

FAUN

ATF 120-5

All-Terrain-Kran
All-Terrain-Crane
Grue automotrice rapide
Terreinkraanwagen

BEDIENUNGSANLEITUNG
OPERATING INSTRUCTION
MANUEL D'OPERATION
BEDIENINGSHANDBOEK

Hersteller
Manufacturer
Constructeur

FAUN GmbH
Postfach 100108
D - 91205 Lauf a.d. Pegnitz
☎ (09123) 185 - 0 . ☎ 622990
Fax (09123) 75320

Kundendienst
Service Department
Service Après - Vente

TADANO FAUN GmbH
Postfach 10 02 64
D - 91205 Lauf a.d. Pegnitz
☎ (09123) 955 - 0 . ☎ 622990
Fax (09123) 185 155

2.2 Adjustment of driver's seat

The driver's seat is equipped with a suspension system governed by the driver's weight. In order to adjust the seat optimally as regards its distance from and its height with reference to the control levers and switches, the seat's height, longitudinal position and backrest inclination can be adapted to any stature.

2.2.1 Adjustment to driver's weight

The driver's weight can be adjusted via the hand wheel (2), to ensure an optimum seat suspension. The weight to be adjusted is displayed visually.

2.2.2 Adjustment of vertical seat position and inclination

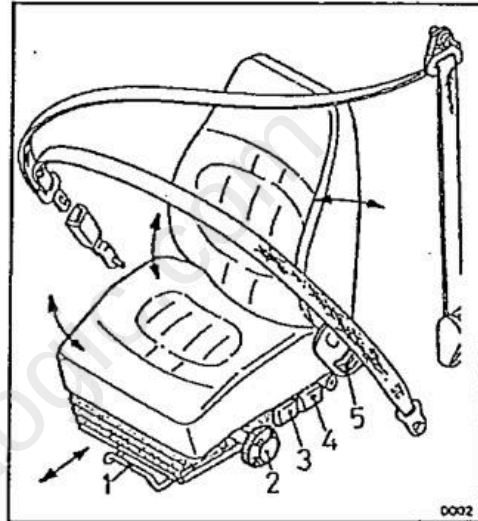
By simultaneous actuation of the two levers (3 and 4) towards the upside, the height level of the seat is adjusted horizontally. If only one lever is actuated, the height or the inclination of the front part (lever 3), or of the rear part of the seat (lever 4) are adjusted.

2.2.3 Longitudinal seat adjustment

Actuate the linkage (1) to adjust the seat position and the distance from the control elements in the longitudinal direction.

2.2.4 Backrest adjustment

Actuate the lever (5) upwards to adjust the backrest inclination step by step, by approx. 30°.



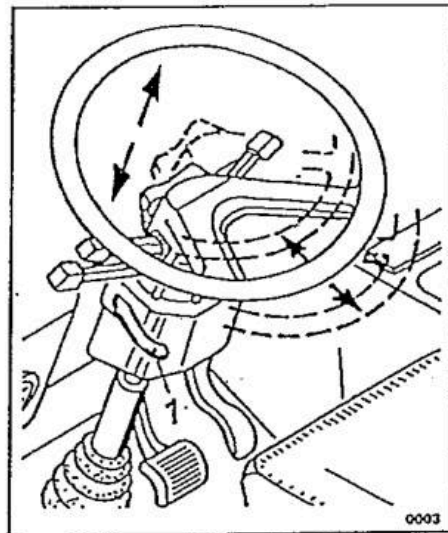
2.3 Adjustment of the angle of inclination and the vertical position of the steering wheel

- Actuate clamping lever (1) downwards to open the steering wheel lock.

If the steering wheel's angle of inclination is to be adjusted, pull the steering wheel forward or backwards.

If the steering wheel's vertical position is to be adjusted, lift the steering wheel upwards or push it down.

Once this adjustment is finished, engage the steering wheel lock by actuating the clamping lever upwards. Tighten the clamping lever safely.



DANGER: During driving operation, the driver's seat, the steering wheel and the outside mirrors of the vehicle must not be adjusted to the driver's requirements. The lever for inclination adjustment of the steering wheel must be safely tightened. Non-compliance entails an increased risk of accidents!

Should an accident occur, the risk of injury is reduced if the driver uses the safety belt provided in the vehicle.

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13 Crane operation

After the crane operator has read the preceding chapters and got familiar with the control elements, the safety instructions and the warning devices, he may start to work with the crane superstructure.

The crane operator has to observe especially all the instructions for the various working conditions described below and the "Notes concerning the load chart" or the lifting capacity charts (Part "A").

In the load charts, the ranges regarding the strength of the components and the stability have been identified by separating lines. The ratings indicated above the separating line are based on the strength of the components (danger of breaking in case of overload); and the ratings below that line are based on the stability (overturning hazard in case of overload).

Before each crane work, the crane must be checked for safe operating condition.

13.1 Crane operation, crane supported by outriggers

The following works and measures are required for crane operation "supported by outriggers":

- Check the ground condition.
- Support the vehicle by outriggers as specified, and place it in horizontal position (watch spirit levels).
- Make sure that the applicable load chart and the appropriate code no. are used if the outrigger beams are extended to the shorter supporting base.
- The weight of the load to be lifted must have been determined.
- Make sure that a sufficiently large hook block and a sufficient number of rope falls are used.
- Adhere to the admissible values and specifications as per load charts.
- The weights of the hook block, the fixing ropes, the crossbeams etc. must be deducted from the lifting capacities.
- The data (weight) of the mounted counterweight is indicated in the load charts, or can be determined via the load charts.
- The program selected in the ASLI (code no.) must be precisely identical with the working condition desired.
- The wind velocity must not exceed 10 m/sec. for a crane with telescopic boom, and 7 m/sec. if a boom extension is mounted (this value may vary, depending on the specific country of use).
- The admissible maximum load must not be exceeded.
- The telescoping status indicated as a percentage value (%) in the load charts must be definitely complied with.
- Select the crane movements (speeds) so that work is effected as smoothly as possible (no jerks).
- Diagonal pulling is not admissible.
- Lifting the load via the hoisting gear or the derricking gear is only admissible within the range of the values specified in the load charts.
- During crane operation, the instruments, pilot lamps and the ASLI indicator unit must be watched constantly.
- All crane works are to be performed with the minimum working radius possible.
- The telescopes must be extended to their end positions preselected in the ASLI program (either 1+2 - 3+4, or 1-4 synchronously).
- It must be checked whether the boom extension or the twin folding jib are correctly mounted and whether the ASLI program is set to the rig arrangement required from case to case.
- **All crane works are to be performed with the required care.**

Attention:
**Crane work with the machine standing free on wheels
(without outriggers) is not admissible.**

Pneumatic diagram - Trailer brake system - Chassis

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Key for diagram

Achse - Axle

entfällt bei Anhänger-Bremsanlage - not provided in case of trailer brake system
zu den Nebenverbrauchern - to auxiliary equipment

BBA - Service brake system

FBA - Parking brake system

NVA - Connector, auxiliary equipment

SPK-Br. - Spreading-wedge brake

Item	Description	Qty.
1	Trailer control valve	1
2	Coupling head "reserve"	1
3	Coupling head "brake"	1
4	Change-over valve	1
5	3/2 way valve	1
6	Relay valve	1

TECHNICAL DATA OF BRAKE SYSTEM:Switch-off pressure: 8.1 ± 0.2 barSwitch-on pressure: $6.9 - 7.7$ bar

Design pressure: 6.8 bar

The brake system has been equipped with nylon
pipes according to SAE standard J844 b-c.Brake pressure, axles 3, 4 and 5: limited to 5.0 ± 0.2 bar.

Brake circuit 1 is effective on 3rd, 4th and 5th axles

Brake circuit 2 is effective on 1st and 2nd axles

[A] Interface assignment: Holder A

(B) Interface assignment: Holder B (Interface B, connector 2, not assigned)

5. PRE-OPERATION INSPECTION and Calibration Verification

Prior to operating the crane, the following electrical connections must be checked to ensure that the system is properly connected for the crane configuration.

Machines with only a Main Hoist

If the crane works only with the boom and without boom extension, no additional connections are necessary. However, be sure the weight of the anti two-block switch is properly installed on the main hoist load line. With even parts of hoisting line, the weight shall be attached to the dead-end line. With odd parts of hoisting line, the weight shall be attached to the line of lowest speed.

If the crane works with boom extension, the connecting cable shall be installed between the junction box on the boom extension and the boom junction box. The weight attached to the main hoist anti two-block switch shall be removed. In that case the anti two-block switch has to be locked with the red Anti Two-Block Retainer, which is fixed with a red lanyard at the anti two-block switch (described on page 16). Then the weight shall be reattached to the boom extension anti two-block switch.

WARNING

Failure to re-position the anti two-block switch weight will prevent the overhoist system from functioning properly. No weight shall be on the main hoist anti two-block switch when the boom extension is being used.

Machines with Main and Auxiliary Hoists

If the boom extension *is not* in the operating position, the by-pass plug shall be installed in the main boom junction box. The weight of the main hoist anti two-block switch shall be installed.

If the boom extension *is* in the operating position, the connecting cable shall be installed between the junction boxes on the boom extension and the main boom. Weights shall also be attached to the anti two-block switches on both the main boom and boom extension.

If the boom extension is in the operating position and no load line is being used on main boom, to prevent injury or damage to equipment, the weight shall be removed from main boom switch. In that case the anti two-block switch has to be locked with the red Anti Two-Block Retainer, which is fixed with a red lanyard (not shown) at the anti two-block switch.

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Tadano ATF 120-5 All Terrain Crane Operator Manual

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