**, illustration **11**.

Assemble the S-boom to the required length and pin and secure the intermediate sections „on top“ and „bottom“.

► Insert the pins **22** from the inside to the outside and secure with the locking pin **23**.

WARNING
The crane can topple over!
If the following conditions are not met, the crane can topple over or be significantly damaged.
Death, severe bodily injuries, property damage.
- ► During the „closing procedure“ of the S-intermediate sections, the maximum permissible total force of **146 t** in the test point **MS1** may **not** be exceeded.
- ► During the „closing procedure“ of the S-intermediate sections, the maximum permissible total force of **90 t** in the test point **MS3** may **not** be exceeded.
- ► The end section of the corresponding SL / S-boom combination may **not** lift off the ground during the „closing procedure“.

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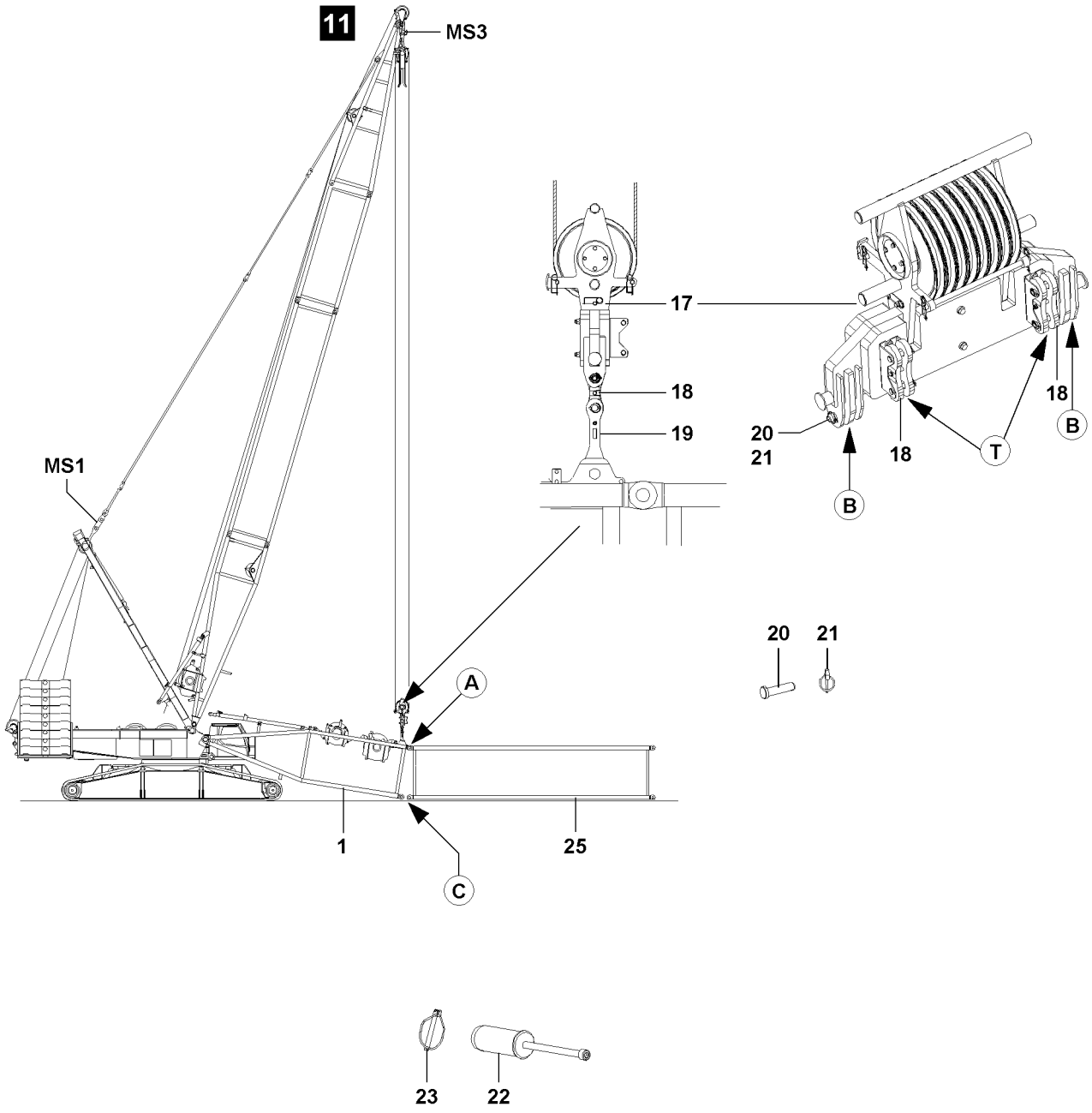

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Fig.106749

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Note

- ► The actual forces of test point **MS1** and the test point **MS3** - which are used during the closing procedure of the S-boom system - are displayed on LICCON monitor 1.
- ► Note the actual forces of test point **MS1** and test point **MS3** and keep them ready for the disassembly of the S-boom system.
- ► During boom disassembly, „tension“ the control rope of winch 3 until the noted (assembly) actual forces of test point **MS1** and test point **MS3** on the LICCON monitor are reached, so that the connector pins of the S-intermediate sections can be unpinned.

When the SL / S-boom combination is assembled to the desired length:

- ► Lift the S-pivot section **1** with the upper pulley block **17** until the pin bores on the „bottom“ align in point **C**, illustration **11**.
- ► Insert the pins **22** from the inside to the outside and secure with the locking pin **23**, illustration **11**.

WARNING

Danger of fatal injury due to folding down of boom!
By unpinning the upper pulley block **17** on the assembly brackets **19**, the boom can suddenly fold down if the boom is not pinned in point **C** „on the bottom“.
Death, severe bodily injuries, property damage.

- ► It is prohibited for anyone to remain under the raised boom combination during pinning / unpinning.
- ► Unpin the upper pulley block **17** only when it is ensured that the S-pivot section **1** is pinned and secured „on top“ and „bottom“ with the S-intermediate section **25**.

When the S-boom is „closed“:

- ► Unpin the bracket **18** on the assembly bracket **19**: Release and unpin the pin **20**.
- ► Unpin the bracket **18** on the upper pulley block **17**: Release and unpin the pin **20**.
- ► Pin and secure the bracket **18** in the transport position **T** on the upper pulley block **17**.

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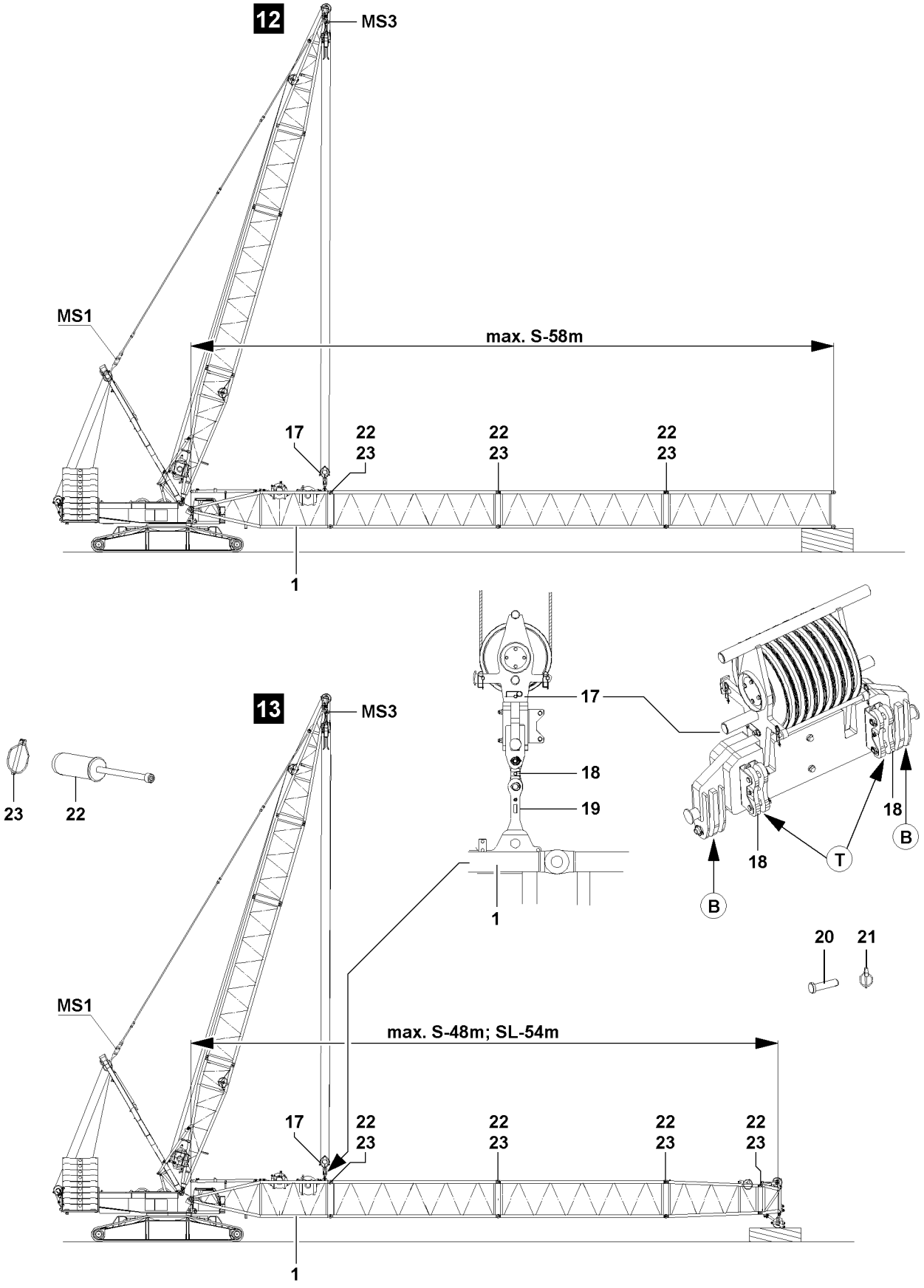

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Fig.106750: Flying assembly — Guying on the S-pivot section

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4.9 Assembling the SL/S-boom in „Flying mode“ (guying on S-pivot section)

If spatial prerequisites on the job site are limited for the assembly of the S-boom, or if they are limited by buildings or similar, then the S-boom can be assembled in „flying“ mode.

WARNING
General danger notes!
- ► Support the S-boom during assembly with suitable materials.
- ► All pins are to be secured after assembly with the intended retaining elements.

WARNING
The crane can topple over!
If the following conditions are not met, the crane can topple over or be significantly damaged.
Death, severe bodily injuries, property damage.
- ► For the „flying mode“ boom assembly, the maximum permissible total force in the test point **MS1** and test point **MS3** may **not** be exceeded. The „Actual forces“ are shown on LICCON monitor 1.
- ► The „flying mode“ boom assembly is only permissible up to certain system lengths.
- ► The maximum permissible system lengths may **not** be exceeded, refer to the following chart.

Note
- ► Weights of the individual lattice sections, including the corresponding guy rods, see chapter 5.03.

Maximum permissible system lengths for a maximum total force MS1 of 200 t and a maximum total force MS3 of 138 t					
Boom system	**Maximum system length**	**Equipment**	**DB_{min} 1)**	**ZB_{min} 2)**	**Illustration**
SL(D)	54.0 m		150 t	65 t	13
	60.0 m	- with reducer - without head	150 t	65 t	12
S(D)	48.0 m		150 t	65 t	13
	58.0 m		150 t	65 t	12
	66.0 m	- without reducer - without head	150 t	65 t	12

1) This counterweight must be installed at least on the turntable for „flying assembly“.
2) This central ballast must be installed at least on the crawler center section for „flying assembly“.

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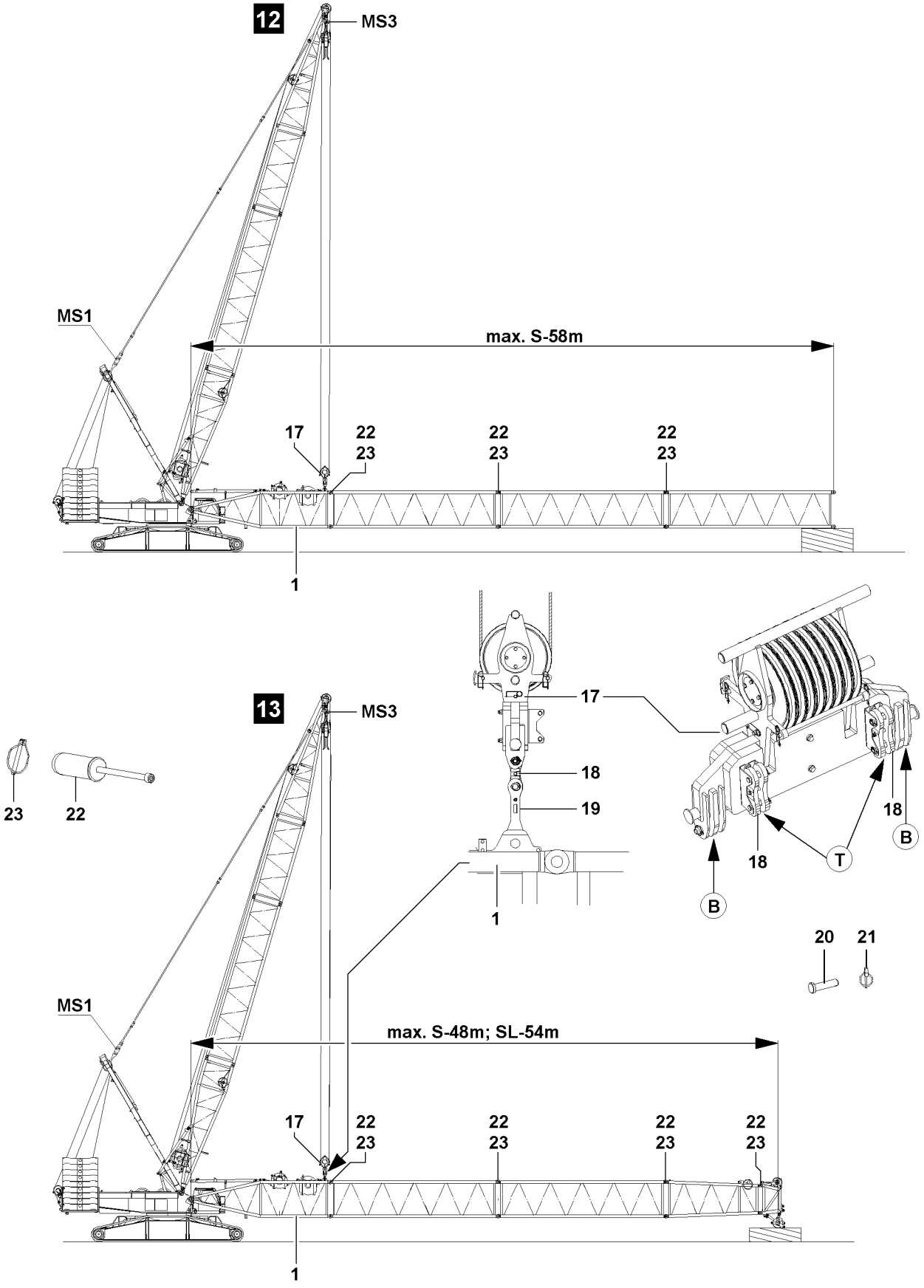

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Fig.106750: Flying assembly — Guying on the S-pivot section

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4.9.1 Assembling the S-intermediate sections in „flying mode“ on the S-pivot section

With „flying“ assembly, the intermediate sections can be pinned and secured with the auxiliary crane individually or as a preassembled unit on the pivot section.

WARNING
Impermissible boom lengths!
If impermissible boom lengths are installed on the crane, significant property damage can occur on the crane.
Death, severe bodily injuries, property damage.
► The maximum permissible boom lengths for „flying assembly“ may not be exceeded.
► The data in the erection and take-down charts as well as the load charts must be observed.

Make sure that the following prerequisites are met:
– The S-pivot section is pinned and secured on the turntable.
– The S-pivot section is horizontally tensioned.
– A minimum counterweight of 150 t is placed on the turntable.
– A minimum central ballast of 65 t is installed on the crawler center section.
– An auxiliary crane is available.

WARNING
Falling components!
If unsecured or non-supported components are assembled or disassembled, they can fall down.
Death, severe bodily injuries, property damage.
► During pinning and unpinning of the intermediate sections it is prohibited for anyone to remain **under** or **on** the components as well as within the entire danger zone.
► Before unpinning: Support the components and boom.
► Secure the pins in the bearing points and in the receptacles.
► It is prohibited to lean a ladder against the crane section that is being disassembled.

► Fasten the S-intermediate sections or preassembled boom unit to the auxiliary crane.
► Lift the S-intermediate sections or the preassembled boom unit with the auxiliary crane and position on the S-pivot section **1**.

When the pin points between the S-pivot section **1** and the S-intermediate section **or** the S-pivot section **1** and pre-assembled boom unit align on „top“ and „bottom“:
► Insert the pins **22** „on top“ and „bottom“ and secure with locking pins **23**.

When the pins between the S-pivot section **1** and the S-intermediate section **or** the S-pivot section **1** and pre-assembled boom unit are properly pinned and secured on „top“ and „bottom“:
► Take the boom down on the substructure.
► Remove the auxiliary crane.

When the boom is safely taken down on the substructure:
► Unpin the bracket **18** on the assembly bracket **19**: Release and unpin the pin **20**.
► Unpin the bracket **18** on the upper pulley block **17**: Release and unpin the pin **20**.
► Pin and secure the bracket **18** in the transport position **T** on the upper pulley block **17**.

4.10 Flying assembly of the SD/SLD/SL(X)D-boom (guying on flying assembly intermediate section)

If spatial prerequisites on the job site are limited for the assembly of the S-boom, or if they are limited by buildings or similar, then the S-boom can be installed in flying mode.

WARNING
General danger notes!
► Support the S-boom during assembly with suitable materials.
► All pins are to be secured after assembly with the intended retaining elements.
► The guy rods must be inspected regularly, see chapter 8.15.

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Note

► Weights of the individual lattice sections, see chapter 1.03.

WARNING

The crane can topple over!

If the following conditions are not met, the crane can topple over or be significantly damaged.

Death, severe bodily injuries, property damage.

► For the flying mode boom assembly, the maximum permissible total forces in test point 1 **MS1** and test point 3 **MS3** may not be exceeded. The „actual forces“ are shown on LICCON monitor 1.

► The flying boom assembly is only permissible up to the maximum system lengths according to the following chart overview.

► Always carry out the combination of the intermediate sections according to the rod plan.

► The data in the erection and take-down charts as well as the load charts must be observed.

WARNING

The crane can topple over!

If the crane is not sufficiently ballasted for flying assembly on the flying assembly intermediate section, then the crane can be overloaded and topple over.

Death, severe bodily injuries, property damage.

► Make sure that the central ballast is installed according to the requirements in the erection and take-down charts.

► Make sure that the counterweight is installed according to the requirements in the erection and take-down charts.

► Make sure that the derrick ballast is installed according to the requirements in the erection and take-down charts.

► Make sure that the maximum permissible boom lengths for the flying assembly are **not** exceeded.

Make sure that the following prerequisites are met:

– The crane is horizontally aligned.
– The S-pivot section is pinned and secured on the turntable.
– The counterweight is placed according to the specifications.
– The central ballast is placed according to the specifications.
– The S-intermediate sections are installed up to the flying assembly intermediate section.
– The guy rods **64** are properly pinned and secured with the hollow axle in point **P13** on bracket **60**.
– An auxiliary crane is available.

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4.10.1 SLD-boom with SW-end section

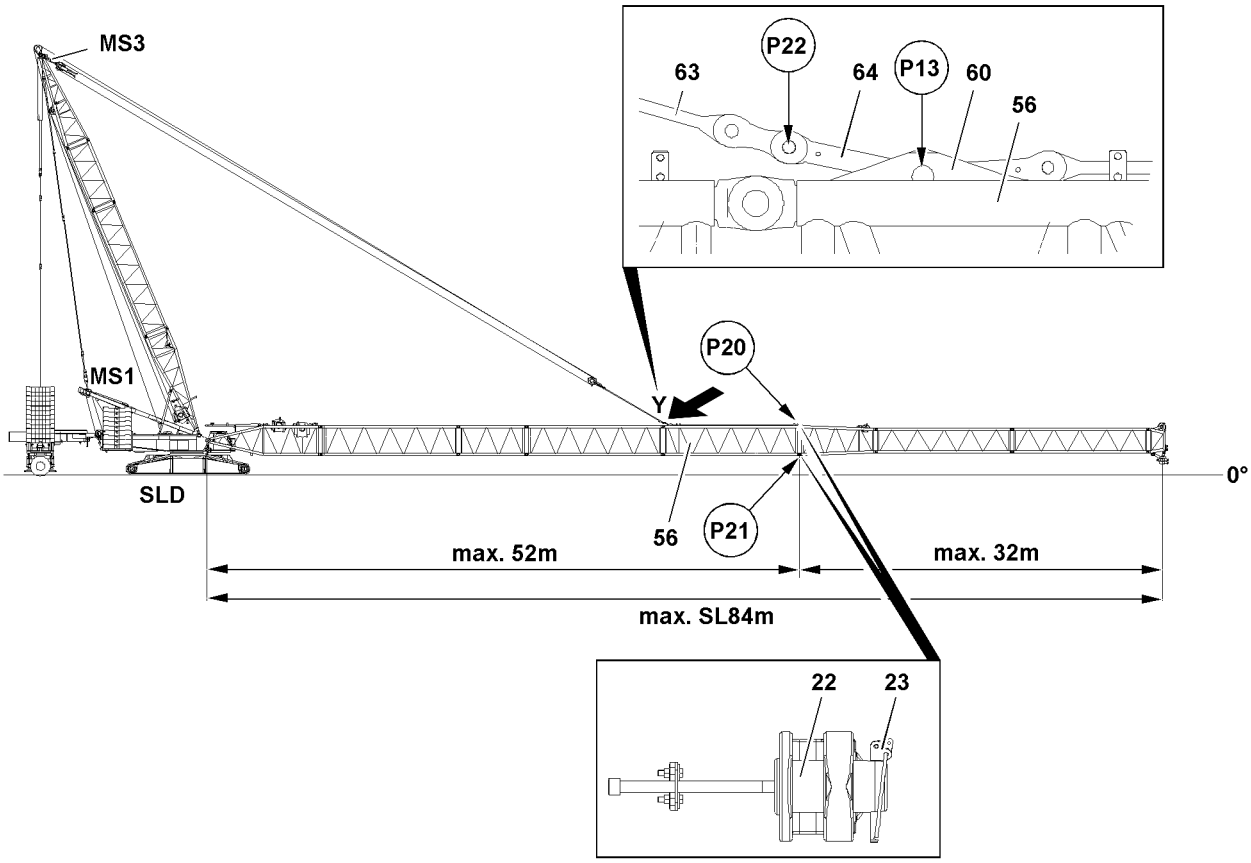

Fig.125178: SLD-boom with SW-end section

Counterweight, derrick ballast and central ballast, see the Erection chart, depending on the boom length			
Boom system	**Maximum permissible flying assembly length**	**Equipment (without hook block)**	**Preassembly according FLM[1)]**
SLD	84 m	- partially equipped: - without WA-frame II guy rods - with SW-end section and **one** roller set	32 m

1) Maximum permissible preassembly after flying assembly intermediate section (FLM-intermediate section) **56**.

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4.10.2 SD // SL2D // SL4D with end section

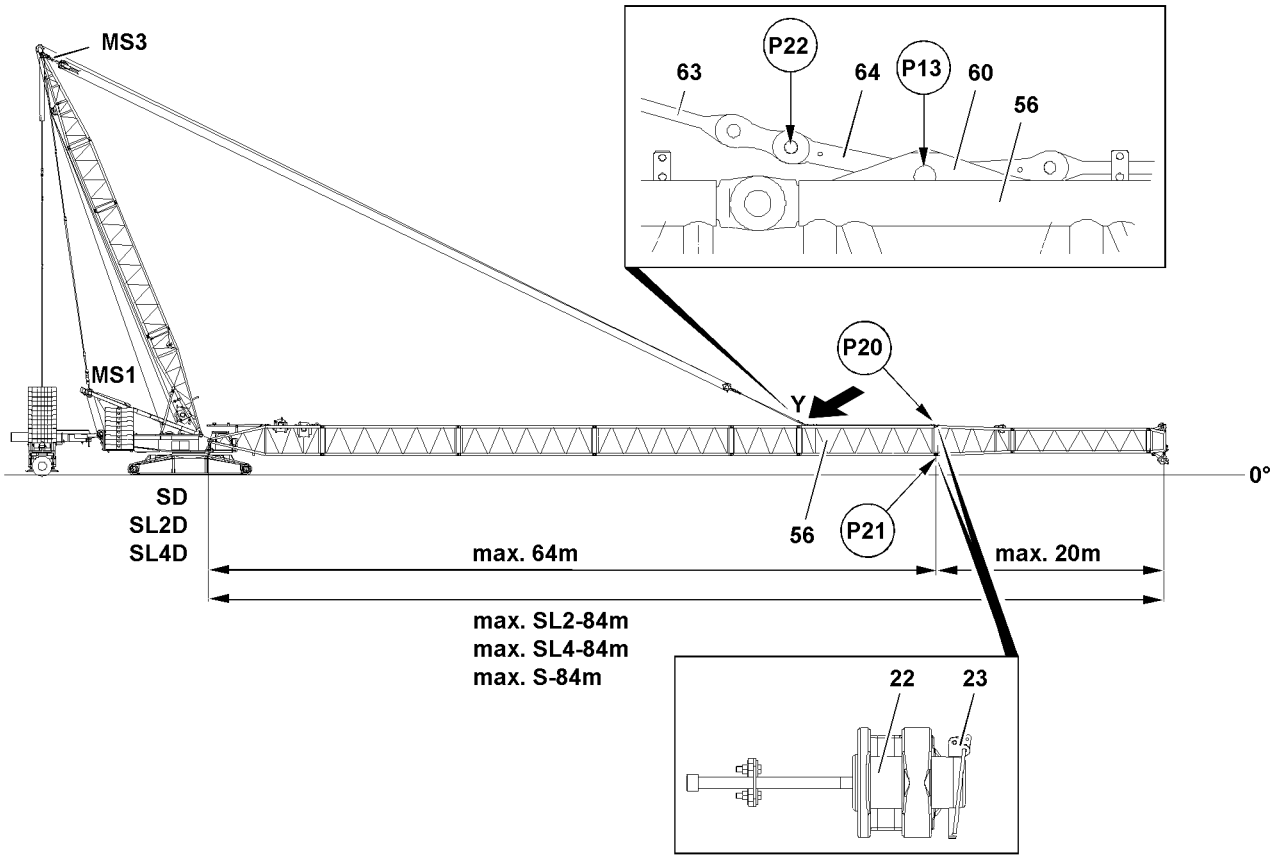

Fig.125179: SD // SL2D // SL4D with end section

Counterweight, derrick ballast and central ballast, see the Erection chart, depending on the boom length			
Boom system	**Maximum permissible flying assembly length**	**Equipment (without hook block)**	**Preassembly according FLM[1)]**
SD	84 m	- partially equipped: - without WA-frame II guy rods - with SW-end section and **two** roller sets	20 m
SL2D		- partially equipped: - without WA-frame II guy rods - with SW-end section and **one** roller set	
SL4D		- partially equipped: - without WA-frame II guy rods - with F-adapter	

1) Maximum permissible preassembly after flying assembly intermediate section (FLM-intermediate section) **56**.

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4.10.3 SD // SLD // SL2D // SL4D

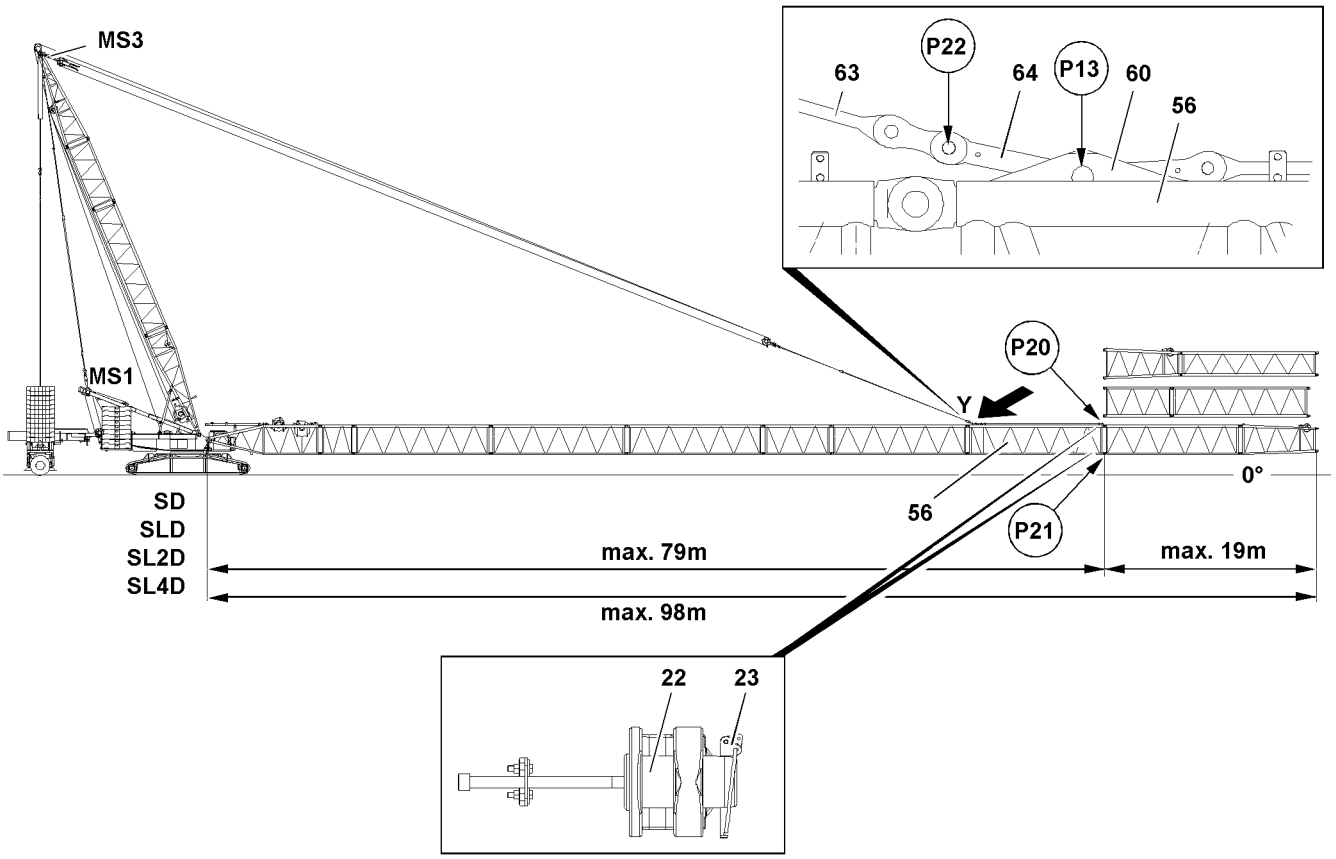

Fig.125182: SD // SLD // SL2D // SL4D

Counterweight, derrick ballast and central ballast, see the Erection chart, depending on the boom length			
Boom system	**Maximum permissible flying assembly length**	**Equipment (without hook block)**	**Preassembly according FLM[1)]**
SD	98 m	- partially equipped: - without WA-frame II guy rods	19 m
SLD			
SL2D			
SL4D			

1) Maximum permissible preassembly after flying assembly intermediate section (FLM-intermediate section) **56**.

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4.10.4 SL10D // SL11D – target boom lengths 102 m to 117 m

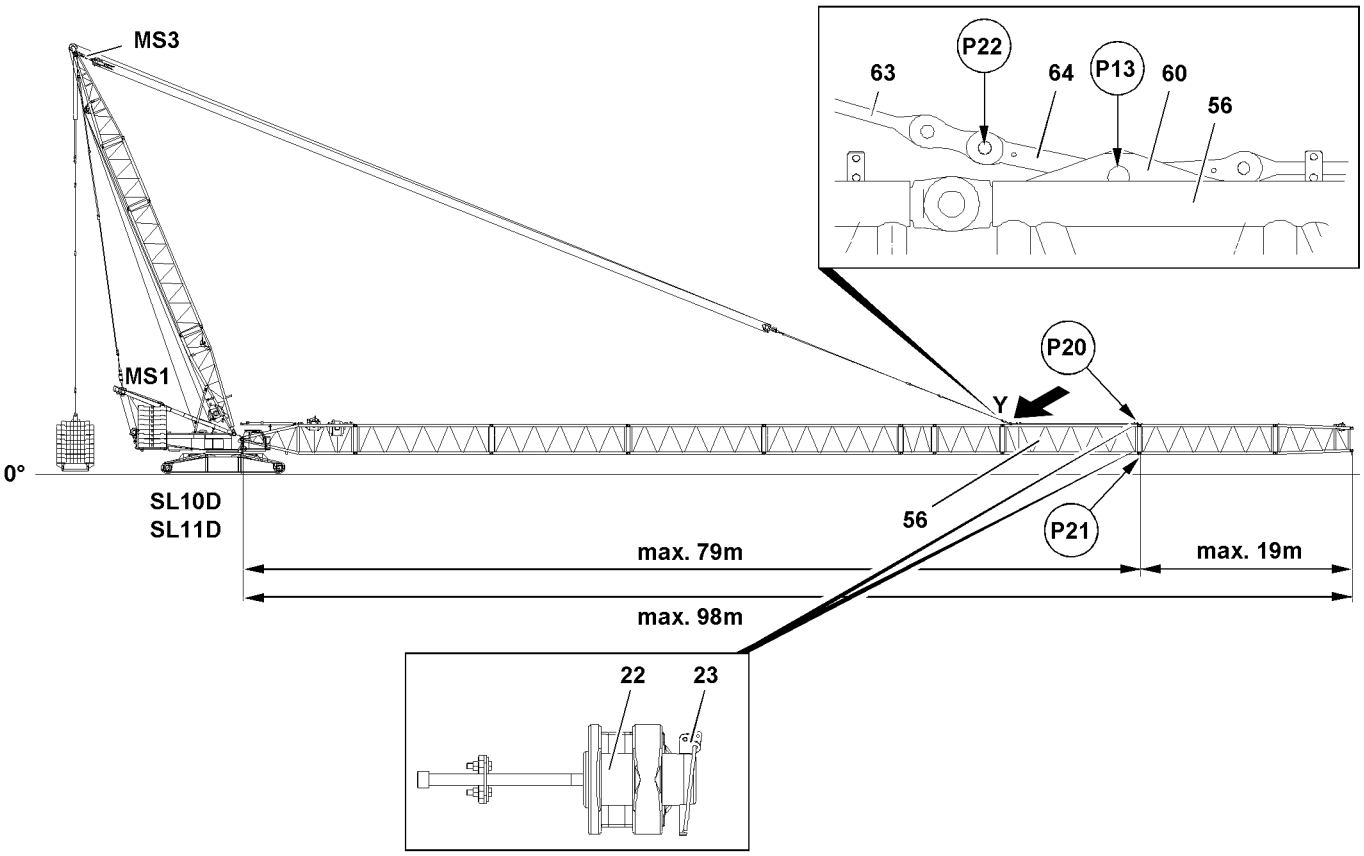

Fig.125183: SL10D // SL11D – target boom lengths 102 m to 117 m

WARNING
The crane can topple over!
If boom systems are assembled in flying mode, where their target boom / operational lengths are not released for the flying assembly, the crane can be overloaded and topple over.
Death, severe bodily injuries, property damage.
► For all not listed target boom / operational lengths the flying assembly is **prohibited**.

Counterweight, derrick ballast and central ballast, see the Erection chart, depending on the boom length			
Boom system	**Maximum permissible flying assembly length[4)]**	**Equipment (without hook block)**	**Preassembly according FLM[1)]**
SL10D	98 m	- partially equipped:	19 m
SL11D		- without WA-frame II guy rods	

1) Maximum permissible preassembly after flying assembly intermediate section (FLM-intermediate section) **56**.
4) Only valid in connection with the target boom / operational length required for crane operation.

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4.10.5 SL10D // SL11D – target boom lengths 126 m , 129 m , 138 m , 141 m , 150 m , 153 m

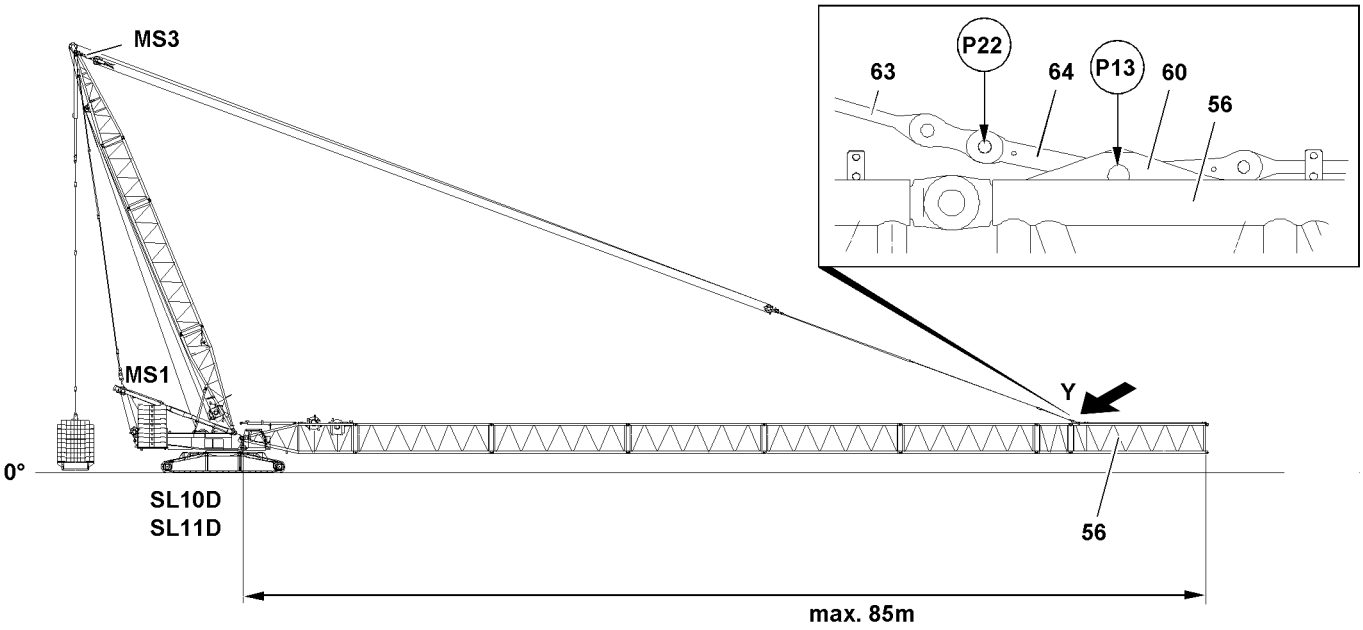

Fig.125184: SL10D // SL11D – target boom lengths 126 m , 129 m , 138 m , 141 m , 150 m , 153 m

WARNING
The crane can topple over!
If boom systems are assembled in flying mode, where their target boom / operational lengths are not released for the flying assembly, the crane can be overloaded and topple over.
Death, severe bodily injuries, property damage.
► For all not listed target boom / operational lengths the flying assembly is **prohibited**.

Counterweight, derrick ballast and central ballast, see the Erection chart, depending on the boom length			
Boom system	**Maximum permissible flying assembly length[4)]**	**Equipment (without hook block)**	**Preassembly according FLM[1)]**
SL10D	85 m	- partially equipped:	3)
SL11D		- without WA-frame II guy rods	3)

1) Maximum permissible preassembly after flying assembly intermediate section (FLM-intermediate section) **56**.
3) No preassembly possible after flying assembly intermediate section (FLM-intermediate section) **56**.
4) Only valid in connection with the target boom / operational length required for crane operation.

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4.10.6 SL13D, SL14D – target boom lengths 102 m to 111 m

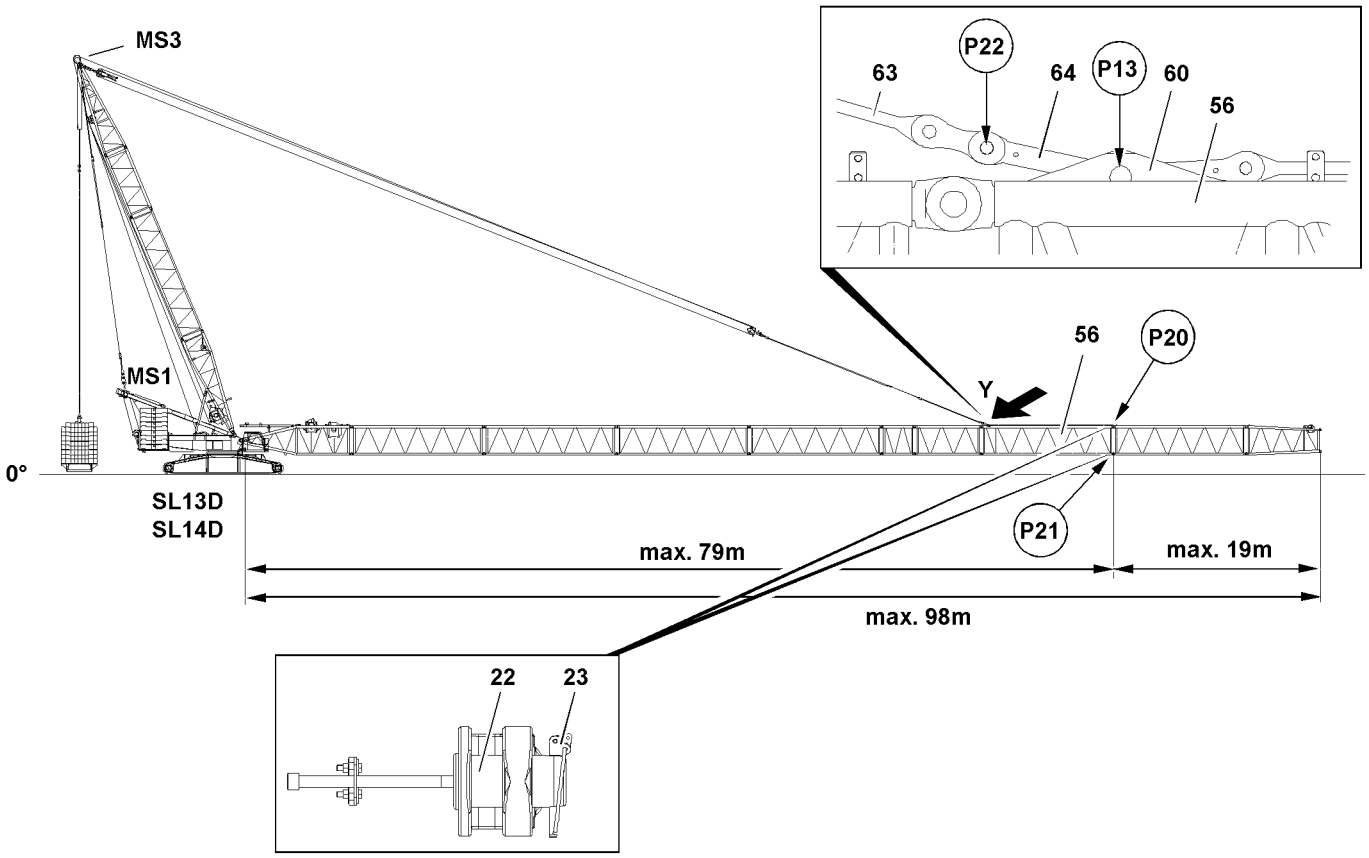

Fig.125185: SL13D, SL14D – target boom lengths 102 m to 111 m

WARNING
The crane can topple over!
If boom systems are assembled in flying mode, where their target boom / operational lengths are not released for the flying assembly, the crane can be overloaded and topple over.
Death, severe bodily injuries, property damage.
► For all not listed target boom / operational lengths the flying assembly is **prohibited**.

Counterweight, derrick ballast and central ballast, see the Erection chart, depending on the boom length			
Boom system	**Maximum permissible flying assembly length[4)]**	**Equipment (without hook block)**	**Preassembly according FLM[1)]**
SL13D	98 m	- partially equipped:	19 m
SL14D		- without WA-frame II guy rods	

1) Maximum permissible preassembly after flying assembly intermediate section (FLM-intermediate section) **56**.
4) Only valid in connection with the target boom / operational length required for crane operation.

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4.10.7 SL13D, SL14D – target boom lengths 114 m to 117 m

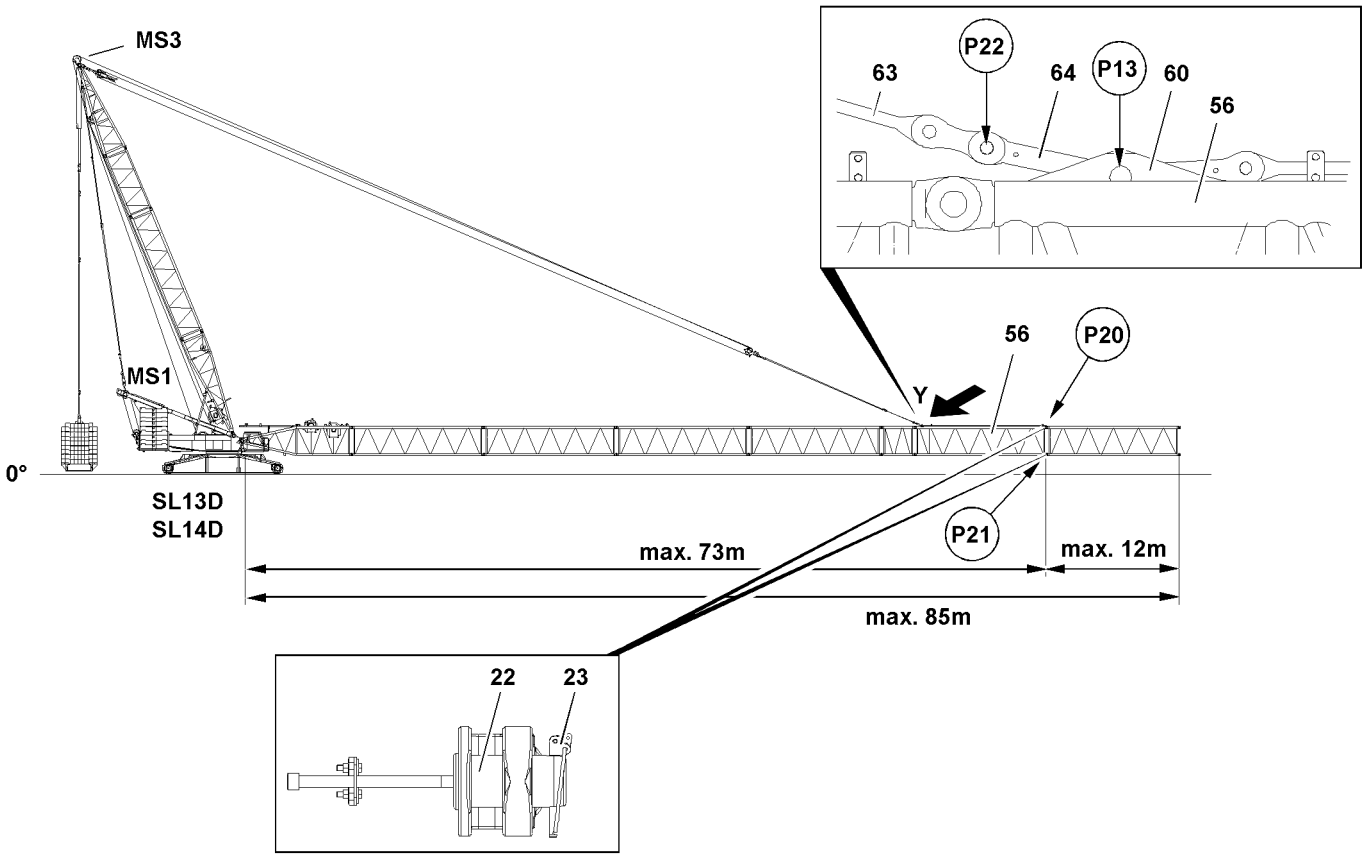

Fig.125186: SL13D, SL14D – target boom lengths 114 m to 117 m

WARNING
The crane can topple over!
If boom systems are assembled in flying mode, where their target boom / operational lengths are not released for the flying assembly, the crane can be overloaded and topple over.
Death, severe bodily injuries, property damage.
► For all not listed target boom / operational lengths the flying assembly is **prohibited**.

Counterweight, derrick ballast and central ballast, see the Erection chart, depending on the boom length			
Boom system	**Maximum permissible flying assembly length[4)]**	**Equipment (without hook block)**	**Preassembly according FLM[1)]**
SL13D	85 m	- partially equipped:	12 m
SL14D		- without WA-frame II guy rods	

1) Maximum permissible preassembly after flying assembly intermediate section (FLM-intermediate section) **56**.
4) Only valid in connection with the target boom / operational length required for crane operation.

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4.10.8 SL13D, SL14D – target boom lengths 120 m to 156 m

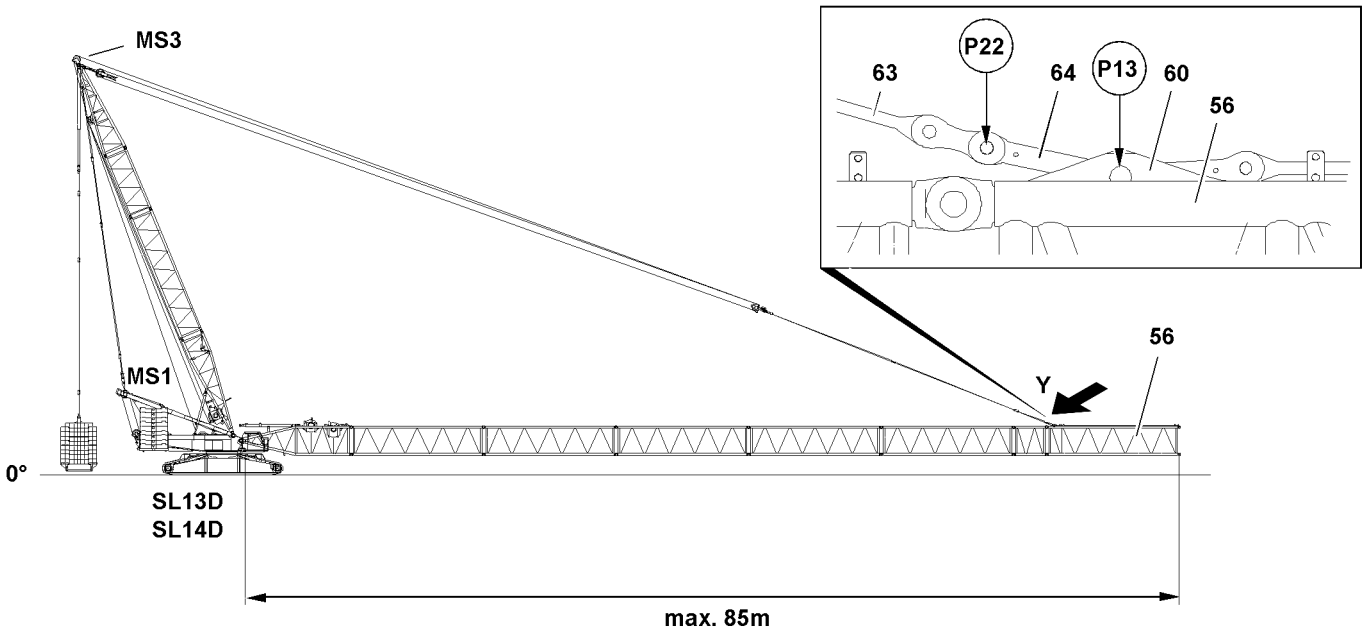

Fig.125187: SL13D // SL14D – target boom lengths 120 m to 156 m

WARNING
The crane can topple over!
If boom systems are assembled in flying mode, where their target boom / operational lengths are not released for the flying assembly, the crane can be overloaded and topple over.
Death, severe bodily injuries, property damage.
► For all not listed target boom / operational lengths the flying assembly is **prohibited**.

Counterweight, derrick ballast and central ballast, see the Erection chart, depending on the boom length			
Boom system	**Maximum permissible flying assembly length[4)]**	**Equipment (without hook block)**	**Preassembly according FLM[1)]**
SL13D	85 m	- partially equipped:	3)
SL14D		- without WA-frame II guy rods	

1) Maximum permissible preassembly after flying assembly intermediate section (FLM-intermediate section) **56**.
3) No preassembly possible after flying assembly intermediate section (FLM-intermediate section) **56**.
4) Only valid in connection with the target boom / operational length required for crane operation.

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4.10.9 Assembling the S-intermediate sections in flying mode on the flying assembly intermediate section

WARNING
Falling components!
If unsecured or non-supported components are assembled or disassembled, they can fall down.
Death, severe bodily injuries, property damage.
- ► During pinning and unpinning of the intermediate sections it is prohibited for anyone to remain **under** or **on** the components as well as within the entire danger zone.
- ► Before unpinning: Support the components and boom.
- ► Secure the pins in the bearing points and in the receptacles.
- ► It is prohibited to lean a ladder against the crane section that is being disassembled.

Note
- ► The „actual force“ is displayed on LICCON monitor.
- ► The flying assembly of the intermediate sections is carried out without a hook block.

WARNING
The crane can topple over!
If the derrick boom is luffed up to more than 85° to the horizontal, then the crane can topple over.
Death, severe bodily injuries, property damage.
- ► Make sure that the derrick boom at S-boom assembly is not luffed up more than maximum 85° to the horizontal.

- ► Fasten the S-intermediate sections or preassembled boom unit to the auxiliary crane.
- ► Lift the S-intermediate sections or the preassembled boom unit with the auxiliary crane and position on the S-pivot section **1**.

When the pin points between the S-pivot section **1** and the S-intermediate section **or** the S-pivot section **1** and pre-assembled boom unit align on „top“ and „bottom“:
- ► Insert the pin **22** in point **P20** „on top“ and point **P21** „on the bottom“ on both sides and secure with spring retainer **23**.

When the pins between the S-pivot section **1** and the S-intermediate section **or** the S-pivot section **1** and pre-assembled boom unit are properly pinned and secured on „top“ and „bottom“:
- ► Take the boom down on the substructure.
- ► Remove the auxiliary crane.

When the boom is safely taken down on the substructure or held by an auxiliary crane:
- ► Slowly lower the upper pulley block in direction of the boom.
- ► Pull the upper pulley block with the auxiliary crane to the guy rods.
- ► Pin the upper pulley block with the guy rods of the intermediate sections.

WARNING
Overload of the crane!
If the guy rods and the rope of winch 3 **W III** are tensioned when luffing the derrick boom up into the operating position, then the crane can be overloaded.
- ► Make sure, when luffing the derrick boom up into the operating position, that the guy rods and the rope of winch 3 **W III** always sag slightly.
- ► Make sure that no slack rope forms.

- ► Luff the derrick up into the operating position.

Note
- ► The S-intermediate section for flying assembly **56** weighs more in comparison to standard intermediate sections.
- ► The additional weight of the S-intermediate section for flying assembly **56** is not taken into account in the load charts and must therefore be added to the load to be lifted, as applicable.

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- ► Spool winch 3 **W III** up until the guying between the upper pulley block and the S-intermediate section for flying assembly **56** is tensioned and the auxiliary crane is relieved.
- ► Pay attention to the horizontal alignment of the boom.

When the boom is tensioned horizontally:

- ► Remove the auxiliary crane.

Install the additional S- / L-intermediate sections and the respective end section, depending on the permissible boom length, individually or fully preassembled on the S-intermediate section for flying assembly **56**.

Note

- ► Note and observe the maximum permissible boom lengths for flying assembly.

- ► Assemble the S-intermediate sections or L-intermediate sections on the S-intermediate section for flying assembly **56**: Use the pin **22** and spring retainer **23**.

WARNING
Unutilized guy rods on boom!
If the guy rods, which are not needed for crane operation, are on the lattice sections, then they can release and fall down during crane operation.
Death, severe bodily injuries, property damage.
The load display of the LICCON computer system shows a value that is too high.
The weight of the boom is too heavy for erection.

- ► Disassemble and remove unutilized guy rods on the transport retainers before erecting the boom.

- ► Pin and secure the guy rods with each other.
- ► Hang the assembled boom on the auxiliary crane.
  or
  Support the assembled boom with materials of adequate load bearing capacity.
- ► Spool out winch 3 **WIII** until the guying between the upper pulley block and the S-intermediate section for flying assembly **56** is relieved.

DANGER
The boom can fold down!
If the pins on the brackets **60** are unpinned, then the boom can fold down by itself.
Death, severe bodily injuries, property damage.

- ► Make sure that the boom is safely held with the auxiliary crane or that it is supported with stable materials before the pins are unpinned in point **P13**.

- ► Unpin the pin in point **P13** from the brackets **60**.
- ► Tension the guying.

4.11 Assembling SD/SLD/SL(X)D-boom combination(s) with substructure

NOTICE
Overload of boom!
If the boom is not supported before the erection procedure, then the boom will be overloaded during the erection procedure.
The crane will be damaged.

- ► Support the SL-boom from a length of more than 114 m.
- ► Support the SL2/SL4 boom from a length of more than 120 m.
- ► Support the SL10-boom from a length of more than 123 m.
- ► Support the SL11-boom from a length of more than 123 m.
- ► Support the SL13-boom from a length of more than 117 m.
- ► Support the SL14-boom from a length of more than 117 m.
- ► Support the boom with suitable material of sufficient load bearing capacity.

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The SL-boom combination - consisting of a S-pivot section and S- and L-intermediate sections, SL-reducer and the respective end section - must be preassembled in a suitable location.

Swing the preassembled SL-boom combination with the auxiliary crane(s) in to the turntable, pin and secure.

Note

► The boom combinations must each be supported below the auxiliary guying to the heights noted in the following chart, see illustrations.

4.11.1 Supporting the SL-boom from a length of more than 114 m

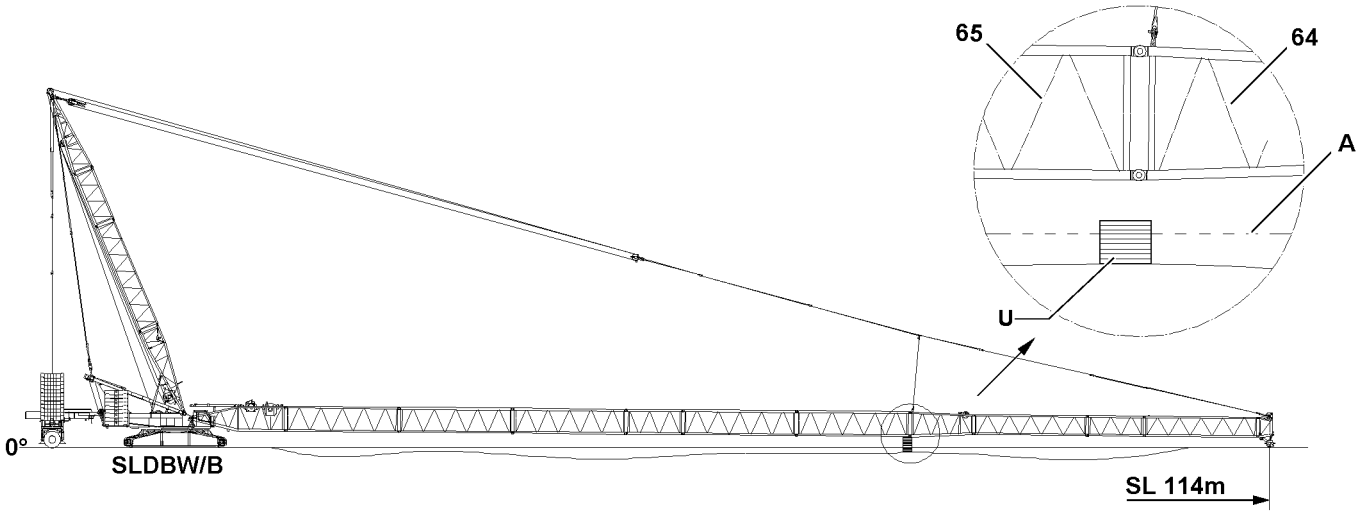

Fig.125174: Supporting from SL 114 m

Note

► The alignment level **A** is the placement level of the crane.

Operating mode	**Support from length**	Substructure **U height**
SL	114 m	0.3 m above alignment level **A**

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4.11.2 Supporting the SL2/SL4 boom from a length of more than 120 m

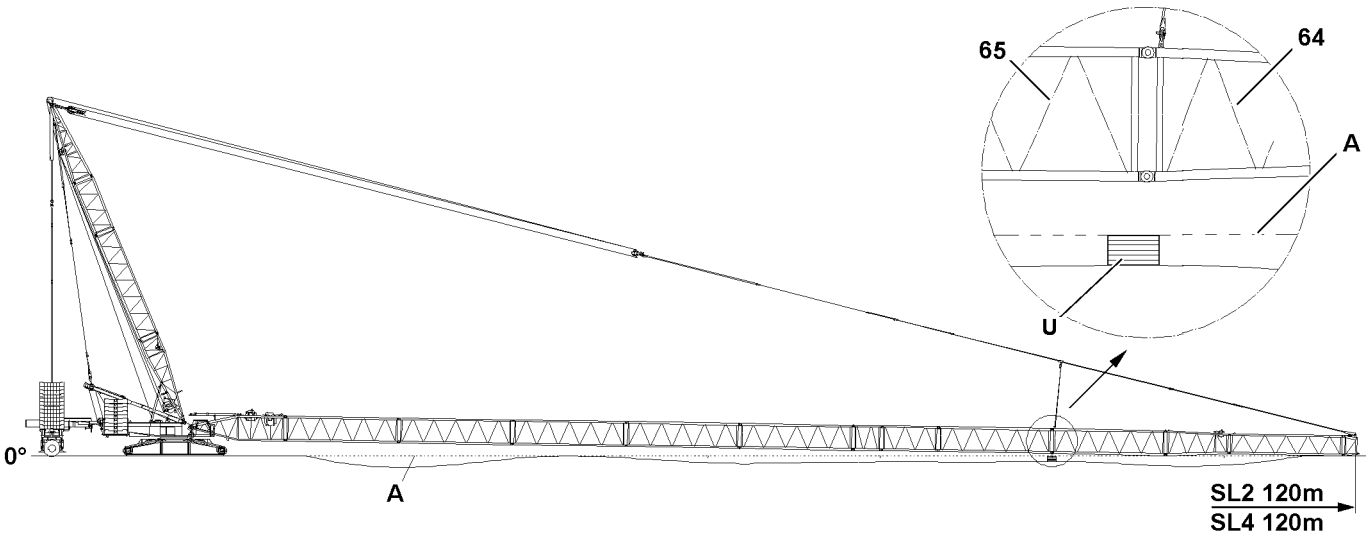

Fig.125172: Supporting from SL2 120 m // SL4 120 m

Note
► The alignment level **A** is the placement level of the crane.

Operating mode	Support from length	Substructure **U height**
SL2	120 m	to alignment level **A**
SL4	120 m	to alignment level **A**

4.11.3 Support the SL10-boom from a length of more than 123 m

NOTICE
Damage to the boom system!
► Make sure that the maximum permissible flexation of the boom system is not exceeded.

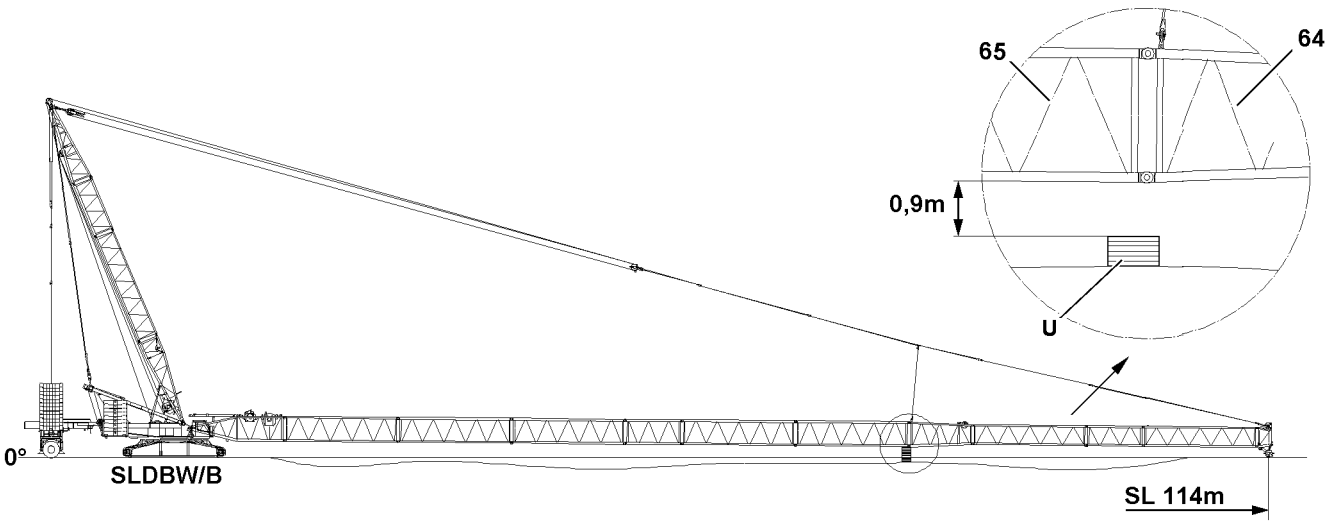

Fig.125173: Support from SL10- 123 m

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Operating mode	Support from length	Maximum permissible flexation
SL10	123 m	0.9 m

4.11.4 Supporting the SL11-boom from a length of more than 123 m

NOTICE
Damage to the boom system!
► Make sure that the maximum permissible flexation of the boom system is not exceeded.

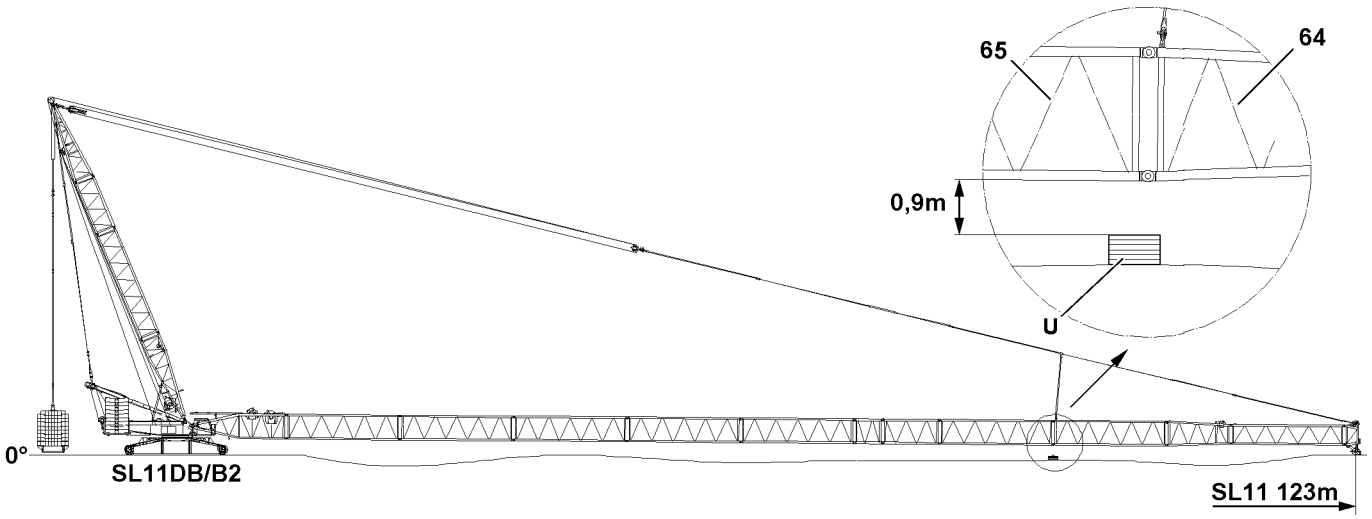

Fig.125175: Supporting from SL11- 123 m

Operating mode	Support from length	Maximum permissible flexation
SL11	123 m	0.9 m

4.11.5 Supporting the SL13-boom from a length of more than 117 m

NOTICE
Damage to the boom system!
► Make sure that the maximum permissible flexation of the boom system is not exceeded.

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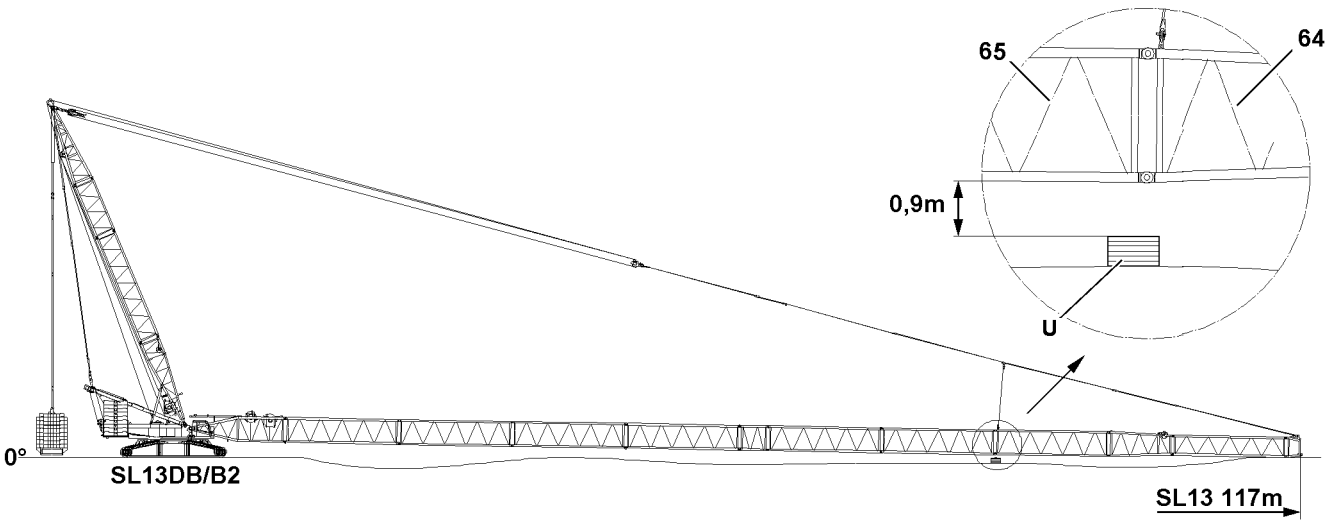

Fig.125177: Supporting from SL13 117 m

Operating mode	Support from length	Maximum permissible flexation
SL13	117 m	0.9 m

4.11.6 Supporting the SL14-boom from a length of more than 117 m

NOTICE
Damage to the boom system!
► Make sure that the maximum permissible flexation of the boom system is not exceeded.

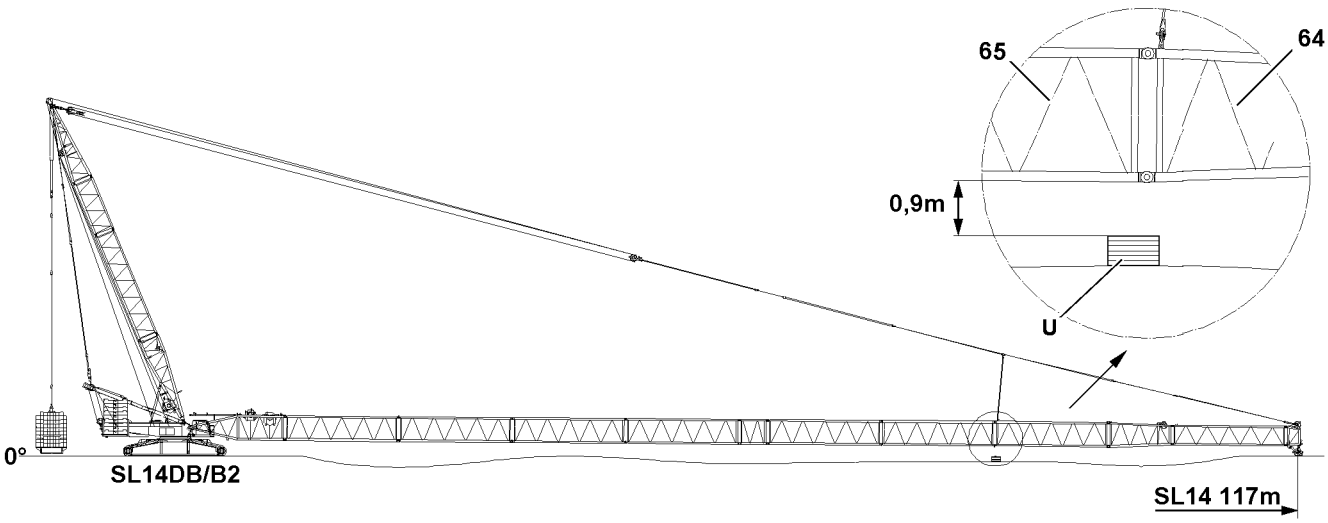

Fig.125176: Supporting from SL14 117 m

Operating mode	Support from length	Maximum permissible flexation
SL14	117 m	0.9 m

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4.11.7 Assembling the boom systems with the substructure

WARNING
Danger due to crane components!
Death, severe bodily injuries, property damage.
► Make sure that the ground has sufficient load-bearing capacity to take on the weight of the crane components or the preassembled boom safely.

► Preassemble the SL-boom combination in a suitable location.

WARNING
Danger of impact / crushing!
Death, severe bodily injuries, property damage.
► Make sure that there are no persons within the danger zone.
► Make sure that no obstacles or objects are within the danger zone.

► Swing in the preassembled SL-boom combination to the turntable with the auxiliary crane.
► Pin and secure the SL-boom combination with the S-pivot section on the turntable, see section „Pinning the S-pivot section on the turntable“.

When the boom combination is pinned on the turntable and secured:
► Take the boom combination down on the ground.

4.12 Establishing the electrical connections

NOTICE
Damage to the electrical connection on the cable drum!
If the electrical connection from the cable drum to the terminal box on the S-pivot section is established first before the connection to the terminal box on the S-end section, the electrical connection can be damaged when spooling out the cable drum.
► Establish first the electrical connection from the cable drum in the S-pivot section to the terminal box on the S-end section and then the electrical connection from the terminal box in the S-pivot section to the cable drum.

Note
► To establish the electrical connections on the S-boom, use the Electric wiring diagram.

Make sure that the following prerequisites are met:
– The S-boom is completely assembled.
– The airplane warning light and the wind speed sensor are assembled.

► Establish the electrical connections.
► Make sure that all electrical connections on the boom are established.

4.13 Checking the function of the safety equipment

WARNING
Malfunctioning safety equipment!
Death, severe bodily injuries, property damage.
► Crane operation with non-functioning safety equipment is **prohibited**.

Note
► The function of the individual limit switches must be checked before erection.
► The function of the limit switch initiators must be checked in the test system, see the Diagnostics manual.

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Note

► If a function check on the limit switches or on the safety equipment does not lead to the desired shut offs, then the plug connections on the connector boxes or the components itself must be checked. If no visible connection errors or component defects can be found, contact **LIEBHERR** Customer Service.

Make sure that the following prerequisites are met:
- All electrical connections have been established.
- The crane engine is running.
- The corresponding operating mode is set on the LICCON monitor.

4.13.1 Checking the wind speed sensor

► Check the movement and the function of the wind speed sensor.

4.13.2 Checking the airplane warning light

► Turn on the airplane warning light on with the button.
► Check the function visually.

4.13.3 Checking the hoist limit switch on the pulley head

Note

► When replacing or changing a hoist limit switch (HES), the corresponding hoist limit switch must have the correct bus address and the correct software version in order to be detected again by the bus system (LSB).

► Actuate the hoist limit switch manually on the pulley head.

Result:

- The spooling up of the hoist winch turns off.
- The „Hoist top“ icon appears on the LICCON monitor 0.
- The limit switch is functioning.

4.13.4 Checking the S-boom „steep position“ limit switch

Note

► The limit switch functions have to be checked individually before erection.

► Cover the limit switch initiators on the S-relapse cylinders individually with a metal plate.

Result:

- The limit switch is actuated manually.
- The spool up function of winch 4 (control winch) turns off.
- The „Boom limitation“ icon appears on LICCON monitor 0.
- The limit switch is functioning.

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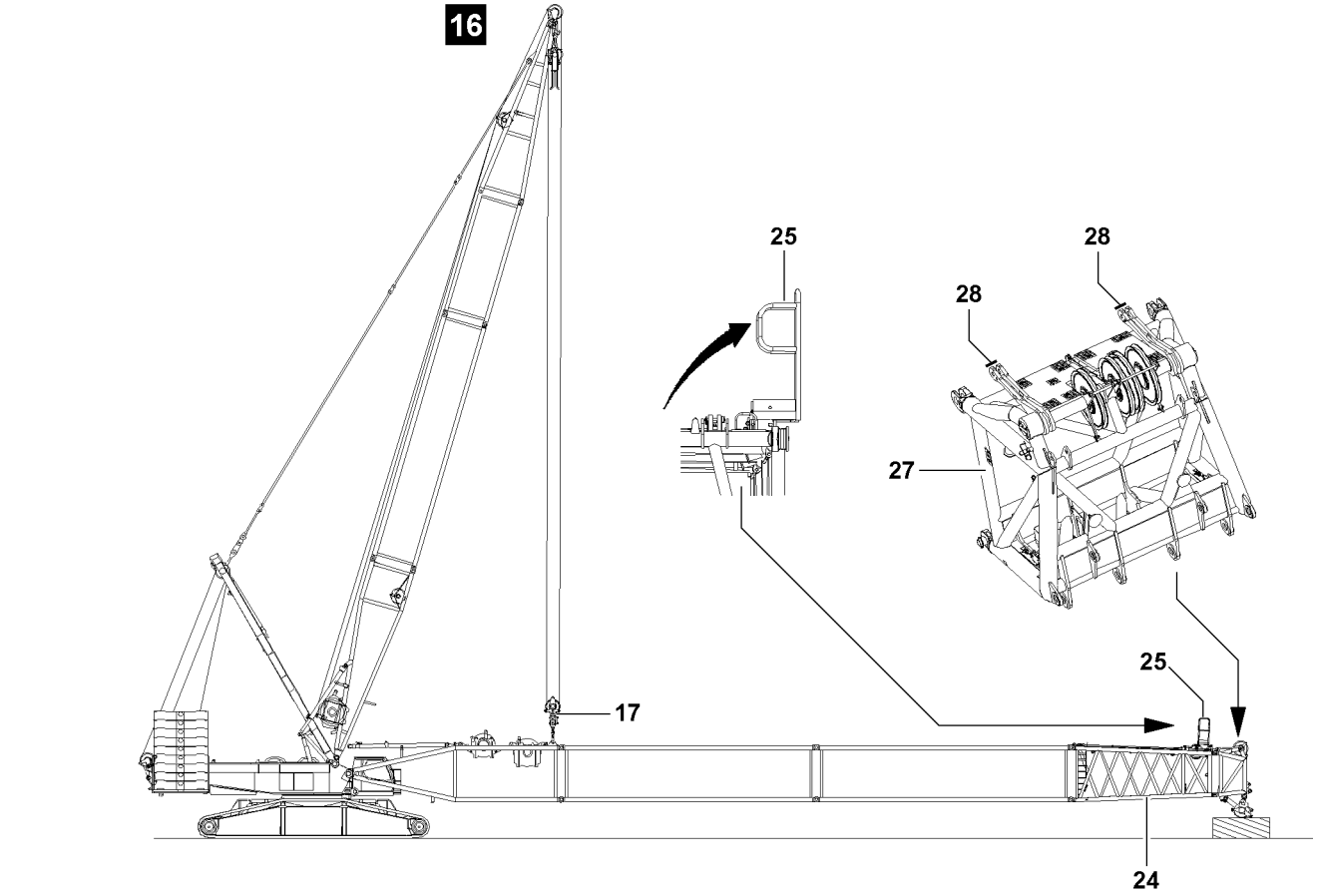

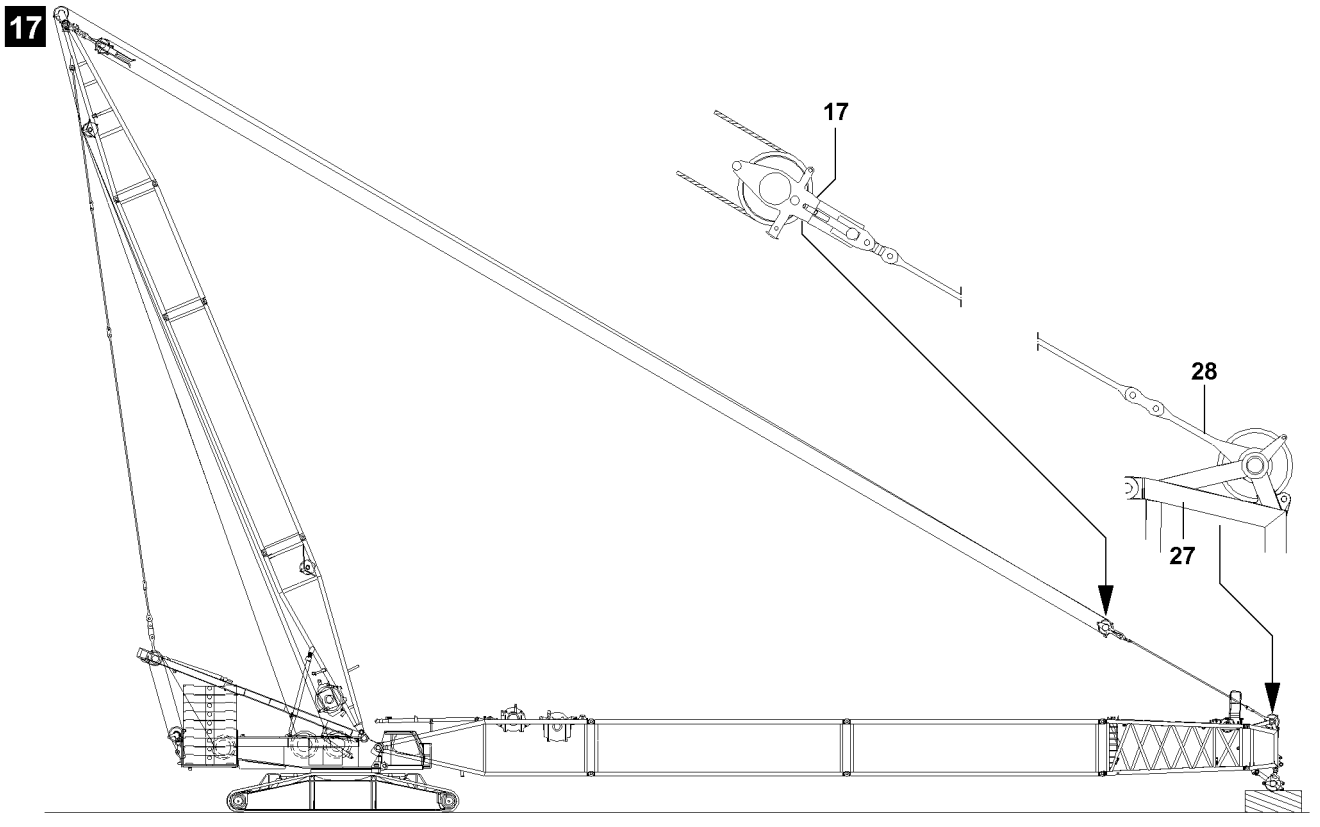

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Fig.106752

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4.14 Assembling the S-guy rods

WARNING
Failure to perform inspection and maintenance on the guy rods!
If the regular inspection and maintenance of the guy rods is not carried out or is carried out only at irregular intervals, then severe accidents can occur due to existing and unrecognized damage to the guy rods.
Death, severe bodily injuries, property damage.
- ► Inspect the guy rods before every assembly, see chapter 8.15.
- ► The S-guy rods must be assembled and secured, see the Rod plan. The numbering in the rod plan must be identical to the numbering on the guy rods.

Note
- ► The guy rods must be installed and secured according to the separately supplied rod plans. The numbering on the rod plans must be identical to the numbering on the guy rods.

Make sure that the following prerequisites are met:
- – The S-boom is completely assembled.
- – All lattice sections are properly pinned with each other.
- – All pin connections are secured.
- – The upper pulley block **17** is unpinned on the S-pivot section.
- – The folding platforms **25** on the SL-reducer **24** are folded and secured „upward“ in the operating position, see chapter 2.06.

- ► Luff the D-boom down to the front.
- ► Lower the upper pulley block **17** to the boom: Spool winch 3 out.

The guy rods are taken down and secured for transport on the corresponding intermediate sections. Before assembly, the transport retainers must be released.

- ► Release the transport retainers of the guy rods.

NOTICE
Danger of property damage!
If the pins of the guy rods are not inserted from the „inside“ to the „outside“, the hoist rope can scrape on the pins and be damaged.
- ► Always insert the guy rod pins from the „inside“ to the „outside“.
- ► Observe the Rod plan.

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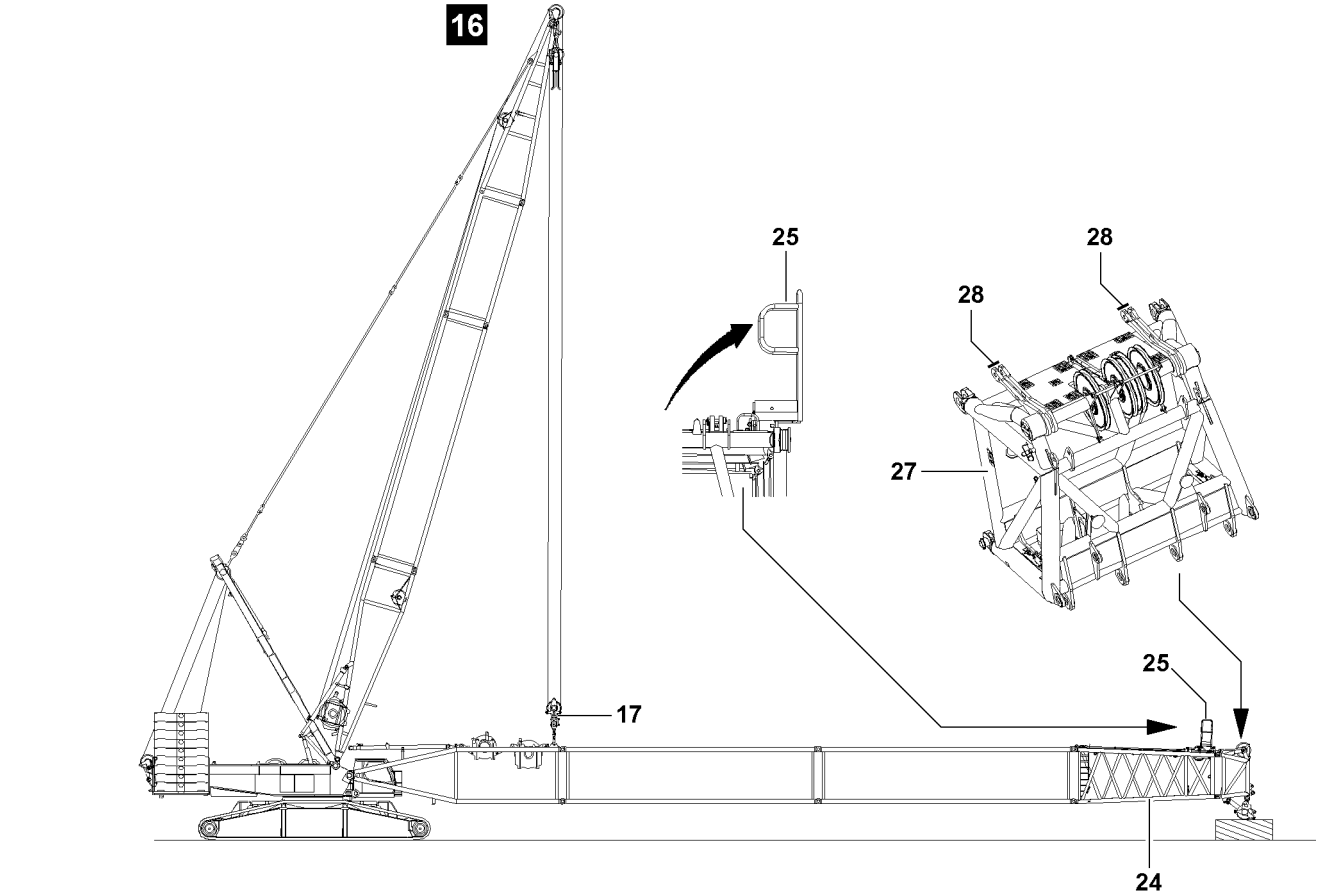

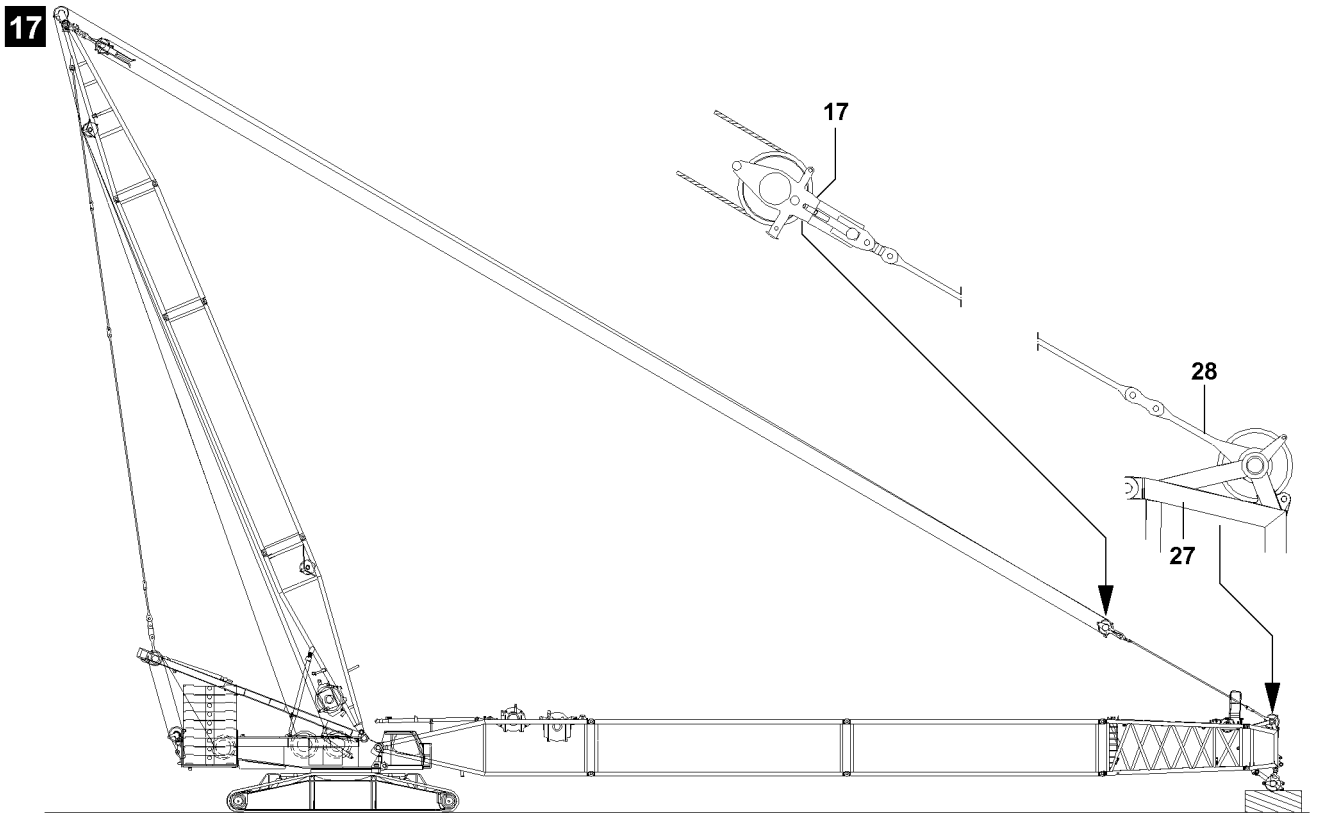

Fig.106752

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Note
► The guy rods of the S-intermediate sections are pinned and secured together starting from the lugs **28** on the fixed point of the S-end section.

► Pin and secure the guy rods for the intermediate sections according to the Rod plan.
► Pin and secure the guy rods with the upper pulley block **17**.

Note
► The S-boom must remain on the ground when erecting the D-boom and may **not** be pulled up together with it.

When the guy rods are pinned and secured with the upper pulley block **17**:
► Erect the D-boom to the operating position and at the same time, spool winch 3 out.

When the D-boom has reached the operating position:
► Tension the guying between the D-boom and the S-boom head, see illustration **17**.

WARNING
The boom can fold down!
If the following notes are not observed, the boom can suddenly fold down when the auxiliary crane or the substructure is removed.
Death, severe bodily injuries, property damage.
► Remove the auxiliary crane or the substructure only if it is ensured that the D-boom is in operating position and the S-boom is safely being held by the guying.

► Remove the auxiliary crane on the S-boom head.
or
Remove the substructure.
► Guide the hoist rope over the rope pulley(s) on the S-boom head, see separate reeving plans.

4.15 Flying assembly with the S-intermediate section 2825.20 FLM: Unpinning the guy rods on the hollow axle on the S-intermediate section

Note
► Depending on the delivery condition / delivery time period of the crane, the S-intermediate sections 2825.20 FLM **6** have pin receptacles **43**, which are used as the park position for the pins **37**.
► The pin receptacles **43** can have different assembly positions, see the following illustrations.
► If the S-intermediate section 2825.20 FLM **6** does not have any pin receptacles **43**, take the pins **37** down in separate tool boxes or a transport box.

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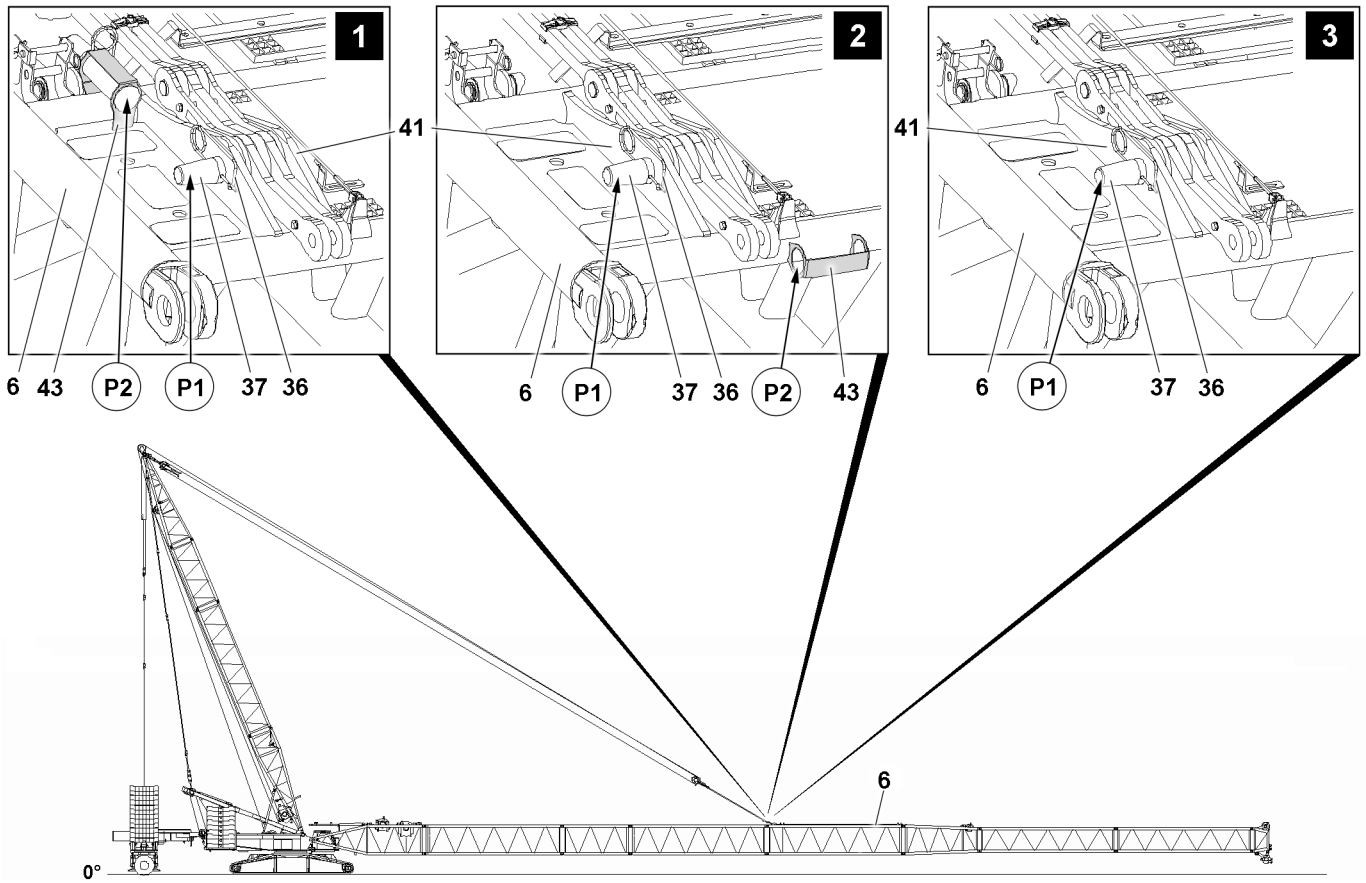

*Fig.155230: Unpinning the guy rods on the hollow axle on the S-intermediate section 2825.20 FLM **6***

- S-intermediate section 2825.20 FLM **6** pin receptacle **43**: Illustration **1**
- S-intermediate section 2825.20 FLM **6** pin receptacle **43**: Illustration **2**
- S-intermediate section 2825.20 FLM **6** pin receptacle **43**: Illustration **3**

WARNING
Folding down boom!
If the pins **37** on the hollow axle of the S-intermediate section 2825.20 FLM **6** are unpinned, the boom can fold down.
Death, severe bodily injuries, property damage.
► Unpin the pins **37** on the assembly brackets **41** only when it is ensured that the boom system is supported with suitable materials or if it is held securely by an auxiliary crane.

WARNING
Falling pins!
Death, severe bodily injuries, property damage.
► After unpinning the pins **37** from theassembly bracket **41**, insert them in the pin receptacles **43** and secure properly.

If pin receptacles **43** are not available:
► Take the pins **37** down together with the retaining element **36** in separate tool boxes.
► Make sure that the pins **37** are **not** inserted in the hollow axle during crane operation.

When all guy rods on the boom system are properly pinned:
► Release the pin **37** in the assembly brackets **41** in point **P1**: Remove the retaining element **36**.
► Unpin the pin **37** in point **P1** and insert it in the park position **P2** in the pin receptacle **43**.
► Properly secure the pin **37** in the pin receptacle **43** with the retaining element **36**.

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Problem remedy
There is no pin receptacle **43** on the S-intermediate section 2825.20 FLM **6**:
► Take the pins **37** down together with the retaining element **36** in separate tool boxes or a transport box.

► Erect the SA-frame until the guy rods between the SA-bracket and the S-end section tension.

5 Erecting the boom

WARNING
The crane can topple over!
If the following conditions are not met before erecting the boom, the crane can topple over.
Death, severe bodily injuries, property damage.
► It is not permitted to turn the crane during the erection procedure.
► Observe the specifications in the erection and take-down charts.
► Observe the technical safety instructions, see chapter 5.01.
► Extend the S-relapse cylinder before erection.
► Do not allow slack rope to form on the control winch.

WARNING
Unutilized guy rods on boom!
If guy rods are on the lattice sections which are not used for operation, then there is a danger of accident.
Death, severe bodily injuries, property damage.
Guy rods can loosen up and fall down.
The load chart is invalid.
The load display of the LICCON computer system shows an incorrect value.
The weight of the boom is too heavy for erection.
► Disassemble and remove unutilized guy rods on the transport retainers before erecting the boom.

WARNING
Falling hoist rope!
If the hoist rope is not reeved with the respective length before the erection procedure, then it can fall down backward due to its own weight.
Death, severe bodily injuries, property damage.
► Reeve in the hoist rope properly according to the reeving plan.
► Reeve in the hoist rope with sufficient length before the erection procedure.
► The hoist rope must be constantly monitored during erection.
► Do not step into the danger zone.

Make sure that the following prerequisites are met:
– The crane is horizontally aligned.
– The central ballast, counterweight and, if applicable, derrick ballast are installed according to the data in the erection / take-down charts / load chart.
– When corresponding erection / take-down charts are specified: The mechanical auxiliary supports are properly installed.
– If mechanical auxiliary supports are specified: The main boom is assembled and positioned “to the side” over the mechanical auxiliary supports.
– When corresponding erection / take-down charts are specified: The minimum weight of the hook block is complied with within the specified boom angle range.
– The requirements on minimum reeving are observed.
– The specifications regarding the erection procedure are implemented, the erection / take-down charts are observed.
– All electrical connections have been established.
– All hydraulic connections have been established.
– All limit switches are functioning.

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- All pin connections are secured.
- The hoist rope has been correctly inserted in the rope pulleys and is prevented from jumping out with the rope retaining pins.
- The boom system and the safety equipment are free of snow, frost and ice.
- All unnecessary guy rods are removed from the boom system.
- There are no loose or unnecessary parts on the boom system.
- The LICCON overload protection has been set according to the data in the load chart.
- The LICCON overload protection settings have been compared with the actual set up configuration.
- Assembly operation is activated, the assembly icon appears on the LICCON monitor.
- No personnel is present in the danger zone.

5.1 Extending the S-relapse cylinders

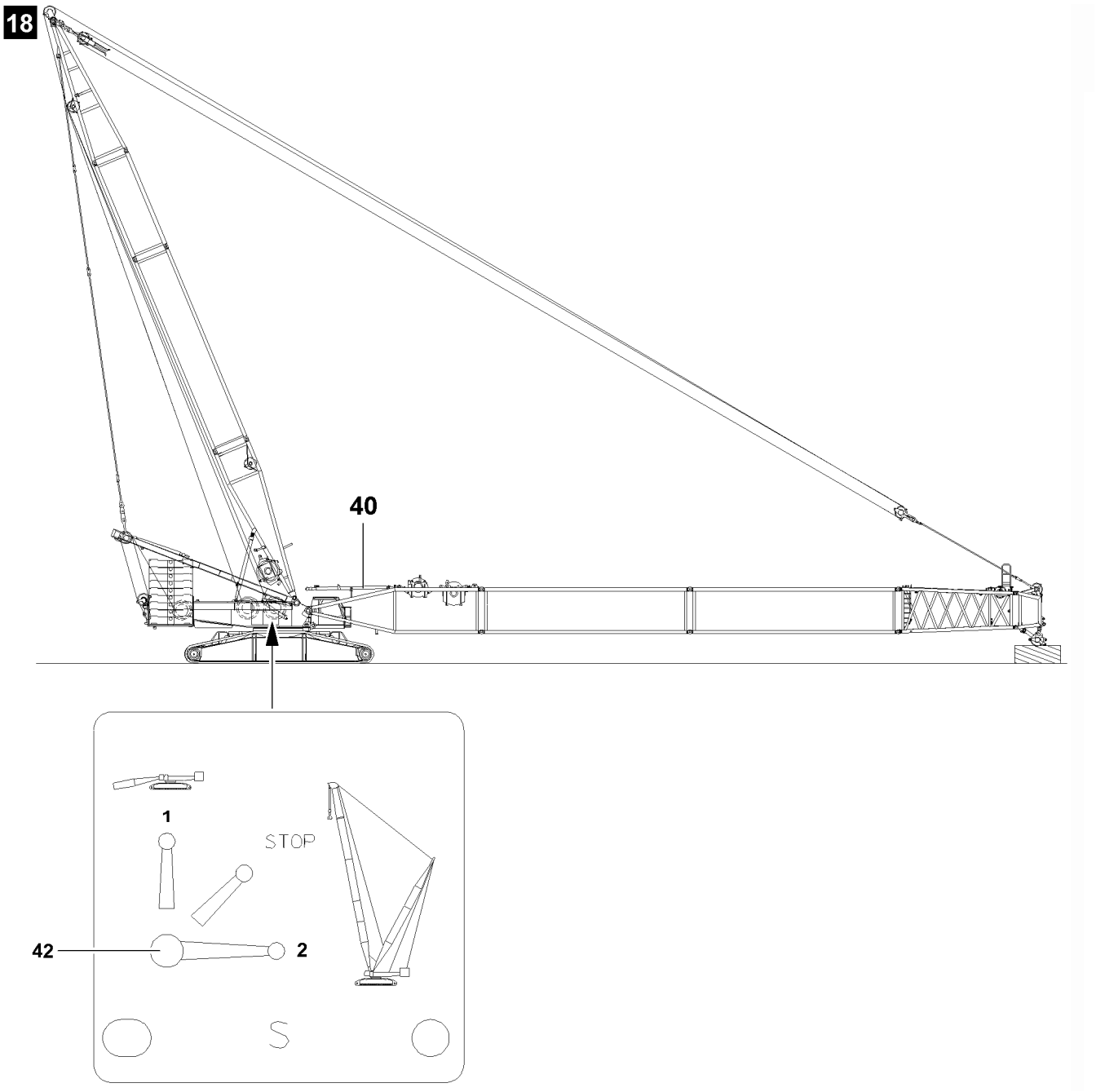

Fig.119483

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NOTICE
Damage to the relapse cylinders!
By extending the S-relapse cylinders, a collision with the D-relapse cylinders can occur.
This can result in severe damage to the relapse cylinders.
► Extend the S-relapse cylinders only when the D-boom is in the operating position.

WARNING
The crane can topple over!
If the S-relapse cylinders are not extended before erecting the S-boom, then the S-boom can fall off to the rear during crane operation and the crane can topple over.
Death, severe bodily injuries, property damage.
► Extend the S-relapse cylinders **40** before erecting the S-boom.
► Secure the ball valve **42** during crane operation to prevent inadvertent actuation.

Ball valve positions	
2	Crane operation, extend the piston rod
1	Assembly, retract the piston rod
STOP	The piston rod cannot be retracted / extended

The piston rods on the S-relapse cylinders **40** can be extended with the ball valve **42**.

► Set the ball valve **42** to position **2**.

Result:

– The piston rods of the S-relapse cylinders **40** extend.

Note
► The ball valve **42** is secured by closing the cabinet door and removing the key.

When the piston rods of the S-relapse cylinders **40** are fully extended:
► Close the cabinet doors and pull out the key.
► Hand the key to an authorized person.

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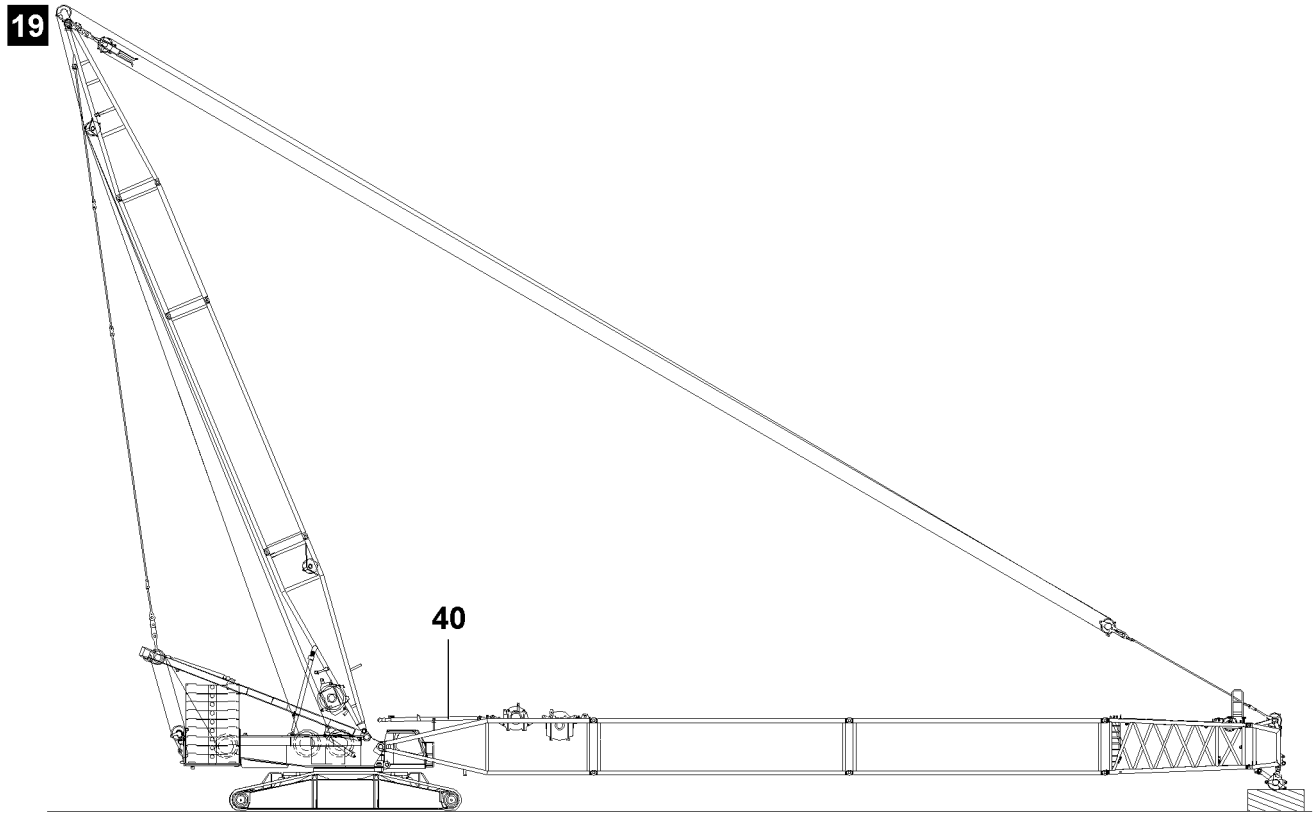

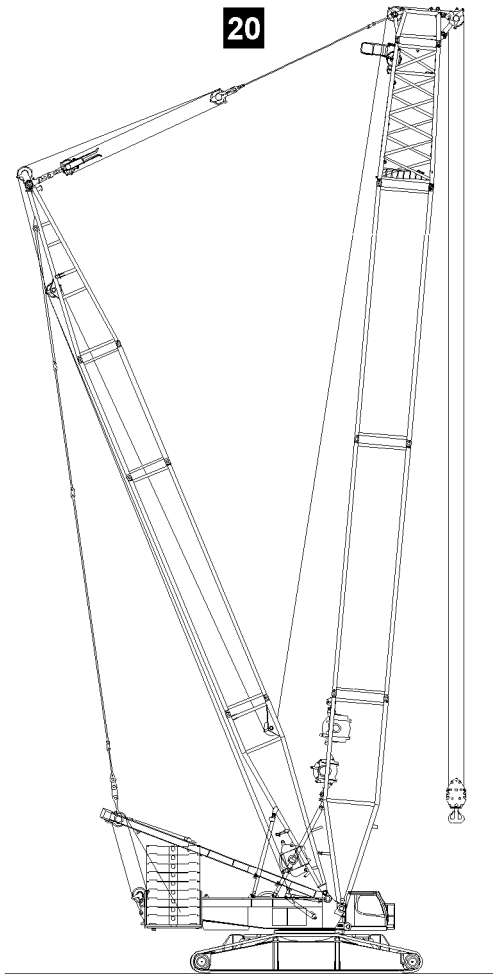

Fig.119484

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5.2 Erection procedure

DANGER
The crane can topple over!
► It is prohibited to turn the crane superstructure while erecting the boom.
► Observe the data in the Erection and take down charts.

Make sure that the following prerequisite is met:
– The boom has been lifted off the ground.

5.2.1 Reeving the hook block in

► Erect the boom until the end section lifts off the ground.
► Check the actual load on the LICCON monitor.

Problem remedy
Actual load on the LICCON monitor is larger than 0.0 t !
► Observe the notes for input of hook block weight, see chapter 4.02.

Note
► Hoist rope reevings, see chapter 4.06 and the reeving plan.

► Reeve in the hook block properly and secure the hoist rope on the rope fixed point, for reeving, see the reeving plan.
► Attach the hoist limit switch weight.
► Enter the weight of the hook block in the LICCON computer system.

5.2.2 Erecting the boom

WARNING
The crane can topple over!
The crane can topple over if the crane is operated with the LICCON overload protection exceeded.
Death, severe bodily injuries, property damage.
► The boom radii specified in the load chart may not be exceeded or fallen below, even if there is no load on the hook.

If required in the erection and take-down chart:
► Carry the hook block along.

Note
► When the lowest operating position of the boom is reached, the LICCON overload protection is activated.
► The displays on the LICCON monitor turn off.
► The maximum load icon displays a load number in „t“ instead of the display „???“.

► Luff the boom up to the lowest operating position.

Result:

– As soon as the boom has reached the lowest operating position, the assembly icon on the LICCON monitor turns off.
– The LICCON overload protection is active.

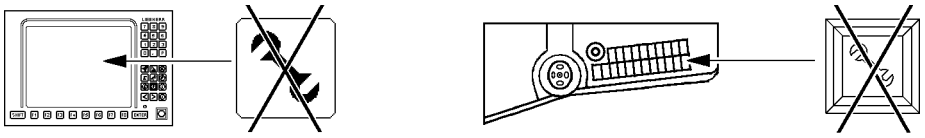

Fig.163461: Erection procedure

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► Make sure that the assembly icon **no longer** appears on the LICCON monitor, see illustration.

For crane types with the Assembly key button in the instrument panel:
► Make sure that the indicator light in the assembly key button is off, see illustration.

Note

For crane types with the Assembly key button in the instrument panel:
► The assembly key button must be turned off manually in some cases. The corresponding indicator light must be off, see chapter 4.01.

6 Operating the crane

WARNING
The crane can topple over!
During normal crane operation, the crane can be overloaded and topple over if the LICCON overload protection is exceeded / bypassed.
► During normal crane operation, make sure that the assembly icon no longer appears on the LICCON monitor.

Note

If after erection of the boom system the ballasting [1)] must be adapted to the load chart:
► Determine the suitable operating position for the boom system using the LICCON job planner.

In the case of operating modes with derrick ballast, the following also applies:
► Set the derrick ballast down on the ground in order to carry out adjustments.

1) Depending on the operating mode, this includes: Central ballast, counterweight (turntable ballast), ballast on the turntable extension, derrick ballast (suspended ballast / ballast trailer)

6.1 Preparing for crane operation

Note
► Observe the notes, see chapter 4.02, chapter 4.05, chapter 4.08 and chapter 5.01.
► During crane operation, the crane ballasting must comply with the load chart.
► During crane operation / travel operation the mechanical auxiliary support may not be installed.

Make sure that the following prerequisites are met:
– The LICCON overload protection is active.
– The assembly icon does **not** appear on the LICCON monitor.
– If present: The assembly-key button on the instrument panel has turned off, the corresponding indicator light is off.
– The LICCON overload protection has been set according to the data in the load chart.
– The crane set up configuration complies with the load chart.
– When specified: The minimum weight of the hook block is complied with within the specified boom angle range.

WARNING
The crane can topple over!
► Check the horizontal position of the crane before and during crane operation.
► If the crane operator leaves the cab, even for a short time, the operating mode setting must be checked and reset if necessary before resuming crane operation.

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6.1.1 Checking the settings

- ► Check the function of the overload protection by running against the operating positions „on top“ and „bottom“.
- ► Check the hoist limit switch by running against the hoist limit switch weight.
- ► Check the function of the limit switches on the relapse cylinders.

7 Disassembling the SLD / SD-boom

WARNING
Danger of falling!
During assembly / disassembly, inspection and maintenance work, assembly personnel must be secured with appropriate aids to prevent them from falling.
Death, severe bodily injuries, property damage.

- ► All work at a height, when there is a danger of falling, must be carried out with suitable aids.
- ► If aids are not available and work cannot be carried out from the ground, then assembly personnel must secure themselves with the supplied fall arrest system to prevent falling, see chapter 2.04.
- ► If fall protection equipment is available, then it must be used, see chapter 2.06.
- ► When lifting, lowering, swinging crane parts in and out, no persons may remain in the danger zone.
- ► When closing or opening boom systems during boom assembly or boom disassembly, no persons may remain on the boom system or in the danger zone.
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work.
- ► Only step on the aids, ladders and catwalks with clean shoes.
- ► Keep aids, ladders and catwalks free of heavy dirt, snow and ice.
- ► During all assembly and disassembly work, maintenance work and inspections, travel or crane operation is prohibited.
- ► Remaining on a suspended load is prohibited.
- ► Stepping or walking on crane components and lattice sections with an incline of more than 20° is prohibited.
- ► For all assembly work, the crane driver of the main crane must be in voice contact with the crane driver / crane drivers of the auxiliary crane / auxiliary cranes.
- ► For assembly tasks, the crane driver may only initiate crane movements when the responsible guide has explicitly released the movement.

WARNING
The lattice sections can fall down!
If the lattice sections are not pinned and secured correctly, then they can fall down.
Death, severe bodily injuries, property damage.

- ► Insert or unpin both pins on the same horizontal level, i.e. **left and right**.
- ► Do not stand under the lattice sections or within the entire danger zone during the boom pinning and unpinning procedure.
- ► Safely secure the pins in the storage locations as well as in the receptacles.
- ► It is prohibited to lean the ladder against the component being disassembled.

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WARNING
Danger of impact / crushing!
When assembling / disassembling crane components with the auxiliary crane, crane components can start to swing back and forth.
When lifting / lowering and positioning crane components, there is an increased danger of impact / crushing.
Death, severe bodily injuries, property damage.
- ► Make sure that personnel cannot be caught by components.
- ► Make sure that the crane is horizontally aligned.
- ► When working in danger zones: Use aids to protect limbs.
- ► Guide components with suitable aids to minimize oscillation.

DANGER
The component can fall down!
If the corresponding component is disengaged from the auxiliary crane before the corresponding component is pinned, then the corresponding component can fall down.
Death, severe bodily injuries, property damage.
- ► Do not detach the auxiliary crane until the respective component is pinned and secured.

WARNING
The crane can topple over!
- ► The turntable may not be turned during the assembly of the boom.
- ► Observe the assembly conditions, see chapter 3.06.

WARNING
Danger of accident!
Death, severe bodily injuries, property damage.
- ► For assembly of the boom combinations, the rod plan must be observed and adhered to.
- ► Depending on the condition of the ground, the boom and the lattice sections must be supported for boom assembly.
- ► Observe the technical safety instructions, see chapter 5.01.

WARNING
Danger of accident in case of incorrect crane operation!
Accidental crane movements can cause serious accidents.
- ► Only permit crane movements using the master switch when secure operability is guaranteed.

If the crane is equipped with radio remote control*:
- ► Only permit crane movements using the manual control lever when secure operability is guaranteed. Observe the radio remote control operating instructions.

Note

If when taking down the boom system the ballasting [1)] must be adapted to the erection / take-down charts:
- ► Determine the suitable operating position for the boom system using the LICCON job planner.

In the case of operating modes with derrick ballast, the following also applies:
- ► Set the derrick ballast down on the ground in order to carry out adjustments.

1) Depending on the operating mode, this includes: Central ballast, counterweight (turntable ballast), ballast on the turntable extension, derrick ballast (suspended ballast / ballast trailer)

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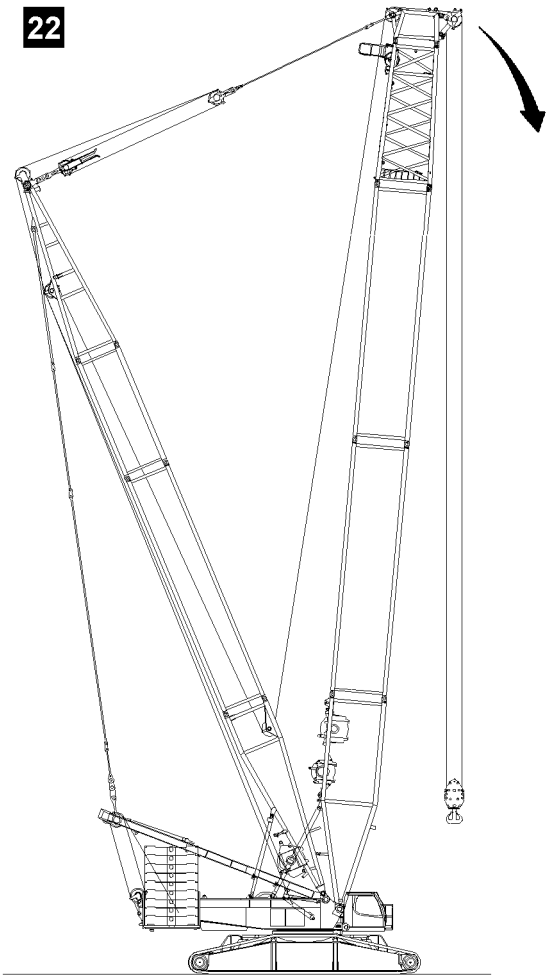

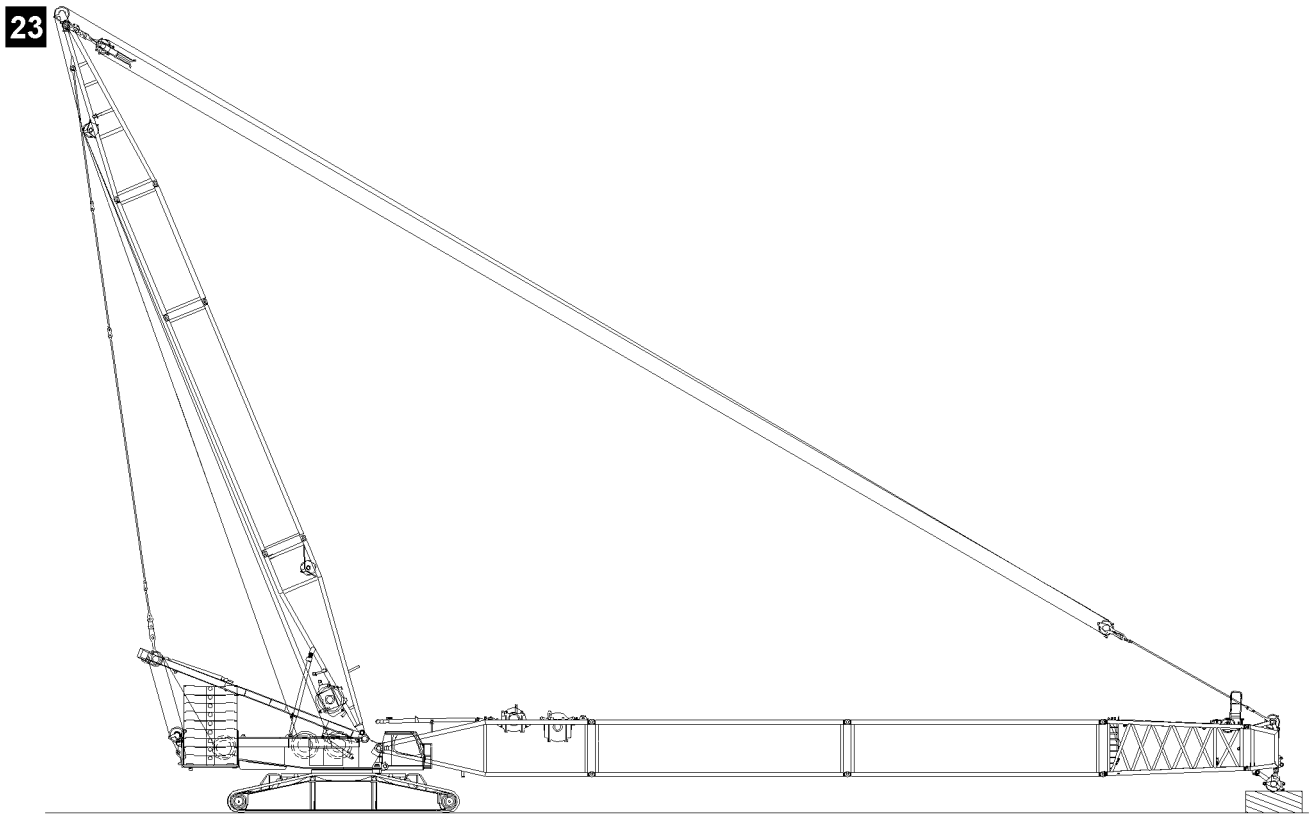

Fig.119485

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7.1 Taking the S-boom (main boom) down

WARNING
The crane can topple over!
If the following conditions are not met before taking down the boom, the crane can topple over and fatally injure personnel.
- ► The turntable may not be turned during the disassembly of the boom.
- ► Observe the technical safety instructions, see chapter 5.01.
- ► Observe the specifications in the erection and take-down charts.

If required in the erection and take down chart:
- ► Carry the hook block along with the auxiliary crane.

NOTICE
Damage to the boom components!
Taking down the boom system can lead to a collision between the hook block and the pulley head.
The boom components can be severely damaged.
- ► Luff the boom system down and spool the hoist winch out at the same time.
- ► When luffing the boom system down, the D-boom must remain in the operating position until the S-end section is laying on the ground or on a substructure.

Note
- ► Depending on the condition of the ground, the boom and the lattice sections must be supported for the disassembly of the boom.

Make sure that the following prerequisites are met:
- – The crane is horizontally aligned.
- – When corresponding erection / take-down charts are specified: The mechanical auxiliary supports are properly installed.
- – If mechanical auxiliary supports are specified: The main boom is assembled and positioned “to the side” over the mechanical auxiliary supports.
- – The central ballast, counterweight and, if applicable, derrick ballast are installed according to the data in the erection / take-down charts / load chart.
- – When corresponding erection / take-down charts are specified: The minimum weight of the hook block is complied with within the specified boom angle range.
- – The specifications regarding the erection / take-down of the boom system are implemented, the erection / take-down charts are observed.
- – The LICCON overload protection has been set according to the data in the load chart.
- – The LICCON overload protection settings have been compared with the actual set up configuration.
- – The railing is suitable to take down the boom system completely.
- – An auxiliary crane is available.
- – An assembly scaffolding / work platform is available.
- – No personnel is present in the danger zone.

7.2 Luffing the boom down

Note
- ► The luff down movement is turned off as soon as the lowest operating position is reached.
- ► When the lowest operating position of the S-boom is reached, the load number in the maximum load icon turns off and the „???“ display appears instead of the load number.
- ► Alarm functions appear on the crane operating screen.

- ► Luff the main boom down to the „lowest“ operating position.

Result:

- – The luffing movement is turned off.
- – The „STOP“ icon appears on the LICCON monitor.

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WARNING
The crane can topple over!
In assembly operation the LICCON overload protection is deactivated.
In the event of deliberate improper use, the crane could collapse, the boom can break off or the crane can topple over.
Death, severe bodily injuries, property damage.
- ► Activate the assembly operation only when the consequences are known.
- ► Enter the set up configuration correctly into the LICCON computer system.
- ► Observe the erection / take down charts.
- ► Crane operation with deactivated LICCON overload protection is prohibited.
- ► During assembly operation only crane movements relevant for the assembly may be carried out until a permissible operating and load range is reached.
- ► The crane operator carries complete and sole responsibility for his actions if the LICCON overload protection is deactivated.

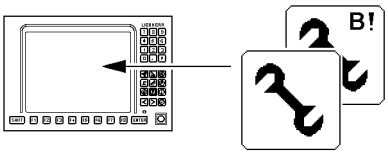

Fig.163460

When the boom has reached the „lowest“ operating position:
- ► Activate assembly operation.

Result:

- – The LICCON overload protection is bypassed / exceeded.
- – The assembly icon appears on the LICCON monitor, see illustration.

Note
Activate assembly operation
Assembly operation is activated with the „Exceedance of shut-off limits of the LICCON overload protection“ function.
The shut-offs are bypassed when assembly operation is activated.
- ► For the location and function of the operating elements in order to activate assembly operation, see chapter 4.01 and chapter 4.02.
- ► In some situations, the character „B!“ can appear to the top right in the assembly icon, see chapter 4.02.

- ► At the same time, spool the hoist winch out and luff the main boom down until the hook block touches the ground.

7.3 Reeving the hook block out

- ► Disassemble the hoist limit switch weight and reeve the hook block out.

7.4 Spooling the hoist rope up

WARNING
Spooling up of the hoist rope!
Death, severe bodily injuries, property damage.
- ► All rope retaining pins / pipes on the S-boom are removed.
- ► Slowly spool up the hoist rope over the rope pulleys back to the winch.
- ► Make sure that no personnel is within the danger zone!

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NOTICE
Overspooled winch!
If the rope is pulled under the winch when spooling up, the settings of the cam limit switch are no longer correct and there is an increased danger of accident.
As a result, extensive adjustment work on the cam limit switch is required.
► All rope retaining pins / pipes on the S-boom are removed.
► Slowly spool up the hoist rope over the rope pulleys back to the winch.
► Stop the winch in time, with sufficient rope reserve.
► Do not overspool the winch.

► Spool the hoist rope up.
► Take the main boom down onto the ground (substructure).

7.5 Adapting ballasting according to disassembly

According to the progress of disassembly, the counterweight and central ballast may have to be adapted.

– Adapt the ballasting in the same way for disassembly.
  • Disassembling the lattice sections in „flying“ mode
  • „Open“ the boom
– When the pivot section is disassembled: Maximum counterweight observed according to the assembly conditions, see chapter 3.06.

7.6 Disconnecting the electrical connections to the boom

Make sure that the following prerequisite is met:
– The S-boom is lying on the substructure on the ground.

NOTICE
Damage to the cable drum or cable!
If the cable of the cable drum is not properly spooled up on the cable drum after unplugging the S-end section, then the cable drum or the cable can be significantly damaged.
► Spool the cable drum up after unplugging.

► Spool the cable drum up and secure it to prevent inadvertent spooling out.
► Make sure that all electrical connections on the S-boom have been disconnected.

7.7 Disconnecting the hydraulic connection on the boom

When releasing hydraulic lines with quick couplings, make sure that the coupling procedure is carried out correctly.

WARNING
Pressure in the hydraulic lines!
If the pressure supply is not interrupted before connecting / releasing the hydraulic lines, the hydraulic oil can escape with high pressure.
Death, severe bodily injuries, property damage.
► Release the pressure in the hydraulic system before connecting / disconnecting: Interrupt the pressure supply and wait a short time.

► Install the coupling components (sleeve and connector) with the knurled nut.
► Disconnect the hydraulic connections.
► Install dust caps on the quick couplings.

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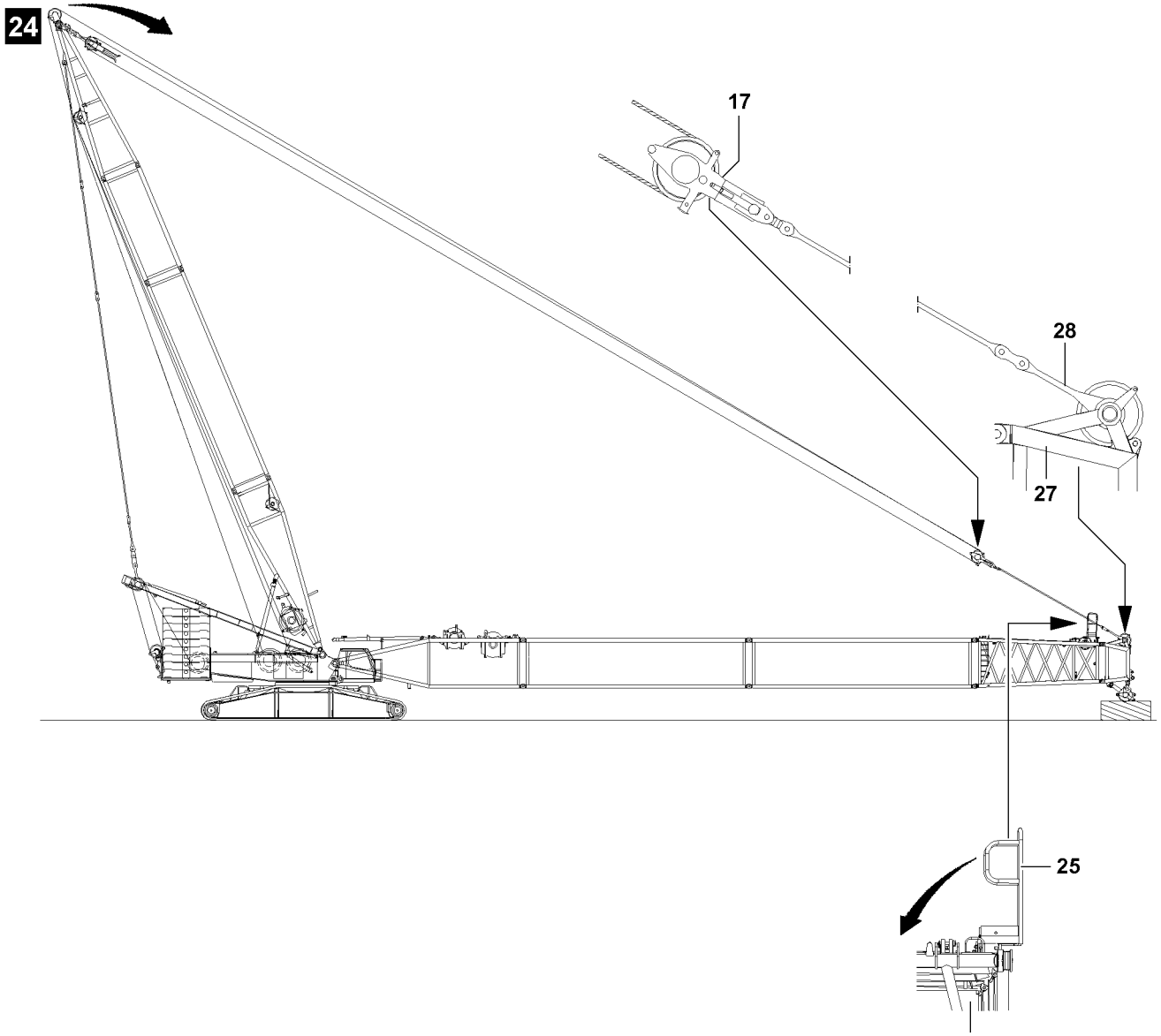

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Fig.106833

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7.8 Disassembling the guy rods and folding in the folding platforms

► Relieve the guying: Luff the D-boom down to the front and at the same time spool out winch 3.

When the guying is relieved:
► Unpin the upper pulley block **17** on the guy rods.
► Take the guy rods down on the intermediate sections and secure with transport retainers.
► Disconnect the guy rods according to their association to the intermediate sections.

NOTICE
Damage to the intermediate sections!
► Do not pull the upper pulley block **17** over the intermediate sections, rather carry them along with the auxiliary crane.

When the guy rods are taken down into the transport retainers and secured:
► Erect the D-boom and spool the hoist rope up at the same time.

Note
► To retain the system dimensions for on road travel the folding platforms **25** must be folded in to the transport position and pinned, see illustration **24**.

► Bring the folding platforms **25** into the transport position with the auxiliary crane, see chapter 2.06.

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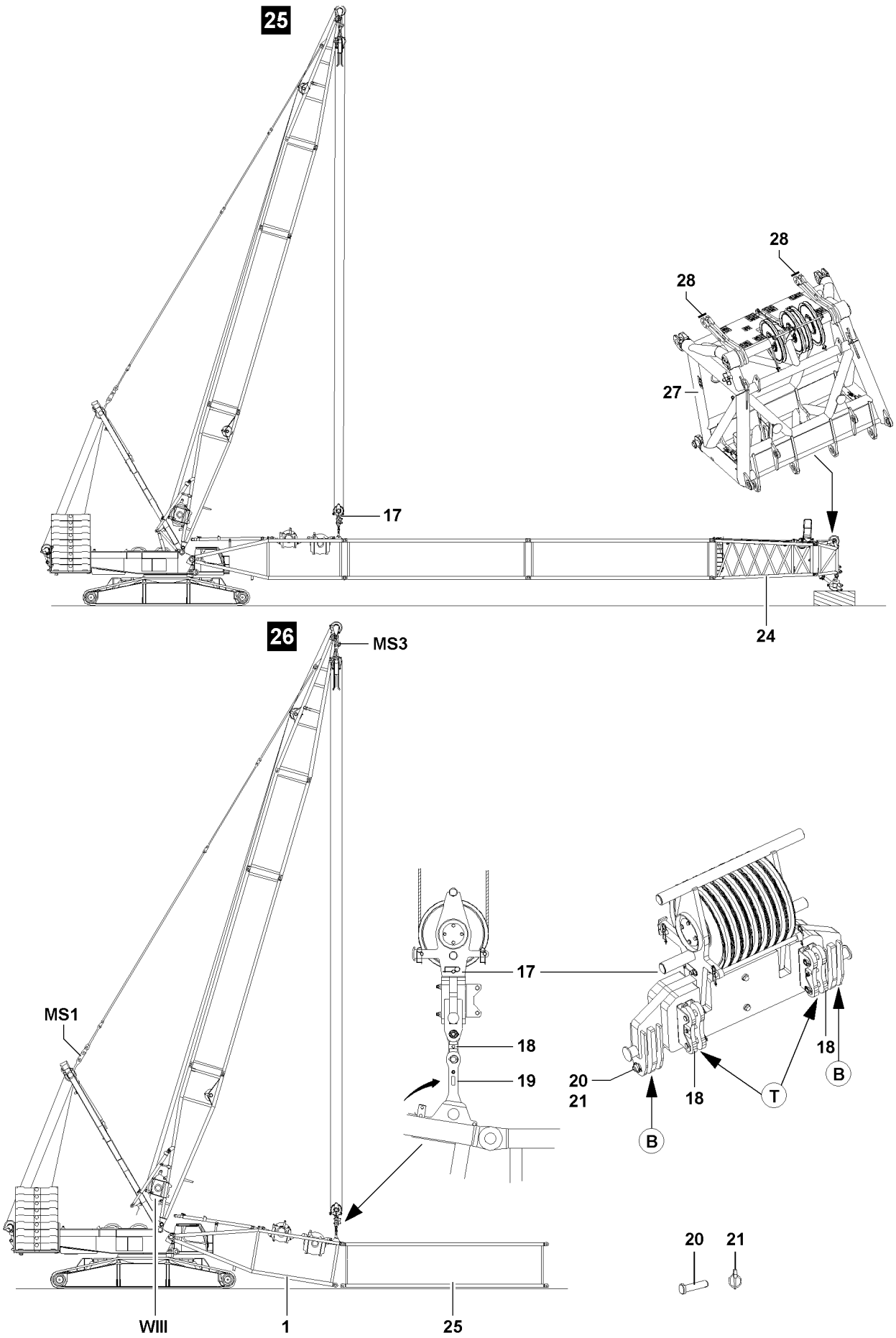

Fig.110730

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7.9 Disassembling the S-boom

WARNING
The boom can suddenly fold down!
If the following conditions are not met before disassembling the boom, the boom can fold down.
Death, severe bodily injuries, property damage.
- ► Support the S-boom during disassembly with suitable materials.
- ► During pinning and unpinning of the lattice sections, it is prohibited for anyone to remain **under** or **on** the components as well as within the entire danger zone.

Make sure that the following prerequisites are met:
- – All electrical and hydraulic connections have been disconnected.
- – The guy rods have been disassembled and taken down in the transport retainers.
- – The folding platforms are pinned and secured in the transport position, see chapter 2.06.

7.9.1 Turning the turntable for further disassembly

Only for boom systems that were taken down to the side.

Note

In the case of boom systems that require a mechanical auxiliary support for erection / take-down:
- ► Due to the necessary disassembly of the boom system to the side, there is the risk of collision between the mechanical auxiliary support and the main boom-pivot section as well as the crawler chains.
- ► Observe the section „Using the mechanical auxiliary support“

WARNING
The crane can topple over!
If the following conditions are not met before turning the turntable, then the crane can topple over.
Death, severe bodily injuries, property damage.
- ► Observe the maximum permissible ballast combinations.
- ► To lift the)partially-disassembled) main boom, it is mandatory to observe the specifications for the flying assembly of the boom system.

- ► Plan that the turntable is rotated to the front at the right time, see section „Using the mechanical auxiliary support“.

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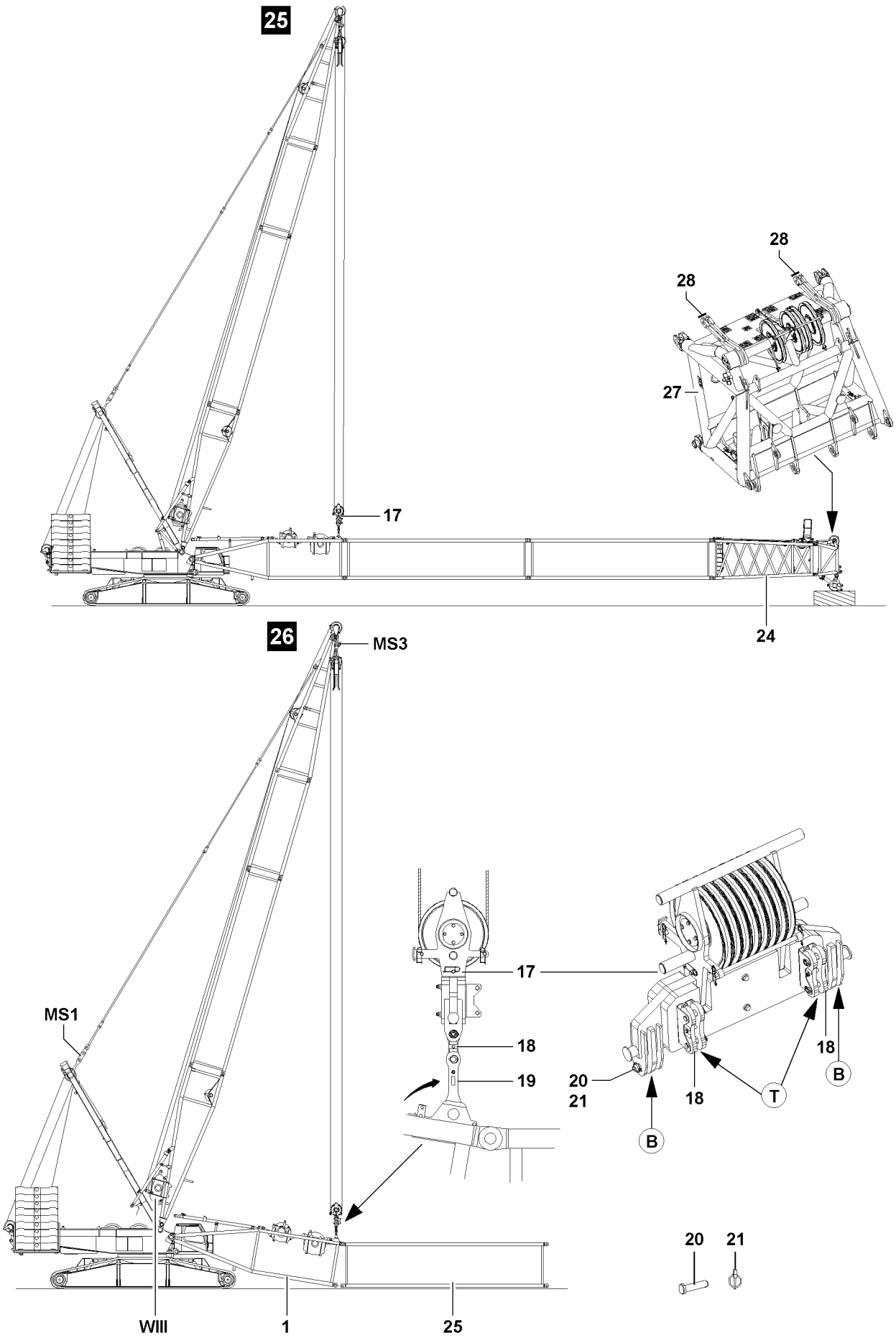

Fig.110730

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7.9.2 Disassembly procedure

- ► Lower the upper pulley block **17** until it is located over the assembly brackets **19** on the S-pivot section **1**.
- ► Pin and secure the upper pulley block **17** with the brackets **18** on the assembly bracket **19**.
- ► Use the pin **20** and locking pin **21**.

WARNING
The crane can topple over!
If the following conditions are not met, the crane can topple over or be significantly damaged.
Death, severe bodily injuries, property damage.

- ► The maximum permissible total force in the test point **MS1** (**200 t**) may **not** be exceeded.
- ► The maximum permissible total force in the test point **MS3** (**138 t**) may **not** be exceeded.
- ► Lifting the following boom lengths is permissible if the maximum permissible total force on test point 1 (MS1) and test point 3 (MS3) is noted, observe the following charts.

Note

- ► The actual forces on the test point **MS1** and on the test point **MS3** are shown on the LICCON monitor 1.
- ► Tension the guying on the SA-frame with the same force as during the assembly.
- ► For this, refer to the ACTUAL force at test point 1 (MS1) measured and recorded during assembly.
- ► The pins will therefore be easier to pull and the pins and brackets will not be damaged.

Maximum permissible system lengths for a maximum total force MS1 of 200 t and a maximum total force MS3 of 138 t

Boom system	Maximum system length	Equipment	DB_{min} 1)	ZB_{min} 2)	Illustration
SL(D)	54.0 m		150 t	65 t	13
	60.0 m	- with reducer - without head	150 t	65 t	12
S(D)	48.0 m		150 t	65 t	13
	58.0 m		150 t	65 t	12
	66.0 m	- without reducer - without head	150 t	65 t	12

1) This counterweight must be at least installed on the turntable for „disassembly“.
2) This central ballast must be at least installed on the crawler center section for „disassembly“.

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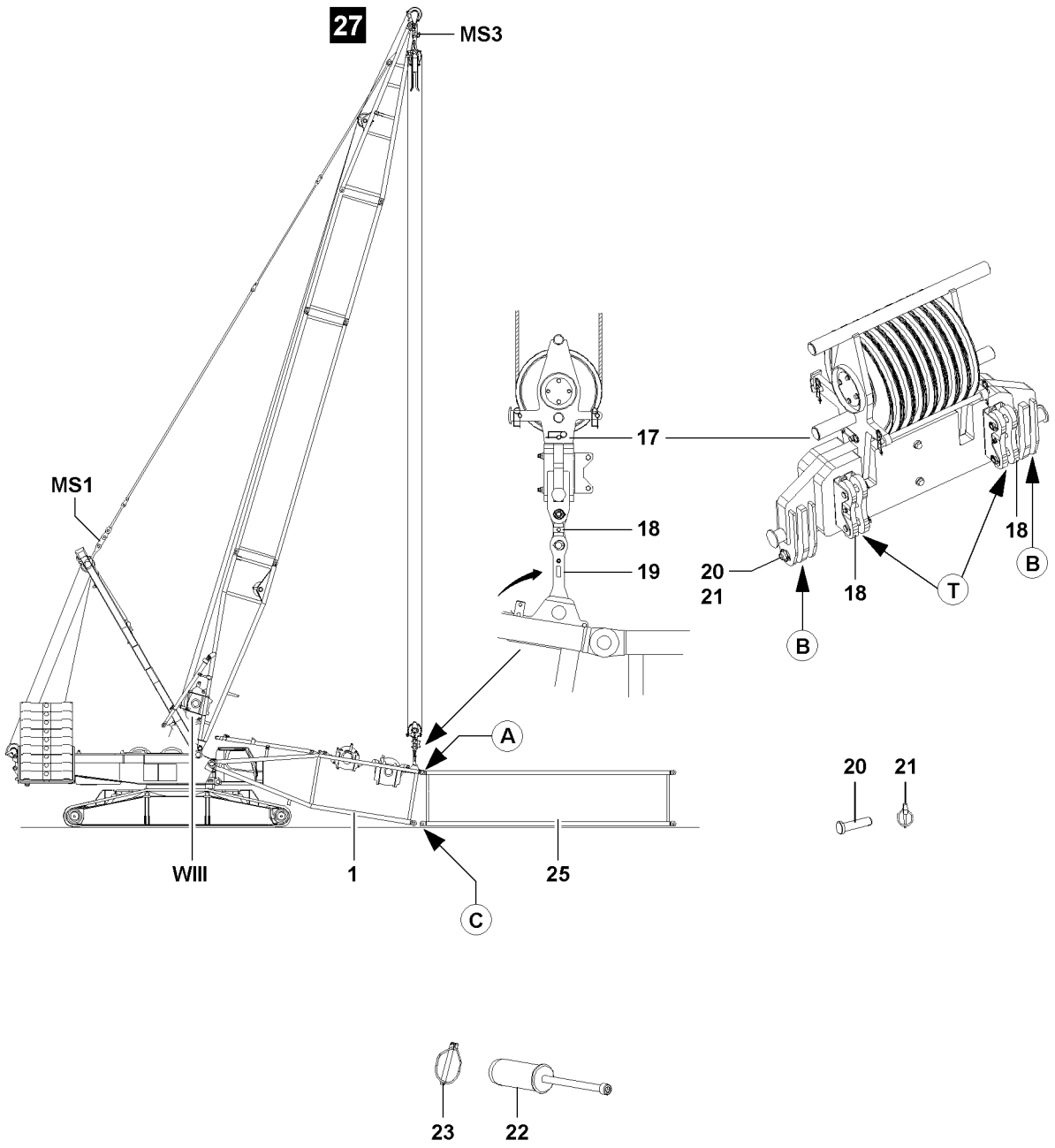

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Fig.110790

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Note
► Unpin the intermediate sections with the pin pulling device, see chapter 5.30.

NOTICE
Danger of property damage!
If the maximum permissible total forces are not observed when lifting the boom system for disassembly, then crane components can be severely damaged.
► Do not exceed the maximum permissible total forces.

Only for boom systems that were taken down to the side.
► Before the last intermediate section is disassembled, observe section „Turning the turntable for further disassembly“. It is possible that the boom cannot be opened immediately in point **C** or only with a corresponding substructure.
► Relieve the S-boom by luffing up winch 3 to the point where the pins **22** are free in point **C**.

When the pins **22** are free in point **C**:
► Unpin the S-pivot section **1** and S-intermediate section **25** in point **C** on both sides: Remove the locking pin **23** and unpin the pin **22**.

When the pins **22** are unpinned in point **C**:
► Carefully take the S-boom down onto the ground.
► Unpin the S-pivot section **1** on both sides in point **A**: Remove the locking pin **23** and unpin the pin **22**.
► Relieve the guying by lowering the upper pulley block **17**.
► Unpin the upper pulley block **17** on the assembly brackets **19**: Remove the locking pin **21** and unpin the pin **20**.
► Unpin the bracket **18** on the upper pulley block **17** from the operating position **B** and pin it in the transport receptacle **T** on the upper pulley block **17**.
► Unpin and disassemble the intermediate sections.

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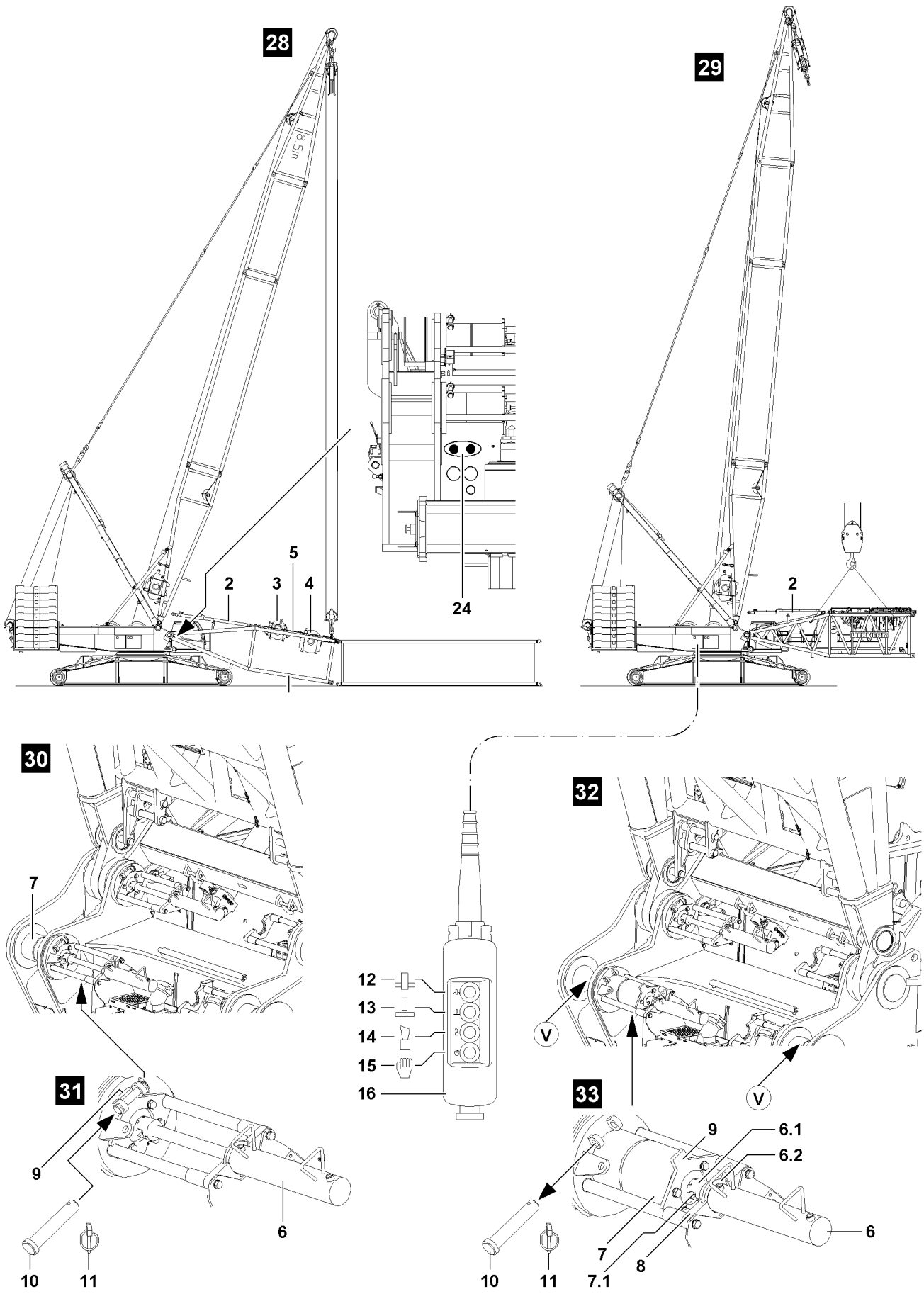

Fig.110791

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7.10 Unpinning the S-pivot section on the turntable

WARNING
General danger notes!
► Insert and secure all pins after disassembly in the intended transport receptacles.

Make sure that the following prerequisite is met:
– The D-boom is erected to the point where the S-pivot section can be disassembled without obstructions.

Note
► Select the fastening points on the S-pivot section in such a way that the S-pivot section hangs horizontally on the auxiliary crane during assembly. See section „Fastening points“.

► Fasten the S-pivot section **1** in the fastening points **A** and fastening points **B** to the auxiliary crane.
or
Fasten the S-pivot section **1** in the fastening points **A** and fastening points **C** to the auxiliary crane.
► Lift the S-pivot section **1** with the auxiliary crane to the horizontal.

Establish the hydraulic connection to the pin pulling device via two quick couplings.

► Establish the hydraulic connection to the pin pulling device.

WARNING
Falling pivot section!
► Make sure that the pivot section is safely held by the auxiliary crane before unpinning the pins **7**.

► Unpin the retaining pin **10**.

Note
► When connecting the pin pulling cylinder **6**, make sure that the collar **6.2** on the cylinder mount **8** and the catch **6.1** on the screw **7.1** are properly connected.
► Make sure that the retaining pins **10** are unpinned.

► Connect the pin pulling cylinder **6**.
► Connect the pin pulling cylinder **6** to the quick couplings **24**, illustration **28**.
► Unpin the connector pins **7** on both sides with the hydraulic pin pulling cylinder **6**: Press the button **15** on the control panel **16** and „hold it down“, then press the button **13** until the connector pin **7** is fully unpinned.

When the connector pins **7** are fully unpinned on both sides:
► Insert the retaining pins **10** in the pin bores and secure with locking pins **11**.
► Remove the pin pulling cylinder **6** from the cylinder receptacle **8**.
► Disconnect the hydraulic connections from the pin pulling device.

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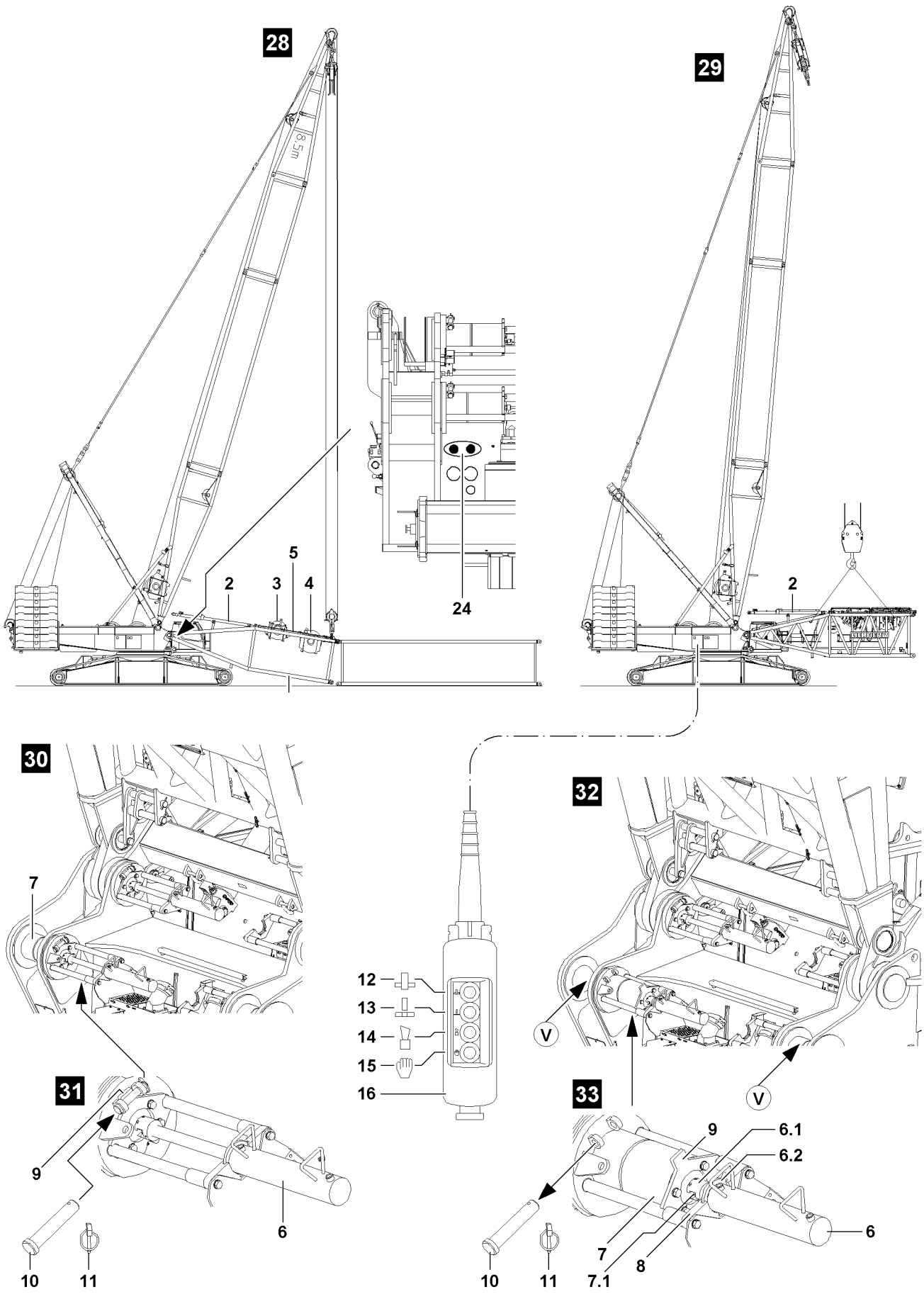

Fig.110791

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NOTICE
Damage to the turntable and the S-pivot section!
► Slowly swing the S-pivot section out with the auxiliary crane and at low speed on the turntable.

► Take the S-pivot section down with the auxiliary crane on the substructure on the ground.
► Remove the auxiliary crane.

Note
► Disassemble the D-boom, see chapter 5.05.

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5.42 HS-auxiliary jib

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3	Erecting the SL-boom	15
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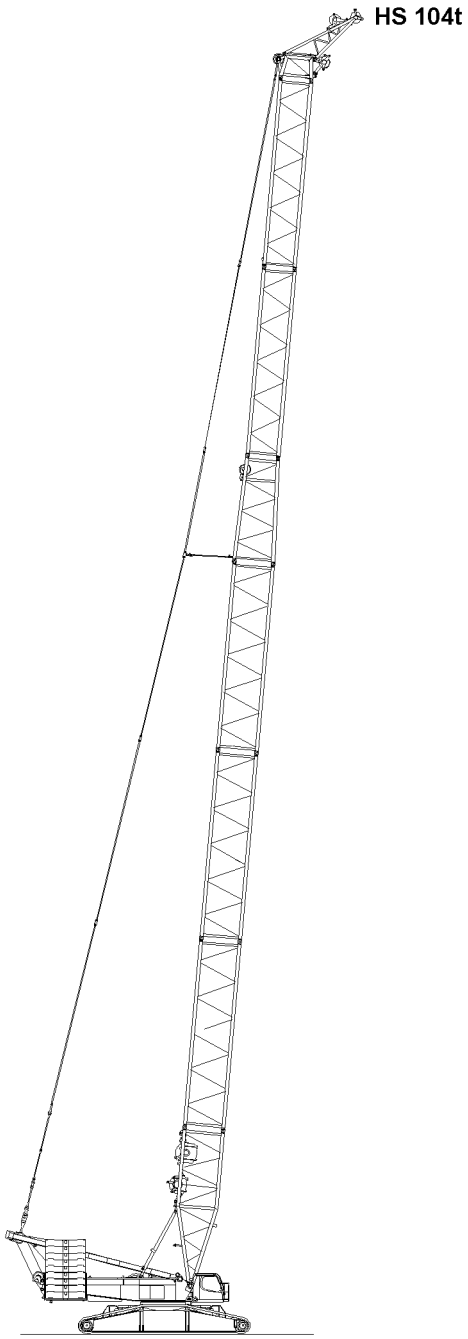

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Fig.163452

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1 Auxiliary jib „HS“

Note
► The auxiliary jib „HS“ is installed on the boom system SLHS on the SW-end section!

1.1 Component overview of auxiliary jib „HS“

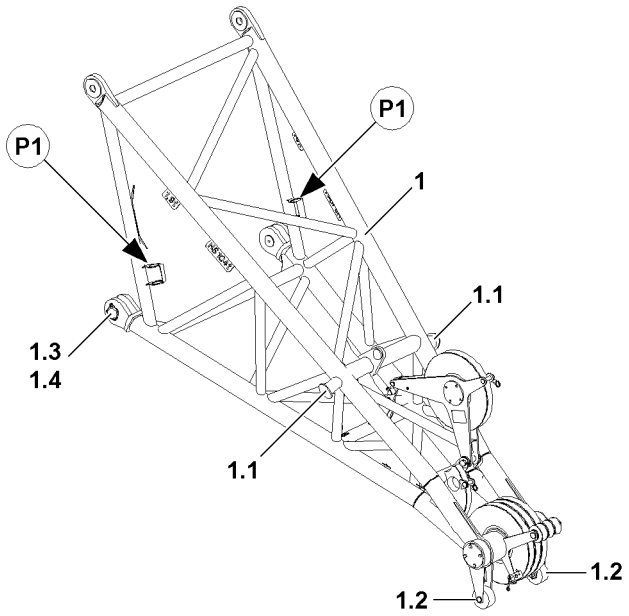

Fig.110603: Auxiliary jib “ HS ”

Position	Component	Weight
1	Auxiliary jib „HS“	1.9 t
1.1	Bitt	
1.2	Track roller	
1.3	Pin	
1.4	Locking pin	

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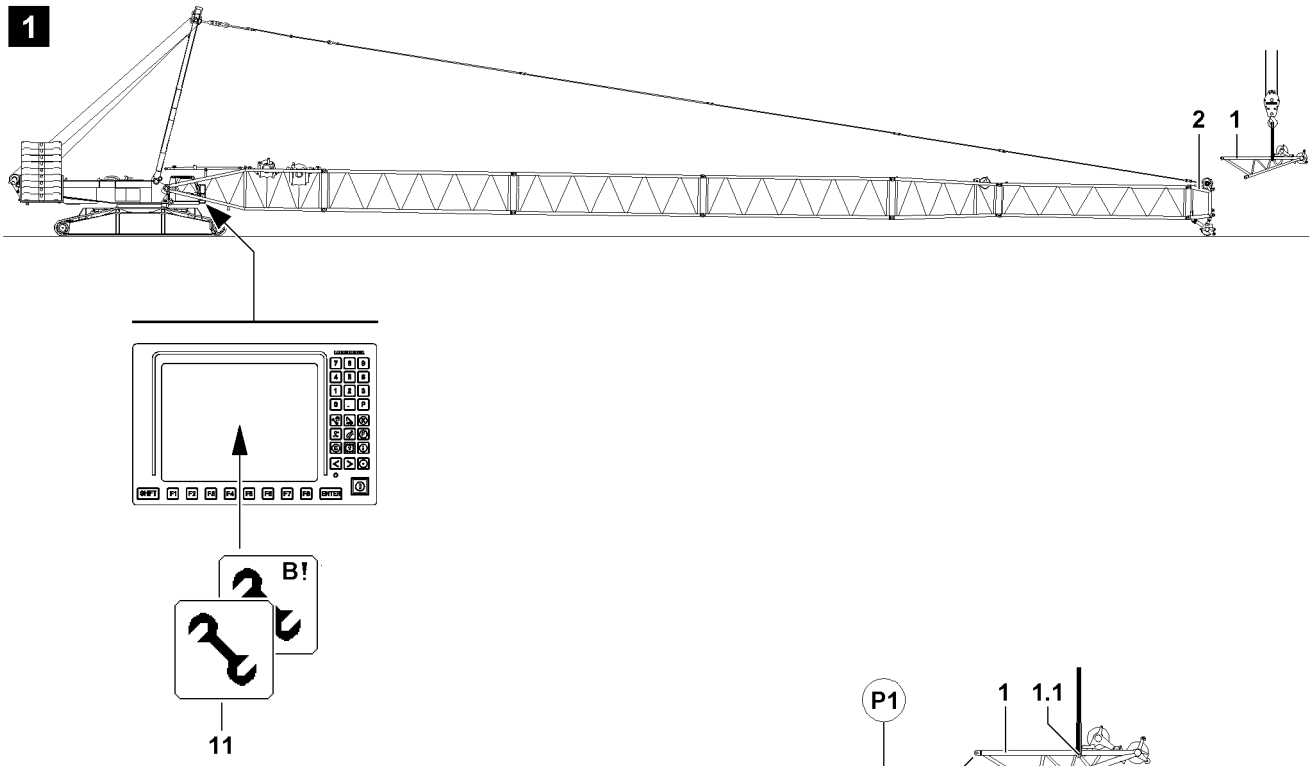

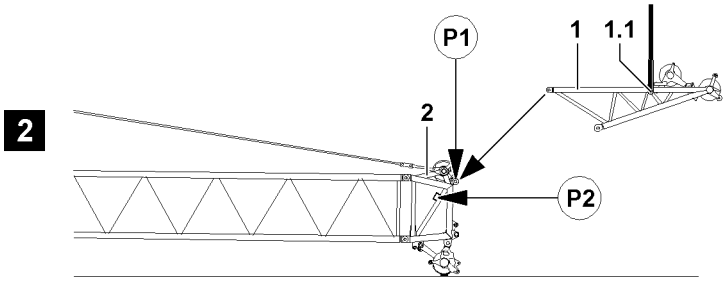

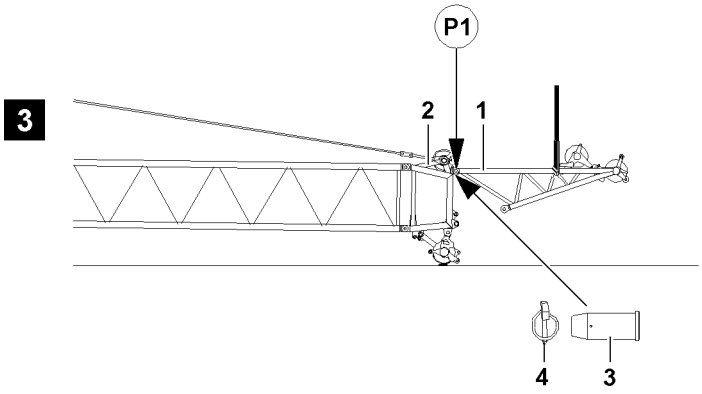

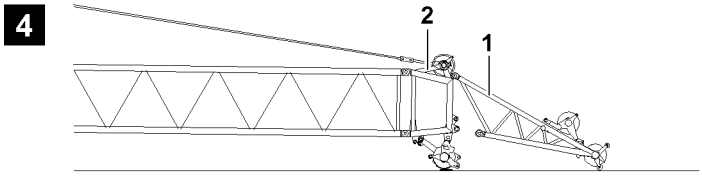

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Fig.163453

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2 Installing the auxiliary jib „HS“ on the SL-boom

Note
- ► The SL-boom combination in connection with the auxiliary jib „HS“ must be installed according to the separately supplied rod and assembly plans!
- ► For assembly of the SL-boom combination, see the Crane operating instructions, chapter 5.38!

2.1 Assembling the auxiliary jib „HS“

WARNING
Danger of falling!
During assembly / disassembly work, personnel must be secured with appropriate aids to prevent them from falling. If this is not observed, assembly personnel could fall and suffer life-threatening or fatal injuries!
- ► All work, where there is a danger of falling must be carried out with suitable aids (for example lifting platform, scaffolding, ladder, auxiliary crane)!
- ► If the work cannot be carried out with such aids or from the ground, then assembly personnel must secure themselves with approved fall arrest systems to avoid falling, see the Crane operating instructions, Chapter 2.04!
- ► Approved fall arrest systems must be connected to the respective fastening points on the crane, see the Crane operating instructions, chapter 2.06!
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work!
- ► Only step on aids and fall protection equipment with clean shoes!
- ► Keep aids and fall protection equipment clean and free from snow and ice!
- ► During all assembly and disassembly work, maintenance work and inspections, travel and crane operation is prohibited!

WARNING
Falling components!
If unsecured or non-supported components are assembled or disassembled, they can fall down. Personnel can be killed or seriously injured!
- ► During pinning and unpinning of the lattice sections, it is prohibited for anyone to remain **under** or **on** the components as well as within the entire danger zone!
- ► Support the boom and components before pinning / unpinning!
- ► Insert or unpin both pins on the same horizontal level, i.e. **left** and **right**!
- ► Secure the pins in the bearing points and in the receptacles!
- ► Do not disengage the auxiliary crane until each component is pinned on and secured!
- ► It is prohibited to lean a ladder against the component being disassembled!

WARNING
Danger of impact / crushing!
When assembling / disassembling crane components with the auxiliary crane, crane components can start to swing back and forth!
When lifting / lowering and positioning crane components, there is an increased danger of impact / crushing!
Personnel can be caught and severely injured or killed as a result!
- ► Make sure that personnel cannot be caught by components!
- ► When working in danger zones: Use aids to protect limbs!
- ► Guide components with suitable aids to minimize oscillation!

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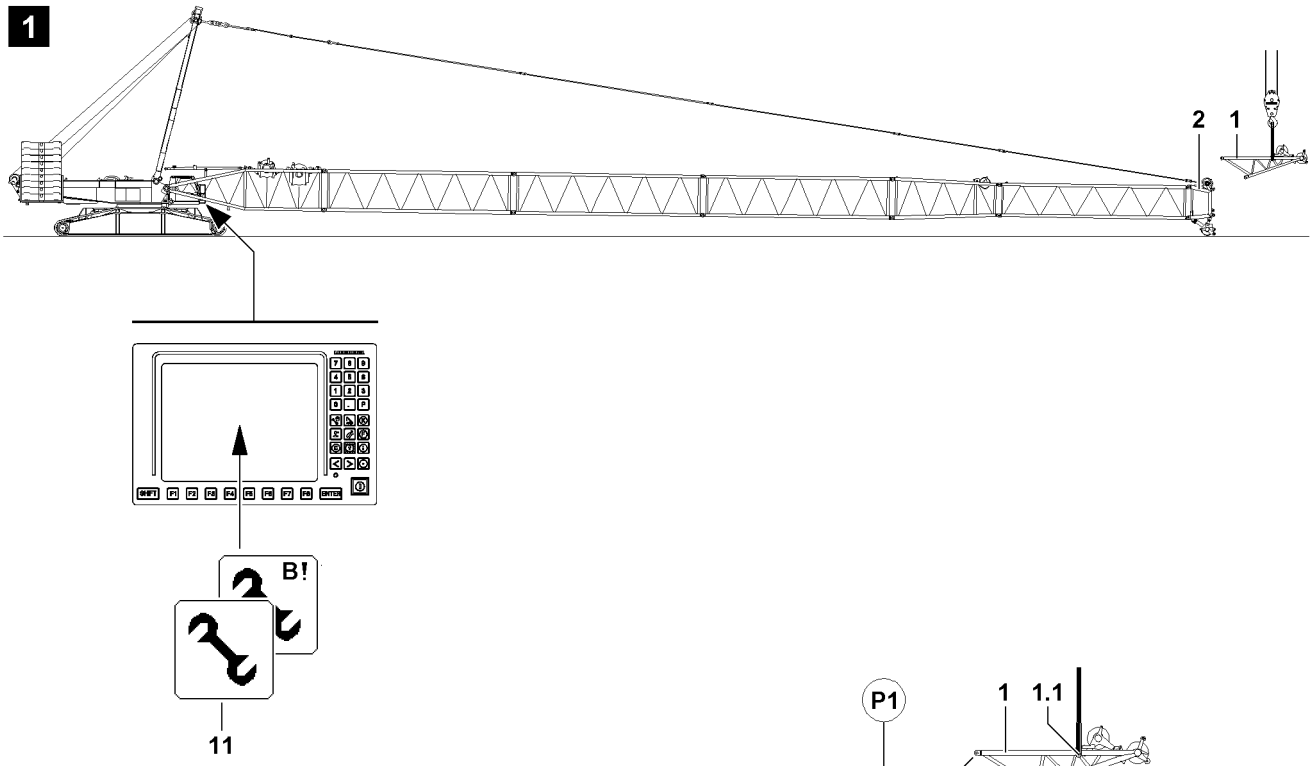

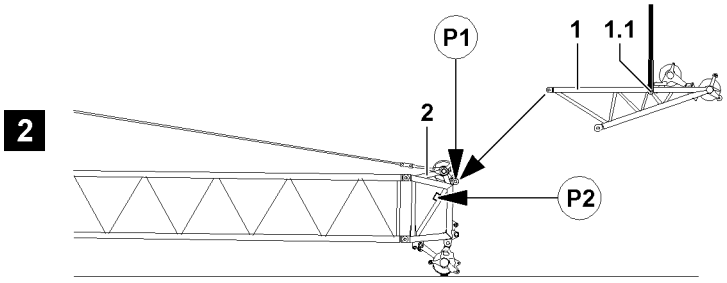

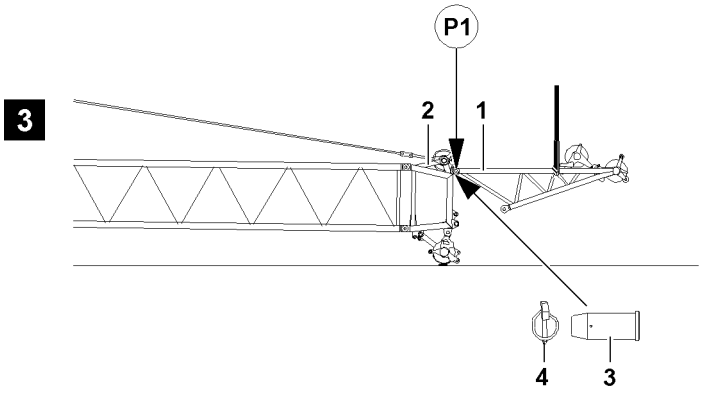

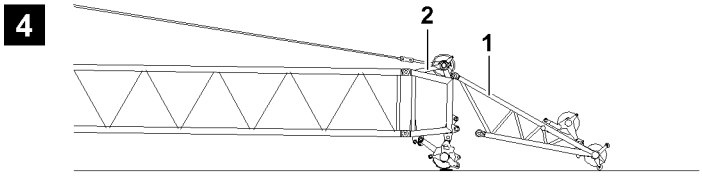

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Fig.163453

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The auxiliary jib „HS“ **1** can be installed on the following basic configuration:
– SL-boom

WARNING
Danger of accident in case of incorrect crane operation!
Accidental crane movements can cause serious accidents.
► Only permit crane movements using the master switch when secure operability is guaranteed.

If the crane is equipped with radio remote control*:
► Only permit crane movements using the manual control lever when secure operability is guaranteed. Observe the radio remote control operating instructions.

WARNING
Improper operation with assembly operation activated!
The LICCON overload protection is exceeded / bypassed with assembly operation activated.
Due to incorrect operation or intentional misuse of assembly operation, there is a danger of accident.
The crane can be overloaded and collapse, the boom can break off or the crane can topple over.
Personnel can be killed.
This can result in significant property damage.
► The assembly operation may only be activated by persons who know the effects of a bypass.
► The assembly operation may only be activated by persons who know the effects of „exceeding the shut-off limits“.
► Only actuate operating elements for activating assembly operation when the set up configuration was correctly entered in the LICCON computer system.
► Observe the erection / take-down charts. Observe chapter 4.02.
► Normal crane operation with the assembly operation activated is strictly prohibited.

Note
Activate assembly operation
► For the location and function of the operating elements in order to activate assembly operation, see chapter 4.01 and chapter 4.02.
► The assembly icon **11** has a small area for additional signs to the top right. „B!“ appears during erection / take-down procedures.

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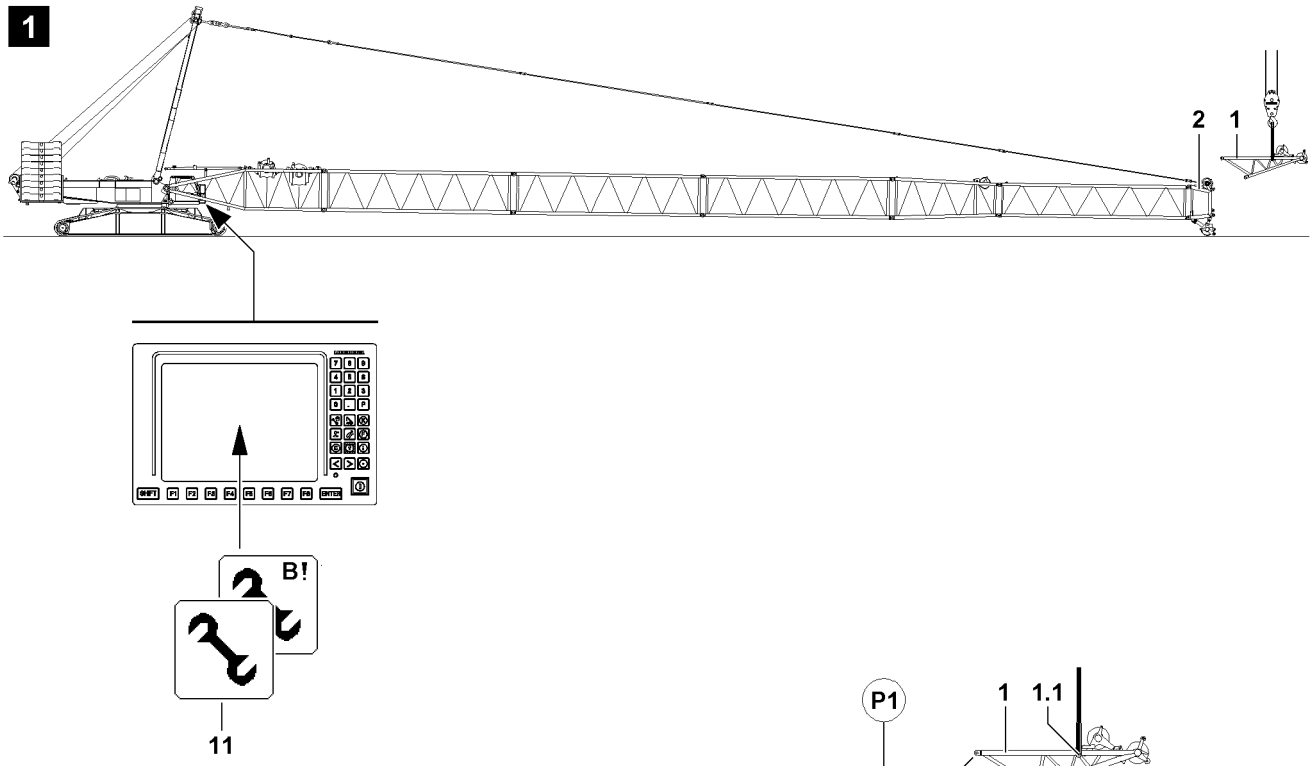

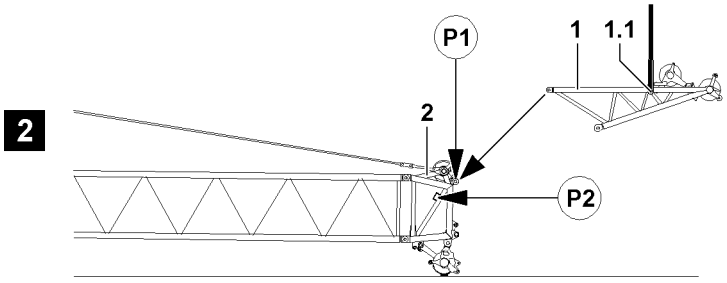

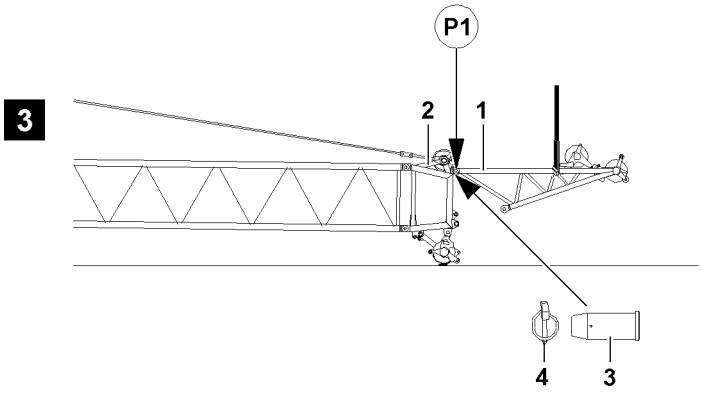

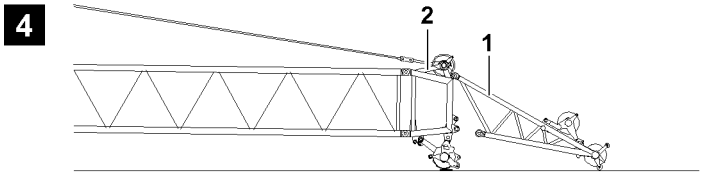

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Make sure that the following prerequisites are met:
- The crane is horizontally aligned.
- The SL-boom including SW-end section **2** is installed.
- The SL-boom is taken down on a load-bearing substructure, illustration **1**.
- The specifications for the installed boom system are observed, see chapter 5.38.
- The central ballast and counterweight are installed according to the erection / take-down charts / load chart.
- When specified: The turntable extension inclusive of the ballast plates has been installed according to the data in the erection / take-down charts / load chart.
- If corresponding erection / take-down charts are specified: the mechanical auxiliary supports are installed correctly.
- If the mechanical auxiliary supports are specified: The main boom is assembled and positioned “to the side” over the mechanical auxiliary supports.
- All unnecessary guy rods are removed from the boom system.
- There are no loose or unnecessary parts on the boom system.
- The LICCON overload protection has been set according to the data in the load chart.
- The LICCON overload protection settings have been compared with the actual set up configuration.
- Assembly operation is activated, the assembly icon **11** appears on the LICCON monitor.
- An auxiliary crane is available.

2.1.1 Installing the auxiliary jib „HS“ on the SW-end section

► Swing in the auxiliary jib „HS“ **1** with the auxiliary crane to the pin points, point **P1**, on the SW-end section **2**.
► Pin the auxiliary jib „HS“ **1** on the SW-end section **2** on both sides in point **P1** on „top“: Use pins **3**.
► Secure the pins **3** on both sides with locking pins **4**.
► Carefully place the auxiliary „jib“ HS **1** with the auxiliary crane on the ground.
► Remove the auxiliary crane.
► Pull the hoist rope over the rope pulleys of the auxiliary jib „HS“ **1**, see the separate reeving plan.

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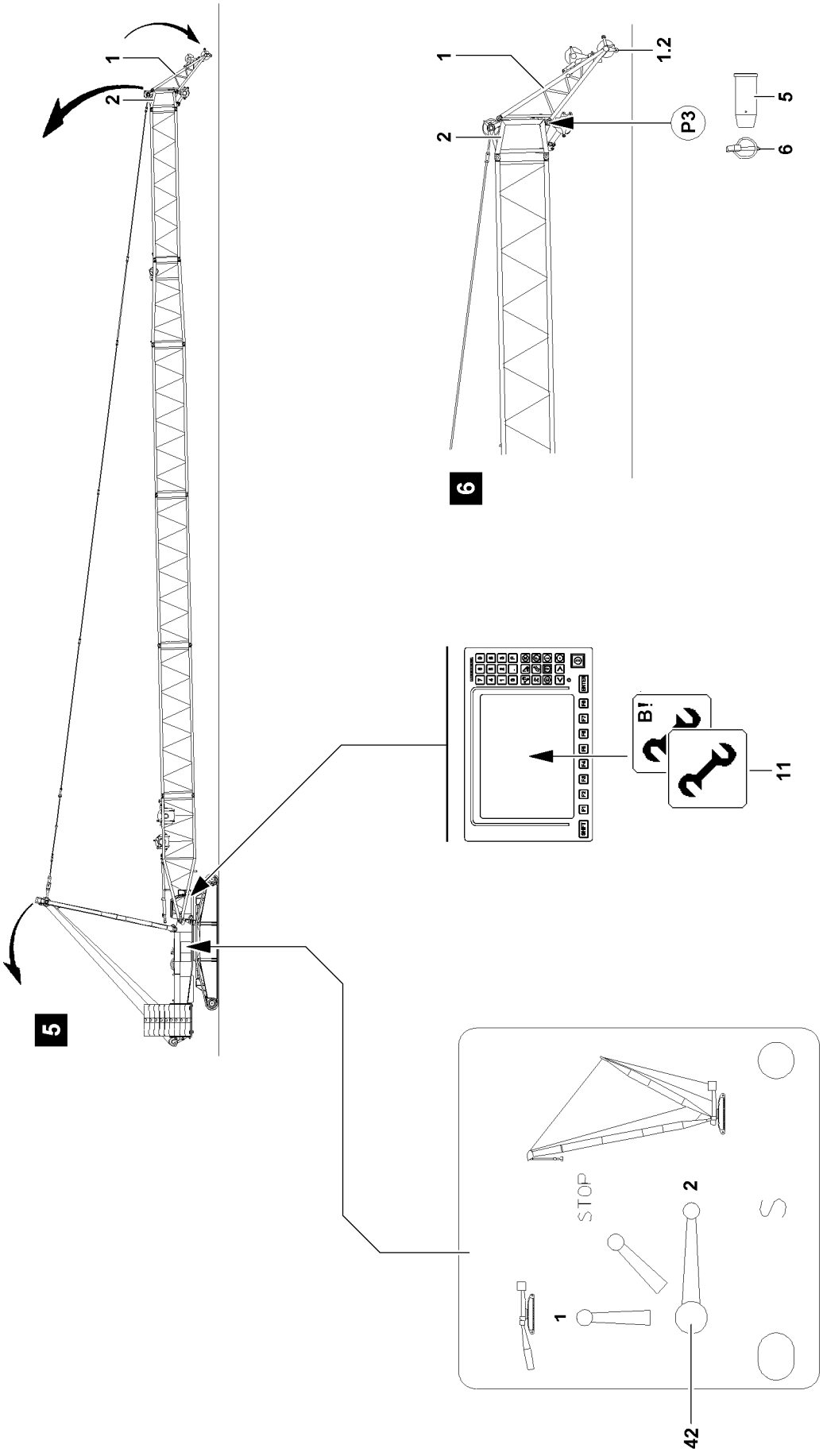

Fig.163454

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2.2 Lifting the SL-boom off the ground

WARNING
The crane can topple over!
If the boom is not luffed up from the ground in accordance with the erection / take-down charts, there is a danger of accident.
The crane can be overloaded and topple over.
Personnel can be severely injured or killed.
► The data in the erection / take-down charts must be observed.
► It is prohibited to turn the crane superstructure while the boom is being lifted off the ground.

► Carefully luff the SL-boom up.

Result:

– Due to its own weight, the auxiliary jib „HS“ **1** runs on the track rollers **1.2** slowly toward the „inside“.

► Luff the SLHS-boom up until the auxiliary jib „HS“ **1** lifts off the ground.

Result:

– The auxiliary jib „HS“ **1** supports itself in point **P3** on the SW-end section **2**.

► Pin the auxiliary jib „HS“ **1** in point **P3** on the SW-end section **2**: Insert the pin **5** and secure with the locking pin **6**.

Result:

– The auxiliary jib „HS“ is inserted.

NOTICE
Damage to the auxiliary jib „HS“!
After the auxiliary jib „HS“ **1** is pinned on the SW-end section **2**, the boom combination may not be placed on the ground in installed status, otherwise the auxiliary jib „HS“ **1** will be severely damaged!
► Take the boom combination down on the ground only when the pins **5** are unpinned in point **P3**!

If the boom combination must be taken down again:
► Only when the pins **5** are unpinned in point **P3**: Carefully take the boom combination down.

Result:

– The auxiliary jib „HS“ **1** folds out automatically when it is taken down and runs on the track rollers **1.2** toward the „outside“.

2.3 Establishing the electrical connections

NOTICE
Damage to the electrical connection on the cable drum!
If the electrical connection from the cable drum on the S-pivot section to the terminal box on the S-pivot section is established first before the connection to the terminal box on the SW-end section, the electrical connection can be damaged when spooling out the cable drum.
► First establish the electrical connection from the cable drum in the S-pivot section to the terminal box on the SW-end section and then the electrical connection from the terminal box in the S-pivot section to the cable drum in the S-pivot section.

Note
► To establish the electrical connections, use the separate electrical wiring diagram!

Make sure that the following prerequisites are met:
– The SLHS-boom is completely assembled.
– The airplane warning light and the wind speed sensor are assembled.

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► Establish the electrical connections.
► Make sure that all electrical connections on the boom are established.

2.4 Checking the function of the safety equipment

WARNING
Malfunctioning safety equipment!
If the function of the safety equipment is defective, personnel can be severely injured or killed!
► Crane operation with non-functioning safety equipment is **prohibited**!

Note
► The function of the individual limit switches must be checked before erection!
► The function of the limit switch initiators must be checked in the test system, see the Diagnostics manual!

Note
► If a function check on the limit switches or on the safety equipment does not lead to the desired shut-offs, then the plug connections on the terminal boxes or the components themselves must be checked!
► If no visible connection errors or component defects can be found, contact **LIEBHERR** Customer Service!

Make sure that the following prerequisites are met:
– All electrical connections have been established.
– The crane engine is running.
– The corresponding operating mode is set on the LICCON monitor.

2.4.1 Checking the wind speed sensor

► Check the movement and the function of the wind speed sensor.

2.4.2 Checking the airplane warning light

► Turn the airplane warning light on.
► Check the function visually.

2.4.3 Checking the hoist limit switch on the pulley head

Note
► When replacing or changing a hoist limit switch (HES), the corresponding hoist limit switch must have the correct bus address and the correct software version in order to be detected again by the bus system (LSB)!

► Actuate the hoist limit switch manually on the pulley head.

Result:

– The spooling up of the hoist winch turns off.
– The „Hoist top“ icon appears on the LICCON monitor 0.
– The limit switch is functioning.

2.4.4 Checking the limit switch SL-boom „steep position“

Note
► The limit switch functions have to be checked individually before erection!

► Cover the limit switch initiators on the S-relapse cylinders individually with a metal plate.

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Result:

– The limit switch is actuated manually.
– The spool up function of winch 4 turns off.
– The „Boom limitation“ icon appears on LICCON monitor 0.
– The limit switch is functioning.

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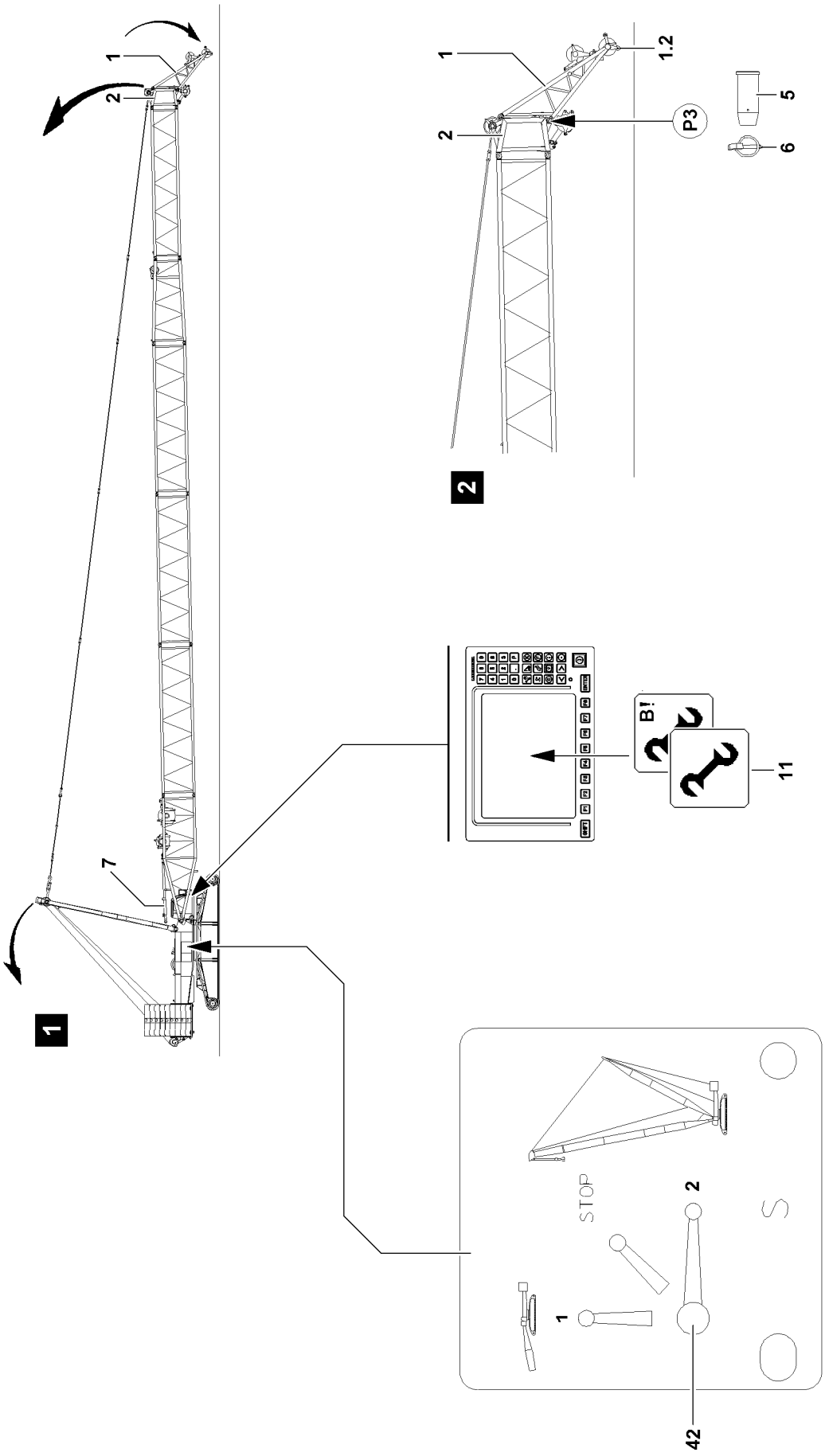

Fig.163455

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3 Erecting the SL-boom

3.1 Erection procedure

DANGER
The crane can topple over!
► It is prohibited to turn the crane superstructure while erecting the boom!
► Observe the data in the erection and take-down charts!

WARNING
The crane can topple over!
If the following conditions are not met before erecting the boom, the crane can topple over!
Personnel can be severely injured or killed!
► Observe the technical safety instructions, see the Crane operating instructions, chapter 5.01!
► Extend the S-relapse cylinders **7** before erecting the boom combinations!
► Do not allow slack rope to form on the control winch!

WARNING
Falling hoist rope!
If the hoist rope is not reeved before the erection procedure with the corresponding length on the auxiliary jib „HS“ **1**, then it can fall down backward due to its own weight!
Personnel can be severely injured or killed!
► Reeve the hoist rope with sufficient length on the auxiliary jib „HS“ **1** before the erection procedure!
► The hoist rope must be constantly monitored during the erection procedure!
► Do not step into the danger zone!

Make sure that the following prerequisites are met:
– The crane is horizontally aligned.
– The central ballast and counterweight are installed according to the erection / take-down charts / load chart.
– When specified: The turntable extension inclusive of the ballast plates has been installed according to the data in the erection / take-down charts / load chart.
– If corresponding erection / take-down charts are specified: the mechanical auxiliary supports are installed correctly.
– If the mechanical auxiliary supports are specified: The main boom is assembled and positioned “to the side” over the mechanical auxiliary supports.
– If corresponding erection / take-down charts are specified: the minimum weight of the hook block is complied with within the specified boom angle range.
– The requirements on minimum reeving are observed.
– The specifications regarding the erection procedure are implemented, the erection / take-down charts are observed.
– All electrical connections have been established.
– All limit switches are functioning.
– All pin connections are secured.
– The hoist rope has been correctly inserted in the rope pulleys and is prevented from jumping out with the rope retaining pins.
– All unnecessary guy rods are removed from the boom system.
– There are no loose or unnecessary parts on the boom system.
– The boom system and the safety equipment are free of snow, frost and ice.
– The LICCON overload protection has been adjusted according to the data in the load chart.
– The LICCON overload protection settings have been compared with the actual set up configuration.
– Assembly operation is activated, the assembly icon appears on the LICCON monitor.
– No personnel is present in the danger zone.

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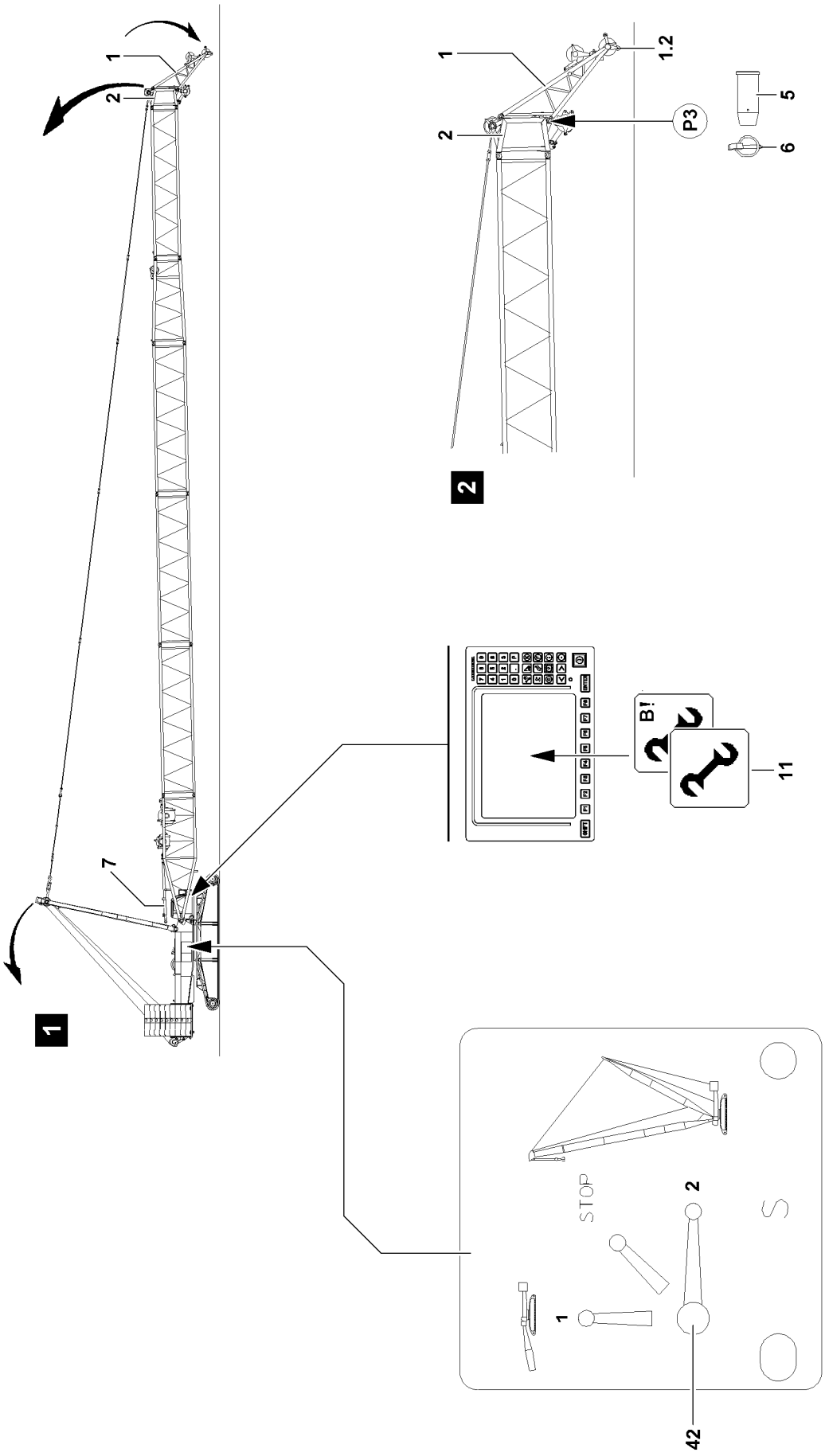

Fig.163455

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3.1.1 Extending the S-relapse cylinders

WARNING
The crane can topple over!
If the S-relapse cylinders **7** are not extended before erecting the SL-boom, then the SL-boom can fall down towards the rear during crane operation and the crane can topple over!
Personnel can be severely injured or killed!
► Extend the S-relapse cylinders **7** before erecting the SL-boom!
► Secure the ball valve **42** during crane operation to prevent inadvertent actuation!

Ball valve positions	
2	Crane operation, extend the piston rod
1	Assembly, retract the piston rod
STOP	The piston rod cannot be retracted / extended

Extend the piston rods on the S-relapse cylinders **7** by actuating the ball valve **42**.

► Set the ball valve **42** to **Position 2**.

Result:

– The piston rods of the S-relapse cylinders **7** extend.

Note
► The ball valve **42** is secured by closing the cabinet door and removing the key!

► Close the cabinet door and pull out the key.
► Hand the key to an authorized person.

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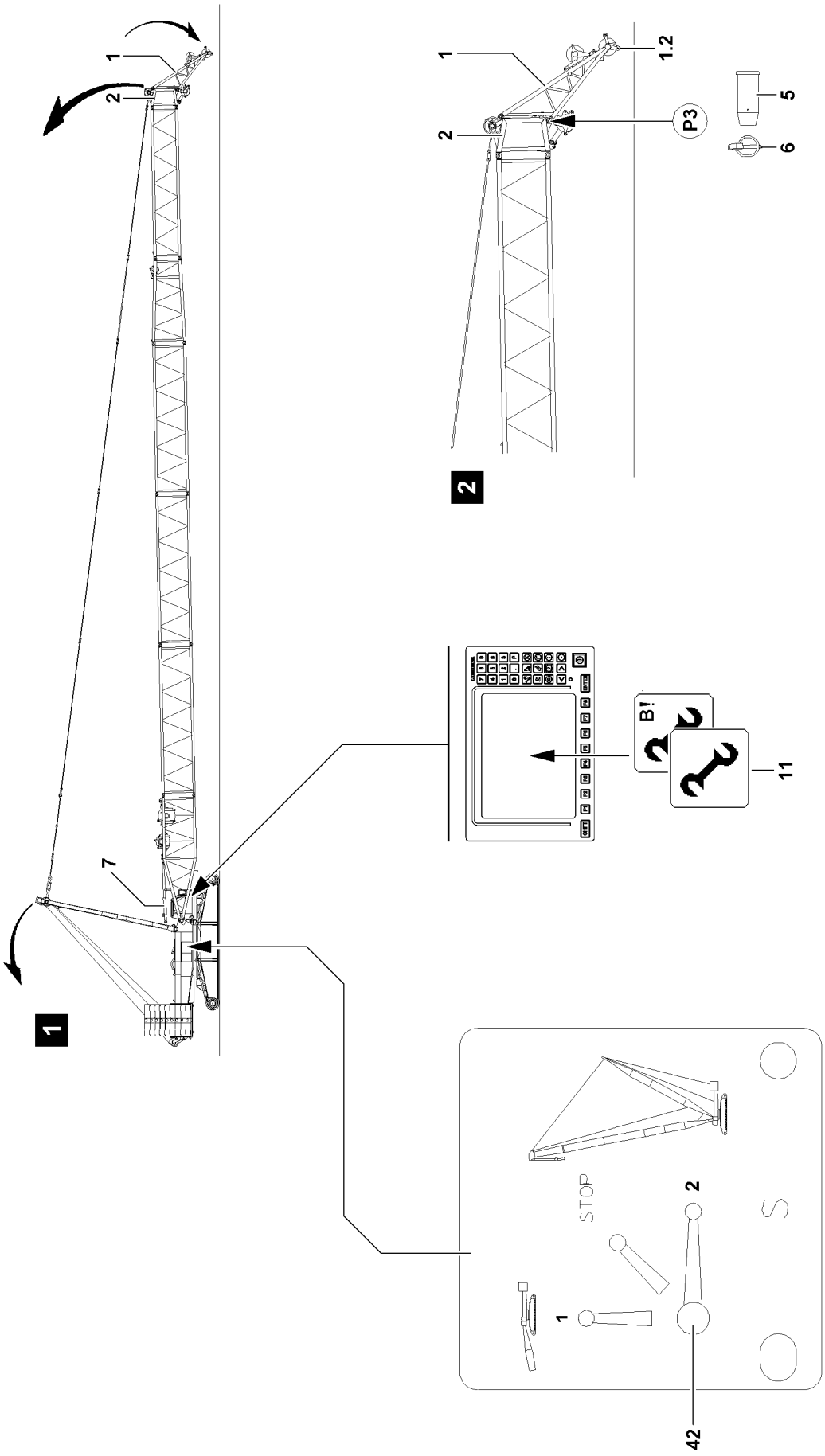

Fig.163455

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3.1.2 Erecting the boom

DANGER
The crane can topple over!
► It is prohibited to turn the crane superstructure while erecting the boom!
► Observe the data in the erection and take-down charts!

Reeving the hook block in

► Reeve in the hook block properly and secure the hoist rope in the rope fixed point, for reeving, see the separate reeving plans.
► Insert and secure the rope retaining pin.
► Attach the hoist limit switch weight, see the Crane operating instructions, chapter 4.06!

Erecting

WARNING
The crane can topple over!
The crane can topple over if the crane is operated with the LICCON overload protection exceeded!
Personnel can be severely injured or killed!
► The boom radii specified in the load chart may not be exceeded or fallen below, even if there is no load on the hook!

Note
► When the lowest operating position of the boom is reached, the LICCON overload protection is activated!
► The maximum load icon displays a load number in „t“ instead of the display „???“!

► Luff the boom up to the lowest operating position.

Result:

– As soon as the boom has reached the lowest operating position, the assembly icon **11** on the LICCON monitor turns off.
– The LICCON overload protection is active.

► Make sure that the assembly icon **11no longer** appears on the LICCON monitor, see illustration.

For crane types with the Assembly key button in the instrument panel:
► Make sure that the indicator light in the assembly key button is off.

Note

For crane types with the Assembly key button in the instrument panel:
► The assembly key button must be turned off manually in some cases. The corresponding indicator light must be off, see chapter 4.01.

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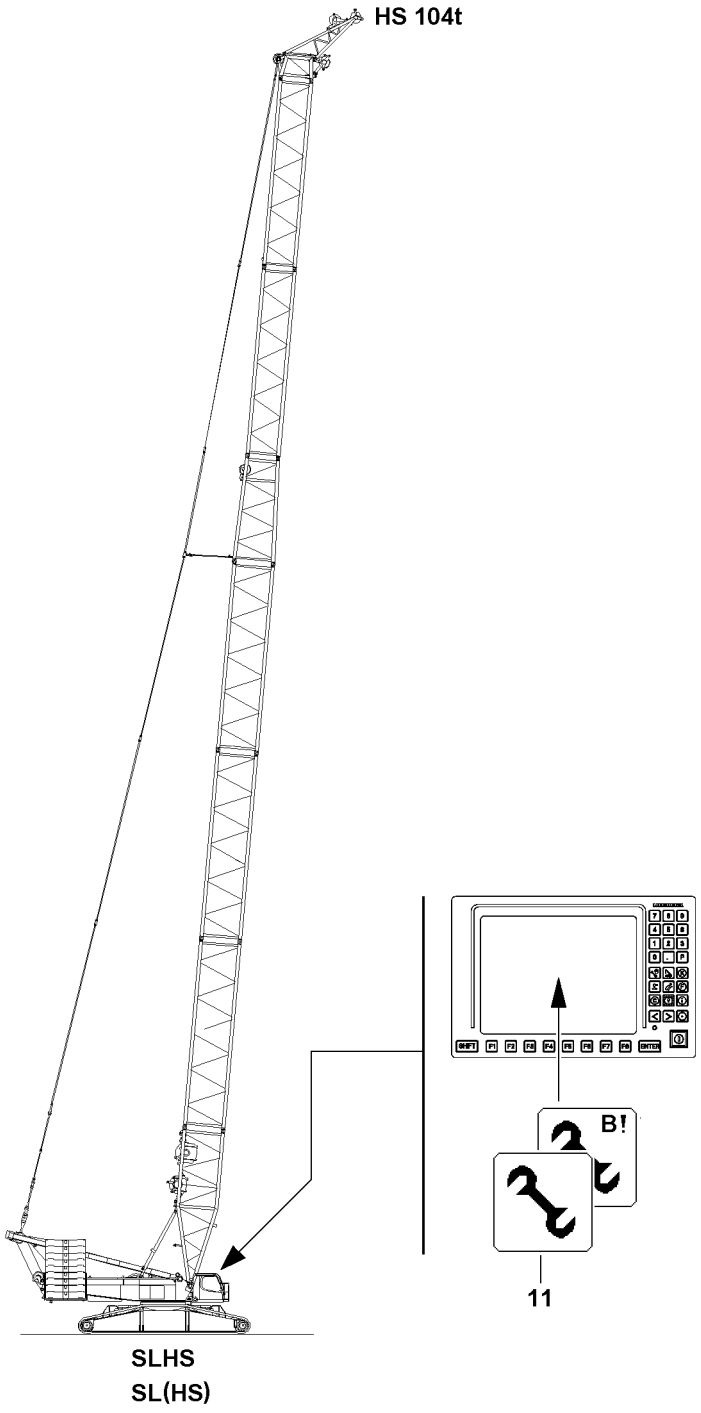

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Fig.163456

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4 Operating the crane

WARNING
The crane can topple over!
During normal crane operation, the crane can be overloaded and topple over if the LICCON overload protection is exceeded / bypassed.
► During normal crane operation, make sure that the assembly icon **11** no longer appears on the LICCON monitor.

Note
If after erection of the boom system the ballasting [1)] must be adapted to the load chart:
► Determine the suitable operating position for the boom system using the LICCON job planner.

1) Depending on the operating mode, this includes: Central ballast, counterweight (turntable ballast), ballast on the turntable extension,

4.1 Preparing for crane operation

Note
► Observe the notes in chapters 4.05, 4.08 and 5.01.
► During crane operation, the crane ballasting must comply with the load chart.
► During crane operation / travel operation the mechanical auxiliary support may not be installed.

Make sure that the following prerequisites are met:
– The LICCON overload protection is active.
– The assembly icon **11** does **not** appear on the LICCON monitor.
– If present: the assembly-key button on the instrument panel has turned off, the corresponding indicator light is off.
– The LICCON overload protection has been set according to the data in the load chart.
– The crane set up configuration complies with the load chart.
– If specified: the minimum weight of the hook block is complied with within the specified boom angle range.

WARNING
The crane can topple over!
► Check the horizontal position of the crane before and during crane operation!
► If the crane operator leaves the cab, even for a short time, the operating mode setting must be checked and reset if necessary before resuming crane operation!

4.2 Checking the settings

► Check the function of the overload protection by running against the operating positions „on top“ and „bottom“.
► Check the hoist limit switch by running against the hoist limit switch weight.
► Check the function of the limit switches on the relapse cylinders.

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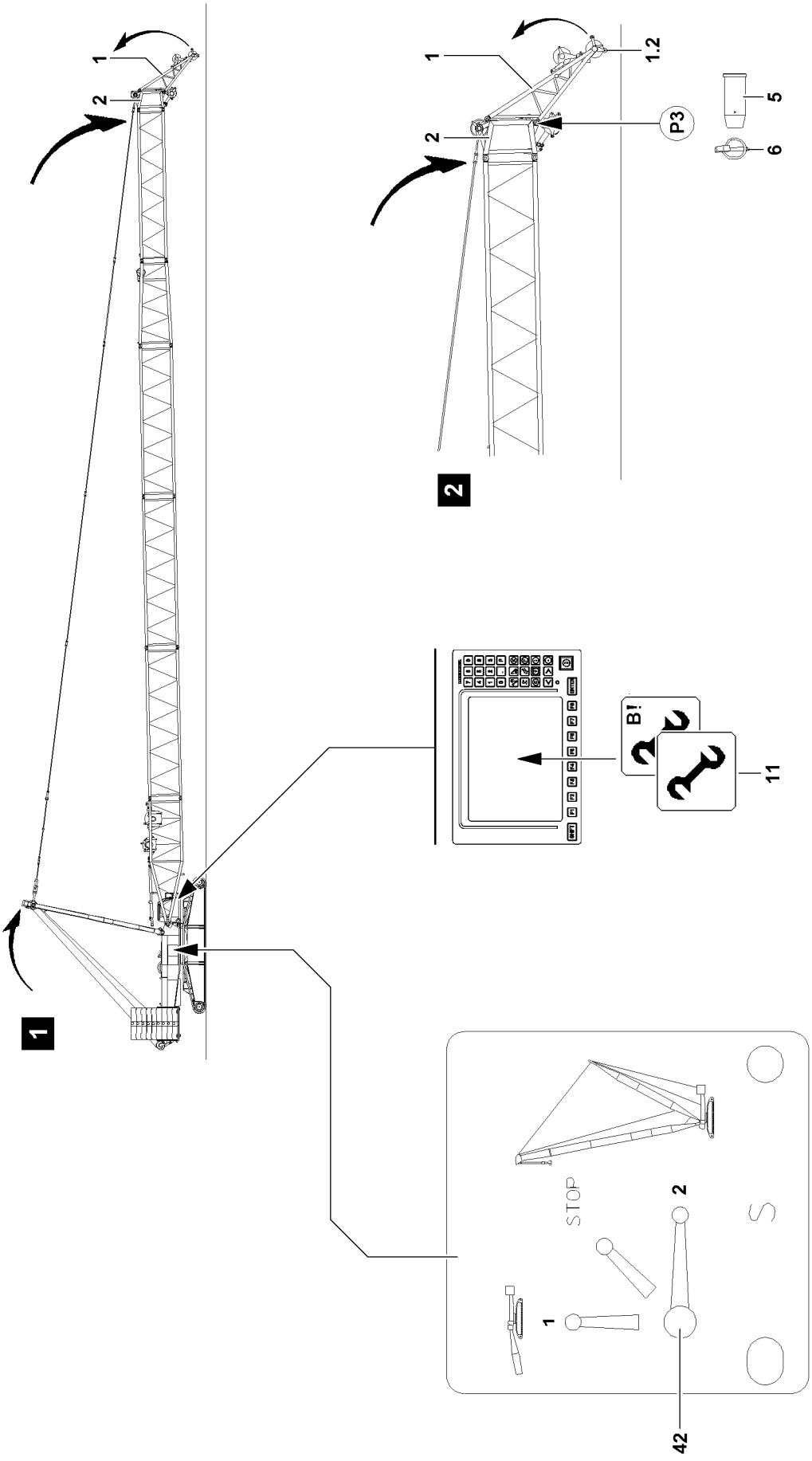

Fig.163457

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5 Disassembling the auxiliary jib „HS“

WARNING
Danger of falling!
During assembly / disassembly work, personnel must be secured with appropriate aids to prevent them from falling. If this is not observed, assembly personnel could fall and suffer life-threatening or fatal injuries!
- ► All work, where there is a danger of falling must be carried out with suitable aids (for example lifting platform, scaffolding, ladder, auxiliary crane)!
- ► If the work cannot be carried out with such aids or from the ground, then assembly personnel must secure themselves with approved fall arrest systems to avoid falling, see the Crane operating instructions, Chapter 2.04!
- ► Approved fall arrest systems must be connected to the respective fastening points on the crane, see the Crane operating instructions, chapter 2.06!
- ► If railings are present on the components, then they must be brought into the corresponding position and secured for assembly / disassembly work!
- ► Only step on aids and fall protection equipment with clean shoes!
- ► Keep aids and fall protection equipment clean and free from snow and ice!
- ► During all assembly and disassembly work, maintenance work and inspections, travel and crane operation is prohibited!

WARNING
The lattice sections can fall down!
If the lattice sections are not pinned and secured correctly, then they can fall down and fatally injure personnel!
- ► Insert or unpin both pins on the same horizontal level, i.e. **left and right**!
- ► Do not stand under the lattice sections or within the entire danger zone during the boom pinning and unpinning procedure!
- ► Safely secure the pins in the storage locations as well as in the receptacles!
- ► It is prohibited to lean the ladder against the component being disassembled!

WARNING
Danger of crushing!
When assembling crane components, limbs can be crushed or even severed due to oscillation of components!
- ► Make sure that the components do not swing back and forth during assembly!

DANGER
The component can fall down!
If the corresponding components are disengaged from the auxiliary crane before the corresponding component is pinned, the corresponding component can fall down and fatally injure personnel!
- ► Do not detach the auxiliary crane until the respective component is pinned and secured!

WARNING
Danger of accident in case of incorrect crane operation!
Accidental crane movements can cause serious accidents.
- ► Only permit crane movements using the master switch when secure operability is guaranteed.

If the crane is equipped with radio remote control*:
- ► Only permit crane movements using the manual control lever when secure operability is guaranteed. Observe the radio remote control operating instructions.

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5.1 Taking the boom down

WARNING
The crane can topple over!
If the following conditions are not met before taking down the boom, the crane can topple over and fatally injure personnel!
► Observe the technical safety instructions, see the Crane operating instructions, chapter 5.01!
► Observe the specifications in the erection and take-down charts!

NOTICE
Damage to the boom components!
Taking down the boom system can lead to a collision between the hook block and the pulley head.
The boom components can be severely damaged!
► Luff the boom system down and spool the hoist winch out at the same time!

Note

If when taking down the boom system the ballasting [1)] must be adapted to the erection / take-down charts:
► Determine the suitable operating position for the boom system using the LICCON job planner.

1) Depending on the operating mode, this includes: Central ballast, counterweight (turntable ballast), ballast on the turntable extension

Make sure that the following prerequisites are met:
– The crane is horizontally aligned.
– If corresponding erection / take-down charts are specified: the mechanical auxiliary supports are installed correctly.
– If mechanical auxiliary supports are specified: The main boom is assembled and positioned “to the side” over the mechanical auxiliary supports.
– The central ballast and counterweight are installed according to the data in the erection / take-down charts / load chart.
– When specified: The turntable extension inclusive of the ballast plates has been installed according to the data in the erection / take-down charts / load chart.
– If corresponding erection / take-down charts are specified: the minimum weight of the hook block is complied with within the specified boom angle range.
– The specifications regarding the erection / take-down of the boom system are implemented, the erection / take-down charts are observed.
– The LICCON overload protection has been set according to the data in the load chart.
– The LICCON overload protection settings have been compared with the actual set up configuration.
– The railing is suitable to take down the boom system completely.
– No personnel is present in the danger zone.
– An auxiliary crane is on hand.

5.1.1 Luffing the boom down

Note
► The luff down movement is turned off as soon as the lowest operating position of the S-boom is reached!
► When the lowest operating position of the S-boom is reached, the load number in the maximum load icon turns off and the „???“ display appears instead of the load number.
► Alarm functions appear on the crane operating screen!

► Luff the SL-boom down to the lowest operating position.

Result:

– The luffing movement is turned off.
– The „STOP“ icon appears on the LICCON monitor.

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WARNING
Improper operation with assembly operation activated!
The LICCON overload protection is exceeded / bypassed with assembly operation activated.
Due to incorrect operation or intentional misuse of assembly operation, there is a danger of accident.
The crane can be overloaded and collapse, the boom can break off or the crane can topple over.
Personnel can be killed.
This can result in significant property damage.
- ► The assembly operation may only be activated by persons who know the effects of a bypass.
- ► The assembly operation may only be activated by persons who know the effects of „exceeding the shut-off limits of the LICCON overload protection“.
- ► Only actuate operating elements for activating assembly operation when the set up configuration was correctly entered in the LICCON computer system.
- ► Observe the erection / take-down charts. Observe chapter 4.02.
- ► Normal crane operation with the assembly operation activated is strictly prohibited.

When the boom has reached the „lowest“ operating position:
- ► Activate assembly operation.

Result:

- – The LICCON overload protection is bypassed / exceeded.
- – The assembly icon appears on the LICCON monitor.

Note
Activate assembly operation
Assembly operation is activated with the „Exceedance of shut-off limits of the LICCON overload protection“ function.
The shut-offs are bypassed when assembly operation is activated.
- ► For the location and function of the operating elements in order to activate assembly operation, see chapter 4.01 and chapter 4.02.

- ► At the same time, spool the hoist winch out and luff the SL-boom down until the hook block touches the ground.

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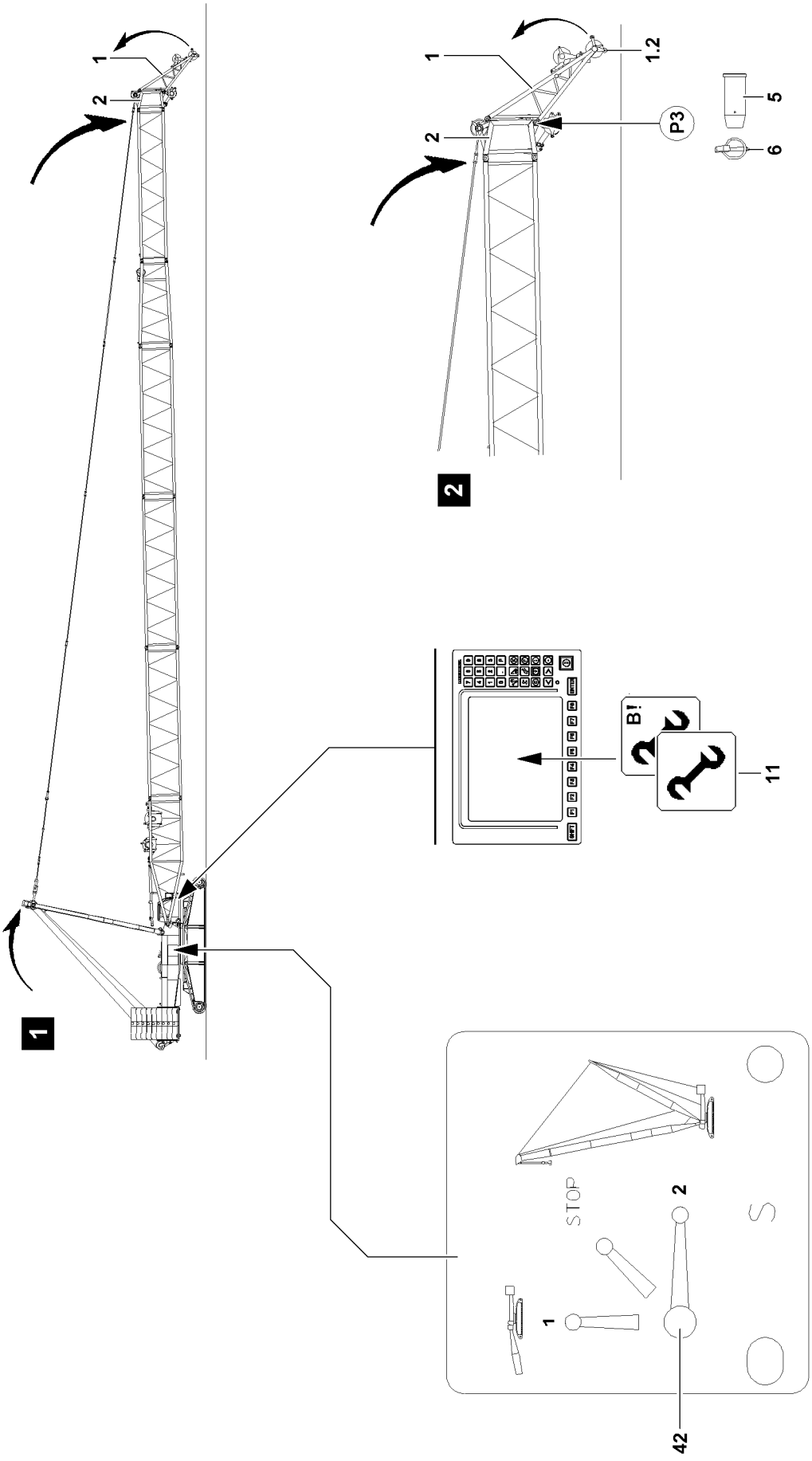

Fig.163457

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5.1.2 Reeving the hook block out

NOTICE
Damage to the auxiliary jib „HS“!
As long as the auxiliary jib „HS“ **1** is pinned in point **P3**, the boom combination may not be taken down onto the ground, otherwise the auxiliary jib „HS“ **1** will be severely damaged!
► Take the boom combination down only the ground only when the pins **5** at thepins **5** are unpinned.

► Disassemble the hoist limit switch weight and reeve the hook block out.
► Carefully luff the SL-boom down until the auxiliary jib „HS“ **1** is just above the ground with the track rollers **1.2**.

When the track rollers **1.2** are just above the ground:
► Unpin the pins **5** on the auxiliary jib „HS“ in point **P3** on the „bottom“.

When the pins **5** are unpinned in point **P3** on the „bottom“:
► Luff the SL-boom down slowly until the auxiliary jib „HS“ **1** folds out by itself.
► Continue to luff the SL-boom down.

Result:

– The auxiliary jib „HS“ **1** runs on the track rollers **1.2** toward the „outside“.

► Take the SL-boom down on the substructure.

5.1.3 Spooling the hoist rope up

WARNING
Falling hoist rope!
By spooling the hoist rope up, personnel can be severely injured or killed!
► All rope retaining pins/ pipes on the auxiliary jib „HS“ **1**have been removed!
► All rope retaining pins / pipes on the SW-end section **3** and on the S-boom have been removed!
► Slowly spool up the hoist rope over the rope pulleys back to the winch!
► Make sure that no personnel is within the danger zone!

NOTICE
Overspooled winch!
If the rope is pulled under the winch when spooling up, then the adjustment of the winch turn sensor changes!
A new adjustment by **LIEBHERR Customer Service** is urgently required!
► Stop the winch in time, with sufficient rope reserve!
► Do not overspool the winch!

► Spool the hoist rope up.

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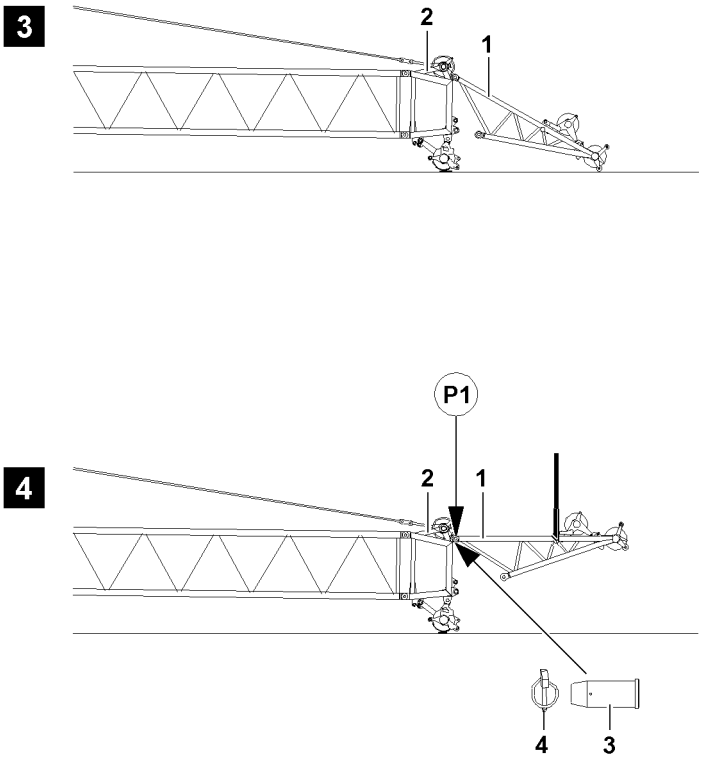

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Fig.110608

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5.2 Disconnecting the electrical connections

Make sure that the following prerequisite is met:
– The SL-boom has been taken down.

NOTICE
Damage to the electrical connections on the cable drum!
If the electrical connection from the cable drum on the S-pivot section to the terminal box on the SW-end section is disconnected and spooled up, then the electrical connection from the cable drum to the terminal box on the S-pivot section can be damaged!
► First disconnect the electrical connection from the cable drum to the terminal box on the S-pivot section and then the electrical connection from the terminal box to the SW-end section!

► Properly store the cable from the terminal box on the S-pivot section.
► Spool the cable drum up and secure it to prevent inadvertent spooling out.

5.3 Disassembling the auxiliary jib „HS“

WARNING
Folding down boom!
If the following conditions are not met before disassembling of the auxiliary jib „HS“ **1**, the boom can fold down!
Personnel can be severely injured or killed!
► Support the SL-boom during disassembly with suitable materials!

Make sure that the following prerequisites are met:
– The SL-boom is taken down on a load-bearing substructure.
– The auxiliary jib „HS“ **1** is lying on the ground.
– All electrical connections to the SL-boom are disconnected.

► Fasten the auxiliary jib „HS“ **1** to the auxiliary crane.
► Lift the auxiliary jib „HS“ **1** with the auxiliary crane until the auxiliary jib „HS“ **1** hangs horizontally.
► Release the pins **3** on the auxiliary jib „HS“ **1** in point **P1** and unpin.

When the pins **3** are unpinned:
► Remove the auxiliary jib „HS“ **1** with the auxiliary crane.
► Insert the pins **3** in the transport receptacle **P2** on the SW-end section **2**.

Note
► Carry out the disassembly of the SL-boom, see the Crane operating instructions, chapter 5.38!

► Disassemble the SL-boom.

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5.61 Roller cart

1	Overview components pulley cart	3
2	Installing / removing the pulley cart	5

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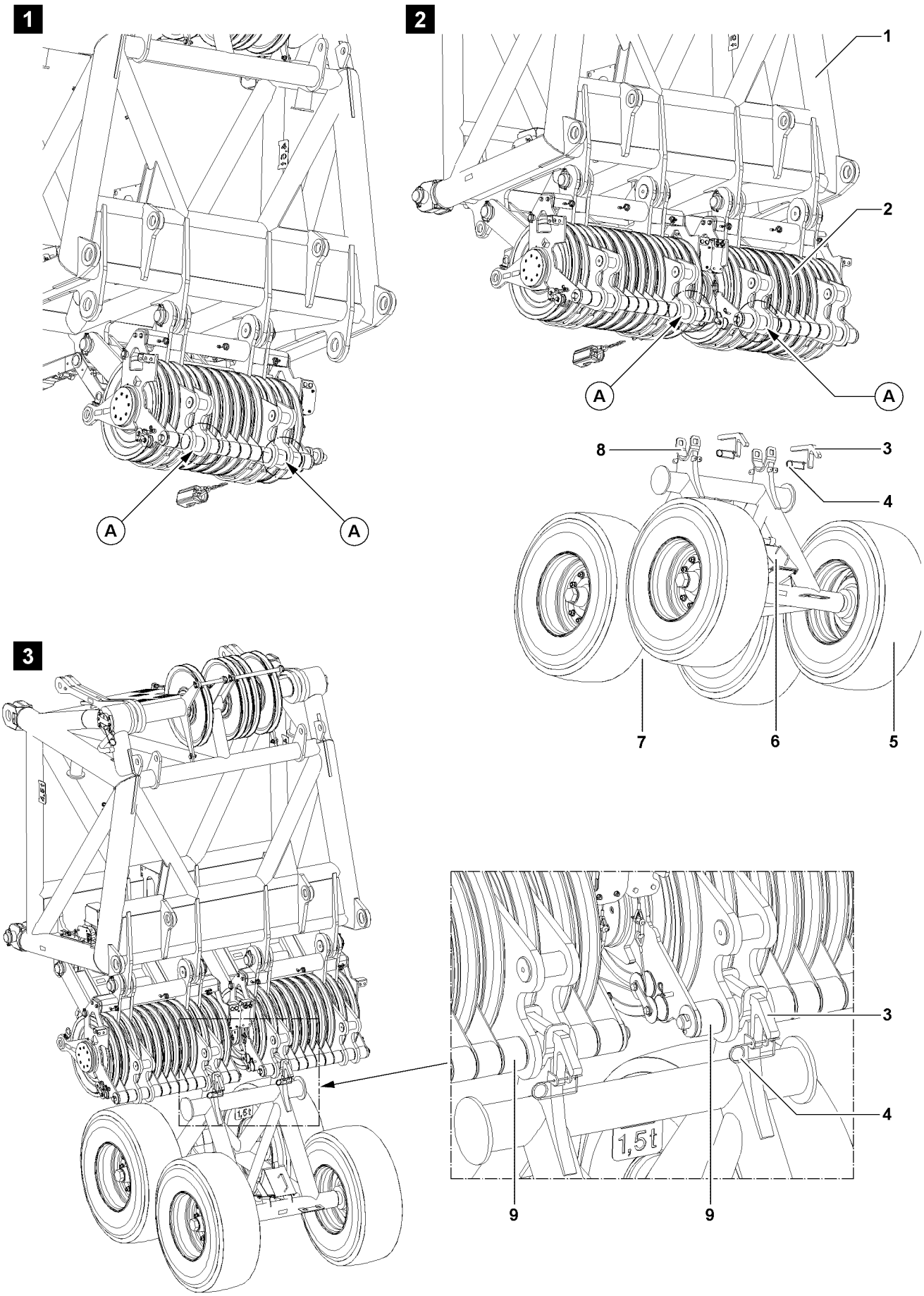

Fig.105346

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1 Overview components pulley cart

Position	Description
1	SW-end section
2	Roller set
3	Retainer
4	Spring retainer
5	Tires
6	Wedge
7	Pulley cart
8	Receptacle
9	Pulleys on the pulley set

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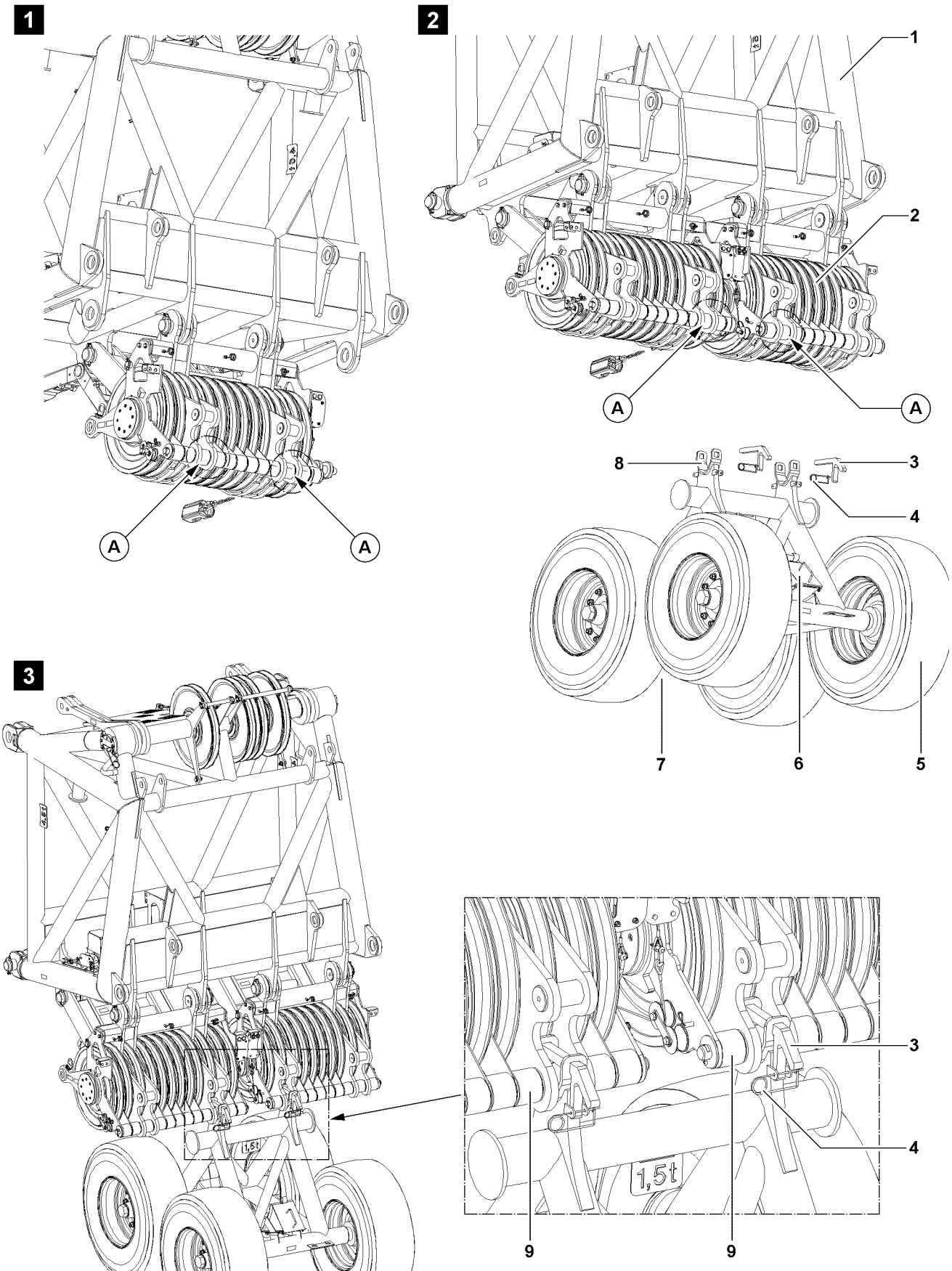

Fig.105346

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2 Installing / removing the pulley cart

2.1 Installing the pulley cart

– For illustration of a SW-end section with installed pulley set, see fig. **1**.
– For installation of the pulley cart on example of a SW-end section with two pulley sets, see fig. **2** and fig. **3**.

► Position the pulley cart **7** below the SW-end section **1** and secure the tires **5** with wedges **6**.
► Slowly lower the SW-lattice jib until the pulleys of the pulley set **9** in point **A** are laying in the receptacle **8** of the pulley cart.
► Plug in the retainer **3**and secure with spring retainer **4**.
► Remove the wedges **6**.

2.2 Removing the pulley cart

WARNING
Risk of accident!
► Observe and adhere to the data in the erection and take down charts.
► Observe chapter 5.07.

► Secure the pulley cart **7** with wedges **6**.
► Release the spring retainer **4** and pull the retainer **3**.
► Luff up boom combination.

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6 Auxiliary equipment

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6.02 Crane operator's cab heater / engine preheating / air conditioning system

1 Heating the crane cab 3

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Fig.195219

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1 Heating the crane cab

The cab can be heated with three independent heaters:
- Engine-dependent heater
- Engine-independent auxiliary heater with engine pre-heating, at ambient temperatures down to -40 °C , WEBASTO; Thermo 90 ST*
- Engine-independent auxiliary heater for cab preheating, at ambient temperatures less than -40 °C , WEBASTO; DBW 2020*

The individual heat adjustment (both for engine-dependent as well as the engine-independent auxiliary heater*) are made solely via the „Climate control settings“ menu on the touch display.

NOTICE
Damage in the electrical / electronic component area when carrying out electric welding work on the crane.
► Disconnect the negative and positive cables from the batteries and connect the positive cables to the vehicle ground.

2 Menu „Climate control settings“

2.1 General

The „Climate control settings“ menu is accessed - with the ignition turned on - by pressing the function key **F1** on the touch display.

Note
► The „Climate control settings“ menu is removed automatically after 30 sec. if no settings are changed during this time.

If the crane ignition is turned off, the LICCON computer system and the touch display also turn themselves off. The settings made in the „Climate control settings“ menu are retained.

Note
► If the auxiliary heater has been programmed, the settings are saved when the ignition is turned „OFF“.

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2.2 Operating the touch display

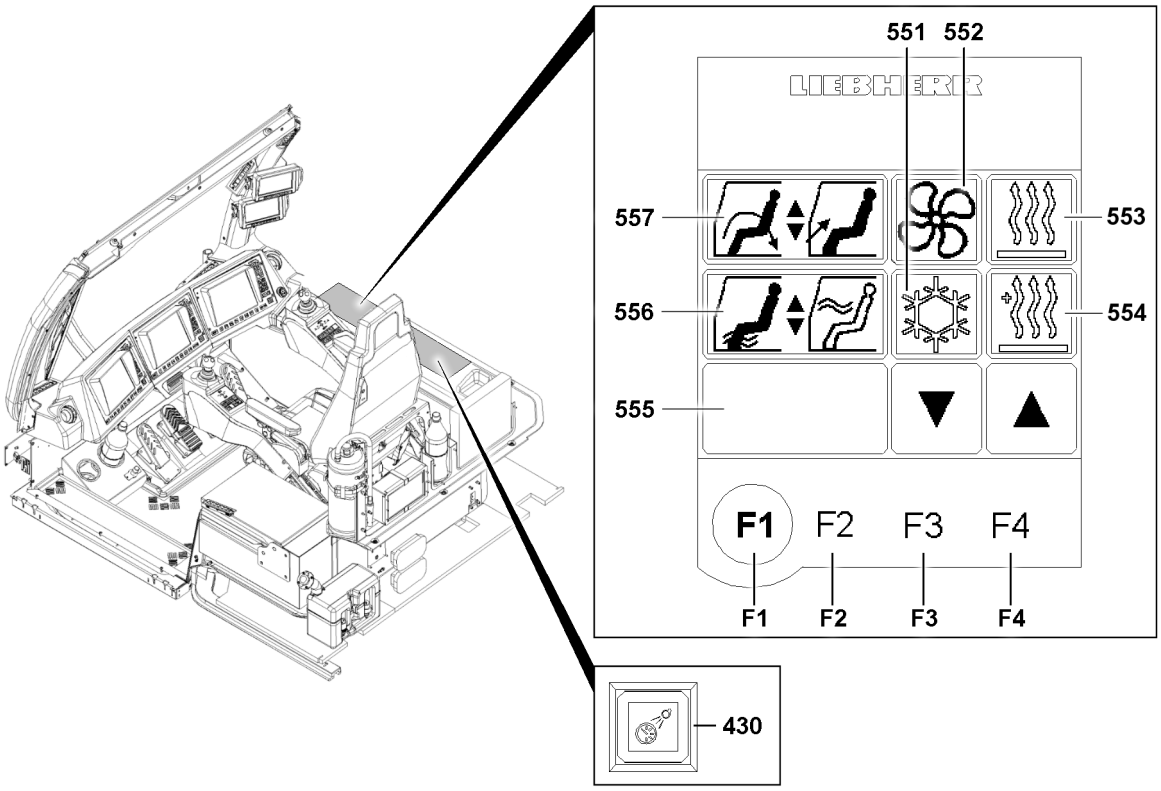

Fig.127301: Touch display in the right instrument panel

On the touch display, all functions are available for making and operating all heating, ventilation and air conditioning settings and for programming the auxiliary heater on the crane:

– **557** Recirculating air / fresh air
  - Function selection
– **556** Air distribution „up“ / „down“
  - Function selection
– **555** Status display
  - Display function

  The status display **555** shows the following, depending on the selected function:
  - The adjustment ratios between the overhead area and the floorboard area for recirculating air / fresh air.
  - The adjustment ratios for air distribution.
  - The temperature setting in manual heating mode.
  - The temperature setting in AUTO heating mode.
  - Climate control system „ON“.
  - Climate control system „OFF“.
  - The programming display for auxiliary heater.
– **551** Air conditioning system
  - Function selection
– **552** Fan / blower
  - Function selection
– **553** Heater
  - Function selection
– **554** Auxiliary heater
  - Function selection

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The background illumination for the touch display can be turned on or off with the button **430**.

► Press the button **430**.

Result:

– The background illumination for the touch display is turned on.

► Press the button **430** again.

Result:

– The background illumination for the touch display is turned off.

2.3 Adjusting the recirculating air / fresh air

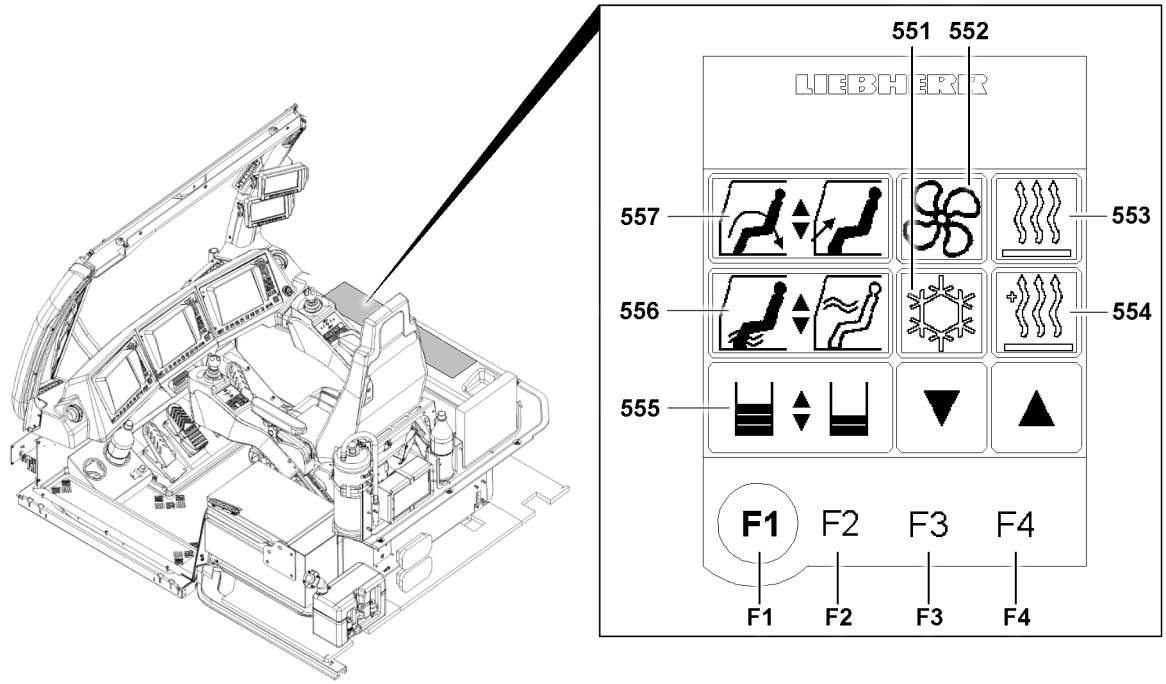
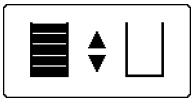
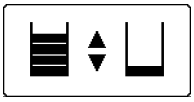


Fig.127302: Adjusting the recirculating air / fresh air

The „recirculating air / fresh air“ function is selected by „touching“ the icon **557** on the left touch display.

The adjustment rate is displayed in the status display **555** as a double bar display for „recirculating air“ and „fresh air“.

The adjustment rate between „recirculating air / fresh air“ is changed with the function key **F3** and the function key **F4**.

Adjustment rates for recirculating air / fresh air			
Status display	Recirculating air	Fresh air	Icon display
	**5**	**0**	*Fresh air „OFF“*
	**4**	**1**	

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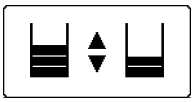
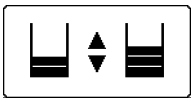
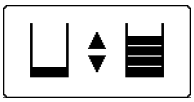
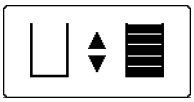
Adjustment rates for recirculating air / fresh air			
	**3**	**2**	
	**2**	**3**	
	**1**	**4**	
	**0**	**5**	*Recirculating air „OFF“*

► Select „Recirculating air / fresh air“ **557** function by „touching“.

Result:

– The „Recirculating air / fresh air“ icon is surrounded with a black border.
– The current adjustment rate is displayed in the status display **555** as a double bar display for „recirculating air“ and „fresh air“.

► Press the function key **F3**.

Result:

– The „proportion of circulating air“ is reduced, the „proportion of fresh air“ increases at the same time.

► Press the function key **F4**.

Result:

– The „proportion of fresh air“ is reduced, the „proportion of circulating air“ increases at the same time.

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2.4 Adjusting the „lower“ / „upper“ air distribution

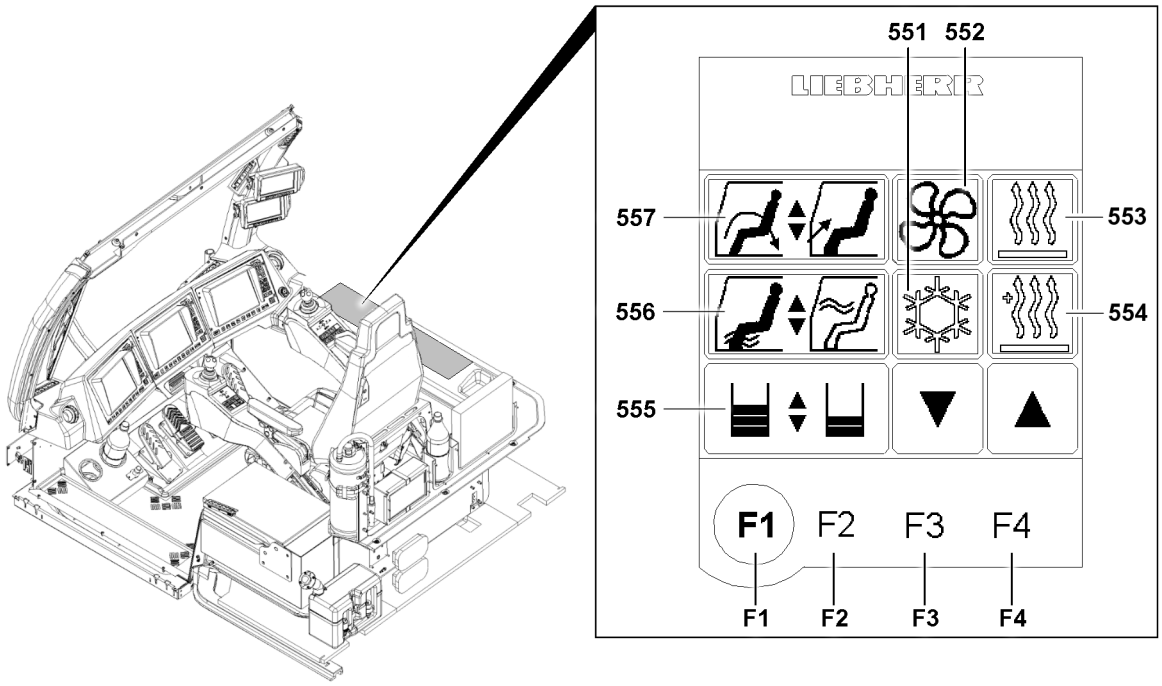
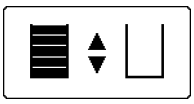
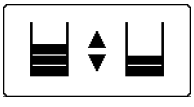


Fig.127302: Adjusting the lower / upper air distribution

The „lower“ / „upper“ air distribution function is selected by „touching“ the icon **556** on the left touch display.

The adjustment ratio is displayed in the Status display **555** - as a double bar display - for the „lower“ and „upper“ air distribution.

The „lower“ and „upper“ adjustment rate is changed with the function key **F3** and the function key **F4**.

Air distribution adjustment rates			
Status display	„Down“	„Up“	Icon display
	**5**	**0**	*Up „OFF“*
	4	**1**	
	**3**	**2**	

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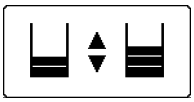
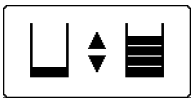
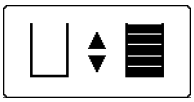
Air distribution adjustment rates			
	**2**	**3**	
	**1**	**4**	
	**0**	**5**	*Down „OFF“*

► Select Air distribution „upper / lower“ **556** function by „touching“.

Result:

– The „lower / upper“ air distribution icon is surrounded with a black border.
– The current adjustment rate is displayed in the status display **555** - as a double bar display - for „lower“ and „upper“.

► Press the function key **F3**.

Result:

– The proportion of air on the „bottom“ is reduced, the proportion of air on the „top“ increases at the same time.

► Press the function key **F4**.

Result:

– The proportion of air „on the top“ is reduced, the proportion of air „on the bottom“ increases at the same time.

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2.5 Fan / blower adjustment

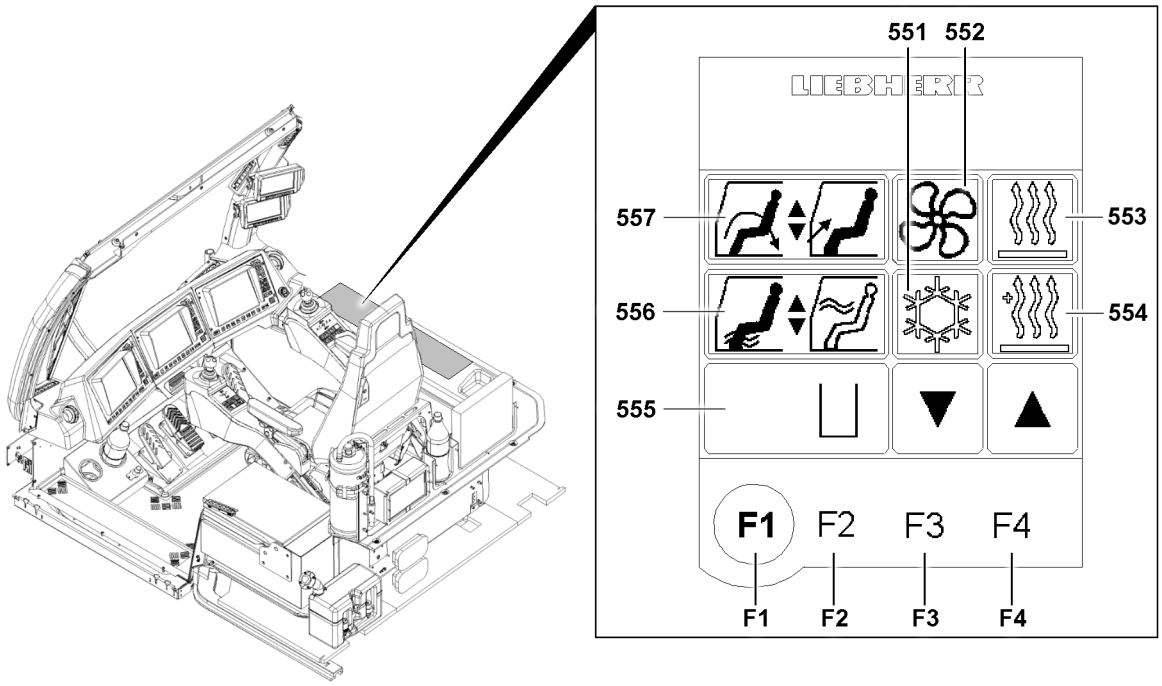
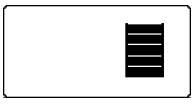
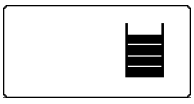
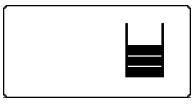
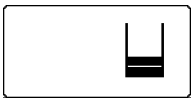
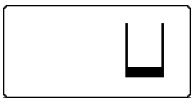
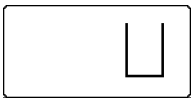


Fig.127303: Fan / blower adjustment

The „fan / blower“ function is selected by „touching“ the icon **552** on the left touch display.

The current „fan“ / „blower setting“ is shown as a bar display in the status display **555**.

The „fan“ / „blower setting“ is reduced with the function key **F3** and increased with the function key **F4**.

„Fan“ / „blower stage“		
Status display	Stage	Icon display
	**5**	
	**4**	
	**3**	
	**2**	
	**1**	
	**0**	*Fan „OFF“*

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► Select „fan / blower **552**“ by „touch“.

Result:

– The „fan / blower“ icon is then surrounded with a black border.
– In the current status display **555**, the „fan“ / „blower stage“ is shown as a bar display.

► Press the function key **F3**.

Result:

– The „fan“ / „blower stage“ is reduced.

► Press the function key **F4**.

Result:

– The „fan“ / „blower stage“ is increased.

2.6 Climate control system operation

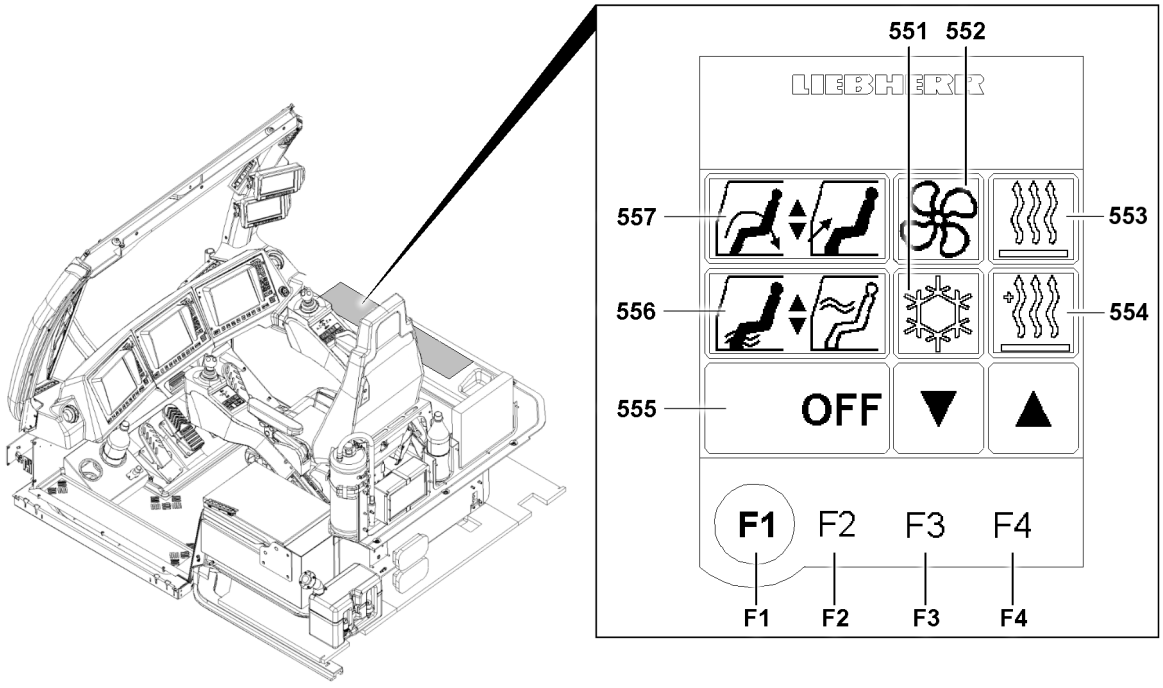

Fig.127304: Climate control system operation

The „Climate control system“ function is selected by „touching“ the icon **551** in the left touch display.

The status of the climate control system is displayed in the status display **555**.

The „Air conditioning system“ is turned off with the function key **F3** („OFF“) and turned with the function key **F4** („ON“).

Note

► The climate control system turns itself on automatically if the „AUTO“ heating mode is activated.

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Air conditioning system		
Status display	Status	Icon display
OFF	„OFF“	
ON	„ON“	

Make sure that the following prerequisites are met before operating the climate control system:

- The air intake opening for recirculated air operation is clear.
- All windows and the cab door are closed.
- The recirculating air / fresh air adjustment ratio is 5:0.

► Select „Climate control system **551**“ function by „touching“.

Result:

- The „Climate control system“ icon is surrounded with a black border.
- The switching status of the climate control system appears in the status display **555**.

► Press the function key **F3**.

Result:

- The climate control system is turned off.

► Press the function key **F4**.

Result:

- The climate control system is turned on.

► Open or close the air vents, as desired.
► Open the appropriate air vent for upward air distribution.
► Turn the fan / blower on.
► Select the heater and change into „MANUAL“ heating mode.
► Set the temperature stage.
or
Select heater and change into „AUTO“ heating mode.
► Set the temperature in [°C] or [°F].

2.7 Turning the heater on

2.7.1 General

The „heater“ function is selected by „touching“ the icon **553** on the left touch display.

The status of the heater is displayed in the status display **555**.

The temperature is regulated in „MANUAL“ heating mode via the function key **F3** („reduce“ temperature) and function key **F4** („increase“ temperature).

Function key **F2** is used to switch from „MANUAL“ heating mode to „AUTO“ heating mode and vice versa.

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2.7.2 Manual heating mode

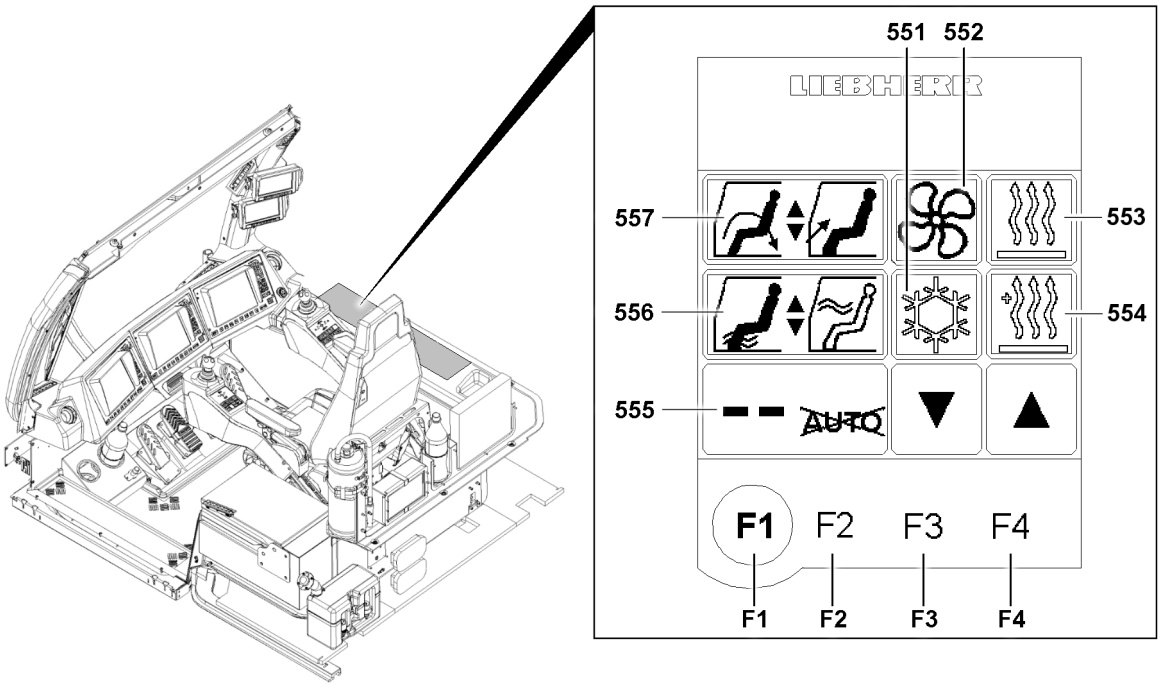

Fig.127305: Turning the heater on

In „MANUAL“ heating mode, the temperature stages - from stage 1 to stage 16 - are available to the crane driver for temperature adjustment.

With the function key **F3**, the temperature stages can be reduced from stage 16 in increments until „Heater OFF“.

Note
- ► If the status „Heater OFF“ is reached, the heater does not operate.
- ► The crane cab is **not** heated.

Press the function key **F4** to leave the „OFF“ status and to increase the temperature stages incrementally from stage 1 to maximum stage 16.

Heating mode „MANUAL“			
Status display	Status	Stage	Icon display
-- AUTO	**„OFF“**	**— —**	*Heater „OFF“*
1 AUTO	**„ON“**	**1**	
16 AUTO	**„ON“**	**16**	

- ► Select the „heater **553**“ function by „touching“.

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Result:

– The „heater“ icon is then surrounded with a black border.
– The status display **555** contains the current status of the „heater“.

► Press the function key **F2**.

Result:

– Heating mode „AUTO“ is switched to heating mode „MANUAL“.

► Press the function key **F3**.

Result:

– The „temperature stages“ are reduced incrementally by one stage.
– The amount of warm air supply into the crane cab is reduced accordingly.

► Press the function key **F4**.

Result:

– The „temperature stages“ are increased incrementally by one stage.
– The amount of warm air supply into the crane cab is increased.

2.7.3 AUTO heating mode

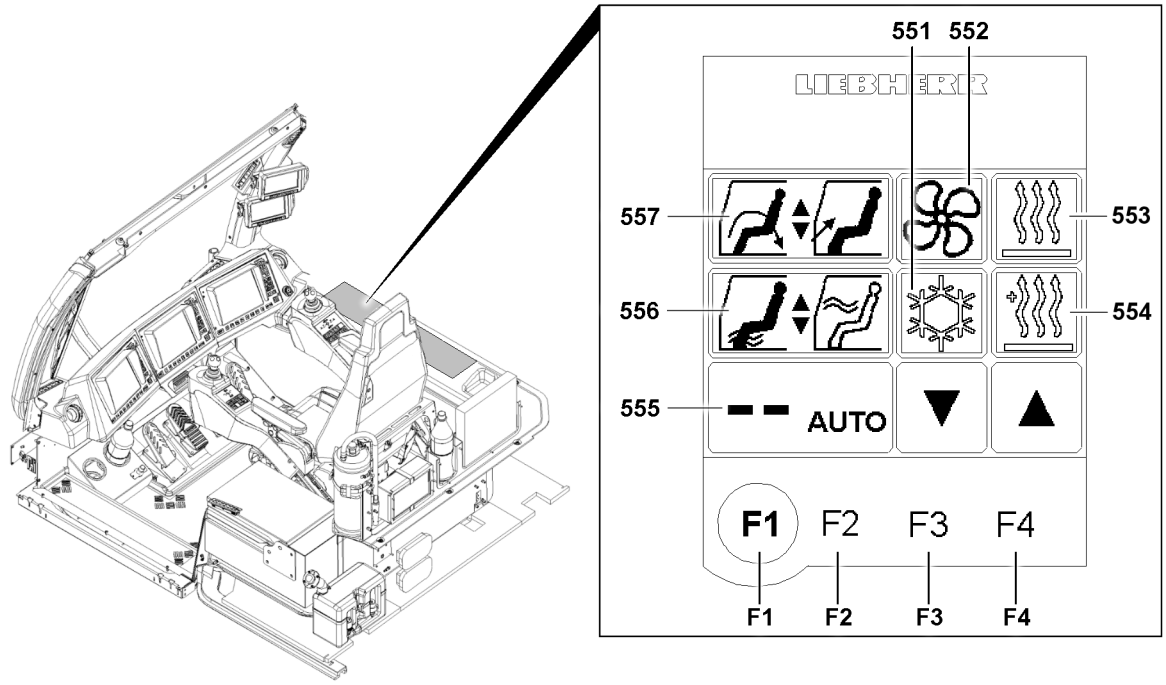

Fig.127306: AUTO heating mode

If heating mode „AUTO“ is selected, the climate control system is automatically enabled.

Note

► The blower / fan stage is automatically regulated in the „AUTO“ heating mode, whereby the maximum blower / fan stage is available, which was set before manually.

In „AUTO“ heating mode, the crane driver can adjust the temperature infinitely variable.

By pressing the function key **F3**, the temperature is reduced steplessly from maximum value to minimum value and if the function key **F3** is pressed again, the heater is turned off.

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Note

- ► If a status „Heater OFF“ has been reached, the heater does **not** operate but the cab can continue to be cooled.
- ► The crane cab is **not** heated.

Leave the „OFF“ state by pressing the function key **F4** and the temperature can be increased infinitely variable from minimum value to maximum value.

Heating mode „AUTO“			
Status display	Status	Temperature in [**°C**] or [°F]	Icon display
-- AUTO	**„OFF“**	**—**	*Heater „OFF“*
15 °X AUTO *Minimum value*	**„ON“**	**15**	
30 °X AUTO *Maximum value*	**„ON“**	**30**	

► Select the „heater **553**“ function by „touching“.

Result:

– The „heater“ icon is then surrounded with a black border.
– The status display **555** contains the current status of the „heater“.

► Press the function key **F2**.

Result:

– Heating mode „MANUAL“ is switched to heating mode „AUTO“.

► Press the function key **F3**.

Result:

– The „temperature setting“ is reduced in stages in 1 °C increments.
– The amount of warm air supply into the crane cab is regulated according to the current temperature setting.

► Press the function key **F4**.

Result:

– The „temperature setting“ is increased in stages in steps of 1 °C.
– The amount of warm air supply into the crane cab is regulated according to the current temperature setting.

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2.8 Procedure for fogged windows

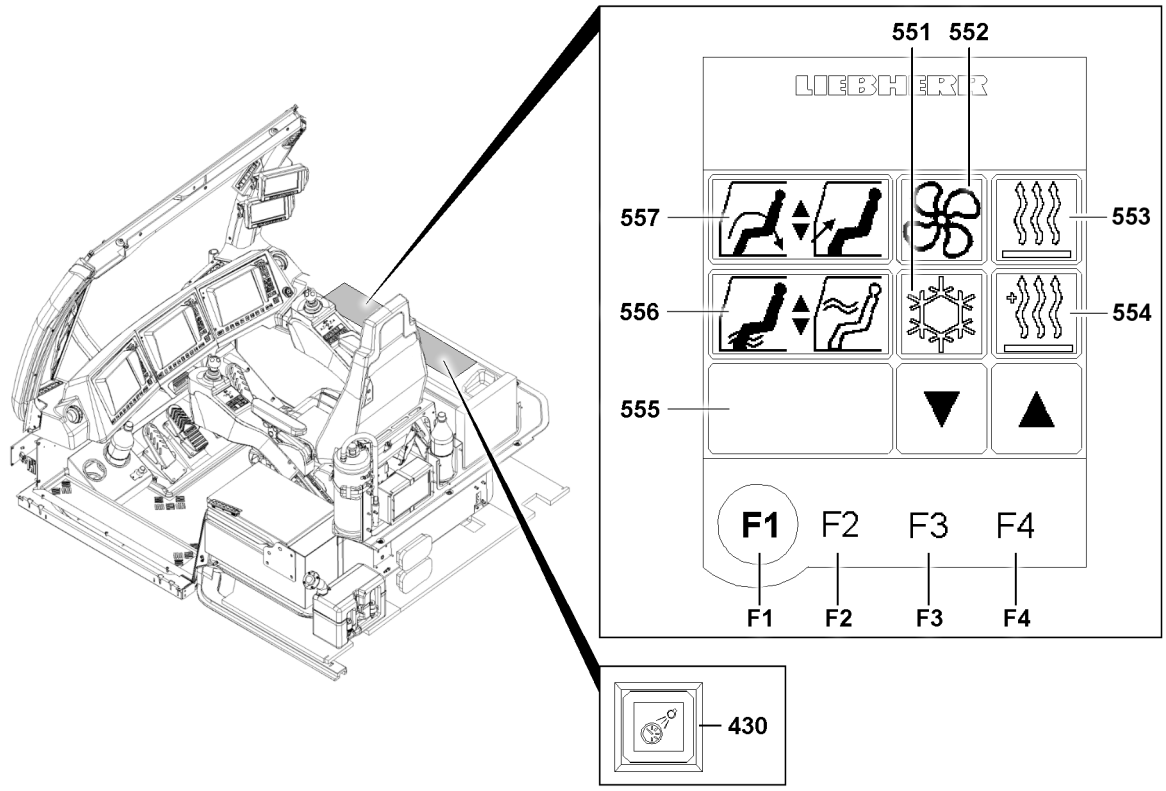

Fig.127301

2.8.1 General

A certain order must be followed to clear the windows quickly for subsequent crane operation.

The settings can be made manually or semi-automatically.

2.8.2 Adjusting the settings manually in the „Climate control settings“ menu

- ► Set the air distribution **556** to maximum level „up“ - stage 5.
- ► Open the air vents.
- ► Set recirculating air **557** to maximum level - stage 5.
- ► Set the fan / blower **552** to maximum level - stage 5.
- ► Set the climate control system **551** to „ON“.
- ► Set the heater **553** to maximum possible level in „**manual**“ heating mode.
- ► If the crane engine is cold, add the auxiliary heater **554**, if required.

2.8.3 Making adjustments semi-automatically in the „Climate control settings“ menu

- ► Set the heater **553** to „**AUTO**“ heating mode.
- ► Set the air distribution **556** to maximum level „up“ - stage 5.
- ► Open the air vents.
- ► If the crane engine is cold, add the auxiliary heater **554**, if required.

Note

- ► The other functions are automatically added by the system.

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2.9 Operating the engine-independent auxiliary heater

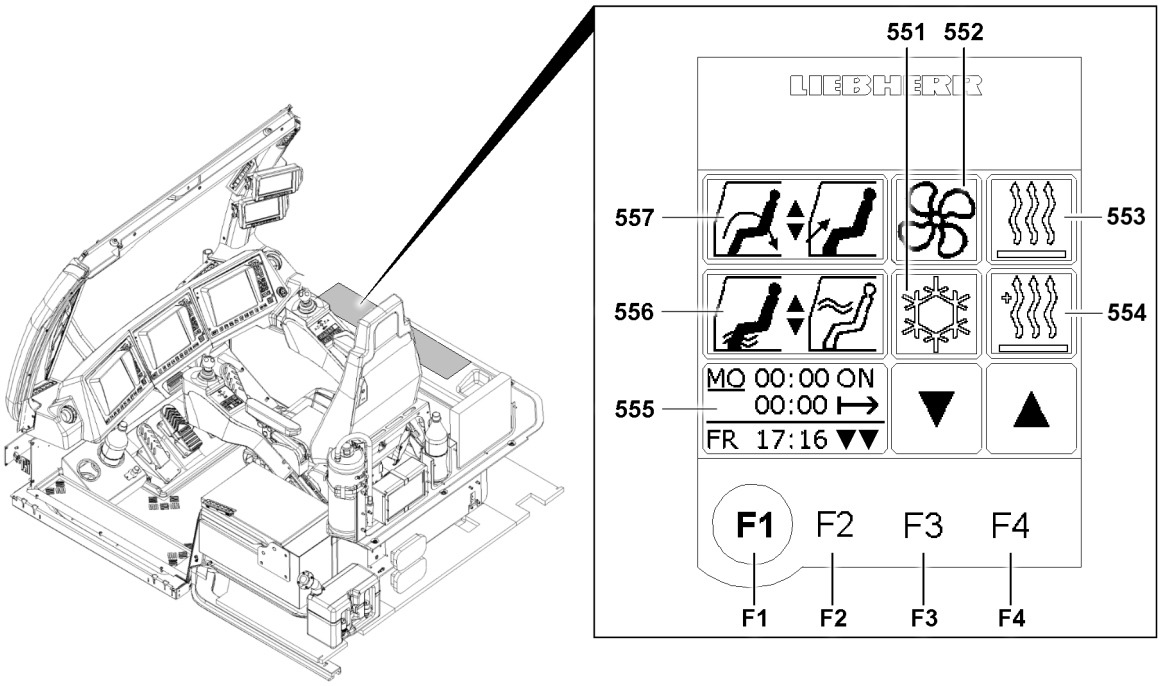

Fig.127307

The engine-independent auxiliary heater is used to heat the crane cab when the engine is turned off and as auxiliary heater at low ambient temperatures, if the engine-dependent heater is insufficient.

At ambient temperatures of below -20 °C , the crane engine must be pre-heated by the engine-independent auxiliary heater. In this case, the crane cab does not have to be heated too.

Note

► In summer, run the auxiliary heater once a month for approx. 15 to 20 minutes.

Carry out maintenance work on the auxiliary heater according to the supplied manufacturer's operating instructions.

2.9.1 General

NOTICE

Damage of auxiliary heater!

► Fill all units with sufficient service fluids for winter operation according to the lubrication chart.

DANGER

Danger of poisoning and suffocation in enclosed areas!

► Only operate the engine-independent auxiliary heater in enclosed areas such as garages or workshops only if an exhaust system is used, even in „Programming mode“.

DANGER

Danger of explosion!

In areas where combustible fumes or dust could form, e.g. in the vicinity of storage areas for fuel, coal, wood dust or grain or similar and in the vicinity of filling stations or tank farms, there is a danger of explosion.

► Turn the auxiliary heater off.

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2.9.2 Adding the engine-independent auxiliary heater manually

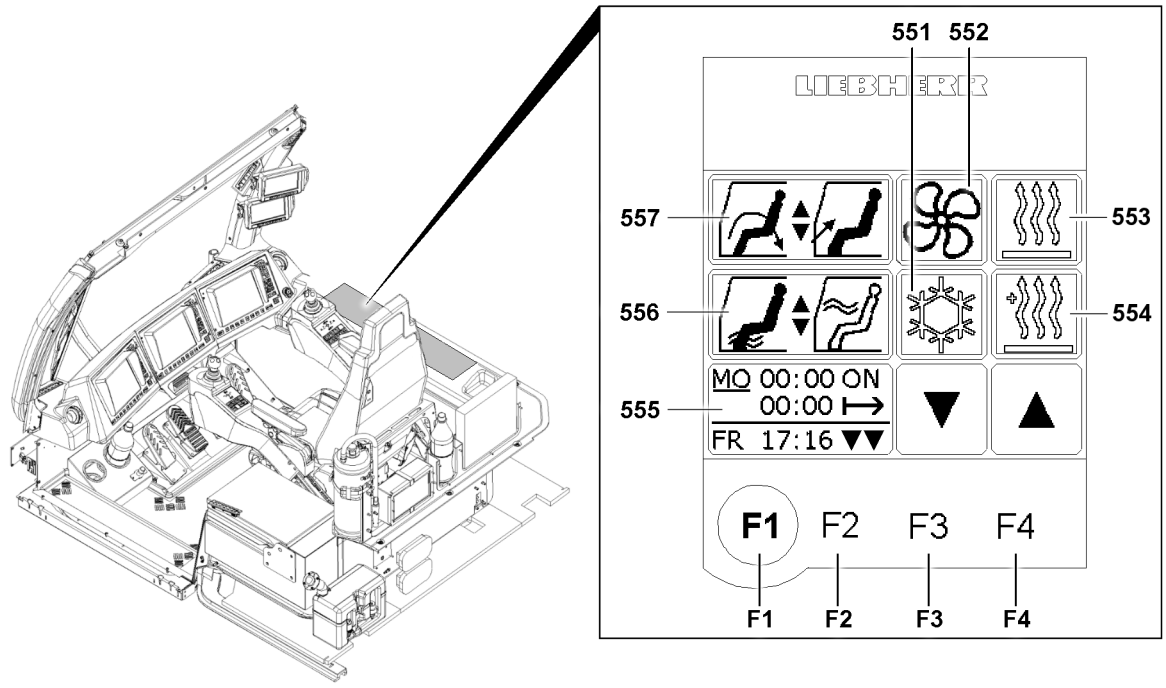

Fig.127307

The engine-independent auxiliary heater can be added manually in driving or crane operation mode. The auxiliary heater, icon **554**, must be selected and turned on.

If the auxiliary heater is in the „OFF“ state, pressing function key **F4** once adds the cab auxiliary heater.

Pressing the function key **F4** again turns engine preheating auxiliary heater on.

Note

► If the auxiliary heater it added for engine pre-heating, then the crane cab is **not** heated.

Manual auxiliary heater			
Status display	Function key **F4**	Function key **F3**	Icon display
MO 06:45 ON 00:30 FR 17:16 **OFF**	▲ F4	— —	*Auxiliary heater „OFF“*
MO 06:45 ON 00:30 FR 17:16 **ON**	▲ F4	▼ F3	*Auxiliary heater - cab „ON“*
MO 06:45 ON 00:30 FR 17:16 **ON**	▲ F4	▼ F3	*Auxiliary heater - engine pre-heating „ON“*

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Engaging the auxiliary heater

► Select heat **553** and set the required temperature via function key **F3** or function key **F4** (see section entitled „Turning the heater on“).

Note

► The temperature adjustment via function key **F3** or function key **F4** is only needed to heat the crane cab.

► Select auxiliary heater **554** and press function key **F3** or function key **F4** until the required setting is displayed in the status display **555** (see chart).

Result:

– The auxiliary heater is switched on.
– Depending on the setting, the crane cab or the engine is heated.

Note

► When the crane cab is „warm“ and the engine is at the operating temperature, turn the auxiliary heater off.
► This increases the service life of the auxiliary heater.

Turning the auxiliary heater off

► Select auxiliary heater **554** and press the function key **F3** until the status display **555** shows the setting auxiliary heater „OFF“ (**OFF**).

Result:

– The auxiliary heater is turned off.
– An shut off delay is carried out each time the auxiliary heater is turned off.

► Turn the battery master switch off if the crane is temporarily not being used.

2.9.3 Adding the engine-independent auxiliary heater in programming mode

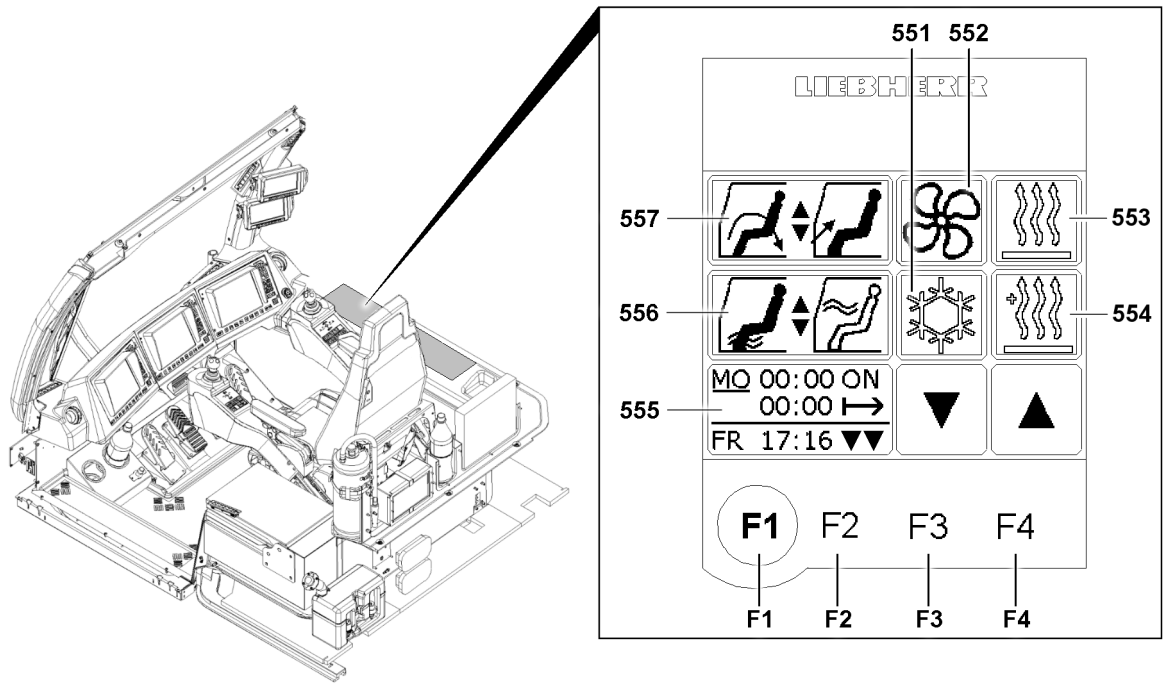

Fig.127307

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The engine-independent auxiliary heater to heat the cab or for engine preheating can be programmed a **maximum** of one week in advance.

Note

► It is advisable to restrict auxiliary heater programming to two days, since there is a risk of the battery discharging extremely quickly at minus temperatures.

NOTICE

Clogging of auxiliary heater

In the transitional period, the auxiliary heater can clog up and be damaged as a result of the short time in operation.

► By selecting the program „Summer operation“, the clogging and damage of the auxiliary heater can be prevented.

Auxiliary heater programmed			
Status display	Function key **F4**	Function key **F3**	Icon display
MO 06:45 ON 00:30 ↦ FR 17:16 **OFF**	▲ F4	— —	*Auxiliary heater „OFF“*
MO 06:45 ON 00:30 ↦ FR 17:16 ☼	▲ F4	▼ F3	*Auxiliary heater „Summer operation“*
MO 06:45 ON 00:30 ↦ FR 17:16 **ON**	▲ F4	▼ F3	*Auxiliary heater „On“*
MO 06:45 ON 00:30 ↦ FR 17:16 ◴	▲ F4	▼ F3	*Auxiliary heater „programmed“*
MO 06:45 ON 00:30 ↦ FR 17:16**ON**≒	▲ F4	▼ F3	*Auxiliary heater with engine preheating „On“*
MO 06:45 ON 00:30 ↦ FR 17:16 ◴≒	— —	▼ F3	*Auxiliary heater with engine preheating „programmed“*

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Programming the auxiliary heater

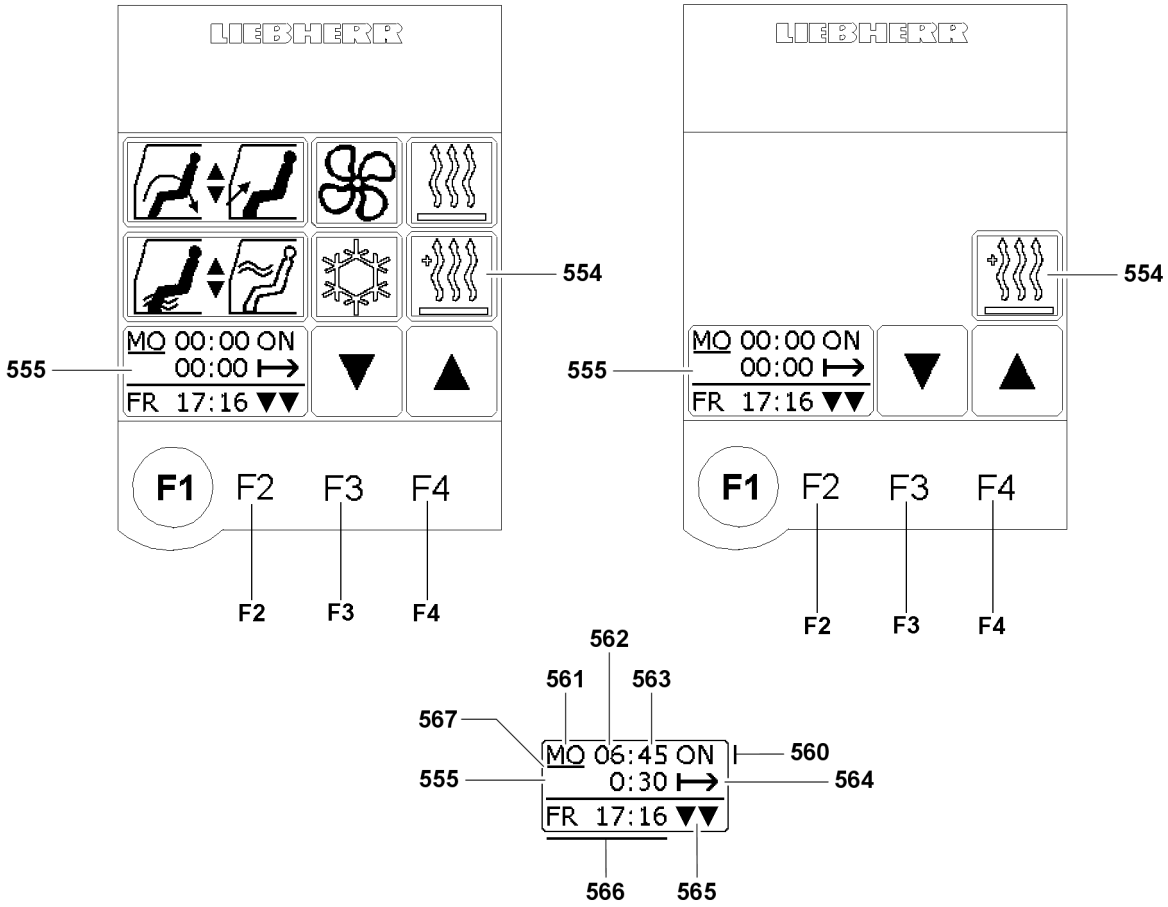

Fig.127308

In order to access auxiliary heater programming mode, press the function key **F4** until the status display shows the „clock“ (programming mode for cab heater), or the „clock with wave“ (programming mode for engine preheating), illustration **1**.

The status display **555** contains the current day of the week with the time **566**. The time in the status display **555** is coupled to the „real-time clock“ in the test system.

Note

► The procedure for programming the auxiliary heater (to heat the crane cab or for engine preheating) is identical in both cases.

Make sure that the following prerequisites are met **before** the auxiliary heater is programmed:

– The desired temperature for the heater has been set.
– The fan / blower is set to stage 0 („OFF“).
– The desired programming mode, cab heater („clock“) or engine preheating („clock with wave“) has been set.

► Press the function key **F2**.

Result:

– The auxiliary heater programming interface is displayed, illustration **2**.
– The status display **555** shows the cursor **567** below the editable input value.

Note

► The cursor **567** is positioned on day programming **560** by default.

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► Press the function key **F4** and select the required day of the week **561** (**ascending** order).
or
Press the function key **F3** and select the required day of the week **561** (**descending** order).

Result:

– The selected day of the week is „set“.

► Press the function key **F2**.

Result:

– The cursor **567** changes from day programming **561** to hour programming **560**.

► Press the function key **F4** and select the desired hour **562** (**ascending** order).
or
Press the function key **F3** and select the desired hour **562** (**descending** order).

Result:

– The selected hour is „set“.

► Press the function key **F2**.

Result:

– The cursor **567** changes from hour programming **562** to minute programming **563**.

► Press the function key **F4** and select the desired minute **563** (**ascending** order).
or
Press the function key **F3** and select the desired minute **563** (**descending** order).

Result:

– The selected minute is „set“.

► Press the function key **F2**.

Result:

– The cursor **567** changes from minute programming **563** to turn on duration **564**.

► Press the function key **F4** and select the desired turn on duration **564** (ascending).
or
Press the function key **F3** and select the desired turn on duration **564** (descending).

Result:

– The selected turn on duration **564** is „set“.

Note
► The turn on duration **564** for the auxiliary heater is restricted to a maximum of **0:55 minutes**.
► The cursor **567** automatically changes to the minutes setting for the turn on duration **564**.
► The turn on duration **564** can only be changed in 5 minute increments.

► Press the function key **F2**.

Result:

– The cursor **567** changes from turn on duration **564** to day programming **560**.
– The programming for the auxiliary heater is complete.

► Select the auxiliary heater **554** icon by „touching“.

Result:

– The programmed settings are taken over.
– The „Climate control settings“ menu is displayed.
– The auxiliary heater starts to operate when the programmed turn on time for the heater operation is reached and turns the heater operation off again when the selected turn on duration has expired.

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– The auxiliary heater runs in automatic regulating operation, depending on the heater setting in „manual“ or „AUTO“.

Note

► The auxiliary heater programming must be manually reset to „zero“ after the programmed heating period. Otherwise, the auxiliary heater is turned on automatically according to the programming.

Resetting the auxiliary heater programming

To reset the auxiliary heater programming, proceed as described in „Auxiliary heater programming“.

► Reset the values in the status display **555** to „zero“.

Result:

– The programming is turned off.

Note

► The programming can be manually changed at any time or it can be turned off altogether.

2.10 Bleeding the heating system

When draining the engine coolant, the contents of the heating system will also be drained because the engine and heater operate as one circuit. When refilling the system, it must be carefully bled.

► Fill the coolant via the expansion tank of the engine cooling circuit as specified in the lubrication chart.
► Start the engine as described in the Crane operating instructions, chapter 4.03.
► Set the heater to „warm“.
► Check the expansion tank for air bubbles.

Result:

– The engine is bled as soon as no more air bubbles rise up.

When no more air bubbles appear in the expansion tank:
► Set the heater to „cold“.

Result:

– The heater circuit will be bled.

► Check the expansion tank for air bubbles.

Result:

– The heater circuit is bled as soon as no more air bubbles rise up.

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6.05 Emergency take down

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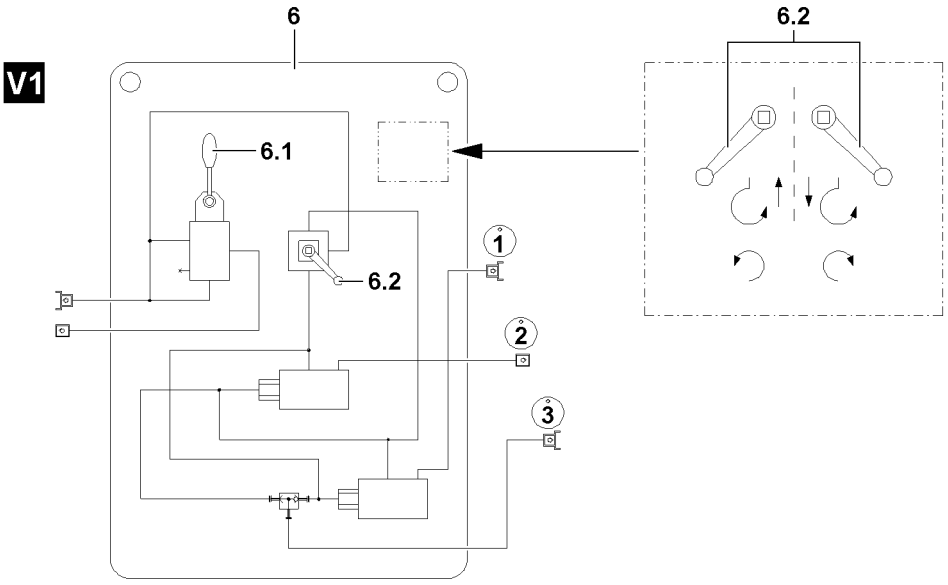

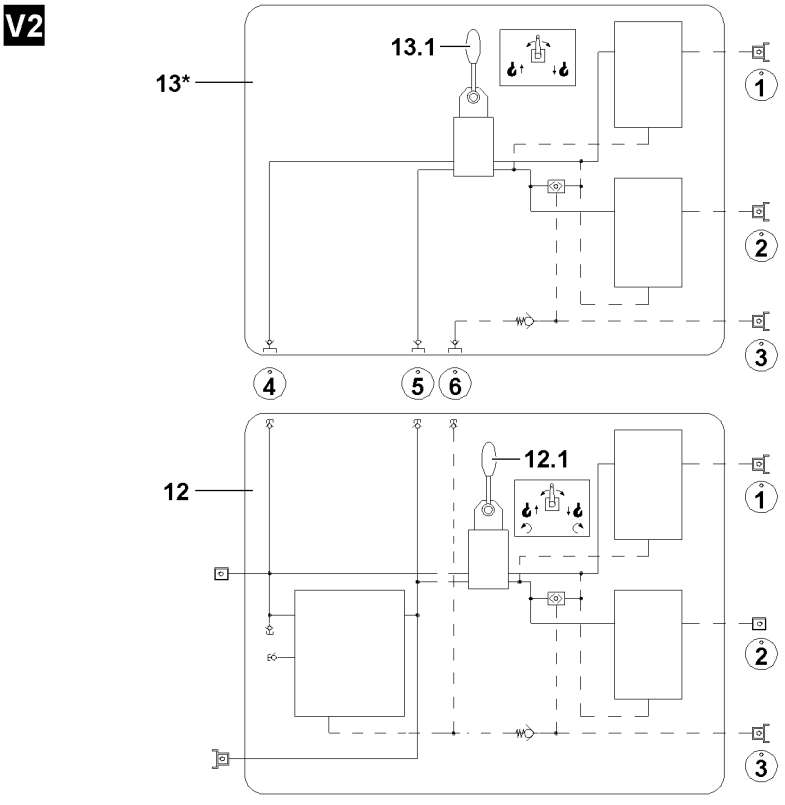

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Fig.109407

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1 Emergency operation

Note
► The illustrations in this chapter are examples and may not apply exactly to your crane!

Note
► Before you start with preparations for emergency operation, check which of the following assembly plates you have available to carry out the emergency operation!

There are two **different** variations of assembly plates.

With variation 1 **V1**, all winches, which are equipped with the respective auxiliary hydraulic for emergency operation and the slewing gear can be actuated, each individually.

With variation 2 **V2**, which consists of two assembly plates, all winches, which are equipped with the respective auxiliary hydraulic for emergency operation can be actuated, each individually, **or** winch 1 **WI** and winch 2 **WII** can be actuated in parallel operation or the slewing gear can be actuated individually.

Note
► Observe the following charts!

	Variation 1 (V1)	Variation 2(V2)
	each in individual operation	each in individual operation
Winch 1	X	X
Winch 2	X	X
Winch 1II2[1)]	—	X
Winch 3	X	X
Winch 4	X	X
Winch 5	X	X
Winch 6	X	X
Slewing gear	X	X

1) Parallel operation Winch 1 and winch 2 (1II2)

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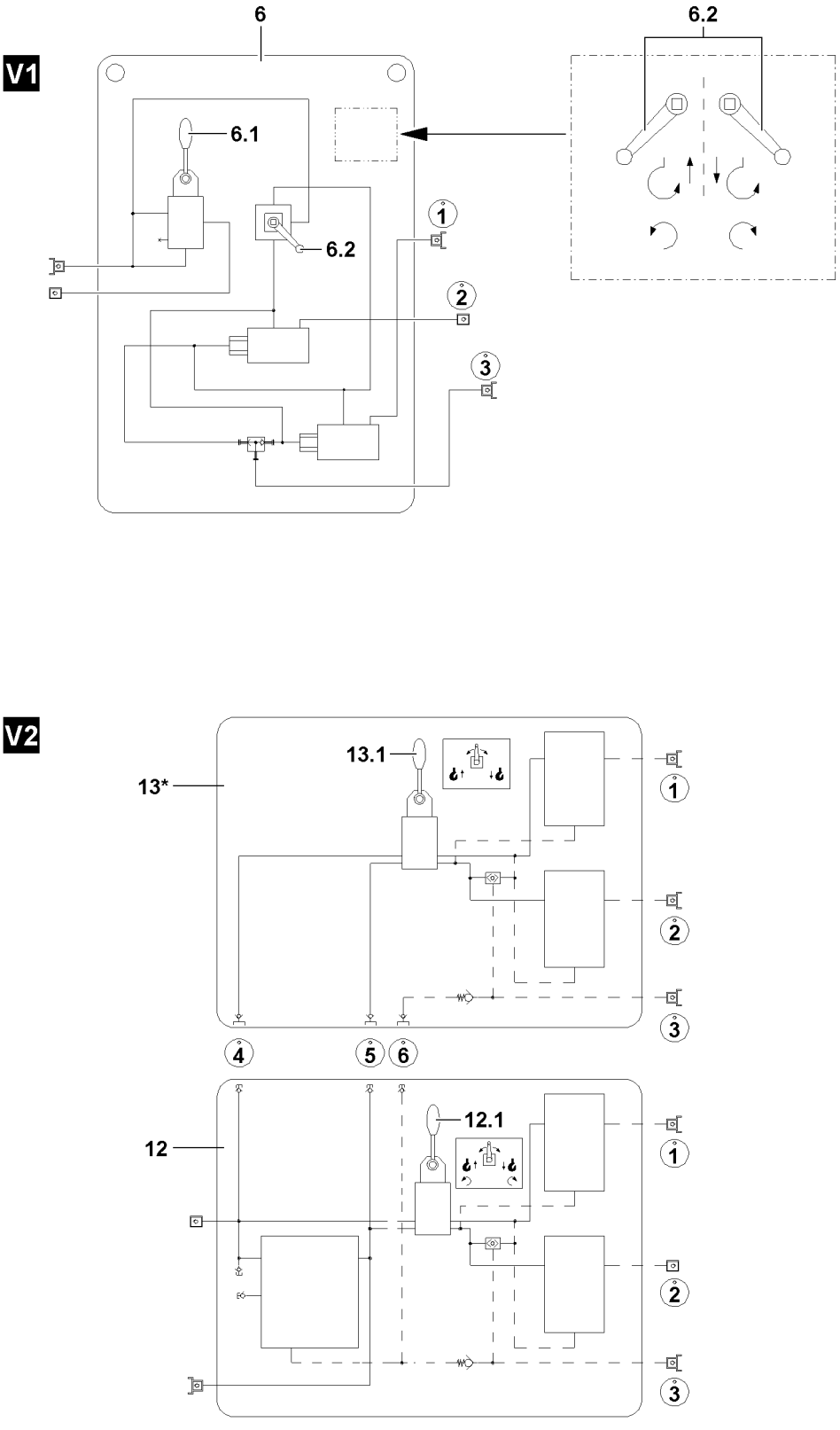

Fig.109407

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1.1 General danger notes

DANGER
Significant accident risk during emergency operation!
During an emergency operation, crane movements are no longer monitored by the LICCON computer system!
In the event of improper operation or deliberate misuse, the crane can topple over!
There is an increased risk of accident if the following danger notes are not observed!
Personnel can be severely injured or killed!
This could result in high property damage!
► All hazard warnings are to be observed and maintained!

General danger notes!

1. **Emergency operation of the crane superstructure may only be carried out:**
   - **To remove a dangerous situation.**
   - **After consultation with customer service at LIEBHERR-Werk Ehingen GmbH.**
   - **By authorized personnel who are knowledgeable of the hydraulic circuit diagram, the connection diagram and carrying out emergency operation.**
   - **By authorized personnel who are aware of the risks of emergency operation.**
   - **To carry out load reducing movements.**
2. **The danger zone must be blocked off!**
3. **No persons or objects may remain in the danger zone!**
4. **If a load is on the hook, then it must first be set down to relieve the boom!**
5. **During emergency operation, all safety devices, with the exception of „winch spooled out“ are automatically bypassed**!
6. **In the event of a defect or failure of the LICCON computer system, each step must be carried out and monitored with extreme caution and care, since a visual check on the LICCON monitor is no longer possible. Visual check!**
7. **All crane movements must be travelled with extreme caution and at the lowest speed!**
8. **The crane operator must be in visual contact with auxiliary personnel or guides person!**

Note
Please note!
► The hydraulic supply for the crane can, to the extent that the crane has been equipped, take place through an emergency unit*. If this is not the case, the crane must be taken down by using additional auxiliary cranes!

WARNING
The crane can topple over!
► The boom may only be luffed down if the stability of the crane permits this action, observe information in the load tables and maintain them!
► When taking down the boom, the information in the erection and take down charts are to be observed and followed!

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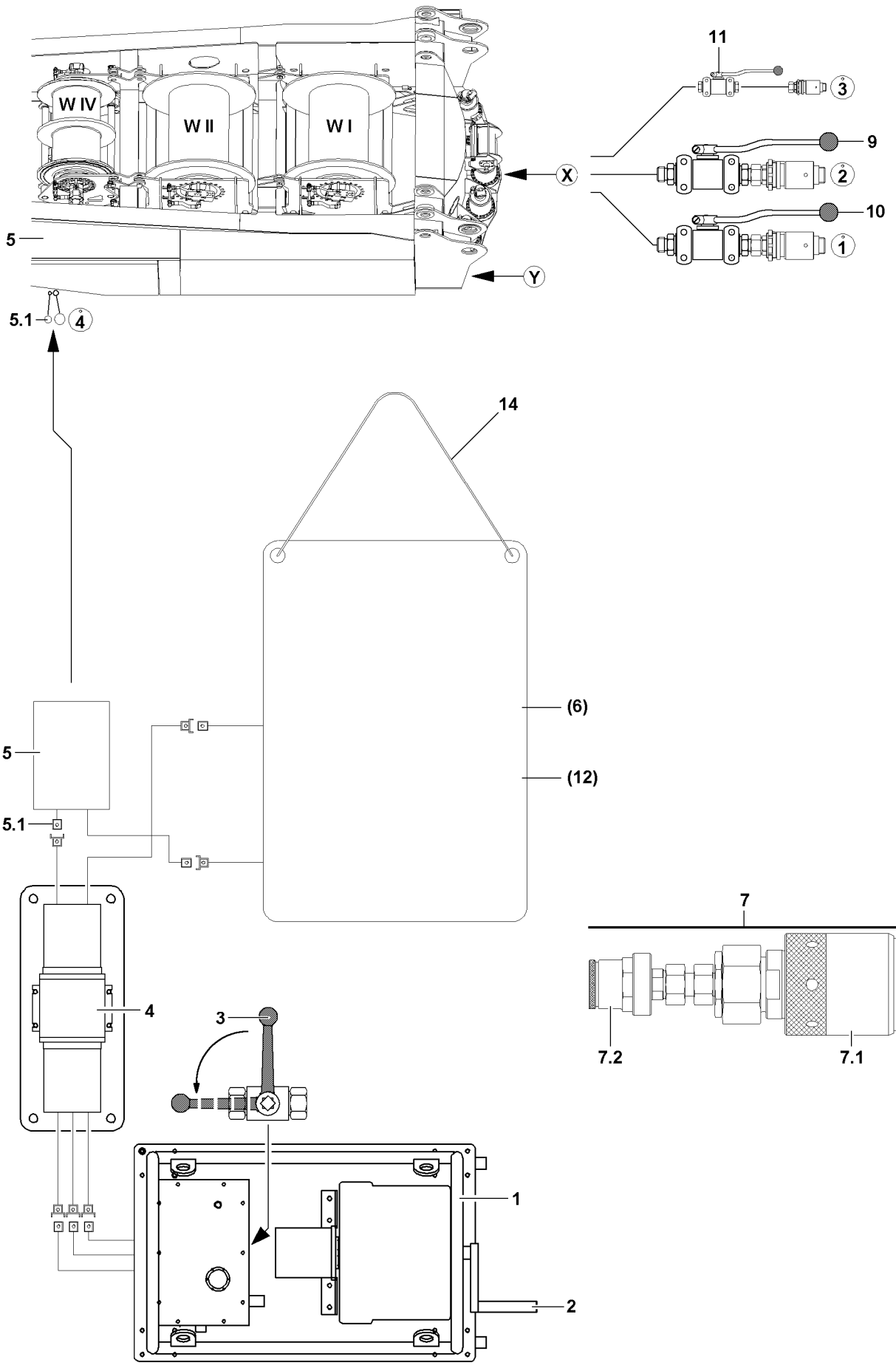

Fig.109408

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1.2 Handling of assembly plates

WARNING
Falling assembly plates!
Non-secured assembly plates can fall down when carrying out the emergency operation!
Personnel can be severely injured or killed!
- ► For emergency operation, secure the assembly plates with the chains **14** to prevent them from falling down!
- ► Do not secure the assembly plates near movable crane components!

1.3 Prerequisites for emergency operation

Note
- ► On the basis of different line diameters on the hydraulic lines, false couplings are prevented, additionally the hydraulic connections are identified with numbers!

Make sure that the following prerequisites are met:
- – The hydraulic circuit diagram is available.
- – The hydraulic system is functioning.
- – An emergency operation aggregate **1** is available.
- – A „Hydraulic transformer **4**“ is available.
- – The assembly plate(s) are available.
- – Reducer sections **7** (adapter) are available.
- – The dust plugs for the hydraulic connections are removed.

1.4 Establishing the hydraulic connections

WARNING
Danger due to hydraulic pressure!
If the hydraulic lines are pressurized when releasing the connections, it can lead to severe injuries to assembly personnel!
- ► Relieve the pressure in the hydraulic lines before releasing!

- ► Establish the hydraulic connections from the emergency operation aggregate* **1** to the transformer **4**.
- ► Establish the hydraulic connection from the transformer **4** to the (suction line) on theturntable **5** of the crane, connection **5.1**.
- ► Hydraulic connection (return line, number **4**) from the turntable of the crane to the assembly plate **6** or to the assembly plate **12**.
- ► Establish the hydraulic connection (pressure line) from the transformer **4** to the assembly plate **6** or to the assembly plate **12**.

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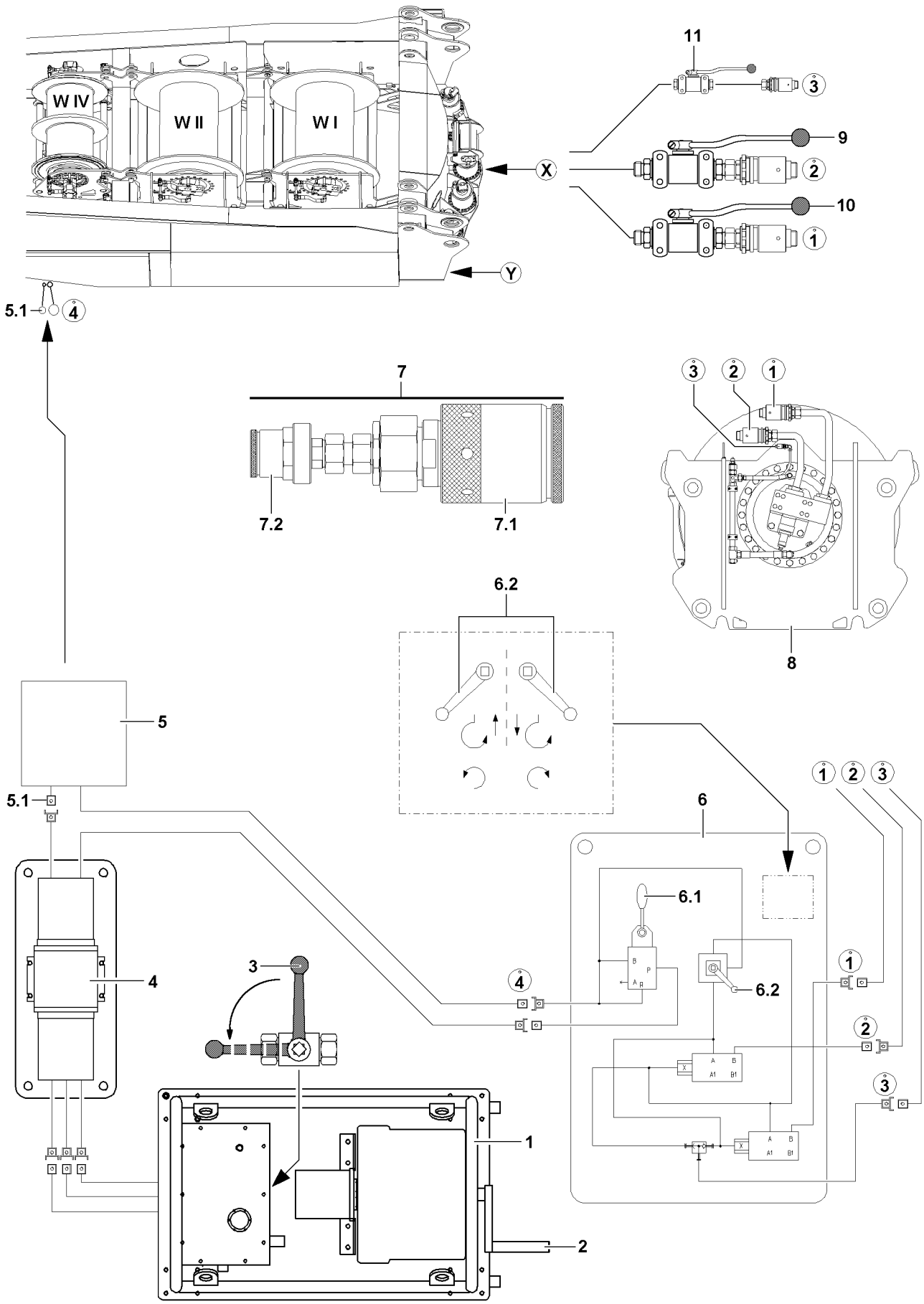

Fig.108301

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2 Emergency operation with assembly plate Variation 1 (V1)

Note

► The procedure of the emergency operation - except winch 4 on the LR1600/2 and LR1600/2-W - is identical for all winches and is described on the example of one winch!

Exception LR1600/2 and LR1600/2-W:

► Before emergency operation of winch 4 **W IV** on the LR1600/2 and LR1600/2-W, in addition to the hydraulic connections to lift, lower and for the control pressure of the brake, a control line must be connected, see section: „Emergency operation of winch 4 **W IV** on the LR1600/2 and LR1600/2-W!“

To carry out the emergency operation, use an emergency operation aggregate **1**, a hydraulic transformer **4** and the assembly plate **6**.

2.1 Functional selection on the assembly plate

With the ball valve **6.2** on the assembly plate **6** the following movements are preselected:
– Lift or lower
– Turn left or right

► Preselect crane movement: Activate ball valve **6.2** in the corresponding direction.

Moving the hand lever **6.1** determines the speed of the each crane movement.

► Operate the hand lever **6.1** and carry out the respective crane movement carefully.

2.2 Start the emergency operation aggregate

► Turn the crank **2** on the emergency operation aggregate*** 1**.
► Switch the ball valve **3** to „horizontal“ position.

Note

► The engine rpm on the emergency operation aggregate can be set via a separate speed regulator!

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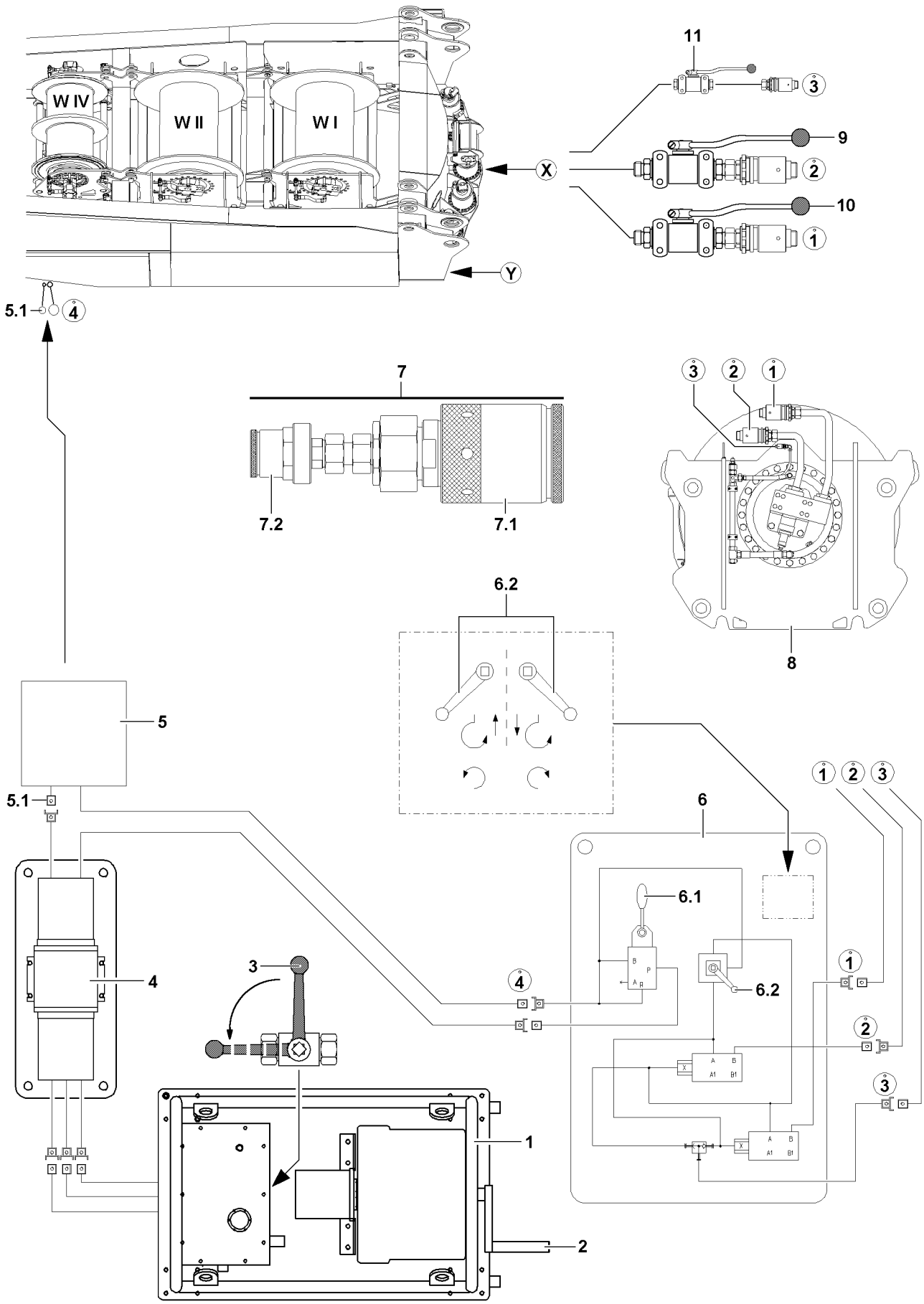

Fig.108301

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2.3 Emergency operation of winch 4 on the LR1600/2 and LR1600/2-W

WARNING
Emergency operation winch 4 **W IV**!
► Observe the section „Emergency operation of winch 4 (W IV) on the LR1600/2 and LR1600/2-W“!

2.4 Emergency operation winches

2.4.1 Establishing the hydraulic connections to the winch

Make sure that the following prerequisite is met:
– The pressure in the hydraulic system has been relieved.

► Release the hydraulic connections on the corresponding winch.
► Install the reducer sections **7** (adapter) with coupling sleeve **7.1** on the connection **1** and on the connection **2** of the winch **8**.

Note
► Observe the numbering of the hydraulic lines!

► Establish the hydraulic connections for the assembly plate **6** (connection **1**, connection **2** and brake **3**) to the winch **8**.

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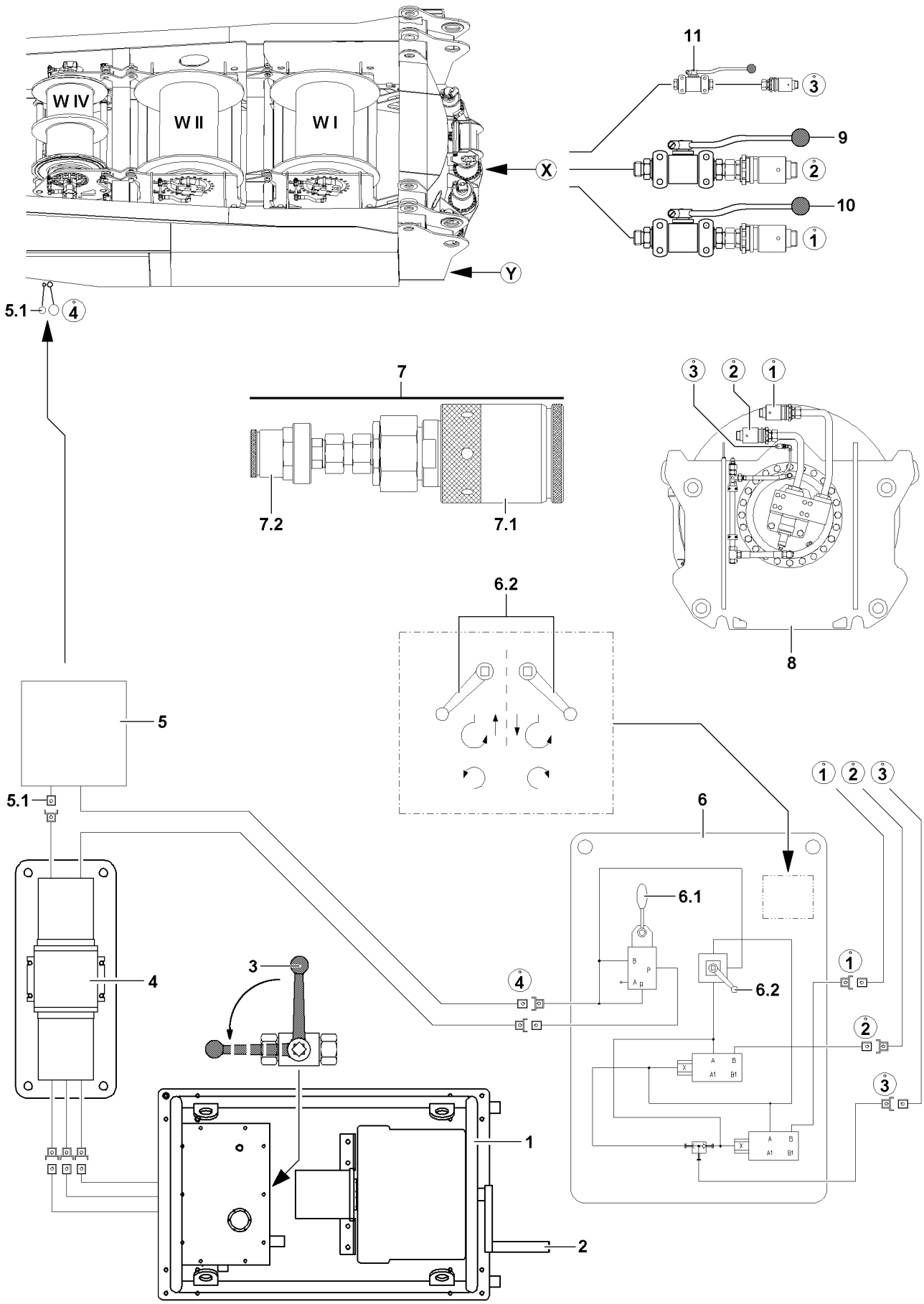

Fig.108301

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2.4.2 Spooling the winch out

► Set the ball valve **6.2** for the assembly plate **6** on „lower“.
► Move the manual lever **6.1** carefully.

Result:

– The winch spools out.

2.4.3 Spooling the winch up

► Set the ball valve **6.2** for the assembly plate **6** on „lift“.
► Move the manual lever **6.1** carefully.

Result:

– The winch spools up.

2.5 Disconnecting the hydraulic connections

Make sure that the following prerequisites are met:
– The emergency operation is completed.
– The pressure in the hydraulic system has been relieved.

► Disconnect the hydraulic connections from the winch **8** to the assembly plate **6**.
► Remove the reducer sections **7** (adapter).
► Close off the hydraulic connections of the winch **8** with dust caps.
or
Reconnect the winch **8** onto the hydraulic system of the crane.

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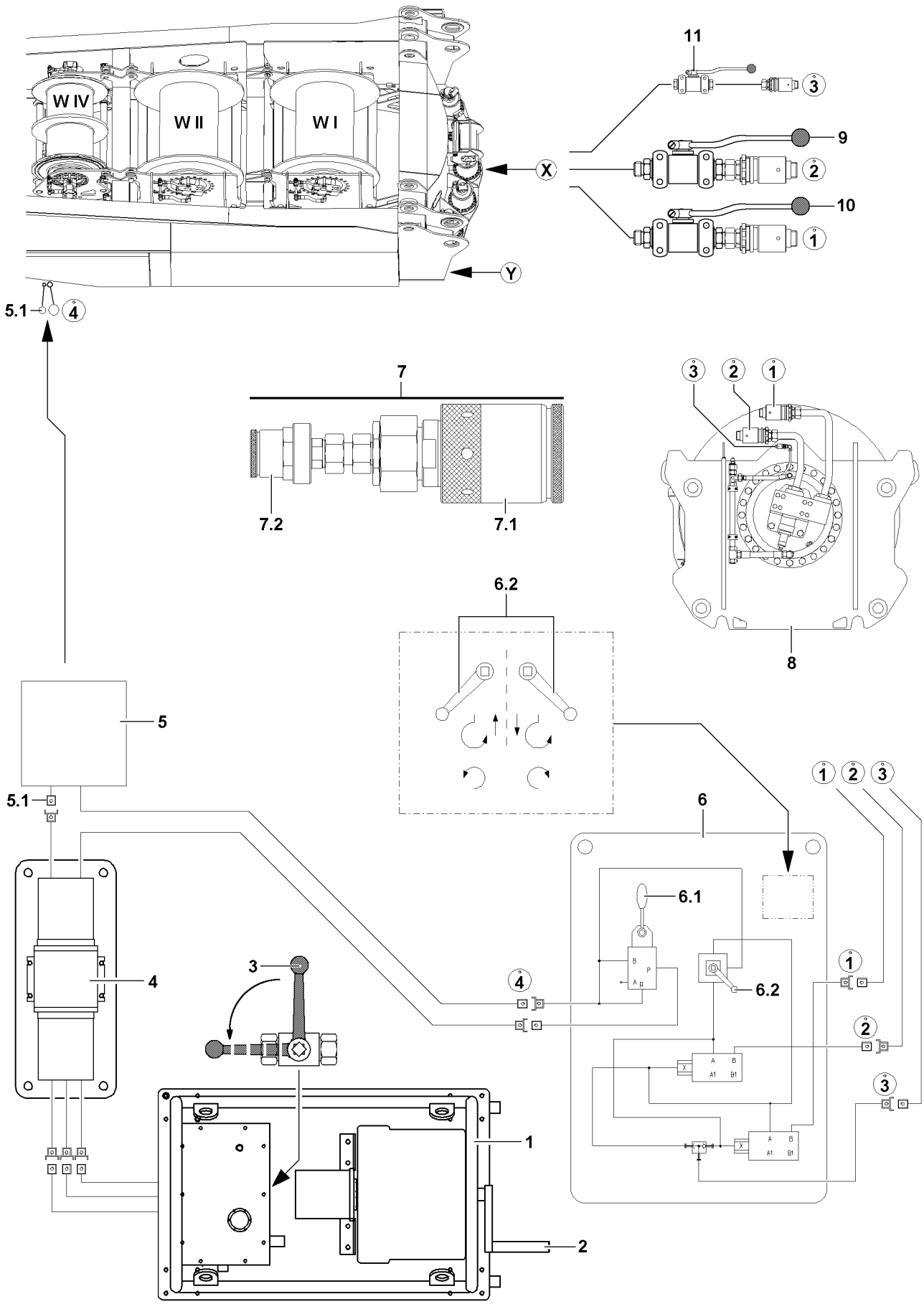

Fig.108301

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3 Emergency operation of slewing gear(s) with assembly plate Variation 1 (V1)

WARNING
Danger due to hydraulic pressure!
If the hydraulic lines are pressurized when releasing the connections, it can lead to severe injuries to assembly personnel!
► Relieve the pressure in the hydraulic lines before releasing!

Note
► For each crane type, the installation position of the ball valves for emergency operation of the slewing gear on the turntable varies!
► Possible installation positions of the ball valve: Point **X** or point **Y**!

3.1 Establishing the hydraulic connection to the slewing gears

Make sure that the following prerequisite is met:
– The pressure in the hydraulic system has been relieved.

Note
► Observe the numbering of the hydraulic lines!

► Establish the hydraulic connections of the assembly plate **6** (connection **1**, connection **2** and brake **3**) to the „Ball valves“ on the turntable.

3.2 Turning the turntable to the left

► Set the ball valve **9** into emergency operation position.
► Set the ball valve **10** into emergency operation position.
► Set the ball valve **11** into emergency operation position.
► Set the ball valve **6.2** for the assembly plate **6** on „turn left“.
► Move the manual lever **6.1** carefully.

Result:

– The turntable turns to the left.

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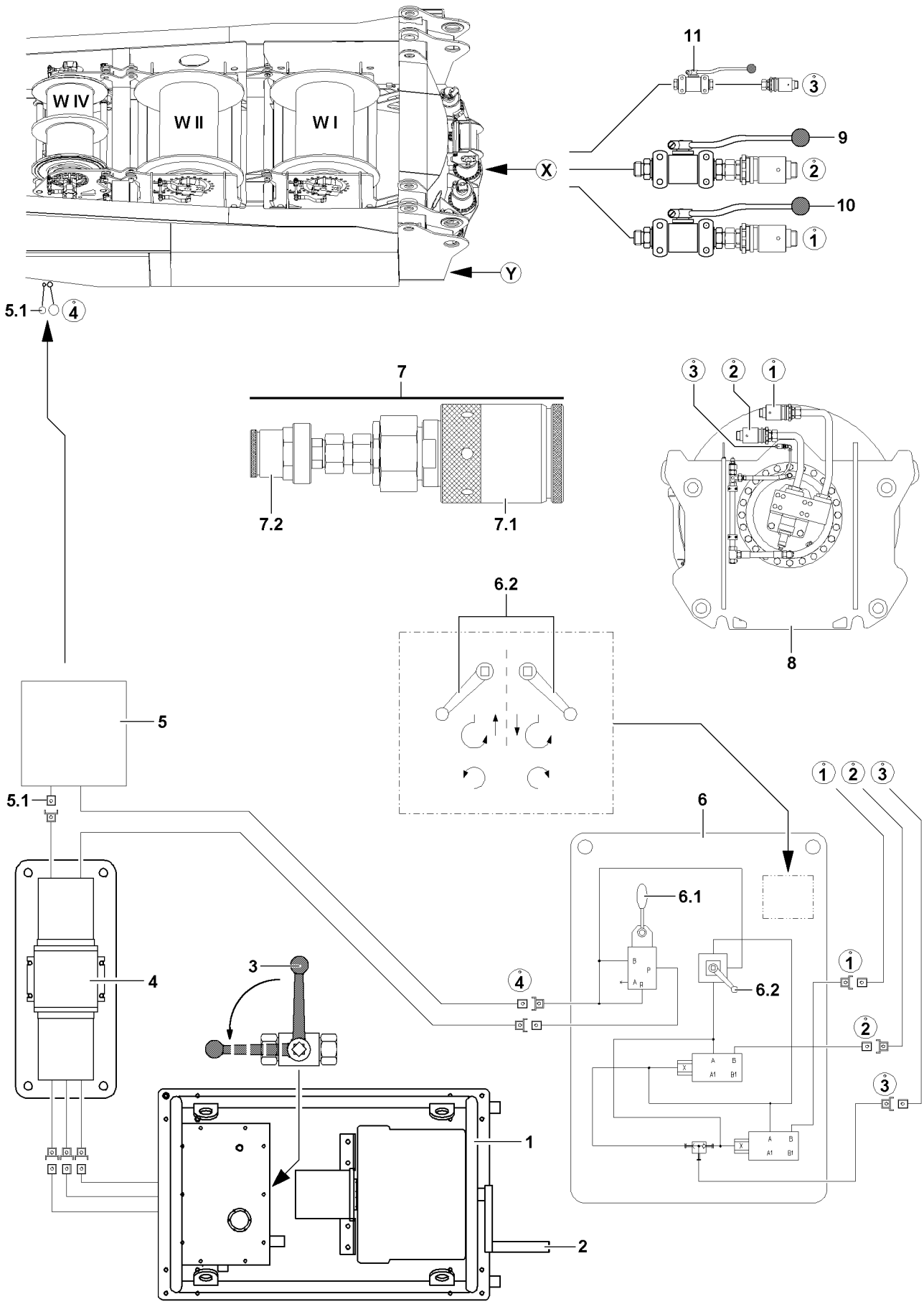

Fig.108301

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3.3 Turning the turntable to the right

► Set the ball valve **9** into emergency operation position.
► Set the ball valve **10** into emergency operation position.
► Set the ball valve **11** into emergency operation position.
► Set the ball valve **6.2** for the assembly plate **6** on „turn right“.
► Move the manual lever **6.1** carefully.

Result:

– The turntable turns to the right.

3.4 Disconnecting the hydraulic connections

Make sure that the following prerequisites are met:
– The emergency operation is completed.
– The pressure in the hydraulic system has been relieved.

Disconnect the hydraulic connections to the assembly plate **6**.

► Reposition the ball valve **9** in position for crane operation.
► Reposition the ball valve **10** in position for crane operation.
► Reposition the ball valve **11** in position for crane operation.

When the ball valve **9**, ball valve **10** and ball valve **11** are repositioned into crane operation position:
► Disconnect the hydraulic connections to the assembly plate **6**.
► Close off the hydraulic connections with dust plugs.

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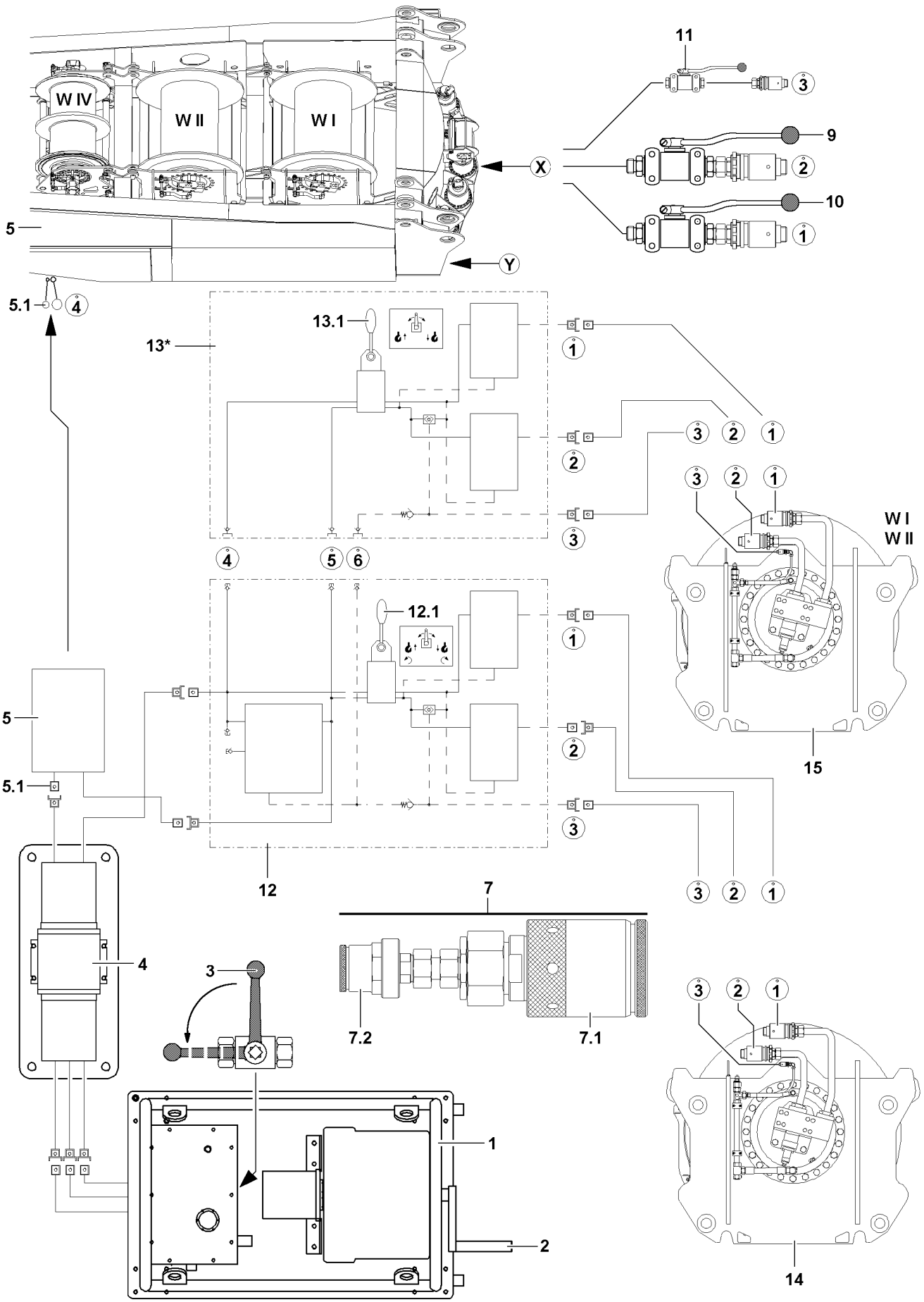

Fig.109393

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4 Emergency operation with assembly plate(s) Variation 2 (V2)

Note

► The procedure of the emergency operation - except winch 4 on the LR1600/2 and LR1600/2-W - is identical for all winches and is described on the example of one winch!

Exception LR1600/2 and LR1600/2-W:

► Before emergency operation of winch 4 **W IV** on the LR1600/2 and LR1600/2-W, in addition to the hydraulic connections to lift, lower and for the control pressure of the brake, a control line must be connected, see section: „Emergency operation of winch 4 **W IV** on the LR1600/2 and LR1600/2-W!“

To carry out the emergency operation, use an emergency operation aggregate **1**, a hydraulic transformer **4** and the assembly plate **12**. To carry out the emergency operation from winch 1 **W I** and winch 2 **W II** in parallel operation (1II2), in addition to the assembly plate **12**, the assembly plate **13** is needed. Connect the assembly plate **12** with the assembly plate **13** hydraulically on hydraulic connections 4, 5 and 6.

4.1 Start the emergency operation aggregate

► Turn the crank **2** on the emergency operation aggregate*** 1**.
► Switch the ball valve **3** to „horizontal“ position.

Note

► The engine rpm on the emergency operation aggregate can be set via a separate speed regulator!

4.2 Emergency operation of winch 4 on the LR1600/2 and LR1600/2-W

WARNING

Emergency operation winch 4 **W IV**!

► Observe the section „Emergency operation of winch 4 (W IV) on the LR1600/2 and LR1600/2-W“!

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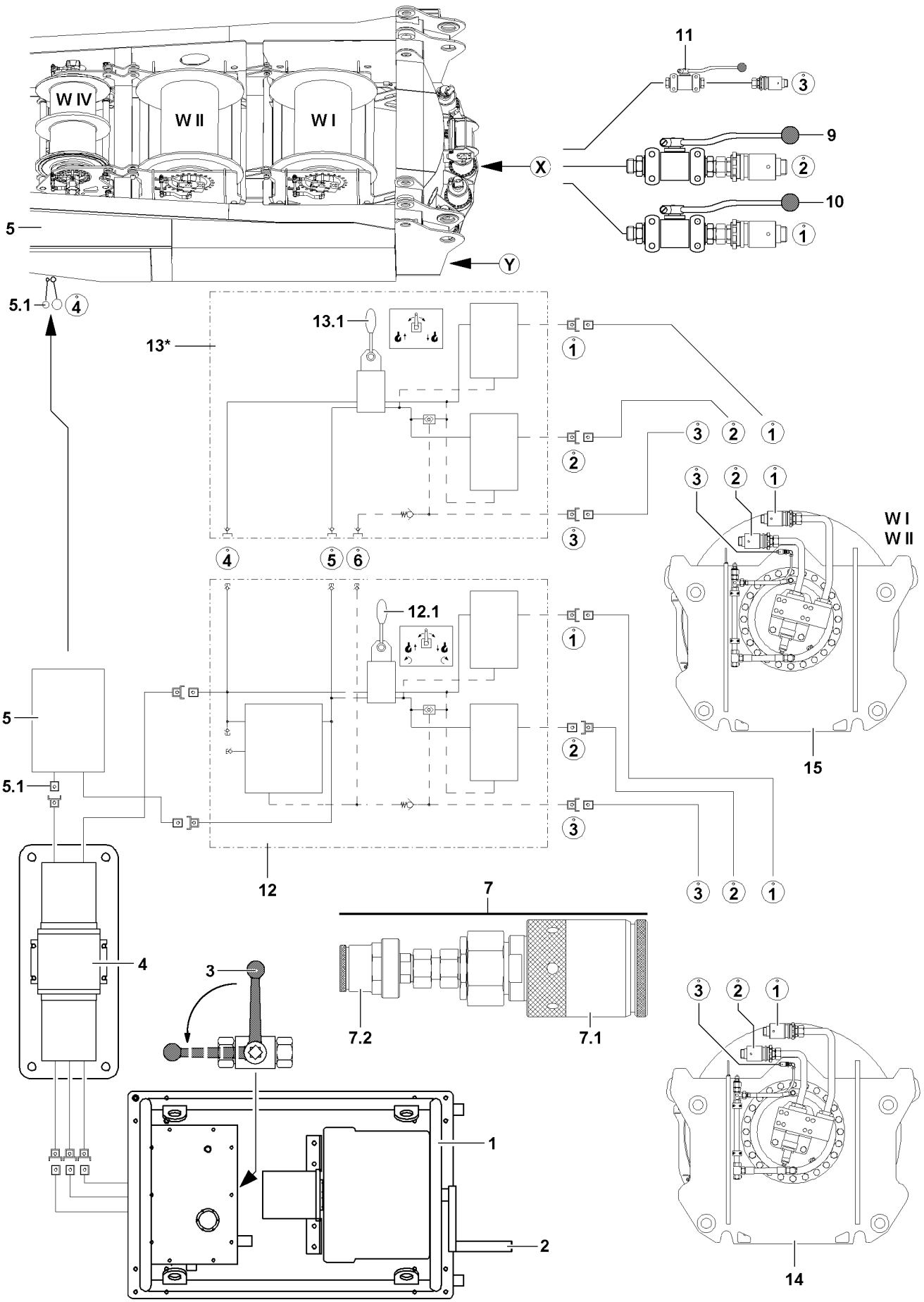

Fig.109393

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4.3 Emergency operation of winches, individual operation

Note
► The crane movements are actuated and the speed of the respective crane movement is determined via the ball valve **12.1** and ball valve **13.1**!

4.3.1 Establishing the hydraulic connections to the winch

Make sure that the following prerequisite is met:
– The pressure in the hydraulic system has been relieved.

► Release the hydraulic connections on the corresponding winch.
► Install the reducer sections **7** (adapter) with coupling sleeve **7.1** on the connection **1** and on the connection **2** of the respective winch.

Note
► Observe the numbering of the hydraulic lines!

► Establish the hydraulic connection of the assembly plate **12** (connection **1**, connection **2** and brake **3**) to the respective winch.

4.3.2 Spooling the winch out

► Set the ball valve **12.1** for the assembly plate **12** on „lower“.

Result:

– The winch spools out.

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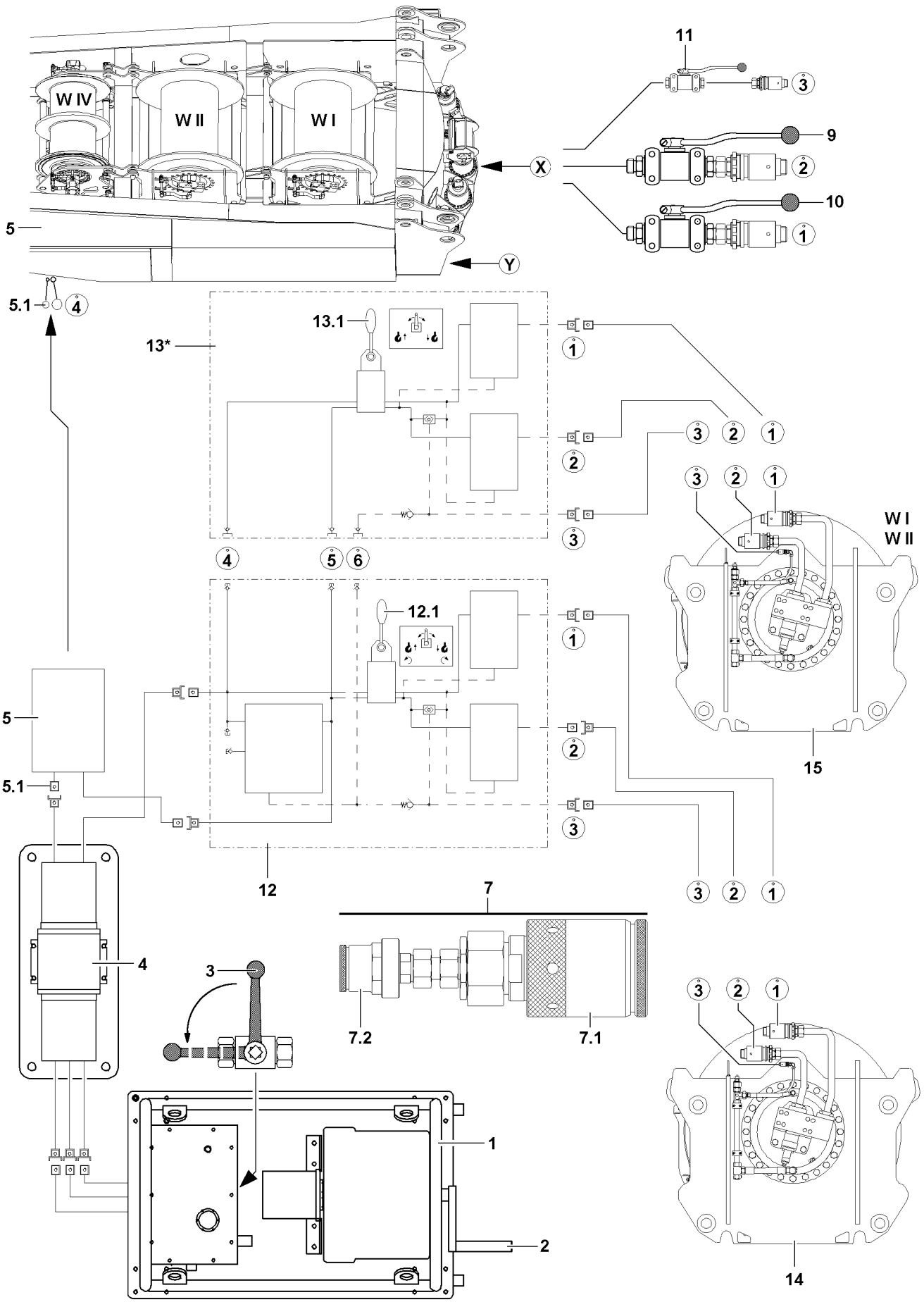

Fig.109393

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4.3.3 Spooling the winch up

► Set the ball valve **12.1** for the assembly plate **12** on „lift“.

Result:

– The winch spools up.

4.3.4 Disconnecting the hydraulic connections

Make sure that the following prerequisites are met:
– The emergency operation is completed.
– The pressure in the hydraulic system has been relieved.

► Separate the hydraulic connections from the respective winch to the assembly plate **12**.
► Remove the reducer sections **7** (adapter).
► Close off the hydraulic connections of the winch with dust plugs.
or
Reconnect the winch to the hydraulic system of the crane.

4.4 Emergency operation of winches, parallel operation winch 1ll2

Note
► The crane movements are actuated and the speed of the respective crane movement is determined via the ball valve **12.1** and ball valve **13.1**!

WARNING
Risk of accident!
If the following notes are not observed, dangerous situations can arise!
Personnel can be severely injured or killed!
► If winch 1 and winch 2 are actuated in emergency operation in parallel operation, then it must be ensured that the hook blocks are horizontally aligned!
► Always actuate winch 1 and winch 2 simultaneously!

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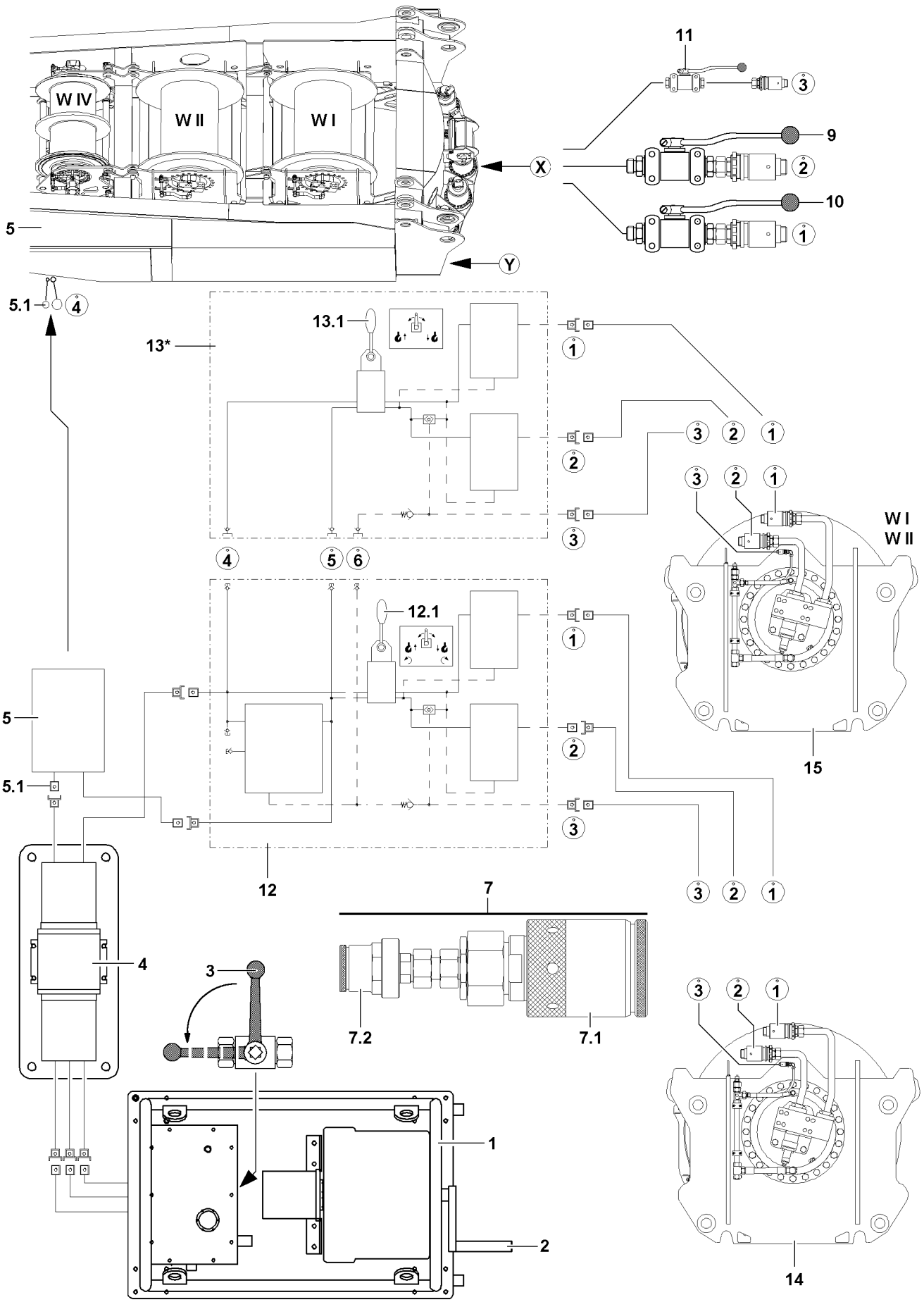

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4.4.1 Establishing the hydraulic connections to the winches

Make sure that the following prerequisite is met:
– The pressure in the hydraulic system has been relieved.

► Release the hydraulic connections on winch 1 and winch 2.
► Install the reducer sections **7** (adapter) with coupling sleeve **7.1** on the connection **1** and on the connection **2** of the respective winch.

Note
► Observe the numbering of the hydraulic lines!

► Establish the hydraulic connections for the assembly plate **12** (connection **1**, connection **2** and brake **3**) to winch 1.
or
Establish the hydraulic connections for the assembly plate **12** (connection **1**, connection **2** and brake **3**) to winch 2.
► Establish the hydraulic connections for the assembly plate **13** (connection **1**, connection **2** and brake **3**) to winch 1.
or
Establish the hydraulic connections for the assembly plate **13** (connection **1**, connection **2** and brake **3**) to winch 2.

4.4.2 Spooling the winches out

Note
► Check which winch you have connected to which assembly plate!

► Set the ball valve **12.1** for the assembly plate **12** on „lower“.

Result:

– Winch 1 **or** winch 2 spools out.

► Set the ball valve **13.1** for the assembly plate **13** on „lower“.

Result:

– Winch 2 **or** winch 1 spools out.

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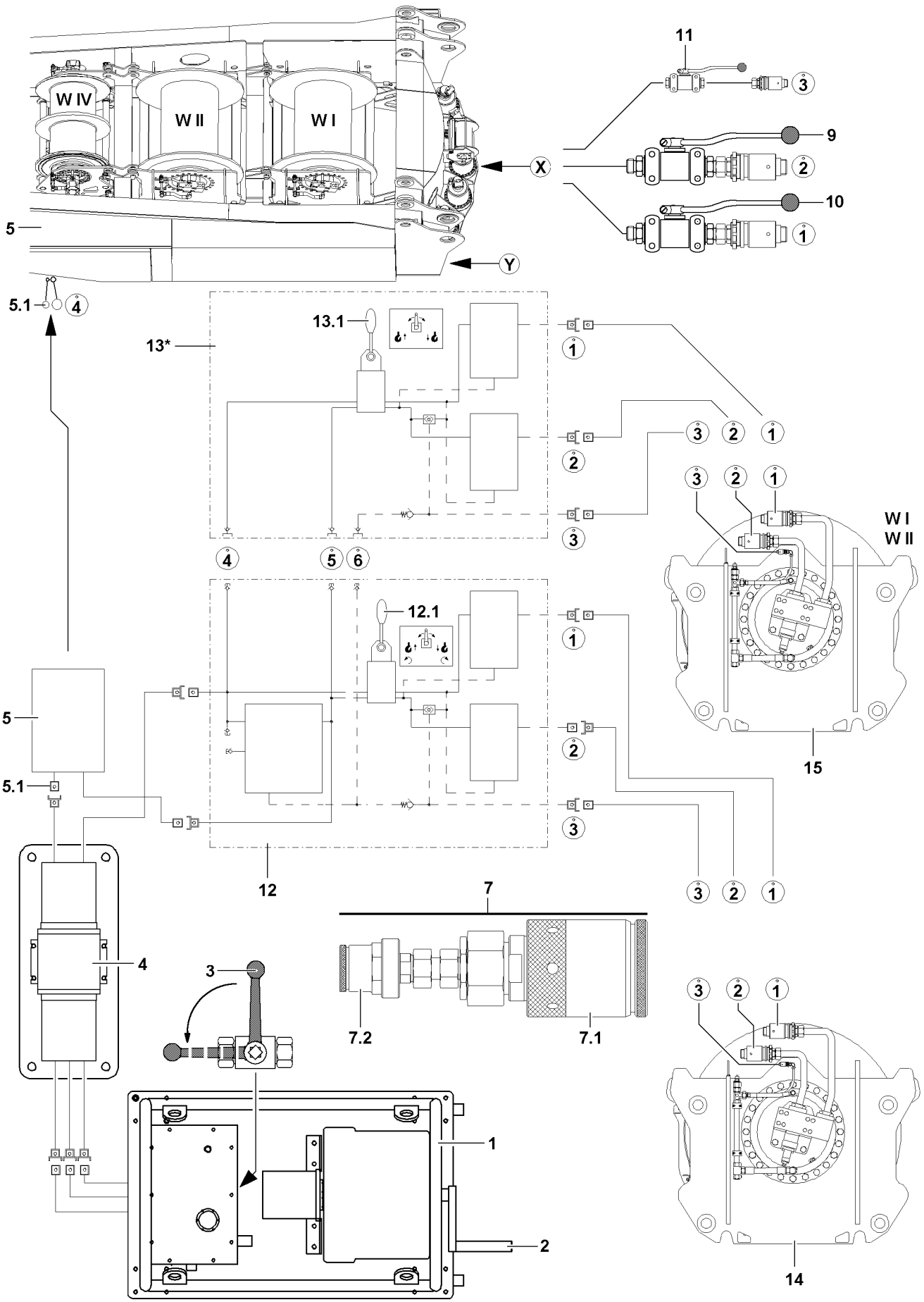

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4.4.3 Spooling the winches up

► Set the ball valve **12.1** for the assembly plate **12** on „lift“.

Result:

– Winch 1 **or** winch 2 spools up.

► Set the ball valve **13.1** for the assembly plate **13** on „lift“.

Result:

– Winch 2 **or** winch 1 spools up.

4.4.4 Disconnecting the hydraulic connections

Make sure that the following prerequisites are met:
– The emergency operation is completed.
– The pressure in the hydraulic system has been relieved.

► Disconnect the hydraulic connections of winch 1 and winch 2 to the respective assembly plates.
► Remove the reducer sections **7** (adapter).
► Close off the hydraulic connections of the winches with dust plugs.
or
Reconnect the winches to the hydraulic system of the crane.

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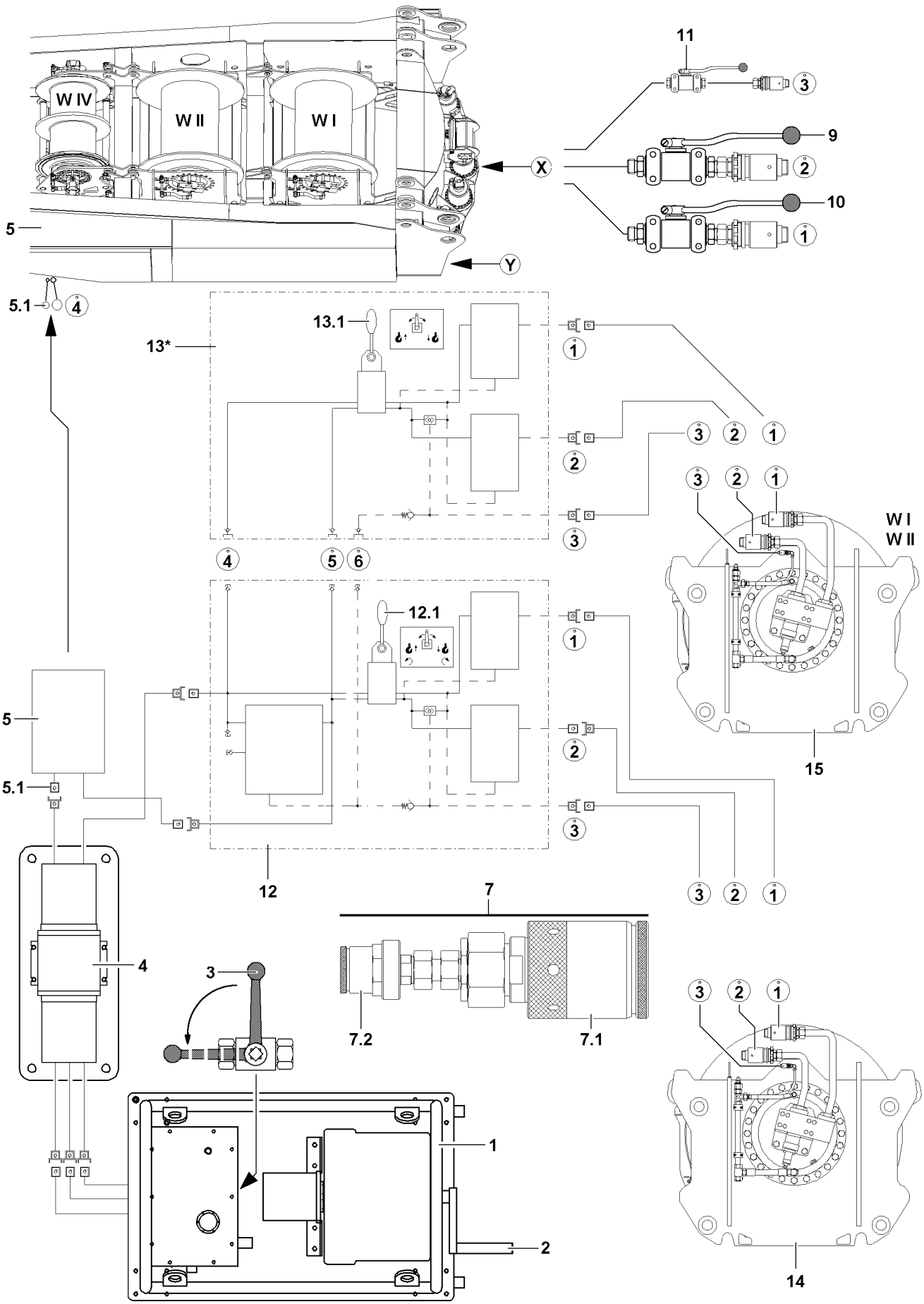

Fig.109393

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5 Emergency operation slewing gear(s) with assembly plate(s) Variation 2 (V2)

WARNING
Danger due to hydraulic pressure!
If the hydraulic lines are pressurized when releasing the connections, it can lead to severe injuries to assembly personnel!
► Relieve the pressure in the hydraulic lines before releasing!

Note
► For each crane type, the installation position of the ball valves for emergency operation of the slewing gear on the turntable varies!
► Possible installation positions of the ball valve: Point **X** or point **Y**!

Note
► The slewing movement is actuated and the speed of the slewing movement is determined via the ball valve **12.1**!

5.1 Establishing the hydraulic connection to the slewing gears

Make sure that the following prerequisite is met:
– The pressure in the hydraulic system has been relieved.

Note
► Observe the numbering of the hydraulic lines!

► Establish the hydraulic connections of the assembly plate **12** (connection **1**, connection **2** and brake **3**) to the „Ball valves“ on the turntable.

5.2 Turning the turntable to the left

► Set the ball valve **9** into emergency operation position.
► Set the ball valve **10** into emergency operation position.
► Set the ball valve **11** into emergency operation position.
► Set the ball valve **12.1** for the assembly plate **12** on „turn left“.

Result:

– The turntable turns to the left.

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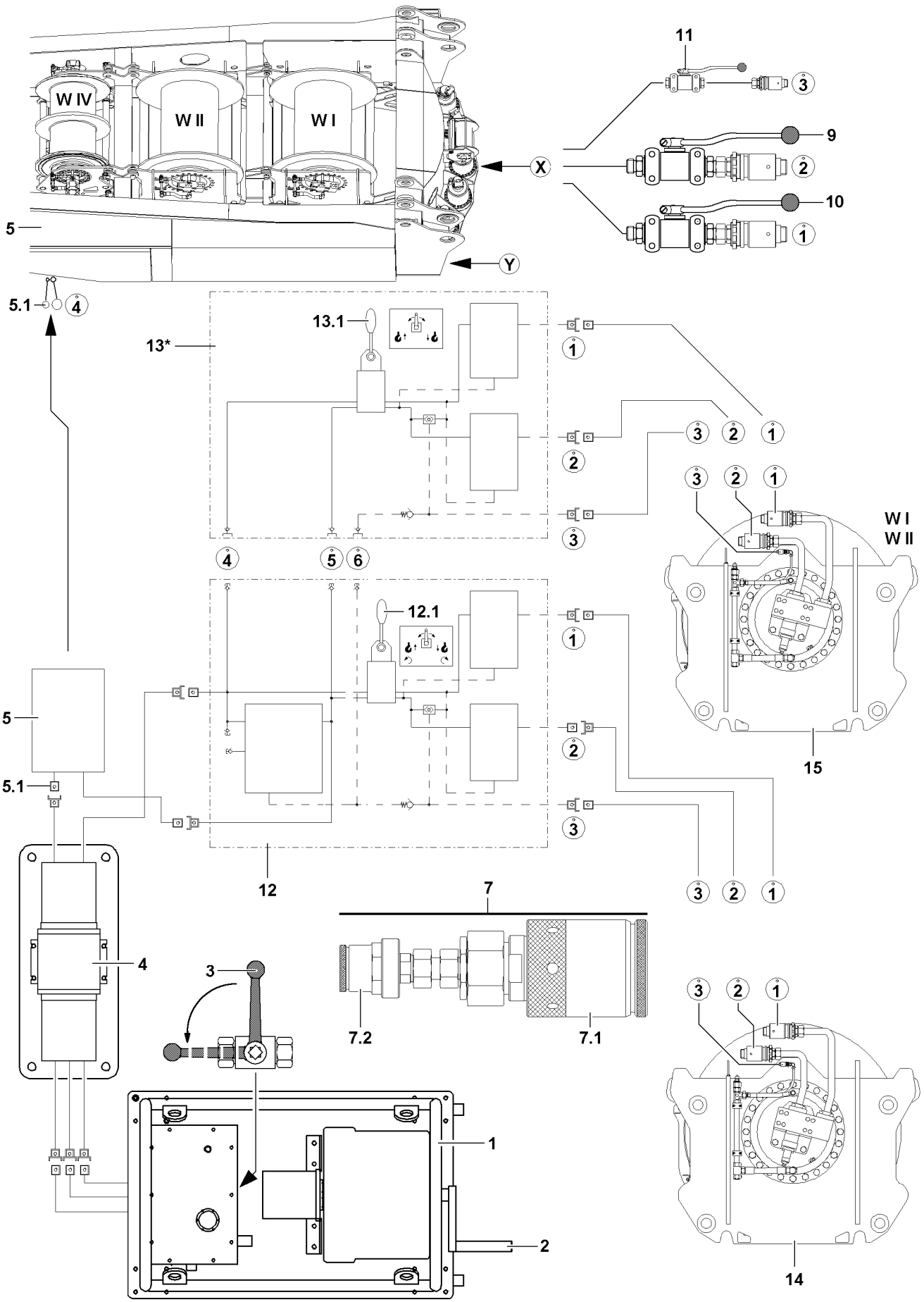

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5.3 Turning the turntable to the right

► Set the ball valve **9** into emergency operation position.
► Set the ball valve **10** into emergency operation position.
► Set the ball valve **11** into emergency operation position.
► Set the ball valve **12.1** for the assembly plate **12** on „turn right“.

Result:

– The turntable turns to the right.

5.4 Disconnecting the hydraulic connections

Make sure that the following prerequisites are met:
– The emergency operation is completed.
– The pressure in the hydraulic system has been relieved.

Disconnect the hydraulic connections to the assembly plate **12**.

► Reposition the ball valve **9** in position for crane operation.
► Reposition the ball valve **10** in position for crane operation.
► Reposition the ball valve **11** in position for crane operation.

When the ball valve **9**, ball valve **10** and ball valve **11** are repositioned into crane operation position:
► Disconnect the hydraulic connections to the assembly plate **12**.
► Close off the hydraulic connections with dust plugs.

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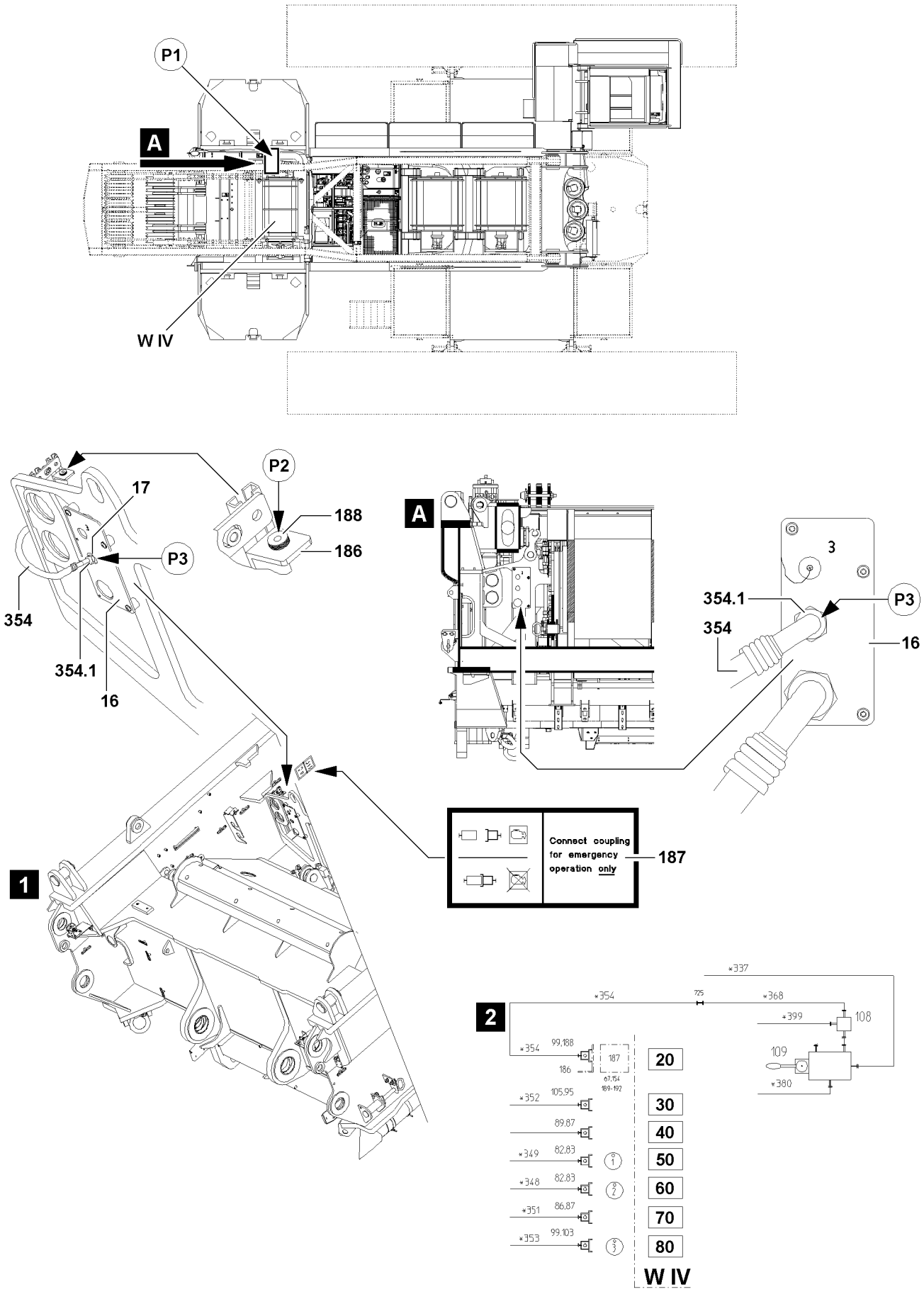

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6 Emergency operation of winch 4 (W IV) on the LR1600/2 and LR1600/2-W

NOTICE
Damage of crane components!
If the hydraulic hose (control line) **354** for the emergency operation is not connected properly, then hydraulic parts or crane components can be damaged!
► Make sure, before starting the emergency operation, that the hydraulic hose **354** is properly connected!

6.1 Emergency operation winch 4 (WIV)

6.1.1 Establishing the hydraulic connections to winch 4 (WIV)

Note
► The hydraulic connections to winch 4 - connection 1, connection 2 and brake - have been established, see section „Emergency operation of winches“!
► Pay attention to the different variations of the assembly plates!

Before emergency operation of winch 4 **W IV**, in addition to the hydraulic connections for the emergency operation of the winch, the hydraulic hose **354** must be connected.

Make sure that the following prerequisites are met:
– The hydraulic connections to winch 4 are established.
– The hydraulic hose **354** is in park position, point **P2**.

► Release the hydraulic hose **354** with the fitting **354.1** on the plug **188** (park position), point **P2**.
► Guide the hydraulic hose **354** to the front to the connector plate **16**.
► Connect the hydraulic hose **354** with the fitting **354.1** on the supply line **17**, point **P3**, of the connector plate **16**.

Note
► Observe the notes in the sections „Emergency operation of winches“!

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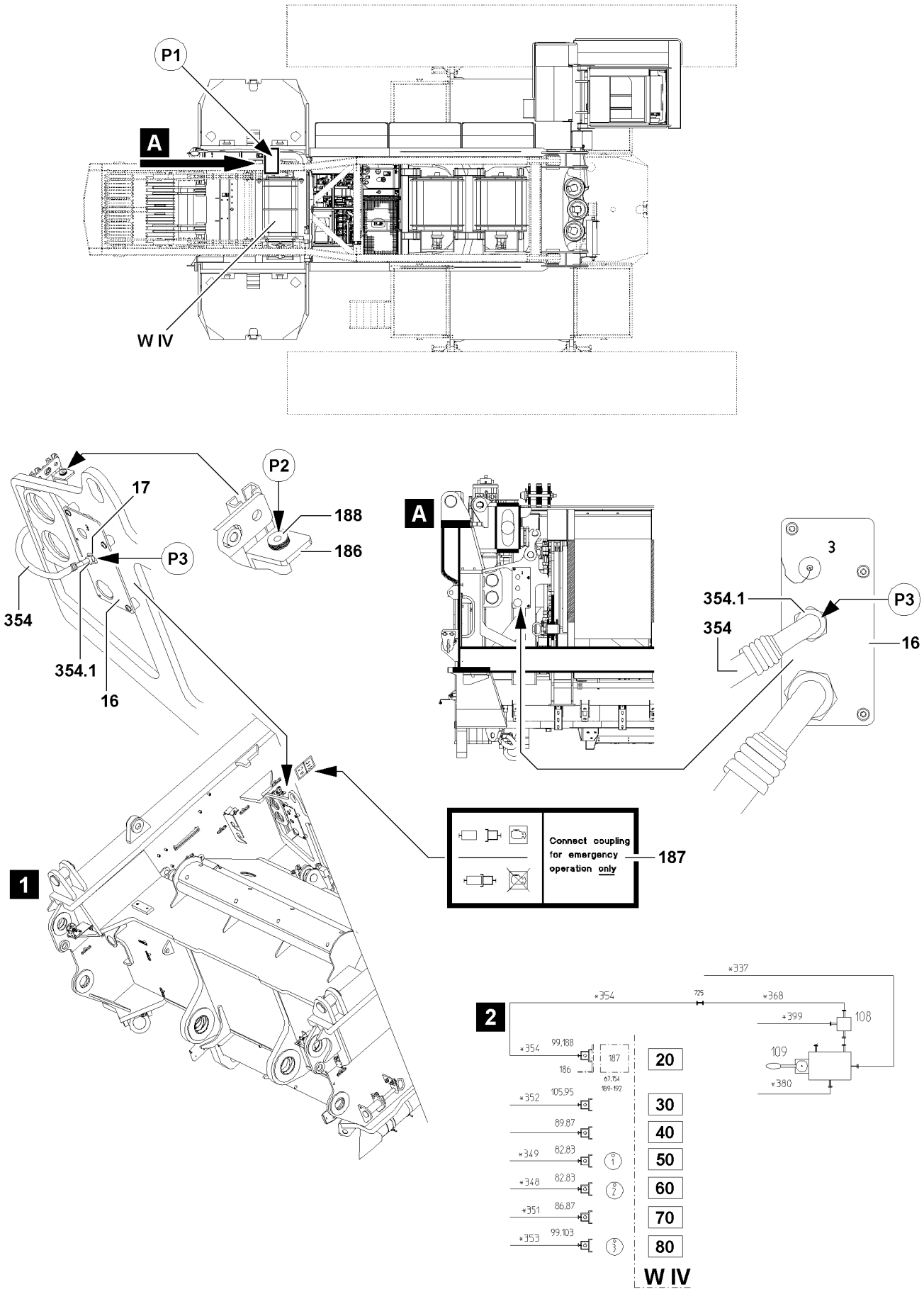

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6.1.2 Spooling the winch out

► See section: „Emergency operation with assembly plate Variation 1 (V1)“
or
See section: „Emergency operation with assembly plate Variation 2 (V2)“

6.1.3 Spooling the winch up

► See section: „Emergency operation with assembly plate Variation 1 (V1)“
or
See section: „Emergency operation with assembly plate Variation 2 (V2)“

6.2 Disconnecting the hydraulic connections

Make sure that the following prerequisites are met:
– The emergency operation is completed.
– The pressure in the hydraulic system has been relieved.

► Disconnect the hydraulic connections from the winch 4 to the assembly plate.
► Remove the reducer sections (adapter).
► Close off the hydraulic connections of the winch 4 **W IV** with dust caps.
or
Reconnect the winch 4 **W IV** onto the hydraulic system of the crane.
► Disconnect the hydraulic hose **354** at point **P3**.
► Bring the hydraulic hose **354** in parking position: Install the fitting **354.1** onto the plug **188**.

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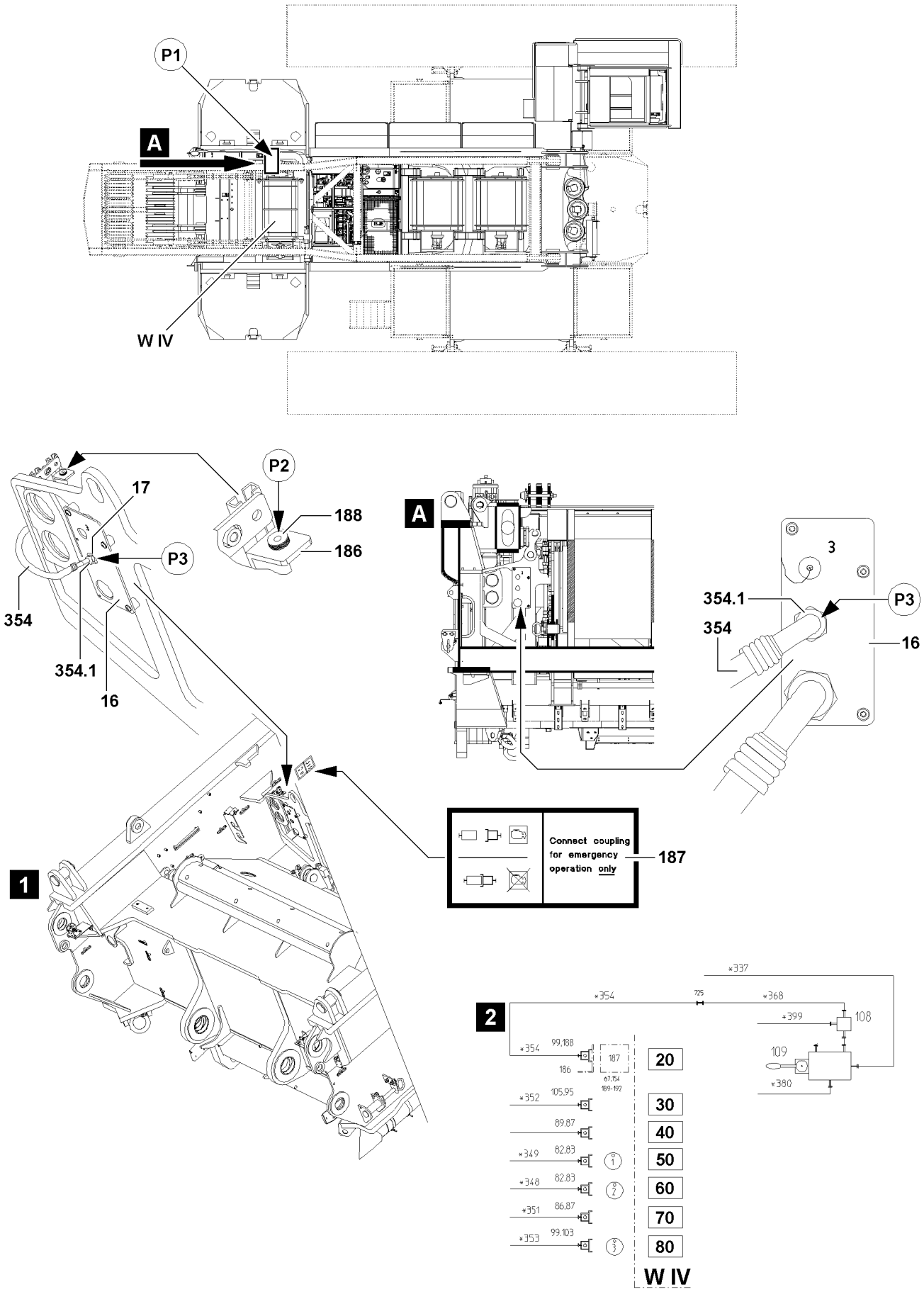

Fig.112453

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6.3 Connection schematic for emergency operation, illustration 2

Note
► See also Hydraulic schematic!

Position	Connection / description
20	Control pressure SA-frame
50	Lifting
60	Lowering
80	Replenishing pressure brake

7 Ending emergency operation

7.1 Procedure

► Turn the emergency operation aggregate* **1** off.
► Close the ball valve **3**.
► Disconnect the hydraulic connections and close them off with dust plugs.

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6.08 Radio remote control

1 Radio remote control 3

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1 Radio remote control

Note

► See the separate radio remote control operating instruction.

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7 Maintenance and service

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7.01 Maintenance and service - General

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1 Safety

WARNING
Maintenance instructions **not** adhered to!
Death, severe injury, increased wear and failure of components.
- ► Observe the following listed safety instructions and the generally applicable safety rules.
- ► Adhere to the maintenance intervals.
- ► Carry out only applicable maintenance tasks.
- ► Repair and maintenance tasks are to be carried out carefully.
- ► For aggregates and components: Follow the operating instructions of the manufacturer.

1.1 Personnel

WARNING
Personnel requirements **not** adhered to!
Improper maintenance. Death, severe bodily injuries, property damage.
- ► Adhere to the areas of responsibility and personnel requirements.
- ► Comply with the personnel requirements within the scope of the respective maintenance tasks.
- ► Have the repair tasks performed exclusively by authorized and trained service personnel.
- ► Make sure that only authorized persons are in the danger zone.

The operator commissions maintenance personnel and authorized and trained service personnel according to the maintenance and inspection schedule.

1.1.1 Maintenance technician

The maintenance technician has the following responsibilities:
- – The maintenance technician is responsible for the crane maintenance assigned to him according to the maintenance and inspection schedule and to guarantee safe and satisfactory operation. Maintenance personnel carries out all required maintenance work in compliance with the manufacturer's maintenance and inspection schedule and within the framework of a systematic procedure for creating a safe working environment.
- – The maintenance technician shall have read and understood the operating instructions and the maintenance instructions.
- – The maintenance technician wears the personal protective equipment necessary for the respective work procedure in accordance with the operating instructions and national regulations.
- – The maintenance technician shall not make any alterations or repairs to the crane that exceed his technical knowledge (welding, for example) without consulting with the manufacturer and receiving written approval.
- – The maintenance technician uses only original spare parts from Liebherr-Werk Ehingen GmbH.
- – The maintenance technician contacts his supervisors when the information in the operating instructions or maintenance instructions is not sufficient.

1.1.2 Authorized and trained service technician

The service technician has the following responsibilities:
- – He is responsible for carrying out the assigned crane maintenance and repairs to guarantee safe and satisfactory operation. The technician carries out all required maintenance work in compliance with the manufacturer's maintenance and inspection schedule and within the framework of a systematic procedure for creating a safe working environment.
- – The technician wears the personal protective equipment necessary for the respective work procedure in accordance with the operating instructions and national regulations.
- – The technician only carries out work for which he was authorized and trained to carry out by Liebherr-Werk Ehingen GmbH or a Liebherr service point.

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1.2 Description of intervals and tasks

Note
► Fill quantities and designations of service fluids and lubricants are specified in the Service fill.

The maintenance intervals and scope of maintenance are described in several chapters.

For crane maintenance, observe the following chapters:
– Crane operating instructions, chapter 7.02: Maintenance intervals - Crane chassis [1)]
– Crane operating instructions, chapter 7.02.50: Maintenance intervals Ballast trailer* [1)]
– Crane operating instructions, chapter 7.03: Maintenance intervals - Crane superstructure [1)]
– Crane operating instructions, chapter 7.03.50: Maintenance intervals - Crane boom [1)]
– Crane operating instructions, chapter 7.04: Maintenance instructions - Crane chassis [2)]
– Crane operating instructions, chapter 7.04.50: Ballast trailer maintenance instructions [2)]
– Crane operating instructions, chapter 7.05: Maintenance instructions - Crane superstructure [2)]
– Crane operating instructions, chapter 7.05.50: Crane boom maintenance instructions [2)]
– Crane operating instructions, chapter 7.06: Fill quantities, lubrication plan
– Crane operating instructions, chapter 7.07: Service fluids and lubricants

[1)] These chapters contain a list of maintenance intervals for all maintenance tasks.
[2)] For aggregates, observe and adhere additionally to the instructions of the manufacturer.

1.3 Maintenance intervals

Use the following rules for interval determination:
– Carry out maintenance and inspection tasks on the crane chassis after reaching the specified driven mileage, operating hours or calendar intervals. The interval that occurs first is the deciding factor.
– Carry out maintenance and inspection tasks on the crane superstructure after reaching the specified operating hours or calendar intervals. The interval that occurs first is the deciding factor.
– The maintenance intervals complement each other. If a higher interval is coming up, then carry out the tasks according to the lower interval also.

1.4 Securing against start up

WARNING
Impermissible travel or crane operation during maintenance or repair tasks!
Death, severe injury, severe property damage.
► Make sure that travel and crane operation is not possible during maintenance and repair tasks.
► Show clearly with signs that maintenance or repair tasks are being carried out on the mobile crane.
► Use signs which show without a doubt that it travel operation and crane operation are prohibited.
► Adhere to the national regulations regarding tagging on mobile crane and signs.
► Turn the engine on the crane superstructure and the crane chassis off.
► Apply the „parking brake crane chassis“.

If possible:
► Lock the driver's cab and the crane cab.
► Hand the ignition key from the crane superstructure and the crane chassis to an authorized person.

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1.5 Securing against falls

WARNING
Personnel is **not** secured against falls!
During maintenance tasks on the crane superstructure or boom, personnel must be secured with appropriate safety measures to prevent them from falling. If this is **not** observed, working personnel can fall and be killed or severely injured.
- ► For all tasks on the crane where there is a danger of falling, take suitable safety measures.
- ► The crane superstructure or the boom may **not** be accessed without suitable aids.
- ► Suitable aids are, for example: Lifting platforms, scaffoldings, ladders, assembly platforms, auxiliary crane.
- ► If railings are present on the crane superstructure, then they must be swung into operating position and secured for all tasks. See the Crane operating instructions, chapter 2.06.
- ► Only step on such aids with clean shoes.
- ► Keep aids clean, free of snow and ice.
- ► If tasks cannot be carried out using these aids or from the ground, then the maintenance personnel must be protected from falling using approved fall arrest systems. See the Crane operating instructions, chapter 2.04.
- ► It is prohibited to step on the driver's cab or cab roof and specially marked surfaces. See the Crane operating instructions, chapter 2.05

WARNING
Dirty slip-resistant mats!
Fall
- ► Keep slip-resistant mats clean and free of snow and ice!
- ► Only step on slip-resistant mats with clean shoes!
- ► Replace or renew missing or damaged slip-resistant mats!

1.6 Preventing fires

WARNING
Excess fuel, excess oil in engine compartment during operation!
Death, severe injury, fire damage.
- ► Check the diesel engine after repairs and Service tasks but also in regular intervals for leaking oil and fuel.
- ► Fix the leaks. Replace damaged components.
- ► Do **not** spill service fluids.

WARNING
Disregard of general safety regulations during tasks on the fuel system or on the electrical system!
Severe burns, fire damage.
- ► Disconnect the battery from the power supply.
- ► Do **not** smoke.
- ► Do **not** work near open flames.
- ► Keep a functioning fire extinguisher ready.

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WARNING
Sound insulation mats are contaminated with fuel, engine oil, gear oil, hydraulic oil or solvents!
The sound insulation mats can ignite. Severe burns, fire damage.
► Remove any polluted sound insulation mats **immediately** and **replace immediately** with **Original Liebherr spare parts**.

If there are sound insulation mats in the chassis near the starter:
► **Immediately remove** any sound insulation mats located in an area of 0.5 m around the starter and **do not replace them**

If there are sound insulation mats in the superstructure in the engine compartment flap:
► **Immediately remove** the sound insulation mats and **do not replace them**.
► Also observe and adhere to the section „Sound insulation mats“.

1.7 Protecting against burns

WARNING
Hot surfaces!
Severe burns.
► Let any components to be maintained or inspected cool off.
► Let hot components cool off.
► Avoid contact with hands and skin.
► Wear personal protective equipment and suitable protective gloves.

WARNING
Hot service fluids!
Severe burns.
► Let hot service fluids cool off.
► Avoid contact with hands, skin and eyes.
► Wear safety goggles.
► Wear personal protective equipment and suitable protective gloves.

WARNING
Electric short circuit!
Severe burns.
► Prevent short circuits in the electrical system, especially on the battery.
► Replace or change missing or defective protective insulation.

1.8 Protecting from scalding

WARNING
The cooling system is pressurized!
When the coolant reservoir is opened, hot coolant can escape explosively.
Severe scalding.

When the engine is warm:
► Do **not** open the cover of the coolant reservoir.
► To protect face, hands and arms from hot steam of hot coolant, cover the cap with a large rag when opening.

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1.9 Rotating parts

WARNING
Rotating parts, ignition system on running engine!
The cooler fan can turn on suddenly.
Death, severe injury.
- ► Proceed especially careful.
- ► Do **not** reach into rotating parts.
- ► Never reach into the cooler fan when the engine is hot.

1.10 Using permissible service fluids

NOTICE
Impermissible service fluid added!
Destruction of components. Failure of the crane.
- ► Only add the service fluid that is specified on the sign on the respective service fluid container.
- ► Keep the service fluid absolutely pure.

1.11 Protecting against the hazards of service fluids

WARNING
Contact with service fluids!
Health risk.
- ► Make sure that personnel are aware of first aid measures.
- ► Use personal protective equipment depending on the service fluid.
- ► Observe and adhere to the safety data sheets of the service fluid manufacturer.

WARNING
Impermissible handling of service fluids!
Environmental risk.
- ► Make sure that the service fluids are **not** released in the environment.
- ► Immediately collect spilled service fluids using suitable material.
- ► Observe and adhere to the safety data sheets of the service fluid manufacturer.

1.12 Replacing damaged crane components

WARNING
Damaged crane components **not** replaced!
Death, severe injury, failure of components.
- ► Service the crane components according to the data in the maintenance intervals, the maintenance guidelines and the chart for service fluids and lubricants.
- ► Replace damaged crane components immediately.

1.13 After replacement of components

Type of oil, see data tag and supplied „Service fill“.

The following instructions must be observed when replacing components such as the engine, transmission or axle:

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WARNING
Maintenance of a replaced component **not** carried out!
- ► Before start up, be sure to refill with the correct type of oil to the center of the minimum / maximum mark.
- ► Carry out first maintenance. See chapter „Maintenance intervals“.
- ► Adhere to regular maintenance intervals.
- ► Follow the break-in instructions. See the Crane operating instructions, chapter 2.02.

1.14 Tire size

When changing certain tire sizes, the mobile crane must be modified.

Contact Liebherr customer service to change the following tire sizes:
- From 385/95 R 25 to 445/95 R 25
- From 385/95 R 25 to 525/80 R 25
- From 445/95 R 25 to 385/95 R 25
- From 525/80 R 25 to 385/95 R 25

2 Warranty and coverage

NOTICE
Maintenance intervals and maintenance guidelines **not** adhered to, impermissible lubricants used!
Damage, failure of crane components.
The warranty for the respective crane component is voided.
- ► Service the crane components according to the data in the maintenance intervals, the maintenance guidelines and the chart for service fluids and lubricants.

NOTICE
Use of **non**-original Liebherr spare parts and **non**-original Liebherr service fluids!
In the event that replacement parts are used that are **not** original Liebherr replacement parts and **not** original Liebherr service fluids and lubricants, Liebherr-Werk Ehingen GmbH excludes all liability for system functionality as well as for the parts.
- ► Use only original Liebherr spare parts.

Note
- ► Original Liebherr replacement parts have been tested for crane operation and may be used without risking safety.

The buyer is entitled to warranty or coverage only:
- When only original Liebherr spare parts are used.
- When Liebherr service fluids and Liebherr lubricants are used for the Liebherr crane.

3 Liebherr Customer Service

Liebherr mobile cranes, whether truck-mounted, mobile or crawler cranes - are technically advanced products, which prove their worth daily even under tough conditions.

The high technical standards of these cranes provide functional security, resistance to failure and ease of maintenance.

Liebherr is continuously developing the drive and control components. The combination of well proven units and modern manufacturing methods produces cranes that are safe to operate and easy to maintain.

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Several hundred cranes are built every year for the international market, supported by international service.

Liebherr's „After Sales Service“ plays an important role at Liebherr in ensuring operational readiness and high crane availability.

With Liebherr, Service begins when the crane is handed over. Your crane operators will be professionally trained in line with their level of knowledge and we devote much time to this.

We also train your workshop staff in all crane-specific matters, because we know that they can deal with more than just minor repairs themselves. Often there are specialists who can quickly and reliably carry out crane repairs.

We have special service advisers available who will solve any problems you may have. This phone contact saves time and money. You should take advantage of it as soon as possible.

Our service technicians are specialists with years of experience, who can be deployed from local support points. Naturally these experts have specialized knowledge and special tools.

But before you call these specialists, it is worth making use of the facilities for getting advice mentioned above.

4 Taking an oil sample

Note

- ► Liebherr recommends taking oil samples for the gears, engines and hydraulic system in regular intervals.
- ► Based on the trend analysis of the oil analysis results, changes can be determined in the lubricity of the oil and increased component wear.

WARNING

Tasks on components and operating fluids at operating temperature!
Burns.

- ► Carry out all tasks with utmost caution.
- ► Wear protective clothing.

Make sure that the following prerequisites are met:

– Oil has a normal operating temperature.

- ► Always take oil in the same location.
- ► Take oil always according to the same method.
- ► Do **not** take oil right after an oil change.
- ► Do **not** take oil immediately after larger amounts of oil have been added.

Note

Recommendation:

- ► Fill oil into original laboratory sample containers.

- ► Fill oil exclusively in a clean and dry sample container.

5 Taking care of the crane

5.1 Washing the crane

In order to ensure a consistent surface quality, the crane must be washed regularly. See the maintenance intervals, chapter 7.02, chapter 7.03, chapter 7.03.50. Clean the crane in particular after contact with highly corrosive materials or highly adherent contaminants.

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Highly adherent contaminants are:
– Residual road salt
– Oils, grease and fuel
– Insect remains
– Rust film
– Tar splashes, concrete splatter

Check the crane for corrosion and paint damage. See the maintenance intervals, chapter 7.02, chapter 7.03chapter 7.03.50. If detected, have corrosion and paint damage removed by authorized and trained service personnel.

NOTICE
Impermissible cleaning agent!
Damage to the surface.
► Do not use aggressive cleaning agents.
► Do not use scouring cleaning agents.
► Do not use a phosphate based cleaner.
► Do not solvents or cleaning agents that contain solvents.
► Only use cleaning agents with a pH value that is less than / equal to 12.
► Make sure that the cleaning agent and water ratio of 3% is not exceeded.
► Rinse with clear water (not salt water).

Make sure that the following prerequisites are met:
– The crane is switched off and secured against unauthorized start up.
– The crane has cooled down.
– The battery master switch is turned off.

5.1.1 High pressure cleaner

The water jet of a circular jet nozzle can cause damage to the tires or parts of the travel gear that cannot be seen exteriorly.

NOTICE
High pressure cleaner with circular jet nozzle used!
Damaged components could fail unexpectedly.
► Do not use a high pressure cleaner with a circular jet nozzle.
► Replace damaged components.

CAUTION
Hot steam and water pressure!
Burns.
► Wear personal protective equipment.

Do **not** expose the following components to a water jet:
– Inside of the driver's cab and cab
– Electric motor
– Electrical plug connections, line drums and power distributor
– Control units
– Transmitter
– Relay circuit boards and fuse circuit boards
– Hydraulic block
– Intake manifolds for combustion air
– Seals
– Bellows
– Gear shafts
– Retracted sliding beams
– Sealing lips on slewing ring connections
– Radial shaft sealing rings on winches
– Slewing gears

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- Hoist rope, control rope, assembly rope
- Piston rods
- Slip-resistant mats
- Signs
- Overflow container on the equipment
- Generator
- Lighting
- Wind speed sensor / airplane warning light
- Bearing on the rope pulleys
- Carrier rollers
- Swivel joints
- Pin points
- Head camera inclusive of the transmitter and receiver unit
- Hand pump on the folding jib

The crane can be cleaned with the high pressure cleaner. The water pressure, minimum distance and water temperature are specified in the following chart:

Washing painted surfaces		
Water pressure	**Minimum distance**	**Water temperature**
maximum 150 bar	30 cm to 40 cm	60 °C

Adjusting the high pressure cleaner

Washing surfaces covered with film		
Water pressure	**Minimum distance**	**Water temperature**
maximum 150 bar	80 cm	60 °C

Adjusting the high pressure cleaner

Washing surfaces protected against corrosion with Carlofon 81		
Water pressure	**Minimum distance**	**Water temperature**
maximum 30 bar	30 cm to 40 cm	40 °C

Adjusting the high pressure cleaner

Clean electrical systems, cables, cable harnesses and sound insulation mats with low pressure.

► Before cleaning, cover all openings.
► Wash the crane and equipment with a high pressure cleaner.
► Lubricate the crane and equipment.

Note
Environmental pollution!
► Dispose of auxiliary and cleaning materials contaminated with oil according to national and international regulations and directives.
► Only direct cleaning water through the oil separator of the drainage system.

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5.1.2 Exhaust system

NOTICE
Ingress of water, steam or cleaning substances into the AGN-module!
Sensors and electrics for the exhaust aftertreatment can be destroyed, the coating of the catalytic converter can be washed off.
- ► Before cleaning, let the AGN system cool down (surface temperature 50 °C).
- ► Before cleaning, cover all openings.
- ► Make sure that **no** fluids and **no** dirt gets into the tailpipe opening of the AGN module.
- ► During cleaning, maintain a sufficient distance from the tailpipe opening.

5.1.3 Sound insulation mats

NOTICE
Improper cleaning (tools or cleaning methods)!
Sound insulation mats can be destroyed or damaged.
- ► Remove severe contamination with suitable tools, for example with soft plastic scrapers.
- ► Do **not** use tools with sharp edges.
- ► Use high pressure cleaners **exclusively** with extreme caution and with a sufficient distance to the sound insulation mats and with low water pressure.
- ► Do **not** use solvents for cleaning.

If sound insulation mats are contaminated with fuel, engine oil, gear oil, hydraulic oil or solvents:
- ► Observe and adhere to the section „Preventing fires“.

5.1.4 Slip-resistant mats

WARNING
Heavily worn slip-resistant mats!
People can slip and fall down from the crane.
- ► Replace heavily worn slip-resistant mats.
- ► Do **not** wax slip-resistant mats.

- ► Before every access: Check the slip-resistant mats for slip resistance and cleanliness.
- ► If dirty: Clean the slip-resistant mats with a brush with hard plastic bristles.
- ► For cleaning the surfaces, use commercially available cleaners.
- ► Flush with water.

5.1.5 Driver's cab and crane cab

Note
- ► The steering wheel, center console, instrument panel cover, floor covering and dirty upholstery in the driver's cab and the crane cab should only be cleaned with warm water mixed with dishwashing detergent.
- ► Keep the driver's cab and crane cab free from trash.

5.1.6 Ladders

- ► Remove any dirt on the ladders.
- ► Make sure that the grooves on the rungs are free of dirt.

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5.2 Protecting the crane against corrosion

NOTICE
Aggressive environmental conditions!
Crane components can corrode and be damaged.
► Protecting the crane against corrosion

The corrosion protection agent **Carlofon 81** must be reapplied regularly according to wear. See the maintenance intervals, chapter 7.02, chapter 7.03 chapter 7.03.50.

The corrosion protection agent **Metacorin 822** must be reapplied regularly according to wear on the mechanically machined, blank surfaces. See the maintenance intervals, chapter 7.02, chapter 7.03 chapter 7.03.50.

The corrosion protection agent **Liebherr Cylinder Protect** must be reapplied regularly on the chrome-plated piston rods. See the maintenance intervals, chapter 7.02, chapter 7.03 chapter 7.03.50.

WARNING
Improper corrosion protection!
Injury to the respiratory system, suffocation.
► Wear a respirator mask.

NOTICE
Improper corrosion protection!
Damage to the crane.
► Make sure that crane corrosion protection is carried out only by authorized and trained service personnel.
► Make sure that the inspection and reconditioning intervals are not exceeded.

Make sure that the following prerequisites are met:
– A sufficient quantity of corrosion protection agent is available.
– Appropriate tools and aids are available.
– The crane is switched off and secured against unauthorized start up.
– The crane has cooled down.
– The battery master switch is turned off.
– Protective equipment is worn.

5.2.1 Crane

► Wash the crane thoroughly with a high pressure cleaner.
► Let the crane dry.

If corrosion or paint damage is found:
► Remove the corrosion and paint damage.

The following surfaces must be masked prior to corrosion protection:
– Walking surfaces and stepping surfaces
– Vents on brake valves and control valves
– Vents and drains on electrical equipment
– Mechanically machined, blank surfaces
– Piston rods

WARNING
Walking surfaces and stepping surfaces **not** masked!
Personnel can slip and fall down.
► Mask walking surfaces and stepping surfaces prior to corrosion protection.

► All surfaces that should **not** be corrosion protected should be masked.
► Protect the crane against corrosion with **Carlofon 81**.
► Remove the masking.

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► Protect mechanically machined, blank surfaces against corrosion with **Metacorin 822**.
► Lubricate the crane.

5.2.2 Cylinders

If the chrome-plated piston rods are not retracted for a longer period of time, the chrome-plated piston rods must be protected against corrosion by applying **Liebherr Cylinder Protect**.

Application temperatures of **Liebherr Cylinder Protect**:
– Possible application temperatures: Between -20 °C and +45 °C.
– Optimal application temperatures: Between -10 °C and +30 °C.

Liebherr-Werk Ehingen GmbH recommends the first-time application of anti-corrosion agent, in the case of:
– Aggressive influences such as a high salt content in the ambient air:
  • After 24 hours without cylinder movement.
– Normal environmental conditions:
  • At least after 1 week without cylinder movement.

Note
► Only use **Liebherr Cylinder Protect** as corrosion protection for cylinders with chrome-plated piston rods.
► Do **not** apply corrosion protection to piston rods with NIL35 coating.

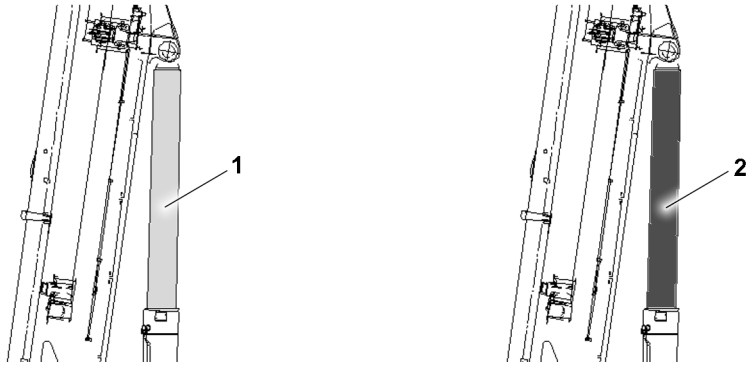

Fig.156557: Piston rods

1 Chrome-plated piston rod **2** Piston rod with NiL35 coating

Piston rods with a NiL35 coating appear darker than chrome-plated piston rods and can therefore be optically differentiated.

Before applying the anti-corrosion agent, the surface of the piston rod must be carefully wiped off with a clean cloth. The surface must be free of visible dirt. The use of an additional cleaner is not required.

► Clean the surface of the piston rod.
► Shake the spray can well before use. Apply the anti-corrosion agent evenly on the piston rod.
► Until a sufficient protective film has formed on the piston rod: Wait approx. 30 to 60 minutes.

When the **Liebherr Cylinder Protect** must be reapplied:
► Clean the surface of the piston rod again.

The piston rod must **not** be cleaned again when putting the hydraulic cylinder back into service.

When the hydraulic cylinder is put back into operation:
► Remove the anti-corrosion agent from the scraper.

5.3 Protecting the crane against corrosion for storage

Note
► When storing the crane, contact the Service department at Liebherr-Werk Ehingen GmbH.

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5.4 Protecting the crane against corrosion for shutdown

Note
► Before shutting down the crane, contact the Service department at Liebherr-Werk Ehingen GmbH.

6 Storage

If the conditions in this section are observed, the crane can be stored as long as necessary.

6.1 Storage conditions

► Store the crane in a dry hall.

6.2 Decommissioning

Make sure that the following prerequisites are met:
– The crane is carefully washed.
– Corrosion and paint damage on the crane have been removed.
– Worn or damaged components have been replaced.

In the case of cranes with the battery master switch in the chassis and superstructure, both battery master switches must be turned off.

► Turn the battery master switch off.

In the case of cranes with a superstructure engine and a chassis engine, the batteries in the chassis and superstructure must be removed.

► Remove the batteries properly.

6.3 Maintenance

In the case of cranes with a fuel tank in the chassis and superstructure, both fuel tanks must be filled.

► Fill up the fuel tank completely.
► Apply approved lubricants in all lube points.
► Replace all operating fluids.
► Check the crane for leaking fluids.

If fluids are leaking from the crane:
► fix the leak.

In the case of cranes with a superstructure engine and a chassis engine, both engines must be started once a month.

► Start the engine once a month.

The specified maintenance interval must be observed even if the crane is in storage.

► Service the crane according to the maintenance interval.

6.4 Returning to service

NOTICE
Impermissible start up!
Damage to the crane.
► Make sure that the crane is supplied with approved lubricants.
► Make sure that the oil levels are correct.
► Only operate the crane in a perfect condition.

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In the case of cranes with a superstructure engine and a chassis engine, the batteries must be installed in the chassis and superstructure.

- ► Install the batteries properly.
- ► Turn on the battery master switch.
- ► Put the crane in operation.

7 Recommendation for safe disposal

7.1 Service fluids and lubricants

WARNING
Service fluids and lubricants are dangerous waste products!
- ► Dispose of service fluids and lubricants separately.
- ► Service fluids and lubricants may **not** be disposed of in the ground, bodies of waters, wastewater systems, sewers or in the groundwater.
- ► Dispose of service fluids and lubricants in an environmentally safe manner.
- ► When disposing of service fluids and lubricants, observe and follow the applicable regulations of the responsible authorities.
- ► Observe and adhere to the safety data sheets of the service fluid manufacturer and the lubricant manufacturer.

Service fluids and lubricants are:
- – Fuels
- – Coolant
- – Urea
- – Engine oils, gear oils
- – Hydraulic fluids
- – Brake fluids
- – Window washer concentrate
- – Greases

7.2 Batteries

WARNING
Batteries contain harmful substances!
- ► Do **not** dispose of batteries in regular household trash.
- ► Collect batteries separately and send them for environmentally safe disposal.
- ► Leave batteries at a qualified workshop or at a licensed collection points for used batteries.

7.3 Prevention of improper machine use

After the end of its service life, the crane must be made unusable by cutting the load bearing crane structures, and in particular the steel structures. This can be done by means of flame cutting.

After the machine's service life has ended:
- ► Make the machine unusable.

7.4 Disposing of the machine

The crane owner is responsible for disposal.

- ► Separate the metals.

If the counterweights are made of concrete:
- ► Brake the steel parts out of the counterweight. Dispose of the concrete or recycle it.

Rope pulleys and bearing shoes in the boom are made out of PA6.

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Due to the markings on the plastic parts, it is possible to dispose of them properly.

- ► Separate the plastic parts.
- ► Separate the remaining parts (for example, rubber, glass).
- ► Sort all parts.
- ► Take all parts to a licensed collection point for reusable materials and send them for recycling.

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7.02 Maintenance intervals - Crawler chassis

1 Maintenance and inspection schedule 2

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1 Maintenance and inspection schedule

Note

- ► Carry out maintenance work after reaching the specified operating hours or calendar intervals. The interval that occurs first is the deciding factor.
- ► The maintenance intervals complement each other. If a higher interval is coming up, then carry out the work according to the lower interval also.
- ► The operating hour meter of the crawler travel gear is the determining factor for the operator hour intervals.
- ► The „crawler travel gear“ operating hour meter* is located in the control cabinet.

First maintenance	Operating hour intervals			Calendar intervals			Work to be carried out	O.K.
After	10 h	100 h	1000 h	Daily	Weekly	Annually		
Safety systems								□
						X	Personal protective equipment Follow the instructions of the manufacturer	
						X	Height rescue system Follow the instructions of the manufacturer	
Fall protection equipment								□
						X	Check protection points	
						X	Check safety ropes	
						X	Check the ladders for technically immaculate condition	
						X	Check railings, steps and pedestals for safe function	
						X	Check catwalks and gratings for safe function	
Crane surface								□
					X		Check accessible surfaces for cleanliness	
						X	Check accessible surfaces for completeness and slip resistance	
						X	Check labels for completeness and legibility	
Rigging and fastening points								□
				X [2)]			Check the condition and mounting	
						X	Check for continued suitability by an expert	

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First maintenance	Operating hour intervals			Calendar intervals			Work to be carried out	O.K.
After	10 h	100 h	1000 h	Daily	Weekly	Annually		
Travel gear								□
			X			X	Planetary gear, miter gear: Check the oil level	
			X			X	If the brake has a self-contained oil chamber: Check the oil level	
			X			X	Checking for leaks	
			X			X	Brake: Check the function	
	X						Grease the sprocket bearing if it is not lubricated via the central lubrication system	
		X					Check the tightness of the mounting screws	
		500 h					Check the gear oil via an oil analysis	
250 h			1000 h			Every 4 years	Planetary gear, miter gear: Change the gear oil	
			4000 h			Every 4 years	If the brake has a self-contained oil chamber: Change the gear oil	
Crawler carrier								□
		X					Check track rollers, carrier rollers with oil lubrication for leaks	
	X						Grease the track rollers, carrier rollers if they are not lubricated via the central lubrication system	
	X				Every 4 weeks		Check the wear on the roll-off surfaces of the track rollers / carrier rollers, replace the track rollers / carrier rollers if necessary	
	X				Every 4 weeks		Check for wear on the glide rails	
						X	Grease the guide rails on the sliding section	
						X	If present: Lubricate the consoles	
					Every 4 weeks		Lubricate the connector pins between crawler carrier and crawler center section or crawler carrier and cross carriers	

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First maintenance	Operating hour intervals			Calendar intervals			Work to be carried out	O.K.
After	10 h	100 h	1000 h	Daily	Weekly	Annually		
Crawler chain								□
		X					Check the connector pin retainer	
		X					Check for damage	
	X				Every 4 weeks		Check the chain tension, retension the crawler chain if necessary	
	X						Check the wear on the bores of the outrigger pads, replace the outrigger pads if necessary	
	X						Check the wear on the connector pins of the outrigger pads, replace the pins if necessary	
	X				Every 4 weeks		Check the wear on the roll-off surfaces of the outrigger pads / track rollers, replace the outrigger pads if necessary	
					Every 4 weeks		Check for wear on the sprocket wheels and the transport cams of the outrigger pads	
Mechanical auxiliary support								□
						X	Lubricate the connector pin to the crawler carrier	
						X	Check the support spindles. Grease if necessary	
Hydraulic assembly support								□
					X		Check the hydraulic cylinder for leaks	
						X	Check the support beam for ease of movement and grease	
						X	Lubricate the bearing points of the support beams	
						X	Check the sight gauge, adjust if necessary	
Crane support								□
					X		Check the hydraulic cylinder for leaks	
						X	Check the support beam for ease of movement and grease	
						X	Lubricate the struts	
						X	Lubricate the mounting pins on the struts	
						X	Lubricate the support plate bearing	

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First maintenance	Operating hour intervals			Calendar intervals			Work to be carried out	O.K.
After	10 h	100 h	1000 h	Daily	Weekly	Annually		
Concrete ballast plates / concrete catwalks								
				X			Check for damage	
						X[4)]	Have an authorized inspector check that the fastening points are fit tightly and for continued suitability	
Pin connections								□
					Every 2 months [3)]		Check the retainer of the pin connections	
					Every 2 months [3)]		Check the pins and / or connection elements for damage, visual inspection	
					Every 2 months [3)]		Check the retaining elements for damage, visual inspection	
Rotary connection								□
			X				For the variation with grease lubrication: Lubricate	
Hydraulic cylinder								□
					X		Checking for leaks	
Hydraulic hose lines								□
				X			Check for leaks and damage	
						X	Have safe working condition checked by an expert	
Central lubrication system								□
					Every 6 months [1)]		Carry out intermediate lubrication (in case of a central lubrication system with the control unit).	
		X					Checking the function	
	8 h			X			Check the lubricant level	

[1)] if the crane is not moved: Every 3 months
[2)] before every start up: Perform a visual inspection
[3)] also for cranes used for a long period of time
[4)] and at each assembly / disassembly

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7.02.50 Maintenance intervals - Ballast trailer

1 Maintenance and inspection schedule 3

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Fig.195219

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1 Maintenance and inspection schedule

Note

- ► Carry out maintenance work after reaching the specified operating hours or calendar intervals. The interval which occurs first is the deciding factor!
- ► The maintenance intervals complement each other. If a higher interval is coming up, then carry out the work according to the lower interval also!

First maintenance after	Operating hour intervals			Calendar intervals			Work to be carried out	O.K.
	10 h	100 h	1000 h	Daily	Weekly	Annually		
Fall protection equipment								
						X	Check protection points	
						X	Check safety ropes	
						X	Check the ladders for technically immaculate condition	
						X	Check railings, steps and pedestals for safe function	
						X	Check catwalks and open mesh flooring for safe function	
Ballast trailer surface								
					X		Check accessible surfaces for cleanliness	
						X	Check accessible surfaces for completeness and slip resistance	
						X	Check labels for completeness and legibility	
Rigging and fastening points								
				X [2)]			Check condition and mounting	
						X	Check for continued suitability by an authorized inspector, inspection expert	
Tires								
					X		Check for external damage and distortion	
					X		Check the tire pressure	
	X						Check lug nuts for tight seating, retighten if necessary	
						Every 5 years	Replace tires; have further service life confirmed by a tire manufacturer expert	
Axle link								
						X	Lubricate	
Hydraulic cylinder								
					X		Check for leaks	

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First maintenance after	Operating hour intervals 10 h	100 h	1000 h	Calendar intervals Daily	Weekly	Annually	Work to be carried out	O.K.
Hydraulic hose lines								
				X			Check for leaks and damage	
						X	Check for a safe condition by an authorized inspector, inspection expert	
Travel drive								
						X	Check the mounting screws for tight seating	
					X		Check for leaks	
						X	Check the oil level	
						Every 5 years	Change the gear oil if necessary	
Slewing gear								
						X	Check the mounting screws for tight seating	
					X		Check for leaks	
						X	Check the oil level	
						Every 5 years	Change the gear oil if necessary	
Central lubrication system								
				X			Check grease supply of central lubrication system. Fill the reservoir if the grease supply has dropped below 1/4 of the reservoir content.	
						X	Check for correct function	
Pin connections								
					Every 2 months [3]		Check the retainer of the pin connections	
					Every 2 months [3]		Check the pins and / or connector elements for damage, visual inspection	
					Every 2 months [3]		Check the retaining elements for damage, visual inspection	
Emergency control								
						X	Check for correct function	

[2] before every start up: checking visually
[3] also for cranes used for a long period of time

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7.03 Maintenance intervals - Crane superstructure

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1 Maintenance and inspection schedule

Note

- ► Carry out maintenance work after reaching the specified operating hours or calendar intervals. The interval which occurs first is the deciding factor!
- ► The maintenance intervals complement each other. If a higher interval is coming up, then carry out the work according to the lower interval also!

First maintenance after	Operating hour intervals 250 h	500 h	1000 h	Calendar intervals Daily	Weekly	Annually	Work to be carried out	O.K.
Safety systems								□
						X	Personal protective equipment Follow the instructions of the manufacturer	
						X	Height rescue system Follow the instructions of the manufacturer	
Fall protection equipment								□
						X	Check protection points	
						X	Check safety ropes	
						X	Check the ladders for technically immaculate condition	
						X	Check railings, steps and pedestals for safe function	
						X	Check catwalks and open mesh flooring for safe function	
Crane surface								□
					X		Check accessible surfaces for cleanliness	
						X	Check accessible surfaces for completeness and slip resistance	
						X	Check labels for completeness and legibility	
Rigging and fastening points								□
				X [2)]			Check condition and mounting	
						X	Check for continued suitability by an authorized inspector, inspection expert	
Load handling equipment and assembly aids								□
				X [2)]			Check for cracks, damage, wear and distortion	
						X	Check for continued suitability by an authorized inspector, inspection expert	

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First maintenance after	Operating hour intervals 250 h	500 h	1000 h	Calendar intervals Daily	Weekly	Annually	Work to be carried out	O.K.
Fastening equipment and load securing devices								□
				X [2)]			Observe and adhere to the manufacturer's instructions	
				X [2)]			Check the grommets and cable laid fastening rope for damage, operational safety, proper identification. Take-down criteria, see chapter 8.01	
						X	Have the fastening equipment checked by an authorized person, authorized inspector	
Fire extinguishing system								□
						X	Carry out a visual inspection of the system For all other maintenance tasks, observe the instructions of the fire extinguisher manufacturer.	
						Every 5 years	Replace trigger elements and extinguisher tank.	
Diesel engine								□
				X			Check the oil level For all other maintenance tasks, observe the instructions of the engine manufacturer	
Cooling system								□
				X			Check the coolant level in the expansion tank	
			6000 h			Every 4 years	Replace the coolant if filled with **Liebherr Antifreeze OS Mix**	
			3000 h			Every 2 years	Replacing the coolant	
SCR Exhaust aftertreatment								□
			4500 h			Every 2 years	Replace foam and filter element of urea pump	
Heating-air conditioning device								□
					Every 4 weeks		Operate the climate control system for 15 min and check the function	
						X	Replacing the filter insert	

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First maintenance after	Operating hour intervals 250 h	500 h	1000 h	Calendar intervals Daily	Weekly	Annually	Work to be carried out	O.K.
Cab auxiliary heater*, Engine preheating auxiliary heater*								□
				X			Check the fill level of the fuel container	
				X			Check the fill level in the expansion tank	
					Every 4 weeks [8]		Operate the auxiliary heater for 15 min and check the function	
					X [9]		Operate the auxiliary heater for 15 min and burn-off the burner	
						X [12]	Have the water heater checked by an authorized and trained service technician	
						X [12]	Have the air heater checked by an authorized and trained service technician	
						Every 2 years	Have the fluid in the heating system replaced by an authorized and trained service technician	
			3000 h				Have the burner of the heating system replaced by an authorized and trained service technician	
						Every 10 years	Have the heat exchanger of the heater replaced by an authorized and trained service technician	
Air filter								□
					X		Check monitoring device	
						X	Clean, change the filter insert Observe the instructions of the engine manufacturer	
Slewing ring connection								□
	X						Lubricate the gears	
						X [1]	Lubricating the slewing ring connection	
					Every 6 months [1]		Drain water on the water drain bores of the slewing ring connection (only LTM 11200-9.1, LTR 11200)	
250 h			1500 h			X	Check the tightness of the mounting screws	
						X	Checking the tilt play	

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First maintenance after	Operating hour intervals 250 h	500 h	1000 h	Calendar intervals Daily	Weekly	Annually	Work to be carried out	O.K.
Winches								□
250 h			X			X	Check the tightness of the mounting screws	
				X			Check for leaks	
					X [6]		Check the oil level	
250 h			3000 h			Every 4 years	Change the gear oil	
			1500 h [4]			X [4]	Lubricate the space between V-ring / winch bearing (only for winches with a winch bearing that is lubricated with a grease fitting)	
			200 h			X	Check the condition of the tooth flanks; determining factor are the operating hours of the winch (only for winches with gear ring drive)	
						X	Check the remaining theoretical service life by an authorized inspector	
						Every 4 years	Check the remaining theoretical utilization life by an inspection expert	
Winch brakes								□
				X			Check for leaks	
						X	Check for correct function	
Relapse supports								□
					Every 3 months [5], [6]		Lubricating the bearings	
X [2], [6]							Check the oscillation guard for easy movement	
Relapse cylinder								□
X [2], [6]					X		Check for leaks	
					Every 3 months [5], [6]		Lubricating the bearings	
X [2], [6]		X				X	Check pretension pressure (nitrogen)	
X [2], [6]		X				X	Check the oil quantity	
Pneumatic springs								□
X [2], [5], [6]		X				X	Check for correct function	

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First maintenance after	Operating hour intervals 250 h	500 h	1000 h	Calendar intervals Daily	Weekly	Annually	Work to be carried out	O.K.
A-frame								□
		X					Lubricate the bearing	
X [2), 6)]						X	Check the lever for the limit switch on the A-frame 3 for easy movement and reset of spring	
X [2), 6)]						X	Check the rods with guide rail on the A-frame 2 and A-frame 3 for easy movement and distortion	
Counterweight frame								□
						X	Check the cylinder stroke of the locking pin on the swinging arms (only LTM 1450-8.1)	
Counterweight								□
1000 km		or 10,000 km				X	Check tightening torque of mounting screws	
Concrete ballast plates (ballast container) (only LR 13000)								□
				X			Check for damage	
						Every 5 years	Check by licensing agency	
Ballasting								□
	X					X	Lubricating the bearings	
						X	Check the swing play (only LTM 11200-9.1)	
						X	Check the braid ropes (only LTM 11200-9.1)	
Press on pulleys of rope winches								□
	X					X	Grease guides	
Rope pulleys								□
					X [5), 6)]		Check groove base for cleanliness	
			X			X	Check for wear, damage, cracks and easy movement	
			3000 h			Every 3 years	Lubricate the bearings	
Carrier rollers								□
				X [2)]			Check for damage and distortion	
			X			X	Check for wear, damage and easy movement	
			X			X	Check the tightness of the mounting screws	

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First maintenance after	Operating hour intervals 250 h	500 h	1000 h	Calendar intervals Daily	Weekly	Annually	Work to be carried out	O.K.
Crane cab								□
				X			Check instruments for function	
				X			Check indicator lights for function	
						X	Replace the filter insert for switch cabinet ventilation	
				X			Check fluid level in expansion tank of engine regulation	
		X				X	Check the sliding or incline device for function	
		X				X	Lubricate the bearings of the sliding or incline device	
		X				X [7)]	Check the lift device (telescope arm) for function	
		X				X [7)]	Lubricate the bearings of the lift device and telescope arm	
Window washing bays, camera washing bays								□
				X			Check the fluid level in the reservoir for the washing bays	
Overload protection								□
				X			Check for correct function	
		X				X	Check length sensor for function	
		X				X	Check length sensor rope for damage	
Remote diagnostics device								□
						X	Check for correct function	
						X	Check the validity of the SIM card	
Electrical system								□
						X	Cable connections	
					Every 6 months [3)]		Service the batteries	
					Every 6 months [3)]		Empty the acid collection container	
						X [5)]	Replace the interior compartment filter of the switch cabinet ventilation	

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First maintenance after	Operating hour intervals 250 h	500 h	1000 h	Calendar intervals Daily	Weekly	Annually	Work to be carried out	O.K.
Fuel system								□
				X			Check for leaks	
						X	Check condition and mounting	
						X	Drain off water and sediments	
						X	Clean preliminary filter for auxiliary fuel pump	
	Every 50 h						Check fuel preliminary filter, drain off water if necessary	
		Every 1000 h					Replace the fuel preliminary filter	
Slewing gear								□
250 h			X			X	Check the tightness of the mounting screws	
				X			Check for leaks	
					X		Check the oil level	
250 h			3000 h			Every 4 years	Change the gear oil	
Slewing gear brakes								□
				X			Check for leaks	
						X	Check for correct function	
Turntable lock								□
		X				X	Grease	
		X				X	Check for correct function	
Bearings								□
						X	Checking the retaining elements	
Pin connections								□
					Every 2 months [10]		Check the retainer of the pin connections	
					Every 2 months [10]		Check the pins and / or connector elements for damage, visual inspection	
					Every 2 months [10]		Check the retaining elements for damage, visual inspection	
Pump distributor gear								□
				X			Check for leaks	
					X		Check the oil level	
500 h			1500 h			X	Change the gear oil	

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First maintenance after	Operating hour intervals 250 h	500 h	1000 h	Calendar intervals Daily	Weekly	Annually	Work to be carried out	O.K.
Miter gear crane drive								□
					X		Check for leaks	
	X						Check mounting	
100 h			1500 h			X	Oil change	
Hydraulic hose lines								□
				X			Check for leaks and damage	
						X	Check for a safe condition by an authorized inspector, inspection expert	
Hydraulic system								□
				X			Check the oil level	
					X		Check for leaks	
250 h		X				X	Replace the servo pressure and replenishing pressure filter inserts	
250 h		X				X	Replace return filter inserts (only for cranes with open hydraulic circuit)	
250 h		X				X	Replace bleeder filter of hydraulic tank	
500 h			X			X	Check hydraulic oil, required degree of purity: 20/18/15 Take an oil sample and have it checked by the oil supplier	
Hydraulic cylinder								□
					X		Check for leaks	
					Every 3 months [5), 6)]		Lubricating the bearings	
Hydraulic pressure accumulator (nitrogen)								□
		X [4)]				X [4)]	Check pretension pressures	
Hydraulic coupling system LIKUFIX								□
				X [2) 6)]			Check for leaks, dirt and lubricate the guides	
Compressed air system								□
					X		Check for leaks	
					X		Check operating pressure	
					X		Check shut off pressure	
					X		Check operation of automatic drain valve	
						X	Replace air dryer granular cartridges	
						X	Clean air dryer preliminary filter	

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First maintenance after	Operating hour intervals 250 h	500 h	1000 h	Calendar intervals Daily	Weekly	Annually	Work to be carried out	O.K.
Central lubrication system								□
					Every 6 months [1]		Carrying out an intermediate lubrication	
		X					Check for correct function	
					X		Check the grease container fill level	
Emergency control								□
						X	Check for correct function	
Suspended ballast								□
						X	Check the fall protection equipment	
						X	Check frame, suspension and guide section for distortion and cracks	
Crane superstructure								□
					X[11]		Wash the crane superstructure	
						Every 6 months [11]	Check the crane superstructure for corrosion and paint damage	
Crane superstructure, protected against corrosion								□
						Every 6 months	Check the corrosion protection for wear, and if necessary reapply protection	
						Every 2 months	Check the corrosion protection on mechanically machined, blank surfaces for wear and reapply the corrosion protection if necessary	
						Every 3 months	Check the corrosion protection on the chrome-plated piston rods for wear, and if necessary reapply the corrosion protection	

[1] if the crane is not moved: every 3 months
[2] before every start up: Perform a visual inspection
[3] in hot climate zones: every 3 months
[4] observe maintenance instructions - crane superstructure, chapter 7.05
[5] and as necessary
[6] and during assembly
[7] in Great Britain: every 6 months
[8] outside of the heating period
[9] during the heating period
[10] also for cranes used for a long period of time
[11] each time after the crane is used if possible
[12] before and after every heating period

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7.03.50 Maintenance intervals - Crane boom

1 Maintenance and inspection schedule 3

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1 Maintenance and inspection schedule

Note

- ► Carry out maintenance work after reaching the specified operating hours or calendar intervals. The interval that occurs first is the deciding factor!
- ► The maintenance intervals complement each other. If a higher interval is coming up, then also carry out the work according to the lower interval!

First maintenance after	Operating hour intervals 250 h	500 h	1000 h	Calendar intervals Daily	Weekly	Annually	Work to be carried out	O.K.
Safety systems								□
						X	Personal protective equipment Follow the instructions of the manufacturer	
						X	Height rescue system Follow the instructions of the manufacturer	
Fall protection equipment								□
						X	Check protection points	
						X	Check safety ropes	
						X	Check the ladders for technically immaculate condition	
						X	Check railings, steps and pedestals for safe function	
						X	Check catwalks and gratings for safe function	
Crane boom surface								□
					X		Check accessible surfaces for cleanliness	
						X	Check accessible surfaces for completeness and slip resistance	
						X	Check labels for completeness and legibility	
Rigging and fastening points								□
				X [2)]			Check the condition and mounting	
						X	Check for continued suitability by an authorized inspector, inspection expert	
Load handling equipment and assembly aids								□
				X [2)]			Check for cracks, damage, wear and distortion	
						X	Check for continued suitability by an authorized inspector, inspection expert	

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First maintenance after	Operating hour intervals 250 h	500 h	1000 h	Calendar intervals Daily	Weekly	Annually	Work to be carried out	O.K.
Fastening equipment and load securing devices								□
				X [2]			Observe and adhere to the manufacturer's instructions	
Lattice sections								□
						X	Check for cracks, damage and distortion	
						X	Check protection points	
						X	Check safety ropes	
						X	Check railings and pedestals for safe function	
						X	Check catwalks and gratings for safe function	
X [6]						X	Grease the lube points of lattice sections	
Guy rods								□
						X	Check for cracks, damage and distortion by an authorized person	
						Every 4 years	Check cracks, damage and distortion by an authorized inspector	
						X	Checking the retaining elements	
						X	Check labels for completeness and legibility	
X [6]						X	Lubricate the lube points of guy rods	
Fiber guy ropes								□
				X			Check the rope, grommet and rope end connection for damage and distortion	
					X		Check rope for dirt. If necessary, wash or spray the rope with clean water. After cleaning: Dry the rope in the air at approx. 20 °C.	
					X [7]		Check the thimble and rope end connection, see chapter 8.16	
					X [7]		Check the rope layers, see chapter 8.16	
					X [7]		Check the rope for buckles, see chapter 8.16	
						X	Check the rope for kinks, see chapter 8.16	

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First maintenance after	Operating hour intervals 250 h	500 h	1000 h	Calendar intervals Daily	Weekly	Annually	Work to be carried out	O.K.
Relapse supports								□
					Every 3 months [5), 6)]		Lubricate the bearings	
X [2), 6)]							Check the oscillation guard for easy movement	
Relapse cylinder								□
X [2), 6)]					X		Check for leaks	
					Every 3 months [5), 6)]		Lubricate the bearings	
X [2), 6)]		X				X	Check pretension pressure (nitrogen)	
X [2), 6)]		X				X	Check the oil quantity	
Hydraulic hose lines								□
				X			Check for leaks and damage	
						X	Check for a safe condition by an authorized inspector, inspection expert	
Hydraulic cylinder								□
					X		Check for leaks	
					Every 3 months [5), 6)]		Lubricate the bearings	
Hydraulic pressure accumulator (nitrogen)								□
		X [4)]				X [4)]	Check pretension pressures	
Rope pulleys								□
					X [5), 6)]		Check the groove base for cleanliness	
			X	X		X	Check for wear, damage, cracks and easy movement	
			3000 h			Every 3 years	Lubricate the bearings	
Carrier rollers								□
				X [2)]			Check for damage and distortion	
			X			X	Check for wear, damage and easy movement	
			X			X	Check the tightness of the mounting screws	

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First maintenance after	Operating hour intervals 250 h	500 h	1000 h	Calendar intervals Daily	Weekly	Annually	Work to be carried out	O.K.
Auxiliary guying								□
						X [6]	Check the rope connection between the guy point and the lattice section	
						X [6]	Check for cracks, damage and distortion	
Pin connections								□
					Every 2 months [8]		Check the retainer of the pin connections	
					Every 2 months [8]		Check the pins and / or connection elements for damage, visual inspection	
					Every 2 months [8]		Checking the retaining elements for damage, visual inspection	
Crane ropes								□
				X			Check the rope and rope end connection for damage and distortion	
					Monthly [5]		Check, grease by expert personnel	
						X	Check by an authorized inspector	
						Every 4 years	Check by an inspection expert	

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First maintenance after	Operating hour intervals 250 h	500 h	1000 h	Calendar intervals Daily	Weekly	Annually	Work to be carried out	O.K.
Hook blocks								□
				X [3]			Check of the load hook for distortion, wear, damage and cracks by the crane operator	
			X	X		X	Check rope pulleys for distortion, wear, damage and cracks	
			3000 h			Every 3 years	Lubricate rope pulley bearings	
	100 h				Every 3 months [5]		Lubricate pressure bearings	
	100 h				Every 3 months [5]		Lubricate radial bushing	
	100 h				Every 3 months [5]		Lubricate suspension of hook beam	
					Every 6 months [5]		Replace batteries on incline sensor	
						X	Load hook: Check the distance (y)	
						X	Check of the load hook for distortion, wear, damage and cracks by an authorized person	
						Every 4 years	Check of the load hook for distortion, wear, damage and cracks by an inspection expert	

[2] before every start up: Perform a visual inspection
[3] before starting crane operation: Perform a visual inspection
[4] observe the crane superstructure maintenance instructions, chapter 7.05
[5] and as necessary
[6] and during assembly
[7] before assembly and before disassembly
[8] also for cranes used for a long period of time

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7.04 Maintenance instructions - Crane chassis

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4	Ladders	29

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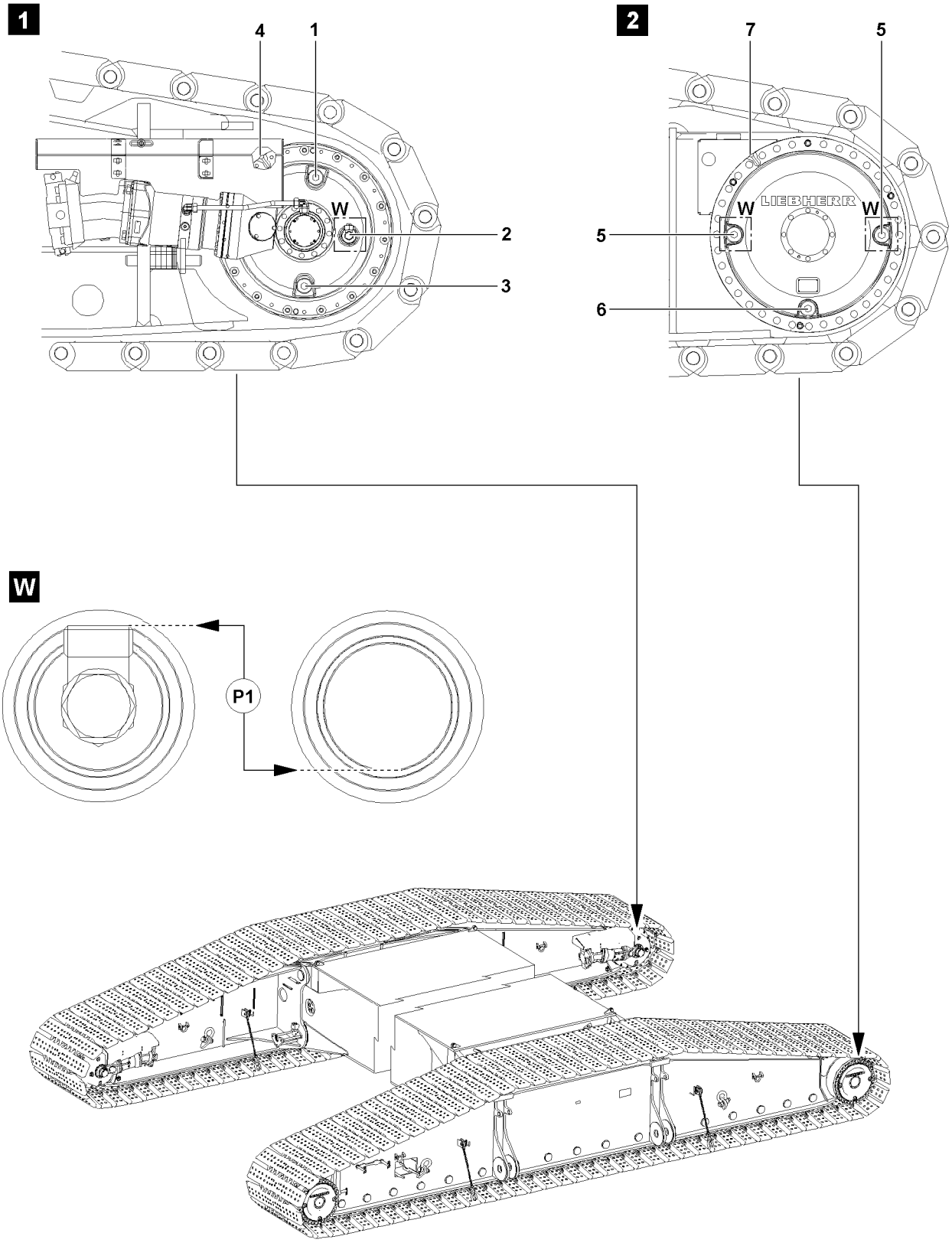

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1 Servicing the travel gear

Note
- ► Use service items and lubricants according to the chart, see Crane operating instructions, chapter 7.07.
- ► Observe the maintenance intervals, see Crane operating instructions, chapter 7.02.

The travel gear consists of:
- – Miter gear with brake, illustration **1**
- – Planetary gear, illustration **2**

WARNING
Danger of burns during maintenance and inspection work!
Severe burns can results due to the travel gear and oils at operating temperatures.
- ► Avoid direct body contact to heated components and fluids.

NOTICE
Dirt in travel gear!
If any dirt gets inside of the travel gear, gear damage can occur.
- ► Make sure that no dirt gets into the inside of the travel gear during maintenance work.

The following maintenance openings are on the miter gear with brake, see illustration **1**:

1 Oil filler plug, oil filler port
2 Oil level plug, oil level port
3 Oil drain plug, oil drain port
4 Grease lubrication miter gear

The following maintenance openings are on the planetary gear, see illustration **2**:

5 Oil level plug, oil level port
6 Oil drain plug, oil drain port
7 Grease lubrication planetary gear

Note
- ► No separate oil filler port is located on the planetary gear, the oil level port is used for this purpose.
- ► Oil level ports on planetary gears and miter gears can be constructed differently.
- ► The planetary gear and the miter gear have separate, different sized oil chambers. The oil levels in the gear must be checked independently of each other.

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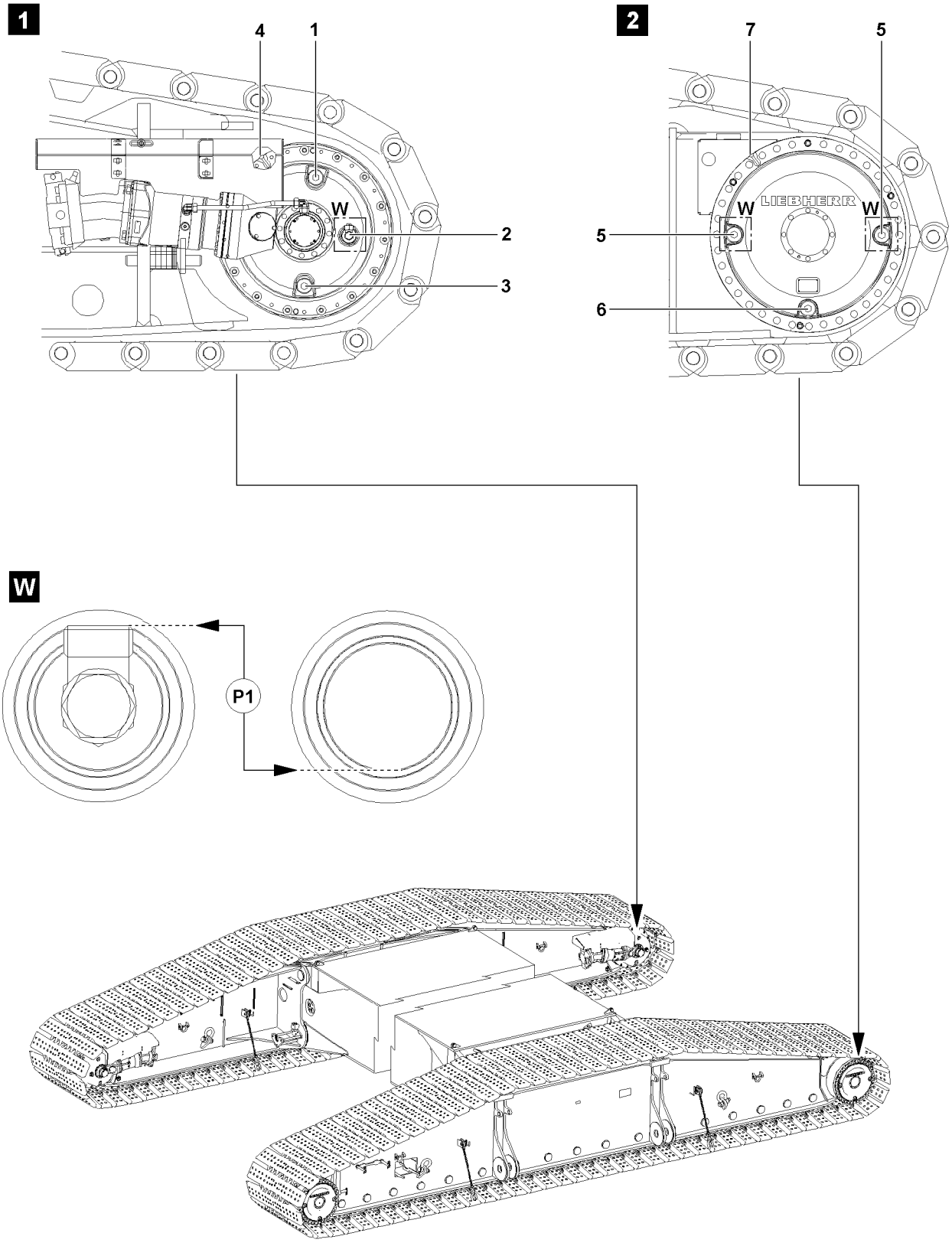

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1.1 Checking for leaks

► Check visually to ensure that the travel gears do not leak.

1.2 Checking the oil level

NOTICE
Damage to the travel gear!
If seals are used repeatedly, it can result in loss of oil.
Due to loss of oil, the travel gears can wear significantly and / or be damaged.
► Use the seals on the maintenance ports only once.

NOTICE
Varying oil level in planetary gear!
Depending on the position of the gears in the planetary gear, the oil level can vary slightly upward.
When opening the oil level plug, oil can emerge despite correct fill quantity.
► The fill height must be at least at the height of the point **P1**.
► If any oil emerged during the check, replace the same amount.

Make sure that the following prerequisites are met:
– The crane is in horizontal position.
– The travel gear is at a standstill.

Note
► To ensure a reliable oil level check, it must be ensured that the travel gears have been at a standstill for at least two minutes. This ensures that the oil has returned to the oil chamber completely.

► Open the oil level port carefully.

NOTICE
Insufficient oil fill quantity!
If the oil level drops below the fill level on point **P1**, the travel gears can be damaged.
► Add gear oil until the oil level is again on the fill level on point **P1**.

If gear oil must be added:
► Add oil on the oil filler port.
► If the oil level is on the fill level on point **P1**, then the oil level on the travel gear is OK.
► Close the maintenance ports tightly.

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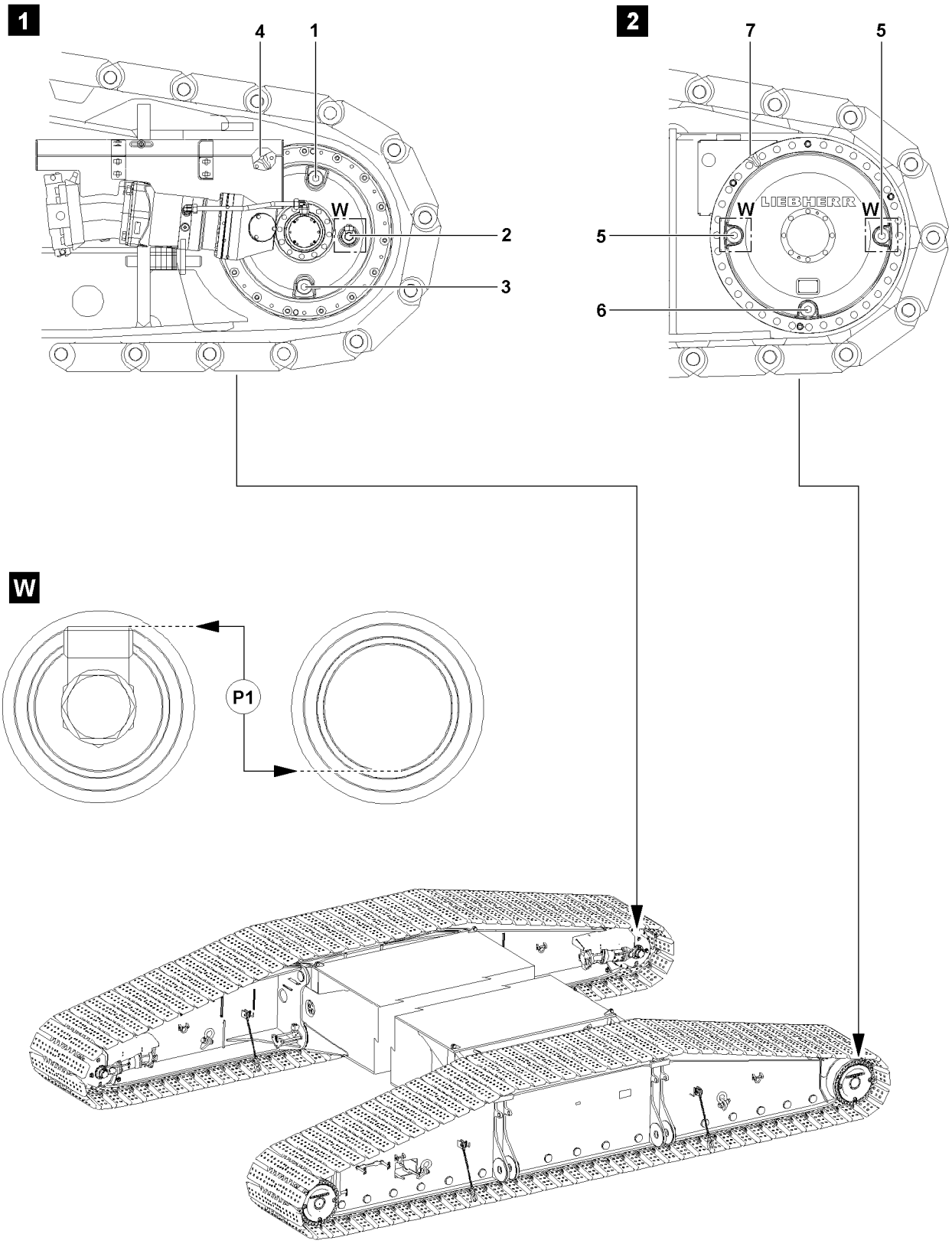

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1.3 Changing the oil

NOTICE
Damage to the travel gear!
If seals are used repeatedly, it can result in loss of oil.
Due to loss of oil, the travel gears can wear significantly and / or be damaged.
► Use the seals on the maintenance ports only once.

1.3.1 Changing oil on the miter gear

Make sure that the following prerequisites are met:
– The crane is in horizontal position.
– The travel gear must be at a standstill.
– The travel gear is at operating temperature.
– A container to catch the used oil is available.

Note
► When selecting the container to catch the used oil, make sure that the container is sufficiently sized to be able to catch all the used oil.
► For fill quantity of miter gear, see Crane operating instructions, chapter 7.06.

► Remove the oil filler plug **1**.
► Remove the oil drain plug **3** and drain oil into a suitable container.

Note
► Allow the miter gear to empty completely.

► Clean the oil drain plug **3** and the sealing surface.
► Close off the oil drain port **3** tightly.
► Open the oil level port **2**.
► Add oil on the oil filler port **1** until it „stands“ at the height of the fill level on point **P1** of the oil level port **2** or until it starts to run over.
► Clean the sealing surfaces.
► Close off the oil level port **2** tightly.
► Close off the oil fill port **1** tightly.

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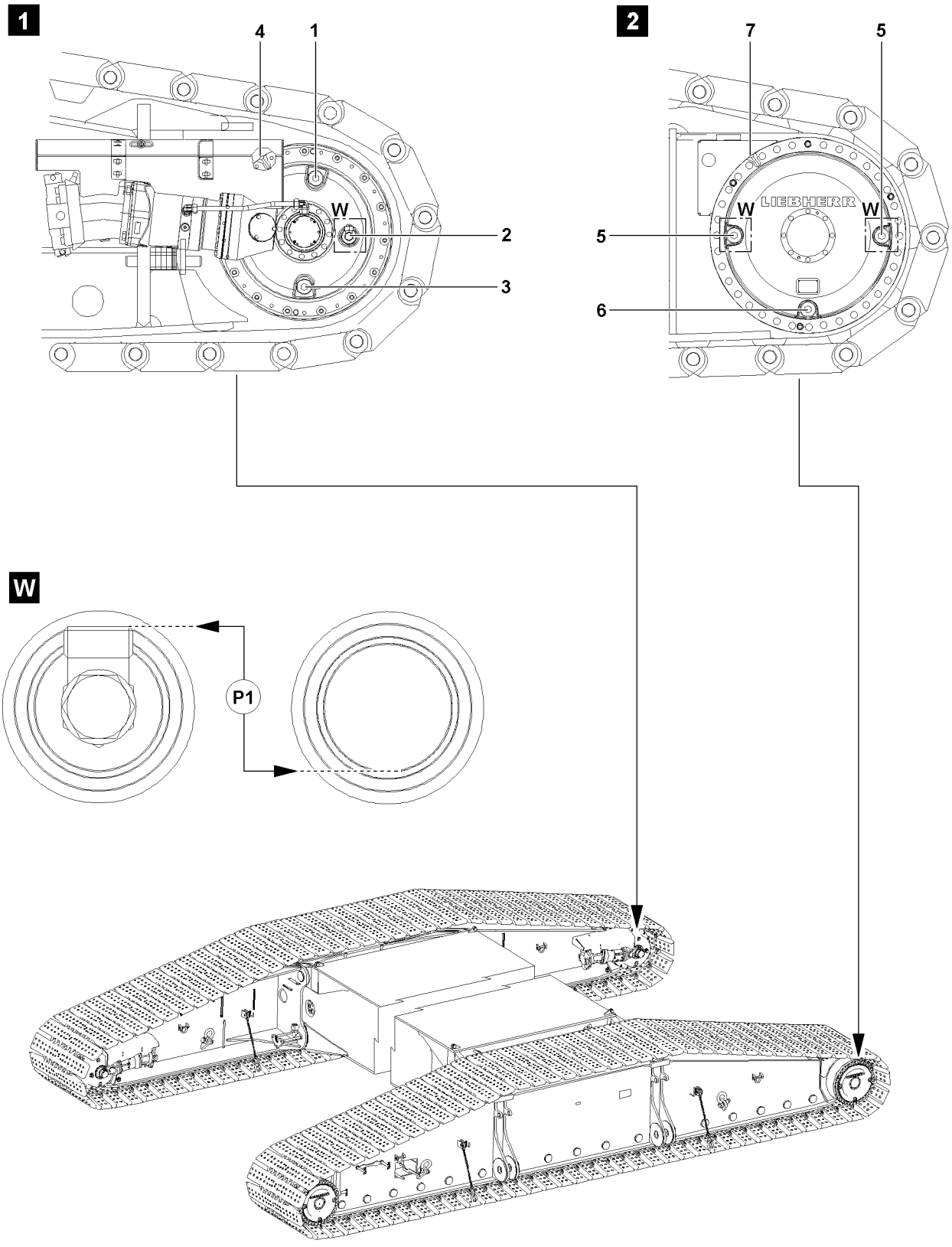

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1.3.2 Changing oil on the planetary gear

Make sure that the following prerequisites are met:
- The crane is in horizontal position.
- The travel gear must be at a standstill.
- The travel gear is at operating temperature.
- A container to catch the used oil is available.

Note
- ► When selecting the container to catch the used oil, make sure that the container is sufficiently sized to be able to catch all the used oil.
- ► For fill quantity of planetary gear, see Crane operating instructions, chapter 7.06.

- ► Remove the oil level plugs **5**.
- ► Remove the oil drain plug **6** and drain oil into a suitable container.

Note
- ► Allow the planetary gear to empty completely.

- ► Clean the oil drain plug **6** and the sealing surface.
- ► Close off the oil drain port **6** tightly.
- ► Add oil on the oil level port **5** until it „stands“ at the height of the fill level **P1** of the oil level ports **5** or until it starts to run over.
- ► Clean the sealing surfaces.
- ► Close off the oil level ports **5** tightly.

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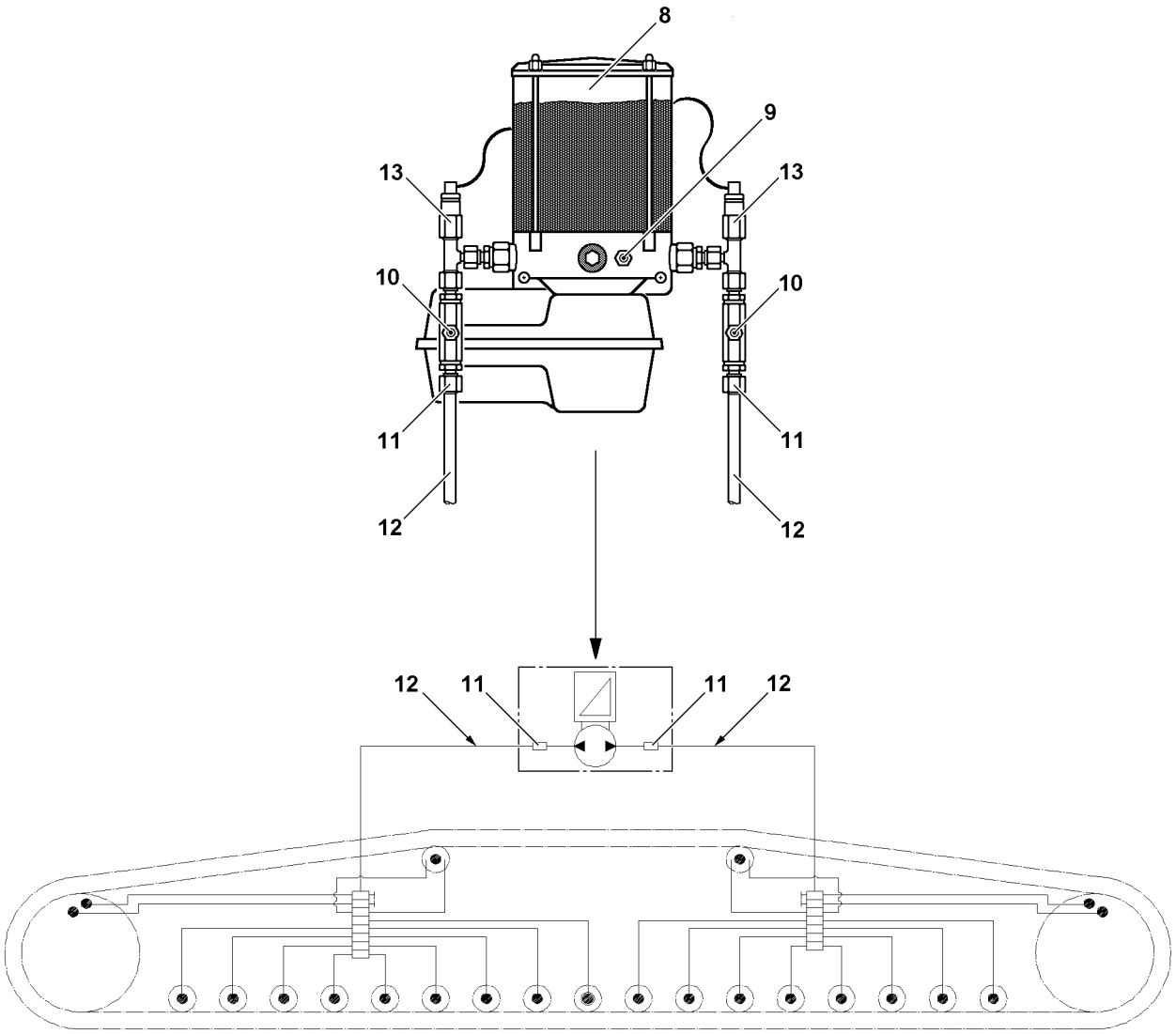

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2 Servicing the central lubrication system of the crawler carrier

Note
- ► The illustrations in this chapter are examples and may not apply exactly to your crane.
- ► Use service items and lubricants according to the chart, see Crane operating instructions, chapter 7.07.
- ► Observe the maintenance intervals, see Crane operating instructions, chapter 7.02.

If the crane is driven via the crawler travel gear, then the central lubrication system for the crawler carrier turns on automatically and supplies all grease points with the correct amount of grease.

NOTICE
Insufficient lubrication!
The lubrication film is removed over time due to environmental influences.
Due to insufficient lubrication, the crawler carriers are exposed to significant wear and can be damaged.
- ► If the crawler carriers are not moved for a period of more than three months, then it must be lubricated every quarter, possibly with an external grease pump.

Note
- ► When putting the crane back into service after an extended downtime, check the central lubrication system for function.
- ► When working on the central lubrication system, observe utmost cleanliness.
- ► Every crawler carrier has a separate grease pump with several lubrication circuits.
- ► Every lubrication circuit has its own main line **12**.

On the grease pump, see illustration, there are the following maintenance relevant components:

8 Grease container

9 Grease fitting
- Filling the grease container

10 Grease fitting
- Fill the lube lines

11 Main line connection

12 Main line

13 Pressure relief valve

2.1 Filling the grease container

NOTICE
Insufficient lubrication!
In case of insufficient lubrication, the grease lubrication points can run dry.
This could result in high property damage.
- ► Fill the grease container **8** before it is completely empty.

Note
- ► Do not deplete the grease container **8**.
- ► If the grease container **8** is empty, the central lubrication system must be bled.

- ► Fill the grease container **8** with an external grease pump via the grease fitting **9**.

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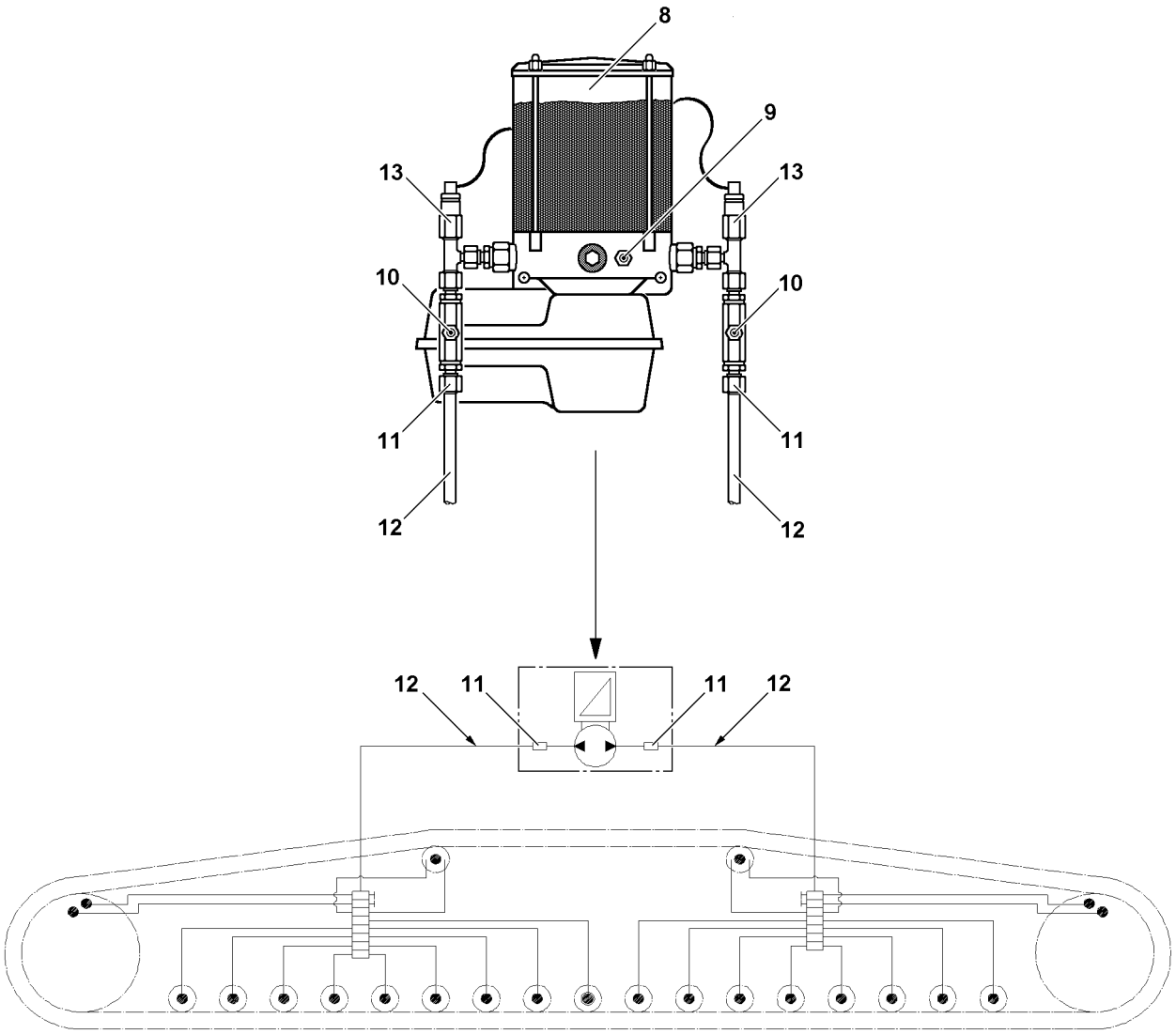

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Fig.110102

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2.2 Bleeding the central lubrication system

NOTICE
Insufficient lubrication!
If there is air in the grease pump, lubrication points can run dry.
► Bleed the central lubrication system carefully.

The central lubrication system of the crawler travel gear can be bled two ways:
– By actuation of the grease pump by simulating the crawler operation.
– By separate actuation of the grease pump with the aid of the electric wiring diagram.

2.2.1 Bleeding by simulating crawler operation

WARNING
Crane can start to drive unintentionally!
If the foot rocker in the crane operator's cab or the manual control lever on the radio remote control console* is moved too far while bleeding the grease pump, then the track chain can start to move.
The crane can start to drive and catch personnel.
Death, severe bodily injuries, property damage.
► Actuate the foot rocker carefully while bleeding the grease pump.
► Watch the emergence of grease from the grease pump from a safe position.

► Fill the grease container **8** with an external grease pump via the grease fitting **9**.
► Fill the main lines **12** with an external grease pump via the grease fittings **10** until grease free of air bubbles emerges on all grease points.

Note
► Carry out the bleeding procedure individually for each main line connection **11**.
► Every crawler carrier has a separate grease pump.

► Unscrew the main line **12** from the main line connection **11**.
► Start the crane engine.
► Select crawler operation.
► Actuate the foot rocker / manual control lever of the crawler carrier of the grease pump which is being bled only so far that the track chain does not start to move.

Result:

– The grease pump starts to supply.
– The acoustic signal crawler operation sounds.

► Actuate the foot rocker / manual control lever only until grease free of air bubbles emerges on the main line connection **11**.
► Reconnect the main line **12**.
► Actuate the foot rocker / manual control lever again until grease emerges again on at least one of the lube points in the bled lubrication circuit.

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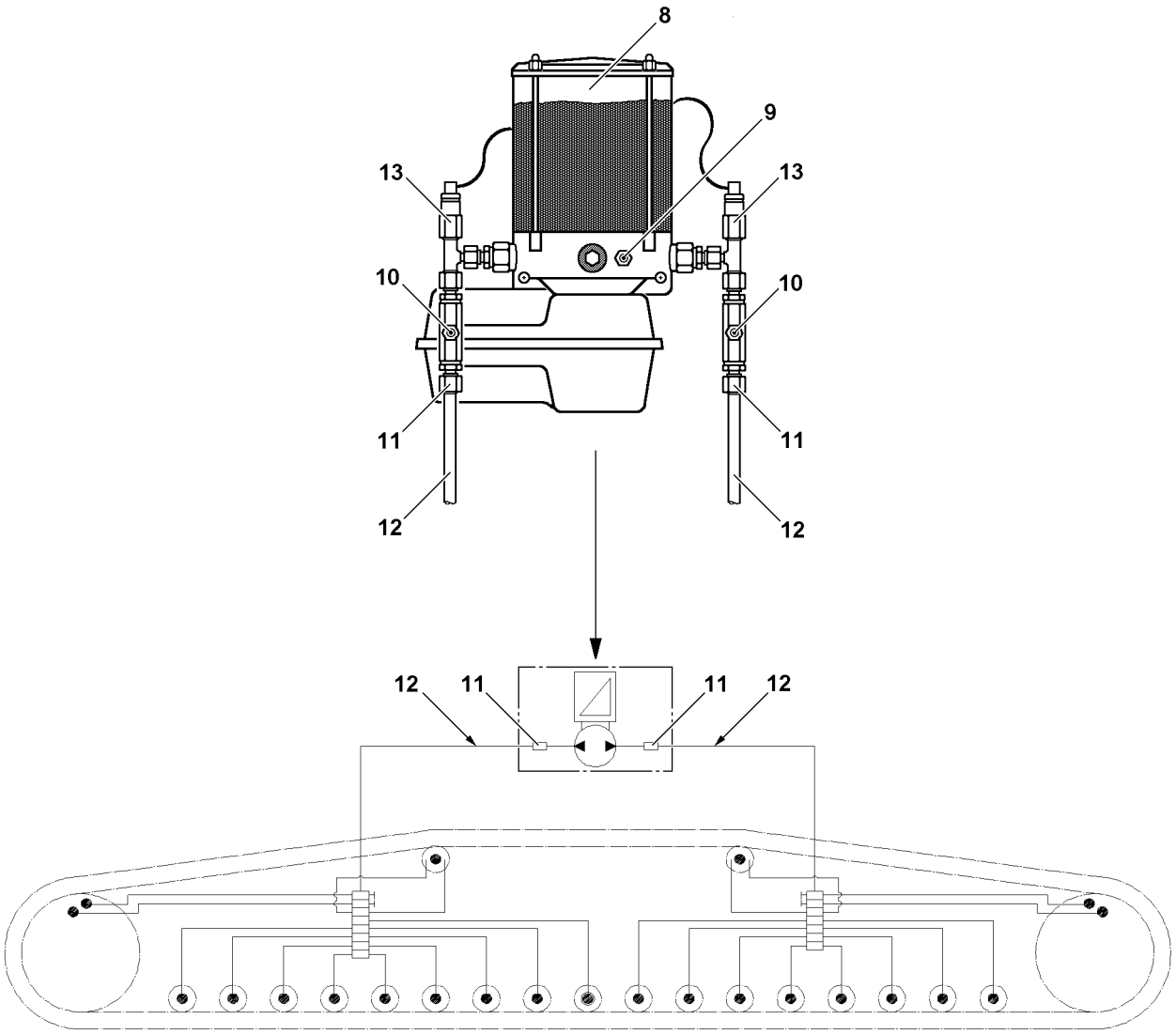

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Fig.110102

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2.2.2 Bleeding by separate actuation of the grease pump

Note
► Work on the electrical system of the crane may only be carried out by authorized and trained expert personnel.

Make sure that the following prerequisite is met:
– The separate electric wiring diagram of the crane is available.

► Fill the grease container **8** with an external grease pump via the grease fitting **9**.
► Fill the main lines **12** with an external grease pump via the grease fittings **10** until grease free of air bubbles emerges on all grease points.

Note
► The bleeding procedure must be carried out individually for every main line connection **11**.
► Every crawler carrier has a separate grease pump.

► Unscrew the main line **12** from the main line connection **11**.
► Actuate the grease pump separately, see crane electric wiring plan.

Result:

– The grease pump starts to supply.

► Actuate the grease pump until grease free of air bubbles emerges on the main line connection **11**.
► Reconnect the main line **12**.
► Actuate the grease pump again until grease emerges again on at least one of the lube points in the bled lubrication circuit.

2.3 Bleeding repaired lubrication lines

NOTICE
Insufficient lubrication!
If there is air in the lubrication lines, lubrication points can run dry.
► If the lubrication lines are repaired or replaced, make sure that they are completely filled with grease.

► Fill lubrication lines completely with grease before installation.
► Check repaired lubrication lines for function and leaks.

2.4 Intermediate lubrication of crawler carriers

► Fill the main line **12** with an external grease pump via the grease fitting **10** until grease free of air bubbles emerges on all grease points.
or
Actuate the foot rocker / manual control lever in crawler operation until the grease pump starts to supply, but the track chain does not yet start to move. Continue actuation until grease emerges on all lube points.

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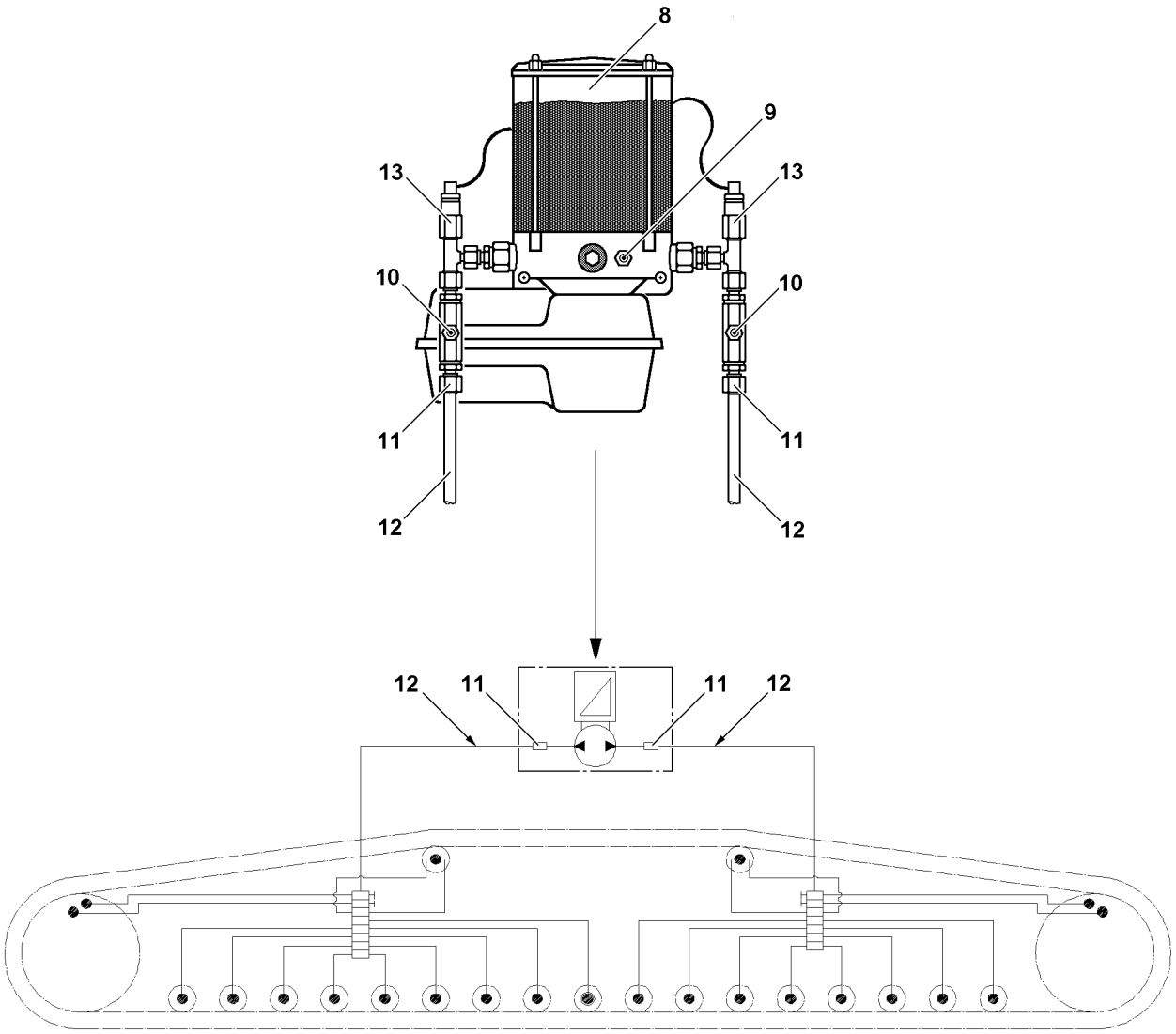

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Fig.110102

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2.5 Troubleshooting on the central lubrication system

Problem	Cause	Remedy
The grease pump does not work	Electrical line interrupted, grease pump defective	Fix or replace the electrical line, replace the grease pump
Grease pump operates, but does not deliver	Air cushion in delivery piston, minimum fill level fallen below, grease pump element defective	Bleed grease pump, fill reservoir, replace grease pump element
No grease collar on all lube points	Grease pump does not work, system blocked	See „Grease pump does not work“ or „Grease emerges via pressure relief valve“
No grease collar on several lube points	Supply lines to secondary distributors broken or leaking, screw connections leaking	Replace lines, tighten or replace screw connections
No grease collar on one lube point	Associated lube line broken or leaking, screw connection leaking	Replace line, tighten or replace screw fitting
Grease pump speed reduced	High system pressure, low ambient temperature	Check the system / bearing points, if no damage is found: grease intermediately once or twice, if necessary [1)]
Grease escapes at the pressure relief valve	System pressure too high, distributor blocked, system blocked, defective valve spring on pressure relief valve	Check system, replace distributor, repair blocked / seized bearing point, replace pressure relief valve

1) See section „Intermediate lubrication of crawler carriers“.

If a problem cannot be remedied, contact the Service Dept. at Liebherr-Werk Ehingen.

3 Servicing the track chain

Note

► The illustrations in this chapter are examples and may not apply exactly to your crane.

In crawler operation, the components of the crawler travel gear are subject to wear caused by operation.

In order to continuously guarantee safe and effective crane operation, components must be checked at the specified maintenance intervals and replaced if necessary, see the Crane operating instructions, chapter 7.02.

WARNING

Maintenance interval exceeded!

Failure to observe the specified maintenance intervals can lead to increased crane failure time as well as to damage on the crawler travel gear.

Death, severe bodily injuries, property damage.

► Make sure that the maintenance intervals in the Crane operating instructions chapter 7.02 are observed.

► The crane operator is responsible for complying with the maintenance intervals, properly performing the specified maintenance tasks as well as initiating the corresponding measures as a result of the inspection results.

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3.1 Tensioning the track chain

The track chain must be retensioned at the latest when three track pads **2** at point **P2** are laying flat on the glide rails **1.1** on the crawler carrier **1**.

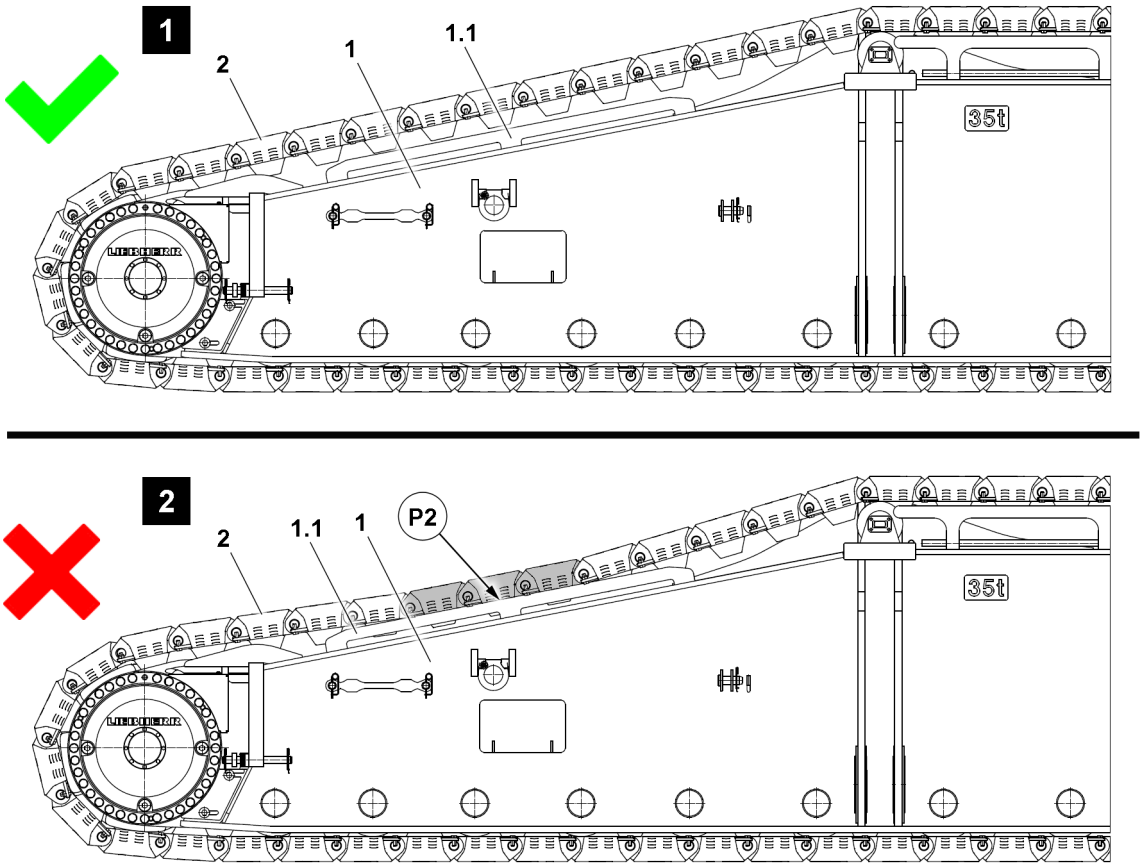

*Fig.128220: Chain tension OK, illustration **1** // Track chain too slack, illustration **2***

NOTICE
Damage to the track chain!
If the chain tension is not checked within the specified maintenance intervals, the track chain or the steel structure of the crawler carrier can be damaged.

- ► Observe and adhere to the maintenance intervals, see the Crane operating instructions, chapter 7.02.
- ► If **three** of the track pads **2** of the track chain lie flat on the glide rails **1.1** on the crawler carrier **1** (see point **P2**), then the track chain must be retensioned **immediately**.

The following applies in the case of crawler carriers **1** without glide rails **1.1** or with worn glide rails **1.1**:

- ► Make sure that the track pad cams never come into contact with the base steel structure of the crawler carrier. Always retension the track chain early on.

The following applies:

- ► The crane driver bears full responsibility for damage resulting from a non-tensioned track chain.

NOTICE
Glide rails worn!
If the glide rails on the crawler carriers are worn to the extent that the remaining material can be deformed or could break under the weight of the track chain, this could result in capital property damage to the crawler travel gear.

- ► Retension the track chain early on.
- ► Make sure that worn glide rails are replaced early on, please contact Customer Service at LIEBHERR-Werk Ehingen GmbH.

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Note

- ► By extending the tension cylinder **14**, the sliding section **17** of the crawler carrier is moved in direction of the arrow.
- ► The chain tension is held by spacer plates **16**.

NOTICE

Foreign matter in track chains!

Foreign matter in the track chains and on the travel drive can cause damage.

- ► Before tensioning the track chains, check the track chains and the travel drives for foreign particles, such as rocks, and clean them, if necessary.

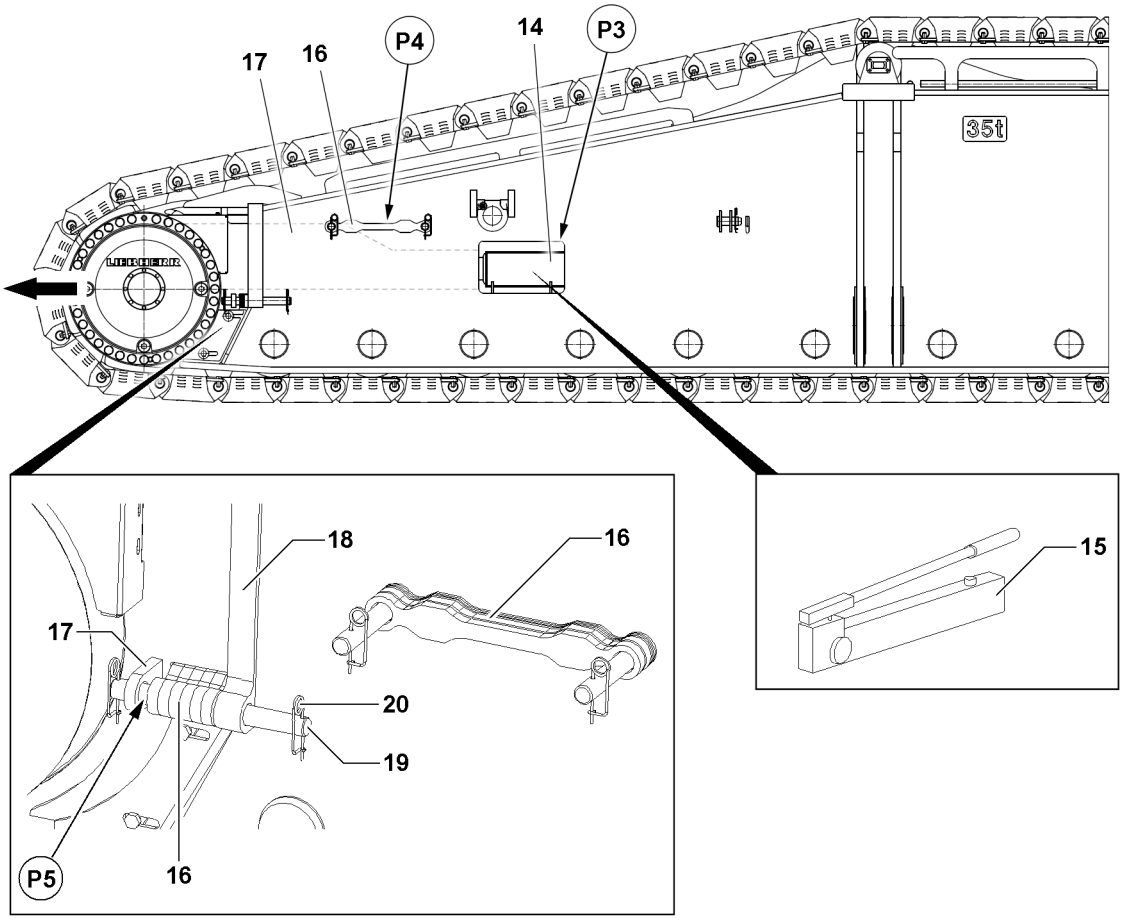

Fig.127101: Tensioning the track chain

Make sure that the following prerequisites are met:

- The crane is in horizontal position.
- The tension cylinder **14** is placed into the cylinder receptacle on point **P3**, see illustration.

- ► Extend the tension cylinder **14** with the hand pump **15** until the hand pump lever can no longer be moved.

Result:

- The track chain is tensioned.

- ► Remove the spacer plates **16** from the transport receptacle on point **P4**.
- ► On point **P5**, insert as many spacer plates **16** as fit into the gap between the sliding section **17** and the crawler carrier **18**.
- ► Secure the spacer plates **16** with pin **19** and spring retainer **20**.

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WARNING
Danger of crushing!
When releasing the tension cylinder **14**, body parts, such as: Fingers, hands and arms can be crushed or severed.
► When relieving the tension cylinder **14**, any work on the crawler carrier is prohibited.

► Relieve the tension cylinder **14** again.
► After the tension procedure, drive the crawler back and forth about one crawler length in operating mode „Straight forward travel“.

Result:

– The tension of the track chain is reduced.

► Check the distance of the track chain to the steel construction of the crawler carrier again at point **P2**.

Note
► If necessary, repeat the tension procedure of the track chain and insert additional spacer plates **16**.
► If the lift on the tension cylinder **14** is no longer sufficient to tension the track chain, then trained expert personnel must remove one track pad.

► Take the relieved tension cylinder **14** from the cylinder receptacle on the crawler carrier **P3**.

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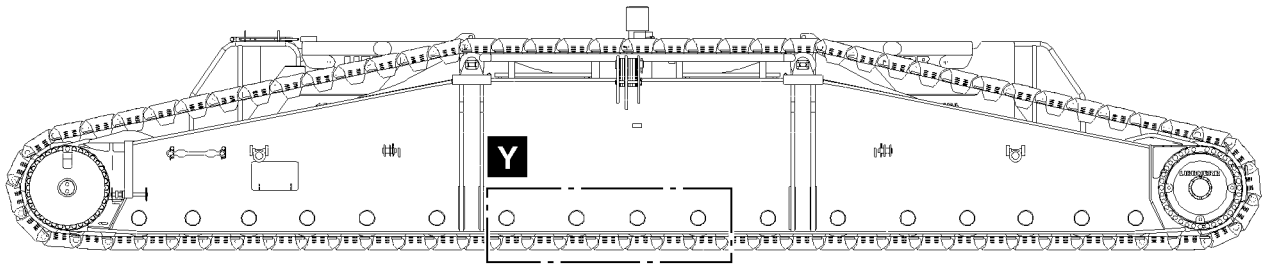

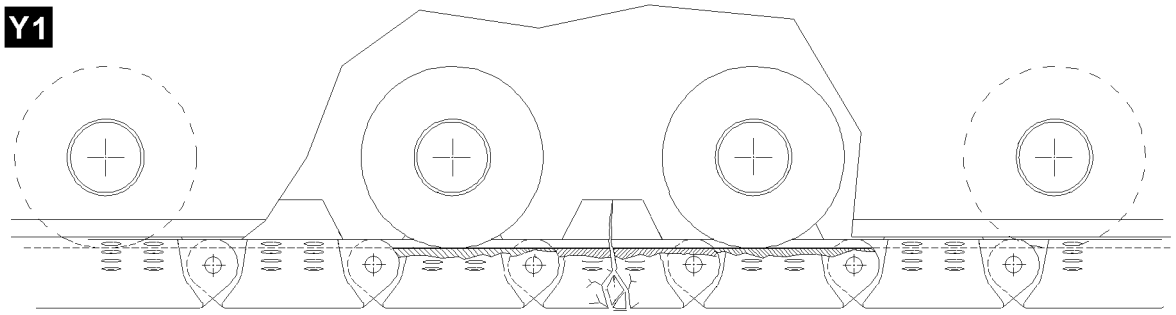

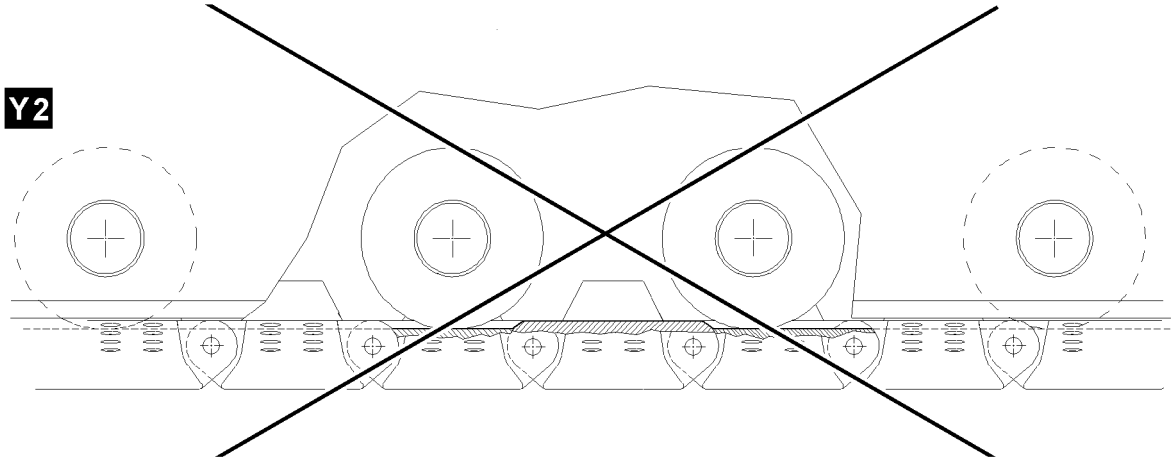

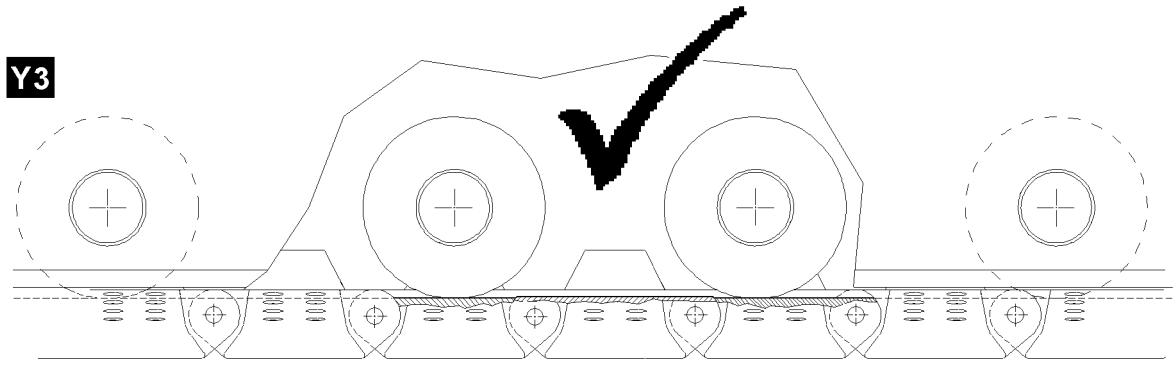

Fig.109917

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3.2 Checking wear on the track chain

WARNING
Track chain can be ripped off!
If the wear limit on the track pads **21**, pins **22** or track rollers **23** is exceeded, then the track chain can break off during crawler operation.
Death, severe bodily injuries, property damage.
- ► Random checks of the track pads **21**, pins **22** and track rollers **23** must be carried out within the specified intervals.
- ► During the random inspection of the track rollers, the first and last track roller on the crawler carrier must be included in the inspection.
- ► If a wear limit on the component is reached, then the component must be replaced or remachined.

NOTICE
Significant wear of crawler travel gear!
If an individual track pad **21** must be replaced then it may not be replaced with a track pad **21** that shows a much lower degree of wear.
Significant height differences between the individual track pads **21**, see illustration **Y2**, lead to an increased mechanical stress on the track pads **21** and the track rollers **23** of the crawler carrier.
- ► Replace a defective track pad **21** with a track pad **21** that shows a similar degree of wear, see illustration **Y3**.

Note
- ► Due to the break-in period of the components toward each other, a larger stretch of the track chains occurs on a new crawler travel gear. For that reason, it may be necessary to remove a track pad **21** earlier to be able to tension the track chain correctly.

The wear of the track pad **21**, pin **22** and track rollers **23** depends a various factors:
- – Length of travel route
- – Frequency of driving in curves
- – Friction ratios track pad **21** - ground
- – Evenness of the ground
- – Type of ground
- – Load bearing capacity of the ground / base
- – Position of the total center of gravity
- – Load on the hook
- – Placed ballast on the crane

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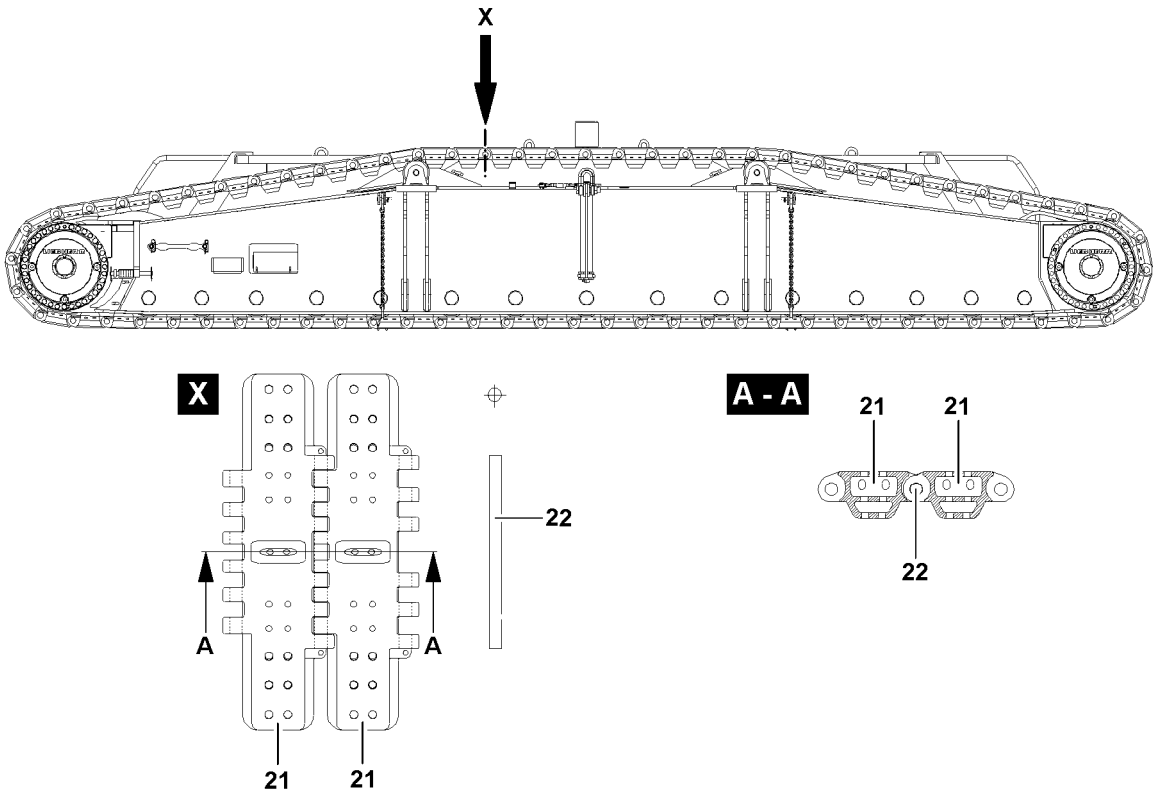

Fig.108536

3.2.1 Checking the wear on the connections of the track pads

NOTICE
Damage to the sprocket!
If the wear limit on the connections to the track pads is reached, it can lead to increased wear on the sprocket and on the transporting lugs of the track pads due to excessive chain stretch.
Expensive and extensive repairs can result.

- ► The random inspection of the pin diameter must be made within the specified intervals.
- ► If one pin **22** falls below the minimum permissible dimension, then it must be replaced with a new pin **22**.
- ► The random inspection of the bore diameter must be made within the specified intervals.
- ► If the bore diameter exceeds the maximum permissible dimension, then the track pad **21** must be replaced.

The track pads **21** of the crawler track are connected by pins **22**.

Wear limit bore for the track pad	
Initial diameter	48 mm
Maximum permissible upper limit	51 mm

Pin wear limit	
Initial diameter	45 mm
Maximum permissible minimum dimension	44 mm

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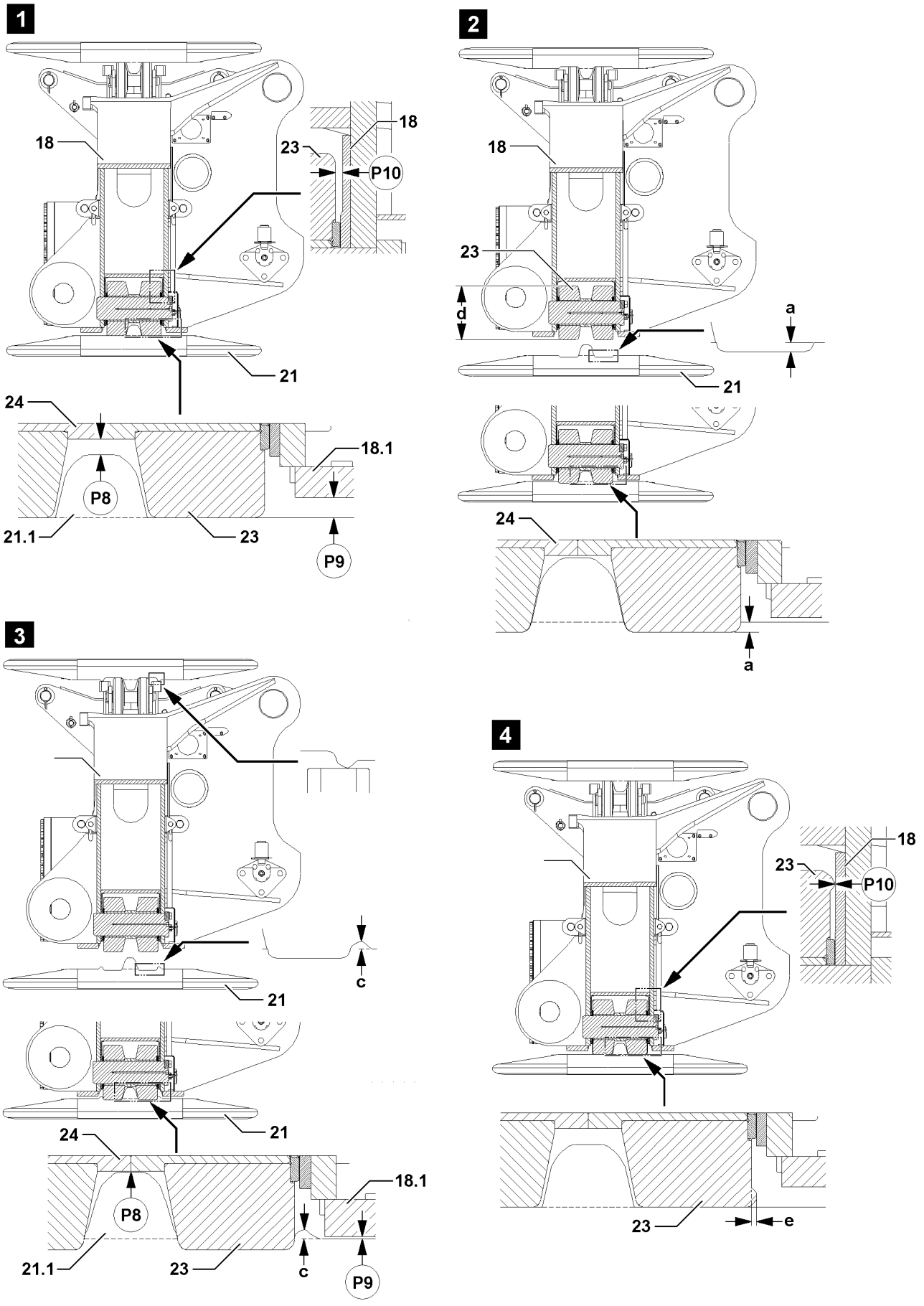

Fig.109882

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3.2.2 Checking the wear on the roll off surfaces of the track pads / track rollers

NOTICE
Destruction of track pad!
If a track pad **21** is not fixed or replaced after reaching the wear limit, then the track pad **21** will be destroyed and can cause damage to the crawler carrier **18**.
This could result in high property damage.
► Fix or replace the track pad **21** after reaching the wear limit.

NOTICE
Failure of track rollers!
If the track rollers **23** are not replaced after reaching the wear limit, then they can fail and cause damage to the crawler carrier **18** and track pad **21**.
This could result in high property damage.
► Replace track rollers **23** after reaching the wear limit.

NOTICE
Increased wear!
If the bulges on the track pads **21** and the track pads **23** become too large, see illustration **3** and illustration **4**, then it results in increased wear on the crawler travel gear.
This could result in high property damage.
► Grind off / remove bulges in time.

If the wear limits are not adhered to, the minimum distances are fallen below:
– On point **P8** between the transport cams **21.1** and track roller body **24**
– On point **P9** between the track pad **21** and base belt **18.1**
– On point **P10** between the track rollers **23** and crawler carrier **18**

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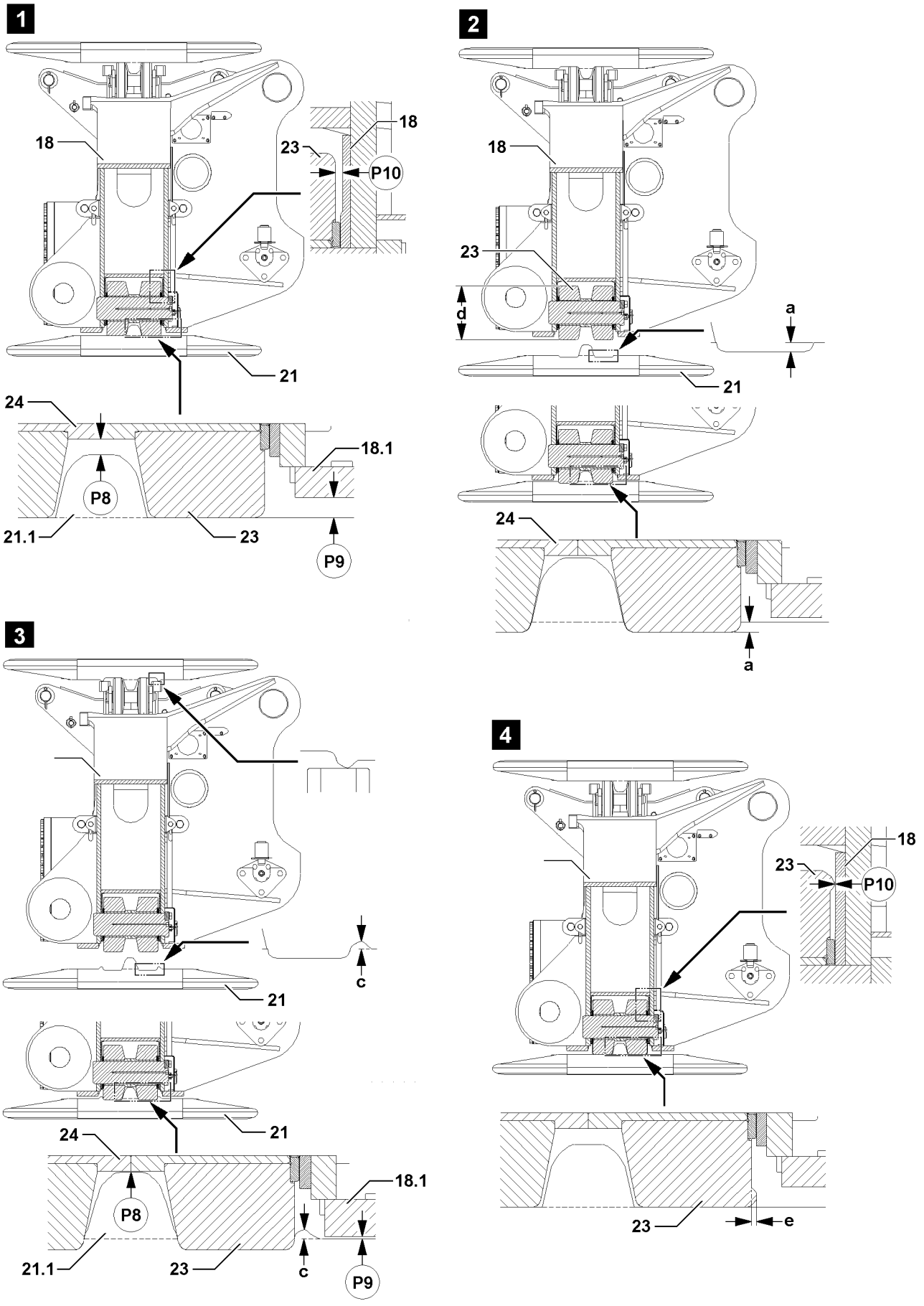

Fig.109882

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Wear limit track pad	
Maximum permissible run in depth **a**	6 mm
Maximum permissible bulge **c**	1)

Wear limit track roller	
Initial diameter	320 mm
Permissible minimum diameter **d** (measured in the center of the running surface)	318 mm
Maximum permissible bulge **e**	3 mm 2)

1) As soon as the bulge scrapes on the base belt of the crawler carrier, **grind bulge off**!
2) Valid for all track systems: If the bulge is larger than 3 mm , **grind the bulge off**!

WARNING
Danger of injury due to improper procedure!
► All work on the track chains must be carried out by trained expert personnel.

Note
► Track pads that have reached the maximum run in depth, or whose running surface is heavily worn, can be repaired by repair welds according to welding guideline or repair instructions of **LIEBHERR-Werk Ehingen GmbH**.
► Damage on sprocket and track pads - caused by operational wear - can be repaired by repair welds according to welding guidelines or repair instructions of **LIEBHERR-Werk Ehingen GmbH**.
► Please contact the Service Dept. at **LIEBHERR-Werk Ehingen GmbH**.

► Replace worn track rollers **23**.
► Grind off excessive bulges, see illustration **3** and illustration **4**.

4 Ladders

Note
► The following listed ladders are examples and may not match your crane exactly.

WARNING
Danger of falling!
If the following safety notes are **not** observed, personnel can fall down.
Death, severe bodily injuries, property damage.
► Observe and adhere to the installation and safety guidelines for ladders.
► Observe and adhere to the safety signs on the ladders.
► Install and secure the ladders properly.
► Do **not** use damaged ladders and replace them immediately.
► Repair the ladder exclusively through authorized service facilities.

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4.1 Lubricating ladders

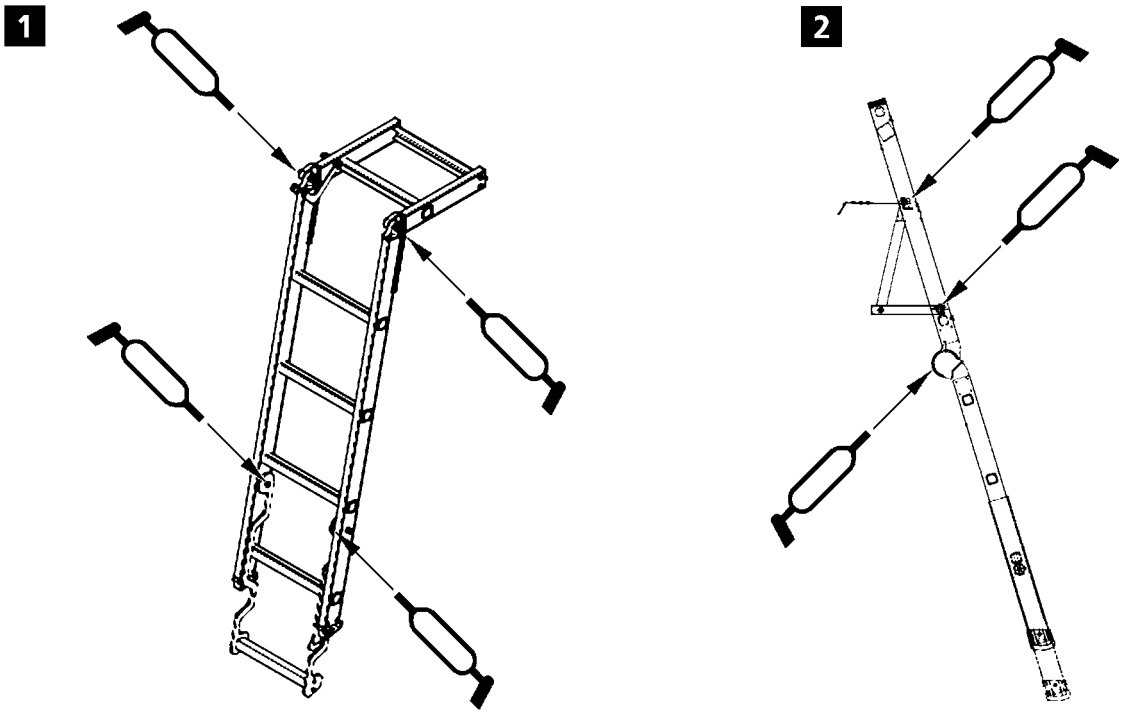

Fig.109766

- ► Grease joints and pivot points on the ladders regularly and check them for easy movement, see illustration **1** and illustration **2**.
- ► Repairs and maintenance work on the ladder must be made by expert personnel.

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7.04.50 Maintenance instructions - Ballast trailer

1	Maintenance	3
2	Ballast trailer tires	3
3	Hydraulic hose lines	3
4	Slewing gear	3
5	Central lubrication system	5
6	Wheel drive	6

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Fig.195219

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1 Maintenance

Note
► For all maintenance work, use service items and lubricants according to the service fill list.
► Observe the ballast trailer maintenance intervals, see chapter 7.02.50.

2 Ballast trailer tires

2.1 Ballast trailer tires

Note
► See chapter 2.15.

2.2 Ballast trailer tires and disk wheels

Note
► See chapter 8.01.

3 Hydraulic hose lines

Note
► See chapter 7.05.

4 Slewing gear

Please maintain utmost cleanliness during all work to prevent dirt from entering inside the gear.

NOTICE
Dirt in the slewing gear!
If any dirt gets inside the slewing gear it can be damaged.
► Make sure that no dirt gets inside the slewing gear during maintenance work.

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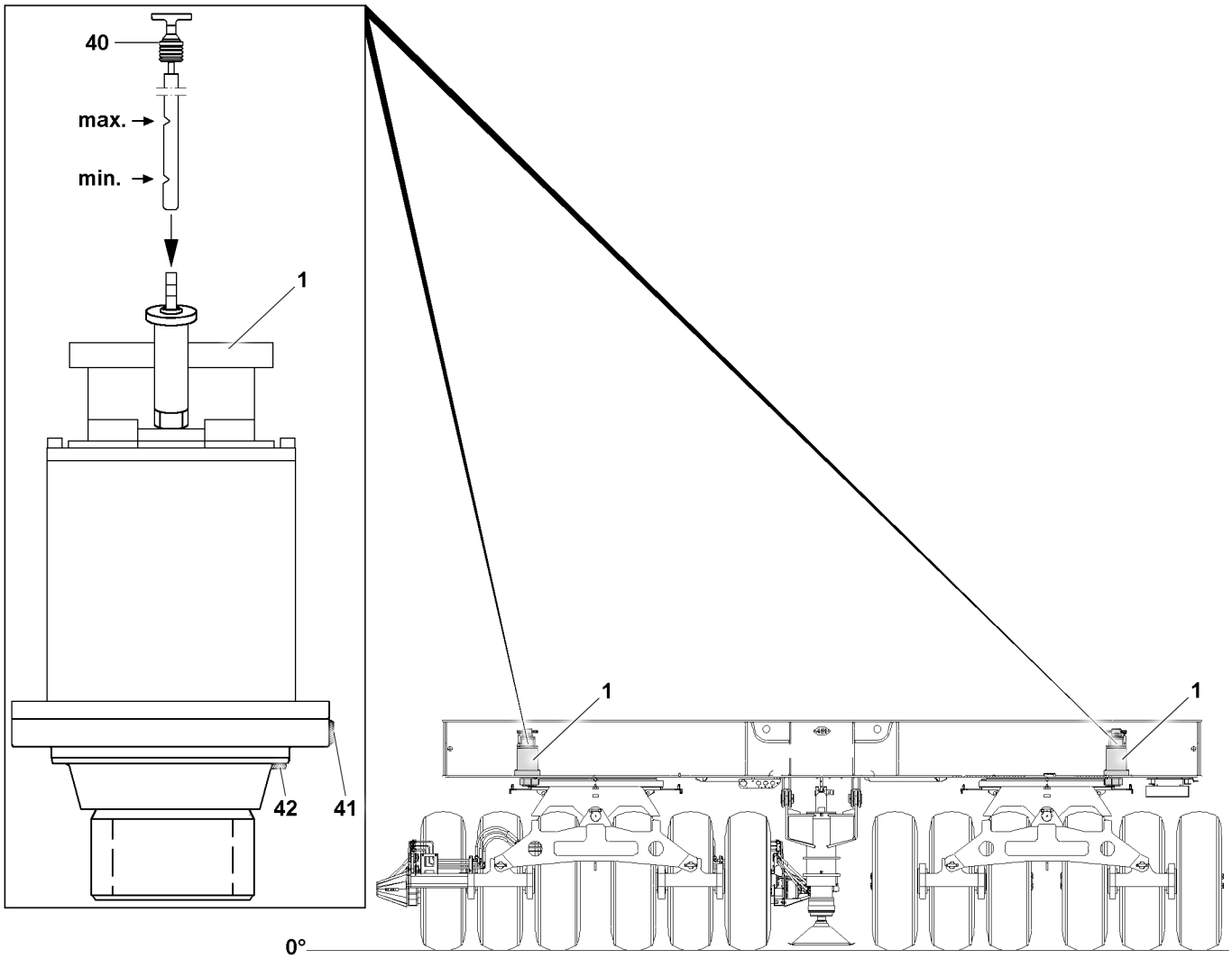

Fig.146303: Ballast trailer slewing gear

4.1 Checking for leaks

NOTICE
Leaky slewing gear!
If a leak was found on one or several slewing gears during the visual inspection, it can result in a failure of the affected slewing gear / slewing gears.
The slewing gears can be damaged, resulting in high property damage.
► Take the crane out of serve, repair the leaky slewing gear / slewing gears and replace the slewing gear(s) if in doubt.

► Check visually to ensure that the slewing gears do not leak.

4.2 Checking the oil level

Make sure that the following prerequisite is met:
– Ballast trailer is in horizontal position.

► Remove and wipe off the dipstick **40**.
► Reinsert the dipstick **40** and pull it out again.

The oil level must be between the min. and max. mark on the dipstick **40**.

► Check the oil level.

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NOTICE
Danger of gear damage!
If the oil level has dropped below the Minimum mark, top up engine oil as shown in the lubrication chart until the oil level is between the Minimum and Maximum marks.
If the required minimum mark is fallen below, the gear will be destroyed.
► Add oil, wait a short time and then check the oil level again.

► Reinsert the dipstick **40**.

4.3 Changing the oil

Note
► On the slewing gear, the gear oil can be drained as required from the oil drain plug **41** or from the oil drain plug **42** or from both oil drain plugs at the same time.

Make sure that the following prerequisites are met:
– Ballast trailer is in horizontal position.
– The slewing gear is warm.

► Open the oil filler port by unscrewing the dipstick **40**.
► Remove the oil drain plug **41** and oil drain plug **42** and drain the oil completely with the seal ring loosened.
► Clean the oil drain plug **41** and sealing surface on the housing.
► Clean the oil drain plug **42** and sealing surface on the housing.
► Reinstall the oil drain plug **41** and the oil drain plug **42** with a new seal ring and tighten.
► Add oil as specified in the lubrication chart at the oil filler port until the oil level is between the minimum and maximum mark on the dipstick **40**.
► Close the oil filler port by screwing in the dipstick **40**.
► Check the oil level as described in the section „Checking the oil level“.

5 Central lubrication system

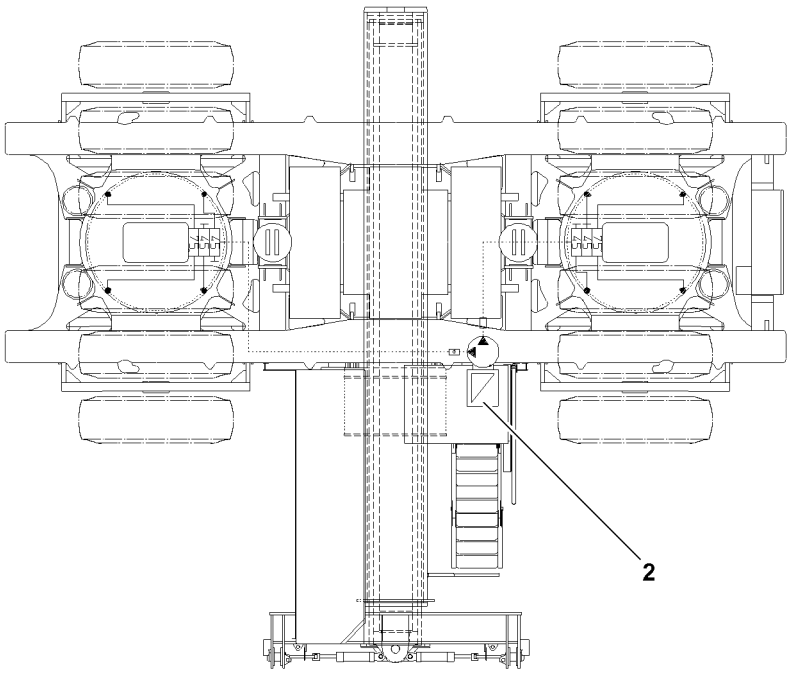

Fig.146304: Ballast trailer central lubrication system

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Note
► For maintenance of the central lubrication system **2**, see chapter 7.05.

6 Wheel drive

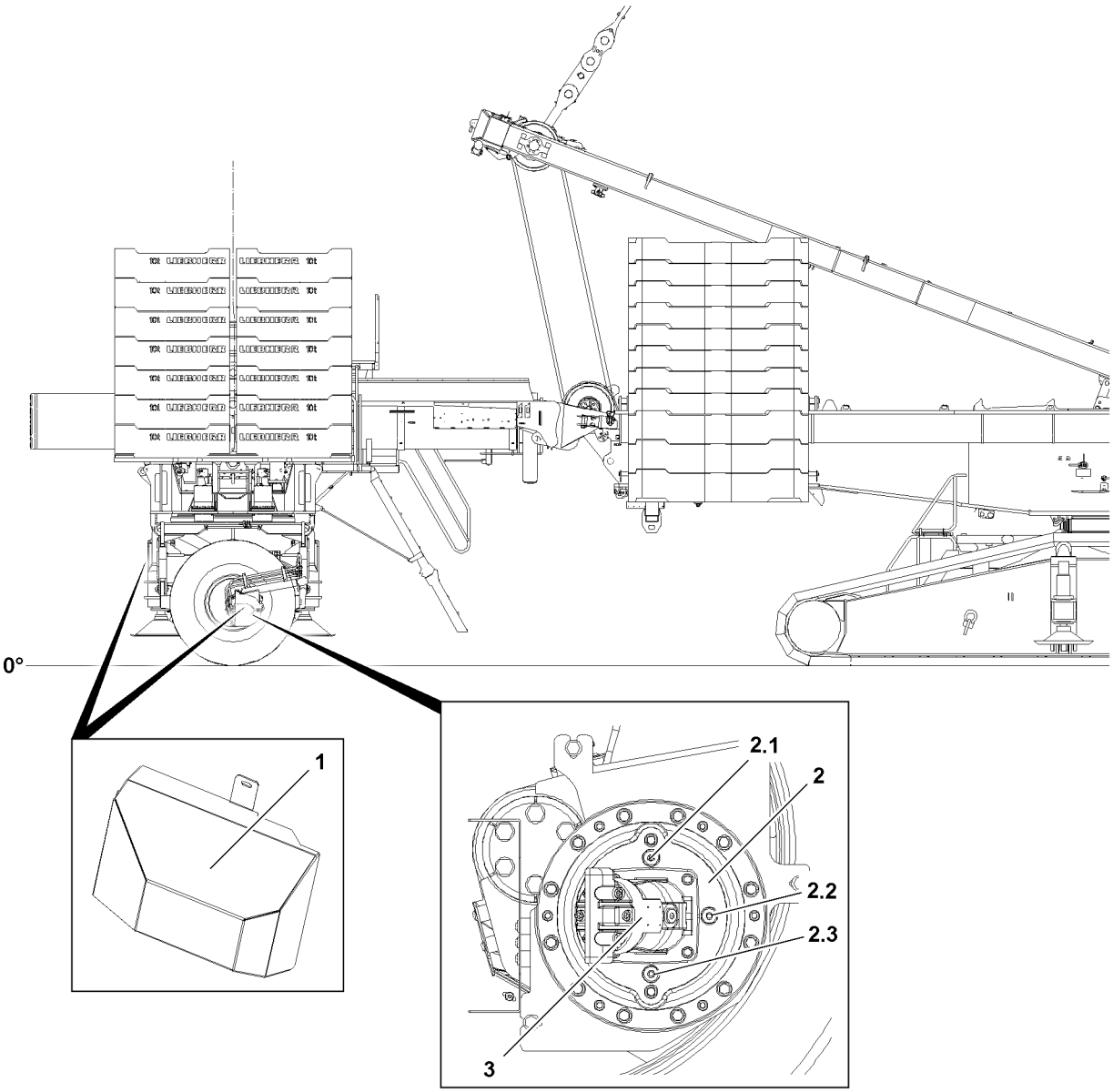

Fig.146305: Ballast trailer wheel drive with hood

The wheel drive consists of:
– **1** Hood
– **2** Swing drive
– **3** Hydro motor

WARNING
Danger of burns during maintenance and inspection work!
Severe burns can results due to the crane components and service fluids at operating temperatures.
► Avoid direct body contact to heated crane components and service fluids.

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NOTICE
Dirt in swing drive!
If any dirt gets into the inside of the swing drive it can be damaged.
► Make sure that no dirt gets into the inside of the swing drive during maintenance work.

The following maintenance ports are on the wheel drive **2**:
2.1 Oil filler plug, oil filler port
2.2 Oil level plug, oil level port
2.3 Oil drain plug, oil drain port

6.1 Checking for leaks

NOTICE
Leaky swing drive!
If a leakage is found during the visual inspection of the swing drive, it can result in failure of the swing drive.
The swing drive can be damaged, resulting in high property damage.
► Repair the leaky swing drive and replace the swing drive, if in doubt.

► Check visually to ensure that the swing drives do not leak.

6.2 Checking the oil level

NOTICE
Damage to swing drives!
If seals are used repeatedly, it can result in loss of oil.
Due to loss of oil, the swing drives can wear significantly and / or be damaged.
► Use the seals on the maintenance ports only once.

Make sure that the following prerequisite is met:
– Ballast trailer is in horizontal position.

Note
► To ensure a reliable oil level check, it must be ensured that the swing drives have been at a standstill for at least two minutes. This ensures that the oil has returned to the oil chamber completely.

► Remove the hoods **1** on the swing drives **2**.
► Carefully unscrew the oil level plug **2.2**.

NOTICE
Insufficient oil fill quantity!
If the oil level drops below the fill level on the oil level plug **2.2**, the swing drives can be damaged.
► Add gear oil until the oil level is again on the fill level on the oil level plug **2.2**.

If oil must be added:
► Add oil in the oil filler port **2.1**.
► If the oil level is on the fill level on the oil level plug **2.2**, then the oil level on the swing drive is OK.
► Close the maintenance ports tightly.
► Reinstall the hoods **1** on the swing drives **2** again properly.

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6.3 Changing the oil

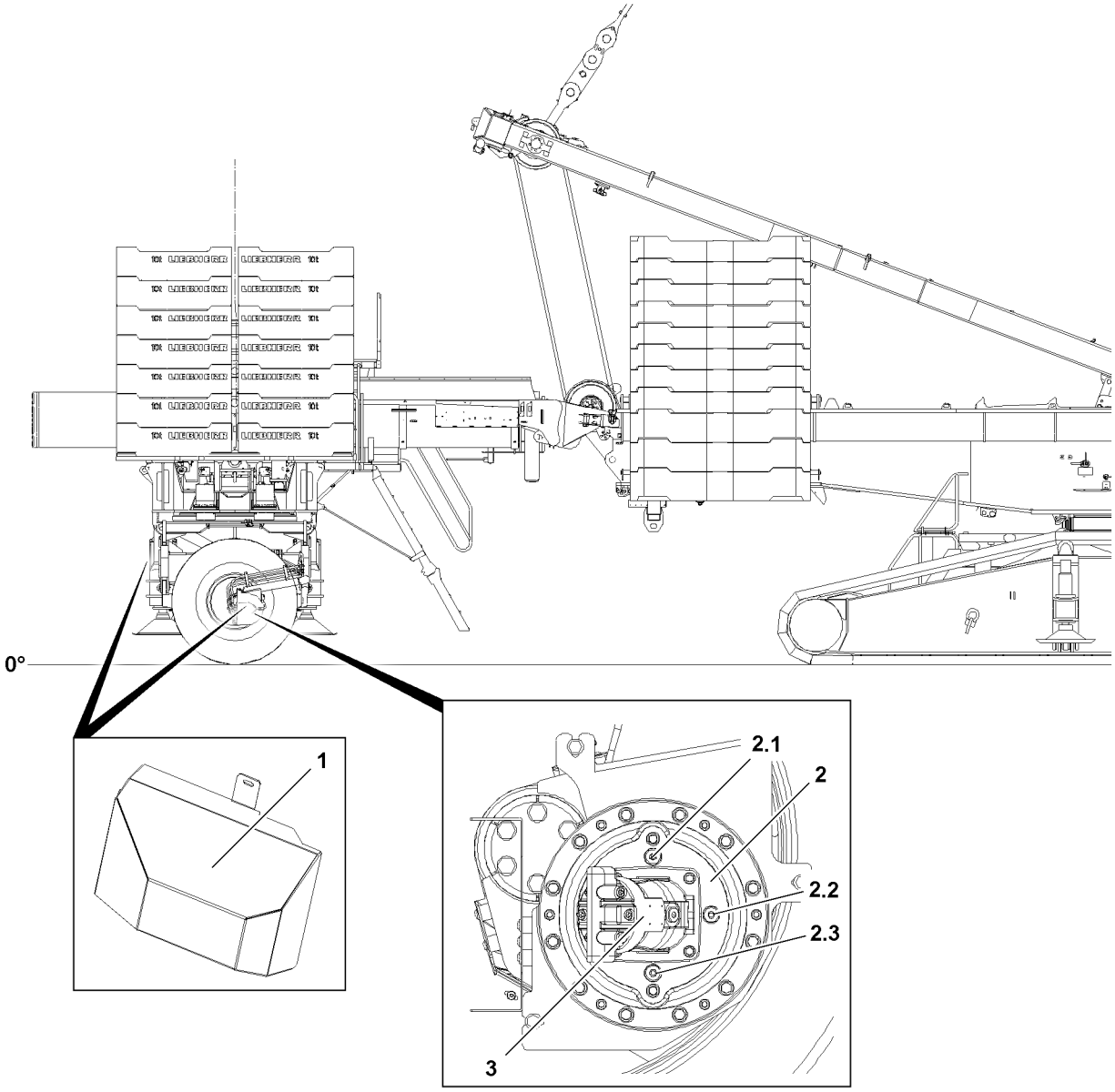

Fig.146305: Ballast trailer wheel drive with hood

Note

► Drain the gear oil through the oil drain plug **2.3**.

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Make sure that the following prerequisites are met:
- Ballast trailer is in horizontal position.
- The swing drive **2** is at a standstill.
- The swing drive is warm.
- A suitable container to catch the used oil is available.

NOTICE
Environmental risk!
If the oil collection container is too small, oil can overflow and be released in the environment.
This could result in environmental damage / pollution.
► The oil collection container must be sufficiently large.
► Pay attention to the fill quantity of the swing drive.
► Pay attention to cleanliness.

WARNING
Risk of burns during maintenance or inspection work!
While carrying out maintenance or inspection work, maintenance personnel can get severe burns on hot crane components.
When opening the oil drain plug, hot oil can cause burns on arms, hands, face or eyes.
Death, severe bodily injuries, property damage.
► Let any crane components to be serviced or inspected cool off to the „touch“.
► Wear protective equipment.

► Remove the hoods **1** on the swing drives **2**.
► Remove the oil filler plug **2.1**.
► Unscrew the oil drain plug **2.3** with seal ring and drain oil into a suitable container.

Note
► Allow the swing drive **2** to empty completely.

► Clean the oil drain plug **2.3** and sealing surface on the housing.
► Screw in the oil drain plug **2.3** with a new seal ring and tighten.
► Open the oil level port **2.2**.
► Add oil on the oil filler port **2.1** until it is at the fill level on the oil level port **2.2** or until it starts to run over.
► Clean the sealing surface on the oil level port **2.2**.
► Close off the oil level port **2.2** tightly.
► Close off the oil fill port **2.1** tightly.
► Reinstall the hoods **1** on the swing drives **2** again properly.

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7.05 Maintenance instructions - Crane superstructure

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Fig.195219

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1 Safety guidelines

Observe and adhere to the Crane operating instructions, chapter 2.04 and chapter 2.06.

Observe and adhere to the Crane operating instructions, chapter 7.01.

2 Engine

Note
Recommendation!
► Check the oil level before starting to travel or before starting to work.

2.1 Checking the oil level with the dipstick

NOTICE
Engine damage due to lack of oil!
► Check the oil level and establish the permissible oil level, if necessary.

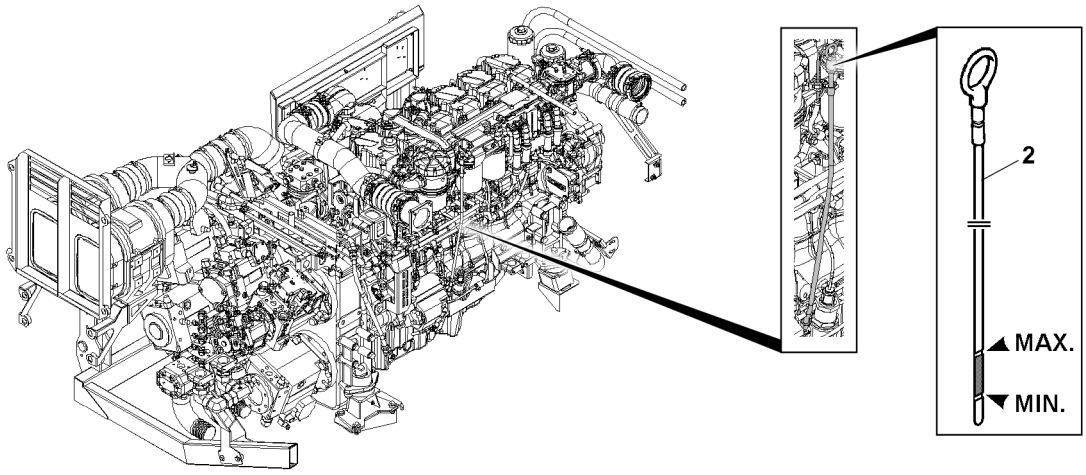

Fig.126701: Dipstick Engine

Make sure that the following prerequisites are met:
– The crane is in horizontal position.
– The engine has been turned off for at least 30 minutes.

► Pull out the dipstick **2** and wipe it off.
► Insert the dipstick **2** and pull it out.

The engine oil must be visible between both marks on the dipstick **2**.

► Check the oil level.

Problem remedy
The oil level is too low?
► Add engine oil until the oil level is visible between both marks on the dipstick **2**. See Engine operating instructions.

► Insert the dipstick **2**.

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Problem remedy
Oil consumption or loss of oil too high?
► Find the cause and remedy it.

If the cause cannot be remedied:
► Contact Liebherr Service.

2.2 Servicing the engine according to the information from the manufacturer

Service the engine according to the information from the manufacturer.

3 Cooling system

WARNING
Swallowing coolant, contact with coolant!
Poisoning when ingesting, eye damage and skin irritation at contact.
► Make sure that eyes, skin and clothing do **not** come in contact with coolant.

If coolant was swallowed:
► Contact a physician immediately.

When eyes came in contact with coolant:
► Flush the eyes out with a lot of clear water and go to a physician, if necessary.

When skin and clothing came in contact with coolant:
► Clean the skin and clothing immediately with water and soap.

NOTICE
Property damage due to impermissible coolant!
► Do **not** mix different coolant products.
► Do **not** thin Liebherr-Fertig-Mix (Liebherr Ready Made Mix).

When adding coolant:
► Use only the same coolant with the same color.

Different coolants are differentiated by different colors.

Coolants contain corrosion inhibitor - antifreeze fluid.

3.1 Coolant level

The coolant level is monitored by the LICCON computer system.

If the coolant level is too low the icon **13** *Coolant level too low* appears on the LICCON monitor.

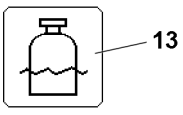

Fig.126702: Coolant level icon

The coolant temperature **12.1** of the crane engine can be read on the Symbol **12** *coolant / charge air temperature* icon in °C on the LICCON monitor.

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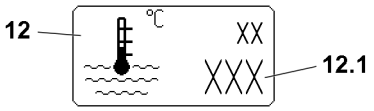

Fig.126703: Coolant temperature icon

DANGER
Scalding due to hot coolant vapor!
► Check the coolant level only when the engine is cold.
► Wear protective gloves and safety glasses.

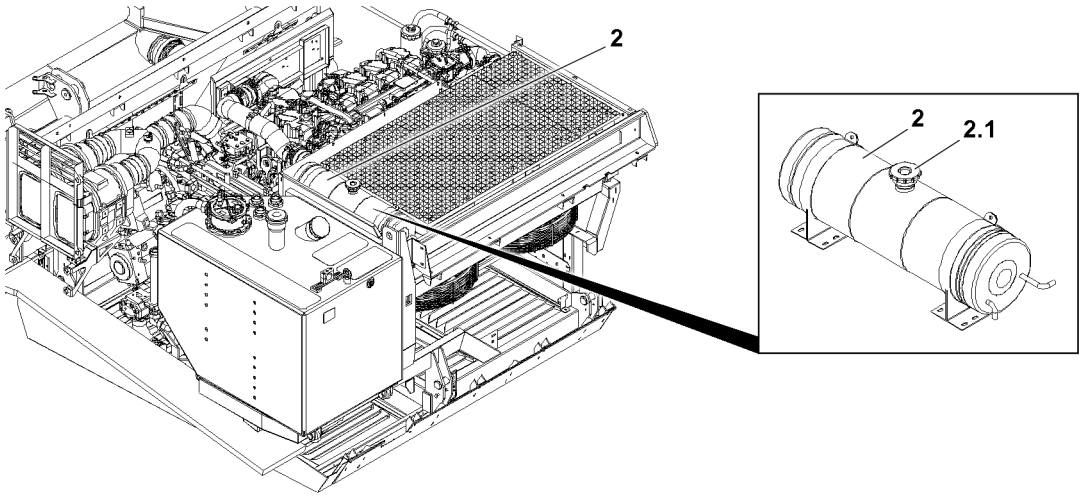

*Fig.126704: Water cooler expansion tank **2***

► Release excess pressure: Turn the cap **2.1** on the water cooler expansion tank **2** to the first notch.
► Remove the cap **2.1**.
► Check the coolant level.

Problem remedy
Coolant level is too low?

When the coolant level is too low:
► Add coolant until the lower edge of the riser tube.
► Add coolant only at the filler neck.

3.2 Replace the coolant

Note

When the coolant is changed:
► Empty the cooling system completely and flush it.

Make sure that the following prerequisites are met:
– Coolant is replaced by authorized and trained expert personnel.

When the cooling system is completely emptied:
► Add coolant until the lower edge of the riser tube.

3.3 Servicing the cooling system according to the information from the manufacturer

Service the cooling system according to the information from the manufacturer.

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4 Air filter system

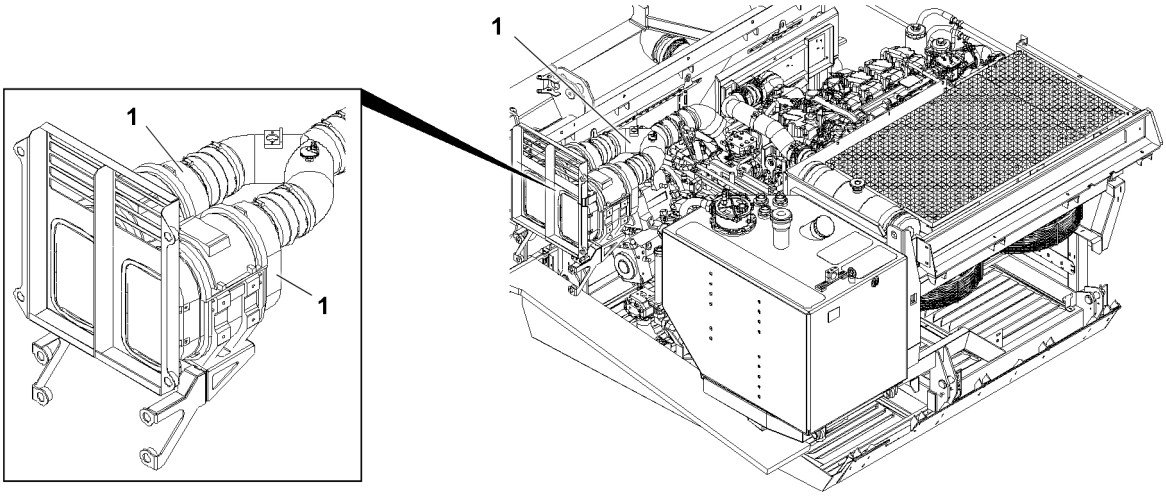

Fig.126705: Air filter system

4.1 Replacing the air filter

The air filters **1** are monitored by the LICCON computer system.

If the vacuum increases in the intake line due to dirty filter inserts, the *air filter dirty* icon **14** is displayed on the LICCON monitor.

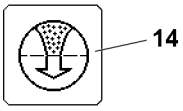

Fig.126706: Air cleaner dirty icon

When *air filter dirty* icon **14** appears on the LICCON monitor:
- ► Remove the covers on the air filters **1**.
- ► Open the locks **3** and remove the cover **2**.

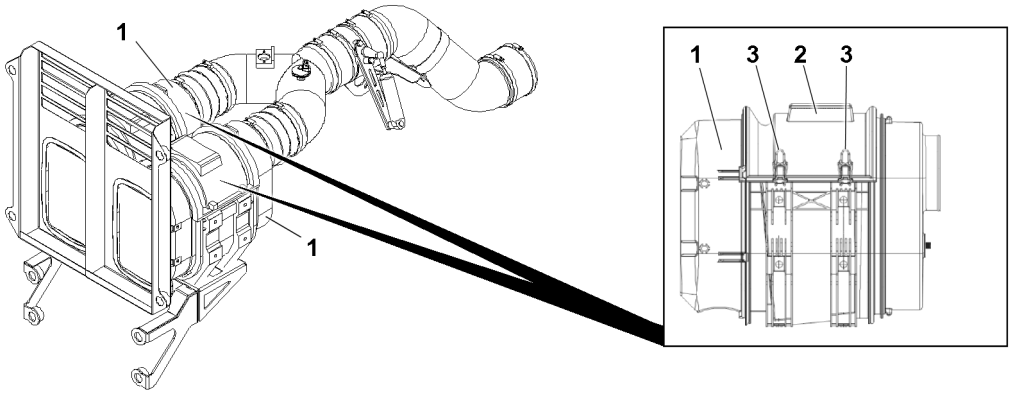

Fig.126707: Replace air filter inserts

- ► Replace the filter inserts.
- ► Close the cover **2** and fasten with locks **3**.

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5 Fuel system

DANGER
Danger of fire and explosion!
- ► Do **not** smoke.
- ► Avoid open flames and light.
- ► Work only when the engine is turned off.
- ► Maintain extreme cleanliness during all work.

Note
Recommendation!
- ► Before releasing the fuel filter, place cleaning rags underneath.

5.1 Bleeding the fuel preliminary filter

Bleeding the preliminary fuel filter and the fuel low pressure system becomes necessary after:
- – Draining the fuel preliminary filter
- – Changing the fuel preliminary filter
- – Emptying the fuel tank
- – Operating the engine for the first time

WARNING
Manual opening of the fuel system!
Death, severe injuries, destruction of the Common Rail System.
- ► Do **not** release or open the fuel lines and injection lines.
- ► Bleed only through actuation of the hand pump.
- ► Maintain extreme cleanliness during all work.

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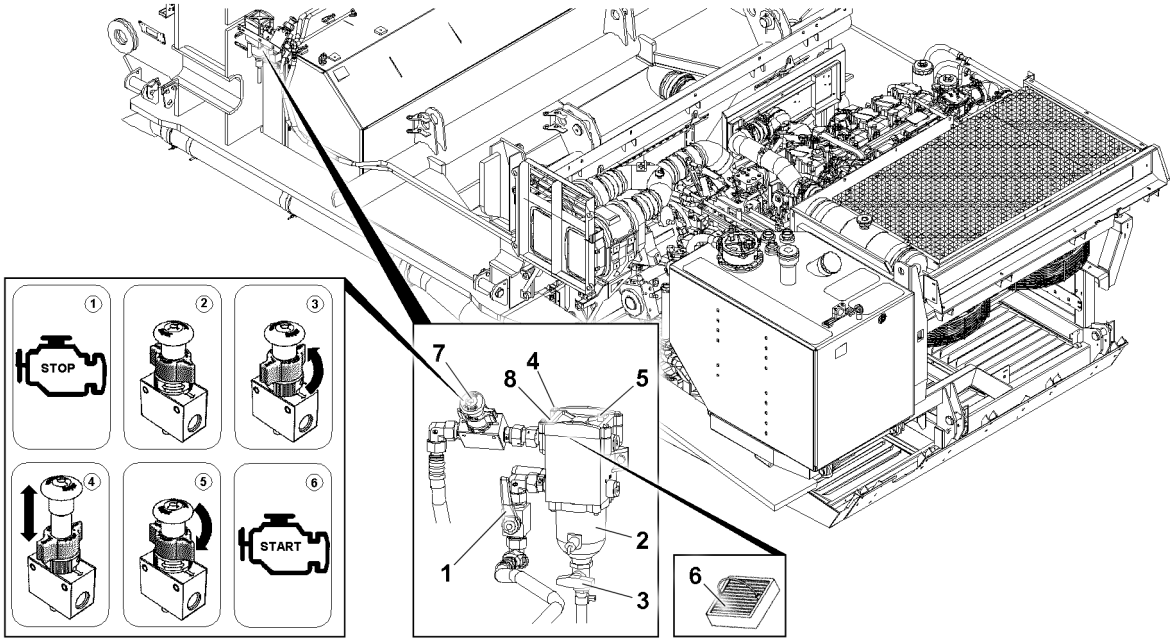

Fig.126708: Fuel preliminary filter

NOTICE
Breather screw is open!
Emerging fuel.
► Screw in the breather screw **5** on the fuel preliminary filter and tighten.

Make sure that the following prerequisites are met:
– The breather screw **5** on the fuel preliminary filter is screwed in and tightened.
– The ball valve is open.

► Turn the flow indicator on the manual supply pump to pump position (PUMP).

The hand pump **7** is actuated by pulling.

► Actuate the hand pump **7** until a stronger resistance can be felt.
► Turn the mark of the flow indicator into operating position (RUN).

Result:

– The red arrow of the flow indicator points in the same direction as the connections of the fuel lines on the pump housing.

► Start the engine.

Problem remedy
Starting procedure remains unsuccessful after approx. 20 seconds?
Mark of flow indicator is in incorrect position.
► Wait for 1 minute.
► Check if the red arrow of the flow indicator points in the same direction as the connections of the fuel lines on the pump housing.

When the procedure has been repeated three times:
► Repeat the bleeding procedure.

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5.2 Replacing the fuel preliminary filter insert

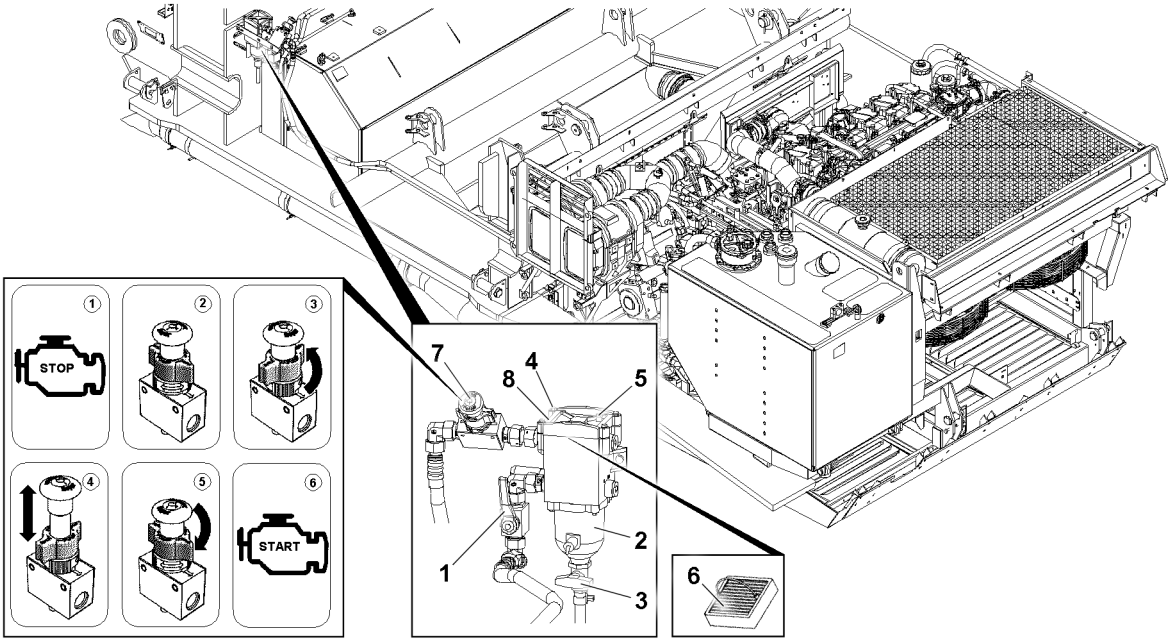

Fig.126708: Fuel preliminary filter

The filter strainer **6** on the fuel preliminary filter is changed:
- According to the maintenance intervals
- **or** when an error message is shown.

Make sure that the following prerequisites are met:
- A container with the required capacity is on hand.
- New fuel preliminary filter insert is on hand.

► Turn the engine off.
► Catch the diesel fuel: Position a container under the fuel preliminary filter.
► Close the ball valve **1**.
► Turn the flow indicator on the hand pump to pump position (PUMP).
► Release the breather screw **5**.
► Drain diesel fuel: Open the drain valve **3** until diesel fuel is visible on the water separator **2**.
► Close the drain valve **3**.
► Screw in the breather screw **5** on the fuel preliminary filter and tighten.

NOTICE
Dirt!
Destruction of Common Rail System.
► Make sure that **no** dirt gets into the inside of the filter.
► Do not reuse a used filter.

► Back out the screws **4** and remove the cover **8**.
► Take out the filter strainer **6**.
► Insert a new filter strainer **6** properly.
► Check the seal for damage.

When the seal is damaged:
► Replace the seal.
► Install the cover **8** with seals properly.
► Properly install and tighten the screws **4**.
► Open the ball valve **1**.

The hand pump **7** is actuated by pulling.

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► Actuate the hand pump **7** until a stronger resistance can be felt.
► Turn the mark of the flow indicator into operating position (RUN).

Result:

– The red arrow of the flow indicator points in the same direction as the connections of the fuel lines on the pump housing.

► Remove the container and dispose of the fluid.
► Start the engine.

Problem remedy
Starting procedure remains unsuccessful after approx. 20 seconds?
Mark of flow indicator is in incorrect position.
► Wait for 1 minute.
► Check if the red arrow of the flow indicator points in the same direction as the connections of the fuel lines on the pump housing.

When the procedure has been repeated three times:
► Repeat the bleeding procedure.

5.3 Draining the fuel preliminary filter

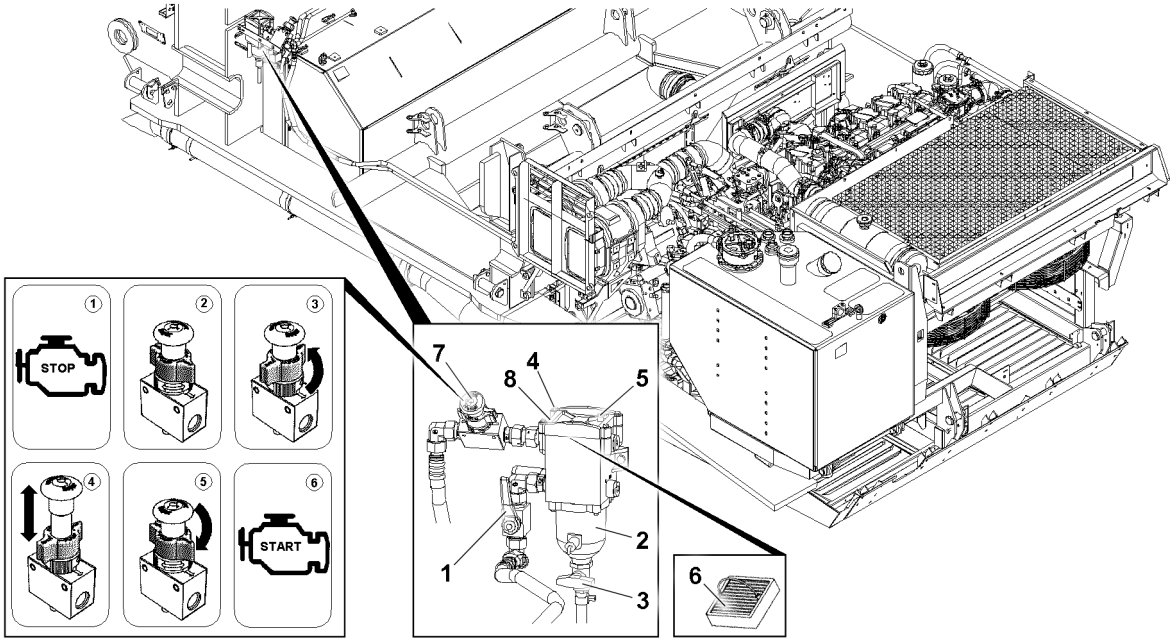

Fig.126708: Fuel preliminary filter

The water separator **2** on the fuel preliminary filter is drained:
– When an error message is shown.
– When a diesel - water mix is found in the water separator.

Make sure that the following prerequisites are met:
– The engine is turned off, the ignition is turned off.
– A container with the required capacity is on hand.
– New fuel preliminary filter insert is on hand.

► Catch the diesel fuel: Position a container under the fuel preliminary filter.
► Close the ball valve **1**.
► Turn the flow indicator on the hand pump to pump position (PUMP).
► Release the breather screw **5**.
► Drain the diesel - water mix: Open the drain valve **3** until diesel fuel is visible on the water separator **2**.

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► Close the drain valve **3**.
► Screw in the breather screw **5** on the fuel preliminary filter and tighten.
► Open the ball valve **1**.

The hand pump **7** is actuated by pulling.

► Actuate the hand pump **7** until a stronger resistance can be felt.
► Turn the mark of the flow indicator into operating position (RUN).

Result:

– The red arrow of the flow indicator points in the same direction as the connections of the fuel lines on the pump housing.

► Remove the container and dispose of the fluid.
► Start the engine.

Problem remedy
Starting procedure remains unsuccessful after approx. 20 seconds?
Mark of flow indicator is in incorrect position.
► Wait for 1 minute.
► Check if the red arrow of the flow indicator points in the same direction as the connections of the fuel lines on the pump housing.

When the procedure has been repeated three times:
► Repeat the bleeding procedure.

5.4 Servicing the fuel system according to the information from the manufacturer

► Service the fuel system according to the information from the manufacturer.

5.5 Adding diesel fuel

WARNING
Danger of fire!
Diesel fuel is easily flammable and can cause fatal accidents in case of fire or open flames.
High property damage.
► Before the refueling procedure, turn the heating systems off, for example the auxiliary heater, flame start system.
► During refueling, preclude fire, open light and smoking.

DANGER
Danger of fires due to spilled fuel!
► Keep the engine area free of fuel.
► Absorb fuel with rags.
► Dry up spilled fuel.

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WARNING
Poisoning due to fuel!
Fuel is poisonous and hazardous to health.
► Do **not** allow for fuel to come in contact with skin, eyes or clothing.
► Do **not** breathe in fuel vapors.
► Keep children away from fuel.

If persons did come in contact with fuel:
► In case of eye contact, flush out the eyes immediately and consult a physician if necessary.
► Clean affected skin areas with clear water.

If fuel was swallowed:
► Contact a physician immediately.

NOTICE
Engine damage due to impermissible fuel!
When using incorrect fuel, the engine and the fuel system can be severely damaged.
► Do **not** add gasoline.
► Do **not** mix diesel fuel with gasoline.

When impermissible fuel was added:
► Do **not** turn the ignition on.
► Have the fuel tank **9** and fuel lines completely drained by authorized and trained expert personnel.

Make sure that the following prerequisites are met:
– The mobile crane is in horizontal position.
– The parking brake is applied.
– The engine is turned off.
– The ignition is turned off.
– The heating systems are turned off, for example auxiliary heater, flame start system.

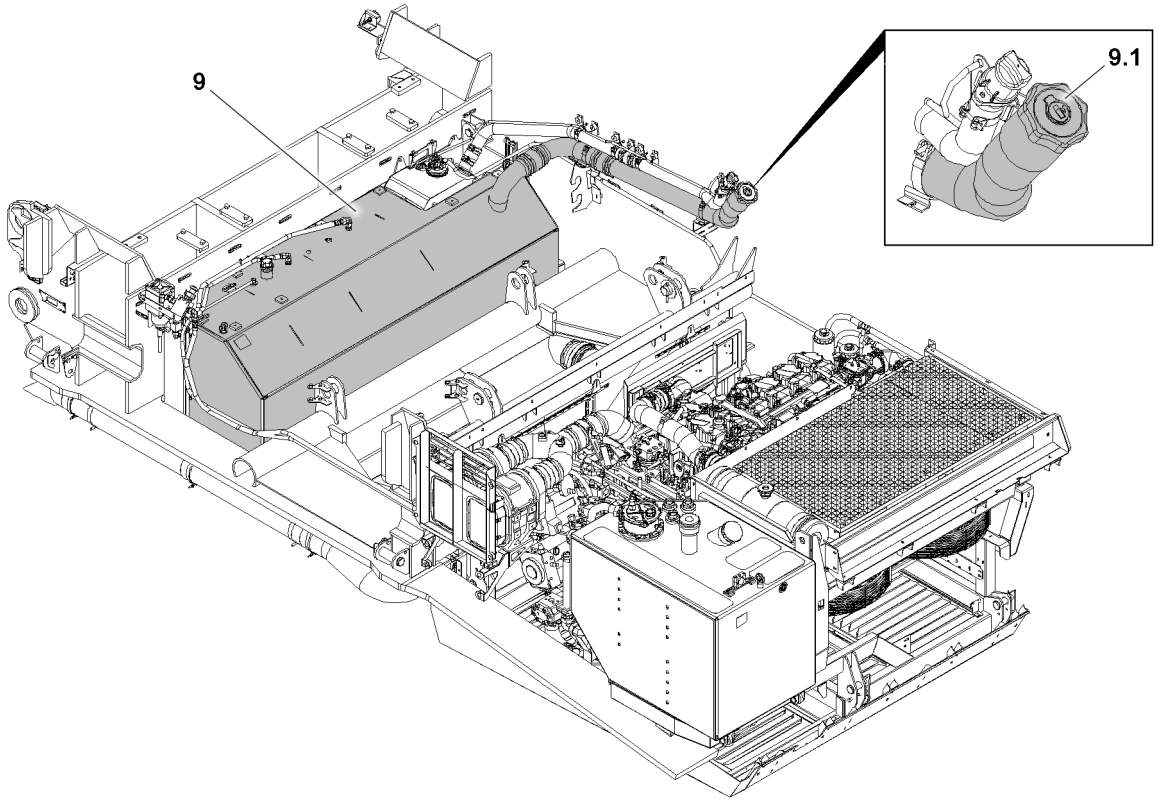

*Fig.126711: Fuel tank **9***

► Hang the fuel nozzle in the retainer.

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► Open the tank cover **9.1**.
► Insert the fuel nozzle in the filler neck.
► Add diesel fuel.

When the refueling procedure is done:
► Remove the fuel nozzle from the filler neck.
► Close the tank cover **9.1**.

6 Urea system*

Note
► Applies only if an engine with exhaust aftertreatment, system SCR is installed.

WARNING
Skin irritation and eye injuries due to contact with urea!
Urea can cause skin irritation and eye injuries at contact.
► Do **not** allow for urea to come in contact with skin, eyes or clothing.

If persons did come in contact with urea:
► In case of eye contact, flush out the eyes immediately and consult a physician if necessary.
► Clean affected skin areas with clear water.

If urea was swallowed:
► Flush the mouth immediately with a lot of water. Then drink a lot of water and consult a physician, if necessary.

WARNING
Irritation of eyes and mucous membranes due to ammonia vapors!
If the urea tank cover is opened at high temperatures, ammonia vapors can emerge.
Burning eyes, nose, throat. Urge to cough.
► Keep the urea tank **1** closed at high temperatures.
► Do **not** breathe in ammonia vapors.

6.1 Adding urea solution

Make sure that the following prerequisites are met:
– The mobile crane is in horizontal position.
– The engine is turned off, the ignition is turned off.
– The heating systems are turned off, for example auxiliary heater, flame start system.

NOTICE
Corrosion due to spilled urea!
If urea is spilled during refueling, affected surfaces can corrode.
► Flush affected surfaces immediately with lots of water.
► Do **not** overfill the urea tank.

If present:
► Refuel on a fuel pump with nozzle.

In this section, the refueling procedure with a fuel nozzle is described.

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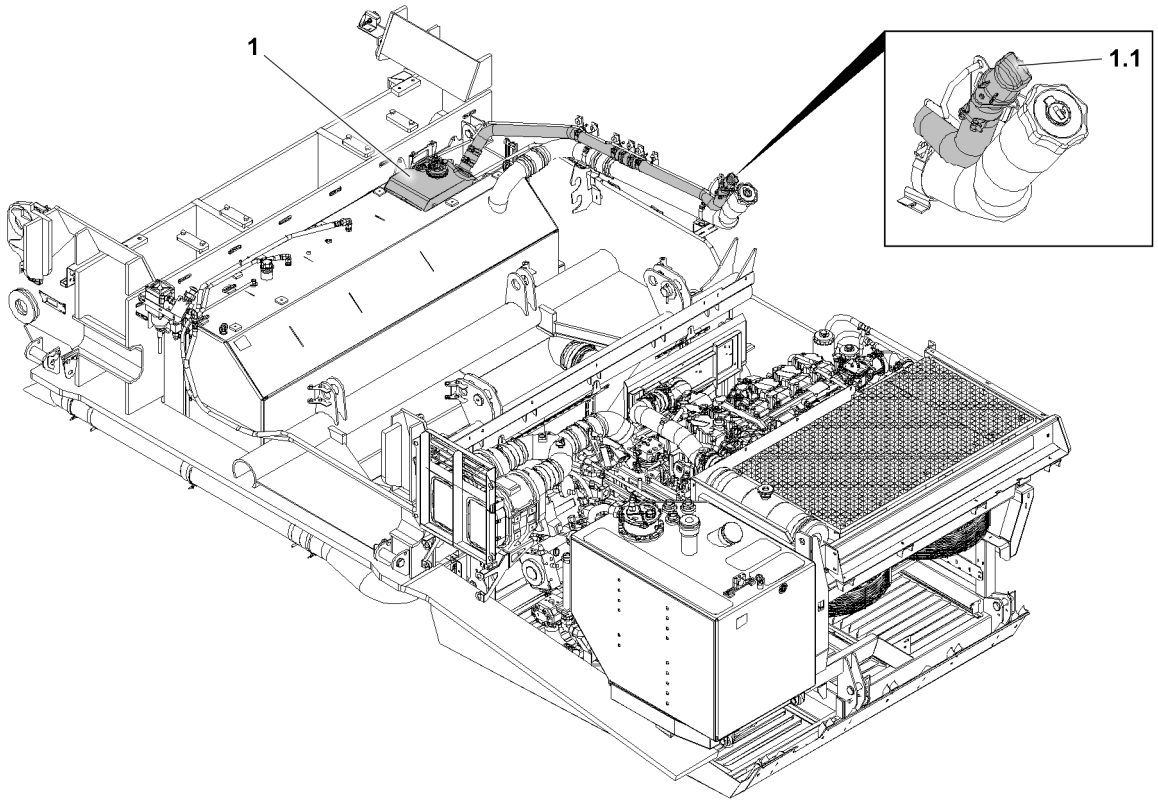

Fig.126712: Urea system

► Remove the cover **1.1**.
► Insert the fuel nozzle in the filler neck.

NOTICE
Urea tank overfilled!
Urea solution expands at temperature fluctuations: Crack formation in the urea tank.

When the fuel nozzle turns off:
► End the refueling procedure.
► Do **not** overfill the urea tank.

► Refill urea.

When the refueling procedure is done:
► Remove the fuel nozzle and close urea tank **1** with the cover **1.1**.

7 Exhaust system

7.1 Diesel particle filter*

DANGER
Danger of igniting the diesel particle filter*!
► Regenerate the diesel particle filter* only under supervision of the operating personnel.

Note
► Diesel particle filter **not** possible on Diesel engines with exhaust aftertreatment system SCR (Selective Catalytic Reduction).
► Maintain and operate the diesel particle filter*, see Operating instructions of the manufacturer.

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8 Pump distributor gear

NOTICE
Gear damage due to lack of oil!

When the oil level has dropped below the minimum mark:
► Add gear oil on the filler bore until the oil level is visible between the minimum and maximum mark on the dipstick **1**.

Maintain utmost cleanliness during all work to prevent any dirt from entering the inside of the gear.

Make sure that the following prerequisites are met:
– The crane is in horizontal position.
– The gear has warmed up.

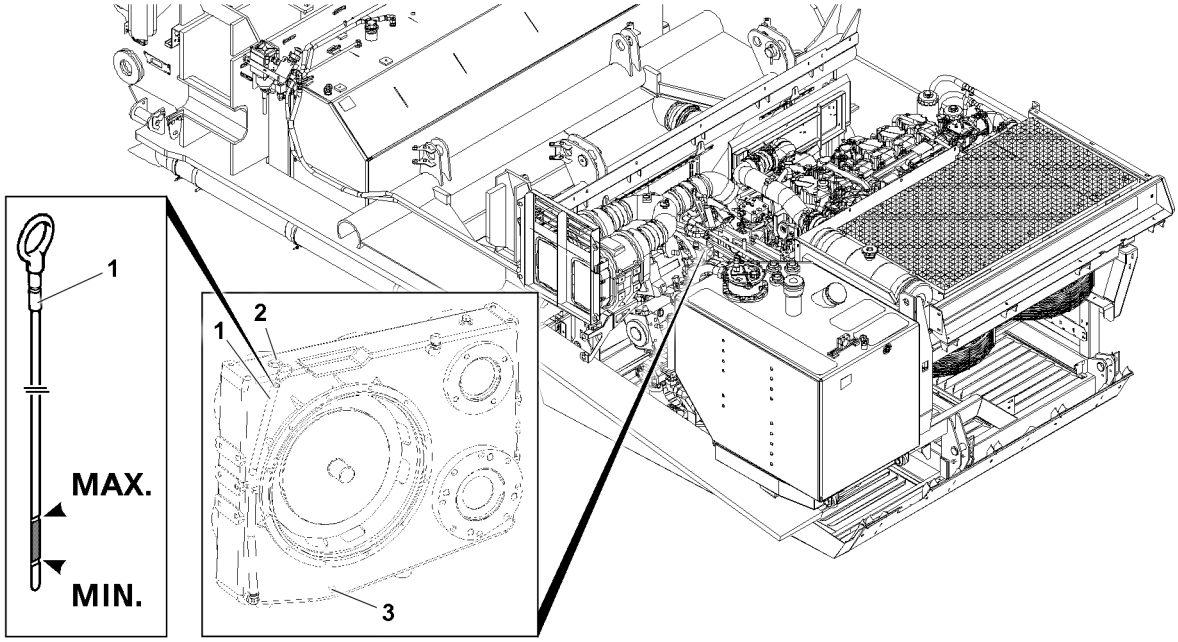

Fig.126713: Pump distributor gear

8.1 Checking the oil level

► Pull out the dipstick **1** and wipe it off.
► Insert the dipstick **1** and pull it out.

The oil level must be visible between the minimum and maximum mark on the dipstick **1**.

► Check the oil level.
► Insert the dipstick **1**.

Problem remedy
Oil consumption or loss of oil too high?
► Find the cause and remedy it.

If the cause cannot be remedied:
► Contact Liebherr Service.

8.2 Replace the gear oil

Make sure that the following prerequisites are met:
– Gear oil is replaced by authorized and trained expert personnel.

► Unscrew the filler plug **2**.

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► Catch the gear oil: Place a container under the drain plug.
► Drain the gear oil: Unscrew the drain plug **3**.

When gear oil is drained:
► Clean the drain plug **3** and sealing surface on the housing.
► Install the drain plug **3** with new seal and tighten.
► Add gear oil on the filler bore until gear oil is visible between the minimum and maximum mark on the dipstick **1**.
► Install the filler plug **2** with new seal.
► Check the oil level.

9 Central lubrication system

9.1 Technical safety instructions

WARNING
Non-observance of safety instructions!
Personnel can be harmed due to electrical, mechanical and chemical exposure.
Dangerous substances can be discharged and endanger the environment.
Property damage on the system can occur.
► Maintenance and repair work must be carried out exclusively by authorized and trained expert personnel.
► Use exclusively original Liebherr spare parts.
► Remedy any problems, which affect safety immediately.
► Avoid direct body contact to heated components.
► Maintain cleanliness during all work.

NOTICE
Property damage if the crane has not been moved for longer than three months!
► Actuate the central lubrication system until lubricant emerges on all lube points.
► Repeat the respective crane movement several times.
► Carry out intermediate lubrications again.

NOTICE
Property damage due to crane cleaning procedure!
► Cleaning is only permitted in washing bays.
► Carry out the cleaning procedure with a steam cleaner or high pressure cleaner at a minimum distance of 0.4 m.

When the crane is cleaned:
► Carry out intermediate lubrication processes manually, see section „Carrying out intermediate lubrication“.

9.2 Description of function

The crane superstructure is equipped with a central lubrication system.

The lube points in the bearings of the components are automatically supplied with lubricant.

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9.2.1 Central lubrication system Superstructure

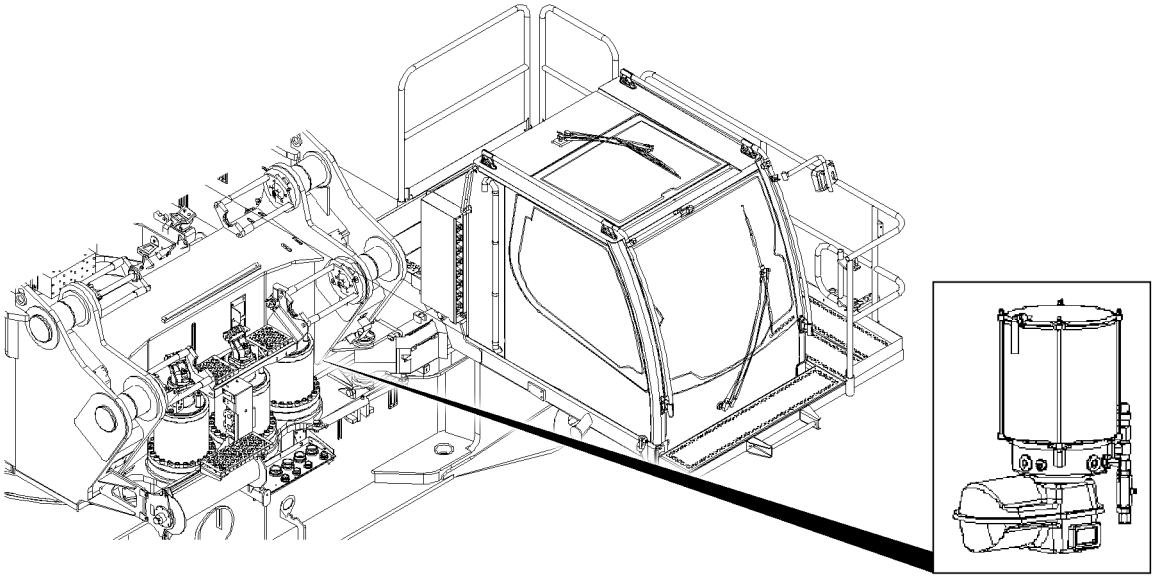

Fig.126714: Position of the central lubrication system on the turntable

The lube points in the bearings of the following components are supplied with lubricant:
- Pin SA-frame
- Pin D-pivot section
- Winch 1
- Winch 2
- Winch 3
- Winch 5
- Winch 6
- Cab
- Assembly winch
- Pin pulley set
- Roller ring connection

9.2.2 Central lubrication system Ballast trailer*

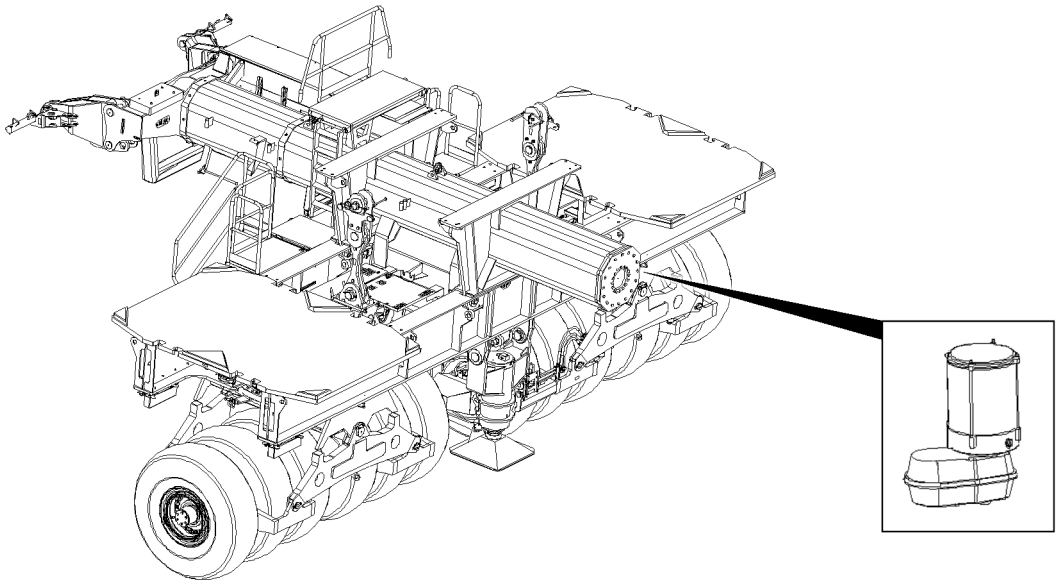

Fig.126715: Position of the central lubrication system on the ballast trailer

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The lube points in the bearings of the following components are supplied with lubricant:
- Drive shaft
- Roller ring connection
- Rotary connection

9.3 Operating and maintaining the central lubrication system

9.3.1 Displays on control element

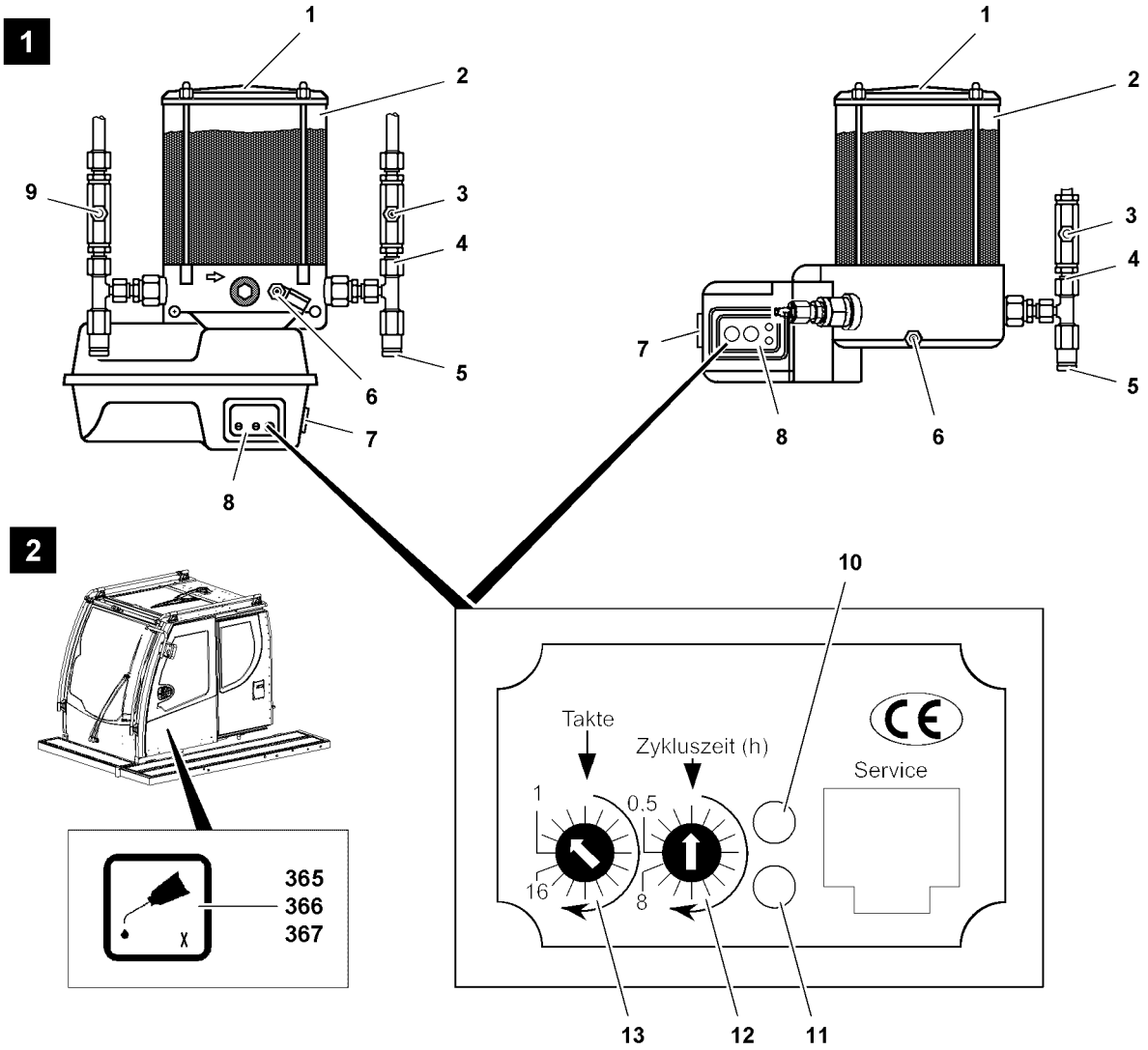

Fig.124496: Operation - Central lubrication system

1 Cover Grease container
2 Grease container
3 Grease fitting Lube line
4 Pump outlet
5 Pressure relief valve
6 Grease fitting Grease container
7 Button
8 Control element
9 Grease fitting Lube line
10 LED red
11 LED green
12 Latched switch cycle time
13 Latched switch lube cycles
662 Button Crane operator's cab

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Note
- ► In the crane operator's cab, operating conditions and problems of the central lubrication system are shown on button **365**, button **366** and button **365**, see illustration **367**.
- ► Problems, see section „Diagnostics“
- ► For overview of indicator lights on the crane operator's cab, see Crane operating instructions, chapter 4.01.

LED red 11	LED green 10	Operating condition
Lights up for 1.5 seconds	Lights up for 1.5 seconds	Operational readiness after ignition on
Off	Lights up	Lubrication is active (during lube cycles)

*Status of LEDs on control element **8***

9.3.2 Lube cycle

Note
The lubrication time and the cycle time are set in the factory.
- ► Do **not** change the settings.

Cycle time: Time from start of one lubrication to the start of another lubrication.

The cycle time is set with the latched switch **12**.

Lube cycles: Number of strokes, during which lubricant is supplied by the pump cylinder.

The number of lube pulses for a lube cycle is set with the latched switch **13**.

9.3.3 Check the function

Make sure that the following prerequisites are met:
- – The ignition is turned on.

Note
- ► When lubricant emerges on all lube points, then the central lubrication system functions error-free.
- ► Problems, see section „Diagnostics“.

- ► To check the function, trigger several lube pulses.
- ► Trigger a lube pulse: Press the button **7** until lubricant emerges on all lube points.

9.3.4 Carrying out an intermediate lubrication

Manual intermediate lubrication is carried out, for example:
- – When the crane has not been moved for longer than three months.
- – After washing the crane.

Note
- ► When an intermediate lubrication is carried out, the pump starts the lube cycle again. The lube cycle is reset.

Several lube pulses may be required until lubricant emerges on all lube points.

- ► Press the button **7** until lubricant emerges on all lube points.
  or
  Press the button **381** (in the crane operator's cab) until lubricant emerges on all lube points.

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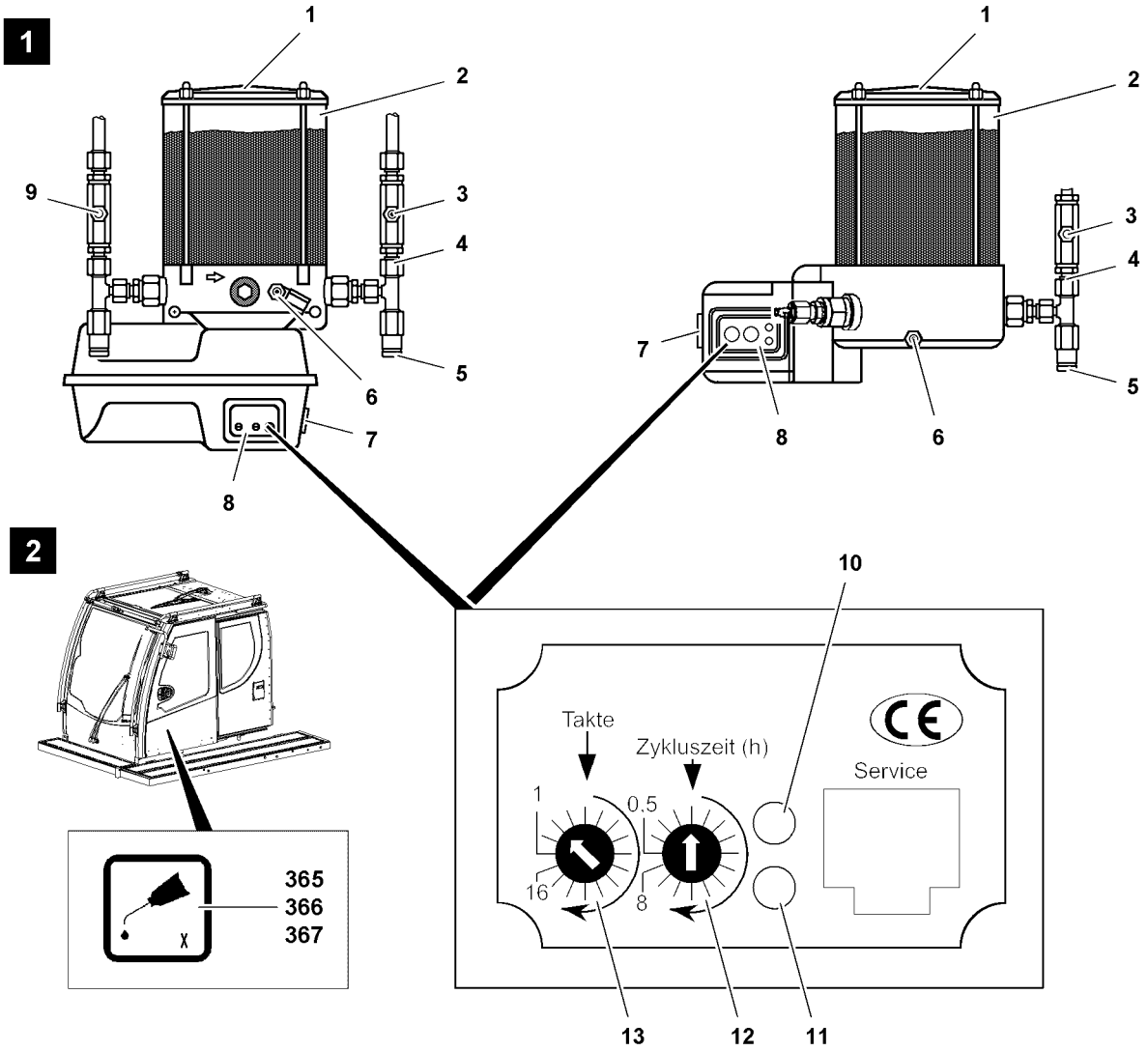

Fig.124496: Operation - Central lubrication system

1	Cover Grease container	**8**	Control element
2	Grease container	**9**	Grease fitting Lube line
3	Grease fitting Lube line	**10**	LED red
4	Pump outlet	**11**	LED green
5	Pressure relief valve	**12**	Latched switch cycle time
6	Grease fitting Grease container	**13**	Latched switch lube cycles
7	Button	**662**	Button Crane operator’s cab

9.3.5 Filling the grease container

NOTICE
Property damage due to insufficient lubrication!
► Make sure that the grease container **2** is filled.
► Make sure that all grease fittings are clean.

► Fill the grease container **2** with a grease pump on the grease fitting **6**.

9.3.6 Bleeding the central lubrication system

If the grease container **2** is emptied, it may be necessary to bleed the central lubrication system.

► Fill the grease container **2** with a grease pump via the grease fitting **6**.
► Unscrew the main line from the pump outlet **4**.

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- ► Trigger additional lubricating pulses until there are no more air bubbles in the emerging grease at the pump outlet **4**.
- ► Reconnect the main line.
- ► Carry out intermediate lubrication until lubricant emerges on all lube points.

9.3.7 Filling the lubrication lines

NOTICE
Components running dry due to insufficient lubrication!
- ► After every repair on greased components, fill the lube lines with grease.
- ► Make sure that all grease fittings are clean.

- ► Fill lube lines with a grease pump on grease fitting **3** (and grease fitting **9**).
  or
  Carry out intermediate lubrication until lubricant emerges on all lube points.

9.4 Diagnostics and problem remedy

9.4.1 Problem signals on control element

Note
- ► In the crane operator's cab, operating conditions and problems of the central lubrication system are shown on button **662**, see illustration **2**.
- ► For overview of indicator lights on the crane operator's cab, see Crane operating instructions, chapter 4.01.

Status LEDs		Cause	Remedy
LED red 10	**LED green 11**		
Blinks once in two seconds	Blinks once in two seconds	Cycle error	Fix the system; contact Liebherr Service
Blinks once a second	Off	Error CPU, Error memory	Fix the system; contact Liebherr Service
Lights up	Off	Grease level too low (depending on system type)	Filling the grease container

*Diagnostics for problem signals on control element **8***

9.4.2 Problems on central lubrication system

Status lubrication system	Cause	Remedy
Lubricant emerges via pressure relief valve **5**	Lubrication system is blocked	Fix the system; contact Liebherr Service
No lubricant emerges on the system	Grease container is empty **or** electric pump is defective	Fill grease container **or** fix system; contact Liebherr Service

Diagnostics for problems on the central lubrication system

9.4.3 Resetting a problem

- ► Press the button **7**.

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Result:

– Problem signal on control element turns off.

When a problem signal occurs again:
► Contact Liebherr Service.

10 Slewing ring connection

WARNING
Impermissible set up condition when turning the crane superstructure!
Toppling crane. Death, severe bodily injuries, property damage.
► Enter and activate the load chart for crane operation *Turning 360°* in the LICCON overload safety device.
► Set up the crane according to the set up condition for load chart *Turning 360°*.

WARNING
Danger of crushing due to turning of crane superstructure!
► Work only when the crane superstructure is at a standstill.
► Do not crush your fingers during lubrication.

Make sure that the following prerequisites are met:
– The crane is supported and horizontally aligned.
– The load chart for crane operation *Turning 360°* is entered in the LICCON overload safety device and active.
– The crane is equipped according to the set up condition for load chart *Turning 360°*.

10.1 Lubricating the slewing ring connection

WARNING
Persons in the slewing range!
Crushing danger, death, severe bodily injuries.
► Monitor the slewing range.
► Make sure that there are **no** persons within the slewing range.
► Before initiating the turning movement, give a warning signal (horn).

WARNING
Obstacle in slewing range!
Danger of collision, property damage.
► Make sure that there is **no** obstacle within the slewing range of the crane and the crane components.

► Trigger and intermediate lubrication manually on the central lubrication system.
or
Lubricate with external grease pump.
► Turn the crane superstructure slowly.
► Carry out lubrication until lubricant emerges on the sealing lips.
► Stop the slewing movement of the crane superstructure.

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10.2 Lubricating the gear ring and the slewing gear pinion

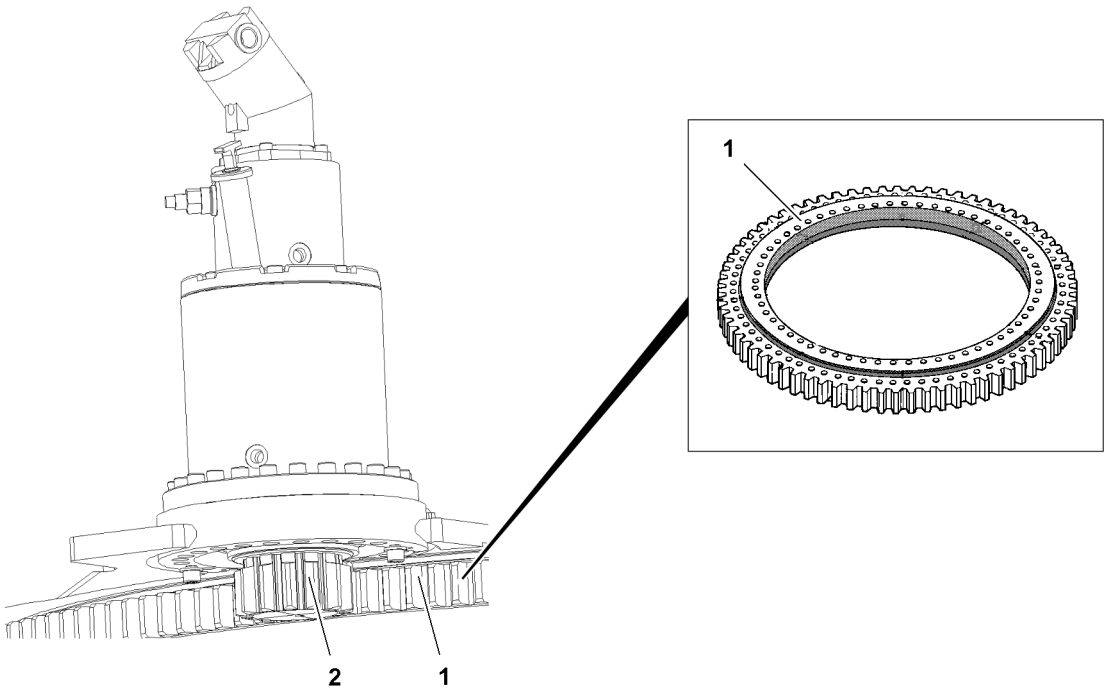

Fig.126815: Slewing gear

Before and after extended breaks in service, grease the gear ring **1** and the slewing gear pinion **2** to ensure the best possible protection from corrosion.

► Grease the gear ring **1** and the slewing gear pinion **2** externally.

11 Slewing gear

Maintain utmost cleanliness during all work to prevent any dirt from entering the inside of the gear.

Make sure that the following prerequisites are met:
– The crane is in horizontal position.
– The gear has warmed up.

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11.1 Checking the oil level with the dipstick

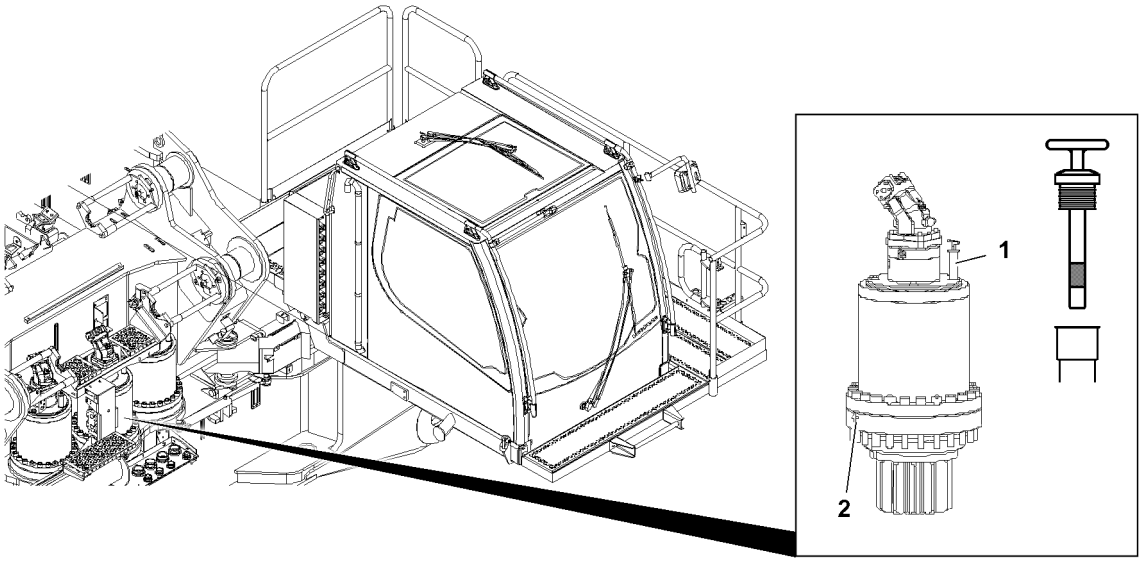

Fig.126716: Slewing gear

- ► Pull out the dipstick **1** and wipe it off.
- ► Insert the dipstick **1** and pull it out.

NOTICE
Danger of gear damage!
If the oil level has dropped below the minimum mark, add gear oil until the oil level is between the minimum and maximum mark on the dipstick **1**.
- ► Add gear oil and check again.

The oil level must be visible between the minimum and maximum mark on the dipstick **1**.

- ► Check the oil level.
- ► Insert the dipstick **1**.

Problem remedy
Oil consumption or loss of oil too high?
- ► Find the cause and remedy it.

If the cause cannot be remedied:
- ► Contact Liebherr Service.

11.2 Replace the gear oil

Make sure that the following prerequisites are met:
- – Gear oil is replaced by authorized and trained expert personnel.

- ► Pull out the dipstick **1**.
- ► Catch the gear oil: Place a container under the drain plug.
- ► Drain the gear oil: Unscrew the drain plug **2**.

When gear oil is drained:
- ► Clean the drain plug **2** and sealing surface on the housing.
- ► Install the drain plug **2** with new seal and tighten.
- ► Add gear oil on the filler bore until gear oil is visible between the minimum and maximum mark on the dipstick **1**.
- ► Insert the dipstick **1**.
- ► Check the oil level.

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12 Hoist gears

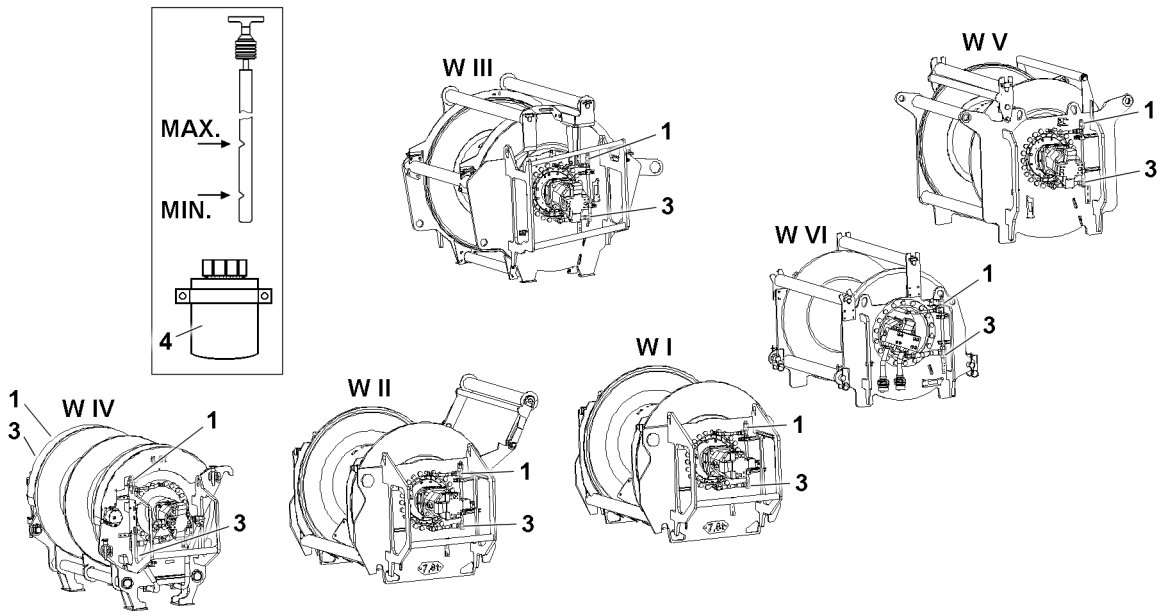

Fig.126717: Winches 1 to 6

Maintain utmost cleanliness during all work to prevent any dirt from entering the inside of the gear.

Make sure that the following prerequisites are met:
- The hoist gears are at a standstill.
- The crane is in horizontal position.

12.1 Checking the oil level

- ► Remove the dipstick **1** and wipe it off.
- ► Reinsert the dipstick **1** and pull it out again.

NOTICE
Gear damage due to lack of oil!

When the oil level has dropped below the minimum mark:
- ► Add gear oil at the oil filler port until the oil level is between the minimum and maximum mark on the dipstick **1**.

The oil level must be between the min. and max. marks on the dipstick **1**.

- ► Check the oil level.
- ► Insert the dipstick **1**.

Problem remedy
Unusual oil consumption or loss of oil!
- ► Find the cause and remedy it.

If the cause cannot be remedied:
- ► Contact Liebherr Service.

12.2 Replace the gear oil

- ► Unscrew the breather screw **2**.
- ► Drain the gear oil into a suitable container: Remove the oil drain plug **3**.
- ► Clean the oil drain plug **3** and sealing surface on the housing.
- ► Install the oil drain plug **3** with new seal and tighten.

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- ► Pull out the dipstick **1**.
- ► Add gear oil on the oil filler port until the gear oil is between the minimum and maximum mark on the dipstick **1**.
- ► Screw in the breather screw **2** and tighten.
- ► Insert the dipstick **1**.
- ► Check the oil level.

12.3 Overflow container

When the oil heats up in the hydraulic motor of winch, the oil can enter the overflow container **4** via a check valve, but cannot flow back into the hydraulic system after cooling off.

- ► Dispose of the oil in the overflow container **4** properly.

13 Assembly winch

13.1 Replace the gear oil

Make sure that the following prerequisites are met:
- – The assembly winch is spooled out.
- – The winch mark is on top.

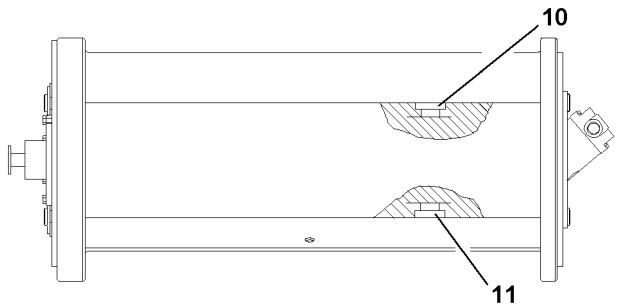

Fig.126718: Assembly winch

- ► Unscrew the filler plug **10**.
- ► Catch the gear oil: Place a container under the drain plug.
- ► Drain the gear oil: Unscrew the drain plug **11**.

When gear oil is drained:
- ► Install the drain plug **11** with new seal and tighten.
- ► Add gear oil on the filler bore.
- ► Install the filler plug **10** with a new seal and tighten.

14 Auxiliary heater*

The crane operator's cab can be tilted upward for maintenance work.

WARNING
Danger of accident!
Death, severe bodily injuries, property damage.
- ► While the crane operator's cab is tilted, it is prohibited for any persons or objects to remain within the danger zone of the crane operator's cab.
- ► Make sure that the crane operator's cab is horizontally aligned.

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14.1 Replace the filter insert

Note
- ► Maintenance interval, see Crane operating instructions, chapter 7.03.
- ► The maintenance interval can change depending on the area of operation.

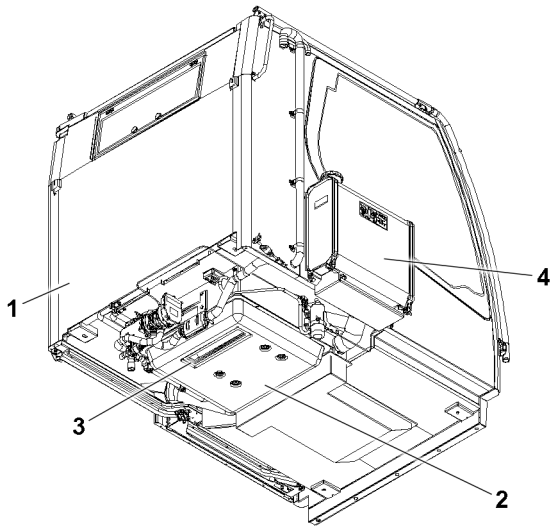

Fig.126802: Filter insert, auxiliary heater

- ► Remove the housing and cover **2**.
- ► Remove the filter insert **4** and replace it.
- ► Install the cover **2** and housing.

14.2 Refueling fuel

Make sure that the following prerequisites are met:
- – The crane is in horizontal position.
- – The auxiliary heater is turned off.
- – The engine and the ignition are turned off.
- – All railings and steps are swung into assembly position, see Crane operating instructions, chapter 2.06.

Note
- ► Observe and adhere to the danger notes. See Crane operating instructions, chapter 7.01.

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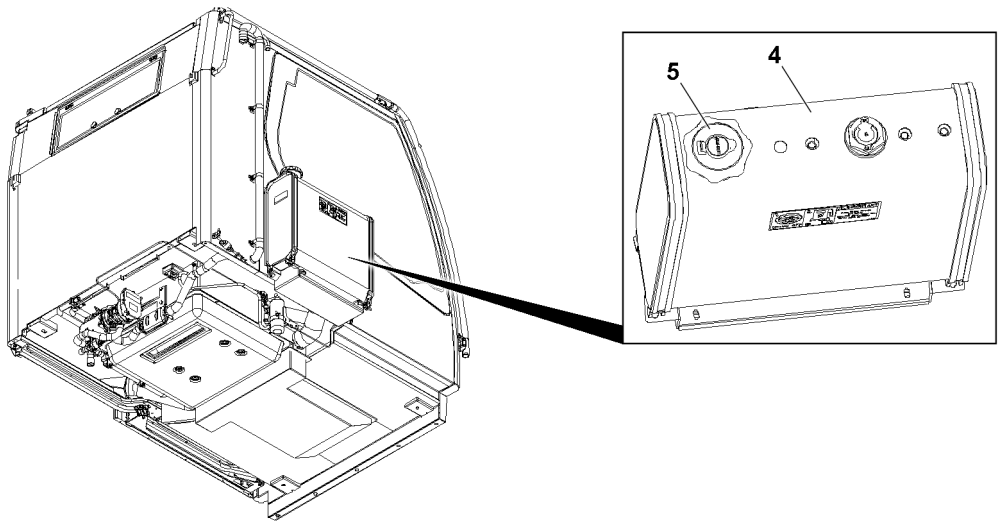

Fig.126801: Fuel container, auxiliary heater

- ► Open the cover **2**.
- ► Insert the fuel nozzle in the filler neck.
- ► Refuel fuel.

After the refueling procedure:

- ► Remove the fuel nozzle from the filler neck.
- ► Close the fuel container **4** with the cover **5**.

15 Hydraulic system

Extreme cleanliness must be maintained when adding hydraulic oil.

15.1 Hydraulic system Crane superstructure

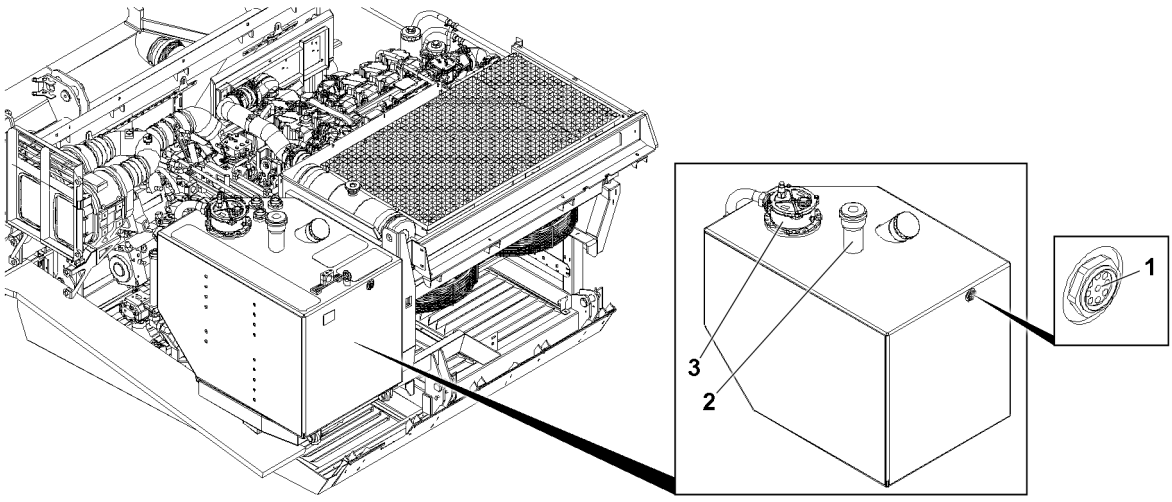

Fig.126803: Hydraulic system Crane superstructure

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15.2 Hydraulic system Crane support (only LR1600/2–W)

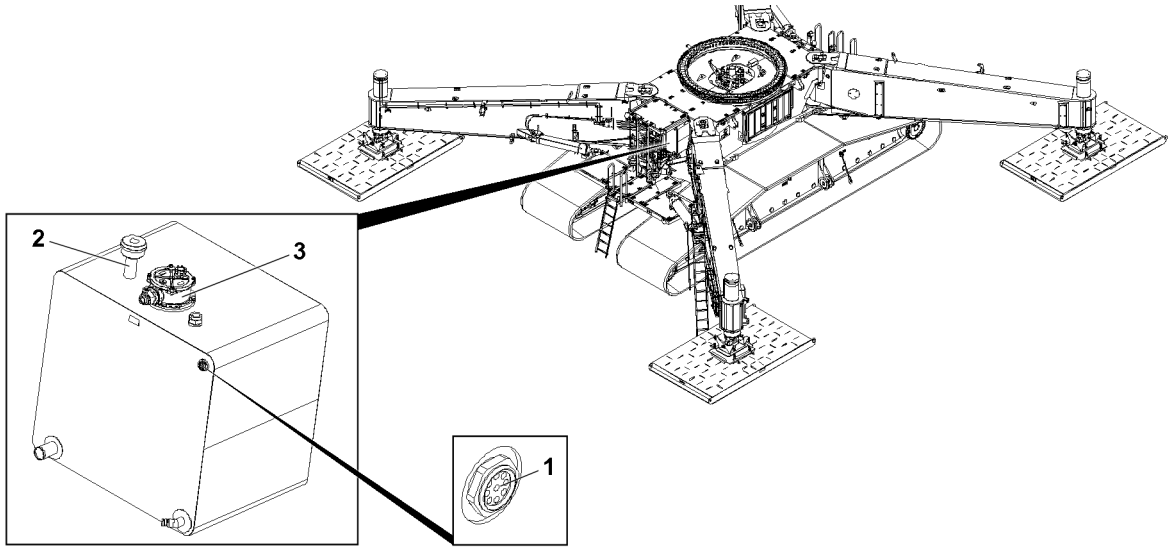

Fig.126816: Hydraulic system Crane support (only LR1600/2–W)

15.3 Checking the oil level

Make sure that the following prerequisites are met:
- The crane is in horizontal position.
- All hydraulic cylinders are fully retracted.

The oil level must be in the center of the oil level sight gauge **1**.

► Check the oil level on the oil level sight gauge **1** of the hydraulic oil tank.

Problem remedy

No oil is visible in the oil level sight gauge **1**?

► Add oil as specified in the lubrication chart with a fine-mesh strainer until the oil level is visible in the center of the oil level sight gauge **1**.

15.4 Checking the vent filter / breather filter

► Turn the diesel engine off.
► Open the cover with the turn lock.
► Check the filter **2** for impurities (visual inspection).

In the event of heavy contamination:
► Replace the filter.
► Close the cover with the turn lock again.
► Start the diesel engine.
► Slowly go through all crane movements, this will bleed the hydraulic system.

Result:

- This bleeds the hydraulic system.

► Check the oil level again and add oil if necessary.

15.5 Checking the return filter

The return filter **3** is equipped with a maintenance indicator.

If the indicator moves into the red zone when the oil is warmed up ready for operation, then the filter must be changed.

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- ► Turn the diesel engine off.
- ► Open the cover with the turn lock.
- ► Remove the filter insert.
- ► Rinse out the filter housing.
- ► Clean sealing surface on the cover and filter bracket.
- ► Insert a new filter insert.
- ► Lubricate the rubber seal ring on the new oil filter cartridge with oil.
- ► Close the cover with the turn lock again.
- ► Start the diesel engine.
- ► Slowly go through all crane movements, this will bleed the hydraulic system.

Result:

– This bleeds the hydraulic system.

► Check the oil level again and add oil if necessary.

15.6 Replace pressure filter

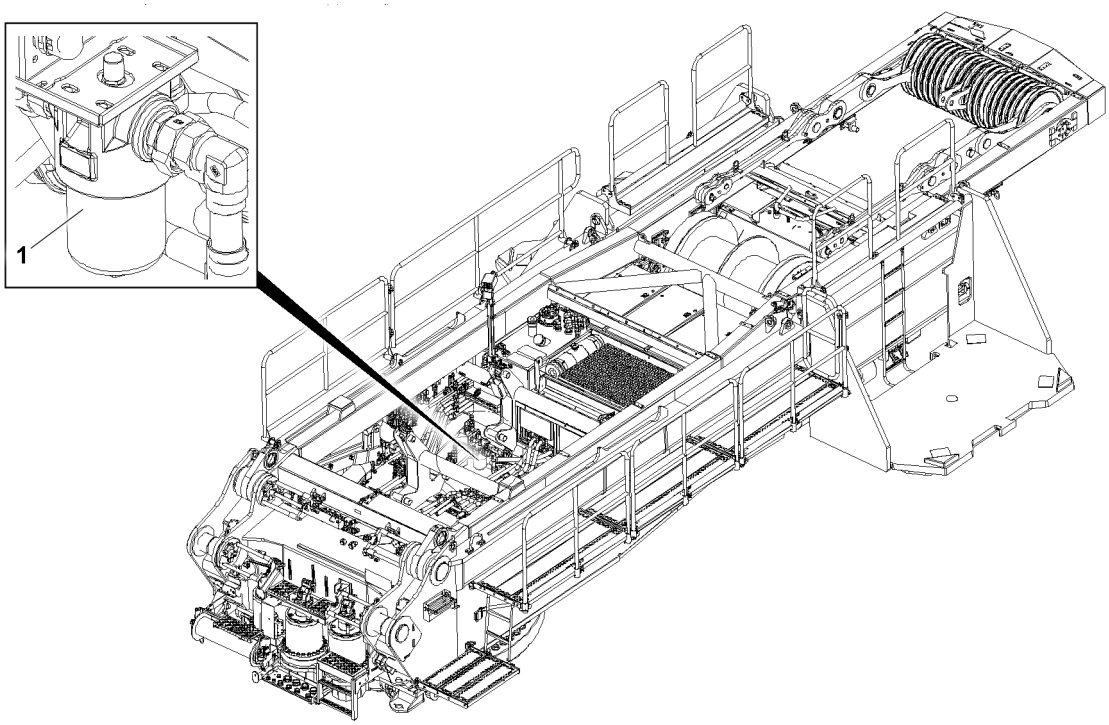

Fig.126804: Position of the pressure filter

The pressure filters **6** are equipped with a maintenance indicator. If the red bar is visible when the hydraulic oil is at operating temperature, then the filter cartridge must be replaced.

- ► Turn the diesel engine off.
- ► Release the filter cartridge and collect any escaping oil in a suitable container.
- ► Remove and dispose of the filter cartridge.
- ► Clean the sealing surface on the filter bracket.
- ► Lubricate the rubber seal ring on the new oil filter cartridge with oil.
- ► Install a new filter cartridge and tighten.
- ► Start the diesel engine and check for leaks.
- ► Slowly run through all crane movements.

Result:

– The hydraulic system is bled.

► Check the oil level again and add oil if necessary.

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15.7 Checking pretension pressure for the diaphragm reservoir

Various diaphragm reservoirs are installed in the hydraulic system. The pretension pressures are specified in the hydraulic circuit diagram as well as on the individual diaphragm reservoirs. The pretension pressure must be measured separately in each diaphragm reservoir.

CAUTION
Damage of the hydraulic system due to significantly fluctuating ambient temperatures!
If the outside temperature fluctuates considerably, e.g. after transport to extremely hot or cold countries or in countries with considerable differences between the summer and winter temperatures, the gas accumulator pressures may change.
► Check the gas accumulator pressures and correct if necessary.

Make sure that the following prerequisites are met:
– The Diesel engine is turned off (diaphragm reservoir is relieved on the fluid side).

DANGER
Explosion due to exceedance of the maximum permissible operating pressure!
The pressure in the nitrogen cylinder must be less than the maximum permissible operating pressure of the accumulator or the pressure gauge. Otherwise install a pressure reducer between the cylinder and the filling device.
► Make sure that the pressure in the nitrogen cylinder is below the maximum permissible operating pressure of the reservoir or the pressure gauge.

When
► Switch the pressure reducing device between the bottle and the fill device.
► Do not use air or oxygen to fill the diaphragm reservoir.
► Make sure that the pretension pressure in the hydraulic reservoirs is only checked by expert personnel with appropriate training and equipment.
► Adhere to the national regulations regarding the inspection of pressurized containers.

► Check the pretension pressure with a testing and filling device and correct, if necessary.

16 Hydraulic hose lines

WARNING
Damaged and leaky hydraulic hose lines!
Fire, accidents, death, severe injury, property damage.

If leaky areas are found during the visual inspection:
► Have these leaky areas inspected immediately by authorized and trained expert personnel and remedied.

If damage is found during the visual inspection:
► Have the hydraulic hose lines checked by an **expert person for hydraulic hose lines**.

Note
► For annual inspection of hydraulic hose lines and for definition of **expert person for hydraulic hose lines**, see Crane operating instructions, chapter 8.06.

Hydraulic hose lines must be inspected **once a year** by an **expert person for hydraulic hose lines**.

The system must be visually inspected **before starting to work**.

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16.1 Inspecting the hydraulic hose lines for damage

Hydraulic hose lines must be inspected by an **expert person for hydraulic hose lines** when one of the following defects is found:
– Damage on outer surface, such as chafe marks, cuts and cracks
– Brittleness due to aging of outer layer (cracks)
– Distortion, such as splitting of hose layers, bubbles, crushed areas, kinks, twists
– Damage or distortion of hose fixtures or hose fitting (seal is endangered)

► Inspect the hydraulic hose lines for damage.

If one of the listed defects is found:
► Have the hydraulic hose lines checked by an **expert person for hydraulic hose lines**.
► Document conspicuous findings, decisions and replacements comprehensibly, see Crane operating instructions, chapter 8.06.

16.2 Inspecting the hydraulic hose lines for leaks

► Check the crane for escaped hydraulic oil.
► Check the ground under the crane for leaks.

When the hydraulic system leaks:
► Have these leaky areas inspected by authorized and trained expert personnel and remedied.

If one of the listed defects is found:
► Have the hydraulic hose lines checked by an **expert person for hydraulic hose lines**.
or
Contact Liebherr Service.
► Document conspicuous findings, decisions and replacements comprehensibly, see Crane operating instructions, chapter 8.06.

17 Air dryer

17.1 Replacing the granular cartridge of the air dryer

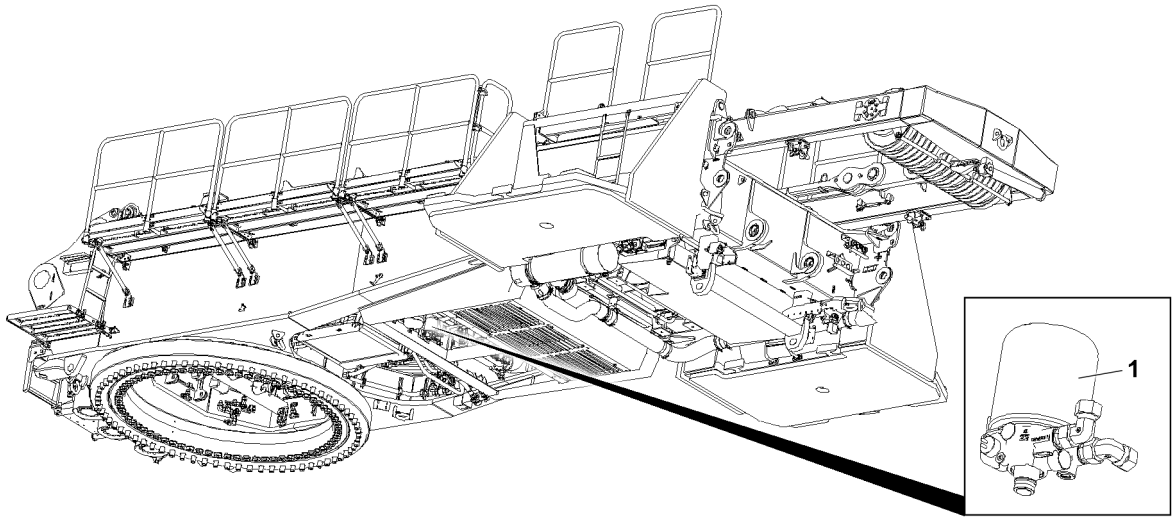

Fig.126813: Granular cartridge Air dryer

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NOTICE
Erroneous function of compressed air system and exhaust aftertreatment!
If the maintenance interval is exceeded, the drying and filter performance of the granular cartridge is reduced.
Condensation and dirt can accumulate in the compressed air system, which can cause erroneous functions of the compressed air system and the exhaust aftertreatment.
► Replace the granular cartridge **1** according to maintenance intervals.

The granular cartridge **1** of the air dryer is under spring tension.

WARNING
Uncontrolled release of the granular cartridge!
Severe injury, property damage.
► Release the granular cartridge carefully.

► Replace the granular cartridge **1** according to maintenance intervals.

18 Electrical system

18.1 Bulbs and fuses

NOTICE
Property damage on the electrical system!
► Defective fuses may **not** be bypassed with wire or the like.
► Always replace defective fuses with fuses for the same current strength.
► Always replace defective bulbs with bulbs for the same output.

When the same fuse or bulb becomes defective repeatedly:
► Check the electrical system.

18.2 Lines

► Make sure that all electrical lines are properly routed and fastened in their retainers.
► Fix any chafes or brittle areas in the insulation and coverings immediately.
► Any installation lines that are **not** in perfect condition must be immediately and professionally replaced.

18.3 Batteries

18.3.1 Safety guidelines

WARNING
Danger of accidents due to discharged batteries!
► Plug in the cable of the external power supply on the Liebherr charger.
► Make sure that the batteries are charged while the crane is not in operation.

Note
► All safety signs on the batteries must be complete and always legible.
► Observe and adhere to the manufacturer’s operating instructions.

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Sign	Explanation
	Follow the guidelines on the battery, in the instruction manual and in the Crane operating instructions.
	Wear eye protection.
	Keep children away from acid and batteries.
	Danger of explosion! A highly explosive acoustic mixture is created when charging batteries.
	Warning! Fire, sparks, open light and smoking is prohibited. Avoid spark formation when handling cables and electrical devices. Avoid short circuits.
	Danger of chemical burns! Battery acid is very caustic, for that reason: Wear protective gloves and eye protection. Do **not** tilt the battery, acid can emerge from the vent openings.
	First aid: Flush splashed acid in the eye immediately for several minutes with clear water and consult a physician immediately. Neutralize splashed acid on skin or clothing immediately with an antacid or soap and flush with lots of water. When acid was ingested, contact a physician immediately.
	Warning! Do **not** expose batteries unprotected to direct daylight. Discharged batteries can freeze. Store batteries frost free.
	Disposal! Dispose old batteries at a collection point. During transport, observe the guidelines of the manufacturer. Never dispose of old batteries in general trash.
	Back to the manufacturer! Used batteries with this sign are reusable assets. Send batteries for recycling. Old batteries, which are **not** recycled must be disposed of as hazardous waste under observation of all regulations.

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18.3.2 Checking the batteries

DANGER
Mortal danger due to electric shock!
► When working on the electrical system of the crane, disconnect batteries from the electric circuits.
► Avoid spark formation caused by electrostatic charge.

When working on batteries:
► Wear a ground strap.
► Do **not** bring oil, grease, fuel or solvents into contact with the battery casting compound.

► Keep batteries dry and clean.
► Release dirty terminals, clean and grease them with an acid-free and acid-resistant grease.
► Charge batteries in time.
► Make sure that batteries are charged in the cold season.

18.3.3 Charging batteries with the Liebherr charger*

The Liebherr charger is integrated in the crane electrical system.

Make sure that the following prerequisites are met:
– The ignition is turned off.

► Turn the battery master switch off.

A socket for external power supply for the Liebherr charger is located on the crane.

► Plug in the cable of the external power supply on the socket.

18.3.4 Charging the battery with an external charger

WARNING
Danger of injuries!
► Do **not** place tools on batteries and keep out of open light.
► Eliminate spark formation caused by electrostatic charge.
► Work only in well ventilated rooms.
► Before working on batteries, wear a ground strap.
► Do **not** tilt or shake the batteries.

NOTICE
Property damage if charge voltage is more than 14.4 V !
► Make sure that the external charger delivers a charge voltage of maximum 14.4 V.

NOTICE
Loss of data due to disconnected battery!

When the battery is disconnected:
► Make sure that the temporary data memory is **not** needed.

Make sure that the following prerequisites are met:
– The ignition is turned off.

Charging the battery while installed

► Turn the battery master switch off.
► Use an external charger with a charge voltage of maximum 14.4 V.
► Charge the battery professionally with an external charger.

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Charging the battery while removed

NOTICE
Damage to alternator!
► Do not disconnect batteries unless the diesel engine has been turned off.

Removing the batteries

► Turn the battery master switch off.
► Use an external charger with a charge voltage of maximum 14.4 V.
► Disconnect the negative terminal first (ground cable), then the positive terminal.
► Disconnect the vent hose from the vent channels of the batteries.
► Remove the batteries.

Charging the batteries externally

NOTICE
Damage to batteries!
► Charge only with direct current: Maximum current: 1/10 of the battery capacity.

Example for charging: To charge a battery with 70 Ah , the maximum charge current is 7 A.

► Thaw frozen batteries before charging.
► Make sure that the battery is ventilated during the charging procedure (danger of oxyhydrogen explosion).
► Connect the battery to a battery charger (positive to positive and negative to negative).
► Turn on the battery charger after connecting the battery.

Stop charging immediately if:
– The acid temperature exceeds 55 °C (casing more than warm to the touch).
– The battery starts to give off gas.
– The charging voltage has **not** changed for 2 hours.

► Turn the battery charger off after charging, then remove the connector cables individually from the battery and battery charger.

Installing the batteries

► Reinstall the batteries tightly in the vehicle.
► Connect the vent hose on the vent channels of the batteries.
► Connect the positive terminal to the battery first, then the negative terminal (ground cable).
► Check that the terminals are tightly seated (low transfer resistance).
► Grease the terminals and terminal posts with acid-free and acid-resistant grease (use corrosion protection even for modern maintenance-free batteries).

19 Ballast trailer*

19.1 Ballast trailer tires

19.1.1 Ballast trailer tires

Note
► See Crane operating instructions, chapter 2.15.

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19.1.2 Ballast trailer tires and disk wheels

Note
► See Crane operating instructions, chapter 8.01!

19.2 Slewing gear

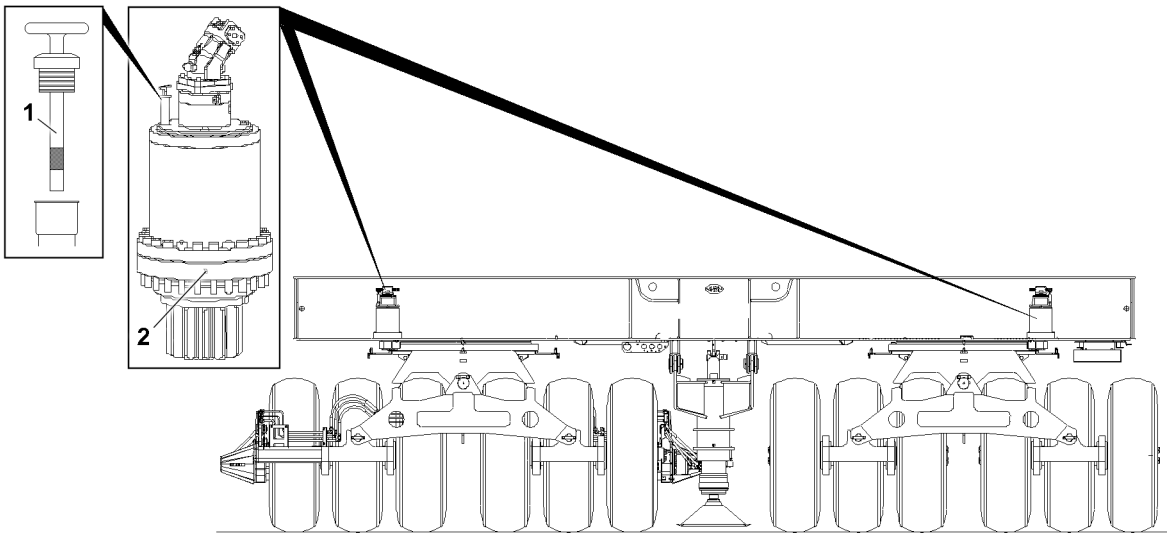

Fig.126808: Position of slewing gears

NOTICE
Gear damage due to lack of oil!

When the oil level has dropped below the minimum mark:
► Add gear oil at the oil filler port until the oil level is between the minimum and maximum mark on the dipstick **1**.

Maintain utmost cleanliness during all work to prevent any dirt from entering the inside of the gear.

Make sure that the following prerequisites are met:
– Ballast trailer is in horizontal position.
– The gear has warmed up.

19.2.1 Checking for leaks

NOTICE
Leaky slewing gear!
If a leakage was found on one or several slewing gears during the visual inspection, it can result in a failure of the affected slewing gear / slewing gears.
The slewing gears can be damaged, resulting in high property damage.
► Take the crane out of serve, repair the leaky slewing gear / slewing gears and replace the slewing gear(s) if in doubt.

► Check visually to ensure that the slewing gears do not leak.

19.2.2 Checking the gear oil level

► Remove the dipstick **1** and wipe it off.
► Reinsert the dipstick **1** and pull it out again.

The oil level must be between the min. and max. marks on the dipstick **1**.

► Check the oil level.

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► Insert the dipstick **1**.

Problem remedy
Unusual oil consumption or loss of oil!
► Find the cause and remedy it.

If the cause cannot be remedied:
► Contact Liebherr Service.

19.2.3 Replace the gear oil

► Pull out the dipstick **1**.
► Drain the gear oil into a suitable container: Remove the oil drain plug **2**.
► Clean the oil drain plug **2** and sealing surface on the housing.
► Install the oil drain plug **2** with new seal and tighten.
► Add gear oil on the oil filler port until the gear oil is between the minimum and maximum mark on the dipstick **1**.
► Insert the dipstick **1**.
► Check the oil level.

19.3 Wheel drive

WARNING
Danger of burns during maintenance and inspection work!
Severe burns can results due to the crane components and service fluids at operating temperatures.
► Avoid direct body contact to heated crane components and service fluids.

Maintain utmost cleanliness during all work to prevent any dirt from entering the inside of the gear.

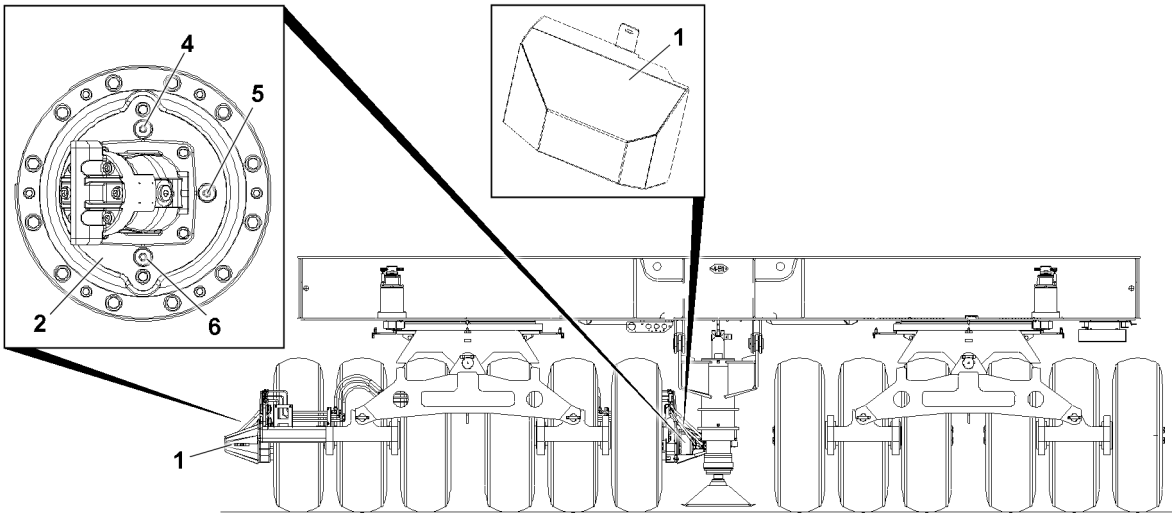

Fig.126809: Position of the wheel drive

The following maintenance ports are on the wheel drive **2**:
4 Oil filler plug, oil filler port
5 Oil level plug, oil level port
6 Oil drain plug, oil drain port

Make sure that the following prerequisites are met:
– Ballast trailer is in horizontal position.
– The gear has warmed up.

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19.3.1 Checking for leaks

NOTICE
Leaky swing drive!
If a leakage is found during the visual inspection of the swing drive, it can result in failure of the swing drive!
The swing drive can be damaged, resulting in high property damage.
► Repair the leaky swing drive and replace the swing drive, if in doubt.

► Check visually to ensure that the swing drives do not leak.

19.3.2 Checking the oil level

NOTICE
Damage to swing drives!
If seals are used repeatedly, it can result in loss of oil!
Due to loss of oil, the swing drives can wear significantly and / or be damaged.
► Use the seals on the maintenance ports only once.

Note
► To ensure a reliable oil level check, it must be ensured that the swing drives have been at a standstill for at least two minutes. This ensures that the oil has returned to the oil chamber completely.

► Remove the hoods **1** on the swing drives **2**.
► Carefully unscrew the oil level plug **5**.

NOTICE
Insufficient oil fill quantity!
If the oil level drops below the fill level on the oil level plug **5**, the swing drives can be damaged.
► Add gear oil until the oil level is again on the fill level on the oil level plug **5**.

If oil must be added:
► Add oil on the oil filler port **4**.
► If the oil level is on the fill level on the oil level plug **5**, then the oil level on the swing drive is OK.
► Close the maintenance ports tightly.
► Reinstall the hoods **1** on the swing drives **2** again properly.

19.3.3 Changing the oil

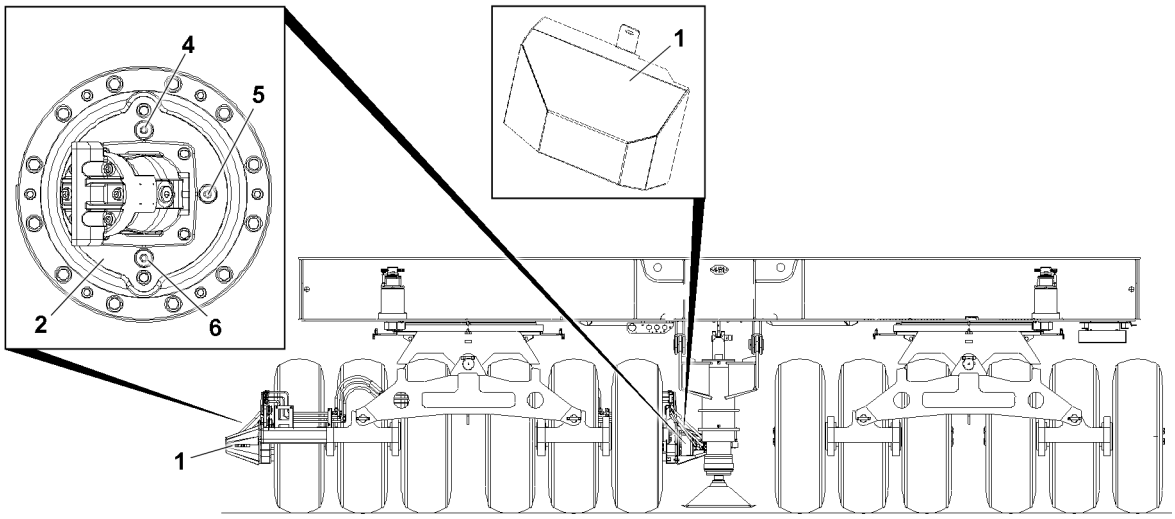

Fig.126809: Position of the wheel drive

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Note
► Drain the gear oil on the oil drain plug **6**.

Make sure that the following prerequisites are met:
– The ballast trailer is in horizontal position.
– The swing drive **2** must be at a standstill.
– The swing drive is warm.
– A suitable container to catch the used oil is available.

Note
► When selecting the container to catch the used oil, make sure that the container is sufficiently sized to be able to catch all the used oil.
► Pay attention to the fill quantity of the swing drive.

WARNING
Risk of burns during maintenance or inspection work!
While carrying out maintenance or inspection work, maintenance personnel can get severe burns on hot crane components.
When opening the oil drain plug, hot oil can cause burns on arms, hands, face or eyes.
Death, severe bodily injuries, property damage.
► Let any crane components to be maintained or inspected cool off to the „touch“.
► Wear protective equipment.

► Remove the hoods **1** on the swing drives **2**.
► Remove the oil filler plug **4**.
► Unscrew the oil drain plug **6** with seal ring and drain oil into a suitable container.

Note
► Allow the swing drive **2** to empty completely.

► Clean the oil drain plug **6** and sealing surface on the housing.
► Install the oil drain plug **6** with new seal ring and tighten.
► Open the oil level port **5**.
► Add oil on the oil filler port **4** until it is at the fill level on the oil level port **5** or until it starts to run over.
► Clean the sealing surface on the oil level port **5**.
► Close off the oil level port **5** tightly.
► Close off the oil fill port **4** tightly.
► Reinstall the hoods **1** on the swing drives **2** again properly.

20 Ladders

WARNING
Danger of falling!
If the following safety notes are **not** observed, personnel can fall down.
Death, severe bodily injuries, property damage.
► Observe and adhere to the installation and safety guidelines for ladders.
► Observe and adhere to the safety signs on the ladders.
► Install and secure the ladders properly.
► Do **not** use damaged ladders and replace them immediately.
► Have ladders repaired only at authorized expert repair shops.

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20.1 Lubricating ladders

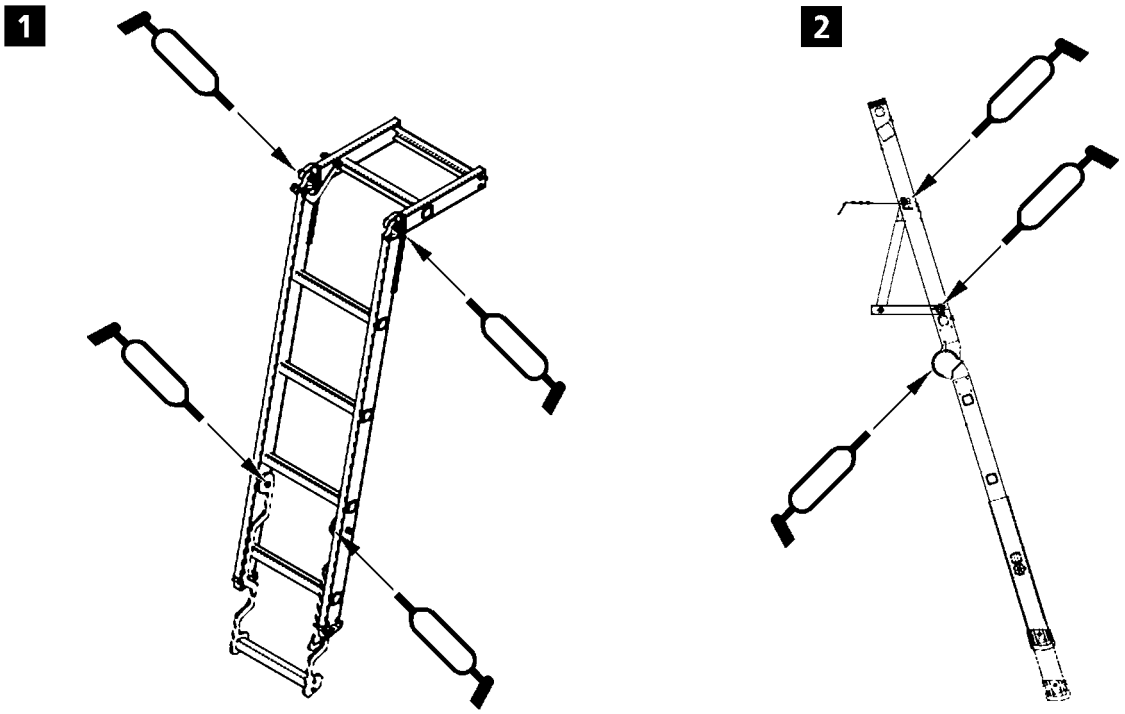

Fig.109766

Make sure that the following prerequisites are met:
- Repairs and maintenance work are carried out by expert personnel.

► Grease joints and pivot points on the ladders according to maintenance interval and check them for easy movement, see illustration **1** and illustration **2**.

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21 Window cleaning system

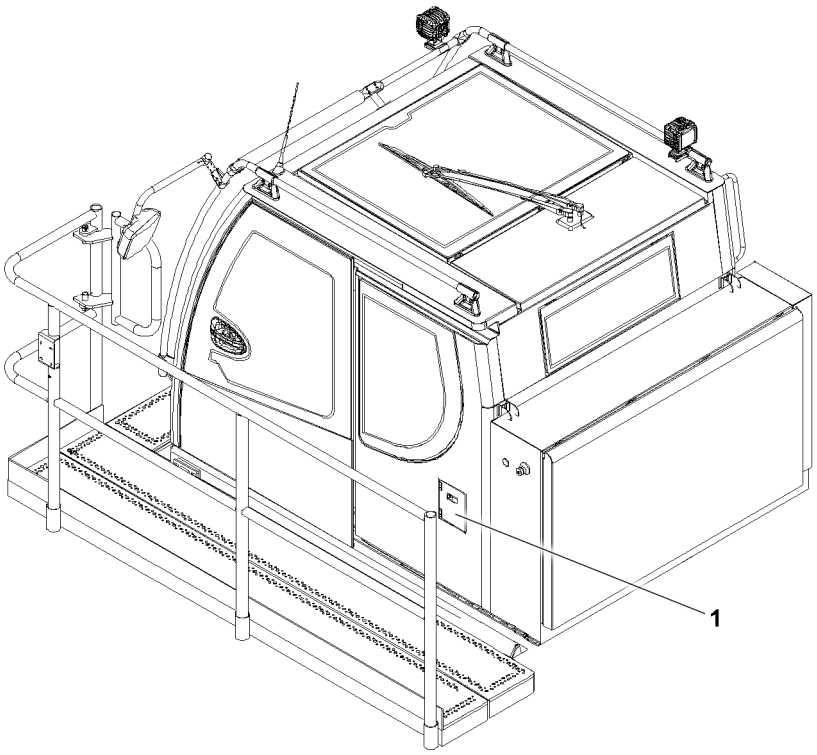

Fig.126812: Container Window cleaning system

21.1 Checking the cleaning fluid level

- ► Open the container **1**.
- ► Check the cleaning fluid level.

When the cleaning fluid level is low:

- ► Add cleaning fluid.
- ► Close the container **1**.

21.2 Replacing the cleaning fluid

The cleaning fluid must be replaced before the cold season.

- ► Open the container **1**.
- ► Empty the container **1**.
- ► Fill the container with a commercially available, frost resistant window cleaning fluid.
- ► Close the container **1**.

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7.05.50 Maintenance instructions - Crane boom

1	Lattice mast boom	3
2	Rope pulleys and guide pulleys	4
3	Crane ropes	4

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Fig.195219

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1 Lattice mast boom

WARNING
Danger of falling!
Death, severe injuries.
► For all work on the crane where there is a danger of falling, suitable safety measures must be taken, see Crane operating instructions, chapter 2.06.

Note
► The following illustration is an example and may not exactly match to your crane.

1.1 Lubricating the pin bores on the lattice sections and guy rods

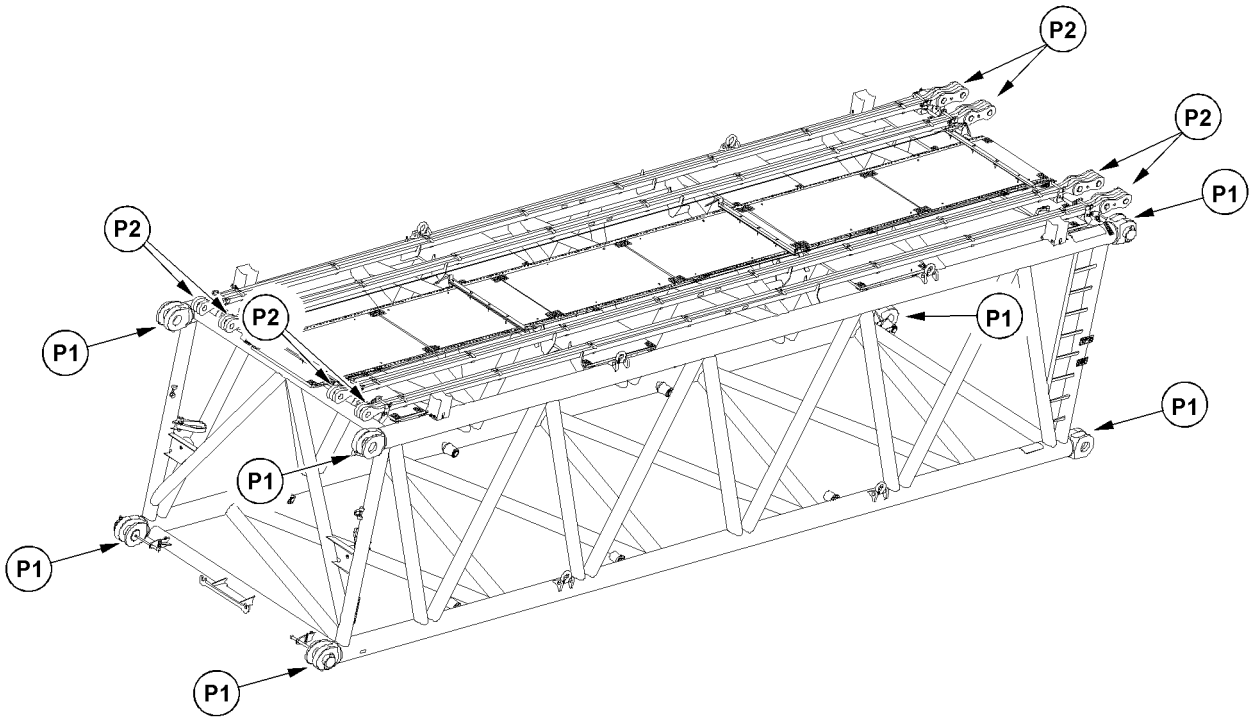

Fig.123861: Lube points on boom lattice sections and guy rods

Note
► For the pin bores on the lattice sections (points **P1**) and the guy rods (points **P2**), use special grease as lubricant. See Service fill and Crane operating instructions, chapter 7.07.
► Apply the grease on the pin bores over the entire circumference.
► The lubrication of the pin bores on the boom lattice sections and the guy rods is made before assembly or after disassembly.

Make sure that the following prerequisites are met:
– The lattice sections are not installed on the crane.
– The lattice sections are playing on a load bearing support on the ground.

► Grease the pin bores on the boom lattice sections and the guy rods.

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2 Rope pulleys and guide pulleys

2.1 Check bearings for easy movement

Stiff or blocked rope pulleys or compensation pulleys wear rapidly and unevenly and cause serious rope abrasion.

Ineffective compensation pulleys can lead to irregular rope tension.

► Check the rope pulleys for proper movement in their bearings.

When rope pulleys are **not** easily moveable in their bearings:
► Fix the bearings.

2.2 Checking for mechanical damage

Ropes can cause mechanical damage, such as stress marks.

► Check guide pulleys and rope pulleys for mechanical damage.

3 Crane ropes

3.1 Personal protective equipment

WARNING
Injury due to wires and skin irritation due to lubricant!
► When working with ropes, always wear work gloves.

WARNING
Injuries if protective equipment is **not** worn!
► Wear hard hat, safety shoes and safety glasses.

3.2 Safe and problem-free operation

WARNING
Wear, overload, incorrect use, damage, improper maintenance!
Failure of ropes. Death, severe injuries, property damage.
► Prevent failure of ropes: Observe and adhere to the following notes.

Carry out the following measures to ensure safe and problem-free rope operation.
- Service ropes and rope end connections regularly according to the maintenance intervals.
- Check ropes and rope end connections regularly according to the inspection intervals.
- When it is determined that the ropes should be withdrawn from service, do **not** continue to use them further.
- Exclude contact of rope with components except rope drive elements.
- Exclude contact of rope with structural parts, power lines or other objects within the surrounding area.
- Avoid corrosive and chemical surroundings.
- Avoid excessive soiling.
- Avoid excessive heat influence.
- Ensure proper condition of all elements of rope drive.
- Ensure proper spooling formation on the rope drum.
- Use the entire rope length of hoist ropes.
- Avoid slack rope formation on the drum.
- Do **not** bring outer twists into the rope.
- Avoid shock relief of the rope, such as sudden set down of the load.

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– Avoid **non-permissible** angular pull, for example by pulling the load at an angle.

3.3 Temperature operating limits

Adhere the temperature operating limits for steel ropes. The determining factors are wire material, lubricant, rope end connections. See Manufacturer's specifications.

3.4 Qualification Maintenance personnel

Make sure that the following prerequisites are met:
– The maintenance personnel is trained and instructed in maintenance tasks.
– The maintenance personnel is assigned (authorized) for the maintenance by the crane operator.

3.5 Damage on rope

Rope removal criteria: If severe damage reduces the operational safety, then the rope can reached the removal criteria.

This section provides an overview for possible damage on the rope. For clearer illustration, the distortions on the illustrations are exaggerated.

The displayed ropes show a condition, which is far above the removal criteria.

Damage on the rope causes uneven load distribution in the affected areas.

Damage on the rope is most often localized.

Typical examples for damage, which can be recognized during maintenance work:
– Broken strands
– Wire breaks
– Reduction of rope diameter
– Localized increase of rope diameter
– Corrosion
– Flattenings
– Corkscrew-like distortion
– Basket formation
– Protruding, distorted inlay or braiding
– Loop formation
– Kinking, rope loops (grommets) pulled closed
– Buckles
– Influence of heat or electrical voltage, such as arcing

3.5.1 Broken strands

A strand consists of several individual wires.

When a complete braid is broken, then the rope must be taken down.

3.5.2 Broken wire

Externally visible broken wires are the result of wear caused by operation.

Additional types of broken wires:
– Broken wire in the inside of the rope
– Broken wire in the strand valleys
– Broken wire on a rope connection

A broken wire does not endanger the safety of the rope.

3.5.3 Reduction of rope diameter

The rope diameter changes due to abrasion, settling and external influences.

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Abrasion of cover wires of outer strands of rope due to frictional contact. Especially in those areas where ropes are in contact with the rope pulleys during start up or slow down of the load.

Wear is increased by lack of or incorrect lubrication and the effect of dust.

Abrasion reduces the tensile strength of steel ropes because the cross section of the steel is reduced.

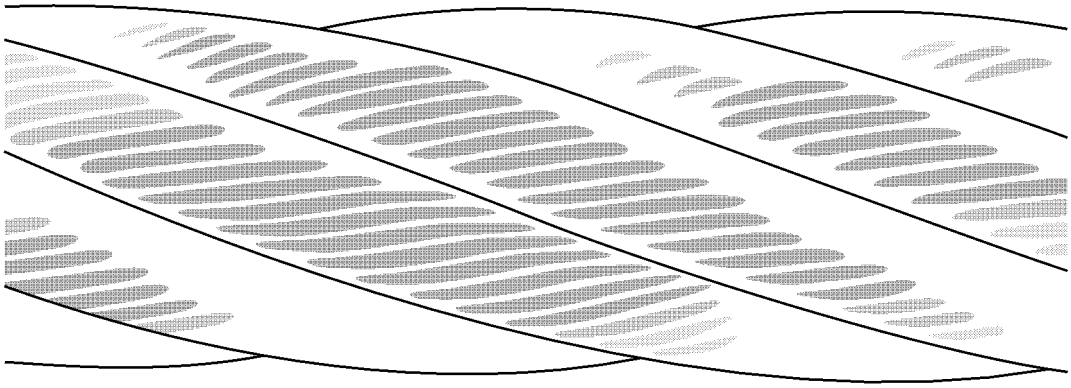

Fig.121001: External abrasion on the rope

When the rope diameter is reduced, the rope must be checked by **expert personnel for crane rope inspection**.

3.5.4 Localized increase of rope diameter

An increase, which occurs over a longer area of the rope can be caused by absorption of moisture in the fiber insert or due to corrosion in the inside of the rope.

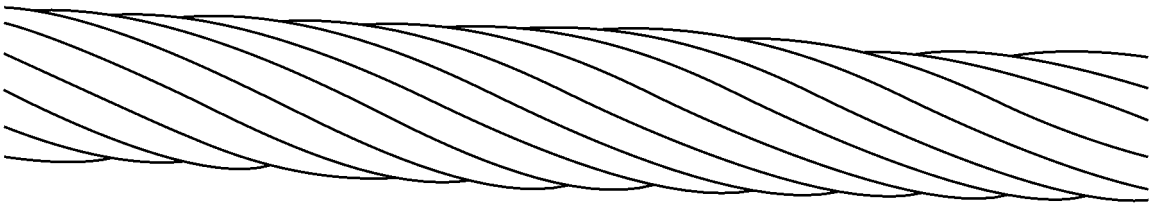

Fig.120992: Increase of rope diameter

When a localized increase of the rope diameter is present, then the rope must be checked by **expert personnel for crane rope inspection**.

3.5.5 Corrosion

Corrosion occurs due to insufficient lubrication, in maritime climates and in an atmosphere polluted by industrial fumes.

External corrosion is indicated by a rough wire surface. A superficial rust film can be wiped off.

Significant corrosion reduces the strength and elasticity of the rope due to the reduction of the rope diameter.

Inner corrosion is hard to detect.

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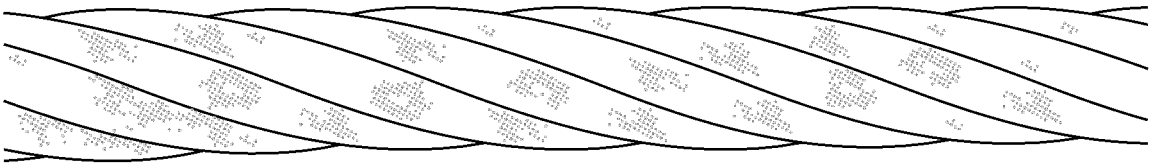

Fig.120994: External corrosion

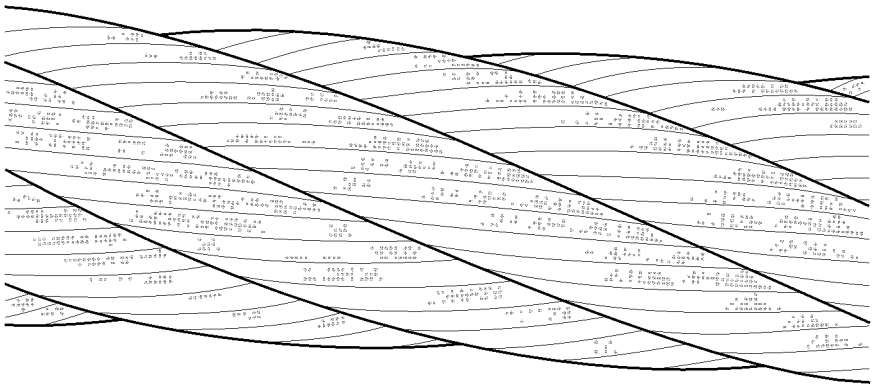

Fig.120995: Magnification of external corrosion for better depiction

When significant corrosion is present, the rope must be checked by **expert personnel for crane rope inspection**.

3.5.6 Flattening

Flattening occurs when the rope runs through the rope pulleys. In this area the rope wears quicker.

Corrosion occurs faster on retaining ropes and guy ropes.

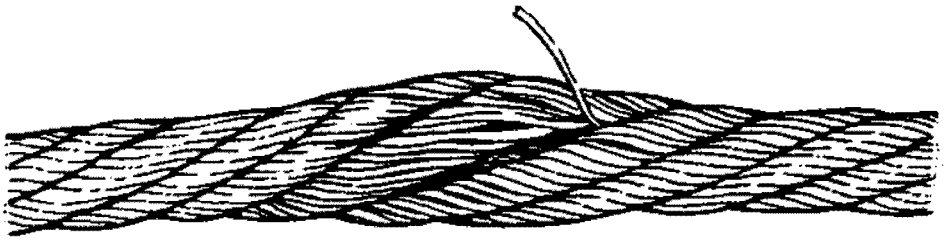

Fig.120997: Localized limited flattening, which leads to broken wires (single layer rope)

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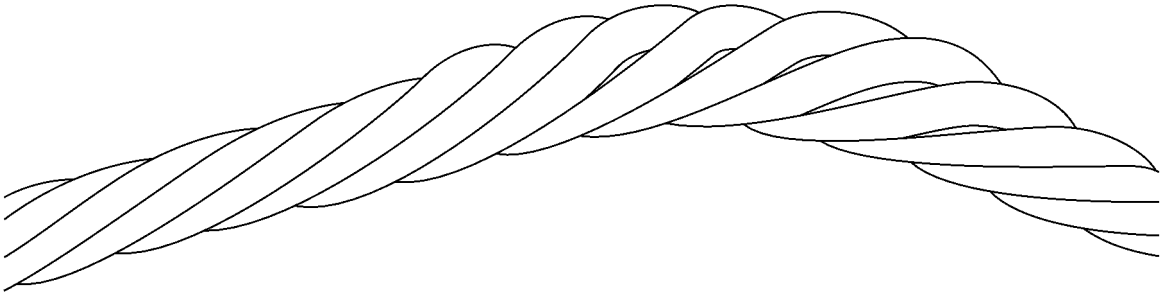

Fig.120996: Flattenings on multi layer spoolings

When flattening is present, the rope must be checked by **expert personnel for crane rope inspection**.

3.5.7 Corkscrew-like distortion

Distortion where the rope is in the form of a corkscrew along its longitudinal axis.

Corkscrew-like distortion causes rope wear, broken wires and bearing damage on rope pulleys.

Fig.120988: Corkscrew-like distortion

When corkscrew-like distortion is present, the rope must be checked by **expert personnel for crane rope inspection**.

3.5.8 Basket formation

This distortion occurs due to different layers between the outer strand layers and the inside of the rope.

Causes for basket formation are high angular pull angles during the run over the rope pulleys and run-in rope pulleys. Even load distribution over the entire cross section is not possible.

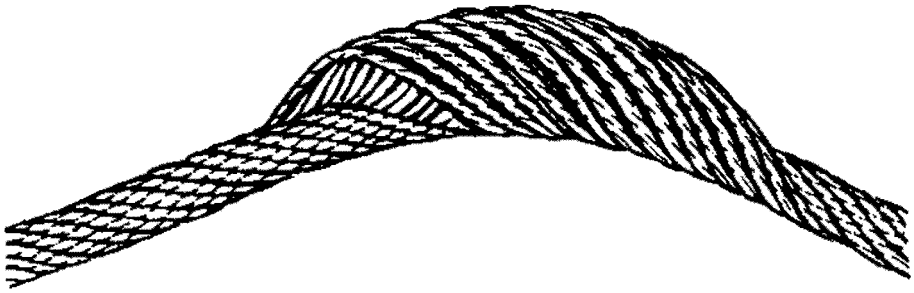

Fig.120989: Basket formation

When basket formation is present, then the rope must be taken down.

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3.5.9 Protruding, distorted inlay, braiding

This distortion is a special form of basket formation: The insert or the core of the rope protrudes between the external braids or an external braid protrudes from the rope banding.

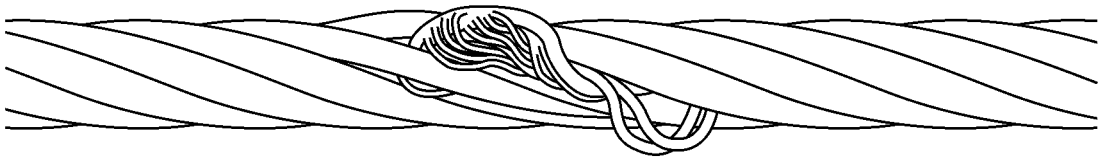

Fig.120990: Protrusion of an insert (rope single layer)

Fig.120991: Distorted or protruding strand

When the insert or a strand protrudes or is distorted, place the rope down. Have **expert personnel for crane rope inspection** check if the rope area with the distortion can be removed.

3.5.10 Loop formation

At loop formation individual wires protrude from the rope banding, when no broken wire ends can be seen.

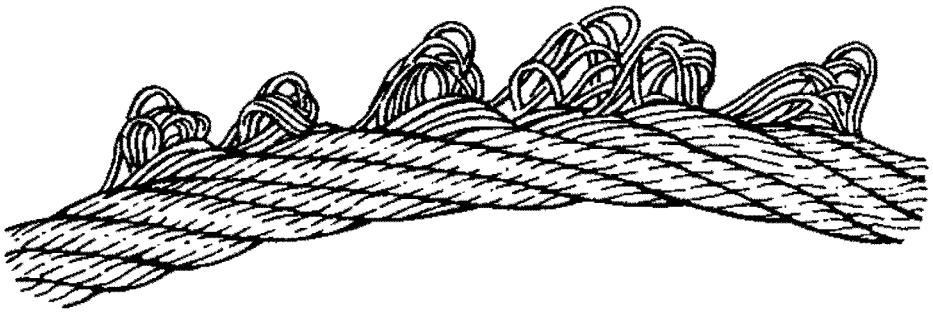

Fig.120993: Emergence of individual wires

When loop formation is present, take the rope down.

3.5.11 Kinking, rope loops (grommets) pulled closed

Deformation, where a loop has formed in the rope, without the possibility to rotate around its own axis during a load. The rope is subjected to more wear.

The rope is deformed. The strength remains only in part.

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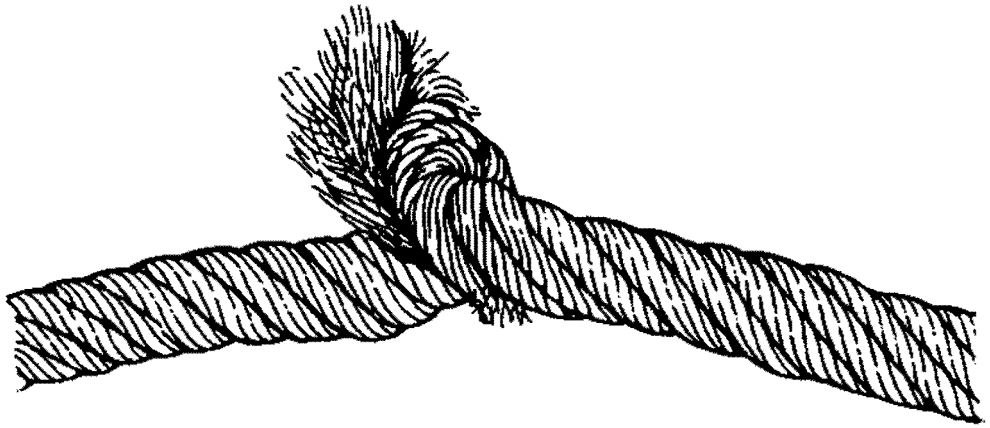

Fig.120998: Severe kinking or knots

When kinking or rope loops are present, place the rope down.

3.5.12 Buckles

Buckles are angular deformations. The rope was damaged due to external influences. Strong deformations of the rope cause stronger wear.

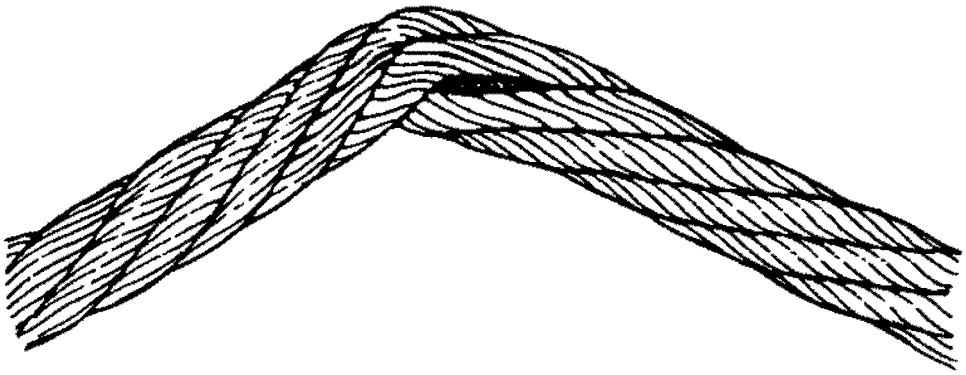

Fig.120999: Severe buckle

When buckles are present, take the rope down.

3.5.13 Effects of heat, arcs

Damage caused to the rope by welding work, for example.

Unusual heat impact is visible by tempering colors and loss of lubricant.

When heat impact has occurred on the rope, then the rope must be taken down.

3.6 Checking the ropes

WARNING
Operation with damaged rope!
Failure of rope. Death, severe injury, property damage.

When damage, wear and deformations are present:
► Have **expert personnel for crane rope inspection** determine if the rope has to be taken down.

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The following sections describe the tasks for **daily visual inspection**.

The crane operator can carry out a daily visual inspection if he is sufficiently trained in the tasks and considered to be able to do so.

3.6.1 Intervals

Intervals and situations where the daily visual inspection must be made:
- Daily, before starting to work
- In case of change of the reeving of the crane rope due to
  - Transport
  - New reeving
  - Removal and installation

3.6.2 Areas

The rope must be checked over the entire length.

The following areas must be checked with special diligence:
- Rope end connections
- Safety coils and fixed point on the winch
- Areas of the rope which run through the hook block
- Areas of the rope which run over the rope pulleys or laying on the rope pulleys
- Areas of the rope which are spooled on the winch, especially cross over areas
- Areas of the rope which are laying above the compensation pulleys
- Areas of the rope which are subjected to abrasion due to external components
- All areas of the rope which are subjected to temperatures above 60°C

3.6.3 Documentation of rope condition

Every visible change of the wire rope must be documented in the crane records.

3.6.4 Checking the lubrication

WARNING
Missing lubrication!
Functional problems. Inner and outer corrosion.
- ► Lubricate the rope regularly.
- ► Make sure that the rope is lubricated all around.
- ► Select manual or automatic lubrication procedures.

The lubrication must be checked at least once a **month**.

When the rope shows signs of drying out:
- ► Lubricate the rope, see section „Lubricating the rope“.

3.6.5 Check for wear and distortion

- ► Check all visible parts of the rope for wear and distortion.
- ► Check the rope end connections and fixed points especially carefully for wear, damage, cracks and distortion.
- ► Check pressed together rope end connection for slipping and traces on the rope.

Note
- ► The maximum permissible number for broken wires over a certain rope length may not be exceeded.
- ► Determine the maximum permissible number of broken wires, see Crane operating instructions, chapter 8.04.

- ► Check the rope end connection and rope area near the rope end connection for broken wires.

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When broken wires are present on the rope:
► Remove the broken wire, see section „Removing broken wires“.

When broken wires or damage is present on the rope end connection:
► Document visible changes of the rope condition.
► Have the rope checked by **expert personnel for crane rope inspection**.

When the rope can be shortened without reducing the operational safety:
► Shorten the rope, see section „Shortening the rope“.

3.6.6 Checking the rope drive for spooling problems

Lacking pretension of the rope on the winch can cause spooling problems in multi layer spooling.

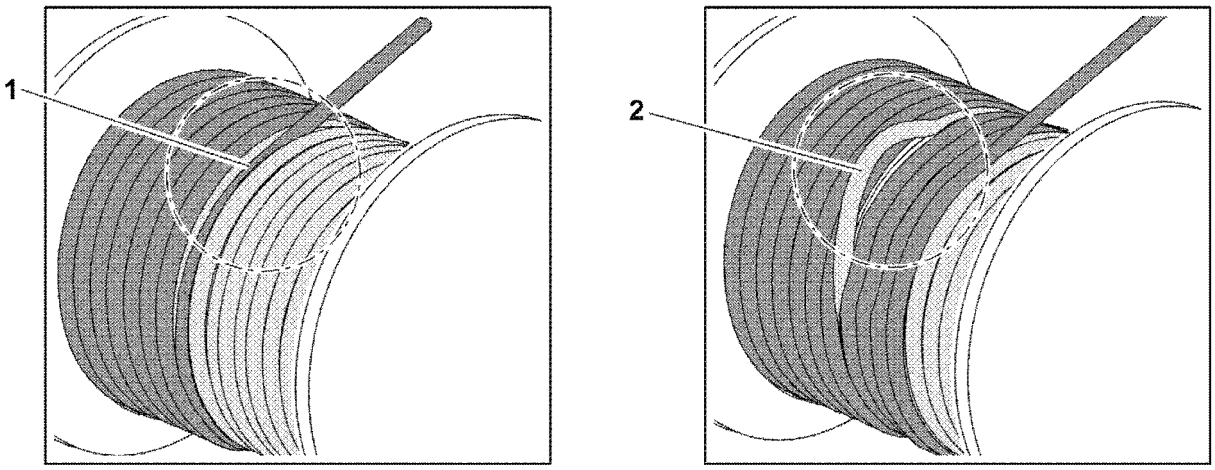

Fig.120967: Possible spooling problems on the rope winch

1 Cutting into the lower rope layers **2** Loop formation in the lower rope layers

► Check the spooling behavior of rope on the rope winch for cutting into the lower rope layers **1**.
► Check the spooling behavior of rope on the rope winch for loop formation in the lower rope layers **2**.

When spooling defects are found:
► Renew the pretension, see section „Renewing the pretension of hoist ropes“.
► Document visible changes of the rope condition.
► Have the rope checked by **expert personnel for crane rope inspection**.

3.6.7 Checking the position

► Check the correct position of the rope on the rope pulleys.

When the rope is **not** correctly laying on the rope pulley:
► Have the rope and rope pulley checked by **expert personnel for crane rope inspection**.

3.6.8 Checking for corrosion

A superficial „rust film“ can be wiped off.

► Do **not** clean the rope with solvents or cleaners.
► Clean the rope solely with a wire hand brush.
► Check rope for corrosion.

When the rope shows a rough surface:
► Document visible changes of the rope condition and have the rope checked by **expert personnel for crane rope inspection**.

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If there is any uncertainly regarding the condition of the rope:
► Place the rope down or contact Liebherr Service.

3.6.9 Checking for flattenings

In the cross over area of the spooled up rope layers on the winch the rope is stressed more. The rope can be flattened as a result.

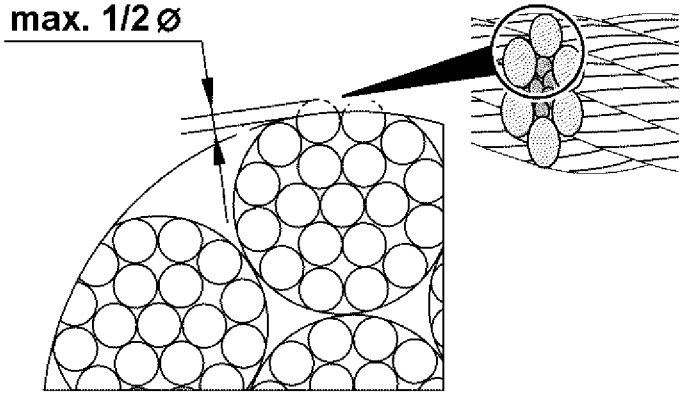

Fig.120966: Maximum flattening of wires on the outer strands

► Check the rope in the ascent zones of the rope spooling on the winch for flattenings.

When the outer braids are flattened more than half of the wire diameter:
► Document visible changes of the rope condition.
► Have the rope inspected by **expert personnel for crane rope inspection** or place the rope down.

When the rope can be shortened without reducing the operational safety:
► Shorten the rope on the rope drum fixed point, see section „Shortening the rope“.

3.7 Checking the control rope for distortions

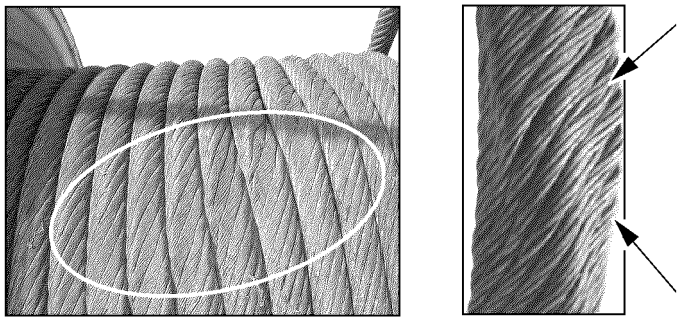

Fig.114002: Distortion on control ropes

► Check the first rope layer of the control rope for crushed areas and distortions.

When distortions are present:
► Have the rope checked by **expert personnel for crane rope inspection**.

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3.8 Lubricating the rope

WARNING
Missing lubrication!
Functional problems. Inner and outer corrosion.
► Lubricate the rope regularly.
► Make sure that the rope is lubricated all around.
► Select manual or automatic lubrication procedures.

NOTICE
Too much or incorrect lubricant!
Excessive soiling. Wear on rope, on rope pulley and on winch. Recognition of take down criteria is impeded.
► Use lubricant, which is compatible with the rope and the original lubricant.

► Do **not** clean the rope with solvents or cleaners.
► Clean the rope solely with a wire hand brush.

Areas, which must be lubricated especially well are bending zones on winch and rope pulleys.

► Lubricate the rope.

3.9 Removing broken wires

NOTICE
Broken wires!
Damage of other components in crane operation, for example rope pulleys and compensation pulleys.
► Remove broken wires.

Make sure that the following prerequisite is met:
– Suitable pliers are on hand.

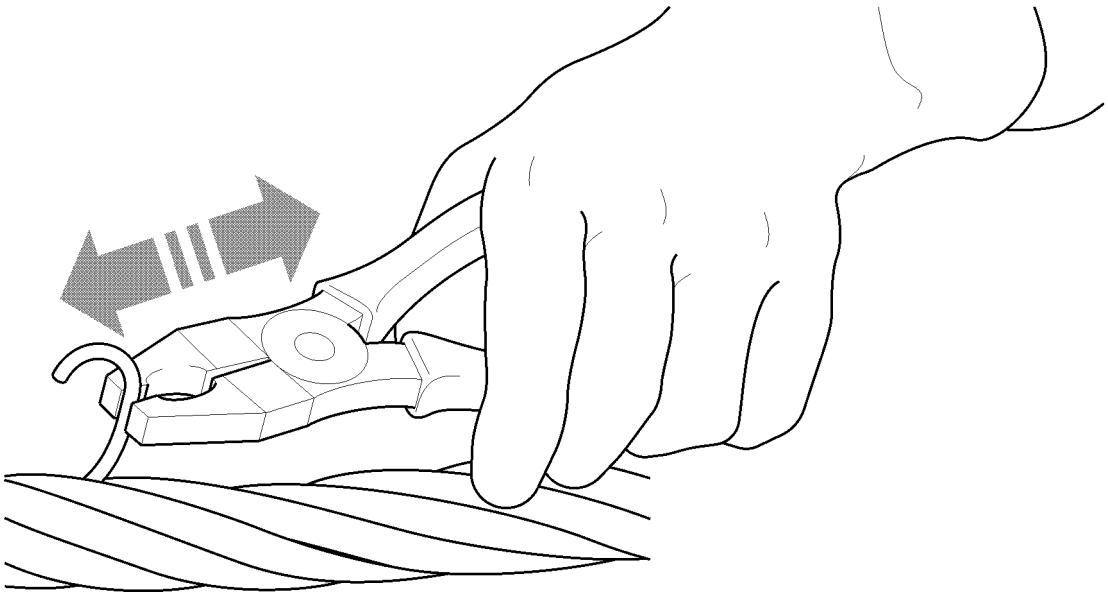

Fig.120979: Remove broken wire

► Grasp the wire on the upper end with pliers. Bend the wire back and forth until the wire breaks off in the braid valley.

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The position of a broken wire is important for subsequent inspection. Individual broken wires are counted and are recorded later in the evaluation for withdrawal from service.

► Document the position of the broken wires in the crane record. Inspection checklist, see chapter 8.04.

3.10 Turning an extremely rotation-resistant hoist rope out

WARNING
Damage of rope due to incorrect procedure!
► Use extreme caution for the following procedures.
► Observe the following instructions exactly.

The cause for the turn-in of the hook block can have various reasons.

Check the crane for the following peculiarities:
– Scrub marks: Are hoist rope scrub marks present on the crane components? If scrub marks are present, check the hoist rope run and correct it.
– Rope pulleys: Did the groove diameter become too small?
  • Groove diameter dimensional stability must be present.
  • If this is not the case, the rope pulley must be replaced.
– Rope lubrication: Has the hoist rope been sufficiently lubricated? If the rope surface is dry, the hoist rope must be re-lubricated.

If the crane does not display other peculiarities, the hoist rope must be spun out.

The following sections describe two methods of how to spin out the hoist rope. The methods must be applied in the described sequence.

3.10.1 Spinning out with single strand reeving

► Reeve in the single strand hoist rope.
► Extend the boom to the maximal boom length and hook height.
► Lower hooks to approximately 1 m above the ground and allow the hoist rope to spin out.
► With an empty hook block, carry out one complete hoist cycle.
► Lower the hook again to approximately 1 m above the ground and allow the hoist rope to spin out again.
► Reeve the number of strands of hoist rope carefully and spin free where the twisting of the hook block is largest.
► Distribute the spin out to the entire rope length: Run at least two entire hoist cycles at maximum boom length and hook height.

Note

When the hook block continues to turn in:
► Spin the rope out, see section „Spinning out by turning the hook block out“.

3.10.2 Spinning out by turning out the hook block

Make sure that the following prerequisite is met:
– The hook block is reeved with the number of strands where the twisting is the largest.

► Extend the boom completely and lower the hook block.
► Attach a load of approximately 10 % of the nominal rope pull on the hook block.

Before lifting the load, a helper must rotate the twisted hook block to a straight position by hand until the rope strands no longer touch each other.

► Continue to turn the hook block by one entire turn.

Result:

– The rope strands touch again.

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NOTICE
The hook block turns back under load in a straight position!

When the hook block turns back in a straight position:
► Release the hook block.

► Hold the hook block in the prescribed position until the load lifts off the ground.
► Move the load until approximately 15 m before the uppermost hook position of the completely extended boom.
► Lower load and set it down.

3.11 Renewing the pretension of hoist ropes

WARNING
Lacking pretension of the rope on the winch!
Excessive rope wear in the lower spooling layers, gap formation, rope cutting in.

When the lower rope layers on the winch are hardly used or **not**:
► Renew the pretension in the entire rope regularly.

Make sure that the following prerequisites are met:
– A reeving is selected where the entire rope length can be spooled.
– Clean spooling pattern on the drum at spooling.

Note
Recommendation!
► The rope application is the most economical when the entire rope length is utilized.

When only a part of the rope length is used for a longer period of time:
► Use a proportionally shorter rope.

► Spool the rope out until three safety coils.
► Spool the rope up with a rope tensile force of 10 % of the maximum rope tensile force.

3.12 Shortening the rope

WARNING
Distortions and mechanical damage!
Operational safety significantly disturbed, uneven load distribution within the rope.
► Have the manufacturer check if the distorted and damaged area can be severed.

Visible form changes often occur localized or in short rope sections.

When a safe operation of the rope is ensured, a distorted and damaged area can be severed.

To shorten the rope there are different prerequisites:
– Rope shows flattenings
– Broken wires occur solely within the area of the rope end connection, the remaining rope is undamaged

DANGER
Minimum number of remaining coils on the winch fallen below!
Rope releases or rips off, falling load. Death, severe injury, property damage.
► Make sure, after shortening the rope that **at least three remaining coils** remain on the winch in all working positions of the crane.

Make sure that the following prerequisite is met:
– The rope was shortened by authorized and trained expert personnel.

Multi layer spooling: When the rope on the fixed point on the winch is shortened by half the winch diameter, then the service life of the rope increases significantly.

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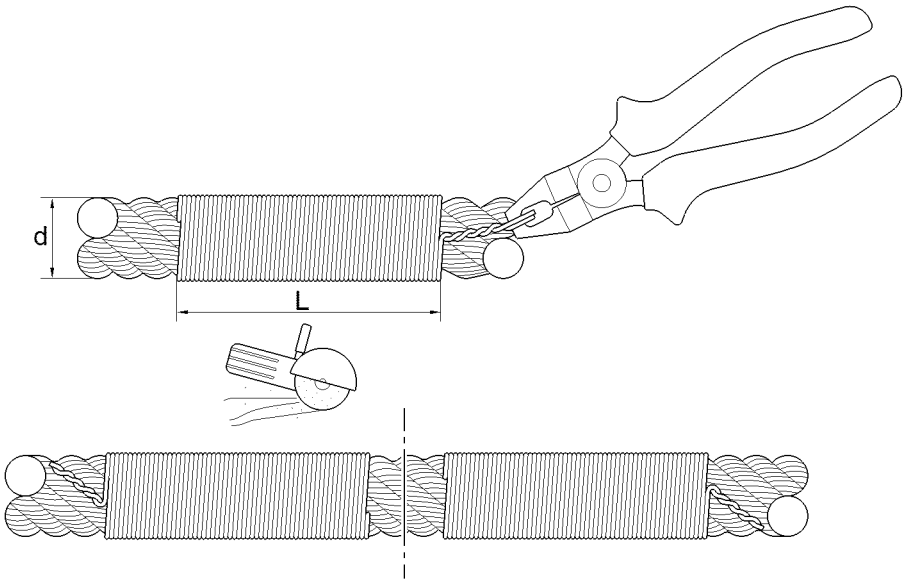

Fig.120972: Tie the rope before shortening it

d Rope nominal diameter **L** Length of tie, at least 2d

The length of the tie **L** must be at least 2 times the rope nominal diameter (2d).

The shortening of the rope in this section applies to a single layer rope. On rotation-resistance, parallel roped ropes it may be necessary to tie several times to prevent the rope from jumping open when it is cut.

- ► Tie the rope on both sides with wire.
- ► Twist the end of the wire with the pliers to prevent them from releasing.

WARNING
Danger of injury due to flying sparks!
- ► Wear safety glasses and safety gloves.

- ► Separate the rope vertically to the rope axis.
- ► Fasten the end connections on the rope according to the manufacturer’s instructions.
- ► Remove the tie on both ends of the separation from the rope.

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7.06 Fill quantities, lubrication chart

1	Fill quantities	3
2	Lubrication schedule	4

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Fig.195219

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1 Fill quantities

WARNING
Handling poisonous operating fluids and lubricants!
Poisoning, severe health damage.

When operating fluids are to be used, stored and disposed of:
- ► Observe and follow the printed instructions on the original containers.
- ► Store operating fluids exclusively in the closed original container.
- ► Keep children away from operating fluids. Keep operating fluids away from children.
- ► Dispose of operating items and lubricants in an environmentally safe manner.

NOTICE
Damage on aggregates due to impermissible additives!
- ► Make sure that **no** impermissible additives are added to the operating fluids.

Note
- ► Fill quantities and descriptions of service items and lubricants are specified in the Service fill.
- ► Fill the crane chassis, crane superstructure and equipment with the respective operating fluids.
- ► The specified fill quantities (change quantities) are orientation values. The marks on the dipsticks, inspection ports and sight gauges are decisive for filling.
- ► The equipment depends on the purchased scope of delivery.

On mobile cranes with truck chassis:
- ► Observe the maintenance intervals and maintenance notes of the truck chassis manufacturer.

NOTICE
Danger of property damage!
- ► Do **not** mix different oil products!
- ► Do **not** mix synthetic oils with mineral oils!
- ► Adhere to the data in the Service fill!

1.1 Diesel engine

- ► Check the engine oil. See Maintenance intervals and maintenance instructions.
- ► Adhere to the operating instructions of the engine manufacturer.

1.2 Coolant system

NOTICE
Property damage due to impermissible coolant!
- ► Do **not** mix different coolant products.
- ► Do **not** thin Liebherr-Fertig-Mix (Liebherr Ready Made Mix).

When adding coolant:
- ► Use exclusively the same coolant.

Coolants contain corrosion inhibitor - antifreeze fluid.

Add coolant only on the filler neck. See Service fill.

Note
If the coolant is changed:
- ► Contact the Service Dept. at Liebherr-Werk Ehingen GmbH for procedure.
- ► Empty the cooling system completely and flush.

In exceptional cases, the coolant can be supplemented with different coolants.

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Note
Supplementing the coolant with different coolants:
► Contact the Service Dept. at Liebherr-Werk Ehingen GmbH for procedure.

► Check the coolant level. See Maintenance intervals and maintenance instructions.

1.3 Transmission

► Check the gear oil. See Maintenance intervals and maintenance instructions.

1.4 Hydraulic system

Note
► The oil level must be in the center of the hydraulic oil level sight gauge at 20 °C oil temperature.

At lower hydraulic oil temperature:
► Warm up the hydraulic oil.

At higher hydraulic oil temperature:
► Cool off the hydraulic oil.
► Retract all hydraulic cylinders completely, for example luffing cylinder, telescoping cylinder.

On vehicles with level regulation:
► Lower the vehicle completely with the level regulation.

► Check the hydraulic oil. See Maintenance intervals and maintenance instructions.

2 Lubrication schedule

Note
► Grease the crane chassis, crane superstructure and equipment with the respective lubricants. See Service fill.
► The equipment depends on the purchased scope of delivery.

On mobile cranes with truck chassis:
► Observe the maintenance intervals and maintenance notes of the truck chassis manufacturer.

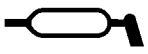

Fig.107729

Note
► Lube points are marked with a symbol.

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7.07 Operating fluids and lubricants

1 Specified service fluids and lubricants for Liebherr cranes 3

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Fig.195219

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1 Specified service fluids and lubricants for Liebherr cranes

Information about the service fluids and lubricants that are approved for a mobile crane from Liebherr-Werk Ehingen GmbH can be found online at **https://lubricants.liebherr.com**.

Note

► Observe and adhere to the specifications and notes in the safety data sheets.

No.	Crane components	Ambient temperature for driving and crane operation	
		-20 °C to +50 °C	**-40 °C to +30 °C**
1.1	Diesel engine **with** Exhaust aftertreatment	**LWE Id. No.: 11100934** **Liebherr Motoroil 5W-30 low ash** **or:** **LWE Id. No.: 10663796** **Liebherr Motoroil 10W-40 low ash** LH-00–ENG$_{LA}$ Observe the instructions of the engine manufacturer	**LWE Id. No.: 11100934** **Liebherr Motoroil 5W-30 low ash** **or:** **LWE Id. No.: 10663796** **Liebherr Motoroil 10W-40 low ash** LH-00–ENG$_{LA}$ Observe the instructions of the engine manufacturer **below -20 °C** with pre-heating
	Note: To improve the cold start ability of the diesel engine at an ambient temperature below -10 °C we recommend the use of Liebherr Motoroil 5W-30 low ash, **LWE Id. no.: 11100934**		
	Cummins B 6.7 **with** Exhaust aftertreatment	**LWE Id. No.: 10663796** **Liebherr Motoroil 10W-40 low ash** CES 20081 **and** 5W-40 **or** CES 20081 **and** 10W-40	CES 20081 **and** 0W-40
	Note: To improve the cold start ability of the Cummins diesel engine at an ambient temperature below -10°C, we recommend the use of engine oil according to CES 20081 **and** SAE viscosity grade 5W-40		
Note: For alternative oil specifications, see the separate engine manufacturer's operating instructions.			

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No.	Crane components	Ambient temperature for driving and crane operation	
		-20 °C to +50 °C	-40 °C to +30 °C
1.2	Diesel engine **without** Exhaust aftertreatment	**LWE Id. No.: 10871536** **Liebherr Motoroil 5W-30** **or:** **LWE Id. No.: 861005308** **Liebherr Motoroil 10W-40** LH-00–ENG Observe the instructions of the engine manufacturer	**LWE Id. No.: 10871536** **Liebherr Motoroil 5W-30** **or:** **LWE Id. No.: 861005308** **Liebherr Motoroil 10W-40** LH-00–ENG Observe the instructions of the engine manufacturer **below -20 °C** with pre-heating
	Note: To improve the cold start ability of the diesel engine at an ambient temperature below -10 °C , we recommend the use of Liebherr Motoroil 5W-30, **LWE-Id no.: 10871536**		
	Cummins B 6.7 **without** Exhaust aftertreatment	**LWE Id. No.: 10663796** **Liebherr Motoroil 10W-40 low ash** CES 20078 **and** 5W-40 **or** CES 20078 **and** 10W-40	CES 20078 **and** 0W-40
	Note: To improve the cold start ability of the Cummins diesel engine at an ambient temperature below -10°C, we recommend the use of engine oil according to CES 20081 **and** SAE viscosity grade 5W-40		
Note: For alternative oil specifications, see the separate engine manufacturer's operating instructions.			
2	Drive axle with differentials, planetary gear and installed distributor gear	**LWE Id. No.: 861901008** **Liebherr Gear Hypoid 90 EP** SAE 90 and API GL 5	**LWE Id. No.: 10425142** **Liebherr Syntogear Plus 75W-90** SAE 75W-90 and API GL 5
3	Axle drive ZF DK-7	**LWE Id. No.: 861901008** **Liebherr Gear Hypoid 90 EP** ZF TE-ML 05	**LWE Id. No.: 10425142** **Liebherr Syntogear Plus 75W-90** ZF TE-ML 05
4.1	Vehicle distributor gear KESSLER VG 1800, VG 2400, VG 2550, VG 2600, VG 2700, VG 3750, VG 3751 W 3750, W 3751	**LWE Id. No.: 861901008** **Liebherr Gear Hypoid 90 EP** SAE 90 and API GL 5	**LWE Id. No.: 10425142** **Liebherr Syntogear Plus 75W-90** SAE 75W-90 and API GL 5

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No.	Crane components	Ambient temperature for driving and crane operation	
		-20 °C to +50 °C	-40 °C to +30 °C
4.2	Vehicle distributor gear with PTO for crane drive KESSLER VG 2700 with PTO VG 3751 with PTO	**LWE Id. No.: 10425142** **Liebherr Syntogear Plus 75W-90** SAE 75W-90 and API GL 5	**LWE Id. No.: 10425142** **Liebherr Syntogear Plus 75W-90** SAE 75W-90 and API GL 5
4.3	Vehicle distributor gear ZF Passau, STEYR PUCH VG 1200, VG 1600, VG 2000, VG 3800	**LWE Id. No.: 861901008** **Liebherr Gear Hypoid 90 EP** ZF TE-ML 19	**LWE Id. No.: 10425142** **Liebherr Syntogear Plus 75W-90** ZF TE-ML 19
4.4	Distributor gear for the electrohydraulic crane drive	**LWE Id. No.: 861900608** **Liebherr Hydraulic-Gear ATF** or **SAE 75W-90 und API GL 5**	
5	Miter gear for crane drive	**LWE Id. No.: 10425142** **Liebherr Syntogear Plus 75W-90** SAE 75W-90 and API GL 5	**LWE Id. No.: 10425142** **Liebherr Syntogear Plus 75W-90** SAE 75W-90 and API GL 5
6	Displacement gear (drop box) ZF Passau, STEYR PUCH	**LWE Id. No.: 861901008** **Liebherr Gear Hypoid 90 EP** ZF TE-ML 19	**LWE Id. No.: 10425142** **Liebherr Syntogear Plus 75W-90** ZF TE-ML 19
7.1	Pump distributor gear filled with mineral-oil-based gear oil	**LWE Id. No.: 861901008** **Liebherr Gear Hypoid 90 EP** SAE 90 and API GL 5 **NOTICE: May not be mixed with other oils!**	**LWE Id. No.: 10330289** **Liebherr Syntogear Plus 75W-90** SAE 75W-90 and API GL 5 **NOTICE:May not be mixed with other oils!**
7.2	Pump distributor gear filled with polyglycol-oil-based (PG) gear oil	**LWE Id. No.: 10665030** **Liebherr Gear PG 220** CLP PG, DIN 51 502 CLP (PG) 220, DIN 51517-3 **NOTICE: May not be mixed with other oils!**	**LWE Id. No.: 10664125** **Liebherr Gear PG 150** CLP PG, DIN 51 502 CLP (PG) 150, DIN 51517-3 **NOTICE: May not be mixed with other oils!**

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No.	Crane components	Ambient temperature for driving and crane operation	
		-20 °C to +50 °C	-40 °C to +30 °C
7.3	Pump distributor gear filled with polyalphaolefine-based (PAO) gear oil	**LWE Id. No.: 10190390** **Liebherr Syntogear Plus 220** CLP HC, DIN 51 502 CLP (HC) 220, DIN 51517-3 **NOTICE: May not be mixed with other oils!**	**LWE Id. No.: 10190390** **Liebherr Syntogear Plus 220** CLP HC, DIN 51 502 CLP (HC) 220, DIN 51517-3 **NOTICE: May not be mixed with other oils!**
7.4	Pump distributor gear LTC 1055-3.1	**LWE Id. No.: 10425142** **Liebherr Syntogear Plus 75W-90** SAE 75W-90 and API GL 5	**LWE Id. No.: 10425142** **Liebherr Syntogear Plus 75W-90** SAE 75W-90 and API GL 5
8.1	Powershift transmission ZF torque converter WG 120, WG 150, WG 180, WG 181, WG 200, WG 201	**LWE Id. No.: 861005308** **Liebherr Motoroil 10W-40** ZF TE-ML 03	**LWE Id. No.: 861900608** **Liebherr Hydraulic-Gear ATF** ZF TE-ML 03 **below -20 °C** run until warm according to the operating instructions
8.2	Powershift transmission ZF torque converter WG 251* ZF ERGOPOWER WG 210, WG 260, WG 310 * also for ambient temperatures above -10 °C	**LWE Id. No.: 861900608** **Liebherr Hydraulic-Gear ATF** ZF TE-ML 03	**LWE Id. No.: 861900608** **Liebherr Hydraulic-Gear ATF** ZF TE-ML 03 **below -20 °C** run until warm according to the operating instructions
9	Powershift transmission CLARK	**LWE Id. No.: 861005308** **Liebherr Motoroil 10W-40** SAE 10W-40 and ACEA E4	**LWE Id. No.: 861900608** **Liebherr Hydraulic-Gear ATF** ATF Dexron II D and ALLISON C4 **below -20 °C** run until warm according to the operating instructions
10	Displacement gear (drop box) ALLISON	**LWE Id. No.: 861005308** **Liebherr Motoroil 10W-40** SAE 10W-40 and API CF, ACEA E4	**LWE Id. No.: 861900608** **Liebherr Hydraulic-Gear ATF** ALLISON C4 **below -20 °C** run until warm according to the operating instructions

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No.	Crane components	Ambient temperature for driving and crane operation	
		-20 °C to +50 °C	-40 °C to +30 °C
11.1	Automatic transmission ALLISON CLBT 740, CLBT 750, CLBT 754, CLBT 755 HT 755, HD 4560	**LWE Id. No.: 861900608** **Liebherr Hydraulic-Gear ATF** ALLISON C4	**LWE Id. No.: 861903708** **CASTROL Transynd** ALLISON C4 **below -20 °C** run until warm according to the operating instructions
11.2	Automatic transmission ZF	**LWE Id. No.: 861900608** **Liebherr Hydraulic-Gear ATF** ZF TE-ML 14	**LWE Id. No.: 861900608** **Liebherr Hydraulic-Gear ATF** ZF TE-ML 14 **below -20 °C** run until warm according to the operating instructions
12.1	Automatic transmission ZF AS-Tronic ZF TC-Tronic (basic gear) ZF TC-Tronic HD (basic gear)	**LWE Id. No.: 10218305** **ZF-Ecofluid M** ZF TE-ML 02	**LWE Id. No.: 10218305** **ZF-Ecofluid M** ZF TE-ML 02 **below -20 °C** preheat the gear according to the operating instructions
12.2	Automatic transmission ZF TraXon ZF TraXon Torque (basic gear)	**LWE Id. No.: 10218305** **ZF-Ecofluid M** ZF TE-ML 02	**LWE Id. No.: 10218305** **ZF-Ecofluid M** ZF TE-ML 02 **below -20 °C** preheat the gear according to the operating instructions
13.1	Torque converter coupling ZF TC HD	**LWE Id. No.: 10218305** **ZF-Ecofluid M** ZF TE-ML 02	**LWE Id. No.: 10218305** **ZF-Ecofluid M** ZF TE-ML 02 **below -20 °C** preheat the gear according to the operating instructions
13.2	Torque converter coupling ZF TC 2	**LWE Id. No.: 861900608** **Liebherr Hydraulic-Gear ATF** ZF TE-ML 14	**LWE Id. No.: 861900608** **Liebherr Hydraulic-Gear ATF** ZF TE-ML 14
13.3	Wet starting clutch ZF Dynamic Perform	**LWE Id. No.: 12101837** **ZF-Ecofluid Life Plus** ZF TE-ML 25	**LWE Id. No.: 12101837** **ZF-Ecofluid Life Plus** ZF TE-ML 25
14	Transmission ZF ECO-Split	**LWE Id. No.: 10218305** **ZF-Ecofluid M** ZF TE-ML 02	**LWE Id. No.: 10218305** **ZF-Ecofluid M** ZF TE-ML 02

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No.	Crane components	Ambient temperature for driving and crane operation	
		-20 °C to +50 °C	-40 °C to +30 °C
15.1	Slewing gear filled with polyglycol-oil-based (PG) gear oil	**LWE Id. No.: 10665030** **Liebherr Gear PG 220** CLP PG, DIN 51 502 CLP (PG) 220, DIN 51517-3 **NOTICE: May not be mixed with other oils!**	**LWE Id. No.: 10665030** **Liebherr Gear PG 220** CLP PG, DIN 51 502 CLP (PG) 220, DIN 51517-3 **NOTICE: May not be mixed with other oils!**
15.2	Slewing gear filled with polyalphaolefine-based (PAO) gear oil	**LWE Id. No.: 10190390** **Liebherr Syntogear Plus 220** CLP HC, DIN 51 502 CLP (HC) 220, DIN 51517-3 **NOTICE: May not be mixed with other oils!**	**LWE Id. No.: 10190390** **Liebherr Syntogear Plus 220** CLP HC, DIN 51 502 CLP (HC) 220, DIN 51517-3 **NOTICE: May not be mixed with other oils!**
16.1	Rope winch filled with polyglycol-oil-based (PG) gear oil	**LWE Id. No.: 10665030** **Liebherr Gear PG 220** CLP PG, DIN 51 502 CLP (PG) 220, DIN 51517-3 **NOTICE: May not be mixed with other oils!**	**LWE Id. No.: 10665030** **Liebherr Gear PG 220** CLP PG, DIN 51 502 CLP (PG) 220, DIN 51517-3 **NOTICE: May not be mixed with other oils!**
16.2	Rope winch filled with polyalphaolefine-based (PAO) gear oil	**LWE Id. No.: 10190390** **Liebherr Syntogear Plus 220** CLP HC, DIN 51 502 CLP (HC) 220, DIN 51517-3 **NOTICE: May not be mixed with other oils!**	**LWE Id. No.: 10190390** **Liebherr Syntogear Plus 220** CLP HC, DIN 51 502 CLP (HC) 220, DIN 51517-3 **NOTICE: May not be mixed with other oils!**
16.3	Rope winch (tooth flanks) LR 12500-1.0 LR 13000	**LWE Id. No.: 11000948** **Liebherr Universal grease 9900** KPF2N-25, DIN 51502	**LWE Id. No.: 12105012** **Liebherr Universal grease Arctic** KPFHC1N-60, DIN 51502
17.1	Winch of Telescopic boom guying filled with polyglycol-oil-based (PG) gear oil	**LWE Id. No.: 861901208** **Liebherr Gear PG 220** CLP PG 220, DIN 51 502 CLP (PG) 220, DIN 51517-3 **NOTICE: May not be mixed with other oils!**	**LWE Id. No.: 861901208** **Liebherr Gear PG 220** CLP PG 220, DIN 51 502 CLP (PG) 220, DIN 51517-3 **NOTICE: May not be mixed with other oils!**

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No.	Crane components	Ambient temperature for driving and crane operation	
		-20 °C to +50 °C	-40 °C to +30 °C
17.2	Winch of Telescopic boom guying filled with polyalphaolefine-based (PAO) gear oil	**LWE Id. No.: 10190390** **Liebherr Syntogear Plus 220** CLP HC, DIN 51 502 CLP (HC) 220, DIN 51517-3 **NOTICE: May not be mixed with other oils!**	**LWE Id. No.: 10190390** **Liebherr Syntogear Plus 220** CLP HC, DIN 51 502 CLP (HC) 220, DIN 51517-3 **NOTICE: May not be mixed with other oils!**
18.1	Crane hydraulics Crane chassis and crane superstructure Observe exceptions, see 18.2	**LWE Id. No.: 861903508** **Liebherr Hydraulic 37**	**LWE Id. No.: 10293807** **Liebherr Hydraulic Plus Arctic**
18.2	Crane hydraulics Crane chassis and crane superstructure LTM 11200-9.1 LTR 11200 LR-crane und LG-crane with LICCON 2 control LTC 1055-3.1	**LWE Id. No.: 10293807** **Liebherr Hydraulic Plus Arctic**	**LWE Id. No.: 10293807** **Liebherr Hydraulic Plus Arctic**
19	Brake system if hydraulically actuated	**LWE Id. No.: 861000108** **DOT 4** SAE J 1703e	**LWE Id. No.: 861000108** **DOT 4** SAE J 1703e
20	Clutch actuator	**LWE Id. No.: 861000108** **DOT 4** SAE J 1703e	**LWE Id. No.: 861000108** **DOT 4** SAE J 1703e
21	King pin bearing Gear shaft if **not** maintenance-free	**LWE Id. No.: 861301308** **Liebherr Special grease 9610 Plus** KP2K-20, DIN 51502	**LWE Id. No.: 10296825** **Liebherr Universal grease Arctic** KPFHC1N-60, DIN 51502
22.1	Glide and roller bearing roller bearing joint	**LWE Id. No.: 861301308** **Liebherr Special grease 9610 Plus** KP2K-20, DIN 51502	**LWE Id. No.: 10296825** **Liebherr Universal grease Arctic** KPFHC1N-60, DIN 51502
22.2	Rope pulley bearing	**LWE Id. No.: 10296825** **Liebherr Universal grease Arctic** KPFHC1N-60, DIN 51502	**LWE Id. No.: 10296825** **Liebherr Universal grease Arctic** KPFHC1N-60, DIN 51502
23	Central lubrication system	**LWE Id. No.: 861301308** **Liebherr Special grease 9610 Plus** KP2K-20, DIN 51502	**LWE Id. No.: 10296825** **Liebherr Universal grease Arctic** KPFHC1N-60, DIN 51502

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No.	Crane components	Ambient temperature for driving and crane operation	
		-20 °C to +50 °C	-40 °C to +30 °C
24.1	Slewing ring connection Roller bearing	**LWE Id. No.: 861301308** **Liebherr Special grease 9610 Plus** KP2K-20, DIN 51502	**LWE Id. No.: 10296825** **Liebherr Universal grease Arctic** KPFHC1N-60, DIN 51502
24.2	Slewing ring connection LR 12500-1.0 LR 13000	**LWE Id. No.: 11000948** **Liebherr Universal grease 9900** KPF2N-25, DIN 51502	**LWE Id. No.: 10296825** **Liebherr Universal grease Arctic** KPFHC1N-60, DIN 51502
25.1	Support plate with equalization	**LWE Id. No.: 10877698** **Loctite LB 8104** Silicone oil base **NOTICE: Do not use oils with another base!**	**LWE Id. No.: 10877698** **Loctite LB 8104** Silicone oil base **NOTICE: Do not use oils with another base!**
25.2	Sliding shoes for cab guidance on vehicle frame LTC 1045-3.1 LTC 1050-3.1	**LWE Id. No.: 861303608** **Liebherr Telescope grease 9613 Plus** KP2K-30, DIN 51502	**LWE Id. No.: 861303608** **Liebherr Telescope grease 9613 Plus** KP2K-30, DIN 51502
26	Sliding beam Plastic glide bearing Beam for track adjustment	**LWE Id. No.: 861303608** **Liebherr Telescope grease 9613 Plus** KP2K-30, DIN 51502	**LWE Id. No.: 861303608** **Liebherr Telescope grease 9613 Plus** KP2K-30, DIN 51502
27.1	Telescopic boom Lower shell outer slide bearing Plastic glide bearing or corner guide top Cylinder guide in telescope end section Lock pocket in telescope end section (only for Telematik)	**LWE Id. No.: 861303608** **Liebherr Telescope grease 9613 Plus** KP2K-30, DIN 51502	**LWE Id. No.: 861303608** **Liebherr Telescope grease 9613 Plus** KP2K-30, DIN 51502
27.2	Telescopic boom LTC 1045-3.1 LTC 1050-3.1 Lower shell outer slide bearing Plastic glide bearing or corner guide top Cylinder guide in telescope end section Lock pocket in telescope end section (only for Telematik)	**LWE Id. No.: 11651459** **Bechem Berulub TCG 1 V**	**LWE Id. No.: 11651459** **Bechem Berulub TCG 1 V**

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No.	Crane components	Ambient temperature for driving and crane operation	
		-20 °C to +50 °C	-40 °C to +30 °C
27.3	Telescopic boom LTM 1050-3.1 Lower shell outer slide bearing Plastic glide bearing or corner guide top Cylinder guide in telescope end section Lock pocket in telescope end section (only for Telematik)	**LWE Id. No.: 10878154** **Liebherr Sliding Paste TB 1**	**LWE Id. No.: 10878154** **Liebherr Sliding Paste TB 1**
28	Boom lock	**LWE Id. No.: 861301308** **Liebherr Special grease 9610 Plus** KP2K-20, DIN 51502	**LWE Id. No.: 10296825** **Liebherr Universal grease Arctic** KPFHC1N-60, DIN 51502
29	Gear ring rotary connection Slewing gear drive pinion	**LWE Id. No.: 861007708** **Liebherr RHS-Fluid** OGPF 0 S-20, DIN 51502	**LWE Id. No.: 861007708** **Liebherr RHS-Fluid** OGPF 0 S-20, DIN 51502
		or **LWE Id. No.: 861301508** **Liebherr gear protection RHY** OGPF 2 S-30, DIN 51502	**or** **LWE Id. No.: 861301508** **Liebherr gear protection RHY** OGPF 2 S-30, DIN 51502
30	Running rope	**LWE Id. No.: 10173371** **Liebherr WR-Lube SC** Adhesive grease	**LWE Id. No.: 10173371** **Liebherr WR-Lube SC** Adhesive grease
		or **LWE Id. No.: 10174262** **Liebherr WR-Lube SC** Adhesive grease	**or** **LWE Id. No.: 10174262** **Liebherr WR-Lube SC** Adhesive grease
31	Radiator fluid Diesel engine and heating system	**LWE Id. No.: 10871121** **Liebherr Antifreeze OS Mix** Pre-mixed corrosion inhibitor / antifreeze **NOTICE: May not be diluted and / or mixed with other corrosion inhibitors / antifreeze!**	**LWE Id. No.: 10871121** **Liebherr Antifreeze OS Mix** Pre-mixed corrosion inhibitor / antifreeze **NOTICE: May not be diluted and / or mixed with other corrosion inhibitors / antifreeze!**
32.1	Crawler crane travel gear	see data tag	see data tag
32.2	Crawler crane with telescopic boom travel gear	see data tag	see data tag
33	Recovery winch	See the data tag and manufacturer's specifications	See the data tag and manufacturer's specifications
34	Recovery winch rope	See the manufacturer's specifications	See the manufacturer's specifications

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No.	Crane components	Ambient temperature for driving and crane operation	
		-20 °C to +50 °C	-40 °C to +30 °C
35	Steering uncoupling LTC 1045-3.1 LTC 1050-3.1	**LWE Id. No.: 10800345** **Teflon Spray**	**LWE Id. No.: 10800345** **Teflon Spray**
36	Pin connections	**LWE Id. No.: 11000948** **Liebherr Universal grease 9900** KPF2N-25, DIN 51502	**LWE Id. No.: 11000948** **Liebherr Universal grease 9900** KPF2N-25, DIN 51502

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7.15 Procedure in case of problems

1	Alignment in case of a problem	3
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3	Measures in clear problem cases	15
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Fig.197077

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1 Alignment in case of a problem

This chapter provides support for the following questions:
- What to do in case of a problem?
- Which displays and component groups are relevant for error diagnostics?
- How can error diagnostics be carried out?
- How to proceed in case of error messages of the LICCON computer system?
- Which measures are to be taken for defective components?
- Which measures are to be taken in a clear case of a problem?
- Which data is important for communication with Liebherr Service?

WARNING
Erroneous or insufficient repair!
If a crane is not properly or insufficiently repaired, then this can result in accidents!
Personnel can be killed or seriously injured!
This could result in property damage!
► The crane may only be repaired by authorized and trained expert personnel!

WARNING
Measures without the help of Liebherr Service!
Measures in case of a problem, which are carried out without consulting Liebherr Service can cause damage to the crane!
Personnel can be killed or seriously injured!
This could result in property damage!
► If problems remain or in case of error messages, consult Liebherr Service to determine the cause of the problem and further procedure.

WARNING
Problems with a lifted load!
If a crane is checked, diagnosed or repaired with a lifted load, then there is a danger of accident!
During accidents, personnel could be killed or seriously injured!
This could result in property damage!
► If possible, set the load down!
► If possible, take the boom system down!
► If the load cannot be set down and / or the boom system cannot be taken down, secure a wide-ranging danger zone!

Note
► The display illustrations in this chapter are only examples. The display values may differ depending on the crane. In addition, some illustrations show a display with multiple icons. An identical display may **not** appear on the LICCON monitors during normal crane operation.

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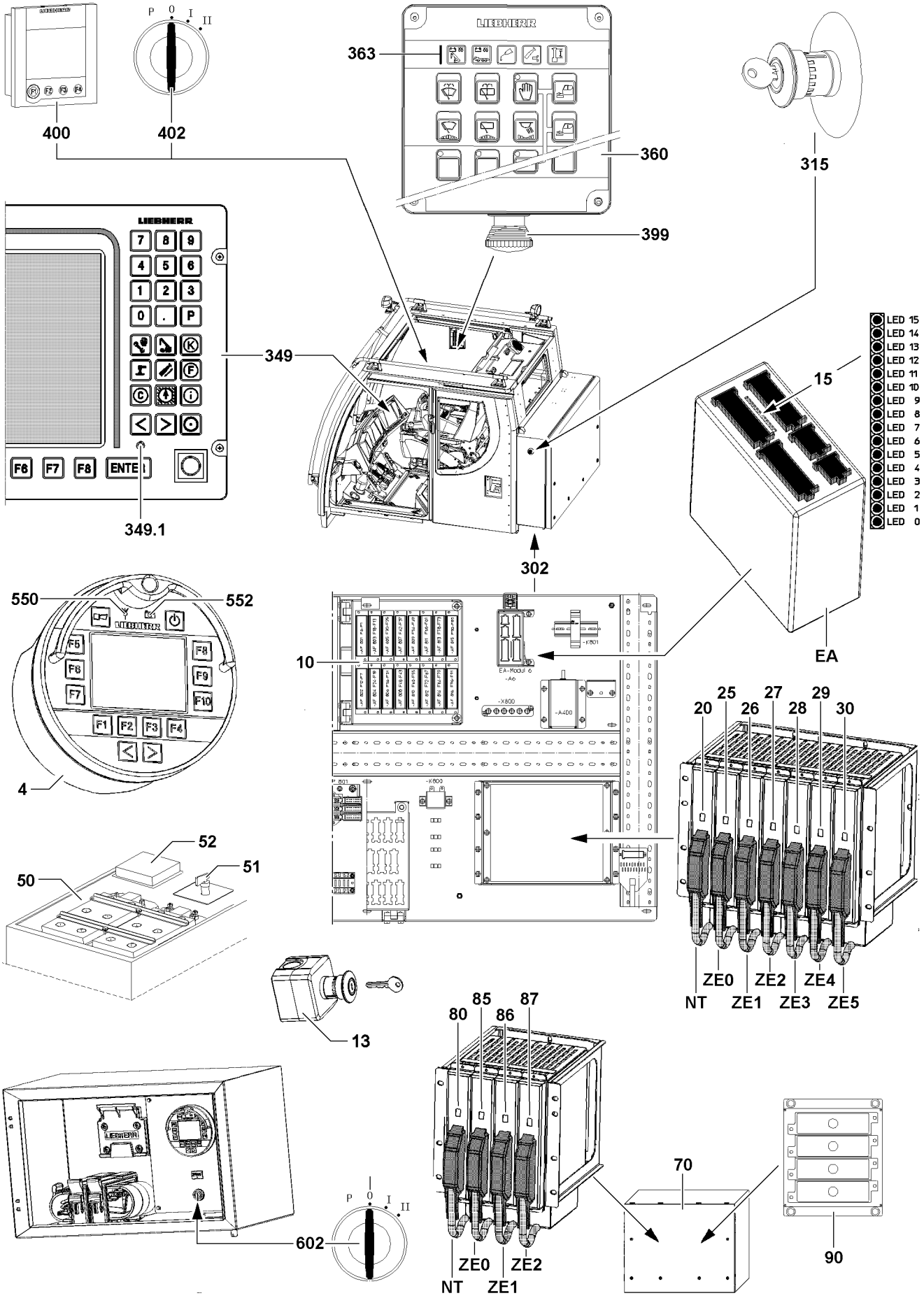

Fig.163443

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1.1 Overview of displays and component groups for error diagnostics

Various displays and component groups allow the crane driver:

- To localize errors.
- To prepare quicker and more precise communication with Liebherr Service
- To diagnose and remedy errors with the help of the „Diagnostics operating instructions“

Note

► If separate operating instructions have been provided by the supplier as part of the delivery scope of the crane, then they must be observed!

Position	Crane operator's cab
349	LICCON monitor
349.1	LICCON monitor power supply LED displays
360	Operating and control unit (BKE)
363	Indicator lights BKE
399	EMERGENCY OFF switch BKE
400	Touch display
402	Crane operator's cab ignition switch

Position	Crane general
10	Control cabinet fuses
13	EMERGENCY OFF switch* (illustration exemplary)
15	I/O module LED display
20	Power supply LED display
25–30	CPU0 to CPU5 LED displays
50	Battery box (illustration exemplary)
51	Mechanical battery master switch (if present - illustration exemplary)
52	Battery box fuses (illustration exemplary)
302	Control cabinet
315	EMERGENCY OFF switch*
602	Chassis ignition switch (only narrow track crawler travel gear)
IO	I/O module
NT	Power supply
ZE0-5	CPU 0 to 5

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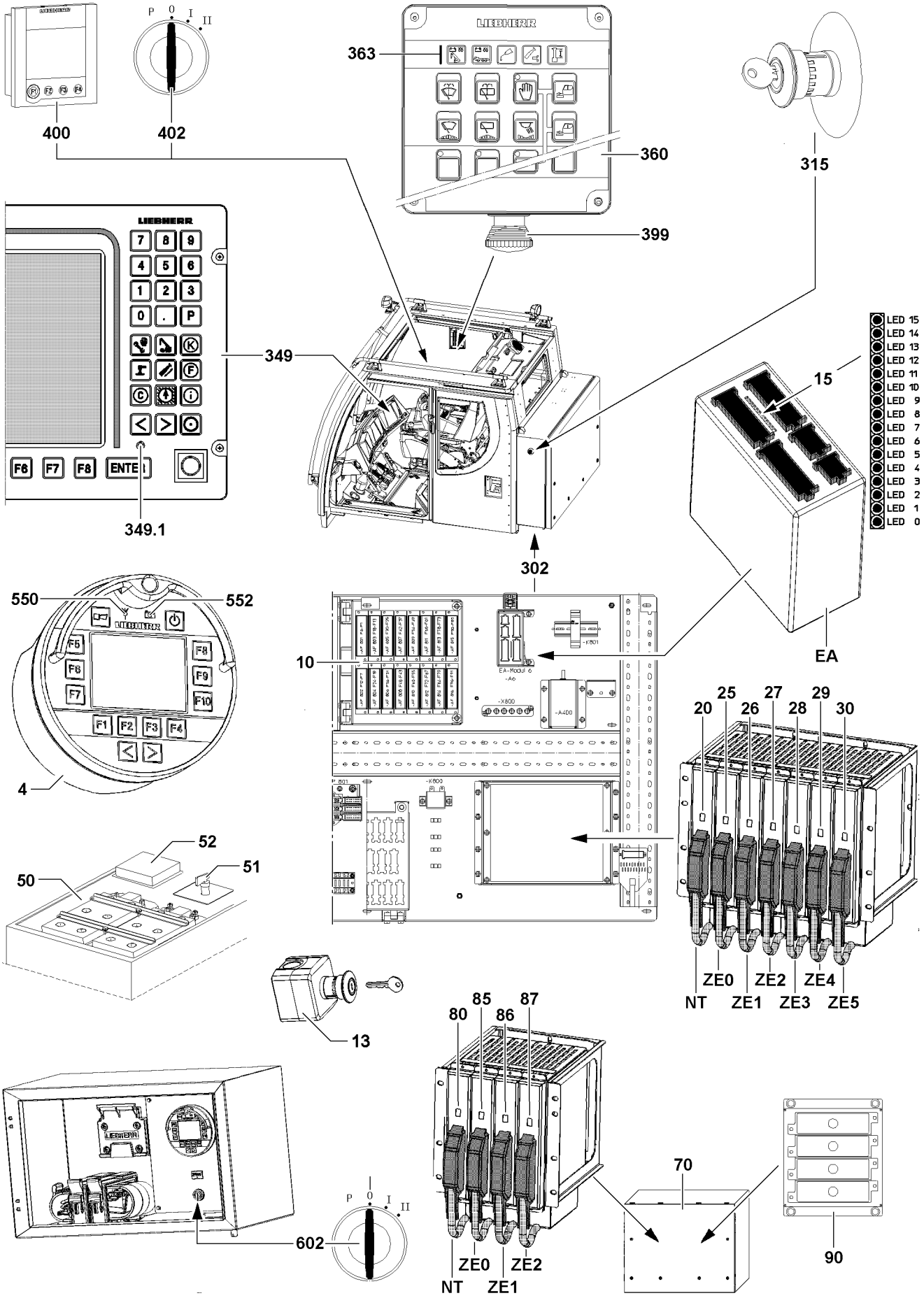

Fig.163443

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Position	Ballast trailer control cabinet* 70
NT	Power supply
ZE0	CPU 0
ZE1	CPU 1
ZE2	CPU 2
80	Power supply LED display
85–87	CPU0 to CPU2 LED displays
90	Control cabinet fuses (illustration exemplary)

Position	BTT (only certain crane types)
4	BTT
550	Transmission signal indicator light
552	Charge condition indicator light

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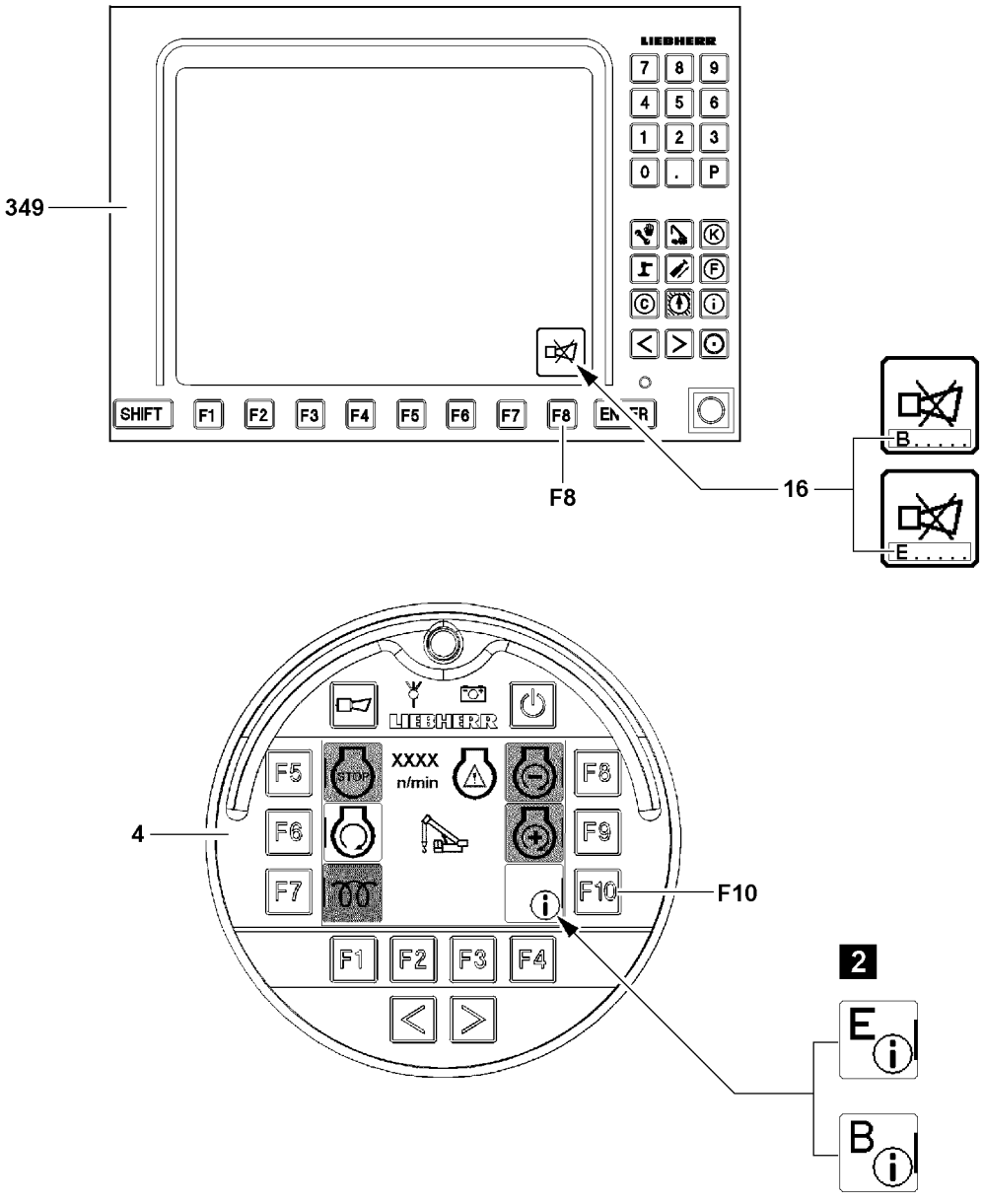

Fig.163444

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1.2 Type of problem

Problems can be assigned to various error sources:
- Operating error
  - Displayed by error number / LEC: B.....
  - to be remedied by crane operator
- System error in the LICCON computer system
  - Displayed by error number / LEC: E.....
  - To be remedied by the crane operator / Liebherr Customer Service.
- Errors in mechanics / components
  - To be remedied by the crane operator / Liebherr Customer Service.
- Combination of error sources
  - To be remedied by the crane operator / Liebherr Customer Service.

Note
Evaluation of error messages
► With the aid of the „LICCON Error Code Manual“ (LICCON error code list) and the Diagnostics manual, all error messages can be evaluated!

1.2.1 LICCON monitor error messages

There are two types:
- Operating errors
  - Displayed in field **16** by error number / LEC: B.....
- System error in the LICCON computer system
  - Displayed in field **16** by error number / LEC: E.....

1.2.2 BTT error messages

Note
► Only for crane types with BTT.

Note
Error messages are indicated acoustically and / or visually. In the case of an acoustic error message, there is a signal tone on the BTT.
► Switch to acoustic message in the engine operation menu.
► A visual note is displayed in the engine operation menu.

There are two types:
- Operating errors
  - Displayed by Letter „**B**“, see illustration **2**
- System error in the LICCON computer system
  - Displayed by Letter „**E**“, see illustration **2**

1.2.3 Error messages via the LED on the components

LED displays are on the following components:
- I/O module LED display
- Power supply LED display
- CPU LED display

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2 Carrying out error diagnostics

The crane is monitored:
- By the LICCON computer system for operating / system errors
- By indicator lights and monitoring indicators

If errors occur, error messages are issued and / or indicator lights light up.

Error messages appear:
- On the LICCON monitor
- On the I/O module, power supply (NT) or CPU

Indicator lights are arranged visually:
- In the crane operator's cab
- On components
- In the switch cabinets

WARNING
Danger of accident!
When carrying out the error diagnostics, there is a danger of accident!
During accidents, personnel could be killed or seriously injured!
This could result in property damage!
- ► Take the crane out of operation!
- ► In case of safety defects, secure the crane to prevent continued operation!
- ► The crane may only be inspected, diagnosed and repaired at a standstill and in a shut off condition!
- ► Inspections, error diagnostics and repairs, for which the crane must be in operation are only permissible with extreme caution and constant visual and voice contact between all involved personnel!
- ► Inspections, error diagnostics and repairs may only be carried out by expert or trained personnel!
- ► For inspections, error diagnostics and repairs of electrical devices on the crane, power must be turned off and ensured to remain so for the duration of the work!
- ► Test operation after a repair must be performed by the crane operator or in his presence!

Note
- ► Always observe error messages and illuminated indicator lights!
- ► For overview of indicator lights on the crane superstructure, see the Crane operating instructions, chapter 4.01.
- ► For a detailed procedure in case of error messages, see the Diagnostics operating instructions.

Several possibilities exist for an error diagnostics:
- Without the help of Liebherr Service
- With the help of Liebherr Service: Error diagnostics by phone
- With the help of Liebherr Service: Remote diagnostics

2.1 Error diagnostics without the help of Liebherr Service

WARNING
Acting on your own authority!
If measures are carried out on your own authority in case of a problem, then this can result in damage to the crane!
Damage on the crane can cause erroneous functions and accidents!
Personnel can be severely injured or killed!
This could result in property damage!
- ► Observe and adhere to the notes and instructions in this chapter.
- ► Observe the Diagnostics operating instructions.
- ► In case of lack of clarity, contact Liebherr Service.
- ► If problems remain or in case of error messages, consult Liebherr Service to determine the cause of the problem and further procedure.

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2.1.1 Error message on the LICCON monitor

Error messages are always shown on the LICCON monitor **349**, which also shows the set up screen and the crane operating screen.

After an error message is displayed on the LICCON monitor **349**:
► Press the function key **F8**.

Result:

– The acoustic warning is turned off.

► Press the function key **F8** again.

Result:

– The error code with error text is displayed (error determination screen in the „test system“).
– In addition, all errors are listed in a separate error list (error text, cause, remedy).

Two different error types are differentiated in the error code:
– Operating errors - Error code starts with a „B“.
– System errors / application errors - Error code starts with an „E“.

If an error code starts with a „B“:
► Correct the operating error.

If an error code starts with an „E“:
► Call up the test system, see the Diagnostics operating instructions.
or

In case of lack of clarity:
Consult Liebherr Customer Service.

2.1.2 Error message in the BTT

Note
► Only for crane types with BTT.

After display of an error message in the BTT:
► Press the function key **F10**.

Result:

– The error code is displayed on the BTT display (error determination screen in the „test system“).
– In addition, all errors are listed in a separate error list (error text, cause, remedy).

Two different error types are differentiated in the error code:
– Operating errors - Error code starts with a „B“.
– System errors / application errors - Error code starts with an „E“.

If an error code starts with a „B“:
► Correct the operating error.

If an error code starts with an „E“:
► Call up the test system, see the Diagnostics operating instructions.
or

In case of lack of clarity:
Consult Liebherr Customer Service.

2.1.3 Calling up the test system

Note
► For calling up the test system, see the Diagnostics operating instructions!

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2.1.4 Problems with the crane mechanics / components

► Determine the damage and remedy it properly using **original spare parts**.

2.1.5 Problems on pipes / hoses

Supply lines, return lines and control lines carry various media
- Pneumatic pipes / hoses
- Hydraulic pipes / hoses
- Pipes / hoses for fluids and gases

► Determine the damage and remedy it properly using **original spare parts**.

2.1.6 Problems in electrical connections of the crane

- If a component / component group no longer reacts, then the electrical connections may be interrupted.

► Check the error messages.
► Check the plug connections.
► Check the electrical connections visually.

Problem remedy
Is erection of the crane, for example after assembly at a new job site or with another set up configuration, not possible due to an error message?
► As the first step, make sure that all electrical connections have been made.
► Check if all sensors or dummy plugs with integrated electronics have been connected properly.

► Determine the damage and remedy it properly using **original spare parts**.
or

In case of lack of clarity:
Observe the Diagnostics operating instructions.
or
Consult Liebherr Customer Service.

2.2 Error diagnostics with the help of Liebherr Service

2.2.1 Which data is required by Liebherr Service?

If the assistance of Liebherr Service is required, always provide the following information:
- Crane type
- Crane number
- Complete error number and any error message displayed on the LICCON monitor
- For certain errors: LED displays of power supply **NT** and CPUs **ZE**
- Application conditions of crane
- Action during which the error occurs
- Possibly frequency of error

2.2.2 Error diagnostics by phone

If there is any lack of clarity, contact Liebherr Service to determine the cause of the problem and further procedure.

► Contact Liebherr Service.
► Observe and adhere to the notes and instructions provided by Liebherr Customer Service.

2.2.3 Remote diagnostics*

Remote diagnostics makes it possible for Liebherr Customer Service to check Liebherr cranes from a remote location in case of problems.

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Make sure that the following prerequisite is met:
– The crane is equipped with the optional Remote diagnostics*.

► Contact Liebherr Customer Service by phone.
► Follow the instructions given by Liebherr Customer Service to set up the remote diagnostics*.
► Keep the phone connection to Liebherr Customer Service connected during remote diagnostics*.

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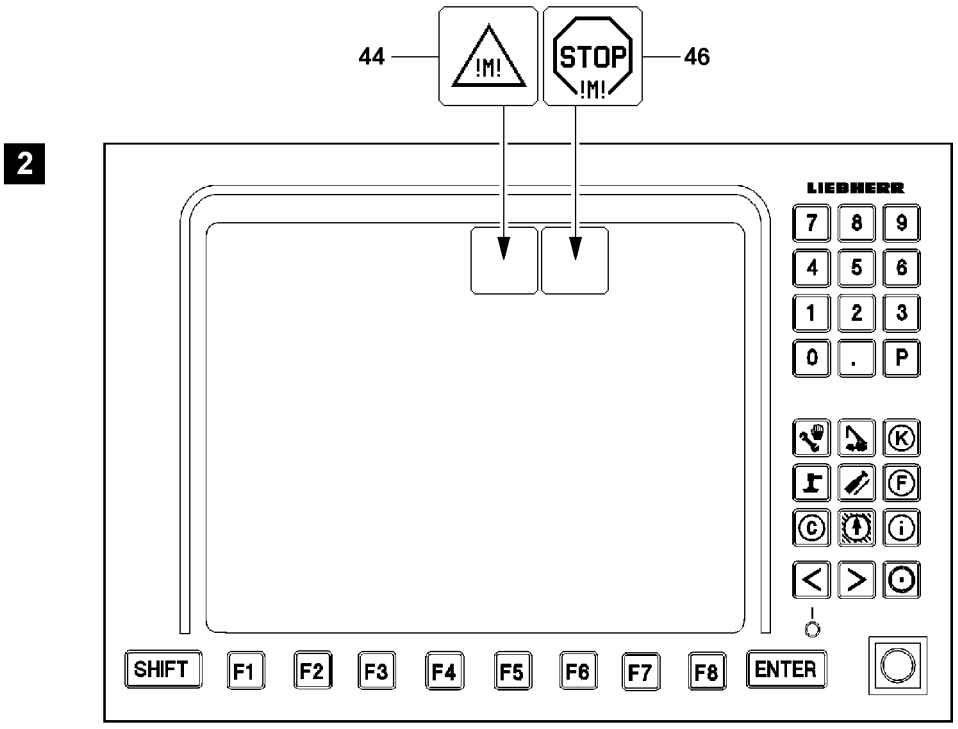

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Fig.112959

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3 Measures in clear problem cases

Note

If a problem occurs, which is not described in this chapter:
► Contact Liebherr Customer Service to determine the cause of the problem and the further procedure.

3.1 Remedying temporary errors during system start

Note
► While the LICCON computer system starts, temporary error messages **1** can occur, see illustration **1**.

Errors that occur temporarily can have various causes, for example:
– Fluctuations in the power supply
– Loose connection in plug connections of electrical lines
– Error message can be a follow up error (of an already remedied error)

► Turn the LICCON computer system off and restart it after waiting for at least 5 s.
► Repeat this procedure up to three times (wait 2 min after 3 start attempts).

If the same error display appears several times:
► Call up the test system, see the Diagnostics operating instructions.
► Contact Liebherr Customer Service to determine the cause of the problem and the further procedure.

3.2 Monitoring function reports a problem

Note
► For a detailed description of monitoring functions, see the Crane operating instructions, chapter 4.02.

NOTICE
Danger of severe engine damage!
If the monitoring functions report a problem and / or warning occurrence, then you must react immediately and remedy the problem!
► React to problems and / or warning occurrences immediately and remedy the problem!
► If necessary, stop crane operation and turn the engine off!

The following alarm functions are indicated by blinking icons on the LICCON monitor (illustration **2**):
– **44** Advance warning - engine
– **46** Engine stop

► If an „Advance warning - engine“ **44** or an „Engine stop“ **46** is triggered, react immediately.
► In case of an Engine stop **46**, stop crane operation and turn the engine off.
► Find the cause and remedy it.

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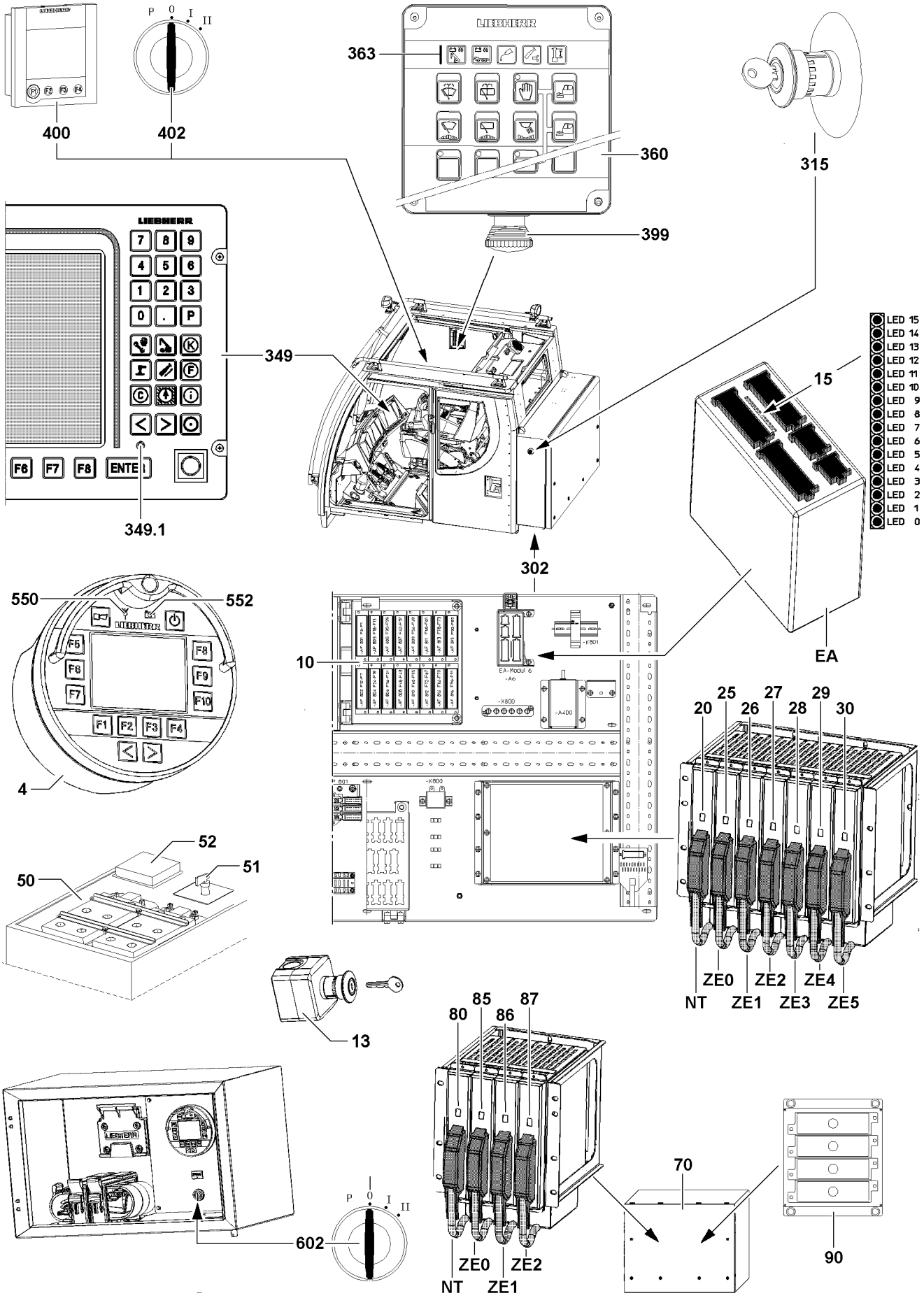

Fig.163443

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3.3 Engine does not start

Make sure that:
- There is sufficient fuel in the fuel tanks.
- There is sufficient voltage in the batteries.

3.3.1 Checking the EMERGENCY OFF switch

Make sure that none of the EMERGENCY OFF switches are actuated:
- EMERGENCY OFF switch*** 13** (crane general)
- EMERGENCY OFF switches **315** (on the control cabinet)
- EMERGENCY OFF switch **399** in crane operator's cab

3.3.2 Does the engine not start?

No EMERGENCY OFF switch is actuated:
- ► Turn the ignition off (turn ignition switch **402** or ignition switch **602** to position **0**).
- ► Try to start the engine via the ignition switch **402** or ignition switch **602**.

If the engine still cannot be started:
- ► Monitor and evaluate the indicator lights **363** on the BKE **360**, see the Crane operating instructions, chapter 4.03, section „Starting and turning off the engine“.

If the error cannot be remedied:
- ► Contact Liebherr Customer Service to determine the cause of the problem and the further procedure.

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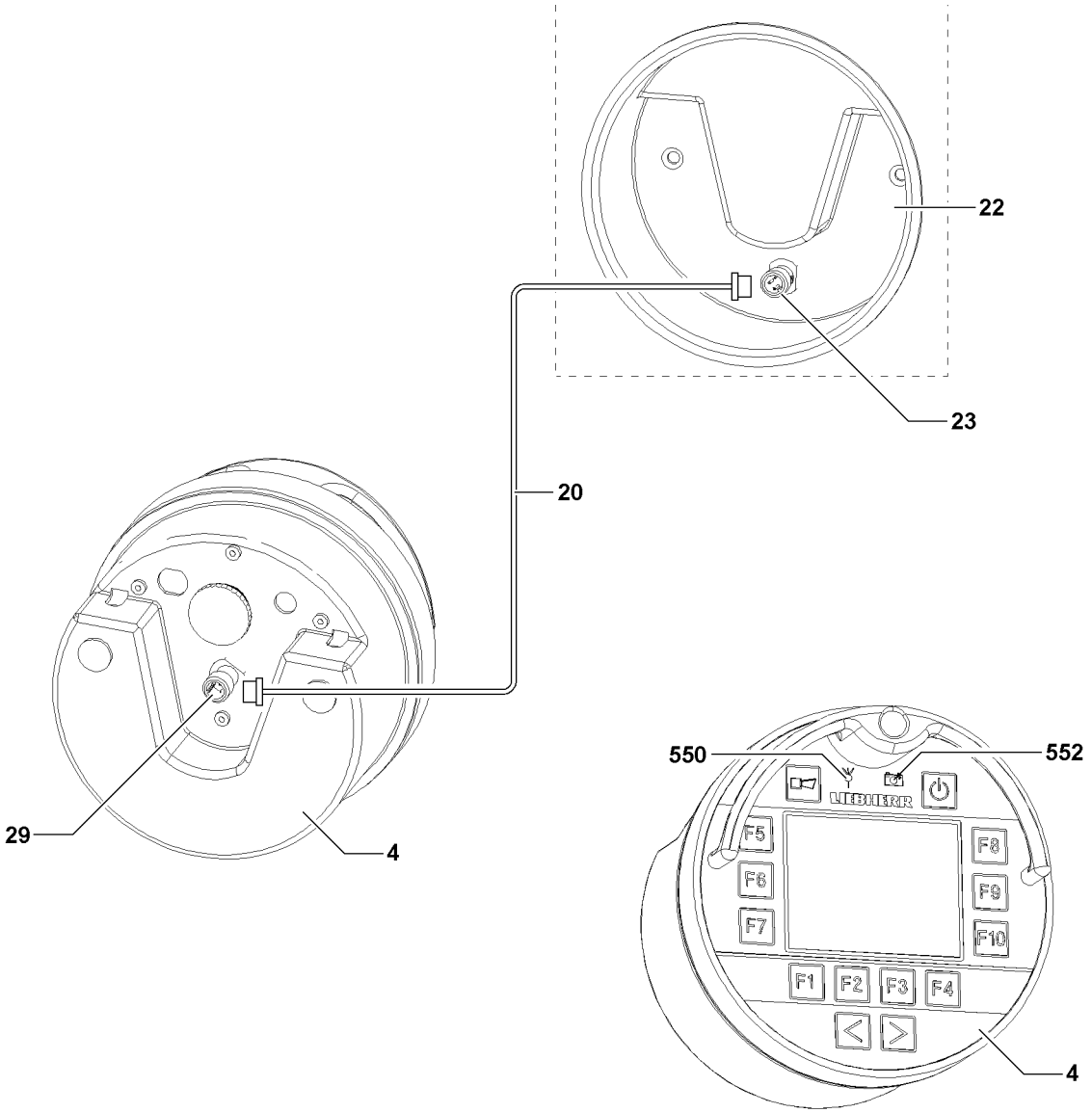

Fig.112952

3.4 BTT

Note
► This is required only for cranes with BTT.

3.4.1 Does the display of the BTT remain dark?

Note
► The charge condition indicator light **552** displays the charge condition.
► The transmission signal indicator light **550** shows the quality of the radio contact connection.

When the charge condition indicator light **552** does not light up or lights up red:
► Plug the BTT **4** into the charging module **22**.

When the LED **552** does not light up with the BTT **4** plugged in or the BTT **4** cannot be turned on:
► Contact Liebherr Customer Service to determine the cause of the problem and the further procedure.

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3.4.2 Is the radio connection faulty?

If the radio contact connection to the BTT **4** is faulty or interrupted (transmission signal indicator light **550** lights up red), then it can be bypassed with the line **20**.

The radio connection to the BTT **4** can become faulty or interrupted due to the following occurrences:
- By interference signals from a nearby radio tower.
- The radio module on the BTT **4** or the BTB is defective.
- The rechargeable battery in the BTT **4** is discharged.
- Due to a bad selection of the location by the operator.

Bypassing the radio connection

Make sure that the following prerequisites are met:
- The line **20** to bypass the radio communication has been removed from the control cabinet of the crane cab.
- The BTT **4** has been removed from the charging module **22** and is turned on.
- The caps on the plug connection **23** and the plug connection **29** have been removed.

► Screw the line **20** on the charging module **22** onto the plug connection **23**.
► Screw the line **20** on the BTT **4** onto the plug connection **29**.

Result:

– The radio connection is bypassed.

Note
If the BTT **4** does not turn on, even though the line **20** is connected with the charging module **22**, then the rechargeable battery may be defective!
► Contact Liebherr Customer Service to determine the cause of the problem and the further procedure.

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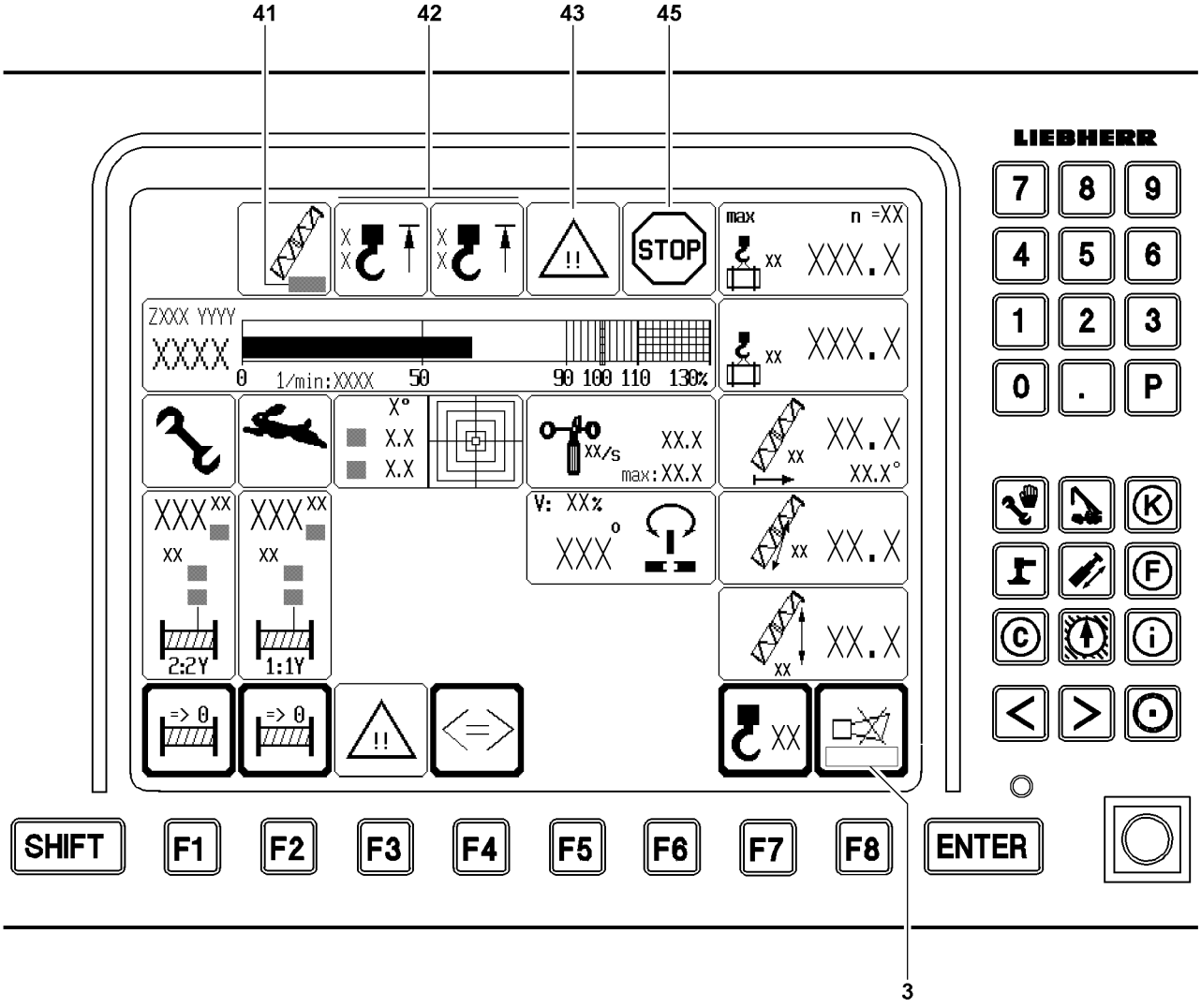

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Fig.112964

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3.5 LICCON monitor

3.5.1 Operating errors: Did an alarm function occur?

Note
- ► For the crane movement shut-off procedure, see the Crane operating instructions, chapter 4.20.
- ► For a detailed description of alarm functions, see the Crane operating instructions, chapter 4.02.
- ► In case of an alarm function, an error message **3** with an LICCON error code appears at the same time.

The following alarm functions are indicated by blinking icons on the LICCON monitor:
- **41** Boom limitation
- **42** Hoist top limit switch
- **43** Advance warning
- **45** LMB stop

The limit ranges of the crane movements are monitored by:
- Hoist limit switch
- Angle sensor
- Pressure sensor
- Pull test brackets (force test boxes)
- Wind sensor
- Inductive sensors

If the limit ranges for these sensors are exceeded, the crane movements are turned off (LMB-STOP).

► Correct the operating error.

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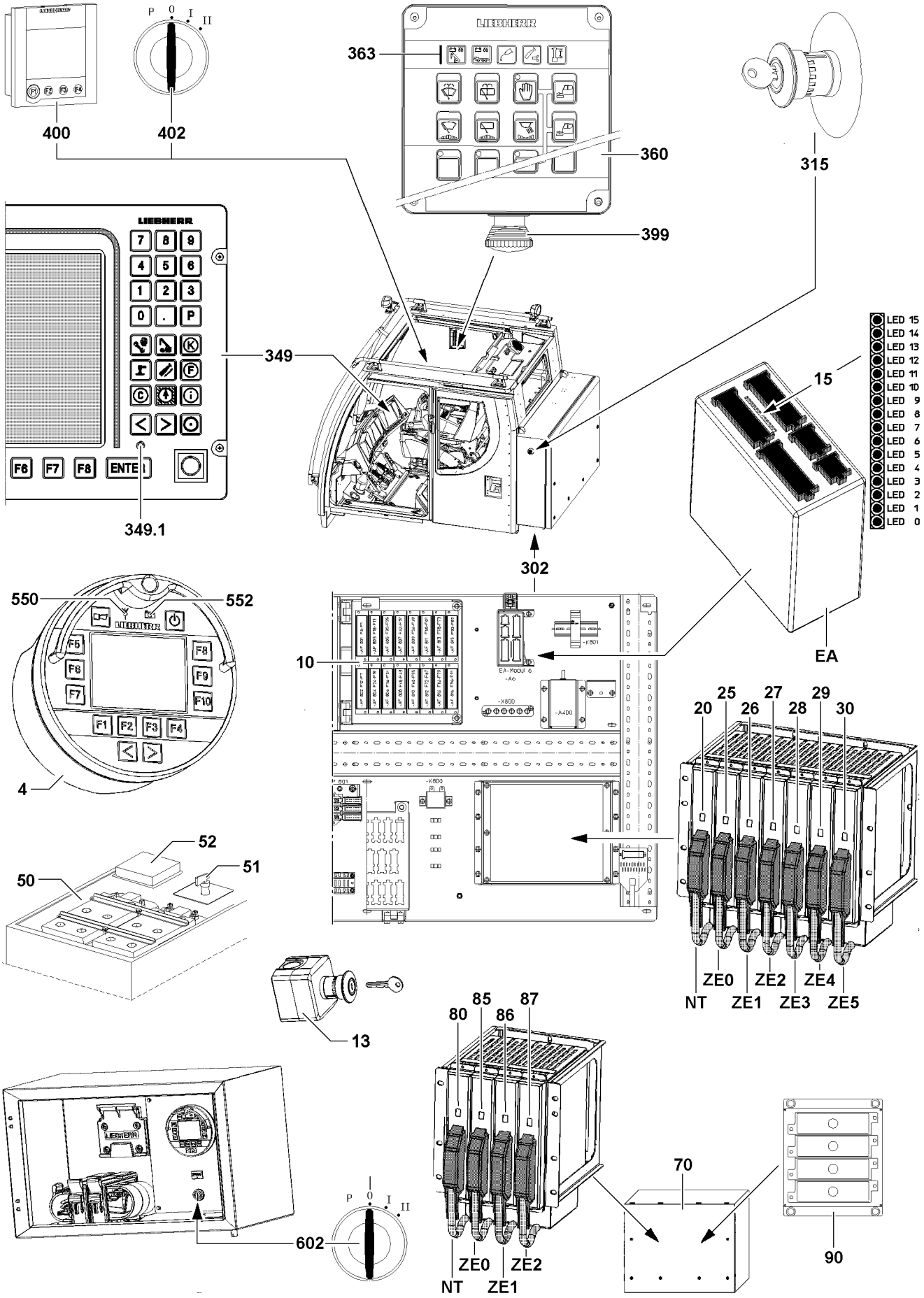

Fig.163443

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4 Measures in case of defective components

WARNING
Impairment of crane safety!
When using non-original spare parts, crane safety can be impaired!
Changed or manipulated components can fail!
Safety relevant components can malfunction!
The crane license as well as the manufacturer's warranty will become void!
Danger of accident!
Personnel can be severely injured or killed!
This could result in property damage!
► Use only original spare parts or spare parts approved by Liebherr Werk Ehingen!
► Leave installed original parts unchanged!

Make sure that the following prerequisites are met:
– Error diagnostics has been carried out.
– Defective component has been determined.

4.1 Failure of hydraulics, electrics or engine

Note
If the crane is equipped with the optional „Hydraulic emergency control*“, then the crane can be taken down in case of failure of the crane hydraulics, crane electrics or crane engine.
► For hydraulic emergency control, see the Crane operating instructions, chapter 6.05.

► Take the crane down with the hydraulic emergency control* and repair it, contact Liebherr Customer Service if necessary.
or

If the crane does not have a „Hydraulic emergency control*“
Secure the crane and danger zone wide-ranging.
► Fix the crane, contact Liebherr Customer Service if necessary.

4.2 Defective power supply (NT)

► Replace the defective power supply (NT) with a functioning power supply (NT).

Note
► For instructions on how to replace a defective power supply (NT), see the Diagnostics operating instructions.

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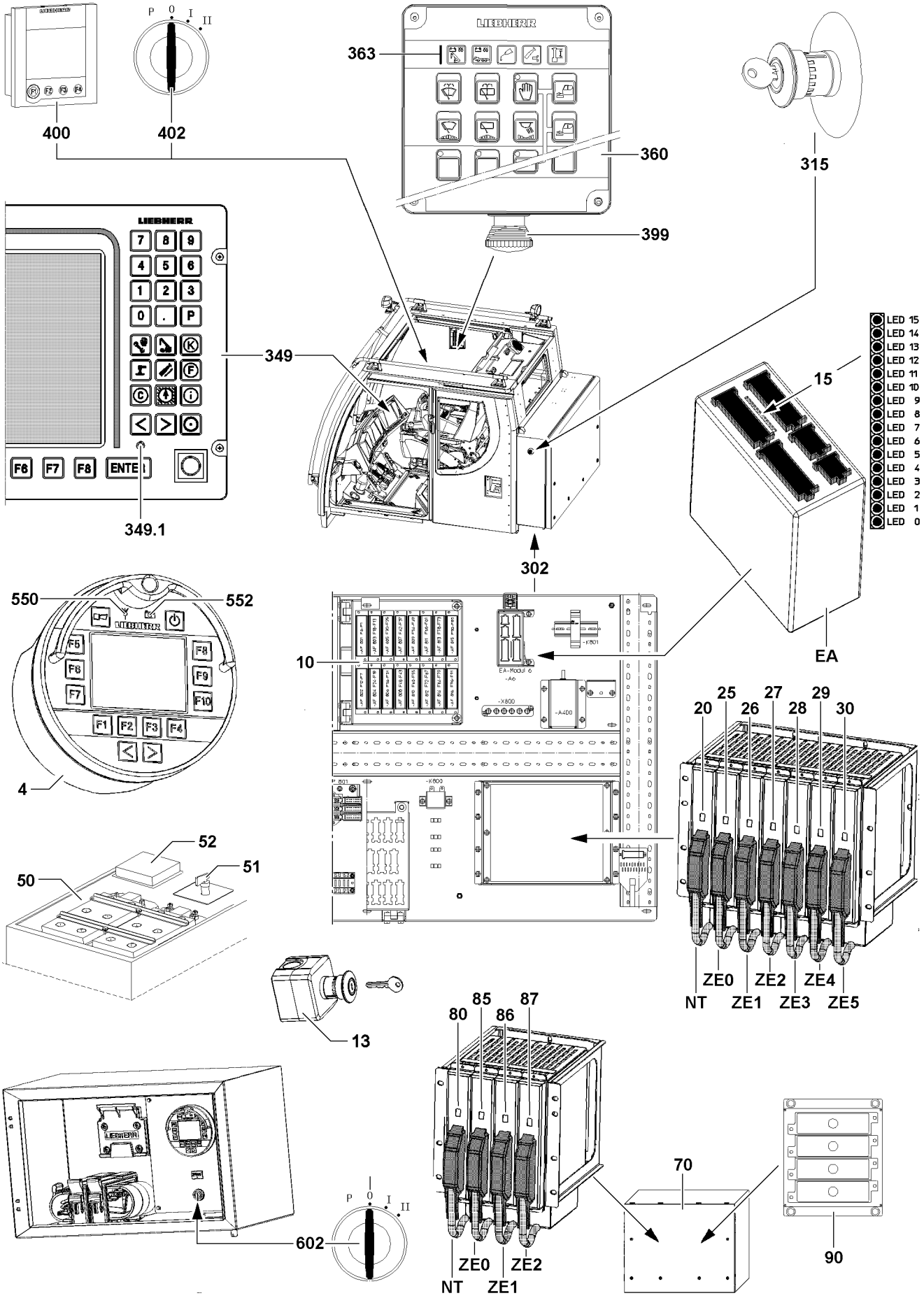

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4.3 Defective Central processing unit (CPU)

► Replace a defective CPU with a functioning CPU.

Note
► For instruction for the replacement of a defective Central Processing Unit (CPU), see the Diagnostics operating instructions.

4.4 Replacing a defective fuse

If a fuse is defective, then it must be replaced.

Make sure that the following prerequisites are met:
– The mechanical battery master switch **51** (if present) is in position **0**.
– The ignition switch **402** is in position **0**.
– The ignition switch **602** is in position **0**.
– A spare fuse of the same size and strength is available.

Fuses are located:
– **10** In the control cabinet fuse box
– In the battery box **50** (Fuses **52**)
– In the fuse box **90** (ballast trailer control cabinet)
– Directly on the individual components.

► Replace a defective fuse
► Check the function.

Problem remedy
The same fuse fails again?
► Continue troubleshooting, contact Liebherr Service if necessary.
► Never bypass a defective fuse or replace it with a stronger fuse.

4.5 The LICCON monitor remains dark

If the LICCON monitor **349** does not turn on after turn on:
► See section Monitor errors in the Diagnostics operating instructions.

If the problem cannot be remedied:
► Contact Liebherr Customer Service to determine the cause of the problem and the further procedure.

4.6 The touch display remains dark

If the Touch display **400** does not turn on after turning the ignition on:
► Check the error messages.

If the problem cannot be remedied:
► Contact Liebherr Customer Service to determine the cause of the problem and the further procedure.

4.7 Defective sensors

4.7.1 General

Depending on the classification of the sensor, crane operation with defective sensor:
– Can be continued without restriction.
– Can be continued with restriction.
– Can be continued only in LMB emergency operation.

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WARNING
Limited warning functions!
If there is a defect on an involved sensor (LMB) and the crane is continued to be operated by bypassing the sensor or otherwise, then the warning functions and the shut-offs of the LICCON overload protection are deactivated / limited!
► If there is a defect on an involved sensor (LMB), then the crane may be operated further only in emergency cases!
► Fix / replace the sensor before starting crane operation again!

Certain crane functions are also monitored with two sets of sensors.

If a defective sensor is shown:

► Replace / repair the defective sensor.

4.8 Defective limit switch

Depending on the classification of the limit switch, crane operation with defective limit switch:
– Can be continued without restriction.
– Can be continued with restriction.
– Can be continued only in LMB emergency operation.

Certain crane functions are monitored with two sets of limit switches.

WARNING
Limited warning functions!
If one of the double version limit switches is not OK and the crane is continued to be operated, then the warning functions of the LICCON overload protection are limited!
► The crane can only be operated in an emergency after failure of a double version limit switch!

If a defective limit switch is shown:

► Replace / repair the defective limit switch.

4.9 Bypassing the overload protection

To bring the crane into a safe condition after failure of a component required for the overload protection, it can be necessary to by pass the overload protection.

DANGER
Bypass of overload protection!
If the overload protection is bypassed, there is no further protection against crane overload!
In the event of deliberate improper use, the crane could collapse, the boom can break off or the crane can topple over!
Personnel can be killed or seriously injured!
This could result in property damage!
► The bypass of the overload protection is only permitted in emergency cases!
► The bypass may only be carried out by persons who are aware of the effects of their acts regarding the bypass of the overload protection!
► Bypassing the overload protection requires the presence of an authorized person and must be performed with utmost caution!
► Missing values must be monitored manually and must match the load chart.
► Crane operation with bypassed overload protection is prohibited!

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WARNING
Bypassed overload protection!
If the overload protection is bypassed, crane movements are no longer monitored!
The crane can be overloaded and collapse!
Personnel can be killed or seriously injured!
This could result in property damage!
► Only carry out crane movements within the range of the load chart as well as the erection / take-down charts!

As a rule, all specifications in the load chart must be adhered to strictly:
– The exact weight of the load, including load handling equipment, must be known.
– The boom status and the boom geometry must be known.
– The boom length and boom radius must be measured manually.
– All values must match the values in the respective load chart.

Note
► Depending on the configuration of the crane, the overload protection of the crane is bypassed various ways, see the following sections.

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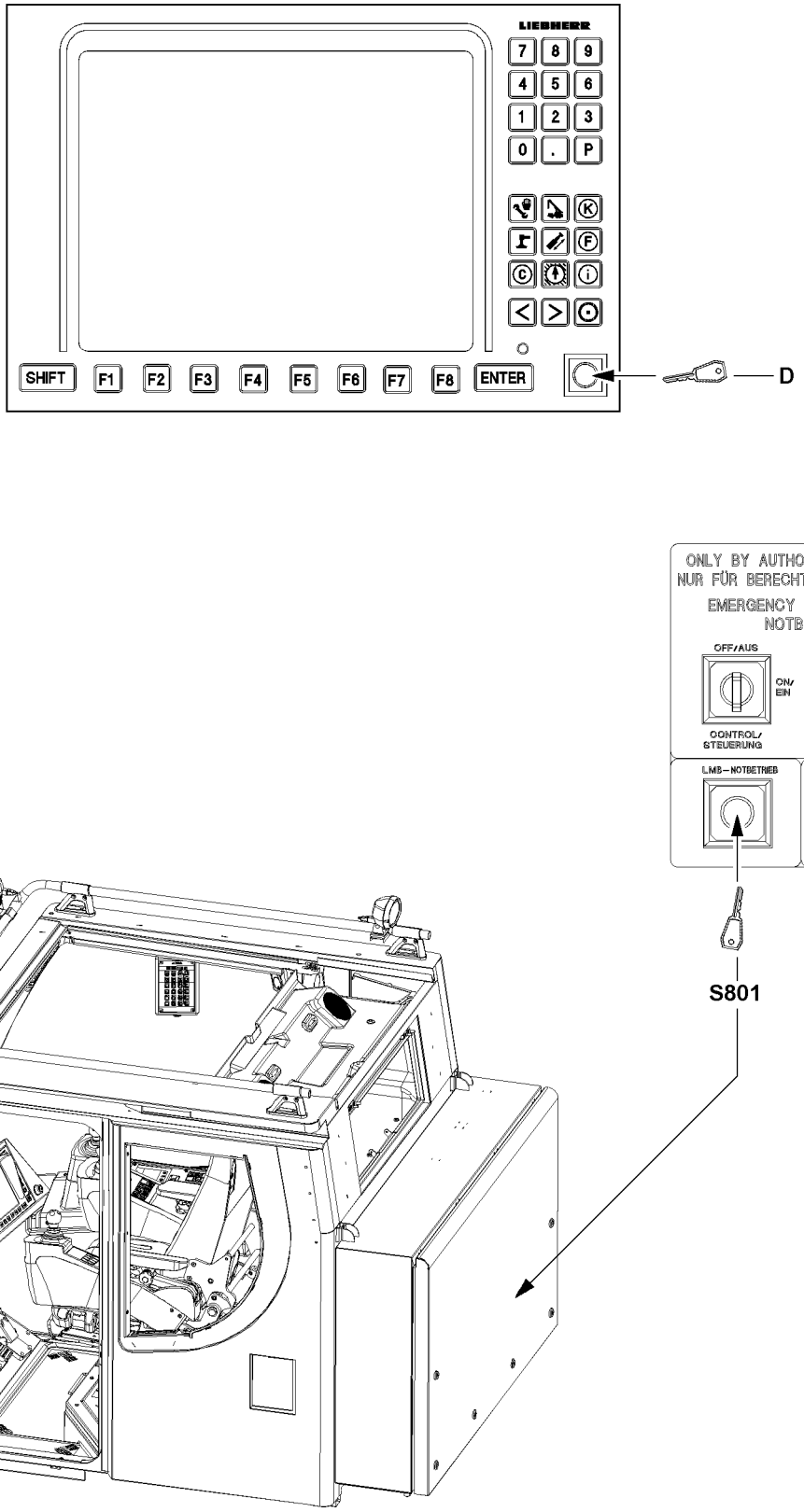

Fig.113282

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4.9.1 Bypassing the overload protection: Failure of the overload protection

Note
► This does **not** apply for cranes for which “EN13000:2010 active” crane control is programmed.
► For a description of the set up button **D**, see the Crane operating instructions, chapter 4.02!

► Press the set up button **D**:

Result:

– The overload protection is bypassed.
– The crane is in emergency operation.

To turn off the overload protection bypass:

► Press the set up button **D** again.

Result:

– The overload protection bypass is turned off.

4.9.2 Bypassing the overload protection: Failure of overload protection (according to EN 13000:2010)

Note
► Applies **only** for cranes with configuration according to EN 13000:2010!
► For the location and description of the bypass device outside the crane operator's cab, see the Crane operating instructions, chapter 4.01 and chapter 4.02.

The bypass of the overload protection can be carried out with the restriction, that:
– The bypass is automatically reset when the engine is turned off.
– The bypass is automatically reset after no later than 30 minutes.
– The bypass of the overload protection limits the working speed to maximum 15 %.

The bypass is made by actuating the key button **S801**:
► Press the key button **S801**.

Result:

– The overload protection is bypassed.
– The crane is in emergency operation.

To turn off the overload protection bypass:

► Actuate the key button **S801** again.

Result:

– The overload protection bypass is turned off.

4.10 Ending the load hoist to avert emergency situations

When the crane movements must be carried out manually (for example with the optional „Hydraulic emergency control*****“).

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WARNING
Crane operation without overload protection!
If the LICCON overload protection is no longer functioning properly because of one or more errors, then there is a danger of accident if crane operation is continued!
Due to operation of the crane with failed LICCON overload protection, the crane can be overloaded and collapse!
Personnel can be killed or seriously injured!
This could result in property damage!
- ► Crane operation without overload protection is only permissible in emergency cases!
- ► Crane operation without overload protection may only be carried out by persons who know the effects of their actions regarding crane operation without overload protection!
- ► Crane operation without overload protection requires the presence of an authorized person and must be performed with utmost caution!
- ► Missing values must be monitored manually and must match the load chart.
- ► Do not restart regular crane operation again until the overload protection is functioning again!

Ending the load hoist to avert emergency situations:
- – Before continuing the load hoist, contact the nearest Liebherr customer service center or Liebherr-Werk Ehingen.

If this is not possible, then the load hoist can be completed with utmost caution, as follows:
- – All values that are needed for determining the set up configuration and the associated load chart must be measured and / or manually determined.

As a rule, all specifications in the load chart must be adhered to strictly:
- – The exact weight of the load, including load handling equipment, must be known.
- – The boom status and the boom geometry must be known.
- – The boom length and boom radius must be measured manually.
- – All values must match the values in the respective load chart.

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8 Inspections of cranes

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8.01 Periodic crane inspections

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1 General information

This crane was tested at the manufacturer's facilities prior to shipment in accordance with the valid ISO, FEM and DIN Standards and DGUV 52 (DGUV 309-001).

The safety level achieved during initial start up may not be attainable during operation.

Examples of the root cause of such deviations include; e.g., wear and tear, corrosion, effects of external forces, changes in the environment and changes to the mode of operation.

The operator is responsible for taking the necessary steps to ensure that the level of safety is maintained.

Periodic inspections are regulated nationally in the BetrSichV.

The crane operator is therefore obligated to have the crane inspected by an **authorized inspector**, at intervals depending on the operational conditions but at least once per year, from the first day of vehicle registration.

Certain conditions of use require however shorter inspection intervals or tests.

Conditions of use, the shorter inspection intervals or inspections between the regular inspections require:
- High utilization of the crane and / or a greater number of load cycles.
- Ramming work and pulling work, see chapter 4.08.
- Operation at low temperatures, see chapter 2.08.
- Lifting of personnel, see chapter 2.04.
- Situations during which the crane was exposed to sudden loads.

When equipment parts from other cranes are used: Make sure that the inspections and inspection intervals are observed also for the replaced equipment parts.

The operator specifies an authorized inspector and assigns him to perform the tests and maintenance required nationally and by Liebherr-Werk Ehingen GmbH to ensure further, safe and reliable crane operation:
- Carry out the inspection tasks required by Liebherr-Werk Ehingen GmbH.
- Additional national inspection intervals must be monitored by the crane operator.

Every 4 operating years, in the 13th Operating year and thereafter at least annually, from the first day of vehicle registration, the crane must be inspected by an **inspection expert**.

Periodic inspection are principally a visual inspection, where the inspector appraises the condition of the crane and its components.

WARNING
There is danger of weakening the supporting components when major changes or repairs are made to the crane!
► In this case, the operator must have the crane reinspected by an inspection expert before putting it back in service!

In addition, all respective local and national regulations apply.

Authorized inspector
Authorized inspectors are those persons who through their professional training, their professional experience and their recent professional activity have the necessary knowledge for the inspection of work equipment.

Authorized inspector for pressure containers
Authorized inspectors for pressure containers are authorized inspectors who additionally:
- Have relevant technical professional training.
- Have at least one year of experience with the manufacture, assembly, operation or maintenance of the equipment or components to be inspected in accordance with BetrSichV.
- Keep their knowledge about pressure-related hazards up to date by participating in training or instruction, in particular with regard to the following topics:
  - Design and manufacturing processes

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- Equipment and safeguarding concepts
- Assembly, installation and operation / use
- Intended use
- Risk assessment
- Inspections, inspection periods, inspection procedures including assessment of the results
- Relevant influences and damage symptoms found in practice

Inspection expert

Inspection experts are authorized inspectors who also:

- Have completed training as an engineer or have equivalent knowledge and experience in the subject area with which their activities are involved.
- Have at least three years of experience in the design, construction, maintenance or inspection of cranes, of which at least half a year were involved in the inspection activities of an inspection expert.
- Possess sufficient knowledge of the relevant regulations and rules.
- Have the necessary facilities for inspection and documentation.
- Keep their professional knowledge up to date.

To ensure the high safety standard of the crane, it is recommended, no later than the 12th year, in the 20th year, in the 26th year and then every 4 years, to have the crane undergo a **general inspection** by an **inspection expert**. At that time, in addition to the usual scope of inspection, all load carrying parts of the crane - the complete steel structure with all welding seams as well as all components and connecting devices - are to be subjected to a complete visual inspection. The following procedural notes for repeat inspections are to be observed for that.

The purpose of the inspections is to avoid accidents by detecting deficiencies early on. Any deficiencies found by the inspector must be documented, corrected and subsequently reinspected.

For safe crane operation, important components must be inspected for their percentage of utilization or their reusability. Based on this inspection a statement can be made about the suitability of the components for further operation.

A number of important examples of items that are particularly important during the periodic crane inspections are listed below. We wish to advise that the **authorized inspectors** or **inspection experts** take sole responsibility for the crane inspections that they carry out.

Note

► The inspection may not be solely limited to the following positions shown in the sample component illustrations. Rather the **entire** crane structure must be subjected to a careful inspection!

A checklist is provided in the Crane operating instructions, chapter 8.90, to assist the inspector during the periodic inspections of Liebherr mobile and crawler cranes.

If the inspector has any questions they should be directed through the Service Department of Liebherr-Werk Ehingen GmbH to the technical departments.

WARNING

Danger of accident!

► Adhere to the following inspection guidelines and intervals.

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2 Inspecting load bearing crane structures, especially steel structures

2.1 Basic principles and procedure

DANGER
Danger of fatal injury!
The crane structures, particularly steel constructions, have to be checked by an **authorized inspector** or **inspection expert** at least once a year. If this is not the case, they could fail and cause fatal injury or seriously damage the crane!

- ► Crane structures, particularly steel constructions must be checked by an **authorized inspector** or an **inspection expert** at least once a year!
- ► Shorten the inspection intervals when the crane is subjected to above-average load spectrums, for example during handling operation or frequently erecting long boom systems.
- ► When the crane was subjected to excessive operating loads; e.g., due to an unusual impact, the crane structure, especially the steel structures must be inspected immediately!

Crane structures, especially steel structures, such as booms, turntables, chassis, support equipment (e.g., sliding beams or folding outriggers) must be carefully inspected, at the very least during the annual recommended crane inspections. Inspect welding seams especially through an intensive visual inspection.

If paint damage with corrosion (rust) is found on load carrying parts of the crane structure, especially on telescopic booms, lattice booms, lattice jibs, pull rods etc., then the rust must be removed, primed and painted.

In the case of an electrolyte process, such as corrosion in combination with water, atomic hydrogen is created, which leads to hydrogen induced corrosion with resulting cracks in high tensile fine grain construction steel.

If disassembly and assembly work on the crane is required to carry out the inspections, then they must be carried out by taking the manufacturer's data into account or in coordination with the crane manufacturer.

We would like to point out that the framework of mobile cranes is designed for a limited number of stress work cycles. This also determines the utilization or service life of the framework. The service life is not determined solely by the number of stress cycles. It also depends on the loads (load spectrum) applied during the time in operation.

Liebherr mobile and crawler cranes are designed for specific characteristics and movements, such as constant deployment of drive forces, only occasional operation and load conditions according to EN 13000.

Liebherr mobile and crawler cranes are designed for assembly operation and can only perform a limited number of load cycles (N=63000). They are classified according to ISO 4301-2 in Class A1 and assigned according to ISO 4301-1 of collective class Q_1 = light (k_p = 0.125).

Regular overload tests are **not** recommended. An overload check may be necessary after repair welding on load bearing parts. An overload inspection may also be necessary after a general overhaul or other changes to load bearing parts. Contact **Liebherr-Werk Ehingen GmbH** customer service for suitable test loads.

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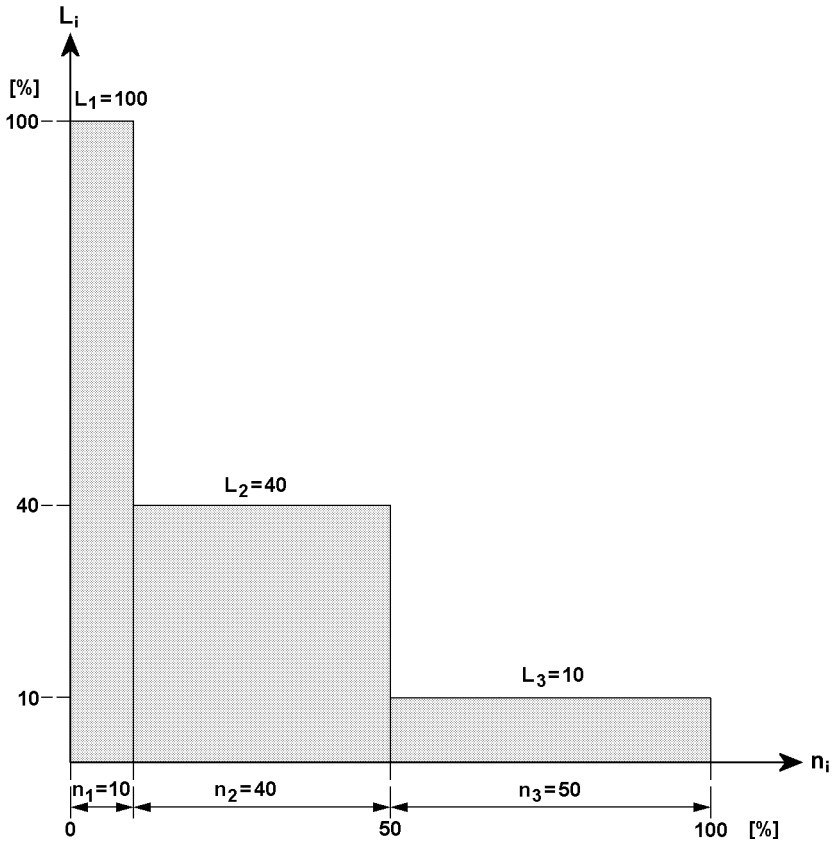

Fig.104716: Load spectrum example: Grouped according to collective class Q_1 = light (k_p = 0.125)

L_i: Load proportion in relation to maximum load [%]

n_i: Load cycles in relation to maximum number [%]

Note

- ► The service life of Liebherr mobile and crawler cranes can be drastically reduced, for example when used in magnet, grabbing or handling operations!
- ► Repeated inspection of crane structure, especially the steel structure and the welding seams must then be carried out in shorter intervals than specified.

For that reason, the steel structures and the welding joints must be subjected to a visual intensive inspection by the **authorized inspector** or **inspection expert** during the specified periodic inspections.

If any damage, such as cracks or suspicion of cracks, are apparent on any part of the steel structure, the total extent of the damage must be determined by qualified specialists using appropriate material testing methods, such as magnetic crack detection, ultrasound or x-rays. Thereafter, the qualified personnel must determine whether or not the damaged area can be repaired by welding or by other means.

Note

- ► The scope and extent of all inspections remain the sole responsibility of the inspectors!
- ► The scope and results of tests should be documented to permit reproducibility. This documentation forms part of the crane records and should be safely stored during the entire service life of the crane!

2.2 Repair welding

Defects such as cracks or permanent deformations on load-bearing steel components must be immediately reported to Customer Service at **Liebherr-Werk Ehingen GmbH**.

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The defect must immediately be appraised by an inspection expert according to standard welding technology rules. The inspection expert must immediately ascertain if the crane can continue to be safely operated due to danger of accident until a repair welding is performed.

Repair welding may solely be made in consultation and under the guidance of Customer Service at **Liebherr-Werk Ehingen GmbH** by authorized and trained expert personnel.

WARNING
Repair welding **not** according to regulations!
Death, severe bodily injuries, property damage.
► Contact Customer Service at **Liebherr-Werk Ehingen GmbH**.
► Coordinate the procedure for repair welding with **Liebherr-Werk Ehingen GmbH**.

Note
Exclusion of liability!
In the case of repair welding that were not carried out by personnel from **Liebherr-Werk Ehingen GmbH** or by authorized personnel from **Liebherr-Werk Ehingen GmbH**, **Liebherr-Werk Ehingen GmbH** excludes all liability for system functionality as well as for the parts.
► Have repair welding performed only by personnel of **Liebherr-Werk Ehingen GmbH** or by personnel authorized by **Liebherr-Werk Ehingen GmbH**.

2.3 Description of test points

All welding seams must be checked completely in the following positions:
– Force transmission points
– Fastening points
– Pipe connections
– Pipe intersections
– Louvered plates
– Inserted plates
– Welded metal springs
– Connections of fork-finger joints
– Double walls
– Welded lifting lugs
– Welded eyehooks

2.4 Examples of test points

The following diagrams are examples of the load bearing welding structures. The welding joints or seams or steel structural zones that require inspection may be present more than once and in various forms. The joints or zones must be inspected all around in the locations identified by arrows.

DANGER
Incomplete welding seam inspection!
Death, severe injuries, property damage.
The following diagrams are provided to assist the inspector. The illustrations are only examples and are not necessarily 100 % complete!
► Check all welding seams to be inspected.

Note
► The welding seams in force transmission points to be inspected are marked by a circle.
► The welding seams to be checked are marked with arrows.

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2.4.1 Crane chassis

Vehicle frame

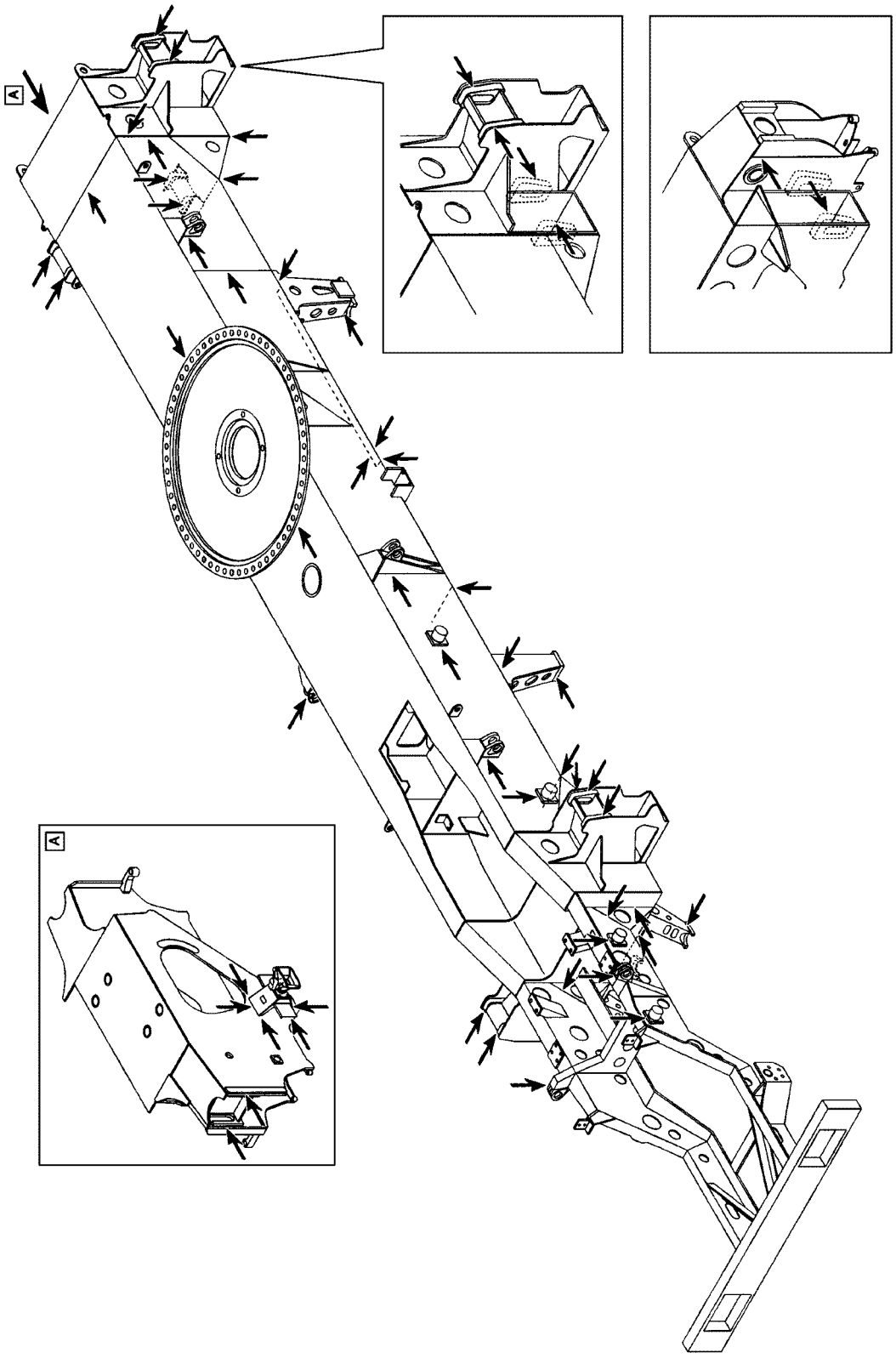

Fig.164852: Example of a vehicle frame

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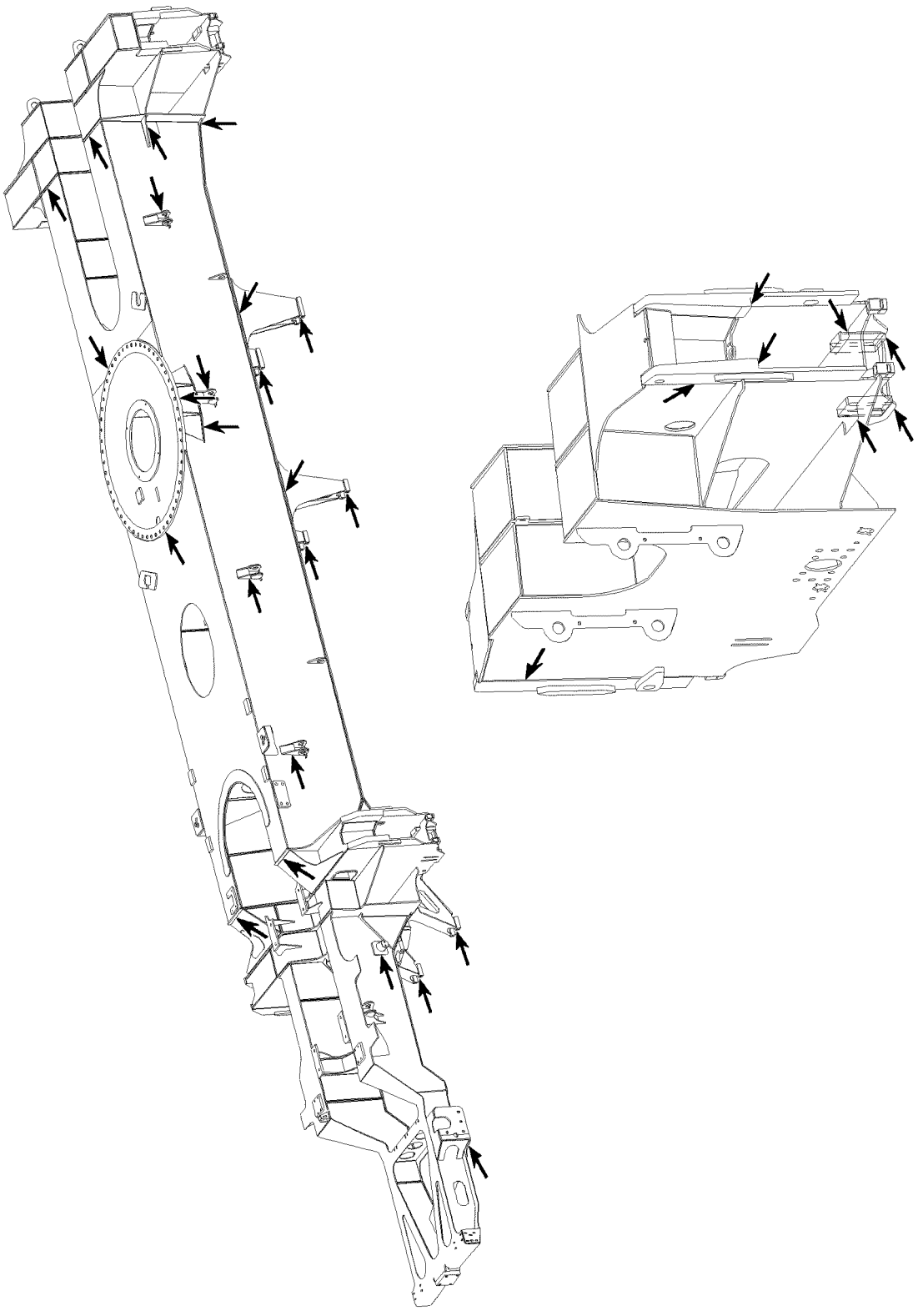

Fig.164853: Example of a vehicle frame

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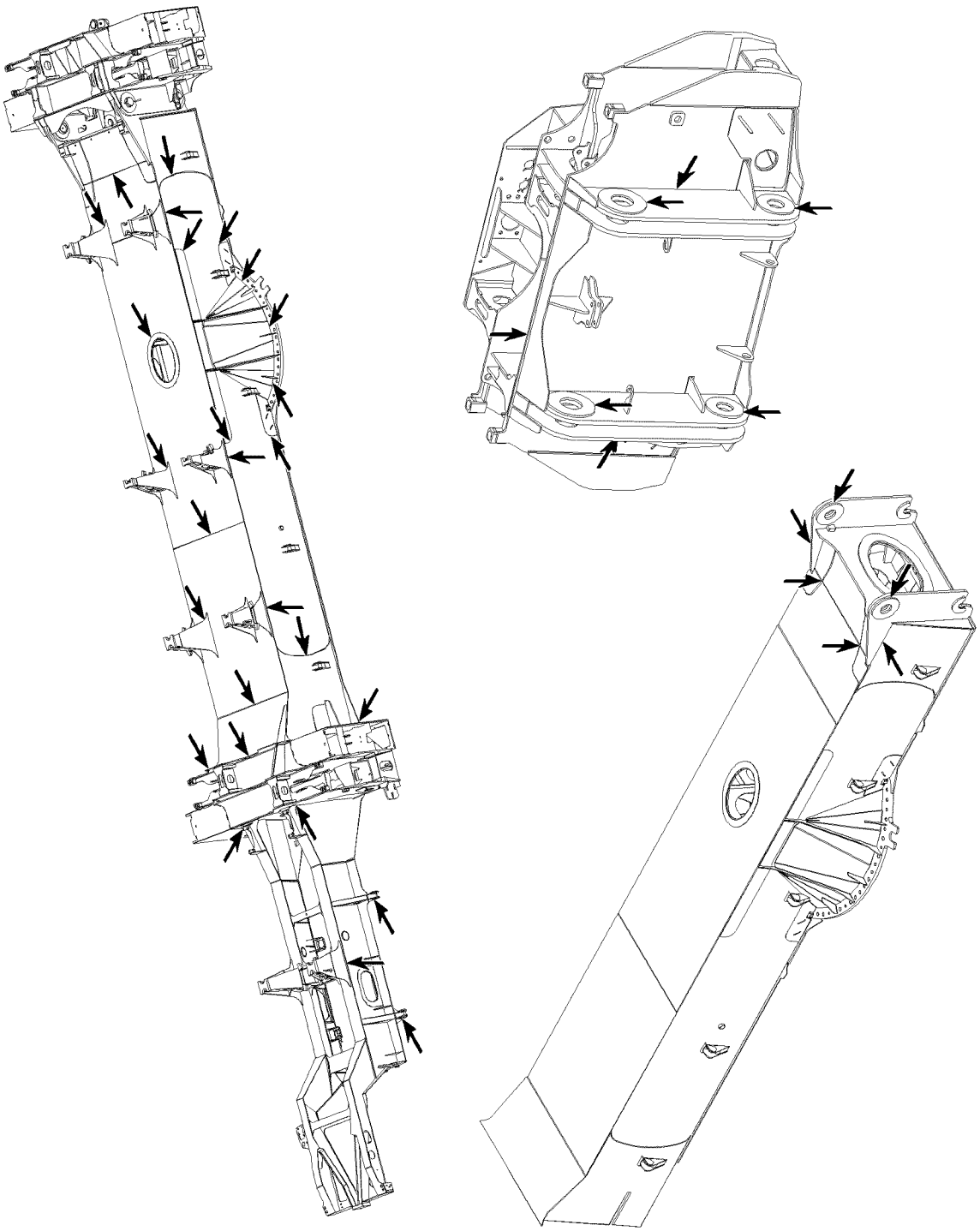

Fig.164854: Example of a vehicle frame

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Crawler center section

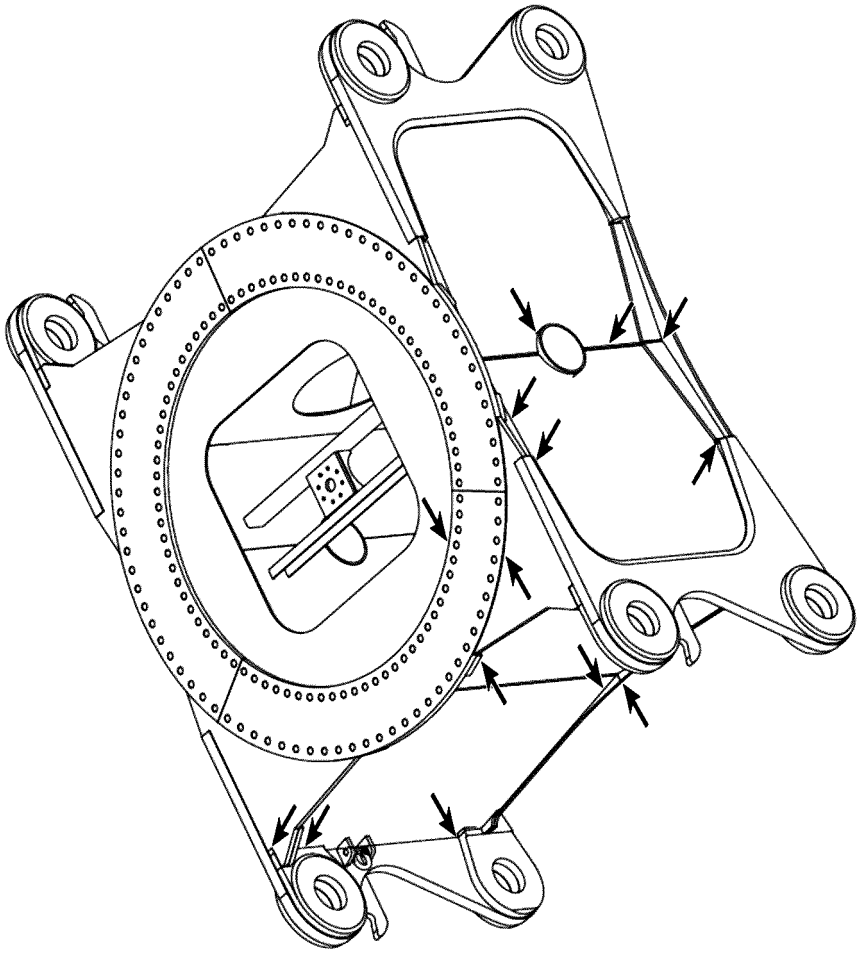

Fig.164865: Example of a crawler center section

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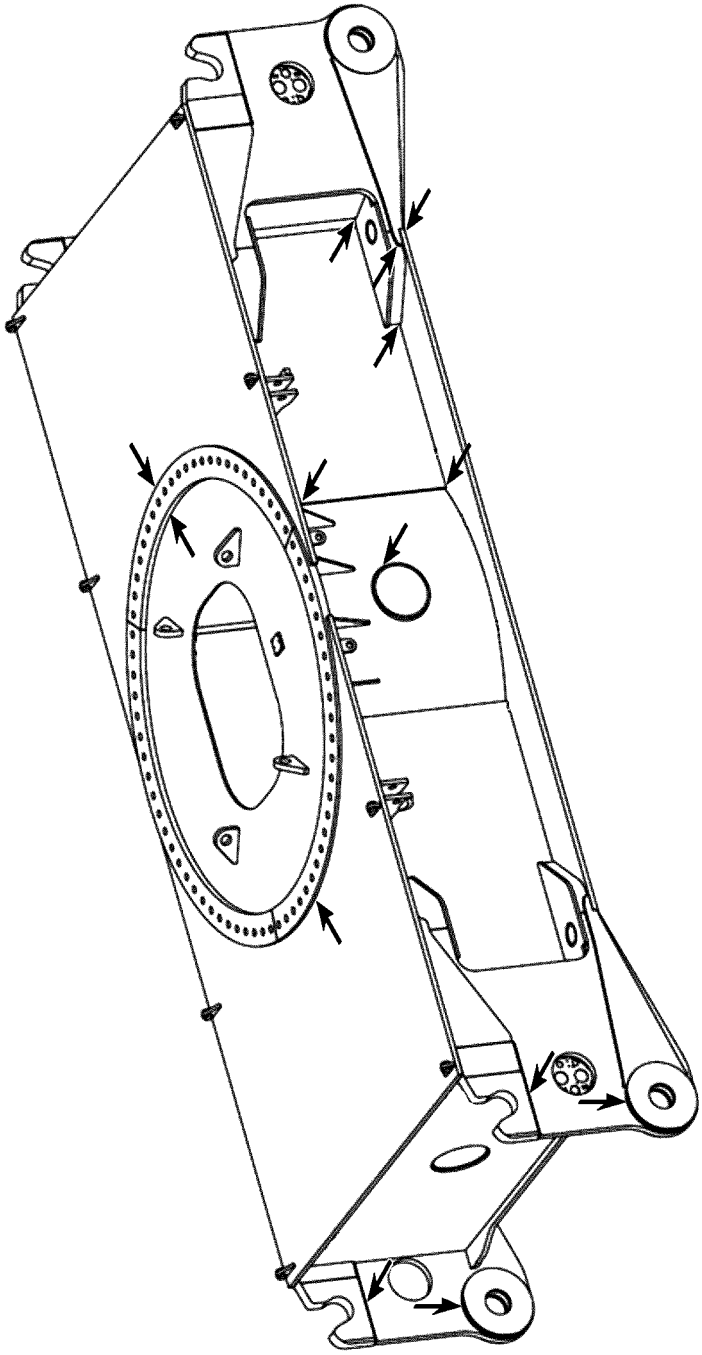

Fig.164866: Example of a crawler center section

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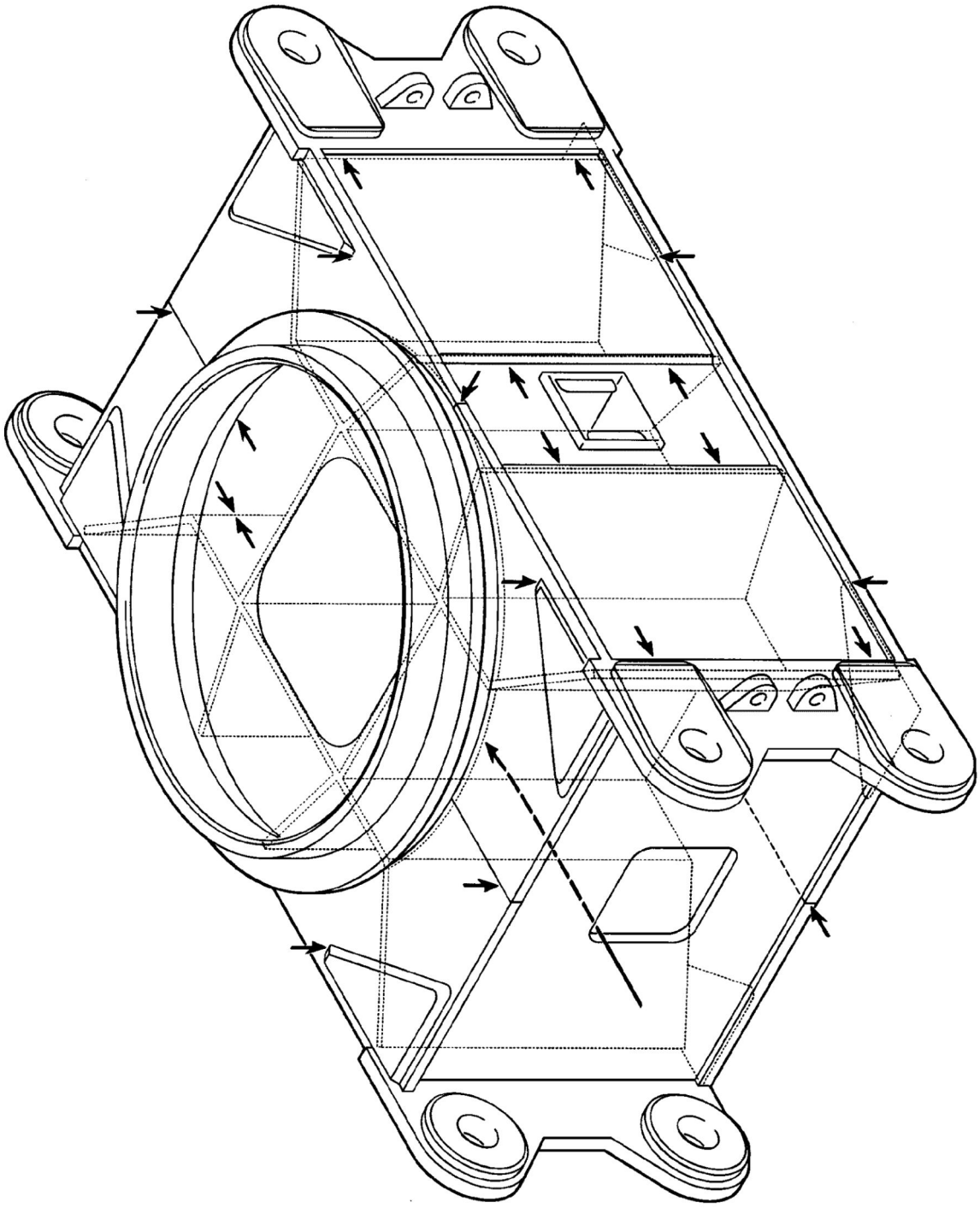

Fig.164867: Example of a crawler center section

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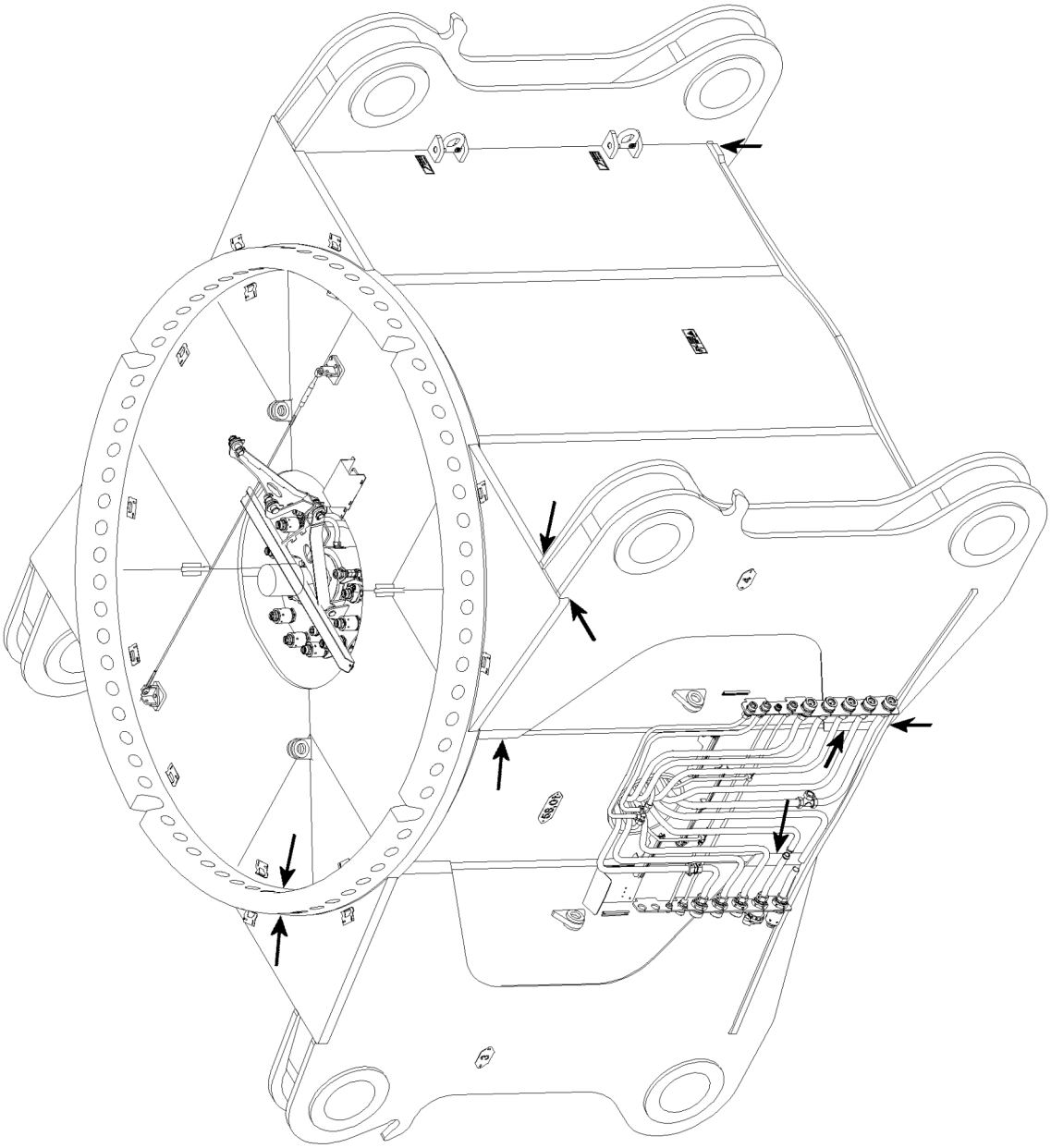

Fig.164868: Example of a crawler center section

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Intermediate frame

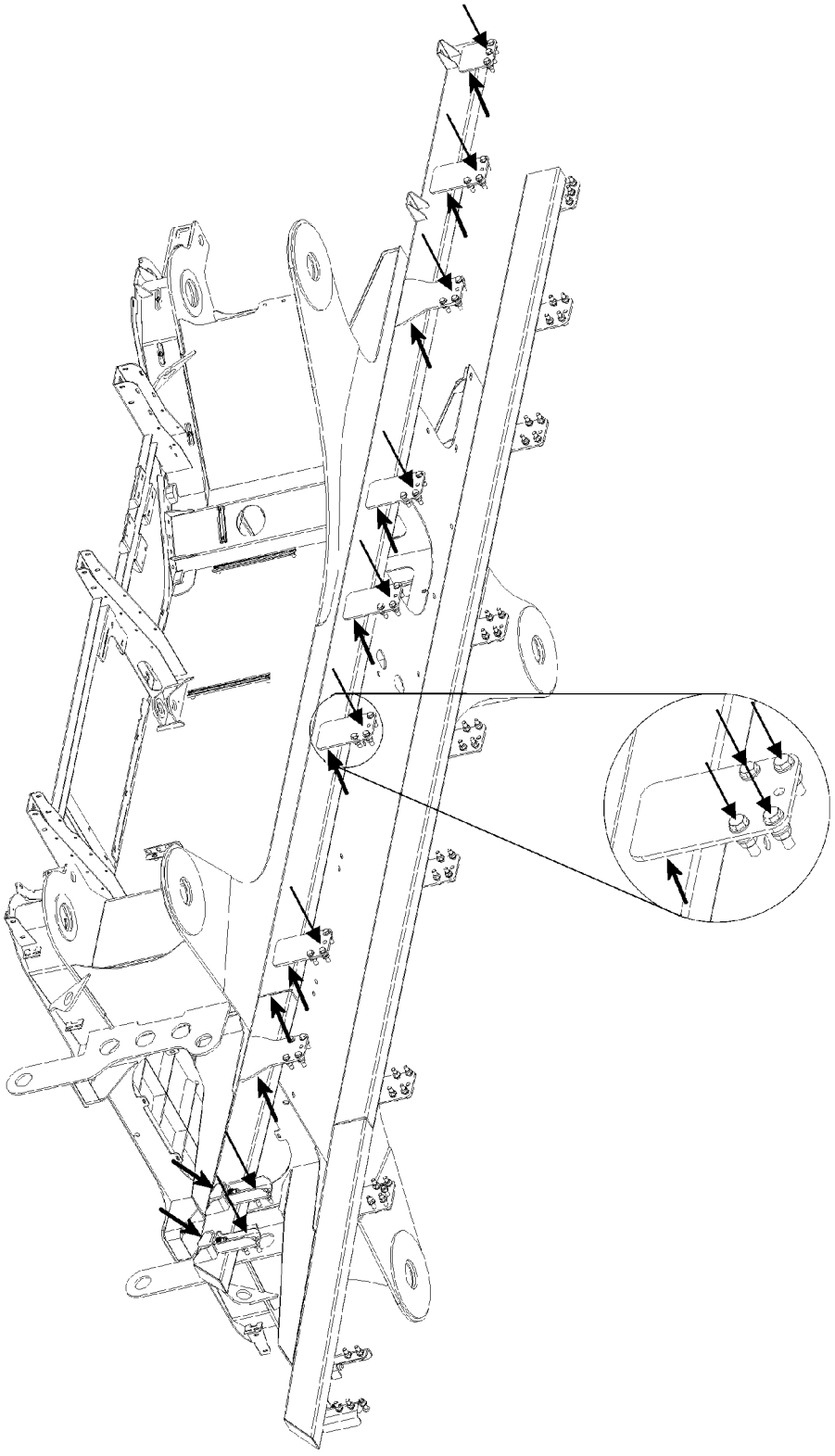

Fig.164856: Example of an intermediate frame

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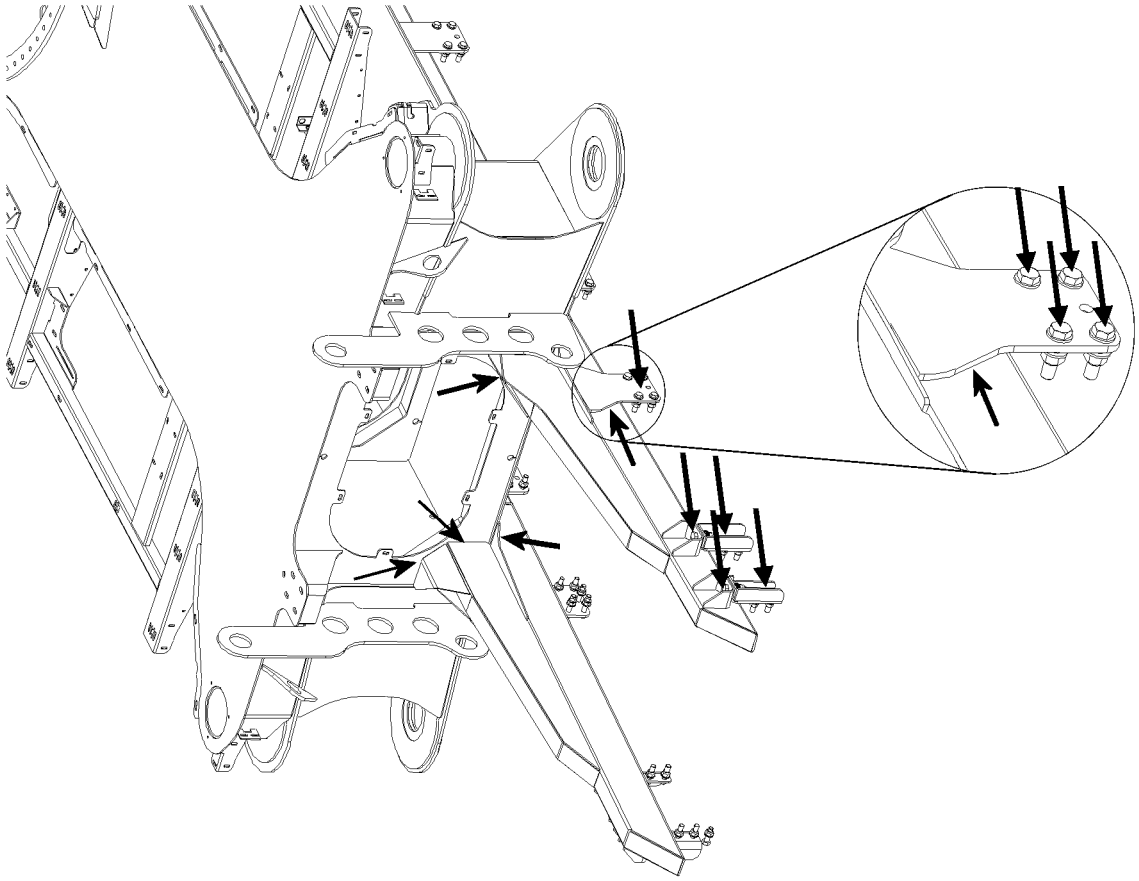

Fig.164857: Example of an intermediate frame

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Cross carrier

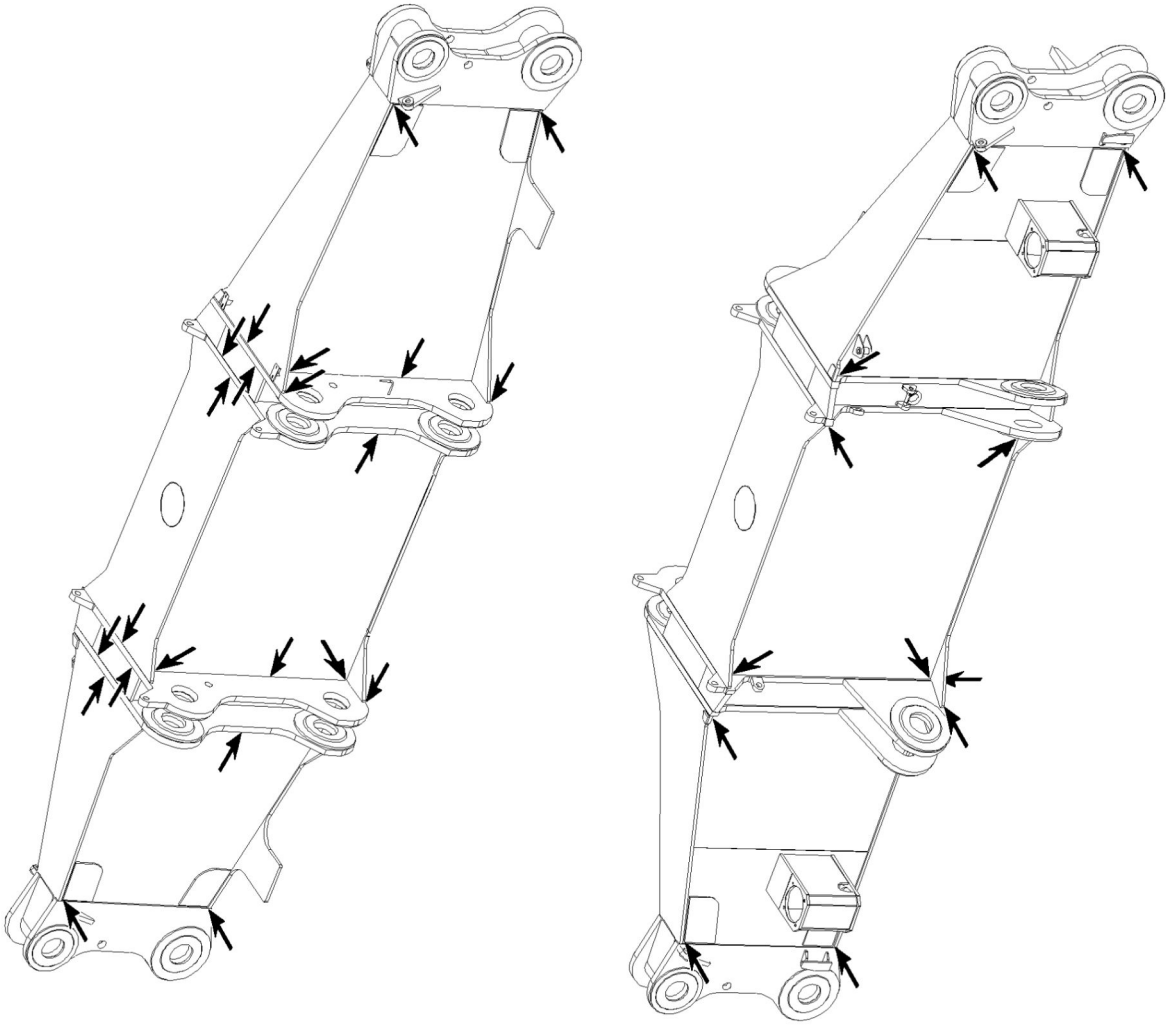

Fig.164869: Example of a cross carrier

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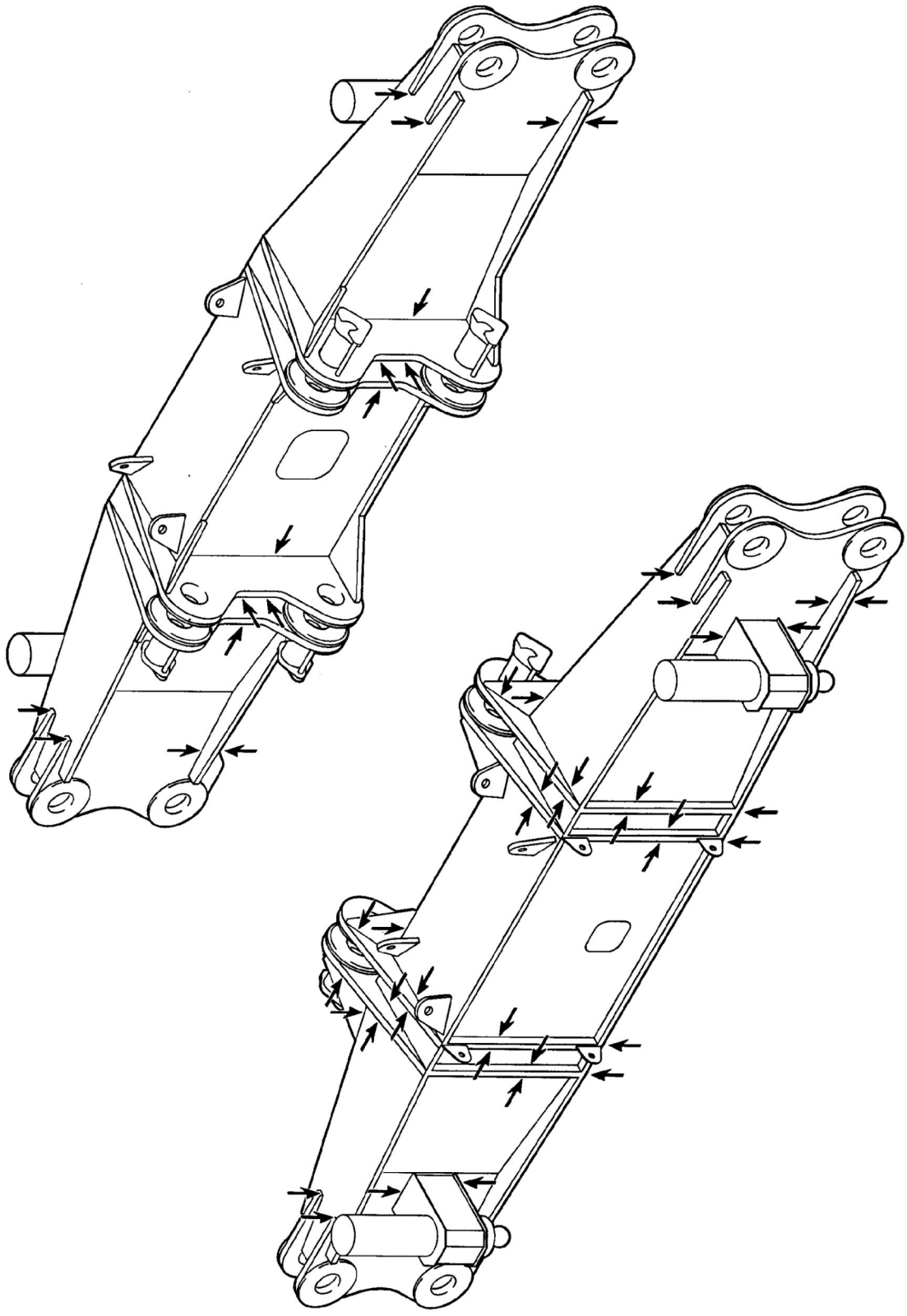

Fig.164870: Example of a cross carrier

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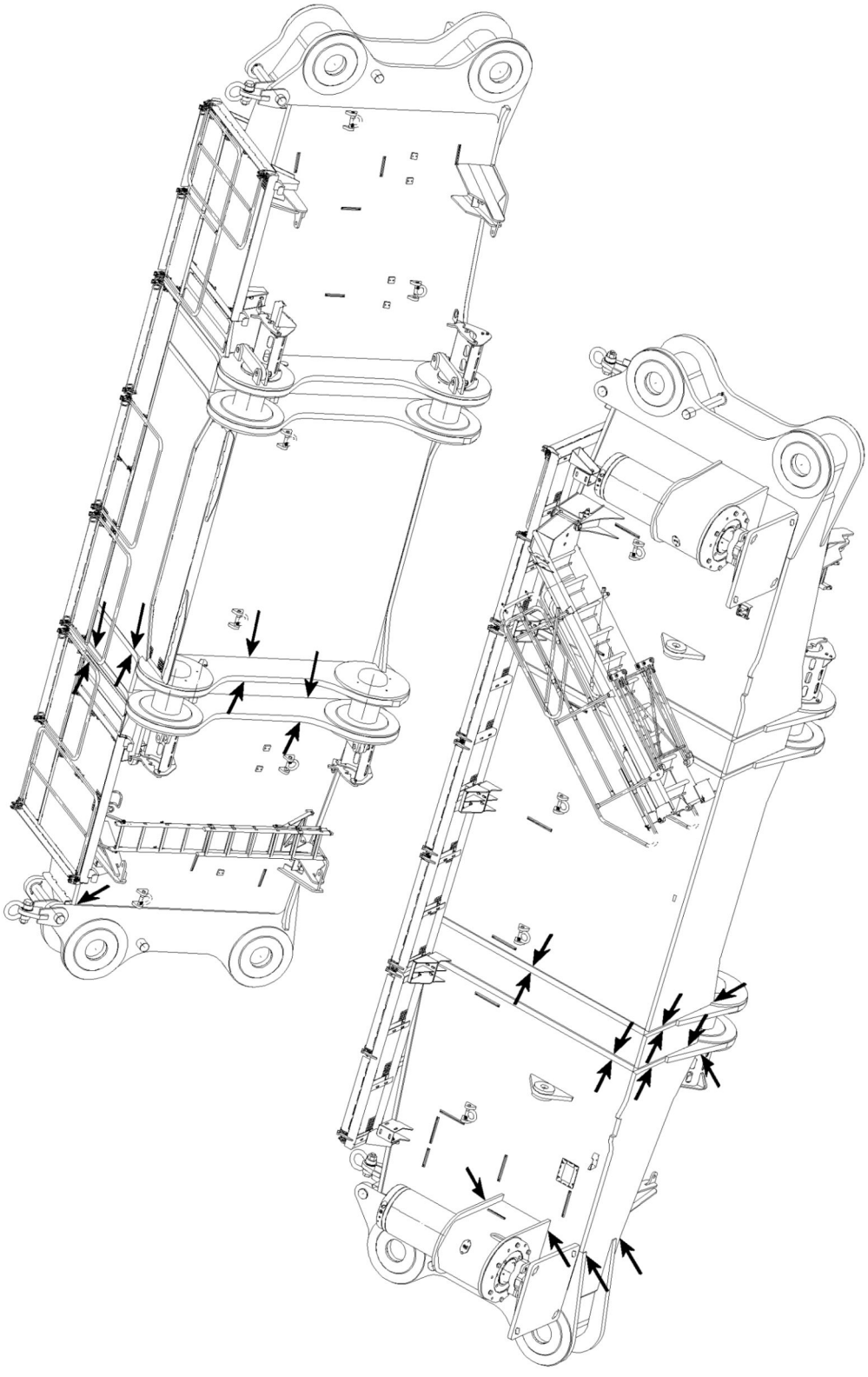

Fig.164871: Example of a cross carrier

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Carrier for central ballast

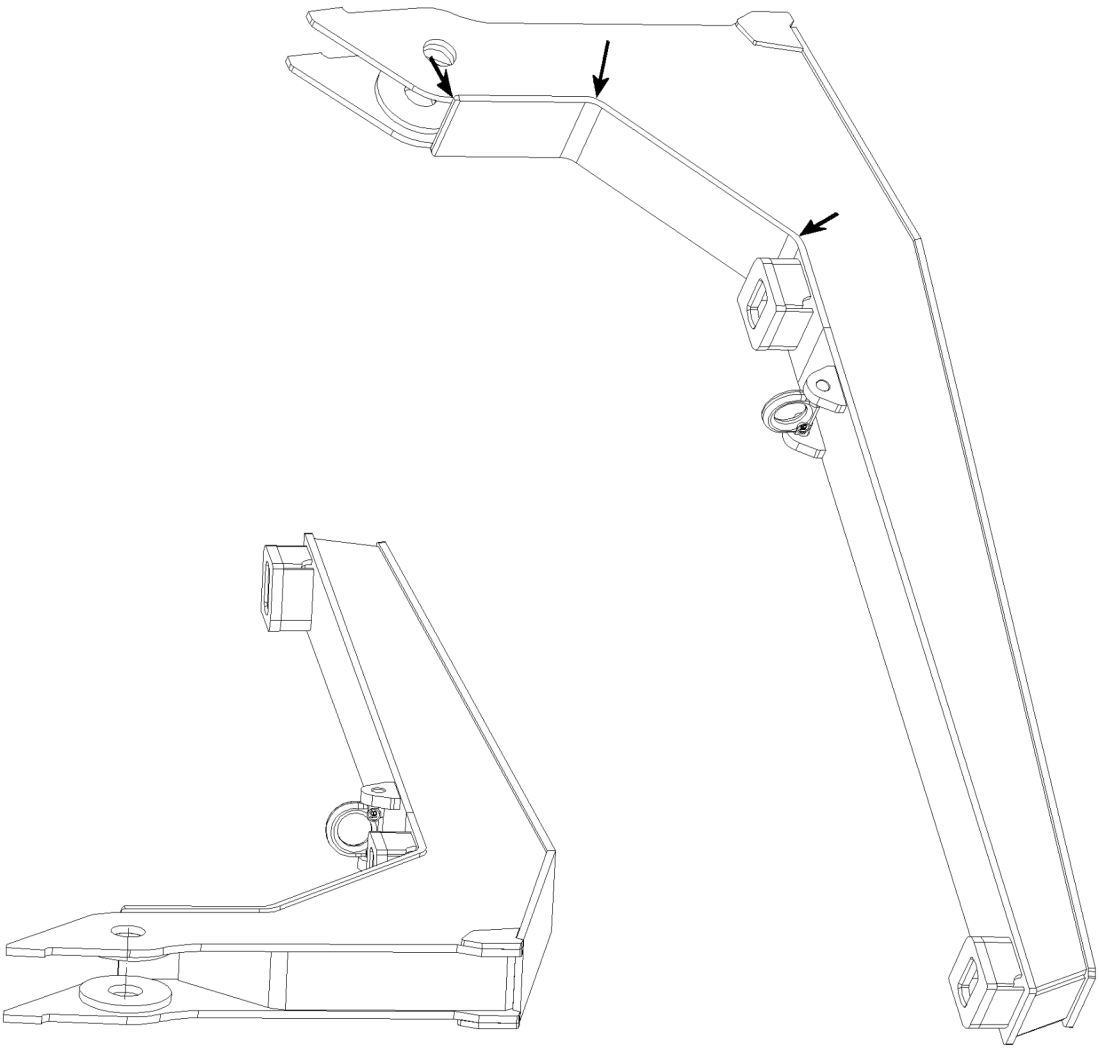

Fig.164872: Example of carrier for central ballast

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Crawler carrier

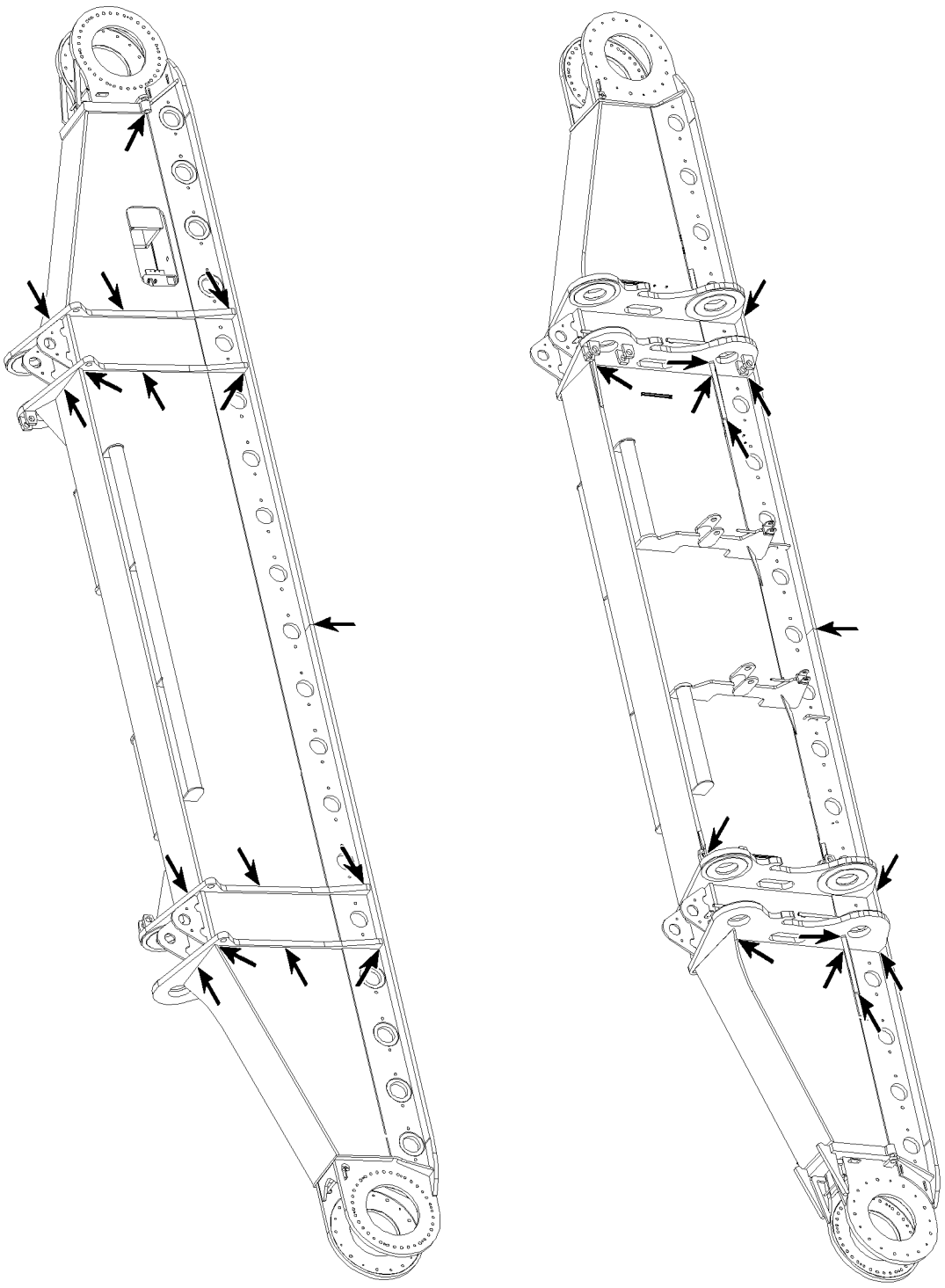

Fig.164873: Example of a crawler carrier

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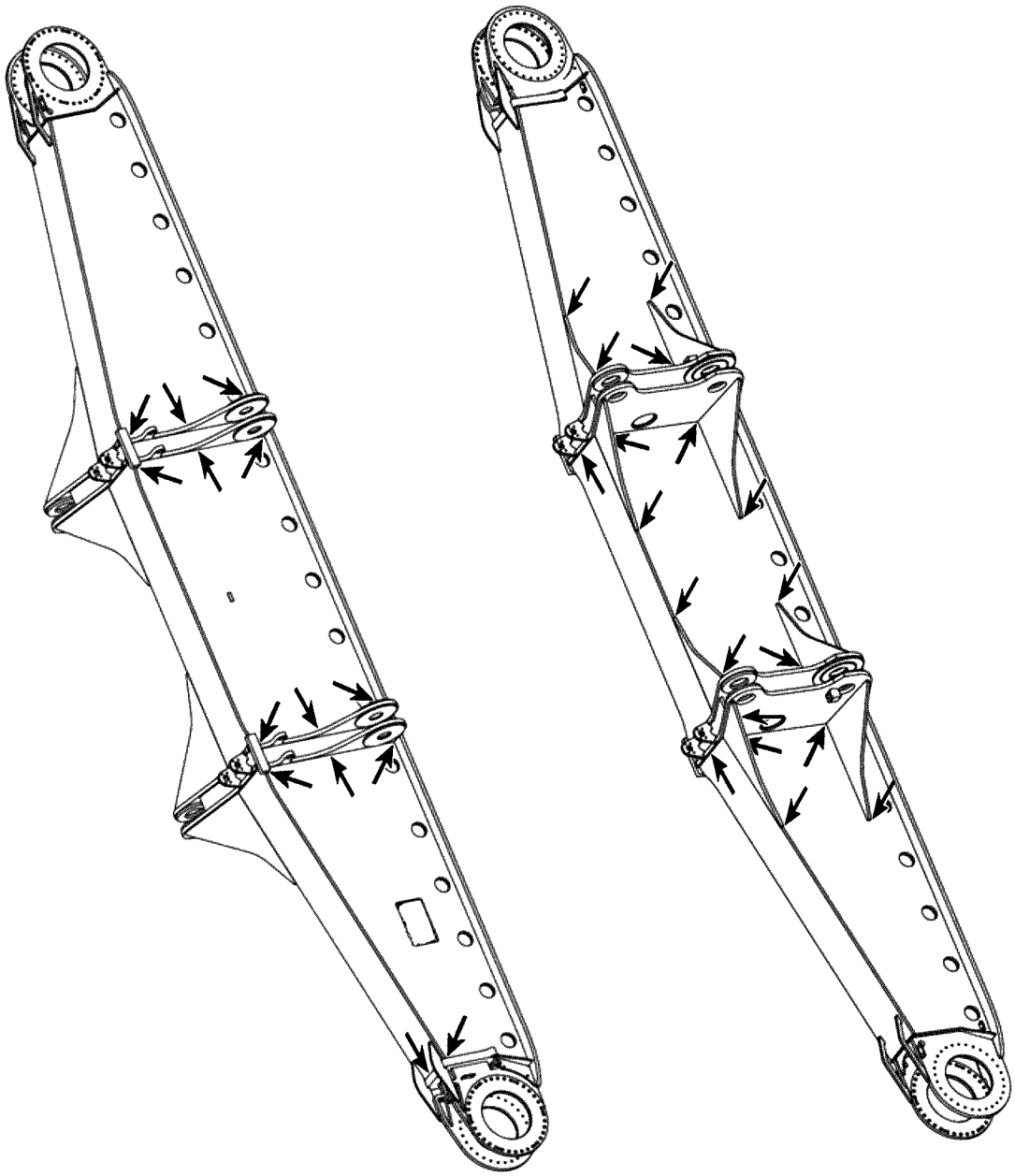

Fig.164874: Example of a crawler carrier

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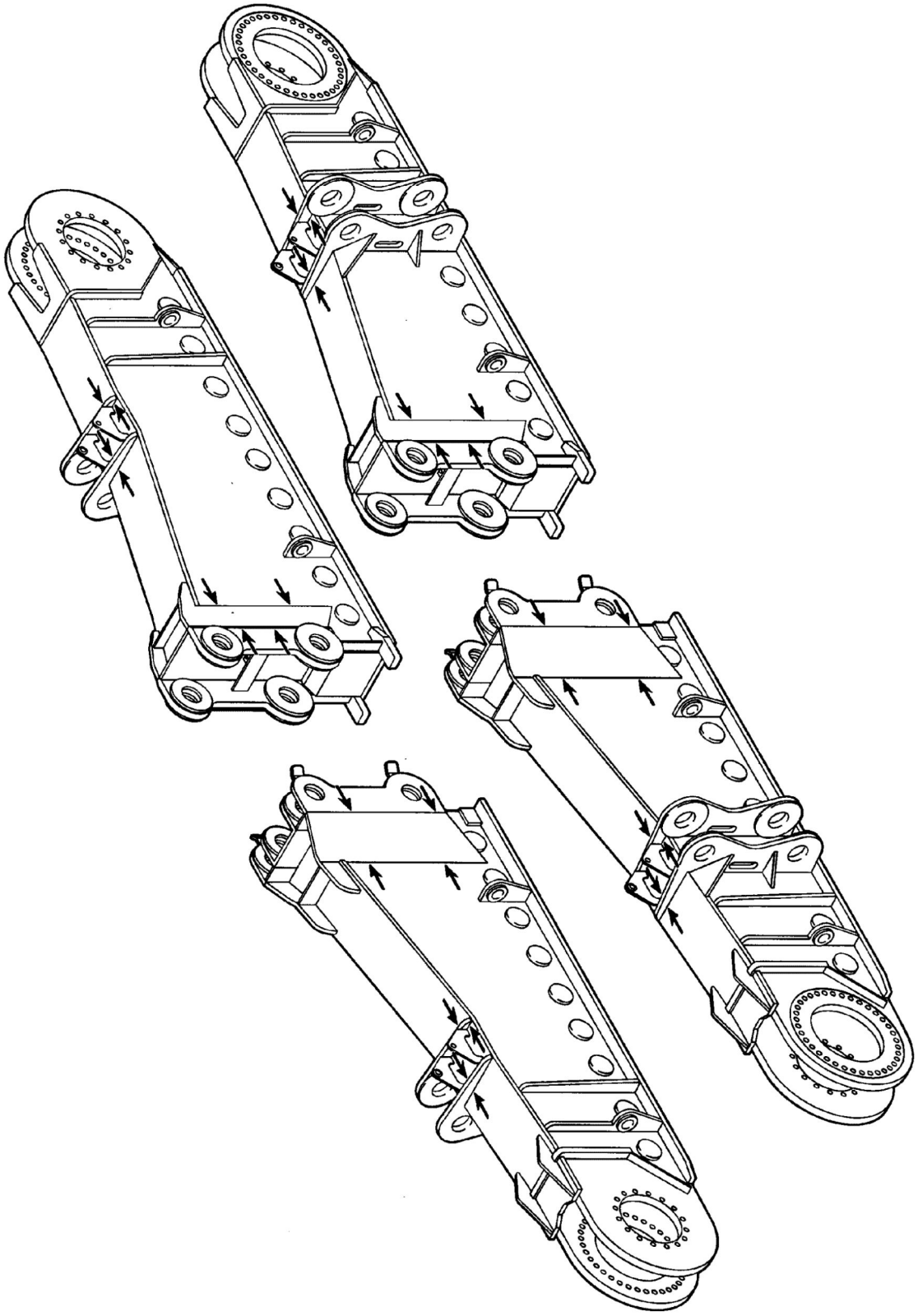

Fig.164875: Example of a crawler carrier

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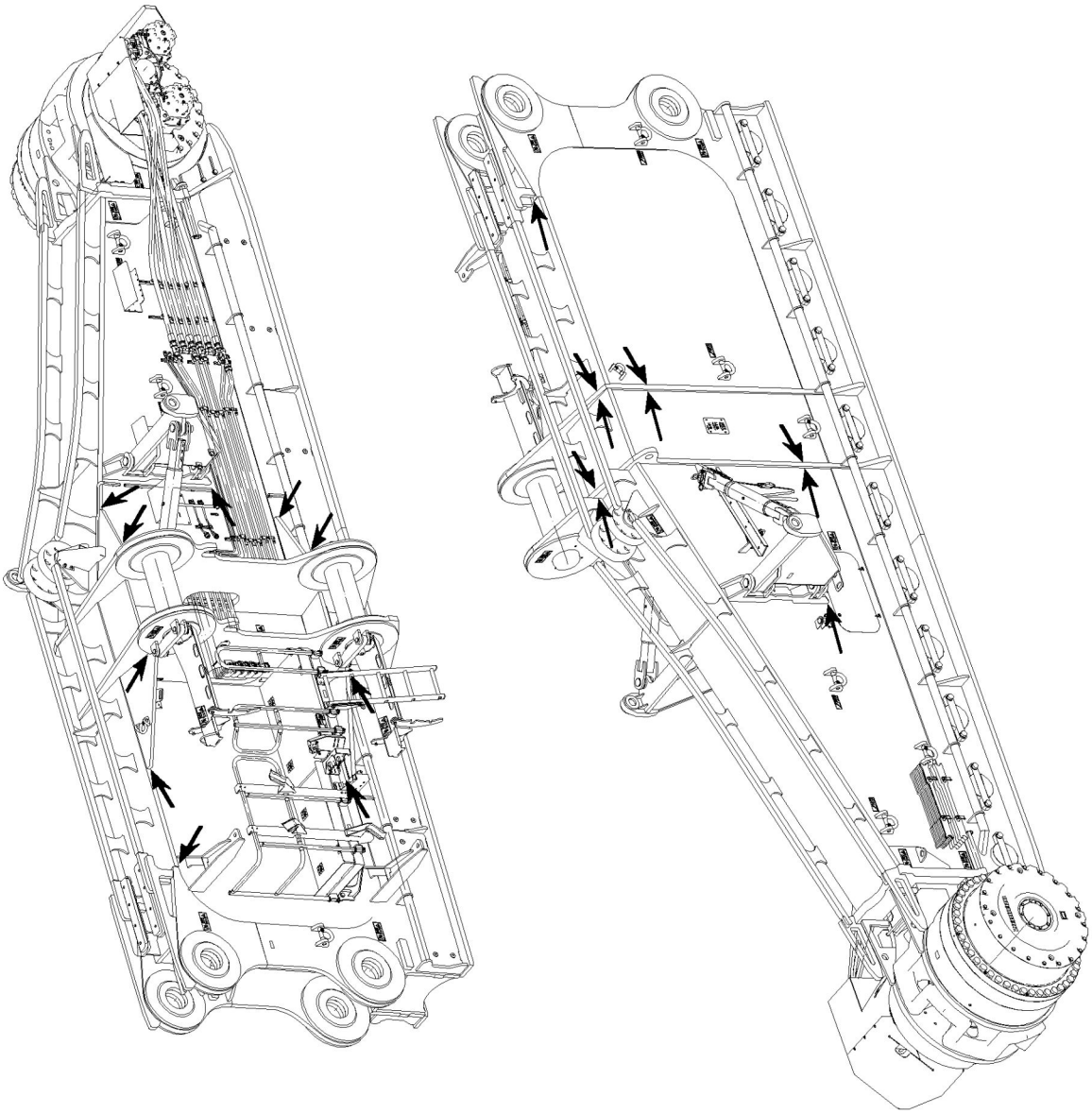

Fig.164876: Example of a crawler carrier

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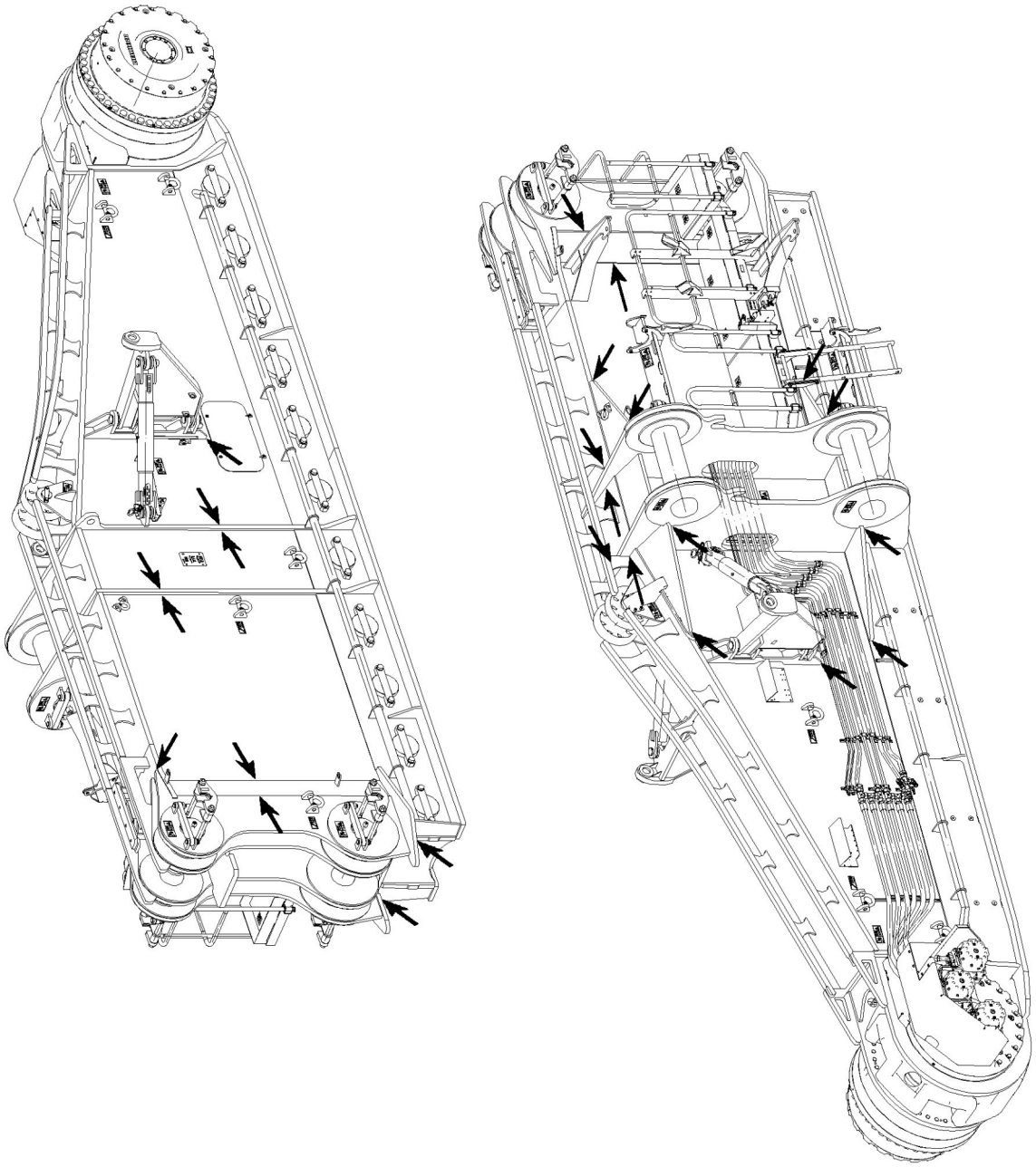

Fig.164877: Example of a crawler carrier

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Sliding beam

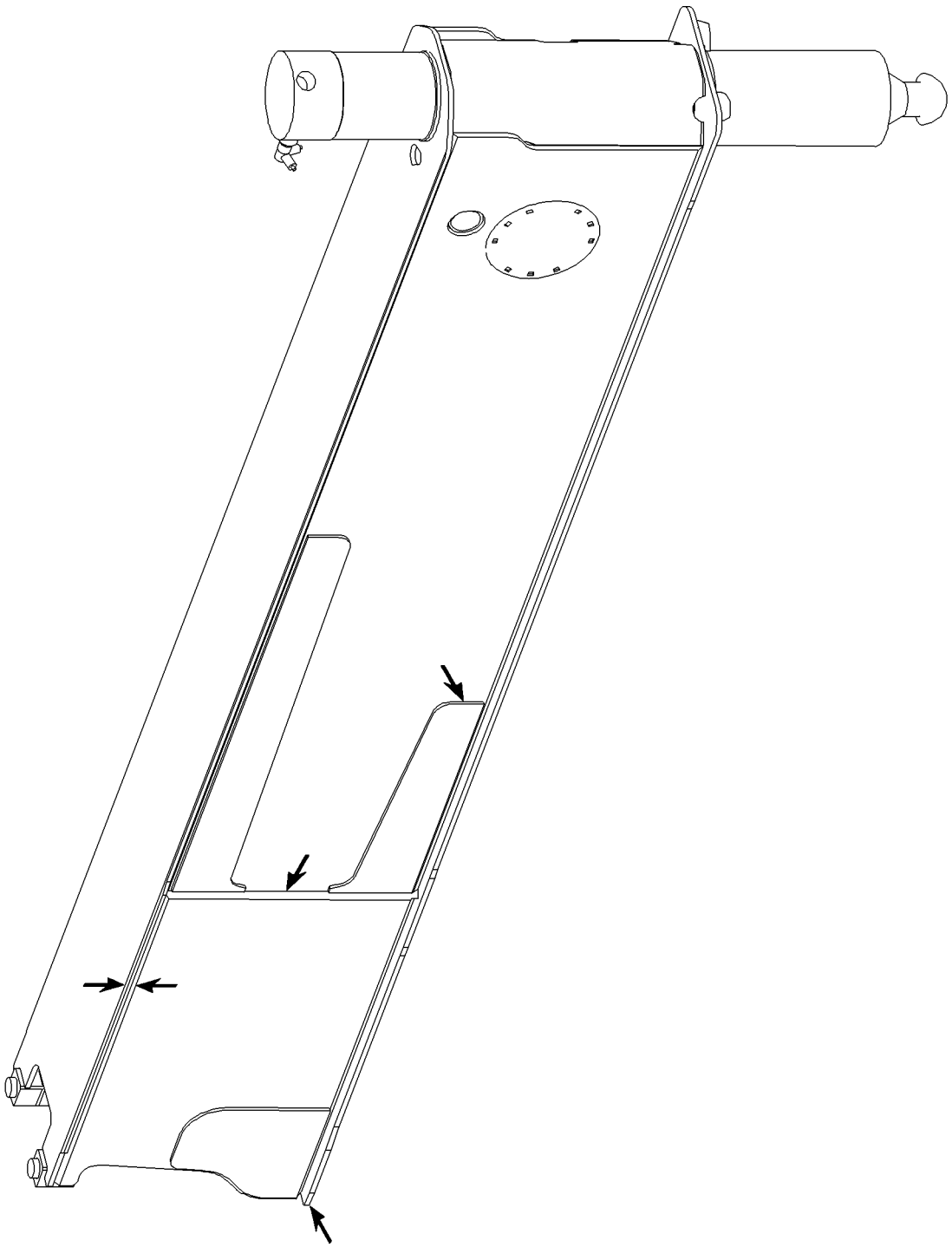

Fig.164858: Example of a sliding beam

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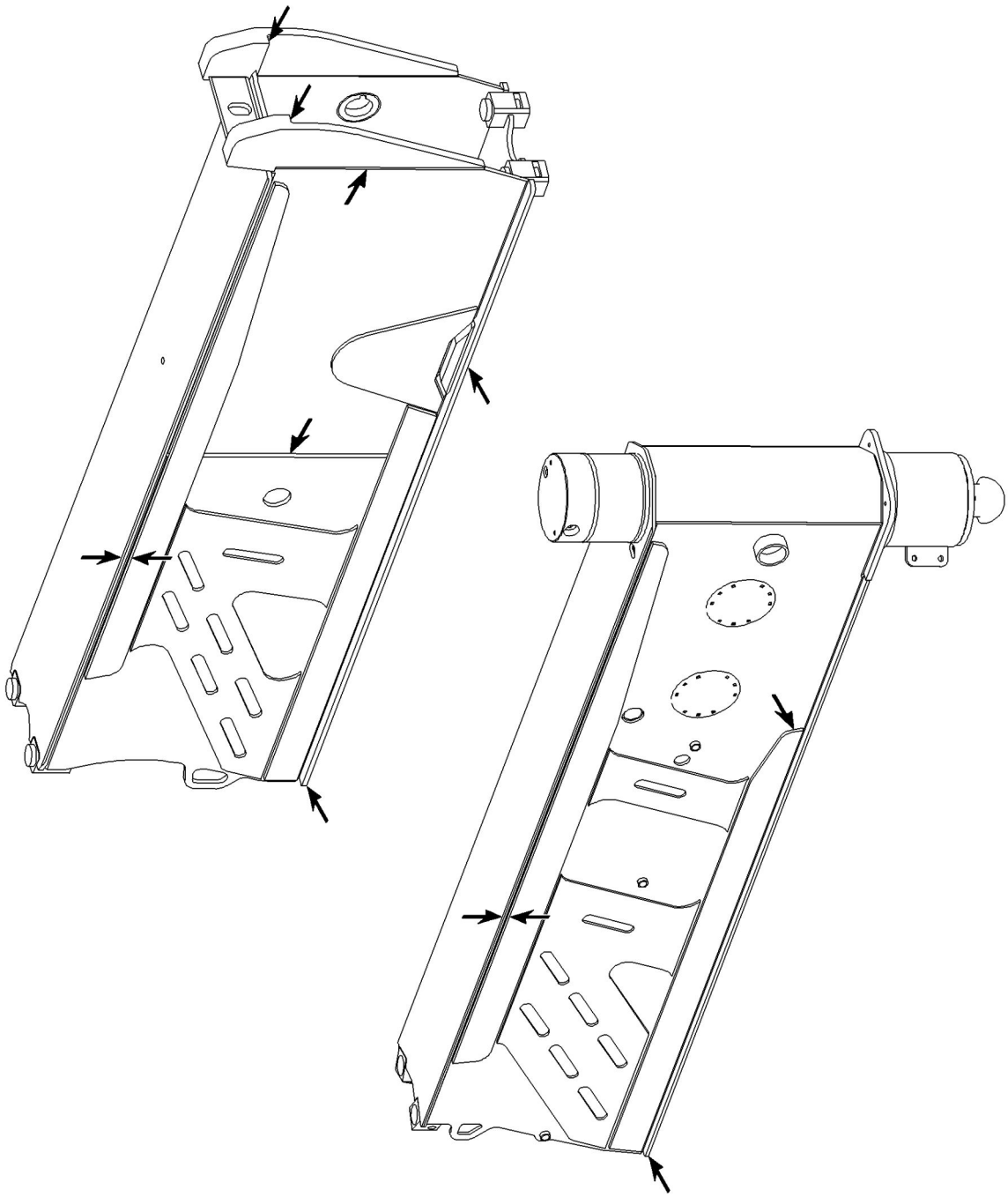

Fig.164859: Example of a sliding beam

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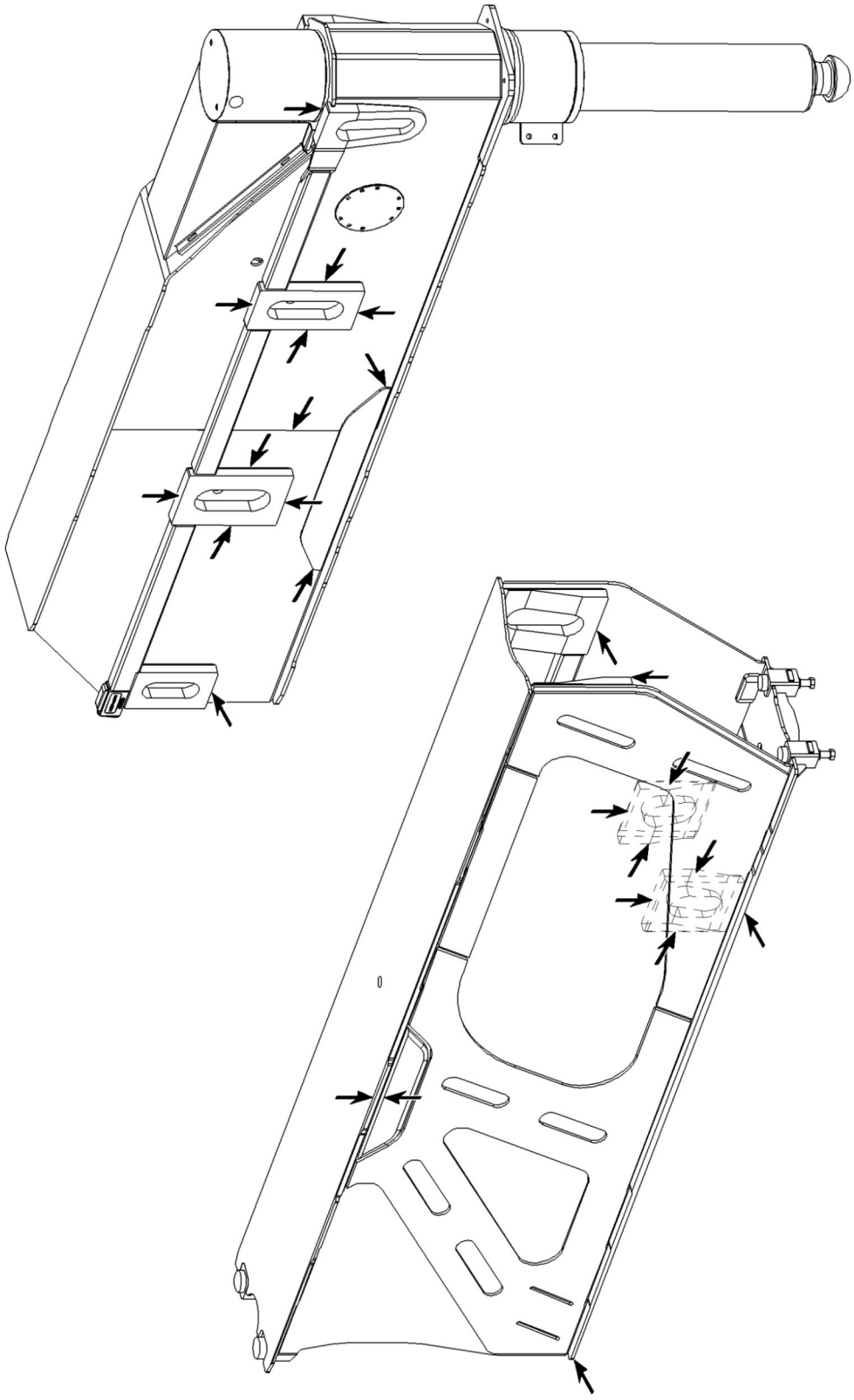

Fig.164860: Example of a sliding beam

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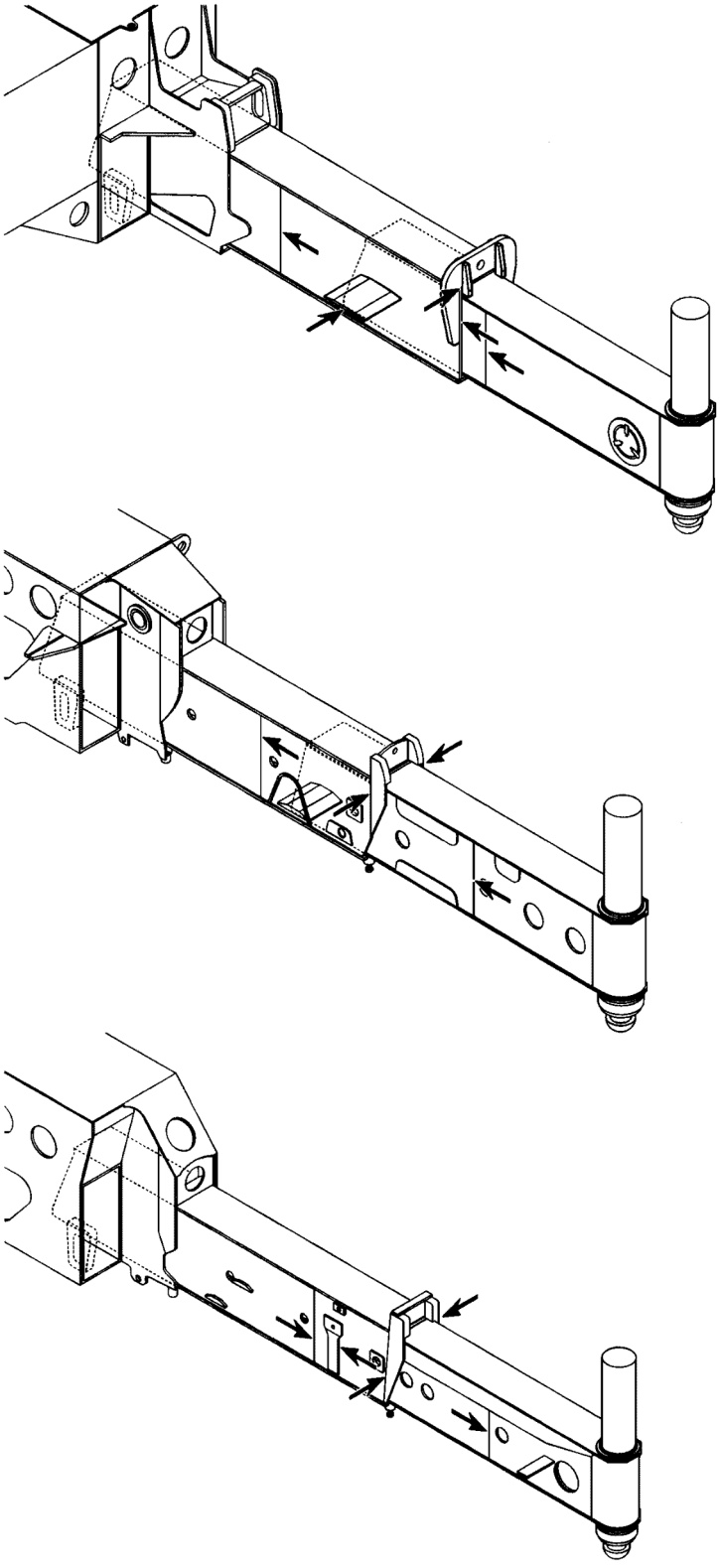

Fig.164861: Example of a sliding beam

LWE/LR 1600-2-010/18112-11-02/en

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Swingable sliding beam

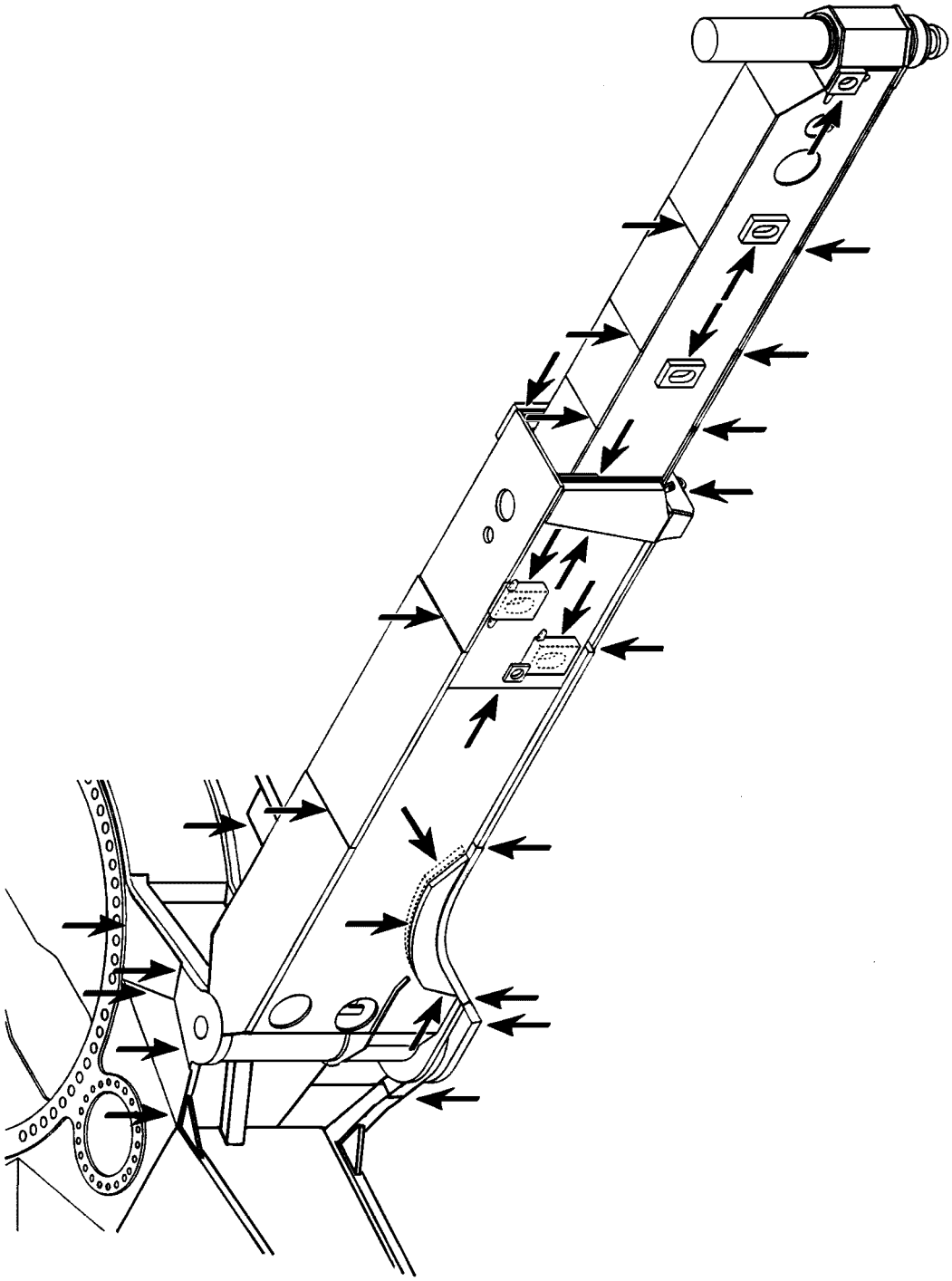

Fig.164862: Example of a swinging sliding beam

LWE/LR 1600-2-010/18112-11-02/en

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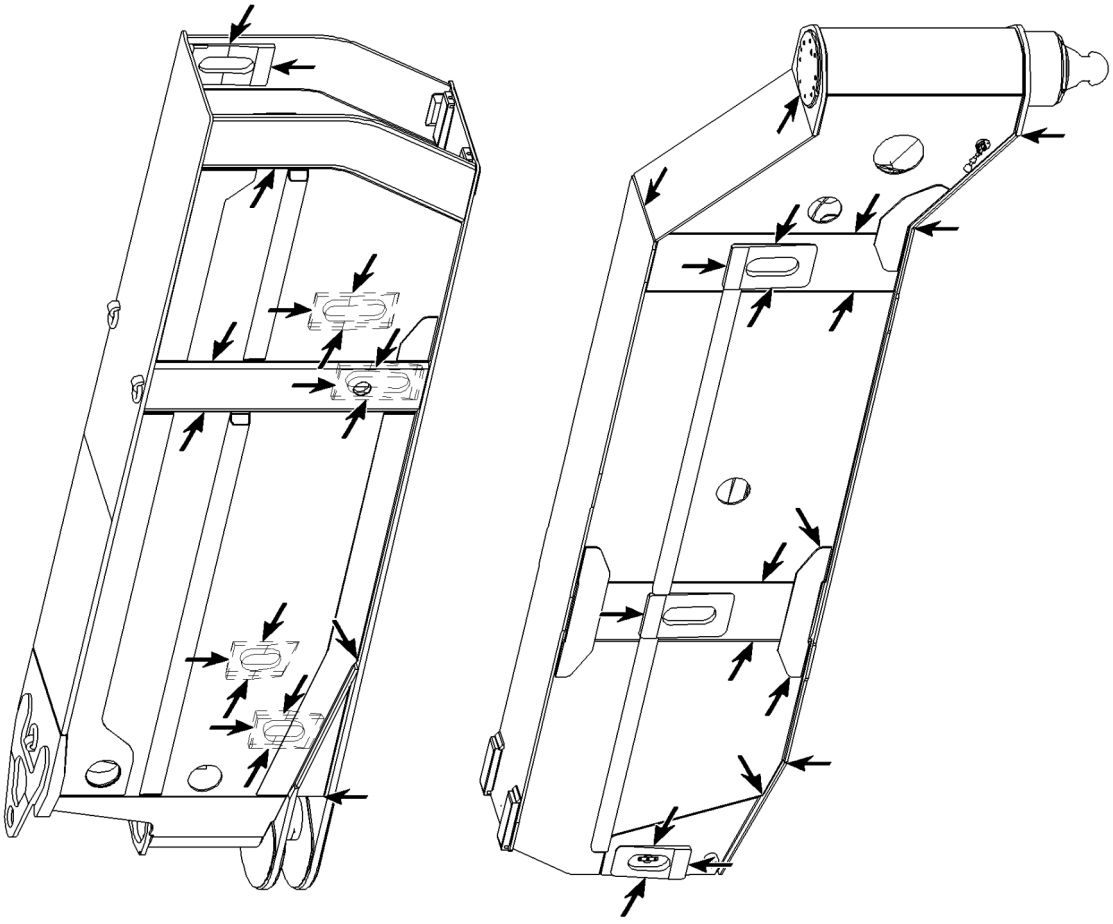

Fig.164863: Example of a swinging sliding beam

LWE/LR 1600-2-010/18112-11-02/en

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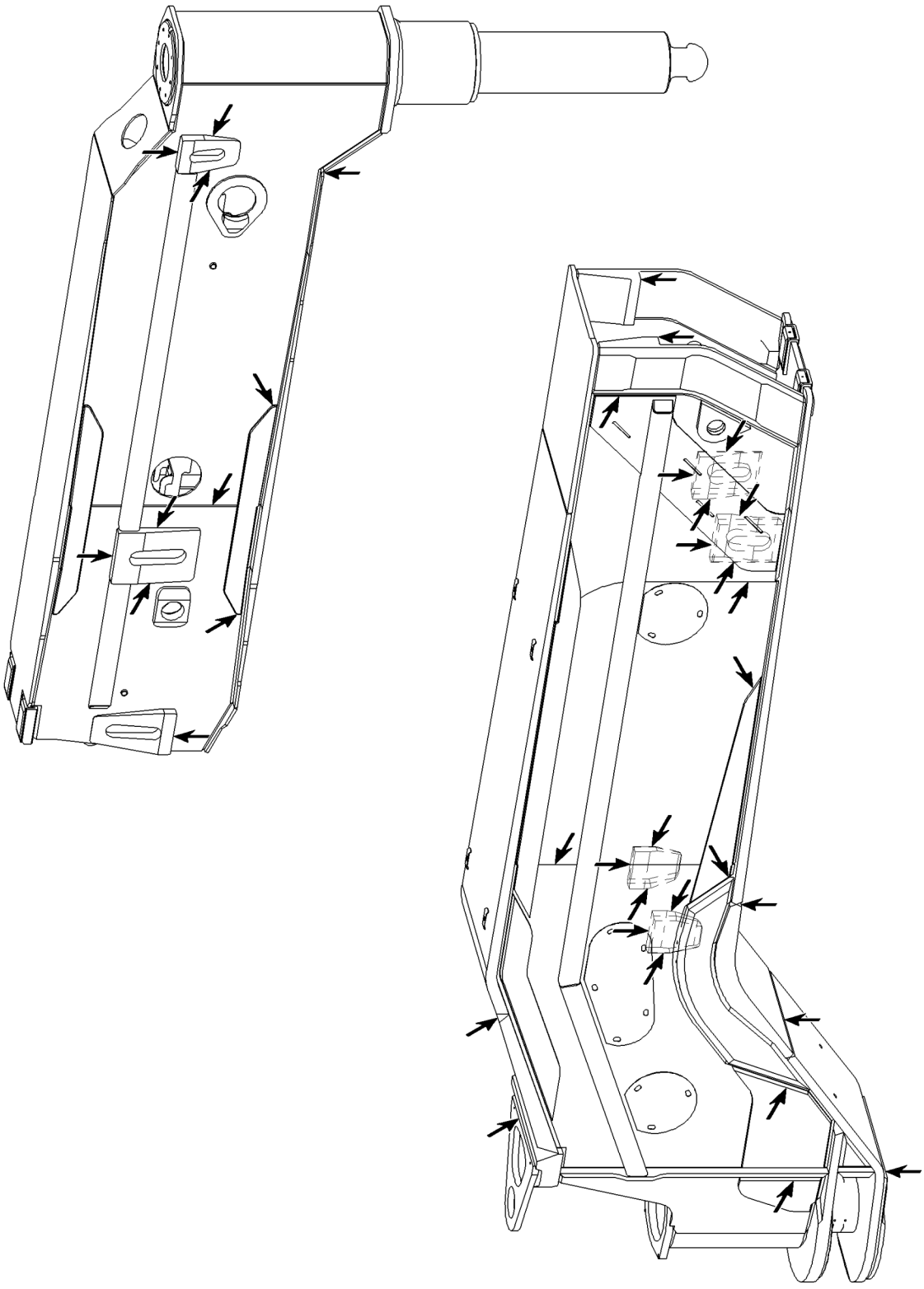

Fig.164864: Example of a swinging sliding beam

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Disk wheels

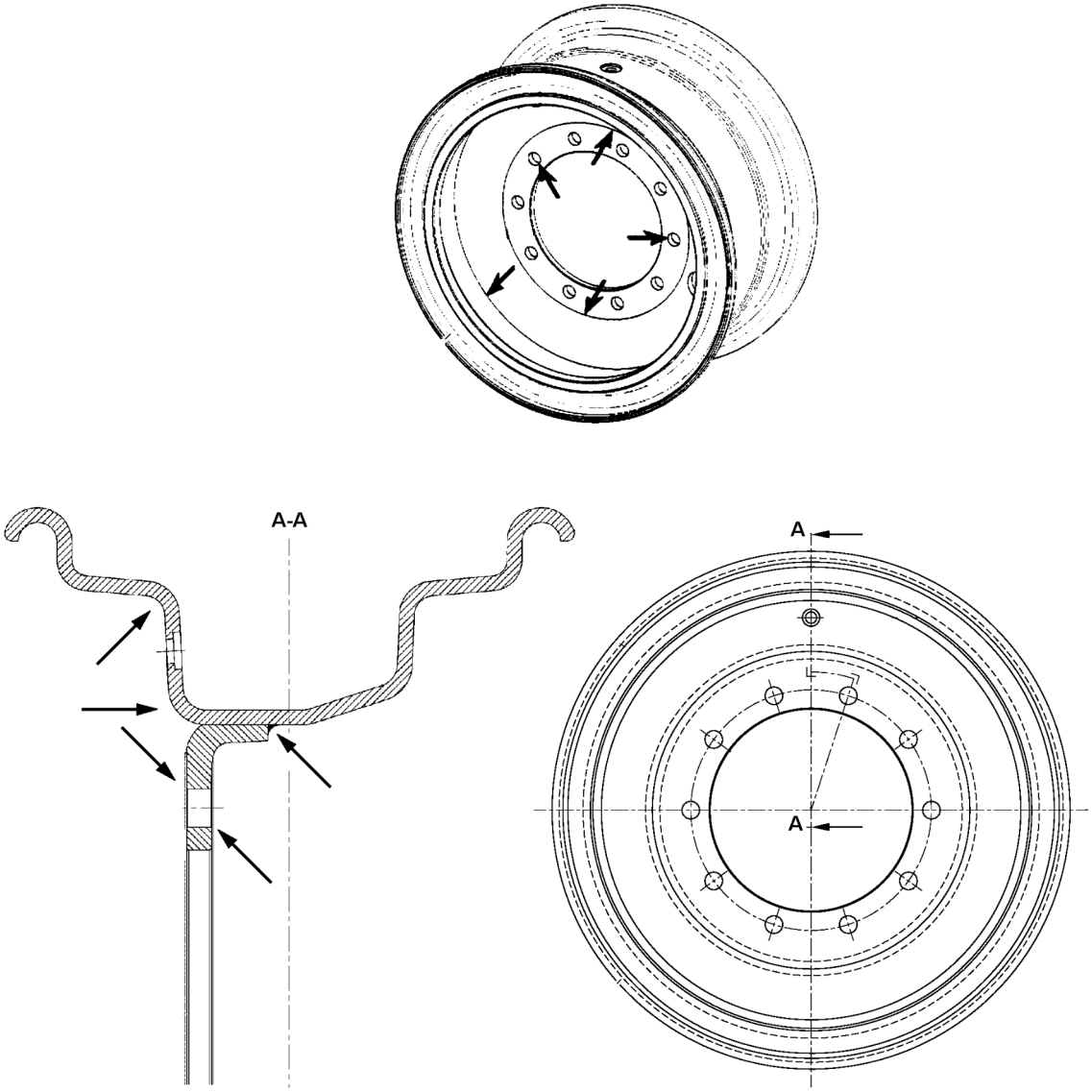

Fig.164850: Example of a 1-part disk wheel

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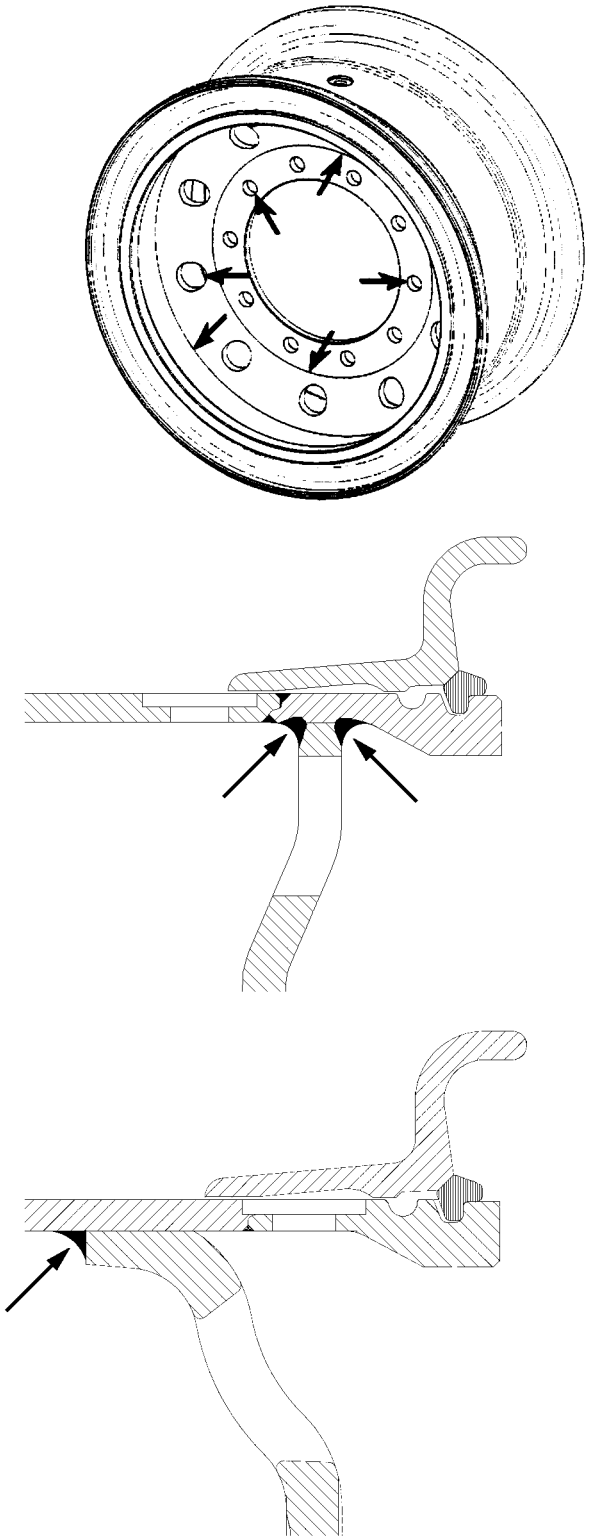

Fig.164851: Example of a 3-part disk wheel

LWE/LR 1600-2-010/18112-11-02/en

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Trailer coupling

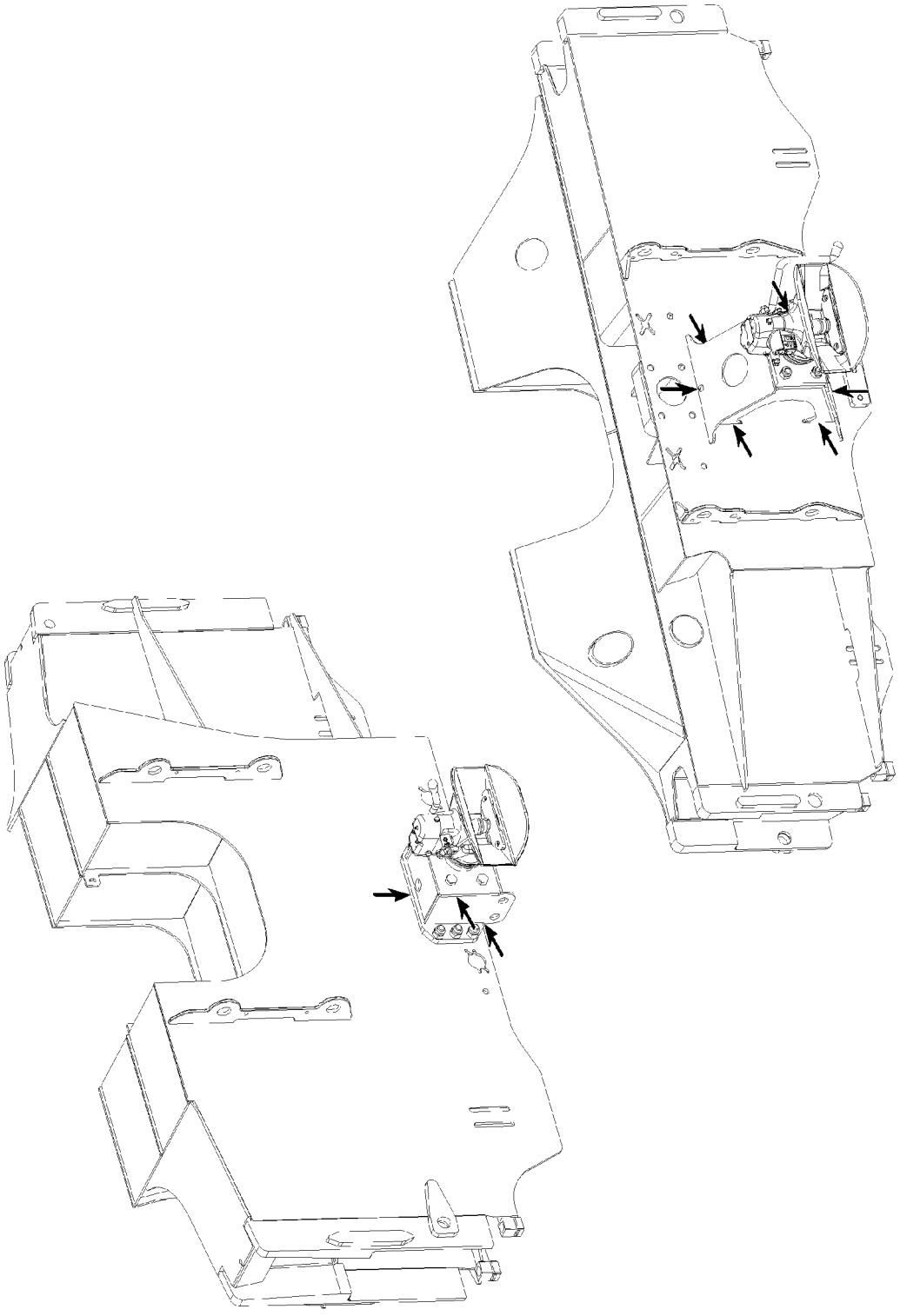

Fig.164855: Example of a trailer coupling

LWE/LR 1600-2-010/18112-11-02/en

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2.4.2 Crane superstructure

Turntable frame

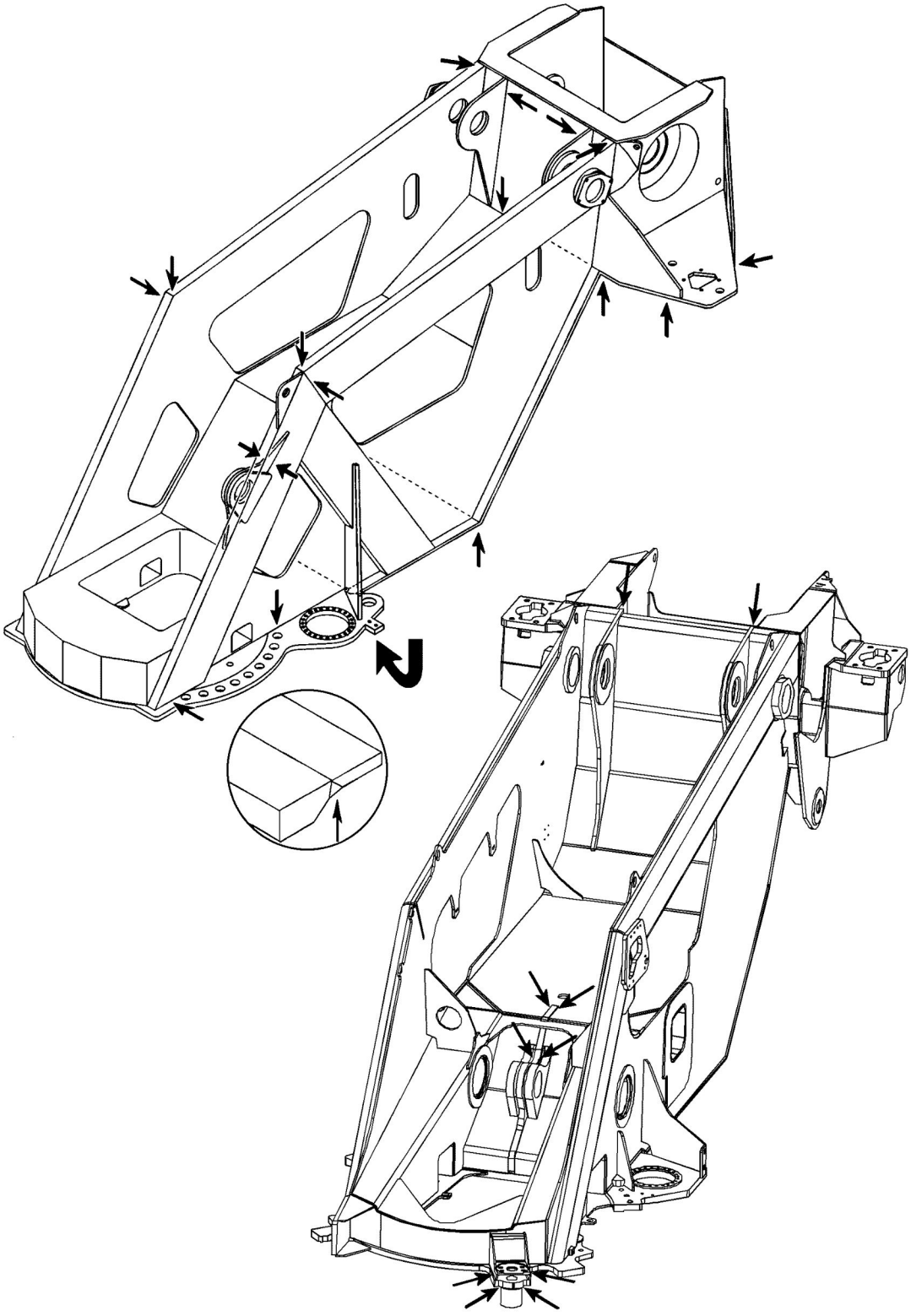

Fig.164878: Example of a turntable frame

LWE/LR 1600-2-010/18112-11-02/en

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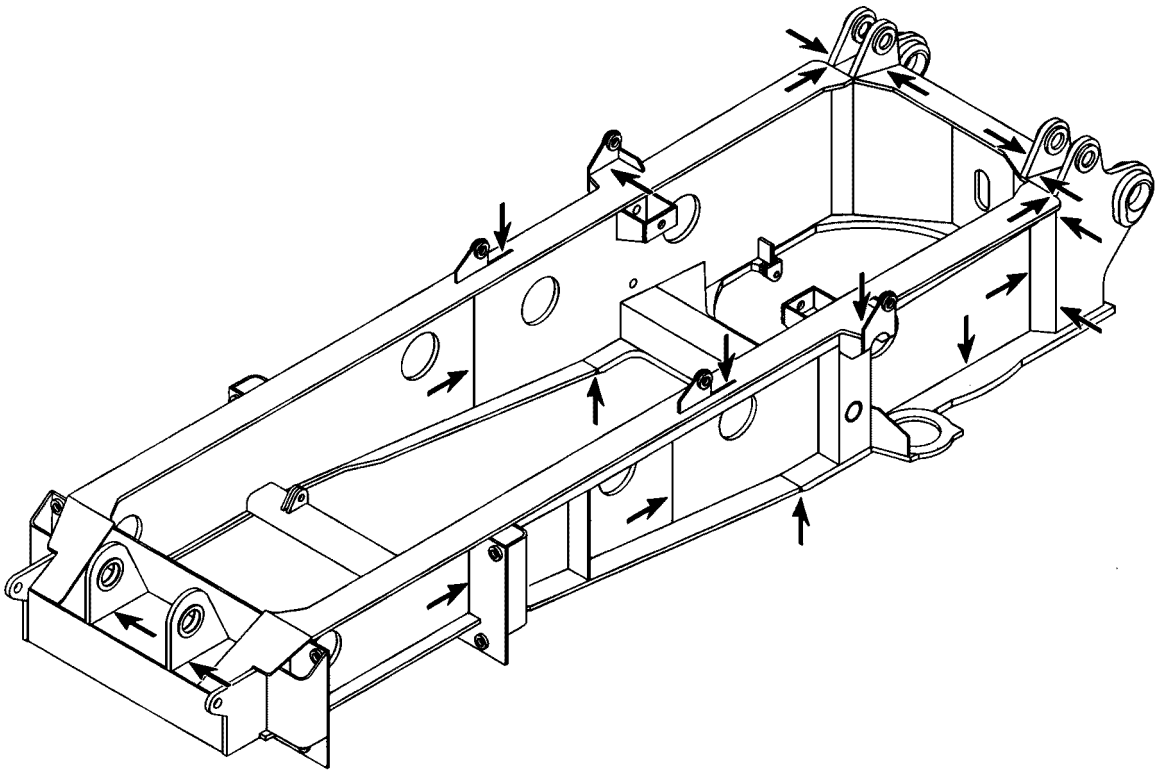

Fig.164879: Example of a turntable frame

LWE/LR 1600-2-010/18112-11-02/en

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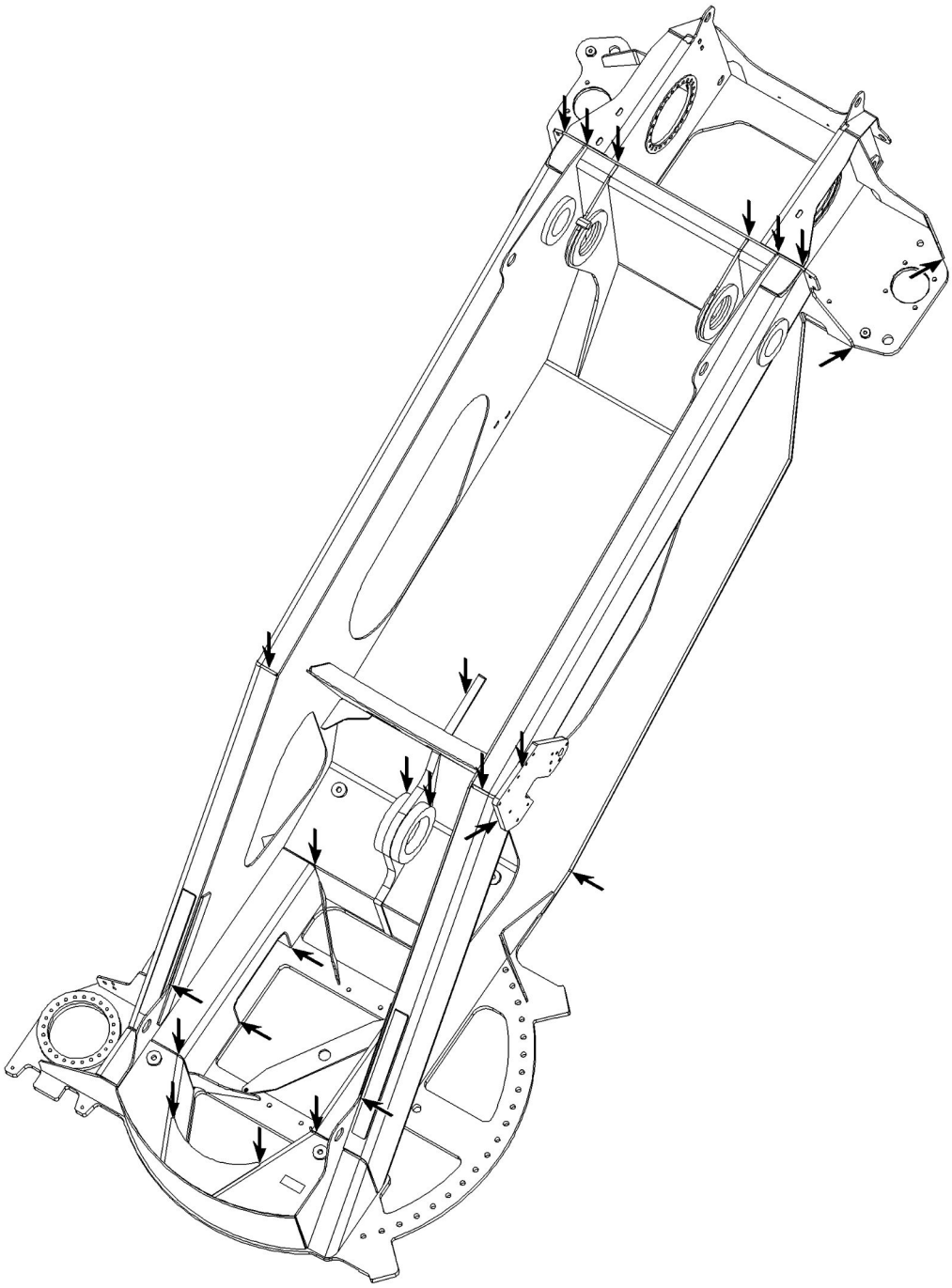

Fig.164880: Example of a turntable frame

LWE/LR 1600-2-010/18112-11-02/en

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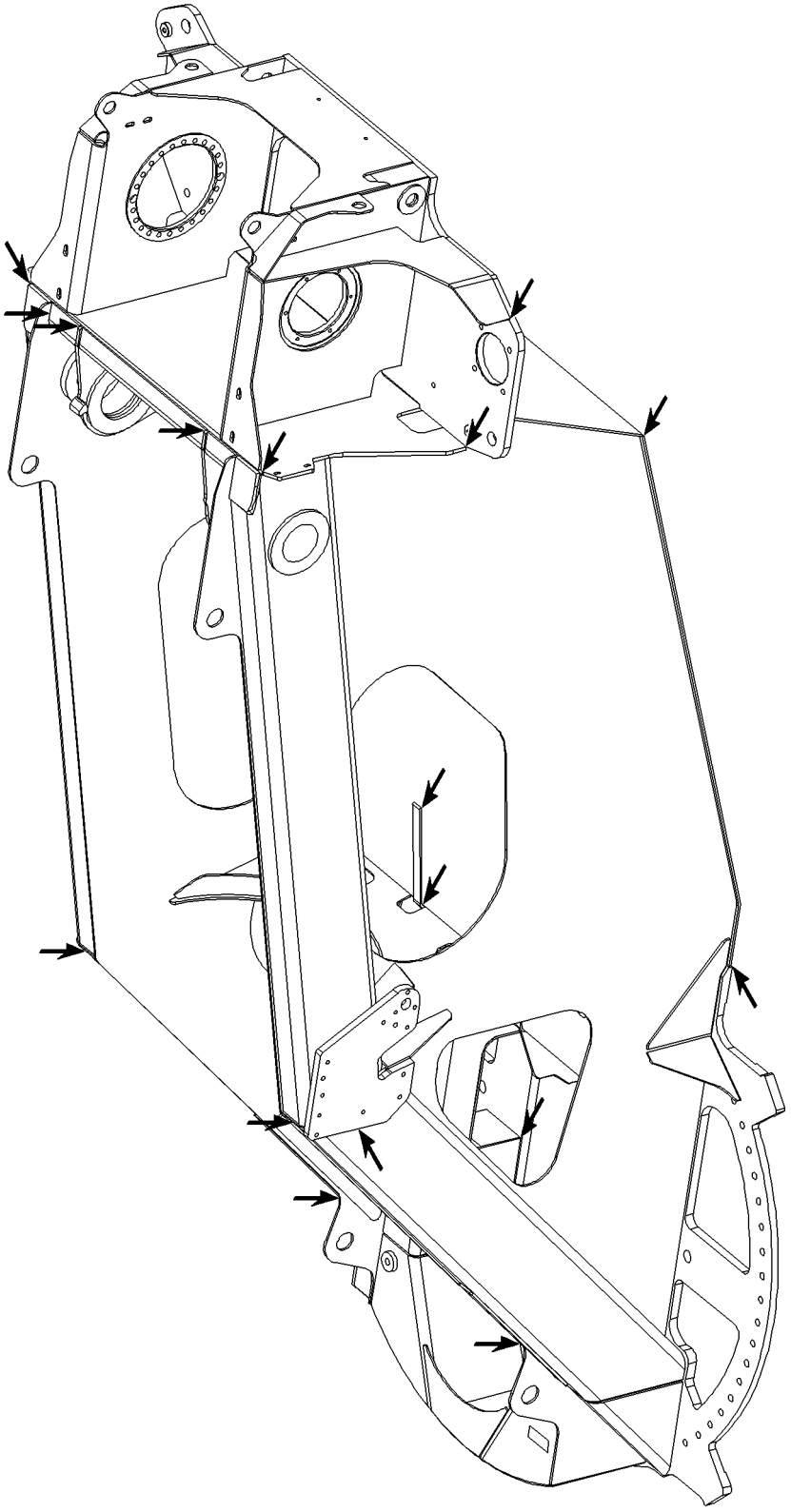

Fig.164881: Example of a turntable frame

LWE/LR 1600-2-010/18112-11-02/en

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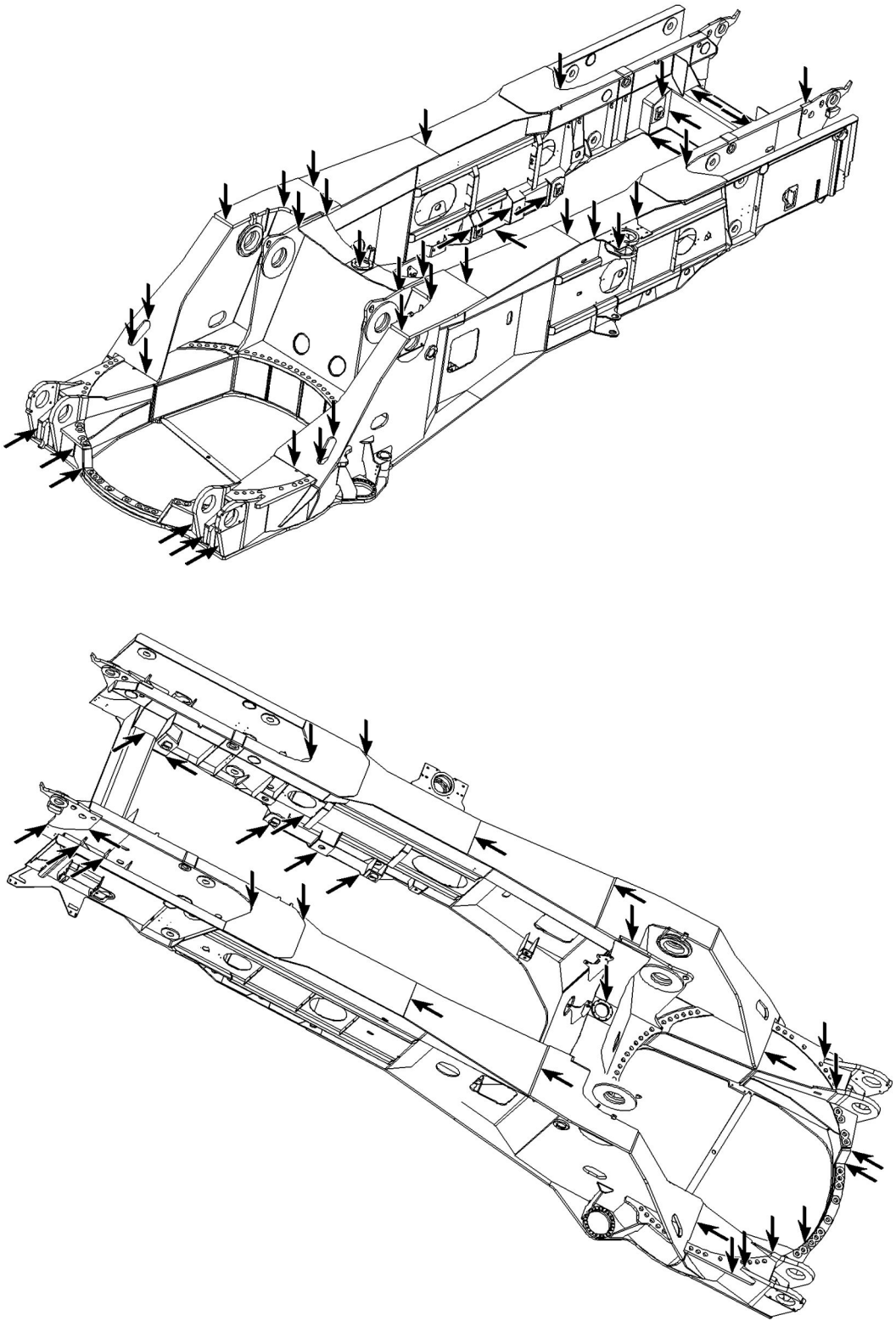

Fig.164882: Example of a turntable frame

LWE/LR 1600-2-010/18112-11-02/en

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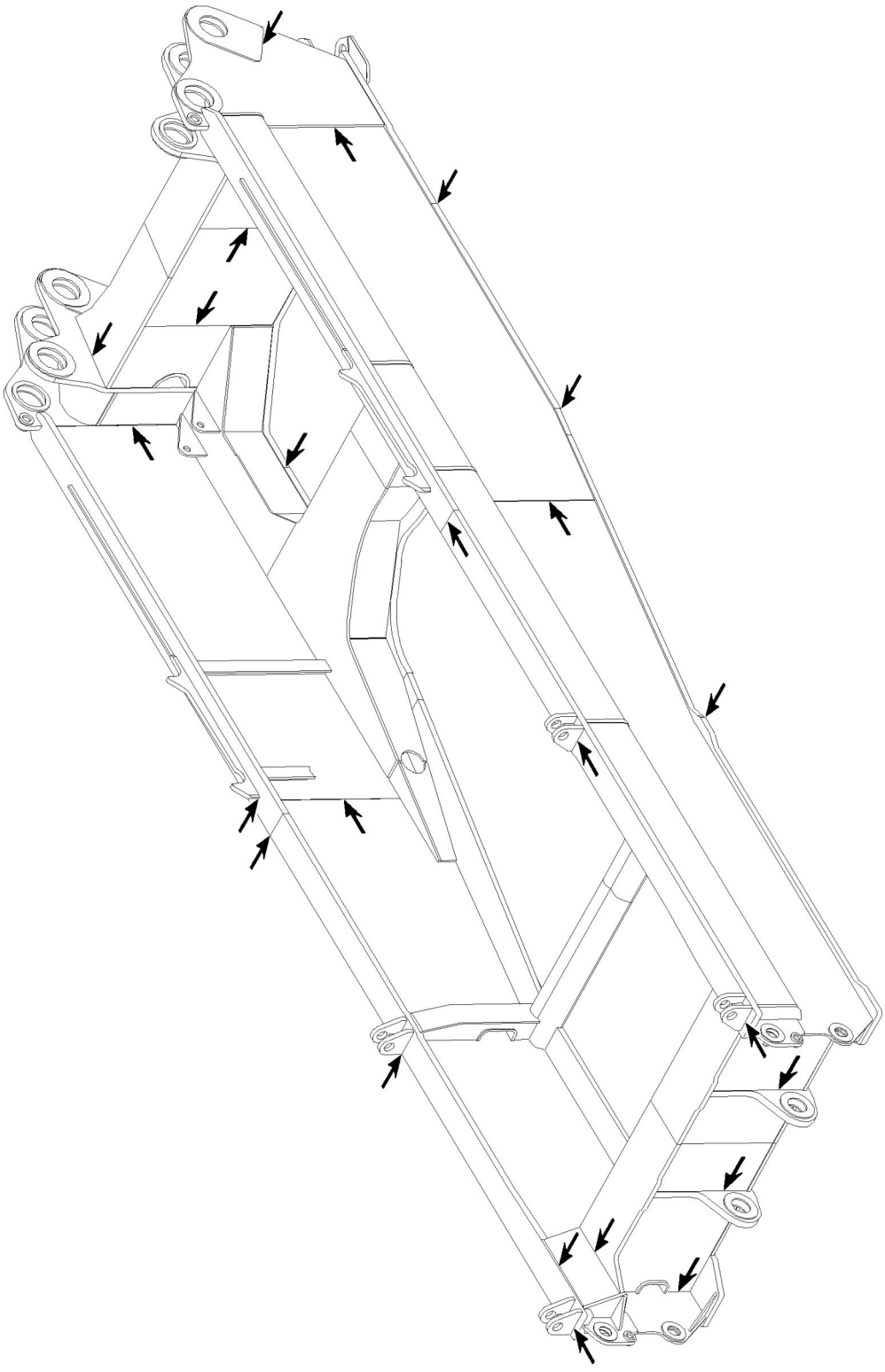

Fig.164883: Example of a turntable frame

LWE/LR 1600-2-010/18112-11-02/en

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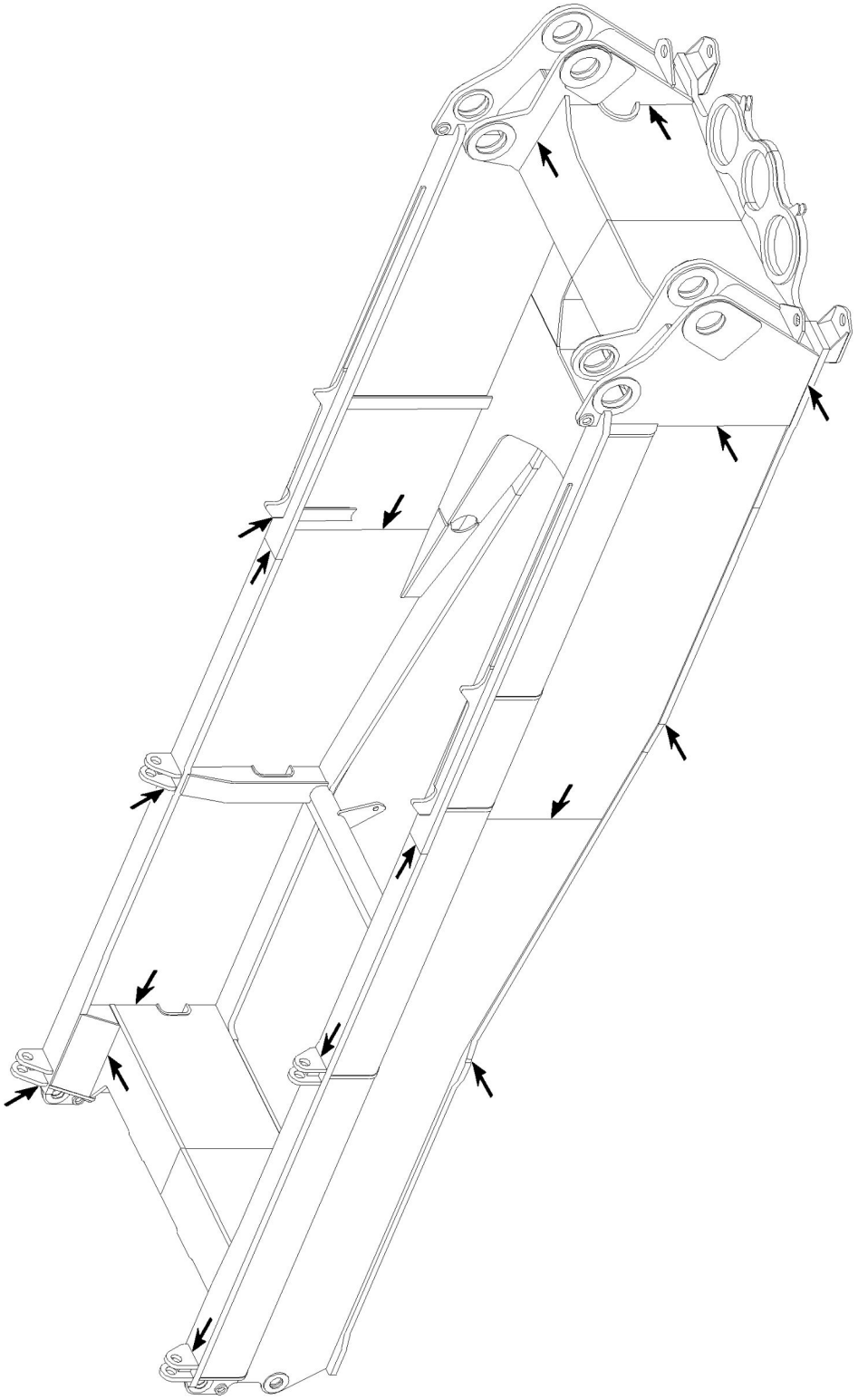

Fig.164884: Example of a turntable frame

LWE/LR 1600-2-010/18112-11-02/en

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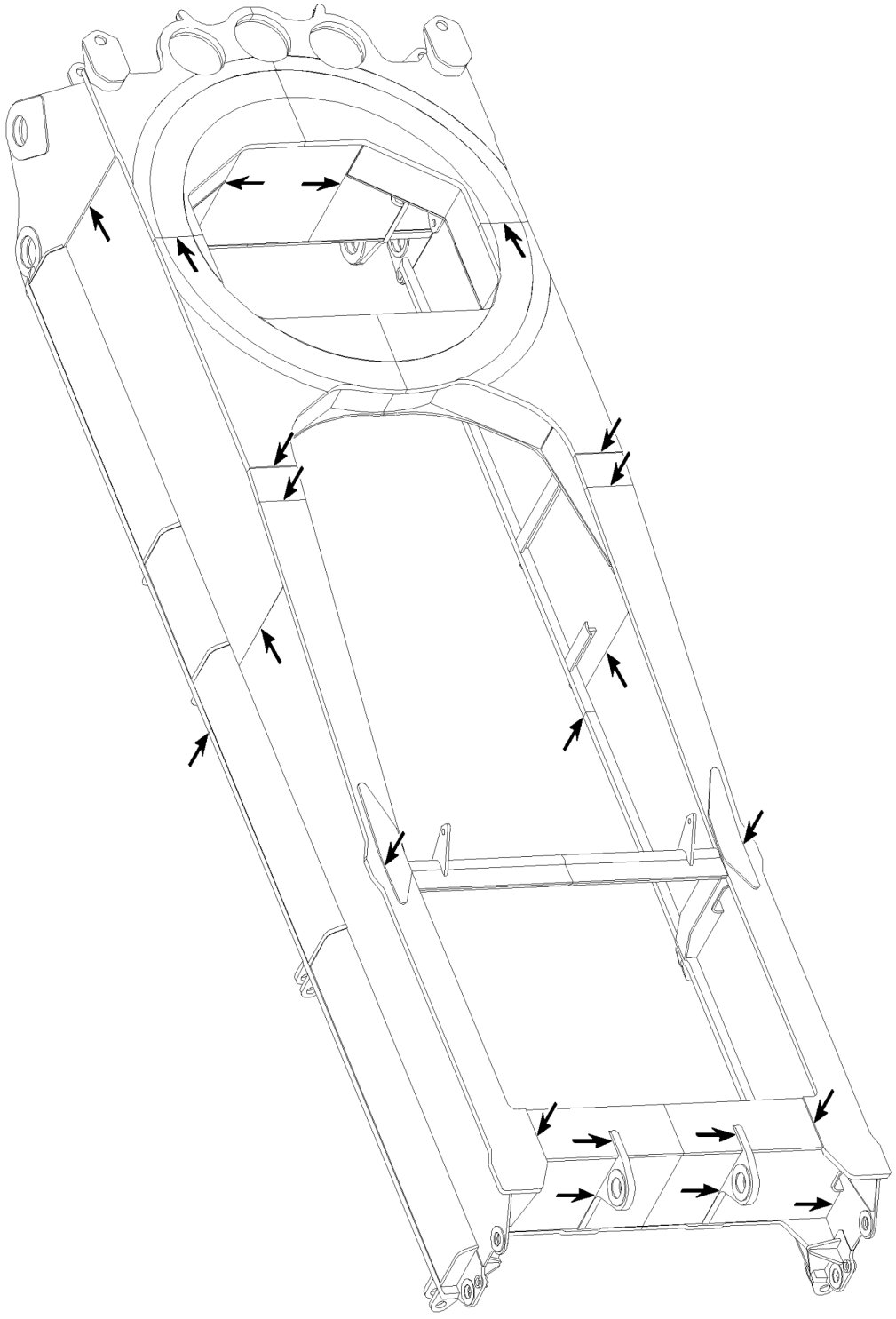

Fig.164885: Example of a turntable frame

LWE/LR 1600-2-010/18112-11-02/en

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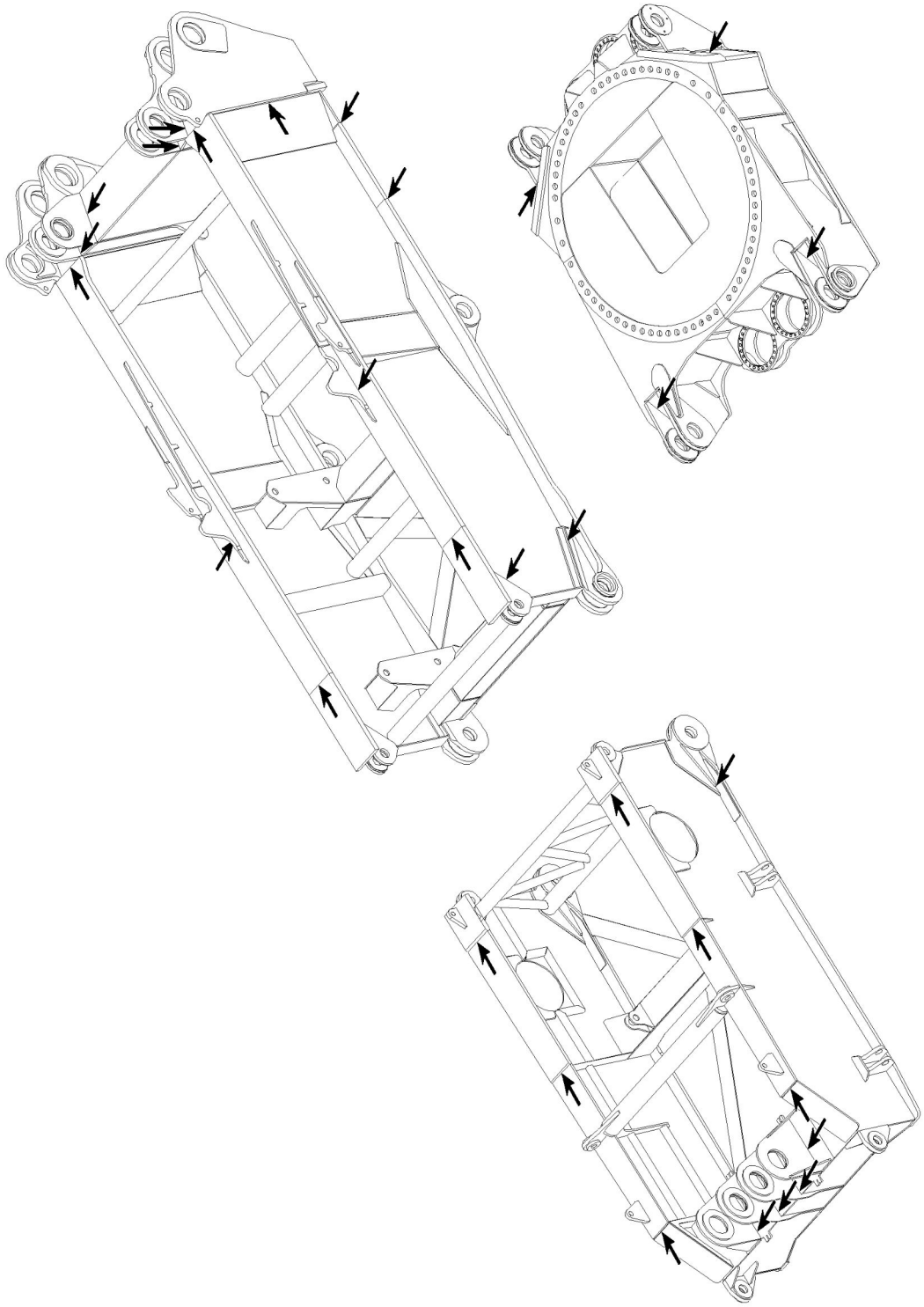

Fig.164886: Example of a turntable frame

LWE/LR 1600-2-010/18112-11-02/en

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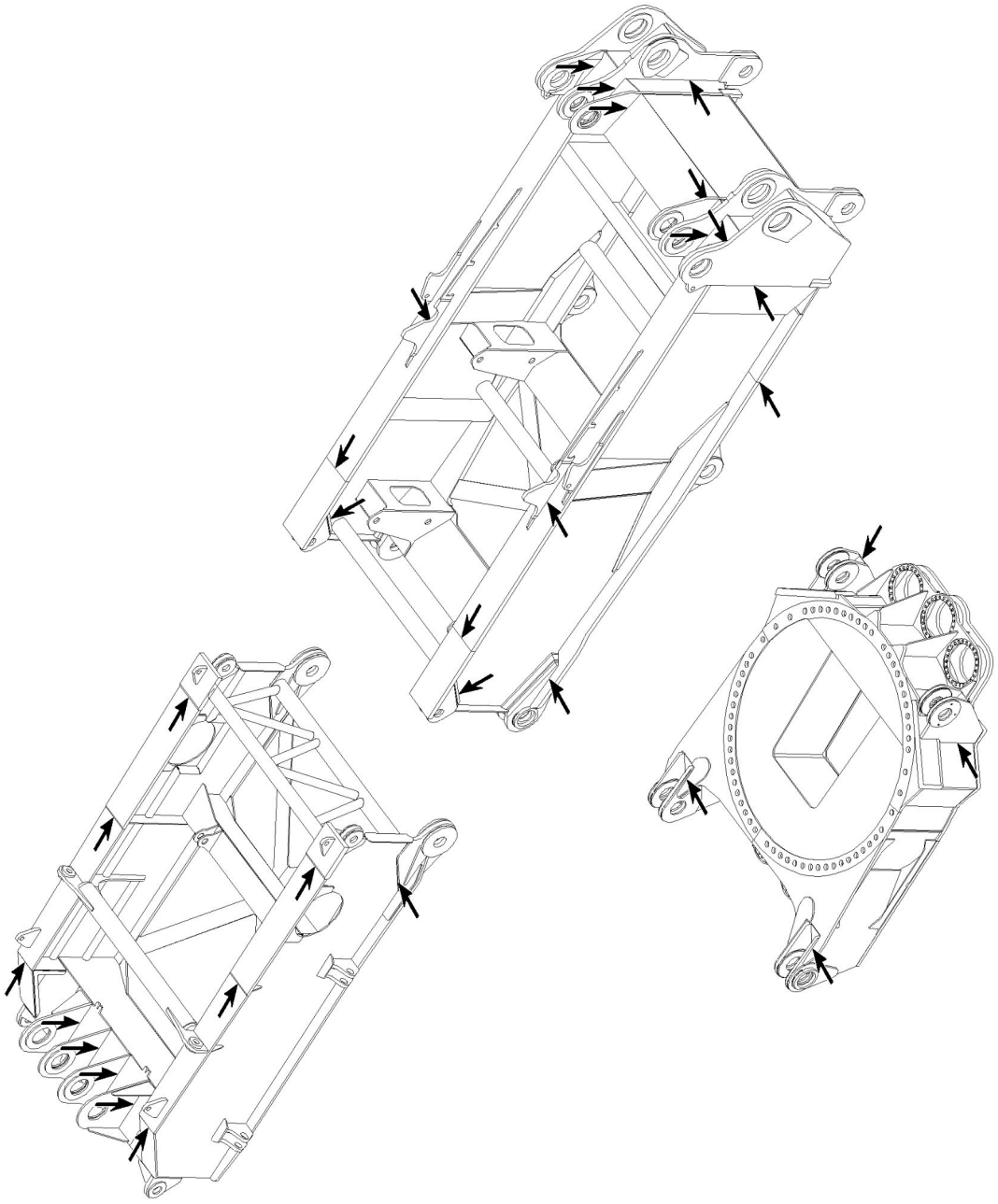

Fig.164887: Example of a turntable frame

LWE/LR 1600-2-010/18112-11-02/en

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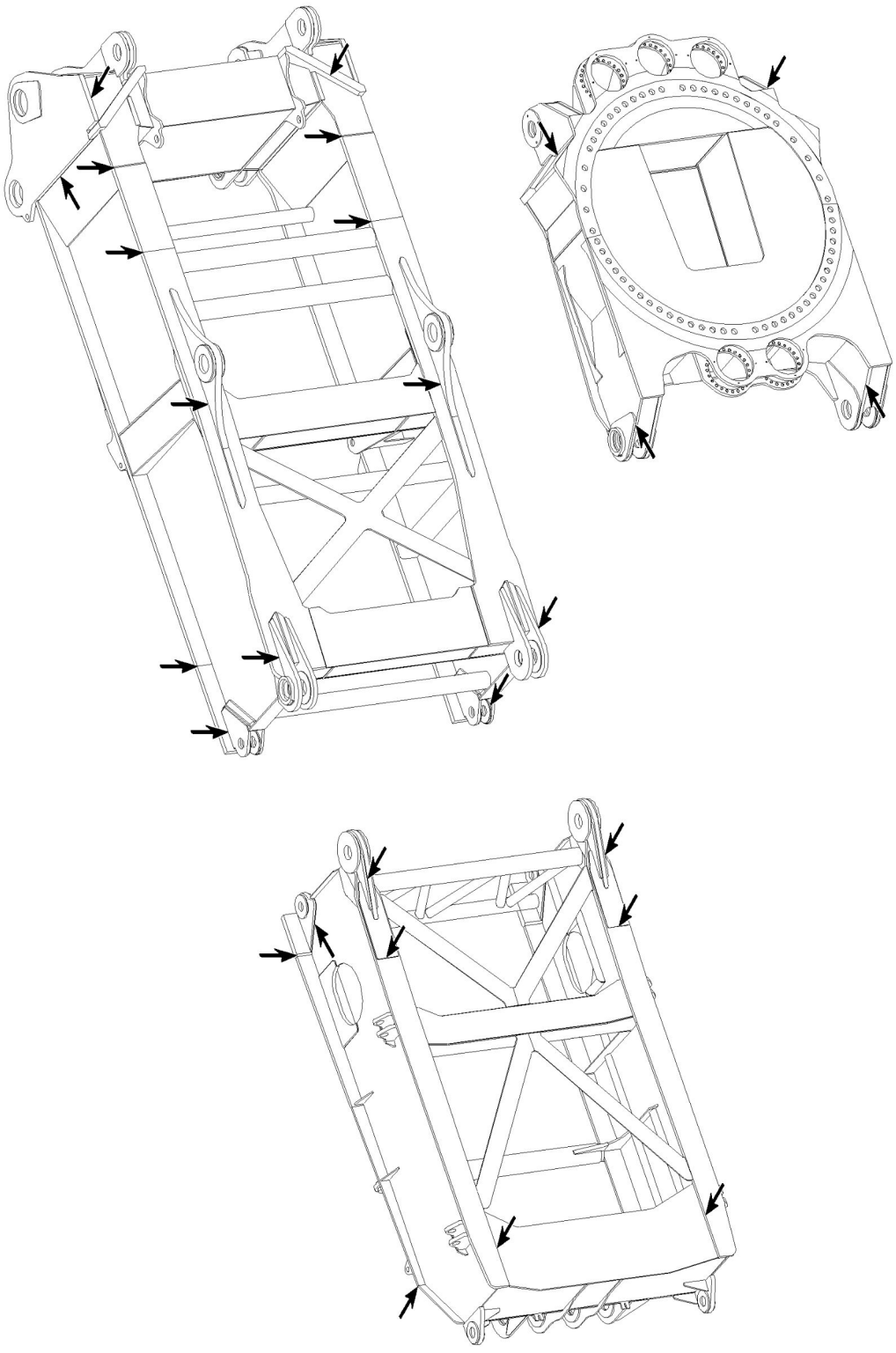

Fig.164888: Example of a turntable frame

LWE/LR 1600-2-010/18112-11-02/en

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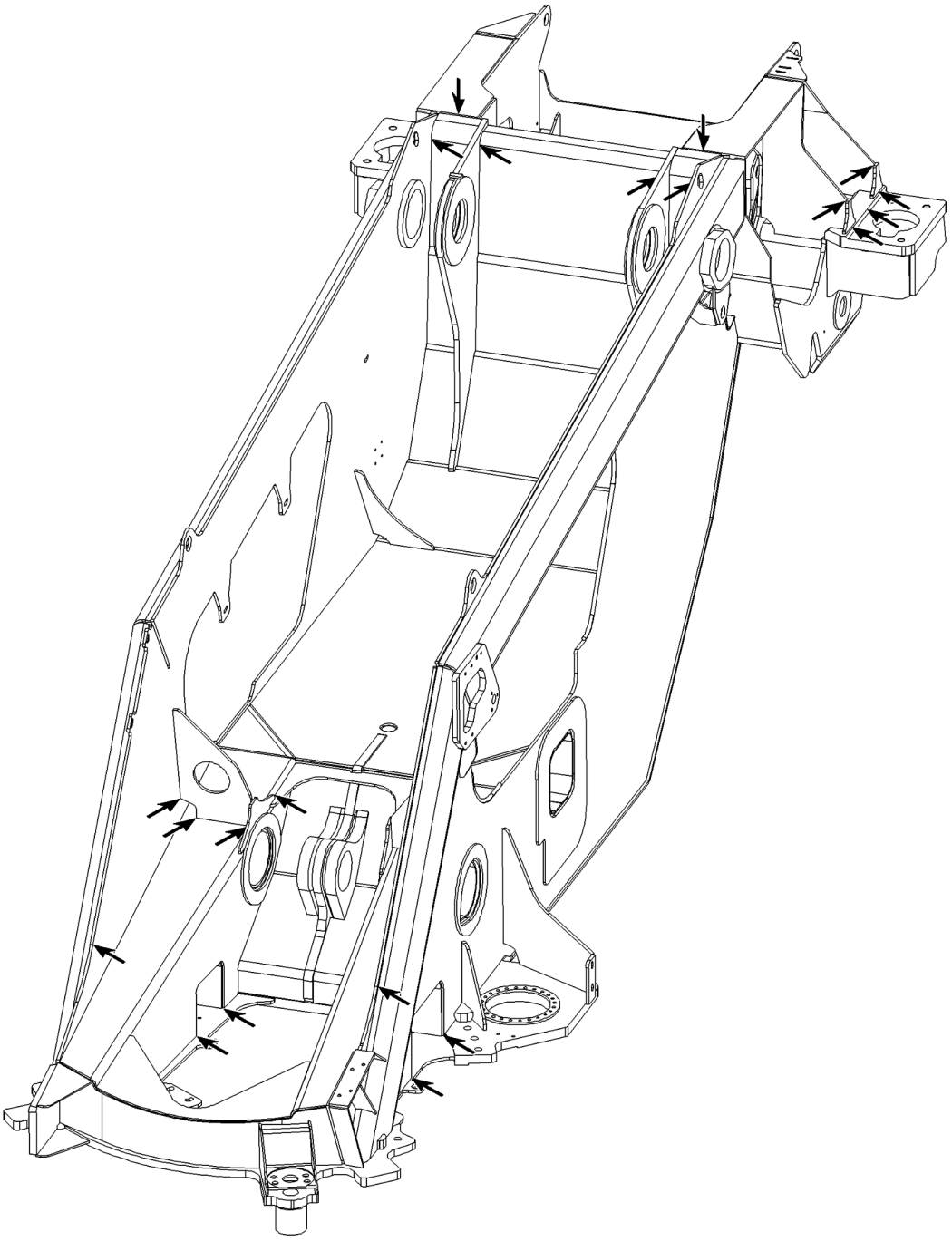

Fig.164889: Example of a turntable frame

LWE/LR 1600-2-010/18112-11-02/en

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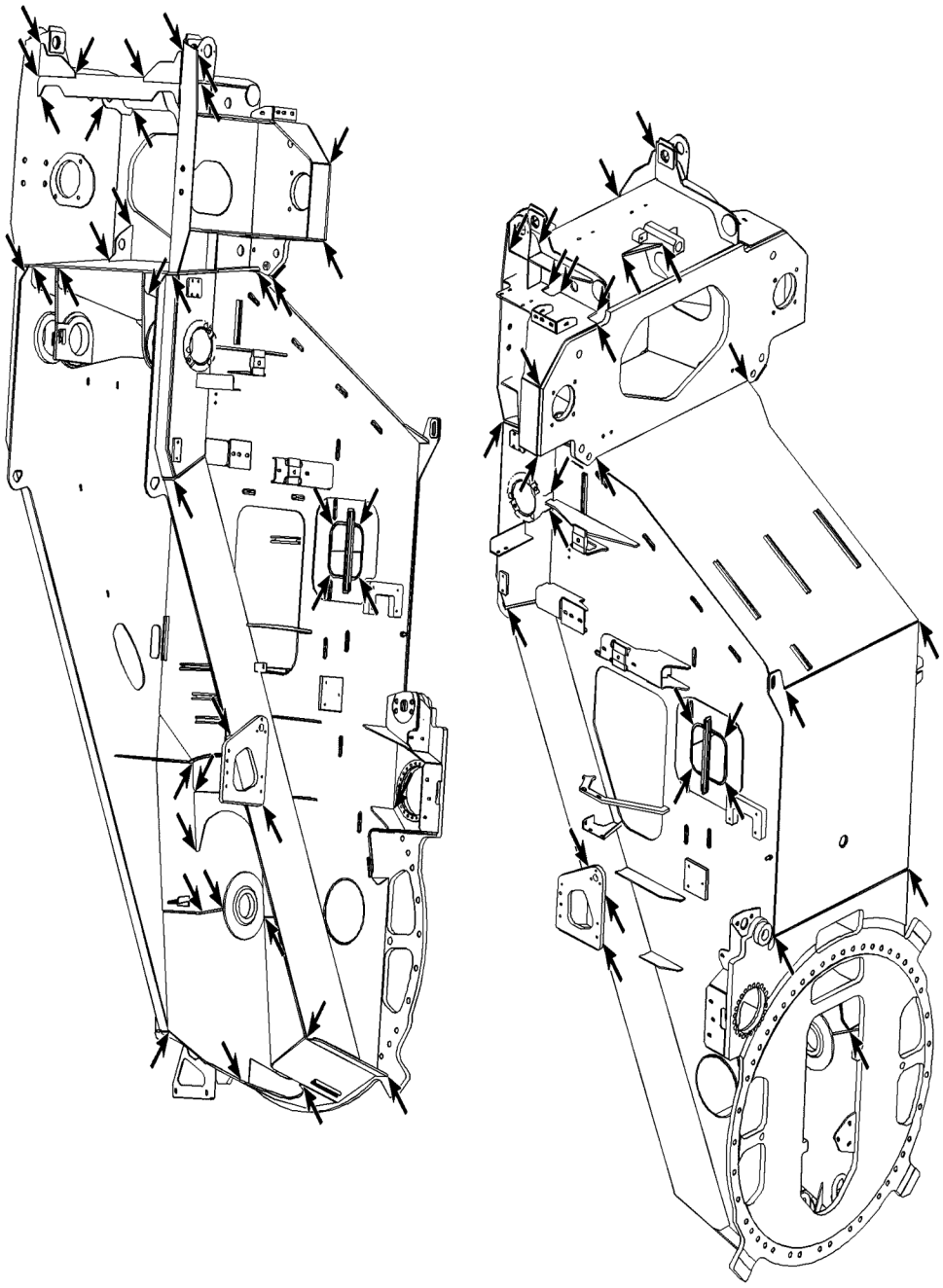

Fig.164890: Example of a turntable frame

LWE/LR 1600-2-010/18112-11-02/en

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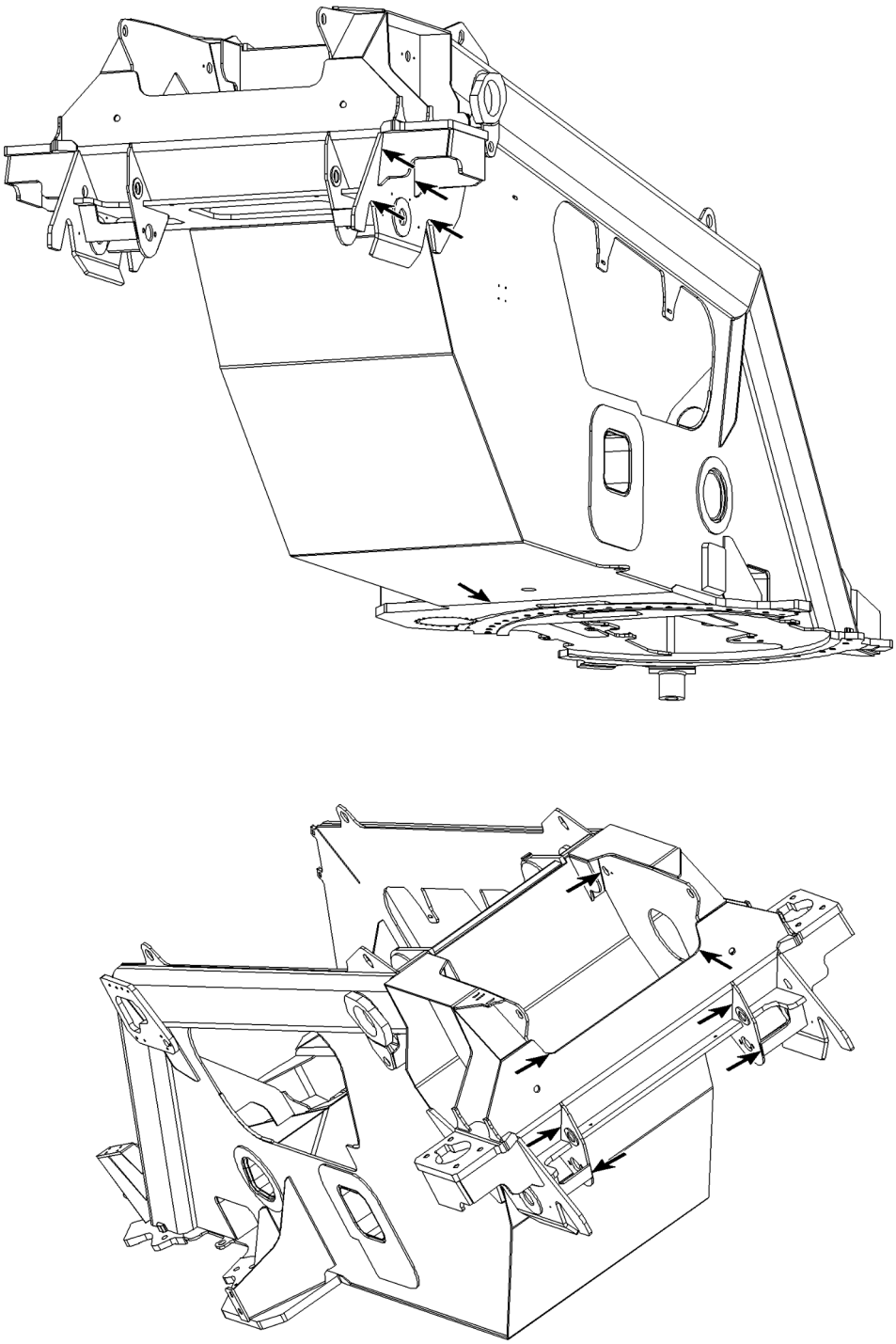

Fig.164891: Example of a turntable frame

LWE/LR 1600-2-010/18112-11-02/en

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Ballast cylinder

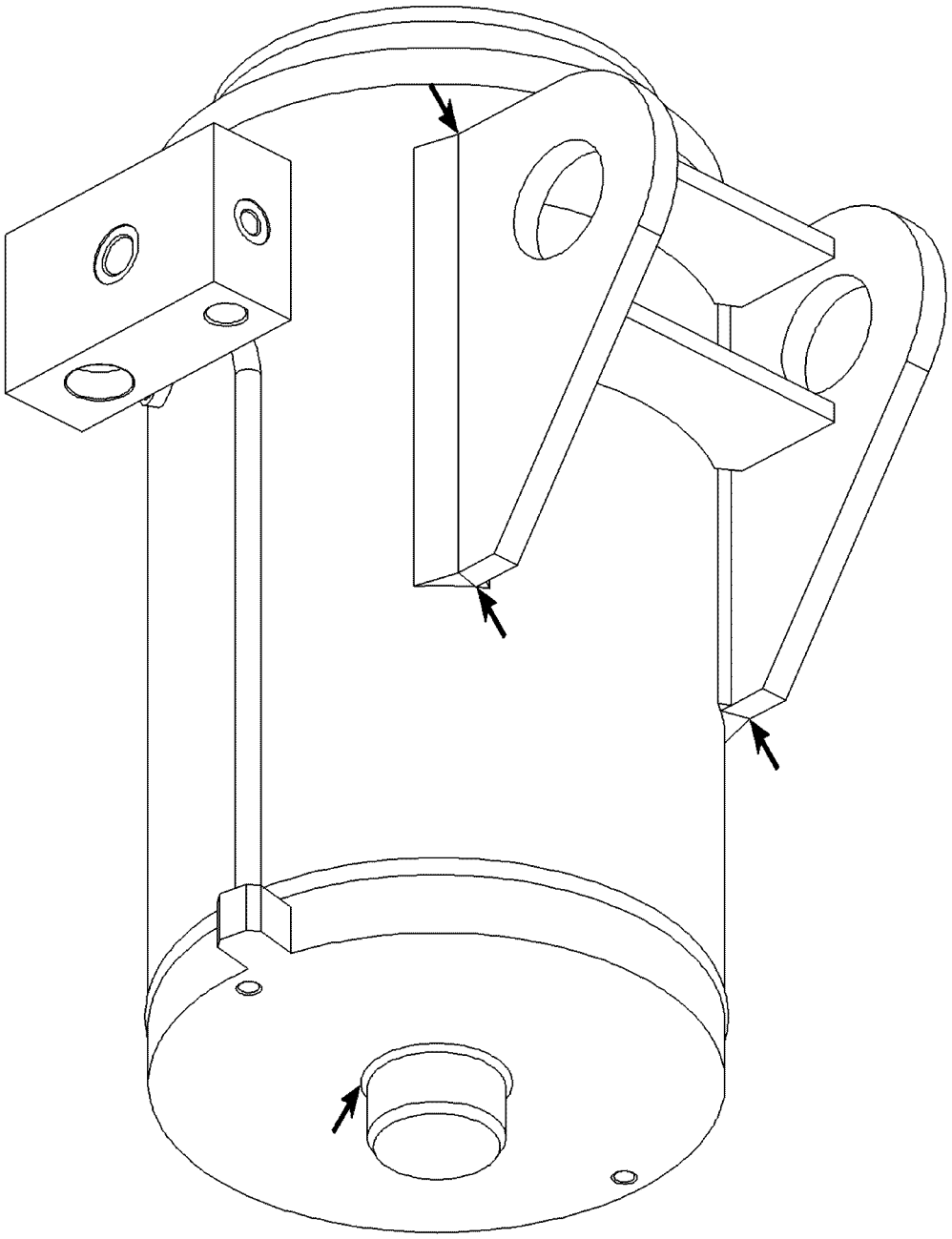

Fig.164892: Example of a ballast cylinder

LWE/LR 1600-2-010/18112-11-02/en

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Receptacle plate

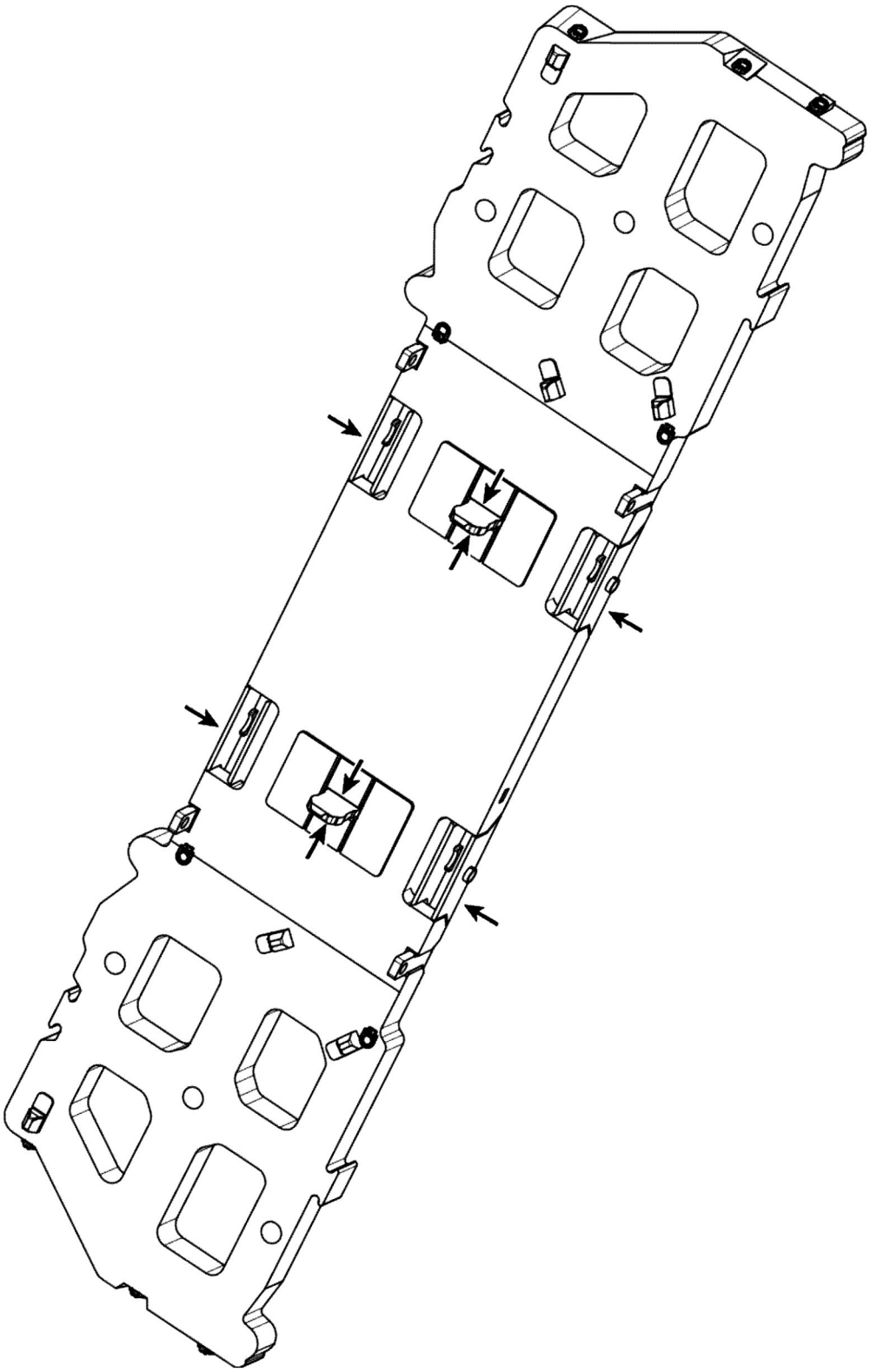

Fig.164893: Example of mounting plate

LWE/LR 1600-2-010/18112-11-02/en

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Base plate

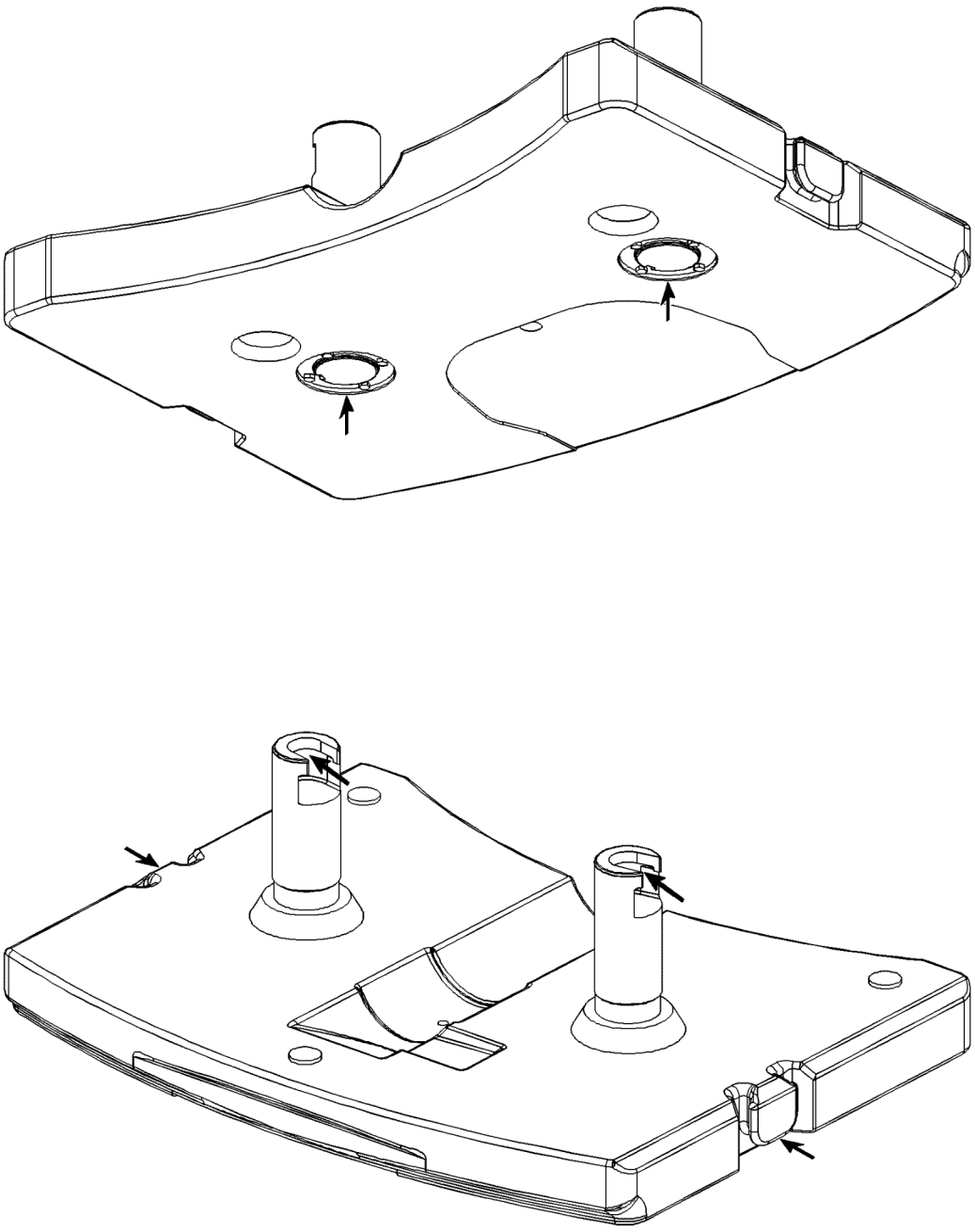

Fig.164894: Example of base plate

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2.4.3 Boom

Pivot section

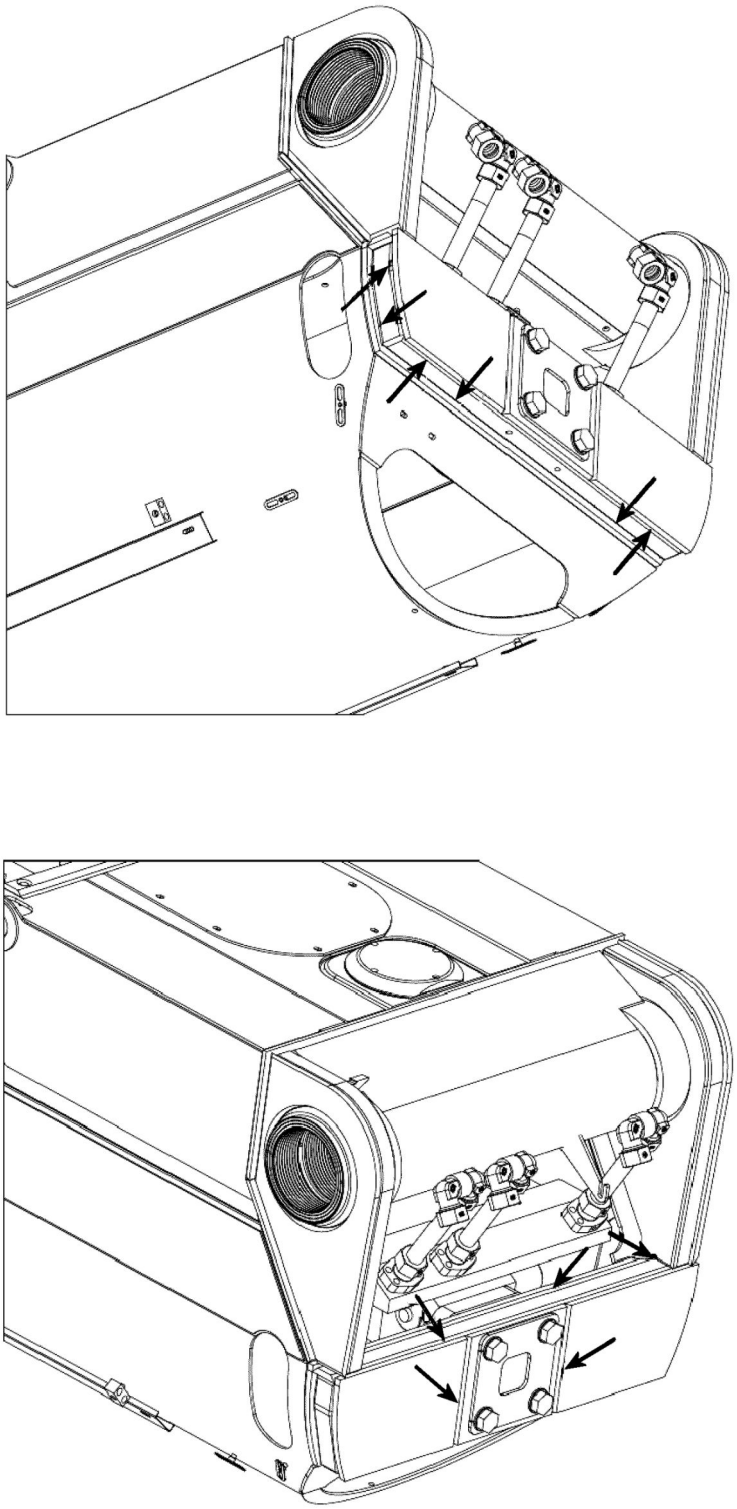

Fig.164895: Example of a pivot section

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Telescopic boom

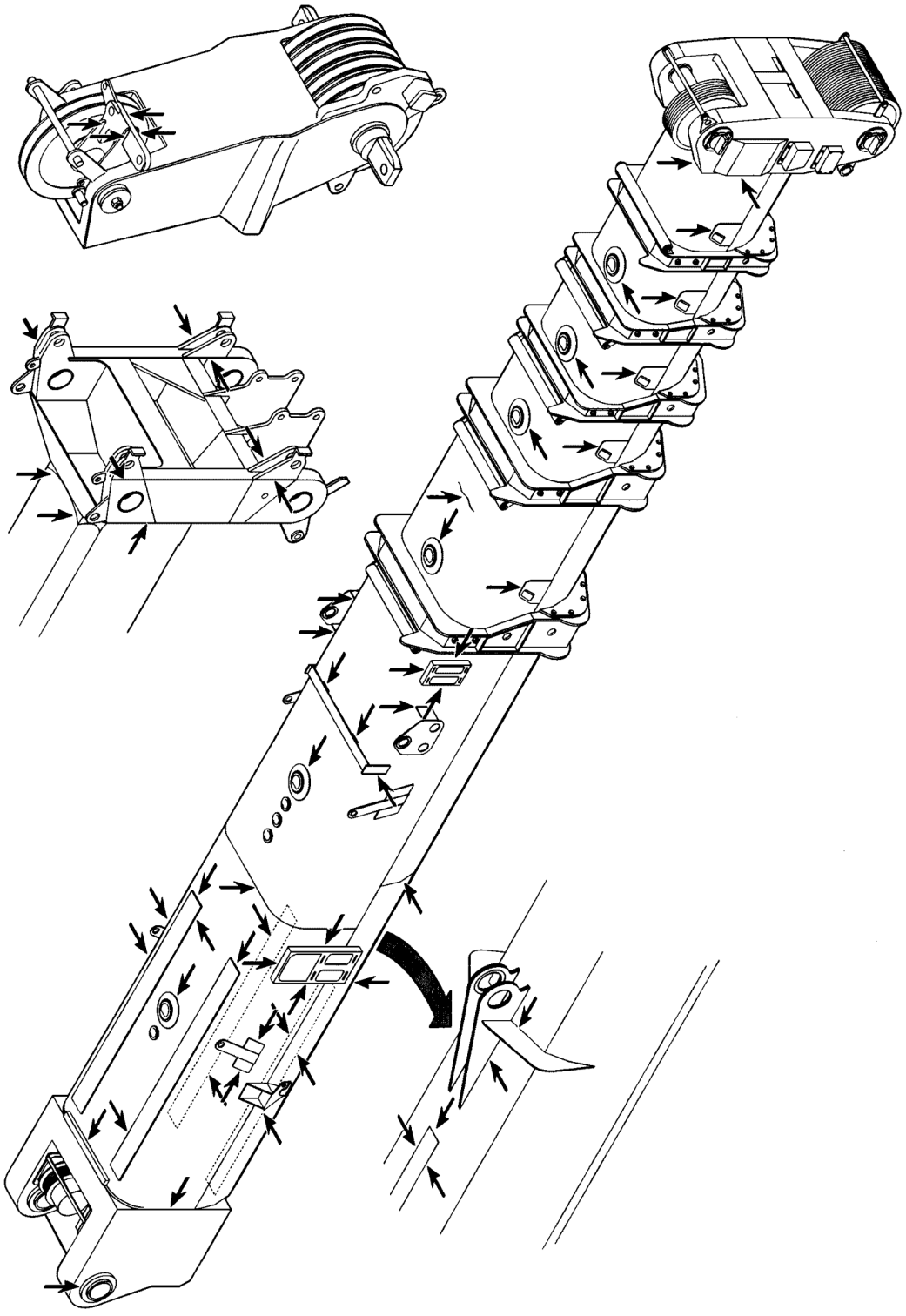

Fig.164896: Example of a telescopic boom

LWE/LR 1600-2-010/18112-11-02/en

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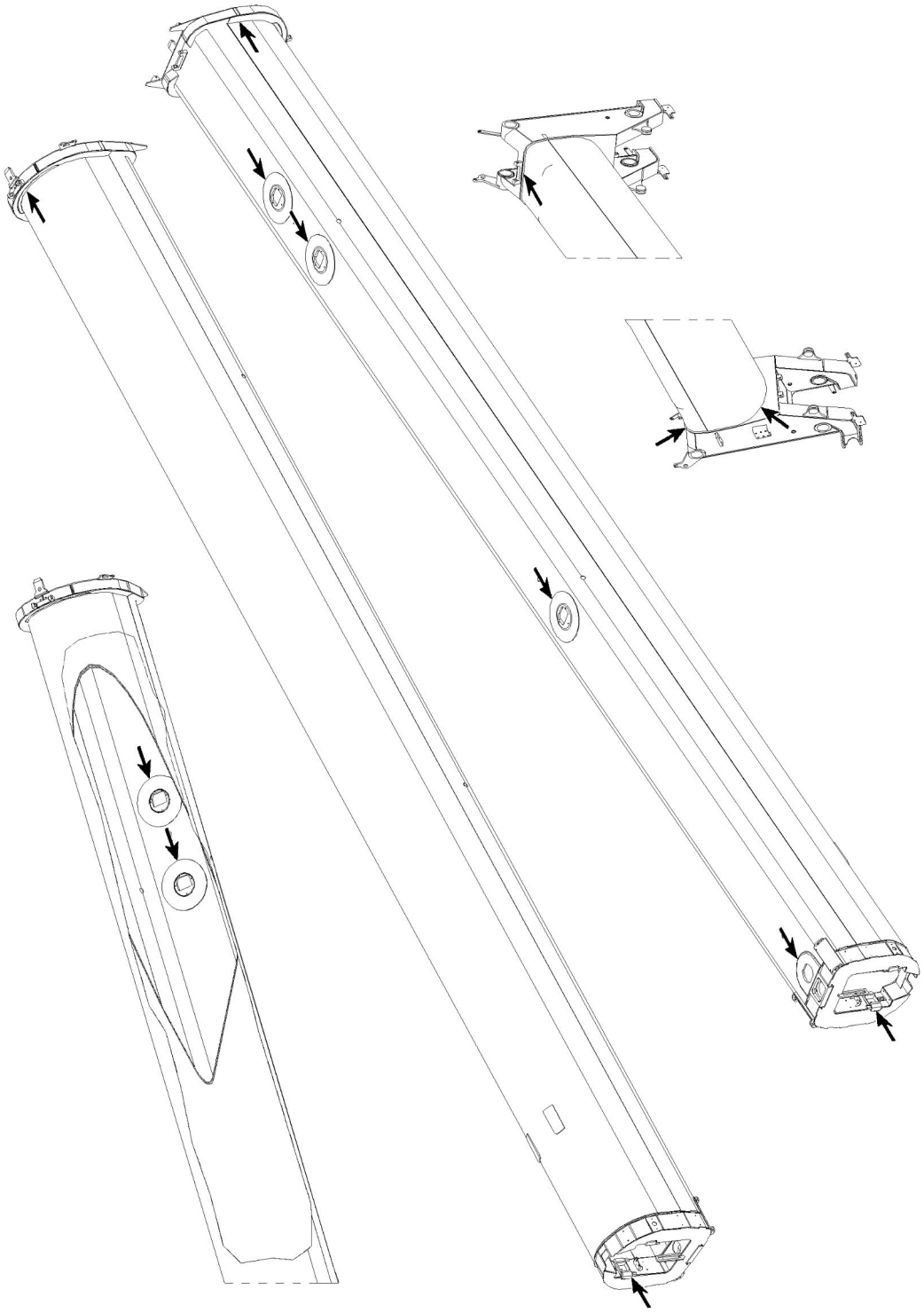

Fig.164897: Example of a telescopic boom

LWE/LR 1600-2-010/18112-11-02/en

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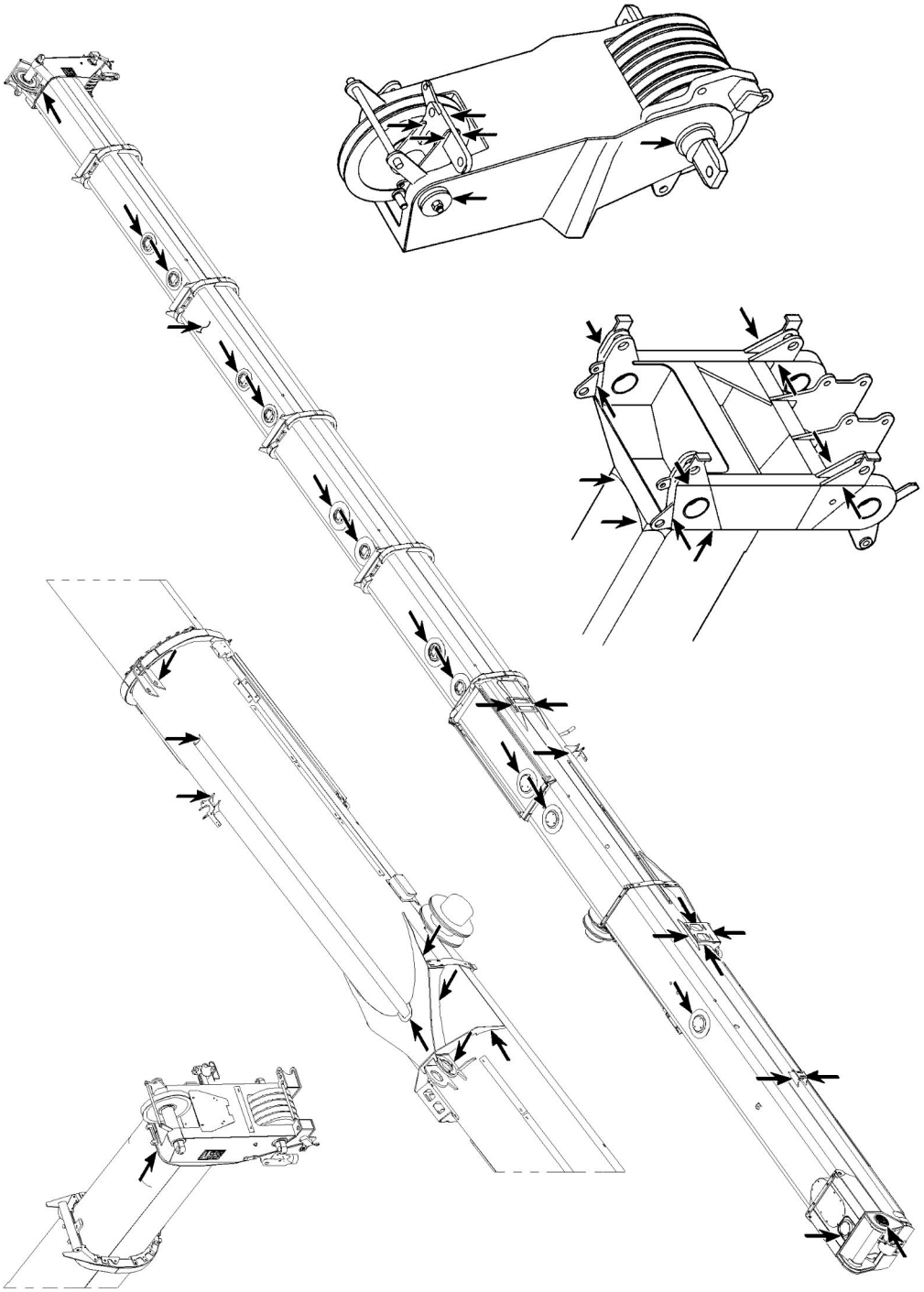

Fig.164898: Example of a telescopic boom

LWE/LR 1600-2-010/18112-11-02/en

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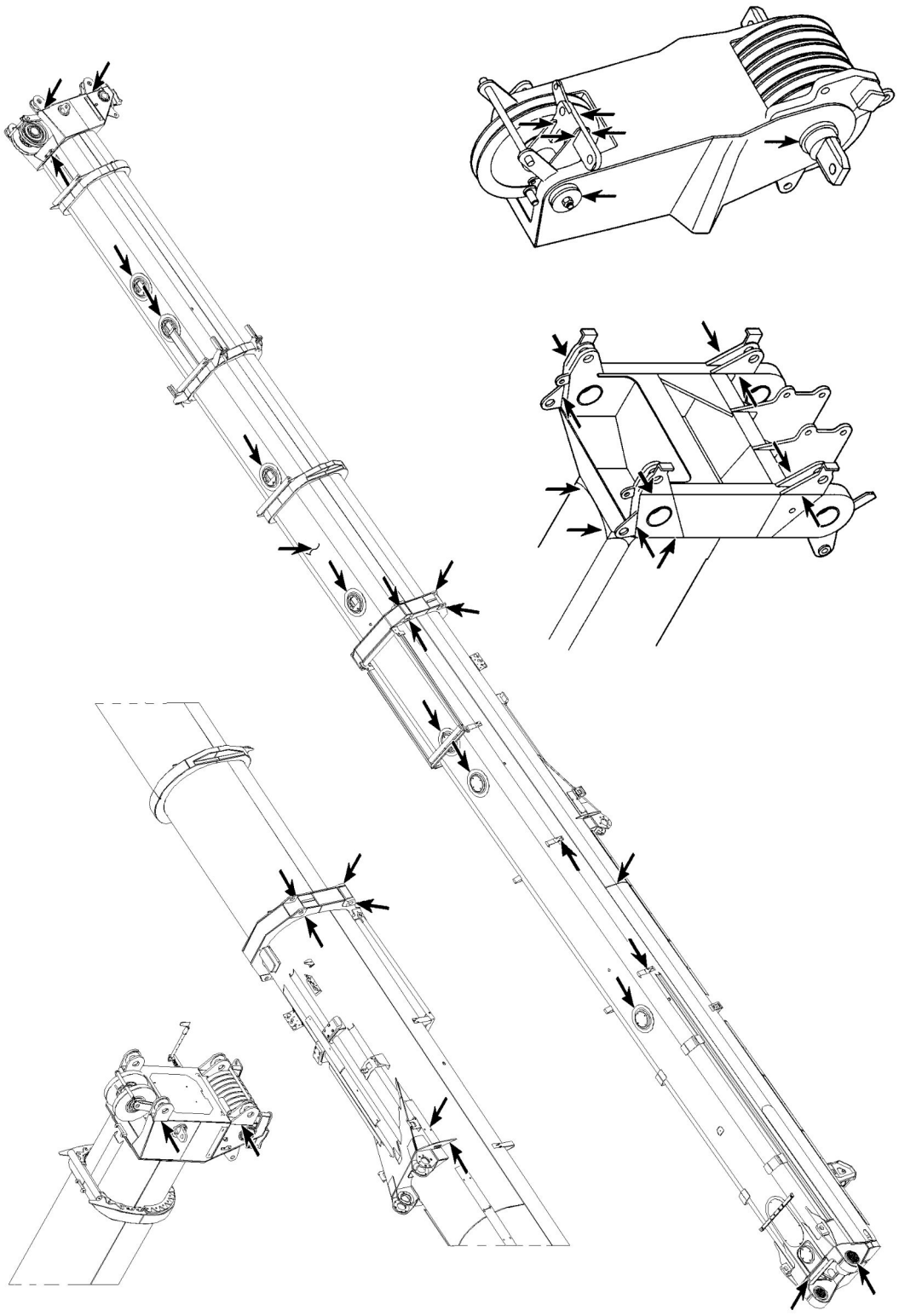

Fig.164899: Example of a telescopic boom

LWE/LR 1600-2-010/18112-11-02/en

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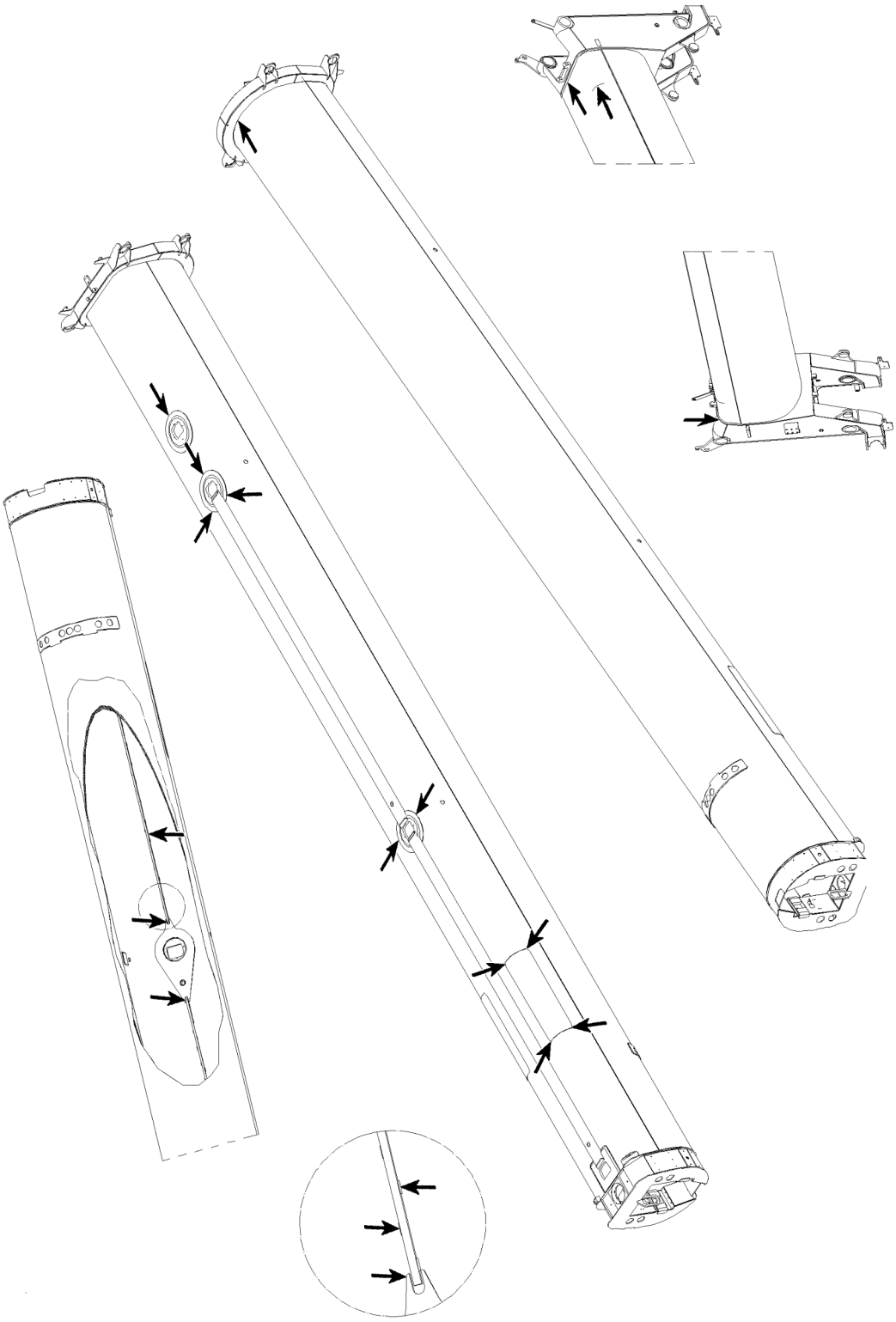

Fig.164900: Example of a telescopic boom

LWE/LR 1600-2-010/18112-11-02/en

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Telescopic boom push out mechanics

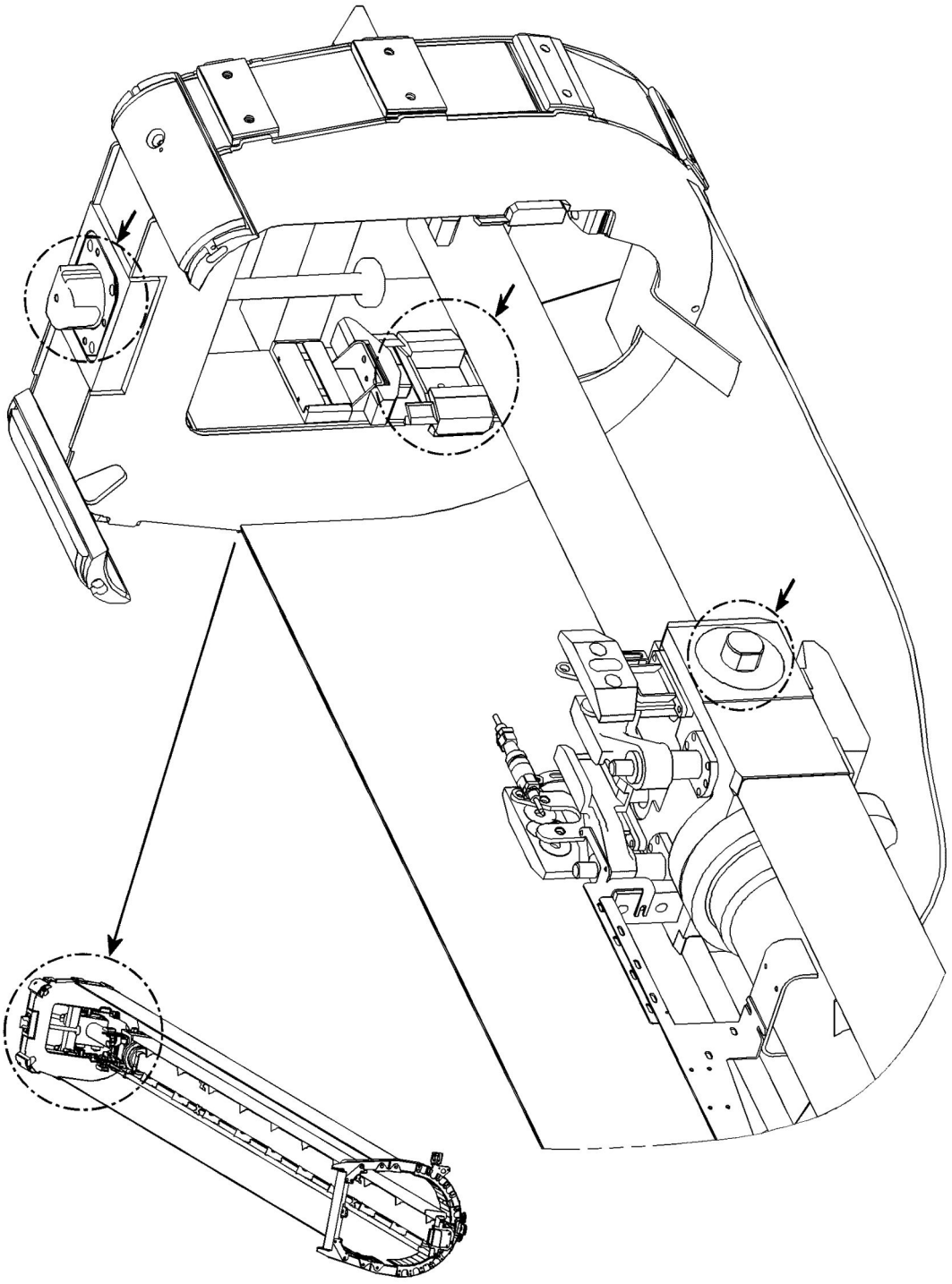

Fig.164901: Example of push out mechanics telescopic boom

LWE/LR 1600-2-010/18112-11-02/en

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Boom nose

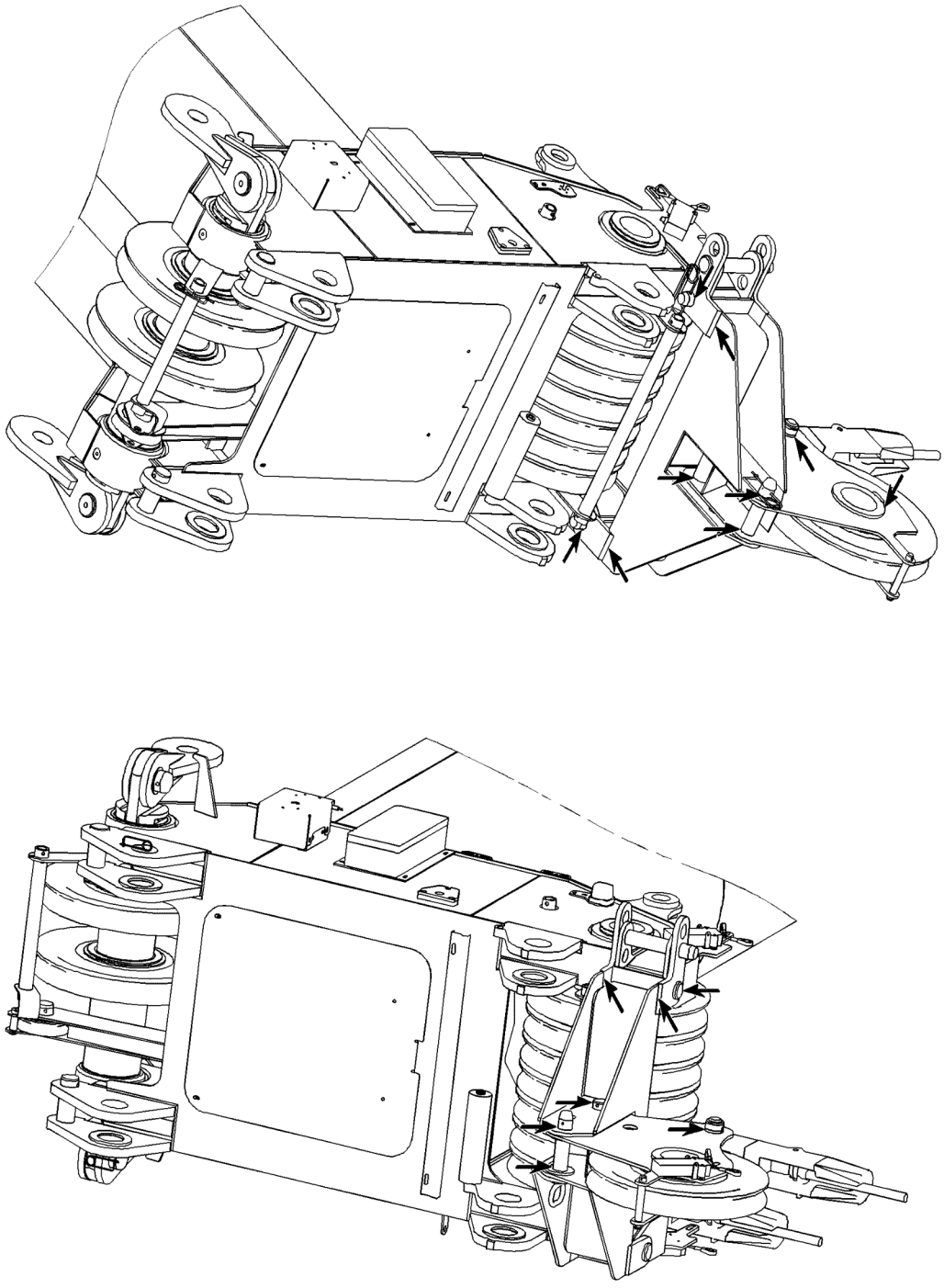

Fig.164902: Example of a boom nose

LWE/LR 1600-2-010/18112-11-02/en

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Dolly console

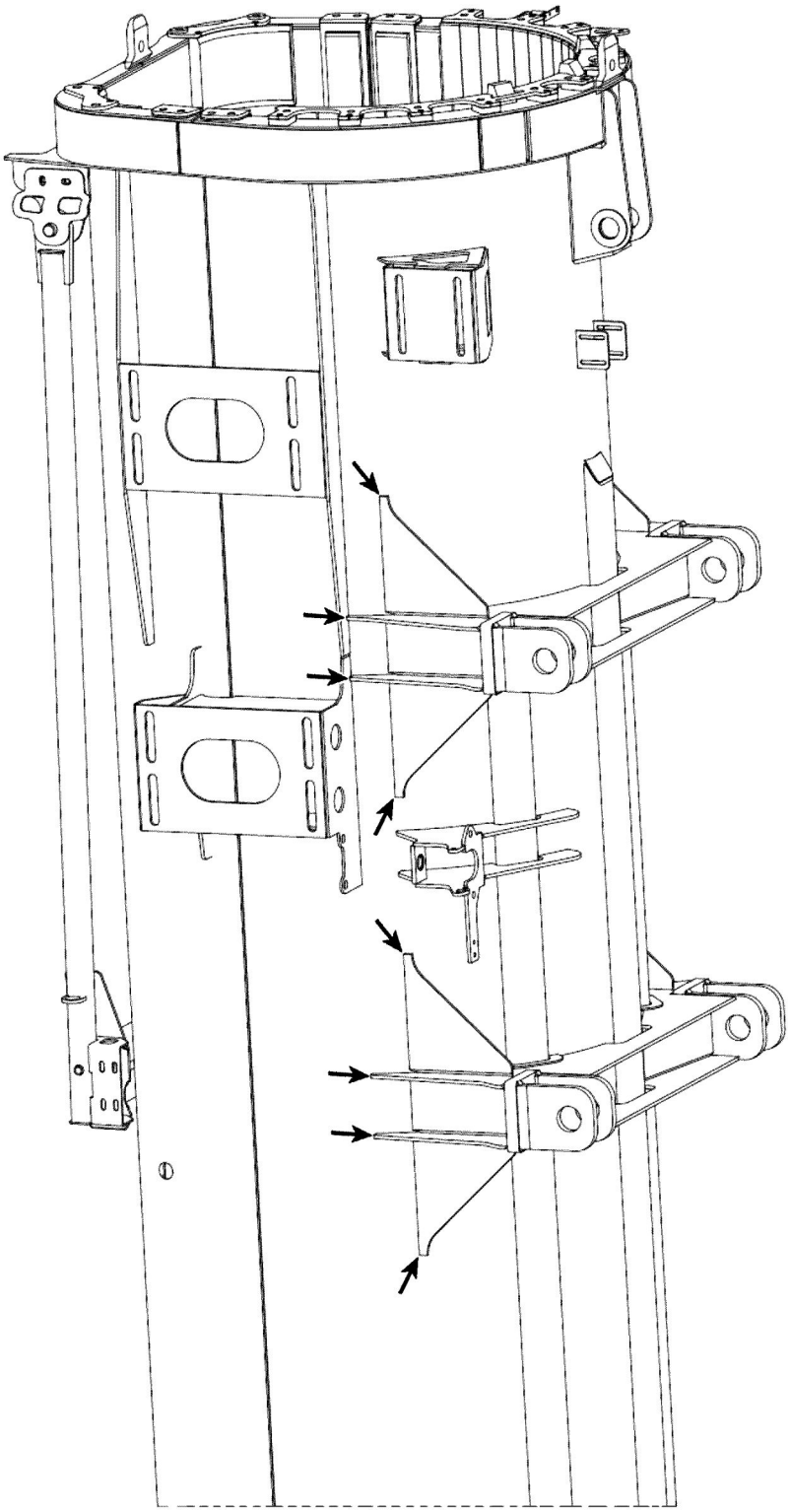

Fig.164903: Example of a dolly console

LWE/LR 1600-2-010/18112-11-02/en

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Lattice jib

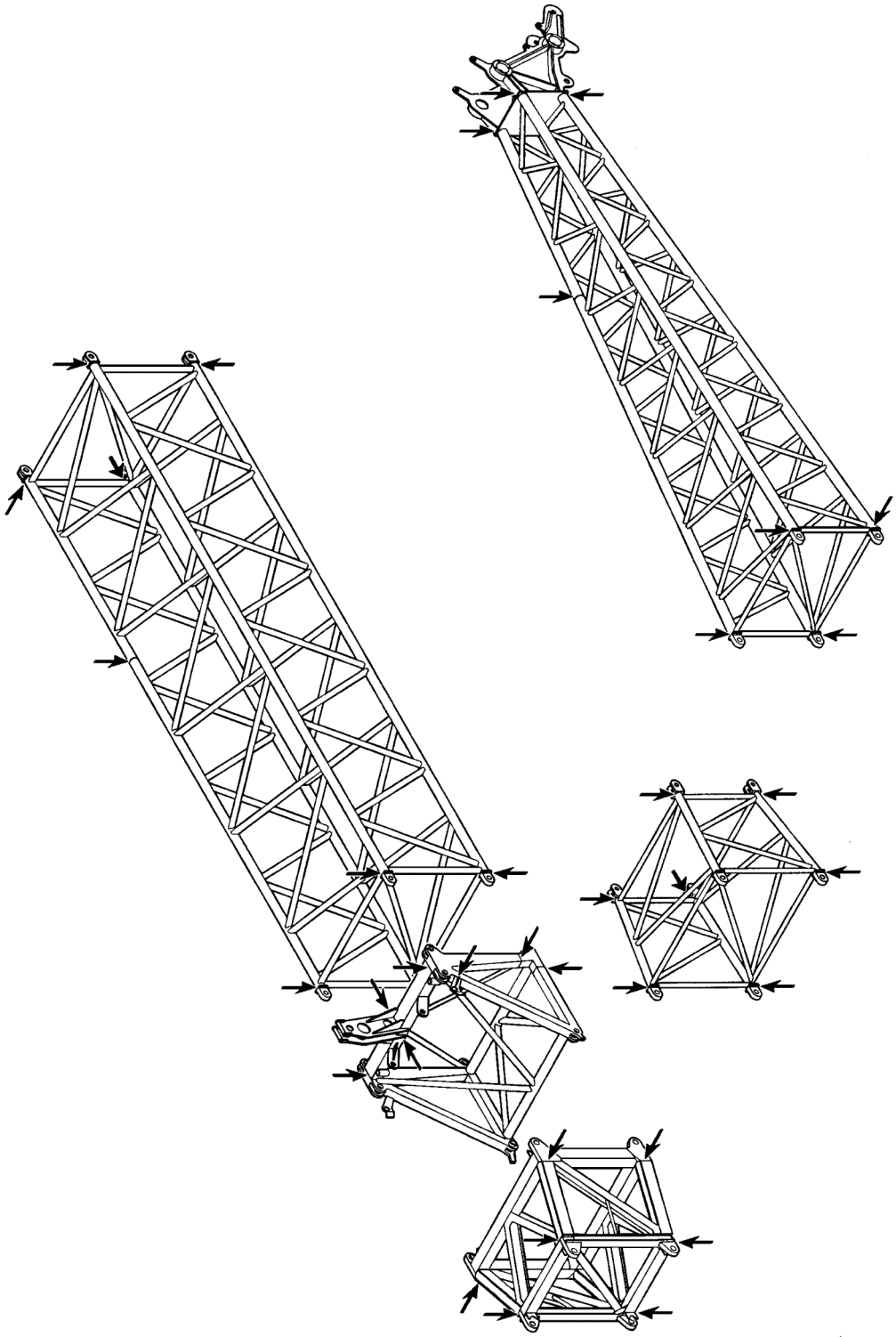

Fig.164904: Example of a lattice jib

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NA/WA frame

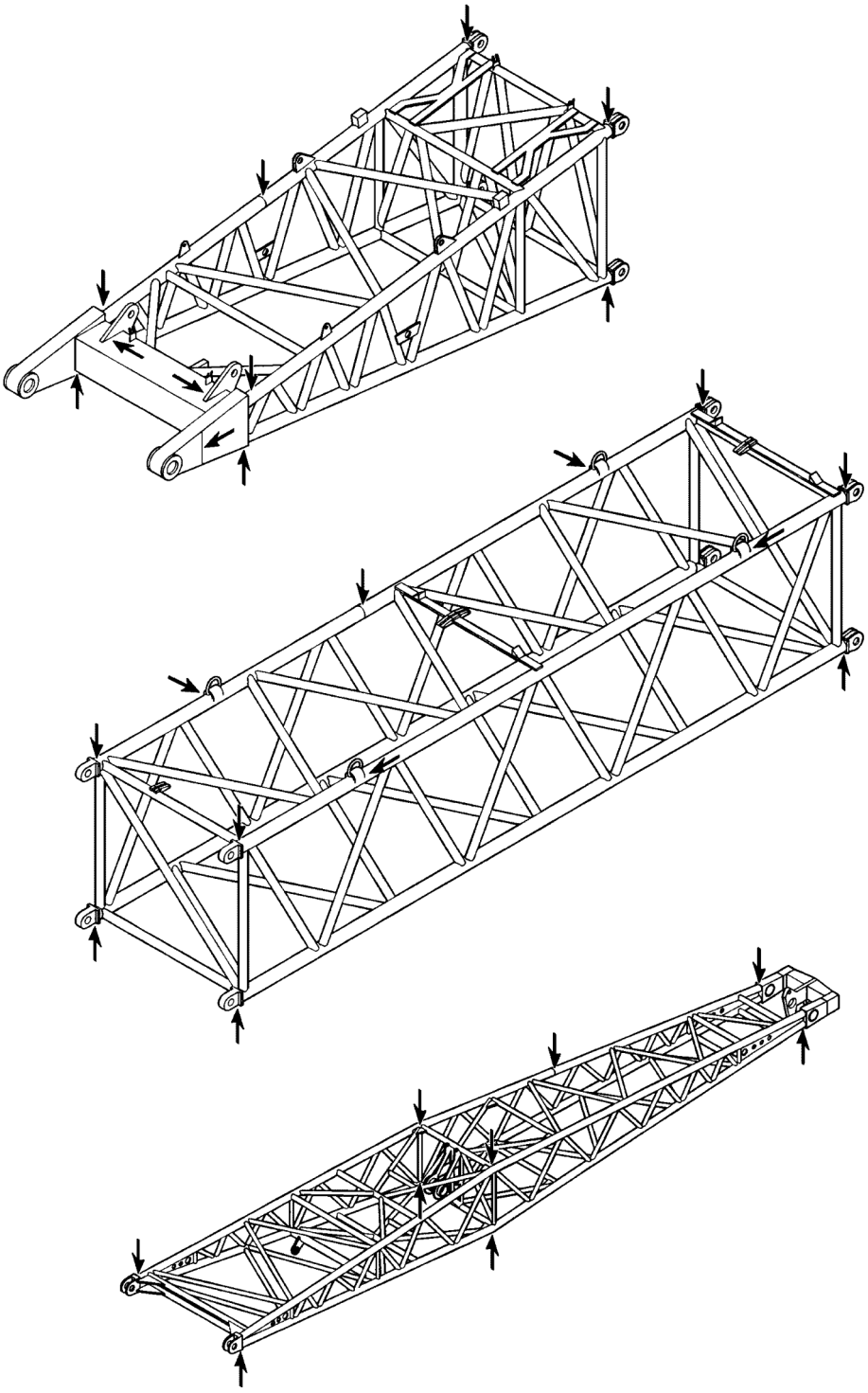

Fig.164905: Example of a NA/WA-frame

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End section

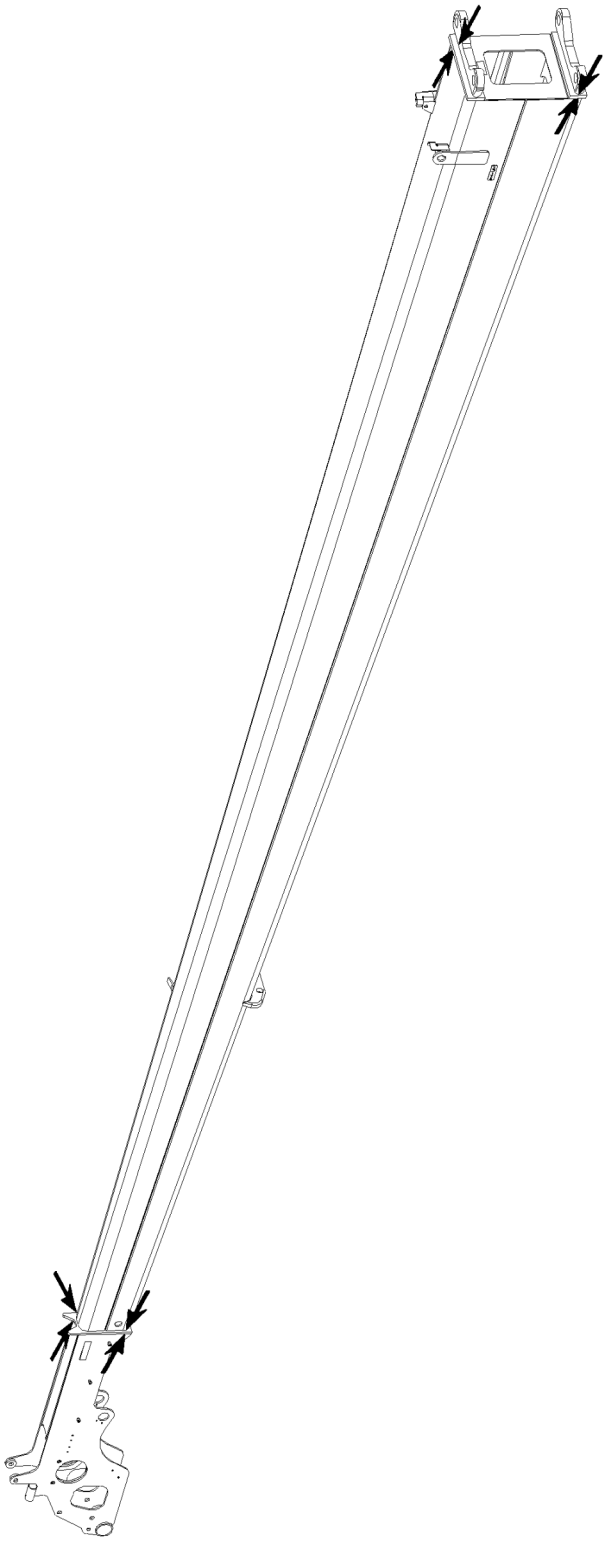

Fig.164906: Example of an end section

LWE/LR 1600-2-010/18112-11-02/en

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P-adapter

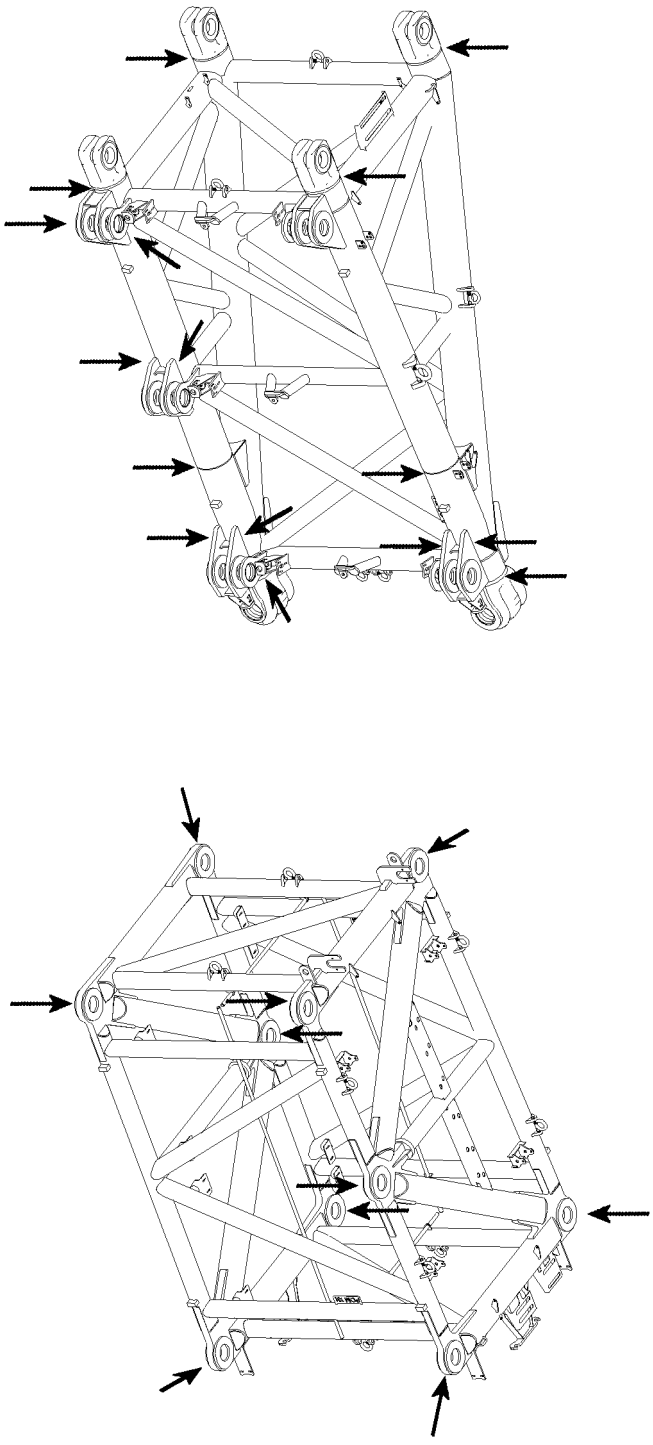

Fig.164914: Example of a P-adapter

LWE/LR 1600-2-010/18112-11-02/en

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Guy rods

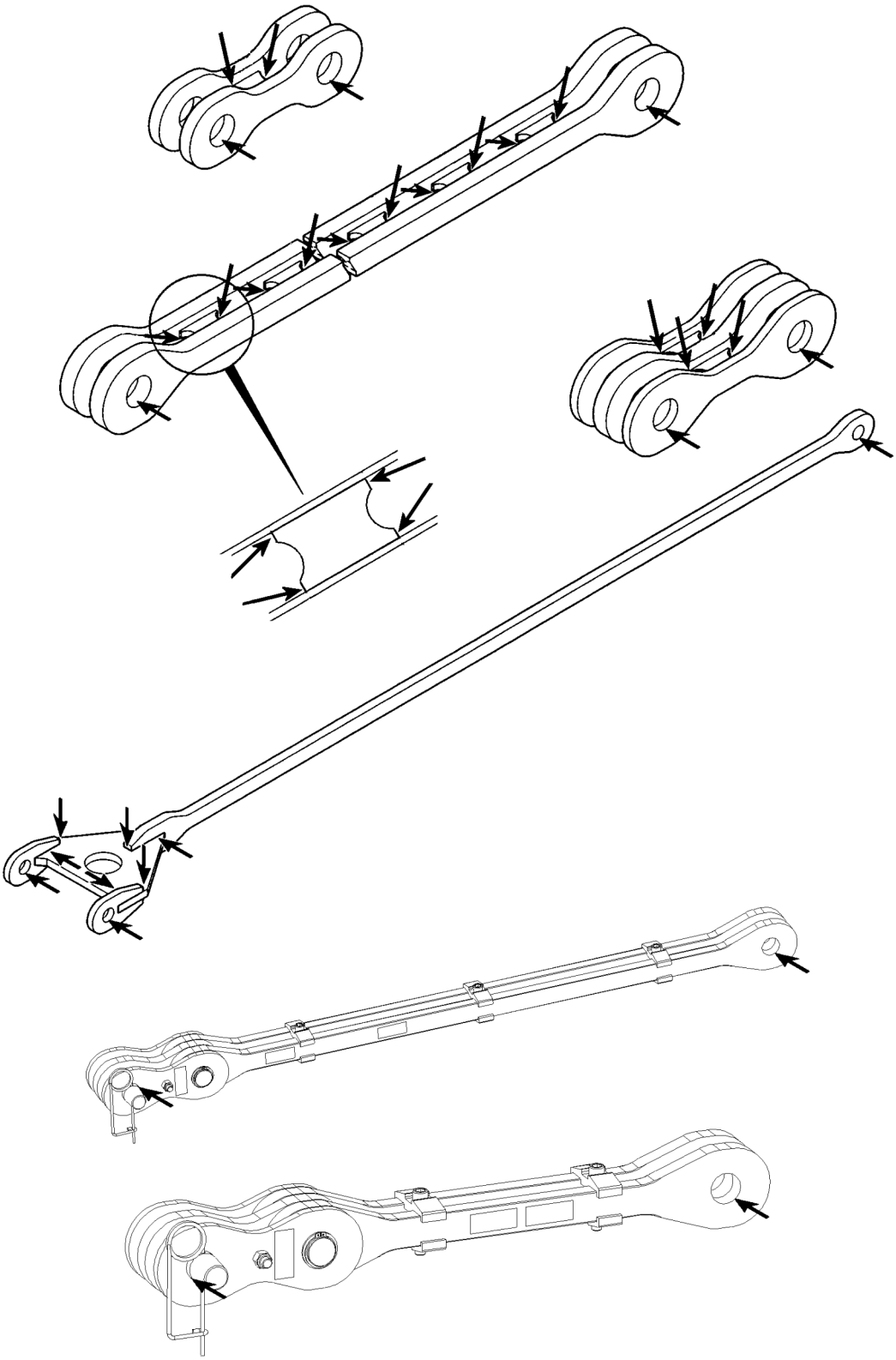

Fig.164915: Example of guy rods

LWE/LR 1600-2-010/18112-11-02/en

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W-connector head

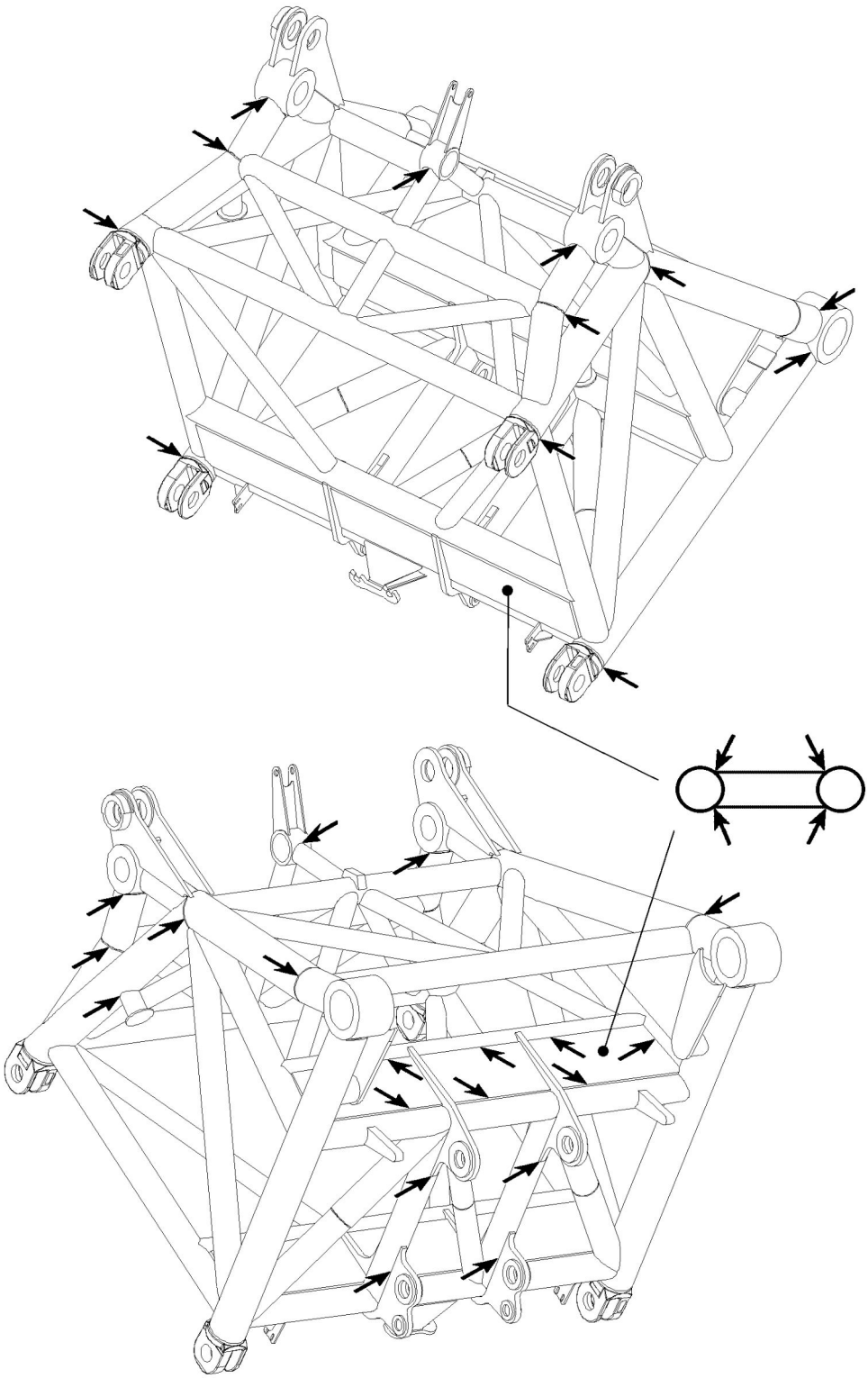

Fig.164910: Example of a W-connector head

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Assembly unit with lattice jib

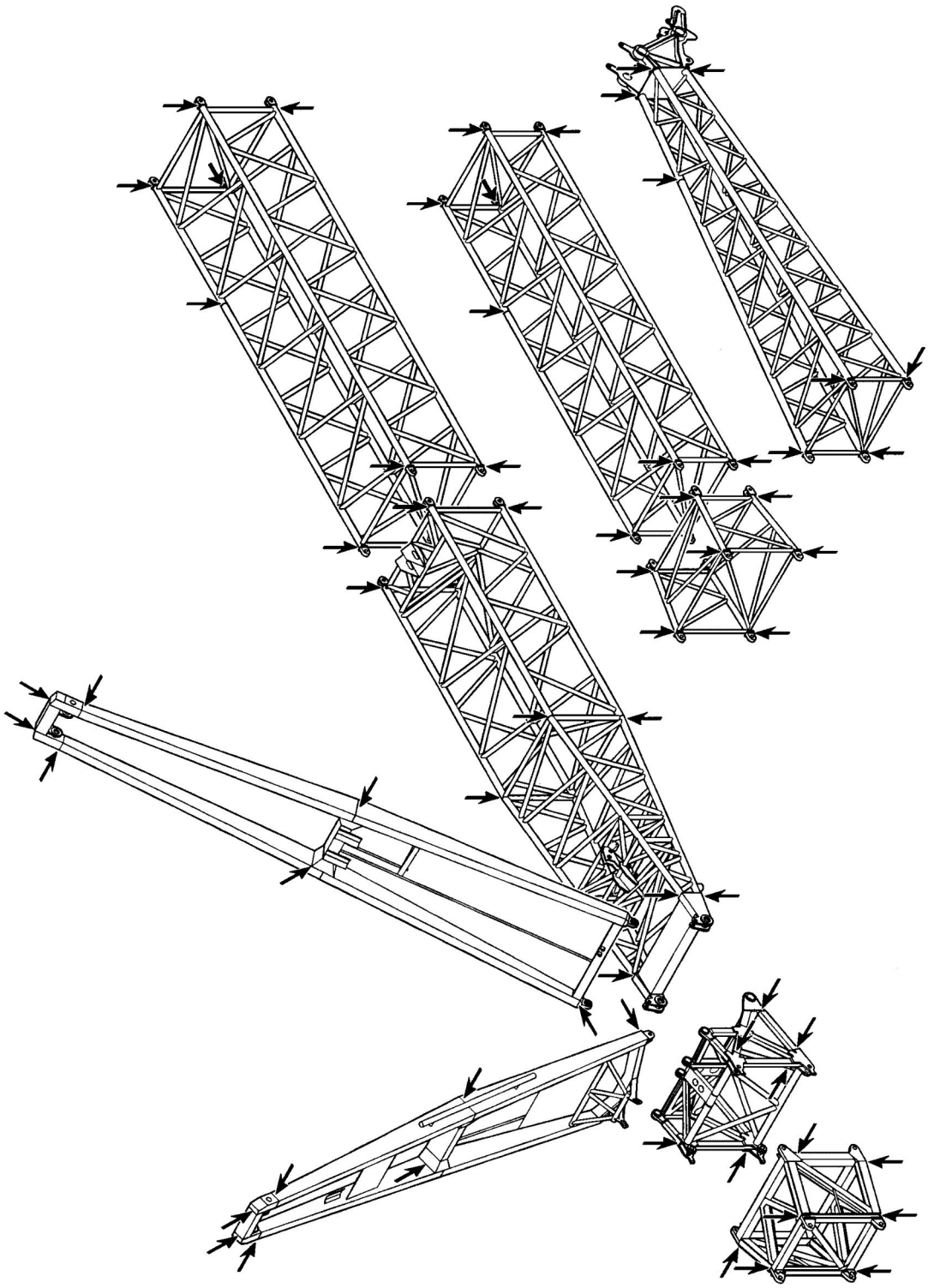

Fig.164911: Example of an assembly unit with lattice jib

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NA-frames

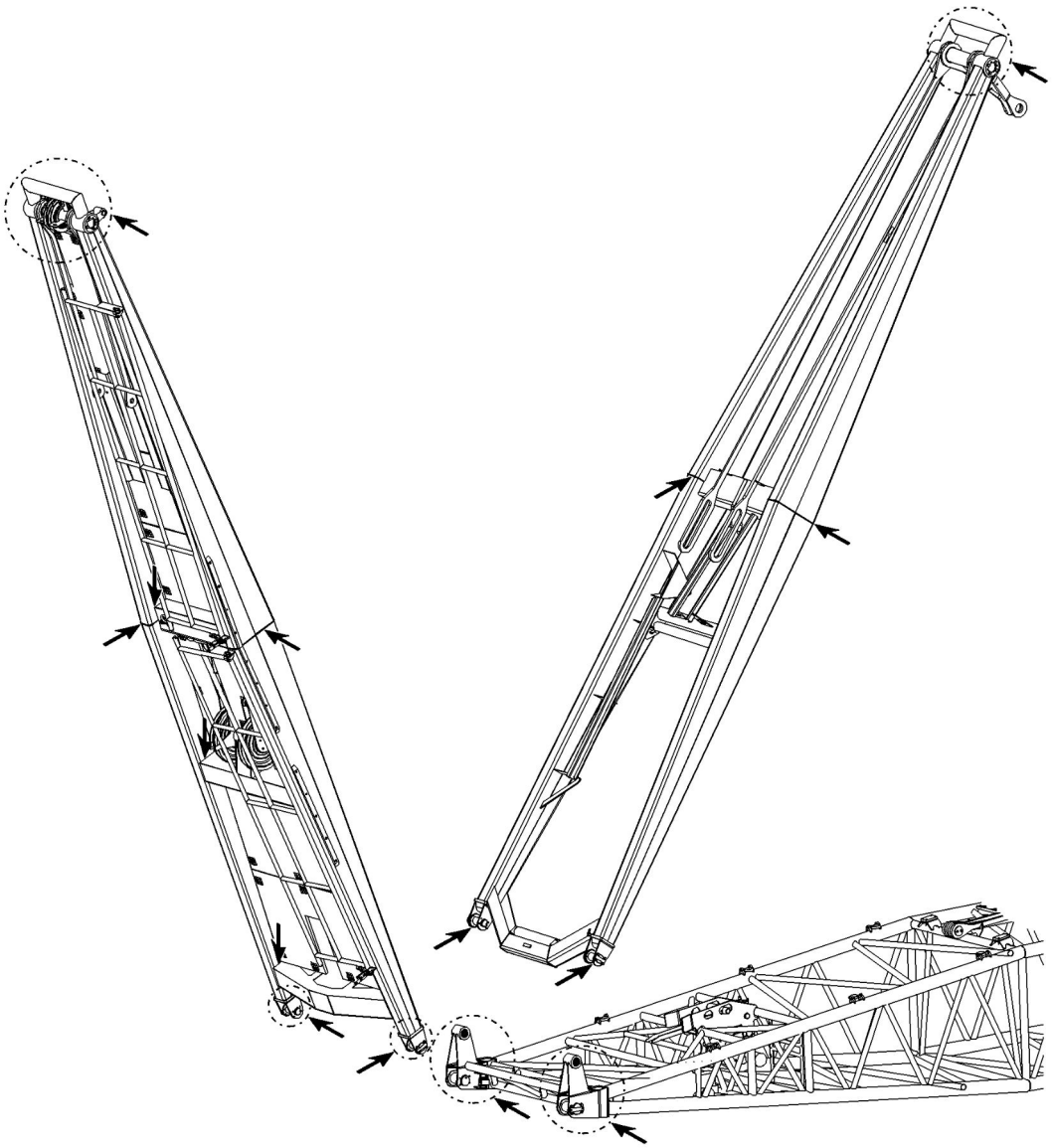

Fig.164912: Example of NA frames

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Pulley head

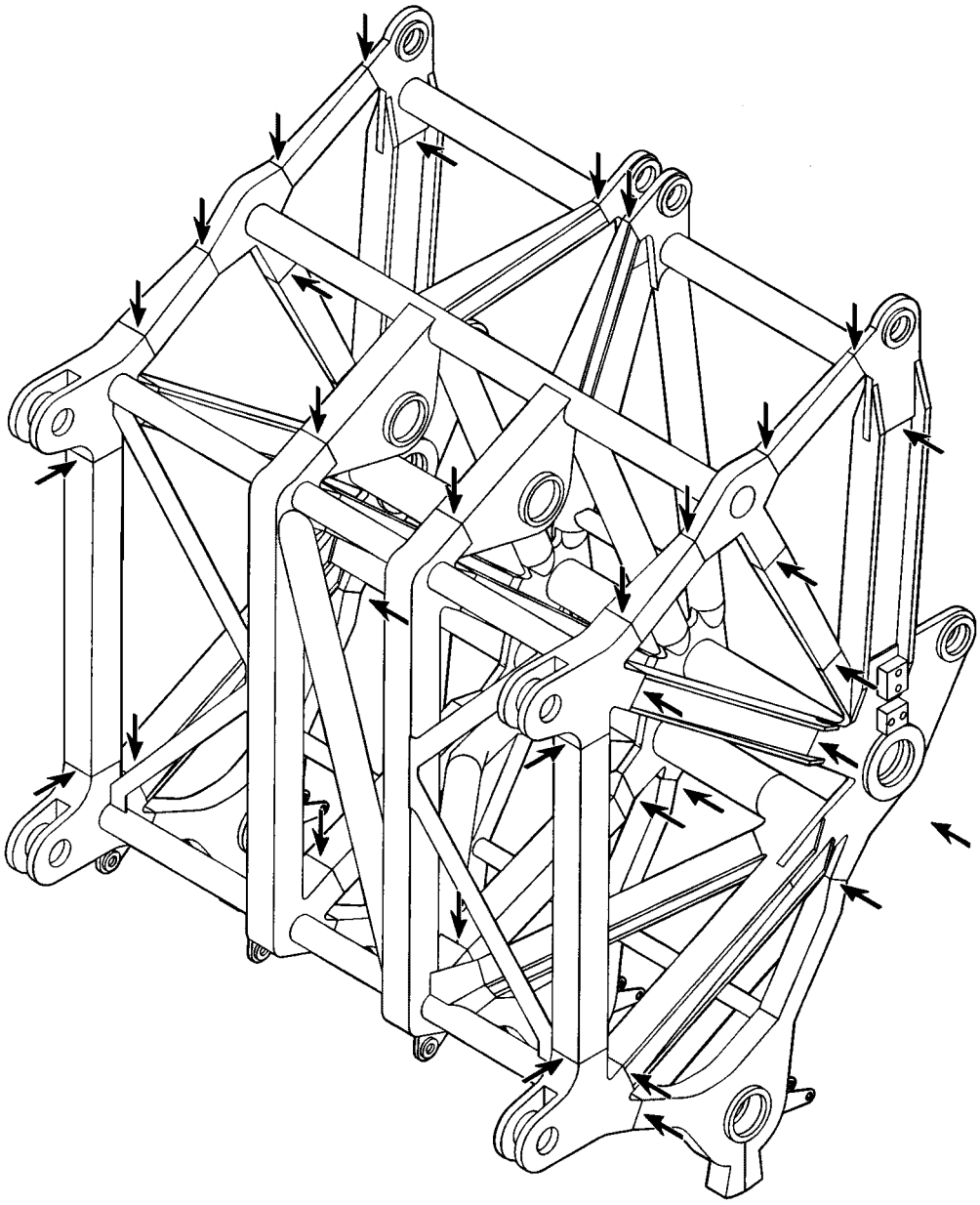

Fig.164913: Example of a pulley head

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2.4.4 Equipment

Pivot section, adapter and boom nose

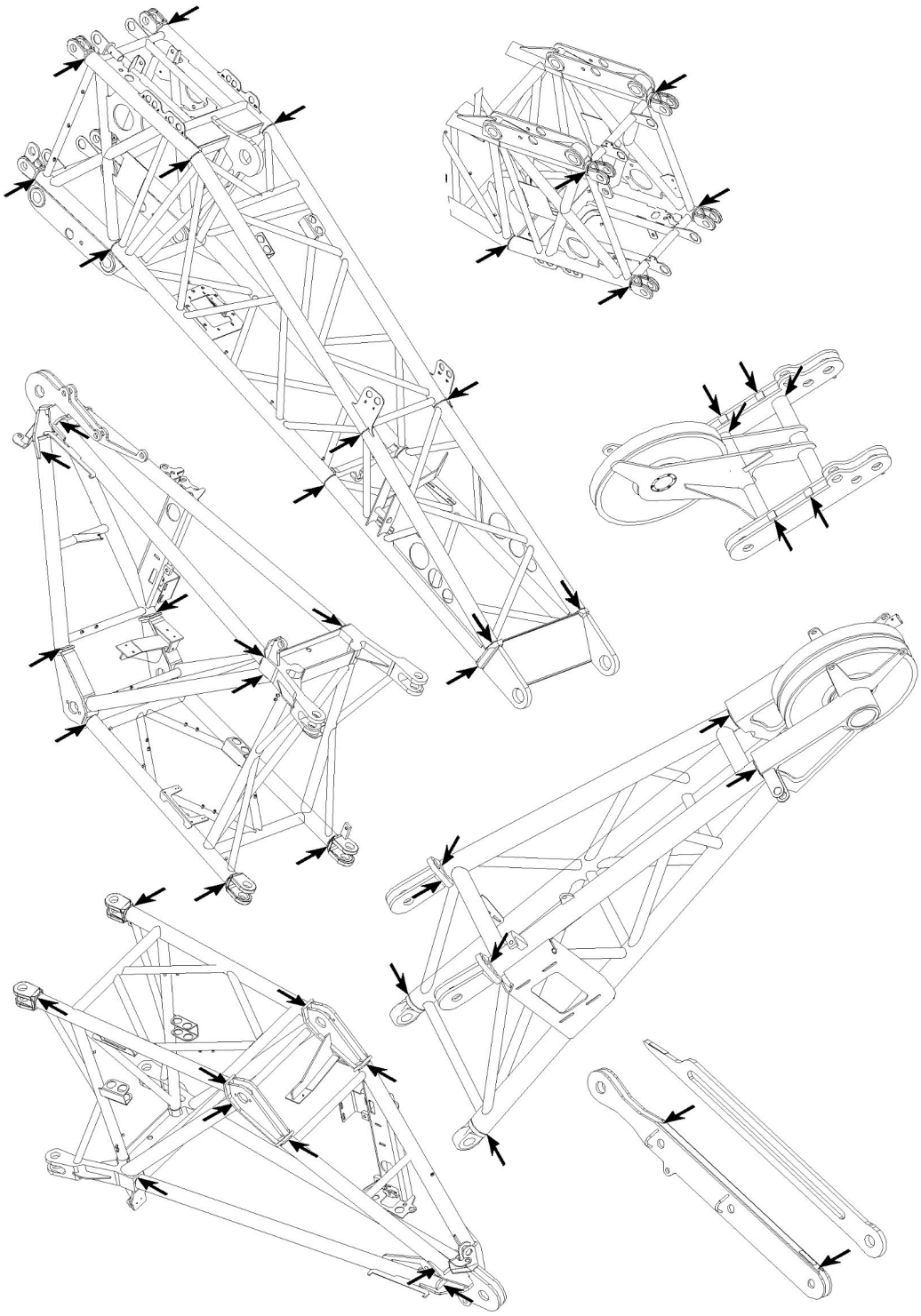

Fig.164907: Example of a pivot section, adapter and boom nose

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TA guying

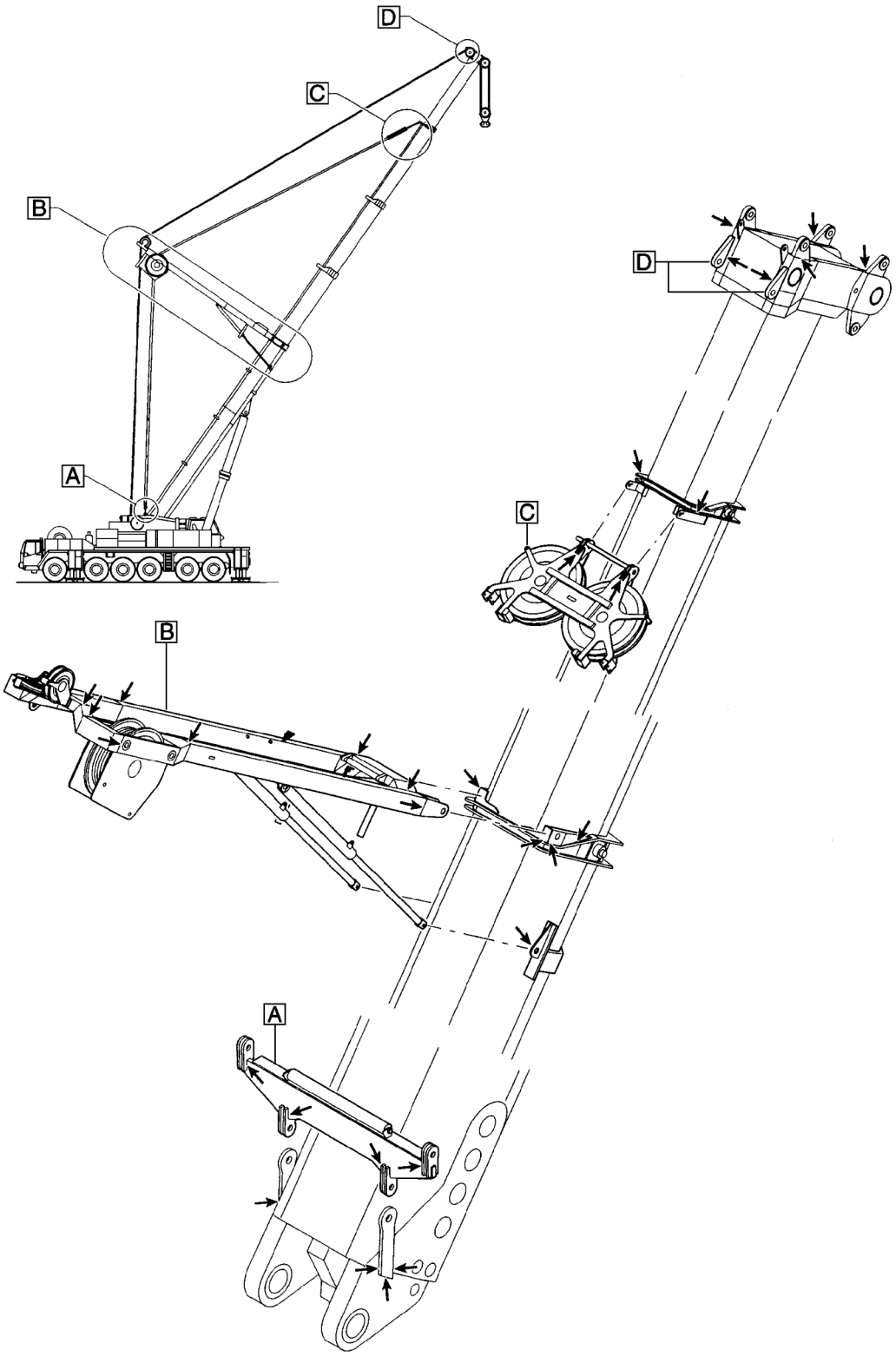

Fig.164916: Example of TA-guying

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TY-guying

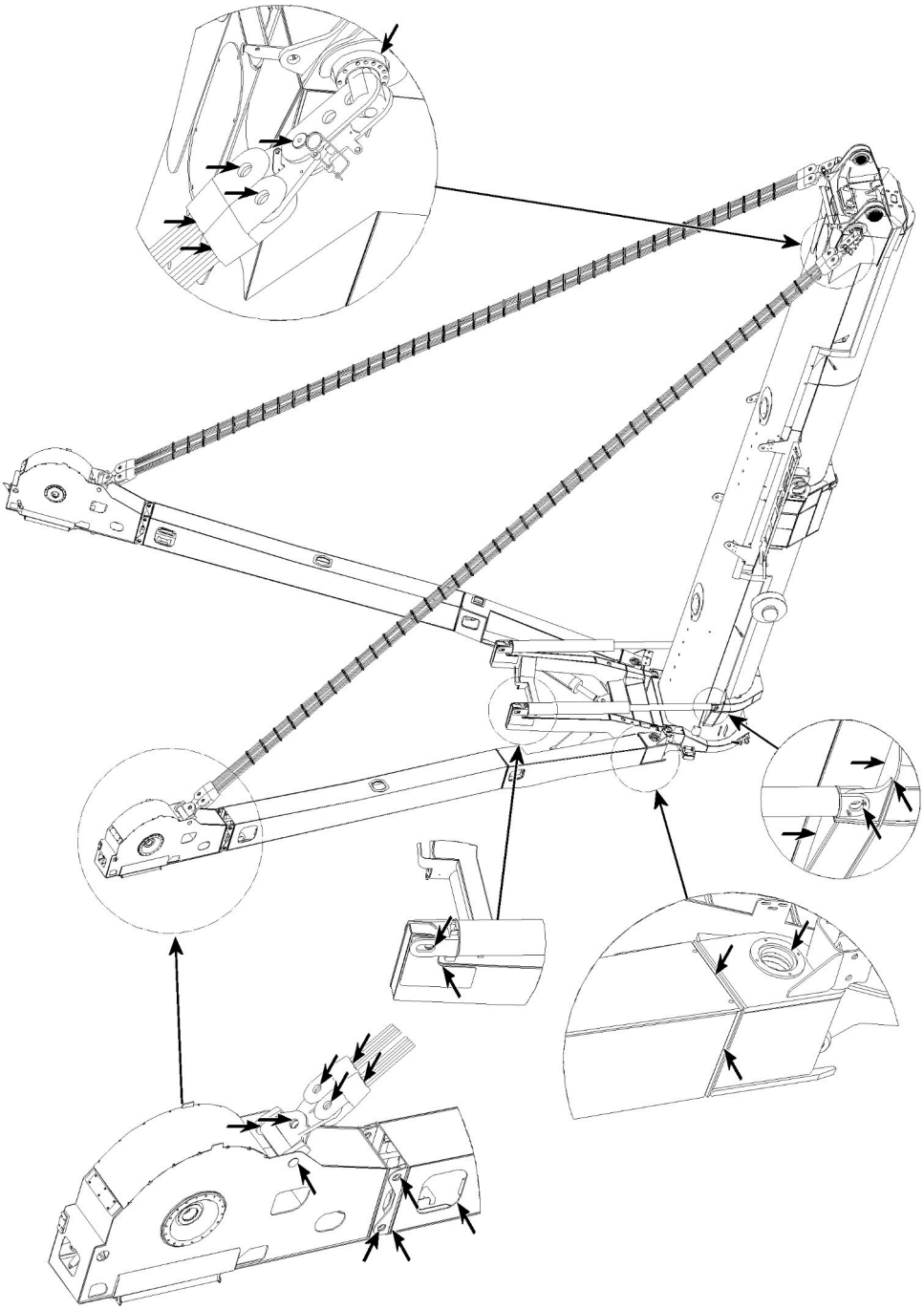

Fig.164917: Example of TY-guying

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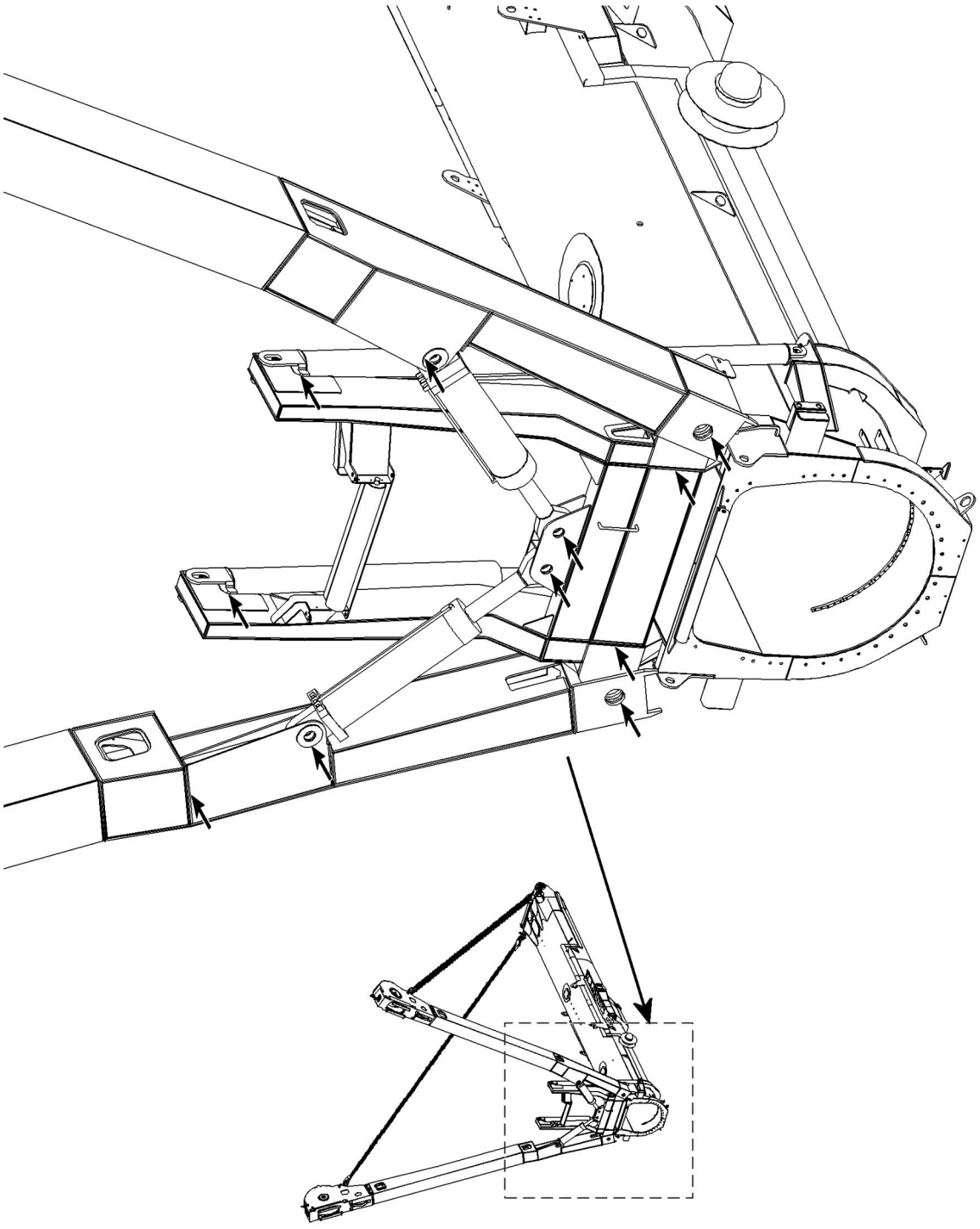

Fig.164918: Example of TY-guying

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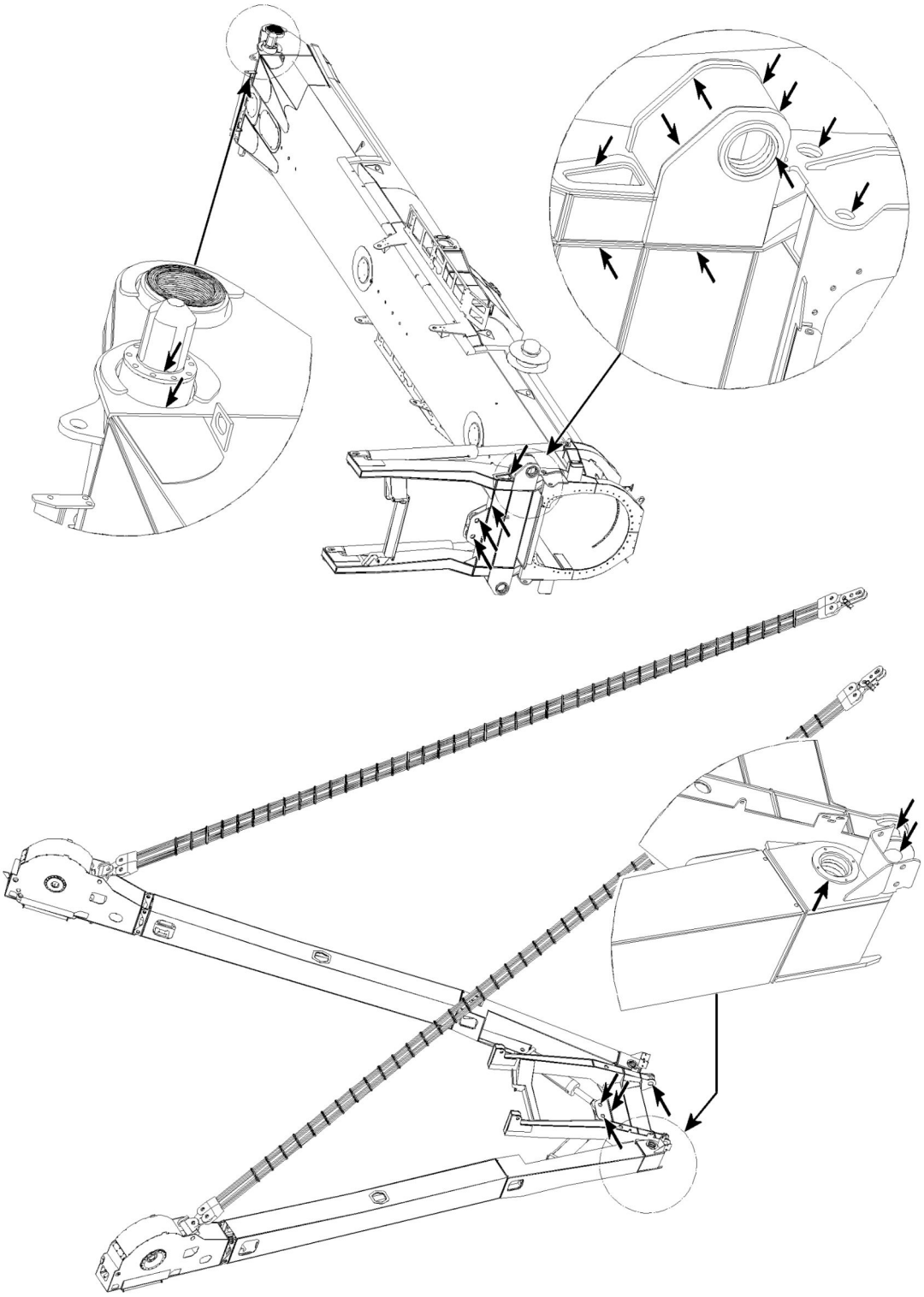

Fig.164919: Example of TY-guying

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Folding jib

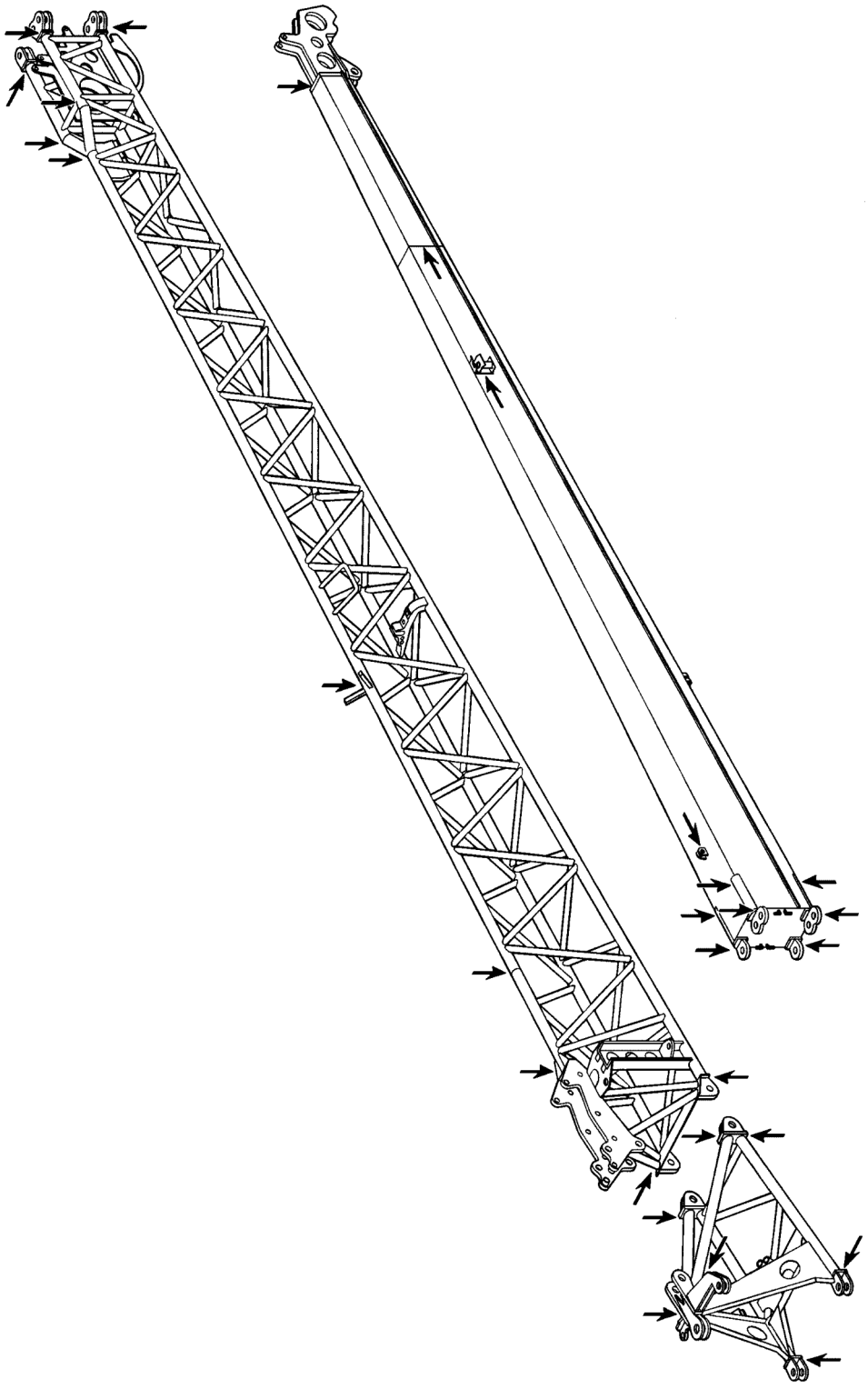

Fig.164908: Example of a folding jib

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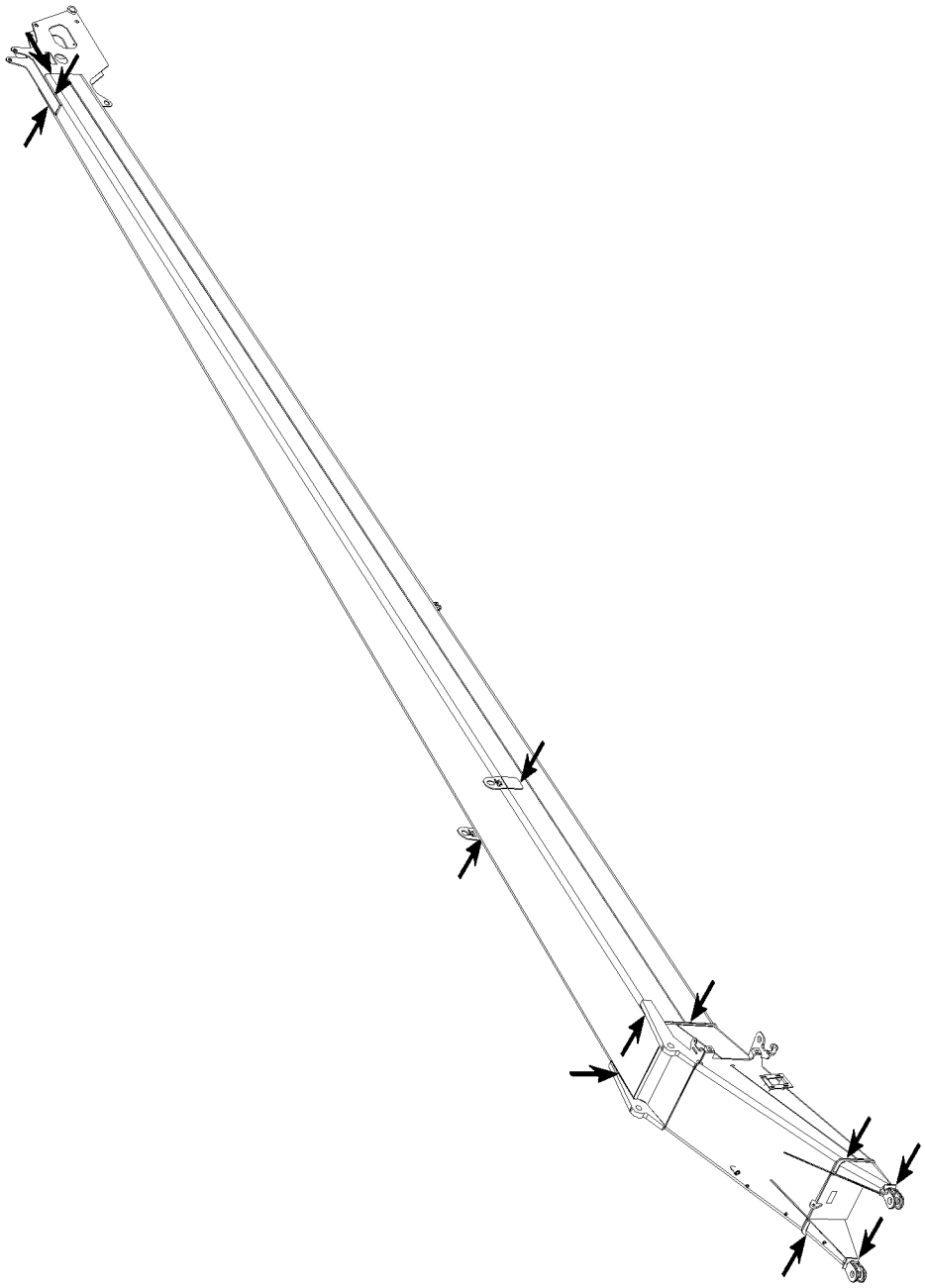

Fig.164909: Example of a folding jib

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2.4.5 Ballast trailer

Rocker

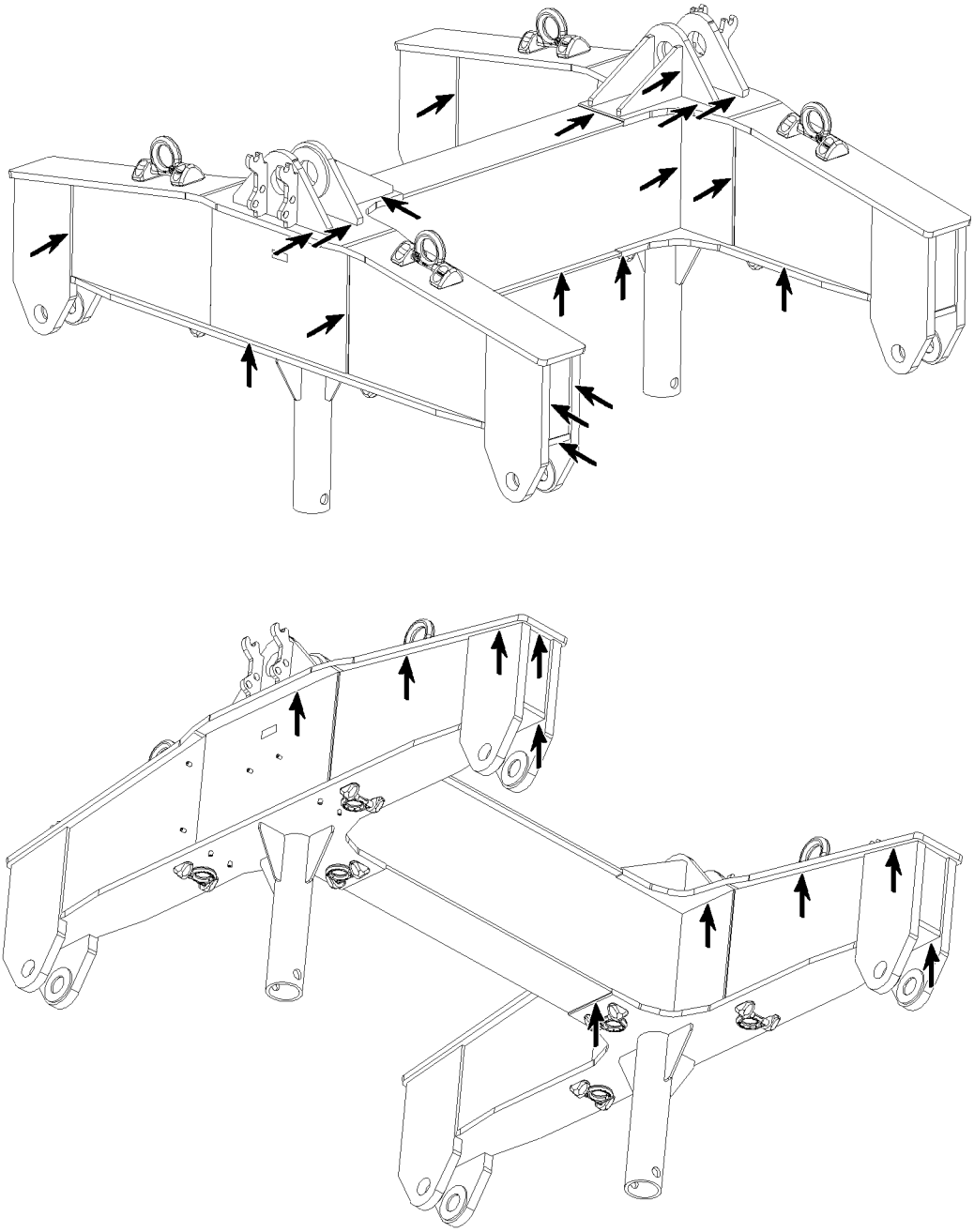

Fig.164927: Example of a rocker

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Axle bracket

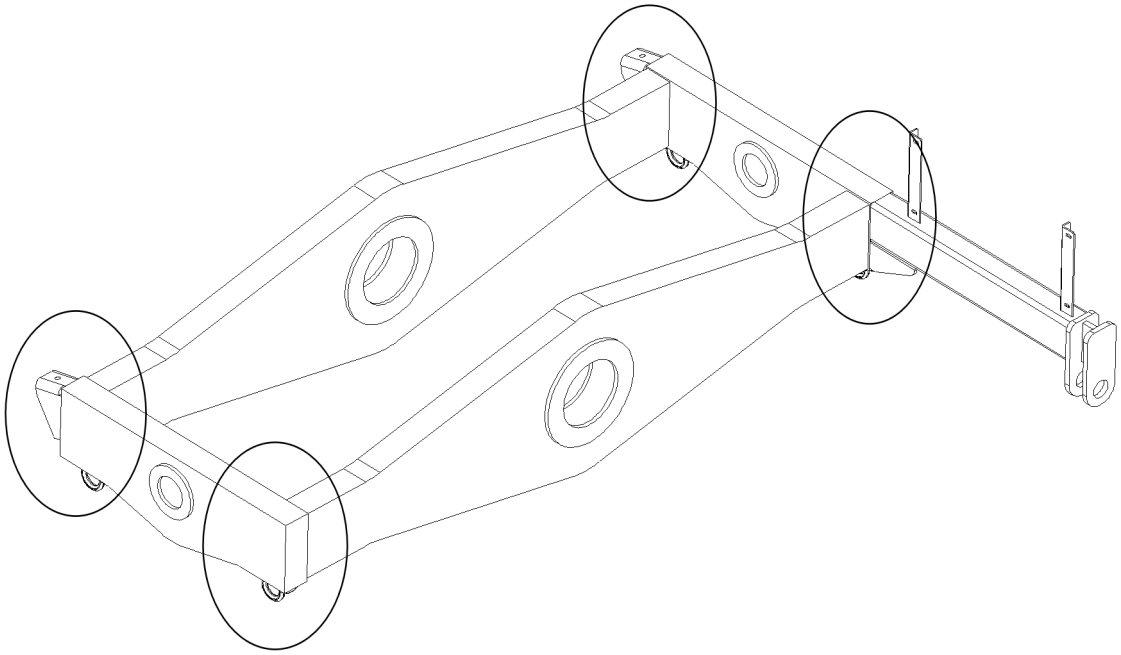

Fig.164928: Example of an axle bracket

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Center pivot plate

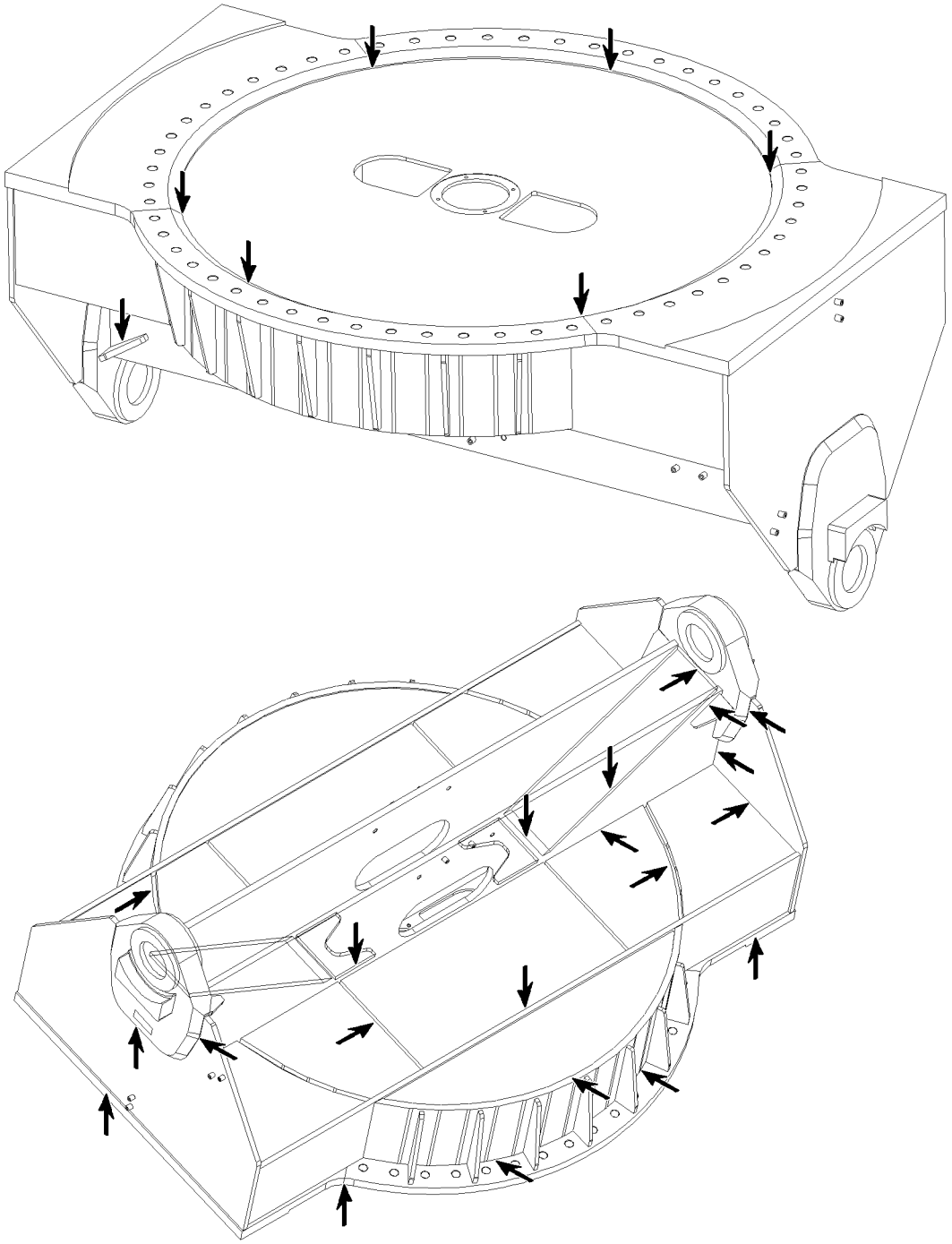

Fig.164929: Example of a center pivot plate

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Guide

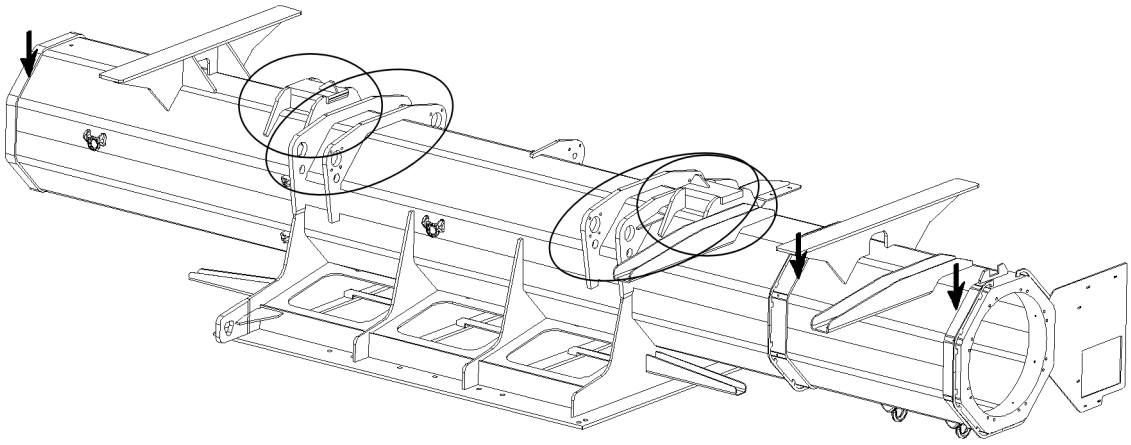

Fig.164930: Example of a guide

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Inner pipe

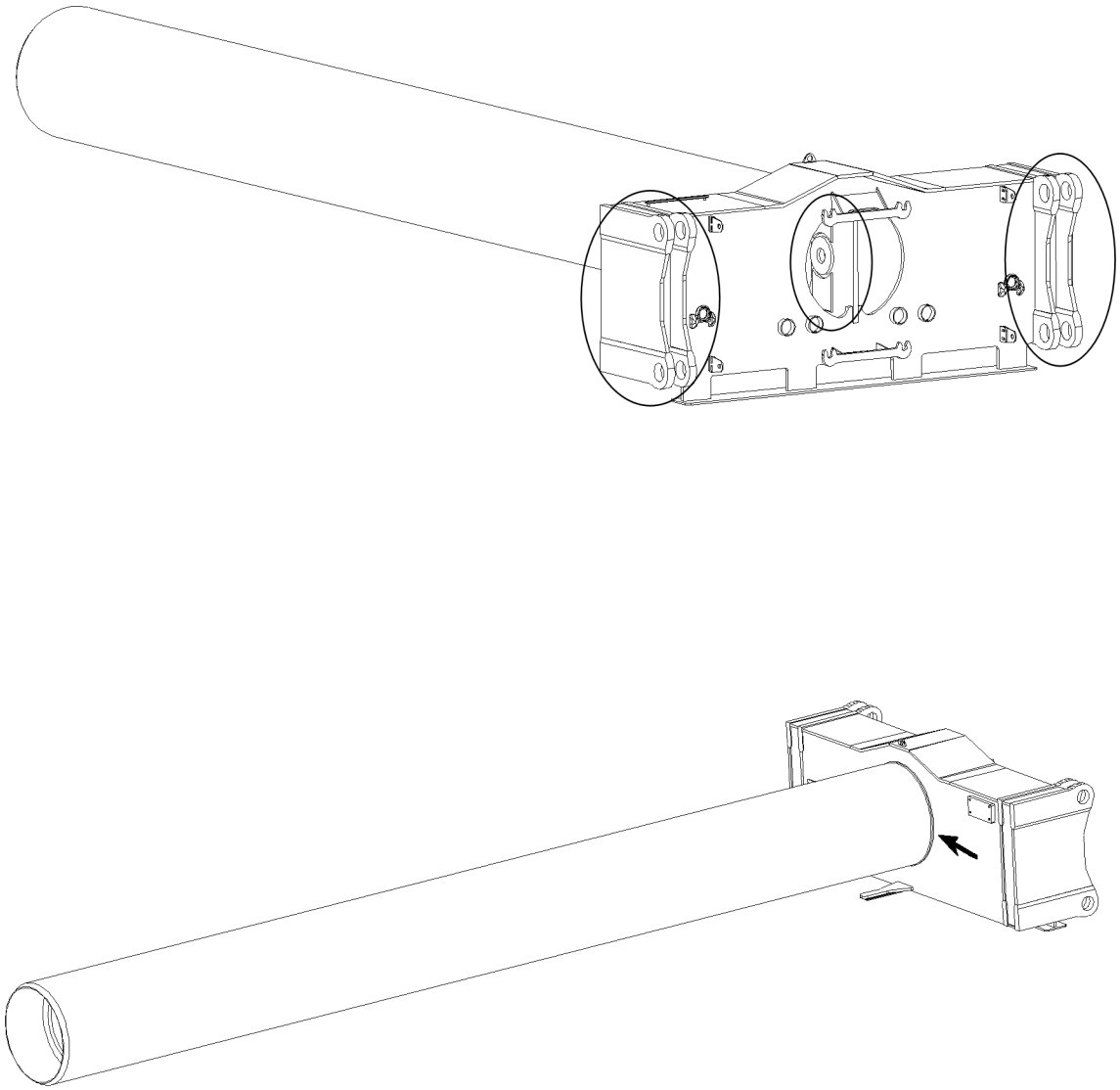

Fig.164931: Example of an inner pipe

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Frame

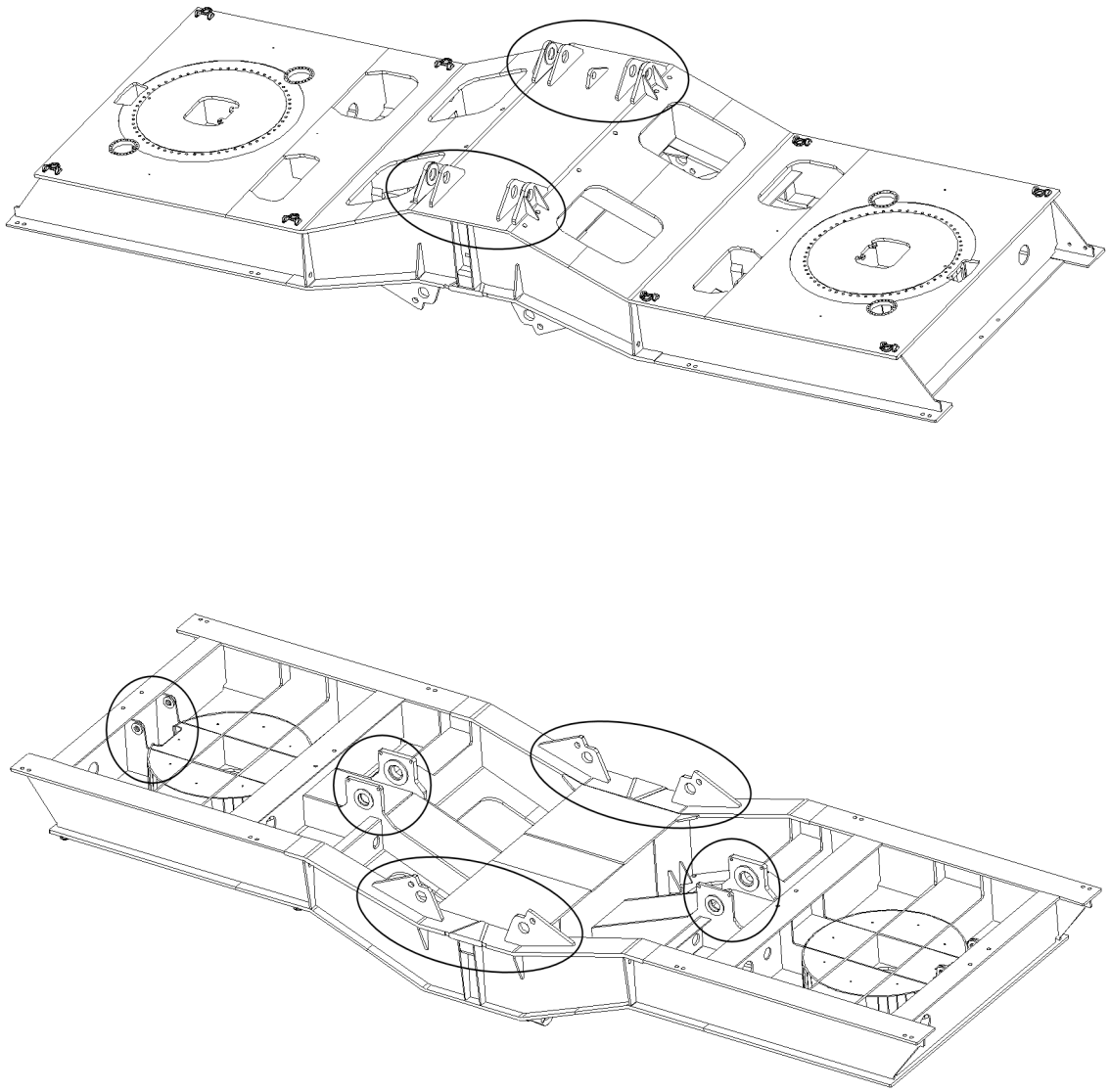

Fig.164932: Example of a frame

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2.4.6 Suspended ballast guide „V-frame“

Pivot section

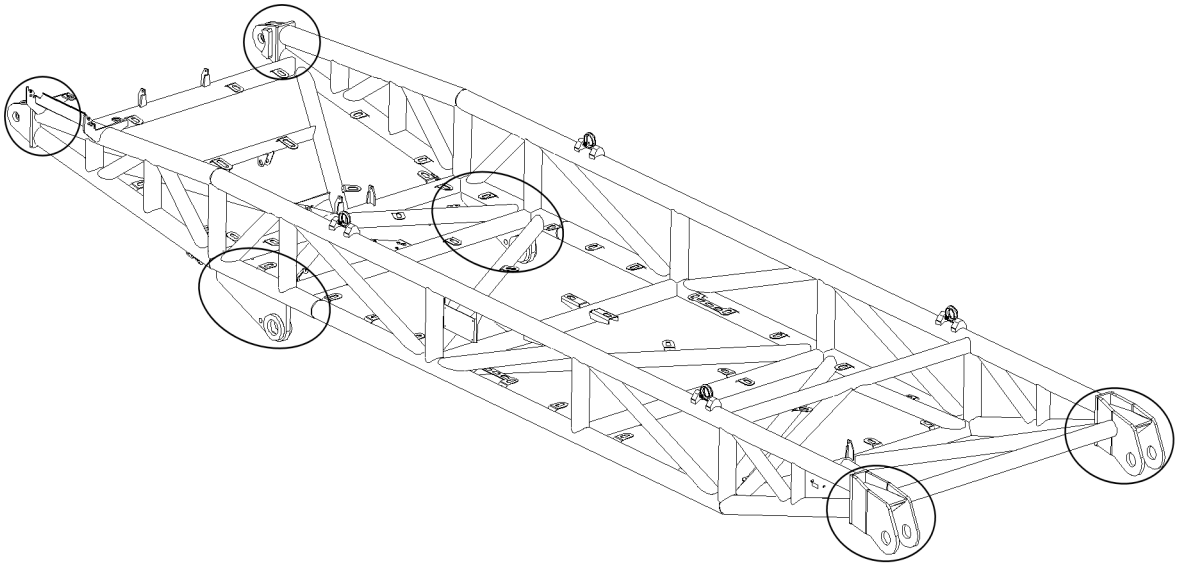

Fig.164933: Example of a pivot section

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End-pivot section

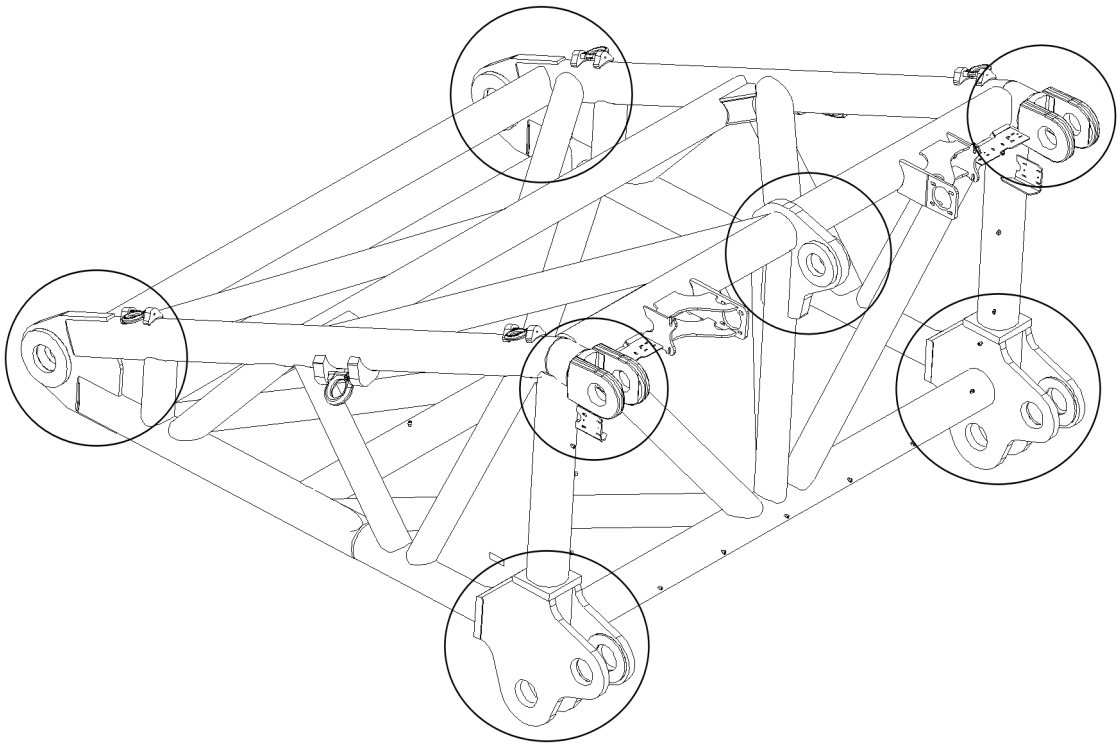

Fig.164934: Example of an end-pivot section

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End section

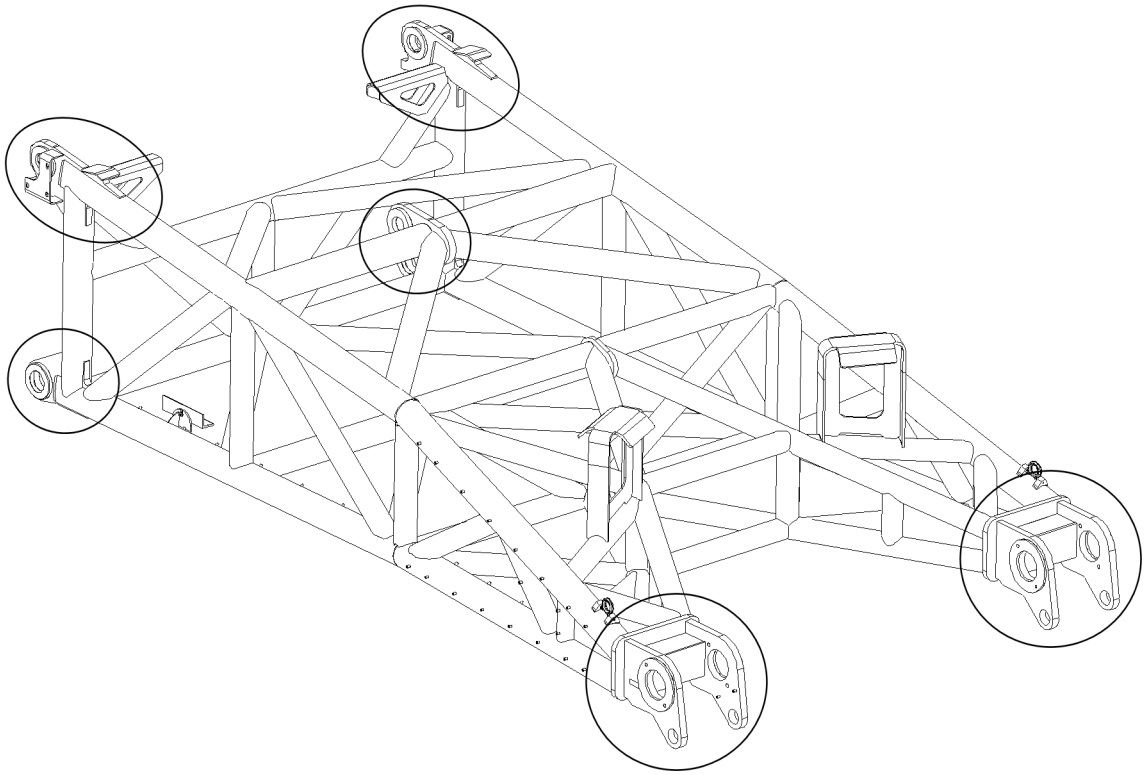

Fig.164935: Example of an end section

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Guy rod

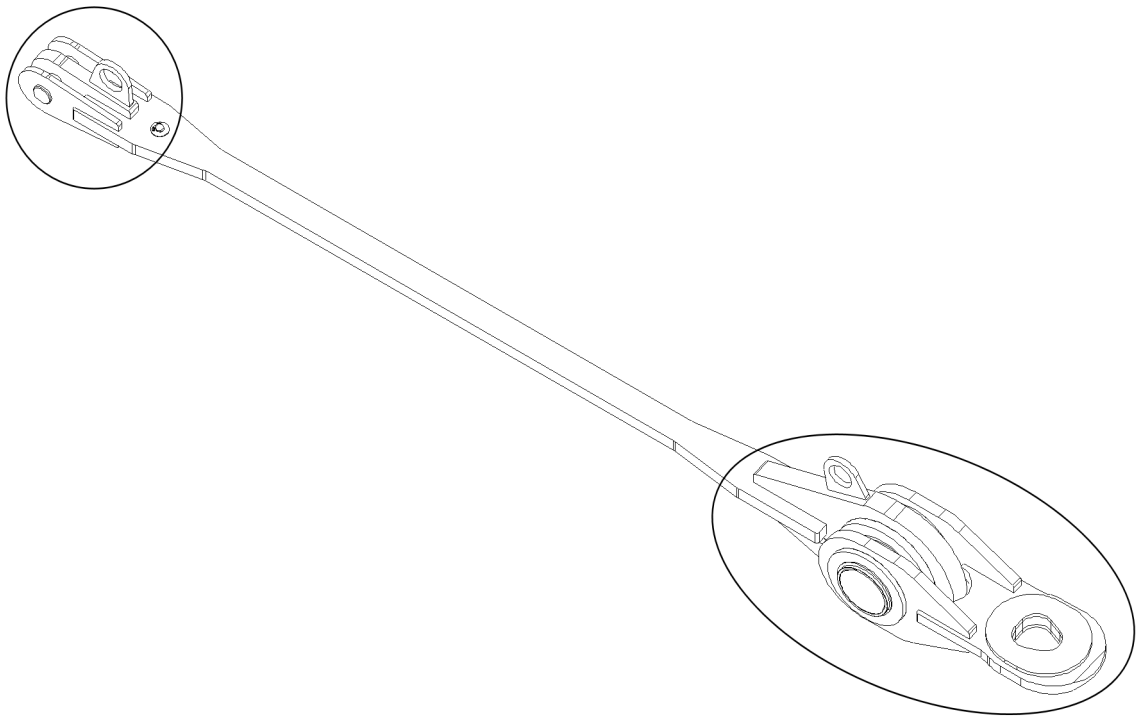

Fig.164936: Example of guy rod

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2.5 Inspecting the rigging points and fastening points

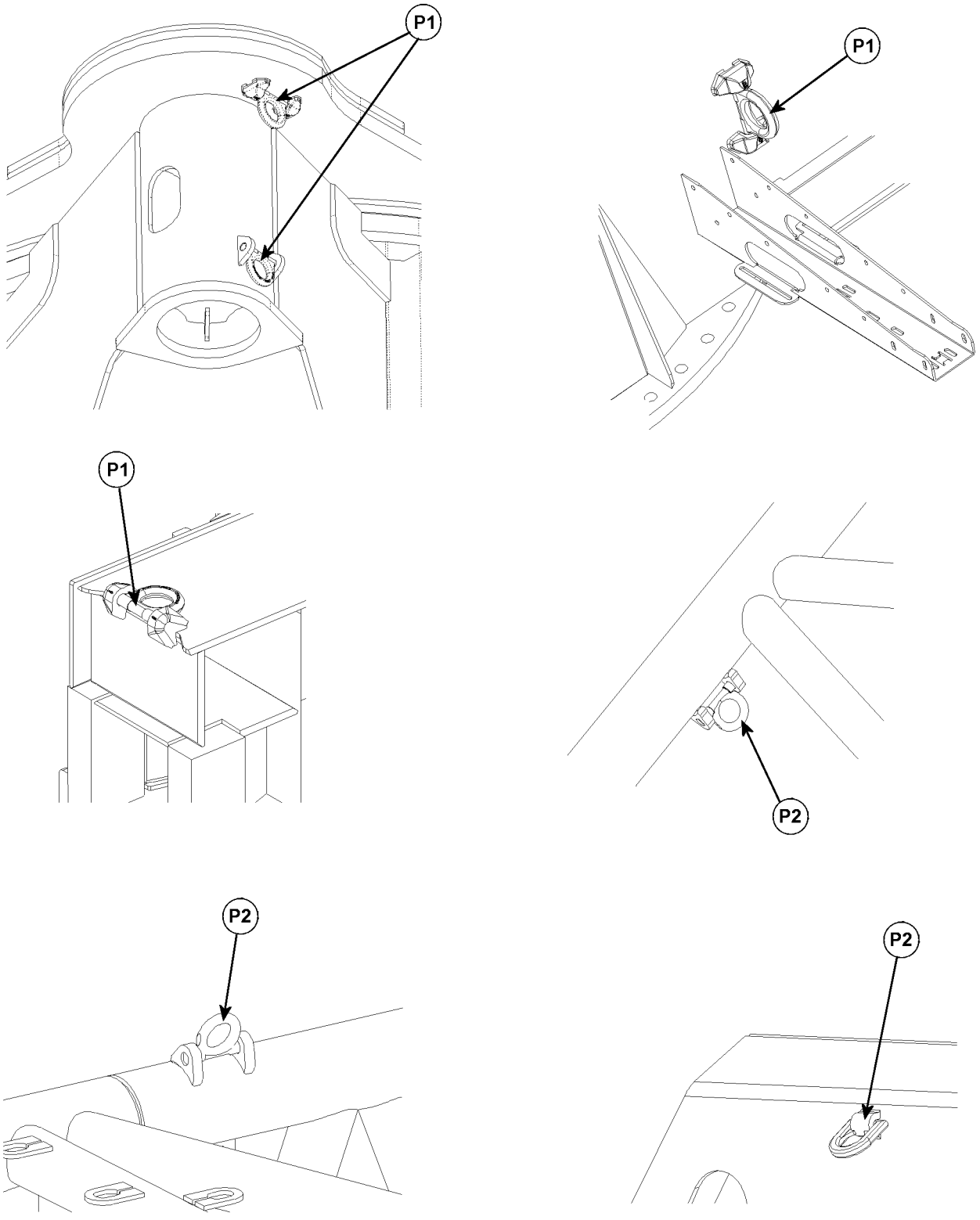

Fig.121160: Examples of rigging points and fastening points

P1 Rigging points **P2** Fastening points

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WARNING
Unsafe rigging point or fastening point!
The mobile crane or component can rip free and fall down.

When a rigging point or fastening point is not safe for operation:
► Have the rigging point or fastening point replaced by authorized and trained expert personnel.
► Avoid damage on the rigging device due to a sharp-edged load.

Make sure that the following damage does **not** occur:
– Crushing points
– Shearing points
– Catch points
– Impact points

Inspection criteria:
– Completeness of the rigging point.
– Distortion of carrying parts.
– Mechanical damage such as severe nicks.
– Changes in diameter due to wear.
– Significant corrosion (pitting).
– Cracks on carrying parts.
– Cracks or other damage on the welding seam.

Check the rigging points **P1** and fastening points **P2** before every start up and at regular intervals.

2.6 Inspecting the lattice sections

Note
► The illustration is only an example and is valid for all lattice sections!
► Check all diagonal and frame pipe connections!
► Check all bores of the fork - finger connections!

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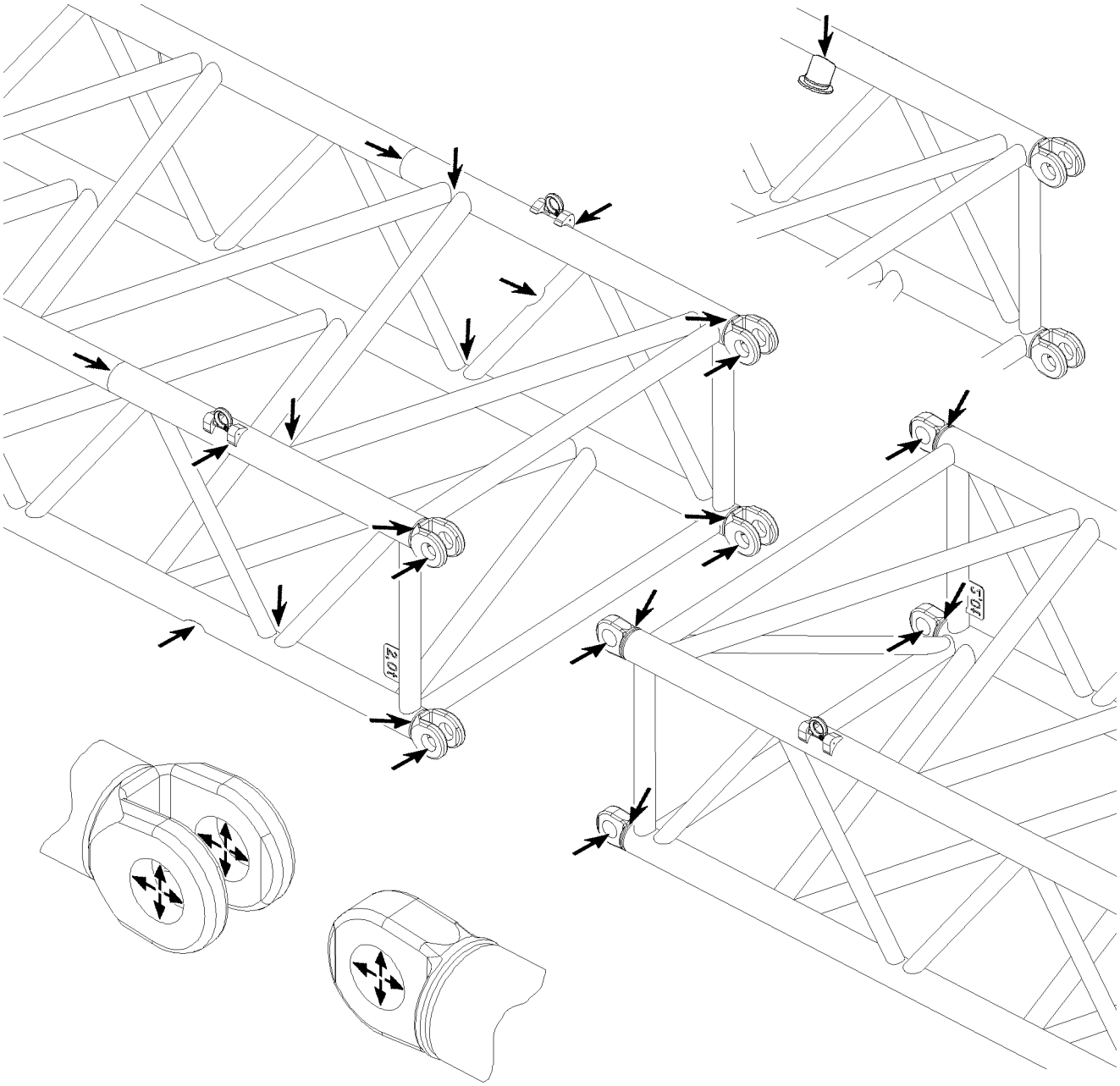

Fig.121023: Example of lattice sections

3 Inspecting the locking system of the telescopic boom

3.1 For cranes with pneumatic boom locking system

- For inspection of function, see chapter 8.11.
- For inspection of pin wear pattern, see chapter 8.11.
- For inspection of wear, see chapter 8.11.
- For inspection of safety control, see chapter 8.11.

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3.2 For cranes with the Telematik telescopic boom system

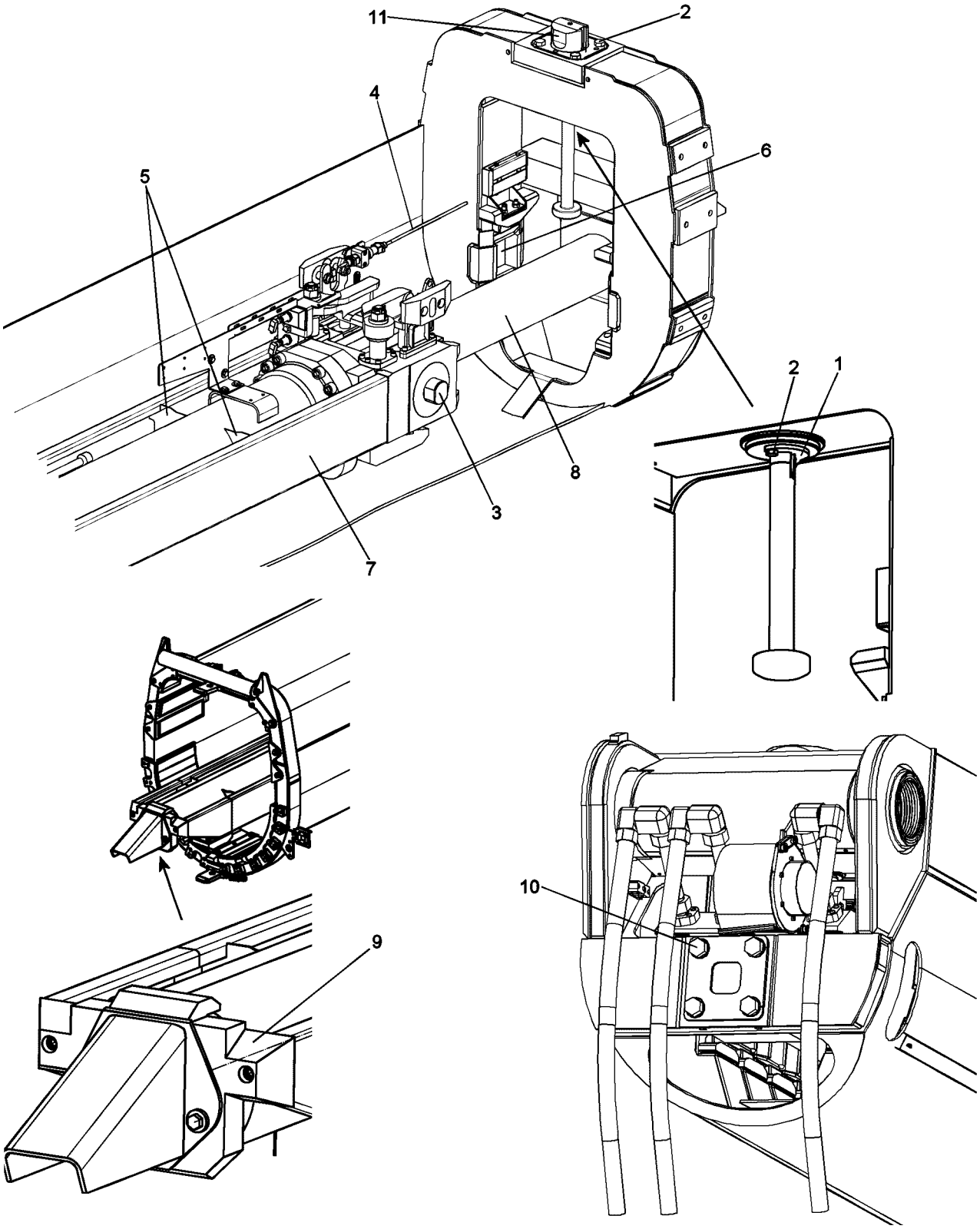

Fig.109286

- Inspection of the pull knob safety **1** and all mounting screws **2** for tight seating
- Inspection of twist guards for cylinder pinning **3** and telescopic boom pinning **11**
- Inspection of the length sensor rope **4** for damage
- Inspection of the cylinder barrel in the area of all welding seams **5** for crack formation
- Inspection of the locking pockets **6** for damage

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- Grease the guide rail **7**
- In case of leakage: Inspection of the piston rod **8** for grooves
- Inspection of the wear pattern on the cylinder pinning **3** and the telescopic boom pinning **11**
- Inspection of guide rail **7** for distortion of contour
- Inspection of plastic guide **9** on the cylinder bottom for damage
- Inspection of all mounting screws **10** on the push out cylinder for tight seating

4 Inspection of the screws in the adjustment plates

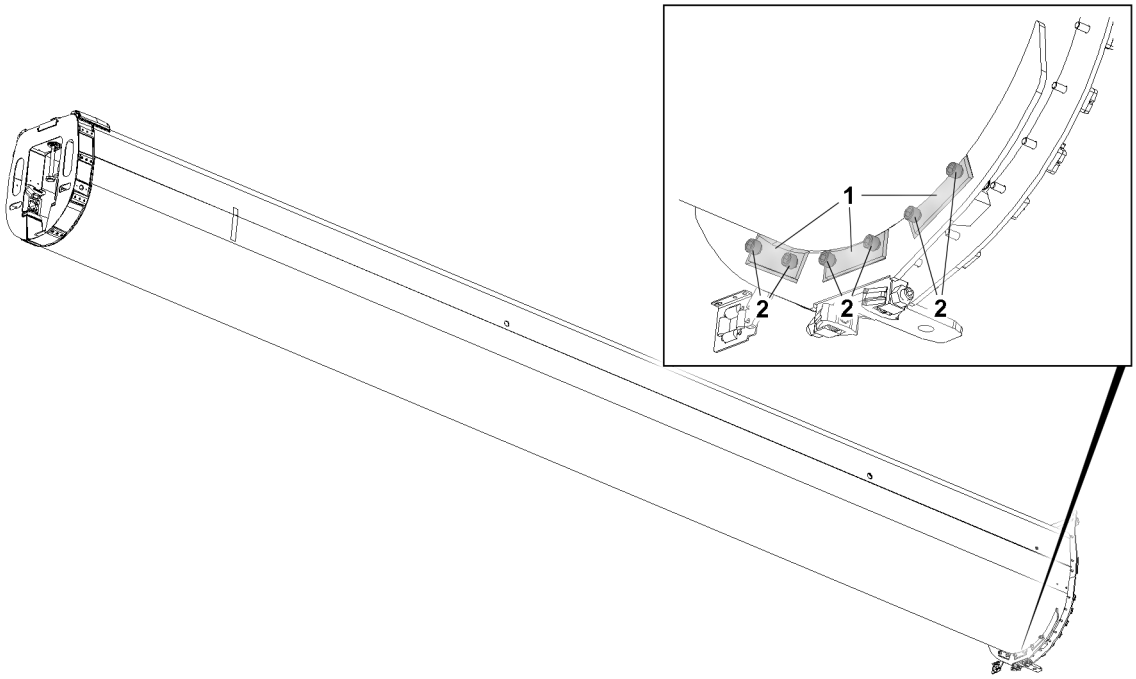

Fig.156447: Exemplary illustration of the adjustment plates on the telescope

The adjustment plates **1** are **not** installed for all crane types.

Check that screws **2** in the adjustment plates **1** are firmly tightened according to the maintenance intervals.

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5 Checking the safety ropes and anchor points

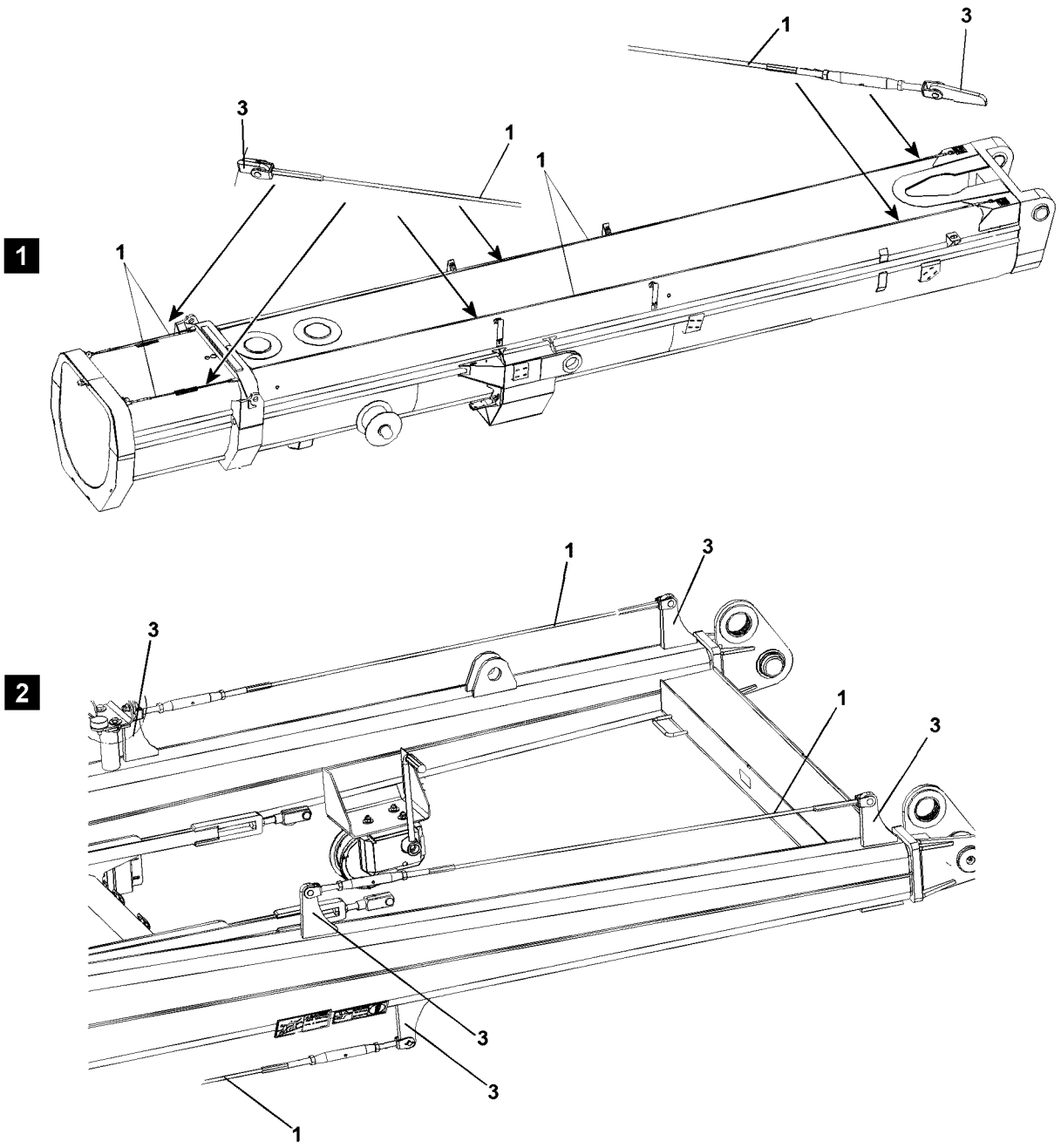

Fig.127130

WARNING
Danger of falls due to damaged safety ropes or anchor points!
The safety ropes **1** and anchor points **3** must be checked **at least once a year** by an **authorized inspector** for safety and damage!
If any defects are found on the safety ropes **1** or anchor points **3** during the inspections, then the safety ropes **1** or anchor points **3** must be replaced immediately by authorized and trained specialists! If this is not observed, assembly personnel could be killed or fatally injured during a fall!

- ► The rope pretension on the safety ropes must be 800 N !
- ► Have damaged safety ropes **1** or anchor points **3** replaced immediately by trained expert personnel!

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Note
Document the inspections in writing!
► The scope and results of tests should be documented to permit reproducibility. This documentation forms part of the crane records and should be safely stored during the entire service life of the crane.

5.1 Checking of rope pretension on telescopic booms, illustration 1

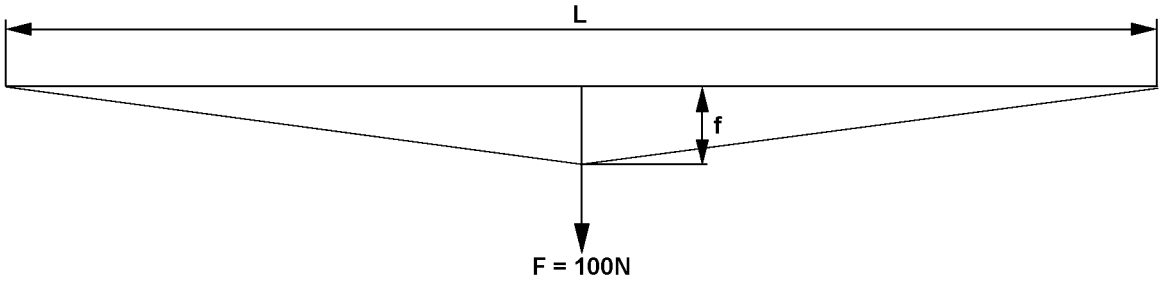

Fig.112738

The rope pretension must be 800 N. This can be checked with the aid of a spring balance, which is pulled centered on the safety rope. If the specified deflection (f) depending on the rope length (L) according to the following charts results for the raised load F = 100 N then the rope pretension of 800 N is set correctly.

Rope pretension is 800 N if:					
Rope length (L)	1.0 m	1.5 m	2.0 m	2.5 m	3.5 m
Deflection (f)	15 mm	25 mm	30 mm	40 mm	55 mm

Rope pretension is 800 N if:					
Rope length (L)	5.5 m	7.5 m	9.5 m	11.5 m	13.5 m
Deflection (f)	85 mm	115 mm	145 mm	180 mm	215 mm

5.2 Inspecting the rope pretension on lattice sections, illustration 2

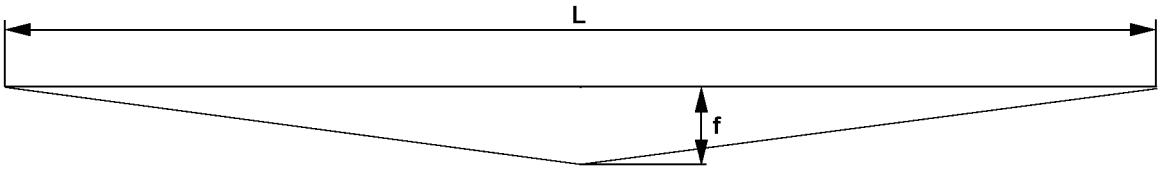

Fig.117747

The rope pretension is 800 N , if a sag (f) according to the chart is present on the safety rope according to the rope length (L).

Rope pretension is 800 N if:					
Rope length (L)	1.0 m	1.5 m	2.0 m	2.5 m	3.5 m
Deflection (f)	0	1 mm	2 mm	3 mm	6 mm

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Rope pretension is 800 N if:					
Rope length (L)	5.5 m	7.5 m	9.5 m	11.5 m	13.5 m
Deflection (f)	15 mm	28 mm	45 mm	66 mm	90 mm

6 Inspecting the load handling equipment and assembly aids

WARNING
Load handling equipment and / or assembly aids **not** inspected!
Death, severe bodily injuries, property damage.
► Inspect load handling equipment and / or assembly aids at least once a year.

The recurring inspection of the load handling equipment and / or assembly aids must be carried out once a year.

The inspections of load handling equipment and / or assembly aids must be recorded.

The welding seams must be subjected to a visual inspection.

Check load handling equipment and assembly aids for:
– Damage
– Wear
– Cracks

Replace damaged, worn or ripped load handling equipment and assembly aids immediately.

Repairs on load handling equipment and assembly aids may solely be made in consultation and under the instructions of the Customer Service at **Liebherr-Werk Ehingen GmbH** by authorized and trained expert personnel.

Note
► Document the scope of the inspection and the results in writing and comprehensibly.
► Save the documentation as a part of the crane records for the entire service life of the crane.

7 Inspecting of fastening equipment

WARNING
Fastening equipment **not** inspected!
Death, severe bodily injuries, property damage.
► Check the fastening equipment at least once a year.

The inspections of the fastening equipment must be recorded.

The welding seams must be subjected to a visual inspection.

Inspect the fastening equipment according to the specifications of the corresponding regulations and standards.

Replace damaged, worn or ripped fastening equipment immediately.

Note
► Document the scope of the inspection and the results in writing and comprehensibly.
► Save the documentation as a part of the crane records for the entire service life of the crane.

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7.1 Grommets and cable laid fastening rope

Observe and comply with the manufacturer's operating instructions.

WARNING
Damaged grommets and cable laid fastening rope used!
The fastening ropes can fail. The load call fall down.
► Do **not** use grommets and cable laid fastening rope with a corresponding number of wire breaks.
► Do **not** use grommets and cable laid fastening rope with a corresponding amount of damage.

Do **not** use grommets and cable laid fastening rope if there is one of the following numbers of wire breaks:
– Wire breaks of more than 10 wires along a length of 3D
– Wire breaks of more than 15 wires along a length of 6D
– Wire breaks of more than 40 wires along a length of 30D

Do **not** use grommets and cable laid fastening rope in the case of the following damage:
– Strong rope distortion
– Rotary distortion
– Kinks, bends, basket formation
– Corrosion
– Corrosion of the zinc coating
– Opening of the splice
– Loosening or opening of the rope bond
– Displacement of the rope bond from its original position
– Lack of identification

8 Inspecting the hydro reservoir

Note
► The national regulations for pressure container inspection must be observed!

The inspection of the hydro reservoir for specified gas pressure must be carried out by an **authorized inspector**, see chapter 7.04 and chapter 7.05.

9 Inspecting the relapse cylinders

WARNING
Fatal accidents due to defective relapse cylinders!
Loss of oil or corrosion can damage the relapse cylinders!
Safe crane operation is no longer ensured!
► Crane operation with defective relapse cylinders is prohibited!

9.1 Pressure testing the relapse cylinders

The relapse cylinders must be inspected annually by an **authorized inspector**. The purpose of the inspections is to avoid accidents by detecting deficiencies early on.

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9.2 Checking the gas pressure and oil fill before start up

WARNING
Fatal accidents due to defective relapse cylinders!
Loss of oil or corrosion can damage the relapse cylinders!
Safe crane operation is no longer ensured!
- ► Before every start up: Carry out a visual inspection for leaks, damage and corrosion on the relapse cylinders.
- ► If any defects are found, the relapse cylinders must be inspected by the cylinder manufacturer!

The gas pressure and the oil fill must be checked by an **authorized inspector** for pressure containers.

9.3 Inspecting the safety controls on the relapse cylinders

Inspecting the interlocking system or limit switches on the relapse cylinders and the boom A-frames, see chapter 8.12.

10 Inspecting the rope pulleys

10.1 Checking for damage and cracks

DANGER
Danger of accident in case of damage or cracks!
- ► Replace rope pulley immediately!

Check the entire rope pulley assemblies for damage and cracks once a year.

If rope pulleys are subjected to any impacts (e.g., with buildings) or are otherwise overloaded, they must be visually inspected for damage or cracks immediately.

10.2 Checking the groove diameter

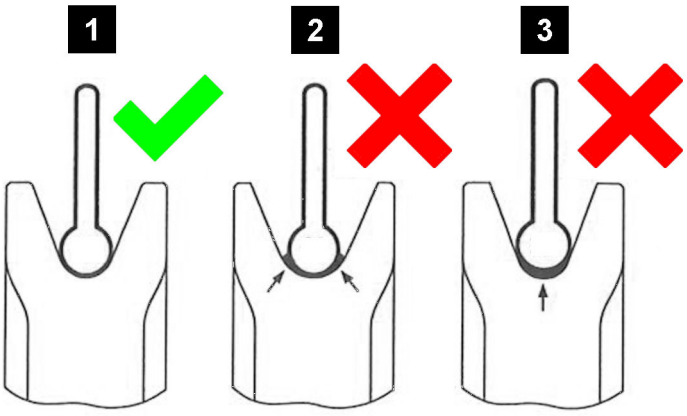

Fig.154258: Checking the groove diameter

1 Groove diameter ok
2 Groove diameter too wide
3 Groove diameter too narrow

NOTICE
Worn rope pulleys!
The functionality and service life of the rope is reduced. Damage on rope.
- ► Before placing the rope, check the groove diameter of rope pulleys.

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Visible wear on rope pulleys:
– Reduced groove diameter
– Negative impressions of the rope profile in the groove

Make sure that the following tools are available:
– Groove caliber

Make sure that the following prerequisites are met:
– All components to be inspected are cleaned.
– The rope does **not** obstruct the inspection of the components.

Note
► The actual groove diameter **must** be larger than the actual diameter of the rope!

The groove diameter of rope pulleys and winches must be at least 6 % larger than the nominal rope diameter.

Check the rope pulleys with a groove caliber for wear. When wear exists on the rope grooves: Repair or replace the rope pulleys.

11 Inspecting the carrier rollers

11.1 Performing a visual inspection

DANGER
Damaged carrier rollers!
Breakage and falling components. Death, severe bodily injuries, property damage.
► Carry out a visual inspection according to the maintenance intervals.
► Replace the carrier roller immediately.

The visual inspection must be carried out according to the following criteria:
– Wear
– Damage
– Cracks

Visible wear on carrier rollers:
– Negative imprints of the rope profile on the circumference of the carrier rollers
– Lead-in tracks

11.2 Checking the depth of the lead-in tracks

DANGER
Worn carrier rollers!
Breakage and falling components. Damage to ropes. Death, severe bodily injuries, property damage.
► Check the depth of the lead-in tracks.
► Replace worn carrier rollers immediately.

Make sure that the following prerequisites are met:
– All components to be inspected are cleaned.
– The rope does **not** obstruct the inspection of the components.

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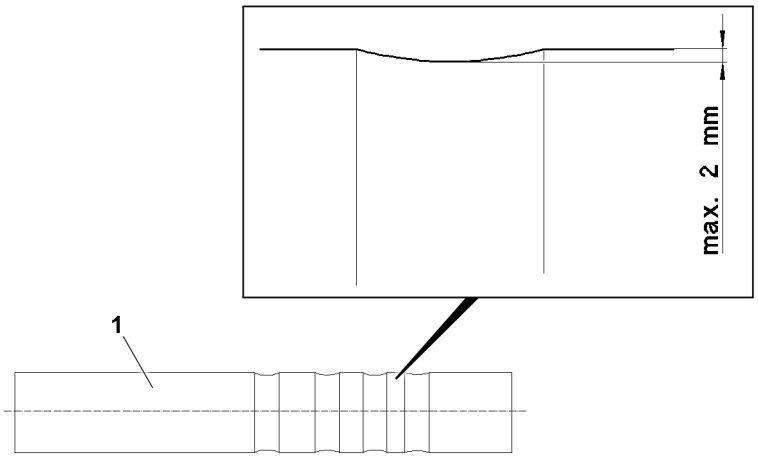

Fig.124864: Permissible depth of the lead-in tracks

1 Carrier roller

The depth of the lead-in tracks may be maximum 2 mm.

11.3 Checking the bearings for easy movement

Stiff or blocked carrier rollers wear unevenly and cause serious rope abrasion.

Ineffective carrier rollers can lead to irregular rope tension.

Tasks to check the carrier rollers:
- Check the carrier rollers for proper movement in their bearings.
- When carrier rollers are **not** easily moveable in their bearings: Fix the bearings.

11.4 Checking the tightening torque

The tightening torque of screws must be checked according to maintenance interval.

12 Inspecting the extension conditions of sliding beams

The extension conditions of the sliding beams must be inspected annually by an **authorized inspector**.

Check the extension conditions on every sliding beam:
- Check if the position 0 % of the LICCON display matches the actual condition of the sliding beam.
- Check if the 100 % position of the LICCON display matches the actual condition of the sliding beam.

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13 Inspecting the inclination sensor

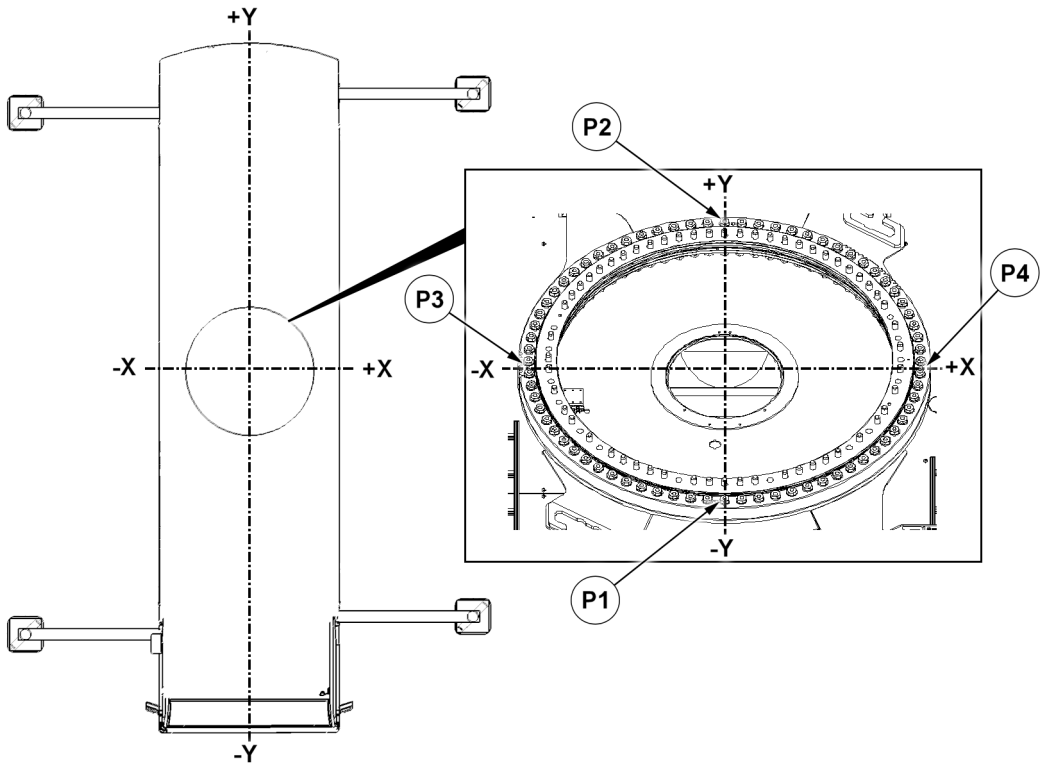

Fig.162529: Slewing ring connection inspection points

X Lateral direction
Y Longitudinal direction
P1 Lateral direction inspection points
P2 Lateral direction inspection points
P3 Longitudinal direction inspection points
P4 Longitudinal direction inspection points

The inclination sensor must be inspected annually by an authorized inspector.

For the test of the inclination sensor on the crane, an independent measuring device, such as a spirit level and a **machined** surface of the slewing ring connection are required. The digital spirit level must have a display accuracy of at least 0.1° or better.

The test of the inclination sensor must be carried out once in the lateral direction and once in the longitudinal direction with respect to the crane chassis.

The average inclinations determined with the digital spirit level must be compared afterward with the displayed incline values on the LICCON monitor or on the BTT.

The maximum permissible difference between the average inclinations of the digital spirit level and the values on the LICCON monitor or the BTT is ≤ 0.2°.

DANGER
Difference of the inclination values greater than 0.2°!
The crane can topple over.
Death, severe bodily injury, property damage.
► Stop crane operation.
► Contact Customer Service at Liebherr-Werk Ehingen GmbH.

Note
Inspection of the inclination sensor in the longitudinal direction with respect to the crane chassis **not** possible!
► Turn the crane superstructure 90°.
► Determine the incline values again.

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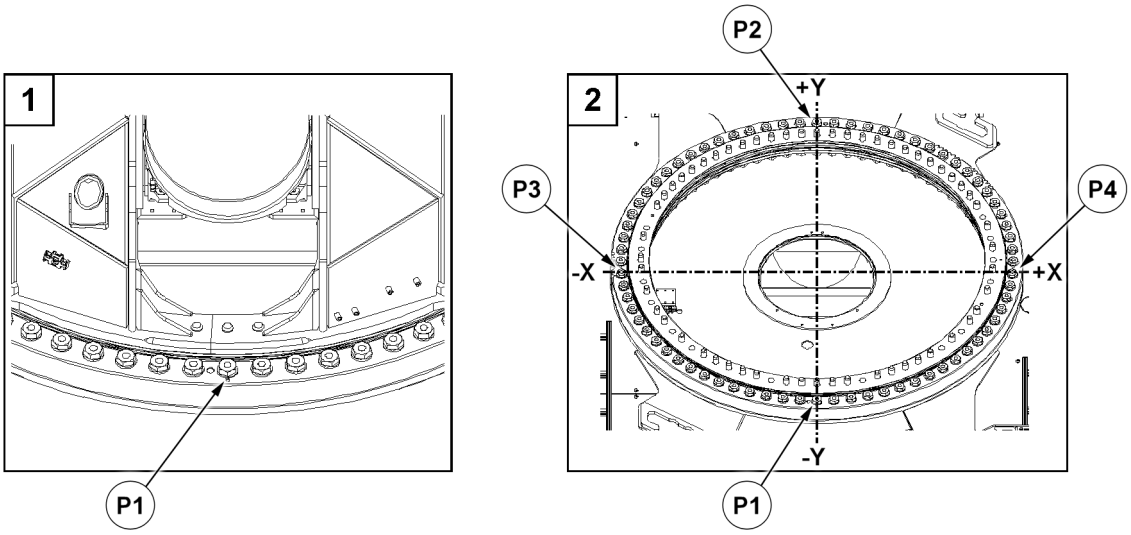

Fig.162524: Slewing ring connection inspection points

X Lateral direction
Y Longitudinal direction
P1 Lateral direction inspection points
P2 Lateral direction inspection points
P3 Longitudinal direction inspection points
P4 Longitudinal direction inspection points

Tasks for inspecting the inclination sensor on the crane
- For cranes with crane support: Support the crane.
- Align the crane horizontally to 0.0°.
- Disassemble the load handling equipment on the boom and remove it.
- For cranes with a telescopic boom: Telescope the telescopic boom in all the way.
- Pin the crane superstructure in the 180° position.
- Free the support surface for the digital spirit level of grease, paint and dirt.
- Check the inclination sensor in the lateral direction:
  Place the digital spirit level in the test point **P1** or test point **P2**.
- Check the inclination sensor in the longitudinal direction:
  Place the digital spirit level in the test point **P3** or test point **P4**.
- Compare the average inclinations determined with the digital spirit level with the displayed incline values on the LICCON monitor or on the BTT.

14 Inspecting the function of the overload protection

Position the longest boom at minimum and maximum radius: Check the load indicator, using the hook block as a test load.

The display reading may not deviate by more than 10 % off the true load value at these two extreme positions.

Measure the indicated radius for the longest boom at its minimum radius and at a boom angle of 45°.

The display readings may not deviate more than 10 % from the measured boom radius.

15 Inspecting the pin connections

WARNING
Pin connections **not** inspected!
Death, severe bodily injuries, property damage.
► Check the pin connections at least once a year.

The periodic inspection of all pin connections must be carried out once a year.

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The inspections of the pin connection must be recorded.

Check the pin connections for:
- Properly secured pin connections
- Damage to the pins and / or connector elements
- Damage to the retaining elements

Replace damaged pins immediately.

Immediately replace damaged, bent or broken retaining elements.

Only replace damaged pins with identical pins.

Only replace damaged retaining elements with identical retaining elements.

Note
- ► Document the scope of the inspection and the results in writing and comprehensibly.
- ► Save the documentation as a part of the crane records for the entire service life of the crane.

16 Inspecting the slewing ring connection

16.1 Checking the tilt play

The wear of the slewing ring connection is determined by measuring the tilt play with the ring installed.

The permissible tilt play depends on the type of slewing ring connection.

WARNING
The tilt play of the slewing ring connection is too large!
If the permissible tilt play is exceeded, then safe crane operation is **no** longer possible.
Death, severe bodily injuries, property damage.

When the permissible tilt play is exceeded:
- ► Replace the slewing ring connection.

The determination of the tilt play must be carried out according to the **test instructions** of **Liebherr-Werk Ehingen GmbH**.

Request the test instructions and permissible tilt play: Contact Liebherr Service.

17 Inspecting the mounting of the load bearing equipment

17.1 Checking the tightness of the mounting screws

The mounting screws must be checked for a tight fit during the annual crane inspection.

The mounting screws are pre-stressed at the factory, so that no loosening of the screw connections will occur during normal crane operation.

The screw connection may become overloaded and the mounting screws may be permanently stretched if the crane is overloaded or if the load is pulled free. The mounting screws must be checked immediately for a tight fit after an overload.

Check the tightening torque of the mounting screws of load bearing equipment for a tight fit:
- Slewing ring connection
- Winches
- Slewing gears
- Transmission

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– Trailer coupling

If a mounting screw can be tightened, then the mounting screw is loose. Follow the instructions in section „Checking the mounting screws for damage“.

17.2 Checking the mounting screws for damage

Completely unscrew the loose mounting screws and check in detail for damage.

Completely unscrew the adjacent mounting screws and check in detail for damage.

Replace the mounting screw if any of the following damage is present:
– The mounting screw is stretched by more than 2 % (in relation to its original length).
– Cracks, permanent deformation or other damage is visible on the mounting screw.
– The mounting screw is uneven.
– There is pitting.
– The thread is hard to move.

If there is **no** damage, reuse the checked mounting screws (expansion screws) a maximum of two times.

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18 Inspecting the tele extension with eccentric, illustration 1

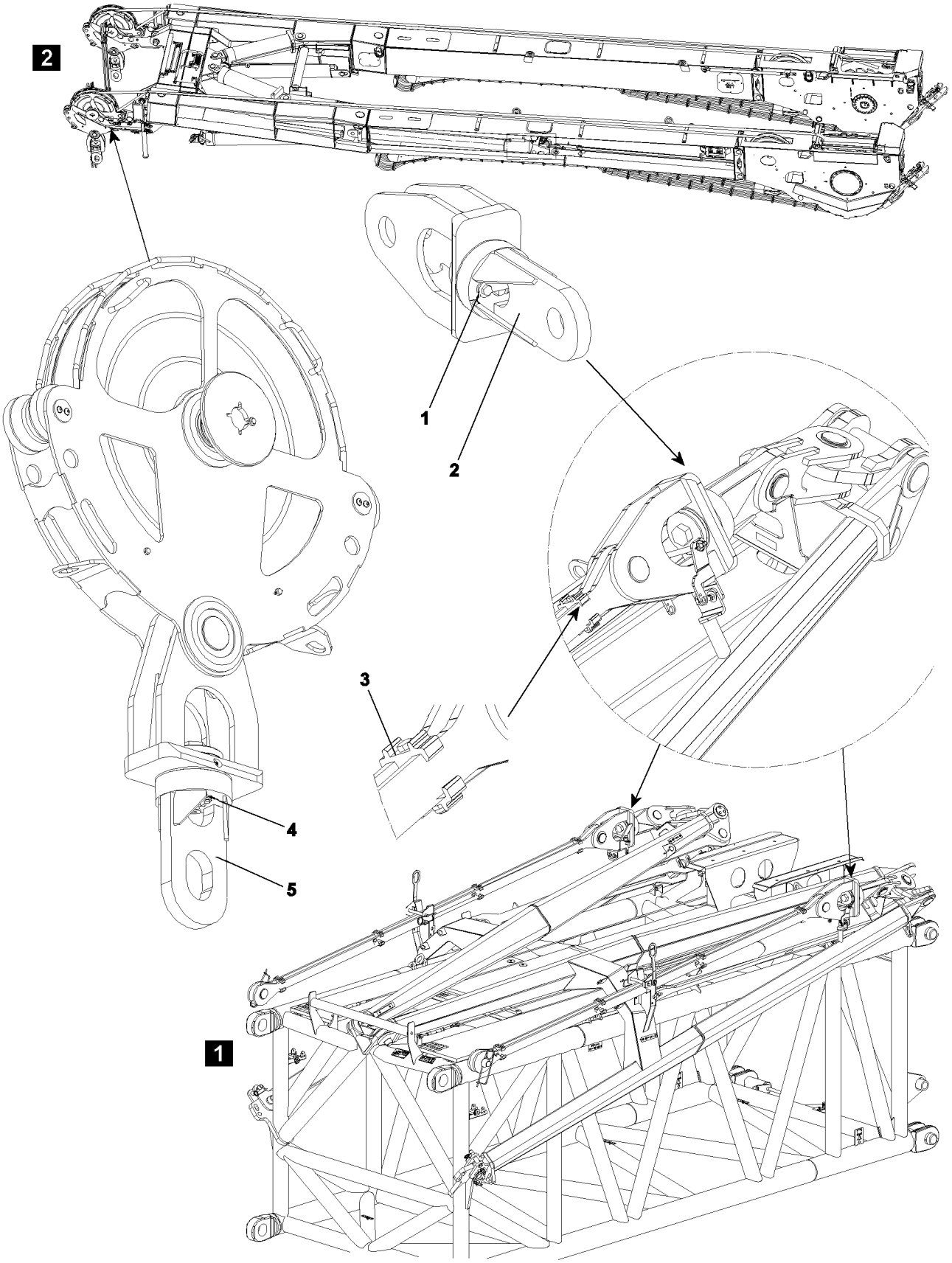

Fig.109096

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- Inspection of anti-rotation device **1** for damage and loose screw connection.
- Inspection of swivel **2** for easy turnability.
- Inspection of all clamps **3** for damage and function.

19 Inspecting the change over pulleys, illustration 2

- Inspection of anti-rotation device **4** for damage and loose screw connection.
- Inspection of swivel **5** for easy turnability.

20 Inspecting the oil and fuel tanks

Visually check the oil and fuel tanks at least once a year for leaks and safe mounting.

Repairs may only be carried out by authorized and trained specialists.

Improper repairs; e.g., welding, hard or soft soldering is not permitted, particularly if the Service department at Liebherr-Werk Ehingen GmbH has not been consulted!

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8.03 Inspecting of winches

1	Inspecting the hoist and retracting winches	3
2	Inspection of the auxiliary reeving winch, recovery winch and spare wheel winch	5
3	Monitoring the winches	5

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Fig.195219

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1 Inspecting the hoist and retracting winches

The hoist and retracting winches are designed in sealed planetary gear version. These gears are sized for long service life and the drive shafts and gears are designed for endurance.

Even though the hoist and retracting winches are designed for long life, an external visual inspection is not adequate, since their life can be significantly affected by bad maintenance (insufficient oil), using oil that does not meet specification requirements, defective seals, improper operation or overloading.

The annual inspection must therefore be carried out by an **expert** in accordance with the following specification.

The winches must be inspected by an **authorized inspector** every four years after the initial license.

Within the territorial validity of the BGV D6, after the 10th year in operation, counted from the first day of initial license, when the theoretical service life is not over, the winches must be checked annually by an **authorized inspector**.

1.1 Checking the groove diameter

WARNING
Worn winches!
Damage of flanged disks, high rope wear, operational problems. Broken rope, falling load.
► Before placing the rope, check the groove diameter of winches.

Visible wear on winches:
– Reduced groove diameter.
– Mechanical damage, for example scrub marks or scouring on flanged disks

Make sure that the following tools are available:
– Groove caliber

Make sure that the following prerequisites are met:
– All components to be inspected are cleaned.
– The rope does **not** obstruct the inspection of the components.

Note
► The groove radius may **not** be smaller than the actual diameter of the rope.

The groove diameter of rope pulleys and winches must be at least 6 % larger than the nominal rope diameter.

Check winches with a groove caliber for wear. When wear is present: Fix the winch or replace.

1.2 Inspection intervals

At least once a year, see Crane operating instructions, chapter 7.03.

1.3 Checking the oil level

Check the oil level with the dipstick.

For hoist and retracting winches **without** a dipstick, we recommend that the oil is drained and the amount compared to the specified oil quantity.

1.4 Evaluating oil color

Assume that the oil has been overheated if it is black and / or a burnt oil smell is detected. Change the oil.

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1.5 Checking for solid foreign substances

In general, the oil must be analyzed by a qualified laboratory.

For simple testing, the following procedure can be used:
- Drip the used oil on a specified filter fleece.
- Visual inspection with a magnifying glass may reveal coarse particles.
- If coarse particles are found: Have the components of the oil analyzed by a qualified laboratory.

NOTICE
Danger of property damage!
► Repairs may only be carried out by an authorized and trained expert personnel.
► Replace damaged parts and change the gear oil.

1.6 Visual inspection for leaks

The gears must be checked for leaks, since oil losses - in addition to polluting the environment - can lead to gear failure.

1.7 Checking the gear brakes

Check the brakes each time the gears are inspected.

WARNING
Condition of gear and brakes incorrectly transmission evaluated!
The load can fall down, death, property damage.
► Only qualified personnel with specialized knowledge may be used to evaluate gears and brakes.

In order to do so, proceed as follows:
- Make sure that the hoist rope is sufficiently pretensioned, in particular in the lower layer of the winch. See chapter 4.08.
- Attach a load, which creates the maximum rope pull in the uppermost layer of the coil with 1 strand, and raise it just off the ground by luffing it up.
- Block the winch brake:
  - For cranes with LICCON 1: „Release the winch brake“ by unplugging the valve plug from the valve.
  - For cranes with LICCON 2: By activating the setting program for blocking the winch brake.
- Activate the winch in the lowering direction.

The brake may **not** slip during the test, which means that the winch may **not** turn.

WARNING
The brake slips and the winch turns!
The load can fall down, death, property damage.
► Stop crane operation.
► Contact Customer Service at Liebherr-Werk Ehingen GmbH.

1.8 Documenting the completed inspection

The results of the annual inspections and maintenance work, including the steps taken, must be documented by the competent or authorized inspector, including attachments from the inspection labs and qualified service companies if applicable.

This documentation must be filed in the crane inspection log under the heading "Periodic inspections".

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2 Inspection of the auxiliary reeving winch, recovery winch and spare wheel winch

The inspection of the auxiliary reeving winch, recovery winch and spare wheel winch regarding scope and content is made according to the manufacturer's instructions.

- Check the auxiliary reeving winch, recovery winch and spare wheel winch according to the manufacturer's instructions.
- Request data about the service life of the auxiliary reeving winch, recovery winch and spare wheel winch from the respective manufacturer.

3 Monitoring the winches

3.1 Theoretical service life

The designer of your crane used a theoretical total operating time when designing and sizing the winches. This resulted in the theoretical service life of the equipment.

The winches of your crane are classified according to ISO 4301/1 as follows:

Winches	Classification
Power train group:	M3
Load spectrum:	L1
Load spectrum factor Km:	0.125
Theoretical service life D:	3200 h

Note

► The „theoretic service life“ is not equal to the real (true) service life of a winch!

The actual service life of the winch is affected by many additional outside factors; for example:

- Overloads caused by unapproved use of the crane.
- Inadequate maintenance: Oil is not changed in a timely manner
- Improper operation:
  - Extreme acceleration or deceleration of the load
  - Load falling into the ropes
- Maintenance errors:
  - Using the wrong type of oil
  - Too much or too little oil
  - Contamination during oil change
- Assembly errors during repair and maintenance
- **Undetected** leaks
- Incorrectly set safety equipment
- Hidden damage from accidents
- Extreme environmental conditions:
  - Low or high temperatures
  - Aggressive atmosphere
  - Dust and dirt

3.2 Used proportion of the theoretical service life

The crane operator is obligated to carry out an inspection of the crane at least once a year.

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At this time, the actually used part of the theoretical service life must also be calculated. If necessary, the crane operator must contract an authorized inspector.

For the determination of the used part of the theoretical service life, the actual operating conditions (load spectrum) and the hoist gear operating hours for each inspection interval are to be determined. The operator is responsible for the documentation in the crane inspection log.

3.2.1 Determining the operating conditions (load spectrum)

The load spectrum of the crane is divided into groups, please refer to ISO 4301/1.

Select one of the following load spectrums and record it in the crane inspection log for the respective inspection interval based on the actual operating conditions. A more precise determination of the load spectrum is permissible.

Load spectrum class: Light L1

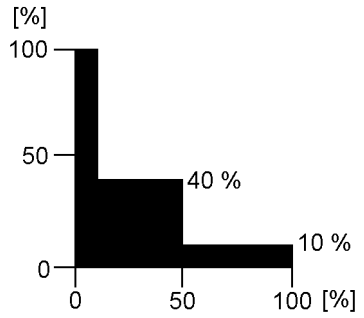

Fig.195234: Graphic illustration Load spectrum L1

Definition:

Power train or parts thereof are subjected to maximum stress only in exceptional cases, but normally only operate at very light loads.

Operating time rates:

10 % of the time at maximum load (dead load and 1/1 working load)
40 % of the time with dead load and 1/3 working load
50 % of the time only with dead load

Factor of load spectrum:

Km = 0.125

Note

► Load spectrum L1 with load spectrum factor Km = 0.125 is normally applied to cranes used for assembly operations!

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Load spectrum class: Medium L2

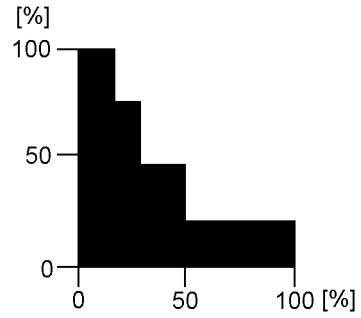

Fig.195235: Graphic illustration Load spectrum L2

Definition:

Power train or parts thereof are subjected to maximum load relatively often, but normally only operate at light load.

Operating time rates:

1/6 of the time at maximum load (dead load and 1/1 working load)
1/6 of the time with dead load and 2/3 working load
1/6 of the time with dead load and 1/3 working load
50 % of the time only with dead load

Factor of load spectrum:

Km = 0.25

Load spectrum class: Heavy L3

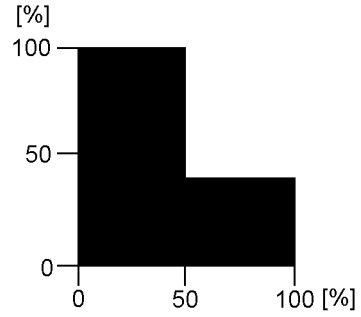

Fig.195236: Graphic illustration Load spectrum L3

Definition:

Power train or parts thereof are frequently subjected to maximum load and normally operate at medium load.

Operating time rates:

50 % of the time at maximum load (dead load and 1/1 working load)
50 % of the time only with dead load

Factor of load spectrum:

Km = 0.5

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Load spectrum class: Very heavy L4

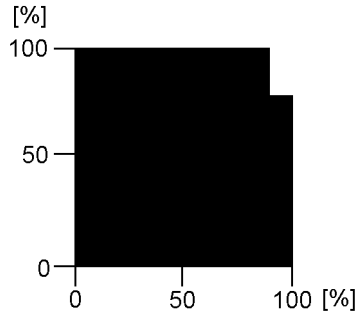

Fig.195237: Graphic illustration Load spectrum L4

Definition:
Power train or parts thereof are regularly subjected to near maximum loads.

Operating time rates:
90 % of the time at maximum load (dead load and 1/1 working load)
10 % of the time only with dead load

Factor of load spectrum:
Km = 1

3.2.2 Determining the effective operating hours T_i

The effective operating hours calculated as follows must be entered into the crane inspection log for the respective inspection interval.

There are four different scenarios:

1. Operating hour meter installed on every winch.
   If an operating hour meter is installed on every winch in your crane, the effective operating hours T_i can be read directly during each inspection.
2. Operating hour meter installed for the overall crane drive.
   The winch proportion of the total superstructure operating hours must be estimated.
   For cranes used in assembly operations, the operating time for the hoist winches can be estimated generally at 20 % of the total operating hours of the superstructure.
3. One operating hour meter is used for both the crane engine and the crane drive
   The winch proportion of the total crane operating hours must be estimated.
   For cranes used in assembly operations, the operating time for the superstructure can be estimated at 60 % of the total operating hours of the crane. If the hoist winch proportion is estimated at 20 % of the superstructure operating hours (see previous item), then the result in relation to the **total** operating hours of the crane is: 12 %.
4. No operating hour meter is available.
   In this case, the operator must estimate and document the actual operating hours of the winch.
   The approximate percentages stated above normally apply to main hoist winches. For auxiliary hoist winches or boom control winches, the proportion of the total operating hours can be significantly less and should therefore be estimated by the operator.

3.2.3 Determining the used proportion of the theoretical service life

For an inspection interval i (max. 1 year), the actually used proportion S_i of the theoretical Service life is derived from the formula:

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$$S_i = \frac{Km_i}{Km} \times T_i$$

Fig.195230

Abbreviation	Explanation
S_i	Used proportion of the theoretical service life.
Km	Load spectrum factor that was used to calculate the winch rates. This factor is provided in the Operating instructions.
Km_i	Load spectrum factor for inspection interval i according to section „Determining the operating conditions“.
T_i	Effective operating hours for inspection interval i according to section „Determining the effective operating hours T_i“.

The actually used proportion is subtracted from the remaining theoretical service life D_i after each inspection interval (see example).

If the remaining theoretical service life is not long enough to cover the next projected operating period, a general overhaul of the winch is required.

If the theoretical service life D has been reached (see section on „Theoretical service life“), then the winch may only be operated after conducting a general overhaul.

A general overhaul of the winch is required not later than 10 years after start up.

The general overhaul must be arranged by the operator and carried out by the manufacturer or the manufacturer's authorized representatives and must be documented in the inspection log. After the general overhaul, the manufacturer or the manufacturer's authorized representative will define a new theoretical service life D.

When the design life has not been reached after 10 years, continued operation of the winch without a general overhaul is acceptable, when the crane's authorized inspector has confirmed the accuracy of the actual service life calculation by signing the crane inspection log at each authorized inspection interval.

In such a case, the authorized crane inspector must thoroughly inspect the winch. This comprises at least:
- External visual inspection (leaks damage, deformation, etc.).
- Oil check, especially for metal residues.
- Load test at minimum and maximum rope pull and at maximum possible speed in both cases. At least one layer must be spooled up. Pay particular attention to any unusual noises during this load test.

The authorized crane inspector must confirm this inspection in the crane inspection log and must make a statement regarding suitability of the winch for continued operation. The next inspection must take place before the end of the 12th operating year and annually thereafter.

3.3 Example

According to the manufacturer's operating instructions, a crane with a separate operating hour meter for the travel drive and the crane drive is classified as follows:
- Power train group: M3
- Load spectrum: Light L1
- Factor of load spectrum: Km = 0.125
- Theoretical service life: D = 3200 h

Actual usage proportion S of the theoretical service life is calculated using the individual inspection intervals as follows:

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3.3.1 First inspection (first year)

The crane was used for assembly work during the past year:

Load spectrum L1, in other words $Km_1 = 0.125$.

The superstructure operating hour meter indicates 800 h. The winch was operated about 20 % of the time; i.e. $T_1 = 160$ h.

The actual usage proportion S of the theoretical service life at the time of the first inspection is therefore:

$$S_1 = \frac{0{,}125}{0{,}125} \times 160\ h = 160\ h$$

Fig.195231

Remaining theoretical service life:

$D_1 = 3200\ h - 160\ h = 3040\ h$

The above values are recorded in the crane inspection log.

3.3.2 Second inspection (second year)

The crane was used at a harbor for unloading work:

Load spectrum L3, in other words $Km_2 = 0.5$.

The superstructure operating hour meter indicates 2000 h ; i.e., this means that during this period:

2000 h – 800 h = 1200 h (800 h were used during the first year of operation)

The winch was operated about 40 % of the time; i.e. $T_2 = 480$ h.

The actual usage proportion S_2 of the theoretical service life at the time of the second inspection is therefore:

$$S_2 = \frac{0{,}5}{0{,}125} \times 480\ h = 1920\ h$$

Fig.195232

Remaining theoretical service life:

$D_2 = 3040\ h - 1920\ h = 1120\ h$

3.3.3 Third inspection (third year)

The crane was used for assembly work and occasionally at a harbor for unloading work:

Load spectrum L2, in other words $Km_3 = 0.25$.

The superstructure operating hour meter indicates 3000 h ; i.e., this means that during this period:

3000 h – 2000 h = 1000 h (2000 h were used during the first two years of operation)

The winch was operated about 30 % of the time; i.e. $T_3 = 300$ h.

The actual usage proportion S_3 of the theoretical service life at the time of the third inspection is therefore:

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$$S_3 = \frac{0{,}25}{0{,}125} \times 300\ h = 600\ h$$

Fig.195233

Remaining theoretical service life:

D_3 = 1120 h – 600 h = 520 h

3.4 Chart for determining the theoretically remaining service life

Chart 1 includes an example.

The remaining theoretical service life is to be documented in chart 2.

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Chart to determine the remaining theoretical service life of winch No. 1 (Main hoist winch)

Crane type:	LTM 1050
Fabrication No.:	0010 540 08
Put in service :	12345
Serial number of winch according to data tag:	0815
Last general overhaul performed on:	.....
Configuration data of winch (see Operating Manual):	
Drive gear group:	M 3
Load collective:	L 1
Factor of load collective Km:	0.125
Theoretical service life D:	3200 hrs.

S_i = Used part of theoretical service life since last inspection
D_i = Remaining theoretical service life
D_{i-1} = Remaining theoretical service life after previous inspection
Km = Factor of load collective, which was taken for calculation of winch. This factor is to be taken from the Operating Manual
Km_i = Factor of load collective in inspection interval i
T_i = Effective operating hours in inspection interval i

(*) In the following pages, carry over the last line from the previous page.

Inspection interval No. (max. annually) i	Date of initial service / data of inspection	Operating conditions since last inspection (load collective)	Factor of load connective Km_i	Total crane operating hours [h]	Operating hours of super-structure [h]	Operating hours of super-structure since last inspection [h]	Operating hours of winch [h]	Operating hours of winch since last inspection T_i [h]	Used part of theoretical service life D: $S_i = \frac{Km_i}{Km} \times T_i$ [h]	Remaining theoretical service life $D_i = D_{i-1} - S_i$ [h]	Name of inspector	Signature	Remarks	Name of expert	Signature
(*) 0	10.06.90	-	-	-	0				0	3200					
1	05.06.91	L1	0,125	-	800	800	-	160 (20 % of 800)	160	3040	Müller				
2	20.05.92	L3	0,5	-	2000	1200	-	480 (40 % of 1200)	1920	1120	Huber				
3	18.05.93	L2	0,25	-	3000	1000	-	300 (30 % of 1000)	600	520	Maier				
4															

C A U T I O N : Perform general overhaul at least once every 10 years! In case of deviation, see guidelines in this chapter.

General overhaul last performed on : .....

Fig.121551-en: Table 1

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Chart to determine the remaining theoretical service life of winch No. ....

Crane type: .....
Fabrication No.: .....
Put in service: .....
Serial number of winch according to data tag: .....
Last general overhaul performed on: .....
Configuration data of winch (see Operating Manual): .....
Drive gear group: M.....
Load collective: L.....
Factor of load collective Km: .....
Theoretical service life D: .....

S_i = Used part of theoretical service life since last inspection
D_i = Remaining theoretical service life
D_{i-1} = Remaining theoretical service life after previous inspection
Km = Factor of load collective, which was taken for calculation of winch. This factor is to be taken from the Operating Manual
Km_i = Factor of load collective in inspection interval i
T_i = Effective operating hours in inspection interval i

*) In the following pages, carry over the last line from the previous page.

Inspection interval No. (max. annually) i	Date of initial service / data of inspection	Operating conditions since last inspection (load collective)	Factor of load connective Km_i	Total crane operating hours [h]	Operating hours of super-structure [h]	Operating hours of super-structure since last inspection [h]	Operating hours of winch [h]	Operating hours of winch since last inspection T_i [h]	Used part of theoretical service life D: $S_i = \frac{Km_i}{Km} \times T_i$ [h]	Remaining theoretical service life $D_i = D_{i-1} - S_i$ [h]	Name of inspector	Signature	Remarks	Name of expert	Signature
(*)															

C A U T I O N : **Perform general overhaul at least once every 10 years!** In case of deviation, see guidelines in this chapter.

General overhaul last performed on : .....

Fig. 121552-en: Table 2

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8.04 Inspection of crane wire ropes

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Fig.195219

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1 Crane ropes

This chapter applies, for example, for the following crane ropes:
- Hoist ropes
- Control ropes for the boom system
- Control ropes of the telescopic boom with rope mechanism: Pull-out ropes and return ropes
- Guy ropes for boom system

2 Importance of inspection

Rope removal criteria: If severe damage reduces the operational safety, then the rope has reached the removal criteria.

The importance of regular inspections is demonstrated by:
- Evaluation of operational safety of ropes
- Determination of rope removal criteria
- Determination of next inspection

3 Personal protective equipment

WARNING
Wires and lubricant!
Severe injury and skin irritation.
► When working with ropes, always wear work gloves.

WARNING
Protective equipment **not** worn!
Severe injuries.
► Wear hard hat, safety shoes and safety glasses.

4 Qualification Inspection personnel

Make sure that the following prerequisites are met:
- Inspection personnel are **expert personnel for crane rope inspection**.
- **Expert personnel for crane rope inspection:**
  - Are trained in the inspection of crane ropes according to **DIN ISO 4309** and have practical experience in the evaluation of rope removal criteria.
  - Have practical experience in the evaluation of rope removal criteria according to **DIN ISO 4309**.
- The inspection personnel is assigned (authorized) for the maintenance by the crane operator.

5 Unscheduled inspection

In the following situations the rope must be inspected:
- After unusual strain
- If non visible damage is suspected
- When a rope or the rope end connection is damaged
- When the rope has been placed again after disassembly
- When the rope has been out of service for longer than three months

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6 Intervals

Intervals for crane inspection:
- according to determination by **expert personnel for crane rope inspection**
- or **at least once a year**

Note
► Shortening the inspection interval: The older a rope is the more frequently will wire breaks occur.

Determining factors for determination of inspection intervals are:
- Legal regulations in the country where the crane is operated
- Climate conditions under which the rope drive is utilized
- Power train group
- Results of previous inspections on current or comparable machine and under comparable operating conditions
- Frequency and type of use of a rope
- Service life of rope

7 Areas

WARNING
Broken wires and distortions on ropes in cross over areas!
Rope performance can be greatly reduced. Rope breakage. Death, severe injuries, property damage.
► Check rope cross over areas especially diligently.

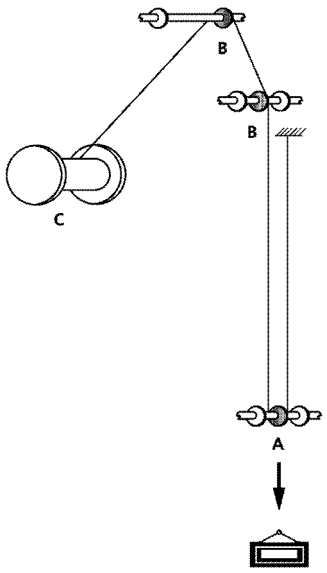

Fig.120969: Important inspection areas for multi layer spooled up ropes

A Rope sections, which run in the area of the load rise into the lower rope pulleys (the load is raised here).
B Rope intake on the first rope pulley in the area of the load rise
C Rope sections, which are subjected in the cross over areas to the strongest effects (maximum deflection angle).

The rope must be checked over the entire length.

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The following areas must be checked with special care:
- Rope end connections
- Safety coils and fixed point on the winch
- Areas of the rope which run through the hook block.
- Areas of the rope that run over the rope pulleys or lay on the rope pulleys.
- Areas of the rope that are spooled on the winch, especially cross over areas.
- Areas of the rope which are laying above the compensation pulleys.
- Areas of the rope which are subjected to abrasion due to external components.
- All areas of the rope that are subjected to temperatures above 60 °C.

8 Documenting inspection results

Note
- ► Document the results of the inspections in an inspection checklist.
- ► Form for an inspection checklist, see section „Current checklist“.

9 Wire ropes and rope end connections

WARNING
Wire rope with impermissible rope end connection!
The wire rope can fail. The load call fall down.
Death, severe bodily injuries, property damage.
- ► Select the permissible rope type for the respective application.
- ► Select the permissible rope end connection for the respective rope type.
- ► Observe and adhere to the warning display on the lock.

Wire rope application	Rope type
Hoist rope	Rotation-resistant rope
Guy rope or control rope	Non-rotation resistant rope
Auxiliary rope or assembly rope	Non-rotation resistant rope

Rope type depending on the application

The type of rope that is selected determines the corresponding rope end connections.

9.1 Rotation-resistant ropes with rope end connections

Use rotation-resistant ropes as **hoist ropes**.

Rotation-resistant ropes are special ropes that produce extremely little torque and twisting at the rope end connection when they are under strain.

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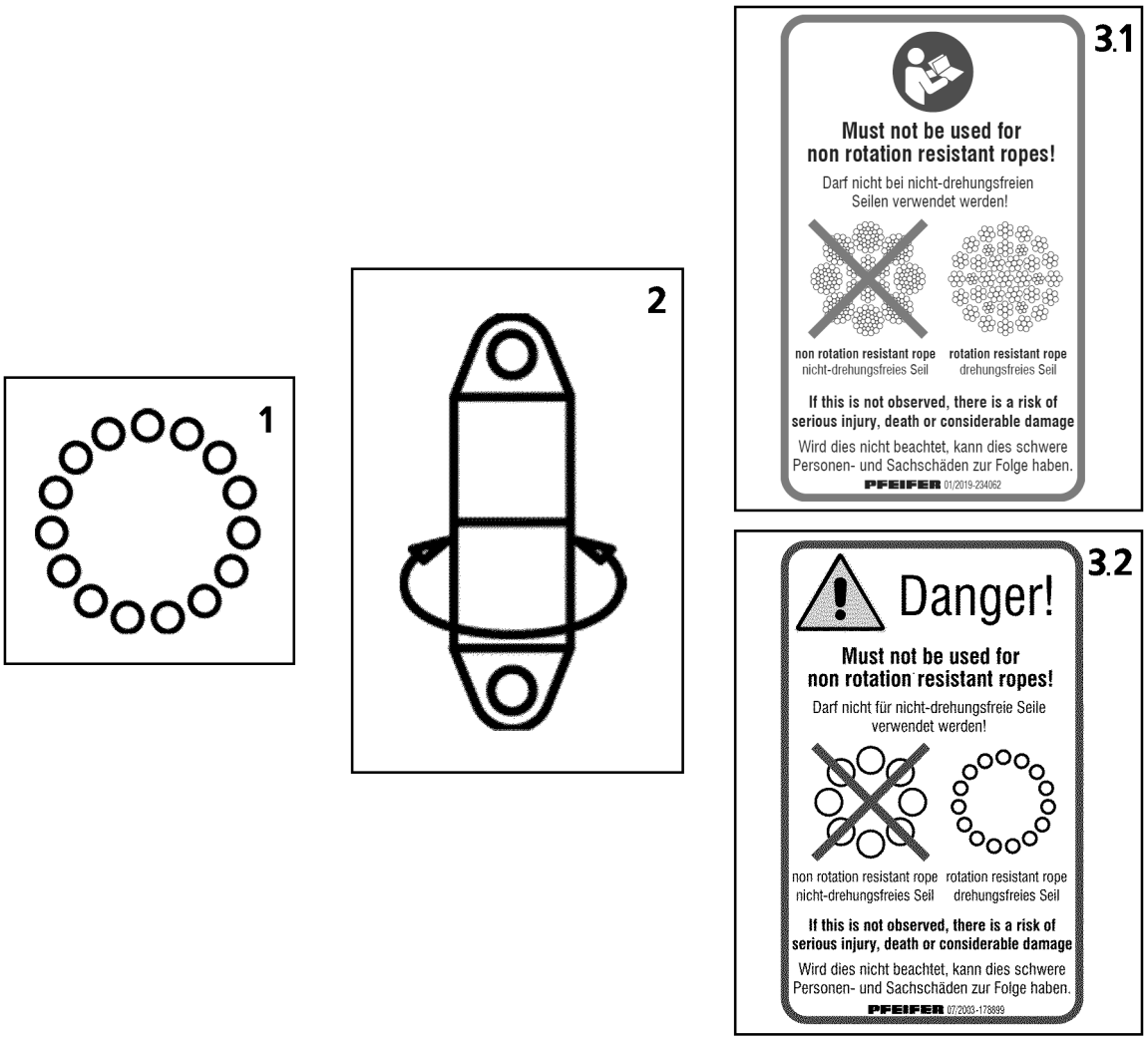

Fig.154083: Symbols for rotation-resistant ropes with rope end connections

1 Rotation-resistant rope symbol

2 Rotating rope end connection symbol

3.1 Variation 1: Warning display on the PFEIFER lock

3.2 Variation 2: Warning display on the PFEIFER lock

Typical rotation-resistant rope structures are wire ropes with 15 to 18 outer strands. Rotation-resistant ropes are symbolically depicted with 15 outer strands (circles), see illustration **1**.

9.1.1 Non-rotating rope end connection

Note

► In the case of a rotation-resistant ropes, Liebherr recommends the use of a lock **without** a swivel or a wedge lock. This can reduce the stress on the hoist ropes.

9.1.2 Rotating rope end connection

Note

► In the case of rotation-resistant ropes, Liebherr recommends **not** using a lock **with** a swivel and **not** to use a twist compensator / swivel.

To reduce a problematic turning behavior, the following rope end connections can be used in an individual case and after consultation with Liebherr customer service:

– Lock **with** swivel

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– Twist compensator / swivel

9.2 Non-twisting ropes with rope end connections

WARNING
Wire rope with impermissible rope end connection!
The wire rope can fail. The load call fall down.
Death, severe bodily injuries, property damage.
► Use a lock **without** a swivel or a wedge lock.
► **Never** use a lock **with** a swivel with non-twisting rope.
► **Never** use a twist compensator / swivel with a non-twisting rope.

Use non-twisting ropes as **guy ropes** or **control ropes**, **auxiliary ropes** or **assembly ropes**.

Non-twisting ropes generate high torque levels on the rope end connection under strain. For this reason, the rope ends must be protected from twisting using an appropriate rope end connection to prevent the wire rope from unscrewing under strain.

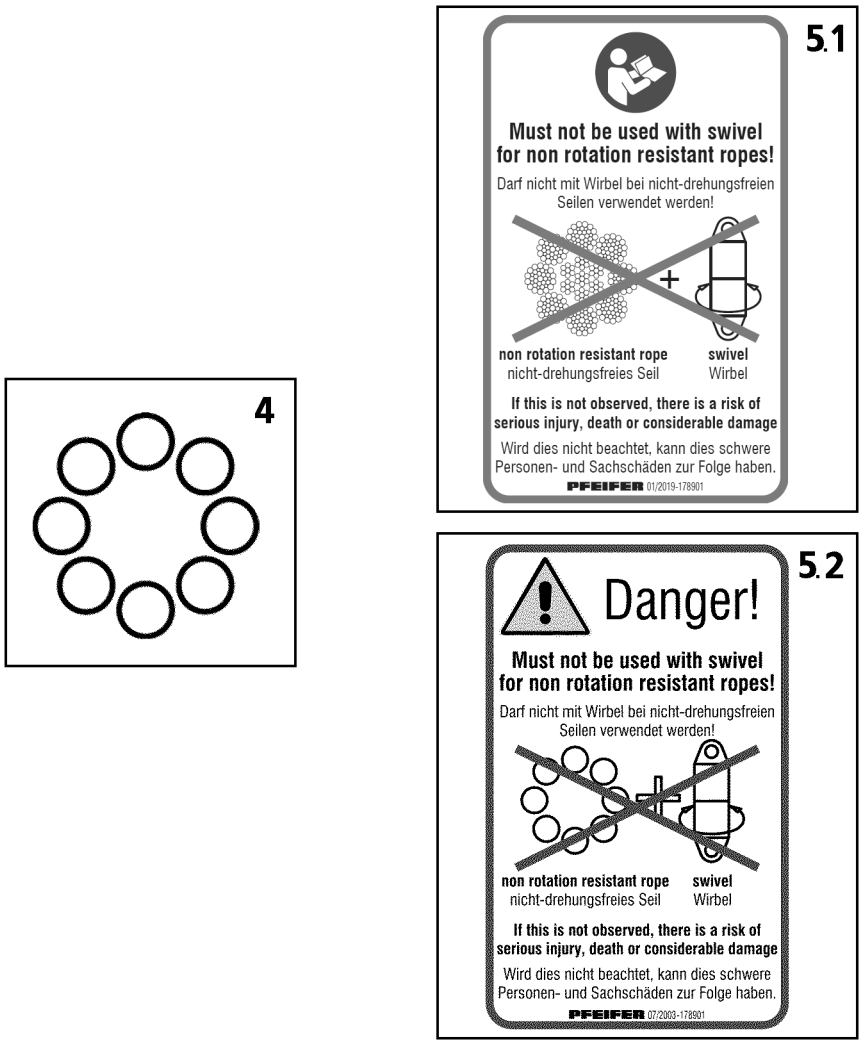

Fig.154084: Symbols for non-twisting ropes with rope end connections

4 Non-twisting rope symbol

5.1 Variation 1: Warning display on the PFEIFER lock / wedge lock

5.2 Variation 2: Warning display on the PFEIFER lock / wedge lock

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Typical non-twisting rope structures are wire ropes with eight or ten outer strands. Non-twisting ropes are symbolically depicted with eight outer strands (circles), see illustration **4**.

Only use non-twisting ropes with the following **non-twisting** rope end connections:
- Lock **without** swivel
- Wedge lock

A non-rotating rope end connection is also the mounting of the rope on the fixed point of the winch drum.

10 Degree of severity

The deciding factor for the removal criteria is which removal criteria are resent and to which degree they occur.

When various removal criteria are **not** present to a full degree, then the removal criteria must be evaluated as a total entity. For every individual removal criteria a degree of severity must be determined (percentage value).

For a certain rope section the sum of individual degrees of severity results in a **combined degree of severity**, see section „Combined degree of severity“.

When the combined degree of severity is more than 100 %, then the rope must be taken down.

11 Abbreviations Rope diameter

Abbreviations	Description
Rope nominal diameter **d**	Rope diameter, identification of rope
Reference diameter $\mathbf{d}_{ref}$	Measured rope diameter of a straight rope section, directly after placing the rope
6d	Length of 6-fold rope nominal diameter
30d	Length of 30-fold rope nominal diameter

Abbreviations Rope diameter

12 Distortions and mechanical damage

WARNING
Distortions and mechanical damage!
Operational safety significantly disturbed, uneven load distribution within the rope.
► Have the manufacturer check if the distorted and damaged area can be severed.

Visible form changes often occur localized or in short rope sections.

When a safe operation of the rope is ensured, a distorted and damaged area can be severed.

13 Removal criteria Overview

The following chart provides an overview between removal criteria and the respective method for inspection. The degree is described, when the removal criteria is reached.

The removal criteria is described in detail in the subsequent sections.

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Note

When the rope for parallel operation has reached the removal criteria:

► Often, both ropes must be replaced. The new rope has a larger diameter and other elongation characteristics.

Removal criteria	Degree for removal criteria	Inspection method
Broken strands	One strand is broken	Visual check
Broken wires on ropes, which run over rope pulleys and are spooled in multiple layers	Maximum number of broken wires reached, see Section Determining the number of broken wires	Count
Broken wire in the strand valleys	Two or more broken wires in strand valleys, on the contact points of two neighboring strands within an angular length (corresponds approx. to 6d)	Count
Broken wires in the area of the rope end connection	Two or more broken wires, according to decision of **expert personnel for crane rope inspection**	Visual inspection, test with marlin spike
Broken wire nests	On occurrence	Visual check
Reduction rope diameter at even diameter reduction	Maximum reduction of rope diameter reached	Measurement, calculation
Localized increase of rope diameter	Maximum increase of rope diameter reached	Measurement
Significant corrosion	Surface of rope is significantly affected or rust film emerges, according to decision of **expert personnel for crane rope inspection**	Visual check
Corkscrew-like distortion	Maximum permissible distortion reached	Measurement, calculation
Basket formation	On occurrence	Visual check
Wires or bunches of wires protruding from the rope	On occurrence, if more than one wire protrudes from the rope	Visual check
Flattenings	Larger than half of the diameter of the outer strand, according to decision of **expert personnel for crane rope inspection**	Visual check
Loop formation	Loops on several wires	Visual check
Kinking or remaining distortion	On occurrence	Visual check
Buckles or contusions	On occurrence, according to decision of **expert personnel for crane rope inspection**	Visual check

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Removal criteria	Degree for removal criteria	Inspection method
Heat influence, electric voltage	Bluish discoloration, broken or melted wires	Visual check
Damage on rope end connections: Material cracks, deformation, wear, corrosion, traces of slipping between the locking clamp and rope	According to decision of **expert personnel for crane rope inspection**	Visual inspection
Combined degree of severity	Degree of severity 100 % or above, according to decision of **expert personnel for crane rope inspection**	Calculation of individual degrees of severity

Removal criteria Overview

14 Checking for broken strands

A strand consists of several individual wires.

If a complete strand is broken:
► Take the rope down.

15 Determining the number of broken wires

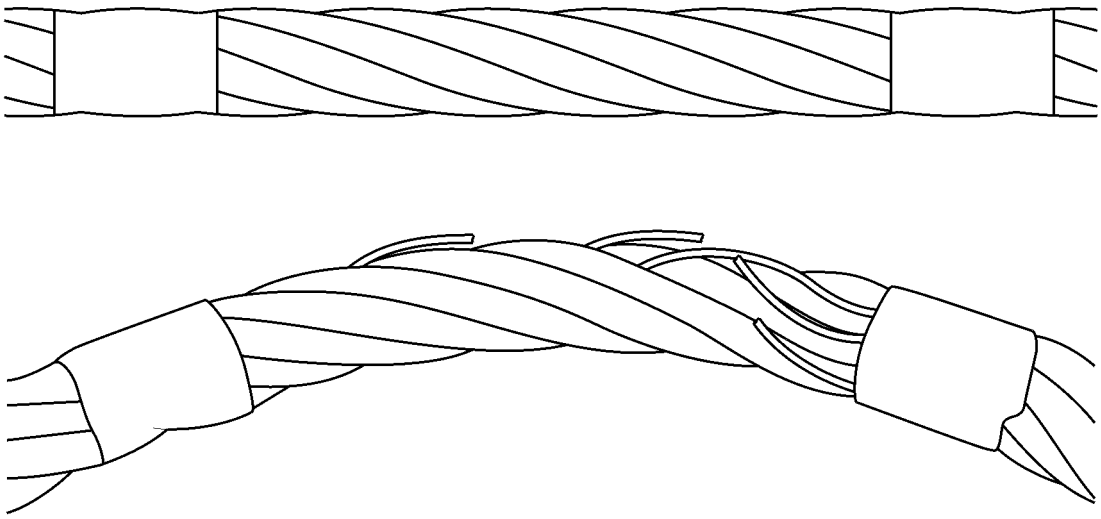

Fig.120980: Determine broken wires by bending

By bending the rope, broken wires can be recognized better.

Make sure that the following prerequisites are met:

– The rope is clean.
– Inspection checklist is on hand.

15.1 Scattered occurring broken wires

The following different rope types each have their own chart for the permissible number of broken wires:
– Single layer and parallel roped ropes

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– Rotation resistant ropes

The charts in this section are valid exclusively for **scattered occurring broken wires**.

15.1.1 Wire break increase rate

The wire break increase rate is an increase of broken wires, which can skyrocket with increasing use of the rope.

► Include the inspection checklists for the previous inspection and use it to draw a conclusion for the wire break rate increase.

15.1.2 Single layer and parallel roped ropes

Rope category number RCN	Total number of load carrying wires in the outer strand layer of rope[1] n	Number of visible outer wire breaks[2]					
		Rope sections, which run over steel pulleys and / or wind up on a single layer spooling drum (coincidental distribution of broken wires)				Rope sections, which wind up on a multi layer drum[3]	
		Class M1 to M4, or class unknown[4]				All classes	
		Lang lay		Even lay		Lang lay and even lay	
		Over a length of 6d[5]	Over a length of 30d[5]	Over a length of 6d[5]	Over a length of 30d[5]	Over a length of 6d[5]	Over a length of 30d[5]
01	n ≤ 50	2	4	1	2	4	8
02	51 ≤ n ≤ 75	3	6	2	3	6	12
03	76 ≤ n ≤ 100	4	8	2	4	8	16
04	101 ≤ n ≤ 120	5	10	2	5	10	20
05	121 ≤ n ≤ 140	6	11	3	6	12	22
06	141 ≤ n ≤ 160	6	13	3	6	12	26
07	161 ≤ n ≤ 180	7	14	4	7	14	28
08	181 ≤ n ≤ 200	8	16	4	8	16	32
09	201 ≤ n ≤ 220	9	18	4	9	18	36
10	221 ≤ n ≤ 240	10	19	5	10	20	38
11	241 ≤ n ≤ 260	10	21	5	10	20	42
12	261 ≤ n ≤ 280	11	22	6	11	22	44

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Rope category number RCN	Total number of load carrying wires in the outer strand layer of rope[1] n	Number of visible outer wire breaks[2]					
		Rope sections, which run over steel pulleys and / or wind up on a single layer spooling drum (coincidental distribution of broken wires)				Rope sections, which wind up on a multi layer drum[3]	
		Class M1 to M4, or class unknown[4]				All classes	
		Lang lay		Even lay		Lang lay and even lay	
		Over a length of 6d[5]	Over a length of 30d[5]	Over a length of 6d[5]	Over a length of 30d[5]	Over a length of 6d[5]	Over a length of 30d[5]
13	281 ≤ n ≤ 300	12	24	6	12	24	48
	n > 300	0.04 x n	0.08 x n	0.02 x n	0.04 x n	0.08 x n	0.16 x n
Note: Ropes with outer strands in the Seale type, number of wires per strand 19 or less (for example 6 × 19 Seale), are classified in this chart as two lines over the line, which would be defined due to the number of load carrying wires in the outer strands.							

*Number of visible broken wires (reached or exceeded) for removal criteria is reached, for **single-layer** and **parallel** roped ropes according to **DIN ISO 4309***

1) For the purpose of this international standard, fill wires are not considered to be load carrying wires and are not included in the value for n.
2) A broken wire has two ends (counted as one wire).
3) The values apply for damage in the cross over areas and the layers of coils due to deflection angles (not for rope sections, which run only over rope pulleys and do not spool up on the winch).
4) For ropes on drive gears of groups M5 to M8 twice the number of broken wires listed can be used.
5) d = Rope nominal diameter

► Check the rope over the entire length for visible broken wires.

When visible broken wires are scattered present:
► On the point of a broken wire, mark the rope sections on a length of 30d in both directions.
► Count visible broken wires in the marked rope sections and record them.
► Take the RCN (Rope category number) from the manufacturer's documentation of the rope.

When the make for single layer and parallel roped ropes is **not** listed in the chart:
► Determine the total number of load carrying wires in the rope: Add all wires in the strands of the outer layer, do **not** count fill wires.
► Compare the number of broken wires of each marked rope section 30d with the number of broken wires in the chart.

When the number of visible broken wires is smaller than listed in the chart:
► Within the rope section with the most broken wires: Mark the rope section with the most broken wires on a length of 6d.
► Count visible broken wires in the marked rope sections 6d and record them.
► Compare the number of broken wires of the marked rope section with the number of broken wires in the chart.

When the number of visible broken wires is equal to or larger than that listed in the chart:
► Take the rope down.
► Enter the results in the inspection checklist.

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15.1.3 Rotation resistant ropes

Rope category number RCN	Total number of load carrying wires in the outer strands of rope[1] n	Number of visible outer wire breaks[2]			
		Rope sections, which run over steel pulleys and / or wind up on a single layer spooling drum (coincidental distribution of broken wires)		Rope sections, which wind up on a multi layer drum[3]	
		Over a length of 6d[4]	Over a length of 30d[4]	Over a length of 6d[4]	Over a length of 30d[4]
21	4 strands n ≤ 100	2	4	2	4
22	3 or 4 strands n ≥ 100	2	4	4	8
	At least 11 strands in the outer layer				
23-1	71 ≤ n ≤ 100	2	4	4	8
23-2	101 ≤ n ≤ 120	3	5	5	10
23-3	121 ≤ n ≤ 140	3	5	6	11
24	141 ≤ n ≤ 160	3	6	6	13
25	161 ≤ n ≤ 180	4	7	7	14
26	181 ≤ n ≤ 200	4	8	8	16
27	201 ≤ n ≤ 220	4	9	9	18
28	221 ≤ n ≤ 240	5	10	10	19
29	241 ≤ n ≤ 260	5	10	10	21
30	261 ≤ n ≤ 280	6	11	11	22
31	281 ≤ n ≤ 300	6	12	12	24
	n > 300	6	12	12	24
Note: Ropes with outer strands in Seale type, number of wires in each strand 19 or less (for example 18 × 19 Seale - WSC), are classified in this chart as two lines over the line, which would be defined due to the number of load carrying wires in the outer strands.					

*Number of visible broken wires (reached or exceeded) is achieved in the rope removal criteria, for **rotation-resistant** ropes according to **DIN ISO 4309***

1) For the purpose of this international standard, fill wires are not considered to be load carrying wires and are not included in the value for n.
2) A broken wire has two ends (counted as one wire).
3) The values apply for damage in the cross over areas and the layers of coils due to deflection angles (not for rope sections, which run only over rope pulleys and do not spool up on the drum).
4) d = Rope nominal diameter

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► Check the rope over the entire length for visible broken wires.

When visible broken wires are scattered present:
► On the point of a broken wire, mark the rope sections on a length of 30d in both directions.
► Count visible broken wires in the marked rope sections and record them.
► Take the RCN (Rope category number) from the manufacturer's documentation of the rope.

When the make for rotation-resistant ropes is **not** listed in the chart:
► Determine the total number of load carrying wires in the rope: Add all wires in the strands of the outer layer, do **not** count fill wires.

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► Compare the number of broken wires of each marked rope section 30d with the number of broken wires in the chart.

When the number of visible broken wires is smaller than listed in the chart:
► Within the rope section with the most broken wires: Mark the rope section with the most broken wires on a length of 6d.
► Count visible broken wires in the marked rope sections 6d and record them.
► Compare the number of broken wires of the marked rope section with the number of broken wires in the chart.

When the number of visible broken wires is equal to or larger than that listed in the chart:
► Take the rope down.
► Enter the results in the inspection checklist.

15.2 Broken wire in the strand valleys

The broken wires in these areas point to the fact that the condition in the inside of the rope is deteriorating.

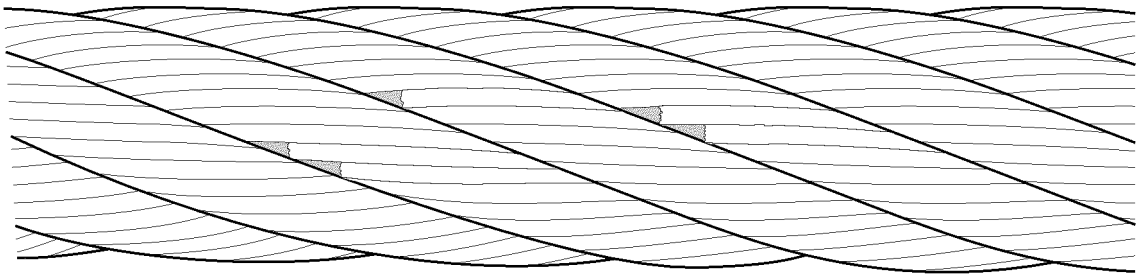

Fig.121005: Broken wire in the strand valleys

When two or more broken wires occur within a 6d long rope section:
► Take the rope down.

15.3 Broken wires on rope end connections

► Check the area near the rope end connections and carefully check for broken wires.

Loose wires are a sign of broken wires in the rope end connection.

► Use a marlin spike to check for loose wires.

When broken wires are near a rope end connection and two or more wires are affected:
► Take the rope down.
or

When the remaining rope lengths fulfil the minimum number of remaining coils in all operating positions:
Shorten the rope, see chapter 7.05.50.
► Attach the rope end connection.

15.4 Broken wires in rope sections, which are not spooled up on the winch

When the broken wires are concentrated on one or two strands, the removal criteria can be present at fewer broken wires as noted in the chart (rope section in the length of 6d).

► Have the rope removal criteria determined by **expert personnel for crane rope inspection**.

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15.5 Broken wire nests

When broken wires are very close to each other or when the broken wires are concentrated on one strand, then the rope must be taken down, even at fewer broken wires than noted in the chart (rope section 6d).

► Have the rope removal criteria determined by **expert personnel for crane rope inspection**.

16 Checking the rope end connection

The removal criteria are evaluated by the **expert personnel for crane rope inspection**.

Check for broken wires, see section „Broken wires on rope end connections“.

16.1 Pressed rope end connection

Example of a pressed rope end connection: Locking clamp.

► Check the rope end connections for signs of possible slipping between the locking clamp and the wire rope.
► Check the rope end connections for material cracks.
► Check rope end connections for corrosion, deformation and wear.

16.2 Enlarged rope end connection

Example of an enlarged rope end connection: Locking cast sleeve.

► If present: Remove the beam.
► Check rope end connections for corrosion, deformation and wear.

If the rope connection is on a flat rope:
► Check the cone setting, see chapter 8.04.10.

16.3 Detachable rope end connection

Example of a detachable rope end connection: Wedge lock.

► Check that the rope end connections are fit tightly and correctly installed.
► Check the wire rope inside and at the outlet of the rope end connection. Check the rope according to the removal criteria in this chapter.

17 Checking of rope diameter

17.1 Even reduction of rope diameter

WARNING
Spooling problems due to reduced rope diameter!
► Take the rope down even when the removal criteria according to **DIN ISO 4309** has not yet been reached.

The values in this section do **not** apply for rope sections, which were damaged in cross over areas due to multi layer spooling on a winch.

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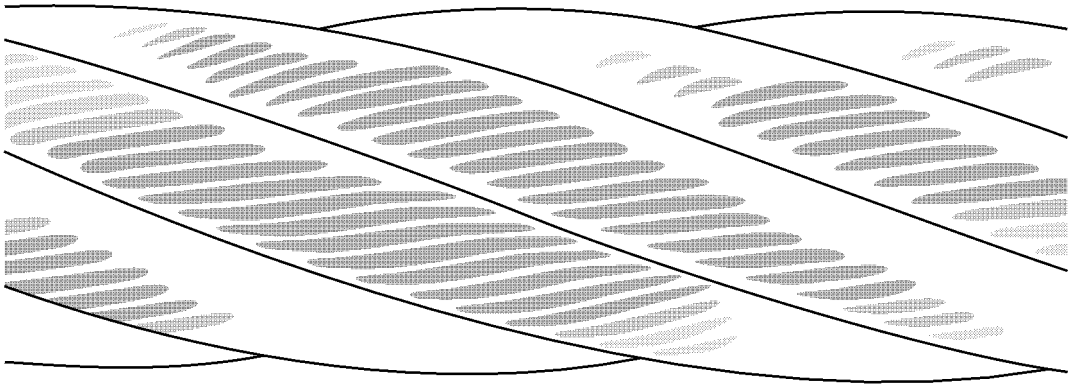

Fig.121001: External abrasion on the rope

The rope diameter changes due to abrasion, settling and external influences.

Abrasion of cover wires of outer strands of rope due to frictional contact. Especially in those areas where ropes are in contact with the rope pulleys during start up or slow down of the load.

Wear is increased by lack of or incorrect lubrication and the effect of dust.

Abrasion reduces the tensile strength of steel ropes because the cross section of the steel is reduced.

Additional possible causes for reduction of rope diameter:
- Wear in the inside of the rope
- Wear of fiber insert
- Breakage of a steel insert
- Broken inner strands

This section is valid solely for the following ropes:
- Ropes, which wind up on single layer winches
- Ropes, which run through a steel rope pulley

$$d_V = \frac{d_{ref} - d_m}{d} \times 100\ \%$$

Fig.121372: Formula Reduction of rope diameter

d_V = even reduction of rope diameter
d_{ref} = rope diameter, which was determined before placement
d_m = measured rope diameter
d = rope nominal diameter: Take value from inspection checklist

The following chart applies exclusively for ropes, which wind up on single layer winches and / or run through a steel rope pulley.

Rope type	Even reduction of diameter d_V (in percentages of rope nominal diameter d)	Classification of degree of severity	
		Description	%
	Less than 6 %	—	0
Single layer rope with fiber insert	6 % and above, but less than 7 %	Light	20
	7 % and above, but less than 8 %	Medium	40
	8 % and above, but less than 9 %	High	60
	9 % and above, but less than 10 %	Very high	80
	10 % and above	**Rope removal criteria**	**100**

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Rope type	Even reduction of diameter d_v (in percentages of rope nominal diameter d)	Classification of degree of severity	
		Description	%
Single layer rope with steel insert or parallel roped rope	Less than 3.5 %	—	0
	3.5 % and above, but less than 4.5 %	Light	20
	4.5 % and above, but less than 5.5 %	Medium	40
	5.5 % and above, but less than 6.5 %	High	60
	6.5 % and above, but less than 7.5 %	Very high	80
	7.5 % and above	**Rope removal criteria**	**100**
Rotation-resistant rope	Less than 1 %	—	0
	1 % and above, but less than 2 %	Light	20
	2 % and above, but less than 3 %	Medium	40
	3 % and above, but less than 4 %	High	60
	4 % and above, but less than 5 %	Very high	80
	5 % and above	**Rope removal criteria**	**100**

Degree of severity and removal criteria depending on rope type and even diameter reduction according to ***DIN ISO 4309***

The medium value from the smallest and the largest measured diameter results in the value for $\mathbf{d}_m$.

- ► Measure rope diameter on several locations and calculate measured diameter $\mathbf{d}_m$.
- ► Calculate even reduction $\mathbf{d}_v$ of rope diameter with formula.
- ► Read the degree of severity in the chart, depending on the rope type.
- ► Document the degree of severity in the inspection checklist.

When the degree of severity has reached 100 %:
- ► Take the rope down.

17.2 Localized reduction of rope diameter

Localized reductions of rope diameter point to the fact that a rope insert may have failed, for example.

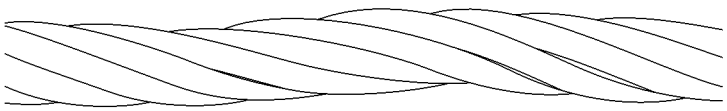

Fig.120983: Localized reduction of rope diameter

- ► Check the rope for localized reduction of rope diameter.

When a localized reduction of the rope diameter is found:
- ► Take the rope down.

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17.3 Localized increases of rope diameter

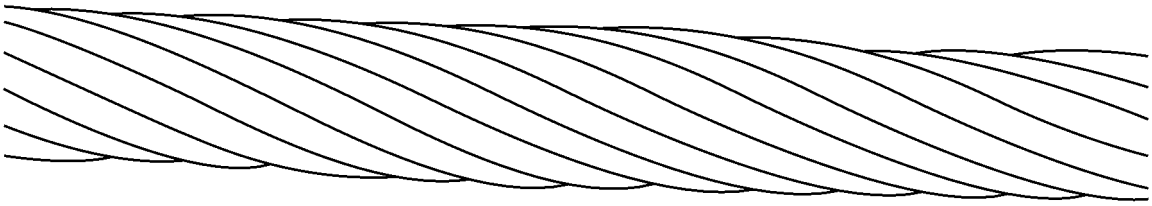

Fig.120992: Localized increase of rope diameter

An increase over a longer area of the rope can be caused by absorption of moisture in the fiber insert or due to corrosion in the inside of the rope.

Rope insert	Maximum increase of rope diameter during operation
Steel	5 %
Fiber	10 %

► Check the rope for increases in rope diameter.

When the increases exceed the maximum values:
► Take the rope down.

18 Corrosion

Corrosion occurs due to insufficient lubrication, in maritime climates and in an atmosphere polluted by industrial fumes.

External corrosion is indicated by a rough wire surface. A superficial rust film can be wiped off.

Significant corrosion reduces the strength and elasticity of the rope due to the reduction of the rope diameter.

Inner corrosion is hard to detect.

Do **not** use solvents to clean the rope.

Make sure that the following prerequisite is met:
– Rope is cleaned (wiped and brushed).

18.1 External corrosion

The various types of corrosion are classified and noted with the classification for removal criteria in percentages:

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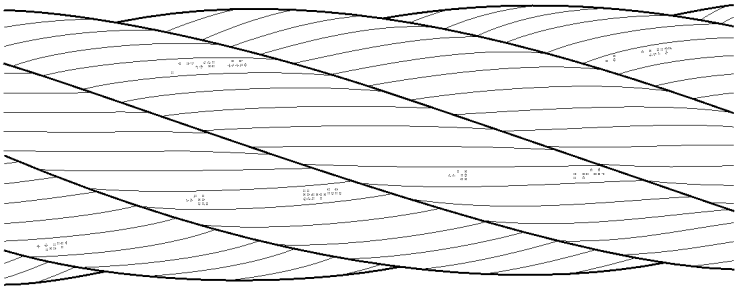

Fig.120984: Surface light corrosion: Classification 0 % of removal criteria

Superficial light corrosion (rust film) can be wiped off.

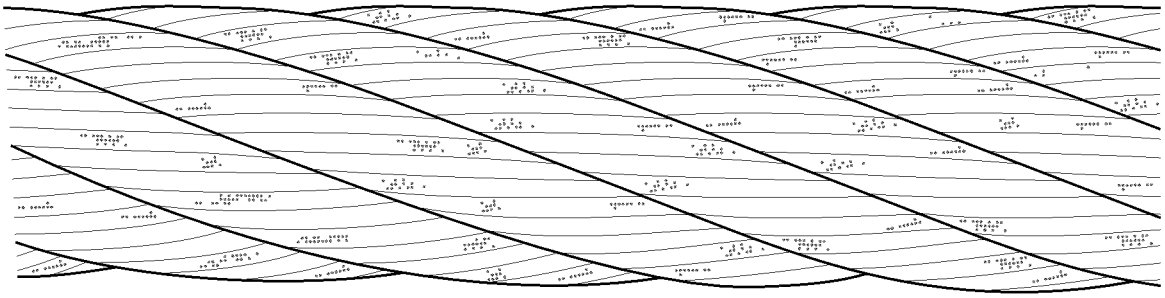

Fig.120985: Surface feels rough: Classification 20 % of removal criteria

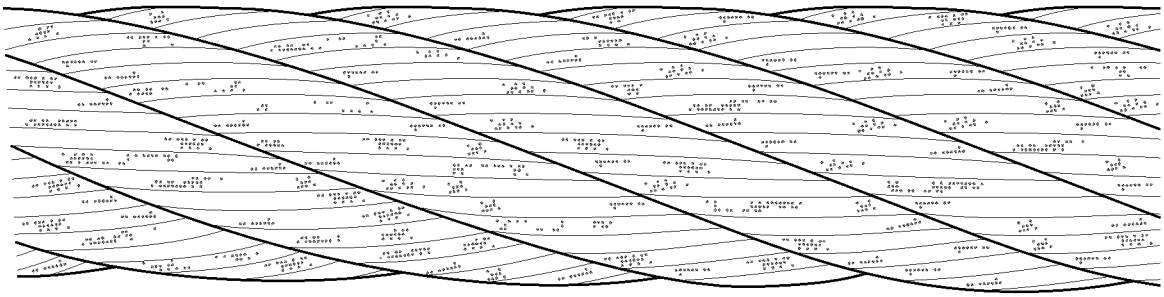

Fig.120986: Surface feels very rough: Classification 60 % of removal criteria

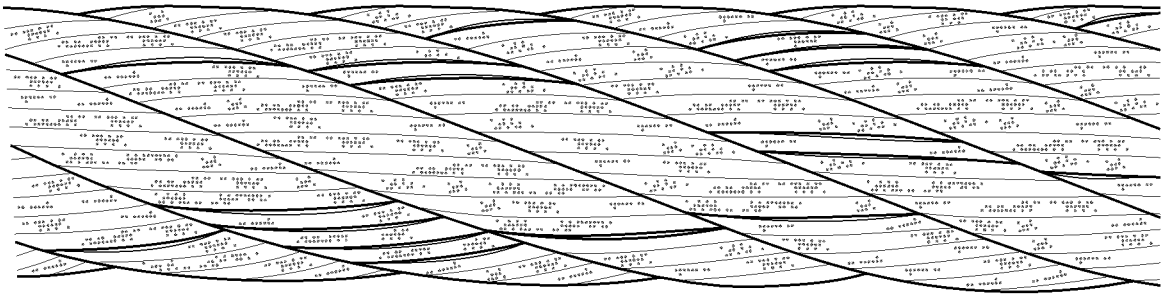

Fig.120987: Surface very decayed, spaces between individual wires can be easily recognized: Classification 100 % of removal criteria

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When 100 % of removal criteria is reached:
► Take the rope down.

18.2 Internal corrosion

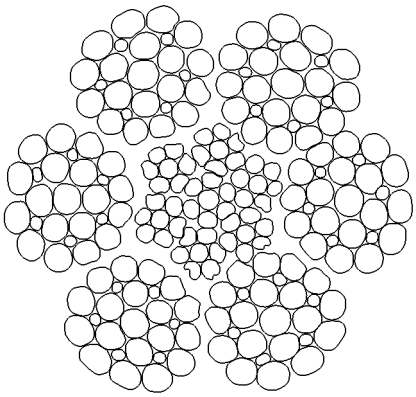

Fig.120982: Corrosion in the inside of the rope

Internal corrosion is present when clearly visible corrosion particles migrate between the valleys of the outer strands: Classification 100 % removal criteria.

When internal corrosion is found:
► Have the rope removal criteria evaluated by **expert personnel for crane rope inspection** or take the rope down.

18.3 Friction corrosion

Friction corrosion occurs as a type of brown powder, which migrates from the inside of the rope to the outside: Classification 100 % of removal criteria.

► Check the rope diligently for friction corrosion.

If friction corrosion is found:
► Have the rope removal criteria evaluated by **expert personnel for crane rope inspection** or take the rope down.

19 Corkscrew-like distortion

Fig.120988: Corkscrew-like distortion

Distortion where the rope is in the form of a corkscrew along its longitudinal axis.

Effects of corkscrew-like distortion:
– Irregular rope drive
– Rope wear
– Broken wire
– Bearing damage on rope pulleys

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If the distortion is very pronounced, then other components can be affected in their function when the affected rope section runs through in crane operation.

► Check the entire rope for corkscrew-like distortion.

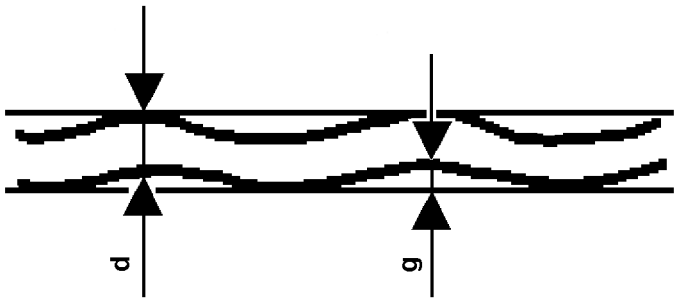

Fig.123988: Example for corkscrew-type distortion

d Rope nominal diameter **g** Distance

Rope section	Conditions for removal criteria, formula
Straight rope section, which does **not** run through or around a rope pulley or spool up on a winch	$g \geq \frac{1}{3} \times d$
Straight rope section, which runs through or around a rope pulley or spools up on a winch	$g \geq \frac{1}{10} \times d$

When corkscrew-like distortion is present:
► Determine the rope nominal diameter **d** and distance **g** on the rope.
► Check the removal criteria with the formula.

When the removal criteria is reached:
► Take the rope down.

20 Basket formation

This distortion occurs due to different layers between the outer strand layers and the inside of the rope.

Causes for basket formation are high angular pull angles during the run over the rope pulleys and run-in rope pulleys. Even load distribution over the entire cross section is not possible.

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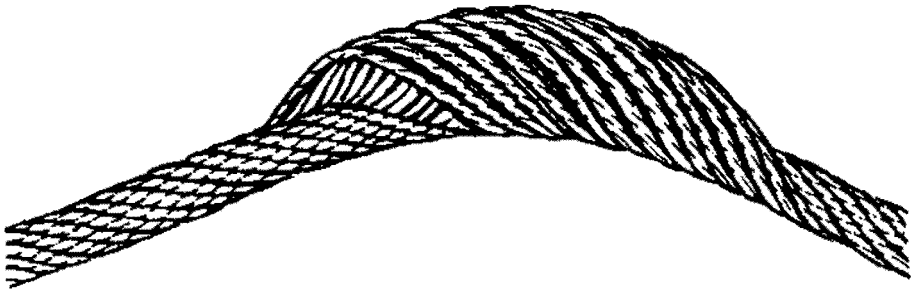

Fig.120989: Basket formation

► Check the entire rope for basket formation.

When basket formation is present:
► Take the rope down.

21 Protruding, distorted insert or strand

This distortion is a special form of basket formation. The insert or the core of the rope protrudes between the outer strands or an outer strand protrudes from the rope banding.

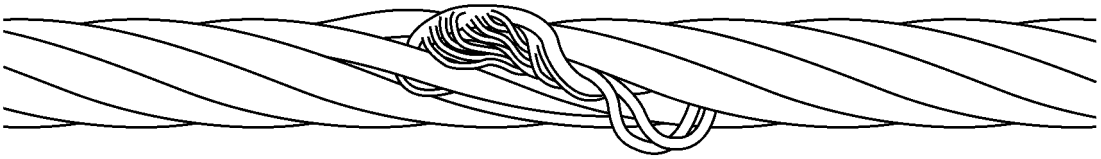

Fig.120990: Protrusion of an insert (rope single layer)

Fig.120991: Distorted or protruding strand

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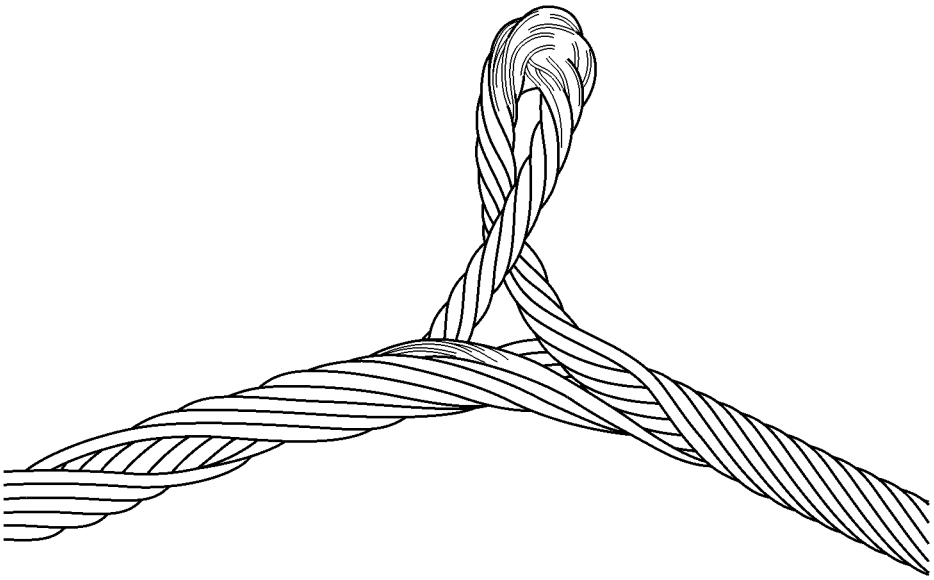

Fig.121373: Protrusion of rope insert on rotation-resistant rope

When the insert or a strand protrudes or is distorted, take the rope down. Have authorized inspector for crane rope inspection check if the rope area with the distortion can be removed.

► Check the entire rope for protruding, distorted insert or strand.

When protruding, distorted insert or braid is present:
► Take the rope down.
► Have **expert personnel for crane rope inspection** check if the rope area with the distortion can be removed.

22 Loop formation

At loop formation individual or several wires protrude from the rope and bulge upward (bird-caging).

These areas are most often on the opposite side of the rope pulley groove.

Make sure that the following prerequisite is met:
– There are **no** broken wire ends present.

If only a core wire of the rope insert protrudes through the outer strands, then the rope does not have to be taken down when:
– The wire can be removed.
– The wire does not disturb other elements of the rope drive.

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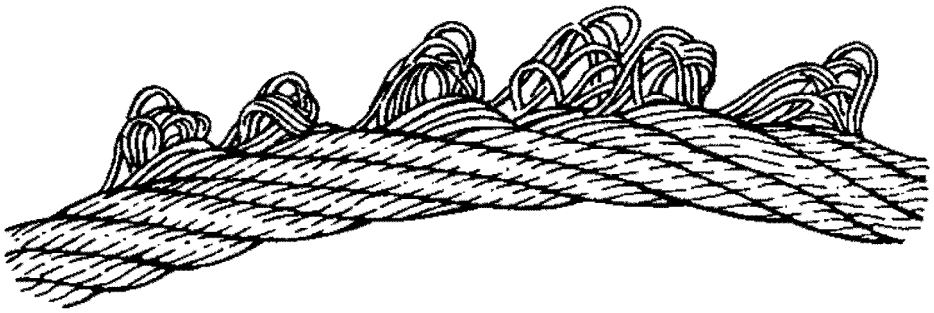

Fig.120993: Emergence of individual wires

► Check rope for loop formation.

When solely a core wire protrudes:
► Remove the core wire.

When several wires are affected from the loop formation:
► Take the rope down.

23 Kinking or rope loops pulled closed

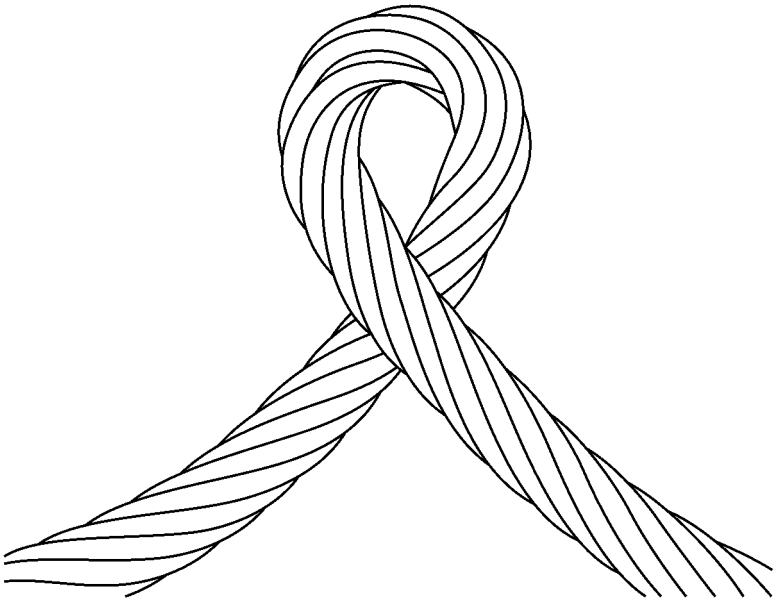

Fig.121007: Kinking or rope loop pulled closed

At this deformation a loop has formed in the rope, without the possibility to rotate around its own axis during a load. The rope is subjected to significant wear.

The rope is significantly distorted. The strength remains only in part.

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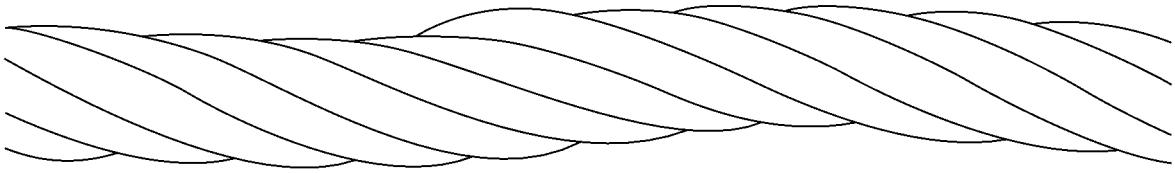

Fig.121002: Positive Kinking

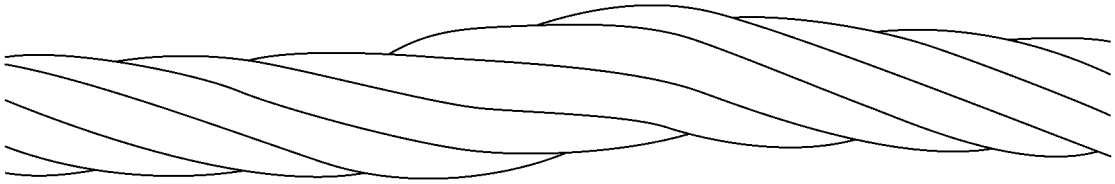

Fig.121003: Negative Kinking

► Check the rope for kinking or rope loops pulled closed.

When kinking or rope loops pulled closed occur:
► Take the rope down.

24 Buckles

Buckles are angular deformations. The rope was damaged due to external influences. Strong deformations of the rope cause stronger wear.

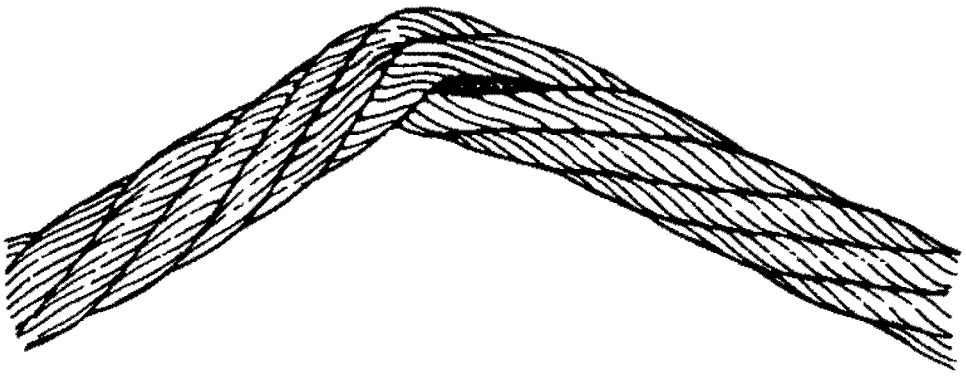

Fig.120999: Severe buckle

A buckle is a serious matter if a fold is visible on the underside of the rope.

When buckles are present:
► Have the rope inspected by **expert personnel for crane rope inspection**.

When a distortion and degree of severity permits further operation:
► Shorten the inspection interval.

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When the removal criteria is reached:
► Take the rope down.

25 Effects of heat, arcs

Damage caused to the rope by welding work, for example.

Exceptional thermal effect is visible through tempering colors, the loss of lubricant and by localized melting of wires.

When thermal effect has occurred on the rope:
► Take the rope down.

26 Combined degree of severity

Note
► For a method to determine the effect of a combined degree of severity and damage to the rope, see **DIN ISO 4309**.

When the condition of the rope deteriorates, then often a combination of various causes occurs.

To determine the degree of severity, the **expert personnel for crane rope inspection** must:
- take different damage within a rope section into account
- evaluate the entire effect of the damage and the distortions
- decide about the operational safety of the rope
- evaluate if inspection intervals must be adjusted
- decide if the rope must be taken down

When the combined degree of severity is more than 100 %, then the rope must be taken down.

27 Flattenings

Effects of flattenings on the rope:
- Rope sections with flattenings, which move **over the rope pulleys** tend to higher wear and a higher number of broken wires.
- Rope pulleys can be damaged.
- Flattenings on **stationary ropes** (guy ropes boom) promote quicker corrosion, especially in the areas where the outer strands have opened.

Flattened rope sections must be checked in shorter intervals for broken wires and corrosion.

27.1 Shorting the intervals

► Check the entire rope for flattenings.

When flattenings are present on stationary ropes:
► Shorten the intervals for rope inspection.

When it is **not** possible to shorten the intervals for the rope inspection:
► Take the rope down.

27.2 Improper mechanical damage

An improper mechanical damage occurs, for example, when the rope is trapped.

► Take the rope down immediately or shorten it, see chapter 7.05.50.

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27.3 Operational transverse pressure

Operational transverse pressure causes flattenings, for example in the incline range of multi layer spooling.

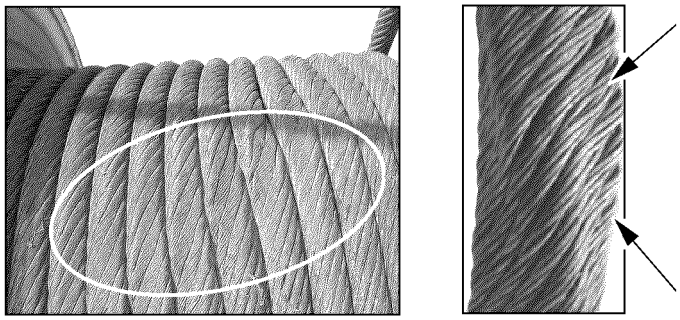

Fig.114002: Flattenings

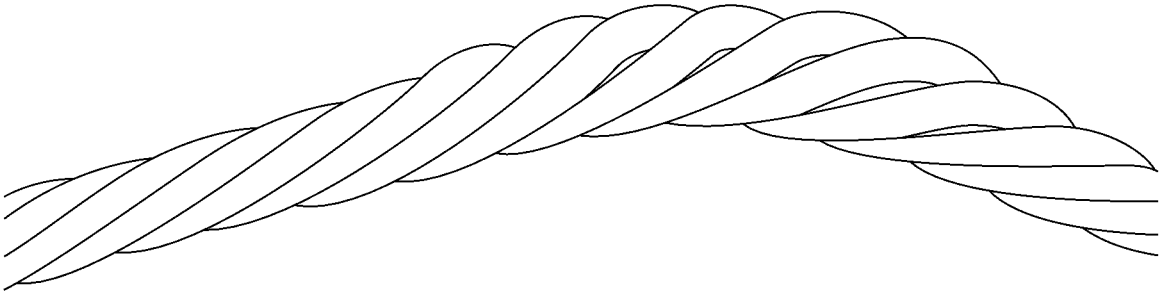

Fig.120996: Flattenings on multi layer windings

► Check the first rope layer of the winches for crushed areas and distortions.

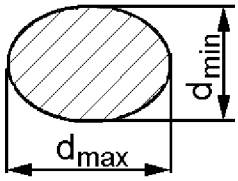

Fig.121006: Largest and smallest diameter on the distortion area

$$V = \frac{d_{max} - d_{min}}{d} \times 100\ \%$$

Fig.121374: Formula to calculate the distortion

V	Rope distortion in percentages	**dmax**	Largest diameter of distortion area
d	Rope nominal diameter	**dmin**	Smallest diameter of distortion area

When distortions are present:

► Determine the number of broken wires See section „Determining the number of broken wires“.

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When the number of permissible broken wires is exceeded:
- ► Take the rope down.
- ► Calculate the distortion **V** with the formula and document it in the inspection checklist.

When distortion **V** is larger than 5 %:
- ► Check the rope before every assembly and erection procedure.

When distortion **V** is larger than 10 %:
- ► Document the degree of severity of 50 % in the inspection checklist.

When distortion **V** is larger than 20 %:
- ► The degree of severity of 100 % is reached: Take the rope down.

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28 Current checklist

Crane and use:

Rope application:		RCN[3]:	Installation date:
Brand name:		Nominal diameter:	Take-down date:
Make[1]:	O Right hand	O Left hand	Minimum tensile strength
Direction of lay[1]:	O Lang's lay	O Ordinary lay	Permissible number of visible external broken wires
Intermediate layer[1]:	O IWRC	O FC O WSC	Datum diameter
Wire surface[1]:	O Bare	O Galvanized	Permissible diameter reduction: 6d: 30d:
Rope end connections:			

Date	Visible external broken wires						Diameter			Corrosion			Damage, deformation			Combined severity level[2]	Name of expert for the wire rope inspection	Signature
	Number in length of		Position in the rope		Severity level[2]		Measured	Actual reduction to datum diameter	Position in the rope	Severity level[2]	Position in the rope	Severity level[2]	Position in the rope	Severity level[2]				
JJ/MM/TT	6d	30d	6d	30d	6d	30d												

[1] Check where applicable.
[2] State extent of damage; slight or 20%; medium or 40%; high or 60%; very high or 80%; take-down or 100%
[3] RCN = Rope Category Number

Fig.121370-en: Form for current checklist

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8.05 Inspection of load hooks

1	Safety instructions	2
2	Inspection intervals	2
3	Checking the load hook	2

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1 Safety instructions

WARNING
The load hook did **not** pass the inspection!
The load hook can rip. The fastened load can fall down.
Death, severe bodily injuries, property damage.

If the load hook did **not** pass the inspection:
► Replace the load hook with the hook nut.
► Contact Customer Service at Liebherr-Werk Ehingen GmbH.

WARNING
Incorrect remedy of defects!
The load hook can rip. The fastened load can fall down.
Death, severe bodily injuries, property damage.
► Have defects remedied by authorized, trained expert personnel.

WARNING
Welds on the load hook!
The load hook can rip. The fastened load can fall down.
Death, severe bodily injuries, property damage.
► Do **not** weld the load hook, to repair defects, for example.

2 Inspection intervals

To detect defects in time and avoid accidents, observe the following instructions:
– Have the load hook checked as required, however **at least once a year** by an authorized inspector.
– Observe the national regulations concerning the inspection of load hooks.

3 Checking the load hook

The following points must be documented in the crane inspection log:
– Performance of the inspections
– Defects and damage
– Measures for remedying the defects and damage

3.1 Checking the load hook for distortion

3.1.1 Hook shaft

If distortion is visible on the hook shaft:
► Replace the load hook with the hook nut.

3.1.2 Hook jaw

Identifying the manufacturing method

Depending on the moment at which a load hook is delivered, the manufacturing method must be found in the various documentation:

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► Manufacturing method, see the technical data in the load hook documentation.
or
Manufacturing method, see the certificate of the load hook manufacturer in the crane inspection log.

Checking the expansion of the hook jaw

The manufacturing method differs by the maximum permissible expansion of the hook jaw, see the following charts:

Load hook manufacturing method	Hook shape	Maximum permissible expansion of the hook jaw in reference to the respective initial dimension
Cast	Double hook	3 %
Forged	Double hook	10 %
Forged	Single hook	10 %

Hook jaw: Dependency between the manufacturing method and maximum permissible expansion

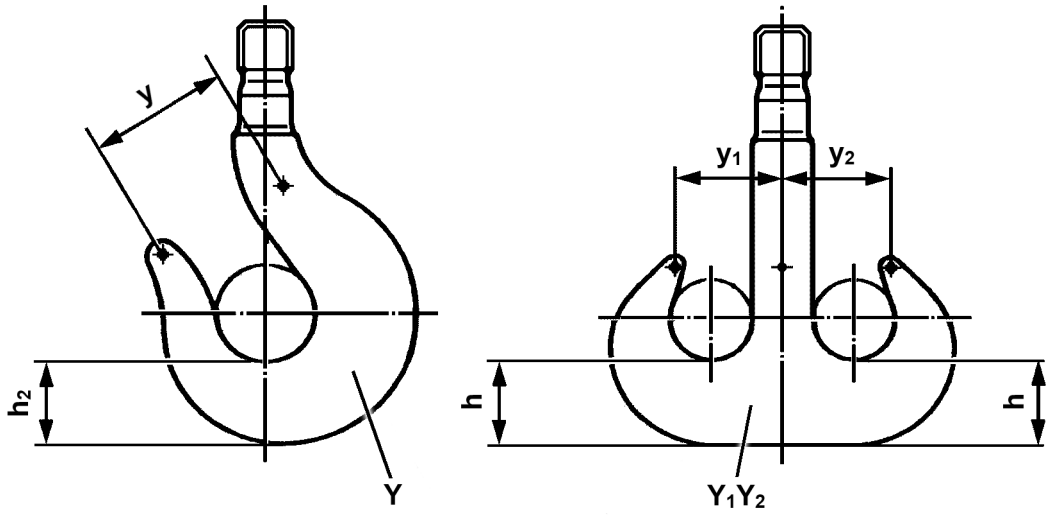

Fig.149076: Description of the measured distances on the load hook

The initial dimensions are indicated on the load hook, see chapter 2.05.10:
– Single hook: Initial dimension **Y**
– Double hook: Initial dimension **Y_1Y_2**

► Single hook: Distance **y** between the punch marks.
► Double hook: Measure the distance **y_1** and distance **y_2** between the punch marks.

When the available expansion of the hook jaw is larger than the maximum permissible expansion:
► Replace the load hook with the hook nut.

3.2 Checking the load hook for surface cracks

Make sure that the following prerequisites are met:
– Distortion is present.

Inspection is required in all points where distortion is present, mainly on the hook jaw.

If it is **not** possible to check the installed load hook:
► Remove the load hook: Contact Customer Service at Liebherr-Werk Ehingen GmbH.
► Prior to the inspection: Put the surfaces into a state in which surface cracks can be detected correctly.
► Check the load hook for surface cracks using a suitable procedure.

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An authorized inspector must decide if the surface cracks can be repaired.

When the surface cracks have been repaired:
► Check if the load hook dimensions lie within the permissible tolerances. Contact Customer Service at Liebherr-Werk Ehingen GmbH.

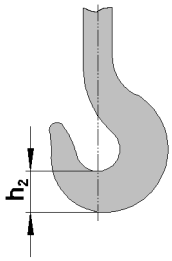
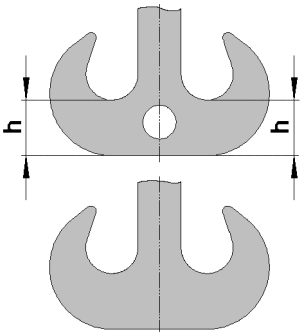
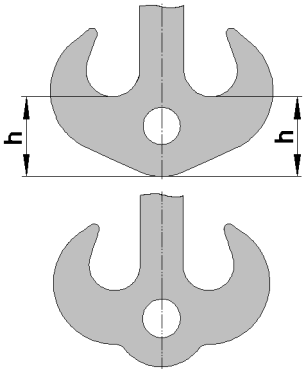
When the surface cracks are **not** permissible:
► Replace the load hook with the hook nut.

3.3 Checking the hook body for wear

3.3.1 Hook base

The wear on the hook base may be maximum 5 % in reference to the respective initial dimension:
– Single hook: Initial dimension h_2
– Double hook: Initial dimensions h

The respective initial dimensions are provided in the following chart:

Hook number	Single hook	Double hook, shape A	Double hook, shape B
	h_2	h	h
			
4	67 mm	—	—
5	75 mm	—	—
6	85 mm	75 mm	—
8	95 mm	85 mm	—
10	106 mm	95 mm	130 mm
12	118 mm	106 mm	150 mm
16	132 mm	118 mm	174 mm
20	150 mm	132 mm	196 mm
25	170 mm	150 mm	218 mm
32	—	170 mm	242 mm
40	—	190 mm	271 mm
50	—	212 mm	308 mm
63	—	236 mm	353 mm
80	—	265 mm	399 mm
100	—	300 mm	449 mm
125	—	335 mm	500 mm
160	—	375 mm	530 mm

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Hook number	Single hook	Double hook, shape A	Double hook, shape B
	h_2	h	h
200	—	425 mm	600 mm
250	—	475 mm	670 mm
320	—	530 mm	—
400	—	600 mm	—

Initial dimensions for wear on the hook base, single hooks and double hooks

- ► Single hook: Measure the ACTUAL dimension **h_2**.
- ► Double hook: Measure the ACTUAL dimension **h**.
- ► Determine the initial dimension depending on the hook shape with the chart.

When the wear on the hook base is 5 % greater than the initial dimension:
- ► Replace the load hook with the hook nut.

3.3.2 Surfaces

Surfaces with wear must be connected smoothly with the adjacent surfaces.

- ► Check surfaces with wear for sharp edges, grooves or other surface errors.

An authorized inspector must decide if the surface errors can be repaired.

When the surface errors have been repaired:
- ► Check if the load hook dimensions lie within the permissible tolerances. Contact Customer Service at Liebherr-Werk Ehingen GmbH.

When the wear is **not** permissible:
- ► Replace the load hook with the hook nut.

3.4 Checking the double hook for damage

Visible damage indicate **improper** fastening of the load.

Relevant areas for the inspection:
- – Lower area on the hook shaft
- – On every hook: Transition area from the hook shaft to the hook jaw

- ► Check the load hook for visual damage.

An authorized inspector must decide if the damage can be repaired.

When the damage has been repaired:
- ► Check if the load hook dimensions lie within the permissible tolerances. Contact Customer Service at Liebherr-Werk Ehingen GmbH.

When the damage is **not** permissible:
- ► Replace the load hook with the hook nut.

3.5 Checking the load hook for corrosion

Depending on the overall condition of the load hook, an inspection expert must decide if the hook thread must be checked for corrosion nicks.

If the hook thread must be checked:
- ► Determine the Liebherr ID no. and manufacturer of the load hook, see chapter 2.05.10.
- ► Request the assembly instructions for the load hook: Contact Customer Service at Liebherr-Werk Ehingen GmbH.
- ► Remove the load hook: Contact Customer Service at Liebherr-Werk Ehingen GmbH.
- ► Disassemble the hook nut according to the manufacturer's assembly instructions.
- ► Check the hook thread, hook nut and machined surfaces on the hook shaft for corrosion.

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An inspection expert must decide if the corrosion nicks can be repaired.

When the corrosion nicks have been repaired:
► Check if the dimensions of the hook thread and the hook shaft lie within the permissible tolerances. Contact Customer Service at Liebherr-Werk Ehingen GmbH.

If an **impermissible** axial play is suspected on the hook nut:
► Contact Customer Service at Liebherr-Werk Ehingen GmbH.

When the corrosion is **not** permissible:
► Replace the load hook with the hook nut.

If the load hook passed the inspection:
► Follow the instructions in the section „Assembling the hook nut“.

3.6 Assembling the hook nut

Make sure that the following prerequisites are met:
– The hook shaft, hook thread and hook nut fulfill all test criteria.
– The axial bearing is free of damage and turns easily.

If the axial bearing does **not** turn easily:
► Clean the axial bearing and replace the lubricant.
or
Replace the axial bearing.

If the axial bearing is damaged:
► Replace the axial bearing.

Before the assembly of the hook nut: Corrosion protection must be applied between the thread sides.

► Grease the threads of the hook nut.
► Assemble the hook nut according to the manufacturer's assembly instructions.

The type of sealing after assembly must correspond to the sealing before the inspection.

► Seal the transition between the hook thread and the hook nut thread.
► Install the load hook.

3.7 Checking the retaining elements

► Check if the anti-rotation device of the hook nut (axle retainer) is tightened.
► Check if the anti-rotation device of the hook nut functions.
► Check the function of the hook guard.

If the retaining element did **not** pass the inspection:
► Contact Customer Service at Liebherr-Werk Ehingen GmbH.

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8.06 Inspection of hydraulic hose lines

1	Safety guidelines	3
2	Inspection intervals	3
3	Checking the end of the service life	3
4	Inspecting the hydraulic hose lines for damage	4
5	Inspecting the hydraulic hose lines for leaks	5
6	Documenting the inspection	5
7	Replacing hydraulic hose lines	5

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Fig.195219

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1 Safety guidelines

WARNING
Damaged and leaky hydraulic hose lines!
Fire, accidents, death, severe injury, property damage.

If leaky areas are found:
► Have these leaky areas inspected immediately by authorized and trained expert personnel and remedied.

If damage is found:
► Have the hydraulic hose lines replaced exclusively by authorized and trained expert personnel.

If it is determined that the service life is over:
► Have the hydraulic hose lines replaced exclusively by authorized and trained expert personnel.

Make sure that the following prerequisite is met:
– A **competent person for hydraulic hose lines** inspects the hydraulic hose lines.

A **competent person for hydraulic hose lines** has the following knowledge:
– Knowledge and experience in hydraulic and mechanics
– Knowledge of all requirements regarding valid standards:
  • ISO 8331
  • ISO 2230
  • ISO 1402
  • ISO/TR
  • EN 853 to EN 857
  • National regulations
– **or:** Knowledge of all requirements regarding the valid German standards, for example:
  • DIN 20066:202-10
  • BGR 237 Feb 2008, BG-Regulation

2 Inspection intervals

The inspection of hydraulic hose lines must be carried out in the following intervals:
– when the crane is **up to 10 years** old, at least one inspection every twelve months
– when the crane is **older than 10 years**, at least one inspection every six months

3 Checking the end of the service life

Hydraulic hose lines have a limited service life.

When hydraulic hose lines are properly stored, installed and used, then the manufacturer guarantees a service life of at least 10 years.

The life expectancy of hydraulic hose lines can deviate significantly from the noted service life of hydraulic hose lines.

Note
Special case: Active rear axle steering!
► The life expectancy of hydraulic hose lines is six years, including a storage period of maximum two years.

The life expectancy of a hydraulic hose line depends on various factors:
– Environmental influences, for example: Temperature, humidity, corrosive air
– Use

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- Working cycles
- Number of bending cycles
- Friction
- Fluid

The following factors reduce the life expectancy significantly:
- Heat
- Repeated bending under pressure

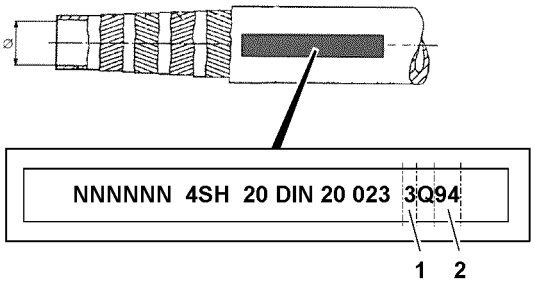

Fig.120159: Example for identification of hydraulic hose lines

The manufacturing date is marked on the fixtures or fittings.

► Read the quarter **1** of manufacture.
► Read the year **2** of manufacture.

When the life expectancy of a hydraulic hose line has been exceeded, then a **competent person** can decide **not** to replace the hydraulic hose line. Document the decisions, see section „Documenting the inspection“.

When the end of the service life is determined:
► Have the hydraulic hose lines replaced exclusively by authorized and trained expert personnel.

4 Inspecting the hydraulic hose lines for damage

Hydraulic hose lines must be replaced when one of the following damage is present:
– Damage on outer surface, such as chafe marks, cuts and cracks
– Brittleness due to aging of outer layer (cracks)
– Distortion, such as splitting of hose layers, bubbles, crushed areas, kinks, rotational stress
– Leakages
– Damage or distortion of hose fixtures or hose fitting (seal is endangered)
– Movement between hose and hose line, hose working itself loose from the fixture or the fitting
– Requirements for installation **not** observed
– Corrosion of fixture or fitting (solidness or function of fitting is endangered)

When the hydraulic hose line is **not** completely accessible:
► Remove the hydraulic hose line.

When the hydraulic hose line is protected with a protective hose:
► Check the hose protection for abrasion Abrasion on a hose protective hose can indicate abrasion on the hydraulic hose line.
► Check hydraulic hose lines for distortion in pressureless and pressurized status and during bending.

When the hydraulic hose line is slightly damaged, then a **competent person** can decide **not** to replace the hydraulic hose line. Document the decisions, see section „Documenting the inspection“.

If damage is found:
► Have the hydraulic hose lines replaced exclusively by authorized and trained expert personnel.

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5 Inspecting the hydraulic hose lines for leaks

► Check the crane for escaped hydraulic oil.
► Check the crane for leaks by visually checking the ground under the crane.

When the hydraulic system leaks:
► Have these leaks inspected immediately by authorized and trained expert personnel and remedied.
or
Contact Liebherr Service.

6 Documenting the inspection

Make sure that the following prerequisite is met:
– A **competent person for hydraulic hose lines** documents noticeable observations.

The following data about hydraulic hose lines is documented:
– Installation location
– Condition
– Date
– Time

► Document noticeable observations comprehensibly.

When the life expectancy of a hydraulic hose line has been exceeded of if the hydraulic hose line is slightly damaged, then a **competent person** can decide **not** to replace the hydraulic hose line.

When the hydraulic hose line is **not** replaced:
► Document decisions and replacements comprehensibly.
► Document the date for the next inspection comprehensibly.

7 Replacing hydraulic hose lines

To ensure maximum safety, sealing and service life, the following guidelines apply for replacement of hydraulic hose lines.

WARNING
Impermissible spare parts!
Death, severe injury, property damage.
► Do **not** use repaired or used hydraulic hose lines.
► Use exclusively Original Liebherr spare parts.
► Use exclusively hydraulic hose lines according to manufacturer's specification (including fixtures, rubber piece goods and manufacturing process).

NOTICE
Routing of hydraulic hose lines changed!
Abrasion. Incorrect bending radius. Stress. Shortened service life.
► Keep the routing of hydraulic hose lines.
► Inspect the hydraulic hose lines according to intervals.

► Adhere to the hose bending radii according to the manufacturer's specifications.
► Ensure the routing of hydraulic hose lines according to manufacturer's specifications (pressureless and pressurized condition).
► Ensure the distance between lines and structures.

If necessary:
► Check moving parts in the area of hydraulic hose lines.

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When the hydraulic hose line is installed in straight direction:
- ► Ensure a sag of the hose.
- ► Avoid mechanical tension and twisting of the hose during installation.
- ► Fasten the hydraulic hose line according to manufacturer’s specification.
- ► Do not cross hydraulic hose lines for high pressure and low pressure.
- ► Keep hydraulic hose lines away from hot components.

When hydraulic hose lines are in a surrounding with high temperatures:
- ► Install protective insulation according to manufacturer’s specifications.

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8.12 Inspection of safety controls on the relapse supports

1 S-boom relapse retainer 3

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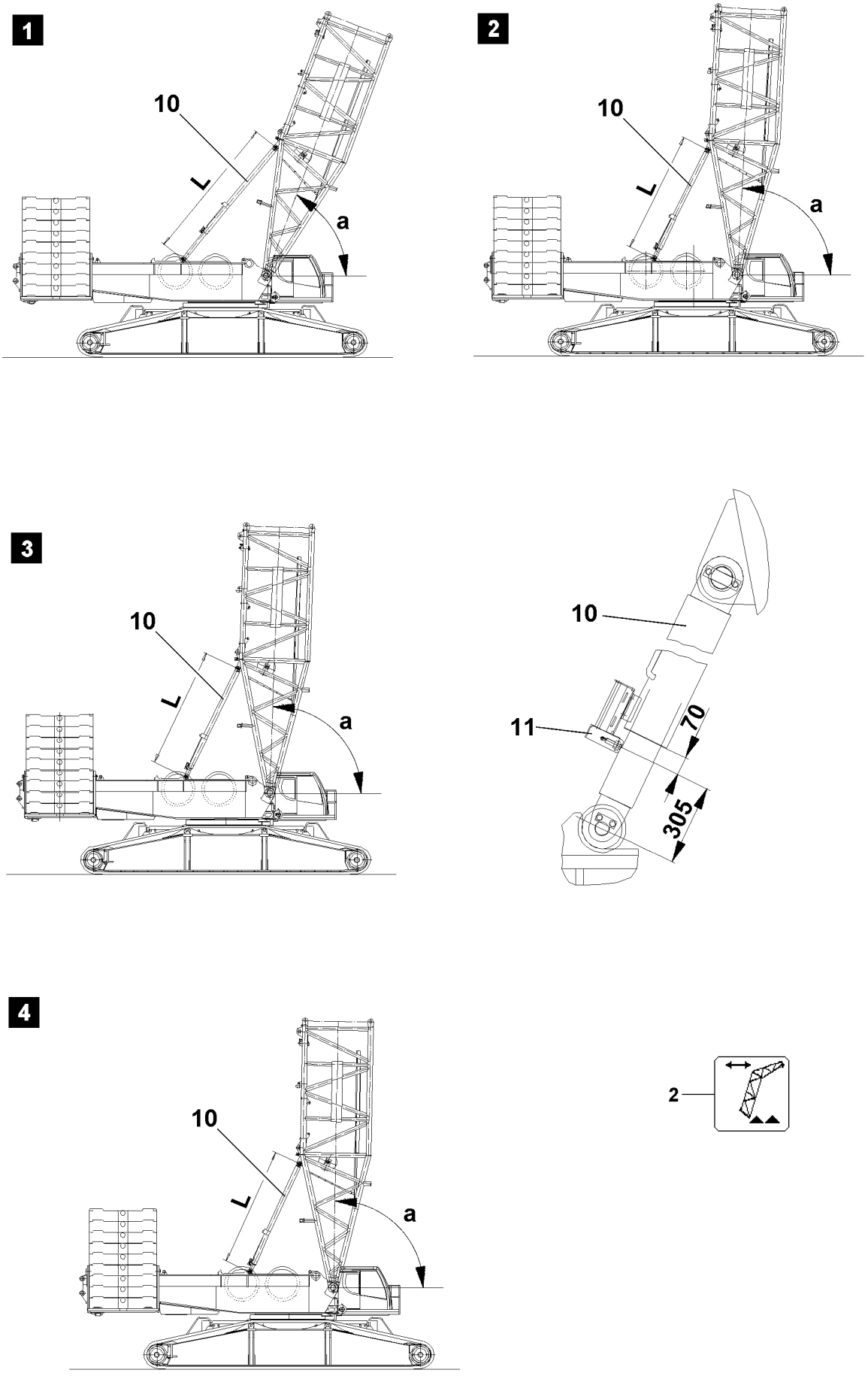

Fig.105322

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1 S-boom relapse retainer

Two hydraulic cylinders prevent the boom from falling backward.

They are controlled on high or low pressure, depending on the operating mode or boom length.

In steepest boom position, the luffing up movement is turned off by the actuated limit switches in the cylinders **10**

1.1 Checking limit switch initiators for function

Cover limit switch initiators **11** on the S-relapse cylinder **10** individually with a metal plate.
- The S-boom „luffing up“ movement must turn off.
- The icon **2** must appear on the LICCON monitor.

	Angle a	**Cylinder length L**
Figure **1**, cylinder extended	69,7°	5486 mm
Figure **2**, steepest position	87°	4595 mm
Figure **3**, electric shut off	88°	4541 mm
Figure **4**, block position	89°	4486 mm

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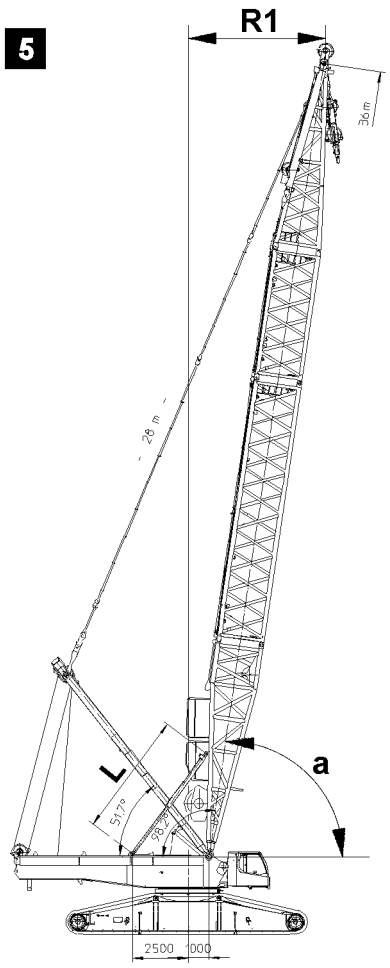

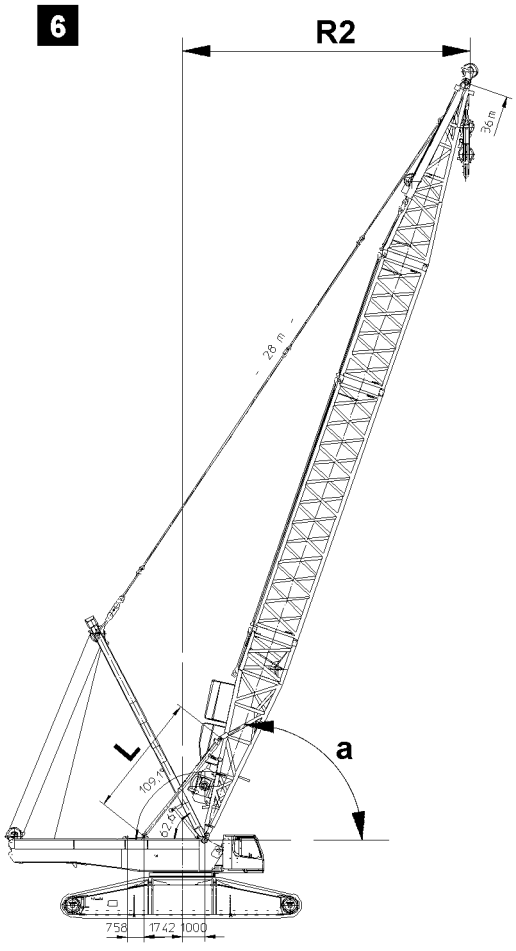

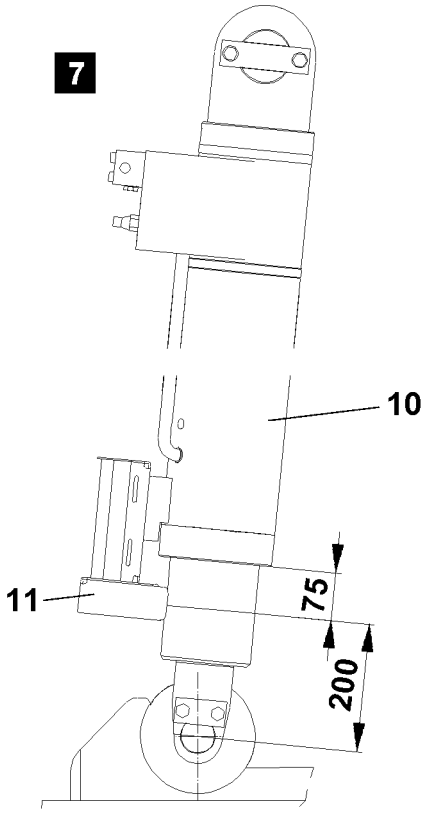

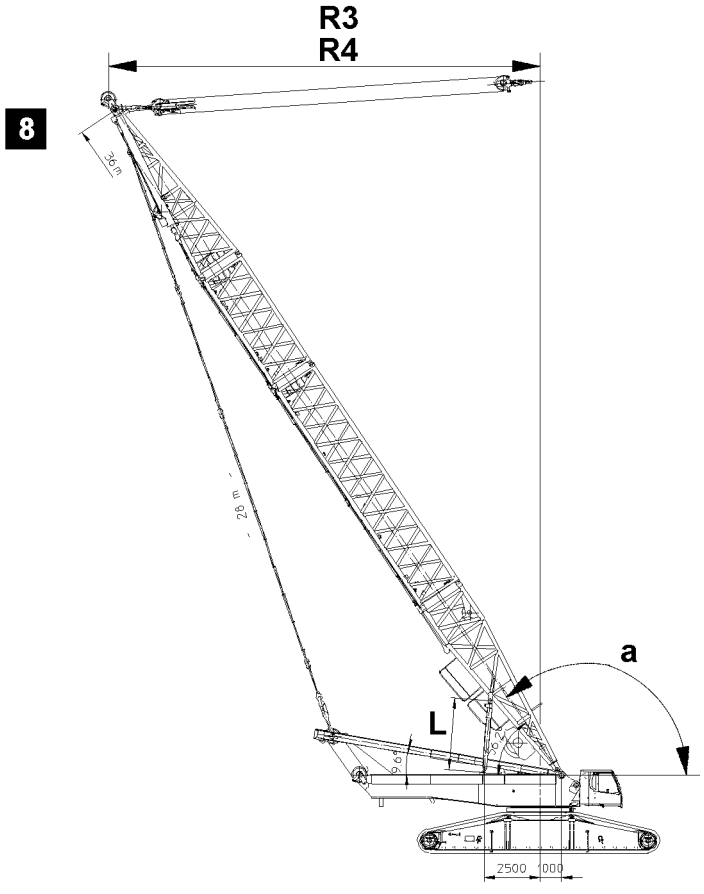

Fig.105323

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2 Derrick relapse retainer

Two hydraulic cylinders prevent the derrick from falling backward.

– If the limit switches on the cylinders are actuated, the winch 4„spool up“ movement is shut off.

2.1 Checking limit switch initiators for function

Cover limit switch initiators **11** on the D-relapse cylinder **10** individually with a metal plate.

– The D-boom „luffing up“ movement must turn off.

2.2 Illustration

	Radius R	D 36 m	D 30 m	Angle a	Cylinder length L
Figure **5**, cylinder extended	R 1	6,3 m	5,4 m	81,8°	5645 mm
Figure **6**, installing position	R 2	13,1 m	11,1 m	70,9°	5645 mm
Figure **7**, electric shut off	R 3	19,0 m	15,7 m	122,8°	3307 mm
Figure **8**, block position	R 4	19,5 m	16,2 m	123,8°	3245 mm

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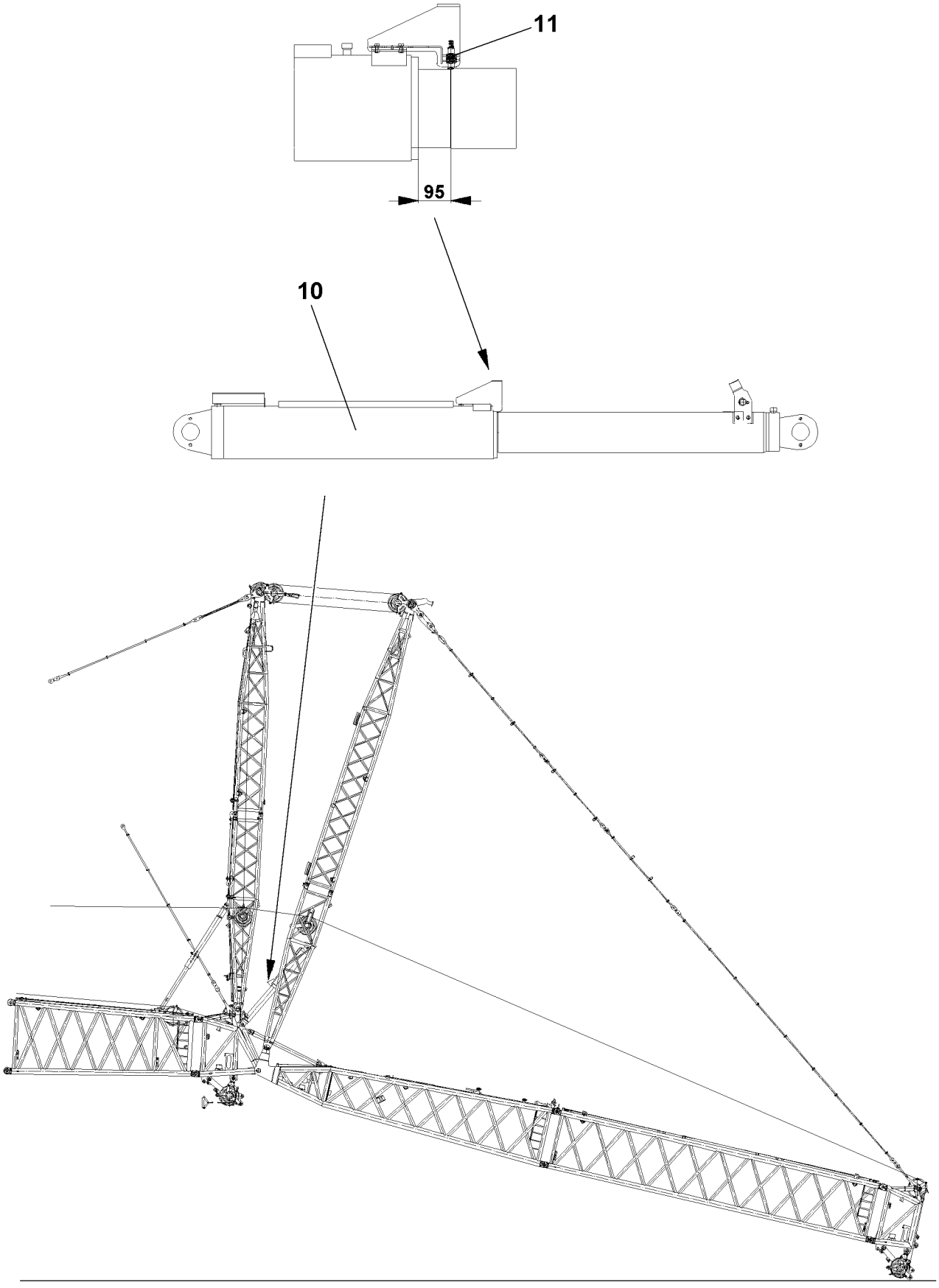

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Fig.105324

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3 W-lattice jib

3.1 Checking limit switch initiators for function

Cover limit switch initiators **11** on the W-relapse cylinder **10** individually with a metal plate.

– The W-control winch „spool up“ movement must turn off.

3.2 Checking limit switch initiators on switch point „steepest position“

Before erecting the boom, check the function of the limit switch initiators **11** in installed condition. Pull up both SA-brackets to the specified dimension (see illustration) until the switch contact opens.

– The W-control winch „spool up“ movement must turn off.
– The icon must appear on the LICCON monitor.

After successful check, reset the SA-brackets to set-up condition.

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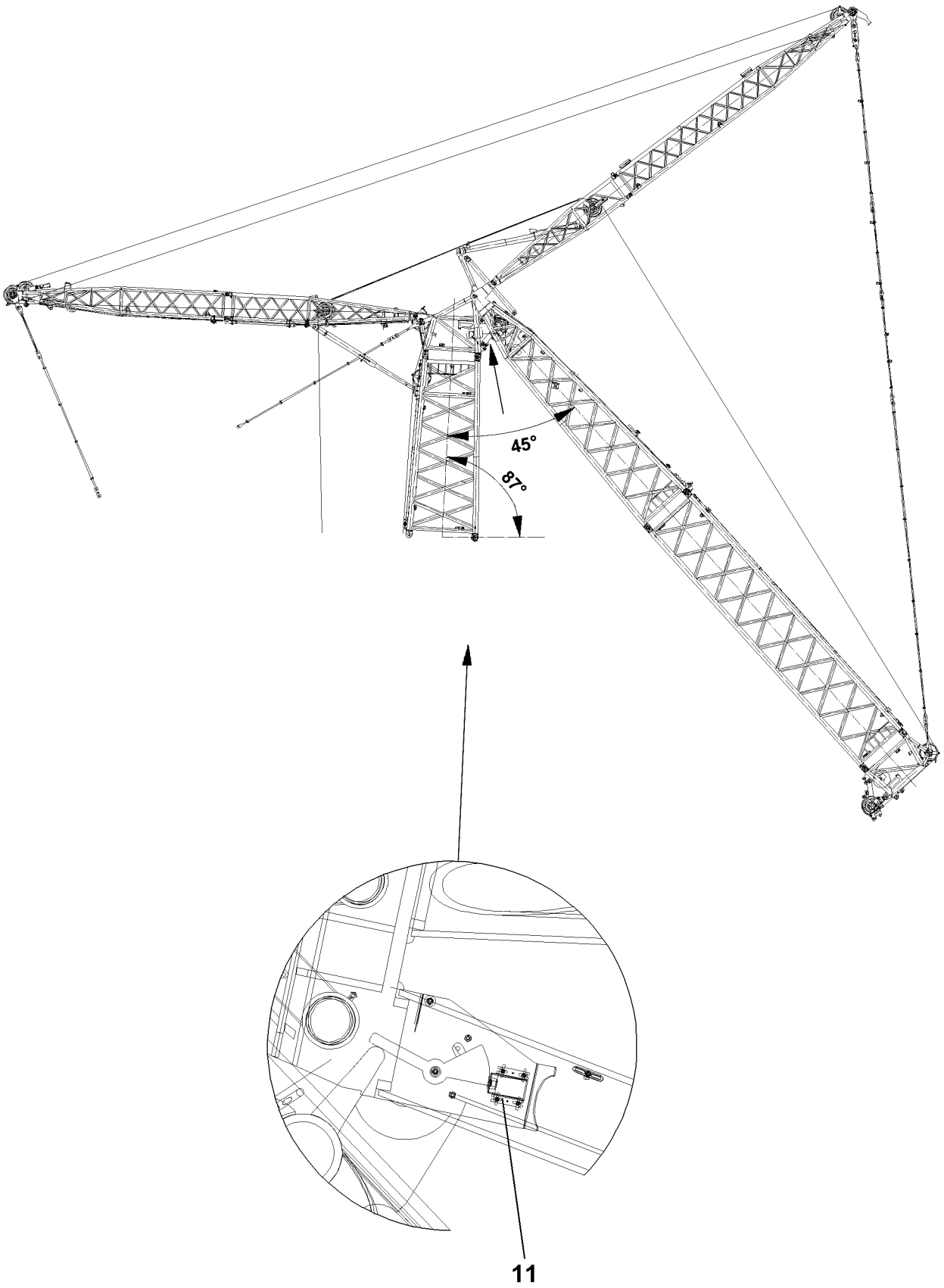

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Fig.105325

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3.3 W-lattice jib „bottom“

3.3.1 Checking limit switch initiators for function

Cover the limit switch initiators **11** individually with a metal plate.

– The W-control winch „reel off“ movement must turn off.

– Switch position „luffing jib bottom“, approx. 45°.
Limit switch initiators **11**, see illustration.

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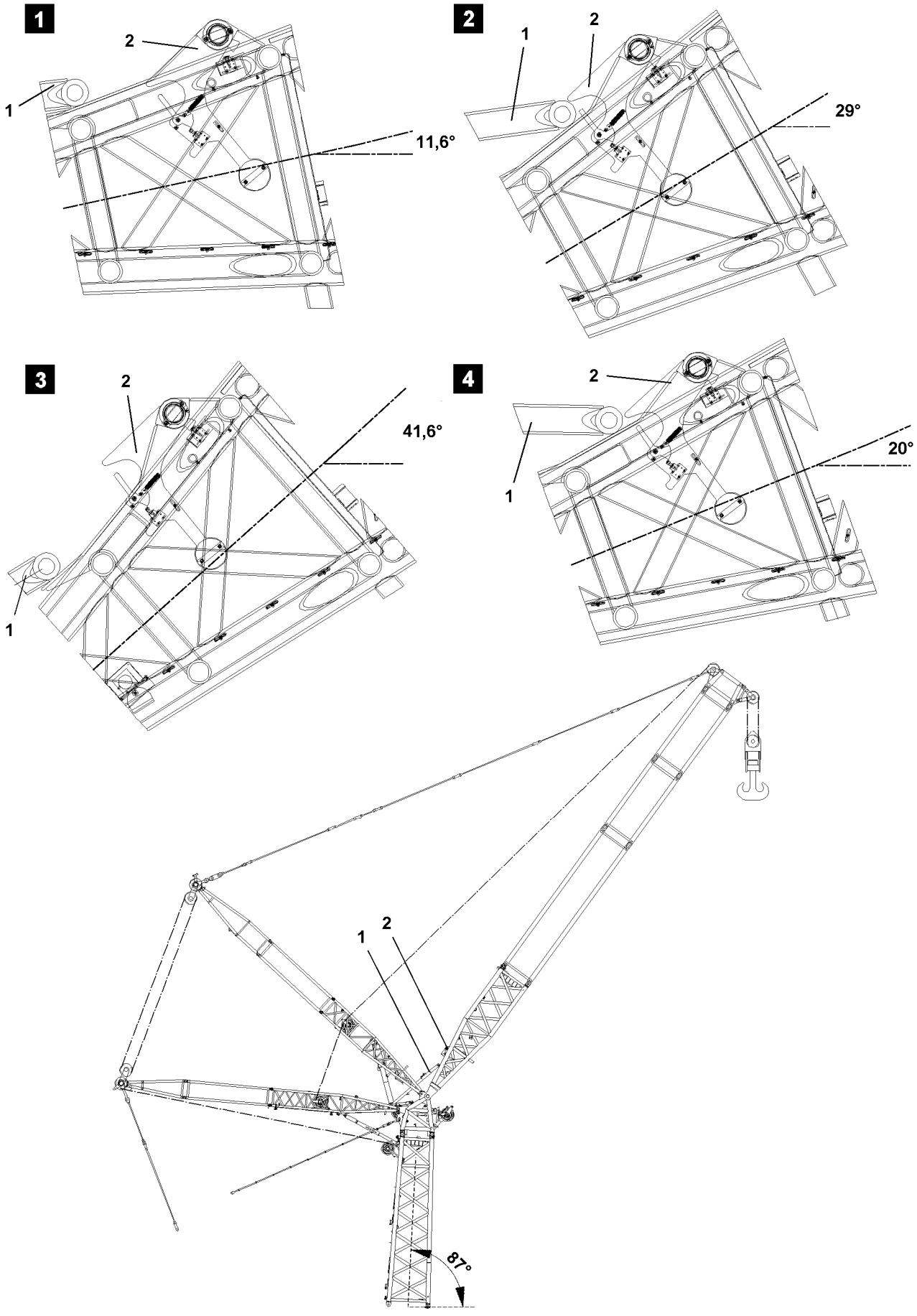

Fig.102346

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3.4 Function check of limit switch initiators on the mechanical relapse retainer

1 Mechanical relapse support
Oscillating safety **2** for mechanical relapse support

In addition to the relapse cylinders, the lattice jib is also secured by a mechanical relapse support **1**, which engages in steepest lattice jib position into the flap of the oscillating safety **2**. The luffing up movement is turned off by the actuated limit switches on the oscillating safety.

WARNING
Danger of tipping over if the oscillating safety is hard to move!
If the oscillating safety **2** is hard to move, the mechanical relapse retainer will no longer function. The W-lattice jib can tip backwards uncontrolled and cause the crane to topple over!
► Crane operation with hard to move oscillation safety **2** is prohibited!
► Before erection, the pendulum of the mechanical relapse retainer must be checked for easy movement over the complete swing range of the pendulum.

Depending on the lattice jib position (boom position = 87°), the flap on the oscillation safety is swung out by the weight of the pendulum:
– 16,4° the flap can be pushed closed , see illustration **1**
– 29° the flap can be pushed open, see illustration **2**
– 45° the flap is swung out, see illustration **3**
– 5,0° the flap is swung in , see illustration **4**

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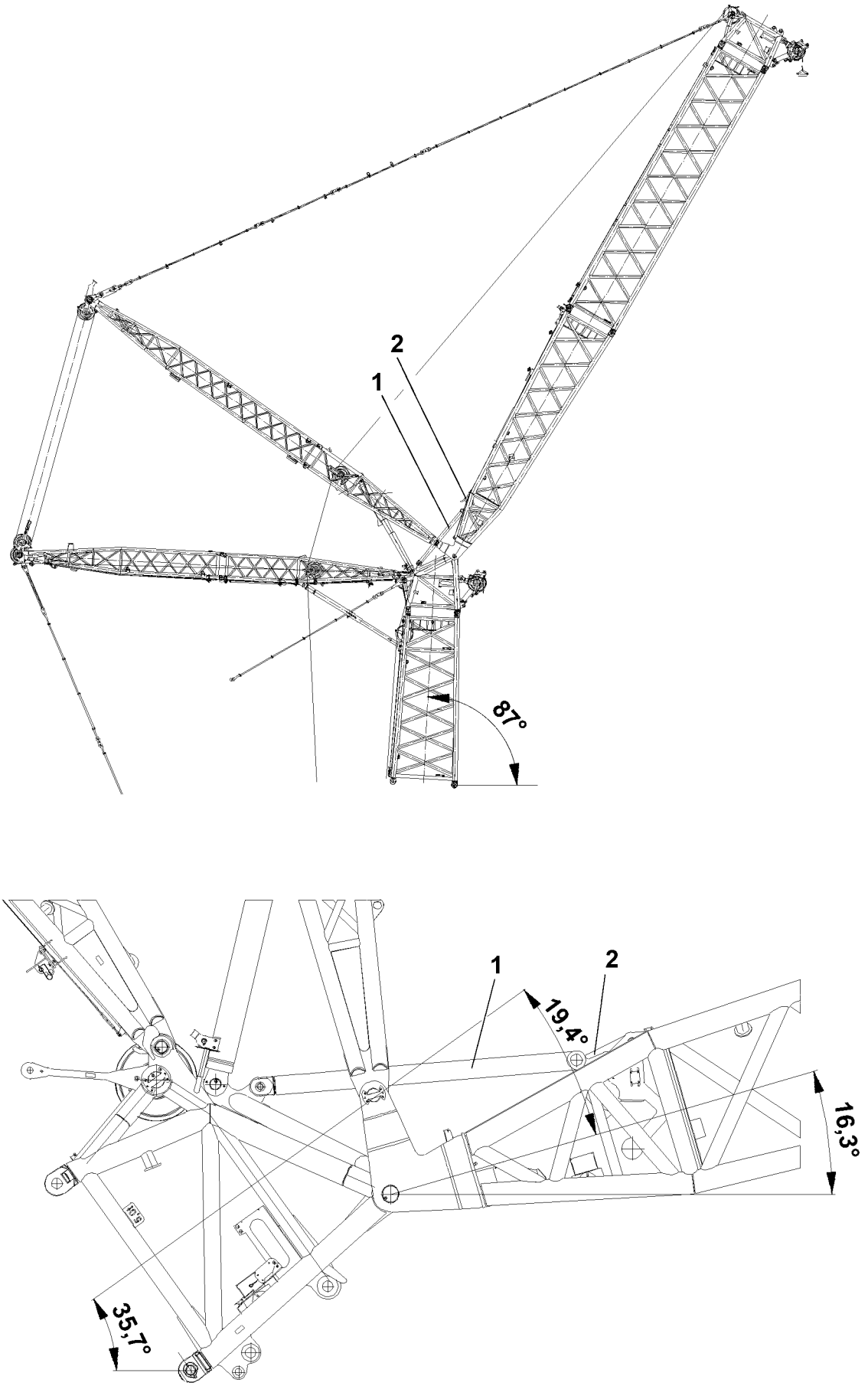

Fig.105380

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3.5 Flap of oscillating safety 2 on collision with mechanical relapse support 1

WARNING
Risk of collision!
If the angle between the boom and the lattice jib is smaller than or equal to 19,4°, the mechanical relapse support **1** will collide with the flap on the oscillating safety **2**. The lattice jib can tip backwards uncontrolled and cause the crane to topple over!
- ► Never fall below an angle of 19.4° when luffing up!
- ► Check visually!

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8.14 Inspection of accumulator pressure in relapse cylinder

1 Checking jib stop cylinder pressure 3

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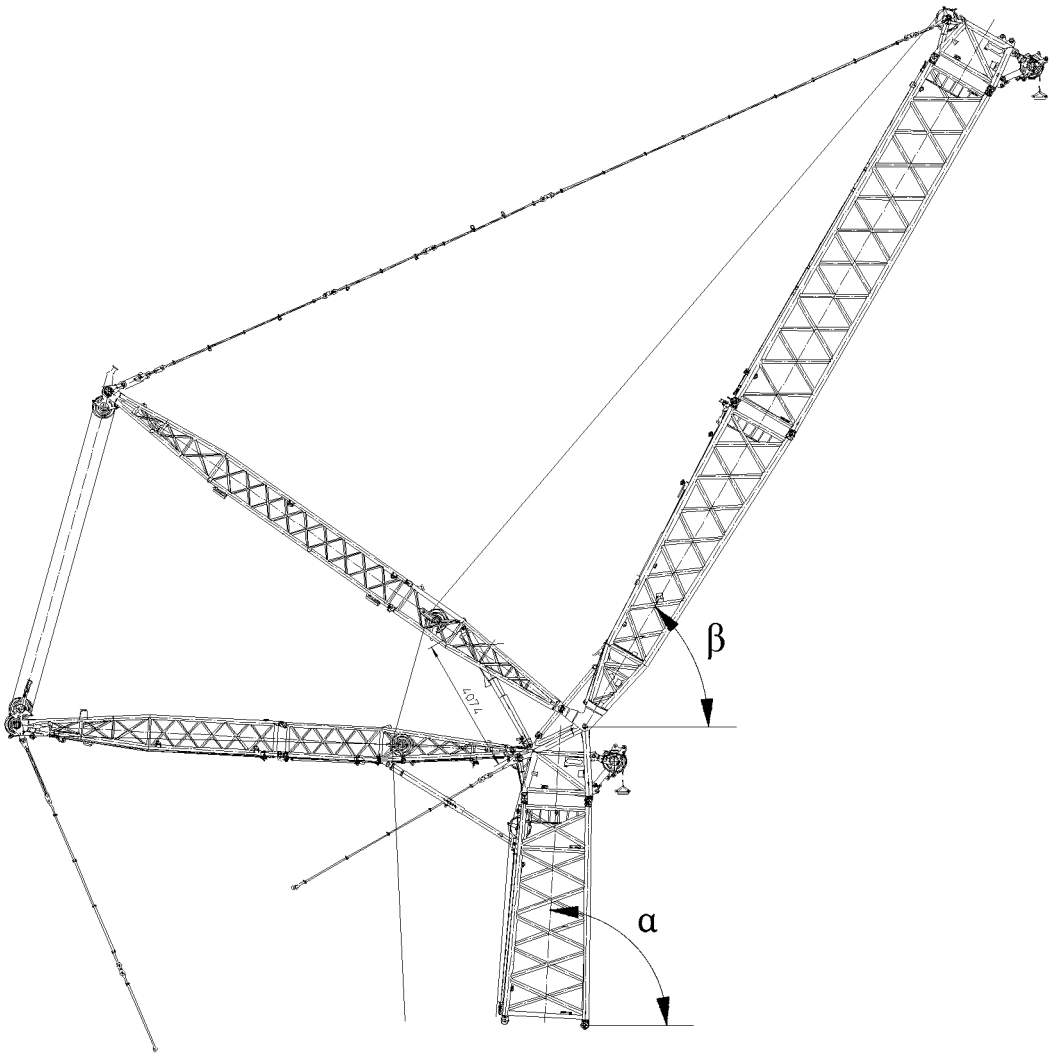

Fig.105350

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1 Checking jib stop cylinder pressure

The jib stop cylinder pressure must be checked using the LICCON operation display before and after crane operation, „see diagnosis“.

The actual pressure displayed on the LICCON operation display must correspond with the target pressure in the table.

Note
- ► The specified target pressure depends on the outside temperature.
- ► The maximum permitted difference between the target pressure and the actual pressure is +/- 10 bar.

The jib stop cylinder pressure is checked as follows:
- – Checking cylinder pressure with „jib stop extended to maximum limit“
- – Checking cylinder pressure with „jib stop in test position“

1.1 Checking cylinder pressure with „jib stop extended to maximum limit“

- – Set main boom and lattice jib to angles specified in table.
- – Compare target pressure in table with actual pressure in LICCON operation display.

„Extend jib stop to maximum limit“								
Boom angle α	Lattice jib angle β	Cylinder length	Stroke	Target pressure				
				-40° C	-20° C	0° C	20° C	40° C
87°	42,9°	4600 mm	1100 mm	119,3 bar	129,5 bar	139,8 bar	150,0 bar	160,2 bar

1.2 Testing cylinder pressure with „jib stop in test position“

- – Set main boom and lattice jib to angles specified in table.
- – Compare target pressure in table with actual pressure in LICCON operation display.

„Jib stop in test position“								
Boom angle (α)	Lattice jib angle (β)	Cylinder length	Stroke	Target pressure				
		mm	mm	-40° C	-20° C	0° C	20° C	40° C
87°	60°	4074 mm	574 mm	172,5 bar	187,4 bar	202,1 bar	216,9 bar	231,8 bar

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8.15 Inspection of guy rods

1	Safety guidelines	3
2	Inspection intervals	3
3	Checking the guy rods	3

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Fig.195219

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1 Safety guidelines

WARNING
Damaged guy rods!
Accident. Death, severe injury, property damage.
► Crane operation with damaged guy rods **1** is prohibited.
► Replace damaged guy rods **1**.

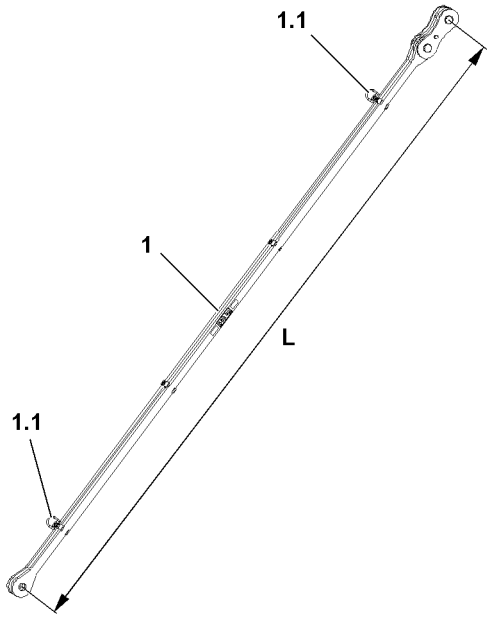

Fig.123845: Guy rod

Make sure that the following prerequisites are met:
– **Authorized and trained expert personnel** checks the guy rods **1**.
– A checklist for documentation of the inspection is on hand

2 Inspection intervals

The inspection of the guy rods **1** must be carried out in the following intervals:
– One inspection of the guy rods every 12 months by an expert.
– One inspection of the guy rods every four years by an authorized inspector.

After a load rip-off or overload of the crane:
– immediate inspection of guy rods by an expert

3 Checking the guy rods

3.1 Inspection

Note
► All inspections of the guy rods **1** must be documented.

The guy rods must be inspected in removed condition.

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WARNING
The guy rods **1** can be ripped off!
If a damaged guy rod **1** is used further, it can rip off in crane operation.
Death, severe injury, property damage.
- ► Crane operation with damaged guy rods is prohibited.
- ► Repairs on guy rods **1** (for example: through welding) are prohibited.
- ► Replace damaged guy rods immediately.
- ► If one of the following stated damage is found, then the guy rods **1** may no longer be used.

3.2 Cracks and dents

- ► Check the guy rods **1** thoroughly through a visual inspection for cracks and dents.

Problem remedy
Damage to guy rods is not clearly evidenced through a visual inspection?
- ► Check the respective areas of the guy rods thoroughly, for example with a magnetic particle test.

- ► If damage is found: Replace the guy rods **1** immediately.

3.3 Elongation

Note
- ► The initial dimension **L** of the guy rods **1** refers to the bore spacing of the pin bores.
- ► The initial dimension **L** of the guy rods **1** is listed in the separate rod plan.

- ► Check the elongation of the guy rods **1** by measuring the guy rods.

WARNING
The guy rods can be ripped off!
The permissible elongation of the guy rods **1** may be a maximum of 0.2 %, for example 14 mm , at an initial dimension **L** of 7000 mm.
Death, severe injury, property damage.
- ► If the maximum permissible elongation is reached or exceeded: Replace the guy rods **1** immediately.

- ► If an elongation of the guy rods of more / equal to 0.2 % of the initial dimension **L** is proven: Replace the guy rods **1** immediately.

3.4 Wear

- ► Check the bores, pins and pin retainers for signs of wear.
- ► If respective wear is present in the stated areas: Replace the guy rods **1** immediately.

3.5 Ductile deformation

- ► If a guy rod **1** shows any ductile deformation: Replace the guy rod **1** immediately.

3.6 Paint / coating

- ► The guy rods **1** must be checked for paint damage or corrosion.
- ► If damage is present on the paint finish / coating: Repair the paint / coating of the guy rods **1** expertly.

NOTICE
Danger of property damage!
- ► Never store guy rods **1** in or near aggressive media, for example: Seawater.

- ► Always store the guy rods **1** properly and outside of aggressive media.

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3.7 Fastening points

- ► Check the fastening points **1.1** of the guy rods **1** for damage.
- ► Replace damaged fastening points **1.1**.

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8.16 Inspection of fiber guy ropes

1	Safety instructions	2
2	Inspection personnel qualification	2
3	Unscheduled inspection	2
4	Inspection intervals	2
5	Documentation	3
6	Inspecting the fiber guy ropes	3

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1 Safety instructions

WARNING
Damaged fiber guy rope!
Accident. Death, severe injury, property damage.

If damage is found:
► Have the fiber guy rope inspected by authorized and trained expert personnel.

When no final evaluation of the damage can be made:
► Send the fiber guy rope to the rope manufacturer for inspection and damage evaluation.

If it is found that a fiber guy rope cannot be used any longer or cannot be repaired:
► Replace the fiber guy rope.

WARNING
Protective equipment **not** worn!
Severe injuries
► Wear protective gloves, a hard hat, safety shoes and safety goggles.

2 Inspection personnel qualification

Make sure that the following prerequisites are met:
- **Authorized and trained expert personnel** inspects the fiber guy rope.
- **In case of doubt:** The rope manufacturer inspects the fiber guy rope.

The authorized and trained expert personnel has the following expertise:
- Knowledge about technical structure and the composition of fiber guy ropes
- Knowledge about relevant inspection criteria for fiber guy ropes
- Knowledge and experience in the use of various test procedures to determine the scope of the damage
- Knowledge and experience in the evaluation of rope damage on fiber guy ropes
- Knowledge about inspection intervals for the required inspections, as specified by the manufacturer
- Knowledge and experience in the evaluation if further use of the fiber guy ropes is permissible
- Knowledge about the required prerequisites for the inspection of fiber guy ropes , as specified by the manufacturer

3 Unscheduled inspection

If at least one of the following events occurs, the fiber guy rope must be inspected immediately:
- Load rip-off
- Overload of the crane
- Shock load of the rope
- Impact load, for example the impact of heavy objects
- Contact with excessively high temperatures, for example fires or flying sparks when grinding or welding
- Contact with chemicals
- After a storm, lightning

4 Inspection intervals

Maintenance intervals for the fiber guy rope, see chapter 7.03.50.

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The fiber guy ropes must be inspected every year within the scope of the periodic inspections.

5 Documentation

Documented information about the fiber guy ropes together with a visual inspection provide a better basis for the rope manufacturer to make decisions and provide suggestions about the conditions and further use of the fiber guy ropes.

- ► Document events that led to an unscheduled inspection.
- ► Document the fire guy rope inspections and results.

Note

- ► Liebherr-Werk Ehingen GmbH recommends documenting operating procedures and work procedures that are performed with a fiber guy rope.

6 Inspecting the fiber guy ropes

WARNING

The fiber guy ropes can rip off!

Depending on the degree of severity of the damage, a damaged fiber guy rope can rip off during crane operation.

- ► To ensure safe crane operation: Continue to use damaged fiber guy ropes only after and extensive inspection and release by the rope manufacturer.

The inspection of the fiber guy ropes can be performed visually.

The fiber guy ropes must be inspected in a removed condition.

The degree of severity of possible damage and further use of the fiber guy ropes depends mainly on which layers of the rope structure and where and how they were damaged.

In case of obvious severe rope damage, safe crane operation should always be the priority and the respective fiber guy rope should be replaced.

If there is any doubt regarding the rope damage, only a detailed inspection of the fiber guy rope by the rope manufacturer can provide information if further use is possible or permissible.

Note

- ► If one or more fiber guy ropes must be replaced: Contact Liebherr-Werk Ehingen GmbH customer service.

To determine the degree of severity of a damaged fiber guy rope, have the fiber guy rope inspected by the rope manufacturer.

The rope manufacturer decides after intensive inspection of the damage:

- – If a repair of the fiber guy rope is possible
- – If further use of the fiber guy rope is possible or useful

Only use the fiber guy rope again if the rope manufacturer declares that the damage is harmless and releases the fiber guy rope for further use.

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6.1 Checking the date of manufacture

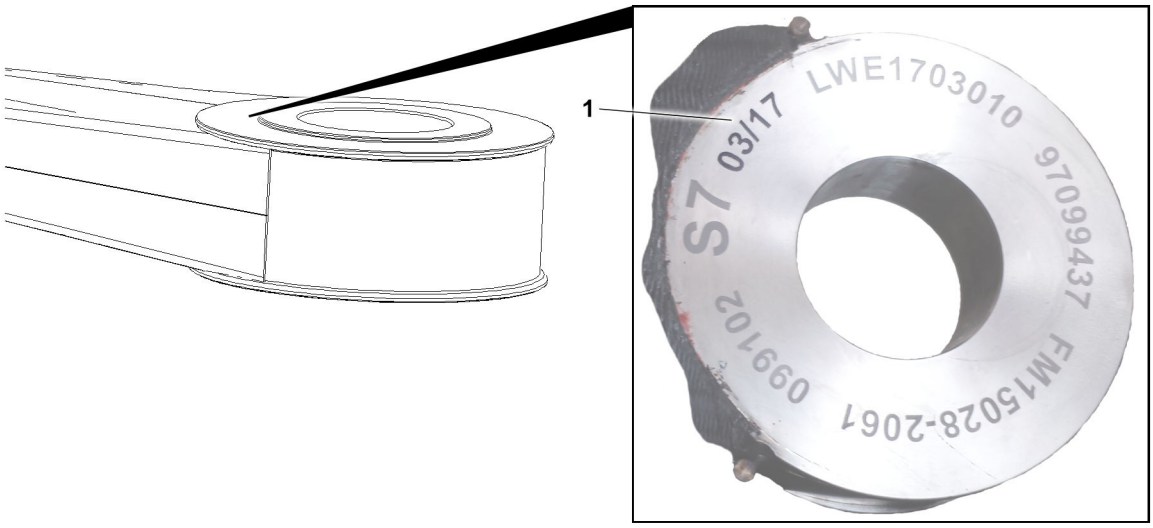

Fig.160913: Fiber guy rope, identification

► Check the date of manufacture **1** on the rope thimble.

If the date of manufacture is more than 25 years ago:

► Replace the fiber guy rope.

6.2 Checking the rope thimble and rope end connection

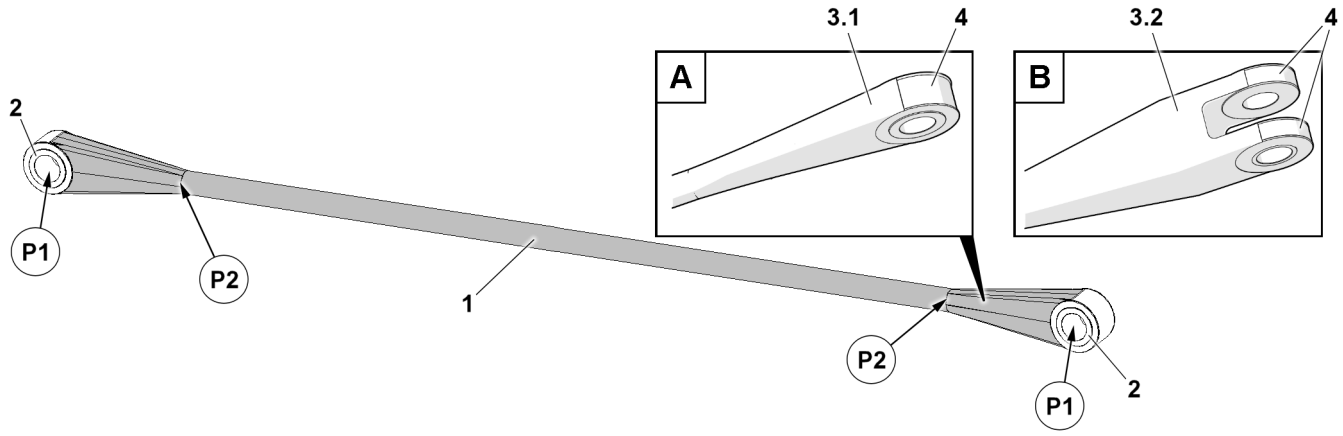

Fig.159238: Rope thimble and rope end connections

1 Fiber guy rope
2 Rope thimble
3.1 Rope end connection „Finger“
3.2 Open rope end connections „Fork“
4 Protective cover

DANGER
Damage in the area of the rope thimble or the rope end connection!
The load bearing capacity is significantly reduced. The rope thimble or rope end connection can rip if used further under load during crane operation.
Death, severe injury, property damage.

► Eliminate damaged fiber guy ropes prior to crane operation.
► Replace fiber guy ropes with a damaged rope thimble or rope end connection.

► Remove the fiber guy rope.

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- ► Carry out a visual inspection of the rope thimble and rope end connections: Cracks, damage, deformation.
- ► Open rope end connections: Check if the pin bores in the fork halves align.
- ► Check the pin bores in the points **P1**: Expansion, elongation and diameter changes.
- ► Check the transitions between the rope and the rope end connection in points **P2**: Warps in the rope sheath.

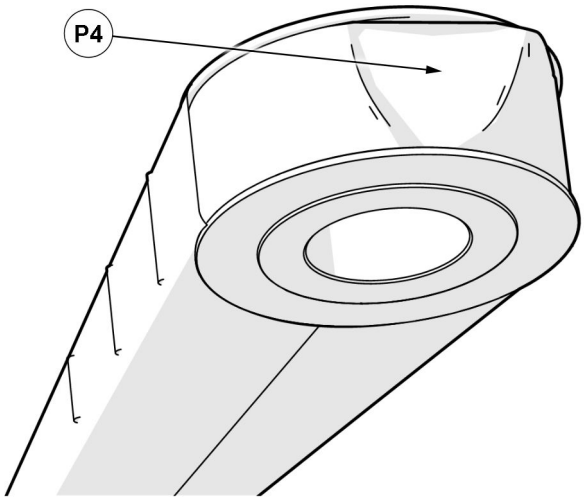

Fig.159926: Protective cover damaged

► Check the protective covers **4** for damage and deformation, for example see point **P4**.

When there are cracks or other severe damage:

► Replace the fiber guy rope.

If there is doubt regarding safe use:

► Contact Customer Service at Liebherr-Werk Ehingen GmbH.

6.3 Gap formation

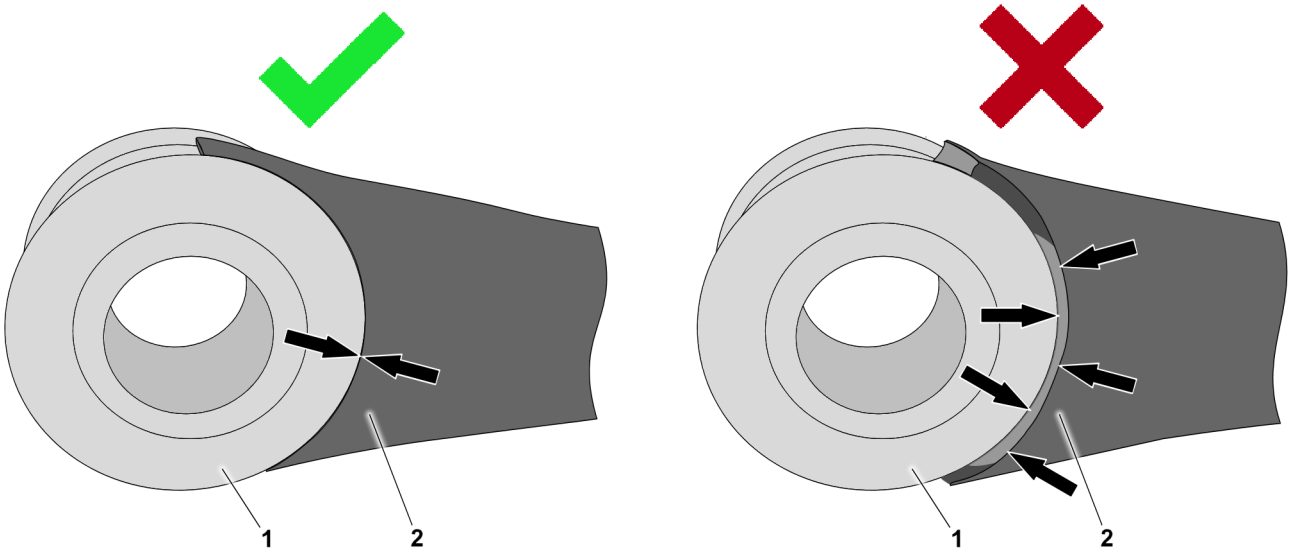

Fig.160910: Fiber guy rope, gap formation

1 Rope thimble **2** Rope sheath

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WARNING
The rope sheath has detached from the rope thimble!
Water and dirt can penetrate and damage the rope.
The load bearing capacity is reduced. The fiber guy rope can rip if further used under load during crane operation.
► Eliminate damaged fiber guy ropes prior to crane operation.

When gap formation is visible:
► Replace the fiber guy ropes.

► Check if there is a visible gap between the rope thimble **1** and the rope sheath **2**.

If there is a visible gap:
► Remove the fiber guy rope.
► Replace the fiber guy rope.
► Contact Customer Service at Liebherr-Werk Ehingen GmbH.

6.4 Inspecting the rope layers

For the inspection, the following rope layers are crucial, to ensure that the degree of damage to the fiber guy rope can be assessed, proceed from the outside to the inside:
– Outer sheath layer
– Middle sheath layer
– Inner sheath layer (red)
– Suspension rope (yellow)

Note
► The damage shown below is an example.

6.4.1 Outer sheath layer damaged

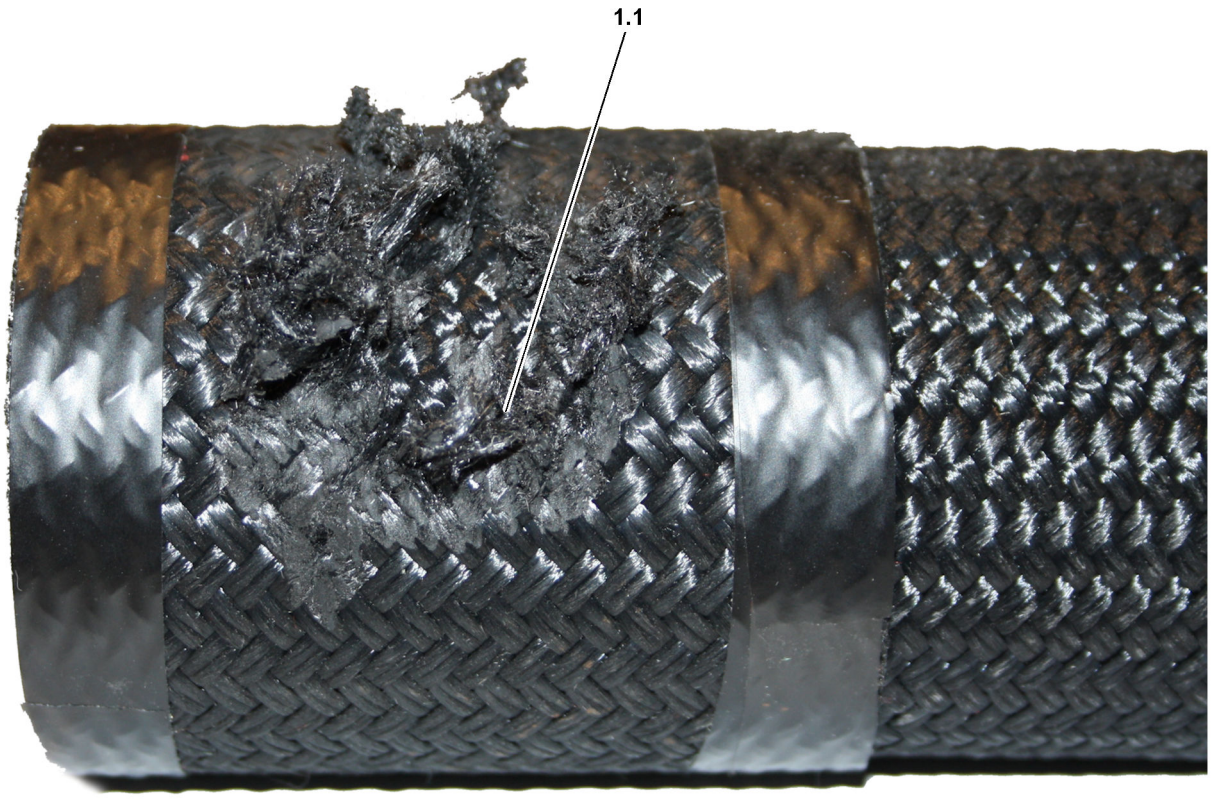

Fig.160903: Damage to the outer sheath layer

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Degree of damage, condition of the fiber guy rope:
– The material of the outer sheath layer **1.1** is partially disintegrated.
– The middle sheath layer is not damaged: No signs of disintegrated material.

► Remove the fiber guy rope.
► Inspect the entire length of the fiber guy rope.

WARNING
Fiber guy rope ripping off!
If the outer sheath layer **1.1** is not properly repaired, then the outer sheath layer **1.1** can unravel widely if further used and the sheath layers underneath can be damaged.
Death, severe injury, property damage.
► Seal the outer sheath layer **1.1** with approved repair materials.

If only the outer sheath layer **1.1** is damaged:
► Carefully remove protruding fibers of the outer sheath layer with a sharp knife or scissors.

The outer sheath layer **1.1** must be repaired properly using approved repair materials.

► Apply resin or binder to the damaged area.
or
Mask the involved area with water-proof, self-adhesive tape.

Result:

– The fiber guy rope can be used further for crane operation.

If there is doubt regarding safe use:
► Contact Customer Service at Liebherr-Werk Ehingen GmbH.

6.4.2 Damaged middle sheath layer

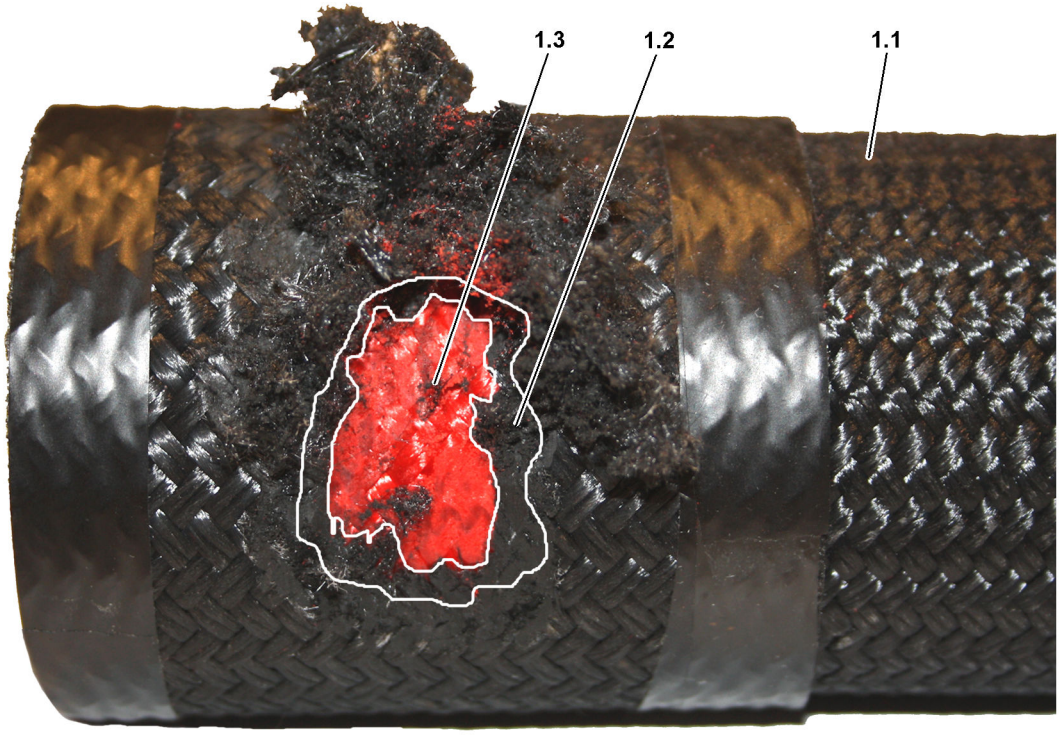

Fig.160902: Damage to the outer and middle sheath layers, inner sheath layer (red) is undamaged

1.1 Outer sheath layer
1.2 Middle sheath layer
1.3 Inner sheath layer (red)

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Degree of damage, condition of the fiber guy rope:
- The outer sheath layer **1.1** is damaged
- The middle sheath layer **1.2** is damaged.
- The inner sheath layer (red **1.3** is visible and undamaged: No signs of disintegrated material.

► Remove the fiber guy rope.
► Inspect the entire length of the fiber guy rope.

WARNING
Damaged fiber guy ropes can rip!
Damaged fiber guy ropes can rip off if further used under load in crane operation.
Death, severe injury, property damage.
► Eliminate damaged fiber guy ropes prior to crane operation.
► Replace the damaged fiber guy rope.

When the outer sheath layer **1.1** and middle sheath layer **1.2** are damaged:
► Replace the fiber guy rope.
► The fiber guy rope must be inspected by the rope manufacturer: Contact Customer Service at Liebherr-Werk Ehingen GmbH.

6.4.3 Inner sheath layer damaged

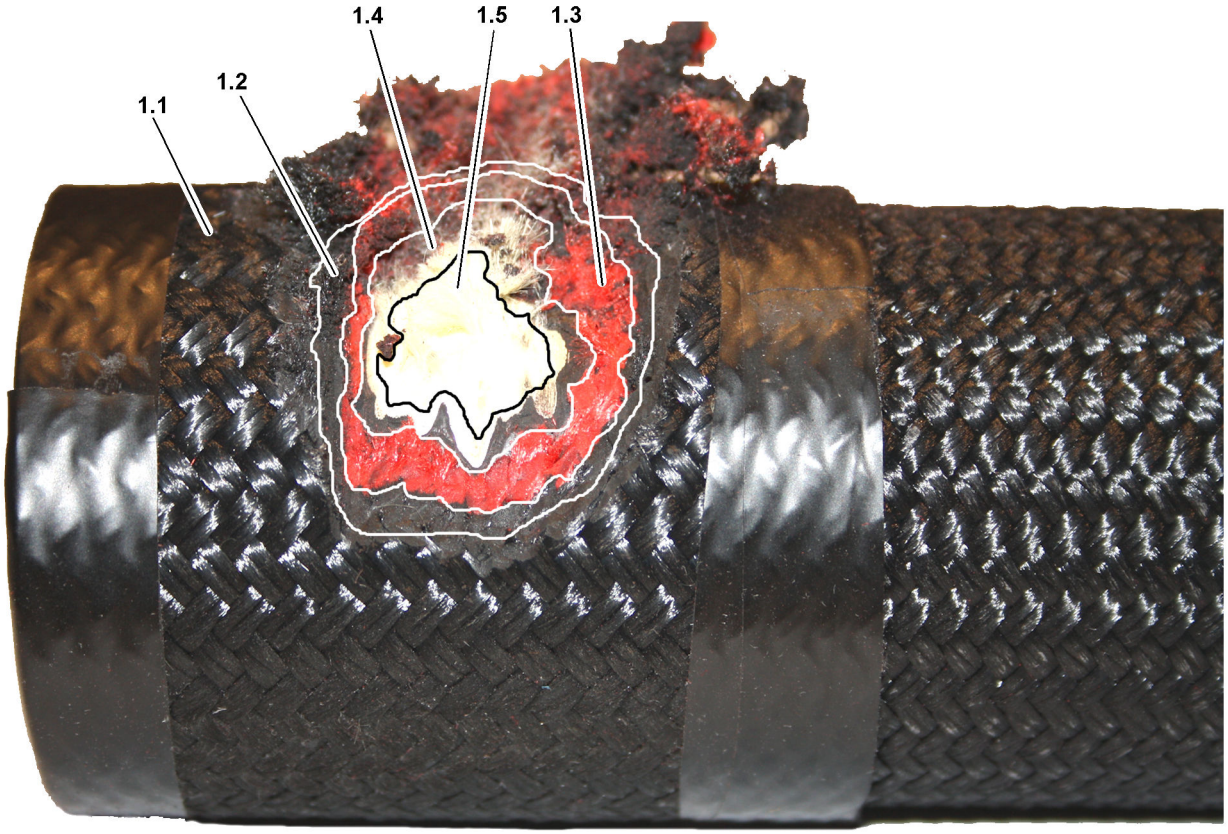

Fig.160901: Damage to the inner sheath layer (red)

1.1 Outer sheath layer
1.2 Middle sheath layer
1.3 Inner sheath layer (red)
1.4 Additional sheath layers
1.5 Suspension rope (yellow)

Inspection criteria, condition of the fiber guy rope:
- The outer sheath layer **1.1** is damaged.
- The middle sheath layer **1.2** is damaged.
- The inner sheath layer (red) **1.3** is damaged.
- Under the middle sheath layer (red) **1.3**, theadditional sheath layers **1.4** or in the worst case the suspension rope (yellow) **1.5** are visible or damaged.

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DANGER
Damaged fiber guy ropes can rip off!
If the suspension rope (yellow) **1.5** is visible or damaged, the fiber guy rope pips off if further used under load during crane operation.
Death, severe injury, property damage.
► Eliminate damaged fiber guy ropes prior to crane operation.
► Replace the damaged fiber guy rope.

If all sheath layers are damaged, repair is **not** possible:

► Remove the fiber guy rope.
► Inspect the entire length of the fiber guy rope.
► Replace the fiber guy rope.
► Contact Customer Service at Liebherr-Werk Ehingen GmbH.

6.5 Buckles

Buckles are angular deformations.

The rope was damaged due to external influences.

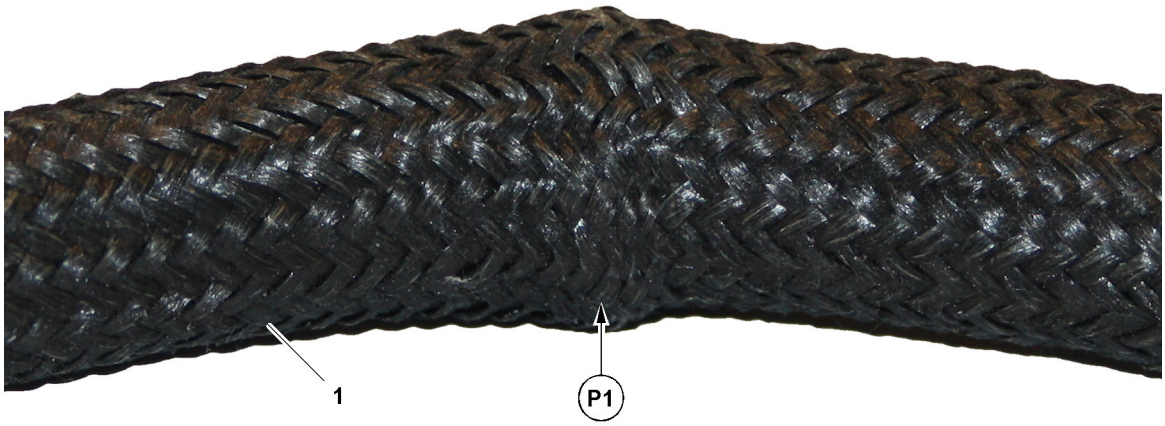

Fig.123618: Buckled fiber guy rope

Inspection criteria, condition of the fiber guy rope:
– A non-tensioned rope has a deformation in the form of a „warp“.
– As the tensile stress increases, this deformation disappears.

A buckle is severe if a fold or compression well as a clear buckle is visible on one side of the fiber guy rope (for example in point **P1**).

When a buckle is present:
► Remove the fiber guy rope.
► Inspect the entire length of the fiber guy rope.

DANGER
Damaged fiber guy ropes can rip off!
If fiber guy ropes are buckled, then the load bearing capacity is significantly reduced.
The fiber guy rope can rip off if further used under load during crane operation.
Death, severe injury, property damage.
► Exclude buckled fiber guy ropes prior to crane operation.
► Replace the damaged fiber guy rope.

► Replace the fiber guy rope.
► The fiber guy rope must be inspected by the rope manufacturer: Contact Customer Service at Liebherr-Werk Ehingen GmbH.

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8.17 Inspection of ladders

1	Safety instructions	3
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4	Inspection sheet and check list	3

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Fig.195219

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1 Safety instructions

WARNING
Damaged ladders!
Accident. Death, severe injury, property damage.

If damage is found:
► Have ladders repaired by authorized and trained expert personnel.

If it is determined that the ladder cannot be repaired:
► Scrap the ladder immediately.

Make sure that the following prerequisite is met:
– **Authorized and trained expert personnel** inspects the ladders.

The authorized and trained expert personnel has the following expertise:
– Knowledge, experience and abilities in repairing ladders
– Is familiar with the necessary prerequisites as determined by the contractor for the inspection of ladders
– Has the knowledge about the type, scope and intervals for the required inspections as determined by the contractor

2 Inspection intervals

The inspection of ladders must be carried out in the following intervals:
– The contractor determines the **required** intervals
– But there must be at least one inspection every **12 months**

Intervals depend on:
– Operating conditions
– Frequency of use
– Operational demands during use
– Frequency and severity of defects found during previous inspections

3 Inspecting the ladders

Make sure that the following prerequisites are met:
– Ladder inspection sheets are on hand. For blank form, see section „Inspection form for the inspection of ladders and steps“.
– Check lists are on hand. For a blank form, see section „Check list for the inspection of ladders and steps“.

► For every ladder and every step: Enter the data in the ladder inspection form.
or
Get the ladder inspection form for ladders or steps.
► Check the ladders and steps according to the check list and document the results.
► Collect the ladder inspection forms and check lists in the crane documentation.

4 Inspection sheet and check list

A sample inspection form and check list for the inspection of ladders and steps are shown below.

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4.1 Inspection form for the inspection of ladders and steps

Ladder inspection form		
Inventory no. of the ladder / step		
Location / installation location		
Ladder type		Multi-purpose ladder
		Stepladder
		Leaning ladder
		Leaning ladder with transition
		Vertical ladder
		Vertical ladder with transition aid
		Platform ladder
		Step
		Other
Ladder material		Aluminum
		Plastic
		Steel
		Stainless steel
Number of rungs / steps		
Ladder length / ladder shortened to		
Manufacturer / dealer		
Article / type number		
Date of purchase		
Date of selection		
Name of authorized inspector		
Next inspection		

Inspection form for the inspection of ladders and steps

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Fig.151627-en

4.2 Check list for the inspection of ladders and steps

Ensure the recording of the systematic inspection of ladders and steps:
- Summarize the following checklist for an inspection book.

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Inspection criteria	1. Inspection		2. Inspection		3. Inspection		4. Inspection		5. Inspection	
	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
1. Operating instructions (decal on the ladder) Present and legible	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
2. Beams and rungs / stringers and steps										
Loose connections	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Damage, cracks, breaks, wear	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dents, kinks	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Exposed fibers of glass-fiber reinforced plastic	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Paint / glaze significantly damaged (if applicable)	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Tie rod loose or damaged (if applicable)	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Platform loose or damaged (if applicable)	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
3. Ladder locks (if applicable)										
Belts, chains, bracing damaged	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Hinge spreader damaged	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
4. Fixtures										
Hinges, articulations, locks damaged or loose	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Sliding parts are well lubricated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Locking elements do not engage	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
5. Feet and accessories										
Feet, tips, caps missing or damaged	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Cross beam, feet extension defective	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
6. Other defects	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Result of the inspection										
The ladder is OK and can be used	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
The ladder may only be used after it is repaired	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
The ladder must be replaced	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
DATE, SIGNATURE										
Sent for repair to: DATE, SIGNATURE										
Repair / ladder replaced: DATE, SIGNATURE										

Fig. 149994-en

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8.20 Country-specific content

1 Country-specific content 2

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1 Country-specific content

Note
Chapter 8.20 has country-specific content
If supplementary content is available, it is described in the respective language.
► Observe the operating instructions in the language version of the country of use.

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8.90 Inspection chart for cranes

1 Inspection chart for recurring inspections of Liebherr cranes 3

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Fig.195219

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1 Inspection chart for recurring inspections of Liebherr cranes

The following is a checklist to assist the inspector during the periodic inspections of Liebherr mobile and crawler cranes.

Company:	**Inspector:**
Crane manufacturer: Liebherr	**Crane type:**
Serial number:	**Stock number:**
Year of construction:	**Date:**
Inspector's signature for No. 1 to 22:	

1. inspection category: Crane document						
Component to be inspected	**A**	**B**	**C**	**D**	**E**	**Comments**
Crane inspection log						
Operating and installation instructions						
Crane control log						
Load chart manual						
Job planner						

2. inspection category: Signs / identification						
Component to be inspected	**A**	**B**	**C**	**D**	**E**	**Comments**
Factory tag						
Load data						
Operating instruction label						
Prohibition and command signs						
Other safety signs						

3. inspection category: Travel gear[1]						
Component to be inspected	**A**	**B**	**C**	**D**	**E**	**Comments**
Frame[2]						
Supports[3]						
Axles						
Wheels						
Tires						
Storage						
Transmission						
Universal drive shaft						
Leaf springs / springs						
Shock absorbers						

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3. inspection category: Travel gear[1]						
Component to be inspected	**A**	**B**	**C**	**D**	**E**	**Comments**
Steering						
Brakes						
Hydraulic axle suspension						

4. inspection category: Chassis[1]						
Component to be inspected	**A**	**B**	**C**	**D**	**E**	**Comments**
Coverings						
Accessible surfaces						
Counterweight holders[2]						
Towing devices						
Accesses, ladders						
Holding devices, handles						
Platforms, railings						
Retainer for hook block[2]						
Boom support[2]						

5. inspection category: Chassis - driver's cab[1]						
Component to be inspected	**A**	**B**	**C**	**D**	**E**	**Comments**
Doors						
Windows / windshields						
Window wiper						
Mirrors						
Seat						
Heater						
Ventilation						
Sound absorber						
Trip recorder						
First aid kit						
Spare bulbs						
Hazard warning triangle						
Safety vest						

6. inspection category: Chassis - drive[1]						
Component to be inspected	**A**	**B**	**C**	**D**	**E**	**Comments**
Combustion engine						
Exhaust system						
Fuel tank						

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6. inspection category: Chassis - drive[1]						
Component to be inspected	**A**	**B**	**C**	**D**	**E**	**Comments**
Urea tank						
Fuel container						
Filter						
Sound absorber						
Engine mount						
Oil levels						
Fuel lines						
Urea lines						
Fuel lines						

7. inspection category: Chassis - hydraulics[1]						
Component to be inspected	**A**	**B**	**C**	**D**	**E**	**Comments**
Oil container						
Filter with maintenance indicator						
Pumps						
Motors						
Valves						
Lines						
Hoses						
Cylinders						
Pressure limiting valves						

8. inspection category: Chassis - compressed air system[1]						
Component to be inspected	**A**	**B**	**C**	**D**	**E**	**Comments**
Compressor						
Filter						
Air tanks						
Valves						
Lines						
Hoses						
Cylinders						

9. inspection category: Chassis - electrical system[1]						
Component to be inspected	**A**	**B**	**C**	**D**	**E**	**Comments**
Motors						
Generators						
Battery						

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9. inspection category: Chassis - electrical system[1]						
Component to be inspected	**A**	**B**	**C**	**D**	**E**	**Comments**
Switches / buttons						
Lines						
Fuses						
Resistors						
Lighting						
Brake lights						
Blinkers						
Tail lights						
Working lights						
Signaling systems						
Indicator lights						
Battery switch						
Limit switches: Transmission, steering, drive train						
Support pressure indicator[2]						

10. inspection category: Chassis - control systems[1]						
Component to be inspected	**A**	**B**	**C**	**D**	**E**	**Comments**
Engine regulation						
Transmission						
Couplings						
Circuits						
Brakes						
Steering						
Control displays						
Engine shut off line						
Control of supports[2]						
Axle suspension						
Crane leveling						
Rear axle steering						

11. inspection category: Superstructure						
Component to be inspected	**A**	**B**	**C**	**D**	**E**	**Comments**
Frame						
Coverings						
Treads						
Storage						

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11. inspection category: Superstructure						
Component to be inspected	**A**	**B**	**C**	**D**	**E**	**Comments**
Counterweights						
Relapse retainer						
Slewing ring connection: Tilt play						
Slewing ring connection: Mounting screws						
Slewing ring connection: Gears						
Slewing gear: Mounting screws						
Slewing gear: Gears						

12. inspection category: Superstructure - crane operator's cab						
Component to be inspected	**A**	**B**	**C**	**D**	**E**	**Comments**
Doors						
Windows / windshields						
Window wiper						
Mirrors						
Seat						
Heater						
Ventilation						
Muffler						
Joystick for working functions						
Gear shifts						
Retainer: Crushing / shear locations						

13. inspection category: Superstructure - Retaining and protection devices						
Component to be inspected	**A**	**B**	**C**	**D**	**E**	**Comments**
Accesses, ladders						
Handles						
Coverings						
Covers						
Hatches						
Treads						

14. inspection category: Superstructure - drive train						
Component to be inspected	**A**	**B**	**C**	**D**	**E**	**Comments**
Combustion engine						
Exhaust system						
Fuel tank						
Urea tank						

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14. inspection category: Superstructure - drive train						
Component to be inspected	**A**	**B**	**C**	**D**	**E**	**Comments**
Fuel container						
Filter						
Sound absorber						
Engine mount						
Fuel lines						
Urea lines						
Fuel lines						

15. inspection category: Superstructure - hydraulic system						
Component to be inspected	**A**	**B**	**C**	**D**	**E**	**Comments**
Oil container						
Filter						
Pumps						
Motors						
Valves						
Lines						
Hoses						
Cylinders						
Pressure limiting valves						
Lowering brake valves						
Brake control: Hoist gear						
Brake control: Slewing gear						

16. inspection category: Superstructure - electrical system						
Component to be inspected	**A**	**B**	**C**	**D**	**E**	**Comments**
Motors						
Generators						
Batteries						
Switches / buttons						
Lines						
Fuses						
Resistors						
Lighting						
Signal lights						

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17. inspection category: Superstructure - control systems						
Component to be inspected	**A**	**B**	**C**	**D**	**E**	**Comments**
Engine regulation						
Transmission						
Flexible couplings						
Circuits						
Engine shut off line						
Control displays						

18. inspection category: Superstructure - rope drives						
Component to be inspected	**A**	**B**	**C**	**D**	**E**	**Comments**
Winch 1[3]						
Winch 2[3]						
Winch 3[3]						
Winch 4[3]						
Winch 5[3]						
Winch 6C[3]						
Winch 6[3]						
Assembly winches [3]						
Rope pulleys						
Rope end connection						
Rope for winch 1						
Rope for winch 2						
Rope for winch 3						
Rope for winch 4						
Rope for winch 5						
Rope for winch 6C						
Rope for winch 6						
Rope for assembly winches						
Guy ropes						

19. inspection category: Superstructure - hook						
Component to be inspected	**A**	**B**	**C**	**D**	**E**	**Comments**
Pulleys						
Rope guards on pulleys						
Axle support						
Load hook						
Load hook mounting						
Hook retention						

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20. inspection category: Superstructure - safety and switch systems						
Component to be inspected	**A**	**B**	**C**	**D**	**E**	**Comments**
Hoist emergency limit switch I						
Hoist emergency limit switch II						
Lowering emergency limit switch I						
Lowering emergency limit switch II						
Boom emergency limit switch I						
Boom emergency limit switch II						
Luffing jib: Boom limit switch I						
Luffing jib: Boom limit switch II						
Load torque limiter						
Angle indicator: Boom						
Angle indicator: Luffing jib						
Angle indicator: Slewing gear						
Safety equipment: Control						
Working range limitation						
Pressure sensor						
Speed sensor						
Wind sensor						
Sliding beam monitoring						
Support pressure indicator						
Incline indicator						
Length indicator: Boom radius, boom length						
Emergency off system						
Engine stop						

21. inspection category: Boom						
Component to be inspected	**A**	**B**	**C**	**D**	**E**	**Comments**
Weld structure						
Rope pulleys						
Change over pulleys feed mechanism						
Luffing cylinder						
Telescoping cylinder						
Boom extension ropes						
Boom retraction ropes						
Boom bearings						
Boom pinning						
Guy rods						
Guy ropes						

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21. inspection category: Boom						
Component to be inspected	**A**	**B**	**C**	**D**	**E**	**Comments**
Control ropes						
Guide ropes						
Safety ropes						
Relapse cylinders						
Pin connections						

22. inspection category: Equipment						
Component to be inspected	**A**	**B**	**C**	**D**	**E**	**Comments**
Weld structure						
Rope pulleys						
Relapse cylinder						
Relapse support						
Oscillation guard						
A-frame bearings						
Pinning of components						
Guy rods with pinning						
Rods with guide rail on A-frame 2 and A-frame 3						
All limit switches with switch mechanism						
Pin connections						

Inspection chart for periodic inspections of Liebherr mobile and crawler cranes

Inspection criteria:

A = Present / complete
B = Condition / maintenance
C = Function
D = Repair / replace
E = Re-inspection required

Evaluation:

Satisfactory = x
Unsatisfactory = -
Not required = 0

Comments:

[1] Inspection of the crane carrier vehicle road worthiness is also fulfilled if it has already been certified by the road traffic department certification authority. For cranes that are not certified for use on public roads, an expert or authorized inspector must conduct the required tests to validate the vehicle's road worthiness.

[2] These inspections must be carried out by an authorized inspector even if it has passed the road traffic department test and is certified.

[3] Inspection of the winches with respect to the actually used proportion of their service life.

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90 Appendix

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90.01 Preface to the appendix

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1 Foreword

This crane may only be used in a flawless technical condition and according to its mission as well as with constant awareness of safety and dangers. Any problems, which could affect safety, must be fixed immediately.

Note
► Modifications on the crane may only be made with written approval by Liebherr-Werk Ehingen GmbH.

1.1 Change to the operating instructions

Changes to the operating instructions are received in the form of chapters. The chapter to be replaced must be removed from the operating instructions and replaced with the new chapter in the same location.

When you receive a change to the operating instructions:
► Remove the chapter to be replaced from the operating instructions.
► File the new chapter in the same location in the operating instructions.
► Destroy the replaced chapter.
► Fill out the change confirmation form in chapter 90.05 of the operating instructions.

1.2 Update to the operating instructions

Updates to the operating instructions, which you receive in the circular as Customer information, must be filed in the operating instructions in chapter 90.05.

Fig.113870: Customer information decal

When you receive an update to the operating instructions:
► Attach the decals **1**, which are enclosed in the customer information to the footer of the respective chapter. See the following example.

Note
Example: Update to the operating instructions!

If there is an update that concerns the operating instructions, chapter 2.04:
► Attach the decal **1** in the footer of chapter 2.04.

► File the update in chapter 90.05 of the operating instructions.
► Fill out the update confirmation form in chapter 90.05 of the operating instructions.

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90.05 Update confirmation

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2	Update confirmation	3
3	Customer information	4

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1 Change confirmation form

Chapter	Change	Completed	
		on	by

2 Update confirmation

Chapter	Update	Completed	
		on	by

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3 Customer information

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