

OPERATOR'S MANUAL

This manual has been prepared for and is considered part of -

3339F/YB 4409-2

Crane Model Number

Crane Serial Number

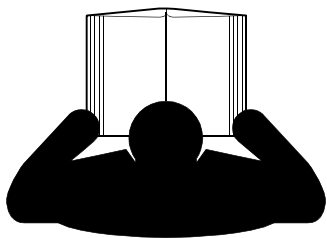
This Manual is divided into the following sections:

SECTION 1	INTRODUCTION
SECTION 2	SAFETY INFORMATION
SECTION 3	OPERATING CONTROLS AND PROCEDURES
SECTION 4	CAPACITY CHART
SECTION 5	ATTACHMENTS
SECTION 6	MAINTENANCE
SECTION 7	ADJUSTMENTS
SECTION 8	SPECIFICATIONS

NOTICE

The crane serial number is the only method your distributor or the factory has of providing you with correct parts and service information.

The crane serial number is identified on the builder's decal attached to the operator's cab. **Always furnish crane serial number** when ordering parts or communicating service problems with your distributor or the factory.



WARNING

To prevent death or serious injury:

- Avoid unsafe operation and maintenance.
- This crane must be operated and maintained by trained and experienced personnel. Manitowoc is not responsible for qualifying these personnel.
- Do not operate or work on this crane without first reading and understanding Operator's Manual and Rating Plate supplied with crane.
- Store Operator's Manual in holder provided on crane.
- Attach laminated Capacity Charts supplied with crane to chain in operator's cab.
- If Operator's Manual or Capacity Charts are missing from cab, contact your distributor for new ones.

criteria for this usage are met by checking for such things as:

- Surface wear; nominal and unusual.
- Broken wires; number and location.
- Reduction in diameter.
- Rope stretch (elongation).
- Integrity of end attachments.
- Evidence of abuse or contact with another object.
- Heat damage.
- Corrosion.

In addition, an inspection should include condition of sheaves, drums and other apparatus with which the wire rope makes contact.

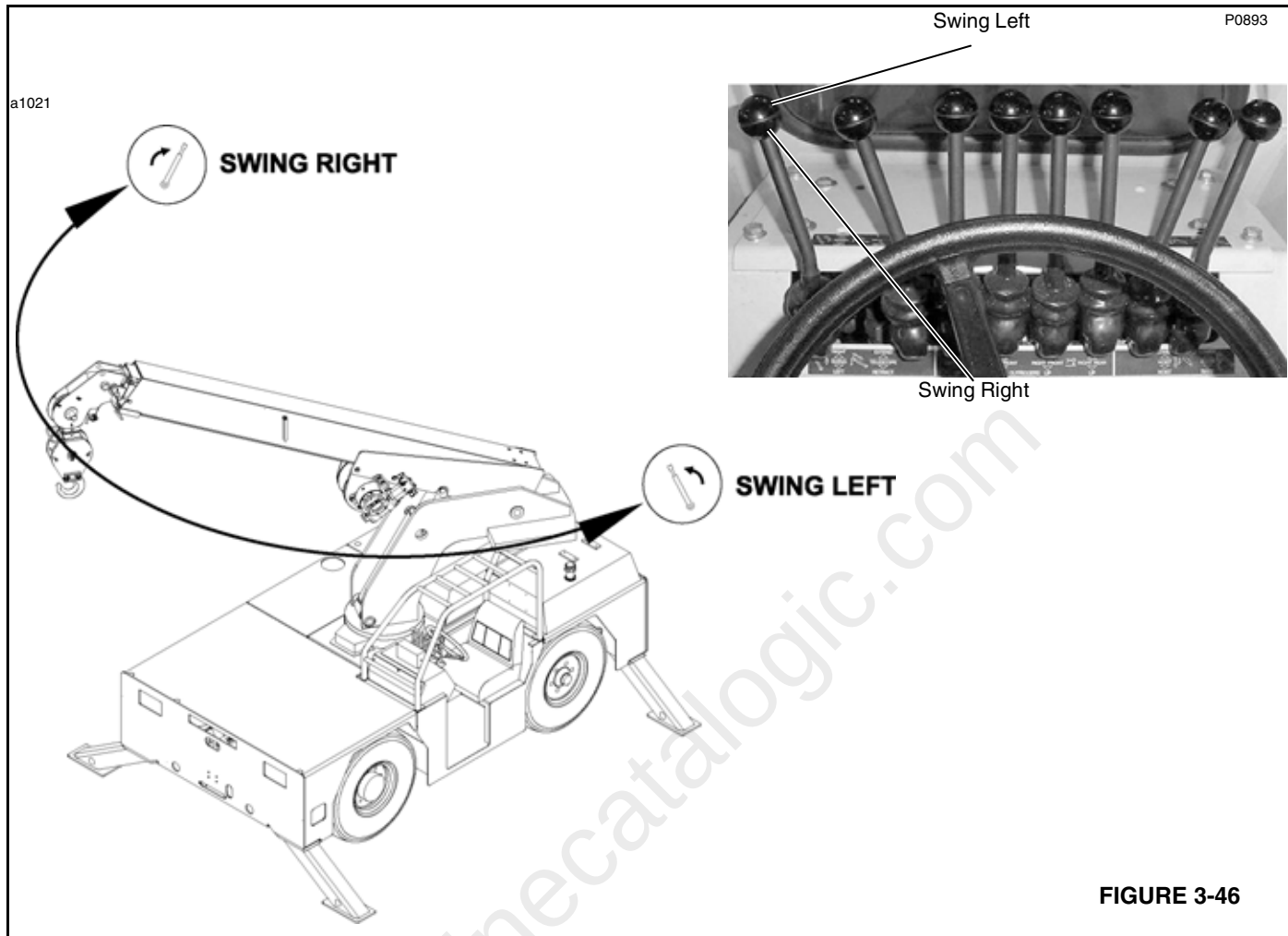
NOTE: A more detailed wire rope inspection procedure is given in Maintenance Section 7.

- 10.** When a wire rope has been removed from service because it is no longer suitable for use, it must not be reused on another application.

- 11.** Every wire rope user should be aware of the fact that each type of fitting attached to a wire rope has a specific efficiency rating which can reduce the working load of the wire rope assembly or rope system, and this must be given due consideration.

- 12.** Some conditions that lead to problems in wire rope systems include:

- Sheaves that are too small, worn or corrugated causes damage to a wire rope.
- Broken wires mean a loss in strength.
- Kinks permanently damage a wire rope and must be avoided.
- Wire ropes are damaged by knots. Wire rope with knots must never be used.
- Environmental factors such as corrosive conditions and heat can damage a wire rope.
- Lack of lubrication can significantly shorten the useful life of a wire rope.
- Contact with electrical wires and resulting arcing will damage a wire rope.

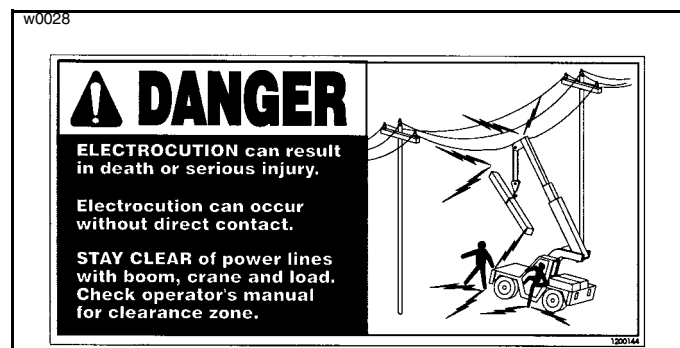


Boom Telescope Operation

CAUTION

Always operate the winch control to unwind the wire rope when extending the boom. Do not let the drop block touch the boom head. An automatic cutout device is installed on this crane to inhibit the drop block from being pulled into the boom head. When the drop block touches the anti-double blocking bracket (Figure 3-45) hanging from the boom head, a switch is activated and the hydraulic flow to extend the telescope cylinder is stopped. A horn will sound, warning the operator that the block has touched the bracket. The operator must then lower the drop block to stop the horn and allow for the extension of the boom.

The above information also pertains when a boom extension is attached to the boom.



CAUTION

Look for overhead obstructions before raising the boom. Possible damage or electrocution could occur if the boom comes in contact with over head power lines.

To Extend the Booms

Press the accelerator pedal to increase the engine speed to maximum rpm. Slowly push forward on the telescope control

6. Adjust the pressure setting by turning the adjusting screw until 3625 ± 50 psi ($26\ 200 \pm 345$ kPa) pressure is obtained. Turning the adjustment screw clockwise increases the pressure. Turning the adjustment screw counterclockwise reduces the pressure.
7. Release the control lever.
8. Tighten the jam nut and install the cap nut.
9. With the engine set at idle speed, back out the margin pressure adjustment screw until approximately 275 psi is obtained.

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Compensator Pressure
Adjustment ScrewMargin Pressure
Adjustment Screw**FIGURE 7-3**

10. Run the engine at idle and replace the 0- 5000 psi (0 - 34 450 kPa) pressure gauge with a 0 - 500 psi (3450 kPa) pressure gauge.
11. Follow the instructions for adjusting the pump margin pressure setting. See below.

Pump Margin Pressure Setting

1. Start the engine and let it run at idle. Install a 0 - 500 psi (0 - 3450 kPa) pressure gauge on the quick coupler in the hydraulic line attached to the outlet of the main hydraulic pump. See Figure 7-1.

CAUTION

The engine must be running at idle speed when installing the pressure gauge. If the gauge is installed when the engine is shut off, starting the engine will create a spike in the hydraulic system that could damage the 500 psi (3450 kPa) pressure gauge.

CAUTION

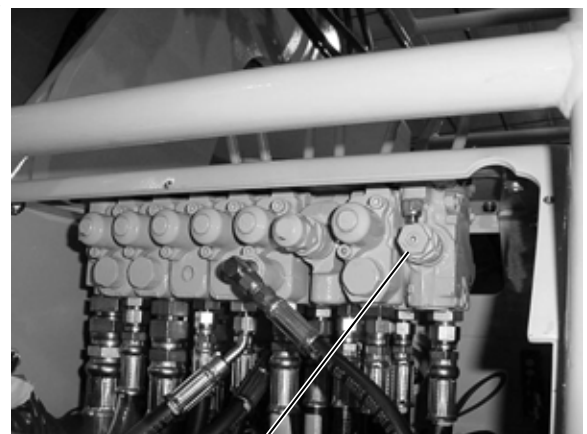
DO NOT actuate any hydraulic function or increase engine speed with the 500 psi pressure gauge installed. The gauge will be damaged by high hydraulic pressure.

2. Remove the cap nut from the margin adjusting screw on the pump pressure compensator. See Figure 7-3. Loosen the jam nut.
3. Adjust the pressure setting by turning the adjusting screw until 280 ± 5 psi (1931 ± 35 kPa) pressure is obtained. Turning the adjustment screw clockwise increases the pressure. Turning the adjustment screw counterclockwise reduces the pressure.
4. Tighten the jam nut and install the cap nut.
5. Stop the engine and remove the pressure gauge.

Swing Circuit Pressure Setting

1. Disconnect the two hoses from the swing motor. **Plug** the hoses and **cap** the fittings on the motor.
2. Remove the access panel in front of the control panel to gain access to the main control valve (Figure 7-2). Install a tee, with a 0 - 5000 psi (0 - 34 450 kPa) pressure gauge attached, between the front hose and fitting installed in the swing section of the control valve.
3. Loosen the jam nut on the relief valve (Figure 7-4) in the inlet section of the main control valve.
4. Start and accelerate the engine to maximum rpm.
5. Actuate the swing control until the relief valve opens. A sudden drop in pressure will occur.

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Swing Circuit Relief Valve

FIGURE 7-4

Full Version Available

Grove 3339F and YB4409-2 Rough Terrain Crane Operator Manual

Grove 3339F, YB4409-2 rough terrain crane operator manual covering controls, safe operation, setup and daily checks. 134-page PDF. Instant PDF download.

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