

AC 75 / AC 25



Foreword

For you,

as owner of a crane manufactured by us, we have produced this manual, comprising the most important instructions for its **operation, lubrication and maintenance.**

These instructions should enable you to familiarise yourself with your crane and to use the operating applications as intended. The instructions must always be kept to hand at the operating site.

The complete manual comprises 3 parts:

Part 1 - Operating Instructions for the Crane

Part 2 - Lubrication and maintenance instructions for the crane

Part 3 - Various

Please note that the information contained in this manual corresponds to the state of machine engineering at the time the literature was drawn up. Deviations in the technical specifications, figures and dimensions are therefore possible.

In such cases we make every effort to bring your documentation up to date by sending you modified pages. But we must ask for your kind cooperation. For it is only you who can ensure, that such modifications will be included into your original documentation.

This does apply also and especially for the part of the documentation that is permanently with the crane.

1.4.5 Driving Operation

1.4.5.1 Before Driving

Check the effectiveness of brakes, steering and signal and illumination equipment daily; if a crane is only used occasionally, it must be checked every time before it is operated (or driven).

Before driving the crane, always make sure that there is no-one in the danger zone of the crane. If necessary give a warning sign (actuate the horn before starting the engine for example!).

If you do not have an overview of the danger zone from the crane operator's cab, you must employ a banksman (see section 1.5). This also applies if normal voice communication is not possible as a result of an increased noise level.

Keep the windows of the crane operator's cab clean to ensure good visibility!

Make sure that all accessories are stored safely and cannot cause an accident.

The crane may only be operated, if the control panels of the outriggers are closed and locked.

When driving on public roads, highways and precincts observe the relevant traffic safety regulations and make sure that the crane is properly equipped for road travel.

Adjust the steering wheel in a suitable driving position!

In the case of the **axle loads** a differentiation is made between the technically possible load (technical driveability) and the load permitted in accordance with the road traffic regulations.

"Technical driveability" is only permitted on construction sites or private roads (with the exception of countries which permit axle loads over 12 t).

5.2.1 Driving the Crane in Transport Condition

Observe the stipulations of the operating permit and the exceptions permitted in accordance with § 70 of the road traffic licensing regulations.

The following should be checked before the vehicle is driven on public roads:

1. The main boom head must be lashed to the basic boom with the retaining rope (Z 75 045).
2. The main boom must be set down on the crane chassis.
3. The underride guard must be secured to the main boom head.
4. The hook block must be placed in the holding device provided.
5. The outrigger beams and plates must be correctly secured. (see Section 11.4.2)
6. The separate rear axle steering must be disengaged (see Section 8.1)
7. The suspension level must be correctly set. (see Section 10.1)
8. Check that all auxiliary equipment and components are correctly pin locked and secured.
9. Make certain that there are no unattached components on the vehicle.
10. Insert a new tachodisc in the tachograph in the driver's cab of the crane chassis.
11. The mirror rod is located in the driving position (to fold the mirror rod see Sect. 17.1).



- The drive speed must not exceed 80 km/h.

10.2 Level Adjustment

In order to drive the mobile crane in transport position (site or road travel), all the suspension cylinders must be in the middle position.



If the suspension is defect, the level on the suspension cylinders can be measured.

The distance between the mounting eyes of the suspension cylinders (1) is thereby $X = 600 \text{ mm}$. This value represents the average value of the individual hydraulic circuits I, II and III (Z 155 087).

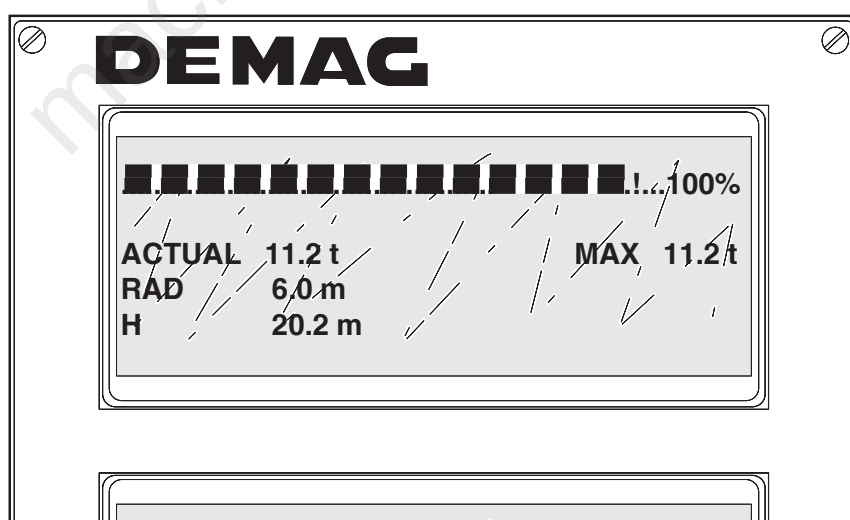
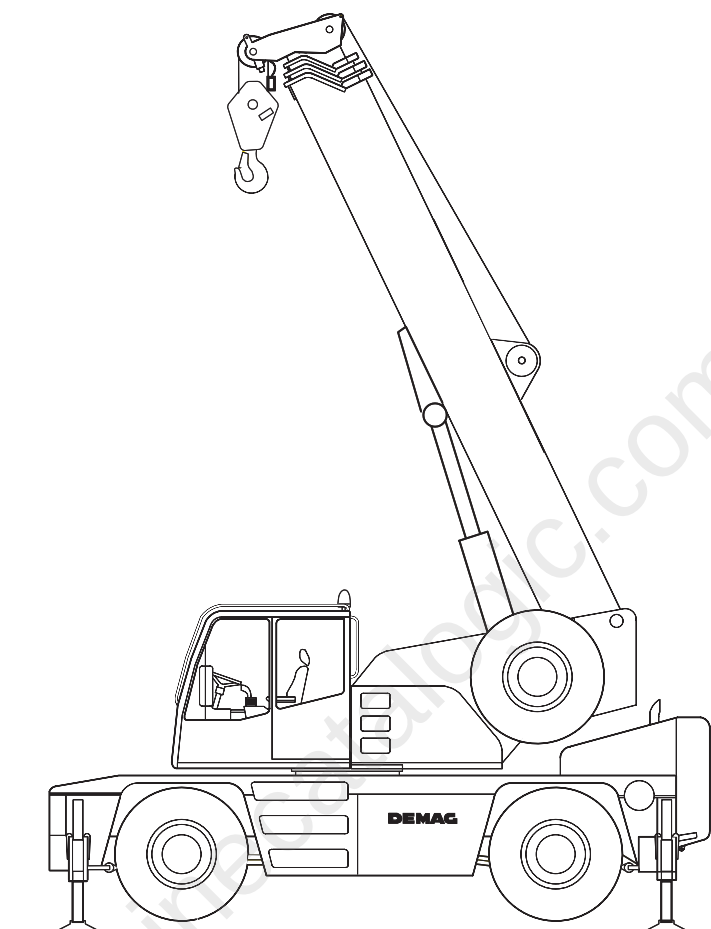
Adjust the hydraulic suspension system as follows:
(Z 75 156)

1. Park the crane on level and horizontal ground and engage hand brake valve (19) to prevent the vehicle from rolling away.
2. Start the engine (gear in neutral) and set the switch (119, S301.1) to drive operation.
3. Switch (48, S 360 "Raise axles") is not actuated.
4. Press and hold rocker switch (47, S 370.1) to raise or lower the overall level of the crane until all the suspension cylinders are level.
The 4 indicator lights (65, H 373), (66, H 372), (67, H 371), (68, H 374) go out. If one of the indicator lights comes on again, for example, adjust level again.



The hydraulic suspension of the crane is only correctly adjusted when all 4 indicator lights (65, H 373), (66, H 372), (67, H 371), (68, H 374) have gone out.

5. To adjust a particular suspension circuit, the suspension can be levelled individually using the rocker switches (43, S 363.1), (44, S 362.1), (45, S 361.1), (46, S 364.1).



Z 75 078

18.1 Telescoping the Main Boom



Before telescoping, the turnbuckle (1) on the main boom head must be removed (Z 75 045).

The main boom comprises 4 boom sections.

The outer section, i.e. the base section, which is pin locked to the luffing cylinder and superstructure frame and 3 telescopic inner boom sections (telescopic sections).

Telescopic section 1 is extended and retracted via a hydraulic cylinder.

Telescopic sections 2 and 3 are connected to the 1st telescopic section via cables. They retract or extend in synchronization with the 1st telescopic section as soon as control lever (6) is moved forward or backwards.
(Z 75 173)

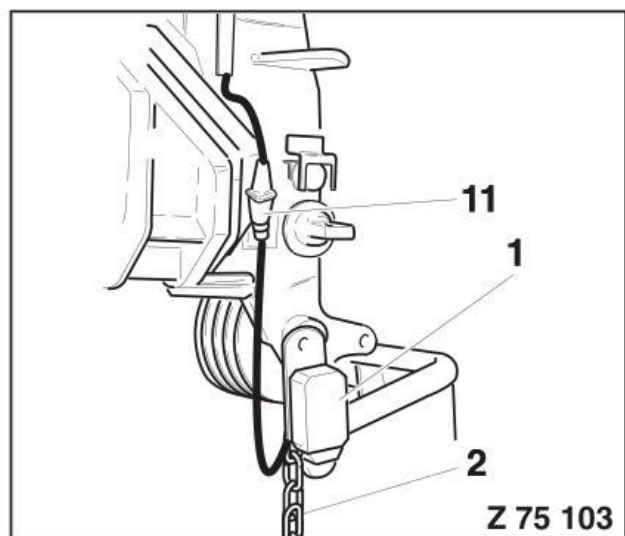
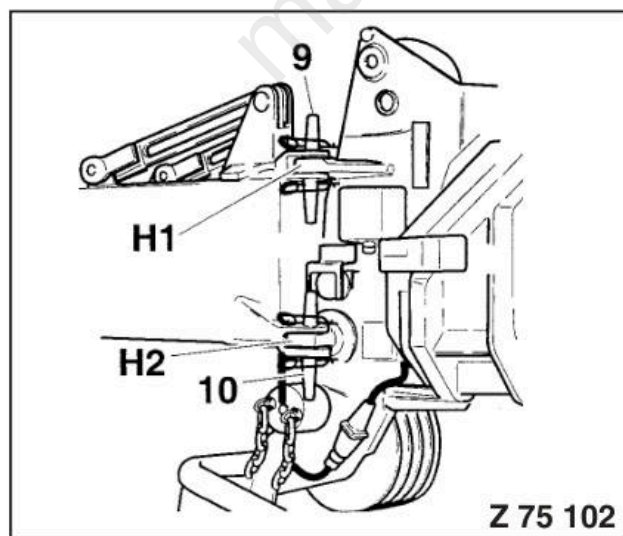
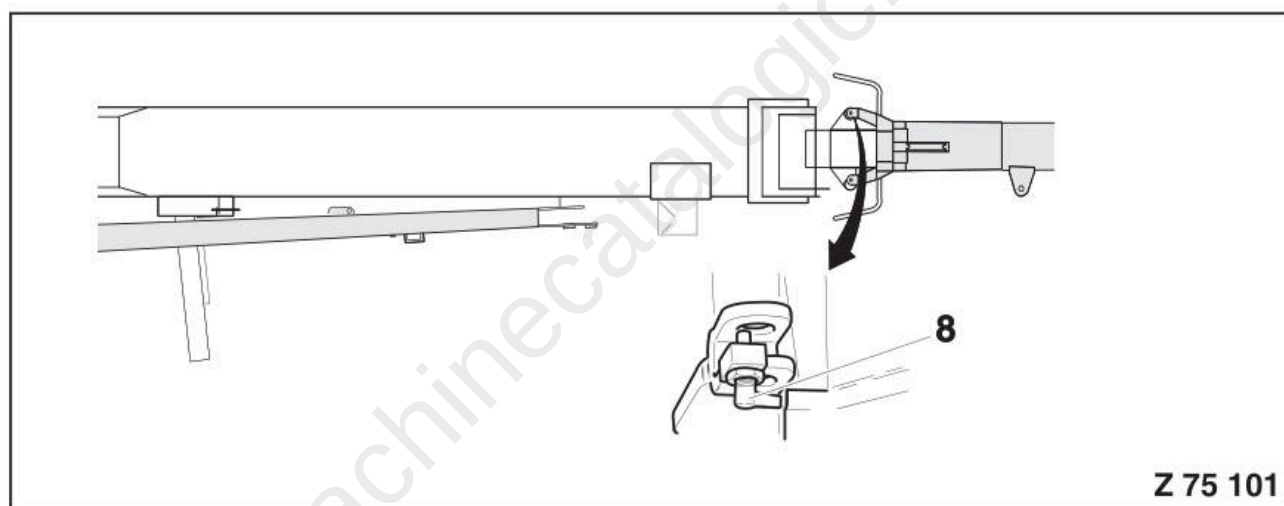
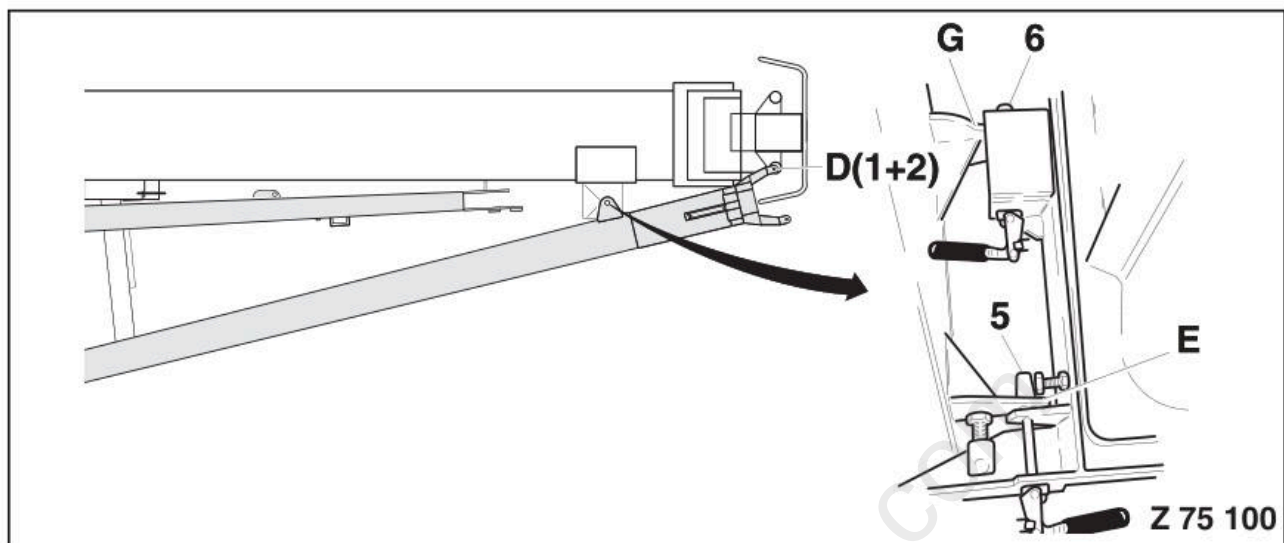
The main boom can be telescoped out from 7.5 m to 25 m.

For telescoping with a load, please refer to Sect. 18.2.2.

When working with the crane, it is essential that the prescribed boom lengths are observed.

When the hook has been raised up to the top and the hoist limit switch has tripped, the main boom cannot be extended any further. The hook must first be lowered using the hoist (see Sect. 20).

All control equipment for telescoping is located in the crane operator's cab.



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