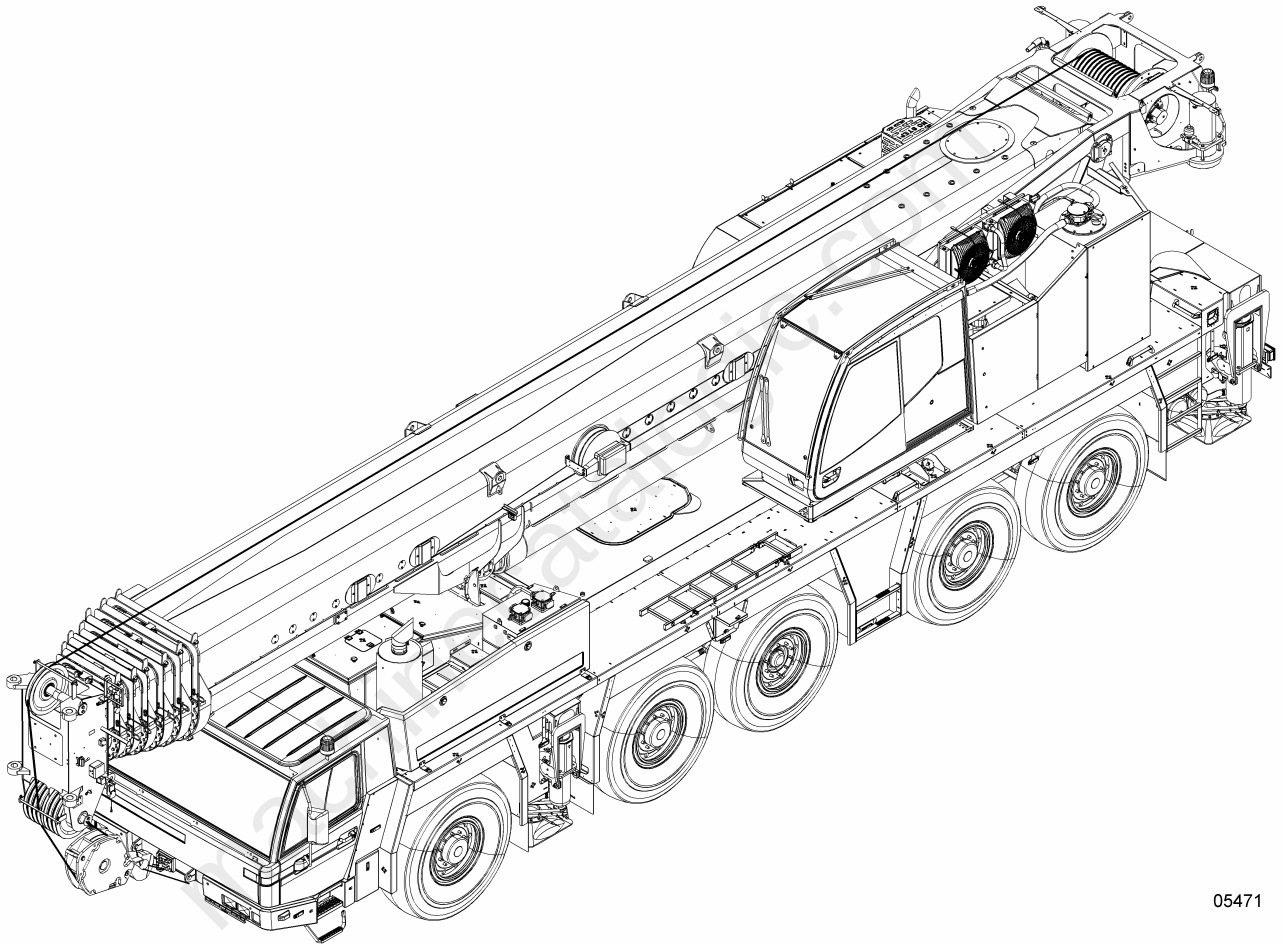


Operating, Service and Maintenance Manual

ATC - 3250



05471

DANGER

Read this manual before operating. Keep this manual in the crane carrier cab for future reference.

Vehicle identification no: WFN5 RUG R1 72036...

1.1 Requirements and conditions for vehicles used in public road traffic.

DANGER All traffic regulations must be observed while taking account of the admissible axle loads and total weight.

The crane has been approved for use in public road-traffic, and has been registered by the competent, authorized government agencies subject to the appropriate legal provisions.

According to an expertise issued by the German Technical Supervision Authority (TÜV), the following conditions and requirements have to be satisfied to this effect:

- For the admissible axle loads, please refer to Part A) (Technical Data) of this Operating Manual.
- The boom must be swung "over-front", i.e. forward in the direction of the vehicle, be retracted completely, stowed and secured.
- The boom must be swung "over-front", i.e. forward in the direction of the vehicle, extended by 15.75 in.(400 mm), stowed and secured.**)
- The superstructure must be secured and locked mechanically to prevent it from slewing.
- The base section, the intermediate sections and the top jib - if available - of the jib must be transported by an auxiliary vehicle.
- The second hoist winch - if available - must be removed and transported by an auxiliary vehicle.
- The bottom block must be attached on the front bumper cross-member and secured, as described in the Operating Manual. Any national regulations differing from those mentioned above must be taken into consideration.
- Additional bottom blocks and other items of equipment must be transported by an auxiliary vehicle.
- Counterweights must have been removed and be transported by an auxiliary vehicle.
- Any counterweights, intermediate sections and other items of equipment transported on auxiliary vehicles must be secured adequately.
- The outriggers must be retracted completely and secured mechanically.
- The outrigger floats must be slipped into place and secured.
- The axle suspension must not be locked during on-road travel. The suspension system must be set to the level required for "on-road travel" according to the Operating Manual.
- The differential locks must have been deactivated. The differential locks may only be engaged for off-road use, if this should be indispensable; no curves should be taken when the locks are engaged.
- During on-road travel, the rear axle construction site mode must be deactivated. The rear axles are steered electronically depending on the speed, according to the current steering angles of the front axles.
- The 2nd axle drive (in case of 10x8 configuration) must have been deactivated.
- The lifting axle must have been lowered for on-road travel.

Operation with dolly:

During operation with dolly, the following deviations from the items specified for normal operation must be observed:

- The boom must be positioned over-rear - contrary to the driving direction -, deposited on the dolly, and secured.
- The bottom block must be deposited on the dolly, and secured.
- Depending on the registration requirements, there might be a possibility that the rear axles are locked in straight-ahead position.
- Depending on the registration requirements, there might be a possibility that the 3rd axle (lifting axle) must be lifted.

Furthermore, the items specified in the description "Operation with dolly" in the Annex, Part G3, must be observed.

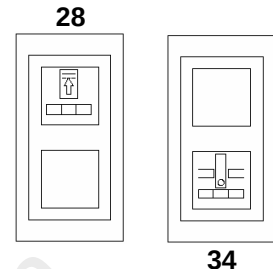
**) According to vehicle model

6.6.2 Mounting the individual counterweight variants

6.6.2.1 Picking up and depositing the counterweights

Prerequisite:

- The crane is supported by outriggers as specified.
- The counterweight variant required for crane work is deposited in the counterweight rest.
- The ballast cylinders (Fig. 1, item 1) are retracted, the **red** warning lamp **28** "Counterweight not UP" **must not be lit**, the locking cylinders have been retracted, the yellow indicator lamp **34** "Counterweight unlocked" is lit.



Please refer also description AML, item 8 "counterweight status", part G2 superstructure.

- Swing the superstructure until the retracted ballast cylinders (Fig. 1, item 1) are located above the grooves of the counterweights. However, do not swing to its central position!
- Actuate rocker tip switch **27** - "Counterweight up - down" to position **"DOWN"** and keep it pressed until the ballast cylinders (Fig 2, Pos. 1) are **extended completely**. The green pilot lamp **33** "counterweight down" is lit.

While the cylinders are being extended, the red warning lamp **28** "counterweight not up" is lit.

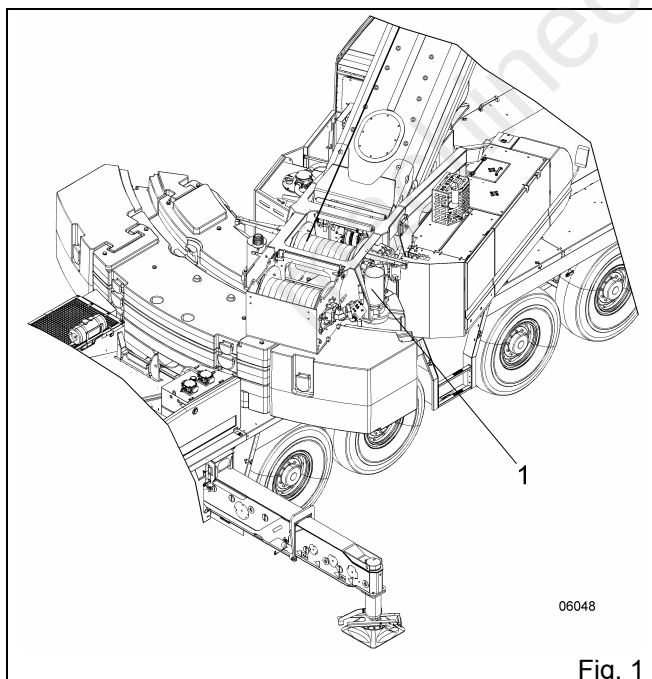
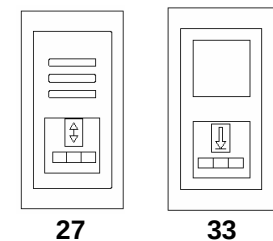


Fig. 1

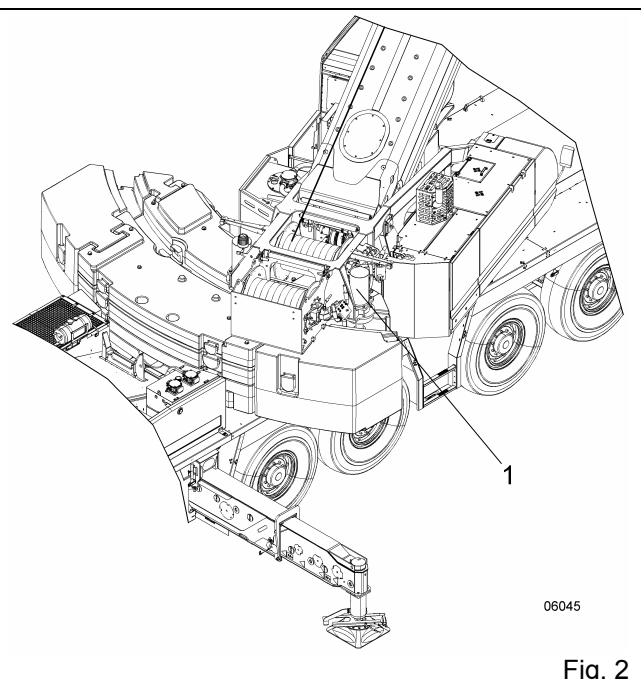


Fig. 2

cont'd.: 14.3.2 Re-tensioning

Attention Make sure that the chains are not twisted or damaged while the tightening nuts (5) and (6) are being locked!

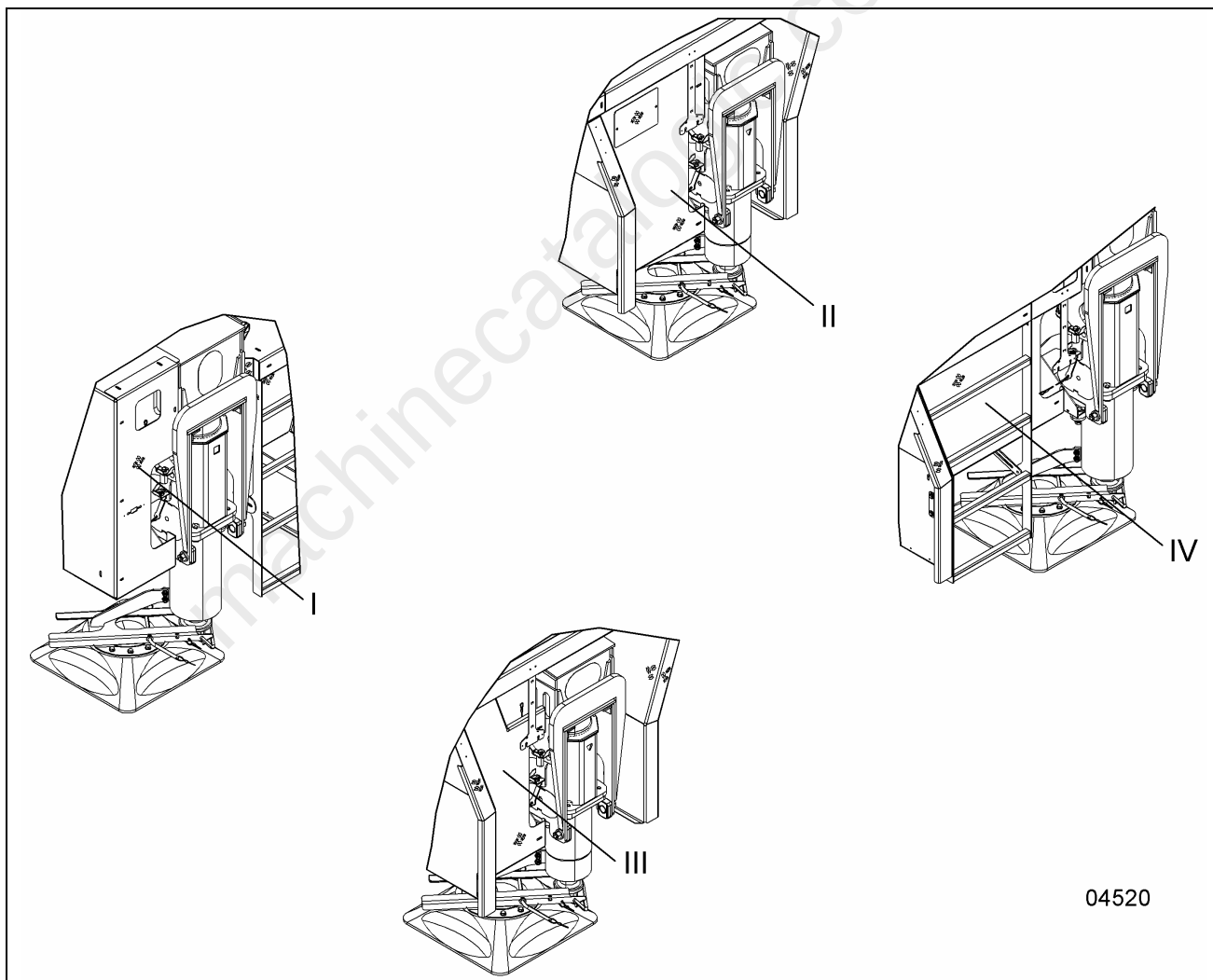
After re-adjustment, the outrigger beams must be extended and retracted for checking.

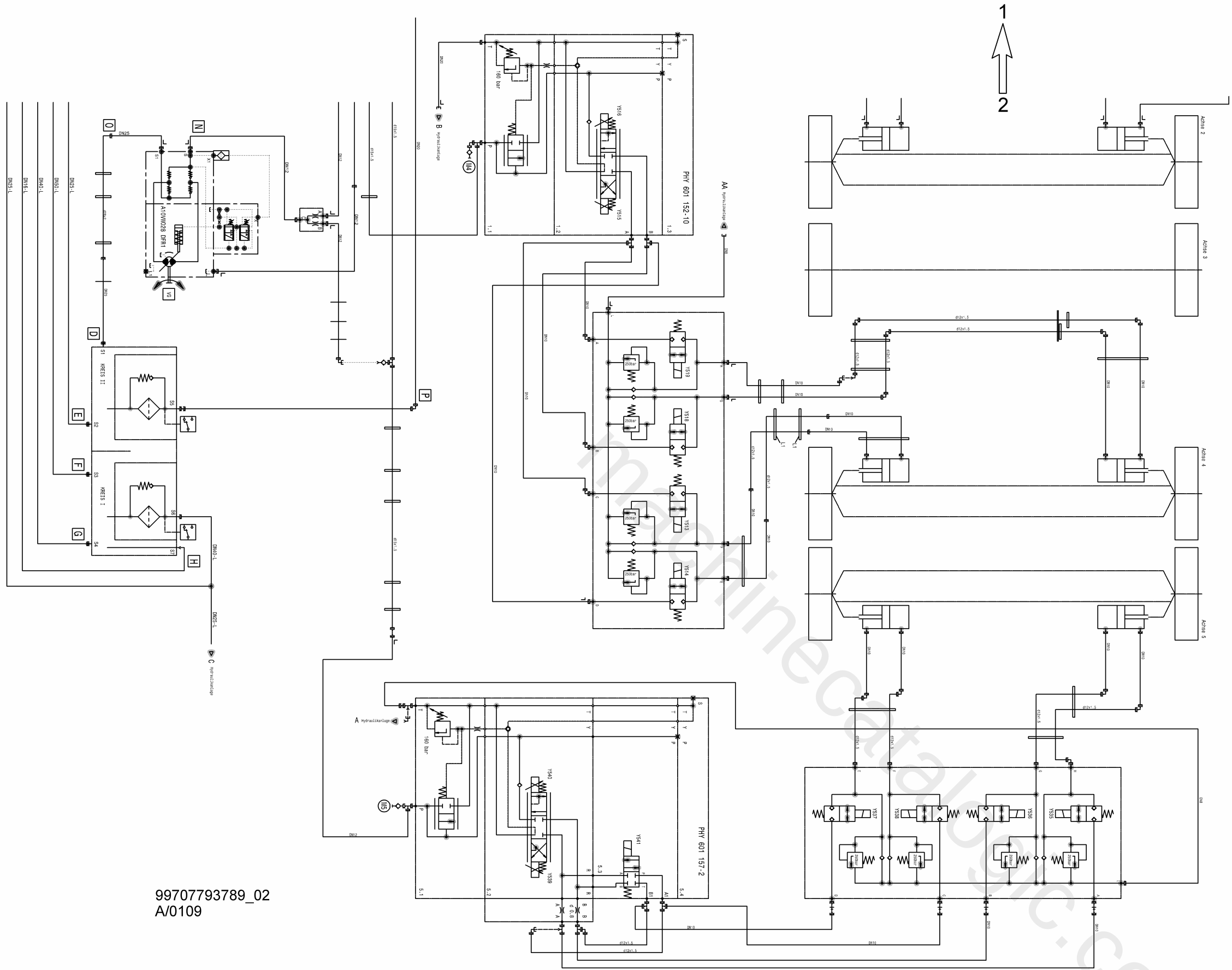
Check the setting dimension (D), (E) and (F in case of cup spring package 8) and, if necessary, correct.

- Mount covers again.
- Retract and secure outriggers as described under item B1-6. Move outrigger flats into on-road driving condition, and pin-fasten them.

Covers to be removed for service and maintenance work:

- I = Cover, rear right-hand
- II = Cover, front right-hand
- III = Cover, front left-hand
- IV = Cover, rear left-hand





160 bar = 2320 PSI; 230 bar = 3335 PSI; 25 l/min = 6.6 gal/min; 32 = 8.4 gal/min; 25 = 6.6 gal/min

Operation

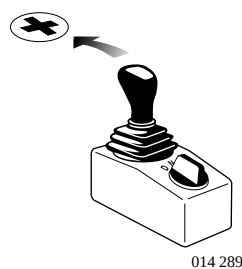
2.18 System error (error messages)

- ◆ If a « spanner symbol » appears in the display, a system error has occurred. Operation may only be possible with restrictions. If « STOP » and the « spanner symbol » appear in display, a serious system error has occurred. Stop the vehicle. Vehicle may no longer be driven (refer to chapter 2.17 and 4).
- ◆ Error messages and the reactions resulting from these errors can be deleted with the vehicle at a standstill and the «ignition OFF», wait until the display goes out. If the display does not go out once the ignition has been turned Off, use the battery isolator to switch off the system. Switch the ignition back on. If the error message is still in place, the vehicle will have to be taken to a service point. Please specify the error number(s) when the service point is contacted.

Calling up error numbers:

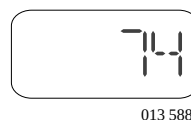
- ⇒ Switch on ignition
- ⇒ Turn rotary switch to « N »
- ⇒ Hold tip lever in « + » position

Console range selector



Depending on the version, a 2 or 3-digit error number appears on the display. This corresponds to the error currently in place.

If **4 bars** are displayed in addition to the number, this means: **error no. + 100** (only applies to two-digit displays).



e.g.: error no. 74



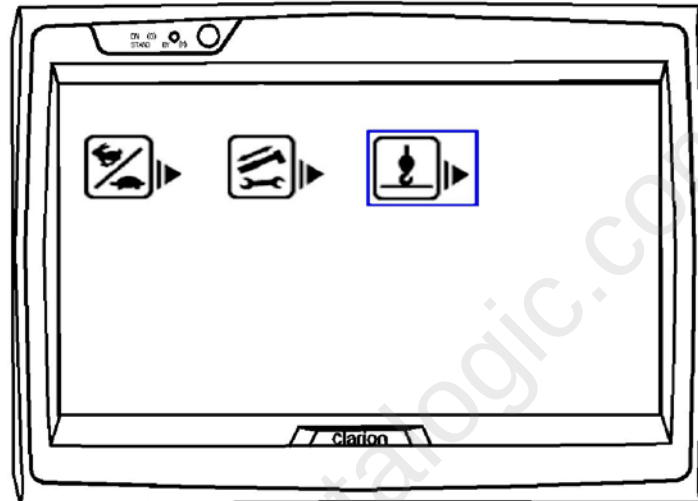
error no. 174

6.3 Hook position initialization

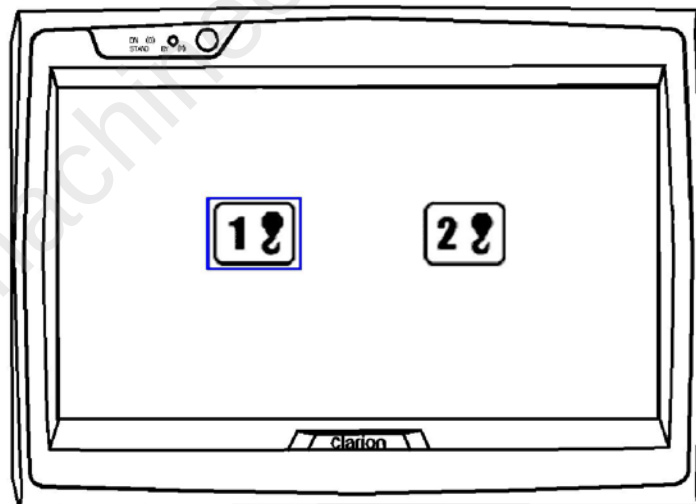
When the accuracy of a hook displacement display deteriorates, this adjustment should be performed.

(1) Procedure

- Make sure “rope fall” setting and “Boom configuration” setting of AML at normal display state.
- Lowering the hook until it slightly touches the ground. (The boom angle and boom length conditions are freely selectable.)



- Select the “Hook position initialization” icon. The following display appears.



- Press the **<Set>**, the initialization is performed and exit menu.
- To exit the menu, press **<Initial display>**.

Full Version Available

Link-Belt ATC-3250 All Terrain Crane Operator Manual

Link-Belt ATC-3250 all terrain crane operator manual covering controls, safe operation, outrigger setup and travel. 2 PDF files. Instant PDF download.

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