

Foreword

Part 2: Lubrication and Maintenance Instructions for the Crane

For you,

the person responsible for maintenance: we have provided this manual, which includes necessary information for machine lubrication and maintenance, including that for optional equipment.



The information contained in this manual corresponds to the state of machine engineering at the time the manual was drawn up. Deviations in the specifications, diagrams and measurements are possible, due to technical advances. No responsibility can be accepted for damage caused by maintenance errors.

The headings and corresponding symbols "Danger", "Caution", "Note" are used in these maintenance and lubrication instructions as follows:



DANGER

"Danger" is used for maintenance procedures where failure to observe the stipulations made, may result in death or injury.



Caution

"Caution" is used for maintenance procedures where failure to observe the stipulations made may result in damage to the machine or equipment.



NOTE:

"Note" is used to indicate an important maintenance procedure or to draw attention to further information.

Explanation of terms

Maintenance point

Unit or point where the prescribed maintenance is to be carried out (e.g. engine, lubrication point).

Maintenance interval

Number of operating hours after which the prescribed maintenance is always to be carried out. So **"every 10 hours"**, for example, means that the particular maintenance task is to be carried out every 10, 20, 30 etc. operating hours.

General recommendations for lubrication and maintenance tasks

- Clean all nipples, caps and plugs thoroughly before lubrication.
- Fill up the fuel tank at the end of each working day to prevent condensation forming.
- Before the drain plugs, filler plugs, check plugs and filters are reinserted, renew the seals.
- It is easier to change the oil on all units when it is still warm from operation.
- Ensure that the crane is kept clean at all times, i.e. free of all flammable materials. Particularly following maintenance work on the hydraulics, the engine and the fuel system, the crane must be cleaned thoroughly; this is best done with a steam jet.
- Each time the crane is cleaned, grease all lubrication points. Once dry, spray the slew ring toothing with the prescribed grease.
- Never carry out weld repair work without speaking to our "Customer Service Cranes" department first. Non-professional weld repair work may result in further, severe damage, entailing a great deal of time and money in repairs.



Please contact our "Customer Service Cranes" department immediately if you discover cracks in the steelwork of the crane. Please give an exact description as possible of the shape of the crack (Enclose a photo, page from the spare parts catalogue etc.).

5.3 Pump Distributor Gear - Checking the Oil Level (Z 33 303)

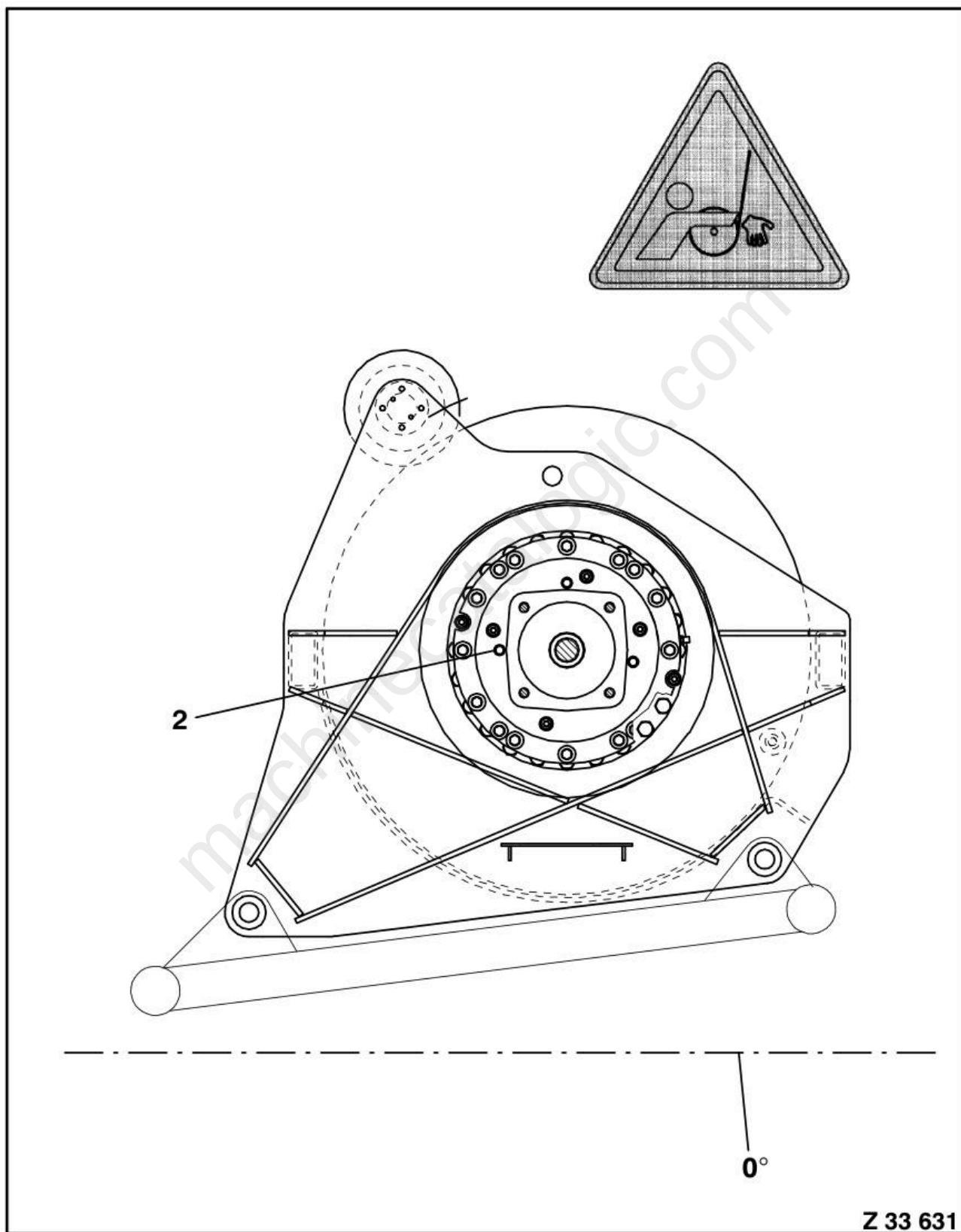
1. In order to check the oil level, withdraw the dipstick (3). The oil should come up to the max. mark.



Under no circumstances must the oil fall below the min. mark. Top up the oil, see Section 5.4, "Changing the Oil".



If a continual loss of oil is determined when checking the oil level, operation must be suspended and the pump distributor gear dismantled.



Cutting into sections

Often cables have to be cut into sections or shortened by the user. The cables can be cut in various ways. Up to a diameter of 8 mm, cable cutters can be used. Mechanical or hydraulic cutters are also available for larger cable diameters. If, however, a power source is available, it is recommended that a pneumatic or electric right angle grinder be used.

In every instance, the cables must be carefully bound next to the point of separation to prevent fraying of the rope ends or changes in the cable and strand laying lengths. This especially applies when sectioning off low or non-twist cables, the strands of which are often purposefully left unformed by the cable manufacturer.

The rope ends must be bound using iron wire; insulating tape cannot prevent structural changes in the cables occurring.

(Z 29 093)

First the separating point is marked using chalk or insulating tape. One end of the seizing wire, approx. four times the cable diameter in length, is then placed along the length of the cable and then this wire and the cable are bound together starting at the separating point (a).

The cable is now bound tightly along a length of approx. three times the rope diameter (b).

The length of wire which has been bound is then pulled tight using pincers and is twisted together with the second wire end (c).

The length of the entwined wire ends is shortened to approx. the diameter of the rope using the pincers. The wire ends are then forced into a valley between two outer strands of the cable by banging them lightly. This prevents an accident occurring.

Following corresponding preparation of the other side of the separating point, the cable can now be cut through (d).

Instead of one long winding, three windings approximately one cable diameter wide can be attached on either side of the separating point.

A1 : Checking the length of the stay bars of the main boom and fly jib LF, type 2420, 2116 and 1813

(Z 33 326)



*For the bracing rods of main boom type 2420, see point "A".
For the bracing rods of fly jib type 2116, see point "B".*

The quantity (with max. fly jib length **LF = 36 m**), the initial length 'X' and the identification number of the stay bars ('B1') of the fly jib are given in the following table:

No.	Qty.	Length 'X' (mm)	Ident. No.
31.1	2	500	631 920 40
31.2	2	400	622 745 40
31.3	2	2.630	647 906 40
31.4	2	see below	628 517 40
31.5	2	4.000	629 025 40
31.6	2	5.585	629 026 40



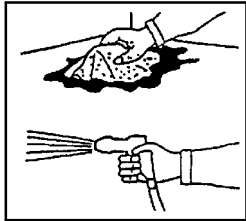
Length 'X' = bore distance (spacing of holes).



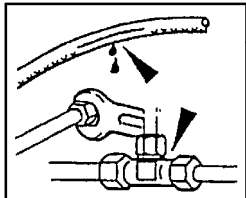
Length of the pin locking positions on the rods 31.4 (see detail 'Z'):

- 36 m fly jib - bore B1 (length 3.110 mm)
- 24 m fly jib - bore B2 (length 3.350 mm)
- 12 m fly jib - bore B3 (length 4.000 mm)

14.5 Fire Prevention - Preventative Measures Against Fire Hazards



- 1 Keep the crane clean, in particular from flammable material. Clean the crane thoroughly following maintenance work on the heating and the fuel system. Remove all residual traces of oil, fuel or cleaning agent.



- 2 After maintaining and/or cleaning the heater, check all the fuel lines and fuel filters for leaks, loose connections, scoured areas and damage (heat damage). Rectify any defects immediately. Defective lines may only be replaced and laid when in their original condition.



- 5 The hand-operated fire extinguishers must be full and ready for use.

Full Version Available

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