

Grove GRT765

Service Manual





WARNING

California Proposition 65

Breathing diesel engine exhaust exposes you to chemicals known to the State of California to cause cancer and birth defects or other reproductive harm.

- Always start and operate the engine in a well-ventilated area.
- If in an enclosed area, vent the exhaust to the outside.
- Do not modify or tamper with the exhaust system.
- Do not idle the engine except as necessary.

For more information, go to www.P65warnings.ca.gov/diesel

Batteries, battery posts, terminals, and related accessories can expose you to chemicals, including lead and lead compounds, which are known to the State of California to cause cancer and birth defects or other reproductive harm. Wash hands after handling. For more information, go to www.P65warnings.ca.gov

California Spark Arrestor

Operation of this equipment may create sparks that can start fires around dry vegetation. A spark arrestor may be required. The owner/operator should contact local fire agencies for laws or regulations relating to fire prevention requirements.

The original language of this publication is English.

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CHANGE OF OWNERSHIP FORM

Constant improvements, engineering progress or manufacturing information may arise after this crane has been in the field for several years that will make it necessary for us to contact future owners of this machine. It is important to you that Manitowoc Crane have up-to-date records of the current owners of the crane should the need arise for us to contact you. Manitowoc Crane is interested in safe efficient operation of its cranes for their lifetime. Therefore, if you are the second, third, or subsequent owner of this crane, please fill out the form below relating the new owner, model of crane and crane serial number information and e-mail or send to the below address.

PREVIOUS COMPANY NAME: _____

CURRENT COMPANY NAME: _____

CONTACT NAME: _____

ADDRESS: _____

CITY/STATE: _____ POSTAL CODE: _____

TELEPHONE NUMBER: _____

EMAIL ADDRESS: _____

DATE PURCHASED _____ CRANE MODEL _____ CRANE SERIAL NUMBER _____

Please e-mail to: warranty.team@manitowoc.com or visit
<https://www.manitowoc.com/support/change-ownership>

CHANGE OF OWNERSHIP REGISTRATION

Product Support strives to maintain up-to-date contact information for crane owners so that we can readily communicate information about improvements and/or engineering developments for cranes that have been in the field for several years.

Product Support is pleased to announce that we have developed a QR code to allow the customer to register their crane remotely or re-register their crane if it was purchased used.

To register your crane scan the QR code below or visit <https://www.manitowoc.com/warranty-registration-form> to register your crane.



SERVICE MANUAL

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

GRT765

Crane Model Number

Crane Serial Number

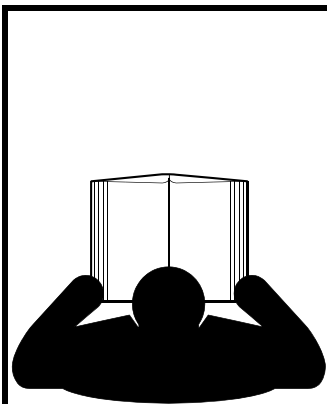
This Manual is Divided into the following Sections:

SECTION 1	INTRODUCTION
SECTION 2	HYDRAULIC SYSTEM
SECTION 3	ELECTRICAL SYSTEM
SECTION 4	BOOM
SECTION 5	HOIST AND COUNTERWEIGHT
SECTION 6	SWING SYSTEM
SECTION 7	POWER TRAIN
SECTION 8	UNDERCARRIAGE
SECTION 9	MAINTENANCE AND LUBRICATION

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.



DANGER

An untrained operator subjects himself and others to death or serious injury. Do not operate this crane unless:

- You are trained in the safe operation of this crane. Grove is not responsible for qualifying personnel.
- You read, understand, and follow the safety and operating recommendations contained in the crane manufacturer's manuals and load charts, your employer's work rules, and applicable government regulations.
- You are sure that all safety signs, guards, and other safety features are in place and in proper condition.
- The Operator Manual and Load Chart are in the holder provided on crane.

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TABLE OF CONTENTS

SECTION 1	Introduction
General	1-1
Overview of Manuals	1-1
Customer Support	1-2
General Crane Design	1-2
Specific Crane Description	1-2
Lifting Capacities (Load Chart)	1-2
Basic Components	1-2
Axle Weight Distribution	1-2
Serial Number Location	1-2
Transportation and Lifting Data	1-2
List of Specifications	1-3
General	1-3
Dimensions	1-3
Capacities	1-3
Transmission	1-3
Torque Converter	1-3
Engine	1-3
Axles	1-3
Steering	1-3
Brakes	1-3
Wheels and Tires	1-3
Boom	1-3
Outriggers	1-4
Swivel Assembly	1-4
Swing Gearbox	1-4
Hydraulic Pumps	1-4
Hoists	1-4
Crane Nomenclature	1-8
General Maintenance	1-10
Cleanliness	1-10
After Cleaning	1-10
Removal and Installation	1-10
Disassembly and Assembly	1-10
Pressing Parts	1-11
Locking Devices	1-11
Wires and Cables	1-11
Shims	1-11
Hoses and Tubes	1-11
Bearings	1-12
Gaskets	1-12
Batteries	1-12
Hydraulic Systems	1-13
Hydraulic Fittings	1-14
Electrical System	1-16
Fatigue of Welded Structures	1-16
Loctite®	1-16
Fasteners and Torque Values	1-17
Weld Studs	1-30
Wire Rope	1-31
General	1-31
Environmental Conditions	1-31
Dynamic Shock Loads	1-31
Lubrication	1-31
Precautions and Recommendations During Inspection or Replacement	1-31
Wire Rope Inspection (Running Ropes and Pendant Cables)	1-32

Wire Rope Inspection (Boom Extension and Retraction Cables)	1-33
Wire Rope Inspection/Replacement (All Wire Rope).	1-33
Seizing Wire Rope	1-34
Installing 35x7 Class Wire Rope	1-35
Procedures for Cutting and Preparing 35x7 Class Wire Rope	1-35
SECTION 2.	Hydraulic System
Description	2-2
Hydraulic Symbols	2-3
Maintenance	2-5
Preparation	2-5
Hydraulic System Maintenance Precautions	2-5
Label Parts when Disassembling	2-5
Hydraulic Oil Recommendations	2-5
Draining and Flushing	2-5
Removing Air From the Hydraulic System.	2-6
Parts Replacement	2-7
Directional Control Valves	2-7
Visual Inspection of Hoses and Fittings.	2-8
Supply Pressure And Return Circuit.	2-9
Description.	2-9
Hydraulic Pump Distribution	2-11
Troubleshooting	2-12
Troubleshooting Aids.	2-13
Troubleshooting Procedures	2-13
Hydraulic Oil Return Filter Assembly	2-14
Fill Cap/Breather	2-14
Oil Cooler	2-16
Description.	2-16
Maintenance	2-16
Hydraulic Pumps	2-19
Description.	2-19
Maintenance	2-21
Pressure Setting Procedures	2-23
Checking/Setting the Piston Pumps Cut-off and Differential Pressures	2-24
Checking/Setting the Pilot Supply Pressure	2-27
Checking/Setting the Main Directional Control Valve, Hoists, Lift, and Telescope Pressures	2-28
Checking/Setting the Front Steer Pressure	2-31
Checking/Setting the Swing Brake Release Pressure.	2-32
Checking the Swing Work Pressure	2-32
Checking the Service Brake Accumulator Charging Valve Pressure	2-33
Checking the Service Brake Accumulators Pre-charge.	2-34
Pre-charging the Accumulators	2-34
Checking/Setting Cab Tilt and Service Brake Supply Pressures.	2-35
Checking/Setting the Outriggers and Rear Steer Pressures	2-35
Checking/Setting the Axle Lockout Circuit Pressure	2-36
Checking/Setting the Parking Brake Pressure.	2-37
Checking/Setting the Differential Lock Pressure	2-38
Valves	2-39
General	2-39
Main Directional Control Manifold Valve.	2-43
Description.	2-43
Maintenance	2-43
Swing Manifold Valve	2-47
Description.	2-47
Maintenance	2-47

Accessory Manifold Valve	2-50
Description	2-50
Maintenance	2-50
Lift Cylinder and Telescope Cylinder Control Valves.	2-54
Description	2-54
Maintenance	2-54
Carrier Combination Manifold Valve	2-55
Description	2-55
Maintenance	2-56
Outrigger Control Manifold.	2-61
Description	2-61
Maintenance	2-61
Differential Lock Valve	2-63
Description	2-63
Maintenance	2-63
Dual Accumulator Charge Manifold Valve.	2-64
Description	2-64
Maintenance	2-64
Hydraulic Brake Accumulator	2-66
Description	2-66
Maintenance	2-66
Cylinders	2-67
Cylinder Rod Surface Protection.	2-67
Leak Check.	2-67
Temperature Effects On Hydraulic Cylinders	2-68

SECTION 3 Electrical System

Description.	3-1
General	3-1
Alternator	3-1
Batteries and Battery Disconnect Switch	3-2
Cab Electrical Panel	3-2
Carrier Electrical Panel	3-5
Maintenance	3-8
General	3-8
Dielectric Grease	3-8
Visual Inspection and Replacement of Electrical Harnesses and Cables.	3-9
General Troubleshooting	3-10
Tools for Troubleshooting	3-10
Swivel Electrical Troubleshooting	3-10
Connector Troubleshooting.	3-10
Jump Starting Hazard	3-12
Super Capacitor – KPI (If Equipped).	3-12
Charging the Batteries	3-12
Alternator/Charging System Troubleshooting	3-12
Replace Alternator	3-13
Starter Replacement.	3-13
Battery Replacement	3-14
Relay Panel Components	3-14
Steering Column and Dashboard	3-15
Windshield Wiper Assembly Replacement	3-19
Windshield Washer Assembly Replacement	3-19
Skylight Wiper Assembly Replacement	3-20
Adjusting Electronic Joysticks.	3-21
Calibrating SDM Sensors	3-21
Diagnostics	3-21
Fault Codes.	3-21
About the Grove Diagnostic Code Mobile Application	3-23

Optional Equipment	3-25
Beacon Light	3-25
Boom Mounted Floodlights	3-25
Rear View Mirror	3-25
Air Conditioner	3-25
Anemometer	3-25
Cold Weather Operation	3-25

SECTION 4. Boom

Description	4-2
Theory of Operation	4-2
Telescope Cylinder	4-2
Extend and Retract Cables	4-2
Boom Sequence	4-2
Maintenance	4-4
Removal	4-4
Disassembly	4-28
Boom Nose Sheaves	4-33
Assembly	4-34
Installation	4-41
Functional Check	4-41
Inspection	4-42
Boom Alignment and Servicing	4-42
Boom Extension and Retraction Cable	4-42
Maintenance	4-42
Inspection	4-42
Cable Tensioning Check and Adjustment	4-42
Telescope Circuit	4-44
Description	4-44
Theory of Operation	4-44
Maintenance	4-45
Removal And Installation	4-46
Disassembly And Assembly	4-46
Lift Circuit	4-47
Description	4-47
Theory of Operation	4-47
Maintenance	4-47
Lift Cylinder Removal	4-49
Lift Cylinder Installation	4-49
Hook Block	4-52
Description	4-52
Maintenance	4-52
Adjusting Boom Extension Stowage Mounts	4-53

SECTION 5. Hoist and Counterweight

Description	5-1
Theory of Operation	5-1
Maintenance	5-2
Warm-up Procedure	5-2
Hoist Platform	5-2
Installing Cable on the Hoist	5-3
Removing/Installing the Hoist	5-3
Removal	5-3
Installation	5-3
Functional Check	5-4
Fluid Level	5-4
Usage and Inspection	5-5
Preventative Maintenance	5-5

Oil Sampling	5-6
Brake Test Procedure	5-7
Hoist To Boom Alignment	5-7
Preparation	5-7
Tools Required	5-7
Procedure	5-7
Motor And Brake	5-10
Description	5-10
Idler Drum And Cable Follower	5-10
Description	5-10
Maintenance	5-10
Hoist Drum Rotation Indicator System	5-13
Description	5-13
Hoist Control Valves	5-13
Description	5-13
Third Wrap Indicator	5-14
Description	5-14
Maintenance	5-14
Counterweight Removal and Installation – Hydraulic version	5-15
Counterweight Control Panel	5-16
Removing the Counterweight - Hydraulic Version	5-17
Installing the Counterweight - Hydraulic Version	5-18
Removing and Installing the Counterweight – Pin-On Version	5-19
Removing the Counterweight - Pin-On Version	5-19
Installing the Counterweight - Pin-On Version	5-19

SECTION 6 Swing System

Description	6-1
Theory of Operation	6-2
Swing Drive	6-2
Swing Brake	6-2
Maintenance	6-4
Swing Motor	6-7
Description	6-7
Maintenance	6-7
Swing Gearbox And Brake	6-8
Description	6-8
Maintenance	6-8
Swing Bearing	6-10
Description	6-10
Maintenance	6-10
Swivels	6-15
Description	6-15
Hydraulic Swivel	6-17
Description	6-17
Theory of Operation	6-17
Maintenance	6-17
Two Port Water Swivel	6-19
Description	6-19
Maintenance	6-19
Electrical Swivel	6-20
Description	6-20
Theory of Operation	6-20
Maintenance	6-20
Swing Lock Pin	6-21
Description	6-21
Maintenance	6-22
360° Swing Lock Control (Positive Lock Type) (Optional)	6-22

Description	6-22
Maintenance	6-22
SECTION 7	Power Train
Engine	7-1
Description	7-1
Maintenance	7-2
Electronic Control System	7-5
Description	7-5
Engine Control System Indicator Lights	7-5
Fuel System	7-6
Description	7-6
Maintenance	7-6
Air Intake and Exhaust System	7-8
Description	7-8
Air Intake	7-8
Charge-Air Cooler System	7-12
Exhaust System	7-13
Aftertreatment Diesel Exhaust Fluid (DEF)	7-16
DEF Tank	7-16
DEF Supply Pump Filter	7-18
Engine Cooling System	7-20
Description	7-20
Maintenance	7-20
Radiator Fill and Servicing	7-24
Drive Train	7-25
Description	7-25
Maintenance	7-25
Transmission/Torque Converter	7-26
Description	7-26
Theory of Operation	7-26
Maintenance	7-27
Towing or Pushing	7-31
SECTION 8	Undercarriage
Axles	8-1
Description	8-1
Maintenance	8-1
Wheels And Tires	8-4
Typical Wear Patterns	8-4
Steering Systems	8-7
Description	8-7
Maintenance	8-7
Rear Axle Oscillation Lockout System	8-10
Description	8-10
Theory Of Operation	8-10
Axle Oscillation Lockout Cylinders	8-12
Axle Oscillation Lockout Valve	8-12
Brake System	8-12
Description	8-12
Theory Of Operation	8-13
Maintenance	8-14
Service Brakes	8-15
Description	8-15
Maintenance and Repair	8-15
Parking Brake	8-15
Description	8-15
Maintenance and Repair	8-15

Procedure for Manually Releasing the Parking Brake	8-15
Outrigger	8-18
Outrigger Circuit	8-18
Maintenance	8-19
Outrigger Beam.	8-22
Extension Cylinder	8-24
Outrigger Monitoring System (Optional—Standard in North America)	8-24
Jack Cylinder	8-24
SECTION 9	Maintenance and Lubrication
General	9-2
Environmental Protection.	9-2
Lubricants and Lubrication Intervals	9-2
Standard Lubricants	9-3
Arctic Lubricants and Conditions	9-6
Arctic Conditions Below -9°C (+15°F).	9-6
Cylinder Rod Surface Protection	9-11
Wire Rope Lubrication	9-11
Lubrication Points	9-11
CraneLUBE.	9-12
Cummins Oil Registration List.	9-12
Safety	9-12
Drive Train	9-14
Steering and Suspension – Kessler Axles	9-22
Steering and Suspension – Fifth Wheel Pivots.	9-24
Axle Lubrication – Kessler Axles.	9-26
Outrigger Lubrication	9-28
Hydraulics Lubrication.	9-30
Turntable (Swing Drive) Lubrication	9-32
Lift Cylinder Lubrication	9-35
Cab Tilt Lubrication.	9-36
Hoist Lubrication	9-38
Boom.	9-40
Hookblock and Overhaul Ball/Weight.	9-46
Auto-Lube (Optional).	9-47
Rust Protection	9-48
Protecting Cranes From Rusting.	9-48
Cleaning Procedures	9-49
Inspection and Repair.	9-49
Application	9-50
Areas of Application	9-50
SECTION 10	Alphabetical Index

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SECTION 1
INTRODUCTION

SECTION CONTENTS

General	1-1	Disassembly and Assembly.	1-10
Overview of Manuals	1-1	Pressing Parts	1-11
Customer Support.	1-2	Locking Devices.	1-11
General Crane Design	1-2	Wires and Cables	1-11
Specific Crane Description	1-2	Shims.	1-11
Lifting Capacities (Load Chart)	1-2	Hoses and Tubes.	1-11
Basic Components	1-2	Bearings.	1-12
Axle Weight Distribution	1-2	Gaskets	1-12
Serial Number Location	1-2	Batteries.	1-12
Transportation and Lifting Data	1-2	Hydraulic Systems.	1-13
List of Specifications	1-3	Hydraulic Fittings.	1-14
General.	1-3	Electrical System	1-16
Dimensions	1-3	Fatigue of Welded Structures	1-16
Capacities.	1-3	Loctite®	1-16
Transmission	1-3	Fasteners and Torque Values	1-17
Torque Converter	1-3	Weld Studs	1-30
Engine.	1-3	Wire Rope	1-31
Axles	1-3	General	1-31
Steering	1-3	Environmental Conditions	1-31
Brakes.	1-3	Dynamic Shock Loads.	1-31
Wheels and Tires	1-3	Lubrication	1-31
Boom	1-3	Precautions and Recommendations During	
Outriggers.	1-4	Inspection or Replacement	1-31
Swivel Assembly.	1-4	Wire Rope Inspection (Running Ropes and Pendant	
Swing Gearbox	1-4	Cables)	1-32
Hydraulic Pumps.	1-4	Wire Rope Inspection (Boom Extension and Retracting	
Hoists	1-4	Cables)	1-33
Crane Nomenclature	1-8	Wire Rope Inspection/Replacement	
General Maintenance	1-10	(All Wire Rope)	1-33
Cleanliness	1-10	Seizing Wire Rope.	1-34
After Cleaning	1-10	Installing 35x7 Class Wire Rope	1-35
Removal and Installation	1-10	Procedures for Cutting and Preparing	
		35x7 Class Wire Rope.	1-35

GENERAL

This Manual provides important information concerning your Grove Crane.

Overview of Manuals

Before placing the crane in service, take time to thoroughly familiarize yourself with the contents of this manual. After all

sections have been read and understood, retain the manual for future reference in a readily accessible location.

NOTE: Throughout this Manual, reference is made to left, right, front, and rear when describing locations. These reference locations are to be considered as those viewed from the operator's seat with the superstructure facing forward over the front of the carrier frame.

Engine operating procedures and routine maintenance procedures are supplied in separate manuals with each crane, and should be referred to for detailed information. A separate safety manual is also provided with each crane. See the Operating Manual Section #2 for other Safety related issues.

Customer Support

Grove and our Dealer Network want to ensure your satisfaction with our products and customer support. Your local distributor is the best equipped and most knowledgeable to assist you for parts, service and warranty issues. They have the facilities, parts, factory trained personnel, and the information to assist you in a timely manner. We request that you first contact them for assistance. If you feel you need factory assistance, please ask the distributor's service management to coordinate the contact on your behalf.

General Crane Design

The Grove crane has been designed for maximum performance with minimum maintenance. With proper care, years of trouble-free service can be expected.

Constant improvement and engineering progress makes it necessary that we reserve the right to make specification and equipment changes without notice.

Specific Crane Description

The crane incorporates an all welded parallel box construction steel frame, utilizing two drive steer axles. Axle steering is accomplished utilizing hydraulic steer cylinders. The engine is mounted at the rear of the crane carrier and

provides motive power through a six speed forward and reverse transmission. The outriggers are single stage, double box, telescopic beam type outriggers. The superstructure is capable of 360° continuous rotation in either direction. All crane functions are controlled from the fully-enclosed cab mounted on the superstructure. The cab seat incorporates armrest-mounted electronic programmable single-axis or dual-axis controllers and a jog dial for easy data input. The GRT765 crane is equipped with a four-section, full power, sequenced and synchronized boom. Additional reach is obtained by utilizing an optional swingaway boom extension. Lifting is provided by a main hoist and an optional auxiliary hoist.

Lifting Capacities (Load Chart)

Lift Capacities are listed on the Load Chart Manual in the cab.

Basic Components

For basic Crane Component locations see Figure 1-2.

Axle Weight Distribution

For Axle Weight Distribution see Table 1-1.

Serial Number Location

Crane Serial Numbers are stamped on the left side of front frame and on manual holder in cab.

Transportation and Lifting Data

Transportation and Lifting data Figure 1-1 is located on the hydraulic tank on the right side of the crane.

LIST OF SPECIFICATIONS

General

Model GRT765
 Full Vision Cab 20° cab tilt
 Rated Capacity . . . See *Load Chart Manual* in cab
 Drive 4 x 4
 Gross Weight . See Axle Weight Distribution Tables

Dimensions

NOTE: Dimensions listed are for a crane with all components fully retracted in the travel mode.

Wheelbase 4166 mm (164 in)
 Length (Carrier) 8711 mm (343 in)
 Length (Overall w/Main Boom) . 14784 mm (582 in)
 Length (Overall w/Aux Boom) . 15274 mm (601 in)
 Width 2990 mm (118 in)
 Height 3822 mm (150 in)
 Weight (w/Heavy Cwt) 42607 kg (93931 lb)
 Outside Turning Radius
 (with Boom Extension Installed)
 2 Wheel Steer 17.0 m (55 ft 9 in)
 4 Wheel Steer 12.1 m (39 ft 8 in)
 Outside Turning Radius
 (without Boom Extension Installed)
 2 Wheel Steer 16.6 m (54 ft 5 in)
 4 Wheel Steer 12.0 m (39 ft 5 in)
 Outside Curb Clearance
 2 Wheel Steer 12.7 m (41 ft 10 in)
 4 Wheel Steer 6.7 m (21 ft 11 in)

Capacities

Fuel Tank (Usable) 266 L (70 gal)
 Engine Cooling System 36 L (9.5 gal)
 Engine Cooling System (Liquid Coolant
 Conditioner) (test and add, as necessary)
 Engine Crankcase with filter 18.5 L (4.9 gal)
 Hydraulic Tank (Reservoir Capacity)
 Total 909.2 L (240.2 gal)
 Full Level 817.3 L (215.9 gal)
 Hoist
 Model GHP-30A 14.2 L (15 qt)
 Swing Drive
 Gearbox 4.14 L (4.4 qt)
 Brake Assembly 3 L (0.63 qt)
 Axle Planetary Hubs and Wheel Bearings (each
 wheel end) 2.8 L (3 qt)
 Axle Differentials (each) 37 L (9.8 gal)
 Transmission (includes
 Torque Converter) 44.5 L (47 qt)
 Diesel Exhaust Fluid (DEF) Tank . . 37.9 L (10 gal)

Transmission

Gear Ratios — Forward and Reverse
 Low Range
 1st 12.64:1
 2nd 6.11:1
 3rd 2.25:1
 High Range
 4th 4.30:1
 5th 2.08:1
 6th 0.76:1
 Maximum Drive Speed 24.1 km/h (15 mph)
 with counterweight installed

Torque Converter

Stall Ratio 1.806:1
 Charge Pump
 Capacity . . . 106 L/min (28 gal/min) @ 2000 rpm

Engine

Cummins B6.7L - Stage V / Tier 4F

Type 4-cycle, Diesel
 with single module exhaust system
 6-cylinder Turbocharged After-Cooled Engine
 Horse Power Rating . . 194kW (260 hp) @ 2500 rpm
 Maximum Speed, No Load 2700 rpm
 Max. Torque . . . 1152 N·m (850 lbf-ft) at 1500 rpm
 24 Volt Electrical System . . . two 12 Volt Batteries
 Fuel Maximum 15 ppm sulfur content (ULSD)
 plus Diesel Exhaust Fluid (DEF)

Cummins B6.7L - non-certified

Type 4-cycle, Diesel
 6-cylinder Turbocharged After-Cooled Engine
 Horse Power Rating . . 194kW (260 hp) @ 2500 rpm
 Maximum Speed, No Load 2700 rpm
 Max. Torque . . . 1152 N·m (850 lbf-ft) at 1500 rpm
 24 Volt Electrical System . . . two 12 Volt Batteries
 Fuel Maximum 5000 ppm Sulfur Diesel

Axles

Total Axle Ratio 24.78:1
 Carrier Ratio 4.13:1
 Planetary Ratio 6:1

Steering

Type Independent Hydraulic Power Steering
 Front axle controlled via steering wheel
 Rear axle provides infinite variations
 controlled via steering wheel (automatic mode) or
 keypad on armrest (manual mode)
 Coordinated Turning Radius
 Outside 4 Wheel Steer 6.5 m (21 ft 2 in)
 Inside 4 Wheel Steer 4.6 m (14 ft 11 in)

Brakes

Type 4 Wheel Hydraulic Dry Disc
 Acting on all Wheels w/ Dual Front
 Single Rear Calipers
 Parking Front Axle Mounted, Spring Applied
 Hydraulic Released

Wheels and Tires

Lugs per Wheel 24
 Torque 650 N·m (480 lbf-ft)
 Tire Size 23.5 x 25, 36 bias ply rating

NOTE: For roading and lifting pressures, refer to the
Load Chart Manual in the cab.

Boom

Length 11.9 to 38.5 m (39 to 126 ft)
 Power 4 Tele Section, Full Power
 Elevation -3 to +80 degrees
 Extension (Optional)
 Manual Bi-Fold 10 to 17 m (33 to 56 ft)
 Offset 0°, 25°, or 45°

Outriggers

Outrigger Spread	
Retracted	2790 mm (110 in)
Mid Extend	4799 mm (189 in)
Fully Extended	6809 mm (268 in)
Outrigger Pad Diameters	
Polymer	600 mm (23.6 in)
Aluminum (Optional)	612 mm (24.1 in)
Max Individual Outrigger	
Pad Load	42,547 kg (93,800 lb)

Swivel Assembly

Electrical	15 Slip Rings
Hydraulic	10 ports
Water	2 ports
Air Conditioning	2 ports

Swing Gearbox

Reduction Ratio	35.2:1
Continuous Torque	5650 N·m (4167 lbf-ft)
Max Pinion Torque	11298 N·m (8333 lbf-ft)

Hydraulic Pumps

NOTE: Pump flow rate (output) figures are theoretical.

Pump #1

Type	Piston
Sections	1
Output - @ loaded engine speed	
Section 1 flow rate	156 L/min (41.2 gal/min)

Pump #2

Type	Piston
Sections	1
Output - @ loaded engine speed	
Section 1 flow rate	156 L/min (41.2 gal/min)

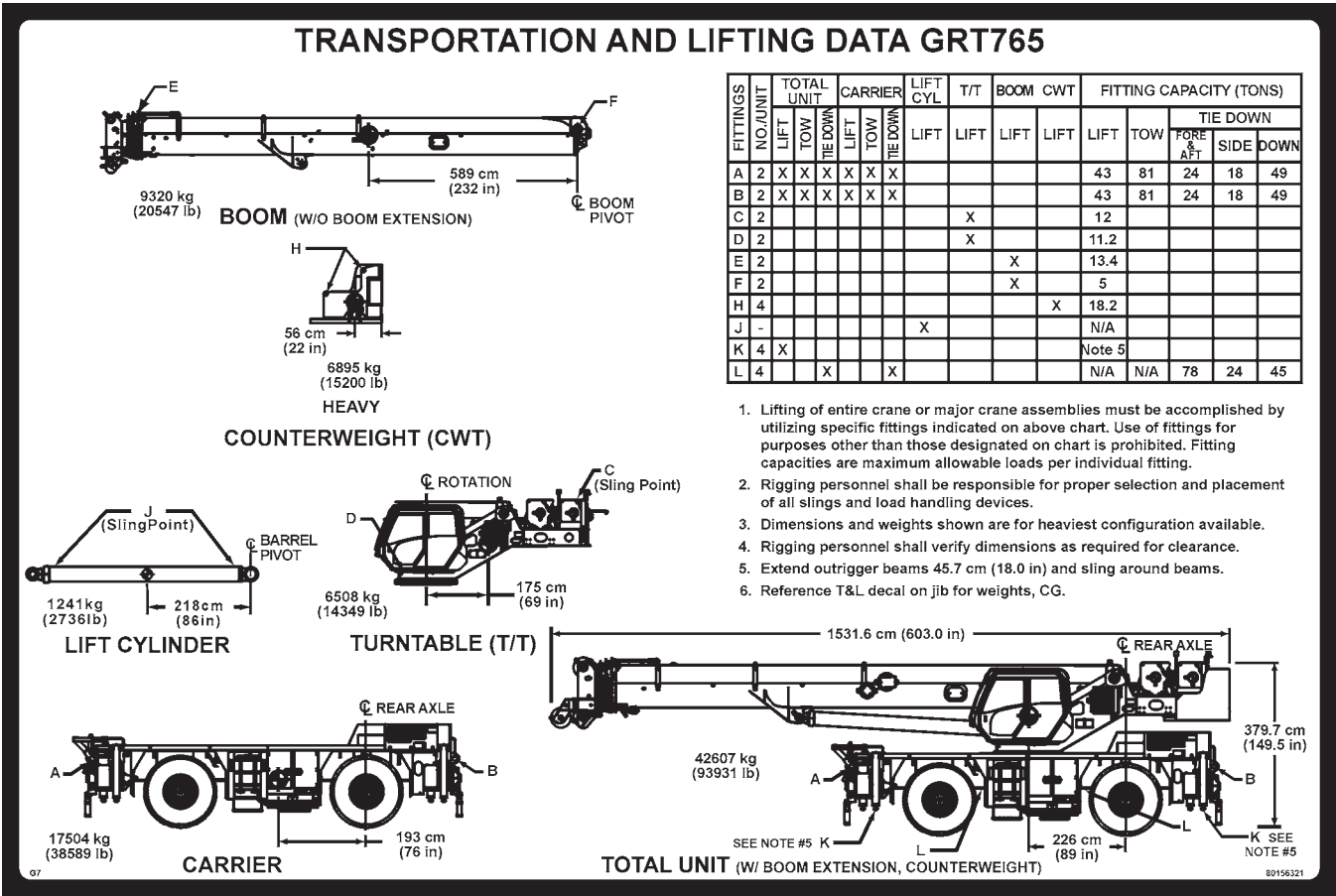
Pump #3

Type	Gear
Sections	1
Output - @ loaded engine speed	
Section 1 flow rate	94.3 L/min (24.9 gal/min)

Hoists

Drum Dimensions	
Diameter	381 mm (15 in)
Length (Standard)	490 mm (19.29 in)
Cable Length-Usable	211.5 m (694 ft)
Cable Length-Storable	255.6 m (839 ft)
Max. Single Line Speed	148 m/min (490 ft/min)
Max Permissible	
Single Line Pull	7784 kg (17,160 lb)
Cable, Main, 35x7 Steel	
Diameter	19 mm (0.75 in)
Length	177 m (581 ft)
Cable, Auxiliary, 35x7 Steel	
Diameter	19 mm (0.75 in)
Length	138 m (452 ft)
Cable, Main, 35x7 Steel (Optional)	
Diameter	19 mm (0.75 in)
Length	214 m (702 ft)
Cable, Auxiliary, 35x7 Steel (Optional)	
Diameter	19 mm (0.75 in)
Length	214 m (702 ft)

Transportation and Lifting Data - GRT765



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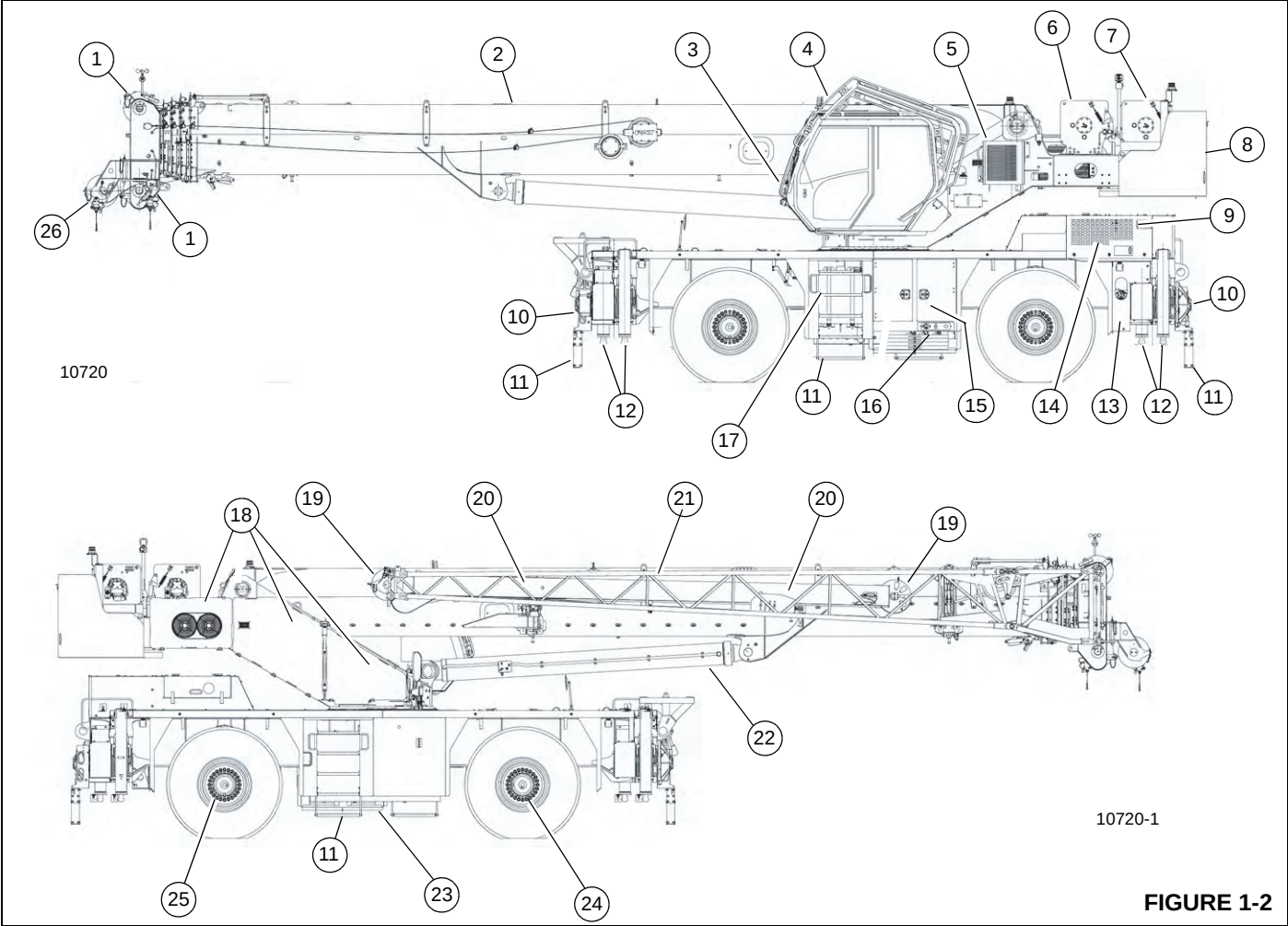
FIGURE 1-1

Table 1-1 – Axle Weight Distribution Table GRT765

Description	CGToCL RearBogie cm (in)		Weight kg (lb)		FrontAxle kg (lb)		RearAxle kg (lb)	
Maximum Axle Loads Allowed					25493	(56202)	25493	(56202)
Maximum Tire Loads Allowed					25429	(56060)	25429	(56060)
Standard Carrier Assy (4x4) + All Fluids	187.40	(73.78)	16814	(37069)	7565	(16677)	9250	(20392)
Superstructure Assy w/Cab, Main Hoist + cable & IPO Cwt	65.28	(25.70)	5767	(12713)	904	(1992)	4863	(10721)
Counterweight - 15,200 lb (standard)	-176.78	(-69.60)	6895	(15200)	-2926	(-6451)	9821	(21651)
Boom Assy, 2/4 Sheaves, Lift Cyl Upr Pin & Pivot Pin	609.60	(240.00)	9064	(19982)	13264	(29242)	-4200	(-9260)
Lift Cylinder & Lower Shaft	500.38	(197.00)	1243	(2741)	1494	(3293)	-250	(-552)
Complete Basic Crane: 11.9 - 38.4 m (39.2 - 126.2 ft) 4-Section Boom, Cummins B6.7L Stage V Engine, 23.5x25 (36 ply) Tires, Main Hoist w/177 m (581 ft) of 19 mm (3/4 in) 35x7 cable, Full Fuel and Hydraulic Oil	212.55	(83.68)	39783	(87705)	20300	(44753)	19483	(42952)
Add To Basic Crane Weight								
10.1 - 17.1 m (33 - 56 ft) Bi-fold Manual Boom Extension	735.08	(289.40)	1136	(2505)	2005	(4420)	-869	(-1915)
Boom Extension Carrier Brackets (Bolt On)	629.67	(247.90)	204	(450)	308	(680)	-104	(-230)
Aux Boom Nose - installed	1260.86	(496.40)	52	(115)	158	(348)	-106	(-233)
11 t (12 USt) Overhaul Ball (Swivel) - tied to O/R Box	675.64	(266.00)	261	(575)	423	(933)	-162	(-358)
11 t (12 USt) Overhaul Weight - tied to O/R Box	675.64	(266.00)	294	(648)	477	(1051)	-183	(-403)
60 t (66 USt) Hookblock (5 sheave) - stowed in tray	386.08	(152.00)	581	(1281)	538	(1187)	43	(94)
45 t (50 USt) Hookblock (3 sheave) - stowed in tray	386.08	(152.00)	560	(1235)	519	(1145)	41	(90)
26 t (29 USt) Hookblock (1 sheave) - stowed in tray	386.08	(152.00)	446	(983)	413	(911)	33	(72)
Rubber Mat in Front Stowage Tray	386.08	(152.00)	25	(56)	24	(52)	2	(4)
Aux Oil Cooler	198.12	(78.00)	84	(185)	40	(88)	44	(97)
Counterweight Stand	617.22	(243.00)	121	(267)	180	(396)	-59	(-129)
Cribbing Storage	165.10	(65.00)	79	(175)	31	(69)	48	(106)
Cribbing Mats	165.10	(65.00)	123	(272)	49	(108)	74	(164)
Counterweight Removal System	-142.24	(-56.00)	111	(245)	-38	(-84)	149	(329)
360 Degree Swing Lock	261.62	(103.00)	32	(70)	20	(44)	12	(26)
Driver	203.20	(80.00)	113	(250)	55	(122)	58	(128)
Cold Weather Package - Carrier (-29°)	-48.26	(-19.00)	11	(25)	-1	(-3)	13	(28)
Cold Weather Package - Carrier (-40°)	149.86	(59.00)	85	(188)	31	(68)	54	(120)

Description	CGToCL RearBogie cm (in)		Weight kg (lb)		FrontAxle kg (lb)		RearAxle kg (lb)	
Cold Weather Package - S/S (-29° or -40°)	124.46	(49.00)	35	(77)	10	(23)	24	(54)
CE Components - Carrier	111.76	(44.00)	52	(114)	14	(31)	38	(83)
CE Components - Superstructure	43.18	(17.00)	82	(180)	9	(19)	73	(161)
Substitutions, Deletions, and Removals from Base Unit Weights								
SUB: Aux Hoist (replace IPO cwt with aux hoist + cable)	-139.70	(-55.00)	279	(616)	-94	(-207)	373	(823)
SUB: Cummins B6.7 Export Engine	-116.84	(-46.00)	-138	(-304)	39	(85)	-176	(-389)
SUB: 23.5R25 XLB Radial Tires	208.28	(82.00)	-105	(-232)	-53	(-116)	-53	(-116)
SUB: Main Hoist Cable - Max Length (214 m (702 ft) of 19 mm (3/4 in) 35X7)	-66.29	(-26.10)	72	(158)	-11	(-25)	83	(183)
SUB: Aux Hoist Cable - Max Length (214 m (702 ft) of 19 mm (3/4 in) 35X7)	-150.11	(-59.10)	166	(367)	-60	(-132)	226	(499)
REM: Main Hoist cable (177 m (581 ft) of 19 mm (3/4 in) 35x7)	-66.29	(-26.10)	-342	(-755)	54	(120)	-397	(-875)
REM: Aux Hoist cable (128 m (420 ft) of 19 mm (3/4 in) 35x7)	-150.11	(-59.10)	-248	(-546)	89	(197)	-337	(-743)

Crane Nomenclature



Item	Description	Item	Description
1	Boom Nose Sheaves	14	Exhaust Aftertreatment
2	Boom	15	Battery and Control Module Compartment
3	Work Lights	16	Battery Disconnect Switch
4	Cab	17	Fuel Tank*
5	Air Conditioning Condenser	18	Superstructure Valve Covers
6	Main Hoist	19	Boom Extension Sheaves
7	Auxiliary Hoist	20	Boom Extension Fly Section
8	Counterweight	21	Boom Extension Base Section
9	Tailpipe	22	Lift Cylinder
10	Outrigger Pads	23	Hydraulic Tank
11	Crane Steps and Grab Handles	24	Axle #1 (Front Drive and Steer)
12	Outrigger Jack Cylinders	25	Axle #2 (Rear Drive and Steer)
13	Diesel Exhaust Fluid (DEF) Tank*	26	Auxiliary Boom Nose
*Stage V/Tier 4F engines use Ultra Low Sulfur Fuel (Max 15 ppm) and Diesel Exhaust Fluid (DEF)			

GENERAL MAINTENANCE

These general suggestions should be helpful in following the instructions in this manual. In analyzing a system malfunction, use a systematic approach to locate and correct the problem.

NOTE: Your safety and that of others is always the number one consideration when working around cranes. Safety is a matter of thoroughly understanding the job to be done and the application of good common sense. It is not just a matter of do's and don'ts. Stay clear of all moving parts.

1. Determine the problem.
2. List possible causes.
3. Devise checks.
4. Conduct checks in a logical order to determine the cause.
5. Consider remaining service life of components against cost of parts and labor necessary to replace them.
6. Make the necessary repair.
7. Recheck to ensure that nothing has been overlooked.
8. Functionally test the failed part in its system.

Cleanliness

An important item in preserving the long life of the crane is keeping dirt out of working parts. Enclosed compartments, seals, and filters have been provided to keep the supply of air, fuel, and lubricants clean. It is important that these enclosures be maintained.

Whenever hydraulic, fuel, lubricating oil lines, or air lines are disconnected, clean the adjacent area, as well as, the point of connection. As soon as the disconnection is made, cap, plug, or tape each line or opening to prevent entry of foreign material. The same recommendations for cleaning and covering apply when access covers or inspection plates are removed.

Clean and inspect all parts. Be sure all passages and holes are open. Cover all parts to keep them clean. Be sure parts are clean when they are installed. Leave new parts in their containers until ready for assembly.

Clean the rust preventive compound from all machined surfaces of new parts before installing them.

After Cleaning

Remove all water or solvent from the parts immediately after cleaning. Use compressed air or a clean cloth. Make sure the parts are completely dry and clean. DO NOT use

compressed air on bearings. Spinning bearings without lubricant will cause damage to the bearing, and could cause the bearing to fly apart.



CAUTION Eye Injury Hazard!

When using compressed air use only low air pressure and keep air stream from direction of face.

Always wear eye and face protection when using compressed air. Injury to eyes could occur.

Removal and Installation

When performing maintenance, do not attempt to manually lift heavy parts when hoisting equipment should be used. Never locate or leave heavy parts in an unstable position. When raising a crane or portion thereof, ensure the crane is blocked securely and the weight is supported by blocks or jack stands rather than by lifting equipment.

When using hoisting equipment, follow the hoist manufacturers recommendations and use lifting devices that will allow you to achieve the proper balance of the assemblies being lifted and to ensure safe handling. Unless otherwise specified, all removals requiring hoisting equipment should be accomplished using an adjustable lifting attachment or straps designed for that purpose. All supporting members (straps, chains and cables) should be parallel to each other and as near perpendicular as possible to the top of the object being lifted.

NOTE: The capacity of an eyebolt diminishes as the angle between the supporting members and the object becomes less than 90°. Eyebolts and brackets should never be bent and should only have stress in tension

Some removals require the use of lifting fixtures to obtain proper balance. The weights of some components are given in their respective sections of the manual.

If a part resists removal, check to be certain all nuts and bolts have been removed and that an adjacent part is not interfering.

Disassembly and Assembly

When disassembling or assembling a component or system, complete each step in turn. Do not partially assemble one part and start assembling another. Make all adjustments as recommended. Always check the job after it is completed to see that nothing has been overlooked. Recheck the various adjustments by operating the crane before returning it to service.

Pressing Parts

When pressing one part into another, use an anti-seize compound or a molybdenum disulfide base compound to lubricate the mating surfaces.

Assemble tapered parts dry. Before assembling parts with tapered splines, be sure the splines are clean, dry, and free from burrs. Position the parts together by hand to mesh the splines before applying pressure.

Parts which are fitted together with tapered splines are always very tight. If they are not tight, inspect the tapered splines and discard the part if the splines are worn.

Locking Devices

Lockwashers, flat metal locks, or cotter pins are used to lock nuts and bolts.

Flat metal locks must be installed properly to be effective. Bend one end of the lock around the edge of the part. Bend the other end against one flat surface of the nut or bolt head.

Always use new locking devices on components which have moving parts.

When installing lockwashers on housings made of aluminum or thin sheetmetal, use a flat washer between the lockwasher and the housing.

Wires and Cables

Batteries should always be disconnected prior to working on the electrical system.

When removing or disconnecting a group of wires or cables, tag each one to ensure proper identification during assembly.

Shims

When shims are removed, tie them together and identify them as to location. Keep shims clean and flat until they are reinstalled.

Hoses and Tubes

⚠ DANGER

High Pressure/Temperature Hazard!

Exercise extreme care around pressurized hydraulic hoses or tubes. **DO NOT** work on a hydraulic system while it is in operation or until all pressure is released.

Hydraulic oil is hot, it can cause severe burns.

Pressurized hydraulic oil can cause death or serious injury.

Stay clear of all hydraulic oil leaks. Relieve system pressure and use a piece of cardboard or paper to check for leaks. Do not use your hands.

Fluid injected into skin must be surgically removed within a few hours by a doctor familiar with this type of injury or gangrene will result.

Inspection

Check hoses carefully. Do not use your bare hands to check for leaks.

Tighten all connections to recommended torque.

If the hose end connections are damaged, always replace the hose or tube. Damaged, dented, crushed, or leaking hose fittings restrict oil flow and the operation of the parts being served. Fittings showing signs of movement from their original position have failed and must be replaced.

Be sure hoses are in good condition. If in doubt, replace them.

Replace hoses if any of the following is evident Figure 1-3:

- Evidence of kinking or crushing (1)
- Chaffing or cuts; wire is exposed (2)
- Damaged or leaking fittings (3)
- Localized ballooning (4)

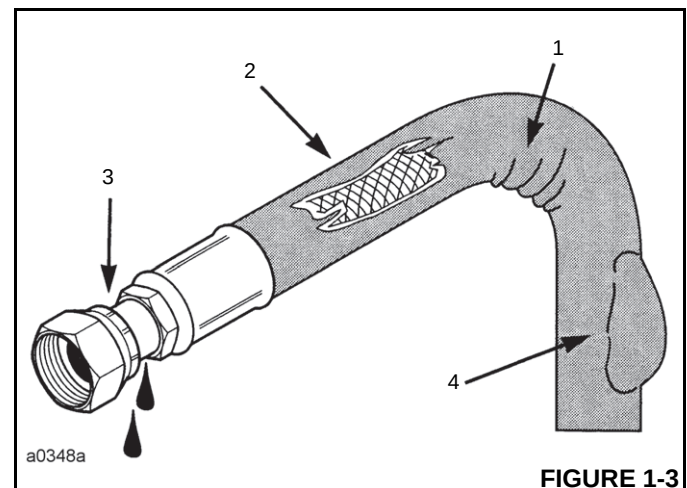


FIGURE 1-3

Installation

1. When installing a new hose, loosely connect each end and make sure the hose takes up the designed position before tightening the connection. Clamps should be tightened sufficiently to hold the hose without crushing and to prevent chafing.
2. If a hose is replaced on a part that moves during operation, be sure it moves freely by moving the part through its complete range of movement.
3. Be sure any hose which has been installed is not kinked or twisted.

Free moving, unsupported hoses must never rub on each other or related work surfaces. This causes chafing and reduces hose life.

Bearings

Antifriction Bearings

When an anti friction bearing is removed, cover it to keep out dirt and abrasives. Wash bearings in non-flammable cleaning solution and allow them to drain dry. The bearing may be dried with compressed air but do not spin the bearing. Discard the bearings if the races and balls or rollers are pitted, scored, or show signs of heat damage. If the bearing is serviceable, coat it with oil and wrap it in clean waxed paper. Do not unwrap new bearings until time of installation. The life of an anti friction bearing will be shortened if not properly lubricated. Dirt in an anti friction bearing can cause the bearing to lock resulting in the shaft turning in the inner race or the outer race turning within the cage.

Double Row, Tapered Roller

Double row, tapered roller bearings are precision fit during manufacture and components are not interchangeable. The cups, cones, and spacers are usually etched with the same serial number and letter designator. If no letter designators are found, wire the components together to assure correct installation. Reusable bearing components should be installed in their original positions.

Heating Bearings

Bearings which require expansion for installation should be heated in oil not to exceed 250 °F (121° C). When more than one part is heated to aid in assembly, they must be allowed to cool and then pressed together again. Parts often separate as they cool and contract.

Installation

Lubricate new or used bearings before installation. Bearings that are to be preloaded must have a film of oil over the entire

assembly to obtain accurate pre-loading. When installing a bearing, spacer, or washer against a shoulder on a shaft, be sure the chamfered side is toward the shoulder.

When pressing bearings into a retainer or bore, uniformly apply pressure to the outer race. If the bearing is pressed on the shaft, uniformly apply pressure on the inner race.

Preload

Preload is an initial load placed on the bearing at the time of assembly. Whether a tapered roller bearing should have preload could depend on any of several conditions: rigidity of the housings and shaft, bearing spread, speed of operation, etc.

To determine whether a bearing requires preload or end clearance, consult the disassembly and assembly instructions pertaining to that bearing.

Care should be exercised in applying preload. Misapplication while preloading bearings requiring end clearance can result in bearing failure.

Sleeve Bearings

Do not install sleeve bearings with a hammer. Use a press and be sure to apply the pressure directly in line with the bore. If it is necessary to drive a bearing into place, use a bearing driver or a bar with a smooth flat end. If a sleeve bearing has an oil hole, align it with the oil hole in the mating part.

Gaskets

Be sure the holes in the gaskets correspond with the passages in the mating parts. If it is necessary to make gaskets, select material of the proper type and thickness. Be sure to cut holes in the right places. Blank gaskets can cause serious damage.

When removed, always install new cylinder head and manifold gaskets using recommended gasket compound on head gaskets to allow uniform sealing.

Batteries

Clean batteries by scrubbing them with a solution of baking soda and water. Rinse with clear water. After cleaning, dry thoroughly and coat terminals and connections with an anti corrosion compound or grease.

If the crane is to be stored or not used for an extended period of time, the batteries should be removed. Store the batteries in a cool (not subfreezing), dry place, preferably on wooden shelves. Never store on concrete. A small charge should be introduced periodically to keep the specific gravity rating at recommended level.

Hydraulic Systems

DANGER

High Pressure/Temperature Hazard!

Exercise extreme care around pressurized hydraulic systems. DO NOT work on a hydraulic system while it is in operation or until all pressure is released.

Hydraulic oil is hot, it can cause severe burns.

Pressurized hydraulic oil can cause death or serious injury.

Stay clear of all hydraulic oil leaks. Relieve system pressure and use a piece of cardboard or paper to check for leaks. Do not use your hands.

Fluid injected into skin must be surgically removed within a few hours by a doctor familiar with this type of injury or gangrene will result.

Cleanliness

Contaminants in a hydraulic system affect operation and will result in serious damage to the system components. Dirty hydraulic systems are a major cause of component failures.

Keep the System Clean

When removing components of a hydraulic system, cover all openings on both the component and the crane.

If evidence of foreign particles is found in the hydraulic system, flush the system.

Disassemble and assemble hydraulic components on a clean surface.

Clean all metal parts in a nonflammable cleaning fluid. Then lubricate all components to aid in assembly.

Sealing Elements

Inspect all sealing elements (O-ring, gaskets, etc.) when disassembling and assembling the hydraulic system components. Installation of new elements is always recommended.

Hydraulic Lines

When installing metal tubes, tighten all bolts finger-tight. Then, in order, tighten the bolts at the rigid end, the adjustable end, and the mounting brackets. After tubes are mounted, install the hoses. Connect both ends of the hose with all bolts finger-tight. Position the hose so it does not rub on the crane or another hose and has a minimum of bending and twisting. Tighten both couplings.

Due to manufacturing methods there is a natural curvature to a hydraulic hose. The hose should be installed so any bend is with this curvature.

Visual Inspection of Hoses and Fittings

1. Visually inspect hoses and fittings once a month or every 250 hours for the following:
 - Leaks at hose fitting or in hose
 - Damaged, cut, or abraded cover
 - Exposed reinforcement
 - Kinked, crushed, flattened, or twisted hose
 - Hard, stiff, heat cracked, or charred hose
 - Blistered, soft, degraded, or loose cover
 - Cracked, damaged, or badly corroded fittings
 - Fitting slippage on hose
 - Other signs of significant deterioration

If any of the above conditions exist, evaluate hose assemblies for correction or replacement. For replacement of hose assemblies, refer to your Grove Product Support Parts Manual.

2. At the same service interval, visually inspect all other hydraulic components and valves for the following:
 - Leaking ports.
 - Leaking valve sections or manifolds and valves installed into cylinders or onto motors.
 - Damaged or missing hose clamps, guards, or shields.
 - Excessive dirt and debris around the hose assemblies.

If any of these conditions exist, address them appropriately.

3. All hydraulic hose assemblies are recommended to be replaced after 8000 hours of service life.
4. Hydraulic hose assemblies operating in a temperature climate zone "C" (Table 1-2) are recommended to be replaced after 8000 hours of service life.
5. Hydraulic hose assemblies operating in climate zones "A" and "B" with high ambient temperatures, could see hose service life reduced by 40 to 50%, therefore, it is recommended to replace these hoses after 4000 to 5000 hours of service life.
6. Hydraulic hose assemblies operating in climate zones "D" and "E" should expect a degradation of mechanical properties such as elasticity, therefore, it is recommended these hoses be inspected and addressed accordingly.

Table 1-2: Climate Zones

Zone	Classification
A	Tropical Moist: All months average above 18° C. Latitude 15° - 25° North and South
B	Dry or Arid: Deficient precipitation most of the year. Latitude 20° - 35° North and South
C	Moist Mid-Latitude: Temperature with mild winters. Latitude 30° - 50° North & South
D	Moist Mid-latitude: Cold winters. Latitude 50° - 70° North & South
E	Polar: Extremely cold winters and summers. Latitude 60° - 75° North & South

Hydraulic Fittings

Flats from Finger Tight (F.F.F.T.) Method

Grove recommends that the F.F.F.T. tightening method described here be used when assembling all hydraulic fittings. This method will minimize the risk of fitting damage or failure due to under or overtightening.

This method will also reduce the chance of a leaky connection which is normally caused by combinations of fittings with different types of plating. This method is particularly useful when the type of plating on the fitting is unknown, and during maintenance or repair when a joint may be oily.

Follow these steps when tightening all fitting connections:

1. Make sure both threads and sealing surfaces are free of burrs, nicks, scratches or any foreign particles.
2. Align tube or hose to the mating fitting and check to see that the flare seats properly on the nose of the fitting.
3. Finger tighten the nut onto the fitting. If necessary, a wrench should be used to seat the nut snugly against the fitting. This is considered the "Finger Tight" condition.
4. Using a permanent-type ink marker, make a mark on one of the flats of the nut and continue it onto the hex of the static fitting or port

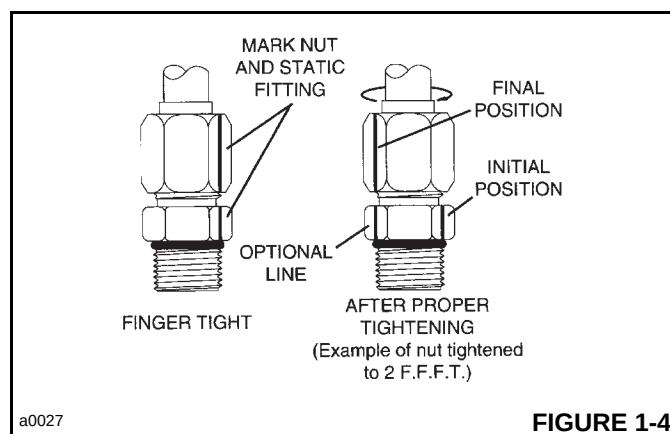


FIGURE 1-4

5. Tighten the joint by the number of flats as specified in Table 1-3 and 1-4 for size and type of fitting.
6. Optionally for future tightening of the same connection: extend the line from the nut at its new location onto the hex of the static fitting or port (Figure 1-4).

37° Flared Steel Fitting: Tube or Hose to Fitting

Follow the F.F.F.T. method, described above.

Table 1-3: Tube and Swivel Nut/Hose Fittings

SAE SIZE	TUBE CONN. (F.F.F.T.)	SWIVEL NUT/ HOSE CONN. (F.F.F.T.)
2	—	—
3	—	—
4	2	2
5	2	2
6	1.5	1.25
8	1.5	1
10	1.25	1
12	1.25	1
14	1	1
16	1	1
20	1	1
24	1	1
32	1	1

T-2-5

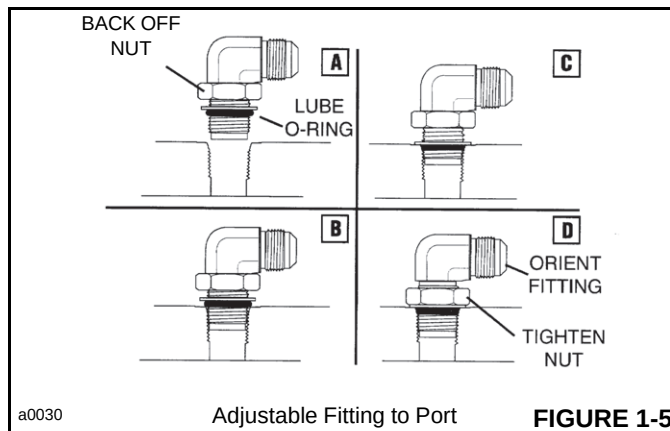
Adjustable Straight Thread O-ring Fittings

Refer to Figure 1-5 and Table 1-4 for the following procedure.

Table 1-4: Adjustable Straight Thread O-ring Fittings

ADJUSTABLE STEEL STR. THREAD O-RING FITTINGS	
SAE SIZE	(F.F.F.T.)
2	1.0 ± 0.25
3	1.0 ± 0.25
4	1.5 ± 0.25
5	1.0 ± 0.25
6	1.5 ± 0.25
8	1.5 ± 0.25
10	1.5 ± 0.25
12	1.5 ± 0.25
14	1.5 ± 0.25
16	1.5 ± 0.25
20	2.0 ± 0.25
24	2.0 ± 0.25
32	2.0 ± 0.25

T-2-6



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Adjustable Fitting to Port**FIGURE 1-5**

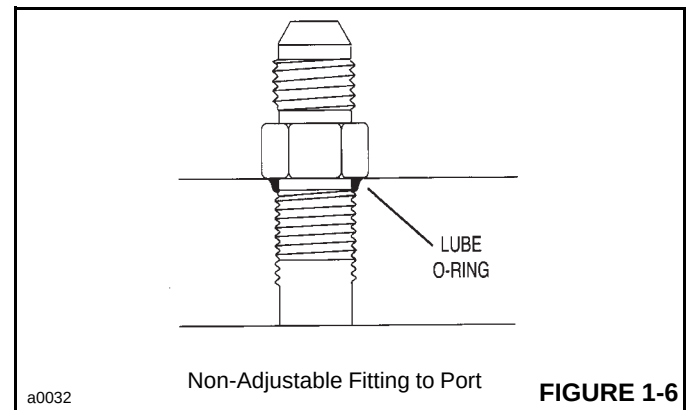
1. Inspect both mating parts for burrs, nicks, scratches, or foreign particles.
2. Lubricate O-ring with a light coat of clean oil.
3. Back off locknut as far as possible (A).
4. Screw the fitting into port by hand until the backup washer contacts the face of the port and is pushed all the way towards the locknut (C).
5. To orientate the fitting, unscrew the fitting the required amount, but not more than one full turn.

6. Hold the fitting in the desired position and tighten the nut (D) following the F.F.F.T. method starting with step 4.

Nonadjustable Straight Thread O-ring Fitting: Fitting to Port

Refer to (Table 1-5) for the following procedure.

1. Make sure both threads and sealing surfaces are free of burrs, nicks, scratches or any foreign particles.
2. Lubricate O-ring with clean oil (Figure 1-6).



a0032

Non-Adjustable Fitting to Port**FIGURE 1-6**

3. Turn fitting until finger tight.
4. Using the assembly torque method, tighten to given torque for size from Table 1-5.

Table 1-5: Straight Thread Fittings

NON-ADJUSTABLE STEEL STR. THREAD O-RING FITTINGS		
SAE SIZE	TORQUE	
	(lb in)	(lb ft)
2	90 ± 5	7.5 ± 0.5
3	170 ± 10	14 ± 1.0
4	220 ± 15	18 ± 1.0
5	260 ± 15	22 ± 1.0
6	320 ± 20	27 ± 2.0
8	570 ± 25	48 ± 2.0
10	1060 ± 50	90 ± 5.0
12	1300 ± 50	110 ± 5.0
14	1750 ± 75	145 ± 6.0
16	1920 ± 25	160 ± 6.0
20	2700 ± 150	225 ± 12.0
24	3000 ± 150	250 ± 12.0
32	3900 ± 200	325 ± 15.0

T-2-7

Electrical System

Harnesses, Wires, and Connectors

Visually inspect all electrical harnesses, cables, and connectors every month or 250 hours for the following:

- Damaged, cut, blistered, or cracked insulation.
- Exposed bare wires.
- Kinked or crushed wires and cables.
- Cracked or corroded connectors, battery terminals, and ground connections.

If any the above conditions exist, evaluate, clean and replace as necessary.

The climate in which the crane operates affects the service life of the electrical components. The climate zones are defined in Table 1-2. Recommended replacement of harness and cables is as follows:

- Climate zone C after 10,000 hours of service.
- Climate zones A and C with high ambient temperatures and duty cycles after 8000 hours of service.
- Climate zones D and E after 5,000 hours of service.
- Salt water conditions after 8,000 hours of service.

Fatigue of Welded Structures

Experience has shown that highly stressed welded structures when repeatedly subjected to varying stresses caused by twisting, shock, bending, and intentional and/or unintentional overloads, often become subject to weld cracking which may be attributed to fatigue of the welded joint. This condition is not uncommon in construction equipment.

Equipment should be periodically inspected for evidence of weld fatigue. The frequency of these inspections should increase with the age of the equipment and the severity of the application. The following are known high stress areas applicable to Grove cranes, and a visual inspection of these areas should be made part of an owner's planned preventive maintenance program:

- Telescopic Boom: wear pad retaining structures, hydraulic cylinder attaching points, boom pivot shaft retaining structures.
- Outrigger pads, beams, boxes and attachment structures.

- Main frame: generally in the area of doubler plates and crossmembers; at the junction of front and rear frame members on truck cranes.
- Turntable bearing connection—where bearing is bolted to the crane superstructure or chassis.
- Counterweight support structures.
- Chassis axle and suspension mounting structures.
- Hydraulic cylinder end connections.

The above is provided only as a guide, and your inspection plan should not be limited to the areas listed. A thorough visual inspection of all weldments is good practice.

Anyone requiring more detailed inspection instructions and/or repair procedures may request same by contacting your local Grove distributor.

Loctite®

CAUTION

Skin and/or Eye Hazard!

Loctite type adhesives contain chemicals that may be harmful if misused. Read and follow the instructions on the container.

Always follow directions on the Loctite container, as not all Loctite types are suitable for all applications. Various types of Loctite are specified throughout the Service Manual. The following type of Loctite brand adhesives are available from the Parts Department of the local Grove distributor.

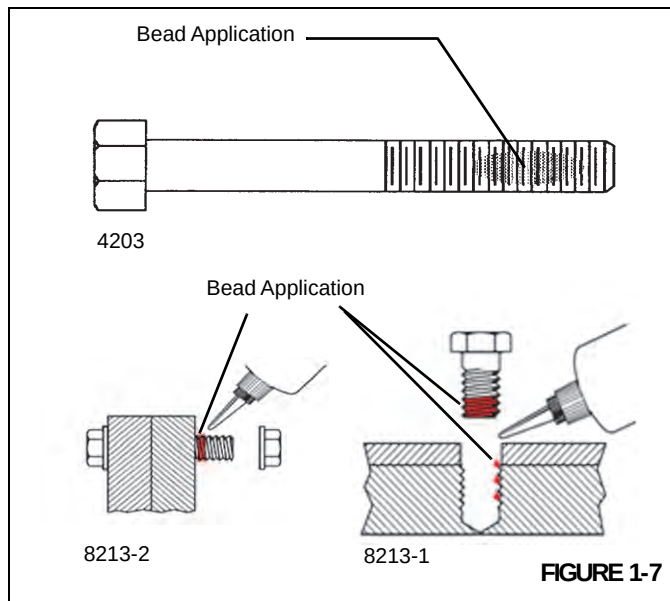
Application of Medium Strength Loctite

NOTE: Fastener may be re-used. Adhesive may be re-applied over cured adhesive residue.

The following procedure covers the proper application and curing method for medium strength Loctite adhesive/sealant (Loctite #243).

NOTE: Ensure male and female threaded surfaces are clean of contaminants, dirt, and oil.

1. Apply a bead perpendicular to the thread, several threads wide, in the approximate area of threaded engagement (Figure 1-7).
2. In a blind hole application, a bead of several drops of adhesive should be applied into the bottom of the hole to be hydraulically forced up during engagement.



3. After application and engagement of mated threads, fixturing will occur within five (5) minutes. Time required to achieve full strength is 24 hours.

Fasteners and Torque Values

Use bolts of the correct length. A bolt which is too long may bottom before the head is tight against the part it is to hold. If a bolt is too short, there may not be enough threads engaged to hold the part securely. Threads can be damaged. Inspect them and replace fasteners, as necessary.

Torque values should correspond to the type bolts, studs, and nuts being used.

The torque tables are provided by Grove for reference when performing maintenance.

Use of proper torque values is extremely important. Improper torquing can seriously affect performance and reliability.

Identification of fastener grade is always necessary. When marked as a high strength bolt (grade 5, 8, etc.), the mechanic must be aware that he/she is working with a highly stressed component and the fastener should be torqued accordingly.

NOTE: Some special applications require variation from standard torque values. Reference should always be made to component overhaul procedures for recommendations.

Special attention should be given to the existence of lubricant, plating, or other factors that might require variation from standard torque values.

The use of lubricants on zinc-flake coated parts shall be prohibited since this will change the required torque value.

When maximum recommended torque values have been exceeded, the fastener should be replaced.

Previously installed bolts and nuts of Grade 8 or Class 10.9 and higher may not be reused.

When referring to the applicable torque charts, use values as close as possible to the torque values shown to allow for wrench calibration tolerance.

Torque Wrenches

Flexible beam type wrenches, even though they might have a pre-set feature, must be pulled at right angle and the force must be applied at the center of the handle. Force value readings must be made while the tool is in motion. Rigid handle type, with torque limiting devices that can be pre-set to required values, eliminate dial readings and provide more reliable, less variable readings.

NOTE: If multipliers and/or special tools are used to reach hard to get at areas, ensure torque readings are accurate.

Torque wrenches are precision instruments and must be handled with care. To ensure accuracy, calibrations must be made on a scheduled basis. Whenever there is a possibility that a torque wrench may have been either overstressed or damaged, it should immediately be removed from service until recalibrated. When using a torque wrench, any erratic or jerking motion can result in the application of excessive or improper torque. ALWAYS use a slow, even movement and STOP when the predetermined value has been reached.

When using step wrenches, calculated wrench settings are valid only when the following conditions are met:

- Torque wrenches must be those specified and forces must be applied at the handle grip. The use of handle extensions will change applied torque to the bolt.
- All handles must be parallel to the step wrench during final tightening. Multiplier reaction bars may be misaligned no more than 30 degrees without causing serious error in torque.
- Multiplier bar handles must be propped or supported within the outer 1/4 of the handle length, or serious under or over tightening will occur.

To convert pounds-foot (lb-ft) of torque to Newton meters (N-m), multiply the pounds-foot quantity by 1.3558.

To convert pounds-inch (lb-in) of torque to Newton meters (N-m), multiply the pounds-inch quantity by 0.11298.

Torque Values

The following tables list the torque values for both ASME standard and metric fasteners. The tables list the values for grade 5 and grade 8 zinc-flake coated, untreated (black) finish and stainless steel fasteners.

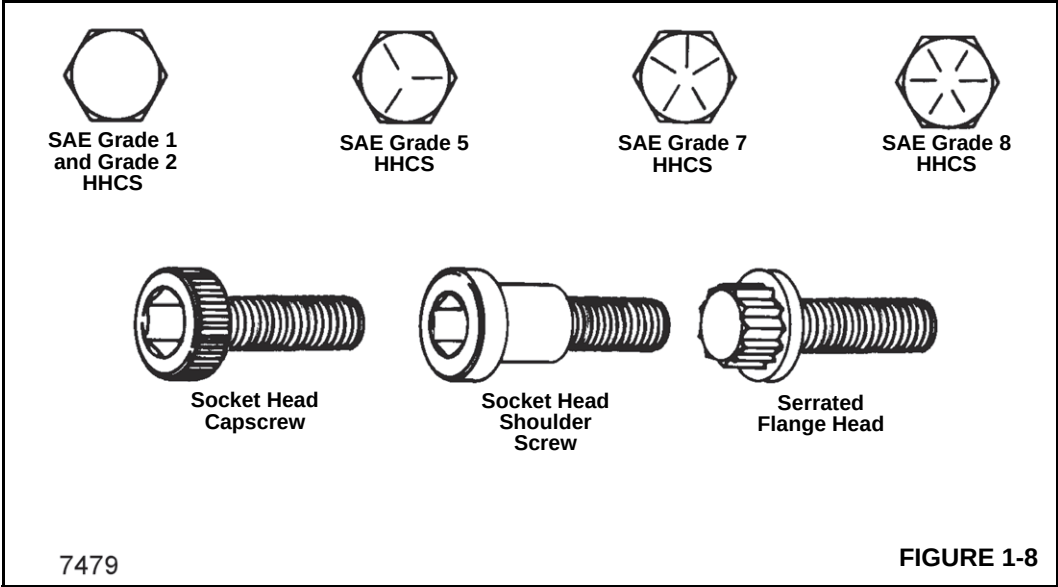


Table 1-6Inch Series with Coarse Threads (UNC) – Zinc Flake Coated

Nominal Size, Threads per Inch, and Series Designation	Grade	Torque (ft/lb)		
		Maximum	Nominal	Minimum
1/4-20 UNC	5	6.6	6.4	6.2
	8	9.3	9.0	8.8
5/16-18 UNC	5	13.5	13.2	12.8
	8	19.1	18.6	18.1
3/8-16 UNC	5	24.0	23.4	22.8
	8	33.9	33.1	32.2
7/16-14 UNC	5	38.4	37.4	36.5
	8	54.3	52.9	51.5
1/2-13 UNC	5	58.6	57.1	55.7
	8	82.8	80.7	78.6
9/16-12 UNC	5	84.5	82.4	80.3
	8	119.4	116.5	113.5
5/8-11 UNC	5	116.6	113.7	110.8
	8	164.8	160.7	156.6
3/4-10 UNC	5	206.8	201.7	196.5
	8	292.3	284.9	277.6
7/8-9 UNC	5	333.8	325.4	317.1
	8	471.6	459.8	448.0
1-8 UNC	5	500.3	487.8	475.3
	8	707.0	689.3	671.6
1 1/8-7 UNC	5	624.0	608.4	592.8
	8	1001.4	976.4	951.4
1 1/4-7 UNC	5	880.5	858.5	836.5
	8	1413.1	1377.8	1342.5
1 3/8-6 UNC	5	1154.5	1125.6	1096.7
	8	1852.8	1806.5	1760.2
1 1/2-6 UNC	5	1532.0	1493.7	1455.4
	8	2458.8	2397.3	2335.8

Table 1-7 Inch Series with Fine Threads (UNF) – Zinc Flake Coated

Nominal Size, Threads per Inch, and Series Designation	Grade	Torque (ft/lb)		
		Maximum	Nominal	Minimum
1/4-28 UNF	5	7.5	7.3	7.1
	8	10.6	10.4	10.1
5/16-24 UNF	5	15.0	14.6	14.2
	8	21.1	20.6	20.1
3/8-24 UNF	5	27.2	26.5	25.8
	8	38.4	37.5	36.5
7/16-20 UNF	5	42.9	41.8	40.7
	8	60.6	59.1	57.6
1/2-20 UNF	5	66.0	64.4	62.7
	8	93.3	90.9	88.6
9/16-18 UNF	5	94.3	91.9	89.6
	8	133.2	129.9	126.6
5/8-18 UNF	5	132.1	128.8	125.5
	8	186.7	182.0	177.3
3/4-16 UNF	5	231.0	225.2	219.4
	8	326.4	318.2	310.1
7/8-14 UNF	5	367.7	358.5	349.3
	8	519.6	506.6	493.6
1-12 UNF	5	547.4	533.7	520.0
	8	773.5	754.2	734.8
1 1/8-12 UNF	5	700.0	682.5	665.0
	8	1123.5	1095.4	1067.3
1 1/4-12 UNF	5	975.0	950.6	926.2
	8	1564.8	1525.7	1486.5
1 3/8-12 UNF	5	1314.4	1281.5	1248.6
	8	2109.5	2056.7	2004.0
1 1/2-12 UNF	5	1723.9	1680.8	1637.7
	8	2766.8	2697.6	2628.4

Table 1-8 Metric Series with Coarse Threads – Zinc Flake Coated

Nominal Size, MM per Thread, and Series Designation	Property Class	Torque (Nm)		
		Maximum	Nominal	Minimum
M4x0.7	10.9	3.6	3.5	3.4
	12.9	4.2	4.1	4.0
M5x0.8	10.9	7.2	7.0	6.8
	12.9	8.4	8.2	8.0

Nominal Size, MM per Thread, and Series Designation	Property Class	Torque (Nm)		
		Maximum	Nominal	Minimum
M6x1.0	8.8	8.3	8.1	7.9
	10.9	12.2	11.9	11.6
	12.9	14.3	13.9	13.6
M8x1.25	8.8	20.2	19.7	19.2
	10.9	29.6	28.9	28.2
	12.9	34.7	33.8	33.0
M10x1.5	8.8	40.0	39.0	38.0
	10.9	58.7	57.2	55.8
	12.9	68.7	67.0	65.3
M12x1.75	8.8	69.7	68.0	66.2
	10.9	102.4	99.8	97.2
	12.9	119.8	116.8	113.8
M14x2	8.8	111.4	108.6	105.8
	10.9	163.6	159.5	155.4
	12.9	191.5	186.7	181.9
M16x2	8.8	172.8	168.5	164.1
	10.9	253.8	247.4	241.1
	12.9	296.9	289.5	282.1
M18x2.5	8.8	246.2	240.1	233.9
	10.9	350.7	341.9	333.2
	12.9	410.4	400.1	389.9
M20x2.5	8.8	348.0	339.3	330.6
	10.9	495.6	483.2	470.8
	12.9	580.0	565.5	551.0
M22x2.5	8.8	474.4	462.6	450.7
	10.9	675.7	658.8	641.9
	12.9	790.7	770.9	751.2
M24x3	8.8	601.3	586.3	571.3
	10.9	856.4	835.0	813.6
	12.9	1002.2	977.1	952.1
M27x3	8.8	881.6	859.6	837.5
	10.9	1255.7	1224.3	1192.9
	12.9	1469.4	1432.7	1395.9
M30x3.5	8.8	1195.3	1165.5	1135.6
	10.9	1702.5	1659.9	1617.3
	12.9	1992.3	1942.4	1892.6

Nominal Size, MM per Thread, and Series Designation	Property Class	Torque (Nm)		
		Maximum	Nominal	Minimum
M36x4	8.8	2089.8	2037.6	1985.3
	10.9	2976.4	2902.0	2827.6
	12.9	3483.0	3395.9	3308.9

Table 1-9 Metric Series with Fine Threads – Zinc Flake Coated

Nominal Size, MM per Thread, and Series Designation	Property Class	Torque (Nm)		
		Maximum	Nominal	Minimum
M8x1.0	8.8	21.6	21.1	20.5
	10.9	31.7	30.9	30.1
	12.9	37.1	36.2	35.3
M10x.75	8.8	46.8	45.6	44.4
	10.9	68.7	67.0	65.3
	12.9	80.4	78.4	76.4
M10x1.25	8.8	42.2	41.1	40.1
	10.9	62.0	60.4	58.9
	12.9	72.5	70.7	68.9
M12x1.0	8.8	79.5	77.5	75.5
	10.9	116.7	113.8	110.9
	12.9	136.6	133.2	129.8
M12x1.25	8.8	76.2	74.2	72.3
	10.9	111.8	109.0	106.3
	12.9	130.9	127.6	124.3
M12x1.5	8.8	72.9	71.1	69.2
	10.9	107.1	104.4	101.7
	12.9	125.3	122.1	119.0
M14x1.5	8.8	120.2	117.2	114.2
	10.9	176.5	172.1	167.7
	12.9	206.6	201.4	196.2
M16x1.5	8.8	184.4	179.8	175.2
	10.9	270.9	264.1	257.3
	12.9	317.0	309.1	301.2
M18x1.5	8.8	276.6	269.7	262.8
	10.9	394.0	384.2	374.3
	12.9	461.1	449.6	438.0
M20x1	8.8	405.7	395.5	385.4
	10.9	577.8	563.3	548.9
	12.9	676.1	659.2	642.3

Nominal Size, MM per Thread, and Series Designation	Property Class	Torque (Nm)		
		Maximum	Nominal	Minimum
M20x1.5	8.8	386.0	376.3	366.7
	10.9	549.7	535.9	522.2
	12.9	643.3	627.2	611.1
M22x1.5	8.8	520.8	507.8	494.8
	10.9	741.7	723.2	704.7
	12.9	868.0	846.3	824.6
M24x2	8.8	655.8	639.4	623.0
	10.9	934.0	910.6	887.3
	12.9	1092.9	1065.6	1038.3
M27x2	8.8	951.4	927.6	903.8
	10.9	1355.0	1321.1	1287.2
	12.9	1585.6	1546.0	1506.3
M30x1.5	8.8	1369.2	1334.9	1300.7
	10.9	1950.0	1901.3	1852.5
	12.9	2281.9	2224.9	2167.8
M30x2	8.8	1324.6	1291.5	1258.4
	10.9	1886.6	1839.4	1792.2
	12.9	2207.7	2152.5	2097.3
M33x2	8.8	1784.5	1739.9	1695.3
	10.9	2541.6	2478.0	2414.5
	12.9	2974.2	2899.8	2825.4
M36x2	8.8	2340.1	2281.6	2223.1
	10.9	3332.8	3249.5	3166.2
	12.9	3900.2	3802.6	3705.1

Table 1-10 Metric Series Screws of STAINLESS STEEL A2-70/A4-70 with Coarse Threads

Size	Torque (Nm)
M2.5x0.45	0.4
M3x0.5	0.9
M4x0.7	1.5
M5x0.8	3.1
M6x1	5.3
M8x1.25	13
M10x1.5	27

Torque Values for fasteners **with lubrication** these torque values result in an 80% utilization of the yield strength.

Stainless steel fasteners tend to gall while being tightened. To reduce this risk, lubricate the threads and torque at low speeds without interruptions. Do not use excessive pressure. Impact wrenches are not recommended.

Table 1-11 Inch Series Screws of STAINLESS STEEL 300 (18-8) with Coarse Threads

Size	Torque	
	lb-in	lb-ft
#5-40 (0.125)	6.9	-
#6-32 (0.138)	9	-
#8-32 (0.164)	18	-
#10-24 (0.190)	21	-
1/4-20	68	-
5/16-18	120	10
3/8-16	210	17.5

Torque Values for fasteners **with lubrication** these torque and preload values result in an 80% utilization of the yield strength.

Stainless steel fasteners tend to gall while being tightened. To reduce this risk, lubricate the threads and torque at low speeds without interruptions. Do not use excessive pressure. Impact wrenches are not recommended.

Table 1-12 Inch Series with Coarse Threads (UNC) – Untreated (black finish)

Size	Grade	Torque (ft/lb)		
		Maximum	Nominal	Minimum
1/4-20	5	9.0	8.4	7.7
	8	12.5	12	11.5
5/16-18	5	19	18	17
	8	26	25	24
3/8-16	5	32	31	30
	8	48	46	44
7/16-14	5	52	50	48
	8	73	70	67
1/2-13	5	78	75	72
	8	120	115	110
9/16-12	5	114	110	106
	8	161	152	143
5/8-11	5	156	150	144
	8	234	225	216
3/4-10	5	270	259.5	249
	8	385	370	355
7/8-9	5	416	400	384
	8	615	591	567
1-8	5	606	583	560
	8	929	893	857
1 1/8-7	5	813	782	751
	8	1342	1288	1234
1 1/4-7	5	1141	1097	1053
	8	2043	1964	1885
1 3/8-6	5	1519	1461	1403
	8	2496	2396	2296
1 1/2-6	5	2028	1946.5	1865
	8	3276	3150	3024

Table 1-13 Inch Series with Fine Threads (UNF) – Untreated (black finish)

Size	Grade	Torque (ft/lb)		
		Maximum	Nominal	Minimum
1/4-28	5	10	9.5	9
	8	14.5	14	13.5
5/16-24	5	21	20	19
	8	26	25	24
3/8-24	5	36	35	34
	8	53	51	49
7/16-20	5	57	55	53
	8	85	82	79
1/2-20	5	88	84.5	81
	8	125	120	115
9/16-18	5	126	121	116
	8	177	170	163
5/8-18	5	182	174.5	167
	8	250	240	230
3/4-16	5	312	299.5	287
	8	425	409	393
7/8-14	5	458	439.5	421
	8	672	646	620
1-12	5	658	632	606
	8	1009	970	931
1-14	5	670	644.5	619
	8	945	908.5	872
1 1/8-12	5	882	848	814
	8	1500	1440	1380
1 1/4-12	5	1251	1203	1155
	8	2092	2008.5	1925
1 3/8-12	5	1704	1638	1572
	8	2833	2719	2605
1 1/2-12	5	2288	2196.5	2105
	8	3640	3500	3360

Table 1-14 Metric Series with Coarse Threads – Untreated (black finish)

Size	Property Class	Torque (Nm)		
		Maximum	Nominal	Minimum
M4x0.7	8.8	3.1	2.9	2.8
	10.9	4.5	4.3	4.1
	12.9	5.4	5.2	4.9
M5x0.8	8.8	6.5	6.2	5.9
	10.9	9.2	8.9	8.5
	12.9	11	10.5	10
M6x1	8.8	11	10.5	10
	10.9	16	15	14
	12.9	19	18	17
M8x1.25	8.8	27	26	25
	10.9	38	36.5	35
	12.9	45	43.5	42
M10x1.5	8.8	53	51	49
	10.9	75	72	69
	12.9	89	86	83
M12x1.75	8.8	93	89	85
	10.9	130	125	120
	12.9	156	150	144
M14x2	8.8	148	142	136
	10.9	212	203.5	195
	12.9	248	238	228
M16x2	8.8	230	221	212
	10.9	322	310	298
	12.9	387	372	357
M18x2.5	8.8	319	306.5	294
	10.9	455	436.5	418
	12.9	532	511	490
M20x2.5	8.8	447	430	413
	10.9	629	605	581
	12.9	756	727	698
M22x2.5	8.8	608	585	562
	10.9	856	823	790
	12.9	1029	989	949
M24x3	8.8	774	744	714
	10.9	1089	1047	1005
	12.9	1306	1256	1206

Size	Property Class	Torque (Nm)		
		Maximum	Nominal	Minimum
M27x3	8.8	1134	1090	1046
	10.9	1591	1530	1469
	12.9	1910	1836.5	1763
M30x3.5	8.8	1538	1479	1420
	10.9	2163	2080	1997
	12.9	2595	2495	2395
M36x4	8.8	2681	2578.5	2476
	10.9	3964	3812	3660
	12.9	4639	4461	4283

Table 1-15 Metric Series with Fine Threads – Untreated (black finish)

Size	Property Class	Torque (Nm)		
		Maximum	Nominal	Minimum
M8x1	8.8	29	28	27
	10.9	41	39.5	38
	12.9	49	47	45
M10x0.75	8.8	57	55	53
	10.9	81	78	75
	12.9	96	93	90
M10x1.25	8.8	57	55	53
	10.9	81	78	75
	12.9	96	93	90
M12x1	8.8	101	97.5	94
	10.9	150	144	138
	12.9	175	168	161
M12X1.25	8.8	100	96	92
	10.9	147	141.5	136
	12.9	172	165.5	159
M12x1.5	8.8	100	96	92
	10.9	140	135	130
	12.9	168	162	156
M14x1.5	8.8	160	153.5	147
	10.9	229	220	211
	12.9	268	257	246
M16x1.5	8.8	248	238.5	229
	10.9	348	335	322
	12.9	418	402	386
M18x1.5	8.8	345	331.5	318
	10.9	491	471	451
	12.9	575	552	529
M20X1	8.8	471	453	435
	10.9	694	667.5	641
	12.9	812	781	750
M20x1.5	8.8	483	464.5	446
	10.9	679	653	627
	12.9	816	785	754
M22x1.5	8.8	657	632	607
	10.9	924	888.5	853
	12.9	1111	1068	1025

Size	Property Class	Torque (Nm)		
		Maximum	Nominal	Minimum
M24x2	8.8	836	803.5	771
	10.9	1176	1130.5	1085
	12.9	1410	1356	1302
M27x2	8.8	1225	1171.5	1130
	10.9	1718	1652.5	1587
	12.9	2063	1983.5	1904
M30x1.5	8.8	1530	1471.5	1413
	10.9	2253	2166.5	2080
	12.9	2637	2536	2435
M30x2	8.8	1661	1597.5	1534
	10.9	2336	2246.5	2157
	12.9	2800	2695	2590
M33x2	8.8	2141	2059	1977
	10.9	3155	3034	2913
	12.9	3692	3550.5	3409
M36x2	8.8	2795	2688	2581
	10.9	4118	3960	3802
	12.9	4818	4634	4450

Weld Studs

Unless otherwise specified the following grade 2 torque values (+/- 10%) apply.

Table 1-16: Weld Stud Torque Values

STUD SIZE	TORQUE
#10	20 lb in
1/4"	4 lb ft
5/16"-18	9 lb ft
5/16"-24	10 lb ft
3/8"	14 lb ft
1/2"	35 lb ft
5/8"	70 lb ft

T-2-4

WIRE ROPE

General

The following compendium of information is from various wire rope manufacturers and includes inspection, replacement, and maintenance guidelines for wire rope as established by ANSI/ASME B30.5, federal regulations, and Grove. The inspection interval shall be determined by a qualified person and shall be based on such factors as expected rope life as determined by experience on the particular installation or similar installations, severity of environment, percentage of capacity lifts, frequency rates of operation, and exposure to shock loads. Periodic inspections need not be at equal calendar intervals and should be performed at shorter time intervals as the wire rope approaches the end of its useful life. A periodic inspection shall be performed at least once a year. The following provides inspection and maintenance procedures for wire ropes used on Grove products (e.g. wire rope used as load lines [hoisting cables], boom extension and retraction cables, pendant cables, tow winch cables, and hook block tie down cables).

Environmental Conditions

The life expectancy of wire rope may vary due to the degree of environmental hostility and other conditions to which these mechanical devices are subjected. Variation in temperature, continuous excessive moisture levels, exposure to corrosive chemicals or vapors or subjecting the wire rope to abrasive material may shorten normal wire rope life. Frequent/periodic inspections and maintenance of your wire rope is recommended for preventing premature wear and to insure long-term satisfactory performance.

Dynamic Shock Loads

Subjecting wire rope to abnormal loads beyond the endurance limit will shorten the wire ropes life expectancy. Examples of this type of loading are listed below.

1. High velocity movement e.g.; hoisting or swinging of a load followed by abrupt stops.
2. Suspending loads while traveling over irregular surfaces such as railroad tracks, potholes, and rough terrain.
3. Moving a load that is beyond the rated capacity of the lifting mechanism, i.e.; overloading.

Lubrication

A wire rope cannot be lubricated sufficiently during manufacture to last its entire life. Therefore, new lubricant must be added throughout the life of a rope to replace factory lubricant which is used or lost. It is important that lubricant applied as part of a maintenance program shall be compatible with the original lubricant, and to this end, the rope manufacturer should be consulted. Lubricant applied

shall be of the type which does not hinder visual inspection. Those sections of rope which are located over sheaves or otherwise hidden during inspection and maintenance procedures require special attention when lubricating rope. The object of rope lubrication is to reduce internal friction and to prevent corrosion.

During fabrication, ropes receive lubrication; the kind and amount depends on the rope's size, type, and anticipated use. This in-process treatment will provide the finished rope with ample protection for a reasonable time if it is stored under proper conditions. But, when the rope is put into service, the initial lubrication may be less than needed for the full useful life of the rope. Because of this possibility, periodic applications of a suitable rope lubricant are necessary.

The following are important characteristics of a good wire rope lubricant:

- It should be free from acids and alkalis.
- It should have sufficient adhesive strength to remain on the rope.
- It should be of a viscosity capable of penetrating the interstices between wires and strands.
- It should not be soluble in the medium surrounding it under the actual operating conditions (i.e. water).
- It should have a high film strength.
- It should resist oxidation.

Before applying lubrication, accumulations of dirt or other abrasive material should be removed from the rope. Cleaning can be accomplished by using a stiff wire brush and solvent, compressed air, or live steam. Immediately after the wire rope is cleaned, it should be lubricated. Many techniques may be used; these include bath, dripping, pouring, swabbing, painting or pressure spray methods. Whenever possible, the lubricant should be applied at the top of a bend in the rope, because at that point the strands are spread by bending and are more easily penetrated. There should be no load on the rope while it is being lubricated. It should be noted, the service life of wire rope will be directly proportional to the effectiveness of the method used and amount of lubricant reaching the working parts of the rope.

Precautions and Recommendations During Inspection or Replacement

1. Always lock out equipment power when removing or installing wire rope assemblies.
2. Always use safety glasses for eye protection.
3. Wear protective clothing, gloves, and safety shoes as appropriate.
4. Use supports and clamps to prevent uncontrolled movement of wire rope, parts, and equipment.

5. When replacing fixed length cable assemblies (e.g. pendants) having permanently attached end fittings use only pre-assembled lengths of wire rope as supplied from Grove. Do not build lengths from individual components.
6. Replace an entire wire rope assembly. Do not attempt to rework damaged wire rope or wire rope ends.
7. Never electroplate wire rope assemblies.
8. Do not weld any wire rope assembly or component unless welding is recommended by the wire rope manufacturer. Welding spatter shall never be allowed to come in contact with the wire rope or wire rope ends. In addition, be sure that the wire rope is not an electrical path during other welding operations.
9. Wire ropes are manufactured from special steels. If heating a wire rope assembly is absolutely necessary for removal, the entire wire rope assembly shall be discarded.
10. On systems equipped with two or more wire rope assemblies operating as a matched set, they shall be replaced as an entire set.
11. Do not paint or coat wire ropes with any substance except approved lubricants.
12. Measure the rope's diameter across crowns (1) of the strands when determining if rope has become damaged ((Figure 1-9)).

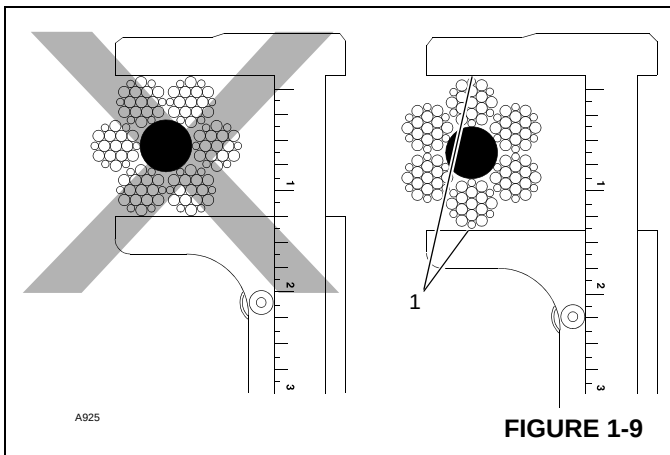
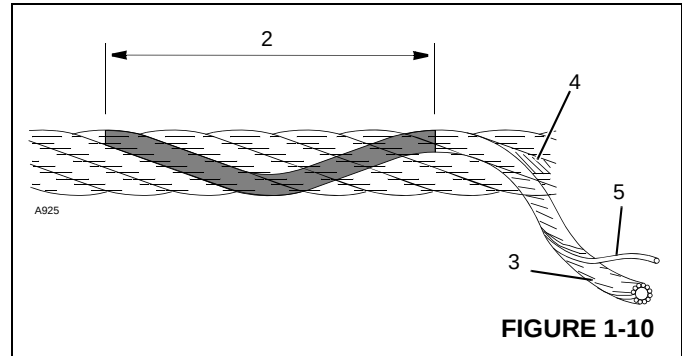


FIGURE 1-9

13. When checking for broken wires (5) (Figure 1-10) relax the rope, move it off "pick-up points", and flex it as much as possible. Defect in the rope is in relation to "Lay Length" (2) which is the distance measured along rope in which one strand (3) makes one complete revolution around the core (4).



Wire Rope Inspection (Running Ropes and Pendant Cables)

Wire rope should be inspected frequently/daily and periodically/yearly in accordance with the following information excerpted from a National Consensus Standard as referenced by Federal Government Agencies. Recommended inspection intervals may vary from crane to crane and may vary based on environmental conditions, frequency of lifts, and exposure to shock loads. The inspection time intervals may also be predetermined by state and local regulatory agencies.

NOTE: Wire rope may be purchased through Grove Product Support.

Any deterioration observed in the wire rope should be noted in the equipment inspection log and an assessment concerning wire rope replacement should be made by a qualified person.

Keeping Records

A signed and dated report of the wire rope's condition at each periodic inspection must be kept on file at all times. The report must cover all inspection points listed in this section. The information in the records can then be used to establish data which can be used to determine when a wire rope should be replaced.

It is recommended that the wire rope inspection program include reports on the examination of wire rope removed from service. This information can be used to establish a relationship between visual inspection and the rope's actual internal condition at the time of removal from service.

Frequent Inspection

A frequent daily visual inspection is recommended for all running ropes in service. This inspection should be made on all wire rope which can be expected to be in use during the day's operation. This inspection should be used to monitor progressive degradation and to discover severe damages necessitating wire rope replacement such as:

- Distortion, kinking, crushing, un-stranding, birdcaging, reduction of diameter, etc.

- General corrosion.
- Broken or cut strands.
- Number, distribution and type of broken wires.
- Evidence of core failure.
- End fitting wear/abrasion.

Pay particular attention to areas of the rope where wear and other damage is likely to occur:

- **Pick-up Points:** Sections of wire rope that are repeatedly stressed during each lift, such as those sections in contact with sheaves.
- **End Attachments:** The point where a fitting is attached to the wire rope or the point where the wire rope is attached to the drum.
- **Abuse Points:** The point where the wire rope is subjected to abnormal scuffing and scraping.

Periodic Inspection

Wire rope should be inspected periodically/annually or at a shorter time interval if necessitated by environmental or other adverse conditions, and shall cover the entire length of the wire rope. Only the outer surface of the wire rope need be inspected, and no attempt should be made to open the rope. Periodic inspection should include all items listed under frequent inspection plus the following:

- Inspect for reduction of rope diameter below nominal diameter.
- Inspect for severely corroded or broken wires at end connections.
- Inspect for severely corroded, cracked, bent, worn, or improperly applied end connections.
- Inspect wire rope in areas subjected to rapid deterioration such as:
 - Sections in contact with saddles, equalizer sheaves, or other sheaves where wire rope travel is limited.
 - Sections of wire rope at or near terminal ends where corroded or broken wires may protrude.
- Inspect boom nose sheaves, hook block sheaves, boom extension/jib sheaves, auxiliary boom nose sheaves, and hoist drums for wear. Damaged sheaves or hoist drums can accelerate wear and cause rapid deterioration of the wire rope.

Wire Rope Inspection (Boom Extension and Retraction Cables)

Periodic Inspection

It is recommended that a periodic inspection of all boom extension and retraction cables be performed using the

following guidelines. This inspection shall cover the entire length of the extension and retraction cables. This inspection should be used to monitor progressive degradation and to discover severe damages necessitating wire rope replacement or equipment repair. Inspection criteria are as follows:

- Inspect for reduction of rope diameter below nominal diameter.
- Inspect for severely corroded or broken wires at end connections.
- Inspect for severely corroded, cracked, bent, worn, or improperly applied end connections.
- Inspect wire rope in areas subjected to rapid deterioration such as:
 - Sections in contact with saddles, equalizer sheaves, or other sheaves where wire rope travel is limited.
 - Sections of wire rope at or near terminal ends where corroded or broken wires may protrude.
 - Sections of wire rope in contact with stationary surfaces where abrasion or chafing may take place as a result of equipment vibration.
- Inspect for damaged or wobbly boom extension and retraction sheaves that may cause rapid deterioration of the wire rope.
- Inspect for unusual cable sag/stretch and be sure cables used in sets all have an equal tension applied. Repeated need for adjustment of an individual cable is evidence of cable stretch and indicates the need for additional and more thorough inspection in order to determine and correct the cause.
- Grove recommends that boom extension cables be replaced every seven (7) years.

Wire Rope Inspection/Replacement (All Wire Rope)

No precise rules can be given for determination of the exact time for replacement of wire rope since many variable factors are involved. Determination regarding continued use or replacement of wire rope depends largely upon the good judgment of an appointed and qualified person who evaluates the remaining strength in a used rope after allowance for any deterioration disclosed by inspection.

Wire rope replacement should be determined by the following information excerpted from a National Consensus Standard as referenced by Federal Government Agencies and as recommended by Grove. All wire rope will eventually deteriorate to a point where it is no longer usable. Wire rope shall be taken out of service when any of the following conditions exist:

- Kinking, crushing, birdcaging, or any other damage resulting in distortion of the rope structure.
- Evidence of any heat damage from any cause.
- Reductions from nominal diameter of more than 5%.
- In running ropes, six randomly distributed broken wires in one lay or three broken wires in one strand in one lay.
- In standing ropes, more than two broken wires in one lay in sections beyond end connections or more than one broken wire at an end connection.
- In rotation resistant rope, two randomly distributed broken wires in six rope diameters or four randomly distributed broken wires in 30 rope diameters.
- Severe corrosion as evidenced by pitting.
- Grove recommends that for cable extended booms, a single damaged wire rope assembly shall require replacement of the entire set of extension cables.
- Grove recommends for cable extended booms, that boom extension cables be replaced every seven (7) years.

Seizing Wire Rope

It is important to seize the ends of rotation resistant wire ropes to prevent the displacement and unraveling of the individual wires and strands at the ends. All preformed and non-preformed styles of wire rope should be seized prior to cutting. Seizings must be placed on both sides of the point where the wire rope is to be cut.

The two preferred methods for seizing wire ropes are:

Method 1

Using a length of soft annealed wire (Figure 1-11), place one end in the groove between two strands of the wire rope. Turn the long end of the annealed wire at right angles to the wire and wrap it tightly over the portion in the groove.

The two ends of the annealed wire should be twisted together tightly. Cut off the excess wire and pound the twist flat against the wire rope.

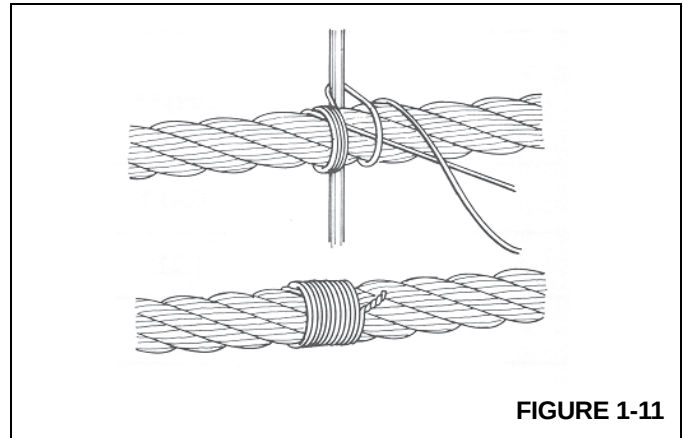


FIGURE 1-11

Method 2

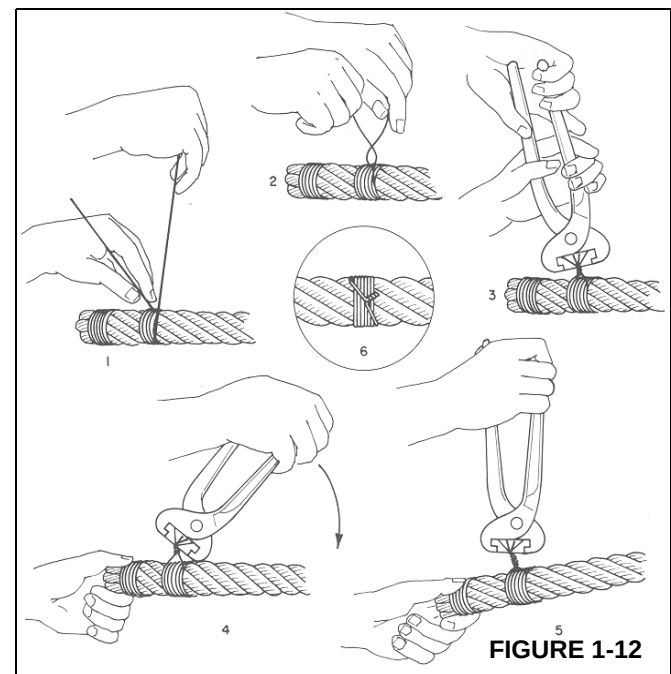


FIGURE 1-12

Wind a length of soft annealed wire (Figure 1-12) around the wire rope at least seven times. The two ends should be twisted together in the center of the seizing. Tighten the seizing by alternately prying and twisting. Cut off both ends of the wire and pound the twist flat against the rope.

NOTE: Non-preformed wire rope (1) (Figure 1-13) should have three seizings (3) located on each side of the cut (4) as compared to preformed wire rope (2).

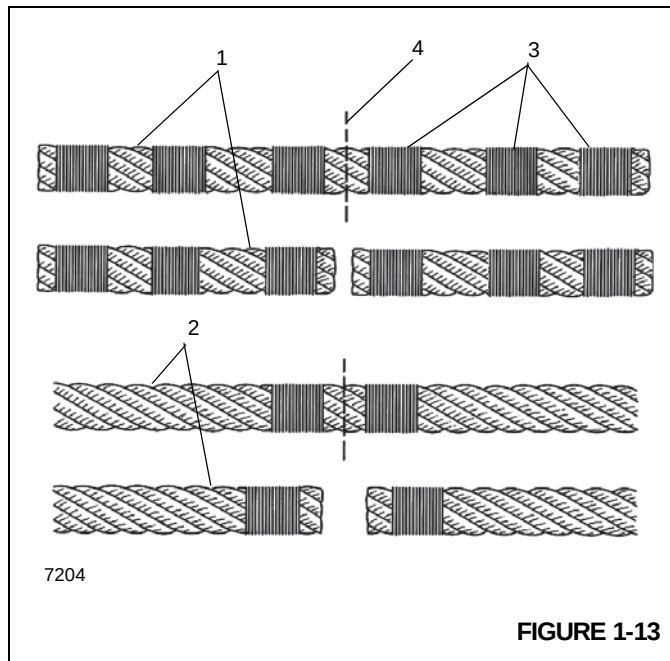


FIGURE 1-13

Installing 35x7 Class Wire Rope

CAUTION

Any cutting of this specific wire rope is not recommended. If 35x7class wire rope must be cut for any reason, it is necessary to follow the following instructions. Also, unlike other types of wire rope, the ends on this wire rope must be welded to retain the rotation resistant characteristics.

1. Unload properly and relieve any twists. Pull the rope off the shipping reel or unroll it from a shipping coil. (If done improperly, you may kink the rope, which will result in permanent damage to the rope.) Then, lay the rope on the ground in direct line with the boom. This helps release any twist in the rope.
2. Pull the rope over the point sheave and attach the end to the hoist drum. Be sure not to remove the welded end.
3. Wind rope onto drum slowly and carefully. At this point, it isn't necessary to provide additional load other than the weight of the rope being pulled across the ground.
4. Spool first layer tightly. It is essential on smooth-faced drums that the first layer is spooled with wraps tight and close together since the first layer forms the foundation for succeeding layers. If need be, use a rubber, lead or brass mallet (but never a steel hammer) to tap the rope into place.
5. Spool multiple layers with sufficient tension. It's very important to apply a tensioning load to the ropes during the rope breaking-in process. (If not, the lower layers may be loose enough that the upper layers become wedged into the lower layers under load, which can

seriously damage the rope.) The tensioning load should range from 1 to 2% of the rope's minimum breaking force.

6. For ropes in multi-part systems: Reeve the traveling block and boom tip sheaves so the rope spacing is maximized and the traveling (hook) block hangs straight and level to help assure block stability.
7. Breaking in new 35x7 class rope—After installation, properly break in the rope, which allows the rope's component parts to adjust themselves to the operating conditions:

With the boom fully raised and fully extended, attach a light load at the hook and raise it a few inches off the ground. Allow to stand for several minutes. Then cycle the load between the full "up" and "down" positions several times. Observe the drum winding and rope travel for any potential problems.

After making the lifts with a light load, increase the load and cycle it up and down a few times. This procedure will train the rope and help assure smooth operation during its useful life.

Ideally, you should run these loads with reeving that lets you place the loads on the block with all rope off the drum except the last three wraps. If this is not possible, alternate methods must be used to assure proper tensioning of the rope on the drum.

Procedures for Cutting and Preparing 35x7 Class Wire Rope

35x7 class rope is a special wire rope that must be handled differently than any other rope manufactured. One characteristic that makes this rope special is that the outer strands are not preformed. It is because of this that the following procedures for cutting and preparing 35x7class rope must be followed:

1. The welded ends prepared by the manufacturer are not to be removed.
2. Before cutting the rope, make three separate bands with seizing strand on each side of where the cut is to be made (total of six bands for each cut). Each band is to have a minimum length of one and one half times the rope diameter. The two bands closest to the cut should be located at a distance equal to one rope diameter away from the cut. The four remaining bands should be evenly spaced at a distance equal to three rope diameters.
 - a. If a welder is available, the cut should be made with an abrasive saw. Immediately after the cut, both ends of the rope are to be cap welded so that all inner and outer strands are welded together, preventing any movement between them.

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SECTION 2

HYDRAULIC SYSTEM

SECTION CONTENTS

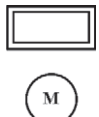
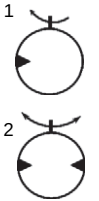
Description	2-2	Checking/Setting Cab Tilt and Service Brake Supply Pressures.	2-35
Hydraulic Symbols	2-3	Checking/Setting the Outriggers and Rear Steer Pressures.	2-35
Maintenance	2-5	Checking/Setting the Axle Lockout Circuit Pressure	2-36
Preparation	2-5	Checking/Setting the Parking Brake Pressure. . .	2-37
Hydraulic System Maintenance Precautions	2-5	Checking/Setting the Differential Lock Pressure .	2-38
Label Parts when Disassembling	2-5	Valves	2-39
Hydraulic Oil Recommendations.	2-5	General	2-39
Draining and Flushing	2-5	Main Directional Control Manifold Valve	2-43
Removing Air From the Hydraulic System	2-6	Description	2-43
Parts Replacement	2-7	Maintenance	2-43
Directional Control Valves.	2-7	Swing Manifold Valve	2-47
Visual Inspection of Hoses and Fittings	2-8	Description	2-47
Supply Pressure And Return Circuit	2-9	Maintenance	2-47
Description	2-9	Accessory Manifold Valve	2-50
Hydraulic Pump Distribution	2-11	Description	2-50
Troubleshooting	2-12	Maintenance	2-50
Troubleshooting Aids	2-13	Lift Cylinder and Telescope Cylinder Control Valves	2-54
Troubleshooting Procedures.	2-13	Description	2-54
Hydraulic Oil Return Filter Assembly	2-14	Maintenance	2-54
Fill Cap/Breather	2-14	Carrier Combination Manifold Valve	2-55
Oil Cooler	2-16	Description	2-55
Description	2-16	Maintenance	2-56
Maintenance	2-16	Outrigger Control Manifold	2-61
Hydraulic Pumps	2-19	Description	2-61
Description	2-19	Maintenance	2-61
Maintenance	2-21	Differential Lock Valve	2-63
Pressure Setting Procedures	2-23	Description	2-63
Checking/Setting the Piston Pumps Cut-off and Differential Pressures	2-24	Maintenance	2-63
Checking/Setting the Pilot Supply Pressure	2-27	Dual Accumulator Charge Manifold Valve	2-64
Checking/Setting the Main Directional Control Valve, Hoists, Lift, and Telescope Pressures . . .	2-28	Description	2-64
Checking/Setting the Front Steer Pressure	2-31	Maintenance	2-64
Checking/Setting the Swing Brake Release Pressure	2-32	Hydraulic Brake Accumulator	2-66
Checking the Swing Work Pressure	2-32	Description	2-66
Checking the Service Brake Accumulator Charging Valve Pressure	2-33	Maintenance	2-66
Checking the Service Brake Accumulators Pre-charge	2-34	Cylinders	2-67
Pre-charging the Accumulators.	2-34	Cylinder Rod Surface Protection	2-67
		Leak Check	2-67
		Temperature Effects On Hydraulic Cylinders . . .	2-68

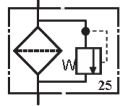
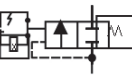
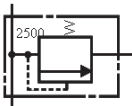
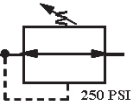
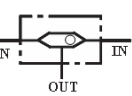
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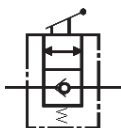
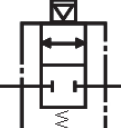
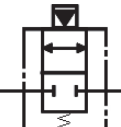
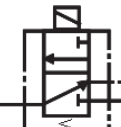
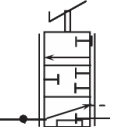
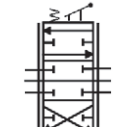
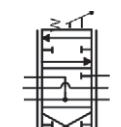
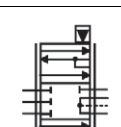
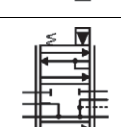
This section describes the hydraulic system, the components which make up the hydraulic system, and the components dependent upon the hydraulic system for their operation. This includes descriptions of the supply pressure and return hydraulic circuit, hydraulic pumps, all hydraulic

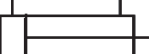
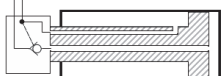
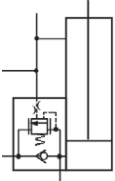
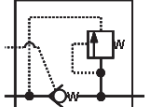
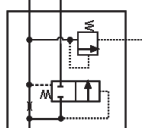
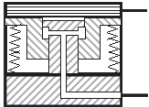
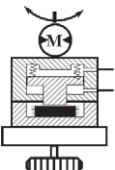
valves, and all hydraulic cylinders. Detailed descriptions and operation of individual hydraulic circuits are discussed within their individual sections as applicable. A complete hydraulic system schematic showing all options is at the back of this manual.

HYDRAULIC SYMBOLS

Description	Symbol
Hydraulic Reservoir - Stores, cools, and cleans machines hydraulic fluid supply.	
Hydraulic Return Lines - Terminated at (1) below fluid level (2) above fluid level.	
Hydraulic Pump - (1) fixed displacement (2) variable displacement.	
Power Source - Powers hydraulic pump (1) combustion engine, (2) electric motor.	
Hydraulic Motors - (1) unidirectional, (2) bidirectional.	
Pump Disconnect - Disconnects pump from power source.	
Continuous Line - Supply or return lines.	
Connecting Lines - Branch lines connected to main line.	
Dashed Line - Pilot pressure.	
Dotted Line - Case drain or load sense.	
Chain Line - Enclosure of two or more functions contained in one unit.	
Pressure Transducer - Hydraulic/electrical located in lift cylinder circuit for cranes RCL circuit.	

Description	Symbol
Filter - Removes contamination from hydraulic fluid.	
Filter with Bypass Valve - Bypass valve allows hydraulic fluid to bypass the filter if the filter becomes clogged.	
Accumulator - Used to either develop flow or absorb shock.	
Check Valve - Creates back pressure.	
Orifice - In-line fixed restriction.	
Adjustable Orifice - In-line restriction used for control device.	
Hydraulic Oil Cooler - Cools hydraulic fluid.	
Temperature Switch - Regulates the hydraulic fluid temperature.	
Hydraulic Pressure Switch - Senses hydraulic pressure to energize electrical components.	
Flow Switch - Illuminates indicator light to indicate a fault.	
Relief Valve - Protects system from being over pressurized.	
Pressure Reducing Valve - Regulates maximum pressure.	
Shuttle Valve - Used to direct maximum pressure to components.	

Description	Symbol
Manually Operated - Valve shifted manually with check to allow flow back to tank.	
Pneumatic Operated - Valve shifted by pneumatic device.	
Pilot Operated - Valve shifted by pilot pressure.	
Electric Operated - Valve shifted by electrical energy.	
Brake Valve - Activates swing brake.	
Open Center Cylinder Spool - Directional control valve for hydraulic cylinder function that directs flow back to tank through the open center when in the neutral position	
Open Center Motor Spool - Directional control valve for hydraulic motor function that directs flow back to tank through the open center when in the neutral position. Allows flow back to tank when the crane is shut down.	
Closed Center Cylinder Spool - Pressure compensated directional control valve for hydraulic cylinder which directs flow back to tank with an unloader valve cartridge.	
Closed Center Motor Spool - Pressure compensated directional control valve for motor with open port for flow back to tank. Allows flow back to tank when the crane is shut down.	

Description	Symbol
Single Acting Cylinder - Extended hydraulically and retracted with a spring.	
Double Acting Cylinder - Extended and retracted hydraulically.	
Double Acting Telescope Cylinder - Anchored rod pushes barrel out when check valve is unseated.	
MultiStage Telescope Cylinder - Used in multi/section synchronized operations.	
Inverted Outrigger Jack Cylinder - Extends the barrel down to raise the crane off the ground.	
Holding Valve - Keeps boom lift cylinder from collapse if hydraulic pressure failure occurs (i.e. hose rupture).	
Pilot Operated Check Valve (with thermal relief) - Requires pilot pressure to unseat the one way check (nonadjustable).	
Flow Divider Valve - Regulates flow to a selected circuit.	
Hoist Brake - Holds load after control is returned to neutral (spring applied and hydraulically released).	
Swing Brake - Spring applied hydraulically brake holds superstructure in place.	

MAINTENANCE

Preparation

The following precautions shall be taken before maintenance, adjustments, and repairs are started on a crane:

- Place a warning tag in a conspicuous location at the controls stating that the machine requires adjustment or repair before it can be operated.
- Park the crane where it will cause the least interference with other equipment or operations in the area.
- Place all controls at the off position and set the brakes to prevent inadvertent motion.
- Disable all methods used to start the crane's engine.
- Lower the boom to the ground or otherwise secured against dropping.
- Lower the hook block to ground or otherwise secured against dropping.
- Relieve the hydraulic pressure from all hydraulic circuits before loosening or removing hydraulic components.

After maintenance, adjustments and repairs have been made, do not return the crane to service until all guards have been reinstalled, trapped air removed from the hydraulic system if required, safety devices reactivated, and maintenance equipment and all warning tags removed.

Maintenance, adjustments and repairs shall be done only by designated personnel who are properly trained. Use only Grove supplied parts to repair the crane.

Hydraulic System Maintenance Precautions

Contaminants in a hydraulic system affect operation and result in serious damage to the system components. Dirty hydraulic systems are a major cause of component failures.

If evidence of foreign particles is found in the hydraulic system, flush the system.

Disassemble and reassemble hydraulic components on a clean surface.

Clean all metal parts in a nonflammable cleaning fluid. Then lubricate all components to aid in assembly.

Inspect all sealing elements (O-ring, gaskets, etc.) when disassembling and assembling the hydraulic system components. Installation of new sealing elements is always recommended.

When installing metal hydraulic tubes, tighten all bolts finger tight. Then, in order, tighten the bolts at the rigid end, the adjustable end, and the mounting brackets. After tubes are mounted, install the hoses. Connect both ends of the hose with all bolts finger tight. Position the hose so it does not rub

the machine or another hose and has a minimum of bending and twisting. Tighten bolts in both couplings.

Due to manufacturing methods, there is a natural curvature to a hydraulic hose. The hose should be installed so any bend is with this curvature.

In case of replacement hoses with angled stem reusable fittings, the hose curvature must be taken into consideration when assembling and positioning the angled stem.

Label Parts when Disassembling

When removing or disconnecting a group of wires or cables, tag each one to ensure proper identification during re-assembly.

When shims are removed, tie them together and identify them as to location. Keep shims clean and flat until they are reinstalled.

Hydraulic Oil Recommendations

For the hydraulic oil specifications, refer to *Hydraulics Lubrication*, page 9-30.

Draining and Flushing

If a component has been changed because of a failure that might allow metal or abrasive particles to enter the system, all systems must be thoroughly checked, drained, and flushed.

1. Remove the reservoir drain plug. Allow about three minutes after hydraulic oil stops flowing from the drain port for the side walls to drain.
2. Clean and install the reservoir plug and fill the reservoir with a 50/50 mixture of fuel oil and clean hydraulic oil.
3. Cycle the crane through all functions several times. Then return the crane to its stowed position and turn the front and rear wheels to the extreme left. Shut down the engine.
4. Remove the reservoir drain plug and drain the reservoir. Clean and install the drain plug and fill the reservoir with clean hydraulic oil.

NOTE: Hydraulic oil supply lines must be connected to the cylinders when flushing the system.

Draining the various components will be aided by connecting a drain line in place of the disconnected return line.

5. Disconnect the return line from the lift cylinder and raise the boom to maximum elevation.
6. Connect the cylinder return line and lower the boom to its stowed position. Replenish the reservoir hydraulic oil level as required.

7. Disconnect the return line from an outrigger extension cylinder and fully extend the outrigger.
8. Connect the outrigger return line and retract the outrigger. Replenish the reservoir hydraulic oil level as necessary.
9. Repeat Steps 7 and 8 for the remaining outriggers.

CAUTION

When draining the outrigger cylinders, always operate either both front or both rear cylinders together to prevent twisting the crane.

10. Disconnect the return lines from a pair of outrigger jack cylinders and activate the cylinders to their maximum down positions.
11. Connect the return lines and raise the outrigger jack cylinders to the stowed position. Replenish the reservoir hydraulic oil level as necessary.
12. Repeat Steps 10 and 11 for the remaining two outrigger cylinders.
13. Disconnect the return line from the telescope cylinder and fully extend the boom.
14. Connect the return line and retract the boom. Replenish the reservoir hydraulic oil level as necessary.
15. Disconnect the return lines from both front steer cylinders and turn the front wheels to the extreme right.
16. Connect the return lines and turn the front wheels to the extreme left and then back to center. Replenish the reservoir hydraulic oil level as necessary.
17. Repeat Steps 15 and 16 for the rear steering cylinders.
18. Raise the crane on outriggers.
19. Disconnect the line from port A of the axle lockout valve.
20. Using a jack under the rear wheel on one side of the crane, jack up the wheel to maximum travel.
21. Connect the line to port A of the axle lockout valve and disconnect the line from Port B.
22. Repeat step 19 using the other rear wheel.
23. Connect the line to port B of the axle lockout valve. Energize the axle lockout valve. Replenish the reservoir hydraulic oil level as necessary.
24. Disconnect the return line from the main hoist motor and fully hoist up the hoist.
25. Connect the return line to the main hoist motor and fully hoist down the hoist, then hoist up again. Replenish the reservoir hydraulic oil level as necessary.

26. Repeat Steps 24 and 25 for the auxiliary hoist as necessary.
27. Disconnect one of the lines from the swing motor and drive the motor in the direction it will go.
28. Connect the line to the swing motor, then drive the swing motor in the opposite direction until the boom is centered and forward. Replenish the reservoir hydraulic oil level as necessary.

CAUTION

When hydraulic oils are changed or added, ensure that hydraulic oils of different manufacturers are of the same specifications, however, discoloration (miliness) may occur. Mixing incompatible hydraulic oils may result in improper operation or damage to the machine.

When hydraulic oils are changed, recheck the reservoir hydraulic oil level after brief system operation and add hydraulic oil as required. Working reservoir capacity y to full mark) is 926.5 L (245 gal). Ensure the crane is level and in the travel mode of operation when the hydraulic system is being filled. The system must be filled with all cylinders retracted. Fill the reservoir to the full mark on the reservoir sight gauge. After the reservoir is filled, operate all circuits and recheck the reservoir sight gauge. Add hydraulic oil as required.

Removing Air From the Hydraulic System

Air entering the hydraulic oil will normally be removed automatically by passage of the hydraulic oil over the baffles in the hydraulic reservoir. If a component has been replaced, the reservoir level is too low, or a leak develops in the suction lines to the pumps, air can enter the system. If air becomes entrapped in the hydraulic oil, it may be detectable in pumps and motor operated components such as the swing mechanism and hoist(s), because it can cause these units to become noisy during operation. If noisy operation occurs, first check the level of the hydraulic reservoir and replenish as necessary. Then inspect for leaks in the suction lines leading to the pumps.

Minute leaks may be hard to locate. If a leak is not readily detectable, use the following way to check for it:

- Seal all normal openings in the hydraulic system and the reservoir. Using a positive means to control the pressure (like a regulator), pressurize the hydraulic system to 0.138 to 0.276 bar (2 to 4 psi) and inspect all joints and fittings for evidence of leaks. A soap solution applied to the fittings and joints may also prove helpful in detecting minute leaks while the system is pressurized. Remove the pressure, repair any leaks found, and reopen any openings (such as a vent) closed for inspection. Refill the reservoir after completing any repairs or service.

Operate all hydraulic circuits several times in both directions.

- This action should return any entrapped air to the reservoir where it can be removed from the hydraulic oil by the baffles.



CAUTION

Always locate the machine on a firm supporting surface, extend the outriggers and level the machine and position the boom over the front to extend the boom at low angles. Injury or damage to the machine may result if this caution is not followed.

- To remove entrapped air from telescope cylinders, lower the boom to below horizontal and fully telescope the boom in and out several times.
- If the air is not readily removed, lower the boom to below horizontal, extend the telescope cylinders as far as practicable, and allow the boom to remain in this position overnight. This should allow entrapped air to find its way to the holding valve so that telescoping the boom IN the next morning should force the air back to the reservoir. Ensure the boom is first telescoped IN (not OUT) in the morning. Telescoping OUT may cause air to be forced back into the cylinder.



CAUTION

Do not attempt to loosen fittings in pressurized lines or while the hydraulic pumps are in operation.

Extreme care must be used when removing any plugs or restrictions from a hydraulic system suspected to have entrapped air that may be pressurized. Moderate to minor injury may result from pressurized air in a hydraulic system.

- Entrapped air may be removed from cylinders having wet rods by cycling. On certain cylinders, a plugged port is provided on the rod end to bleed off entrapped air.
- In the event that air entrapment should persist, bleeding of air by loosening various clamp and screw type fittings may become necessary.
- If the above procedures fail to eliminate air entrapment, contact your authorized Grove distributor.

Parts Replacement

Parts found damaged or out of tolerance when maintenance is being performed should be replaced. Refer to the Grove Parts Catalog for proper replacement parts.

Directional Control Valves

The control valves that control the crane functions are installed on the right side of the turntable.

Inspection

Inspect the control valves for visible damage, binding spools, and evidence of leakage. If excessive internal leakage is suspected during operation with a spool in its center position, it is possible that the area between the spool and working section bore of the valve body is worn beyond serviceable limits. If this condition exists, the spool and body must be replaced as an assembly.

Valve Leakage

Dripping hydraulic oil indicates some type of external leakage. The machine should be removed from service for immediate repairs. External leaks sometimes develop at fittings and seals. Spool seals are susceptible since they are subject to wear. Seals may be damaged by temperatures that are too high, or by dirt or paint accumulation on the spool. Damaged or torn seals must be replaced.

A component functioning at reduced efficiency may indicate that the control valve for that component is leaking internally. If preliminary check-out reveals that adequate volume is being supplied to the affected valve bank, relief valves are properly adjusted, and the component is not at fault, check the valve for scored or worn parts. Scoring is a sign of the number one problem in hydraulics - contamination (external contamination by dust or internal contamination by debris from deteriorating components or oxidized hydraulic oil). Scored or severely worn valve components must be replaced.

Check valves in the control valves are designed to permit a flow of hydraulic oil in one direction only. If a piece of dirt or rust has worked its way into the check valve and lodges between the poppet and seat, it will keep the valve open and allow a return flow of hydraulic oil. The remedy is to clean the valve, but it is also a good idea to follow through and ensure the hydraulic system filter is still serviceable.

Binding Spools

Some of the most common causes for stiff spool movement or jammed spool action are system overheating, excessive pressure, contaminated or deteriorated hydraulic oil, or warped mountings. When scorched, deteriorated hydraulic oil or contamination is the cause, flushing the system and replenishing with clean hydraulic oil may solve the problem. If the spool bores are badly scored or galled, the valve must be removed for servicing.

Warping occurs when mounting plates are not level or they become distorted from machine damage. As mentioned previously, the valve can be shimmed level.

Check the valve for rust. Rust or dirt collecting on the valves can prevent free movement of the spool, and keep it from the true center position. Excessive system pressure can create both internal and external leaks in valves that are otherwise sound. Only qualified technicians using the correct equipment should make pressure adjustments when pressure adjustments are needed.

Visual Inspection of Hoses and Fittings

CAUTION

Ensure hydraulic hose is depressurized before loosening the connections.

Visually inspect hoses and fittings once a month or every 250 hours for the following:

- Leaks at hose fitting or in hose
- Damaged, cut, or abraded cover
- Exposed reinforcement
- Kinked, crushed, flattened, or twisted hose
- Hard, stiff, heat cracked, or charred hose
- Blistered, soft, degraded, or loose cover
- Cracked, damaged, or badly corroded fittings
- Fitting slippage on hose
- Other signs of significant deterioration

If any of the above conditions exist, evaluate hose assemblies for correction or replacement. For replacement of hose assemblies, refer to your Grove Product Support Parts Manual.

At the same service interval, visually inspect all other hydraulic components and valves for the following:

- Leaking ports
- Leaking valve sections or manifolds and valves installed into cylinders or onto motors.
- Damaged or missing hose clamps, guard, or shields.
- Excessive dirt and debris around the hose assemblies.

If any of these conditions exist, address them appropriately.

All hydraulic hose assemblies are recommended to be replaced after 8000 hours of service life. Working conditions, ambient temperatures and high duty circuits can affect service life of hose assemblies and must be taken into account when inspecting and replacing hoses. High duty circuits can include, but are not limited to, outriggers, hoist(s), boom lift, swing, pump suction and discharge to directional valves and directional valve return to the reservoir.

Hydraulic hose assemblies operating in a temperature climate zone "C" (Table 2-1) are recommended to be replaced after 8000 hours of service life.

Hydraulic hose assemblies operating in climate zones "A" and "B" (Table 2-1) with high ambient temperatures, could see hose service life reduced by 40 to 50%, therefore, it is recommended to replace these hoses after 4000 to 5000 hours of service life.

Hydraulic hose assemblies operating in climate zones "D" and "E" (Table 2-1), cold climates, should expect a degrade of mechanical properties, long term exposure to these cold temperatures will negatively impact service life. Therefore it is recommended for these hoses to be inspected thoroughly as service life may be less than 8000 hours.

Table 2-1 Climate Zones

Zone	Classification
A	Tropical Moist: All months average above 18° C. Latitude 15° - 25° North and South
B	Dry or Arid: Deficient precipitation most of the year. Latitude: 20° - 35° North and South
C	Moist Mid-Latitude: Temperature with mild winters. Latitude: 30° - 50° North & South
D	Moist Mid-latitude: Cold winters. Latitude 50° - 70° North & South
E	Polar: Extremely cold winters and summers. Latitude: 60° - 75° North & South

SUPPLY PRESSURE AND RETURN CIRCUIT

Description

The supply pressure and return circuit routes hydraulic oil from the three hydraulic pumps to the directional control valves for individual operating circuits. The supply pressure and return circuit consists of the reservoir and integral filter, three hydraulic pumps, a hydraulic oil cooler, and a 12-port hydraulic swivel. Refer to Hydraulic Pumps in this section for descriptions and maintenance instructions for each hydraulic pump. Refer to *Swing System*, page 6-1 for description and maintenance instructions for the hydraulic swivel. Each circuit description and components begin with the circuit directional control valve.

Hydraulic Reservoir, Filter, and Temperature Switches

The reservoir (Figure 2-1), attached to the right side of the carrier frame has a total capacity of 909.2 L (240.2 gal), with a full level of 817.3 L (215.9 gal) and a low level of 772.7 L (204.1 gal).

The all-steel reservoir has an internally mounted full-flow filter (Figure 2-2) and integral baffles that help cool the hydraulic oil and prevent hydraulic oil foaming.

Three tubes located at the lower rear of the reservoir supply oil to the three hydraulic pumps. Return oil from the carrier combination manifold bypasses the hydraulic cooler and returns directly to the hydraulic oil filter in the top of the reservoir. Return oil from all other functions is directed through the hydraulic oil cooler and then to the hydraulic oil filter. All return oil to the reservoir comes from the No. 1 dual-port on the hydraulic swivel.

A temperature switch and thermistor are installed in the lower rear of the hydraulic reservoir. The thermistor (6,

Figure 2-1) turns the hydraulic oil cooler fan on and off as needed (see *Oil Cooler*, page 2-16). The temperature switch (190°F rising) (7, Figure 2-1) will cause a warning light in the cab to illuminate if the hydraulic oil temperature is too high. The temperature switch will also turn on the oil cooling fan if the thermistor fails.

NOTE: Tightening torque for the thermistor is 20 Nm (15 ft-lbs)

Tightening torque for the temperature switch is 10.9 ±2.7 Nm (8 ±2 ft-lbs)

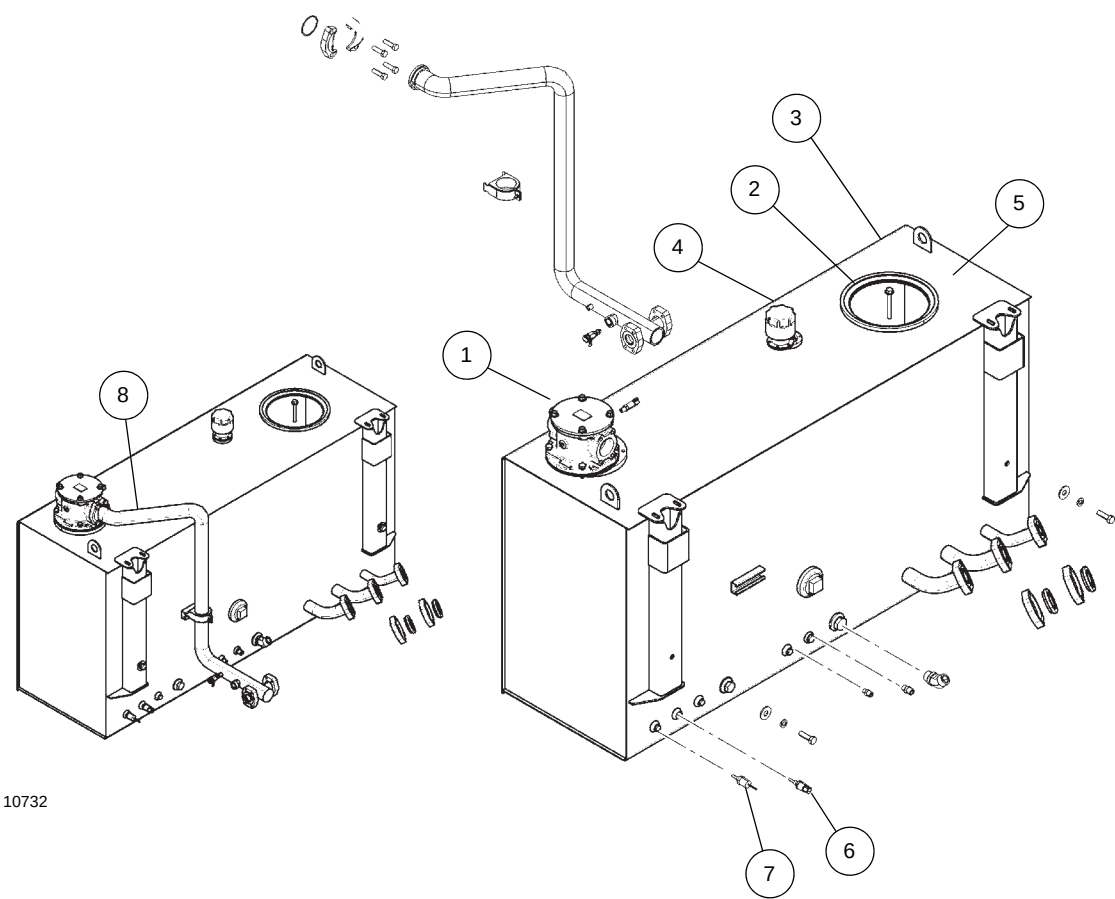
A sight gauge is located on the front end of the reservoir to indicate hydraulic oil level.

A filler neck and breather on top of the reservoir are for filling and venting the reservoir. The filler neck includes a strainer for catching contaminants and gaskets to prevent leaking. The breather allows air to enter or exhaust from the reservoir. The breather must be kept clean to prevent damage to the reservoir. A breather guard protects the breather and filler neck.

Two large round access covers on the top of the reservoir provide access for cleaning. The covers are bolted to the top of the reservoir and have gaskets to prevent leaking.

The hydraulic oil filter bolts to the top of the reservoir. The filter housing contains a replaceable filter element. Returning hydraulic oil flows through the filter head, filter element, and into the reservoir (see *Hydraulic Oil Return Filter Assembly*, page 2-14).

A pressure transducer indicates filter element restriction. When back pressure caused by a dirty filter element exceeds 1.7 bar (25 psi), the bypass feature of the filter head allows hydraulic oil to bypass the filter element and flow into the reservoir through the bypass outlet.



10732

1	Return Filter	5	Hydraulic Tank
2	Cover	6	Thermistor - Oil Cooler Fan On/Off
3	Oil Level Gauge (not shown)	7	Temperature Switch (190°F) - High Oil Temp. Indicator Light
4	Fill Cap/Breather	8	Return Hose

FIGURE 2-1

Hydraulic Pump Distribution

No. 1 Pump

The torque converter drives the No. 1 variable displacement piston pump, which supplies oil to the following manifolds and valves:

- Combination manifold on the carrier, which includes valves for controlling the rear steer, axle lockout, and outriggers.
- Main directional control valve on the superstructure, which includes valves for controlling the auxiliary hoist, main hoist, boom telescope, and boom lift.

No. 2 Pump

The torque converter drives the No. 2 variable displacement piston pump, which supplies oil to the following manifolds and valves:

- Steer/brake/pilot supply valve on the superstructure, which includes valves for controlling the front steering, disc brakes, and swing brake.
- Main directional control valve on the superstructure, which includes valves for controlling the auxiliary hoist, main hoist, boom telescope, and boom lift.
- Telescope and telescope fill stage select/thermal contraction valve on the superstructure.
- Two compact valves on the superstructure, which includes valves for controlling the counterweight removal, and cab tilt.
- Main and auxiliary hoist brake release valves.

No. 3 Pump

The engine drives the No. 3 gear pump, which supplies oil to the swing directional control valve on the superstructure.

Troubleshooting

Symptoms and Solutions

Symptom	Probable Cause	Solution
1. No hydraulic oil flows in systems.	a. Low hydraulic oil level.	a. Check system for leaks. Make repairs as needed. Fill reservoir.
	b. Reservoir-to-pump suction lines broken or restricted. Air entering at suction lines. Pump not priming.	b. Clean, repair, or replace lines as necessary. Check lines for security, absence of cracks, and proper attachment. Tighten, repair, or replace parts as necessary.
	c. Pump shaft sheared or disengaged.	c. If drive shaft is damaged or sheared, remove and repair or replace as necessary.
	d. Internal contamination.	d. Drain, flush with recommended oil mixture, then drain and refill system with recommended hydraulic oil.
2. Slow response.	a. Low hydraulic oil level.	a. Check system for leaks. Make repairs as needed. Fill reservoir.
	b. Hydraulic oil temperature too high (watery thin oil) or too low (thick sluggish oil).	b. If too low, warm up system. As needed, troubleshoot cooler circuit. If too high, troubleshoot cooler circuit. Likely suspects are in-line check valve and related hydraulic circuits.
	c. Faulty pump.	c. Repair or replace pump.
3. Pump noise accompanied by hydraulic oil foaming in reservoir.	a. Low hydraulic oil level.	a. Check system for leaks. Make repairs as needed. Fill reservoir.
	b. Excessive engine speed.	b. Regulate engine speed.
	c. Air entering at suction lines.	c. Check all lines for security and proper repair. Tighten, repair, or replace as needed.
4. Excessive pressure buildup.	a. System relief valve set too high.	a. Using adequate pressure gauge, adjust system relief valve as necessary.
	b. Restricted pump-to-control valve supply line.	b. Clean, repair, or replace line as necessary.
5. Specific hydraulic system (lift, hoist, telescope, swing) not working.	a. Leak in system.	a. Check system for leaks. Make repairs as needed. Fill reservoir.
	b. Faulty hydraulic remote control valve.	b. Adjust or replace valve.
	c. Faulty directional control valve.	c. Replace valve.
	d. Poorly adjusted control in circuit.	d. Troubleshoot circuit with schematic. Adjust hydraulic component per schematic.
	e. Faulty hydraulic cylinder, motor, or valve.	e. Replace faulty component.

Troubleshooting Aids

1. **Hydraulic schematics** - an exact illustration of the arrangement of the system. The schematic shows all the components in relation to the system. The ability to understand the schematic is important to good troubleshooting. The schematic can be found at the end of this manual.
2. **Flowmeter** - an instrument that can be connected into the system to measure the flow of the oil in the system. The flow is measured in gallons per minute (gpm) or liters per minute (lpm). Normally, the flowmeter is used to check the output of the pump. The flow meter can also be used to find the location of leakage or restriction in the system. Instructions for installation of the flow meter and the use of the flowmeter are normally included with the flowmeter.
3. **Pressure Gauge** - an instrument for measurement of the pressure in the system. This indication is normally given in pounds per square inch (psi) or bar. On this machine, quick couplers are installed in the pressure lines from the pumps. Pressure taken at these locations will give an indication of operating pressure or relief pressure.

Troubleshooting Procedures

For good troubleshooting, a step by step analysis of the problem and the possible cause is necessary. First, find the symptoms.

1. Check with the operator. Learn if there was a loss of power (machine did not move the load) or a loss of speed (slow cycle time).
2. Learn if the problem is common to all circuits or is found in one or two circuits.
3. Make a visual inspection. Look for a restriction in the linkages, low level of hydraulic oil, bent tubes, collapsed

or ballooned hoses, leakage around the hydraulic components, etc.

Second, make an analysis of symptoms. The function of each component in the system must be known before a correct analysis can be made.

Remember:

1. If a problem is common to all circuits, the component which is causing the problem must also be common to all circuits. Examples are: the engine, pump, hydraulic tank and filters.
2. If the problem is common to only two or three circuits, the component which is causing the problem must be common to those two or three circuits. Examples are: pump section, relief valve, hydraulic swivel, etc.
3. If a problem is in only one circuit, then the component which is causing the problem must be in that circuit. Examples are: valve section, cylinder, motor.

Again, use the schematic. Find which components are in the circuit or circuits. What component can cause the problem with these symptoms? Make a list of the possible causes. Start at the source of the flow in that circuit. If the problem is in all circuits, start at the pump. Know the direction of oil flow through each circuit.

Use the flowmeter and pressure gauge to check your diagnosis of the problem. Start at the source of the flow and check each component in sequence until the exact location of the problem is found.

If the problem is two or three circuits, check each circuit separately. After a circuit is checked, use caps or plugs to remove that circuit from the system. Continue to next circuit down the line until the problem is found.

Do not remove the main relief valve from the circuit. The relief valve must be kept in the circuit to prevent damage to the pump and other components.

Hydraulic Oil Return Filter Assembly

The hydraulic oil return filter assembly (see Figure 2-1 and Figure 2-2) is located in the reservoir. It bolts to the top of the reservoir and its bypass outlet fits into a tube welded in the reservoir. The filter housing contains a replaceable filter element. Returning hydraulic oil flows through the filter head, through the filter element, and into the reservoir.

A pressure transducer indicates when to change the filter element. When back pressure caused by a dirty filter element exceeds 1.72 bar (25 psi), the filter head's bypass feature functions to allow the hydraulic oil to bypass the filter element and flow into the reservoir through the bypass outlet instead. A bypass filter screen prevents gross contamination from passing through the filter even during bypass.

Refer to the following procedures and Figure 2-2 when removing or installing the hydraulic oil return filter element.



CAUTION

Ensure that all hydraulic systems are shut down and the pressure is relieved. Moderate to minor injury may result when working on a pressurized system.

Wear eye protection. Hydraulic fluid can blind or severely damage eyes.

Element Removal

1. Shut down all hydraulic systems.
2. Wipe any dirt from the cap on top of the return filter head.
3. Remove the four bolts securing the cap to the return filter head. Remove cap.
4. Inspect the bypass valve (attached to the cap) for any damage. Replace if necessary.
5. Remove and inspect the O-ring between the cap and the return filter head. Replace if damaged.
6. Remove the element from the return filter head.

Element Installation

1. Replace the filter with one having the same part number as the one removed. Lube the O-rings on both ends of the element and insert the element into the return filter head.
2. Install the cap on top of the return filter head making sure that the bypass valve is inserted into the element and that the new O-ring between the cap and filter head is installed correctly.
3. Secure the cap to the filter head using the bolts and lock washers; torque bolts to their specified value.
4. Activate the hydraulic system and check for leaks. Make repairs as needed.

Fill Cap/Breather

Removal and Replacement

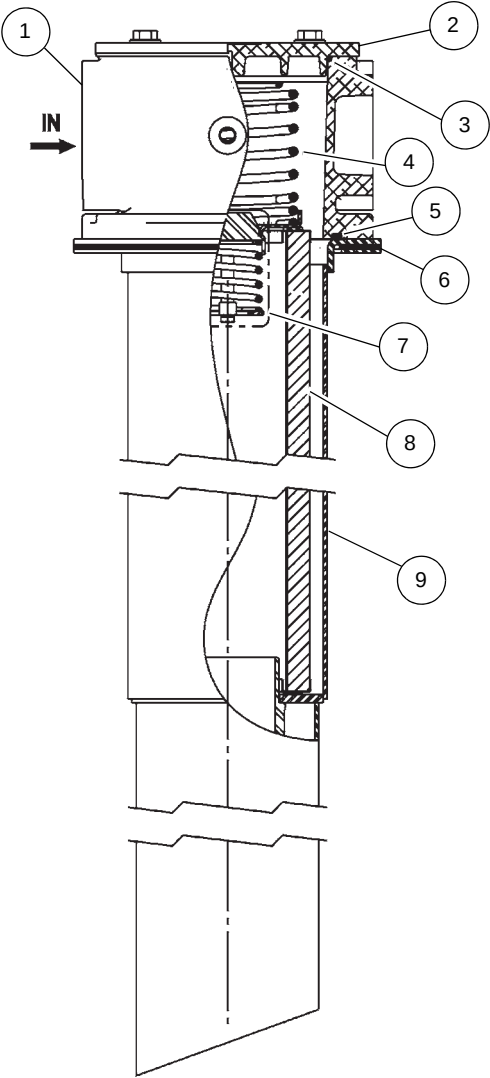


CAUTION

Ensure that all hydraulic systems are shut down and the pressure is relieved. Moderate to minor injury may result when working on a pressurized system.

Wear eye protection. Hydraulic fluid can blind or severely damage eyes.

1. Wipe any dirt from the fill cap/breather.
2. Unscrew the fill cap/breather from the fill neck.
3. Screw the replacement fill cap/breather into the fill neck.



10733-7

1	Filter Head
2	Cap
3	O-ring
4	Spring
5	O-ring

6	Gasket
7	By-pass Assembly
8	Element
9	Filter Bowl

FIGURE 2-2

OIL COOLER

Description

An air cooled transmission oil cooler (Figure 2-3) is located behind the front outrigger box in the center of the crane. The hydraulic oil cooler (Figure 2-3) is on the right hand side of the superstructure just below the hoists. Both oil coolers are of the same design (Figure 2-4).

The return oil circuit for all functions on the carrier combination manifold bypasses the hydraulic cooler and returns directly to the hydraulic oil filter in the hydraulic tank.

The return oil circuit for all other functions is directed through the hydraulic oil cooler and on to the hydraulic oil filter. A 15 psi check valve in this return oil circuit diverts oil to the return circuit which bypasses the hydraulic oil cooler if the return oil pressure ever increases due to several functions being operated simultaneously.

Each cooler has an electric fan that pulls cool air through the cooling fins of the coolers. The fan is turned on and off as needed by a thermistor (8, Figure 2-3) that is installed in the hydraulic oil tank. A temperature switch (190°F rising) (7, Figure 2-3) is installed in the hydraulic oil tank which will

cause a warning light in the cab to illuminate if the hydraulic oil temperature is too high. The temperature switch will also turn on the oil cooling fan if the thermistor fails. The optional auxiliary hydraulic oil cooler is mounted on the carrier. It is of the same type as the main hydraulic oil cooler.

Maintenance

The hydraulic oil and transmission oil coolers should be checked daily for dirt buildup, as a dirty cooler will result in high oil temperatures. High oil temperatures will reduce the performance and useful life of the oil, which can ultimately result in component failure.

If the cooler is contaminated with dust, it can be cleaned using compressed air. If the cooler is contaminated with a mixture of oil and dust, it should be disassembled and treated with a liquid cleaner, then cleaned of debris using compressed air. Take care when using compressed air, a high pressure washer, or a steam cleaner, as the fins of the cooler may be damaged. To ensure effective cleaning, the direction of air, water, or steam must be opposite to the direction of normal airflow through the cooler. On cranes that operate in corrosive environments (salt), frequently clean the cooler with water to help prevent corrosion.

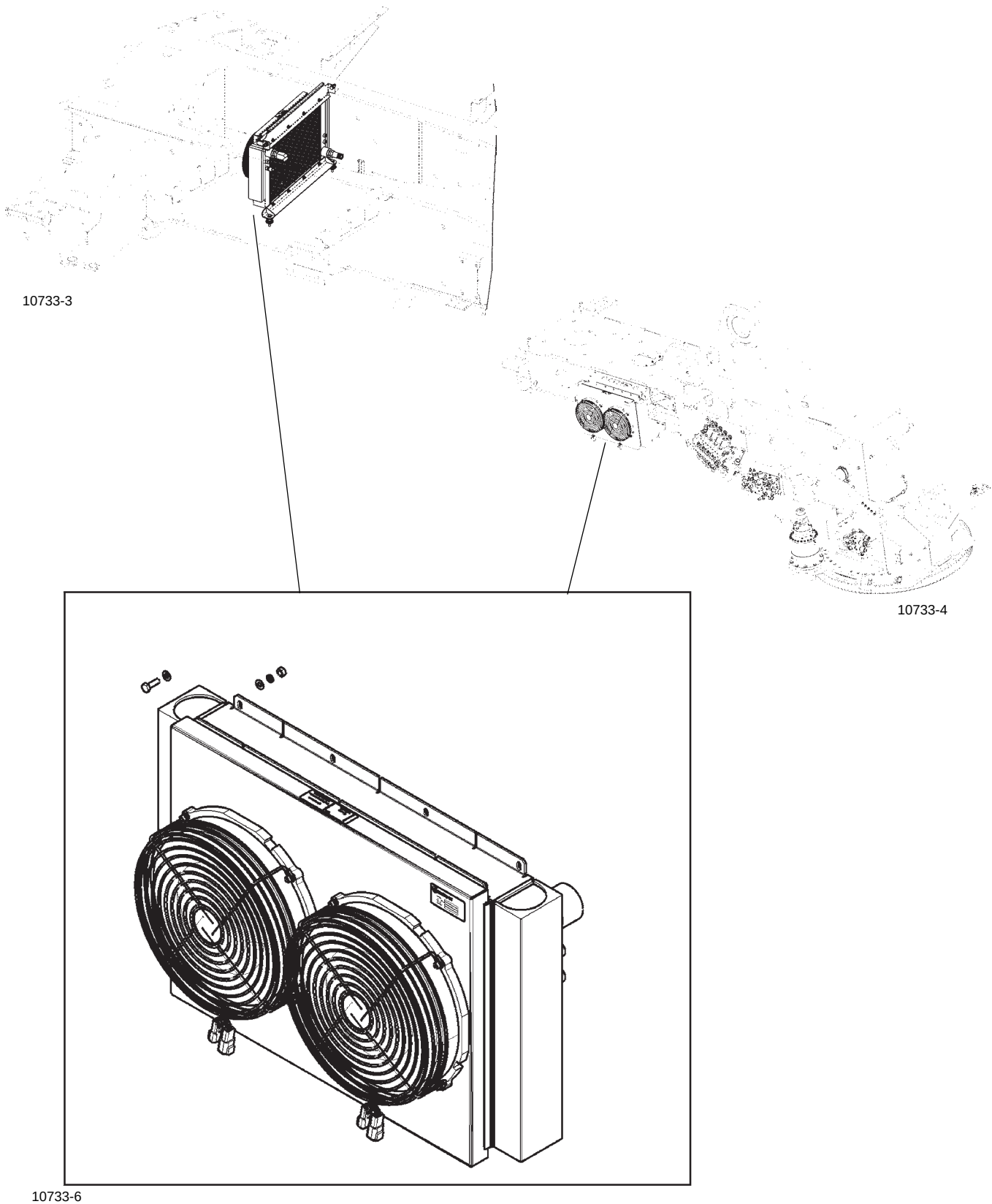
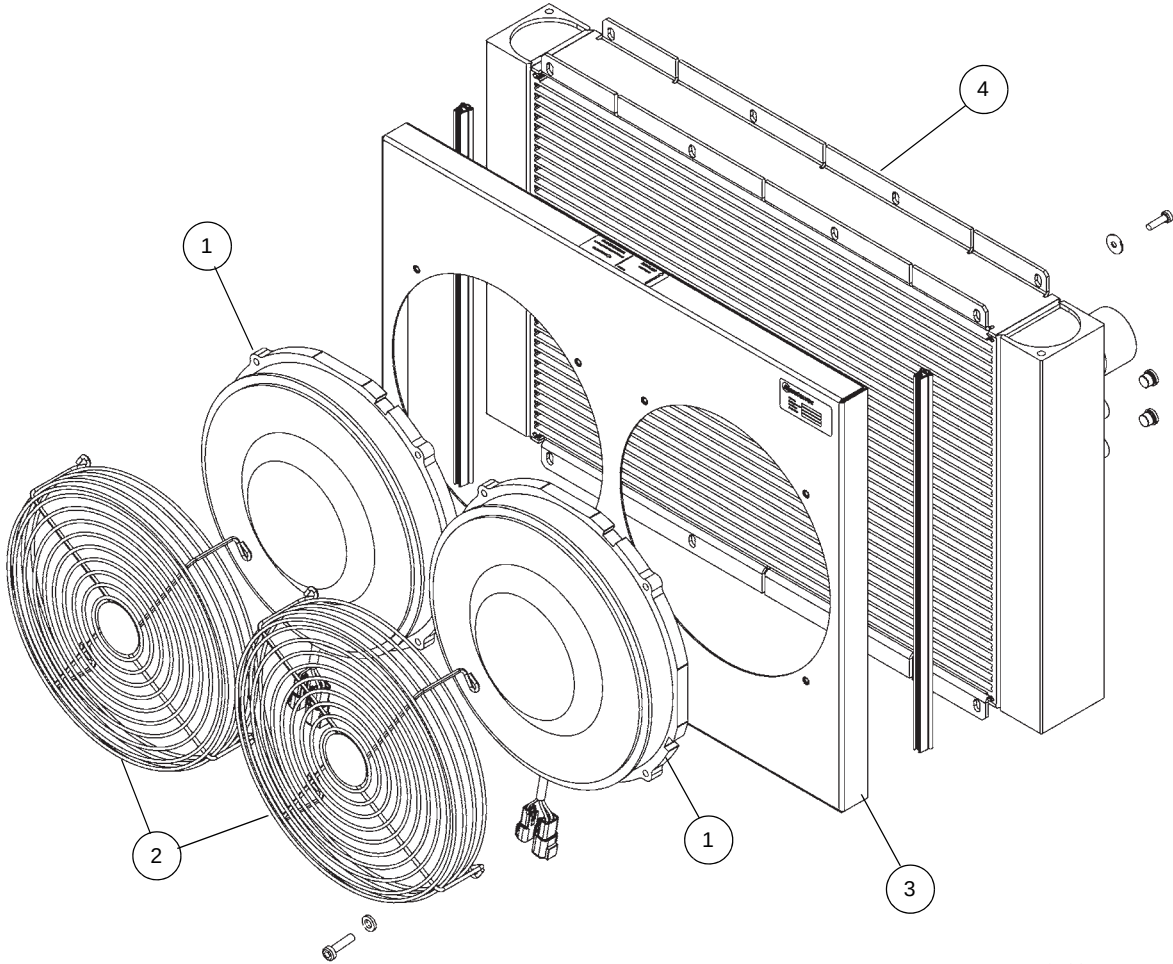


FIGURE 2-3



10733-5

1	Fan with Electric Motor
2	Wire Fan Shroud
3	Metal Fan Shroud
4	Oil Cooler

FIGURE 2-4

HYDRAULIC PUMPS

Description

The No. 1 and No. 2 hydraulic pumps are mounted to the torque converter (Figure 2-5). The No. 3 pump is mounted to the engine.

The purpose of these pumps is to convert engine and torque converter mechanical energy into fluid energy for operation of crane hydraulic components.

Pumps No. 1 and No. 2

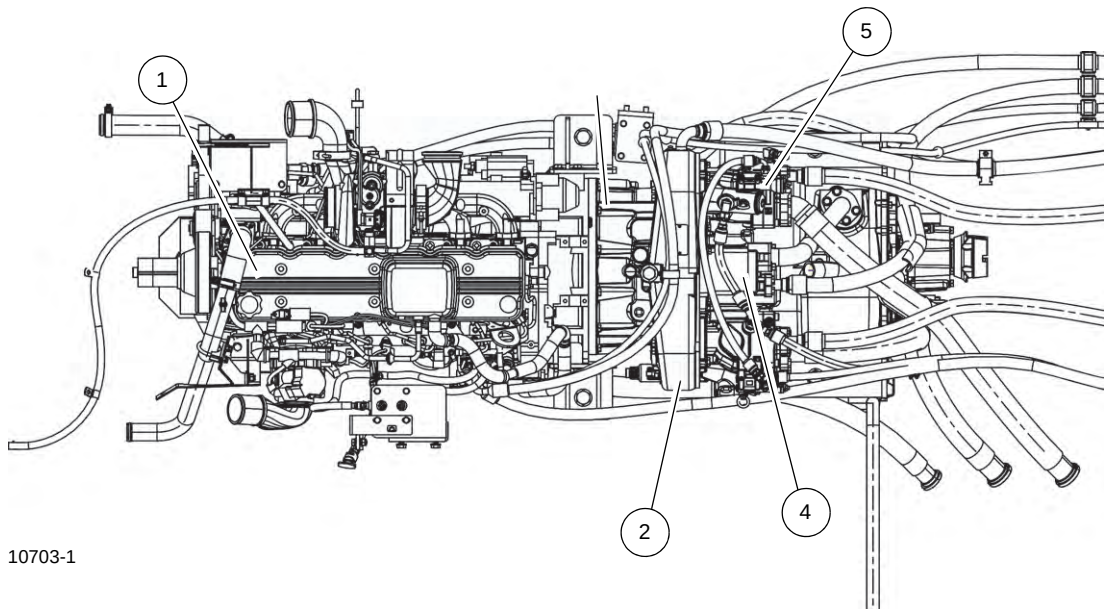
NOTE: Pump output figures are theoretical.

The No. 1 and No. 2 hydraulic pumps are variable displacement piston pumps with SAE-C 2-bolt mounting

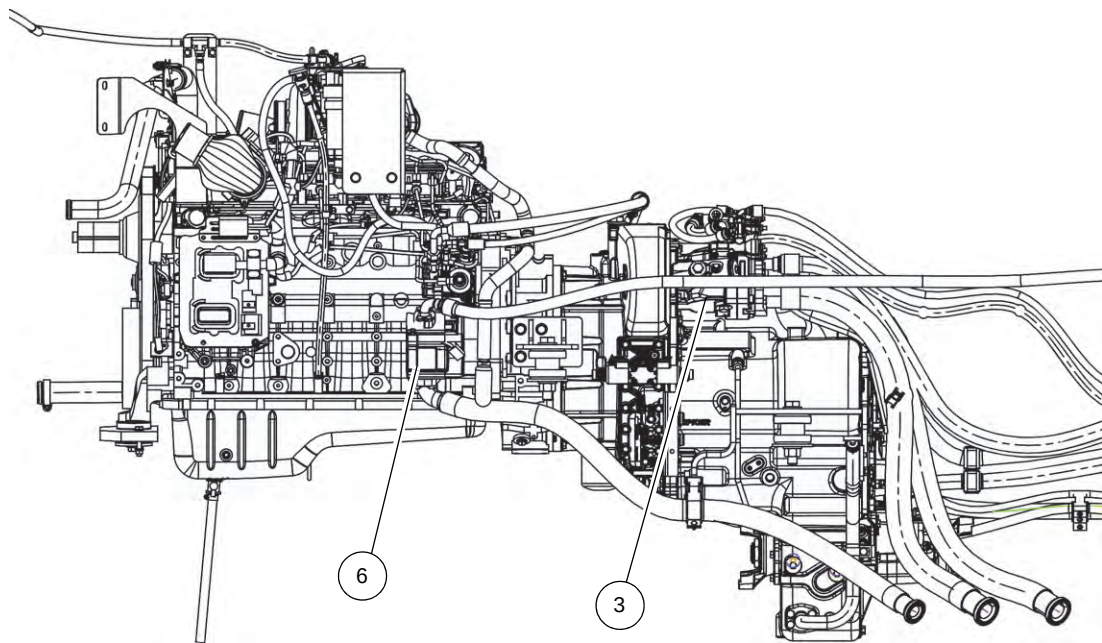
flanges. Each pump has a displacement per revolution of 65 cc (3.97 cu-in) and an output of 156 l/min (41.2 gal/min) at 2500 rpm. The displacement of both pumps is controlled by load sense lines.

Pump No. 3

The No. 3 hydraulic pump is a positive displacement, gear-type pump with SAE-B 2-bolt mounting flanges. Pump displacement per revolution is 39.0 cc (2.40 cu-in) and output is 98.0 l/min (25.9 gpm) at 2500 rpm.



10703-1



10703

1	Engine
2	Torque Converter
3	Hydraulic Pump No. 1
4	Transmission Charge Pump

5	Hydraulic Pump No. 2
6	Hydraulic Pump No. 3

FIGURE 2-5

Maintenance

No. 1 and No. 2 Pump Removal

CAUTION

Absolute cleanliness is essential when working on the hydraulic pumps. Always work in a clean area. The presence of dirt and foreign materials in the system can result in serious damage or inadequate operation.

1. Gain access to the pump. Pump No. 1 is bolted to the left side of the engine's torque converter and pump No. 2 is on the right.
2. Tag and disconnect the supply and distribution lines, load sense line, and case drain line from the pump. Cap or plug the lines and ports.

CAUTION

Keep pump as level as possible to avoid damaging the input spline.

3. Remove capscrews and washers attaching pump to torque converter drive pad. Remove pump.
4. Clean gasket material from drive pad and pump.
5. Cover drive pad opening to prevent contamination.

No. 1 and No. 2 Pump Installation

1. Clean drive pad and pump with Loctite® cleaning solvent 7070 or similar non chlorinated solvent.
2. Apply a light coating of Loctite® primer N7649 to drive pad and pump mounting surfaces. Allow primer to dry for one to two minutes. Primer must be dry. Mating of parts should occur within five minutes.
3. Apply gasket material Loctite® Master Gasket 518 to drive pad and pump mounting surfaces.
4. Install pump and gasket on torque converter drive pad with capscrews and washers. Make sure the splines mesh properly. Torque capscrews; refer to *Fasteners and Torque Values*, page 1-17 for proper torque value.
5. Connect the distribution and supply lines, load sense line, and drain line to the pump as tagged during removal. Install new O-rings on the flange halves.
- 6.

Priming/Starting-Up the Hydraulic Gear Pump

CAUTION

Failure to follow this procedure can cause the pump to fail.

CAUTION

The Pump Priming Tool is set to 1-2 psi to prevent the reservoir from being over-pressurized and damaged. Do not adjust the Pump Priming Tool. Always monitor the pressure gauge of the Pump Priming Tool to ensure that 2 psi is not exceeded during the air bleeding process.

1. Ensure reservoir is filled with the proper hydraulic fluid to the high level mark on the reservoir sight gauge. If hydraulic oil is aerated (oil has a foamy white tint with bubbles), allow crane to sit until the air has escaped and the fluid is a dark solid color.
2. If gear pump is equipped with 7/16-20 UN-2B port in the inlet side of the pump housing, place an adequate container under Pump No. 2 to catch the hydraulic oil and then remove the plug from this port (if the pump has more than one gear section, remove the plug that is most convenient as they are common to the inlet).

If gear pump is not equipped with 7/16-20 UN-2B port in the inlet side of the pump housing, place an adequate container under Pump No. 2 to catch the hydraulic oil and then slightly loosen the inlet port hose.

3. Remove the breather from the hydraulic oil reservoir, then install the pump priming tool (Grove part number 80030367) onto the reservoir in place of the breather. Connect a compressed air supply (nominal 100 psi, maximum 300 psi) to the pump priming tool.
4. If gear pump is equipped with 7/16-20 UN-2B port, wait for a solid stream of fluid, free of air bubbles, to exit the port, then re-install the plug while oil is still coming out. Torque plug to 10 lb-ft.

If gear pump is not equipped with 7/16-20 UN-2B port, wait for a solid stream of fluid, free of air bubbles, to exit the loose hose connection, then re-tighten the hose fitting while oil is still coming out. Refer to *Hydraulic Fittings*, page 1-14 for proper tightening specification.

5. Perform this step on gear pumps that start up against high pressure, such as service brake charging or sequence valve circuits.
 - a. With the compressed air supply still attached to the pump priming tool, slightly loosen the outlet port hose of the pump.
 - b. Jog the engine starter until a solid stream of fluid, free of air bubbles, exits the loose hose connection, then re-tighten the hose fitting while oil is still coming out. Refer to *Hydraulic Fittings*, page 1-14 for proper tightening specification.
6. If the pump's hydraulic circuit includes an air conditioning compressor motor, ensure this function is turned off before proceeding.

7. With the compressed air supply (nominal 100 psi, maximum 300 psi) still attached to the pump priming tool, start the engine and let it idle for two to three minutes with no crane functions actuated. Check for leaks and repair if required. If the pump outlet becomes too hot to keep your hand on it comfortably, stop the engine immediately.
8. Stop the engine and remove the pump priming tool and re-install the breather.
9. Start the engine. Slowly increase the engine speed to 1500 rpm and hold for 1 minute while making sure the hydraulic reservoir is filled to the proper level and the fluid is not aerated.
10. Slowly increase the engine speed to full rpm and hold for 1 minute while making sure the hydraulic reservoir is filled to the proper level and the fluid is not aerated.
11. At full engine rpm, cycle all functions without fully extending or retracting the cylinders to their stops to verify operation and that the pump(s) remain quiet and do not become excessively hot.
12. Check pressure settings. Refer to *Pressure Setting Procedures*, page 2-23.

PRESSURE SETTING PROCEDURES

The following procedures should be used to properly check, adjust and set the hydraulic system pressures.

The following equipment is required for checking the hydraulic pressure settings.

- Pressure Gauge (1) three dial gauge 0 to 34.5 MPa (0 to 5000 psi)
- Accumulator charging and gauging assembly for 20.7 MPa (3000 psi)
- ORFS reducers as required to attach work port hoses to the gauge.

NOTE: When checking the directional control valve relief settings, unless otherwise specified, start with the engine at idle RPM and move the controller to its fully stroked position. Then slowly accelerate the engine to the specified rpm. Read gauge and make adjustments to specified setting.

When checking the outrigger relief valve setting, start with the engine at idle rpm and activate and hold the extend or retract switch. Then slowly accelerate the engine to the specified rpm. Read gauge and make adjustment as required.

Table 2-2 Valve Pressure Setting Table

VALVE TO BE SET	GAUGE PRESSURE PSI (bar)	TOLERANCE PSI (bar)	GAUGE PORT & ADJUSTMENT LOCATION
Pump No. 1 differential pressure	375 to 425 (26 to 29)	See range	Gauge port on No. 1 pump; adjust differential pressure adjustment screw on No. 1 pump (Figure 2-6).
Pump No. 2 differential pressure	425 to 475 (26 to 33)	See range	Gauge port on No. 2 pump; adjust differential pressure adjustment screw on No. 2 pump (Figure 2-6).
Hoist(s) and lift pressures	4000 (276)	±100 (7)	GP port on main directional valve; adjust at LS relief on main directional valve (Figure 2-9)
Telescope retract pressure	3250 (224)	±100 (7)	GP7 port on steer/brake valve (Figure 2-11); adjust tele retract relief on main directional valve (Figure 2-10)
Pilot supply pressure	600 (41)	±50 (4)	GP4 port on steer/brake valve; adjust pressure reducing valve on steer/brake valve (Figure 2-8)
Front steer pressure:	2550 (176)	±50 (4)	GP7 port on steer/brake valve (Figure 2-11); adjust relief on steer/brake valve (Figure 2-11)
Cab tilt, service brake supply pressure	3100 (214)	See range	GP7 port on steer/brake valve (Figure 2-11); adjust pressure reducing valve on cab tilt/cwt manifold (Figure 2-15)
Swing brake release pressure	550-600 (38-42)	See range	GP3 port on steer/brake valve; adjust pressure reducing valve on steer/brake valve (Figure 2-8)
Swing left and right pressures	2550 to 2750 (176 to 190)	See range	GP5 port on swing directional valve (Figure 2-12)
Service brake high charge limit	2900 (200)	±145 (10)	Test nipple on brake accumulators (Figure 2-13) Non-adjustable
Service brake low charge limit	2465 (170)	±145 (10)	Test nipple on brake accumulators (Figure 2-13) Non-adjustable

VALVE TO BE SET	GAUGE PRESSURE PSI (bar)	TOLERANCE PSI (bar)	GAUGE PORT & ADJUSTMENT LOCATION
Service brake accumulator pre-charge	1400 to 1450 (97 to 100)	See range	Accumulator (Figure 2-14)
Outrigger jack retract pressures	2200 (152)	±100 (7)	LS1 port of the carrier combination valve (Figure 2-15); adjust pressure using service tool
Outrigger jack extend pressures	2500 (172)	±100 (7)	LS1 port of the carrier combination valve (Figure 2-15); adjust pressure using service tool
Outrigger beam extend pressure	650 (45)	±50 (4)	LS1 port of the carrier combination valve (Figure 2-15); adjust pressure using service tool
Outrigger beam retract pressure	2200 (152)	±100 (7)	LS1 port of the carrier combination valve (Figure 2-15); adjust pressure using service tool
Rear steer pressure	2500 (172)	±100 (7)	LS1 port of the carrier combination valve (Figure 2-15); adjust pressure using service tool
Axle lockout pressure	100 (7)	±25 (2)	G3 port of the carrier combination valve (Figure 2-15); adjust pressure reducing valve integrated in the carrier combination valve (Figure 2-15)
Park brake pressure	2500 (172)	±50 (4)	LS1 port of the main carrier valve (Figure 2-15); adjust parking brake pressure reducing valve on carrier combination valve (Figure 2-15)
Differential lock pressure	145 (10)	±14 (1.0)	G port on differential lock valve; adjust differential lock relief valve on differential lock valve (see Figure 2-16)

Checking/Setting the Piston Pumps Cut-off and Differential Pressures

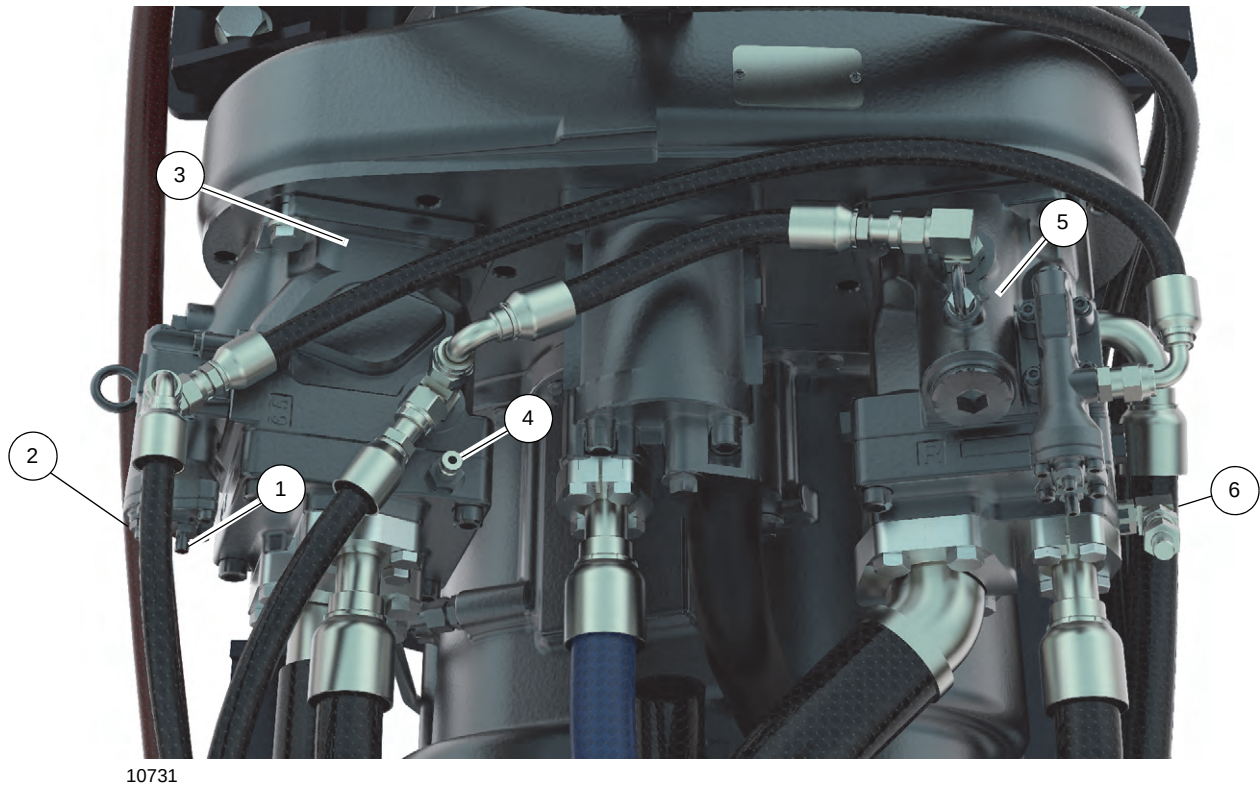
1. With engine off, install a pressure check diagnostic quick disconnect (p/n Parker PD240) with gauge onto the test nipple at pump No. 1 gauge port (see Figure 2-6). Turn the differential pressure adjustment screw counter-clockwise 2 full turns on both pumps.
2. Start engine and idle. Turn the differential pressure adjustment screw (see Figure 2-6) on pump No. 1 clockwise to increase or counter-clockwise to decrease

so that a gauge reading of 475 to 525 psi (32 to 36 bar) is achieved.

3. Stop engine and remove the diagnostic coupler.
4. With engine off, install a pressure check diagnostic quick disconnect with gauge onto the test nipple at pump No. 2 gauge port (see Figure 2-6).
5. Start engine and idle. Turn the differential pressure adjustment screw (see Figure 2-6) on pump No. 2 clockwise to increase or counter-clockwise to decrease so that a gauge reading of 525 to 575 psi (36 to 40 bar) is achieved.

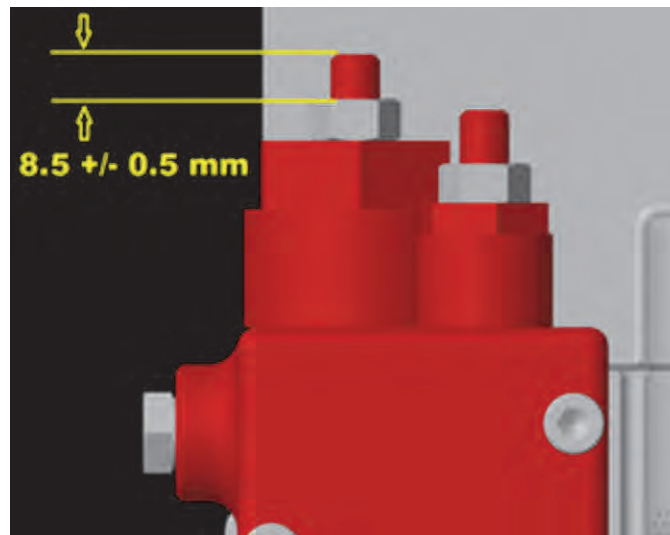
- 6. Stop engine and remove the diagnostic coupler.
- 7. Ensure piston pump cut-off max pressure setting is correct. The dimension from the end of the jam nut to the end of the adjusting screw should be 8.5 ± 0.5 mm (see

Figure 2-7). If it is not, loosen the jam nut and adjust it to the correct length. Do this for each of the two piston pumps.



Piston Pumps	
1	Cut-off pressure adjustment screw
2	Differential pressure adjustment screw
3	Piston pump #1
4	Piston Pump #1 gauge port
5	Piston pump #2
6	Pump #2 gauge port

FIGURE 2-6

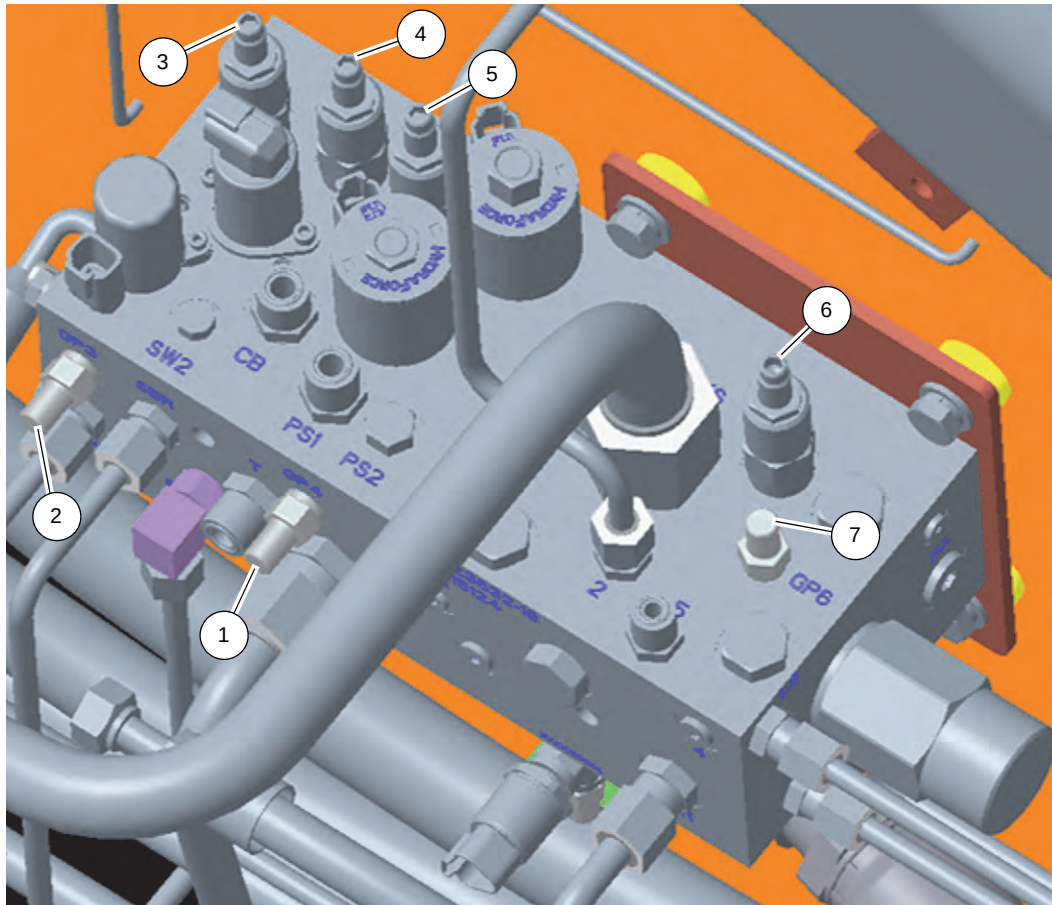


10276-2

FIGURE 2-7

Checking/Setting the Pilot Supply Pressure

1. With the engine off, install pressure check diagnostic quick disconnect (Parker PD240) with gauge onto test nipple at GP4 port of the front steer/swing brake/pilot supply manifold (see Figure 2-8).
2. If the lift or tele cylinders are not installed, plug the hoses. If the cylinders are installed, skip this step.
3. Start engine and allow it to idle
4. Enable the Boom Lift function.
5. If lift cylinder is installed, fully retract the cylinder.
Slowly actuate the lift down function and hold. Turn the pilot supply pressure reducing valve (see Figure 2-8) clockwise to increase or counter-clockwise to decrease until a gauge pressure reading of 600 ± 50 psi (41 ± 4 bar) is achieved.
6. Stop engine. Remove diagnostic couplers.



10276-3

Steer/Swing Brake/Pilot Supply Manifold (top)

1	GP4 port
2	GP3 port
3	Swing brake pressure reducing valve
4	Pilot supply pressure reducing valve
5	Tele fill relief valve
6	Accessory manifold pressure reducing valve
7	GP6 port

FIGURE 2-8

Checking/Setting the Main Directional Control Valve, Hoists, Lift, and Telescope Pressures

1. Adjust the LS relief (see Figure 2-9) pressure setting below the pressure setting of the piston pump cut-off pressure by turning the LS relief counter-clockwise 2 full turns.
2. With engine off, install a pressure check diagnostic quick disconnect (Parker PD240) with gauge onto test nipple at the GP gauge port on the main directional valve (see Figure 2-9).
3. If the lift or tele cylinders are not installed, plug the hoses. If the cylinders are installed, skip this step.
4. Start engine and idle. If the lift cylinder is installed, fully retract it first.

Slowly actuate the lift down function until full stroke is achieved and hold. Slowly accelerate the engine to full rpm. Turn the LS relief (see Figure 2-9) clockwise to

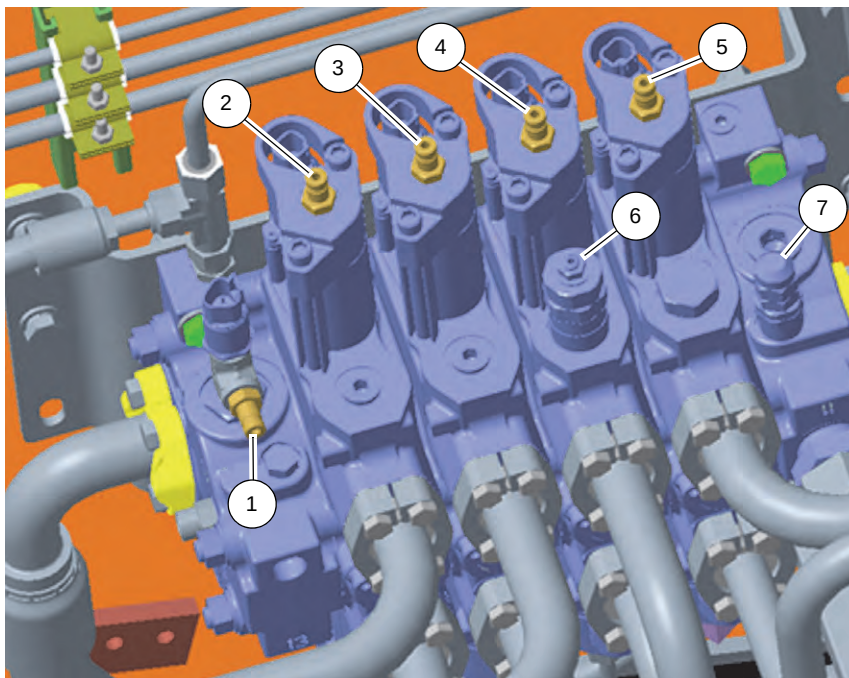
increase or counter-clockwise to decrease so that a gauge reading of 4000 ± 100 psi ($276 \text{ bar} \pm 7 \text{ bar}$) is achieved.

5. Stop engine. Remove the diagnostic coupler.

NOTE: If the pressure cannot be achieved in step 4, ensure each piston pump's cut-off max pressure setting is correct by doing the following.

6. Loosen both pump's jam nuts on the cut-off pressure adjustment screws (Figure 2-6).
7. Turn both pump's cut-off pressure adjustment screws clockwise one quarter turn at a time – one pump a quarter turn, then the other pump a quarter turn, repeat – until the specified LS pressure is achieved.
8. Once specified LS pressure is achieved, turn each pump's cut-off pressure adjustment screws clockwise $1/8$ of a turn and tighten the jam nuts to lock the screws in position.

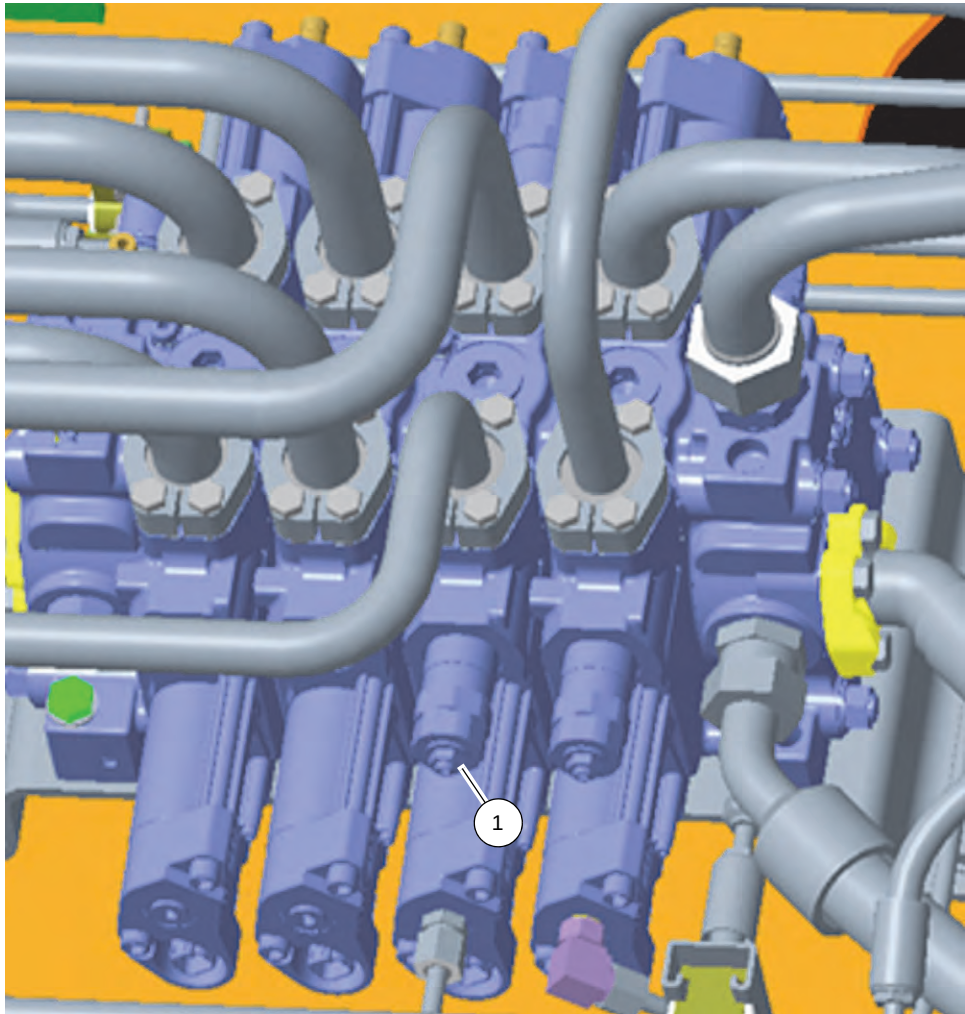
Repeat step 4 to set the LS relief pressure.



10276-4

Main Directional Valve	
1	Main directional valve GP port
2	GP1a
3	GP2a
4	GP3a
5	GP4a
6	Telescope extend relief
7	LS relief

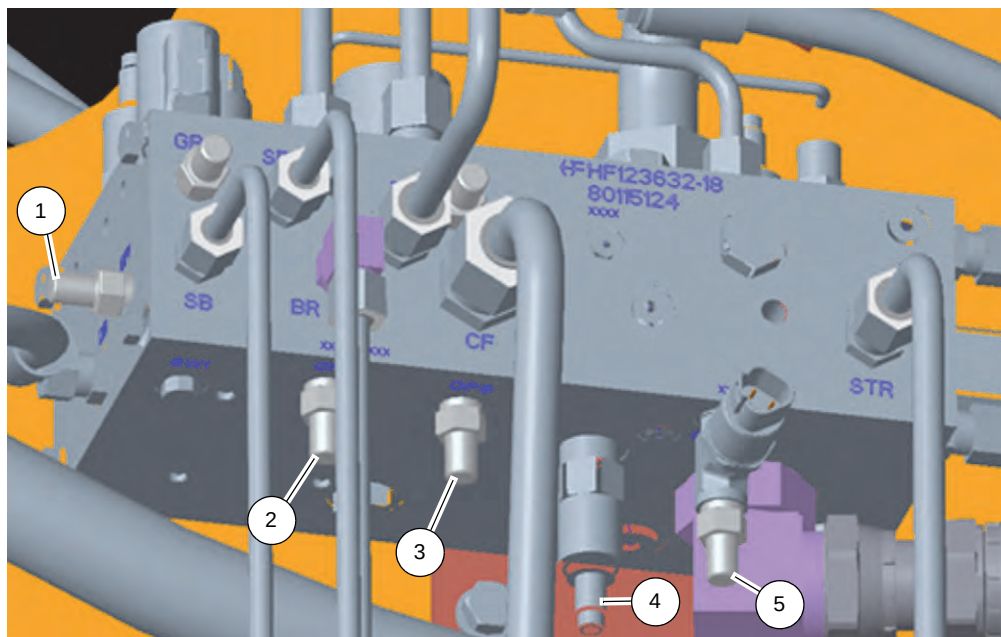
FIGURE 2-9



10276-5

Main Directional Control Valve	
1	Tele retract relief valve

FIGURE 2-10



10276-6

Steer/Swing Brake/Pilot Supply Manifold (bottom)

1	GP1 port
2	GP5 port
3	GP8 port
4	Steering relief valve
5	GP7 port

FIGURE 2-11

Tele Retract Relief Pressures

1. With engine off, install a pressure check diagnostic quick disconnect (Parker PD240) with gauge onto test nipple at the GP7 gauge port on the steer/ swing brake/ pilot supply manifold (see Figure 2-11).

If the telescope cylinder is installed, fully retract it first. Slowly actuate lift down and hold. Slowly accelerate the engine to full RPM. Turn the telescope retract relief on the main directional valve (see Figure 2-10) clockwise to increase or counter-clockwise to decrease so that the gauge pressure of 3250 ± 100 PSI (224 ± 7 bar) is achieved.

2. Stop engine. Remove diagnostic couplers.

Checking/Setting the Front Steer Pressure

1. With the engine off, install pressure check diagnostic quick disconnect (Parker PD240) with gauge onto test nipple at GP7 port of the front steer/ swing brake/ pilot supply manifold (see Figure 2-11).
2. Start engine and throttle up to full RPM. Fully turn the steering wheel left or right against the axle stop and hold. Turn the steering load sense relief valve (see Figure 2-11) clockwise to increase or counter-clockwise to decrease so that the gauge pressure of 2550 ± 50 PSI (176 ± 4 bar) is achieved.
3. Stop engine. Remove diagnostic couplers.

Checking/Setting the Swing Brake Release Pressure

1. With the engine off, install pressure check diagnostic quick disconnect (Parker PD240) with gauge onto test nipple at GP3 port of the front steer/swing brake/pilot supply manifold (see Figure 2-8).
2. If the lift or tele cylinders are not installed, plug the hoses. If the cylinders are installed, skip this step.
3. Start engine and idle. Enable the Boom Lift function.
4. If the lift cylinder is installed, fully retract it first.

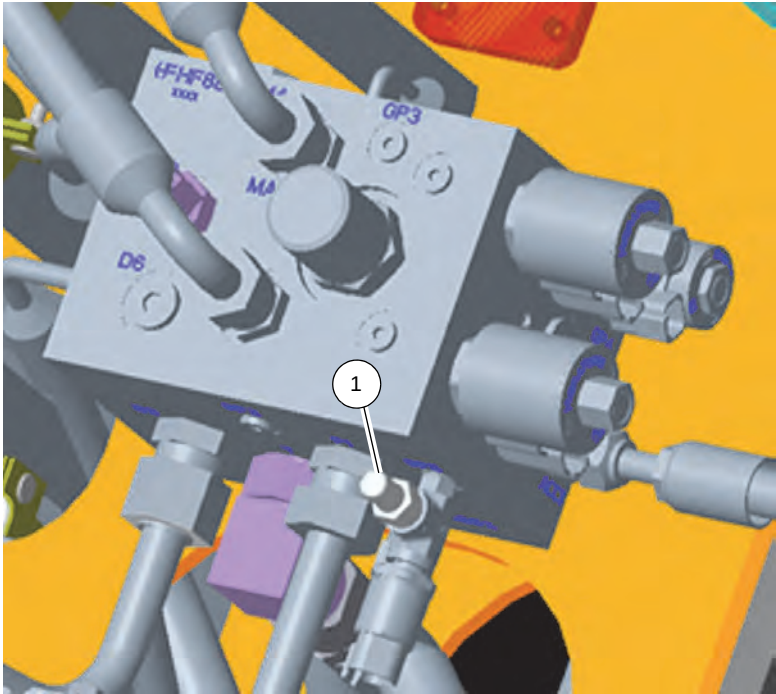
Slowly actuate lift down and hold. Turn the swing brake release pressure reducing valve (see Figure 2-8) clockwise to increase or counter-clockwise to decrease so that the gauge pressure of 550-600 psi (38-42 bar) is achieved.
5. Stop engine. Remove the diagnostic coupler.

Checking the Swing Work Pressure

1. With the engine off, install a pressure check diagnostic coupler (Parker PD240) with gauge onto the diagnostic nipple at GP5 port of the superstructure swing directional valve (see Figure 2-12).
2. Start engine and throttle up to full rpm. Engage the swing house lock. Slowly actuate the swing right function until full controller stroke is reached and hold.

The pressure gauge should read 2550 to 2750 psi (176 to 190 bar). If it does not, the I_{max} value in the joystick EEPROMs can be adjusted by raising the I_{max} to raise the pressure or reducing the I_{max} to decrease the pressure. Once proper pressure is achieved, make sure to “Save active to customer” and “Save active to factory”.

If adjusting the I_{max} does not work, contact your Grove distributor or Grove Product Support.
3. Repeat step 2 for swing left.
4. Stop engine. Remove the diagnostic coupler.



10276-12

Superstructure Swing Directional Valve	
1	GP5 port

FIGURE 2-12

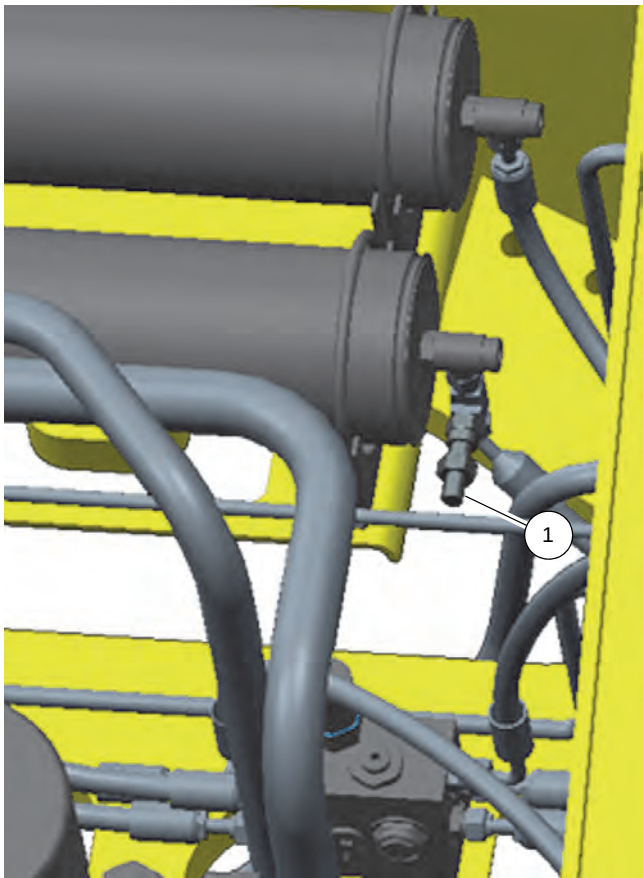
Checking the Service Brake Accumulator Charging Valve Pressure

- 1. With engine off, discharge all of the pressurized fluid stored in the accumulators by depressing the service brake pedal on the cab floor 12 to 15 times.
- 2. Install pressure check diagnostic quick disconnect (Parker PD240) with gauge onto test nipple at the brake accumulators (see Figure 2-13).
- 3. Start engine and idle. The charging valve will immediately start to charge the accumulators. Watch the pressure gauge, the high charge limit should read 2900 ± 145 psi (200 ± 10 bar) (when the pressure stops rising).

NOTE: Accumulator charge valve is non-adjustable.

- 4. If the pressure is under specification and the valve does not stop charging, turn the accessory manifold pressure reducing valve clockwise a half turn at a time (see step 2-8) and repeat step 3.

It may require adjusting the accessory manifold pressure reducing valve by a half turn several times before the pressure is set high enough to allow the brake valve to fully charge.
- 5. With the engine still at idle, repeatedly depress the service brake pedal on the cab floor until the gauge pressure reads approximately 2600 psi (179 bar). Once this pressure has been attained, push the brake pedal again. The recharge cycle should start again (this could take two pedal applications). Watch the gauge and verify the low charging limit (the pressure at which the valve begins to charge) to be 2465 ± 145 psi (170 ± 10 bar).
- 6. Stop engine. Remove the pressure gauge.



10276-13

Brake Pressure Port Location	
1	Brake pressure port

FIGURE 2-13

Checking the Service Brake Accumulators Pre-charge

1. With the engine off, discharge all of the pressurized oil stored in the accumulators by depressing the service brake pedal on the cab floor 4 to 6 times.
2. Remove the gas valve guard and cap on the accumulator (see Figure 2-14).
3. Before attaching the gas charging assembly (see Figure 2-14) onto the gas valve, fully turn the gas chuck "T" handle counter-clockwise until it stops.
4. Close the charging assembly bleed valve. Attach the swivel nut onto the gas valve and tighten (10-15 in-lb).

5. Fully turn the gas chuck "T" handle clockwise which will depress the core in the gas valve.
6. Check the pre-charge pressure. The gauge should read 1500 to 1550 psi (103 to 107 bar).

If the pressure is 1500 to 1550 psi (103 to 107 bar), remove the charging valve assembly by fully turning the "T" handle counter-clockwise on the gas chuck, then open the bleed valve and proceed to step 7 (see Figure 2-14). If the pressure is low, perform the procedure *Pre-charging the Accumulators*, page 2-34.

7. Secure the gas valve, loosen the swivel nut and remove the charging assembly. Replace the gas valve cap and guard.

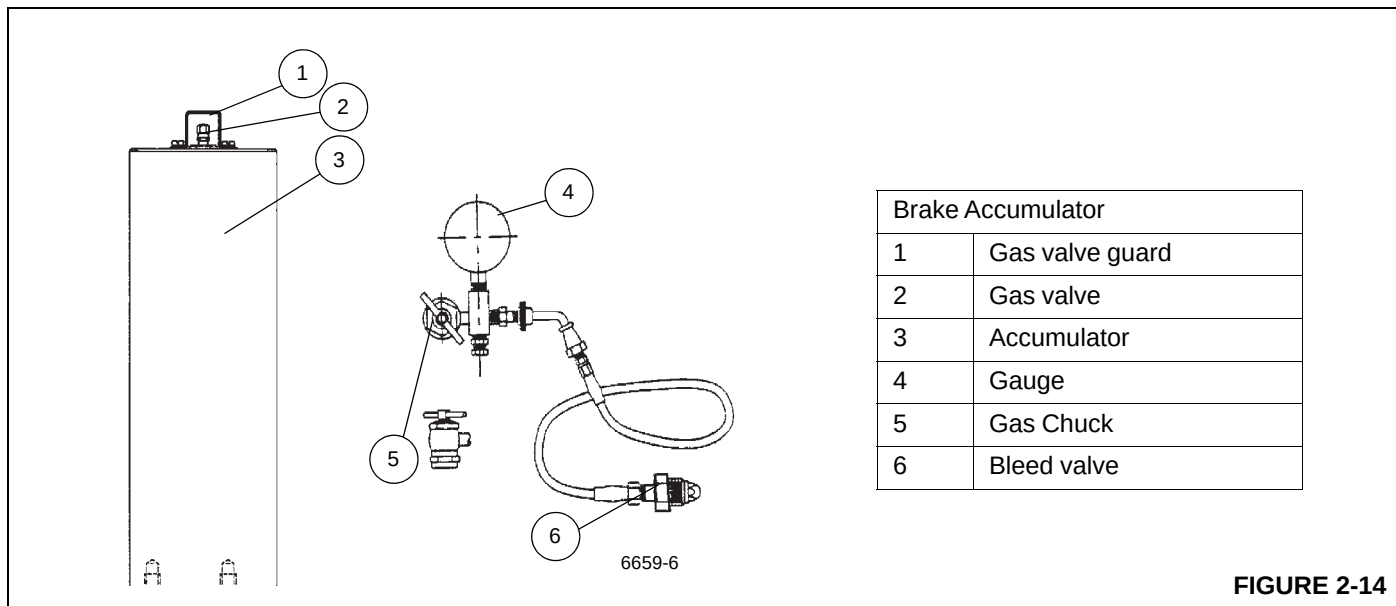


FIGURE 2-14

Pre-charging the Accumulators

1. With the engine off, discharge all of the pressurized oil stored in the accumulators by depressing the service brake pedal on the cab floor 10 - 12 times.
2. Remove the gas valve guard and cap on the accumulator (see Figure 2-14).
3. Ensure that the nitrogen supply bottle is shut off, then attach the charging valve assembly to it.
4. Before attaching the charging assembly to the accumulator gas valve, fully turn the gas chuck "T" handle counter-clockwise until it stops.
5. Close the charging assembly bleed valve. Without looping or twisting the hose, attach the swivel nut to the accumulator gas valve and tighten (10 to 15 in-lb).

6. Fully turn the gas chuck "T" handle clockwise which will depress the core in the gas valve.
7. Slowly open the nitrogen bottle valve and fill the accumulator. Close the valve when the pre-charge is 1500 to 1550 psi (103 to 107 bar).
8. If the pre-charge is higher than specified in step 7, close the nitrogen bottle and slowly open the bleed valve on the charging assembly (see Figure 2-14) until the pressure is to specification.
9. Remove the charging valve assembly by fully turning the "T" handle counter-clockwise on the gas chuck and then opening the bleed valve.
10. Secure the gas valve, loosen the swivel nut and remove the charging assembly. Replace the gas valve cap and guard.

Checking/Setting Cab Tilt and Service Brake Supply Pressures

1. With the engine off, install pressure check diagnostic quick disconnect (Parker PD240) with gauge onto test nipple at GP5 port of the front steer/swing brake/pilot supply manifold (see Figure 2-11).
2. Start engine and throttle up to full rpm. Slowly actuate the cab tilt lower function until full controller stroke is reached and hold. Turn the cab tilt/service brake supply pressure reducing valve clockwise to increase or counter-clockwise to decrease until a gauge pressure of 3100 ± 25 psi (214 ± 2 bar) is achieved.
3. Stop engine. Remove diagnostic couplers.

Checking/Setting the Outriggers and Rear Steer Pressures

1. With the engine off, install a pressure check diagnostic coupler (Parker PD240) with gauge onto the diagnostic nipple at the LS1 port of the carrier combination valve (see Figure 2-15).
2. **Outrigger Beam Extend** – Start engine and idle. Make sure that the outrigger beams can be fully extended safely. Extend any outrigger beam until full stroke of the cylinder is achieved and hold. Slowly accelerate the engine to full rpm.

The reading at LS1 should be 1500 ± 50 psi (103 ± 4 bar). If it is not, use the service tool as follows to adjust.

- a. In the Tools->EEPROM->View Parameters->Cabin->Solenoid PWM Control (carrier)->Pressure Sol – Outrigger Beams Extend Target params row, increase the valve to increase the pressure or decrease the valve to decrease the pressure (adjustment by 10 mA increments is suggested).

Make sure to write column to “active settings”. Repeat this step until the pressure is achieved. If the value needs adjusted by more than 100 mA, there may be other issues in the circuit.

- b. Once the pressure is achieved, make sure to “Save active to customer” and “Save active to factory”.

3. **Outrigger Beam Retract** – Start engine and idle. Retract any outrigger beam until full stroke of the cylinder is achieved and hold. Slowly accelerate the engine to full RPM.

The reading at LS1 should be 2000 ± 100 psi (137 ± 7 bar). If it is not, use the service tool as follows to adjust.

- a. In the Tools->EEPROM->View Parameters->Cabin->Solenoid PWM Control (carrier)->Pressure Sol – Outrigger Beams Retract Target params row,

increase the valve to increase the pressure or decrease the valve to decrease the pressure (adjustment by 10 mA increments is suggested).

Make sure to write column to “active settings”. Repeat this step until the pressure is achieved. If the value needs adjusted by more than 100 mA, there may be other issues in the circuit.

- b. Once the pressure is achieved make sure to “Save active to customer” and “Save active to factory”.

4. **Outrigger Jack Extend Pressure** – Start engine and idle. Extend any outrigger jack until full stroke of the cylinder is achieved and hold. Slowly accelerate the engine to full RPM.

The reading at LS1 should be 2750 ± 100 psi (190 ± 7 bar). If it is not, use the service tool as follows to adjust.

- a. In the Tools->EEPROM->View Parameters->Cabin->Solenoid PWM Control (carrier)->Pressure Sol – Outrigger Jacks Extend Target params row, increase the valve to increase the pressure or decrease the valve to decrease the pressure (adjustment by 10 mA increments is suggested).

Make sure to write column to “active settings”. Repeat this step until the pressure is achieved. If the value needs adjusted by more than 100 mA there may be other issues in the circuit.

- b. Once the pressure is achieved make sure to “Save active to customer” and “Save active to factory”.

5. **Outrigger Jack Retract Pressure** – Start engine and idle. Retract any outrigger jack until full stroke of the cylinder is achieved and hold. Slowly accelerate the engine to full RPM. The reading at LS1 should be 2750 ± 100 psi (190 ± 7 bar). If it is not, use the service tool as follows to adjust.

- a. In the Tools->EEPROM->View Parameters->Cabin->Solenoid PWM Control (carrier)->Pressure Sol – Outrigger Jacks Retract Target params row, increase the valve to increase the pressure or decrease the valve to decrease the pressure (adjustment by 10 mA increments is suggested).

Make sure to write column to “active settings”. Repeat this step until the pressure is achieved. If the value needs adjusted by more than 100 mA there may be other issues in the circuit.

- b. Once the pressure is achieved make sure to “Save active to customer” and “Save active to factory”.

6. **Rear Steer Pressure** – Start engine and idle. Slowly accelerate the engine to full RPM, operate rear steer switch until reaching an axle stop, and hold.

The reading at LS1 should show the following.

- Kessler axle: 2400 $\pm$ 100 psi (165 $\pm$ 7 bar)

If it is not, use the service tool as follows to adjust.

- a. In the Tools->EEPROM->View Parameters->Cabin->Solenoid PWM Control (carrier)->Pressure Sol – Rear Steer Target params row, increase the valve to increase the pressure or decrease the valve to decrease the pressure (adjustment by 10 mA increments is suggested).

Make sure to write column to “active settings”. Repeat this step until the pressure is achieved. If the value needs adjusted by more than 100 mA there may other issues in the circuit.

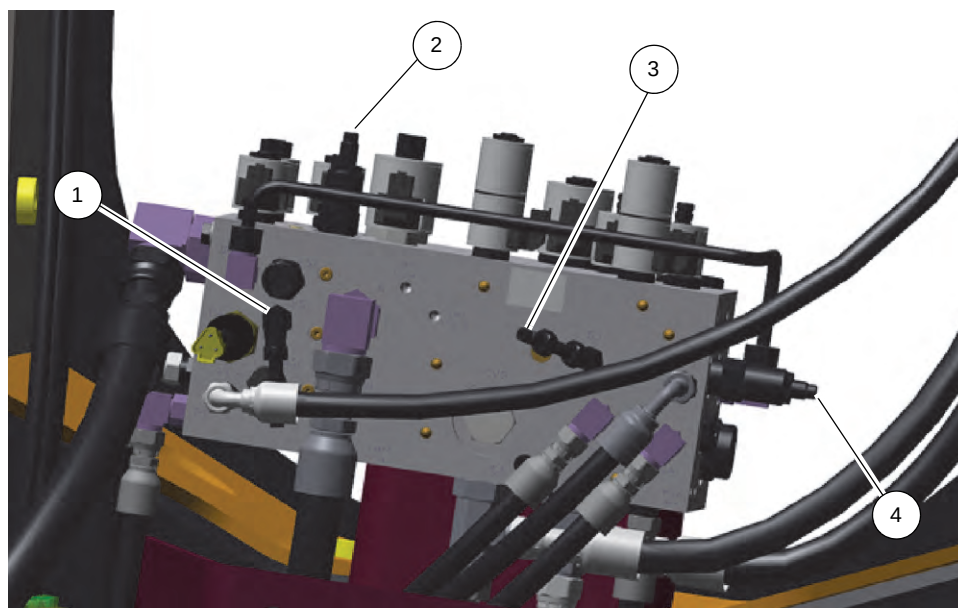
- b. Once the pressure is achieved make sure to “Save active to customer” and “Save active to factory”.

7. Stop engine.

Checking/Setting the Axle Lockout Circuit Pressure

NOTE: Crane must be on outriggers when performing this procedure.

1. With the engine off, install a pressure check diagnostic coupler (Parker PD240) with gauge onto the diagnostic nipple at G3 port of the carrier combination valve (see Figure 2-15).
2. Start engine and let idle. Release the Parking Brake.
3. Turn the axle lockout pressure reducing valve integrated in the carrier combination valve (see Figure 2-15) clockwise to increase or counter-clockwise to decrease so that a gauge pressure of 100 $\pm$ 25 psi (7 $\pm$ 2 bar) is achieved.
4. Apply the Parking Brake. Stop engine. Remove diagnostic coupler.



10711-4

Carrier Combination Valve

1	LS Port
2	Parking Brake Pressure Reducing Valve
3	Axle Lockout Pressure Reducing Valve
4	G3 Port

FIGURE 2-15

Checking/Setting the Parking Brake Pressure

1. With the engine off, install a pressure check diagnostic coupler (Parker PD240) with gauge onto the diagnostic nipple at the LS port of the main carrier valve (see Figure 2-15).
2. Start engine and idle. Make sure wheels are chocked or crane is on outriggers. Release (pressurize) the parking brake.

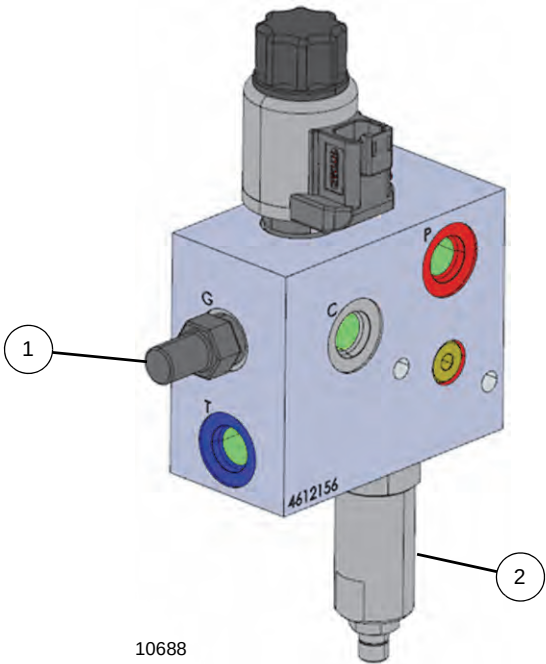
Turn the pressure reducing valve (see Figure 2-15) clockwise to increase or counter-clockwise to decrease until a gauge pressure of 2500 ± 50 psi (172 ± 4 bar) is achieved. Apply the park brake.
3. Stop engine. Remove diagnostic couplers. Plug fan coil back in to harness.

Checking/Setting the Differential Lock Pressure

- 1. With the engine off, install a pressure check diagnostic coupler (Parker PD240) with gauge onto the diagnostic nipple at the G port of the differential lock valve (see Figure 2-16).
- 2. Start engine and let idle. Activate the differential lock by pushing and holding the switch on left armrest. Turn the

differential lock relief valve clockwise to increase or counter-clockwise to decrease so that the gauge pressure of 145 ±14 psi (10 ±1 bar) is achieved (see Figure 2-16).

- 3. Stop engine. Remove diagnostic couplers.



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Differential Lock Valve	
1	G port
2	Differential lock relief valve

FIGURE 2-16

VALVES

General

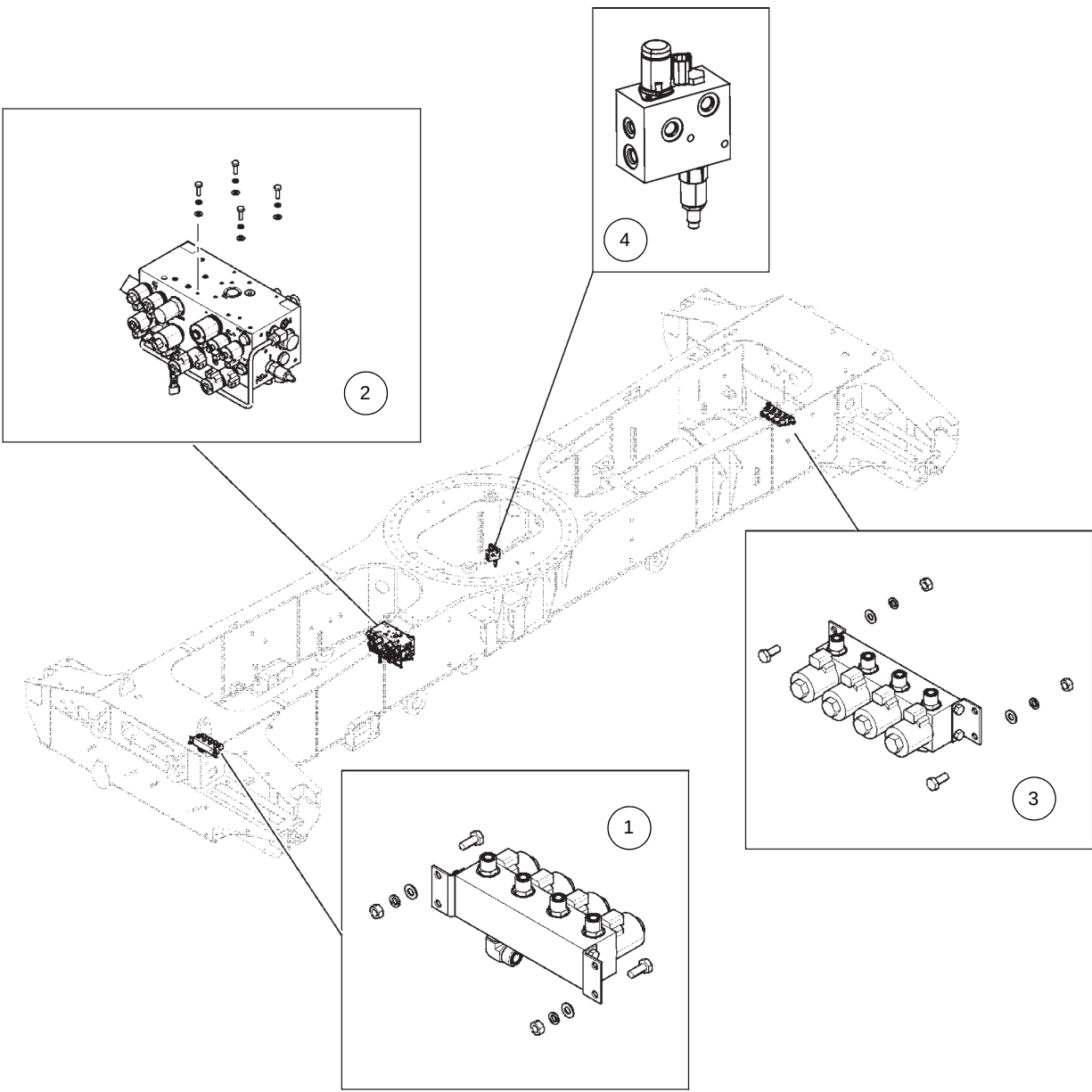
This subsection provides descriptive information for several of the main hydraulic valves used on this crane. For a listing of the valves, the circuit they are used in, and their physical

location, refer to Table 2-3. Refer to Figure 2-17 and Figure 2-18 for valve locations.

The description of each valve given here is for the valve itself. For information on how each valve functions in the individual circuits, refer to the description and operation procedures of that circuit.

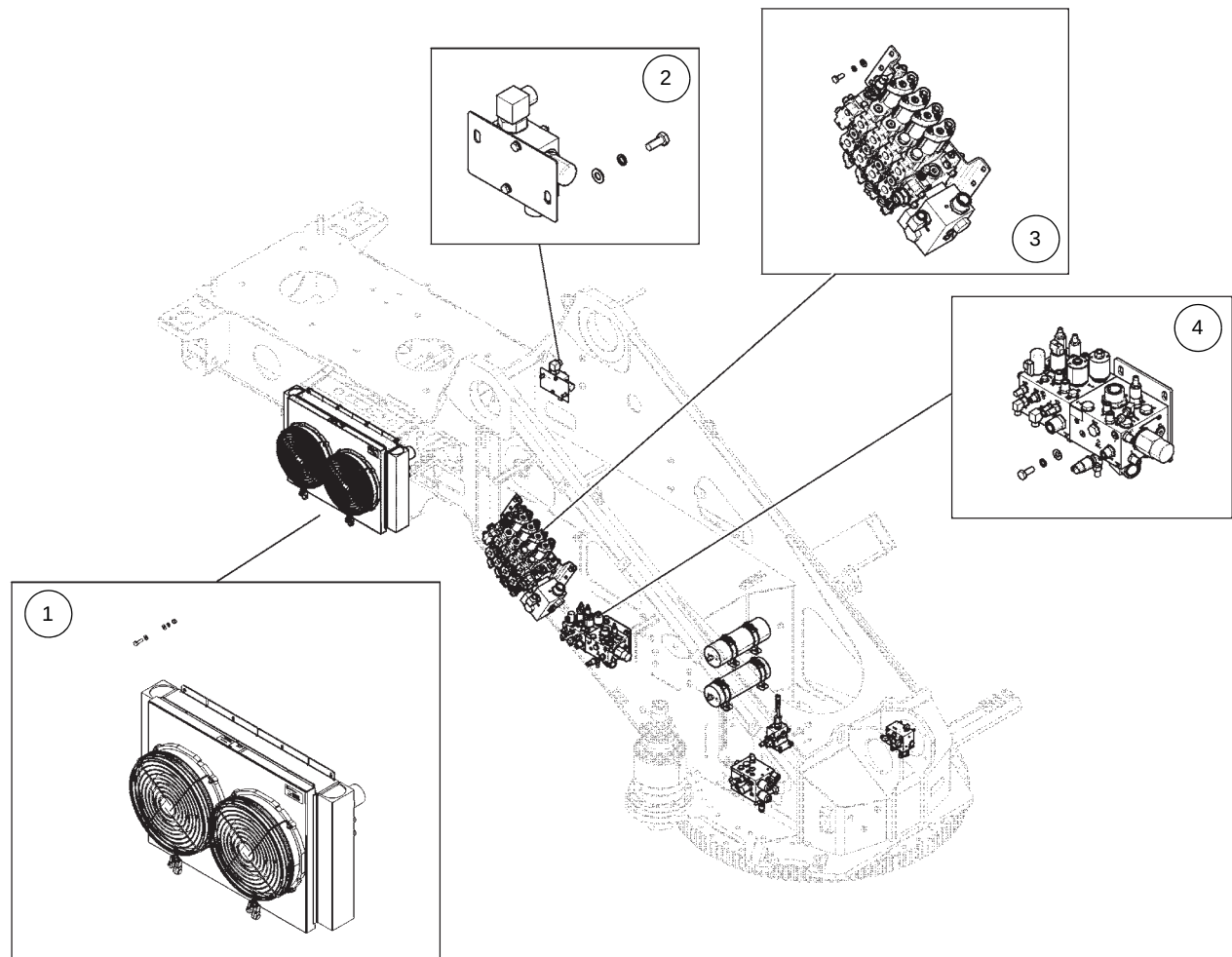
Table 2-3 Valve Usage Table

Item	Circuit	Location
Superstructure		
Main Directional Control Manifold Valves	Hoist/Lift /Telescope	Right side superstructure
Swing Manifold Valve	Swing	Right side superstructure
Compact Manifold Valve	Counterweight Removal/Cab Tilt	Right side superstructure
Accessory Manifold Valve	Front Steer/Swing Brake/Pilot Supply/Fill Tube	Right side superstructure
Dual Accumulator Charge Valve	Service Brakes	Inside superstructure side plates
Holding Valves	Lift Telescope	Lift cylinder (bolt on) Telescope cylinder port blocks
Hydraulic Brake Accumulators	Service Brakes	Inside the superstructure side plates
Carrier		
Carrier Combination Manifold Valve	Load Sense Dump/Rear Steer/Axle Lockout/Outriggers/Oil Cooler Fan/Parking Brake	Center of carrier frame near the turntable bearing
Outrigger Control Manifolds	Outrigger	Front and rear outrigger boxes
Differential Lock/Range Shift Manifold Valve	Optional Cross-Axle Differential Lock/Hi-Low Range Shift/Axle Disconnect	Center of carrier frame near the turntable bearing



Valve Installation - Carrier	
1	Outrigger Control Manifold Valve - Front
2	Combination Manifold Valve
3	Outrigger Control Manifold Valve - Rear
4	Differential Lock Valve

FIGURE 2-17

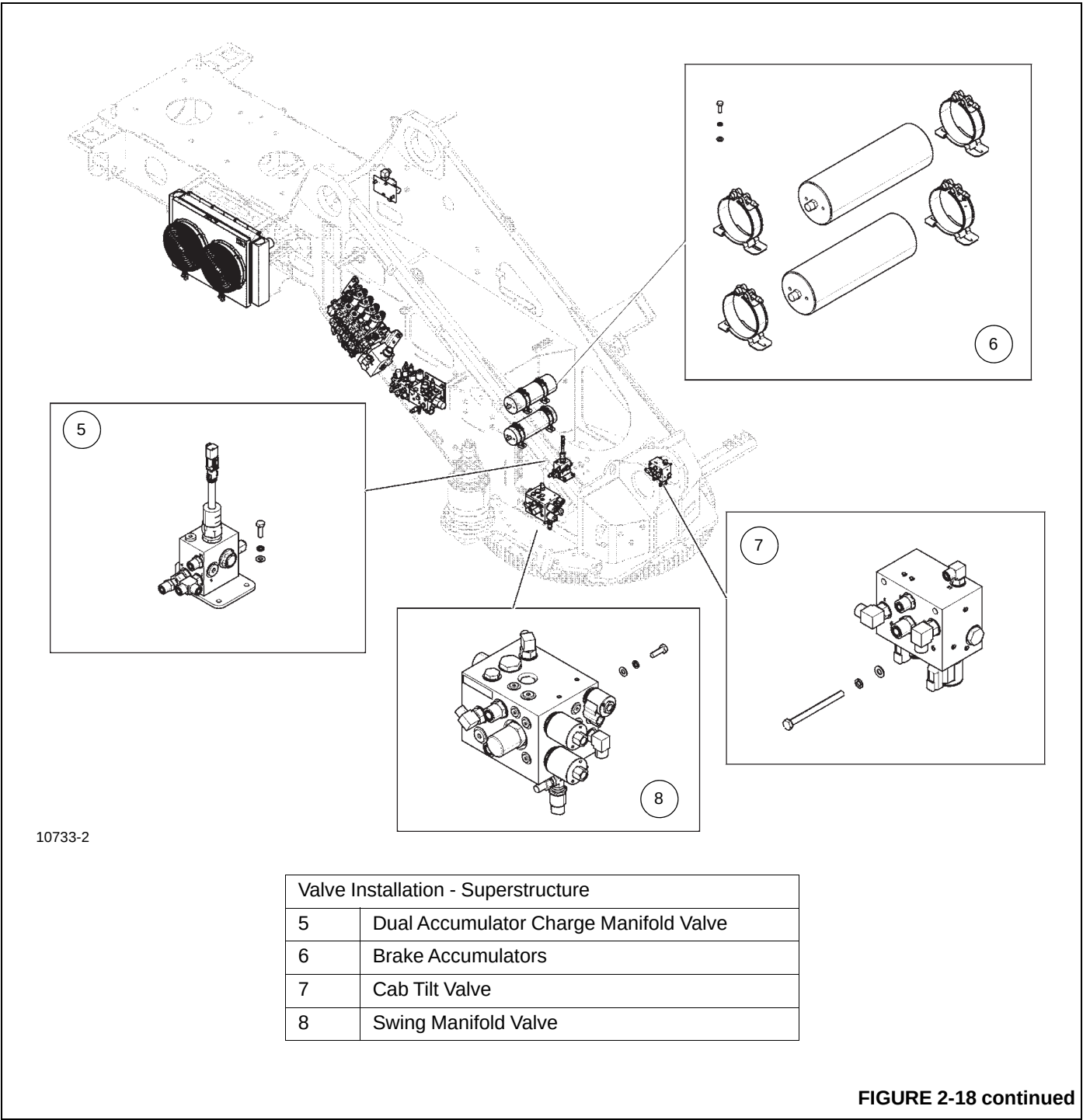


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Valve Installation - Superstructure	
1	Hydraulic Oil Cooler
2	Boom Lock Valve
3	Main Directional Control Manifold Valve
4	Accessory Manifold Valve

1	Hydraulic Oil Cooler
2	Boom Lock Valve
3	Main Directional Control Manifold Valve
4	Accessory Manifold Valve

FIGURE 2-18



MAIN DIRECTIONAL CONTROL MANIFOLD VALVE

Description

The lift, telescope, and hoist directional valves (Figure 2-19 through Figure 2-21) located on the superstructure side plate (Figure 2-18) are three-position normally closed proportional valves. The lift, telescope, and hoist directional valves are each controlled by two two-position solenoid controlled proportional valves, which vary pilot supply circuit pressure to each directional control valve based on operator inputs through the electric joysticks in the operator's cab.

The two-position solenoid controlled proportional valves controlling the lift down, telescope out, and hoist up functions act as RCL lockout valves and are de-energized, regardless of joystick position, when the rated capacity limiter (RCL) detects an overload condition.

A load sense relief valve in the main directional control manifold valve limits the high pressure setting of the No. 1 and No. 2 pumps to 276 bar (4000 psi).

Maintenance

Main Directional Control Manifold Valve Removal

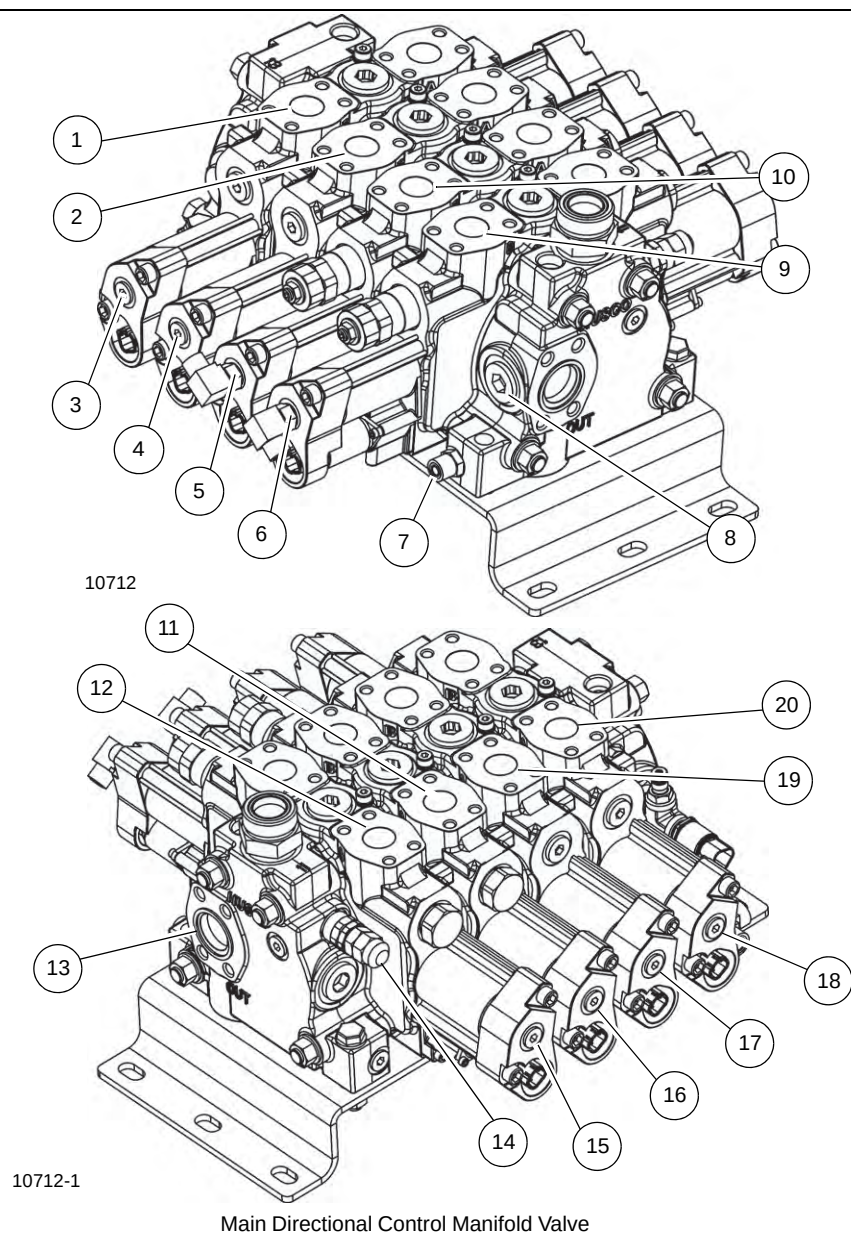
1. Tag and disconnect the hydraulic lines from the valve. Cap or plug the lines and ports.
2. Tag and disconnect electrical connectors from the valve.
3. Remove the capscrews, flatwashers, and lockwashers securing the valve. Remove the valve.

Main Directional Control Manifold Valve Installation

1. Install the valve on the turntable upright and secure with the capscrews, flatwashers, and lockwashers. Torque capscrews. Refer to *Fasteners and Torque Values*, page 1-17 for proper torque value.
2. Connect the electrical connectors to the valve as tagged during removal.
3. Connect the hydraulic lines to the valves as tagged during removal.

Functional Check

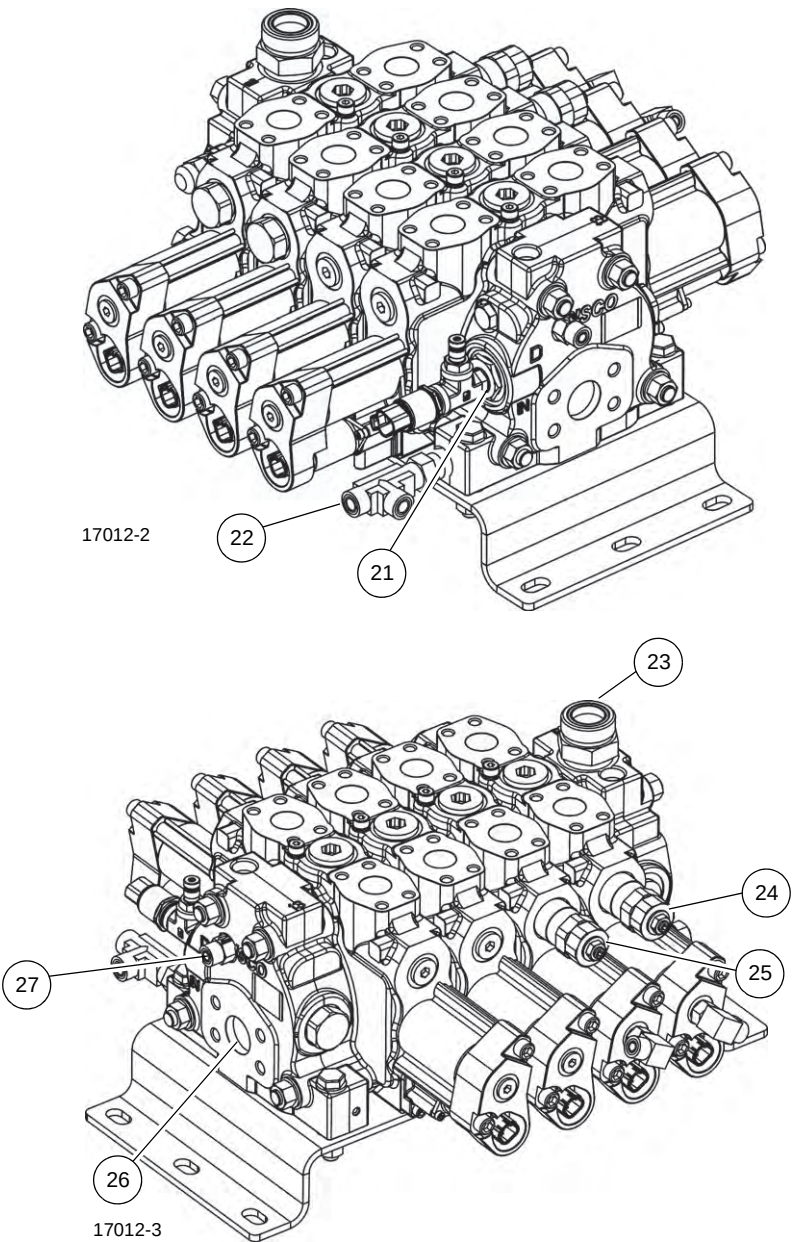
1. Start the engine and run it at normal speed.
2. Operate the joysticks of the valve bank(s). Check for smooth operation of cylinders and motors.
3. Check the valve bank(s) and lines for leakage. Make repairs as needed.



1	Work Port - Main Hoist Lower
2	Work Port - Auxiliary Hoist Lower
3	Pilot Pressure Port - Main Hoist Lower
4	Pilot Pressure Port - Auxiliary Hoist Lower
5	Pilot Pressure Port - Tele Retract
6	Pilot Pressure Port - Lift Down
7	Pilot Drain Port
8	Outlet Port
9	Work Port - Lift Down
10	Work Port - Tele Retract

11	Work Port - Tele Extend
12	Work Port - Lift Up
13	Outlet Port
14	LS Relief
15	Pilot Pressure Port - Lift Up
16	Pilot Pressure Port - Tele Extend
17	Pilot Pressure Port - Auxiliary Hoist Raise
18	Pilot Pressure Port - Main Hoist Raise
19	Work Port - Auxiliary Hoist Raise
20	Work Port - Main Hoist Raise

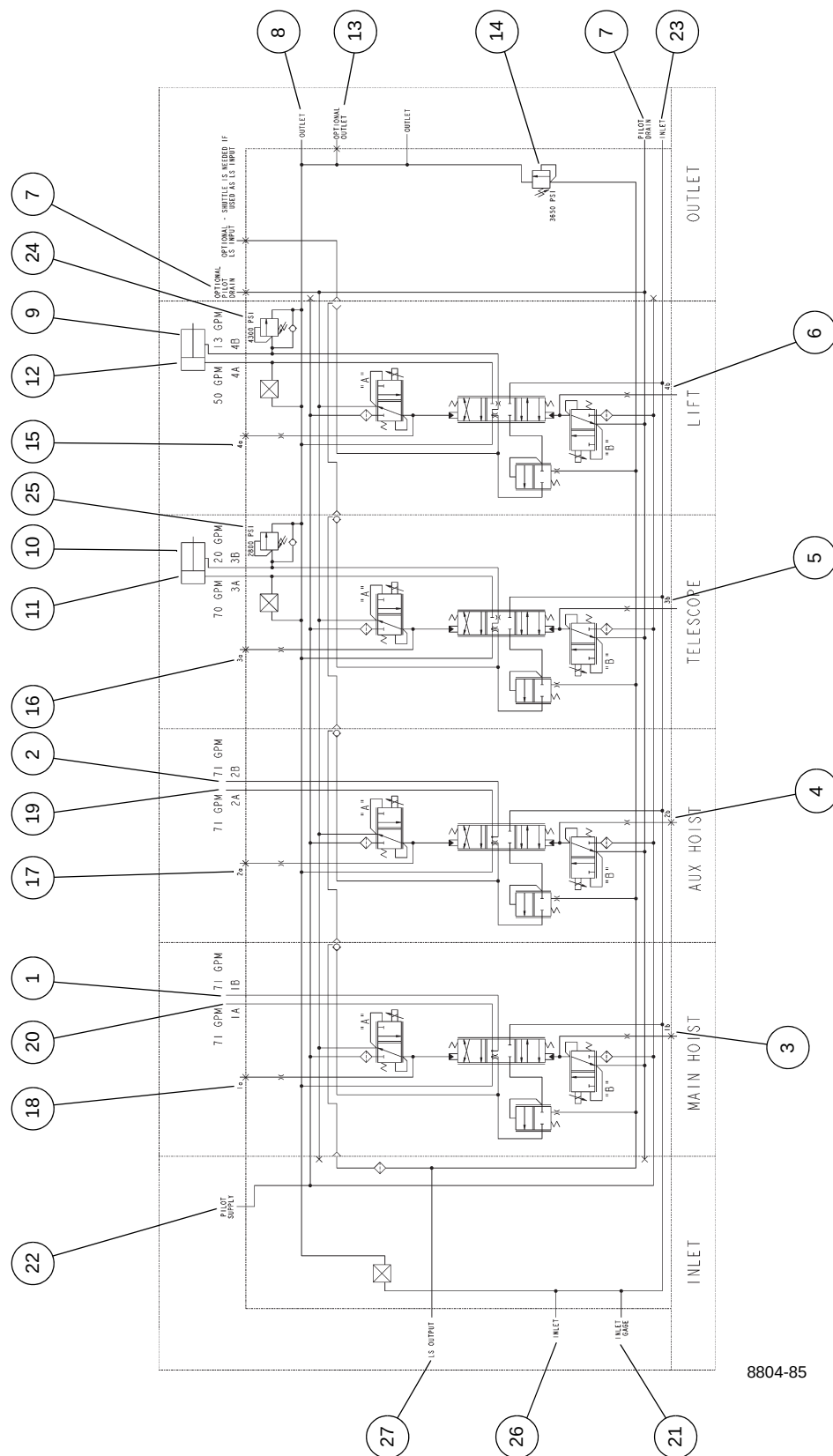
FIGURE 2-19



Main Directional Control Manifold Valve Cont.

21	Inlet Gauge Port
22	Pilot Supply Port
23	Inlet Port
24	4300 psi Pressure Relief Valve - Lift Down
25	3250 psi Pressure Relief Valve - Telescope Retract
26	Inlet Port
27	LS Input Port

FIGURE 2-20



Main Directional Control Manifold Valve Cont.

FIGURE 2-21

SWING MANIFOLD VALVE

Description

The swing manifold valve (Figure 2-22 and Figure 2-23) is located on the superstructure side plate near the turntable bearing (Figure 2-18). A dual pilot-operated, proportional control valve controls the oil flow from the No. 3 gear pump to maintain pressure in the left and right swing circuits. Excess oil from the valve flows back to tank. The left and right swing functions are controlled by two pilot-operated, solenoid-controlled proportional valves. An additional solenoid-controlled valve acts as a “swing enable” valve, which is only energized when the left or right swing function is actuated. When energized, this valve sends oil through a pilot line to shift the dual pilot-operated, proportional control valve to send full flow from the No. 3 gear pump to the swing circuit.

Maintenance

Swing Manifold Valve Removal

1. Tag and disconnect the hydraulic lines from the valves. Cap or plug the lines and ports.
2. Tag and disconnect electrical connectors from the valve.

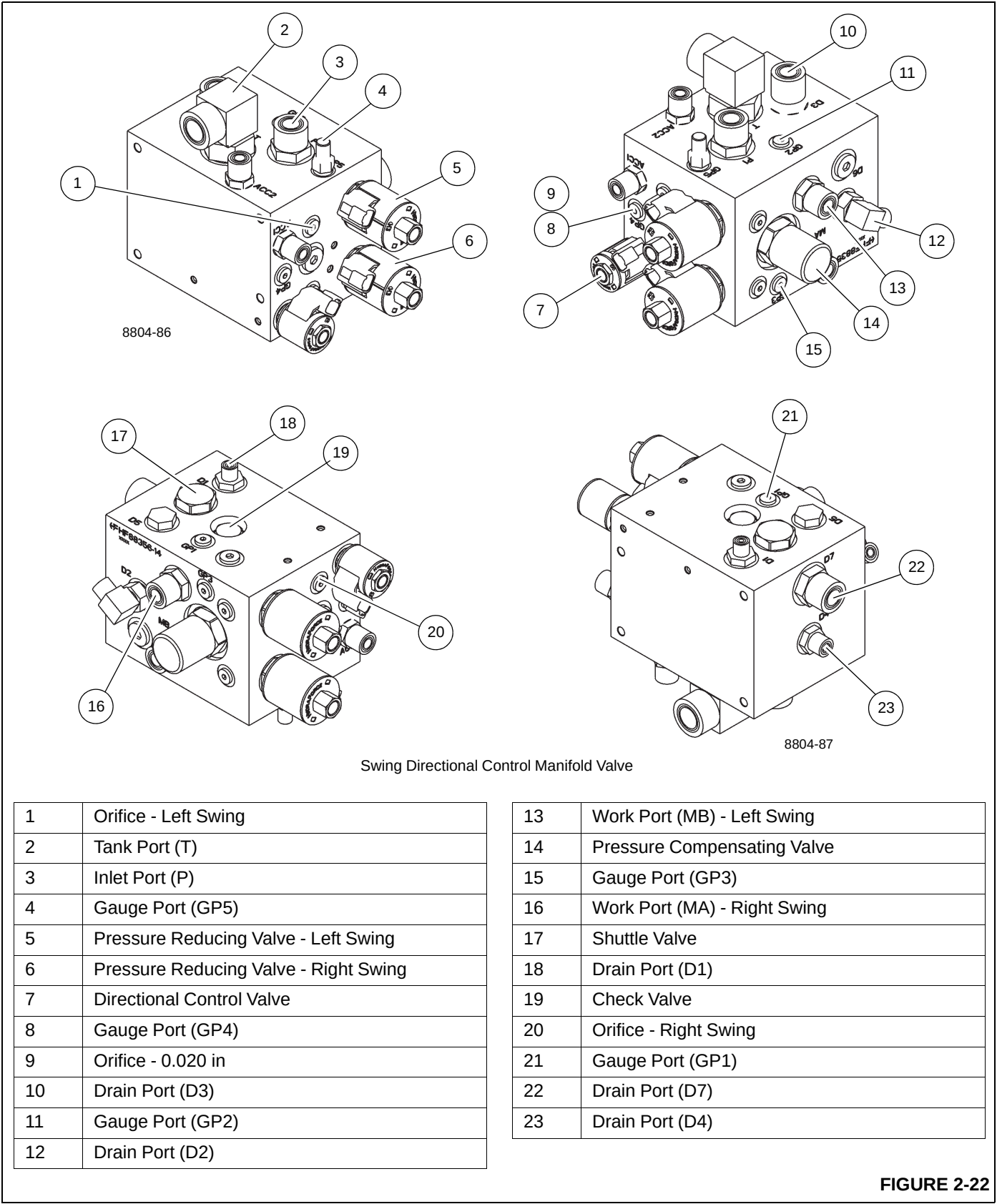
3. Remove the capscrews, flatwashers, and lockwashers securing the valve. Remove the valve.

Swing Manifold Valve Installation

1. Install the valve on the turntable upright and secure with the capscrews, flatwashers, and lockwashers. Torque capscrews. Refer to *Fasteners and Torque Values*, page 1-17 for proper torque value.
2. Connect the electrical connectors to the valve as tagged during removal.
3. Connect the hydraulic lines to the valves as tagged during removal.
4. Remove the capscrews and nuts securing the valve. Remove the valve.

Functional Check

1. Start the engine and run it at normal speed.
2. Operate the joystick for sing right and left. Check for proper operation.
3. Check the valve bank(s) and lines for leakage. Make repairs as needed.



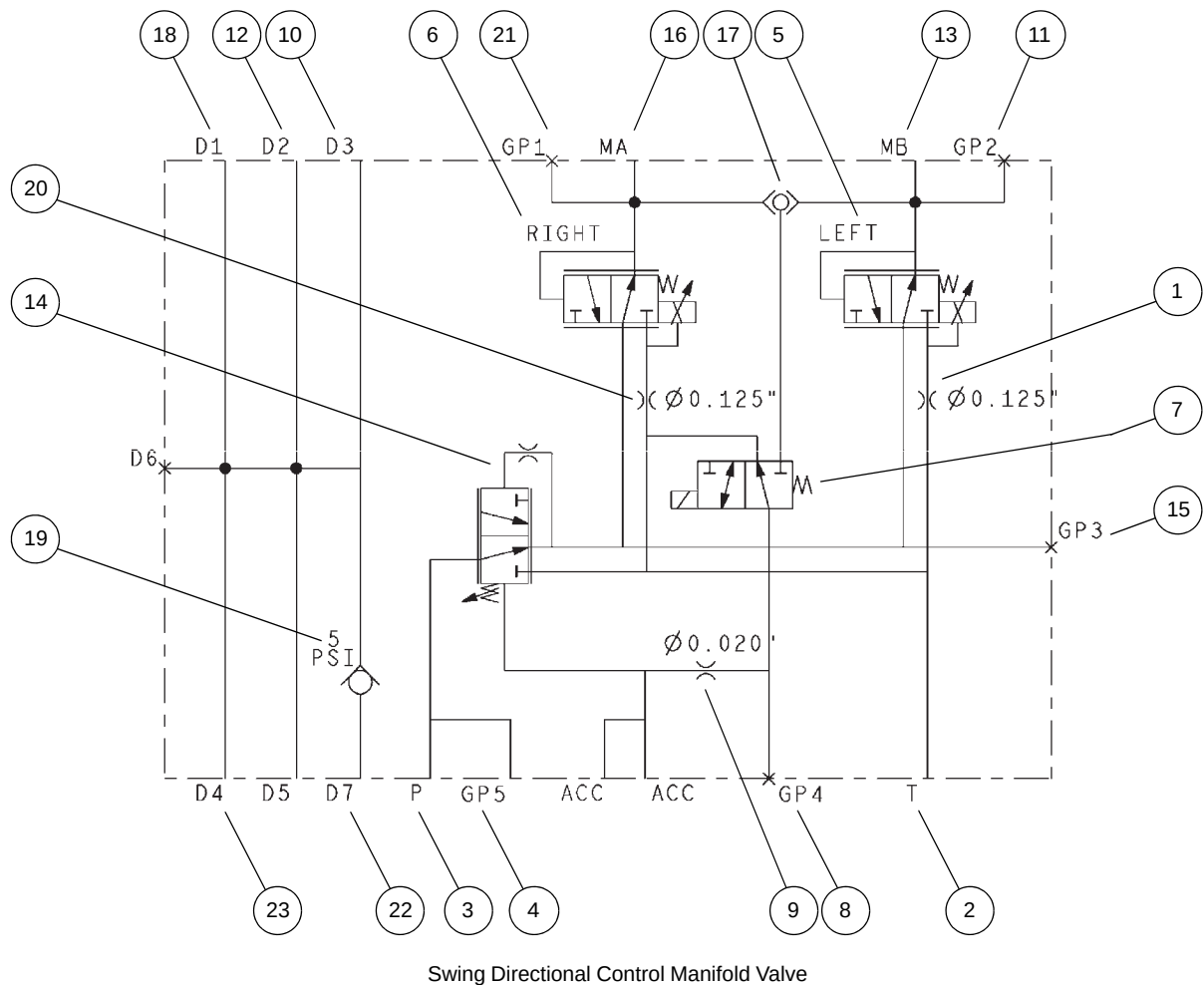


FIGURE 2-23

ACCESSORY MANIFOLD VALVE

Description

The accessory manifold valve (Figure 2-24 through Figure 2-26) is located on the superstructure side plate (Figure 2-18) and includes valves for controlling the front steer, swing brake, pilot supply, and telescope fill tube.

Front Steer

Supply oil for this valve comes from pump No. 2.

When the steer function is not activated, pressure held in the steer circuit shifts the priority flow valve to allow all the flow to pass through and onto the main directional control valve where it adds to the flow from pump No. 1. Upon actuating the steer function, the pressure through the load sense circuit shifts the priority flow valve to allow the proper amount of flow to the steering unit while the load sense relief keeps the steering pressure limited to 2500 psi.

A pressure reducing valve reduces pump pressure to 3250 psi for all other functions receiving supply oil from this valve assembly.

Swing Brake

The (static) swing brake is spring-applied, hydraulic released while the service (dynamic) brake is pressure applied. A two position solenoid valve controls the pressure to release the swing brake. A pressure reducing valve maintains a pressure of 600 psi to the inlet of both the brake release and brake apply valves. The circuit is designed such that when the engine is running and the swing enable switch is activated pressure is supplied to the swing brake release to release the brake while at the same time pressure is ramped up on the swing service brake proportionally to the max pressure. When the swing control joystick is actuated to swing left or right, the proportional valve is de-energized thereby releasing the pressure from the swing service brake and allowing motion. When the swing joystick is returned to the center (neutral) position, the control system gradually re-energizes the proportional valve (apply valve), thereby slowly increasing oil pressure to apply the brake. Actuating the swing brake foot pedal results in the same action.

Pilot Supply

A pressure reducing valve set to 600 psi and a control valve supply the pilot supply oil to control the following valves and functions:

- Main directional control valve on the superstructure, which includes valves for controlling the auxiliary hoist, main hoist, boom telescope, and boom lift functions.
- Main and auxiliary hoist brakes (for brake release in the raise direction).
- Telescope stage selector circuit.

Fill Tube

The fill tube pressure regulating valve is a two-position, solenoid controlled, proportional valve that works with the telescope and tele stage select valve manifold to prevent the movement of the first stage (boom tele sections 2, 3, and 4) when the second stage (tele section 1) extends or retracts by maintaining oil pressure in the fill tube of the first stage and, conversely, the valve prevents the second stage from moving as the first stage extends or retracts by maintaining oil pressure in the fill tube of the second stage.

Maintenance

Removal

1. Tag and disconnect the electrical connectors to all valves.
2. Tag and disconnect the hydraulic lines from the manifold. Cap or plug the lines and ports.
3. Remove the capscrews, lockwashers and flatwashers securing the manifold. Remove the manifold and two spacer bushings.

Installation

1. Position the manifold and spacer bushings on turntable and secure with the capscrews, flatwashers and lockwashers. Torque capscrews - refer to *Fasteners and Torque Values*, page 1-17 for proper torque value.
2. Connect the hydraulic lines to the manifold as tagged during removal.
3. Connect the electrical connectors to the manifold as tagged during removal.

Function Check - Front Steer

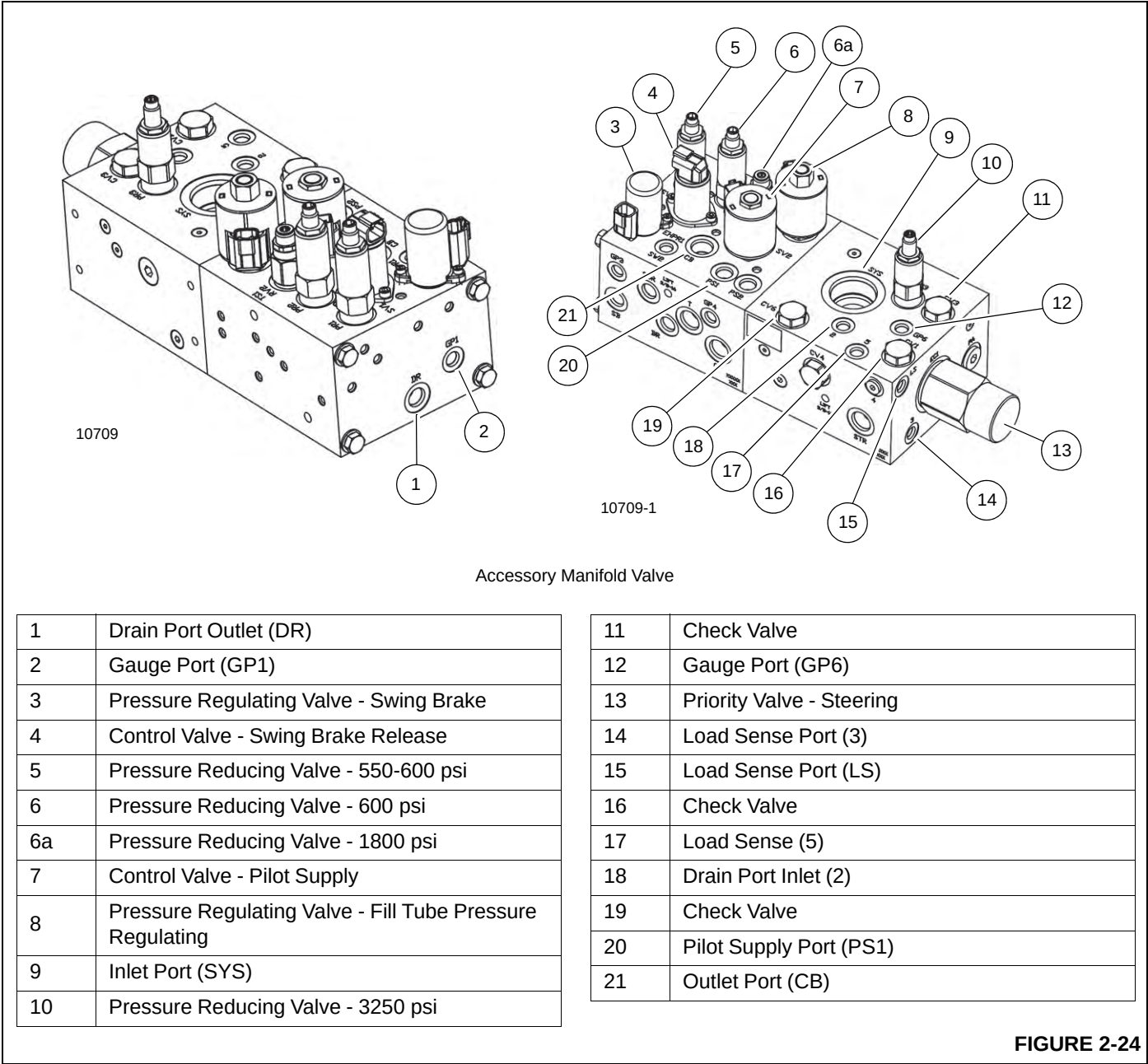
1. Start the engine.
2. Drive the crane at a slow speed and verify the front steering function works properly.

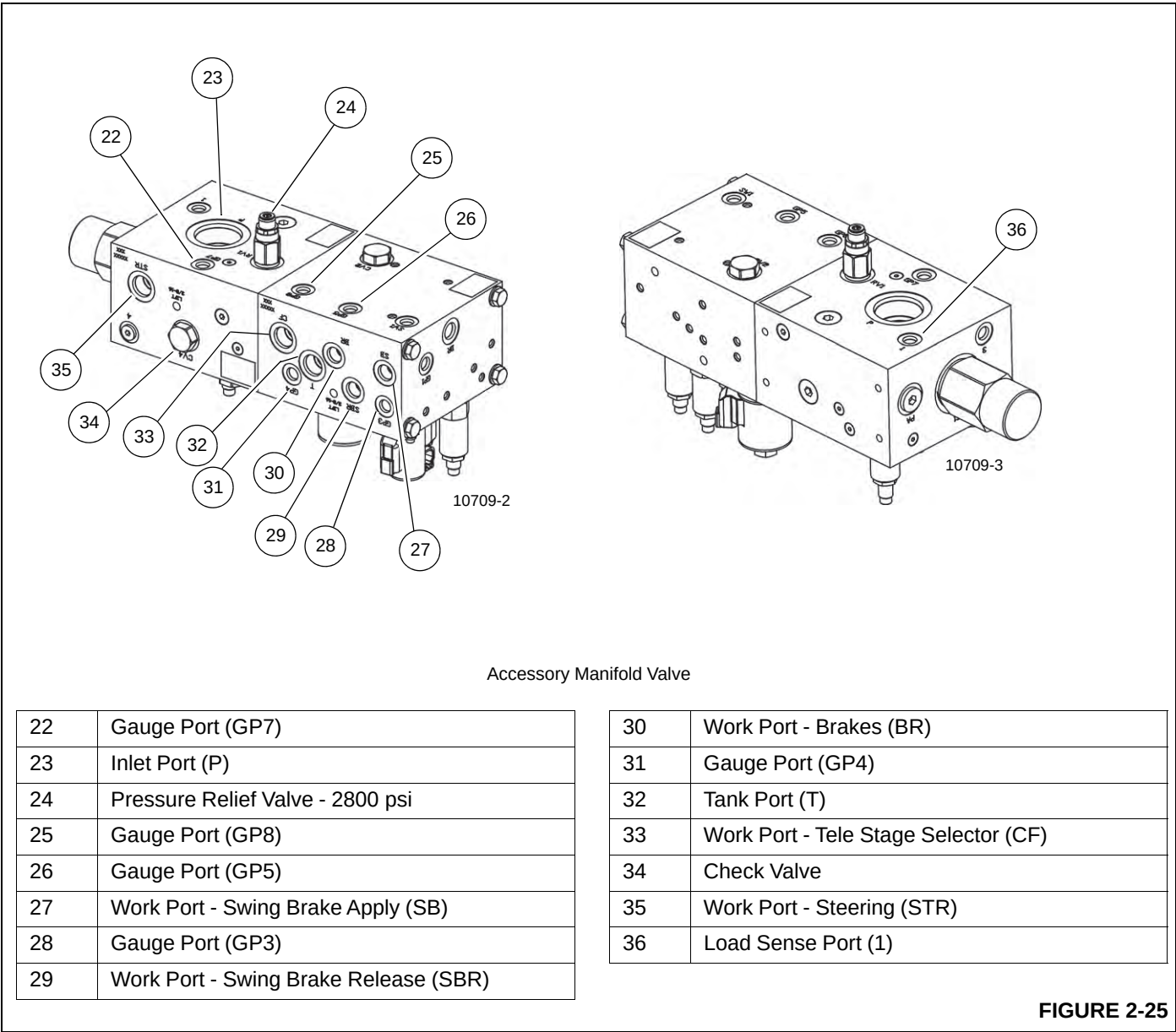
Function Check - Swing Brake Release Valve

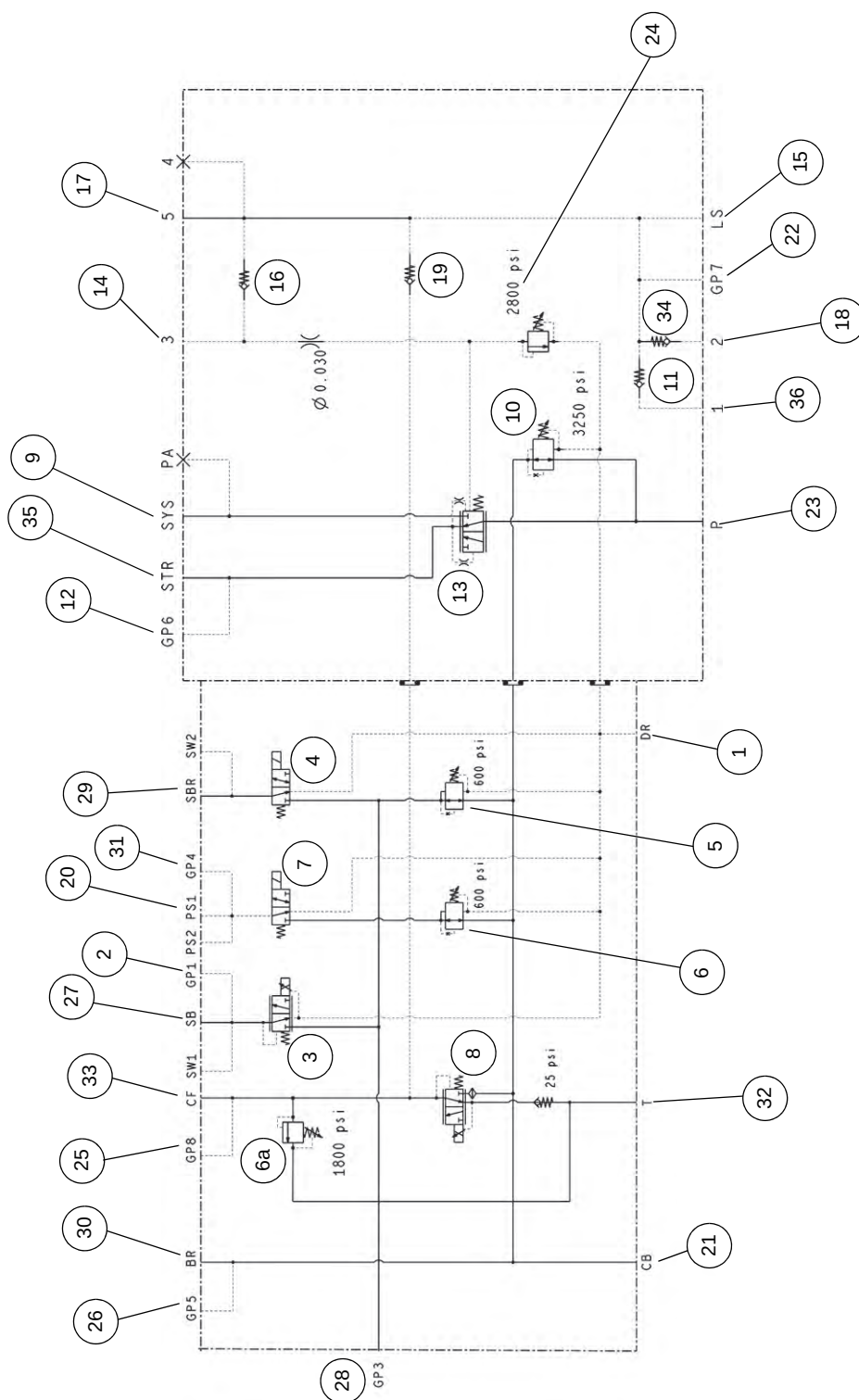
1. Start the engine.
2. Enable all crane functions using the crane function switch to on.
3. Swing the turntable to verify the swing brake releases. Depress the swing brake pedal to stop the turntable.
4. Position the swing enable switch to off and verify the swing brake applied icon appears on the CCS display.
5. Activate the swing function and ensure the turntable does not rotate.
6. Check for leaks. Make repairs as needed.

Function Check - Pilot Supply and Telescope Fill Tube Valve

1. Start the engine.
2. Try to telescope the boom in and out, lower and raise the boom, and lower and raise the hoist rope. Verify none of these functions work.
3. Enable all crane functions using the crane function switch.
4. Verify the following crane functions operate properly:
 - a. Telescope in and out
 - b. Boom raise and lower
 - c. Hoist up and down
 - d. Turntable swing left and right
5. Check for leaks. Make repairs as needed.







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Accessory Manifold Valve

FIGURE 2-26

LIFT CYLINDER AND TELESCOPE CYLINDER CONTROL VALVES

Description

A externally-piloted cartridge style holding valve is installed on the lift cylinder and a cartridge style holding valve is installed into each telescope cylinder port block.

Maintenance

Removal



WARNING

Falling Boom

Never remove a holding valve from the lift or telescope cylinder circuits without first fully retracting the cylinders. Death or serious injury can occur.



WARNING

High Hydraulic Pressure

Never remove a holding valve from the lift or telescope cylinder circuits without first fully retracting the cylinders to remove the high hydraulic pressure in the circuits. Fluid in these hydraulic systems can be under enough pressure that it will penetrate the skin, causing serious injury or death.

1. Start the engine and fully retract the telescope the lift cylinders using the joysticks. Use the RCL override function to fully retract the lit cylinder.
2. Shut off engine.
3. Unscrew holding valve from its port block or manifold.

Installation

1. Check inside of port block or manifold for sharp edges or burrs. Remove as necessary with emery cloth.
 2. Install new O-rings on holding valve.
 3. Lubricate holding valve O-rings with clean hydraulic oil.
-

CAUTION

Do not damage O-rings during holding valve installation. If holding valve turns freely then hard to turn, then easy to turn, remove holding valve and check O-rings. They have probably been damaged by a sharp edge of a port.

NOTE: Holding valve should turn by hand until O-rings compress.

4. Carefully install holding valve into port block or manifold until fully seated.
5. Test holding valve and port block or manifold by operating lift cylinder and/or telescope cylinder, as applicable. Verify lift cylinder and/or telescope cylinder works without problems; verify there is no leaking. Make repairs as needed.

CARRIER COMBINATION MANIFOLD VALVE

Description

The carrier combination manifold valve (Figure 2-27 through Figure 2-28) is located on the inside carrier frame rail at the turntable bearing (Figure 2-17). Functions controlled by this manifold valve include the following:

- LS Dump
- Rear Steer
- Axle Lockout
- Outriggers (Extend/Retract)
- Parking Brake

Supply oil to the Parking Brake functions on the carrier combination manifold valve is limited by a pressure reducing valve set to 2500 psi. Supply oil to the other functions on the carrier combination manifold valve is limited by a pilot-operated proportional pressure reducing valve which varies the pressure as follows:

- Axle Lockout - 100 psi
- Outrigger Beam Extend - 3250 psi
- Rear Steer - 2500 psi
- All other functions - 2200 psi

Load Sense Dump

The LS dump function consists of a shuttle valve and a control valve which combines the load sense oil received from the carrier and superstructure circuits and diverts it to tank during engine cranking. This action aids in starting the engine by preventing the pumps from building pressure during the engine cranking function, thereby lessening the load on the engine starter.

Rear Steer

The rear steer function is controlled by a control valve with dual cross-port, pilot-operated check valves in the work lines. The dual cross-port, pilot-operated check valves maintain pressure on the rod and piston of both rear steer cylinders when stationary and when turning.

Axle Lockout

The axle oscillation lockout functions consists of a 100 psi pressure regulating valve and two control valves. The circuit prevents the axle lockout cylinders from oscillating unless the turntable is centered forward.

For CE units, one of the two-way, two-position solenoid valves is replaced with a three-way, two-position solenoid valve. Additionally, four two-way, solenoid-controlled poppet cartridge valves are installed in the ports of the lockout cylinders.

An angle encoder located in the top of the electrical slip ring assembly sends a CAN bus message to the RCL. The RCL converts the data in the message to a position angle of the superstructure relative to the carrier (slew angle). If the slew angle is $\pm 2^\circ$ of directly over the front, the RCL sends a CAN bus message to the control system to allow axle oscillation. When the control system receives this message it switches ON a digital output thus energizing the axle oscillation solenoids. If the angle is more than 2° left or 2° right of directly over the front, the control system switches OFF the digital output thus de-energizing the axle oscillation solenoids.

When the axle oscillation normally-closed solenoid valves are de-energized, the lockout cylinders are isolated from hydraulic oil supply. This keeps the cylinders from oscillating (moving up and down to dampen axle movement) because hydraulic oil cannot leave the cylinders. Instead, the cylinders remain full of hydraulic oil and rigid.

When the axle oscillation solenoid valves are energized and open, hydraulic oil is allowed in and out of the cylinders, allowing them to oscillate.

Outriggers

The outrigger extend/retract circuit consists of a solenoid-controlled valve, which is controlled by the control system based on operator inputs. A request to extend or retract an outrigger jack or extension results in the crane control system energizing the respective solenoid, thereby sending system pressure to shift a dual pilot-controlled valve, which controls the flow of oil to extend and retract the four jack cylinders and four extension cylinders. A check valve maintains a maximum pressure of 100 psi in the retract circuit.

Maintenance

Removal

1. Tag and disconnect the electrical connectors to the valve. Tape the lead ends.
2. Tag and disconnect the hydraulic lines to the valve assembly. Cap or plug the lines and ports.
3. Remove the capscrews, nuts, and washers securing the valve assembly to the frame. Remove the valve as a complete assembly.

Installation

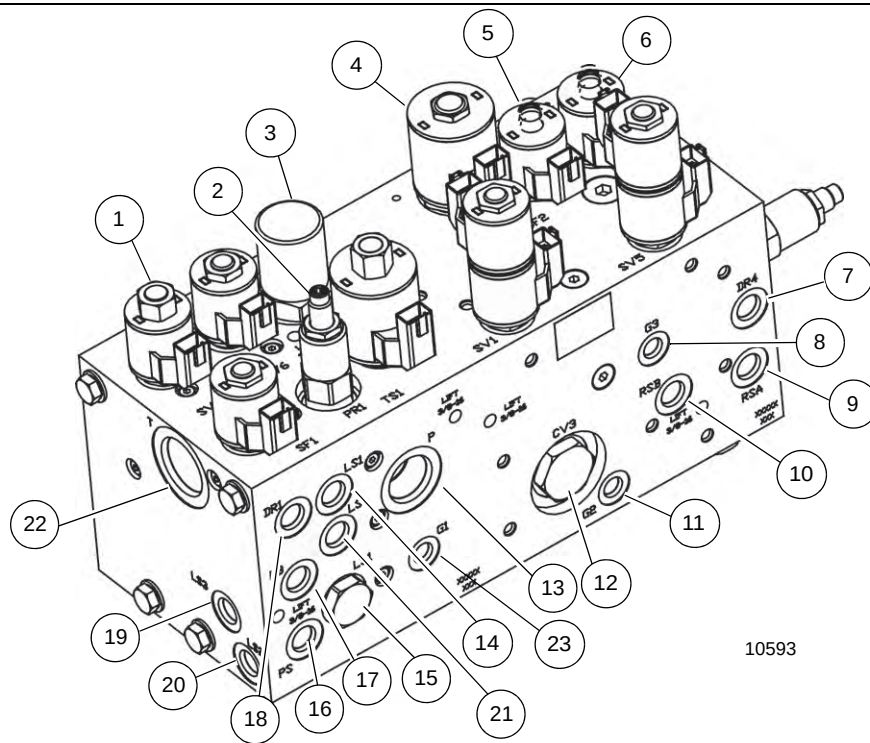
1. Install the valve assembly to the frame. Secure the valve assembly with the flatwashers, lockwashers, hex nuts

and capscrews. Torque capscrews - refer to *Fasteners and Torque Values*, page 1-17 for proper torque value.

2. Connect the hydraulic lines to the valve assembly as tagged during removal.
3. Connect the electrical connectors to the valve assembly as tagged during removal.

Functional Check

1. Cycle an outrigger cylinder several times. Verify the cylinder extends and retracts properly.
2. Rear steer the crane to the left and to the right several times. Verify the crane steers properly in both directions.
3. Ensure the axle lockout function operates properly by performing the procedures under *Axle Oscillation Lockouts Operation* in section 3 of the Operator Manual.

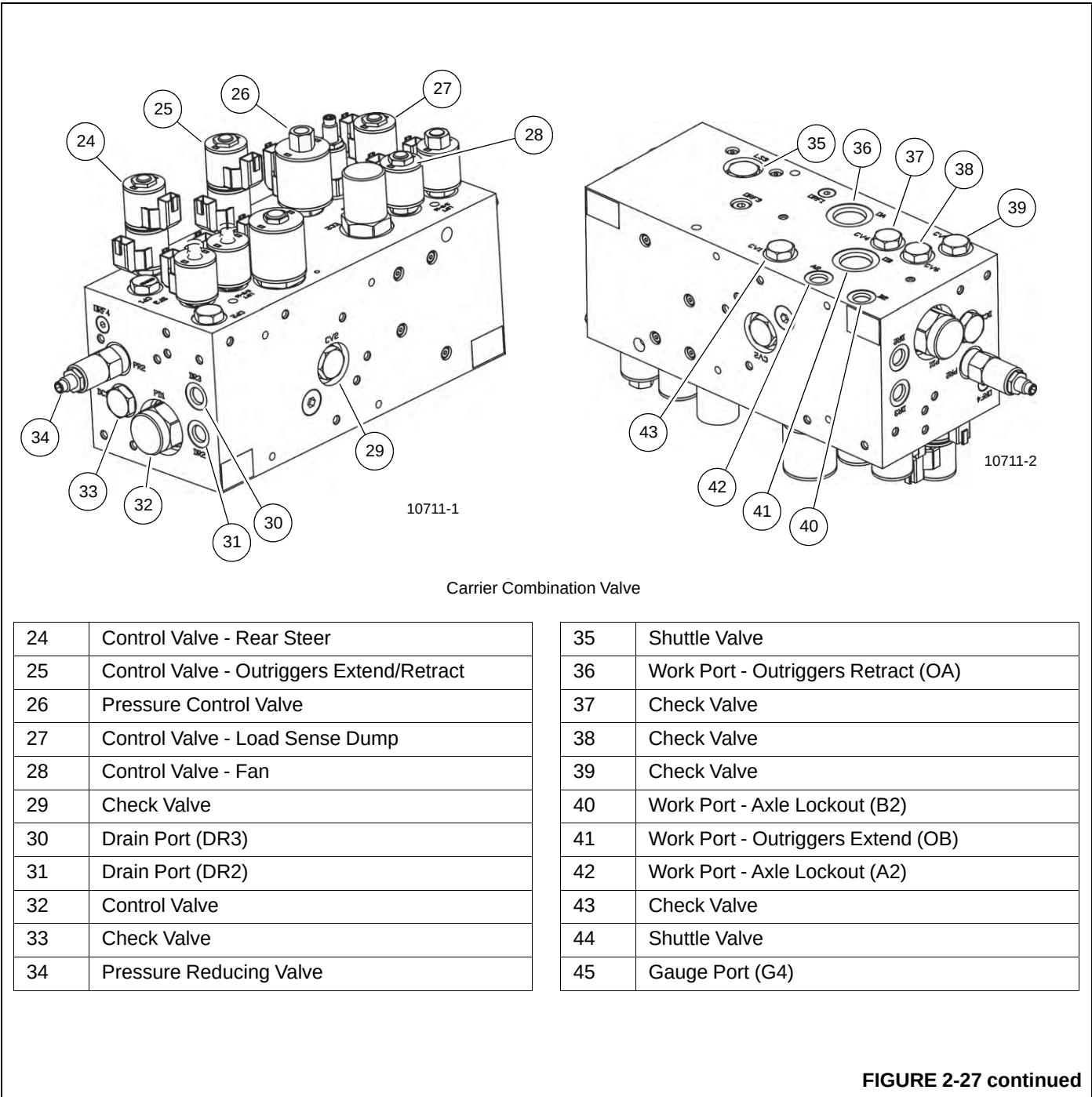


Carrier Combination Valve

1	Control Valve - Parking Brake
2	Pressure Reducing Valve
3	Pressure Compensating Cartridge
4	Flow Control Valve
5	Control Valve - Axle Lockout (Right)
6	Control Valve - Axle Lockout (Left)
7	Drain Port (DR4)
8	Gauge Port (G3)
9	Work Port - Rear Cylinder Right Turn (RSA)
10	Work Port - Rear Cylinder Left Turn (RSB)
11	Gauge Port (G2)
12	Check Valve

13	Supply Port (P)
14	Load Sense Port (LS1)
15	Load Sense Port (LS1)
16	Work Port - Parking Brake Pressure Switch (PS)
17	Work Port - Parking Brake Cylinders (PB)
18	Drain Port (DR1)
19	Load Sense Port (LS3)
20	Load Sense Port (LS2)
21	Load Sense Port (LS)
22	Tank Port (T)
23	Gauge Port (G1)

FIGURE 2-27



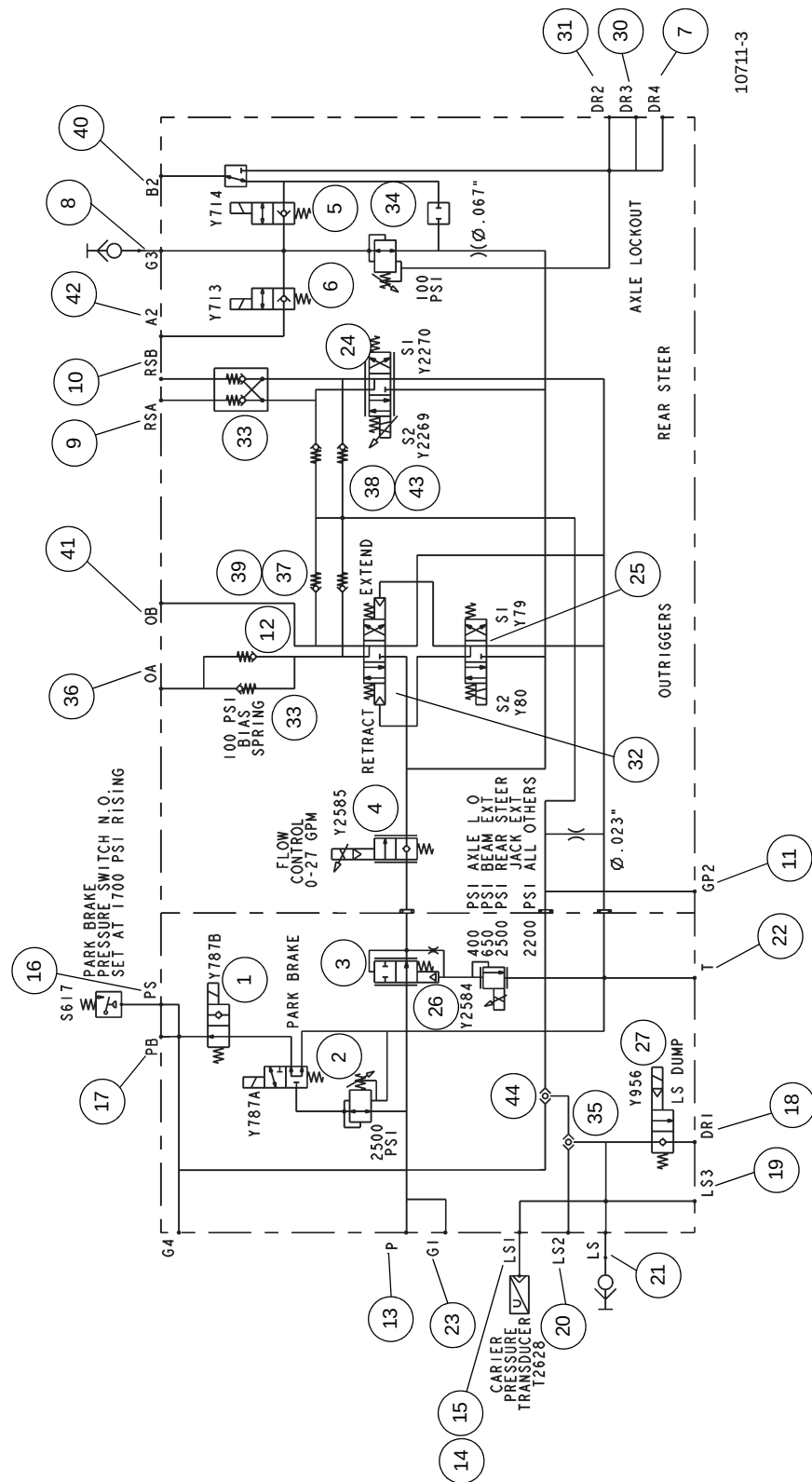
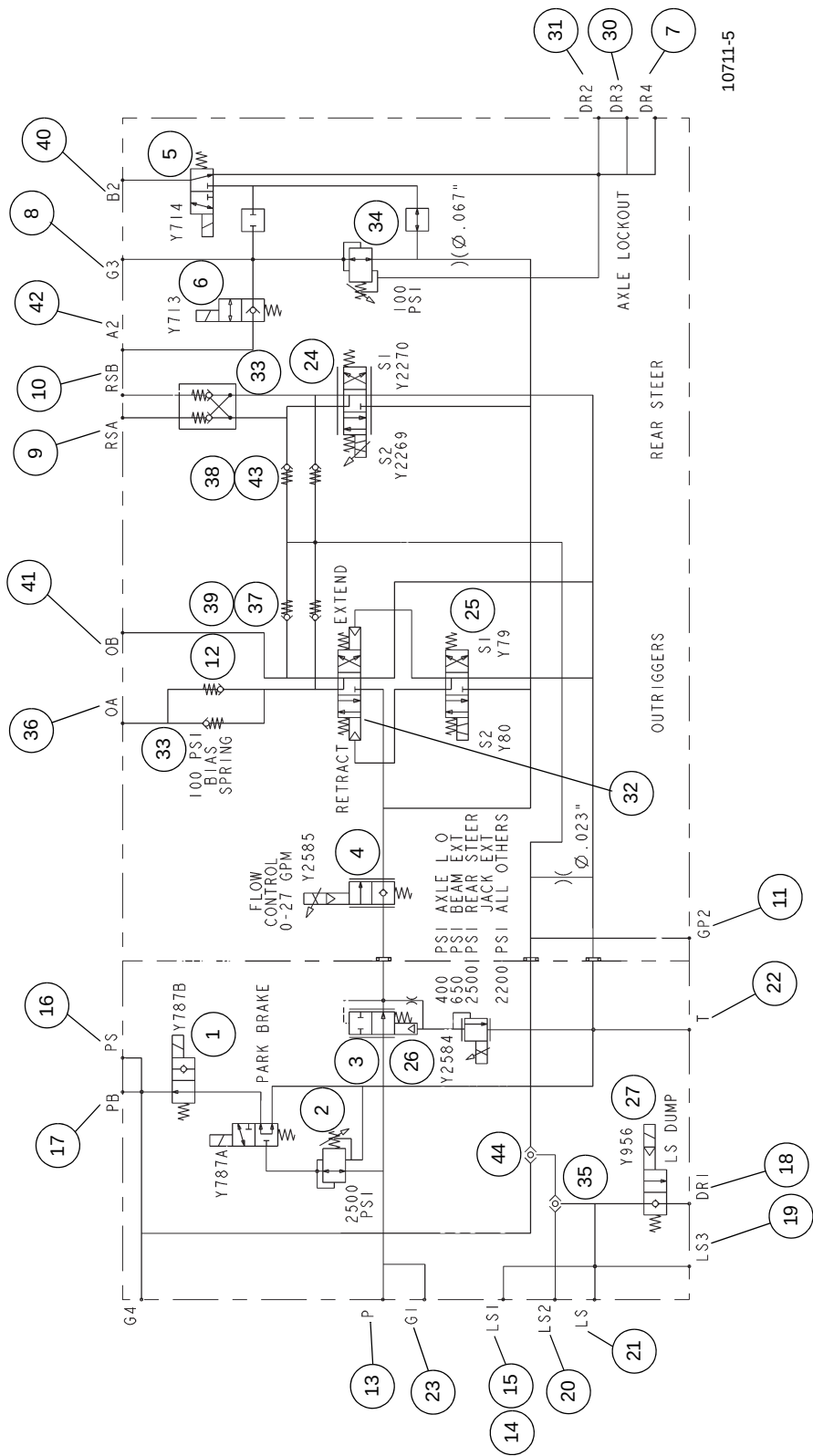


FIGURE 2-28



Carrier Combination Valve (CE Version)

FIGURE 2-29

OUTRIGGER CONTROL MANIFOLD

Description

There are two outrigger control manifolds (Figure 2-30 and Figure 2-31) utilized on the crane, one located on the front outrigger box for controlling the front outriggers and one located on the rear outrigger box for controlling the rear outriggers (Figure 2-17). Each manifold consists of four normally-closed, two-position, two-way solenoid valve assemblies, one for each jack and extension cylinder.

Maintenance

Removal

1. Tag and disconnect the hydraulic lines to the solenoid valves. Cap and plug all lines and openings.
2. Tag and disconnect the electrical connectors.
3. Remove the capscrews, hex nuts and washers securing the manifold to the outrigger box. Remove the manifold.

Inspection

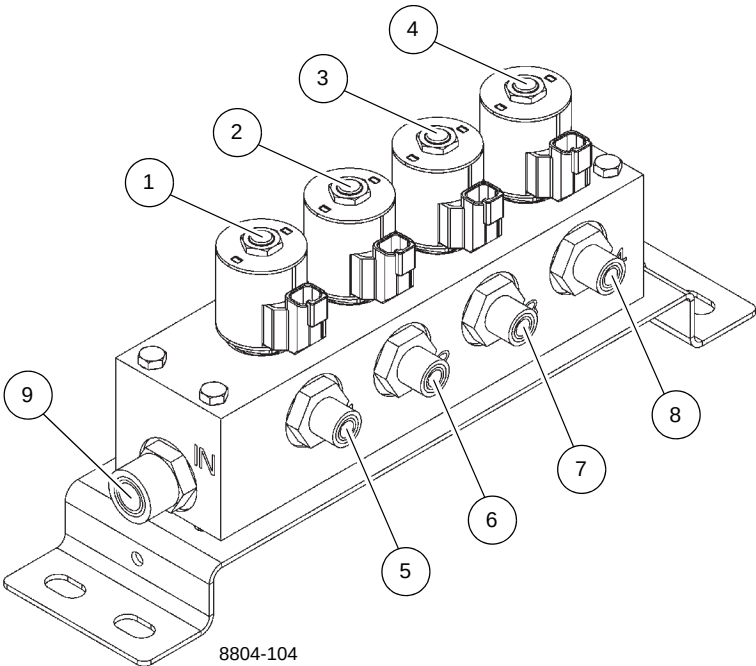
Visually inspect the valves and hydraulic connections for any evidence of leaks or other damage. Check security of the electrical connections. Inspect the wiring for any evidence of cracks or breaks.

Installation

1. Position the manifold on the outrigger box and secure with the washers, hex nuts, and capscrews. Torque capscrews - refer to *Fasteners and Torque Values*, page 1-17 for proper torque value.
2. Connect the electrical connectors to the solenoids as marked during removal.
3. Connect the hydraulic lines to the valves as marked during removal.

Functional Check

Activate hydraulic system and cycle affected cylinder(s) several times. Observe for proper functioning of affected cylinder(s). Ensure solenoid valve hydraulic connections are secure.

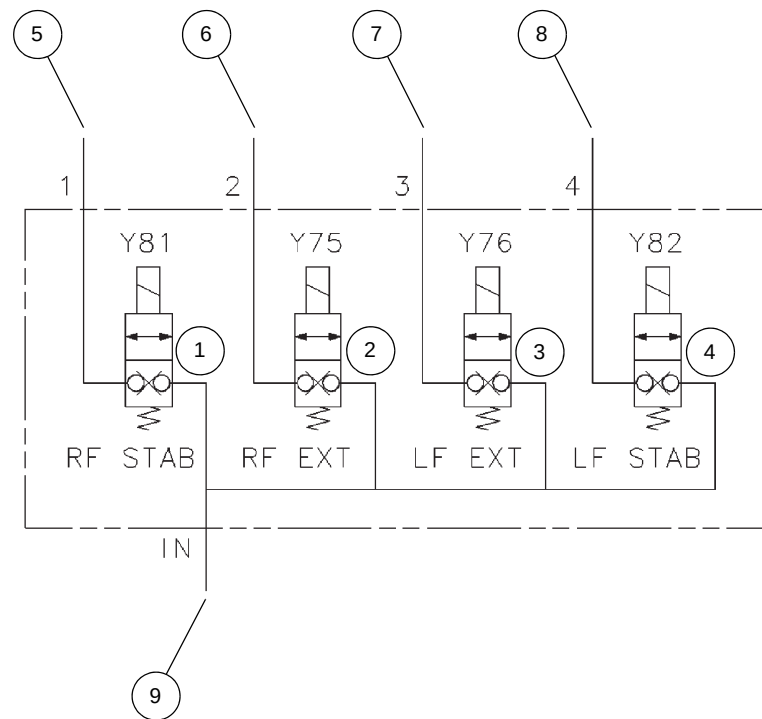


Outrigger Control Manifold

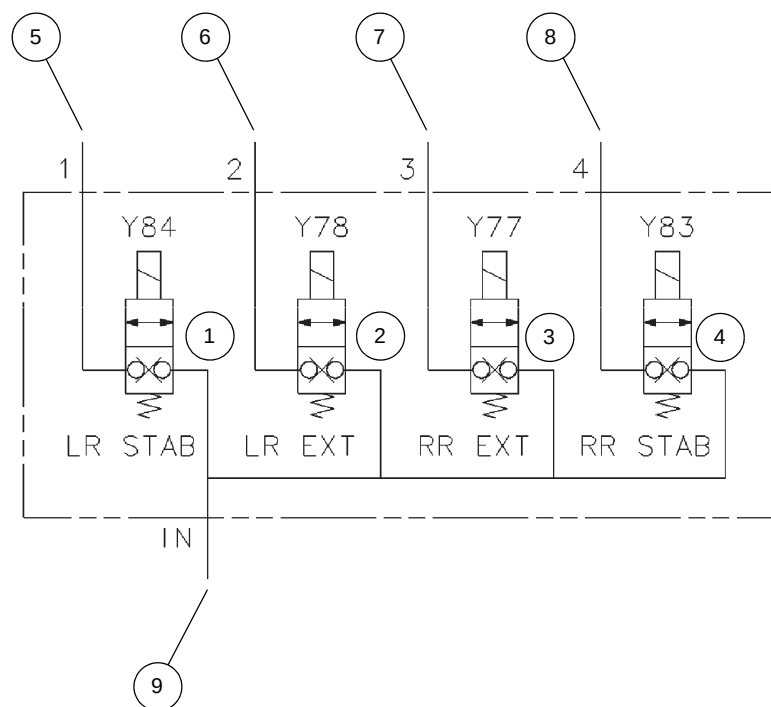
1	Control Valve - Right Front or Left Rear Jack
2	Control Valve - Right Front or Left Rear Extension
3	Control Valve - Left Front or Right Rear Extension
4	Control Valve - Left Front or Right Rear Jack

5	Work Port - Right Front or Left Rear Jack
6	Work Port - Right Front or Left Rear Extension
7	Work Port - Left Front or Right Rear Extension
8	Work Port - Left Front or Right Rear Jack
9	Inlet Port (IN)

FIGURE 2-30



Front Outrigger Control Manifold Cont.



Rear Outrigger Control Manifold Cont.

FIGURE 2-31

DIFFERENTIAL LOCK VALVE

Description

The differential lock valve controls the flow of oil to the differential lock actuators by the use of a solenoid valve (see Figure 2-32). The valve is located on the center of the carrier frame near the turntable bearing (Figure 2-17). Pressure is supplied to the valve from the transmission charge pump.

The differential lock solenoid valve is a two-position, three-way valve. In its de-energized position, the inlet port is blocked and the differential lock actuator is drained to the reservoir. When the solenoid is energized, the reservoir port is blocked and pressurized oil is directed to the actuator, engaging the differential lock. A pressure reducing valve is used.

Maintenance

Removal

- 1. Tag and disconnect electrical connectors to the valve.
- 2. Tag and disconnect hydraulic hoses from the valve. Cap or plug lines and ports.

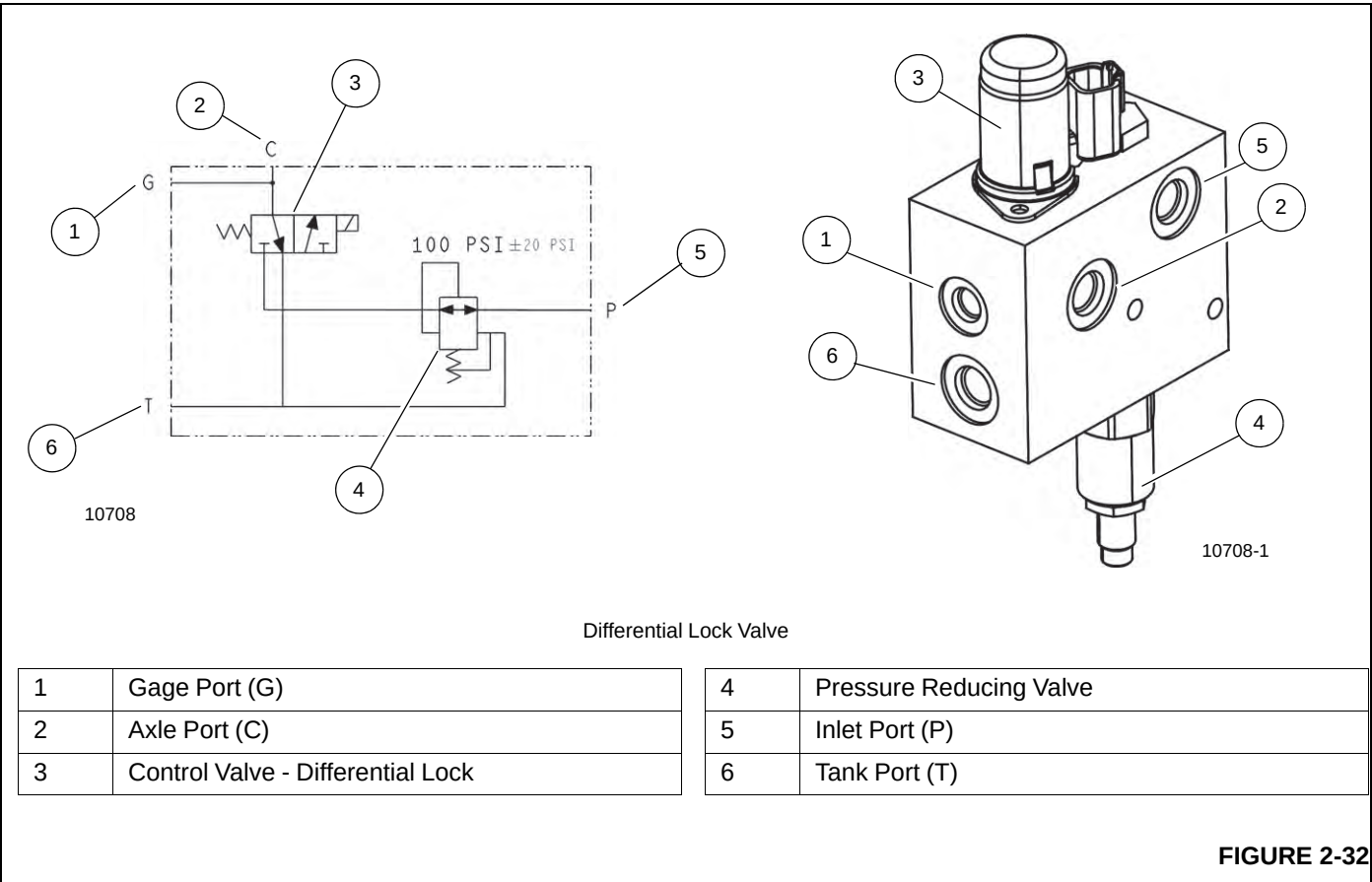
- 3. Remove capscrews, lockwashers, flatwashers, and nuts securing valve to the frame. Remove valve.

Installation

- 1. Secure valve to frame with nuts, flatwashers, lockwashers, and capscrews. Torque capscrews - refer to *Fasteners and Torque Values*, page 1-17 for proper torque value.
- 2. Connect hydraulic hoses to ports on valve as tagged during removal.
- 3. Connect electrical connectors to valve as tagged during removal.

Functional Tests

- 1. Start and idle engine.
- 2. With unit on outriggers, check for proper two/four wheel operation.



DUAL ACCUMULATOR CHARGE MANIFOLD VALVE

Description

The dual accumulator charge manifold valve (Figure 2-33) is located on the inside of the left superstructure side plate (Figure 2-18). The valve provides pressure regulation to the service brake circuit.

The dual accumulator charge valve consists of a flow divider spool, cut-in/cut-out spool, check valve and two sequence valves. The LS port of the manifold valve is connected to the pump when the accumulator pressure reaches the cut-in setting [170 bar (2465 psi)]. The pump will deliver the required charge flow to charge the accumulators. When the cut-out setting of 200 bar (2900 psi) is reached, the cut-in/cut-out spool shifts to vent the LS line to tank. The sequence valves isolate the two accumulators. If one of the accumulator loses pressure, the other accumulator will continue to charge and provide flow to the brake circuit when required.

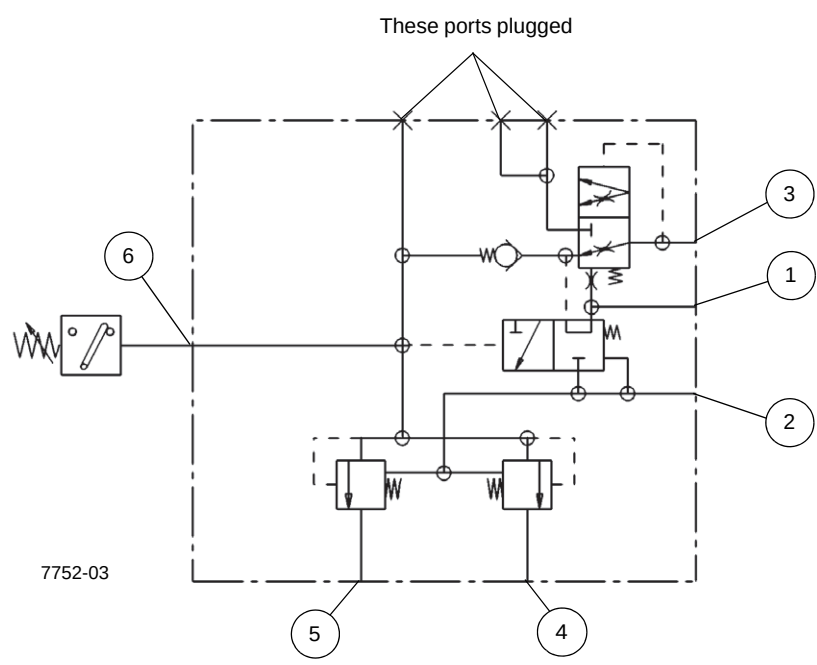
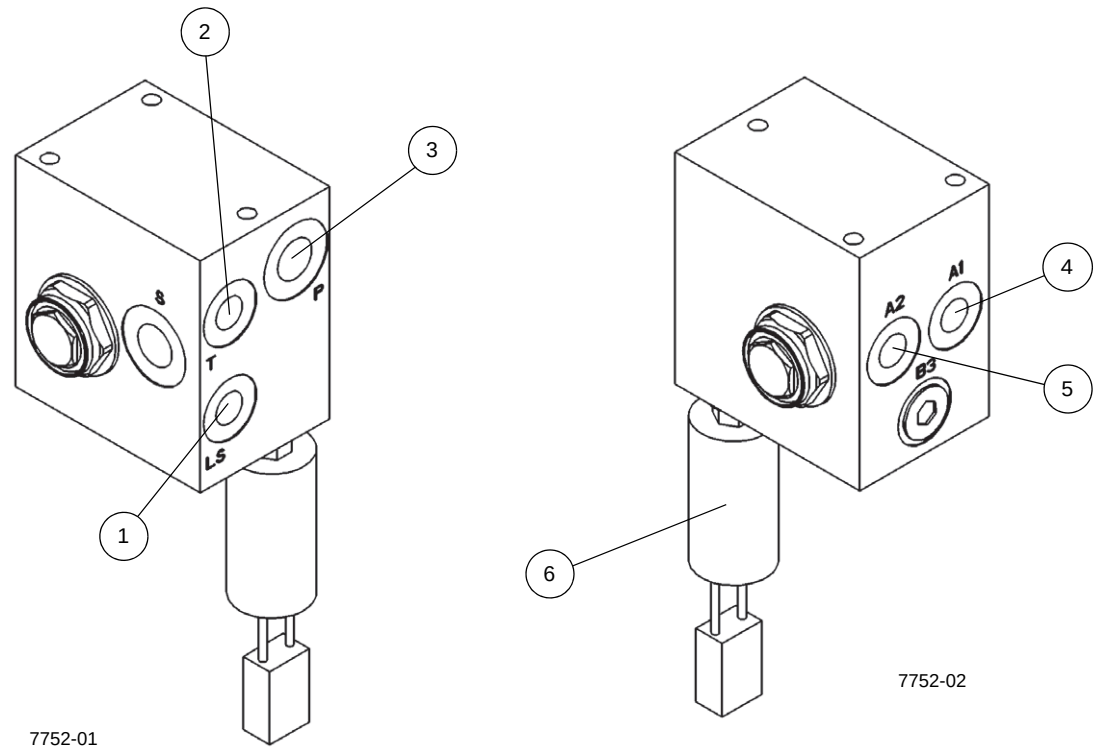
Maintenance

Removal

1. Tag and disconnect the hydraulic hoses from the valve. Cap or plug the lines and ports.
2. Remove the three bolts, washers, and lockwashers securing the valve to the turntable. Remove the valve.

Installation

1. Position the valve on the superstructure with ports A1, A2, and B3 facing up and secure with three bolts, washers, and lockwashers. Torque bolts.
2. Connect the hydraulic hoses to the valve ports as tagged during removal.
3. Start the engine and check for leaks. Make repairs as needed.
4. Depress the brake pedal several times to cause the brake valve to charge. Make several turns with the steering wheel, and swing the superstructure left and right. Verify the brakes, swing, and front steering work properly.



Item	Description
1	Load Sense Port (LS)
2	Tank Port (T)
3	Pressure Port (P)
4	Accumulator Port (1A)
5	Accumulator Port (2A)
6	Pressure Switch

Dual Accumulator Charge Valve

FIGURE 2-33

HYDRAULIC BRAKE ACCUMULATOR

Description

The hydraulic brake accumulators are located inside the superstructure side plates near the turntable bearing (Figure 2-18). The purpose of the two accumulators is to provide stored energy to actuate the service brake circuits. Each accumulator has a oil volume of 2.00 l (122 in³) and is pre-charge with high purity nitrogen to (1400 psi ±50). The dual accumulator charge valve regulates flow to the hydraulic accumulators to provide fully powered, independently separate, primary (front) and secondary (rear), service brake circuits.

Maintenance

Removal

1. With engine shut down, remove hydraulic pressure in accumulators by depressing the service brake pedal several times.
2. Tag and disconnect hydraulic hose from accumulator. Cap or plug line and port.

3. Remove two nuts securing each clamp half. Remove each clamp half and accumulator from turntable.

Installation

1. Position accumulator in the clamps. Secure with removable clamp halves and nuts.
2. Connect hydraulic hose to port on accumulator as tagged during removal.
3. Pre-charge accumulator. Refer to *Pre-charging the Accumulators*, page 2-34.
4. Start engine. Check accumulator and hoses for leaks. Make repairs as needed.
5. Depress brake pedal several times. Verify brakes work properly.

Servicing

Check pre-charge nitrogen pressure every 200 hours or once a month, whichever comes first. Refer to *Checking the Service Brake Accumulators Pre-charge*, page 2-34.

CYLINDERS

Cylinder Rod Surface Protection

Steel cylinder rods include a thin layer of chrome plating on their surfaces to protect them from corroding. However, chrome plating inherently has cracks in its structure which can allow moisture to corrode the underlying steel. At typical ambient temperatures, hydraulic oil is too thick to penetrate these cracks. Normal hydraulic operating temperatures will allow hydraulic oil to warm sufficiently to penetrate these cracks and if machines are operated daily, protect the rods. Machines that are stored, transported, or used in a corrosive environment (high moisture, rain, snow, or coastline conditions) need to have the exposed rods protected more frequently by applying a protectant. Unless the machine is operated daily, exposed rod surfaces will corrode. Some cylinders will have rods exposed even when completely retracted. Assume all cylinders have exposed rods, as corrosion on the end of the rod can ruin the cylinder.

It is recommended that all exposed cylinder rods be protected using Boeshield® T-9 Premium Metal Protectant. Grove Product Support has Boeshield® T-9 Premium Metal Protectant available in 12 oz. aerosol cans by ordering part number 9999101803.

CAUTION

Cylinder operation and inclement weather will remove the Boeshield® protectant; therefore, inspect machines once a week and reapply Boeshield® to unprotected rods.

Leak Check

A hydraulic cylinder should not be disassembled unless it is essential. The following checks will provide a means of determining if a cylinder has a faulty or leaking piston seal.

1. Extend rod to its maximum stroke. Remove retract hose from cylinder. Cap retract hose.



Ensure pressure is applied to piston side of cylinder only and retract hose is capped.

2. Apply hydraulic pressure to piston side of cylinder and observe open cylinder port for leaks. If leaks are observed, cylinder seals must be replaced.
3. Fully retract cylinder rod (except telescope cylinder). Remove extend hose from cylinder. Cap extend hose.



Ensure pressure is only applied to retract (rod) side of cylinder and extend hose is capped.

4. Apply hydraulic pressure to retract (rod) side of cylinder and observe open cylinder port for leaks.
If leaks are observed, cylinder seals must be replaced.
5. Reconnect all cylinder ports.

Temperature Effects On Hydraulic Cylinders

Hydraulic oil expands when heated and contracts when cooled. This is a natural phenomena that happens to all liquids. The coefficient of expansion for API Group 1 hydraulic oil is approximately 0.00043 cubic inches per cubic inch of volume for 1°F of temperature change. **Thermal contraction will allow a cylinder to retract as the hydraulic fluid which is trapped in the cylinder cools.**

The change in length of a cylinder is proportional to the extended length of the cylinder and to change in temperature of the oil in the cylinder.

For example, a cylinder extended 25 feet in which the oil cools 60°F would retract approximately 7 3/4 inches (see chart below).

A cylinder extended 5 feet in which the oil cools 60°F would only retract approximately 1 1/2 inches. The rate at which the oil cools depends on many factors and will be more noticeable with a larger difference in oil temperature verses the ambient temperature.

Thermal contraction coupled with improper or inadequate lubrication or improper wear pad adjustments, and operation at low boom angles may, under certain conditions, cause a “stick-slip” condition in the boom.

This “stick-slip” condition could result in the load not moving smoothly. Proper boom lubrication and wear pad adjustment is important to permit the boom sections to slide freely. Slow movement, of the boom may be undetected by the operator unless a load is suspended for a long period of time.

To minimize the effects of thermal contraction or “Stick-slip” it is recommended that the telescope joystick is activated periodically in the extend position to mitigate the effects of cooling oil.

If a load and the boom is allowed to remain stationary for a period of time and the ambient temperature is cooler than the trapped oil temperature, trapped oil in the cylinders will cool.

The load will lower as the telescope cylinder(s) retracts allowing the boom to come in. Also, the boom angle will decrease as the lift cylinder(s) retracts causing an increase in radius and a decrease in load height.

This situation will also occur in reverse. If a crane is set up in the morning with cool oil and the daytime ambient temperature heats the oil, the cylinders will extend in similar proportions.

The chart below has been prepared to assist you in determining the approximate amount of retraction/extension that may be expected from a hydraulic cylinder as a result of change in the temperature of the hydraulic oil inside the cylinder.

The chart is for dry rod cylinders. If the cylinder rod is filled with hydraulic oil, the contraction rate is somewhat greater.

NOTE: Operators and service personnel must be aware that load movement, as a result of this phenomena, can be easily mistaken as leaking cylinder seals or faulty holding valves.

If leaking seals or faulty holding valves are

Table 2-4 Boom Drift Chart (Cylinder length change in inches)

Coeff. =	0.00043 (in ³ /in ³ / °F)									
STROKE (FT.)	Temperature Change (°F)									
	10	20	30	40	50	60	70	80	90	100
5	0.26	0.52	0.77	1.03	1.29	1.55	1.81	2.06	2.32	2.58
10	0.52	1.03	1.55	2.06	2.58	3.10	3.61	4.13	4.64	5.16
15	0.77	1.55	2.32	3.10	3.87	4.64	5.42	6.19	6.97	7.74
20	1.03	2.06	3.10	4.13	5.16	6.19	7.22	8.26	9.29	10.32
25	1.29	2.58	3.87	5.16	6.45	7.74	9.03	10.32	11.61	12.90
30	1.55	3.10	4.64	6.19	7.74	9.29	10.84	12.38	13.93	15.48
35	1.81	3.61	5.42	7.22	9.03	10.84	12.64	14.45	16.25	18.06
40	2.06	4.13	6.19	8.26	10.32	12.38	14.45	16.51	18.58	20.64
45	2.32	4.64	6.97	9.29	11.61	13.93	16.25	18.58	20.90	23.22
50	2.58	5.16	7.74	10.32	12.90	15.48	18.06	20.64	23.22	25.80
55	2.84	5.68	8.51	11.35	14.19	17.03	19.87	22.70	25.54	28.38
60	3.10	6.19	9.29	12.38	15.48	18.58	21.67	24.77	27.86	30.96
Length change in inches = Stroke (Ft.) X Temperature Change (°F) X Coeff. (in ³ /in ³ / °F) X 12 in/ft										

Table 2-5 Boom Drift Chart (Cylinder length change in millimeters)

Coeff. = 0.000774 (1/ °C)

STROKE (m)	Temperature Change (°C)										
	5	10	15	20	25	30	35	40	45	50	55
1.5	5.81	11.61	17.42	23.22	29.03	34.83	40.64	46.44	52.25	58.05	63.86
3	11.61	23.22	34.83	46.44	58.05	69.66	81.27	92.88	104.49	116.10	127.71
4.5	17.42	34.83	52.25	69.66	87.08	104.49	121.91	139.32	156.74	174.15	191.57
6	23.22	46.44	69.66	92.88	116.10	139.32	162.54	185.76	208.98	232.20	255.42
7.5	29.03	58.05	87.08	116.10	145.13	174.15	203.18	232.20	261.23	290.25	319.28
9	34.83	69.66	104.49	139.32	174.15	208.98	243.81	278.64	313.47	348.30	383.13
10.5	40.64	81.27	121.91	162.54	203.18	243.81	284.45	325.08	365.72	406.35	446.99
12	46.44	92.88	139.32	185.76	232.20	278.64	325.08	371.52	417.96	464.40	510.84
13.5	52.25	104.49	156.74	208.98	261.23	313.47	365.72	417.96	470.21	522.45	574.70
15	58.05	116.10	174.15	232.20	290.25	348.30	406.35	464.40	522.45	580.50	638.55
16.5	63.86	127.71	191.57	255.42	319.28	383.13	446.99	510.84	574.70	638.55	702.41
18	69.66	139.32	208.98	278.64	348.30	417.96	487.62	557.28	626.94	696.60	766.26

Length change in mm = Stroke (m) X Temperature Change (°C) X Coeff. (1/ °C) X 1000 mm/m

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SECTION 3
ELECTRICAL SYSTEM

SECTION CONTENTS

Description	3-1	Starter Replacement	3-13
General	3-1	Battery Replacement	3-14
Alternator	3-1	Relay Panel Components	3-14
Batteries and Battery Disconnect Switch	3-2	Steering Column and Dashboard	3-15
Cab Electrical Panel	3-2	Windshield Wiper Assembly Replacement	3-19
Carrier Electrical Panel	3-5	Windshield Washer Assembly Replacement	3-19
Maintenance	3-8	Skylight Wiper Assembly Replacement	3-20
General	3-8	Adjusting Electronic Joysticks	3-21
Dielectric Grease	3-8	Calibrating SDM Sensors	3-21
Visual Inspection and Replacement of Electrical Harnesses and Cables	3-9	Diagnostics	3-21
General Troubleshooting	3-10	Fault Codes	3-21
Tools for Troubleshooting	3-10	About the Grove Diagnostic Code Mobile Application	3-23
Swivel Electrical Troubleshooting	3-10	Optional Equipment	3-25
Connector Troubleshooting	3-10	Beacon Light	3-25
Jump Starting Hazard	3-12	Boom Mounted Floodlights	3-25
Super Capacitor – KPI (If Equipped)	3-12	Rear View Mirror	3-25
Charging the Batteries	3-12	Air Conditioner	3-25
Alternator/Charging System Troubleshooting	3-12	Anemometer	3-25
Replace Alternator	3-13	Cold Weather Operation	3-25

DESCRIPTION

General

The electrical system is 24-volt operation with 24-volt starting, consisting of an alternator and two lead-acid batteries wired in series. Electrical power is transferred to and from the carrier and superstructure through the electrical swivel. The CAN bus system consists of many control modules which are located on the carrier, superstructure,

and operator's cab. For more detailed information on the electrical swivel, refer to *Swing System*, page 6-1.

Alternator

A belt-driven (2) 24 volt, 160 ampere alternator with an integral transformer - rectifier unit (1) is mounted on the engine. It provides power to the crane electrical circuits and voltage to recharge batteries and maintain them at a full state of charge.



FIGURE 3-1

Batteries and Battery Disconnect Switch

Batteries are located in a compartment on the left side of the crane. Batteries are the maintenance free type and completely sealed except for a small vent hole in the side. The vent hole allows a small amount of gases produced in the battery to escape. On some batteries, a test indicator located on top of the battery is used to determine if the battery can be tested in case of a starting problem.

A Battery Disconnect Switch is located to the bottom of the battery compartment on the left hand side of the machine. To

disconnect batteries, turn Battery Disconnect Switch OFF. Turn switch ON to connect the batteries.

Cab Electrical Panel

NOTE: Refer to the electrical schematic in the back of this manual for a diagram of the electrical system.

The cab electrical panel (Figure 3-2 through Figure 3-3) is located inside the crane cab, behind the operator's seat. It contains cab and superstructure relay and fuse boxes, wiring harness connector bulkhead, RCL module, and the RCL Override switch.

NOTE: Cab control modules and RCL module are not serviceable. Contact Product Support Customer Service with module service or repair questions.

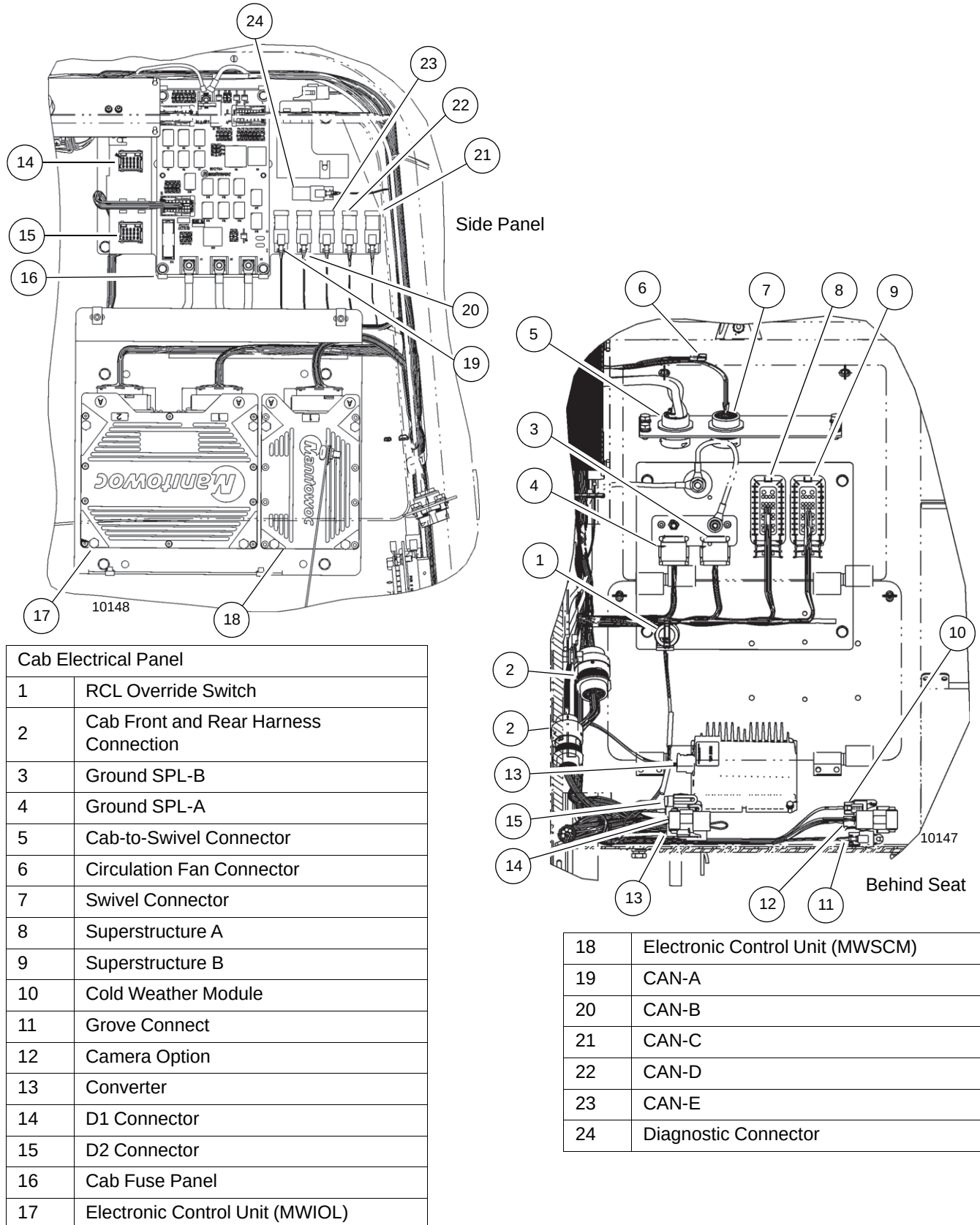
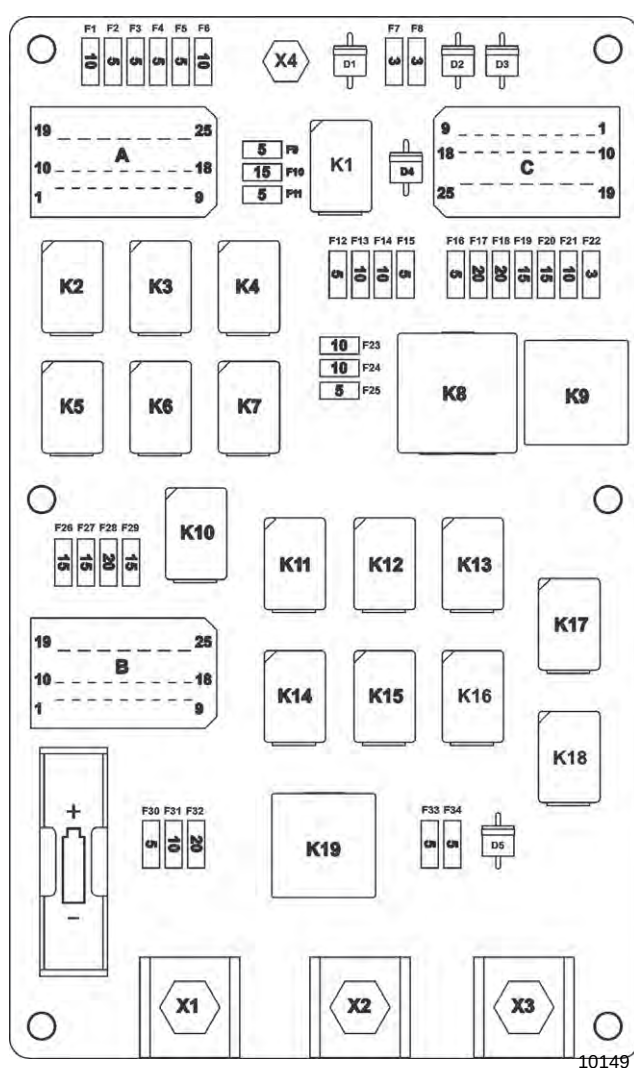


FIGURE 3-2

Fuse	Amp	Description
F1	N/A	Not Used
F2	5	E-Stop Switch Signal
F3	5	Boom Motorized Work Lights
F4	5	Accessory Lights
F5	5	Map Light and USB Power
F6	10	Radio Ignition Power
F7	3	System Wake-up
F8	3	Key Switch Signal
F9	5	Circulation Fan
F10	15	Heater / AC Switch Power
F11	5	Dome Light/Door Switch
F12	5	Windshield Washer Relay Fuse Power
F13	10	Heated Seat Power
F14	10	UE+ T/T CCM10/IOL45/IOS20 Module Battery Power
F15	5	Radio/Grove Connect Battery Power
F16	5	UE+ Cab SCM0/IOL32 Module Battery Power
F17	20	Oil Cooler Power Fan 1
F18	20	Oil Cooler Power Fan 2
F19	15	UB+ T/T IOL45 Power
F20	15	UB+ T/T IOL45 Power
F21	10	UB+ IOL32
F22	3	B+ To Key Switch
F23	10	Sky Light Wiper
F24	10	Windshield Wiper Power
F25	5	Sky Light Washer Relay Fuse Power
F26	15	UB+ T/T CCM10
F27	15	UB+ T/T CCM10
F28	20	24V Supply 12V-DC Converter
F29	15	UB+ IOS20 / UE/UB+ IOS21
F30	5	Diagnostic Conn Power
F31	10	UB+ IOL32
F32	20	Actuator 1, 2, & 3 Relay Fuse Power
F33	5	Display / Jog Dial Relay Fuse Power
F34	5	Fused B+
K1		Windshield Washer Relay
K2		Sky Light Wiper Relay
K3		Sky Light Wiper Low
K4		Windshield Wiper High
K5		Windshield Wiper Relay
K6		Sky Light Wiper High
K7		Windshield Wiper Low
K8		Accessory Relay
K9		Oil Cooler Relay



Fuse	Amp	Description
K10		Sky Light Washer Relay
K11		Actuator 2 (IN) Relay
K12		Actuator 1 (Out) Relay
K13		Actuator 3 (In) Relay
K14		Actuator 2 (Out) Relay
K15		Actuator 1 (In) Relay
K16		Actuator 3 (Out) Relay
K17		Display / Jog dial Relay
K18		Horn Relay
K19		Actuator Enable Relay
X1		Battery Disconnect Switch Power Wire 1274
X2		Battery Disconnect SW Power Wire 6
X3		Battery Disconnect SW Power Wire 5
X4		Ground

FIGURE 3-3

Carrier Electrical Panel

The carrier electrical panel (Figure 3-5) is located on the fuel tank side of the crane, inside the electrical compartment. It

consists of the two batteries, battery disconnect switch, fuse and relay boxes, starter and grid heater relays, and electronic control units.

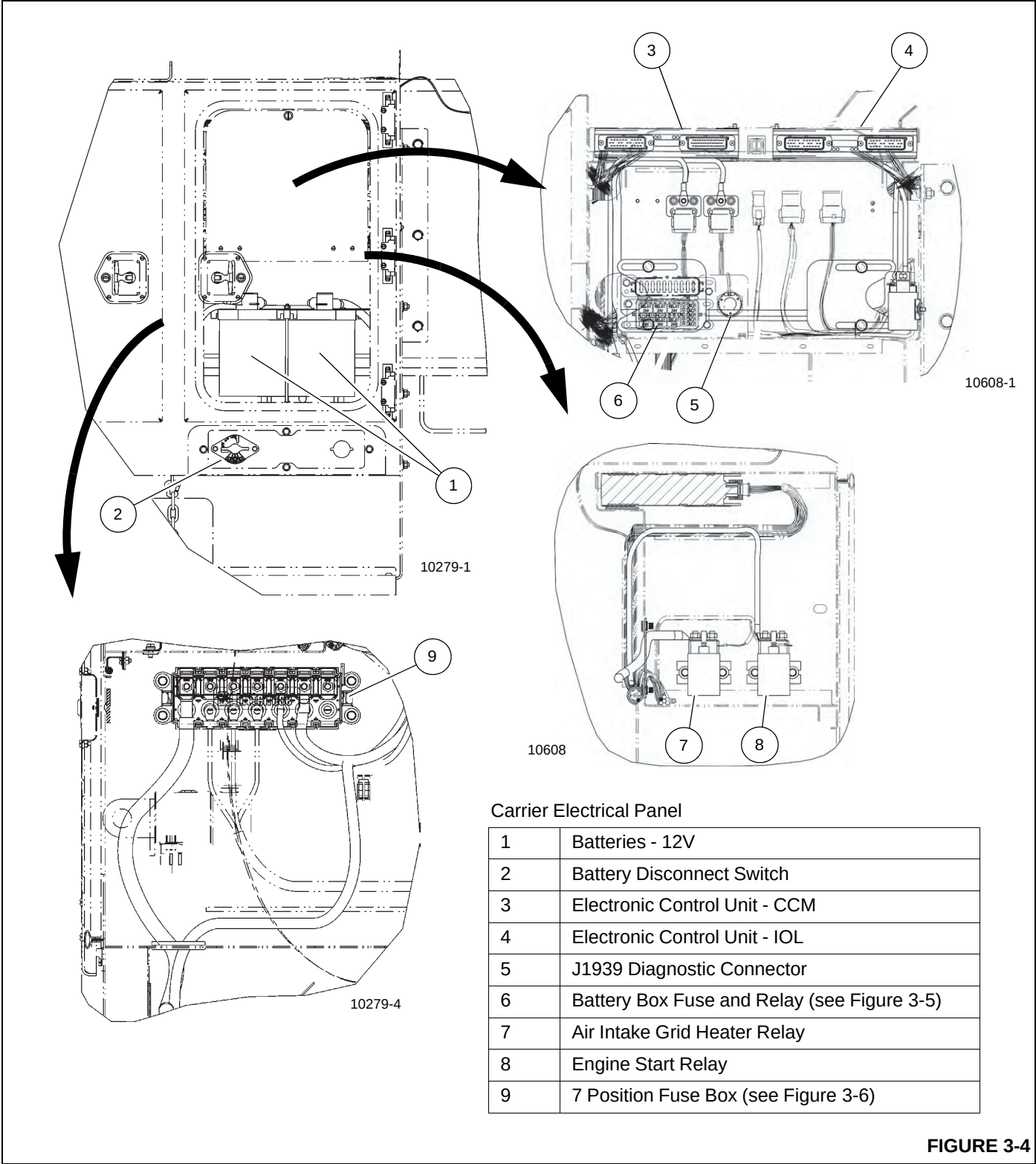
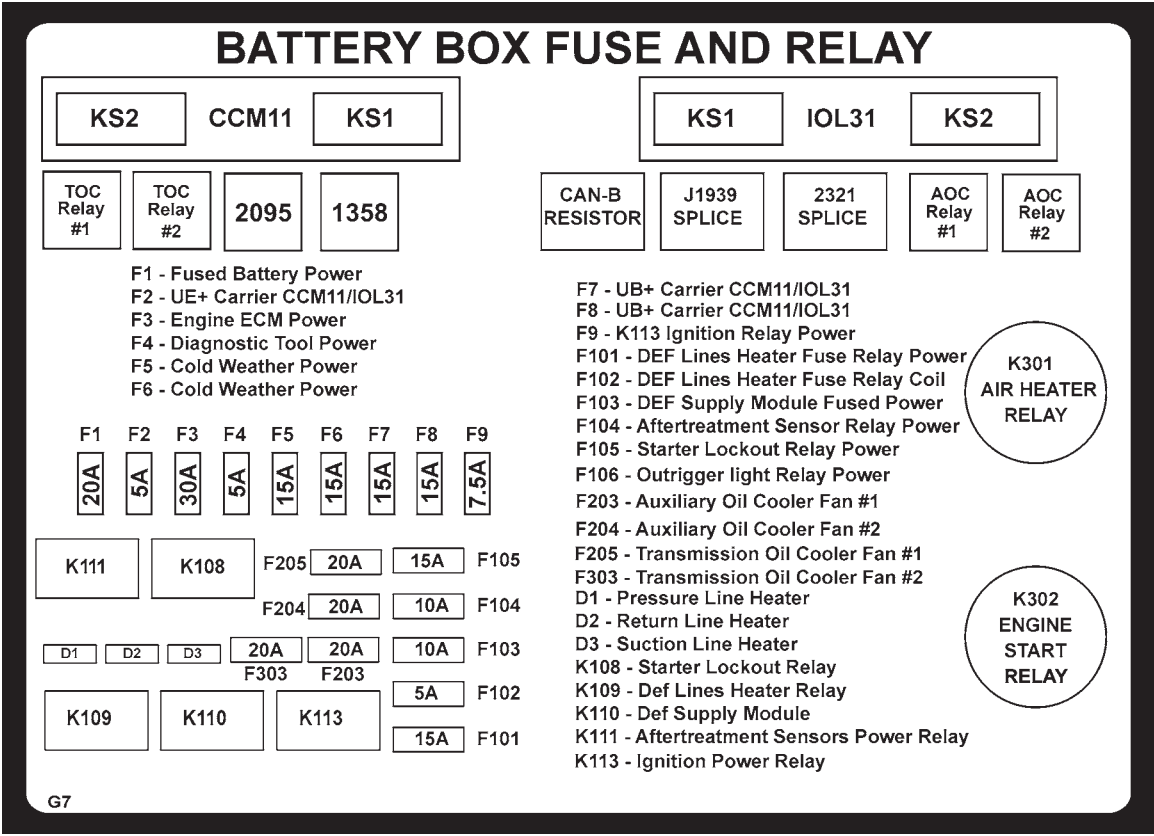
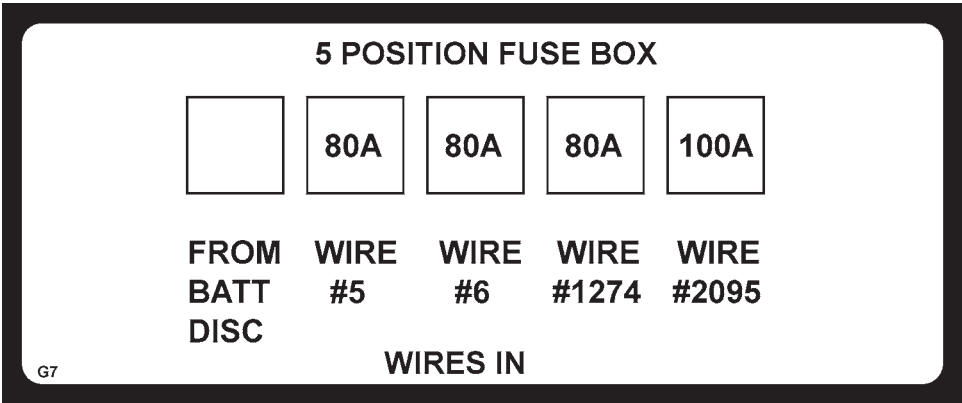


FIGURE 3-4



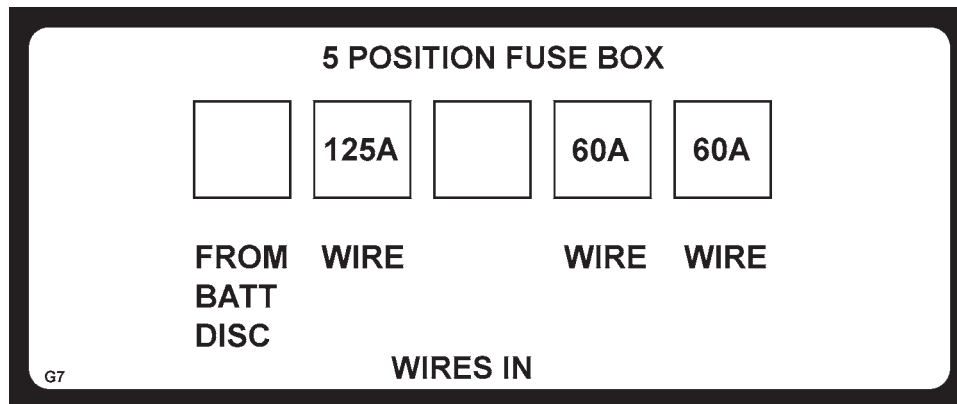
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FIGURE 3-5



10744-1

FIGURE 3-6



10744-2

FIGURE 3-7

MAINTENANCE

General

Electrical system maintenance includes troubleshooting and replacement of damaged components. Observe standard wiring practices when replacing components.



DANGER

Serious burns may result from accidental grounding or shorting circuits

Ensure battery is disconnected before performing any maintenance on an electrical circuit.

If it is necessary to perform electrical maintenance on live or hot circuits, remove all rings, watches, and other jewelry before performing maintenance.

CAUTION

Never replace original wiring with wiring of a smaller size (gauge). Fire or other damage to machine may result.

Dielectric Grease

Dielectric grease was applied to the following connections at the factory when the crane was assembled. When servicing electrical connections, dielectric grease must be re-applied to these connections.

- All Deutsch Connectors
- All Valve Solenoid connections on Hydraulic valves and Transmissions
- All Harness Connections
- RCL Module Connections (except M12 and M8 connectors)

Excluded Connections

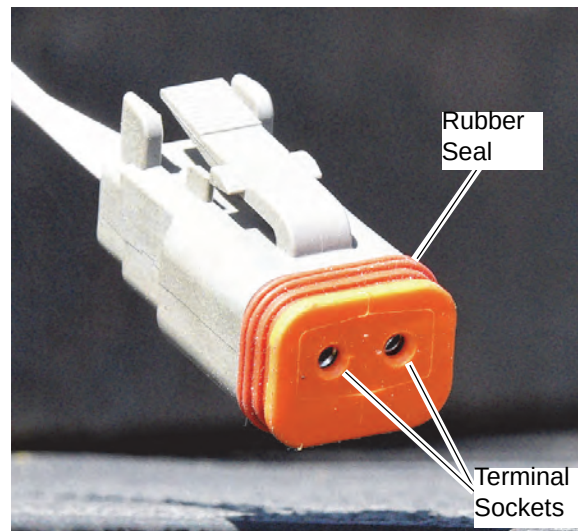
Do not apply dielectric grease to the following connections:

- All Connections Inside the Cab
- M12 and M8 Connectors
- Pin-type Contacts

Applying Dielectric Grease to an Electrical Connector

Use the following procedure to apply dielectric grease to an electrical connection. Grease should be applied immediately prior to securing the connector. Ensure that grease is applied to all terminal sockets (Figure 3-8).

1. Check the connection for moisture before application of the grease. If moisture is found, clean or replace the connector as necessary.
2. Screw a tip or trigger assembly on to the can of dielectric grease if necessary.
3. Apply the grease onto socket (female) contacts.



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Example. For illustration purposes only. Your connector may differ.

FIGURE 3-8

4. Use a clean towel to remove excess grease from the surface of the connector, and wipe grease into the terminal sockets (Figure 3-8).
 5. Ensure grease is applied to each terminal socket. The towel with excess grease can be used to fill empty terminal sockets (Figure 3-8).
 6. Ensure grease is applied to the entire surface of the connector's rubber seal (Figure 3-8).
- NOTE:** Do not allow grease to come in contact with any painted surface, or any other components.
7. If clean up is necessary, contact cleaner or petroleum distillates can be used.
 8. Secure the connector when complete.

Visual Inspection and Replacement of Electrical Harnesses and Cables

CAUTION

Ensure battery cables are disconnected from batteries before loosening any electrical connections.

Visually inspect all electrical harness and cable assemblies every month or at 250 hours of service life for the following:

- Damaged, cut or deteriorated harness loom covering.
- Damaged, cut or abraded individual wires or cable insulation.
- Exposed bare copper conductors.
- Kinked, crushed, flattened harnesses or cables.
- Blistered, soft, degraded wires and cables.
- Cracked, damaged, or badly corroded battery terminal connections.
- Inspect all machine ground connections for damaged terminals or excessive corrosion.
- Other signs of significant deterioration.

If any of these conditions exist, evaluate the harness assemblies for repair or replacement. For replacement of harness assemblies, refer to your Grove Product Support Parts Manual.

At the same service interval, visually inspect all Controller Area Network (CAN) nodes and electrical junction boxes for the following:

- Damaged or loose connectors.
- Damaged or missing electrical clamps or tie straps.
- Excessive corrosion or dirt on the junction box assemblies.
- Loose junction box mounting hardware.

If any of these conditions exist, address them appropriately.

Ambient temperature, humidity and other factors affect the life of electrical harness and cable assemblies. Use the following information for the inspection and replacement of these assemblies:

- Cranes operating in climate zone “C” should have the harness and cable assemblies replaced after 10,000 hours of service life.
- Cranes operating in climate zones “A” or “B” with high ambient temperatures could see electrical service life reduced by 25% to 40%. It is recommended to replace these assemblies after 8000 hours of service life.
- Cranes operating in climate zones “D” and “E”, cold climates, should expect a degradation of mechanical properties, long term exposure to these cold temperatures will negatively impact service life. Therefore, it is recommended these electrical harnesses and cable assemblies be inspected regularly as service life may be less than 10,000 hours.
- Cranes operating in salt water climates could see a significant reduction in service life. Therefore it is recommended for these electrical harnesses and cable assemblies to be inspected regularly as service life may be less than 8,000 hours.

Table 3-1

Zone	Classification
A	Tropical Moist: All months average above 18° C. Latitude 15° - 25° North and South
B	Dry or Arid: Deficient precipitation most of the year. Latitude: 20° - 35° North and South
C	Moist Mid-Latitude: Temperature with mild winters. Latitude: 30° - 50° North & South
D	Moist Mid-latitude: Cold winters. Latitude 50° - 70° North & South
E	Polar: Extremely cold winters and summers. Latitude: 60° - 75° North & South

General Troubleshooting

NOTE: Make voltage checks at terminations when components are installed and operating. Make continuity checks (with batteries disconnected) when components are isolated or removed. Troubleshoot per the following guidelines:

1. Use reported symptoms to identify a problem or a suspect component.
2. Test suspect component per instructions in this section. Instructions identify fuses and components, and guide you from the easiest and most likely problems to the hardest and least likely problems.
3. Using a multimeter, test circuit for continuity if you suspect a broken circuit, or for voltage if you suspect a power problem. Check electrical schematic and wiring diagram for most accurate wiring information.
4. If component proves faulty, replace it with a known working component. If wiring proves faulty, replace it with wiring of equal gauge.
5. After troubleshooting, test the repaired circuit. Verify circuit works properly.

Tools for Troubleshooting

This machine uses a CAN bus Multiplex system. To effectively troubleshoot the electrical system, you need a Windows-based PC, CAN-link service software, and a connection cable. The CAN-link service software and connection cable are available through Product Support to service technicians who have attended the Grove New Technology training course.

Swivel Electrical Troubleshooting

Many crane component electrical troubles can be traced to the electrical swivel. Common swivel problems are improper mounting, foreign material between brushes and slip rings, worn brushes, improper brush assembly spring tension, and loose setscrews on the slip ring assembly. Refer to electrical schematic and wiring diagram for slip ring connections and amperages.

Connector Troubleshooting

Cause of an electrical problem may be a loose or corroded connection in pin or socket connectors. Check connectors to ensure pins and sockets are properly seated and engaged. If pins and sockets show any signs of corrosion, use a good quality electrical contact cleaner or fine sandpaper to clean them. When pins or sockets show signs of arcing or burning, replace them.

Refer to the following tables listing required tools for connector maintenance.

Pins and sockets are crimped to the wires and cannot be removed. Remove pins or sockets from plugs or receptacles using an extraction tool. Cut wire as close to pin or socket as possible. After cutting off pin or socket, the wire may be too short.

Using a wire that is too short will apply tension to the pin, socket, or wire where they are crimped when pin or socket is inserted in a plug or receptacle. Add a short length of the same size wire to the short wire by crimp splice or solder. Use heat shrinkable tubing or other suitable material to insulate the splice.

Table 3-2. AMP Extraction Tool Table

Description	AMP Part Number	Grove Part Number
14 gauge wire (connectors)	305183	9999100176
12 to 8 gauge wire (connectors)	91019-3	9999100175
4 to 9 circuit (in-line connectors)	453300-1	N/A
15 circuit (in-line connectors)	458944-1	N/A

Table 3-3. AMP Crimping Tool Table

Description	AMP Part Number		Grove Part Number	
	Tool	Die	Tool	Die
14 to 12 gauge wire	69710-1	90145-1	9999100177	N/A
10 to 8 gauge wire	69710-1	90140-1	9999100177	9999100178
4 to 9 circuit (in-line connectors)	69710-1	90306-1	9999100177	N/A
15 circuit (in-line connectors)	90299-1	--	N/A	--

Table 3-4. Deutsch Extraction Tool Table

Description	Deutsch Part Number	Grove Part Number
12 gauge wire	114010	9999100194
16 gauge wire	0411-204-1605	9999100195
8-10 gauge wire	114008	7902000012
4-6 gauge wire	114009	7902000009

Table 3-5. Deutsch Crimping Tool Table

Description	Deutsch Part Number	Grove Part Number
12, 14, 16, 18, 20 gauge wire	HDT-48-00	9999100808
4, 6, 8, 10 gauge wire	HDT04-08	9999100842

Jump Starting Hazard

Do not attempt to jump start the crane.

CAUTION

It is strongly recommended that the batteries not be “jumped” with a different vehicle, portable power pack, etc. The surge of power from these sources can irreparably damage the various electronic controls and computer systems. Jump starting the crane batteries with a different vehicle while the engine is running can damage the donor vehicle electronics as well if done improperly.

This crane has multiple computer systems (crane control, RCL, engine and transmission control) that are highly susceptible to voltage/amperage surges in the electrical system.

The batteries should be completely disconnected from the crane electrical system and charged using a battery charger of appropriate voltage level or replace the batteries with fully charged batteries. Refer to *Charging the Batteries*, page 3-12.

Super Capacitor – KPI (If Equipped)

Capacitor electrolyte must not be allowed to contact the skin or eyes. If this occurs, flush the contacted area with water and consult a doctor immediately.

The Super capacitor is service/maintenance free. It should always be handled in the same manner as a battery.

Charging the Batteries

When charging the batteries, do not turn on the battery charger until the charging leads have been connected to the battery(s). Also, if the battery(s) are found to be frozen, do not attempt to charge them. Remove the battery(s) from the crane, allow them to thaw, and then charge the battery(s) to full capacity.

“Slow charging” is preferred to “fast charging”. Fast charging saves time but risks overheating the battery(s). Slow charging at six (6) amps or less develops less heat inside the battery and breaks up the sulfate on the battery plates more efficiently to bring the battery up to full charge. The use of a “smart charger” that automatically adjusts the charging amperage rate should be used.

Alternator/Charging System Troubleshooting

Test batteries, alternator, and cables any time there is a problem with the charging system.

Required Tools

The following tools are required to diagnose the charging system:

Equipment	Example	Grove Part No.
Digital Multimeter	Fluke® 177	9999101763
Carbon Pile Load Tester	Autometer® SB5	9999101765
Current Clamp Meter	Fluke® 336	9999101764

Visual Check

- Belts: tight, in good condition, not frayed, cracked or glazed.
- Pulley: tight, aligned with other pulleys, not glazed.
- Alternator mounting bolts and wiring connections: clean and tight, no signs of heat damage.
- Batteries: terminals and cables, clean and tight, no corrosion or signs of heat damage.
- Check alternator fuse if Alternator Charge Lamp is illuminated on the steering column display while engine is running.

Engine Off Tests

Batteries



Do not smoke or allow sparks or open flame near batteries, they can explode.

When working with batteries always wear protective clothing, gloves and eye protection. Batteries contain corrosive liquids that can burn skin and eyes and destroy clothing.

Remove rings, watches or other jewelry before working with batteries. A battery can produce a short-circuit current high enough to weld a ring or similar to metal causing severe burns

Disconnect batteries and test each battery individually.

Check electrolyte level if possible.

Using a multimeter, measure voltage across terminals. It should read 130 A to 135 A.

NOTE: If correct readings were not obtained in the Engine On Tests, perform the following two tests.

Voltage Drop Test

Positive Side

1. Set multimeter to the 2 volt range.
2. Connect positive (+) lead to alternator output terminal and negative (–) lead to battery positive terminal or post. Do not connect meter to battery cable.
3. Run engine at 2000 rpm.
4. Load system with carbon pile load or lights and heater blower.

Allowable drop is 0.2 to 0.5 volts. Higher voltage drop indicates loose, corroded, or broken connections.

Negative Side

1. Set multimeter to 2 volt range.
2. Connect negative (–) lead to alternator case and positive (+) lead to battery negative terminal or post. Do not connect meter to battery cable.
3. Run engine at 2000 RPM.
4. Load system with carbon pile load, or lights and heater blower.

Allowable drop is 0.1 to 0.3 volts. Higher voltage drop indicates loose, corroded, or broken connections. If any voltage drop is greater than the normal range, troubleshoot system and repair any problems.

After correcting any problems, perform Engine On Tests again. If satisfactory results are not obtained, remove alternator and bench test.

Replace Alternator

Removal

1. Ensure key switch has been in the OFF position for 2 minutes.
2. Turn battery disconnect switch to OFF position.
3. Remove ECM power fuse.
4. Remove negative battery cables.
5. Open engine compartment.
6. Tag and disconnect electrical leads from alternator terminals.
7. Using a 1/2 in drive bar/ratchet, turn tensioner below the alternator clockwise to remove belt tension. Slip belt off alternator pulley. Let tensioner return to its normal position.
8. Remove alternator mounting capscrews and alternator.

Installation

1. Inspect belt. Verify it has no cracks or other damage. Replace damaged belt as needed.
2. Install alternator using mounting bolts and washers. Torque bolts; refer to *Fasteners and Torque Values*, page 1-17 for the proper torque value.
3. Install belt on all engine pulleys except alternator pulley.
4. Turn tensioner clockwise. Slip belt on alternator pulley, then carefully return tensioner to its normal position. Make sure belt is centered on tensioner.
5. Check belt tension at center of longest distance between pulleys. Push in on belt with your thumb. Belt should deflect no more than 3/8 in - 1/2 in (10 mm - 13 mm). Or, using a belt tension gauge, verify 60 lb - 130 lb (267 N - 578 N) tension. Replace belt if it is too loose (overstretched).
6. Verify tensioner bolt is torqued to 32 lb-ft (43 Nm).
7. Connect electrical leads to terminals as tagged during removal.
8. Close engine compartment.
9. Reconnect ground cables to the battery.
10. Install ECM power fuse.
11. Turn battery disconnect switch to ON position.

Check

1. Run engine. Verify reading of voltmeter on front console is 24 volts or greater. Make repairs as needed.
2. Continue troubleshooting charging system as needed if replacement of alternator did not correct problem in charging system.

Starter Replacement

Removal

1. Ensure key switch has been in the OFF position for 2 minutes.
2. Turn battery disconnect switch to OFF position.
3. Remove ECM power fuse.
4. Remove negative battery cables.
5. Open engine compartment.
6. Tag and disconnect electrical leads from starter terminals.
7. Remove bolts holding starter to mounting pad. Remove starter.

Installation

1. Place starter on mounting pad. Secure starter with bolts. Torque to 32 lb-ft (43 Nm).
2. Connect electrical leads to terminals as tagged during removal.
3. Reconnect the ground cables to battery.
4. Install ECM power fuse.
5. Turn the battery disconnect switch to the ON position.

Check

1. Try to start engine. Verify starter engages engine.
2. Start engine again and listen for starter noises. Verify there is no abnormal noise indicating starter gear is meshing properly with flywheel, gear hasn't remained engaged to the flywheel after the ignition switch is in the ignition (run) position, or some other problem. Install starter properly as needed.

Battery Replacement**Removal****CAUTION**

To avoid possible engine fault codes and undesirable operation, ensure keyswitch has been off 2 minutes before disconnecting batteries.

Disconnect batteries if machine will be inactive for over 24 hours.

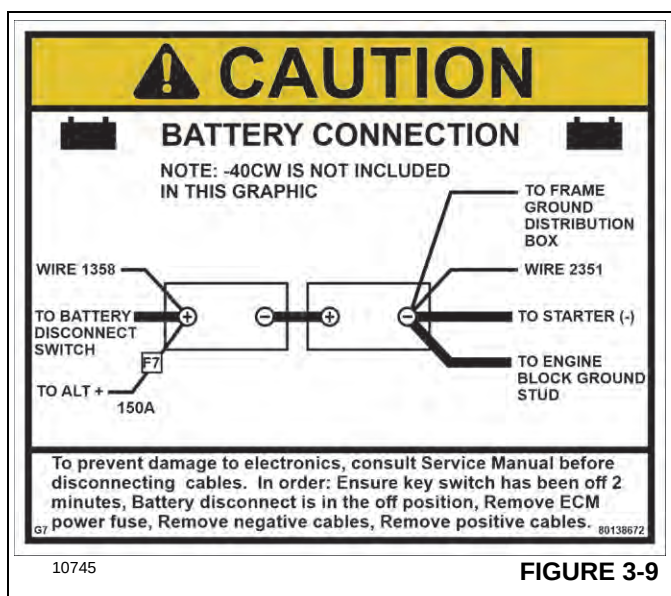
1. Open battery compartment door.
2. Ensure key switch has been in the OFF position for 2 minutes.
3. Turn battery disconnect switch to OFF position.
4. Remove ECM power fuse.
5. Remove negative battery cables.
6. Remove positive battery cables.
7. Remove nuts and washers from bracket hold down rods. Remove hold down bracket.
8. Remove batteries.

Installation

1. Place batteries in battery compartment.
2. Install hold down bracket. Secure bracket (and batteries) to bracket hold down rods with nuts and washers.
3. Connect leads to battery terminals starting with the positive terminals.
4. Install ECM power fuse.
5. Close battery compartment door.
6. Turn battery disconnect switch ON.
7. Verify replacement batteries work by starting crane's engine and operating various crane components.

Relay Panel Components**Accessory Relay**

1. Ensure key switch has been in OFF position for 2 minutes.
2. Turn battery disconnect switch to OFF position.
3. Behind operators seat, loosen thumbscrews securing panel cover. Lower cover.
4. Tag and disconnect electrical leads from suspect relay.
5. Remove hardware securing suspect relay to relay panel assembly. Remove relay.
6. Install replacement relay on relay panel and secure it with attaching hardware.
7. Connect electrical leads to relay as tagged during removal.
8. Raise cover and secure with thumbscrews.
9. Verify proper installation by operating all components connected to replacement relay.



Buzzer Replacement

1. Behind operators seat, loosen thumbscrews securing panel cover. Lower cover.
2. Tag and disconnect electrical leads from buzzer.
3. Unscrew plastic collar ring under panel. Remove buzzer from hole in panel.
4. Install new buzzer through hole in panel and secure with plastic collar ring.
5. Connect electrical leads to buzzer as tagged during removal.
6. Raise cover and secure with thumbscrews.
7. Verify proper operation by placing ignition switch to RUN (1). Buzzer should sound when engine is not running.

Steering Column and Dashboard**Rocker Switch**

Refer to Figure 3-10.

Removal

1. Ensure key switch has been in OFF position for 2 minutes.
 2. Turn battery disconnect switch to OFF position.
- NOTE:** Only remove as much as needed to access switch being replaced.
3. Remove four screws (11) from dashboard cover (1).
 4. Remove locking lever (15).
 5. Remove four screws (14) from left side cover (16).
 6. Remove left side cover (16) from steering column.
 7. Disconnect wire harness from back of ignition switch (12).
 8. Remove right side cover (10) from steering column assembly (9).
 9. Disconnect wire harness (not shown) from bottom of switch to be replaced (19 – 24). Remove switch by squeezing retaining clips on each side of switch and pushing upwards until switch is free of cover.

Inspection

1. Visually check switch for evidence of cracks, damaged connections, or other damage. Replace switch as needed.
2. Check wiring for damaged insulation or damaged connectors. Repair as needed.
3. Check all connectors for corrosion. Replace corroded components as needed.

4. Use a multimeter to check for continuity between switch terminals with switch ON. Meter should register zero ohms. Place switch OFF. Meter should register infinity (no continuity). Replace switch if it fails either part of the check.

Installation

1. Note orientation of rocker markings to switch. Remove rocker (A – D) from old switch (19 – 24). Hold switch by its sides in one hand. Squeeze left and right sides of rocker with other hand and pull up.
2. Orient rocker markings correctly to switch (4). Install rocker in switch.
3. Push switch down through top of dashboard cover (1) until retaining clips click in place.
4. Connect wire harness to bottom of switch.
5. Install right side cover (10) on steering column (9).
6. Connect wire harness to ignition switch (12).
7. Install left side cover (16) on steering column overlapping right side cover.
8. Install four button head screws (14) through side covers.
9. Install dashboard cover (1) on side covers with four button head screws (11).
10. Install lever (15) on column assembly (9).
11. Pull column assembly rubber boot up and over bottom of side covers.

Check

1. Turn battery disconnect switch to ON position.
2. Operate switch and verify each function works.
3. Troubleshoot any system or circuit malfunction not corrected by repair or replacement of switch or associated wiring.

Ignition Switch

Refer to Figure 3-10.

Removal

1. Ensure key switch has been in OFF position for 2 minutes.
2. Turn battery disconnect switch to OFF position.
3. Pull rubber boot off bottom of side covers (10,16).
4. Remove four screws (11) from dashboard cover (1) and pull up cover.
5. Remove four screws (14) from side covers and column assembly (9). Pull right side cover (10) away from column.

6. Disconnect wire harness (not shown) from back of ignition switch (12).
7. Remove lock nut (not shown) from ignition switch and remove switch.

Inspection

1. Visually check ignition switch for evidence of cracks, damaged connectors, or other damage. Replace switch as needed.
2. Check wiring for damaged insulation or damaged connectors. Repair as needed.
3. Use a multimeter to check for continuity between switch terminals with switch ON. Meter should register zero ohms. Place switch OFF. Meter should register infinity (no continuity). Replace switch if it fails either part of the check.

Installation

1. Install ignition switch (12) in right side cover (11). Secure with lock nut (not shown).
2. Install right side cover on steering column (9).
3. Connect wire harness (not shown) to ignition switch.
4. Install left side cover (16) on steering column overlapping right side cover.
5. Install four button head screws (14) through side covers.
6. Install dashboard cover (1) on side covers with four button head screws (11).
7. Install lever (15) on column assembly (9).
8. Pull column assembly rubber boot up and over bottom of side covers

Check

1. Turn battery disconnect switch to ON position.
2. Operate switch and verify each function works.
3. Troubleshoot any system or circuit malfunction not corrected by repair or replacement of switch.

Turn Signal and Transmission Shift Levers

Refer to Figure 3-10.

Removal

1. Ensure key switch has been in OFF position for 2 minutes.
2. Turn battery disconnect switch to OFF position.
3. Remove steering wheel cover (3). Use a twisting motion by pushing on side of cap closest to you with your thumbs while pulling on side of cap farthest from you with your fingers.

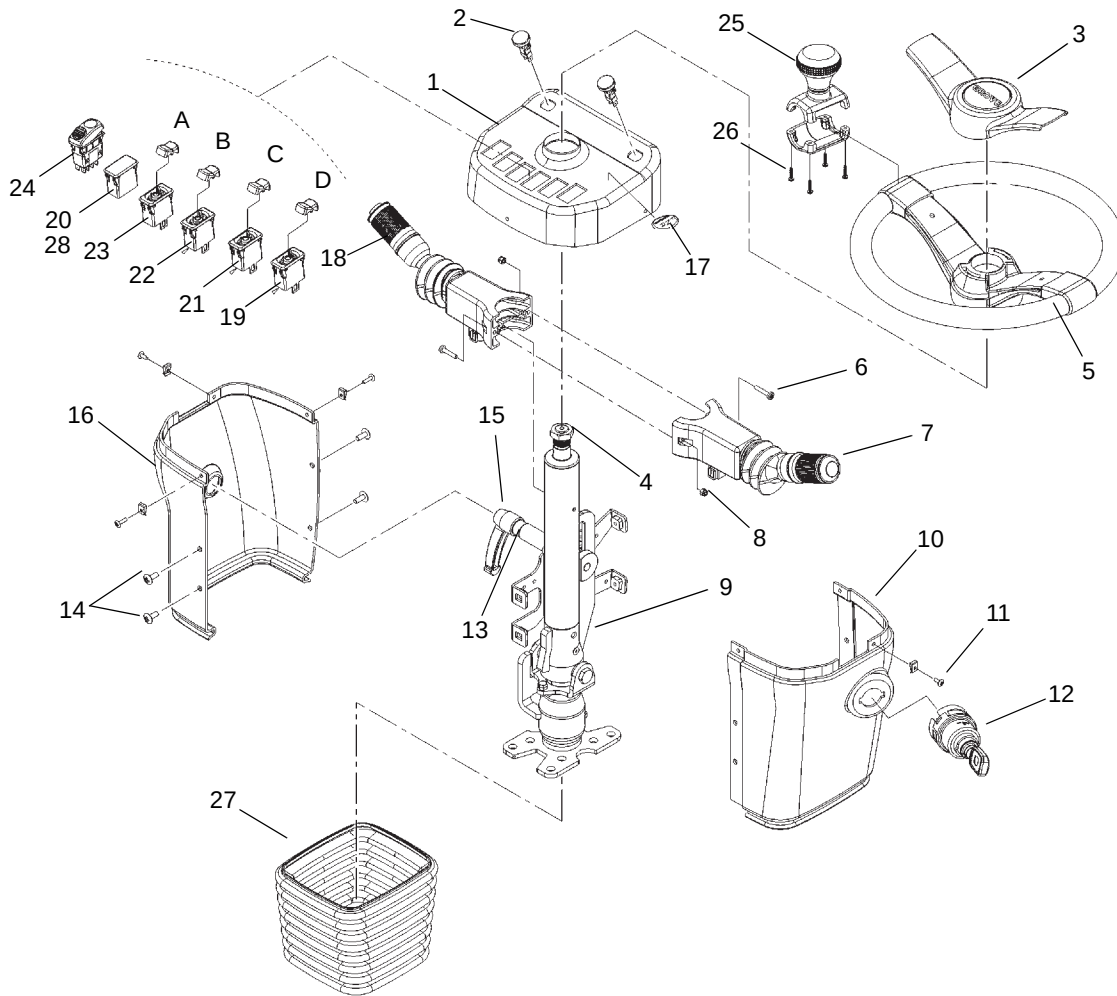
4. Remove nut (4) from column assembly shaft (9). Remove steering wheel (5).
5. Remove four screws (11) from dashboard cover (1).
6. Remove locking lever (15).
7. Remove four screws (14) from left side cover (16).
8. Remove left side cover (16) from steering column.
9. Disconnect wire harness from back of ignition switch (12).
10. Remove right side cover (10) from steering column assembly (9).
11. Tag and disconnect wire harness (not shown) from switches (19 – 24) and turn signal indicators (2).
12. Remove dashboard cover (1) from steering column.
13. Tag and disconnect wire harnesses from turn signal lever (18) and transmission shift lever (7).
14. Remove two screws (6) and locknuts (8). Remove turn signal and shift lever assemblies.

Installation

1. Ensure locking pin is installed in turn signal lever assembly (18).
2. Align turn signal lever assembly (18) and transmission shift levers assembly (7) with holes in steering column (9). Secure levers with two screws (6) and locknuts (8).
3. Connect wire harnesses to levers (7).
4. Install switch cover (6) on steering column.
5. Install wire harnesses on switches (19 – 24) and turn signal indicators (2) as tagged during removal.
6. Install right side cover (10) on steering column (9).
7. Connect wire harness to ignition switch (12).
8. Install left side cover (16) on steering column overlapping right side cover.
9. Install four button head screws (14) through side covers.
10. Install dashboard cover (1) on side covers with four button head screws (11).
11. Install lever (15) on column assembly (9).
12. Pull column assembly rubber boot up and over bottom of side covers.
13. Install steering wheel (5). Install steering wheel nut (4). Torque to 30 lb-ft $\pm$ 4 (40 Nm $\pm$ 5).
14. Install steering wheel cap (3).
15. Turn battery disconnect switch to ON position.

Check

1. Operate turn signal lever or transmission shift lever per Operator Manual. Verify each function.
2. Troubleshoot any system or circuit malfunction not corrected by repair or replacement of lever or related wiring.

**FIGURE 3-10**

8673

Item	Component	Item	Component
1	Dashboard Cover	15	Lock Handle
2	Turn Signal Indicator	16	Left Side Cover
3	Steering Wheel Cap	17	FNR Dashboard Label
4	Steering Wheel Nut	18	Turn Signal, Lights, Wiper Switch
5	Steering Wheel	19	Steer Mode Switch
6	Screw	20	Switch Blank
7	Three-Speed Transmission Shift Switch	21	Hazard On/Off Switch
8	Locknut	22	2WD/4WD Switch
9	Column Assembly	23	Headlight Switch
10	Right Side Cover	24	Parking Brake Switch Assembly
11	M4 Button Head Screw	25	Steering Wheel Knob
12	Ignition Key Switch Assembly	26	Steering Wheel Knob Screw
13	Spacer	27	Rubber Column Bellow
14	M6 Button Head Screw	28	Diff Lock Switch (Optional)

Windshield Wiper Assembly Replacement

Removal

1. Ensure key switch has been in OFF position for two minutes.
2. Turn battery disconnect switch to OFF position.
3. Tag and disconnect electrical leads from motor.
4. Disconnect washer hose on wiper arm from washer nozzle fitting assembly.
5. Remove two cap nuts and washers securing wiper arm to adapter.
6. Remove wiper arm from adapter and pivot shaft.
7. Remove attaching hardware and motor to wiper link.
8. Remove flanged sleeve, nut, and two flat washers from pivot shaft kit.
9. Remove two capscrews and lockwashers securing adapter to cab exterior. Remove adapter and gasket.
10. Remove windshield wiper motor bracket from cab interior. Remove bracket, with motor and pivot shaft from cab.

NOTE: Remove other parts as needed to access motor and bracket. Do not damage parts.

11. Remove nut from wiper motor kit crank.
12. Remove three screws, washers, and wiper motor from bracket. Leave other parts attached to bracket.

Inspection

1. Visually check motor housing for evidence of cracks or other damage. Check for excessive shaft end play indicating worn or damaged bearings. Replace motor if damaged.
2. Inspect wiper blade for serviceability. Replace wiper blade when worn.
3. Inspect wiper arm and parts of linking component kits (pantograph adapter kit, pivot shaft kit, wiper motor kit link and crank, wiper motor bracket) for damage. Replace as needed.

Installation

1. Ensure pivot shaft and wiper motor kit link and crank are in place on the motor bracket. (Washers and clip springs fasten the link to the pivot pins on the crank and the pivot shaft. The pivot shaft's pivot pin mounts in the hole nearest the end of the pivot shaft's lever.)
2. Connect wiper motor to motor bracket with screws and washers. Connect wiper motor shaft to wiper motor kit crank with nut and washer.

3. Secure adapter and gasket of the pantograph adapter kit to the cab exterior with capscrews and lockwashers.
4. Install motor bracket and attached parts in cab interior with attaching hardware. Ensure pivot shaft fits through hole in pantograph adapter kit.

NOTE: Do not damage parts while moving bracket assembly around steering column.

5. Secure pivot shaft to adapter with pivot shaft kit nut and washers. Install flanged sleeve on pivot shaft.
6. Install wiper arm on adapter kit shafts and the pivot shaft kit. Secure wiper arm to adapter kit shaft with washer and cap nut.
7. Secure wiper arm to pivot shaft with pivot shaft kit tapered sleeve, washer, and cap nut.
8. Connect wiper arm washer hose to washer nozzle fitting assembly.
9. Connect electrical leads to wiper motor as marked before removal.
10. Turn battery disconnect switch to ON position.

Check

1. Squirt some cleaning fluid onto the windshield with windshield washer.
2. Test windshield wiper. Replace wiper blade if it streaks or wipes poorly.

Windshield Washer Assembly Replacement

Removal

1. Ensure key switch has been in OFF position for 2 minutes.
2. Turn battery disconnect switch to OFF position.
3. Locate windshield washer container and pump on left rear side of cab.
4. Tag and disconnect pump electrical lead and ground wire.
5. Disconnect hose from windshield washer pump. Point it so it won't spill cleaning fluid. Catch cleaning fluid from windshield washer container with a suitable container.
6. Remove four self tapping screws securing the windshield washer container to the cab. Remove the windshield washer container and pump.
7. Remove pump and pump seal from container.

Inspection

1. Visually check pump for evidence of cracks, leaks, or other damage. Replace pump if damaged.
2. Inspect container for leaking. Replace pump seal if it is leaking. Replace container if it is damaged and leaking.
3. Inspect spray nozzle on the wiper arm. As needed, clean nozzle with a fine piece of wire and compressed air.

Installation

1. Install pump and pump seal on container.
2. Install windshield washer container on the cab. Secure the container with four self tapping screws.
3. Attach hose to windshield washer pump.
4. Connect pump's electrical lead and ground wire as tagged during removal.
5. Turn battery disconnect switch to ON position.
6. Fill container with cleaning fluid.

Check

1. Test windshield washer operation.
2. Perform additional troubleshooting and repair as needed.

Skylight Wiper Assembly Replacement**Removal**

1. Ensure key switch has been in OFF position for two minutes.
2. Turn battery disconnect switch to OFF position.
3. Tag and disconnect electrical leads from motor.
4. Remove wiper arm from motor shaft.
5. Remove nut, spacer, leather washer, and nylon flat washer from motor shaft outside cab roof.
6. Remove nut and lockwasher securing motor bracket to cab roof and remove motor from cab roof. Remove large

nylon flat washer from motor shaft and flat washer and smaller nylon flat washer from mounting screw.

7. Remove mounting screw and nylon flat washer from outside cab roof.
8. Clean any sealing material from around holes in cab roof.

Inspection

1. Visually check motor housing for evidence of cracks or other damage. Check for excessive shaft end play indicating worn or damaged bearings. Replace motor if damaged.
2. Inspect wiper blade for serviceability. Replace wiper blade when worn.
3. Inspect wiper arm and parts for damage. Replace as needed.

Installation

1. Install sealant material around both holes in cab roof, both inside and outside.
2. Install screw with nylon flat washer (from outside) through mounting hole in cab roof.
3. Install flat nylon washer on motor shaft and insert motor shaft through hole in cab roof. Position small nylon washer and flat washer on screw between mounting bracket and cab roof. Secure with lockwasher and nut.
4. Install nylon flat washer, leather washer, spacer, and nut on motor shaft. Tighten nut.
5. Install wiper arm and blade on motor shaft.
6. Connect electrical leads to wiper motor as marked before removal.
7. Turn battery disconnect switch to ON position.

Check

1. Operate skylight wiper for correct operation. Replace wiper blade if it streaks or wipes poorly.

Adjusting Electronic Joysticks

If the meter-in dead band of a joystick function is too fast or too slow or its maximum function speed is slower or faster than design specifications, adjustments can be made using the Grove CAN-link service software providing the following have been performed:

- All function pressures have been set correctly following the procedures in the *Hydraulic System*, page 2-1.
- Correct function speeds cannot be attained by adjustments made through the crane control system (CCS) control screens.
- Correct function control cannot be attained by adjustments made through the CCS control screen selectable curves.

To adjust the meter-in dead band and maximum function speed of a joystick, a Windows-based PC, CAN-link service software (9999102409), and a connection cable (80059224) are required. The CAN-Link service software and connection cable are available through Grove Product Support to those service technicians who have attended the Grove New Technology training course.

CALIBRATING SDM SENSORS

SDM sensors are located throughout the crane. When a sensor requires calibration, its icon appears in the SDM. The sensors are calibrated at the factory before the crane is delivered, but must to be calibrated through the SDM in the following circumstances:

- The sensor readings are inaccurate (individual sensor only must be calibrated)
- The sensor or component being measured is replaced, adjusted, removed, or reinstalled (individual sensor only must be calibrated)
- The software has been updated (all sensors must be calibrated)
- The SDM display is replaced (all sensors must be calibrated)

Detailed information about the calibration process is available to technicians who have attended the Grove New Technology training course.

DIAGNOSTICS

The following sections describe the GRT765 diagnostic functions.

Fault Codes

The crane control system (CCS) monitors the engine, transmission, and crane functions to ensure they are

functioning properly. If a malfunction is detected within any of these systems, the CCS will show an alert in the Alerts Area (1, Figure 3-11) of the Superstructure Display Module (SDM).

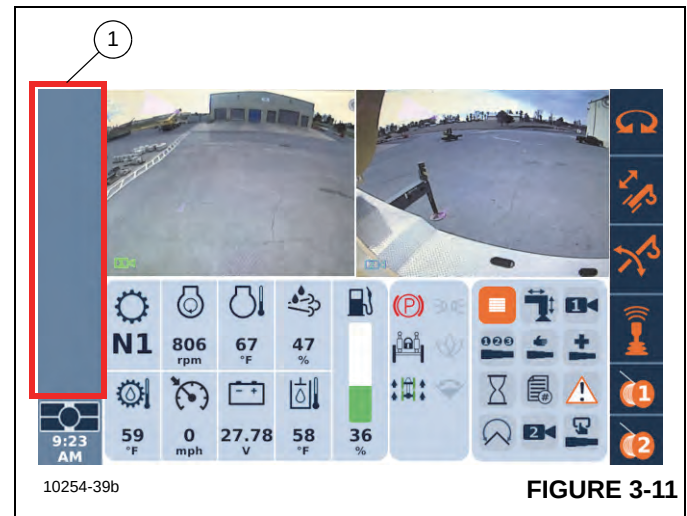


FIGURE 3-11

The Engine Fault Active Alert comes on when an engine or transmission fault is present, and the Crane Fault Active Alert comes on when a crane function fault is present (Figure 3-12).

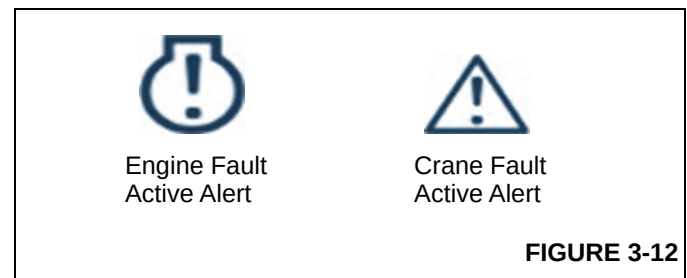


FIGURE 3-12

To view an active fault, select the Crane Faults icon (1, Figure 3-13) or the Engine Faults icon (2) under the Faults Menu Group of the SDM.

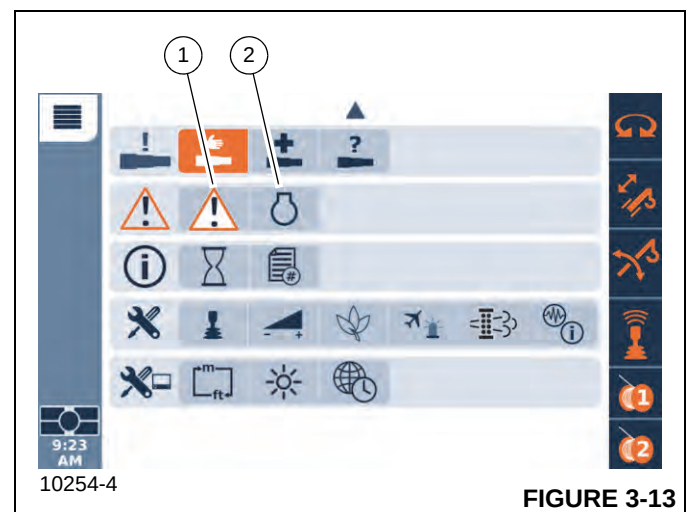
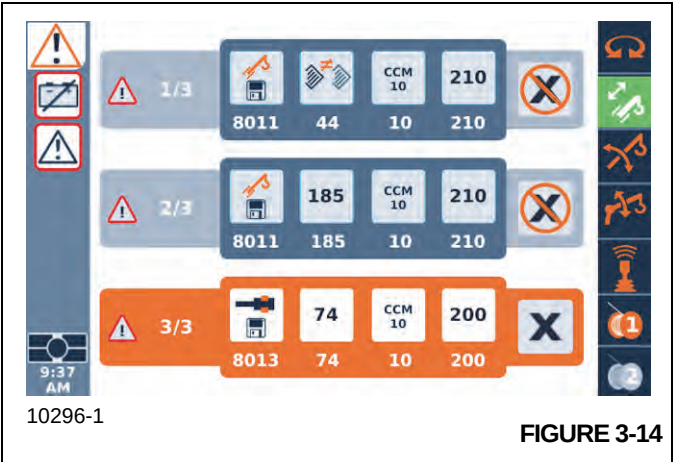


FIGURE 3-13

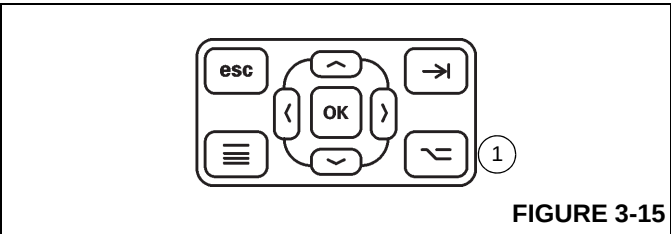
The Fault Code function screen (Figure 3-14) displays active fault codes.

If several fault codes are active, use the Jog Dial or Arrow Buttons on the Navigation Control Pad to select the arrow at the top or bottom of the screen to scroll through the codes

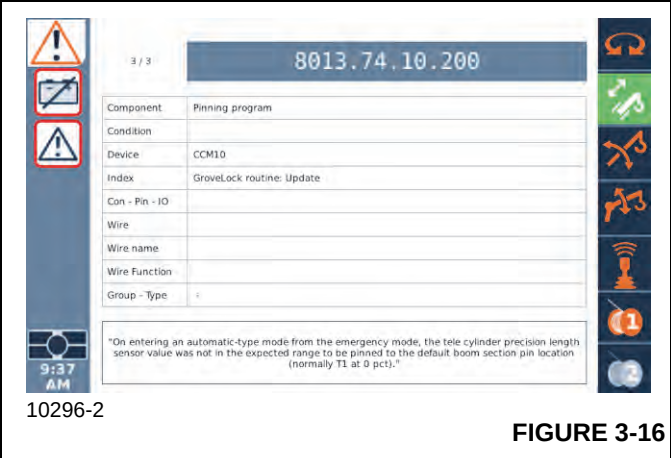


Fault codes with an “X” beside them can be cleared by the operator. Fault codes with an “X” surrounded by a red circle with strike-through cannot be cleared without first correcting the malfunction, then cycling the ignition key to the Off position and back to the On position.

Additional information about the fault can be accessed by first highlighting a fault code, then pressing the Additional Information Button (1, Figure 3-15) at the SDM Navigation Control Pad.



The Additional Information screen (Figure 3-16) gives the operator details about the location of the system that is at fault, along with an explanation.



A list of all fault codes and their definitions are also available through the Grove Diagnostic Code application. For more information, see *About the Grove Diagnostic Code Mobile Application*, page 3-23.

About the Grove Diagnostic Code Mobile Application

The Grove Diagnostic Code Mobile Application is a free mobile application that enables the user to enter and retrieve information about specific crane fault codes on a mobile device. The application is available from the Google and Apple stores and compatible with most Android and Apple mobile devices.

To look up a fault code with the Grove Diagnostic Code mobile application:

1. Find the fault code you want to research in the Fault Code function screen of the Superstructure Display Module (SDM).
2. Open the Grove Diagnostics Code Application on your mobile device.

The Diagnostic Code Application splash screen appears.

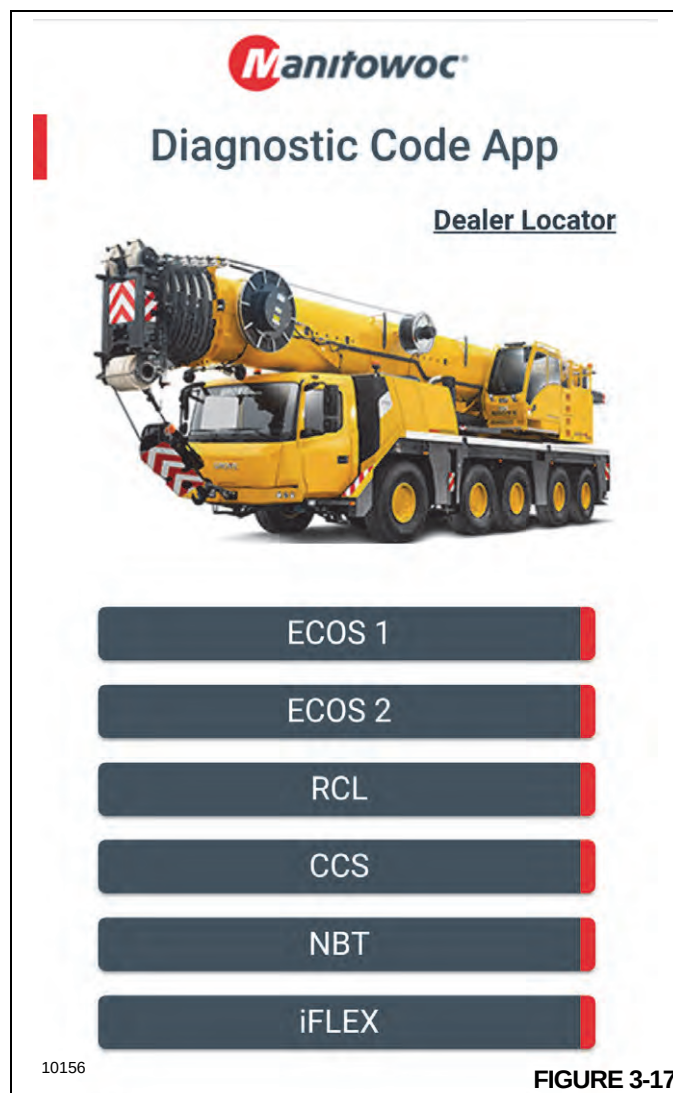


FIGURE 3-17

3. Click CCS.

The CCS screen appears.

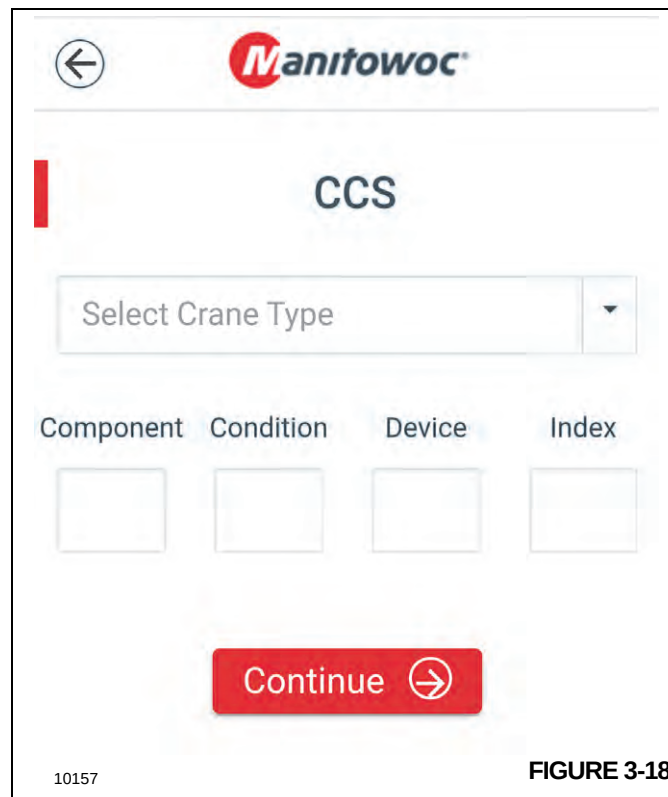
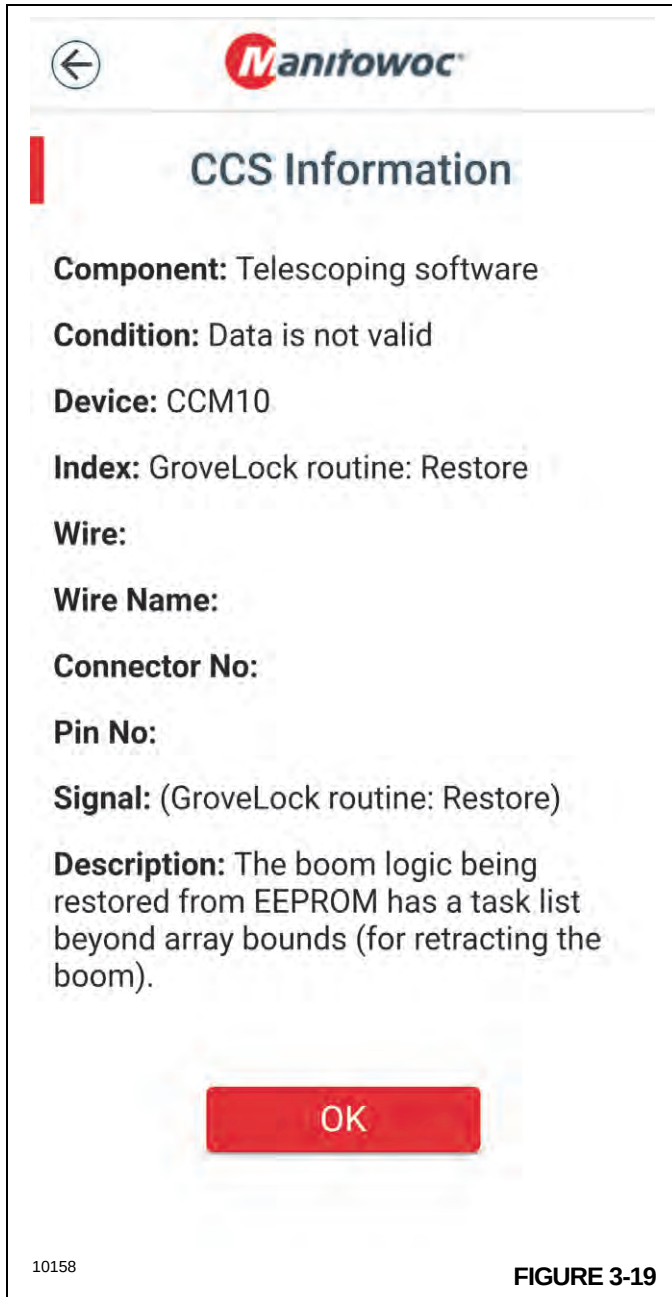


FIGURE 3-18

4. Complete the following using information from the error code displayed on the SDM:
 - Select Crane Type—Select the crane model from the drop-down list.
 - Component—Enter the component information from the fault code.
 - Condition—Enter the condition information from the fault code.
 - Device—Enter the device number from the fault code.
 - Index—Enter the index number information from the fault code.

5. Click Continue.

The Fault code information is displayed.



6. Click OK to return to the main screen.

OPTIONAL EQUIPMENT

This section is provided to give a brief description of optional equipment for the crane which is not discussed elsewhere in this service manual.

Beacon Light

The beacon light is installed on the left side of the turntable in front of the main hoist.

Boom Mounted Floodlights

The boom light switch is located in the cab overhead panel. The switch is an On/Off rocker switch that will turn the lamps located on the underside of the boom On and Off. The lamps can also be turned on using the SDM.

Rear View Mirror

The rear view mirror installation consists of a rear view mirror mounted on the top left corner of the cab. Mirror can be adjusted for optimum view from cab while boom is over front of crane.

Air Conditioner

An electrically driven air conditioner is installed on the left side of the turntable. It consists of a compressor motor, condenser unit, and a cab unit mounted under the operators seat. It is turned on and off by a rotary switch mounted on the overhead console. Refer to Air Conditioner Control Switch (Optional) in the Operator Manual (Section 3 -Operating Controls and Procedures).

When servicing the air conditioning system, observe the following specifications:

- Minimum Evacuation Time — 60 minutes
- Refrigerant Charge Levels — 2.5 pounds (± 0.5 oz)
- Additional Pag Oil Required Above the 6 ounces in Compressor — 5.0 ounces

Anemometer

The anemometer, or wind speed sensor, is mounted at the end of the main boom. If a loss of signal occurs between the anemometer and the Crane Control System (CCS), the wind speed will be shown as two dashed lines on the main screen of the RDM. If the loss of signal is due to low battery voltage (dead battery), a fault code alert icon will also be shown in the Alerts Area of the SDM. More information about the fault code can be found under the Crane Fault Code function screen of the SDM or by using the Grove Diagnostic Code Mobile Application.

If a fault occurs, before replacing the anemometer, check the anemometer battery and replace if needed. Alkaline battery life is up to one year for 40 hour working weeks, or 6 months with continuous use. Lithium battery life is up to 4 years for

40 hours working weeks, or 20 months with continuous use. The battery is to be removed if storing the anemometer for a prolonged period of time.

Cold Weather Operation

Regions with ambient temperatures below -9°C (15°F) are considered arctic. The following recommendations are for operating Grove cranes in very low temperatures.

Use particular care to ensure that cranes being operated in very cold temperatures are operated and maintained in accordance with the procedures as provided by Grove. Always ensure adequate lubrication during system warm-up and proper operation of all crane functions when operating in cold weather. Regardless of oil viscosity, always follow cold weather start-up and operating procedures described in the *Operator Manual*. To ensure adequate lubrication during system warm-up and proper operation of all crane functions, Refer to *Warm-up Procedure*, page 5-2.

Individual crane functions should be operated to ensure they are sufficiently warmed prior to performing a lift.

Operation of cranes at full rated capacities in ambient temperatures between -9°C and -40°C (15°F and -40°F) or lower should be accomplished only by competent operators who possess the skill, experience, and dexterity to ensure smooth operation.

Component Coolant Heater

A diesel fueled coolant heater circulates warm coolant through engine and crane components when operating during arctic temperatures. The coolant heater should be activated 2 hours before starting the crane to allow sufficient time to preheat fluids and assist with easy start-up conditions.



Before switching on, check if heater can be operated at the work site. There is a danger of explosion when using the heater around combustible objects! Do not park vehicle near flammable objects.

Use caution near exhaust tailpipe as it will also become very hot.

To activate heater, ensure fuel supply valve from heater fuel reservoir is turned to ON position. Ensure battery disconnect switch is turned to ON position. Push activation button at heater control panel. A green light will illuminate indicating system is activated. Start-up and shutdown cycles may take approximately 2 minutes for initialization. Ensure coolant, transmission heater, swivel, battery heater, in-line fuel pump, in-line fuel heater, and hydraulic reservoir heater are heating properly.

To de-activate heater, push button at heater control panel. The green light will turn off indicating system is deactivated. Shutdown cycle may take approximately 2 minutes.

NOTE: Accelerated discharging of battery will occur when crane engine is switched off. If you run the heater while the crane engine is stopped, the batteries voltage will need to be recharged after short periods of time.

Troubleshooting

In case of faults, check the following points:

- If heater does not start after being switched on:
 - switch heater off and on again.
- If heater still does not start, check if:
 - Fuel in the tank
 - Fuses are OK
 - Electrical cables, connections etc. are OK

- Anything clogging combustion air supply or exhaust system?
- Check openings of combustion air supply and exhaust system after longer standstill periods. Clean if necessary!
- If heater remains faulty after these points have been checked or another malfunction occurs in your heater, contact an authorized Grove distributor or Grove Product Support.

Maintenance Instructions

- Switch heater on once a month for about 10 minutes, even outside heating period.
- Before heating period starts, heater should undergo a trial run. If persistent extreme smoke develops, unusual burning noise, a clear fuel smell, or if electric / electronic parts heat up, switch off heater and remove from service by removing the fuse. The heater should not be started again until it has been checked by qualified staff who have been properly trained.

SECTION 4
BOOM

SECTION CONTENTS

Description	4-2	Cable Tensioning Check and Adjustment	4-42
Theory of Operation	4-2	Telescope Circuit.	4-44
Telescope Cylinder	4-2	Description	4-44
Extend and Retract Cables	4-2	Theory of Operation	4-44
Boom Sequence	4-2	Maintenance	4-45
Maintenance	4-4	Removal And Installation	4-46
Removal	4-4	Disassembly And Assembly	4-46
Disassembly	4-28	Lift Circuit.	4-47
Boom Nose Sheaves	4-33	Description	4-47
Assembly	4-34	Theory of Operation	4-47
Installation	4-41	Maintenance	4-47
Functional Check	4-41	Lift Cylinder Removal	4-49
Inspection	4-42	Lift Cylinder Installation	4-49
Boom Alignment and Servicing	4-42	Hook Block.	4-52
Boom Extension and Retraction Cable	4-42	Description	4-52
Maintenance	4-42	Maintenance	4-52
Inspection	4-42	Adjusting Boom Extension Stowage Mounts . . .	4-53

DESCRIPTION

A four section 12 m to 38 m (39.2 ft to 126.2 ft), full power, sequenced, and synchronized boom (Figure 4-1) is installed on the crane.

The boom utilizes one two-stage telescope cylinder to extend and retract Tele 1 and Tele 2, and a synchronized cable system to extend and retract Tele 3. The telescoping boom sections are supported on graphite impregnated nylatron wear pads. Side wear pads prevent metal to metal contact between the tele sections.

Boom assembly lift is provided by one lift cylinder. Boom elevation is from -3° to 80°.

Two optional auxiliary boom nose are available for the boom to simplify single part cable usage. The rooster sheave is installed on the main boom nose and is secured by pins that pass through the rooster sheave and main boom nose.

A 10.1 m to 17.07 m (33 ft to 56 ft) folding offsetable swingaway boom extension is provided to obtain additional boom reach. An optional insert is available for additional reach.

The bi-fold boom extension mounts directly to the boom nose utilizing a four point attachment. In addition, the bi-fold extension base section and/or fly section can be stowed on the right side of the boom base section.

THEORY OF OPERATION

Refer to Figure 4-1 for item locations.

Telescope Cylinder

The telescope cylinder is attached to the boom in three places:

- The outer rod end of the telescope cylinder is secured to the boom base section.
- The inner rod end is secured to the tele 1.
- The cylinder barrel is secured to the tele 2.

Extend and Retract Cables

The three extension cables (6) are secured to the tele 1 (2) and are routed around a three groove sheave assembly at the barrel end (boom nose) of the telescope cylinder. These cables are secured at the base end of tele 3 (4).

The four retraction cables (7) are secured at the rear of the tele 1 (2), are routed around sheaves mounted on the end of the tele 2 (3) and are secured at the opposite end to the tele 3 (4).

Boom Sequence

Refer to Figure 4-1 for item locations.

Extension

As the telescope cylinder extends, the cylinder barrel, which is attached to the tele 2 (3), and the inner cylinder rod end, which is attached to the tele 1 (2), pulls the tele 1 and tele 2 sections out along with it.

The extend synchronizing cables (5) the tele 1 (2), tele 2 (3), and telescope cylinder remain in synchronization.

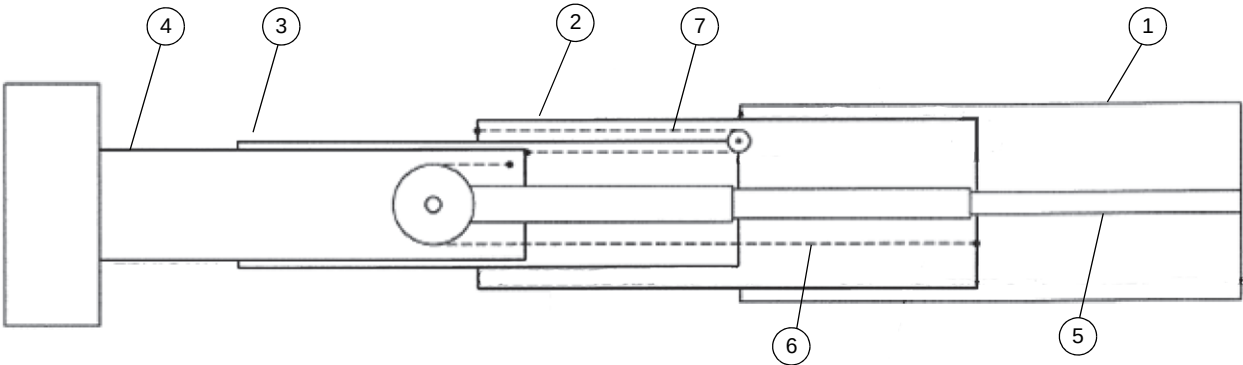
At the same time, the three groove sheave assembly at the nose end of the telescope cylinder pulls on the four tele 3 extension cables (6) around it. This causes tele 3 (4), tele 2 (3), and tele 1 (2) to extend at the same time and rate.

Retraction

As the telescope cylinder is retracted, the tele 2 (3) (attached to the cylinder barrel) and the tele 1 (2) (attached to the inner cylinder rod) are pulled in.

The retract synchronizing cables (7) the tele 1 (2), tele 2 (3), and telescope cylinder remain in synchronization.

At the same time the two tele 3 retraction cables (8) are forced around sheaves at the rear of tele 2 (3). This causes tele 3 (4), tele 2 (3), and tele 1 (2) to retract at the same time and rate.



10750

Item	Description
1	Base
2	Tele 1
3	Tele 2
4	Tele 3
5	Tele Cylinder
6	Tele 3 Extend Cables
7	Tele 3 Retract Cables

FIGURE 4-1

MAINTENANCE

Removal

NOTE: The boom assembly must be rotated 180° (upside down) before performing any assembly or disassembly procedures.

CAUTION

A rollover fixture with webbing is recommended to rotate boom and tele sections. Chains are not recommended. If a rollover fixture is not available, rotate tele sections using adequate support with webbing.

A secure fixture that will prevent damage to the boom is recommended to stabilize and hold the boom from moving during removal of any section or sections.

NOTE: The boom may be disassembled with the base section left on the crane if repair of the base section is not necessary.

NOTE: Boom weighs approximately 9,320 kg (20,547 lb). Removal of the swingaway boom extension will simplify boom removal; therefore, the above weight is for the boom without the swingaway boom extension attached.

1. Extend and set outriggers to level the crane. Ensure boom is fully retracted and in a horizontal position over front of the crane.
2. If equipped, remove the swingaway boom extension according to the removal procedures in this section; refer to *Hook Block*, page 4-52.



CAUTION

Wear gloves when handling wire rope. Moderate to minor injury may result if using bare hands.

3. Remove hook block or overhaul ball and wind all wire rope onto the hoist drum.
4. Elevate boom slightly to allow for withdrawal of the lift cylinder rod end from the lift cylinder attach fitting on the bottom of the boom.



DANGER

Ensure lifting device is capable of supporting the boom assembly. Death or serious injury may result if the lifting device cannot support the load.

5. Attach a lifting device to the boom that provides for equal weight distribution.
6. Disconnect any electrical wiring from the boom.
7. Tag and disconnect hydraulic lines to the telescope cylinder. Cap/plug all openings.



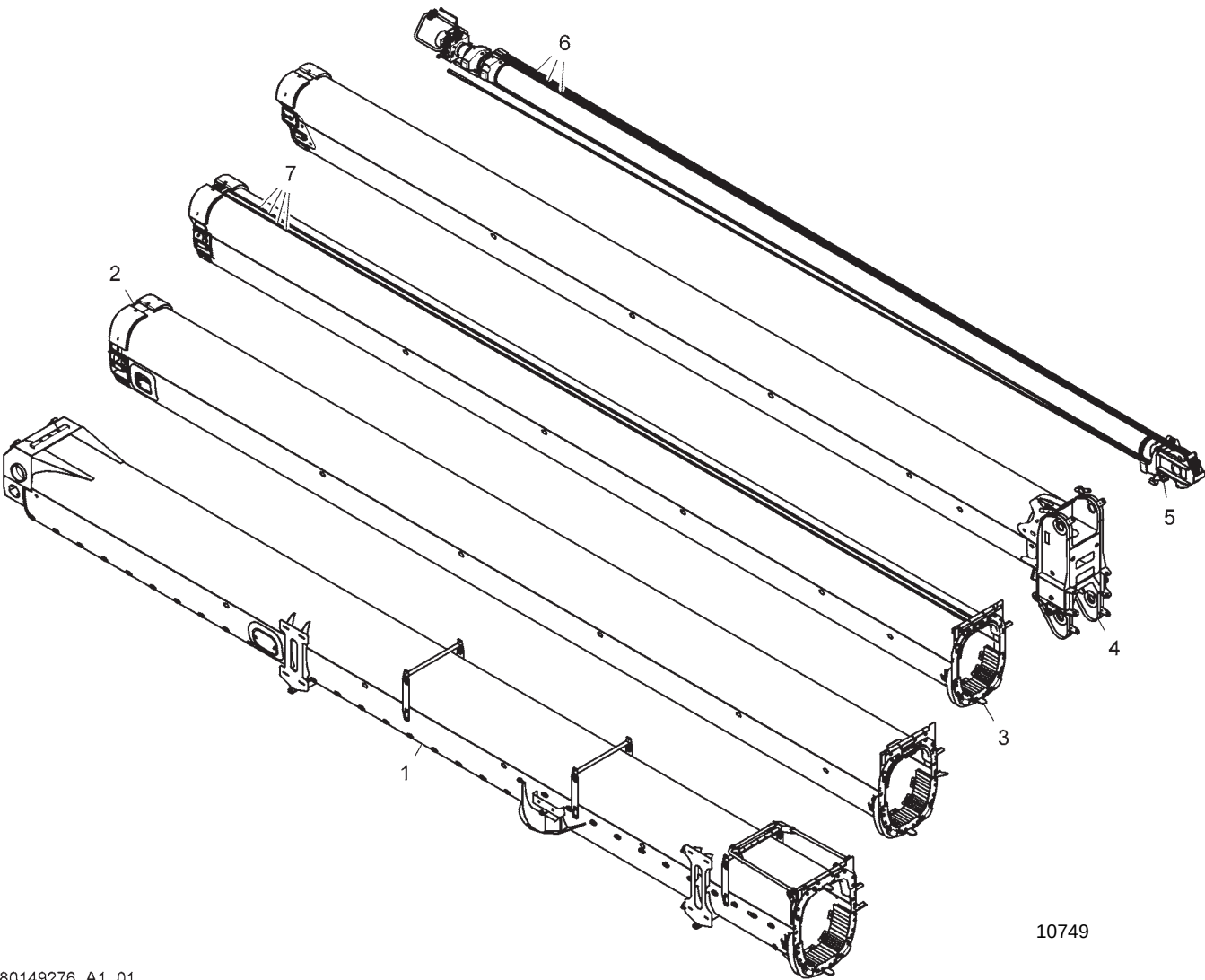
DANGER

Ensure boom lift cylinder is properly supported before disconnecting it from the boom. Death or serious injury may result if lift cylinder is not supported.

8. Block the lift cylinder.
9. Remove the capscrews, washers, and end plate securing the upper lift cylinder shaft to the side of the attachment fitting on the boom.
10. Remove the upper lift cylinder shaft.
11. Activate hydraulic system and retract the lift cylinder rod enough to clear the attachment fitting. For removal of the lift cylinder from the crane, refer to *Lift Cylinder Removal*, page 4-49.

NOTE: Shut down crane before proceeding.

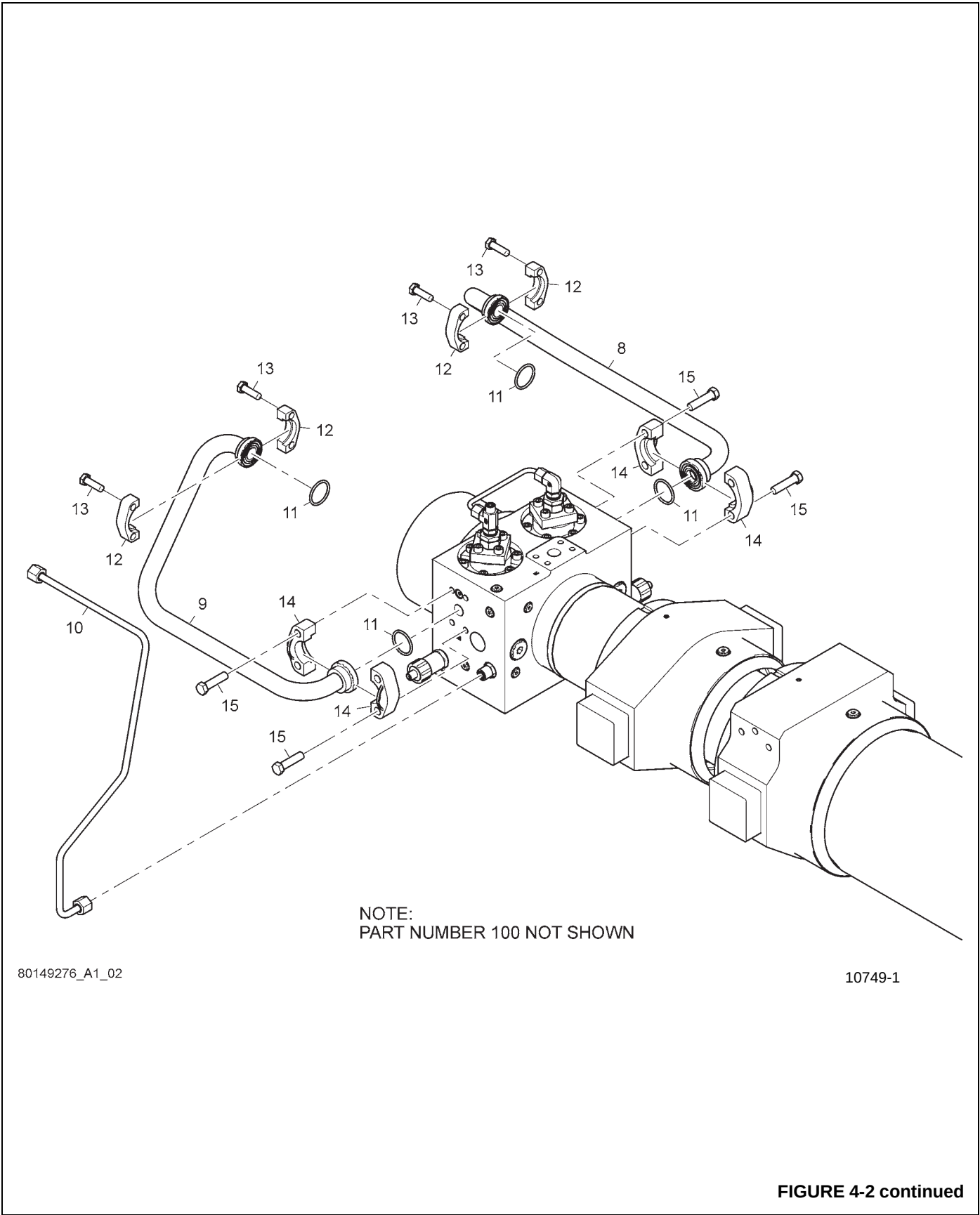
12. Take up slack on the boom lifting device.
13. Remove capscrew, washer, and nut that passes through the end of the weld pin that secures the boom pivot pin in place, then remove the weld pin. Remove grease fitting from each end of the boom pivot shaft, then remove boom pivot shaft.
14. Raise boom clear of crane and lower to ground level. Set cribbing under base section to level boom for service.



10749

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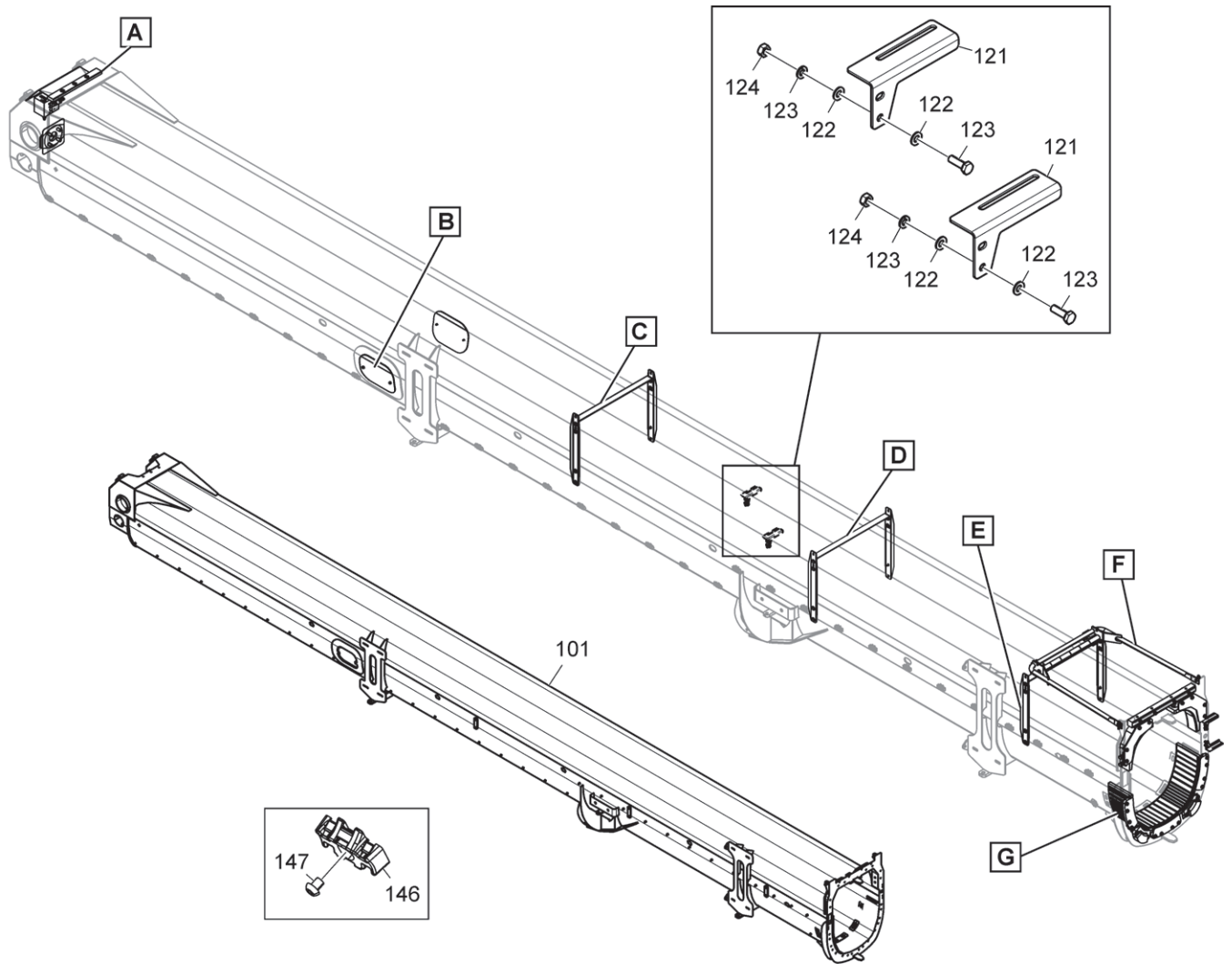
FIGURE 4-2



80149276_A1_02

10749-1

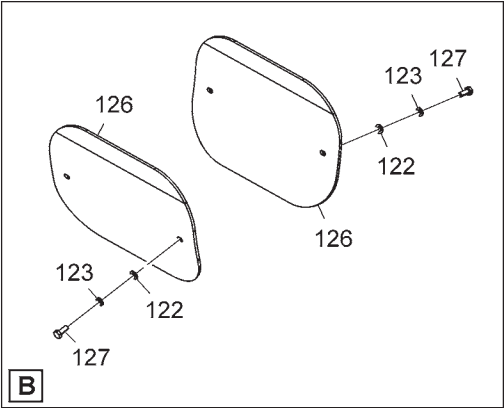
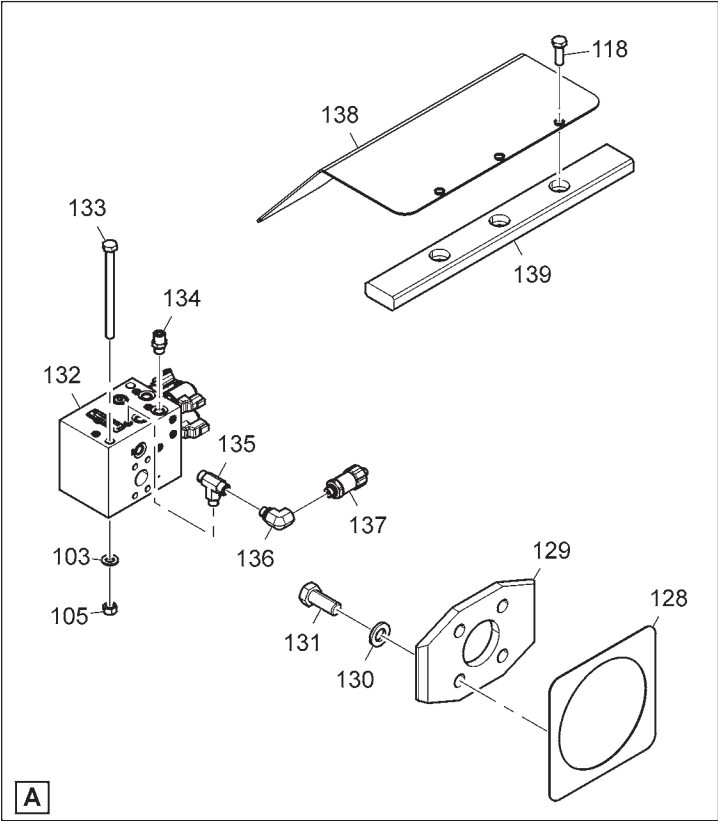
FIGURE 4-2 continued



80149277_A1_01

10749-2

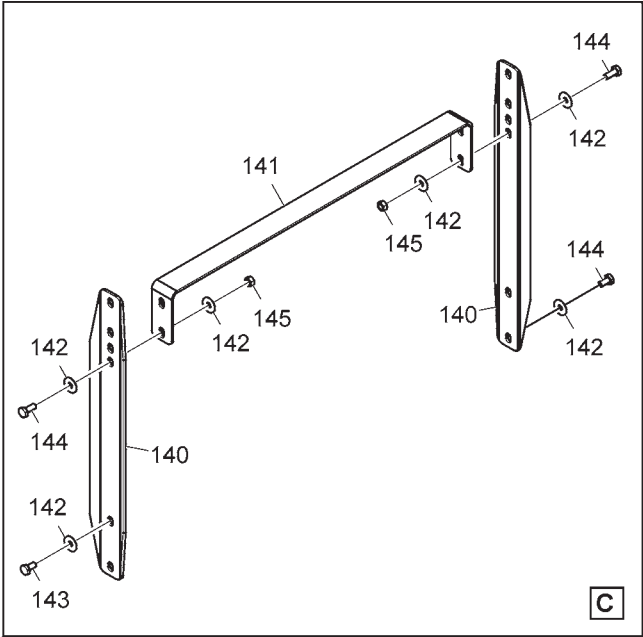
FIGURE 4-2 continued



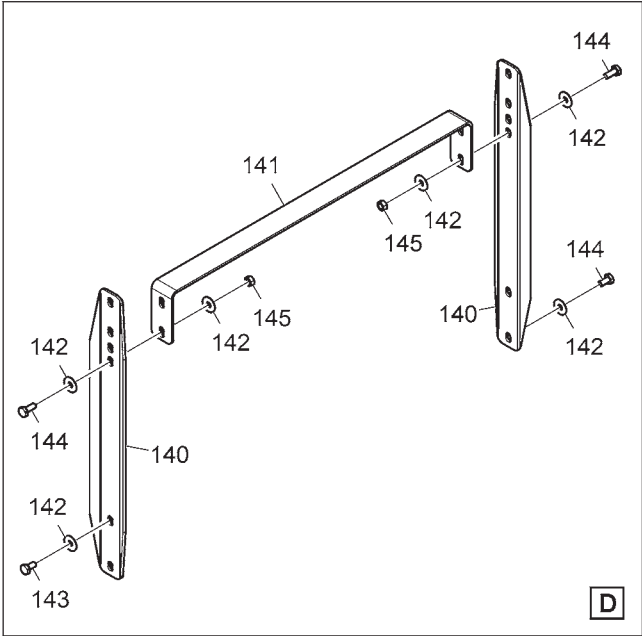
80149277_A1_02

10749-3

FIGURE 4-2 continued

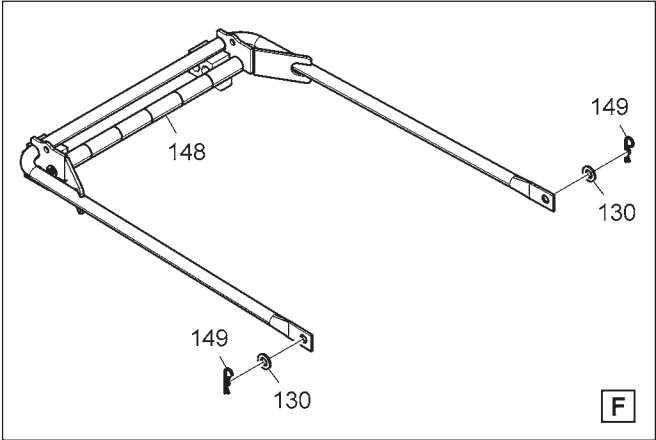
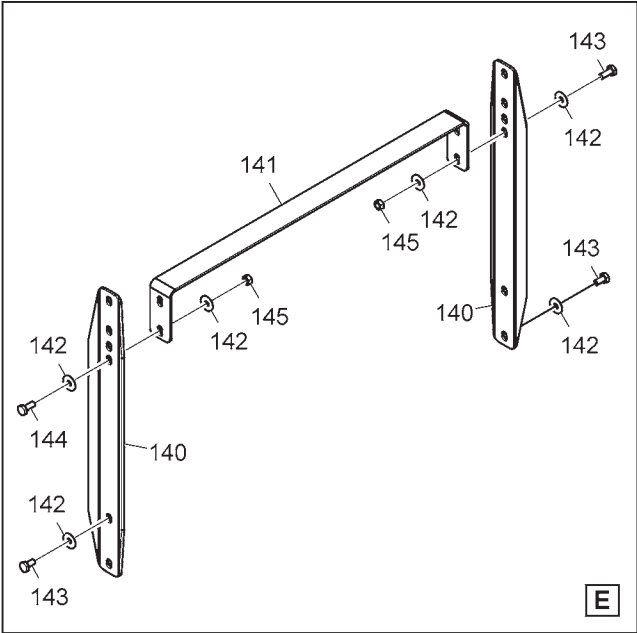


80149277_A1_03



10749-4

FIGURE 4-2 continued



80149277_A1_04

10749-5

FIGURE 4-2 continued

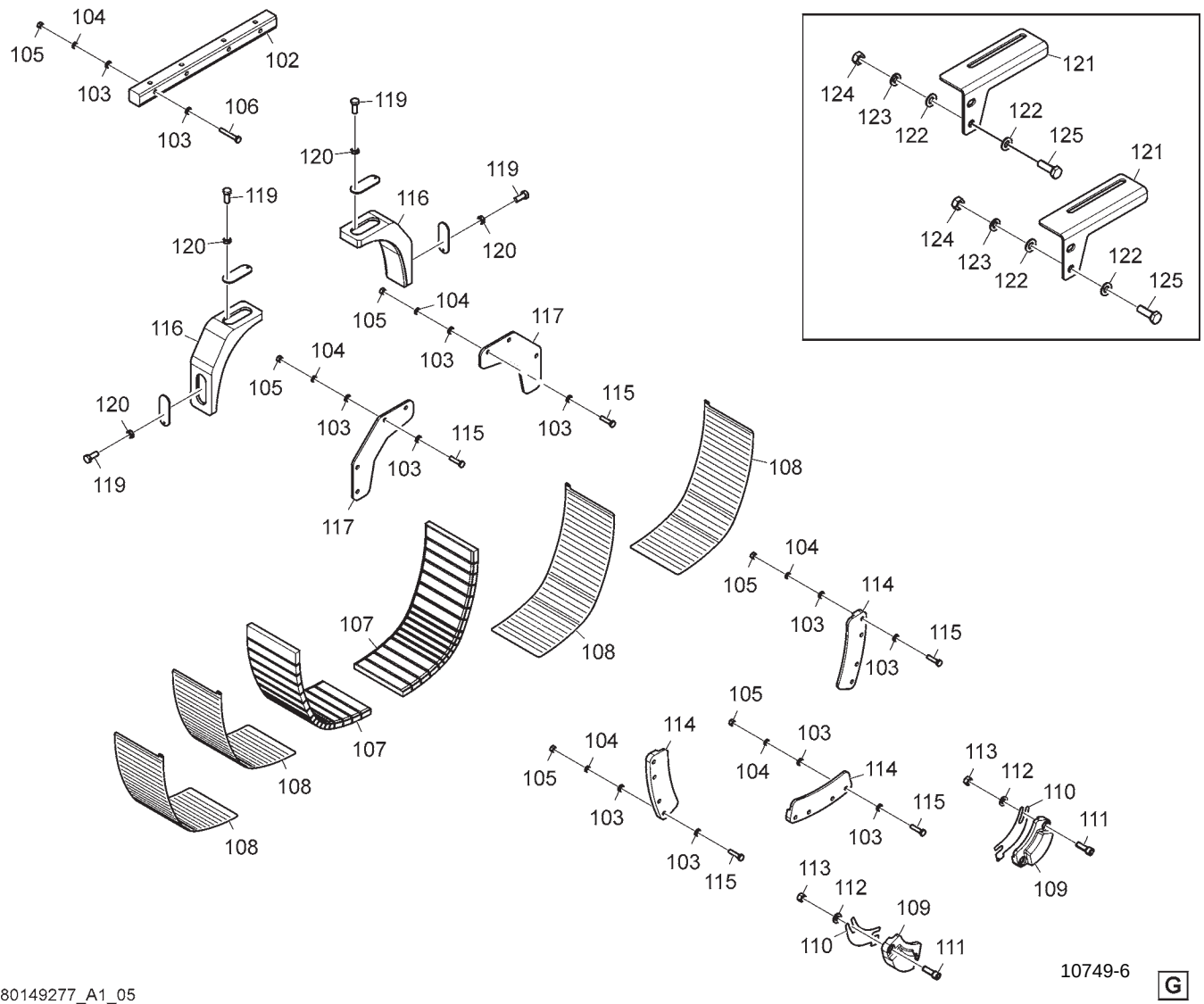
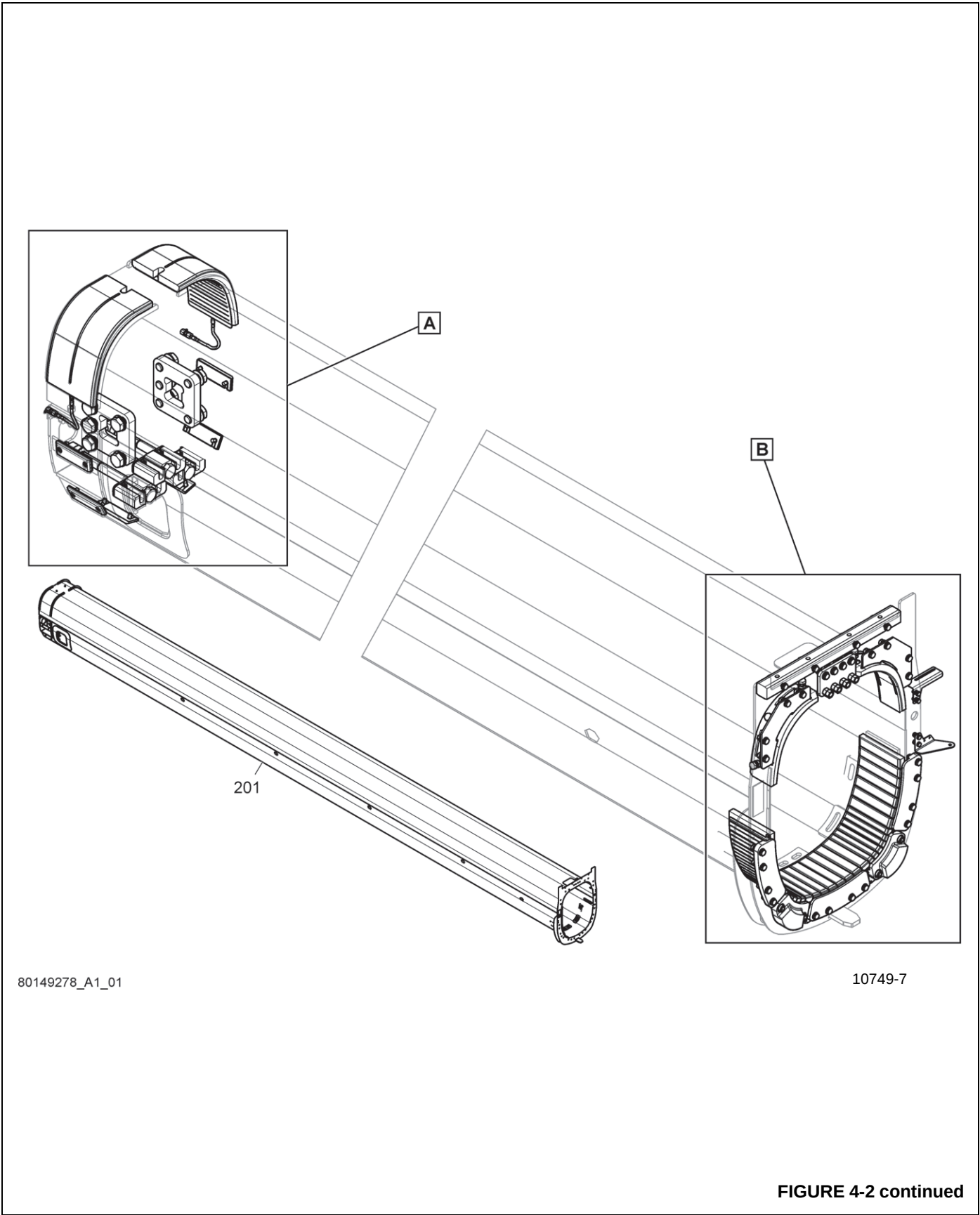
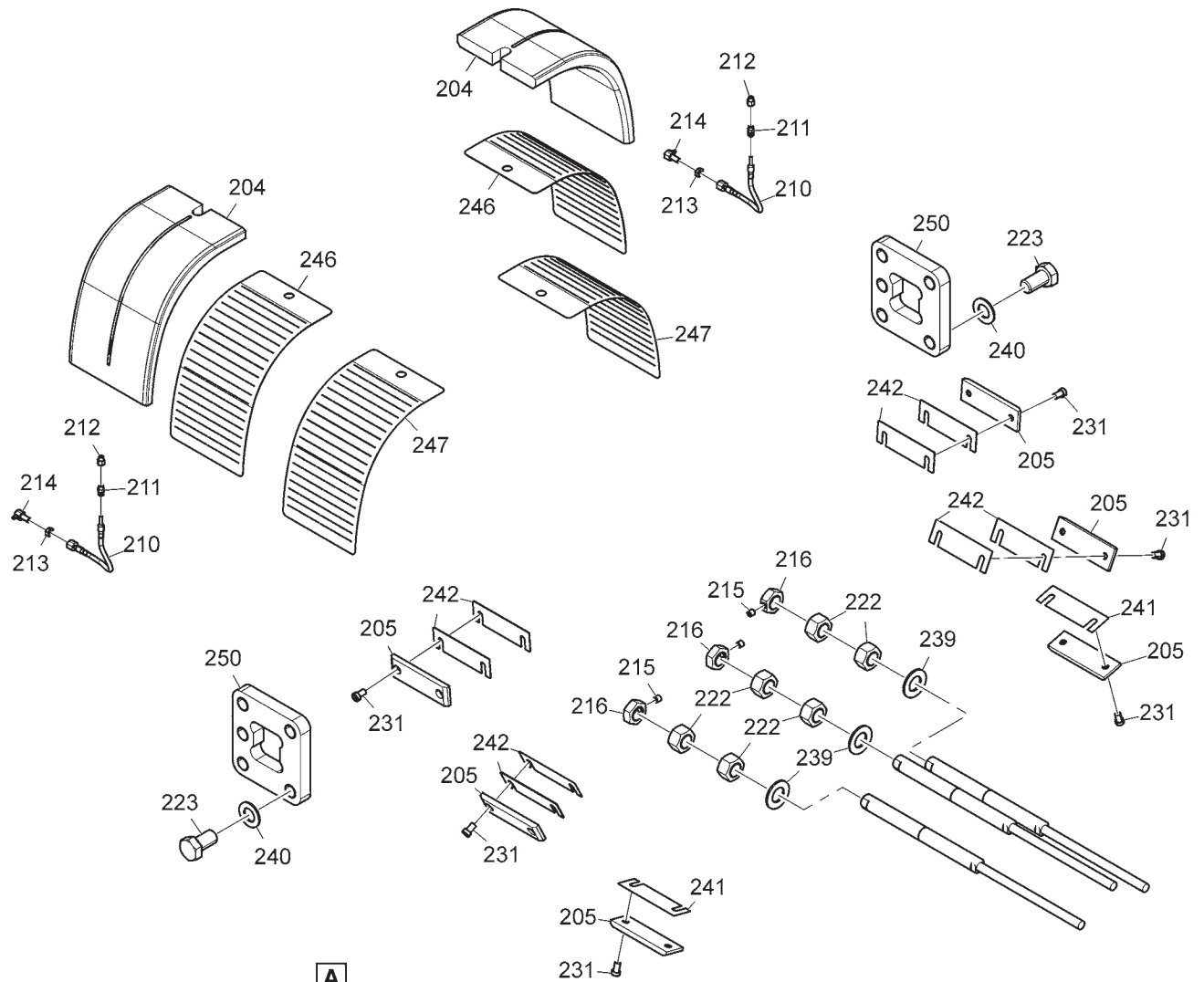


FIGURE 4-2 continued





80149278_A1_02

10749-8

FIGURE 4-2 continued

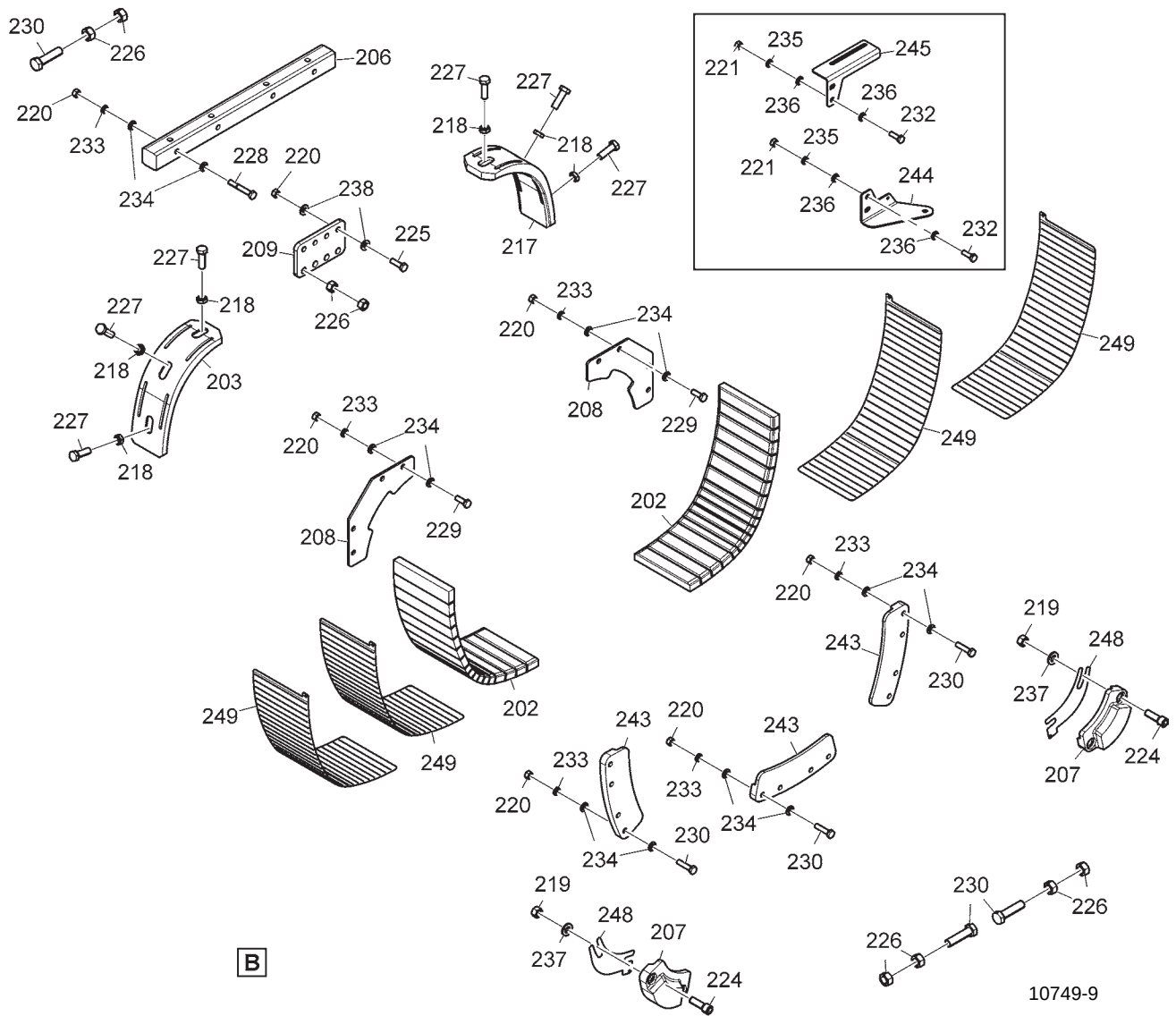
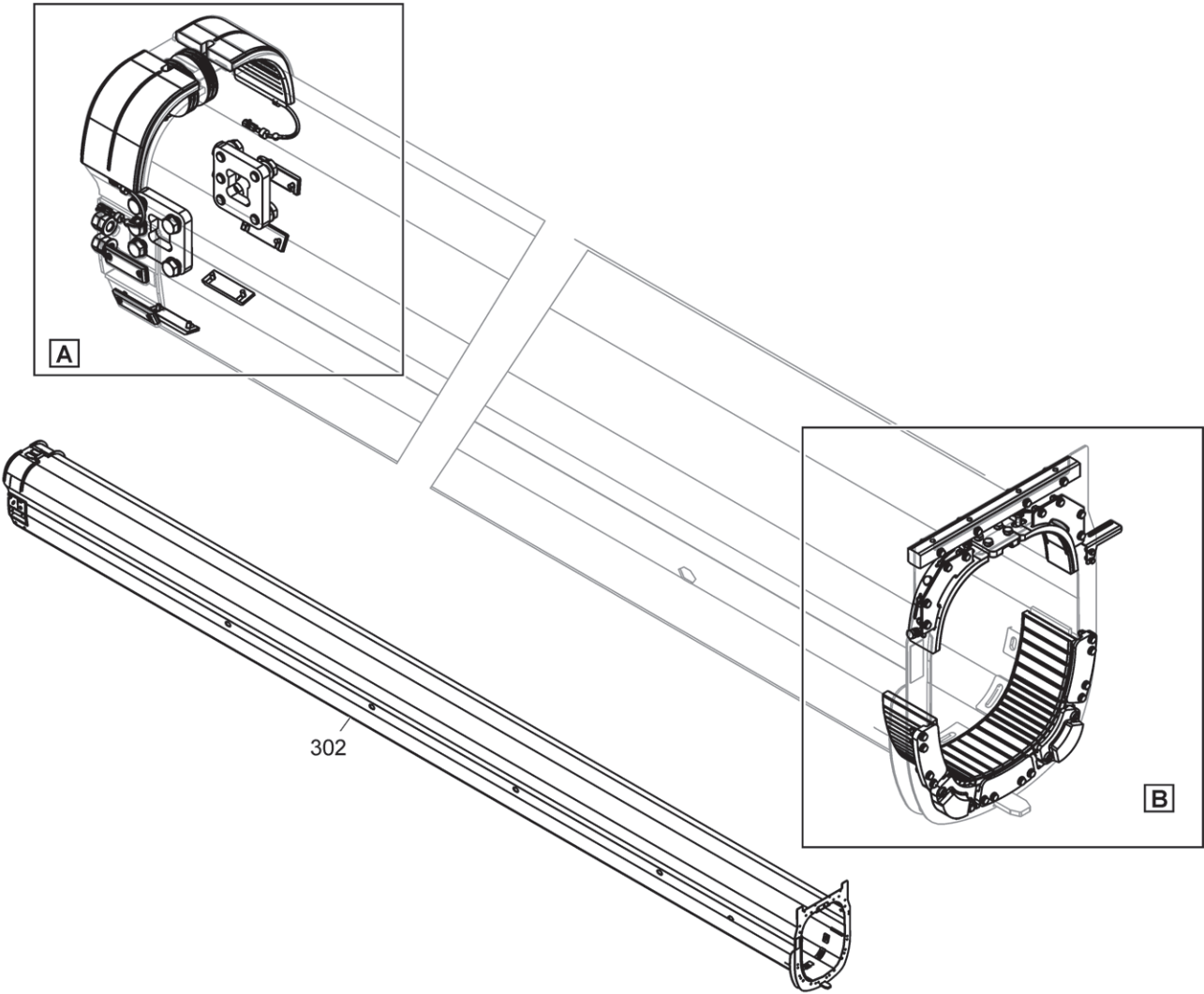


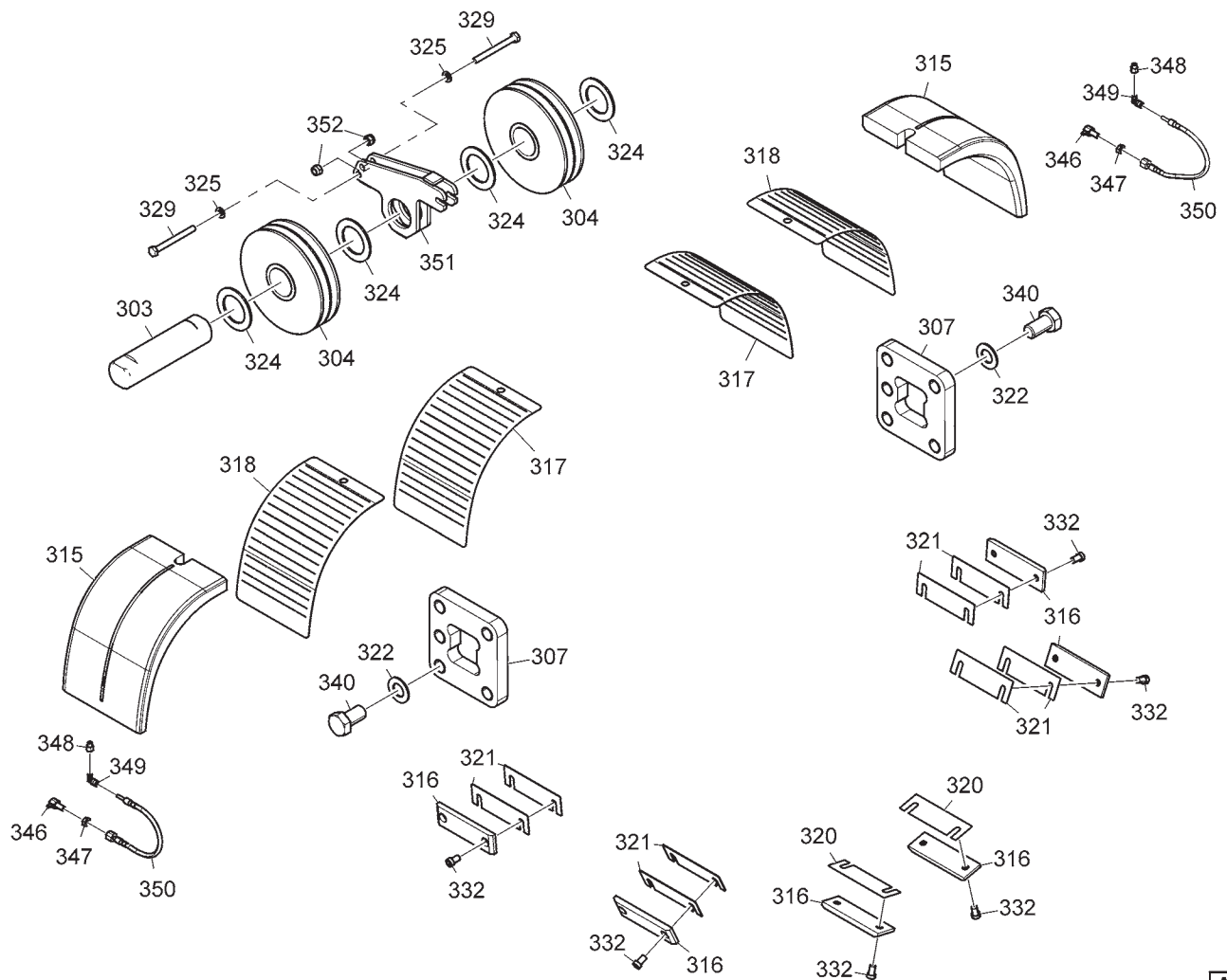
FIGURE 4-2 continued



80149279_A1_01

10749-10

FIGURE 4-2 continued



80149279_A1_02

10749-11

A

FIGURE 4-2 continued

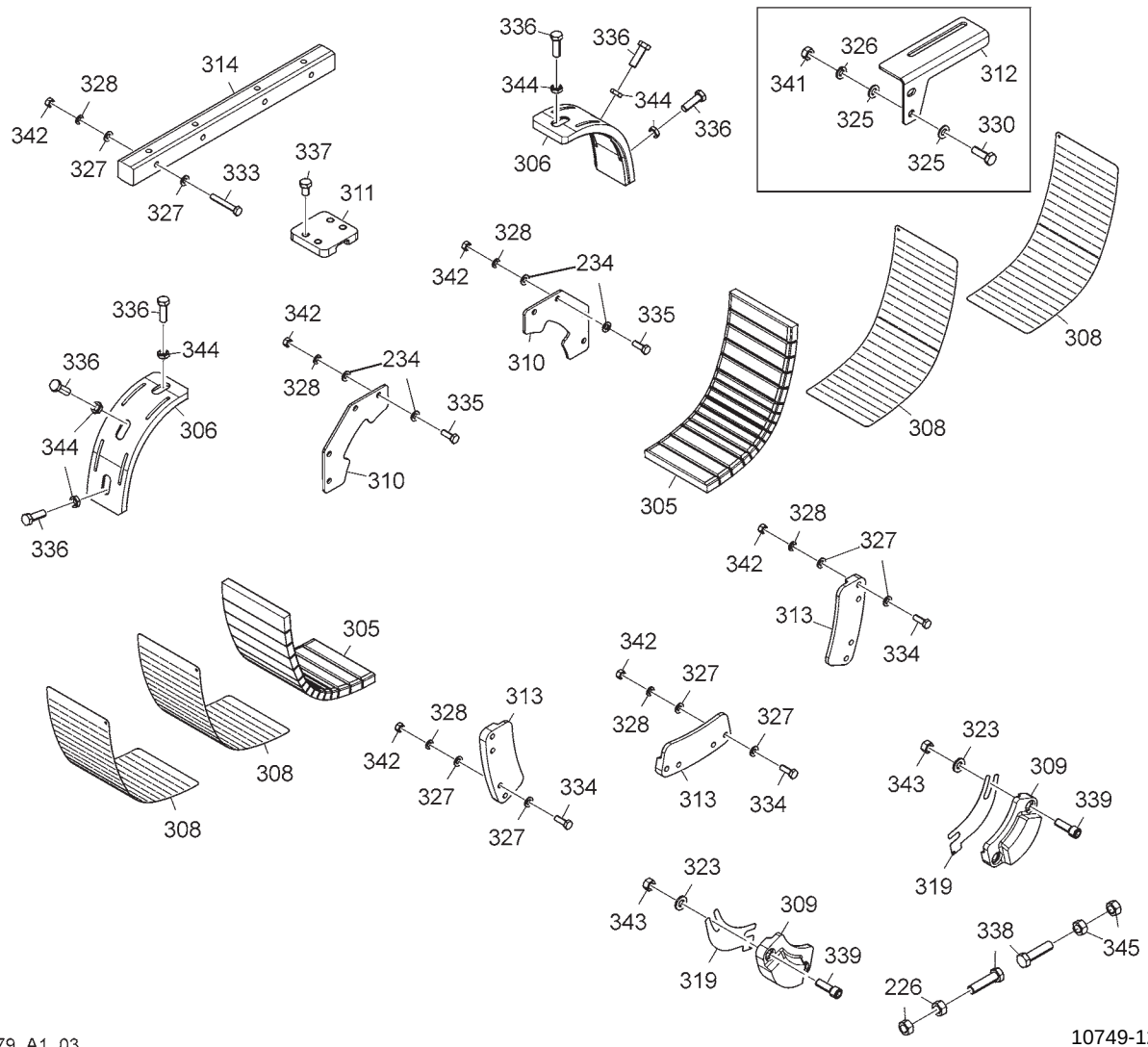
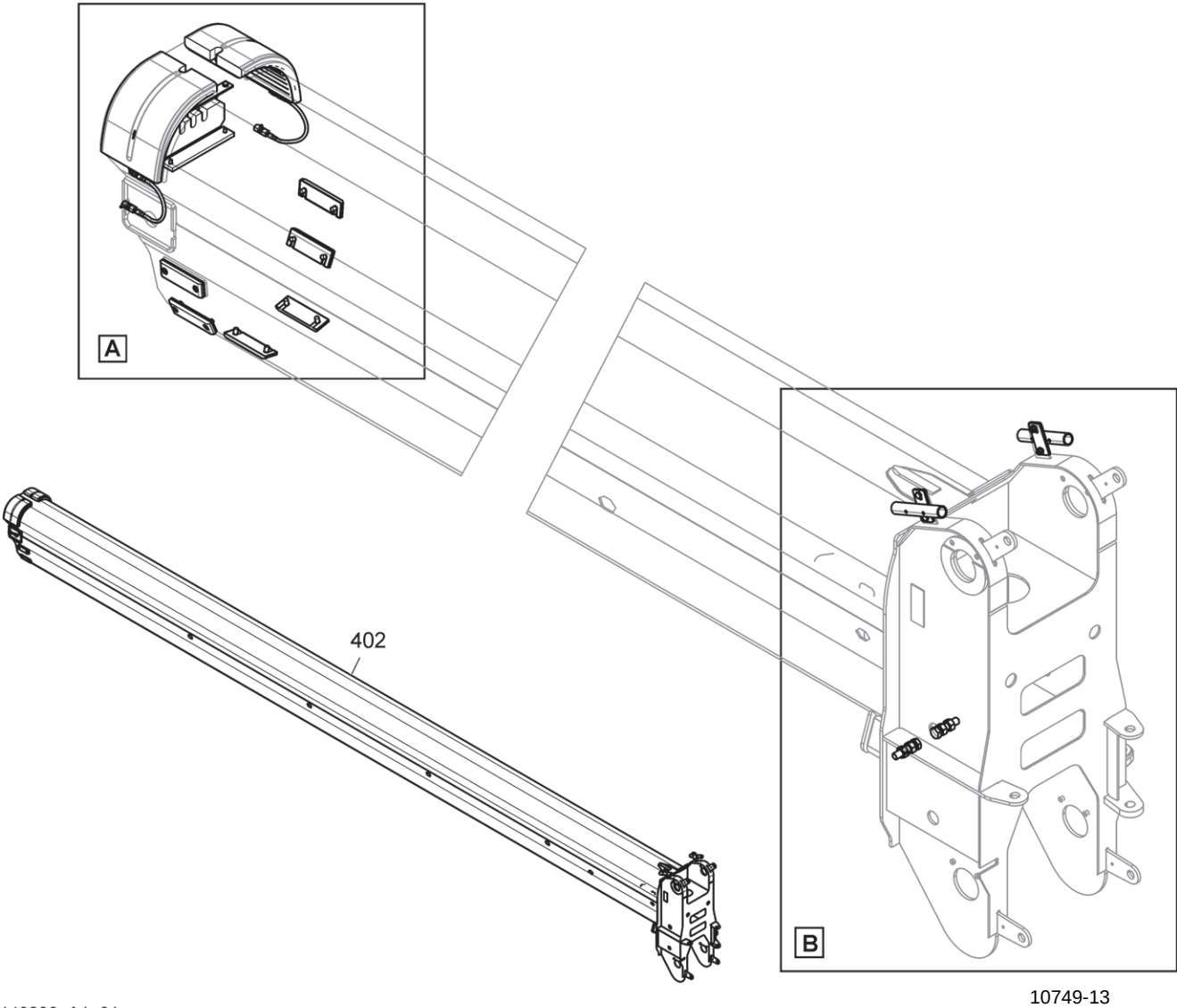


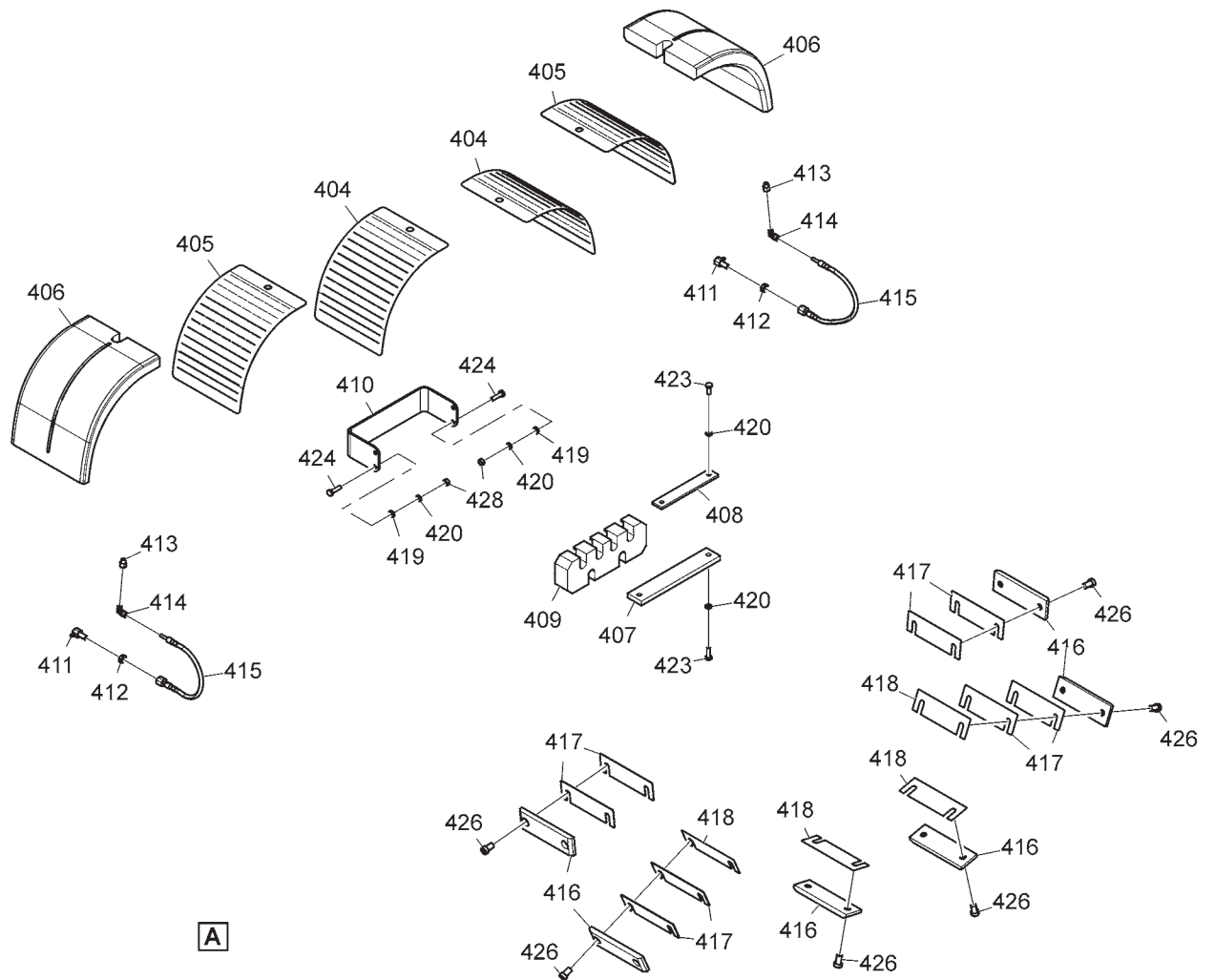
FIGURE 4-2 continued



80149280_A1_01

10749-13

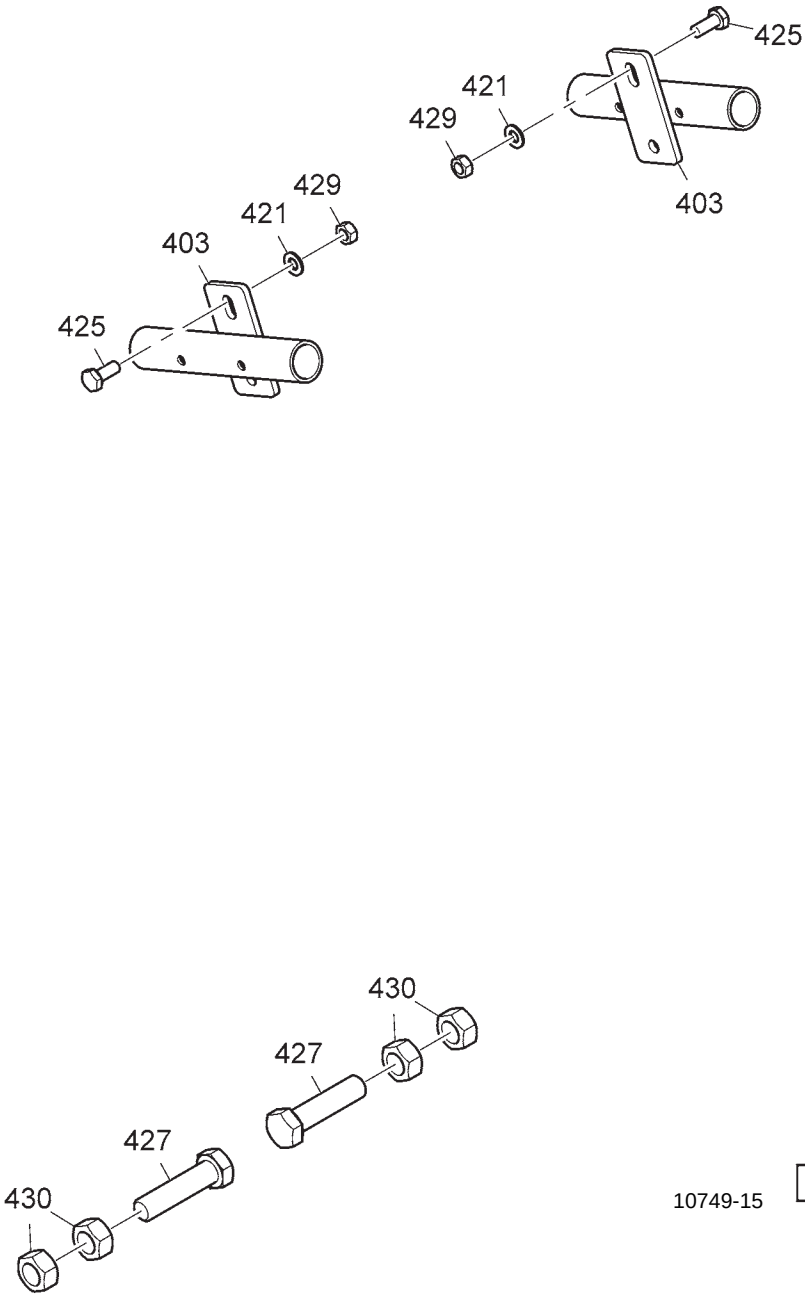
FIGURE 4-2 continued



80149280_A1_02

10749-14

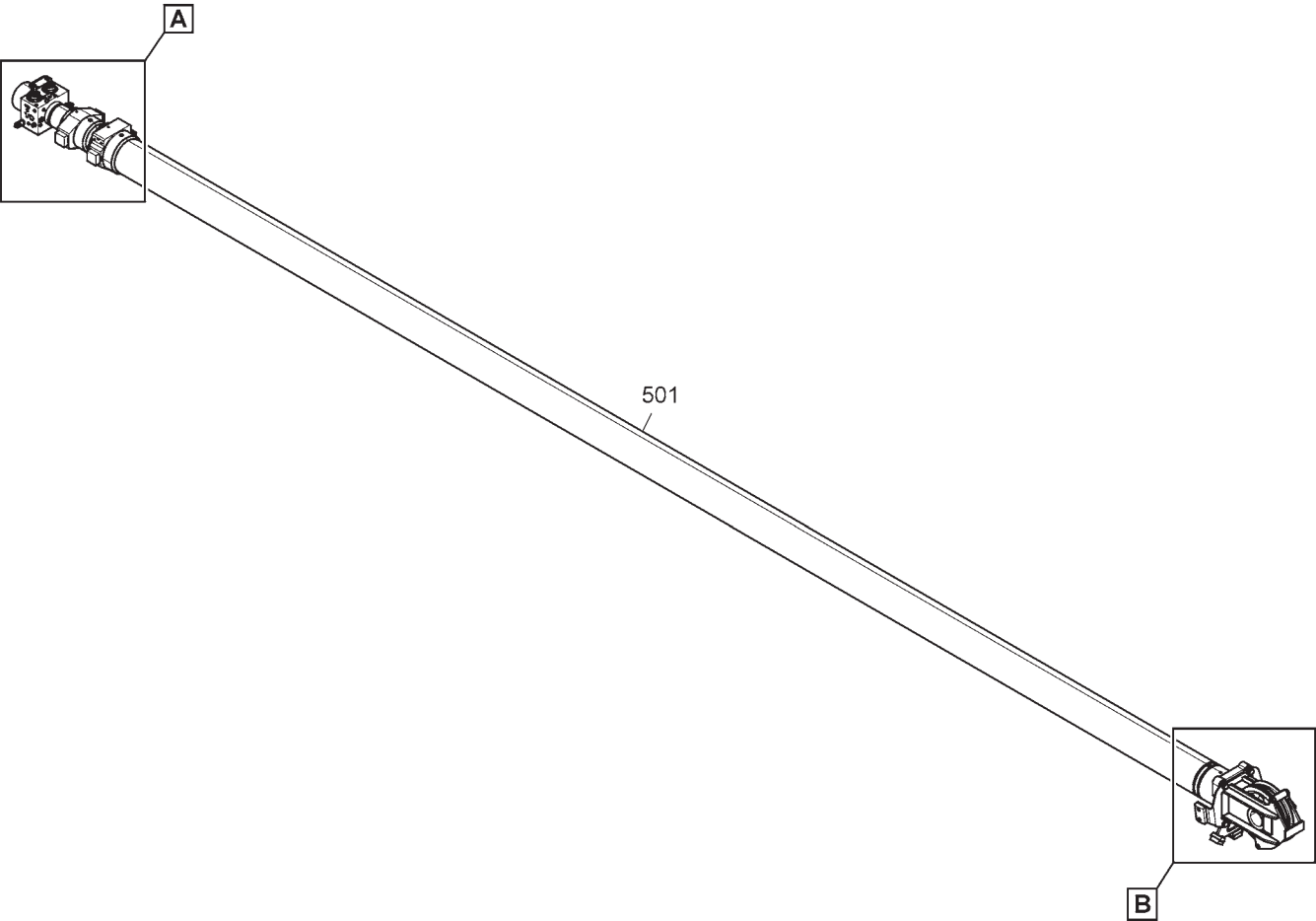
FIGURE 4-2 continued



10749-15 **B**

80149280_A1_03

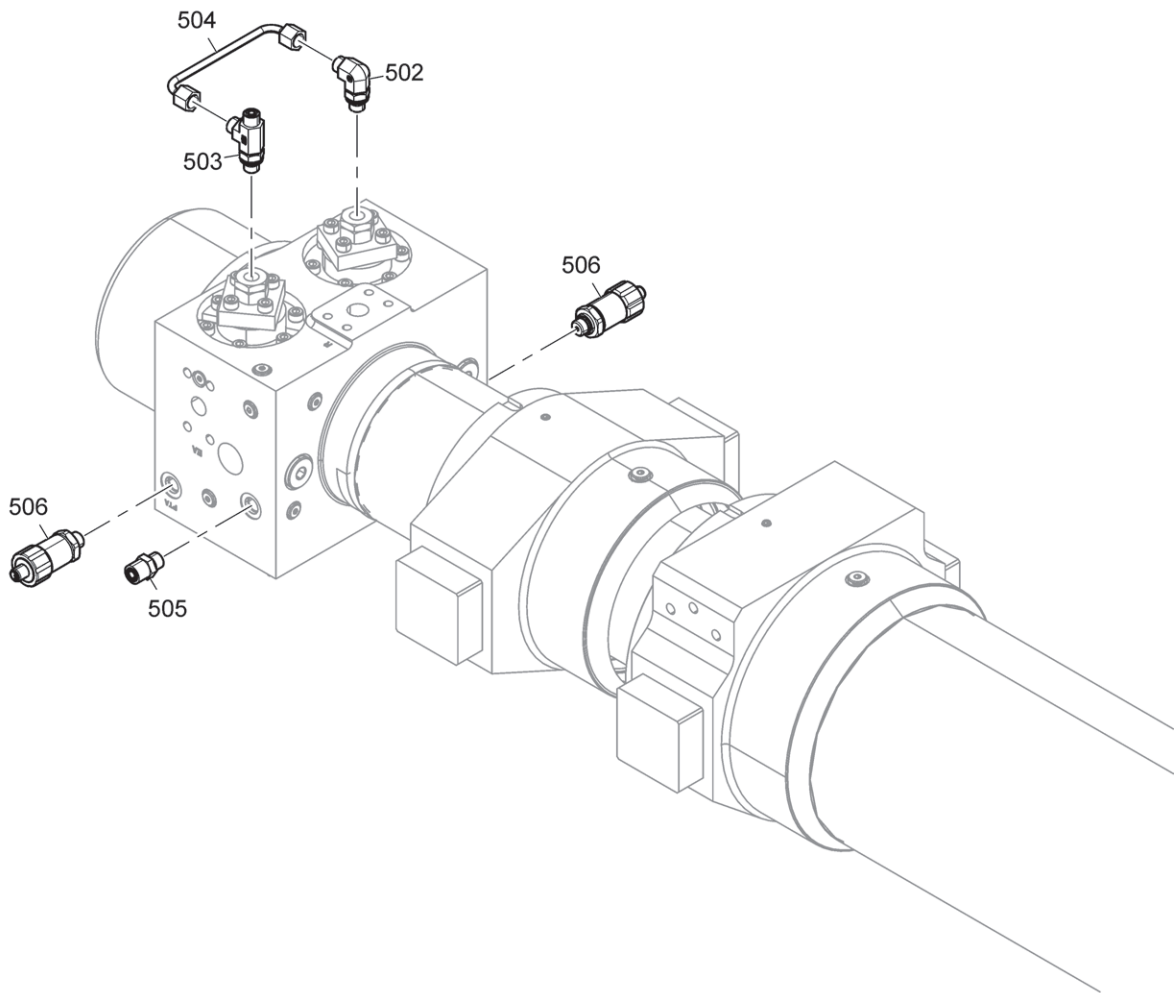
FIGURE 4-2 continued



80149281_A1_01

10749-16

FIGURE 4-2 continued

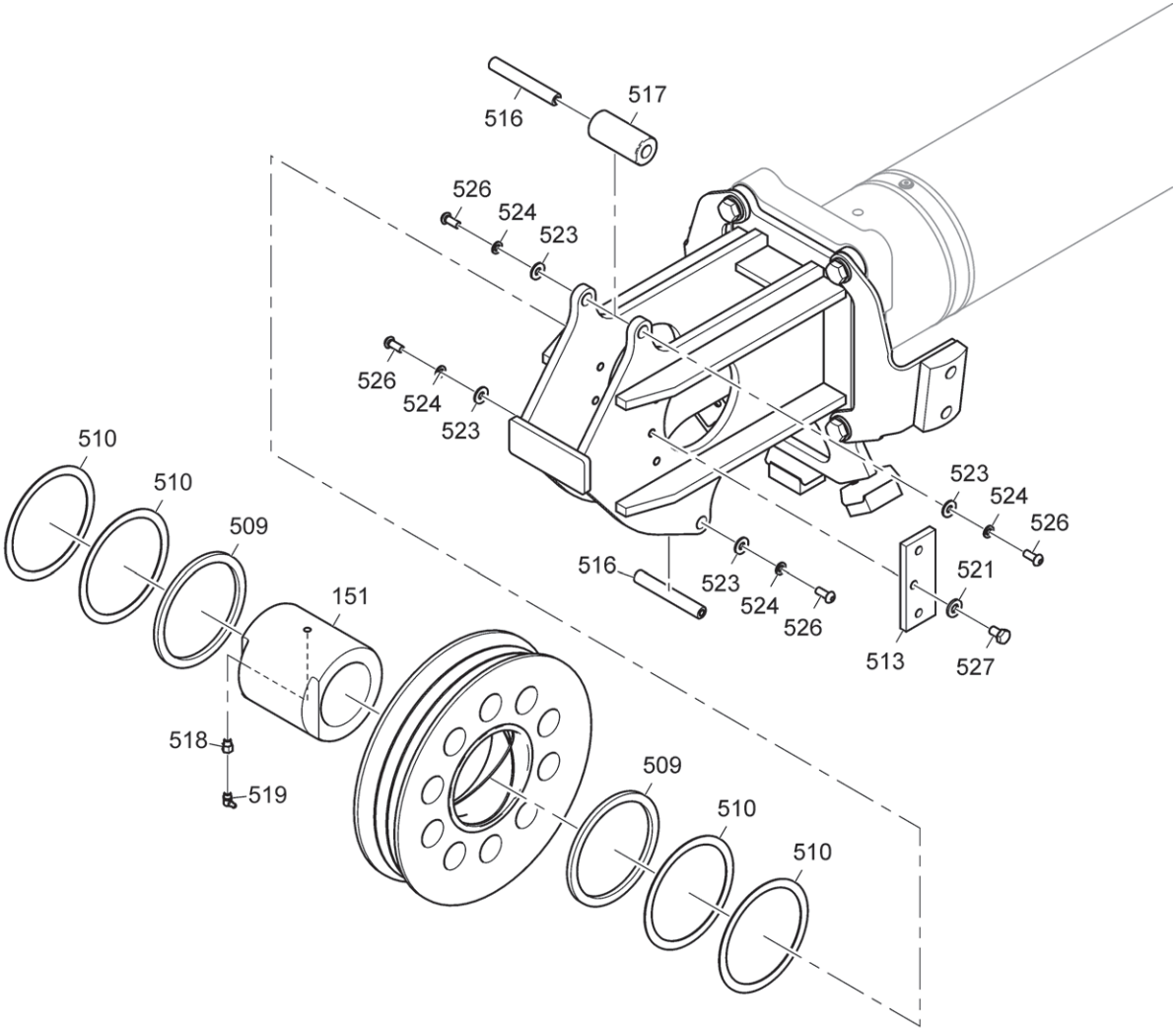


A

80149281_A1_02

10749-17

FIGURE 4-2 continued

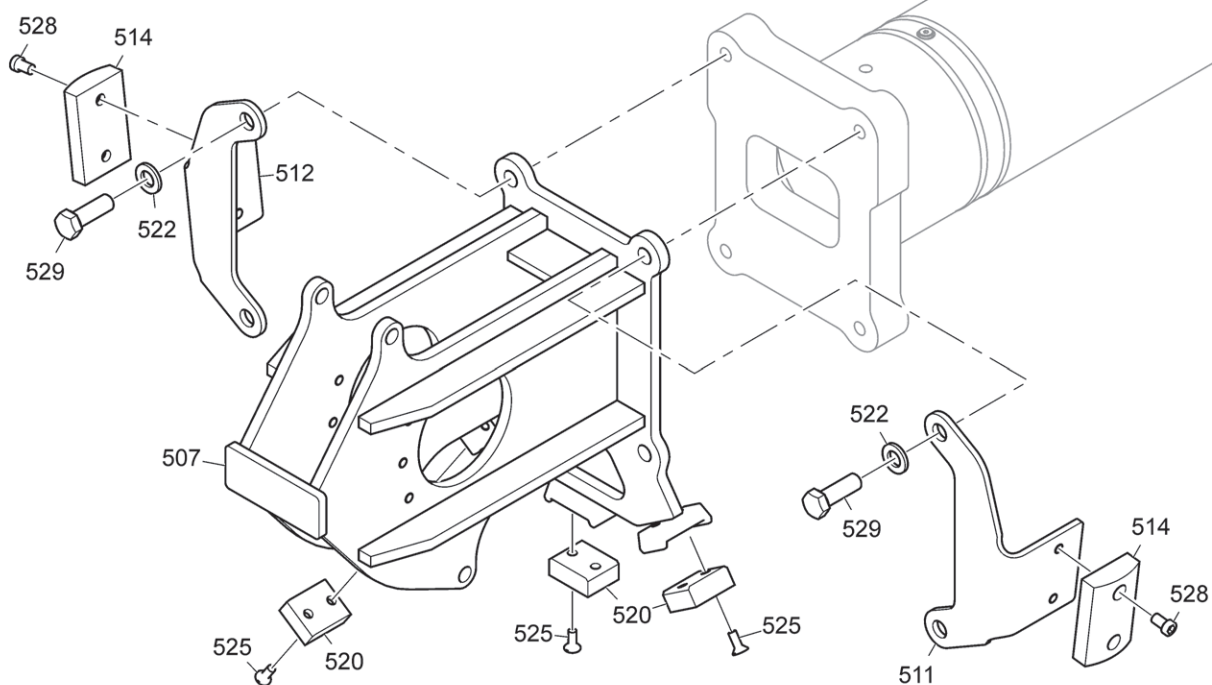


B

80149281_A1_03

10749-18

FIGURE 4-2 continued

**B**

80149281_A1_04

10749-19

FIGURE 4-2 continued

Item	Description
1	BASE ASSEMBLY
2	TELE 1 ASSEMBLY
3	TELE 2 ASSEMBLY
4	TELE 3 ASSEMBLY
5	TELE CYLINDER ASSEMBLY
6	EXTEND CABLE
7	RETRACT CABLE
8	TUBE ASSEMBLY
9	TUBE ASSEMBLY
10	TUBE ASSEMBLY
11	O-RING
12	SPLIT FLANGE HALF
13	HHCS 3/8-16UNCX1.25 G5
14	SPLIT FLANGE HALF
15	HHCS 7/16-14UNCx1.75 G5
100	WEAR PAD KIT
101	BASE WELD
102	PROTECTION STRIP
103	F WASHER 12 -ST ISO 7089
104	L WASHER 12 -HRC44-51 DIN 127
105	NUT, HEX
106	HHCS M12x80 -8.8 ISO 4014
107	WEAR PAD - BASE
108	SHIM
109	BLOCK STOP
110	SHIM
111	SHCS M16x50 -10.9 ISO 4762
112	WASHER, 5/8" HARD
113	HEX NUT M16
114	PLATE
115	HHCS M12X50 8.8 FLZN ISO 4014
116	WEAR PAD ASSEMBLY-BASE
117	PLATE
118	HHCS
119	HHCS M16X40 10.9
120	NUT
121	BRACKET
122	F WASHER
123	WASHER, 8MM SPRING LOCK
124	NUT
125	HHCS M8X25 8.8 ISO 4017
126	PLATE
127	HHCS M8X20 8.8 ISO 4017
128	SHIM

Item	Description
129	PLATE
130	WASHER, FLAT 3/4"
131	HHCS M20x50 10.9 ISO 4014
132	TELE VALVE ASSEMBLY-STAGE SELECT
133	HHCS M12x160 -8.8 ISO 4014
134	ADAPTER, STRAIGHT THREAD
135	ORS BRANCH TEE
136	STRAIGHT THREAD ELBOW 90 DEGREE
137	PRESSURE TRANSDUCER
138	COVER WELD
139	WEAR STRIP
140	PLATE
141	BRACKET
142	WASHER
143	HHCS M10X20 8.8
144	HHCS
145	NUT, HEX 10MM
146	CABLE CLIP FOR HEAVY DUTY APPL
147	SBCS
148	BOOM CABLE GUIDE ASSEMBLY
149	CLIP, HITCH PIN
201	TELE 1 WELD
202	WEAR PAD - T1 FLWP
203	WEAR PAD ASSEMBLY - T1 FUWP
204	WEAR PAD - T1 RUWP
205	SLIDER
206	PROTECTION STRIP
207	BLOCK STOP
208	PLATE
209	PLATE
210	LUBRICANT HOSE L=230
211	STRAIGHT PIPE UNION
212	ADAPTER
213	NUT, THIN
214	PIPE UNION, M12X1
215	SET SCREW
216	JAM NUT, 1-1/4-7 UNC P.L.
217	HEX NUT M20
218	NUT
219	HEX NUT M16
220	NUT, HEX
221	NUT
222	NUT, 1-1/4" 7 N.C. HEX
223	HHCS M30x55 -10.9 ISO 4017

Item	Description
224	SHCS M16x50 -10.9 ISO 4762
225	HHCS M12x40 -10.9 ISO 4017
226	CAP SCREW, M20 X 80MM HEX HEAD
227	HHCS M16X50 8.8 FLZN 4017
228	HHCS M12x80 -8.8 ISO 4014
229	HHCS
230	HHCS M12X50 8.8 FLZN ISO 4014
231	SHCS-LOW M12x20 8.8-A3C DIN 79
232	HHCS M8X25 8.8 ISO 4017
233	L WASHER 12 -HRC44-51 DIN 127
234	F WASHER 12 -ST ISO 7089
235	WASHER, 8MM SPRING LOCK
236	F WASHER
237	WASHER, 5/8" HARD
238	WASHER, 1/2" HARD
239	WASHER, 1-1/4" HARDENED ROUND
240	F WASHER, 1-1/8"
241	FILL PLATE - 1 MM
242	FILL PLATE - 2MM
243	PLATE
244	PLATE
245	BRACKET
256	SHIM
247	SHIM
248	SHIM
249	SHIM
250	TRUNNION PLATE
302	TELE 2 WELD
303	SHAFT
304	SHEAVE ASSEMBLY
305	WEAR PAD - T2 FLWP
306	WEAR PAD ASSEMBLY - T2 FUWP
307	TRUNNION PLATE
308	SHIM
309	BLOCK STOP
310	PLATE KEEPER
311	PLATE ANTI ROLL
312	BRACKET
313	PLATE KEEPER
314	PROTECTION STRIP
315	WEAR PAD - T2 RUWP
316	SLIDER
317	SHIM
318	SHIM

Item	Description
319	SHIM
320	FILL PLATE - 1 MM
321	FILL PLATE - 2MM
322	F WASHER 1-1/8"
323	WASHER, 5/8" HARD
324	THRUST WASHER
325	F WASHER
326	WASHER, 8MM SPRING LOCK
327	F WASHER 12 -ST ISO 7089
328	L WASHER 12 -HRC44-51 DIN 127
329	HHCS M8x80 -8.8 ISO 4014
330	HHCS M8X25 8.8 ISO 4017
331	CAP SCREW, HEX HEAD M8X70MM
332	SHCS-LOW M12x20 8.8-A3C DIN 79
333	HHCS M12x80 -8.8 ISO 4014
334	HHCS M12X50 8.8 FLZN ISO 4014
335	HHCS
336	HHCS M16X50 8.8 FLZN 4017
337	HHCS M16x25 -8.8 ISO 4017
338	CAP SCREW, M20 X 80MM HEX HEAD
339	SHCS M16x50 -10.9 ISO 4762
340	HHCS M30x55 -10.9 ISO 4017
341	NUT
342	NUT, HEX
343	HEX NUT M16
344	NUT
345	HEX NUT M20
346	PIPE UNION, M12X1
347	NUT, THIN
348	ADAPTER
349	ANGLE PIPE UNION
350	LUBRICANT HOSE
351	KEEPER WELD
352	NUT, NYLOC M8
402	TELE 3 WELD
403	WELDMENT
404	SHIM
405	SHIM
406	WEAR PAD - T3 RUWP
407	CYL WEAR PAD
408	PLATE
409	ANCHOR BLOCK
410	PLATE
411	PIPE UNION, M12X1

Item	Description
412	NUT, THIN
413	ADAPTER
414	ANGLE PIPE UNION
415	LUBRICANT HOSE
416	SLIDER
417	FILL PLATE - 2MM
418	FILL PLATE - 1 MM
419	F WASHER
420	WASHER, 8MM SPRING LOCK
421	F WASHER 10
422	HHCS M8X20 8.8 ISO 4017
423	HHCS M8X25 8.8 ISO 4017
424	HHCS M8X30 8.8 ISO 4017
425	HHCS
426	SHCS-LOW M12x20 8.8-A3C DIN 79
427	CAP SCREW, M20 X 80MM HEX HEAD
428	NUT
429	NUT, HEX 10MM
430	HEX NUT M20
501	TELE CYLINDER
502	ELBOW, MALE
503	RUN TEE ORFS/BSPP/ORFS
504	TUBE ASSEMBLY TELE DRAIN
505	ADAPTER, STRAIGHT THREAD
506	PRESSURE TRANSDUCER
507	WELDMENT SHEAVE MOUNT
508	SHEAVE ASSY
509	SPACER-154mm I.D.
510	SPACER-154mm I.D.
511	PLATE - L.H.
512	PLATE - R.H.
513	PLATE
514	WEAR PAD
515	SHAFT
516	BAR
517	ROLLER
518	ADAPTER
519	NIPPLE, LUBRICATING
520	WEAR PAD
521	WASHER, 1/2" HARD
522	WASHER, FLAT 3/4"
523	3/8 WASHER-HARD
524	L WASHER
525	SLOT FMS 3/8

Item	Description
526	SBCS M10x25 SS ISO 7380
527	HHCS
528	SHCS-LOW M12x20 8.8-A3C DIN 79
529	HHCS FULL THREAD

Disassembly

NOTE: Boom assembly must be rotated 180° (upside down) before performing any assembly or disassembly procedures.

CAUTION

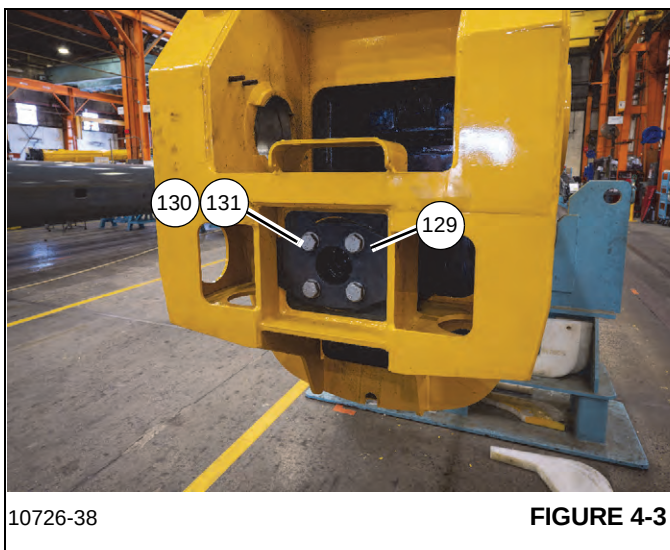
A rollover fixture with webbing is recommended to rotate the boom sections. Chains are not recommended. If a rollover fixture is not available, rotate the sections using adequate support with webbing.

A secure fixture that will prevent damage to the boom is recommended to stabilize and hold the boom from moving during removal of the boom section(s).

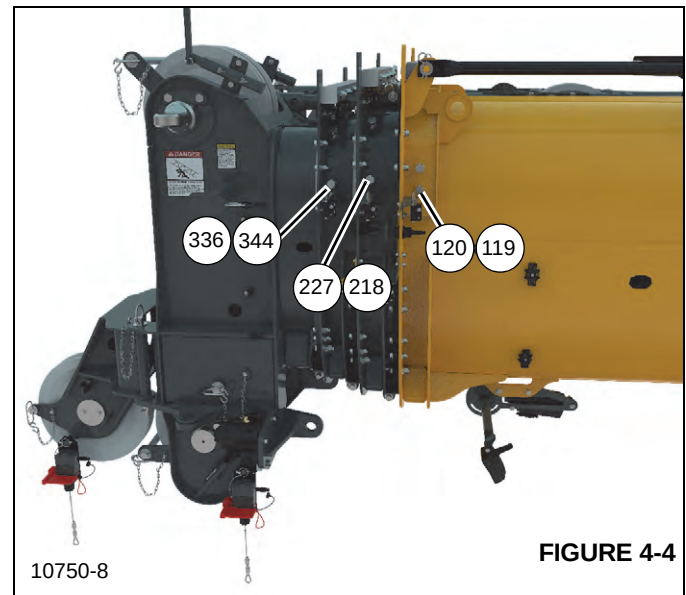
When adjusting the extend and retract cables, hold the cable end and turn the nut. Do not turn the cable. Turning the cable while adjusting will result in damage or failure of the cable.

Use the following procedures and refer to Figure 4-2 when assembling the boom.

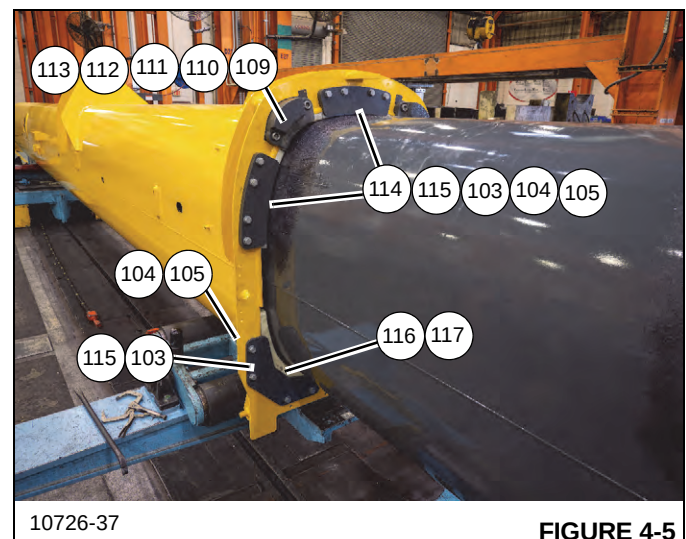
1. Remove boom following REMOVAL procedures outlined in this section.
2. Position boom assembly upside down on adequate supports.
3. Tag and remove all hydraulic tube assemblies from tele stage selection manifold (132) and telescope cylinder (6). Cap and plug all openings.
4. Remove four bolts (133), lock washers (103), and nuts (105) securing tele stage selection manifold (132) to bottom rear of base section (1).
5. Remove four bolts (131) and hardened flat washers (130) securing plate (129) to back of telescope cylinder (5) (see Figure 4-3).



6. Working at front of base and tele sections 1, 2, and 3, loosen two jam nuts (120, 218, 344) and bolts (119, 227, 336) on all upper wear pads (116, 203, 217, 306) (left and right sides) (see Figure 4-4).



7. Extend tele 1 (2) out from base section (1) approximately one-quarter of its overall length.
8. Using an adequate lift and sling, slightly raise the front of tele 1 (2).
9. Remove four capscrews (115), flat washers (103), lock washers (104), and nuts (105) securing keeper plate (117) to front of base section (1) (left and right sides) (see Figure 4-5).



10. Remove wear pad assembly (116) from front of base section (1) (left and right sides) (see Figure 4-5).
11. Slightly lower tele 1 (2).

12. Remove four bolts (115), nuts (105), lock washers (104) and flat washers (103) securing keeper plate (114) to front of base section (1) (left, right, and center) (see Figure 4-5).
13. Remove two bolts (111), lock washers (104), and nuts (113) securing stop block (109) and shim (110) to front of base section (1) (left and right sides) (see Figure 4-5).
14. Remove wear pad (107) and two shims (108) from front of base section (1) (see Figure 4-5).
15. Remove tele 1 (2) from base section (1). Set tele 1 (2) on adequate supports.
16. Remove wear pad (204) and shim (246, 247) from rear of tele 1 (2) (left and right sides) (see Figure 4-6).

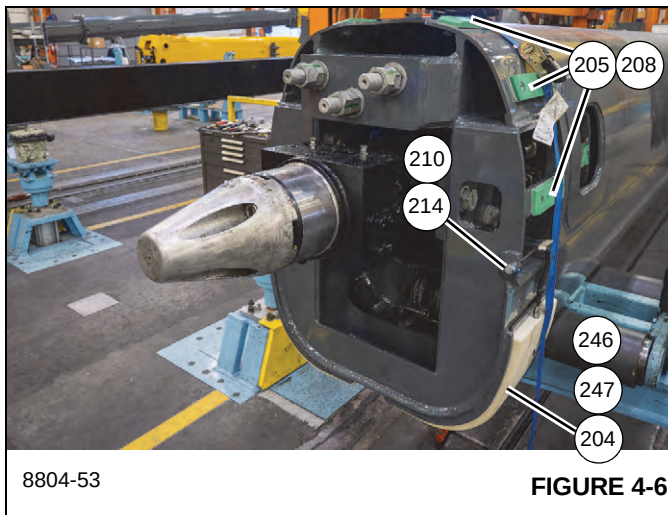


FIGURE 4-6

17. Detach grease hose assembly (210, 214) from wear pad (204) at rear of tele 1 (2) (left and right sides) (see Figure 4-6).
18. Remove two capscrews (231) securing wear pad (6x-205) from rear of tele 1 (2) (see Figure 4-6).
19. Remove five bolts (223) and hardened flat washers (240) securing trunnion plate (250) to tele 1 (2) (left and right sides) (see Figure 4-7).

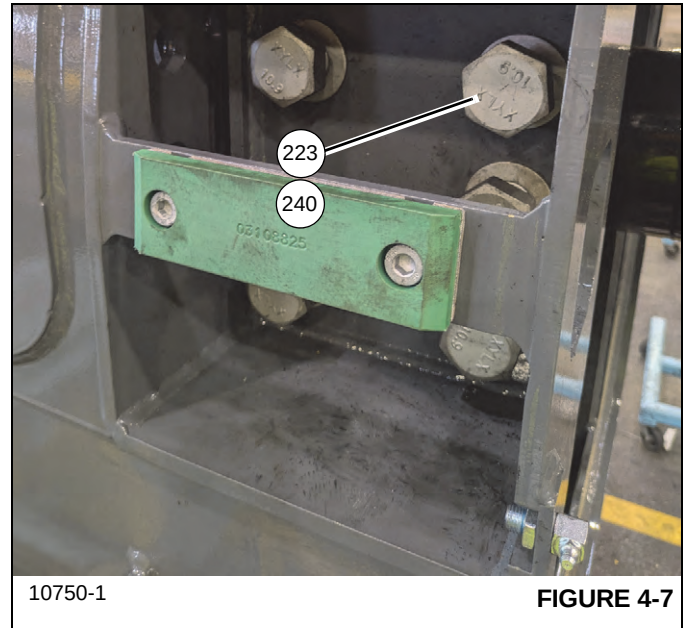


FIGURE 4-7

20. Remove two nuts (222) jam nut (216) and hardened flat washer (239) securing each of the extend cables (6) to rear of tele 1 (2) (see Figure 4-8).

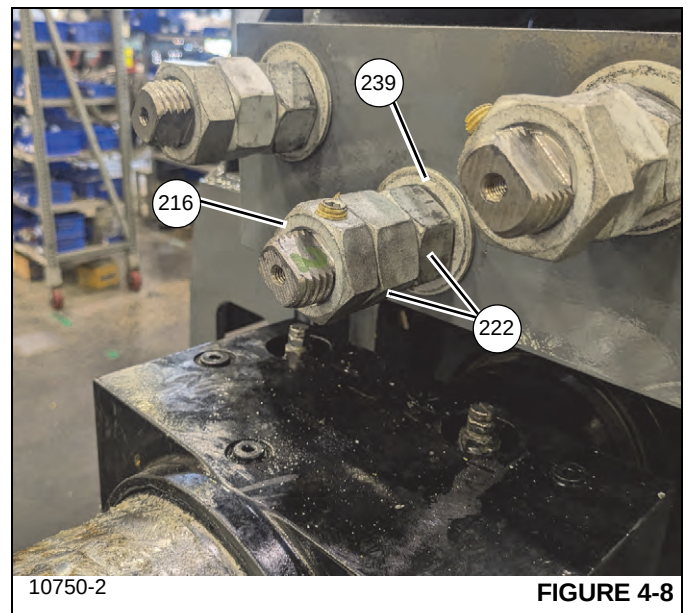
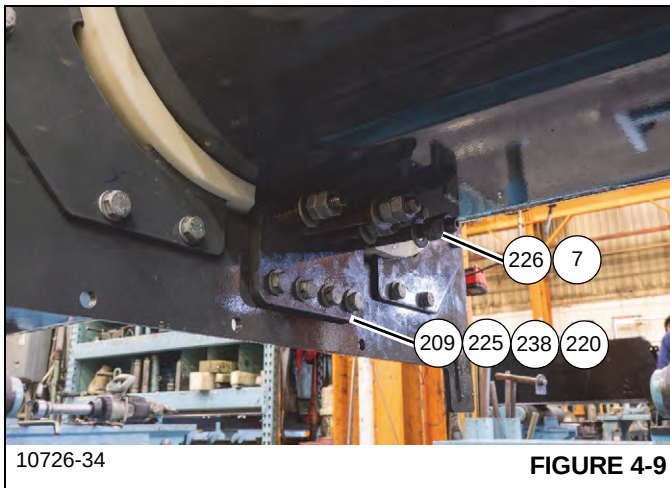
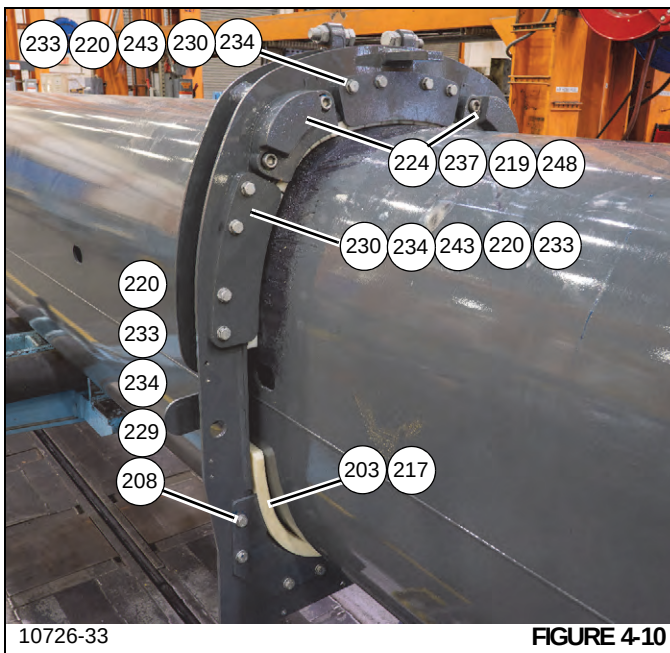


FIGURE 4-8

21. Extend tele 2 (3) out from tele 1 (2) approximately one-quarter of its overall length.
22. Remove four capscrews (225) nuts (220), and flat washers (238) securing anchor weldment (209) to tele 1 (2) (see Figure 4-9).

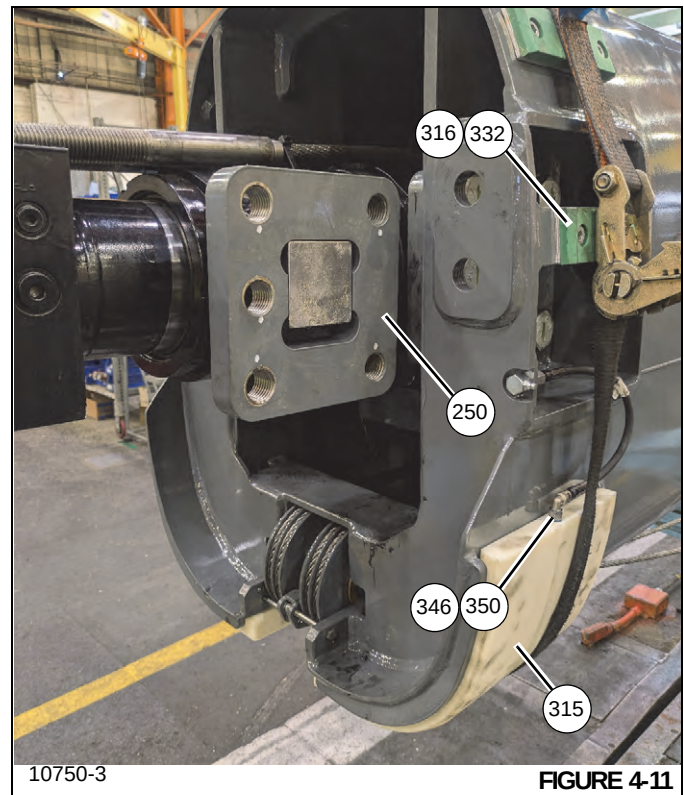


23. Using an adequate lift and sling, slightly raise front of tele 2 (3).
24. Remove four capscrews (229), lock washers (233), nuts (220), and flat washers (234) securing keeper plate (208) to front of tele 1 (2) (left and right sides) (see Figure 4-10).

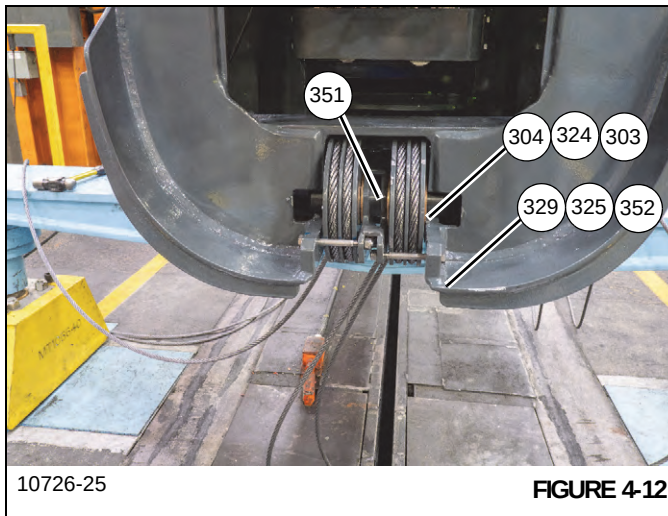


25. Remove wear pad assembly (203, 217) from front of tele 1 (2) (left and right sides) (see Figure 4-10).
26. Slightly lower tele 2 (3).
27. Remove four bolts (230), lock washers (233), nuts (220), and flat washers (234) securing keeper plate (243) to front of tele 1 (2) (left, right, and center).

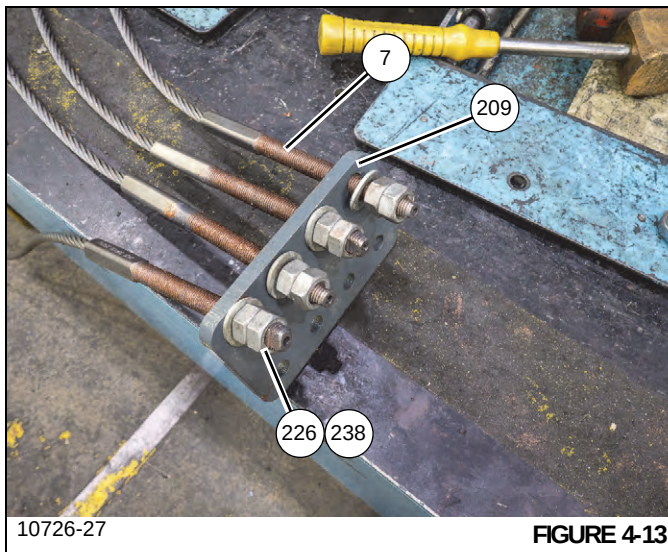
28. Remove two bolts (224), nuts (219), and lock washers (237) securing stop block (207) and shim (248) to front of tele 1 (2) (left and right sides) (see Figure 4-10).
29. Remove wear pad (202) and two shims (249) from front of tele 1 (2) (see Figure 4-10).
30. Remove tele 2 (3) from tele section 1 (2). Set tele 2 (3) on adequate supports.
31. Remove rear trunnion plate (250) from rear of telescope cylinder (6) (left and right sides) (see Figure 4-11).



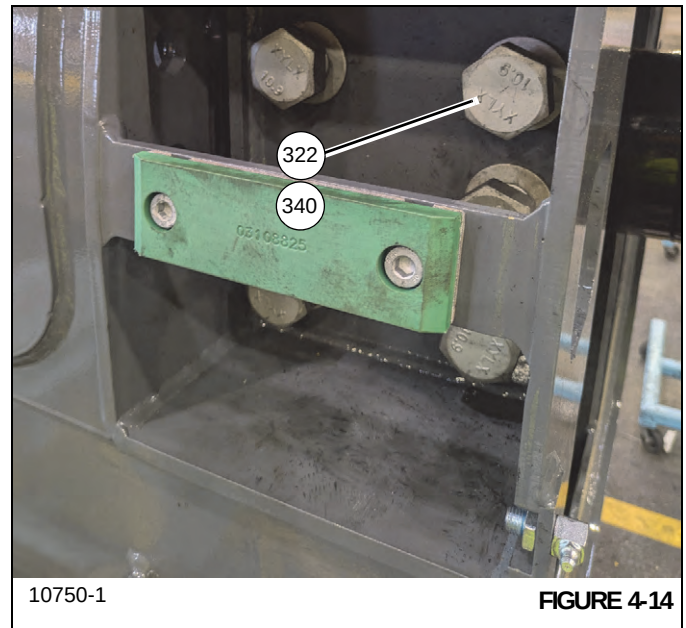
32. Remove wear pad (315) and shims (317, 318) from rear of tele 2 (3) (left and right sides) (see Figure 4-11).
33. Detach grease hose assembly (346, 350) from wear pad (315) at rear of tele 2 (3) (left and right sides) (see Figure 4-11).
34. Remove two capscrews (332) securing wear pad (6x-316) to rear of tele 2 (3) (see Figure 4-11).
35. Remove two long bolts (329), washers (325), and nuts (352) holding sheave assemblies (304) and brass washers (324) in place. Remove sheave assemblies (see Figure 4-12).



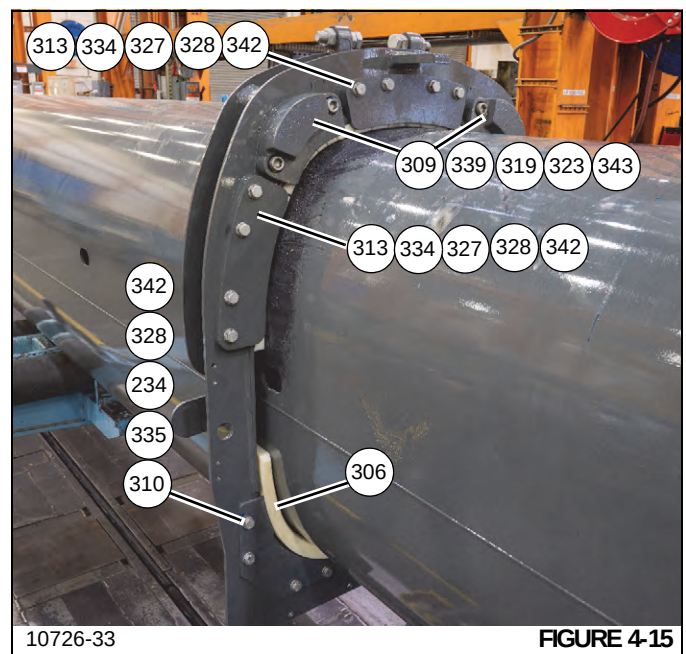
- 36.** Remove eight nuts (226) and four washers (238) securing the four retract cables (7) to anchor weldment (209) (see Figure 4-13).



- 37.** Remove five bolts (340) and hardened flat washers (322) securing trunnion plate (307) to tele 2 (3) (left and right sides) (see Figure 4-14).



- 38.** Lift rear of telescope cylinder (6) so that the front trunnion blocks (307) lift out of the pockets at the inside rear of tele 2 (3).
- 39.** Extend tele 3 (4) out from tele 2 (3) approximately one-quarter of its overall length.
- 40.** Using an adequate lift and sling, slightly raise front of tele 3 (4).
- 41.** Remove four capscrews (335), lock washers (328), nuts (342), and flat washers (234) securing keeper plate (310) to front of tele 2 (3) (left and right sides) (see Figure 4-15).



42. Remove wear pad assembly (306) from front of tele 2 (3) (left and right sides) (see Figure 4-15).
43. Remove four bolts (334), lock washers (328), nuts (342), and flat washers (327) securing keeper plate (313) to front of tele 2 (3) (left, right, and center).
44. Remove two bolts (339) securing stop block (309) and shim (319) to front of tele 2 (3) (left and right sides) (see Figure 4-15).
45. Remove wear pad (305) and two shims (308) from front of tele 2 (3) (see Figure 4-15).
46. Remove capscrews (337) that secure anti-roll plate (311) to bottom of tele 2 (3) (see Figure 4-17).

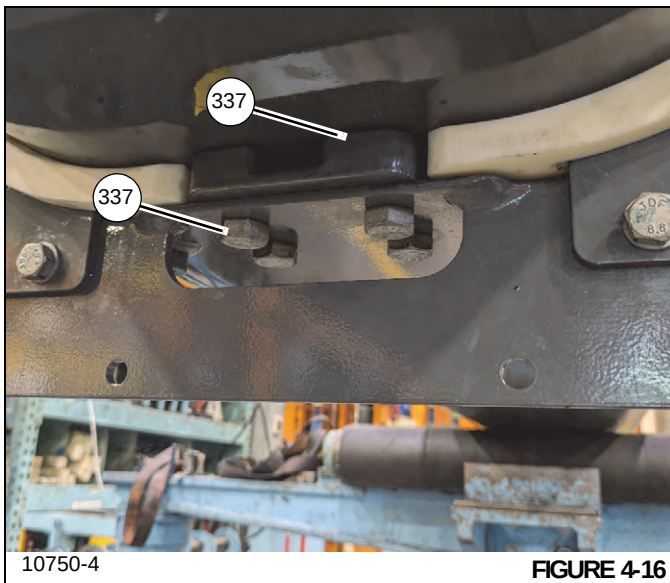


FIGURE 4-16

47. Remove tele 3 (4) from tele 2 (3). Set tele 3 (4) on adequate supports.
48. Remove wear pad (406) and shims (404, 405) from rear of tele 3 (4) (left and right sides) (see Figure 4-17).

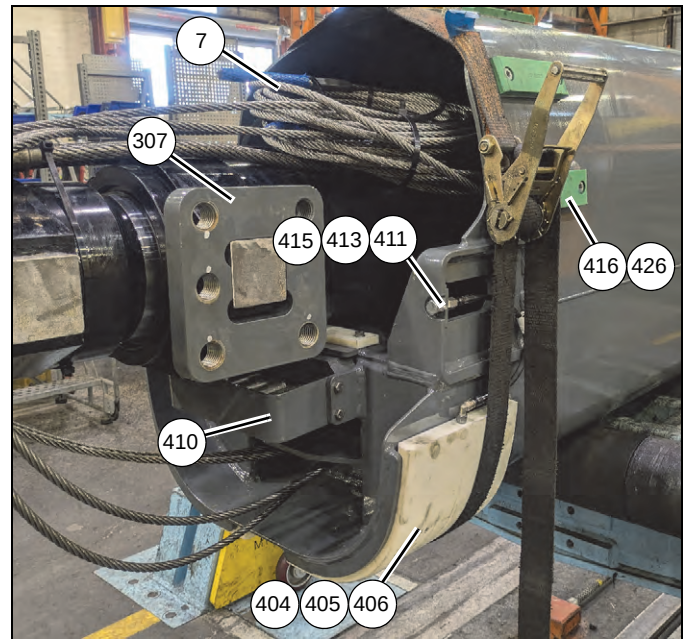


FIGURE 4-17

49. Detach grease hose assembly (411, 413, 415) from wear pad (406) at rear of tele 3 (4) (left and right sides) (see Figure 4-17).
50. Remove two capscrews (426) securing wear pad (6x-416) to rear of tele 3 (4) (see Figure 4-17).
51. Remove two capscrews (423) and flat washers (420) securing plate (408) to rear of tele 3 (4) (see Figure 4-18).

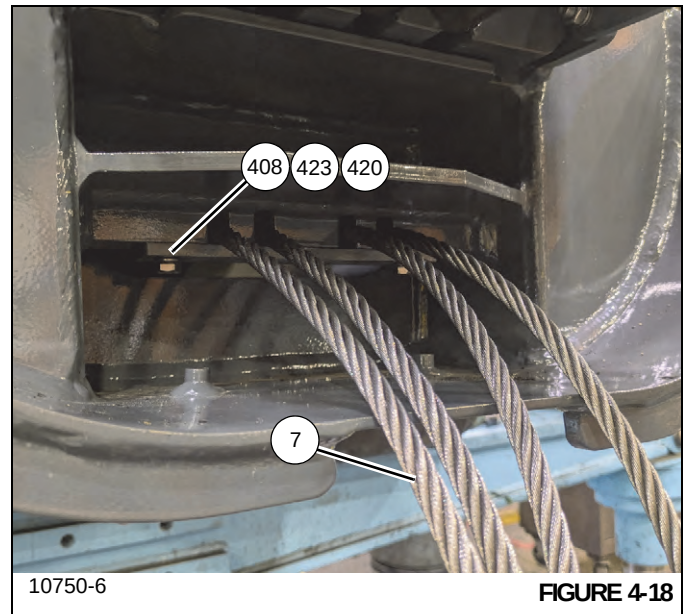
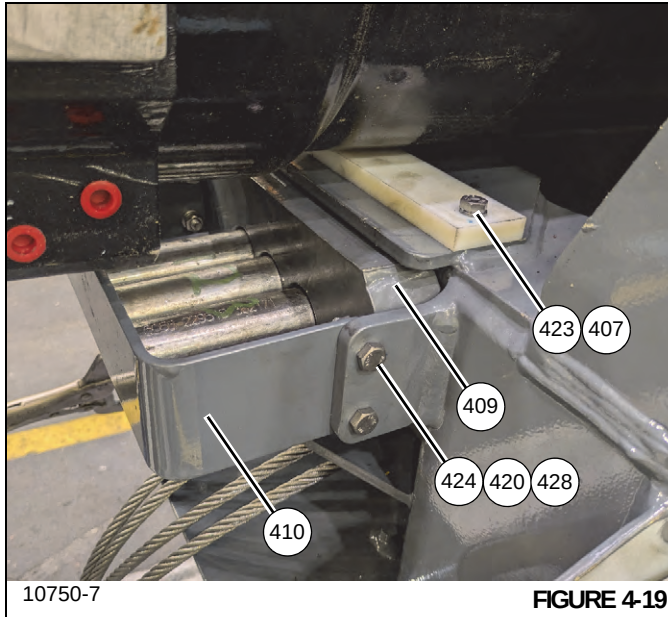


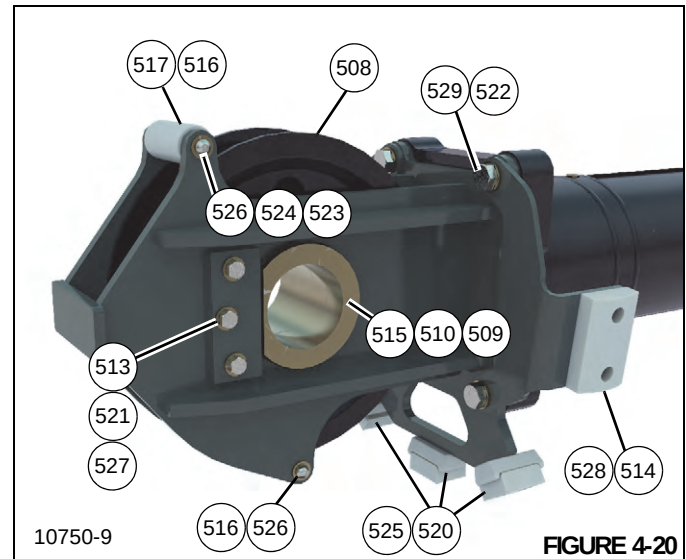
FIGURE 4-18

52. Remove retract cables (7).

53. Remove two capscrews (424), lockwashers (420), nuts (428) and flat washers (419) securing plate (410) to rear of tele 3 (4) (see Figure 4-19).
54. Remove two capscrews (423) and lockwashers (420) securing wear pad (407) to rear of tele 3 (4) (see Figure 4-19)



55. Remove anchor block (409), which is holding the anchor ends of the three extend cables (6) at rear of tele 3 (4) (see Figure 4-19).
56. Push each cable anchor end back into tele 3 (4) and pass it through the opening at bottom of tele 3 (4).
57. Secure ends of the three extend cables (6) to the top of telescope cylinder (5).
58. Remove telescope cylinder (5) from tele 3 (4). Set telescope cylinder (5) on to adequate supports.
59. Remove two capscrews (525, 528) securing wear pads (514, 520) to side of telescope cylinder sheave mounting weldment (507) (left and right sides) (see Figure 4-20).



60. Remove grease fitting (519) from each end of hollow shaft (515).
61. Remove two capscrews (526), lock washers (524), and flat washers (523) securing bar (516) and roller (517) to telescope cylinder sheave mounting weldment (507) (see Figure 4-20).
62. Remove two capscrews (526), lock washers (524), and flat washers (523) securing bar (516) to telescope cylinder sheave mounting weldment (507) (see Figure 4-20).
63. Remove three extend cables (6) from sheave assembly (508) at front of telescope cylinder (6) (see Figure 4-20).
64. Remove plate (513), three capscrews (527), and three hardened flat washers (521) securing hollow shaft (515) in place. Remove hollow shaft (515) and six spacers (509, 510) securing the sheave assembly (508) to telescope cylinder sheave mounting weldment (507) (see Figure 4-20).
65. Remove four capscrews (529) and flat washers (522) securing plates (511, 512) and telescope cylinder sheave mounting weldment (507) to end of telescope cylinder (5).

Boom Nose Sheaves

Removal

1. Remove hitch pin clips from the three lock hair pins, then remove lock hair pins from upper and lower parts of boom nose.
2. Remove four holder plates securing upper and lower boom nose shafts in boom nos weldment.

NOTE: The boom nose sheave shafts weigh approximately 46 kg (100 lb) each. The boom nose sheaves weigh approximately 7.7 kg (17 lb) each.

3. Carefully pull upper boom nose sheave shaft from boom nose, removing spacers, shims, and boom nose sheaves. Note location of each.
4. Carefully pull lower boom nose sheave shaft from boom nose, removing spacers, shims, boom nose sheaves, and weldment pin keepers. Note location of each.

Installation

NOTE: The boom nose sheave shafts weigh approximately 46 kg (100 lb) each. The boom nose sheaves weigh approximately 7.7 kg (17 lb) each.

1. Slowly insert lower boom nose sheave shaft through boom nose while adding weldment pin keepers, spacers, shims, and boom nose sheaves following their location noted during disassembly.
2. Slowly insert upper boom nose sheave shaft through boom nose while adding spacers, shims, and boom nose sheaves following their location noted during disassembly.
3. Ensure end play is 1 mm to 2 mm on both upper and lower boom sheave shafts. If additional shims are needed, install them equally on both sides of the boom nose.
4. Secure upper and lower boom nose shafts to the boom nose using holder plates and capscrews.
5. Install the three lock hair pins into upper and lower parts of boom nose, then secure with hitch pin clips.

Assembly

NOTE: The boom assembly must be rotated 180° (upside down) before performing any assembly or disassembly procedures.

CAUTION

A rollover fixture with webbing is recommended to rotate the boom sections. Chains are not recommended. If a rollover fixture is not available, rotate the sections using adequate support with webbing.

A secure fixture that will prevent damage to the boom is recommended to stabilize and hold the boom from moving during removal of the boom section(s).

When adjusting the extend and retract cables, hold the cable end and turn the nut. Do not turn the cable. Turning the cable while adjusting will result in damage or failure of the cable.

Install the cables in their natural untwisted condition. Do not twist the cable. Twisting the cable will result in damage or failure of the cable.

NOTE: Apply medium strength thread locking adhesive/sealant and primer to the threads of all attaching hardware except cable ends and cable lock nuts.

NOTE: Apply multipurpose grease (MPG) to all wear surfaces.

NOTE: Use standard Grade 5 and/or 8 torque values specified in Section 1 of this manual unless otherwise specified.

Use the following procedures and refer to Figure 4-2 when assembling the boom.

1. Position telescope cylinder (5) up side down on adequate supports.
2. Attach plates (511, 512) and telescope cylinder sheave mounting weldment (507) to end of telescope cylinder (5) using four capscrews (529) and flat washers (522).

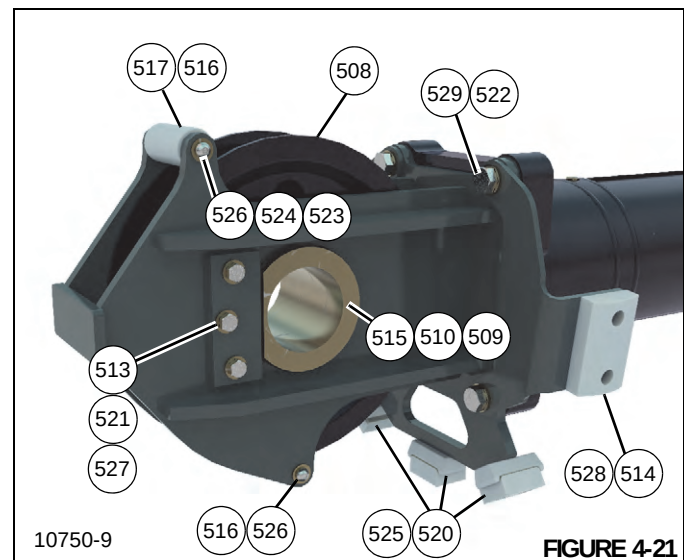
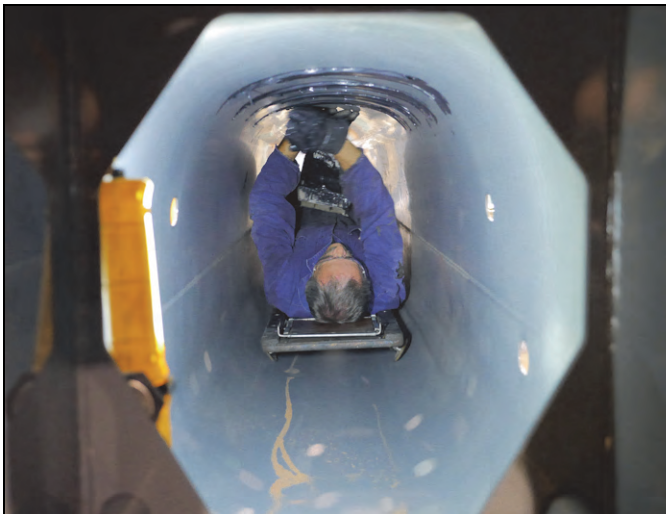


FIGURE 4-21

3. Install hollow shaft (515), sheave assembly (508) and six spacers (509, 510) using plate (513), three capscrews (527), and three hardened flat washers (521) (see Figure 4-21).
4. Install grease fitting (519) into each end of hollow shaft (515). Add grease until the grease extrudes through the sheaves.
5. Evenly lay out three extend cables (6) beneath telescope cylinder (5). Label cables on both ends with sequence numbers (1-2-3) to prevent them from being crossed during future installation.
6. Wrap extend cables (5) around sheave assemblies (508) and bring all cable ends back to rear of cylinder. Ensure cable ends with threads are hanging underneath telescope cylinder. Use duct tape to secure tele extend cables to top of cylinder.
7. Secure bar (516) and roller (517) to telescope cylinder sheave mounting weldment (507) using two capscrews

(526), lock washers (524), and flat washers (523) securing (see Figure 4-21).

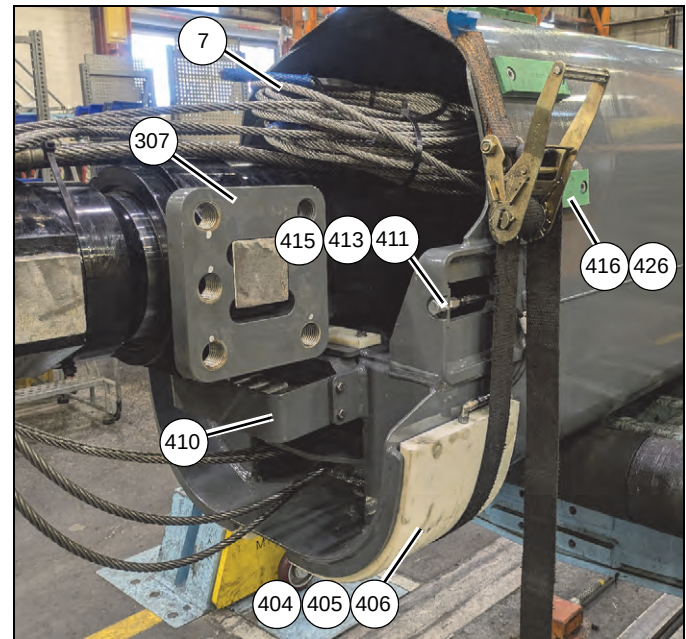
8. Install bar (516) to telescope cylinder sheave mounting weldment (507) using two capscrews (526), lock washers (524), and flat washers (523) (see Figure 4-21).
9. Install wear pads (514, 520) to side of telescope cylinder sheave mounting weldment (507) (left and right sides) using two capscrews (525, 528) (see Figure 4-21).
10. Position tele 3 (4) up side down and in front of telescope cylinder (5). Set tele 3 (4) on adequate supports.
11. Apply multipurpose grease to inside of tele 3 (see Figure 4-22).



8804-4

FIGURE 4-22

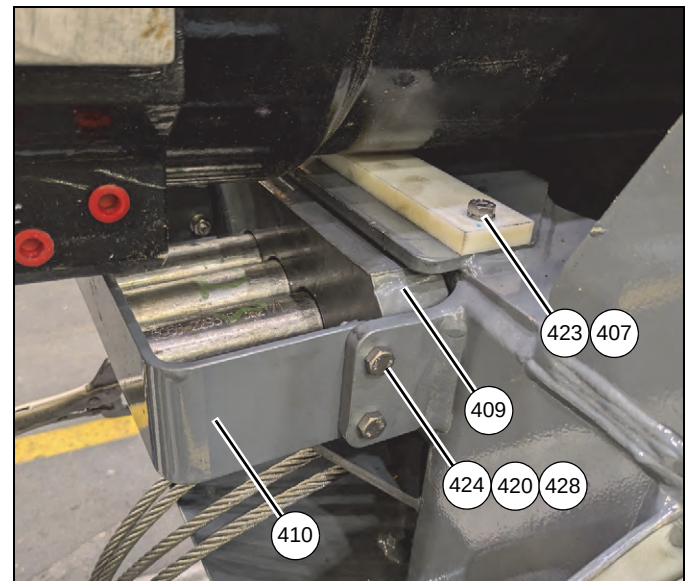
12. Spray multipurpose grease on outside of tele 3 (4). Leave a 5 ft. wide strip on each end of boom free of grease to install wear pads.
13. Install wear pad (6x-416) to rear of tele 3 (4) using two capscrews (426) (see Figure 4-23).



10750-5

FIGURE 4-23

14. Install wear pad (407) to rear of tele 3 (4) using two capscrews (423) and lockwashers (420) (see Figure 4-24).

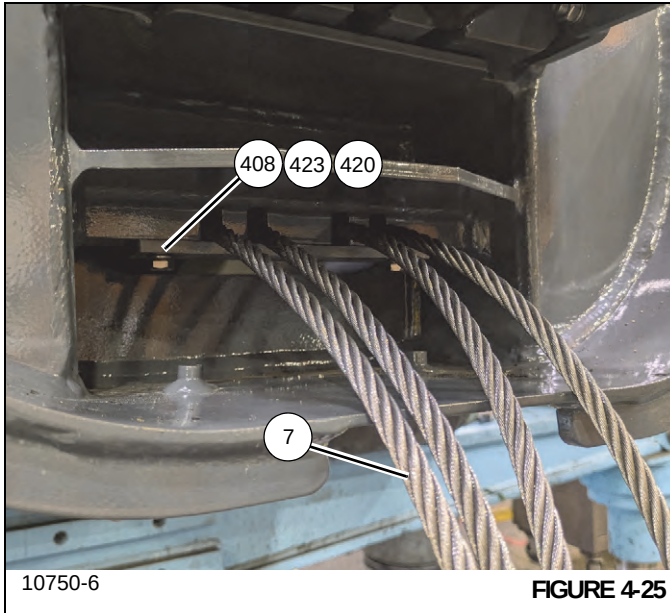


10750-7

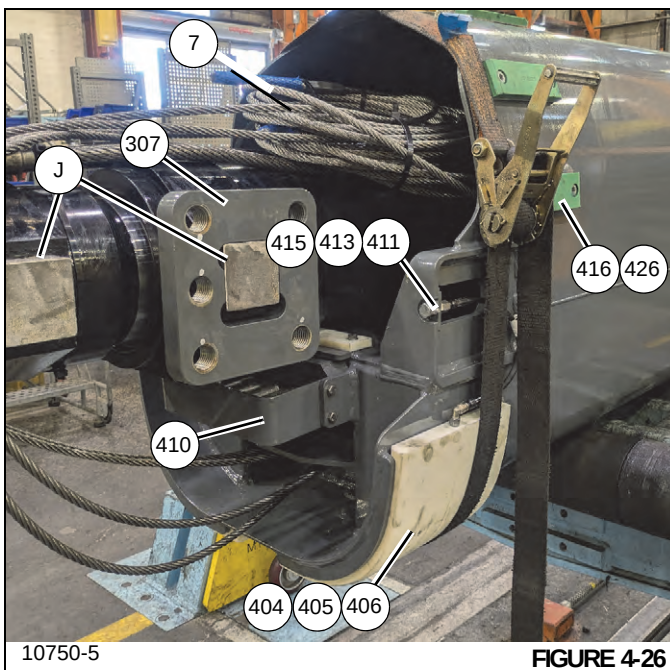
FIGURE 4-24

15. Slide front tip of telescope cylinder (5) into tele 3 (4).
16. Push each cable anchor end of extend cables (6) back into tele 3 (4) and pass it through the opening at bottom of tele 3 (4).
17. Install three extend cables (6) into anchor block (409) at rear of tele 3 (4) (see Figure 4-24).

18. Install plate (410) to rear of tele 3 (4) using two capscrews (424), lockwashers (420), nuts (428) and flat washers (419) (see Figure 4-24).
19. Install anchor ends of retract cables (7) into rear of tele 3 (4). Install plate (408) and secure with two capscrews (423) and flat washers (420) (see Figure 4-25).

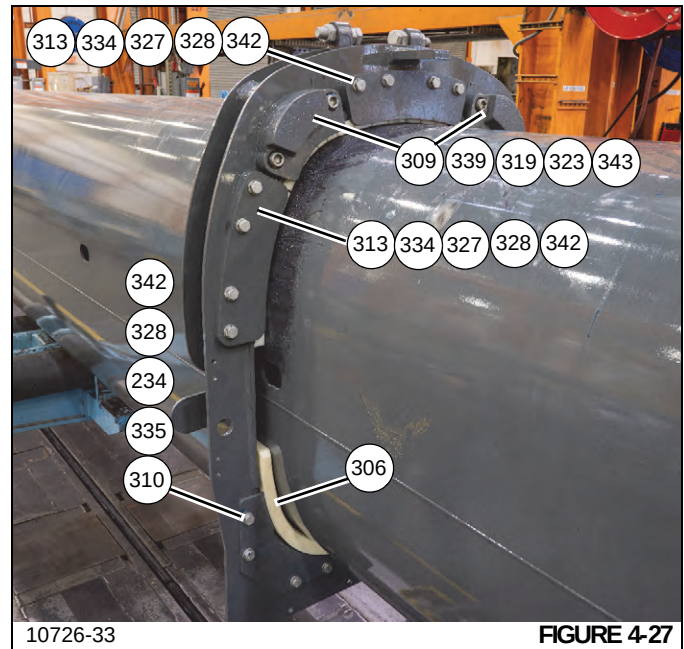


20. Install wear pad (406) and shims (404, 405) onto rear of tele 3 (4) (left and right sides) (see Figure 4-26). Secure with strap.



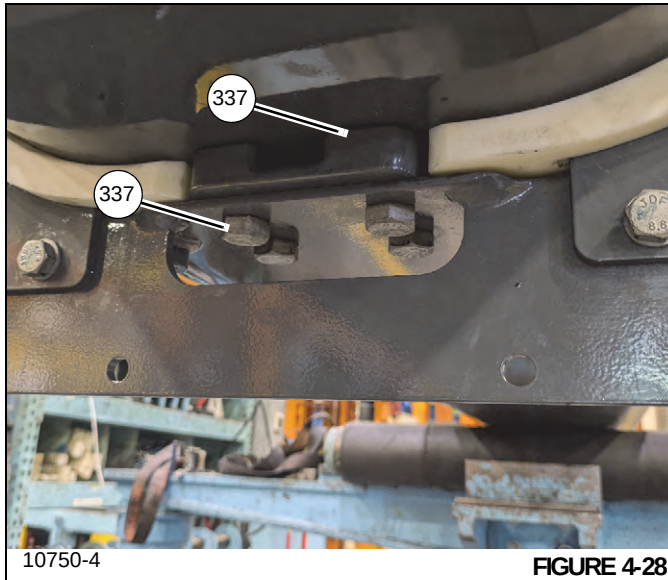
21. To ease installation of tele 3 (4) into tele 2 (3), secure ends of the four retract cables (7) in loops and rest on top of telescope cylinder (5) (see Figure 4-26).

22. Ensure lugs (J) on rear of telescope cylinder (5) are indexed with one another (in-line with one another) (see Figure 4-26).
23. Install trunnion plates (250, 307) onto lugs (J). Install plate with the three holes facing the rear of the telescope cylinder (5).
24. Position tele 2 (3) up side down and in back of tele 3 (4). Set tele 2 (3) on adequate supports.
25. Using a grease gun or brush, apply grease to inside of tele 2 (3) in the areas where the tele 3 (4) rear wear pads will touch upon assembly.
26. Insert tele 3 (4) into tele 2 (3) until wear pads (406) are supported inside of tele 2 (3). Remove strap.
27. Further insert tele 3 (4) into tele 2 (3) until ungreased section at front of tele 4 (5) is reached.
28. Install wear pad assembly (306) at front of tele 2 (3) (left and right sides) (see Figure 4-27).

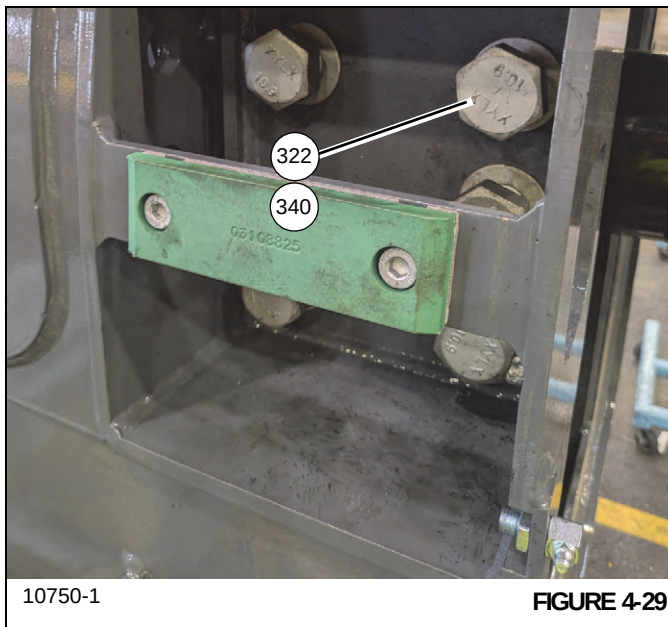


29. Install keeper plate (310) to front of tele 2 (3) using four capscrews (335), lock washers (328), nuts (342), and flat washers (234) (left and right sides) (see Figure 4-27).
30. Install eight wear pad adjusting capscrews (336) and nuts (344) into front of tele 2 (3) (left and right sides). Run capscrews (336) in until wear pad assemblies (306) touch tele 3 (4) (see Figure 4-27).
31. Install wear pad (305) and two shims (308) at front of tele 2 (3) (see Figure 4-27).
32. Install keeper plate (313) to front of tele 2 (3) using four bolts (334), lock washers (328), nuts (342), and flat washers (327) (left, right, and center) (see Figure 4-27).

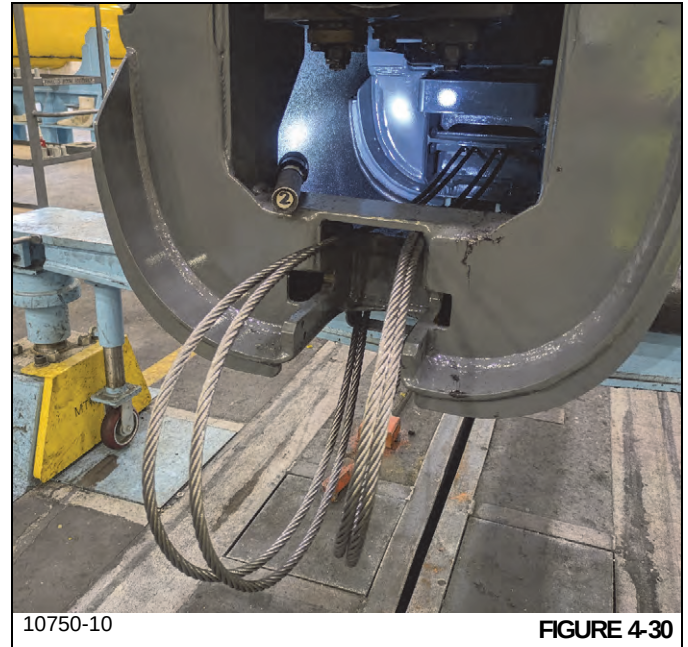
33. Install wear pad (305) and two shims (308) from front of tele 2 (3) (see Figure 4-27).
34. Install stop block (309) and shim (319) to front of tele 2 (3) using two bolts (339) (left and right sides) (see Figure 4-27).
35. Install anti-roll plate (311) to bottom of tele 2 (3). Secure with capscrews (337) (see Figure 4-28).



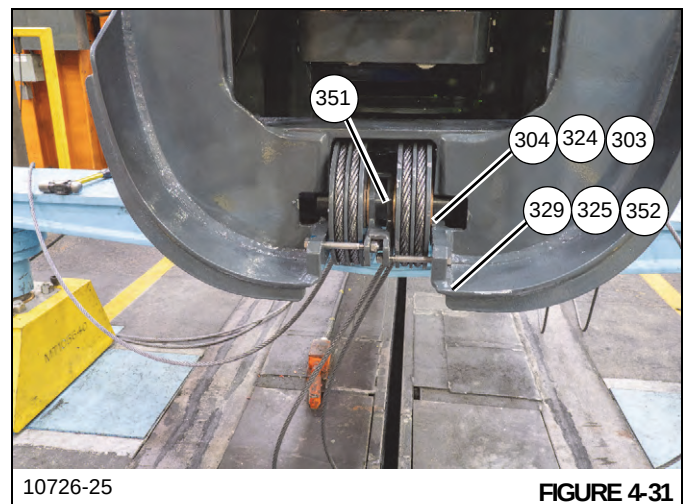
36. Fully insert tele 3 (4) into tele 2 (3), ensuring telescope cylinder (5) passes through rear of tele 2 without damaging tele 3 and telescope cylinder.
37. Install five bolts (340) and hardened flat washers (322) securing trunnion plate (307) to tele 2 (3) (left and right sides) (see Figure 4-29).



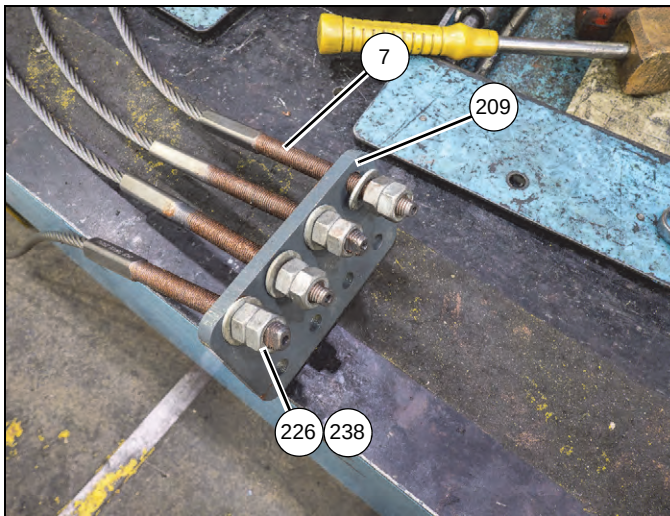
38. Feed threaded ends of retract cables (7) through rear of tele 2 (3) as shown. Be sure not to cross cables (see Figure 4-30).



39. Wrap retract cables (7) around sheave assemblies (304). Pull cables tight towards front of tele 2 (3). Install two long bolts (329), washers (325), and nuts (352) holding sheave assemblies (304) and brass washers (324) in place (see Figure 4-31).



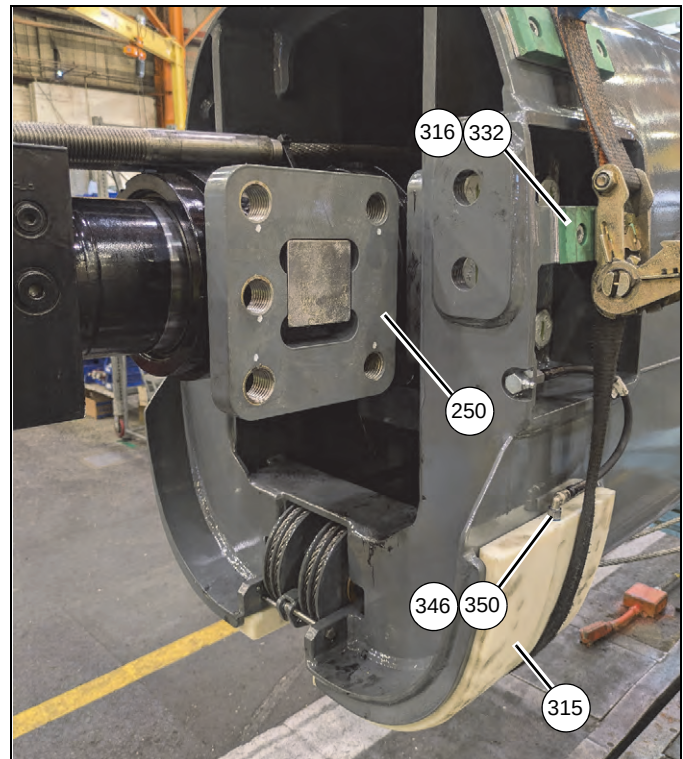
40. Install four retract cables (7) into anchor weldment (209). Secure with eight nuts (226) and four washers (238) (see Figure 4-32).



10726-27

FIGURE 4-32

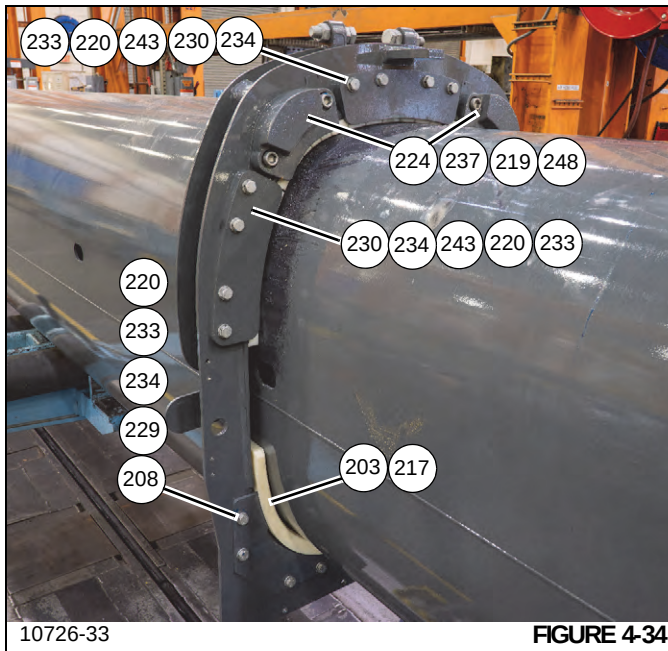
41. Install wear pad (315) and shims (317, 318) onto rear of tele 2 (3) (left and right sides). Secure with strap (see Figure 4-33).
42. Attach grease hose assembly (346, 350) to wear pad (315) at rear of tele 2 (3) (left and right sides) (see Figure 4-33).
43. Attach grease hose (350) to grease fitting assembly (346) at rear of tele 2 (3). Route hose through access hole in tele 2. Attach grease hose (350) to wear pad (315) using the elbow (349) and adapter (348) (left and right sides) (see Figure 4-33).
44. Install wear pads (6x-316) to rear of tele 2 (3). Secure with two capscrews (332) (see Figure 4-33).



10750-3

FIGURE 4-33

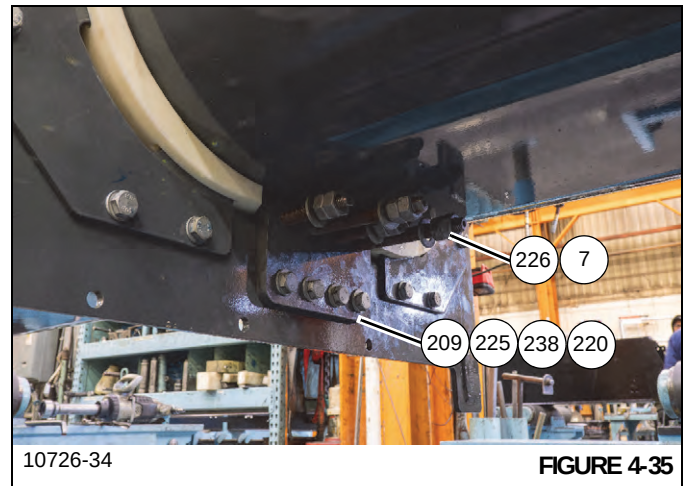
45. Position tele 1 (2) up side down and in back of tele 2 (3). Set tele 1 (2) on adequate supports.
46. Using a grease gun or brush, apply grease to inside of tele 1 (2) in the areas where the tele 2 (3) rear wear pads will touch upon assembly.
47. Spray multipurpose grease on outside of tele 2 (3). Leave a 5 ft. wide strip on each end of boom free of grease to install wear pads.
48. Insert tele 2 (3) into tele 1 (2) until wear pads (315) are supported inside of tele 1 (2). Remove strap.
49. Further insert tele 2 (3) into tele 1 (2) until ungreased section at front of tele 2 (3) is reached.
50. Install wear pad assembly (203, 217) at front of tele 1 (2) (left and right sides) (see Figure 4-34).



10726-33

FIGURE 4-34

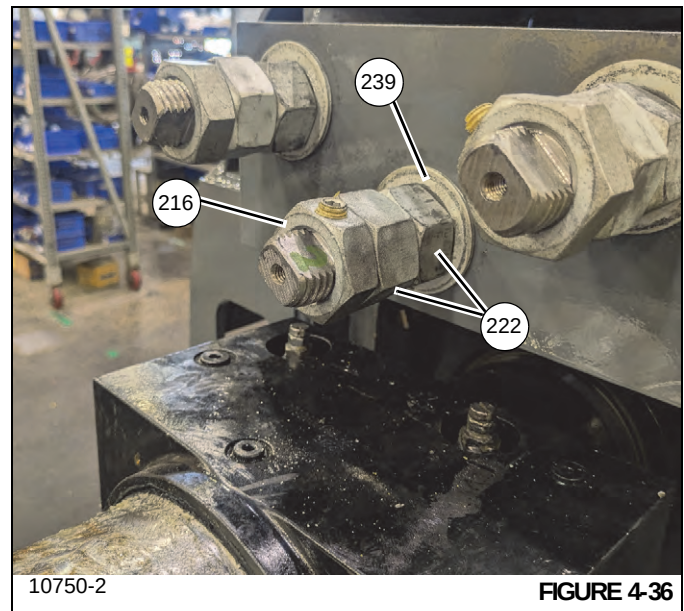
51. Install keeper plate (208) to front of tele 1 (2) using four capscrews (229), lock washers (233), nuts (220), and flat washers (234) (left and right sides) (see Figure 4-34).
52. Install eight wear pad adjusting capscrews (227) and nuts (218) into front of tele 1 (2) (left and right sides). Run capscrews (227) in until wear pad assemblies (203, 217) touch tele 2 (3) (see Figure 4-34).
53. Install wear pad (305) and two shims (308) at front of tele 2 (3) (see Figure 4-34).
54. Install keeper plate (243) to front of tele 1 (2) using four bolts (230), lock washers (233), nuts (220), and flat washers (234) (left, right, and center) (see Figure 4-34).
55. Install stop block (207) and shim (248) to front of tele 1 (2) using two bolts (224) and nuts (219) (left and right sides) (see Figure 4-34).
56. Install anchor weldment (209) to front of tele 1 (2) using four capscrews (225), nuts (220), and flat washers (238) (see Figure 4-35).



10726-34

FIGURE 4-35

57. Fully insert tele 2 (3) into tele 1 (2), ensuring telescope cylinder (5) passes through rear of tele 1 without damaging tele 2 and telescope cylinder.
58. Pull three extend cables (6) through holes at rear of tele 1 (2). Be sure not to cross cables.
59. Install two nuts (222), jam nut (216) and hardened flat washer (239) to secure each of the extend cables (6) to rear of tele 1 (2). Tighten the first nut so that base of nut to end of threads measures approximately 3.5 inches (see Figure 4-36).
60. Tighten set screw on jam nut (216).



10750-2

FIGURE 4-36

61. Install five bolts (223) and hardened flat washers (240) securing trunnion plate (250) to tele 1 (2) (left and right sides) (see Figure 4-37).

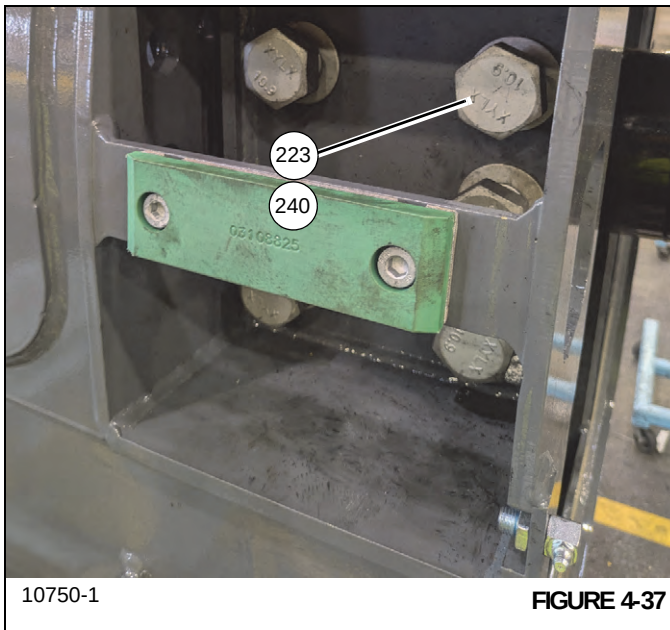


FIGURE 4-37

62. Install installation tool (p/n MT102678) (T) to rear of telescope cylinder (S) (see Figure 4-38).

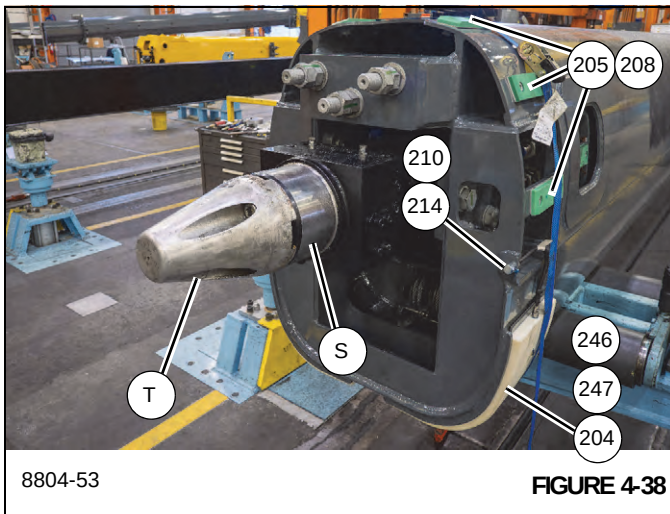


FIGURE 4-38

63. Install wear pad (204) and shim (246, 247) to rear of tele 1 (2) (left and right sides). Secure with strap (see Figure 4-38).
64. Attach grease hose (210) to grease fitting assembly (214) at rear of tele 1 (2). Route hose through access hole in tele 1. Attach grease hose (210) to wear pad (204) using the elbow (211) and adapter (212) (left and right sides) (see Figure 4-38).
65. Install wear pads (6x-205) and shims (6x-208) to rear of tele 1 (2) using two capscrews (231) (see Figure 4-38).
66. Position base section (1) up side down and in back of tele 1 (2). Set base section (1) on adequate supports.

67. Using a grease gun or brush, apply grease to inside of tele 2 (3) in the areas where the tele 3 (4) rear wear pads will touch upon assembly.
68. Spray multipurpose grease on outside of tele 1 (2). Leave a 5 ft. wide strip on each end of boom free of grease to install wear pads.
69. Insert tele 1 (2) into base section (1) until wear pads (204) are supported inside of tele 2 (3). Remove strap.
70. Further insert tele 1 (2) into base section (1) until ungreased section at front of tele 1 (2) is reached.
71. Install wear pad assembly (116) at front of base section (1) (left and right sides) (see Figure 4-39).

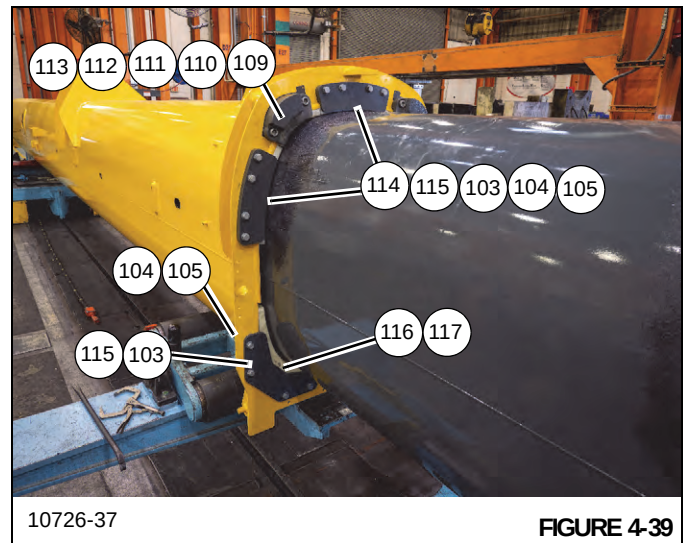
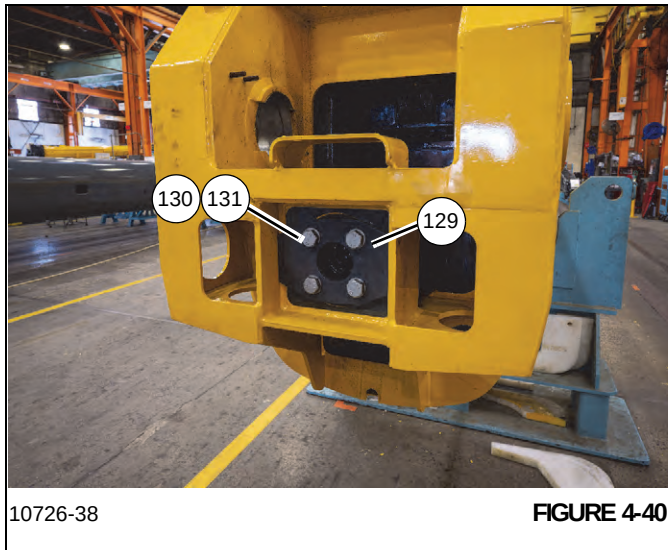


FIGURE 4-39

72. Install keeper plate (117) to front of base section (1) using four capscrews (115), flat washers (103), lock washers (104), and nuts (105) (left and right sides) (see Figure 4-39).
73. Install wear pad (107) and two shims (108) from front of base section (1) (see Figure 4-39).
74. Install keeper plate (114) to front of base section (1) using four bolts (115), nuts (105), lock washers (104) and flat washers (103) (left, right, and center) (see Figure 4-39).
75. Install stop block (109) and shim (110) to front of base section (1) using two bolts (111), lock washers (104), and nuts (113) (left and right sides) (see Figure 4-39).
76. Fully insert tele 1 (2) into base section (1), ensuring telescope cylinder (5) passes through rear of base section without damaging tele 1 and telescope cylinder.
77. Remove installation tool (p/n MT102678) (T) from rear of telescope cylinder (S).
78. Install tele stage selection manifold (132) to bottom rear of base section (1) using four bolts (133), lock washers (103), and nuts (105) securing.

79. Install plate (129) to back of telescope cylinder (5) using four bolts (131) and hardened flat washers (130) (see Figure 4-40).



10726-38

FIGURE 4-40

Installation

NOTE: The following procedure applies to a boom totally removed from the crane.

DANGER

Ensure the lifting device is capable of supporting the boom assembly. Death or serious injury may result if the lifting device cannot support the load.

NOTE: Boom weighs approximately 9,320 kg (20,547 lb).

1. Attach an adequate lifting device to the boom and suspend the boom over the machine.
2. Lower the boom into position and align the boom pivot shaft mounting holes for installation of the pivot shaft to the superstructure assembly.
3. Lubricate and install the boom pivot shaft. Secure in place with the locknut and capscrew. Install the grease fitting in each end of the shaft.

DANGER

Block the boom before doing any work under the boom. Failure to properly support the boom may result in death or serious injury.

4. Block the boom in place.
5. Attach a suitable lifting device to the lift cylinder.

DANGER

Failure to properly support the boom lift cylinder may result in death or serious injury.

6. Using the lifting device attached to the boom, lower the boom onto the lift cylinder rod end and extend the lift cylinder as necessary to align rod with attach fitting on boom.

DANGER

If the hydraulic system must be activated to extend or retract the lift cylinder, ensure the rod end is properly aligned with the lift cylinder attach fitting.

7. Lubricate and install the upper lift cylinder shaft. Install a thrust washer on each side of the lift cylinder rod end. Secure in place with the stop plate, two bolts, and two washers.
8. Remove the boom lifting device.
9. Activate the hydraulic system and remove the boom and lift cylinder blocking devices. Lower the boom to horizontal. Shut down the crane.
10. Connect the hydraulic lines to the telescope cylinder as tagged prior to removal.

NOTE: There should be a space of 6mm (0.24 in.) between the boom proximity switch on the boom base section and the weld nut on tele 1.

There should be a space of 6mm (0.24 in.) between the boom proximity switch on tele 1 and the weld nut on tele 2.

11. Connect any electrical wires as tagged prior to removal.

CAUTION

If removed, ensure the large access covers on each side of the boom base section are installed before extending the boom. Boom damage could occur.

12. Refer to *Boom Extension and Retraction Cable*, page 4-42 for cable adjustments.

Functional Check

1. Activate the hydraulic system and check for proper operation and any leaks.
2. Ensure the boom will extend and retract properly.
3. Ensure the lift cylinder will not allow the boom to drift down until the operator lowers it.

4. Ensure all electrical components disconnected during removal are operating properly.

Inspection

Visually inspect telescoping sections for adequate lubrication of all wear surfaces. Observe extended sections for evidence of cracks, warping, or other damage. Periodically check security of boom wear pads. Check boom nose sheaves for security and freedom of movement.

Should boom chatter or rubbing noises in the boom occur, it will be necessary to lubricate the telescope cylinder wear pads. Refer to *Maintenance and Lubrication*, page 9-1.

Boom Alignment and Servicing

Refer to *Maintenance and Lubrication*, page 9-1 for the proper lubricant.

Boom alignment is achieved as the boom sections are being assembled into one another. A check of fine adjustment is as follows.

1. Fully extend the boom horizontally.
2. Lubricate the boom bottom channels and top corners.
3. Adjust the front top wear pad adjusting bolts such that wear pad are just touching or are no more than 2 mm (0.078 in) away from contacting the next inner tele section. Tighten the jam nuts.

CAUTION

When extending and retracting the boom during alignment, movement should be stopped if a restriction is encountered, and wear pads adjusted as necessary to provide free travel of the affected boom tele section(s).

4. Retract and extend the boom; check for the high point where the boom has brushed the wear pads at the widest point.
5. Retract the boom tele sections to align the high point on the boom tele section with the adjacent wear pads.
6. Add or subtract shims as necessary.
7. Attach a weight and extend the boom full length. Check for side deflection.

BOOM EXTENSION AND RETRACTION CABLE

Maintenance

NOTE: For more detailed information concerning maintenance of the extension and retraction cables, refer to *Wire Rope*, page 1-31.

Inspection



CAUTION

Wear gloves when handling wire rope. Moderate to minor injury may result if using bare hands.

The following information is taken from a National Consensus standard as referenced by Federal Government Agencies.

All wire rope will eventually deteriorate to a point where it is no longer usable. Wire rope shall be taken out of service when any of the following conditions exist.

1. In running ropes, six randomly distributed broken wires in one lay or three broken wires in one strand in one lay.
2. Kinking, crushing, bird caging, or any other damage resulting in distortion of the rope structure.
3. Evidence of any heat damage from any cause.
4. Reductions from nominal diameter of more than 5%.
5. In standing ropes, more than two broken wires in one lay in sections beyond end connections or more than one broken wire at an end connection.

Cable Tensioning Check and Adjustment

After the boom section is assembled or when interior proportioning cables appear loose, cable tensioning is required.

CAUTION

When tightening/loosening the cables, secure cable using the flats at the front of the cable ends to prevent cable twist. Do not use an impact wrench. Do not turn cable. Turning the cable while adjusting will result in damage or failure of the cable.

NOTE: Tensioning must be done with the boom in the horizontal position.

NOTE: When tightening/loosening cables, secure cable using the flats at the front of the cable ends to prevent cable twist.

NOTE: All cables must achieve the minimum torque values as specified in Table 1 in order to insure adequate cable tensions.

NOTE: Assure that all threaded studs allow nut to thread on and off by hand. Weld spalls, damage, etc. will adversely affect torque values.

1. Slightly tighten all cables.
2. Fully retract the boom.

3. Tighten the tele 4 retract, tele 4 extend, tele 3 retract, and tele 3 extend cables (in order listed) to remove excess slack from the cables.
4. Torque the Tele 4 retract, Tele 4 extend, Tele 3 retract, and Tele 3 extend cables (in order listed) to the minimum torque values as specified in Table 1.
5. Extend and retract the boom fully. Tele sections 3 and 4 should bottom out on their respective stop blocks 3mm to 4mm prior to tele 2 bottoming out on tele 1. Adjust retract and extend cables using following procedure to ensure all sections bottom out properly and do not drift out when the hydraulic valve is in neutral.

NOTE: Add or remove shims as required so that stop blocks on a given section (both sides) bottom out on the next section at the same time.

- a. If tele 3 bottoms out prior to tele 4, loosen tele 3 extend and retract cables. Extend and retract the boom a few feet. Tighten tele 3 extend cables. Extend the boom a few feet and tighten tele 3 retract cables. Retract the boom fully. Repeat until the section bottoms out properly. Re-torque the tele 3 retract cables and the tele 3 extend cables to verify that the minimum torque value is achieved as specified in Table 4-1.
- b. If tele 3 does not bottom out completely, loosen tele 3 extend and retract cables. Extend the boom a few feet. Tighten tele 3 retract cables. Retract the boom a few feet and tighten tele 3 extend cables. Extend and retract the boom a few times. Repeat until the section bottoms out properly. Re-torque the tele 3 retract cables and the tele 3 extend cables to verify that the minimum torque value is achieved as specified in Table 4-1.
- c. If tele 4 is fully retracting early, loosen the tele 4 extend and retract cables. Extend and retract the boom a few feet. Tighten the tele 4 extend cables. Extend the boom a few feet and tighten tele 4 retract cables. Retract the boom fully. Repeat until the section bottoms out properly. Re-torque the tele 4 retract cables and the tele 4 extend cables to verify that the minimum torque value is achieved as specified in Table 1.
- d. If tele 4 does not bottom out completely, loosen tele 4 extend and retract cables. Extend the boom a few feet. Tighten tele 4 retract cables. Retract the boom a few feet and tighten tele 4 extend cables. Extend and retract the boom a few times. Repeat until the section bottoms out properly. Re-torque the tele 4 retract cables and the tele 4 extend cables to verify that the minimum torque value is achieved as specified in Table 1.
- e. If tele 2 extends (drifts) back out after the hydraulic valve is in neutral, extend the boom a few feet. Loosen tele 3 retract cables slightly. Extend and retract the boom a few times. If tele 2 continues to drift out, extend and then retract the boom. Tighten tele 3 extend cables slightly. Extend and retract the boom fully. Repeat until tele 2 does not drift back out.
- f. Ensure all extend and retract cables achieve the minimum torque value as specified in Table 4-1.
- g. Add jam nuts and tighten. Coat threads with anti-seize. All threaded cable ends must be equipped with retainer nuts and jam nuts.

Table 4-1 Cable Tensioning Minimum Torque Values

Cables (Extend/Retract)	Minimum Torque Values
Retract Cables	16 lb-ft (192 lb-in)
Extend Cables	10 lb-ft (120 lb-in)
All torque values shown are minimums and are calculated with the use of a standard crow foot attached to the torque wrench in a straight-away position.	

TELESCOPE CIRCUIT

Description

The boom telescope circuit consists of the telescope hydraulic remote controller, telescope directional control valve, Telescope Stage Selector Valve, Telescope Fill Tube Control Valve, holding valve, and the 2-stage telescope cylinder.

NOTE: If the crane is equipped with an auxiliary hoist, the telescope function is controlled by a foot pedal instead of a controller.

Refer to *Valves*, page 2-39 for a complete description of the hydraulic remote controller, the Telescope Stage Selector Valve Manifold, and the Telescope Fill Tube Control Valve Manifold.

Theory of Operation

Boom can be operated using several different modes. The boom is operated in a synchronized sequence using a two-stage telescope cylinder. Tele 1 is controlled by the cylinder's smaller piston and Tele 2 is controlled by the larger piston. Tele 3 and 4 are controlled by cables fixed to Tele 2.

The cylinder is controlled using several proportionally control solenoid operated valves.

Pressure in the telescope cylinder is monitored by two pressure transducers, TR1 and TR2. TR1, also called the Fill Tube Pressure Transducer, monitors the pressure in the telescope cylinder fill tube. TR2, called the Small Piston Pressure Transducer, monitors the pressure on the telescope extend circuit. When Tele 2 is extended, TR1 and TR2 monitor the same pressure. Both pressure transducers communicate via CAN messages to the boom control system. Pressure readings are monitored by the boom control system and are controlled to maintain synchronization of the boom in Auto and Manual Modes.

Boom Control Modes

The boom control offers three methods of telescoping the boom: Auto Mode A, Auto Mode B, and Manual Mode.

Auto A Mode

In the auto A mode, the boom extends to full length by extending Tele 2 first then Tele 1. The crane decides how and when to stop extending Tele 2 and start extending Tele 1. This mode is an option for normal crane work. The boom control system uses length feedback to ramp the telescoping speed of the boom sections when approaching the fully

retracted or fully extended positions, and near the transition point. This mode has the best stability performance.

Auto B Mode

In the auto B mode, the boom extends to full length by extending Tele 1 first then Tele 2. The crane decides how and when to stop extending Tele 1 and start extending Tele 2. This mode is a second option for normal crane work. The boom control system uses length feedback to ramp the telescoping speed of the boom sections when approaching the fully retracted or fully extended positions, and near the transition point. This mode has the best structural performance.

Auto Mode X

In the auto X mode, the boom extends to full length by first extending Tele 1 out to 50%, then Tele 2 extends out 100%, then Tele 1 extends out to 100%. This mode is a third option for normal crane work. The boom control system uses length feedback to ramp the telescoping speed of the boom sections when approaching the fully retracted or fully extended positions, and near the transition point. This mode provides a balance between the best structural performance and the best stability performance.

Manual Mode

In the manual mode, either Tele 1 or Tele 2 extends based on the cab switch position. Once the selected section is extended the operator must change the T1/T2 switch position to extend the other section of the boom. This mode may be used for lifting, but the load charts are substantially reduce as compared to the Auto modes. Manual mode has been designed for use in bringing the boom back into the sequence of Auto Mode A, Auto Mode B, or Auto Mode X. It is also useful for lubrication or maintenance of the boom.

When the operator telescopes Tele 1, the boom control system will maintain the relative position (percent extended) of Tele 2 and 3. When the operator telescopes Tele 2 and 3, the relative position of Tele 1 is maintained.

Manual mode does not ramp the speed of the boom near transition points. The boom speed is controlled by the operator.

Anti-Thermal Contraction

With this feature, the control system maintains a positive pressure in the big piston of the telescope cylinder while booming up. This prevents Tele 2 from drifting back after the hydraulic fluid has cooled with the Tele 2 extended at a low angle.

Maintenance

Troubleshooting

SYMPTOM	PROBABLE CAUSE	SOLUTION
1. Erratic operation of extending telescoping cylinder.	a. Low hydraulic oil level.	a. Check system for leaks. Make repairs as needed. Fill reservoir.
	b. Damaged relief valves.	b. Repair or replace relief valves.
	c. Air in telescope cylinder.	c. Bleed by lowering telescope cylinder below horizontal.
	d. Low engine rpm.	d. Increase engine rpm to recommended setting.
	e. Lack of lubrication on boom sections.	e. Properly lubricate all boom sections.
	f. Extremely tight boom extension sheaves.	f. Inspect and properly lubricate boom extension sheaves.
	g. Improper boom alignment caused from side loading.	g. Reduce and properly hoist load.
	h. Worn boom wear pads.	h. Replace wear pads and properly lubricate.
	i. Distorted boom section.	i. Replace distorted section.
	j. Damaged telescope cylinder.	j. Repair or replace cylinder.
	k. Clogged, broken, or loose hydraulic lines or fittings.	k. Clean, tighten, or replace lines or fittings.
2. Erratic operation of retracting telescoping cylinder.	l. Damaged control valve.	l. Repair or replace control valve.
	a. Low hydraulic oil level.	a. Check system for leaks. Make repairs as needed. Fill reservoir.
	b. Damaged relief valve.	b. Repair or replace relief valve.
	c. Air in cylinder.	c. Bleed by lowering telescoping cylinder below horizontal and cycle telescope cylinder.
	d. Low engine rpm.	d. Increase engine rpm to recommended setting.
	e. Lack of lubrication.	e. Properly lubricate all boom sections.
	f. Check valve malfunctioning.	f. Repair or replace check valve.
	g. Improper boom alignment caused from side loading.	g. Reduce and properly hoist load.
	h. Extremely tight boom retraction sheave.	h. Inspect and properly lubricate.
	i. Distorted boom section.	i. Replace distorted section.
	j. Worn boom wear pads.	j. Replace wear pads and properly lubricate.
	k. Bent cylinder rod(s).	k. Replace cylinder rod(s) and all cylinder seals.
	l. Scored cylinder barrel.	l. Repair or replace cylinder barrel.
	m. Damaged piston seals.	m. Replace all cylinder seals.
	n. Loose or damaged piston(s).	n. Replace all seals and re-torque or replace piston(s).

SYMPTOM	PROBABLE CAUSE	SOLUTION
3. Telescope cylinder will not extend.	a. Low hydraulic oil level.	a. Check system for leaks. Make repairs as needed. Fill reservoir.
	b. Relief valve malfunctioning.	b. Repair or replace relief valve.
	c. Excessive load.	c. Reduce load.
	d. Clogged hose and fittings.	d. Replace hose or fittings. (Refer to Grove Product Support Parts Manual).
	e. Broken valve spool.	e. Replace valve.
	f. Damaged piston seals.	f. Replace all cylinder seals.
	g. Damaged piston(s).	g. Replace piston(s) and all cylinder seals.
	h. Bent boom section(s).	h. Replace damaged boom section(s).
	i. Broken hydraulic pump coupling.	i. Replace broken hydraulic pump coupling.
	j. Worn or damaged hydraulic pump section.	j. Repair or replace pump section.
4. Telescope cylinder will not retract.	a. Low hydraulic oil level.	a. Check system for leaks. Make repairs as needed. Fill reservoir.
	b. Relief valve damaged.	b. Repair or replace relief valve.
	c. Excessive load.	c. Reduce load. (Refer to load chart).
	d. Inoperative check valve.	d. Replace check valve.
	e. Clogged hose and fittings.	e. Replace hose or fittings. (Refer to Grove Product Support Parts Manual).
	f. Broken valve spool.	f. Replace valve section.
	g. Broken piston(s).	g. Replace piston(s) and all cylinder seals.
	h. Damaged piston seals.	h. Replace all cylinder seals.
	i. Bent boom section(s).	i. Replace damaged boom section(s).
	j. Broken hydraulic pump coupling.	j. Replace broken hydraulic pump coupling.
	k. Worn or damaged hydraulic pump.	k. Repair or replace pump.
	l. Broken hydraulic pump shaft.	l. Replace pump shaft.

Removal And Installation

Removal and installation of the telescope cylinder from the boom is described under disassembly and assembly of the boom. Refer to *Maintenance*, page 4-4.

Disassembly And Assembly

Disassembly and assembly procedures of the telescope control valve and cylinder are provided in *Valves*, page 2-39 and *Cylinders*, page 2-67 respectively.

LIFT CIRCUIT

Description

The boom lift circuit consists of the lift hydraulic remote controller, lift directional control valve, holding valve, and the lift cylinder. These components enable the boom to be raised or lowered to various degrees of elevation ranging from -3 to +80 degrees from horizontal.

The lift directional control valve is the closed spool type and is described in *Valves*, page 2-39.

Refer to *Valves*, page 2-39 for a complete description of the hydraulic remote controller.

The lift cylinder has a 229 mm (9.2 in) bore of the double acting type. Dirt and other foreign material is prevented from entering the cylinder and causing internal damage by a wiper seal during rod retraction. Oil Seals on both the piston and cylinder head prevent internal and external hydraulic oil leakage. Refer to *Cylinders*, page 2-67 for a complete description of the lift cylinder.

The holding valve is a balanced poppet type hydraulic valve. It is threaded into the port block which is an integral portion of the lift cylinder barrel. The holding valve functions when booming up (cylinder rod extended), booming down (cylinder rod retracted), or holding (cylinder rod stationary).

Theory of Operation

The directional control valve bank housing the lift control valve is supplied by flow from the hydraulic pump.

When booming up, oil unseats the poppet (check) valve in the holding valve, letting oil flow to the piston side of the cylinder. Pressure is applied to the piston, forcing the rod to extend, raising the boom.

When booming down, oil enters the retract port of the port block and flows to the cylinder rod side. When pilot pressure reaches a pre-determined value, the main poppet unseats and oil flows from the piston side of the cylinder to the reservoir.

All return flow from the control valve goes to the reservoir.

Maintenance

Symptom	Probable Cause	Solution
1. Boom raises erratically.	a. Low hydraulic oil.	a. Check system for leaks. Make repairs as needed. Fill reservoir.
	b. Low engine rpm.	b. Increase engine rpm to recommended setting.
	c. Main relief valve damaged.	c. Replace relief valve.
	d. Air in cylinder rod.	d. Bleed cylinder rod.
	e. Bent boom pivot shaft.	e. Replace pivot shaft.
2. Boom lowers erratically.	a. Low hydraulic oil.	a. Check system for leaks. Make repairs as needed. Fill reservoir.
	b. Low engine rpm.	b. Increase engine rpm to recommended level.
	c. Circuit and/or relief valve inoperative.	c. Repair or replace relief valve.
	d. Air in hydraulic cylinder.	d. Bleed air from cylinder.
	e. Damaged hydraulic pump section.	e. Repair or replace pump section.

Symptom	Probable Cause	Solution
3. Boom raises slowly.	a. Low hydraulic oil level.	a. Check system for leaks. Make repairs as needed. Fill reservoir.
	b. Low engine rpm.	b. Increase and maintain engine rpm.
	c. Damaged relief valve.	c. Repair or replace relief valve.
	d. Extremely cold hydraulic oil.	d. Operate unit to bring oil to operating temperature.
	e. Improper hose or fittings, installed.	e. Replace hose or fittings. (Refer to Grove Product Support Parts Manual).
	f. Operating two functions with in the same control valve bank assembly.	f. Feather controls to obtain desired speed of both functions.
	g. Restriction in return hose.	g. Replace return hose.
	h. Cylinder piston seals leaking.	h. Replace all cylinder seals.
	i. Scored cylinder barrel.	i. Hone or replace barrel.
	j. Worn hydraulic pump section.	j. Repair or replace pump section.
4. Boom lowers slowly.	a. Low hydraulic oil level.	a. Check system for leaks. Make repairs as needed. Fill reservoir.
	b. Low engine rpm.	b. Increase rpm to recommended level.
	c. Damaged relief valve.	c. Repair or replace relief valve.
	d. Operating two functions within the same control valve bank assembly.	d. Feather controls to obtain desired speed of both functions.
	e. Extremely cold hydraulic oil.	e. Operate unit to bring oil to operating temperature.
	f. Improper hose or fittings installed.	f. Replace hose or fittings. (Refer to Grove Product Support Manual).
	g. Restriction in return hose.	g. Replace return hose.
	h. Cylinder piston seals worn.	h. Replace all cylinder seals.
	i. Scored cylinder barrel.	i. Hone or replace barrel.
	j. Worn hydraulic pump section.	j. Repair or replace pump section.
	k. Piston rod broken (loose from piston).	k. Replace piston rod and all cylinder seals.
5. Boom will not raise.	a. Low hydraulic oil.	a. Check system for leaks. Make repairs as needed. Fill reservoir.
	b. Main relief valve or circuit relief valve damaged.	b. Repair or replace relief valve.
	c. Excessive load.	c. Reduce load as required.
	d. Worn or damaged hydraulic pump section.	d. Repair or replace pump section.
	e. Broken pump shaft.	e. Replace pump shaft and seals.
	f. Broken pump drive coupling.	f. Replace drive coupling.
	g. Broken control valve spool.	g. Replace control valve.

Symptom	Probable Cause	Solution
6. Boom will not lower.	a. Low hydraulic oil.	a. Check system for leaks. Make repairs as needed. Fill reservoir.
	b. Main relief valve or circuit relief valve damaged.	b. Repair or replace relief valve.
	c. Worn or damaged hydraulic pump section.	c. Repair or replace pump section.
	d. Broken pump shaft.	d. Replace pump shaft and seals.
	e. Broken pump drive coupling.	e. Replace drive coupling.
	f. Broken control valve spool.	f. Replace control valve.

Lift Cylinder Removal

1. Extend and set the outriggers and level the crane.
2. Elevate the boom slightly so that the lift cylinder is extended approximately 1 ft (0.3 m).



DANGER

Ensure the lifting device is capable of supporting the boom assembly. Death or serious injury may result if the lifting device cannot support the load.

3. Ensure the boom is fully supported by placing blocking or cribbing under the boom. Rest the boom on the blocking or cribbing.

NOTE: Refer to Figure 4-41 and Figure 4-42 for removal and installation of lift cylinder.

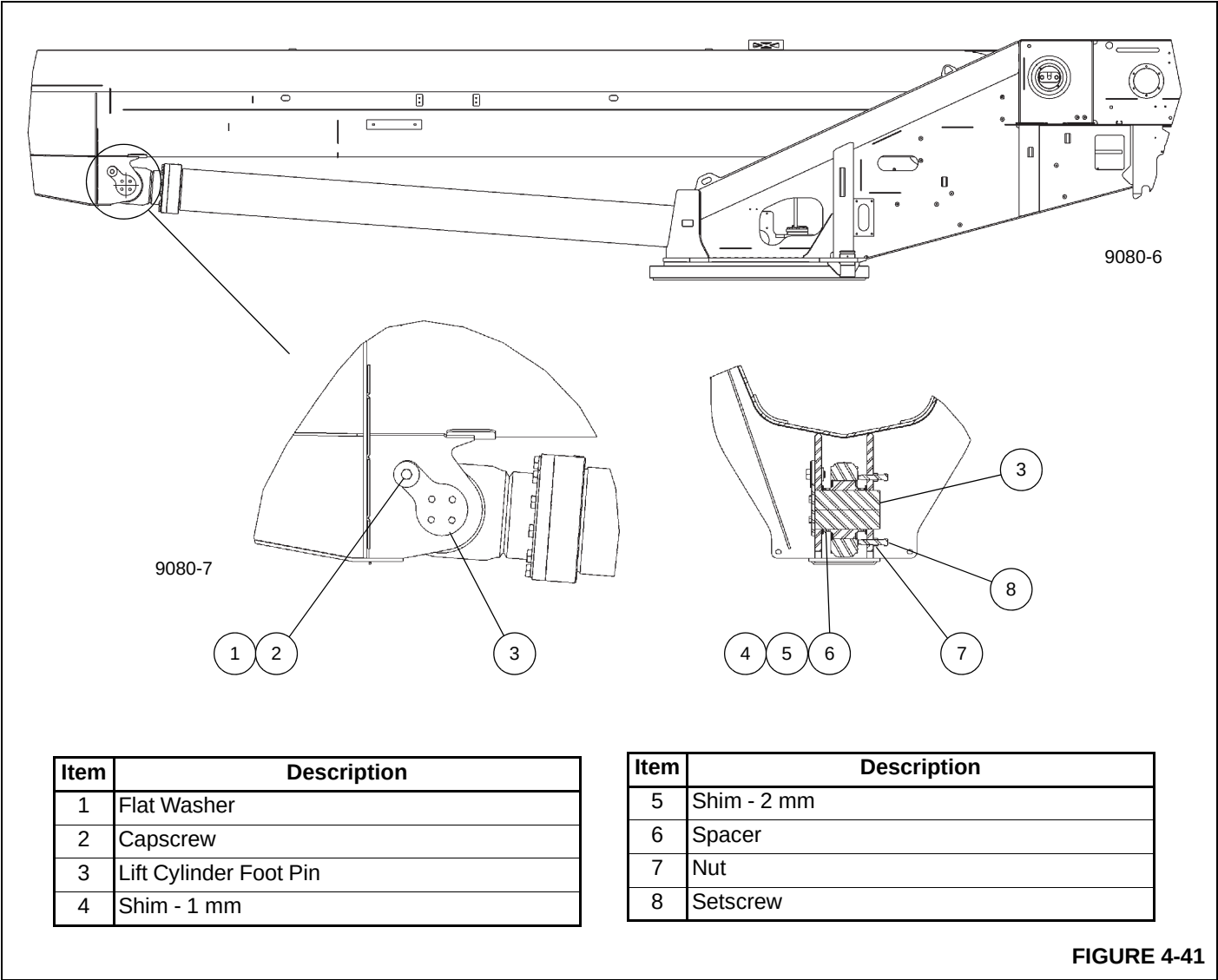
4. Attach an adequate lifting/supporting device to the lift cylinder.
5. Remove the capscrews, washers, and end plate securing the upper lift cylinder shaft to the side of the attachment fitting on the boom. Loosen the set screws on the opposite side.
6. Remove the capscrews, lock washers, flat washers, and end plate securing the lift cylinder lower pivot shaft to the turntable.
7. Remove the upper lift cylinder shaft, spacers, and shims, noting position of each. Activate the hydraulic system and retract the lift cylinder enough to clear the upper attach point.
8. Tag and disconnect all the hydraulic lines to the cylinder. Cap or plug all openings with high pressure fittings.
9. Remove the lower lift cylinder shaft and spacers, noting position of each.

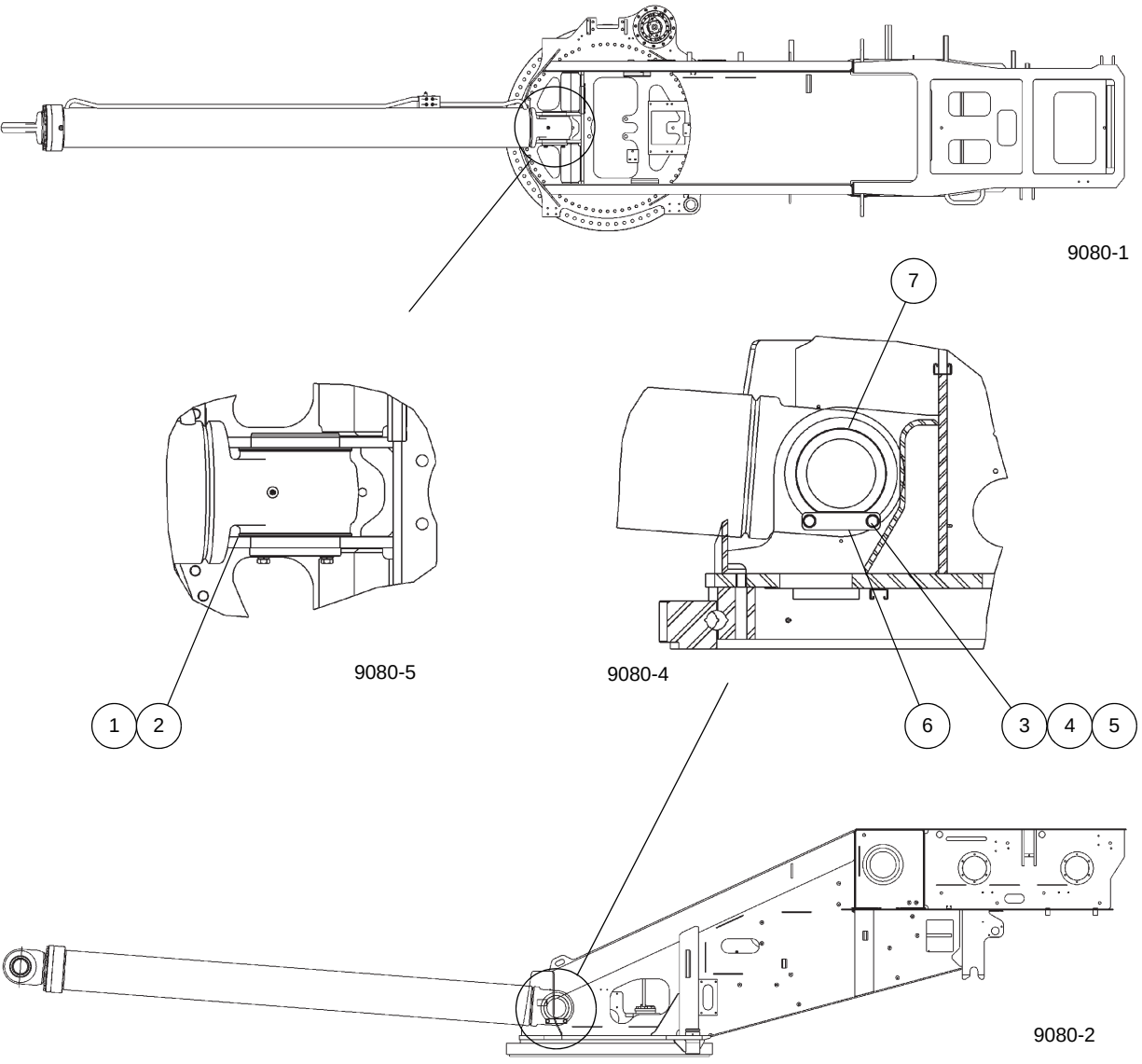
10. Move the lift cylinder to a clean work area.

Lift Cylinder Installation

NOTE: Refer to Figure 4-41 and Figure 4-42 for removal and installation of lift cylinder.

1. Attach an adequate lifting device to the lift cylinder and position the cylinder over the attach fitting on the turntable.
2. Lower the lift cylinder into the attach fittings on the turntable and align the lift cylinder bushing with the attach fitting holes.
3. Install the lift cylinder lower pivot shaft and spacers following positions noted during disassembly.
4. Secure pivot shaft in place using end plate, flat washers, lock washers, and capscrews.
5. Connect the extend and retract hoses, as tagged during disassembly, to the lift cylinder.
6. Activate the crane's hydraulic system and align the lift cylinder rod end with the attach point on the boom. Install the upper pivot shaft through the cylinder and boom attach points, inserting the spacers and shims as noted during disassembly. Shut down the engine.
7. Install end plate, washers, and capscrews which secure upper pivot shaft to the side of the attachment fitting on the boom.
8. Evenly tighten the setscrews on the opposite side until both setscrews make contact with the cylinder, then loosen both setscrews until a gap of 2 mm (0.08 in) is attained between end of setscrews and cylinder. Secure setscrews with nuts.
9. Remove the lifting and supporting devices from the boom and lift cylinders. Activate the hydraulic system and check the lift cylinders for proper operation and any leaks.





Item	Description
1	Spacer
2	Spacer
3	Flat Washer
4	Lock Washer

Item	Description
5	Capscrew
6	Pivot Pin Plate
7	Cylinder Pivot Pin

FIGURE 4-42

HOOK BLOCK

Description

A 11 t (12.1 US ton) overhaul swivel hook ball and the following hook blocks are available for the crane:

- 26 t (28.6 US ton)
- 45 t (49.6 US ton)
- 60 t (66 US ton)
- 81.5 t (90 US ton) (standard)
- 91 t (100 US ton)

The hook block utilizes a one-piece pivot block and the hook is equipped with a safety latch. The hook block is of quick-reeve design and meets ANSI B30.5 and CE standards. The

hook block weighs 620 kg (1,367 lb). Grease fittings are provided to ensure lubrication of all moving parts.

Maintenance

Periodic Maintenance

It is recommended that the hook block and/or overhaul ball be inspected every 50 hours. A complete disassembly inspection should be conducted every quarter or 500 hours in the area of the hook, hex nut, and threaded areas for corrosion and proper fit. After assembly of the hook, a liberal coating of multipurpose grease should be applied to the nut and threaded areas by brush or hand to prevent corrosion.

For hook blocks and other load handling devices not manufactured by Grove, follow the manufacturer's inspection and testing recommendations to assure an adequate preventative maintenance program is established.

ADJUSTING BOOM EXTENSION STOWAGE MOUNTS

NOTE: Refer to Figure 4-43 and Figure 4-44.

NOTE: Tighten and torque all bolts and nuts to the specifications defined under *Fasteners and Torque Values*, page 1-17.

NOTE: Installation and removal of all attachment pins should be possible by hand or with no more than three taps of a hammer.

1. Fully extend and set outriggers.
2. Position boom over front of crane.
3. Fully retract the boom.
4. Lower boom to minimum elevation.

NOTE: Use auxiliary crane as needed to lift boom extension and relieve tension when adjusting a stowage bracket assembly.

5. Ensure lock hitch pin securing base section to the front stowage bracket (1) is installed.
6. Remove caps and connect boom extension mount control pendant to connector on front of boom base.
7. Remove attachment pin securing fly section to rear stowage bracket assembly (5) on the main boom.

Stow attachment pin in opposite attach fitting or stowage lug and secure with retaining clip.

8. Using control pendant, extend middle stowage bracket (4) to align right front base section anchor fittings with boom nose attachment fittings.

Ensure middle stowage bracket extends easily.

Install the two attachment pins.

9. If lugs do not align, adjust base section front stowage bracket assembly (1) as follows:
 - a. Adjust base section front stowage bracket assembly up or down until the lugs are in alignment.
 - b. Extend the middle stowage bracket (4) and align the two pin holes on the boom nose with the base section, adjusting the stowage bracket up or down as needed using jack bolt.

- c. Install the two attachment pins.
- d. Tighten and torque all mounting bolts to specification.
- e. Tighten locking nut on jack bolt.

10. Remove the two attachment pins from the anchor and attachment fittings of the boom nose and base section.

11. Slowly retract middle stowage bracket (4).

Ensure roller on bottom of fly section aligns with the center of the fly section front stowage ramp assembly (2) and is touching enough to remove tension from the boom extension.

12. If required, adjust fly section stowage ramp assembly (2) as follows:

- a. Adjust fly section stowage ramp up or down using jack bolt until tension is slightly removed from boom extension.

- b. Tighten and torque all mounting bolts to specification.

- c. Tighten locking nut on jack bolt.

13. If required, adjust middle stowage bracket and actuator assembly (4) up or down using jack bolts.

Tighten all mounting bolts to specification. Tighten lock nuts on jack bolts.

14. Ensure lock hitch pin securing base section to the front stowage bracket assembly (1) is installed.

15. Retract middle stowage bracket (4) to align holes in fly section attachment fittings with rear stowage bracket assembly (5) fitting on main boom.

Ensure middle stowage bracket (4) retracts easily.

Install attachment pin.

16. If lugs do not align, adjust rear stowage bracket assembly (5) on the main boom up or down as required.

Tighten all mounting bolts to specification.

17. If required, adjust main boom attachment bar at the boom base to fly section attachment bracket assembly (3) such that the locking bar pin can be easily inserted and removed.

Tighten the two mounting bolts and nuts to specification.

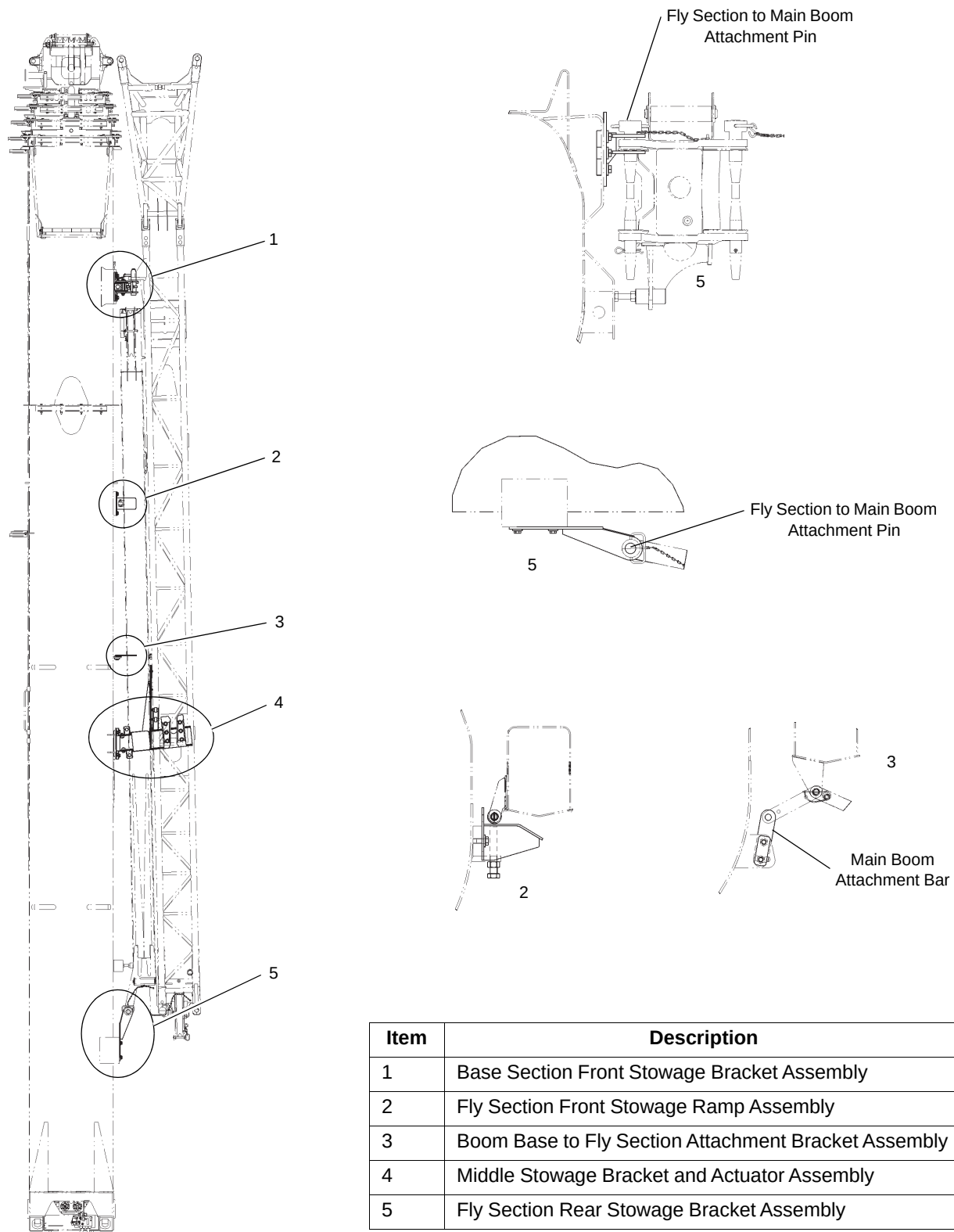


FIGURE 4-43

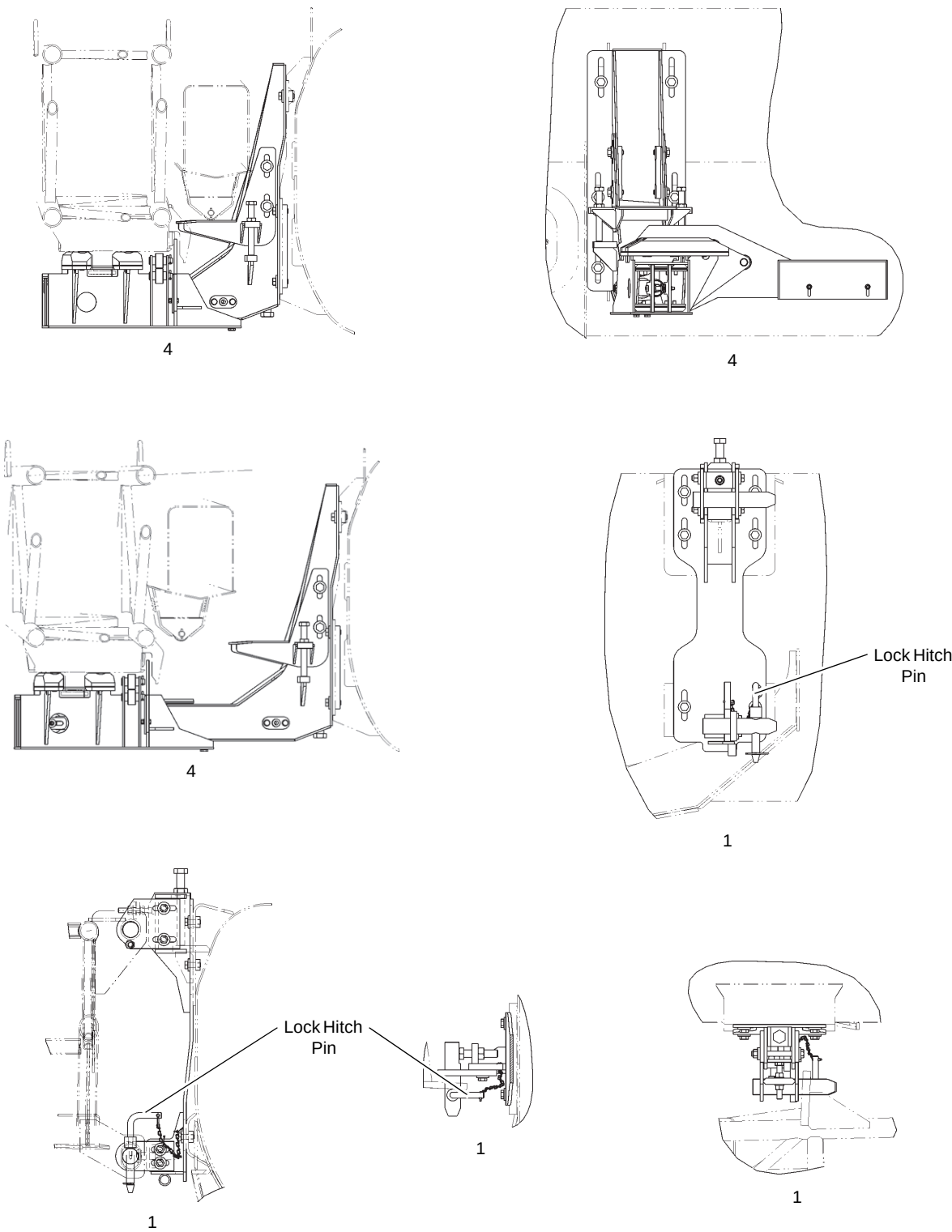


FIGURE 4-44

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SECTION 5
HOIST AND COUNTERWEIGHT

SECTION CONTENTS

Description	5-1	Description.	5-10
Theory of Operation	5-1	Idler Drum And Cable Follower	5-10
Maintenance	5-2	Description.	5-10
Warm-up Procedure	5-2	Maintenance	5-10
Hoist Platform	5-2	Hoist Drum Rotation Indicator System	5-13
Installing Cable on the Hoist	5-3	Description.	5-13
Removing/Installing the Hoist	5-3	Hoist Control Valves	5-13
Removal	5-3	Description.	5-13
Installation.	5-3	Third Wrap Indicator	5-14
Functional Check	5-4	Description.	5-14
Fluid Level	5-4	Maintenance	5-14
Usage and Inspection	5-5	Counterweight Removal and Installation – Hydraulic version	5-15
Preventative Maintenance	5-5	Counterweight Control Panel.	5-16
Oil Sampling	5-6	Removing the Counterweight - Hydraulic Version	5-17
Brake Test Procedure.	5-7	Installing the Counterweight - Hydraulic Version	5-18
Hoist To Boom Alignment	5-7	Removing and Installing the Counterweight – Pin-On Version	5-19
Preparation	5-7	Removing the Counterweight - Pin-On Version.	5-19
Tools Required	5-7	Installing the Counterweight - Pin-On Version.	5-19
Procedure	5-7		
Motor And Brake.	5-10		

DESCRIPTION

One standard hoist is available for both the main and auxiliary, the GHP30A (Figure 5-5). The hoist incorporates one dual displacement piston motor which drives a reduction unit within the hoist. The hoist utilizes planetary reduction with a multi-disc automatic brake that is spring applied and hydraulically released. An overrunning clutch allows the hoist to be raised without releasing the brake while at the same time holding the load until there is sufficient pressure to release the brake when hoisting down. The hoist motor controls both speed and torque of the hoist.

There are two modes in which the hoist operates. One mode is high speed. The pilot solenoid valve shifts the selector spool on the motor to provide minimum motor displacement. This gives high line speed and low torque.

The second mode is low speed. The pilot solenoid valve shifts the selector spool on the motor to provide maximum motor displacement. This gives low line speeds and high torque.

THEORY OF OPERATION

Flow from the two piston pumps is routed through the swivel to the directional control valve bank.

When the main hoist joystick in the cab is moved from neutral, it sends an electrically controlled signal to the main hoist directional control valve to shift the valve spool to route hydraulic flow to the hoist motor or motor control valve.

When the auxiliary hoist joystick in the cab is moved from neutral, it sends an electrically controlled signal to the auxiliary hoist directional control valve to shift the valve spool to route hydraulic flow to the hoist motor or motor control valve.

MAINTENANCE

Warm-up Procedure

A warm-up procedure is recommended at each start-up and is essential at ambient temperatures below 4°C (40°F).

The prime mover should be run at its lowest recommended RPM with the hydraulic hoist control valve in neutral allowing sufficient time to warm up the system. The hoist should then be operated at low speeds, forward and reverse, several times to prime all lines with warm hydraulic oil, and to circulate gear lubricant through the planetary gear sets.

Refer to the *GRT765/780 Operator Manual* for specific information to warm-up the hoist hydraulic system and other major components of the crane.

DANGER

Failure to properly warm up the hoist, particularly under low ambient temperature conditions, may result in temporary brake slippage due to high back pressures attempting to release the brake, which could result in property damage, severe personal injury or death.

Hoist Platform



DANGER

Do not use platform for hauling passengers. Death or serious injury could occur.

No storage of components is allowed on the platform.

Only one person at a time is allowed on the platform.

The hoist platform is located at the rear of the superstructure near the main and auxiliary hoists.



10721

FIGURE 5-1

INSTALLING CABLE ON THE HOIST

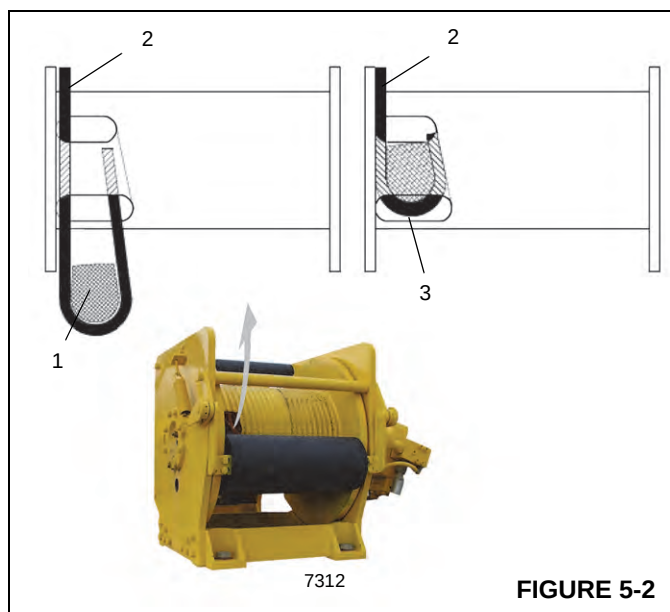
CAUTION

If cable is wound from the storage drum, the reel should be rotated in the same direction as the hoist.

NOTE: The cable should preferably be straightened before installation on the hoist drum.

Install cable on the hoist drum in accordance with the following procedure.

1. Position the cable over the boom nose sheave and route to the hoist drum.
2. Position the hoist drum with the cable anchor slot on top.

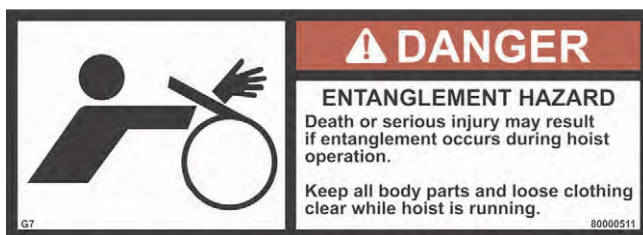


3. Insert the cable through the slot and position around the anchor wedge (1) (Figure 5-2).

NOTE: The end of the cable should be even with the bottom of the slot for the anchor wedge (1).

4. Position the anchor wedge in the drum slot; pull firmly on the free end (2) of the cable to secure the wedge.

NOTE: If the wedge does not seat securely in the slot, carefully tap (3) the top of the wedge with a mallet.



7196

5. Slowly rotate the drum, ensuring the first layer of cable is evenly wound onto the drum.
6. Install the remainder of the cable, as applicable.
7. Return the hoist access platform to the travel configuration when finished working in this area.

REMOVING/INSTALLING THE HOIST

Refer to Figure 5-3, on page 5-5.

Removal

1. Remove all cable from the hoist drum.
 2. Tag and disconnect the hydraulic lines to the hoist. Cap or plug all lines and openings.
 3. Tag and disconnect the electrical wires to the hoist rotation indicator sensor.
 4. Tag and disconnect the electrical wires to the hoist control valve.
 5. Remove the hoist mounting nuts, capscrews, washers, and shims (if shims are used, mark their location).
- NOTE:** The hoist assembly, less the cable, weighs approximately 1400 lb (635 kg).
6. Using an adequate lifting device, remove the hoist from the crane.

Installation

1. Ensure the mounting plate and hoist pads are clean and free from debris and the hoist has not been damaged during handling.
2. With the hoist supported by a suitable lifting device, position the hoist on the mount.
3. Check the hoist to boom alignment according to the *Hoist To Boom Alignment*, page 5-7 procedure.
4. Place a level between the boom pivot shaft bushings.
5. Place a level across the top of the hoist drum and determine if the hoist is sitting in the same plane in relation to the level positioned between the boom pivot shaft bushings.
6. With the hoist level, check to determine if all the hoist mounting pads are in contact with the mounting plate by rocking the hoist.
7. Keeping the hoist level, use a feeler gauge to determine the amount of gap existing between the pads and the mounting plate.
8. Add shims to satisfy any existing gaps. Altering the shim thickness to fit a tapering gap is acceptable. Install the capscrews, washers, and nuts; refer to *Fasteners and Torque Values*, page 1-17 for proper torque value.

9. Remove the lifting device from the hoist.
10. Connect the hydraulic lines to the hoist ensuring the proper lines are connected to the correct ports as marked during removal.
11. Connect the electrical wires to the hoist control valve as marked during removal.
12. Connect the electrical wires to the hoist rotation indicator sensor as tagged during removal.
13. Install the cable, following the procedures outlined under *Installing Cable on the Hoist*, page 5-3.

Functional Check

1. Attach a test weight to the hook and raise and lower the load several times.
2. Check the hoist for smooth operation of the hoist motor and brake system.

3. Ensure the hydraulic connections are secure and free from leaks.

Fluid Level

NOTE: Failure to align the fill/drain plug (1) with the upper access hole (2) as shown in Figure 5-3 prior to checking the oil level will result in an inaccurate reading.

1. Rotate the hoist drum until the fill/drain plug (1) appears in the upper access hole (2) shown in Figure 5-3.

This will ensure that the planetary gears are in proper alignment and will permit an accurate reading of the oil level in the hoist.
2. Allow the hoist to stand idle for 20 minutes before checking the oil.
3. The oil level should be visible in the sight glass (3).

Table 5-1

Reading	Diagnosis	Action Required
Oil is not visible in the sight glass.	The hoist is under filled.	Fill the hoist with oil from the upper access hole until the oil level rises within the sight glass. Do not fill above 3 mm (1/8 in) from the top of the site glass. Refer to <i>Hoist Lubrication</i> , page 9-38 for the correct type of oil.
Oil is visible in the sight glass and the level is no more than 3 mm (1/8 in) from the top of the sight glass.	The oil level is correct.	No action is required.
Oil level is more than 3 mm (1/8 in) from the top of the sight glass or the oil is escaping from the vent plug (4).	The hoist is overfilled.	Drain the hoist drum from the upper access hole until the oil level falls to within 3 mm (1/8 in) from the top of the sight glass.

Compare your reading with (Table 5-1) and take the required action.

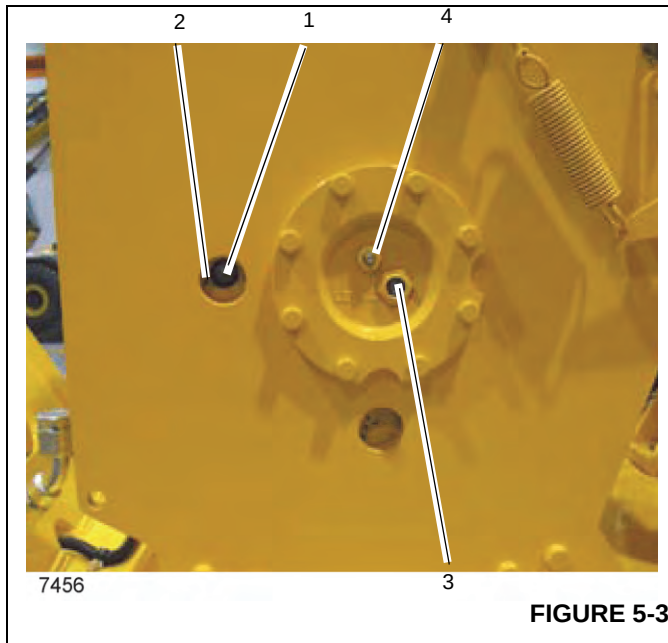


FIGURE 5-3

A comprehensive hoist line pull and load holding test must be carried out following any such repair work.

Grove Product Support offers prepackaged kits that include all the seals, bearings, fasteners, washers, brake disks, brake stators, sprag clutch, and springs that are required for reassembling the hoist after inspection. During the inspection, if components not included in the kit are found to be worn or damaged, contact your Grove Cranes distributor or Grove Product Support to order replacement.

Usage and Inspection

Inspection procedures for hoists are divided into five general categories based on usage or duty cycle which determines appropriate intervals for inspections. Usage categories must be assigned by the crane user on a consistent crane-by-crane basis. The five crane/hoist usage categories are as follows:

Idled - The crane/hoist has not been used for three months.

Infrequent Usage - The crane/hoist is used less than ten hours per month based on a three month average

Moderate Usage - Crane/hoist used 10 - 50 hours per month based on a three month average.

Heavy Usage - Crane/hoist used 50 - 200 hours per month.

Severe Usage - Crane/hoist is operated more than 200 hours per month OR where 50% of the lifts exceed 75% of the rated capacity for the hoist.

The following chart lists inspections required for each type of usage category.

	PRE-USE DAILY INSPECTION	QUARTERLY INSPECTION	SEMI-ANNUAL INSPECTION	ANNUAL INSPECTION
IDLED Not used for 3 months or longer	REQUIRED BEFORE PLACED IN SERVICE	REQUIRED BEFORE PLACED IN SERVICE	REQUIRED BEFORE PLACED IN SERVICE	N/A
INFREQUENT USAGE Less than 10 hours per month	REQUIRED	REQUIRED	REQUIRED	REQUIRED
MODERATE USAGE 10-50 hours per month	REQUIRED	REQUIRED	REQUIRED	REQUIRED
HEAVY USAGE 50-200 hours per month	REQUIRED	REQUIRED MONTHLY	REQUIRED QUARTERLY (3 MONTHS)	REQUIRED SEMI-ANNUALLY (6 MONTHS)
SEVERE USAGE 200+ hours per month or 50% of lifts exceed 75% rated capacity	REQUIRED	REQUIRED	REQUIRED QUARTERLY (3 MONTHS)	REQUIRED SEMI-ANNUALLY (6 MONTHS)

Preventative Maintenance

It is extremely important to be aware of deterioration of internal critical components within the hoist reduction unit. Hoist reduction units contain planetary gears, and multi-disc brake assemblies, which do not have an infinite life span. Although these components are designed for long service life, reliability can be reduced by a variety of factors such as:

- High cycle operation.
- Operating in high ambient temperatures.
- High external contaminations, such as dusty or sandy conditions.
- Level of maintenance.



Failure to implement and adhere to a hoist inspection and maintenance program may result in damage to the crane, other property damage, and/or serious injury or death to persons working on or near the crane.

The following should be carried out following instructions in *Maintenance and Lubrication*, page 9-1 and/or manufacturers instructions.

1. Pre-Use or Daily Inspection.

Must include but is not limited to the following inspections that will be performed prior to placing the crane into service and then as necessary during extended operation. This inspection must be performed by a qualified crane operator or qualified crane technician.

- Check for external oil leaks and repair as necessary. This is extremely important due to accelerated wear from insufficient lubricating oil in the hoist. Hoists with a sight glass; check oil level daily. Hoists without a sight glass; check oil level monthly if no external oil leaks are detected. Lubricant level must be maintained between the minimum and maximum levels; midway up sight glass or at bottom of level plug port as equipped. Use ONLY the recommended type of lubricant. Refer to *Maintenance and Lubrication*, page 9-1.
- Check hydraulic fittings and hoses for chaffing, deterioration or corrosion and repair as necessary.
- Visually inspect for corroded, loose or missing bolts, pins or other fasteners and replace or tighten as necessary.
- Visually inspect rotation indicator transmitters, anti-two-blocking switches and other safety equipment and repair as necessary.

2. Quarterly Inspection (every three months).

Must include but is not limited to the following inspections that must be performed by a qualified crane operator or qualified crane technician.

- Perform pre-use inspection.
- Inspect for corrosion of fasteners, hoist base, drum, etc. and repair/replace as required to maintain structural integrity of the hoist.
- Check hoist oil level. Inspect hoist gearbox for oil leaks.

3. Every 250 hours or 3 months.

- If applicable, lubricate cable guide roller and cable guard roller bearings.

4. Semi-Annual Inspections (every six months).

Must include but is not limited to the following inspections that must be performed by a qualified crane operator or qualified crane technician.

- Perform Pre-Use and Quarterly inspections.
- Take a sample of lubricant from hoist gear cavity as described in *Gear Oil Sampling and Analysis*, page 5-6 and analyze it for wear metals content, correct viscosity, lubricant deterioration, moisture and other contaminants. If oil sample contains a high amount of metallic particles, hoist must be taken out of service to undergo a tear down inspection.

NOTE: Oil analysis alone cannot detect or warn against a fatigue failure.

5. Annual Inspection.

This inspection must be carried out by a qualified crane technician. Annual inspection MUST include, but not be limited, to the following:

- Perform Pre-Use/Daily Inspection, Quarterly Inspection, and Semi-Annual Inspection.
- Change lubricating oil in hoist gear cavity after an oil sample has been taken as described in *Gear Oil Sampling and Analysis*, page 5-6. Refill hoist to proper level with recommended lubricant. Refer to *Maintenance and Lubrication*, page 9-1.



DANGER

Failure to use proper type and viscosity of planetary gear oil may contribute to intermittent brake clutch slippage which could result in death, serious injury or damage to property and equipment. Some gear lubricants contain large amounts of Extreme Pressure (EP) and anti-friction additives which may contribute to brake clutch slippage or damage to brake friction discs or seals. Oil viscosity with regard to ambient temperature is also critical to reliable brake clutch operation. Our tests indicate excessively heavy or thick gear oil may contribute to intermittent brake clutch slippage. Ensure gear oil viscosity used in your hoist is correct for your prevailing ambient temperature.

- Check for correct function of hoist brake by conducting a high line pull load test. Ensure brake holds without creeping and hoist control is correct. Check hoist brake function more often if abnormal operating conditions or characteristics exist.
6. Every 10,000 hours or every ten years, it is recommended that the hoist assembly be disassembled and that all major components be examined for damage and/or wear, i.e. gears, spline couplings, shafts, etc. New components must be installed if any are found to be worn or if there is evidence of heat or other damage. The hoist should be reassembled using all new seals, bearings, fasteners, washers, brake discs, brake stators, and springs. A comprehensive hoist line pull and load holding test must be conducted following the repair work.

Oil Sampling

Oil Change

Hoist gear oil must be changed after the first 100 operating hours then on an annual basis, at a minimum thereafter. In severe duty applications, the gear oil should be changed every six months. Use the recommended lubricants. Refer to *Maintenance and Lubrication*, page 9-1.

Gear Oil Sampling and Analysis

Proper gear oil sampling and analysis is a vital part of a comprehensive preventive maintenance program. Information obtained from the oil analysis allows the

maintenance technician to substitute preventive maintenance for more costly unscheduled down time or a far more dangerous failure. Early detection of accelerated component wear allows the scheduling of corrective maintenance.



CAUTION

Hot oil may cause personal injury and/or burns to unprotected skin. Make certain the oil has cooled to a safe temperature (typically less than 43°C (110°F)) before taking an oil sample, changing oil or servicing the hoist.

Prepare hoist by cleaning drain area and to obtain an uncontaminated sample. Operate hoist in both directions for one or two minutes to thoroughly mix the gear oil. Take sample from midstream flow of oil to obtain an accurate representation of the oil condition. After taking the oil sample, continue with oil change or refill hoist gear cavity to proper level with recommended lubricant.

General Guidelines for Iron Contaminant Level

100-500 ppm

Normal

500-800 ppm

Caution - Abnormal Sample. Change oil and retake sample after 50 hours of operation. If second sample is above 500 ppm, remove hoist from service and perform tear-down inspection to determine source of contamination.

800+ ppm

Unacceptable. Remove hoist from service and perform tear-down inspection to determine source of contamination.

NOTE: Iron contaminant levels will be on high side of "Normal" during initial break-in.

Equally important as level of contamination is a change in level of contamination. An effective oil analysis program should provide the technician with a view of the progression of wear or a trend. If a sample shows a sudden rise in contaminant level action should be taken to determine what has changed.

NOTE: Oil analysis alone cannot detect nor warn against a fatigue failure.

Brake Test Procedure

These planetary hoists have a spring applied, hydraulically released, multiple disc brake inside the hoist housing. This brake holds a suspended load when the directional control valve is in neutral, or when hydraulic power is lost. An over-running brake clutch assembly permits the power train and

drum to rotate in the direction to lift a load, while the brake remains fully applied. A load cannot be lowered, however, without applying hydraulic pressure to the release port and releasing the brake.

(Test to be performed with no load on the hoist)

Remove and cap or plug the brake release line from fitting in the hoist brake release port.

With the hydraulic power unit running, move the directional control valve handle slowly to the full open, lowering position.

Increase the engine speed, if necessary, to bring system pressure up to the relief valve setting. The hoist drum should remain stationary.

If the hoist drum rotates, the hoist should be disassembled and the brake components should be examined for wear. In addition, the brake springs should be measured for the correct free length in those hoist using helical compression springs.

Replace any parts showing excessive wear and any spring whose length is shorter than the minimum shown in the applicable hoist Service Manual.

Reassemble the brake and hoist and repeat the above steps.

When testing is complete, reattach the brake release line to the brake release port.

HOIST TO BOOM ALIGNMENT

Preparation

Boom alignment must be completed before attempting hoist alignment Figure 5-4. If the hoist is not properly aligned, the cable can be damaged or fine control could be affected.

The crane must be set on outriggers fully extended and the crane must be leveled. The boom must be over the front.

Tools Required

- Two foot square
- Mason cord
- Chalk
- Protractor

Procedure

The hoist mounting location will determine the alignment procedure used. Shift one side of the hoist back or forward to align the hoist with the boom sheave for cranes that have the hoist mounted either directly to the boom or on a mount attached to the boom. It may be necessary to shim under one side of the hoist to make it level.

The hoist must be checked in two directions, one at 0 degree and the other is above 45 degrees boom angle on any crane

that the hoist is not mounted directly to the boom, stationary mounted.

Check the hoist at 0 degree to see if the hoist is aligned to the boom nose sheave. The main hoist is aligned to the right hand sheave and the auxiliary hoist is aligned to the center sheave.

NOTE: The hoist cable will have gaps in it during spooling if the alignment is not correct.

NOTE: The hoist is not level if the cable is piling up on one side of the drum.

1. The boom must be extended one half of full extension on all hoist alignments. This length is used because when the main hoist cable is positioned on the top right hand boom nose sheave, the cable must leave the center of the drum at a 90 degree angle. The boom has the ability to extend, retract, and change the angle of departure from the drum. Extend the boom half way to provide a center point of adjustment to check the fleet angle of the cable.
2. All the cable must be removed from the hoist drum to check the fleet angle. Using mason cord or cat gut fishing line you will be able to pull the line tight to make an accurate measurement of the fleet angle. Find the centerline of the hoist drum by using a square and drawing a line horizontal on the drum. Put a line vertical to the horizontal line in the absolute center of the drum by using a tape measure. With the boom at 0 degree, tie the line tight to the boom nose and have it in the center of the right hand boom nose sheave.

NOTE: If this special equipment is not available, sufficient accuracy in locating a centerline may be obtained by using a steel square against the machine's inner surfaces of both flanges. It is advisable to avoid using any cast surfaces in this procedure unless a check from both flanges indicates that the resultant line is straight.

3. Tie the line around the hoist drum so that the line is very tight and the line is crossing the absolute center of the drum at the centerline mark you put on the drum.
4. Using a protractor, lay it on the vertical line on the hoist drum so the string line is in the center of the protractor. The string line will be at the 90 degree mark on the protractor if the hoist is straight with the boom nose sheave. If it is not at the 90 degree mark, the hoist mounting bolts will have to be loosened and the hoist moved so it is.

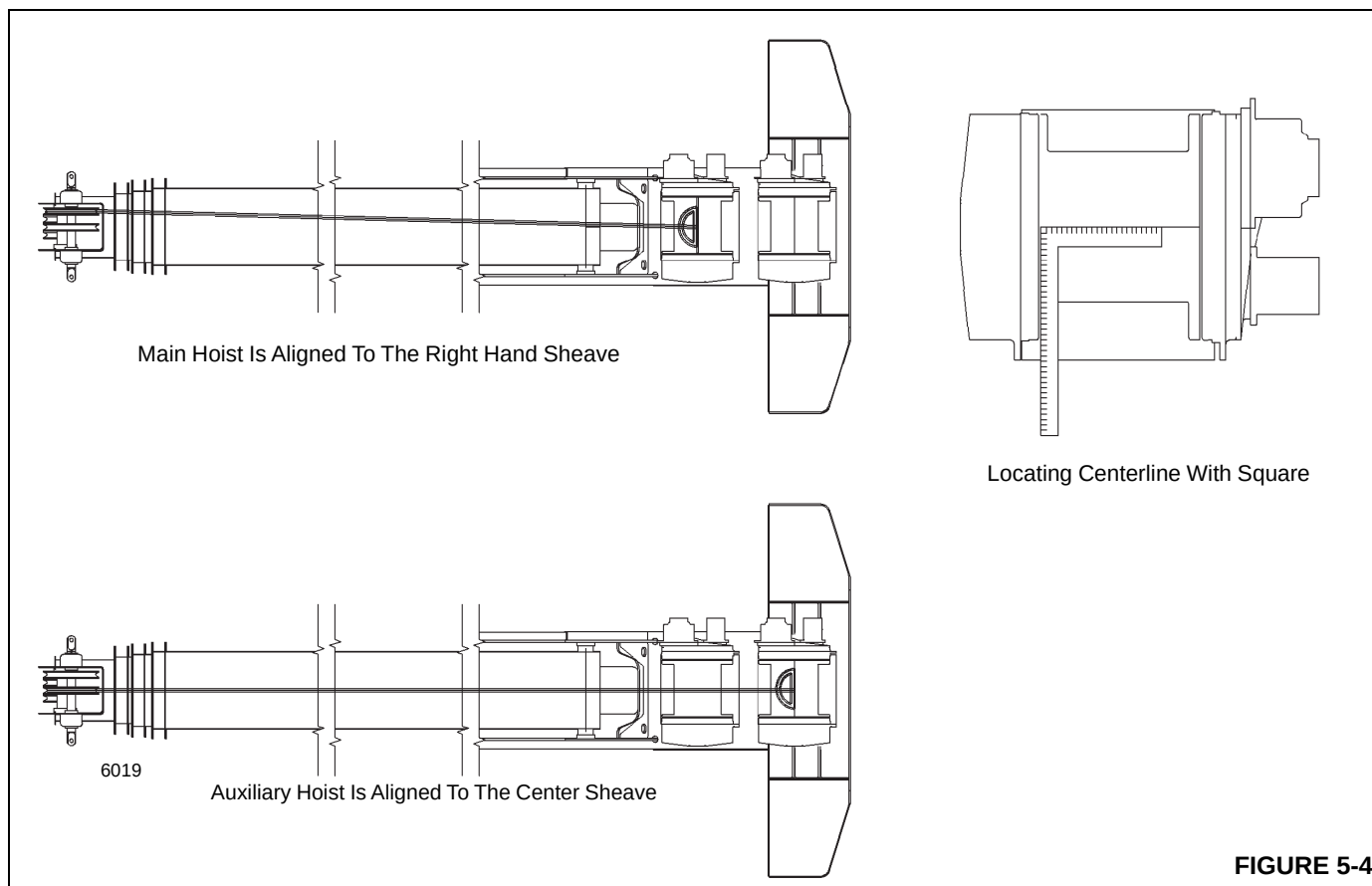
NOTE: This test is for cable leaving gaps while spooling.

CAUTION

Do not alter holes or stop blocks on the crane mounting plate, as very small adjustments result in large angular changes. Extreme care should be taken to avoid over-correction. Damage to the hoist or wire rope may result.

5. Elevate the boom above 45 degrees boom angle to check if the hoist is level. Reposition the hoist drum and tighten the cord so you can have the cord in the center of the protractor at the 90 degree mark. If the cord is not at the 90 degree mark, the hoist will have to be shimmed until the cord is at the 90 degree mark.

NOTE: This test is for cable piling up on one side of the hoist drum.



MOTOR AND BRAKE

Description

Each hoist has a hydraulic motor, a brake valve, a brake cylinder, and a brake clutch which control motion of the hoist's drum. These parts mount on one of the support end brackets of the hoist. The hydraulic motor connects to the hoist's brake clutch, which in turn connects to the gear train of the hoist.

Maintenance

Removal

1. Drain the oil from the hoist drum by removing the plugs. Reinstall the plugs when the drum is finished draining.
2. Power-wash the hoist on the motor side to wash away potential contaminants from the drive components of the hoist.
3. Tag and disconnect the hydraulic lines from the motor and the brake valve. Cap or plug all lines and openings.
4. Remove the two bolts and washers to free the motor and brake valve from the brake cylinder and brake clutch on the support end bracket. Remove the motor and brake valve as a unit. Discard the O-ring.
5. Cover the motor opening in the brake cylinder to protect drive components inside the hoist drum. As needed, secure the brake clutch from inside the brake cylinder.

Installation

NOTE: Assure the primary thrust plate remains properly located in its counterbore when installing the motor. If operating the hoist with the primary thrust plate wedged between the primary gears and the planet carrier, or with a thrust washer out of position severe damage to internal hoist parts could result.

1. Uncover the motor opening in the brake cylinder. Verify the brake clutch is secure in the brake cylinder. Verify these parts are clean.
2. Install a replacement O-ring on the motor's pilot after lubricating it with gear oil or petroleum jelly.
3. Engage the motor shaft to the inner race of the brake clutch when installing the motor and attached brake valve. Apply Loctite No. 243 to the bolts for the motor. Secure the motor and brake valve to the brake cylinder with bolts and washers. Torque bolts to 382 Nm (282 lb-ft).
4. Connect the hydraulic lines to the motor and brake valve as tagged during removal.
5. Fill the drum with oil. Refer to *Maintenance and Lubrication*, page 9-1 in this manual.

IDLER DRUM AND CABLE FOLLOWER

Description

The main and auxiliary hoists (Figure 5-5) are each equipped with an idler drum on the forward side of the hoist. The main hoist idler drum is used to keep the hoist cable from coming in contact with the boom. When the crane is also equipped with an auxiliary hoist, the idler drum on the auxiliary hoist is used to keep the hoist cable from coming in contact with the main hoist. The cable follower is mounted on the forward side of its respective hoist. The cable follower applies a downward spring pressure against the cable onto the hoist drum, to ensure that the cable will be uniformly wound onto the hoist drum, and also prevent cable from jumping under abnormal line conditions.

Maintenance

Idler Drum

Removal and Disassembly

1. Remove the bolt and end cap from the right side of the idler roller (Figure 5-5).
2. Support the idler roller and withdraw the shaft from the left side. Take care not to lose the shim(s) on each end.
3. Remove the roller from between the side plates.

Cleaning and Inspection

1. Clean all rust and dirt from the shaft.
2. Inspect the shaft and roller for cracks, scoring, or grooving. Replace if necessary.

Assembly and Installation

1. Position the roller between the side plates with at least one shim on each end.
2. Install the shaft through the left side plate and the roller and shims. Ensure the flat on the shaft end aligns with the stop welded on the side plate.
3. Apply Loctite 243 to the bolt threads. Secure the shaft to the right side plate with a bolt and end cap.

Cable Follower**Removal and Disassembly**

1. Loosen the adjusting nuts and remove the tension spring and adjusting rod from both sides of the hoist Figure 5-5.
2. Remove the tack welds from the bolt heads securing the arm to the cable follower roller.
3. Support the cable follower roller and remove the bolts and washers securing the arms to the angles on each end of the roller. Remove the cable follower roller.
4. Disassemble the cable follower roller as follows.
 - a. Remove the two bolts and washers securing the angle to the right side of the shaft.
 - b. Remove the shims and roller from the shaft.
 - c. If necessary, remove the bearing and bearing housing from both ends of the roller.
5. Remove the bolt and locknut securing the arm to the spring attaching lever on each side of the hoist. Remove arms and levers from the side plates.

NOTE: Be sure to mark each arm and lever as to what side (left or right) they were removed from. This will be helpful during installation.

6. Remove the grease fittings from the bushing on each side plate.

Cleaning and Inspection

1. Clean all grease from the shaft, bearing, and roller.
2. Check the shaft, roller, and bearings for cracks, scoring, or grooving. Replace if necessary.
3. Check the spring tension. If the springs will not provide sufficient tension when adjusted, replace them.

Assembly and Installation

1. Install a grease fitting in the bushing on each side plate.
2. Install the left arm through the bushing on the left side plate. Apply Loctite 243 to the bolt threads. Install left spring attaching lever on the arm and secure with a bolt and locknut.
3. Repeat step 2 on the right side.
4. Assemble the cable follower roller as follows.
 - a. Apply high strength retaining compound Loctite 680 to the bearing housings and the bearings. Install them in both ends of the roller.
 - b. Install the shaft into the roller with a least one shim on each end.

- c. Apply Loctite 243 to the bolt threads. Position the angle on the right side of the shaft and secure with two bolts and washers.

5. Position the cable follower roller on the arms and secure with four bolts and washers. Center the roller between the hoist drum flanges and tighten the bolts. Tack weld the bolt heads.
6. Attach one end of the tension springs to the levers on each side. Install the adjusting rod through the lug on each side plate and connect to the other end of the spring. Install the adjusting nuts on each rod and tighten enough to take the slack out of the springs.

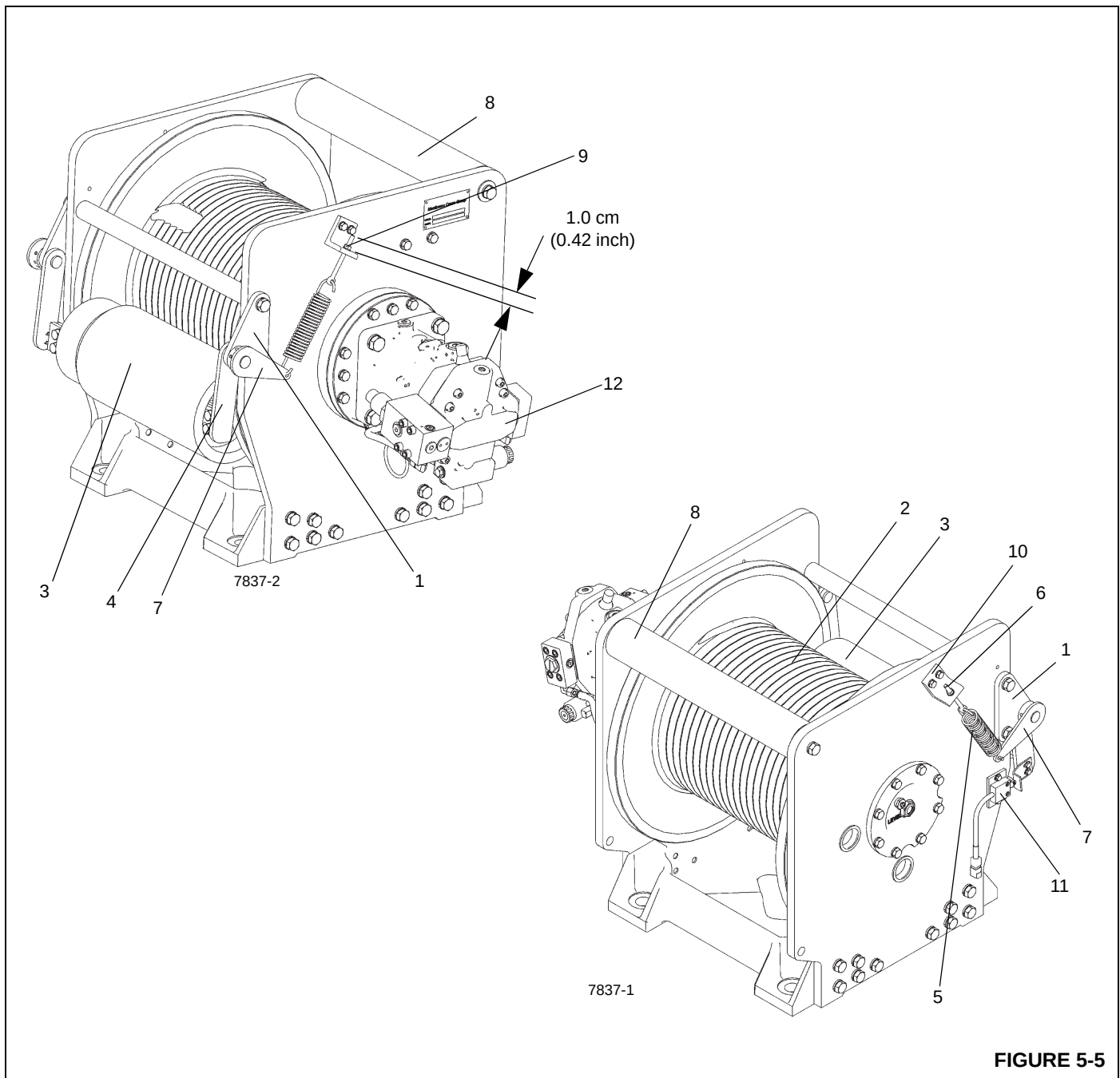


FIGURE 5-5

Item	Description
1	Pivot Bracket
2	Drum
3	Follower Roller
4	Arm
5	Spring
6	Spring Adjusting Rod

Item	Description
7	Lever
8	Idler Roller
9	Nut
10	Bracket
11	3rd Wrap Limit Switch (Optional)
12	Hoist Motor

7. Using a grease gun, apply grease to the fittings on each side plate bushing.
8. Adjust the roller as outlined in steps 9 and 10.
9. With one layer of cable on the hoist drum, adjust the bolts on the front of each side plate (that push against each arm) so the roller applies pressure on the layer of cable, and does not interfere with filler/riser protrusions on the hoist drum flanges. Tighten jam nuts to secure setting.
10. With a full drum of cable, the adjusting spring length from eye to eye should not exceed 10.12 in (25.7 cm). Adjust rods as necessary and tighten jam nuts to secure this setting.

Complete Assembly

Removal

1. Remove all tension from the springs on each side by loosening the nuts and jam nuts.
2. Support the weight of the assembly and remove the two bolts and washers securing each side plate to the hoist. Remove the idler drum and cable follower assembly from the hoist.
3. If necessary to completely disassemble or remove any part of the assembly, refer to the applicable paragraphs in this sub-section.

Installation

1. Position the idler drum and cable roller assembly on the hoist and secure each side plate to the hoist with two bolts and washers.
2. Adjust the tension on the cable follower. Refer to instructions in *Cable Follower*, page 5-11.

HOIST DRUM ROTATION INDICATOR SYSTEM

Description

The hoist drum rotation indicator system is an electrically operated system that provides the operator with a touch indication of drum rotation so the operator will know if and at what speed the hoist drum is rotating, even under the most distracting conditions. The main screen of the Superstructure Display Module (SDM) will also illuminate a hoist up or hoist down indicator light to show the direction of hoist motion.

The rotation indicator system consists of the rotation indicator sensor and rotation indicator solenoid. The rotation sensor is located on the hoist motor. The pulsing solenoid is located in the applicable hoist control lever handle. Actuation of the rotation indicator and illumination of the direction lights is controlled by the Can-Bus system from input supplied by the rotation indicator sensor. The rotation indicator will cease operation at high line speeds to prevent damage to the solenoid.

HOIST CONTROL VALVES

Description

NOTE: For more detailed information, refer to *Valves*, page 2-39 in Section 2 - Hydraulic System.

Hydraulic Hoist Motor Control Valve

The hydraulic hoist motor control valve is used to control the operation of the hoist brake. The valve is mounted on the hoist and controls the release of the hoist brake in the down direction. The valve enters a state of free flow in the up direction.

Hoist Directional Control Valve

The hoist directional control valve is used to control the operation of the hoist. It is a four-way, pilot operated valve and is mounted on the right side of the turntable.

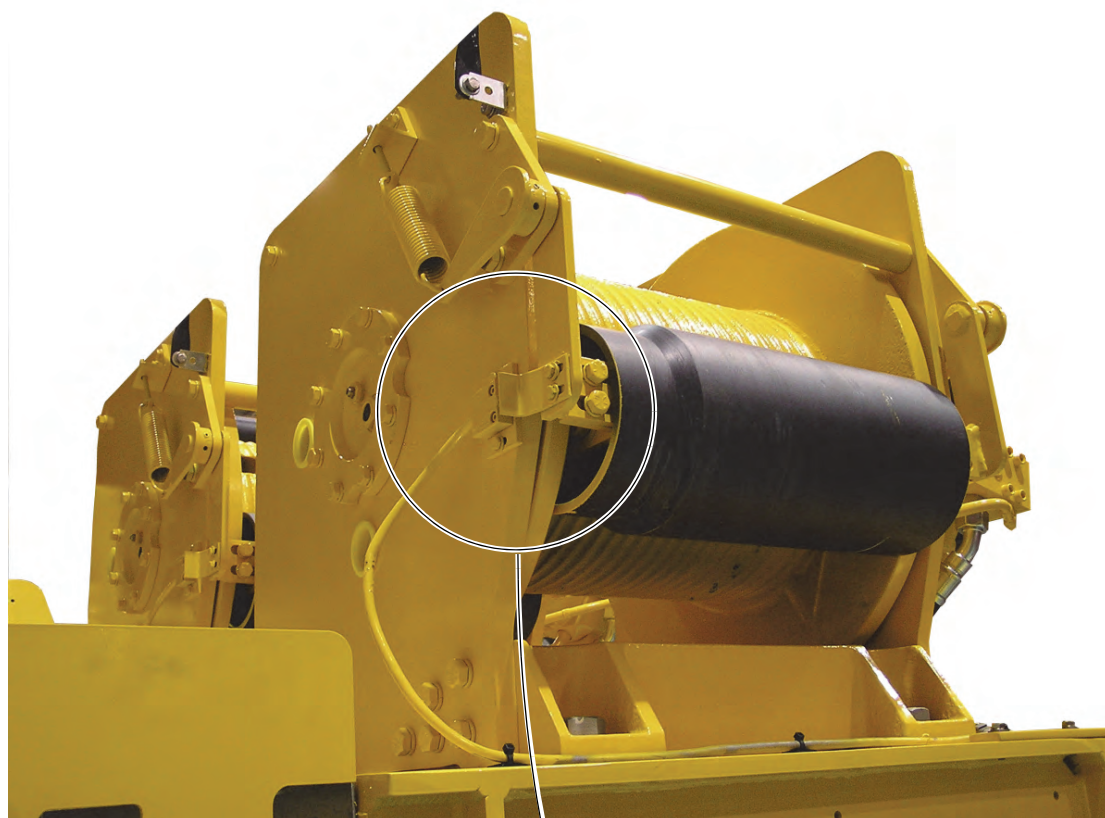
THIRD WRAP INDICATOR

Description

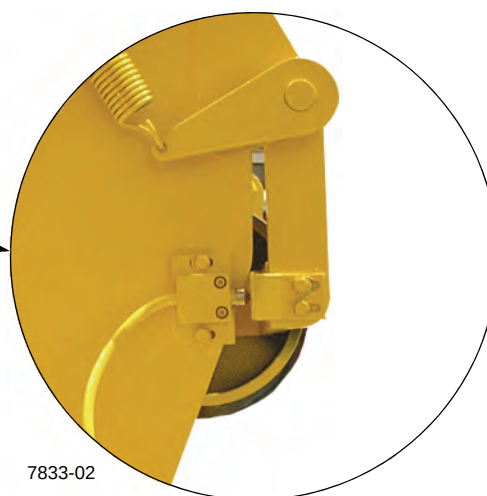
The third wrap indicator (Figure 5-6) is installed to give the operator an indication that the wire rope is down to the last three wraps on the hoist drum and no more rope should be reeled out. In addition to the warning light in the cab illuminating when down to the third wrap, hoist down operation will be locked out.

Maintenance

The third wrap indicator switch mechanism must be adjusted such that only when the hoist has three wraps of cable remaining on the drum, the switch is actuated. Once adjusted properly, ensure there is no continuity through the switch when actuated and continuity through the switch when not actuated.



7833-01



7833-02

FIGURE 5-6

COUNTERWEIGHT REMOVAL AND
INSTALLATION – HYDRAULIC VERSION

 DANGER

Falling counterweight can crush and cause death or serious injury.

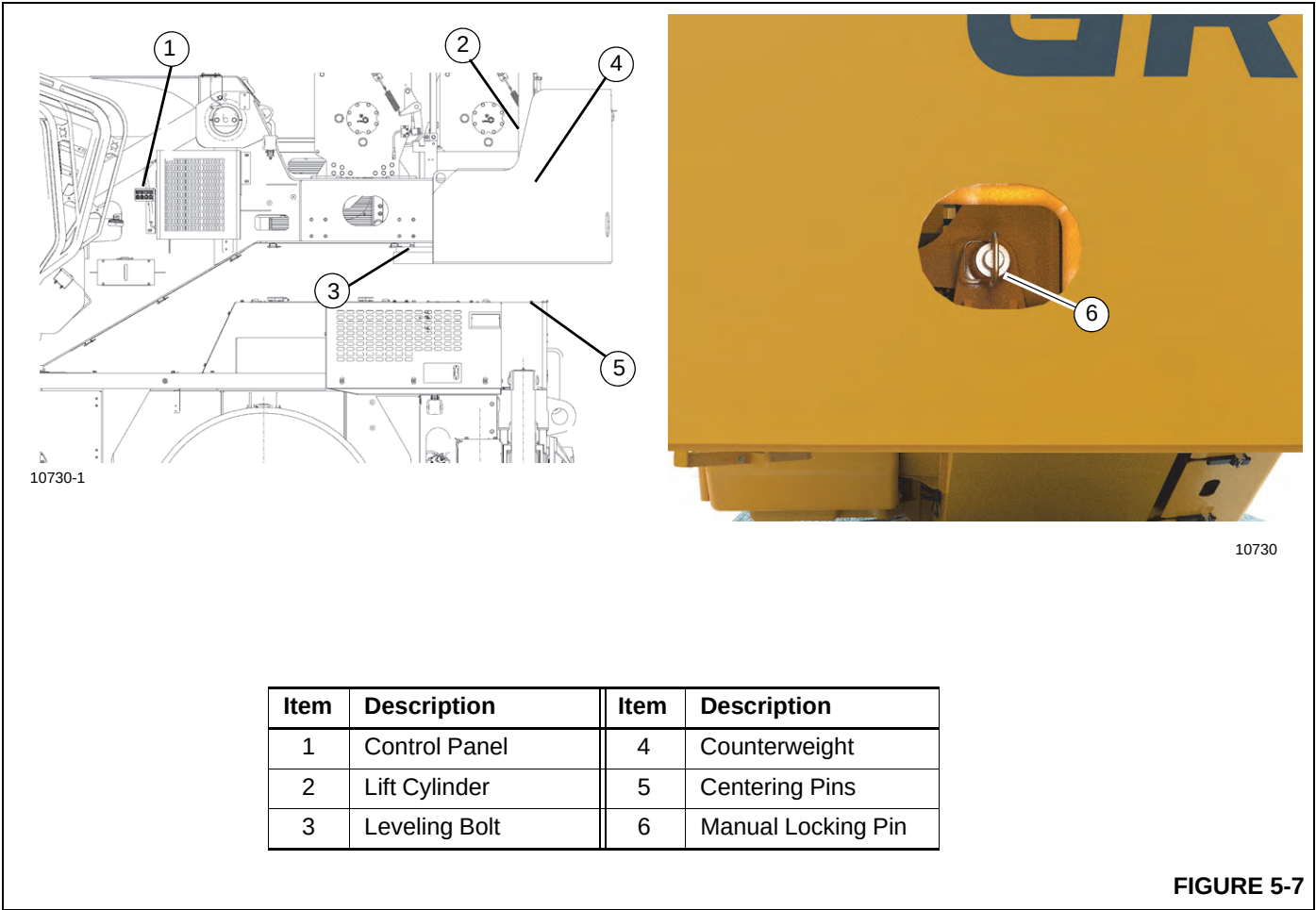
Ensure all mounting pins are properly installed and locked, during and after operating the counterweight removal system.

Counterweight is installed and removed using hydraulic cylinders controlled by a counterweight control panel located on each side of the superstructure. The counterweight assembly is pinned to the hydraulic cylinders then mounted to the superstructure using manual locking pins with pin clips.

Counterweight is lowered or lifted from two centering pins on the counterweight stand, located at the front of the carrier.

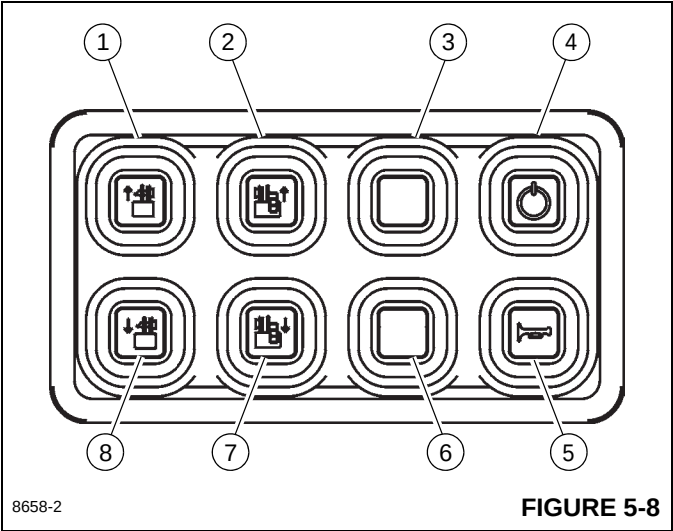
 DANGER

Travel is not permitted with removable counterweight on carrier deck.



Counterweight Control Panel

Counterweight control panels are located on each side of the superstructure between the boom pivot and main hoist. Only one control panel can be used at a time. The crane engine must be running with parking brake ON and no other functions enabled for system to be fully operational.



The back light of the buttons are illuminated blue when power is on.

Back lights for each button indicates:

Green - Function enabled.

Yellow - Error condition.

Red - Function not available or system not enabled.

NOTE: The horn button (3) is always active. Enable button does not have to be pushed before using the horn.

The Enable button (2) must be pushed and released before selecting a function. The function must be selected within five seconds after pushing the Enable button or the system will time out and the Enable button must be pushed again.

If the Enable button is pushed and held for more than 2 seconds, the back light of the enable button will illuminate. No other functions are available until the button is released and pushed again.

Item	Description
1	Right Counterweight Cylinder Raise Button
2	Left Counterweight Cylinder Raise Button
3	Blank (not used)
4	Function Enable Button
5	Horn Button
6	Blank (not used)
7	Left Counterweight Cylinder Lower Button
8	Right Counterweight Cylinder Lower Button

Removing the Counterweight - Hydraulic Version

Refer to Figure 5-8.

CAUTION

When raising or lowering the counterweight, make sure that the weight remains level by using the left and right cylinder control buttons

1. Position crane on a firm level surface. Fully extend and set outriggers.
2. Rotate superstructure so that the boom is over rear of crane and the counterweight is centered at front of vehicle. Engage turntable lock.
3. Make sure counterweight support (1, Figure 5-9) is securely attached at front of carrier.

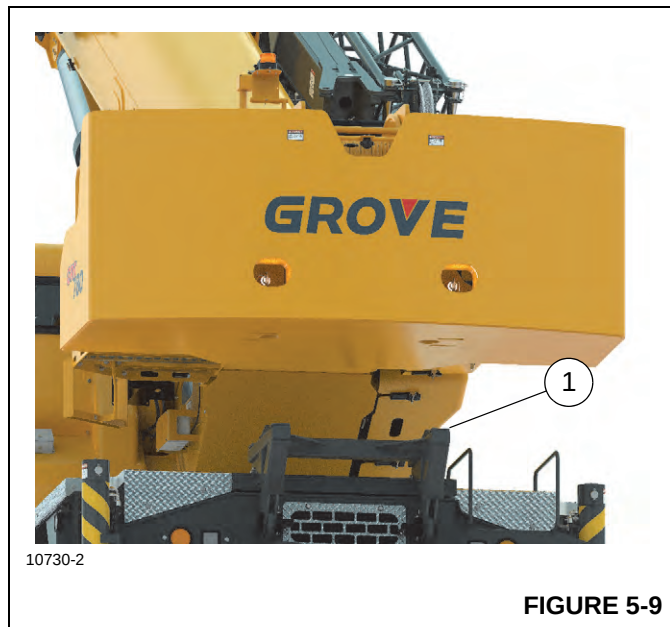


FIGURE 5-9

4. Remove pin clips from manual locking pin (6, Figure 5-7) on each side of superstructure.
5. Remove manual locking pins (6, Figure 5-7).
6. Check area is clear around counterweight and carrier front deck. Push horn button (3).

CAUTION

To prevent machine damage, make sure that the Lock Cylinder Pins are fully retracted and the counterweight is hanging freely from the lifting cylinders before lowering the counterweight

CAUTION

When lowering the counterweight, make sure that the weight remains level to avoid crane damage.

7. Push and release Enable button (2). Push and hold Left (6) and Right (7) Counterweight Cylinder Lower buttons until counterweight is completely lowered on centering pins and front deck/counterweight stand.
8. Remove lock pins and retaining pins from lift cylinders and counterweight.

NOTE: Operate left or right cylinder as needed to remove pins.

NOTE: Do not leave cylinder rods extended. Corrosion or other damage may occur.

9. Push and release Enable button (2). Push and hold Left (8) and Right (9) Counterweight Cylinder Lift buttons until cylinder rods are completely retracted. Reinstall retaining pins and lock pins.

10. Reinstall manual locking pins (6, Figure 5-7).



DANGER

Travel is not permitted with removable counterweight on carrier deck.

11. Release turntable lock. Rotate superstructure 90° for clear access to front deck with counterweight.

NOTE: GRT765 counterweight weighs 6895 kg (15,200 lb).

12. Lift counterweight from carrier deck to transport vehicle.
13. Select proper "Without Counterweight" operating code on the RCL.

Removing the counterweight increases loading on the front axle. Refer to the *Load Chart Manual* and the *Operator Manual* for details about travel with counterweight removed.

Installing the Counterweight - Hydraulic Version

Refer to Figure 5-8.

CAUTION

When raising or lowering the counterweight, make sure that the weight remains level by using the left and right cylinder control buttons

1. Position crane on a firm level surface. Fully extend and set outriggers.
2. Make sure counterweight support (1, Figure 5-10) is securely attached at front of carrier.



10730-2

FIGURE 5-10

3. Rotate superstructure 90° for clear access to front deck.

NOTE: GRT765 counterweight weighs 6895 kg (15,200 lb).

4. Lift counterweight from transport vehicle and position on front deck centering pins.
5. Place superstructure in position with boom centered over rear of vehicle. Engage turntable lock.
6. Remove lock pins and retaining pins from counterweight lift cylinders.



DANGER

Hand Crushing Hazard!

Do not place hand between counterweight cylinders and the top of the counterweight while cylinders are in motion.

7. Push and release Enable button (2). Push and hold Left (6) and Right (7) Counterweight Cylinder Lower buttons until cylinder rod ends engage counterweight.
8. Install lock pins and retaining pins in lift cylinders and counterweight.

NOTE: Operate left or right cylinder as needed to install pins.

CAUTION

When raising the counterweight, make sure that the weight remains level to avoid crane damage.

9. Push and release Enable button (2). Push and hold Left (8) and Right (9) Counterweight Cylinder Lift buttons until counterweight engages superstructure and manual locking pin holes are aligned on both sides.

NOTE: Operate left or right cylinder as needed to align manual locking pin holes.

10. Install manual locking pins (6, Figure 5-7).
11. Install pin clips in counterweight manual locking pins on each side of superstructure.
12. Adjust four counterweight bolts and jam nuts to provide a consistent stop and proper alignment with the pinning holes.
13. Select proper counterweight operating code on the RCL.
14. Crane is now ready for operation with counterweight installed.

REMOVING AND INSTALLING THE COUNTERWEIGHT – PIN-ON VERSION

The standard GRT765 counterweight is mounted to the superstructure using pins and clips. The counterweight must be lifted into position manually.

Removing the Counterweight - Pin-On Version



DANGER

Death or serious injury could result from being crushed by a falling counterweight.

NOTE: Use of a forklift to remove/install the fixed counterweight is not recommended.

1. Fully extend and set the outriggers.

NOTE: Turntable lock pin can only be engaged with boom over front or rear of carrier.

2. Rotate the superstructure so the counterweight is over the front of the carrier to gain additional clearance.

NOTE: GRT765 counterweight weighs 6895 kg (15,200 lb).

3. Lower and fully retract the boom
4. Engage the 360° swing lock (if equipped).
5. Shut down crane.

CAUTION

When lifting/handling the counterweight, keep the chains/straps vertical to minimize side pull on the lifting lugs.

6. Attach an adequate lifting device to the four lifting lugs on the counterweight.
7. Loosen the four jam nuts, then back off the jack bolts that center the counterweight on the superstructure.
8. Remove the two cotter pins that secure the large attachments pins in place. Remove the two attachment pins.
9. Slightly lift counterweight off of superstructure. Without raising or lowering the height of the counterweight, move the counterweight rearward until it clears the tail of the superstructure. Move counterweight far enough from crane to allow the superstructure to clear during repositioning.
10. Reinstall attachment pins in holes on superstructure, then secure with cotter pins.

11. Rotate superstructure to the normal travel position.

Installing the Counterweight - Pin-On Version

1. Fully extend and set the outriggers.
2. Rotate the superstructure so the counterweight will be over the front of the carrier to gain additional clearance.
3. Shut down crane.

CAUTION

When lifting/handling the counterweight, keep the chains/straps vertical to minimize side pull on the lifting lugs.

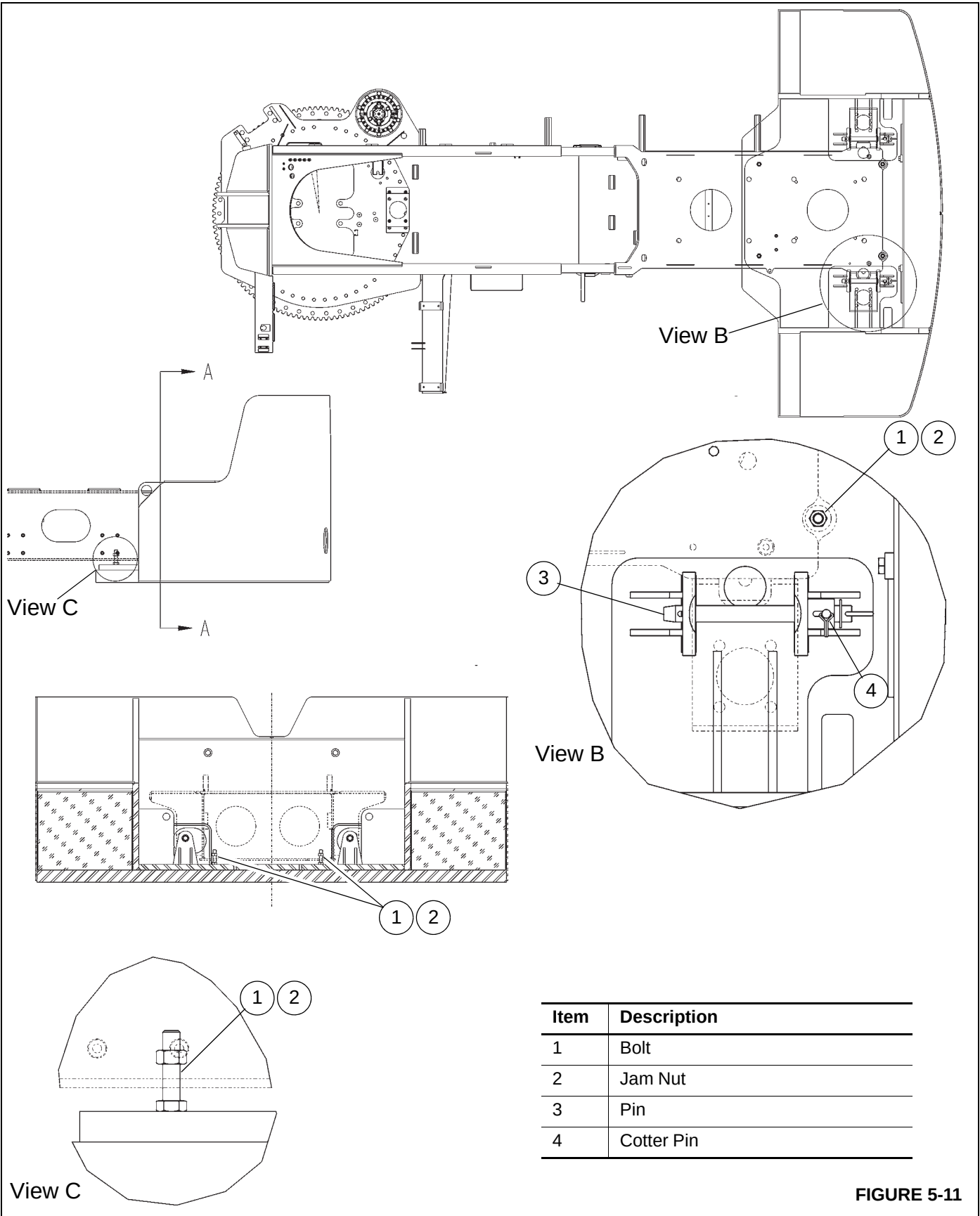
NOTE: GRT765 counterweight weighs 6895 kg (15,200 lb).

NOTE: Use of a forklift to remove/install the fixed counterweight is not recommended.

4. Remove the two large attachment pins from the superstructure.
5. Attach an adequate lifting device to the four lifting lugs on the counterweight. Lift the counterweight into place on the superstructure.
6. Secure the counterweight to the superstructure using the two attachment pins. Secure the attachment pins with cotter pins.

NOTE: If the attachment pin holes in the counterweight do not align with the holes in the superstructure, adjust the jack bolts until they align, then tighten the jam nuts.

7. Adjust the four jack bolts such that the counterweight is centered on the superstructure. Do not over-tighten the bolts. Tighten the jam nut at each bolt.
8. Remove the lifting device from the counterweight.



SECTION 6
SWING SYSTEM

SECTION CONTENTS

Description	6-1	Description.....	6-17
Theory of Operation	6-2	Theory of Operation.....	6-17
Swing Drive.....	6-2	Maintenance	6-17
Swing Brake	6-2	Two Port Water Swivel	6-19
Maintenance	6-4	Description.....	6-19
Swing Motor	6-7	Maintenance	6-19
Description	6-7	Electrical Swivel	6-20
Maintenance	6-7	Description.....	6-20
Swing Gearbox And Brake.	6-8	Theory of Operation.....	6-20
Description	6-8	Maintenance	6-20
Maintenance	6-8	Swing Lock Pin	6-21
Swing Bearing.	6-10	Description.....	6-21
Description	6-10	Maintenance	6-22
Maintenance	6-10	360° Swing Lock Control (Positive Lock Type)	
Swivels.	6-15	(Optional)	6-22
Description	6-15	Description.....	6-22
Hydraulic Swivel	6-17	Maintenance	6-22

DESCRIPTION

The purpose of the swing system is to allow the crane superstructure to rotate atop the carrier frame. The superstructure swing system provides full 360 degree rotation in both directions and is equipped with free swing capabilities. The term free swing means that, the superstructure will swing freely after the Swing joystick is released until it coasts to a stop or the Swing Brake Pedal is depressed.

Swing is activated using a joystick in the cab. When the Swing joystick is actuated, hydraulic pressure is routed to the Swing Motor to drive the gearbox in the appropriate direction. As the gearbox rotates, the pinion gear meshes with the teeth on the swing bearing and rotates the

superstructure. The maximum rotation is 2 rpm. Braking is accomplished by depressing a Swing Brake Pedal which is a proportionate control valve that provides a controlled braking of the swing motion.

The swing system consists of a electric remote controller, a directional control valve, the swing drive, the swing brake assembly, the brake pedal and power brake valve, and a swing brake release solenoid valve.

The crane is equipped with a pin type swing lock as standard and an optional 360 degree positive swing lock. The 360 degree positive swing lock meshes with the swing gear teeth at any point of rotation. The pin type swing lock can only be engaged when the boom is centered over the front or rear of the carrier. Both swing locks are operated from the cab.

THEORY OF OPERATION

Swing Drive

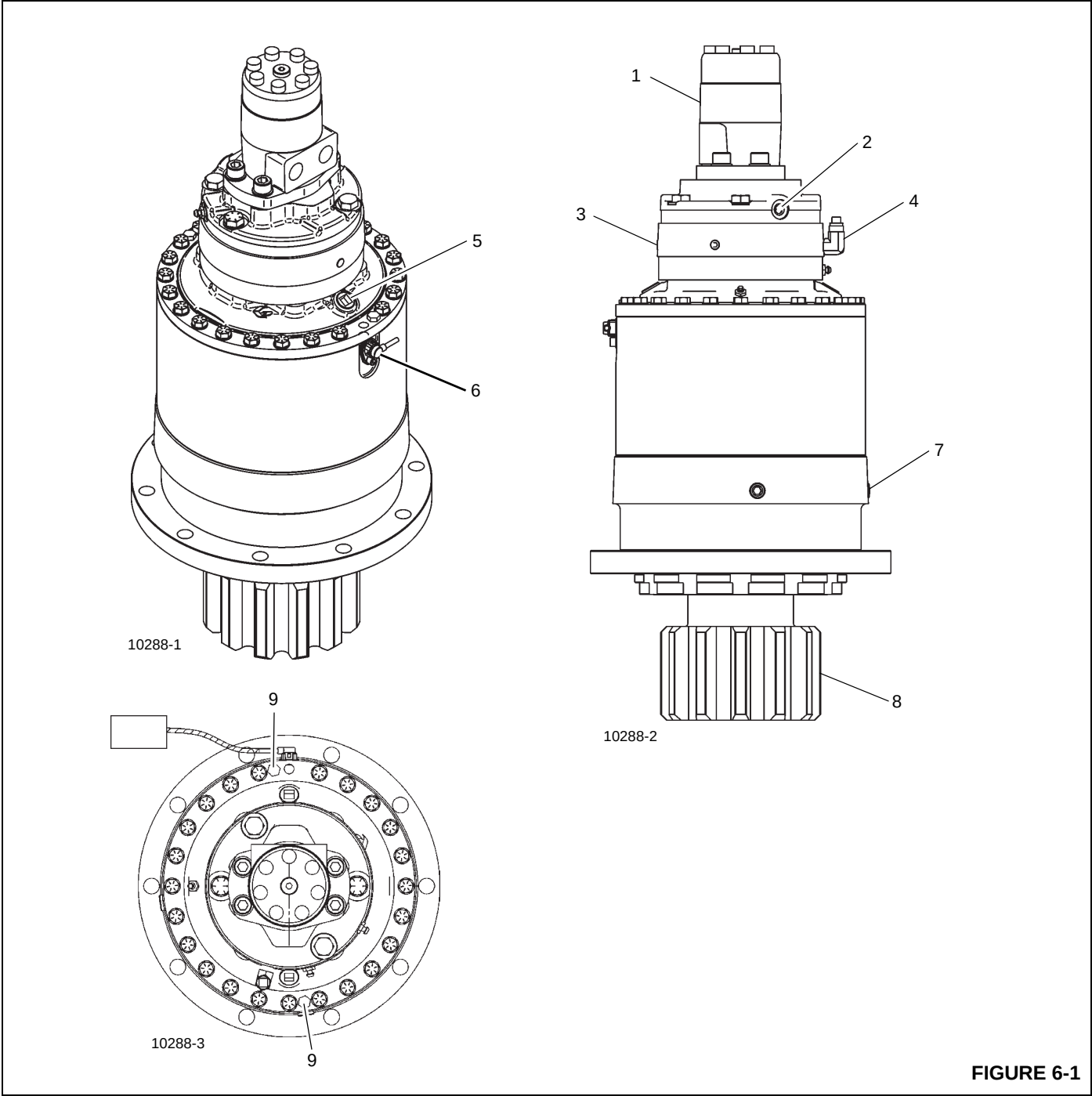
The hydraulic power for the swing drive (Figure 6-1) is supplied by the engine driven hydraulic pump. Oil flows from the pump to the hydraulic swivel. Flow from the swivel is routed to the Swing Directional Control Valve.

When the hydraulic remote control is positioned to select right or left swing, the flow through the control valve is directed to the Swing Motor. If the Swing Enable Switch is in the ON position, the superstructure will rotate in the desired direction. Shifting the control to neutral and depressing the swing brake pedal will stop the swing.

Swing Brake

The (static) swing brake is spring-applied, hydraulic released while the service (dynamic) brake is pressure applied. A two

position solenoid valve controls the pressure to release the swing brake. A pressure reducing valve maintains a pressure of 600 psi to the inlet of both the brake release and brake apply valves. The circuit is designed such that when the engine is running and the swing enable switch is activated pressure is supplied to the swing brake release to release the brake while at the same time pressure is ramped up on the swing service brake proportionally to the max pressure. When the swing control joystick is actuated to swing left or right, the proportional valve is de-energized there by releasing the pressure from the swing service brake and allowing motion. When the swing joystick is returned to the center (neutral) position, the control system gradually re-energizes the proportional valve (apply valve), thereby slowly increasing oil pressure to apply the brake. Actuating the swing brake foot pedal results in the same action.



1	Motor	6	Speed and Direction Sensor
2	Hydraulic Port - Swing Brake Release	7	Swing Gearbox Drain Plug
3	Hydraulic Port - Swing Brake Pedal Apply	8	Pinion
4	Swing Brake Fill Port	9	Lifting Holes - M10x1.5
5	Swing Gearbox Fill Port		

MAINTENANCE

Table 6-1: Troubleshooting

Symptom	Probable Cause	Solution
1. Boom swing operation erratic in either direction.	a. Damaged relief valve.	a. Replace relief valve.
	b. Swing brake dragging (not releasing properly).	b. Readjust and/or replace parts.
	c. Low engine rpm.	c. Increase engine rpm to obtain smooth swing operation.
	d. Low hydraulic oil.	d. Check system for leaks. Make repairs as needed. Fill reservoir.
	e. Improper movement of control to neutral.	e. Feather controls to neutral to maintain smooth stopping action.
	f. Insufficient lubricant on swing bearing.	f. Lubricate bearing properly. Refer to <i>Maintenance and Lubrication</i> , page 9-1.
	g. Crane not level.	g. Level crane using outriggers.
	h. Damaged swing motor.	h. Repair or replace swing motor.
	i. Excessive overload.	i. Reduce load. Refer to load capacity chart.
	j. Restricted or partly clogged hydraulic hose or fittings.	j. Replace hose or fittings. Refer to the Grove Product Support Parts Manual.
	k. Pump cavitation in swing section.	k. Tighten suction hose or replace damaged fittings. Check hydraulic tank level.
	l. Improperly torqued turntable bolts.	l. Torque turntable bolts evenly.
	m. Excessive preload on upper and lower pinion shaft bearing.	m. Adjust as necessary.
	n. Improperly torqued swing motor attachment bolts.	n. Torque swing motor attachment bolts.
	o. Malfunction of the swing box.	o. Remove swing box and make necessary repairs.
	p. Worn or damaged pump.	p. Repair or replace damaged pump.
	q. Damaged swing directional control valve.	q. Repair or replace swing directional control valve.
	r. Damaged swing pinion.	r. Replace pinion.
	s. Damaged turntable bearing.	s. Replace turntable bearing.
	t. Controller settings	t. Check settings
	u. Electrical connection	u. Inspect wiring and connections

Symptom	Probable Cause	Solution
2. Boom swing operation erratic in one direction only.	a. Crane not level.	a. Level crane using outriggers.
	b. Turntable bearing binding due to continuous limited swing. (Example: concrete pourer.)	b. Rotate crane 360 degrees in both directions several times and lubricate bearing.
	c. Restricted hose or fitting.	c. Replace hose or fitting.
	d. Damaged swing directional control valve.	d. Replace swing directional control valve.
	e. Damaged swing pinion.	e. Replace pinion.
	f. Damaged turntable bearing.	f. Replace turntable bearing.
3. Boom will not swing in either direction.	a. Damaged relief valve.	a. Remove, clean, and repair or replace relief valve.
	b. Damaged swing motor.	b. Repair or replace swing motor.
	c. Swing brake not releasing properly.	c. Repair as necessary.
	d. Damaged hydraulic remote control valve.	d. Replace hydraulic remote control valve.
	e. Internal damage to swing box.	e. Remove swing box and repair.
	f. Worn or damaged hydraulic pump.	f. Replace pump section.
	g. Damaged swing directional control valve.	g. Replace swing directional control valve.
	h. Damaged swing pinion.	h. Replace pinion.
	i. Damaged turntable bearing.	i. Replace turntable bearing.
	j. Excessive overload.	j. Reduce load. Refer to load capacity chart.
4. Swing operation slow in either direction.	a. Damaged relief valve.	a. Adjust, repair or replace valve.
	b. Improperly adjusted swing brake.	b. Readjust.
	c. Damaged hydraulic remote control valve.	c. Replace hydraulic remote control valve.
	d. Improperly lubricated swing bearing.	d. Lubricate bearing per recommendations. Refer to <i>Maintenance and Lubrication</i> , page 9-1.
	e. Improper size hose and/or fittings installed.	e. Replace hose or fittings. Refer to the Grove Product Support Parts Manual.
	f. Clogged or restricted hydraulic hoses or fittings.	f. Clean or replace damaged parts.
	g. Worn or damaged output shaft bearings	g. Replace bearings.
	h. Worn or damaged swing motor.	h. Repair or replace motor.
	i. Worn or damaged hydraulic pump.	i. Repair or replace pump.
	j. Crane not level.	j. Level crane.
	k. Damaged swing directional control valve.	k. Replace swing directional control valve.
5. Swing operation slow in one direction only.	a. Crane not level.	a. Level crane.
	b. Damaged hydraulic remote control valve.	b. Replace hydraulic remote control valve.
	c. Damaged swing directional control valve.	c. Replace the swing directional control valve.
	d. Clogged or restricted hose.	d. Replace hose or fitting.
	e. Improperly torqued turntable bearing.	e. Torque turntable bearing.

Symptom	Probable Cause	Solution
6. Swing brake operation erratic.	a. Improper brake adjustment.	a. Adjust brake.
	b. Air in swing brake system.	b. Bleed brake system.
	c. Brake pedal not fully retracted.	c. Check brake pedal return spring; repair or replace spring.
	d. Dirty or glazed brake disc.	d. Clean or replace disc.
	e. Malfunction of the glide swing power brake valve.	e. Repair or replace glide swing power brake valve.
	f. Kinked or bent lines and/or hoses and fittings.	f. Straighten or replace as required.
7. Swing brake system will not operate.	a. Damaged swing brake release valve.	a. Replace release valve.
	b. Damaged glide swing power brake valve.	b. Repair or replace glide swing power brake valve.
	c. Internal damage to the swing brake assembly.	c. Repair or replace affected parts.
	d. Loose or restricted brake lines or fittings.	d. Tighten or replace lines and fittings.
8. Swing brake pedal is spongy.	a. Damaged glide swing power brake valve.	a. Repair or replace the glide swing power brake valve.
	b. Loose or restricted brake lines or fittings.	b. Tighten or replace brake lines and fittings.
9. Swing brake drags.	a. Damaged glide swing power brake valve.	a. Repair or replace the glide swing power brake valve.
	b. Damaged swing brake release valve.	b. Replace release valve.
	c. Internal damage to the swing brake assembly.	c. Repair or replace affected parts.
	d. Loose or restricted brake lines or fittings.	d. Tighten or replace brake lines and fittings.
10. Boom swings slowly.	a. Insufficient hydraulic volume.	a. Check delivery of hydraulic pump. Ensure sufficient fluid is available to pump. Check pump drive speed.
	b. Damaged relief valve.	b. Adjust, repair, or replace valve.
	c. Damaged swing motor.	c. Repair or replace motor.
11. Swing motor continues to operate when swing control is in neutral.	a. Hydraulic remote control valve sticking or valve otherwise damaged.	a. Repair or replace valve.
	b. Control valve sticking or valve otherwise damaged.	b. Repair or replace valve.
12. Swing motor turning in wrong direction.	a. Improper port connections.	a. Reverse port connection.
	b. Improper wiring connection	b. Inspect wiring and connections
13. Swing motor noisy.	a. Air in system.	a. Refer to <i>Hydraulic System</i> , page 2-1, for removal of air from the system.
	b. Motor binding.	b. Repair or replace motor.

SWING MOTOR

Description

The Swing Motor is mounted on the swing brake housing and drives the swing gearbox through the brake assembly (Figure 6-1). The motor has two ports for connection to the hydraulic system.

Maintenance

Removal

- 1. Ensure swing brake and swing lock are engaged.
- 2. Clean port area around motor. Tag and disconnect hydraulic hoses from motor assembly. Cap or plug all openings.



CAUTION

Hydraulic oil can be hot and cause burns. Always wear gloves and allow the hydraulic system to cool.

- 3. Unscrew drain plug, filler and level plugs, and drain oil. After oil is drained, replace drain plug.

CAUTION

Pull straight up on motor assembly to avoid damaging splined shaft.

- 4. Remove two screws and separate motor from brake flange. Remove and discard O-ring from groove in the swing brake.

Installation

CAUTION

Use care when engaging swing motor drive gear. Do not force shaft to engage. Damage to gears may result

- 1. Install new O-ring in swing brake groove. Position swing motor on swing brake.
- 2. Apply Loctite 243 on two screws. Install screws and secure motor to brake housing.
- 3. Replace plugs and extensions. Fill assembly with oil. Refer to *Maintenance and Lubrication*, page 9-1.
- 4. Connect hydraulic lines to swing motor as tagged during removal.

Test

- 1. Test swing of superstructure in each direction. Stop and start swing several times.
- 2. Inspect for hydraulic leaks and repair as necessary.

SWING GEARBOX AND BRAKE

Description

The Swing Gearbox and Brake (Figure 6-1), used with the Swing Motor, rotates and stops the superstructure. A pedal on the cab floor activates the Swing Brake. The Swing Gearbox is bolted to the superstructure base plate. Its pinion gear meshes with the turntable bearing ring gear to rotate the turntable.

The Swing Gearbox uses double reduction planetary gearing. The multi-disc swing brake assembly is an integral part of the Swing Gearbox and is located between the Swing Motor and Swing Gearbox. The brake mechanism is a disc pack that is hydraulically released and spring applied.

Maintenance

NOTE: Swing Brake can be removed and disassembled independently of Swing Gearbox.

Swing Brake

Removal

1. Engage turntable lock pin.
2. Tag and disconnect hydraulic lines connected to swing motor and brake. Cap and/or plug all openings.
3. Remove swing motor from swing brake following Swing Motor - Removal procedures in this Section.
4. Remove bolts and washers securing brake to gearbox. Remove brake assembly.
5. Remove and discard the O-ring from the brake housing.
6. Cover swing gearbox opening to ensure no dirt, dust, etc., gets into the gearbox.

Installation

1. Install a new O-ring onto the brake housing and insert the brake assembly into the gearbox. Secure with the bolts.
2. Install swing motor into the swing brake according to the procedures found in this Section under Swing Motor - Installation.
3. Connect hydraulic lines to motor and brake.
4. Fill swing brake with oil following procedures and specifications found in the section *Maintenance and Lubrication*, page 9-1.
5. Bleed air from brake assembly.

Testing

1. With Swing Brake switch in the ON position, position the swing joystick in both directions. Superstructure rotation should not occur.
2. Position Swing Brake switch to OFF and swing superstructure in both directions. Use the swing brake pedal to stop rotation.
3. Check for hydraulic leaks and repair as necessary.

Gearbox

Removal

1. Engage turntable lock pin.
2. Tag and disconnect hydraulic lines from swing motor and swing brake. Cap and/or plug all openings.
3. Remove three bolts attaching pinion gear to output shaft. Remove pinion gear.

NOTE: Gearbox assembly with motor weighs approximately 108.4 kg (240 lb).

4. Attach a suitable lifting device to the swing gearbox. Remove capscrews, washers, and bushings securing gearbox to mounting plate.
5. Remove swing gearbox.
6. If necessary, remove swing motor according to the procedures found in this Section under Swing Motor - Removal.
7. If necessary, remove swing brake according to the procedures found in this Section under Swing Brake Removal.
8. Cover swing gearbox opening to ensure no dirt, dust, etc., gets into the gearbox.

Installation

1. If removed, install swing brake according to the procedures found in this Section under Swing Brake - Installation.
2. If removed, install swing motor according to the procedures found in this Section under Swing Motor - Installation.
3. Attach a suitable lifting device to the swing gearbox and lift and position the swing gearbox in place on the mounting plate.
4. Install capscrews, washers, and bushings. Torque capscrews; refer to *Fasteners and Torque Values*, page 1-17 for proper torque value.
5. Install pinion gear on output shaft. Secure with three bolts.
6. Connect hydraulic lines to swing brake.

7. Connect hydraulic lines to swing motor.
8. Service gearbox as indicated under Servicing.

Servicing

As with all highly stressed mechanisms, reasonable operating procedures are always required. Normal maintenance should only consist of proper lubrication and a periodic check of mounting bolt torque values. Lubrication consists of maintaining the gearbox oil level. Oil in a new gearbox should be drained and flushed out after approximately 50 hours of operation, and replaced with premium quality AGMA No. 4 EP gear lube after approximately 1000 hours of operation or each year, whichever occurs first. Operation in high humidity or polluted air areas will require more frequent changes to minimize moisture or contaminate accumulation. Change the oil as follows.

- a. Unscrew drain plug. Remove fill plug to ensure all oil has been removed.
- b. Flush case with a light flushing oil.

NOTE: Cleaning gearbox with a solvent is recommended to prevent accumulation of grit and grime. Avoid steam cleaning where moisture and dirt might be driven into the swing bearing.

- c. After oil is drained, replace drain plug and any other plugs removed to drain oil.
- d. To refill with oil, make sure breather is open. Fill to bottom of fill hole. Reinstall fill hole plug
- e. Tighten breather.

Checking the Oil Level

- a. Remove fill hole plug and check oil level.
- b. If necessary, add oil until oil is level with bottom of fill hole.
- c. Replace fill hole plug.

Testing

1. Test swing of superstructure in each direction. Stop and start swing several times.
2. Inspect for hydraulic leaks and repair as necessary.

SWING BEARING

Description

The swing bearing is an anti-friction roller bearing that mates the superstructure to the carrier. The bearing inner race is bolted to the superstructure and the outer race is bolted to the carrier. The inner race contains five grease fittings for lubrication of the bearing which are hoses to five fittings at the front of the turntable flange. The outer race incorporates gear teeth that mesh with the pinion gear of the swing gearbox to provide rotation.

Maintenance

General

The swing bearing is the most critical maintenance point of the crane. It is here, at the centerline of rotation, that stresses of loads are concentrated. In addition, the bearing provides the only attachment between the superstructure and carrier. Therefore, proper care of the bearing and periodic maintenance of the turntable-to-bearing attach bolts -IS A MUST -to ensure safe and efficient operation.

Torquing Turntable Bolts

General



Failure to maintain proper torque of turntable bearing attaching bolts will result in damage to the crane and possible injury to personnel.

Maintaining proper torque value for bolts is extremely important for structural strength, performance, and reliability of the crane. Variations in torque can cause distortion, binding, or complete separation of the superstructure from the carrier.

CAUTION

Repeated re-torquing may cause bolts to stretch. If bolts keep working loose, they must be replaced with new bolts of the proper grade and size.

Proper identification of bolt grade is important. When marked as a high strength bolt (grade 8), the serviceman must be aware of bolt classifications and that he is installing a high strength heat-treated tempered component and the bolt must be installed according to specifications. Special attention should be given to the existence of lubricant and plating that will cause variation from dry torque values. When

a high strength bolt is removed, or un-torqued, the bolt must be replaced with a new bolt of the same classification.



DANGER

It is mandatory that bearing attaching bolts be inspected for lack of torque and retorqued, as required, after the first 300 hours of crane operation. The bolts may loosen in service due to vibration, shock-loads, and temperature changes, therefore, periodic inspection should be accomplished every 500 hours thereafter, ensuring the bolts are properly torqued.

KNOW YOUR TORQUE WRENCH! Flexible beam type wrenches, even though they might have a pre-set feature, must be pulled at right angle and the force must be applied at the center of the handle. Force value readings must be made while the tool is in motion. Rigid handle type, with torque limiting devices that can be pre-set to required values, eliminate dial readings and provide more reliable, less variable readings.

NOTE: If multipliers and/or special tools are used to reach hard to get at areas, ensure torque readings are accurate.

Torque wrenches are precision instruments and must be handled with care. To ensure accuracy, calibrations must be made on a scheduled basis. Whenever there is a possibility that a torque wrench may have been either overstressed or damaged, it should immediately be removed from service until recalibrated. When using a torque wrench, any erratic or jerking motion can result in the application of excessive or improper torque. ALWAYS use a slow, even movement and STOP when the predetermined value has been reached.

If it is reported by the crane operator or suspected that the crane has been overloaded beyond the capacities specified above the bold line on the crane's capacity chart, then all turntable bolts must be inspected for looseness and retorqued to specifications.

Turntable bolts should be torqued according to the procedures outlined in this section.

When using step wrenches, calculated wrench settings are valid only when the following conditions are met.

1. Torque wrenches must be those specified and forces must be applied at the handle grip. The use of handle extensions will change applied torque to the bolt.
2. All handles must be parallel to step wrench during final tightening. Multiplier reaction bars may be misaligned no more than 30 degrees without causing serious error in torque.

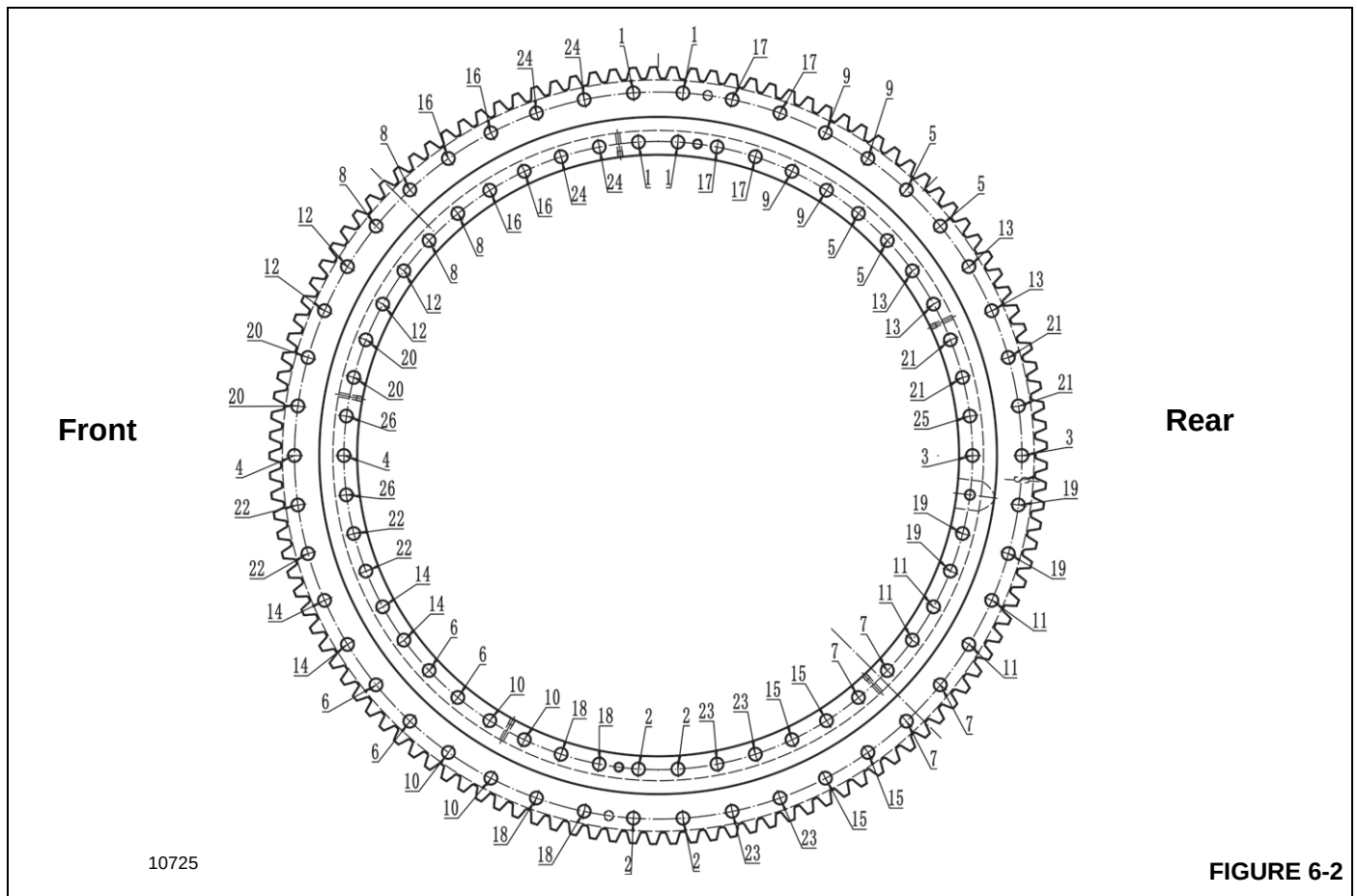


FIGURE 6-2

3. Multiplier bar handles must be propped or supported within the outer 1/4 of the handle length, or serious under or over tightening will occur.
4. The inner race of the bearing is secured to the turntable by a quantity of 49, 24 mm x 140 mm, 10.9 grade bolts. The outer race of the bearing is secured to the carrier frame by a quantity of 46, 24 mm x 140 mm, 10.9 grade bolts.

Tools Required

The figure Figure 6-3 illustrates and lists the complete set of special tools required to torque the turntable bolts.

Inner Race Torquing

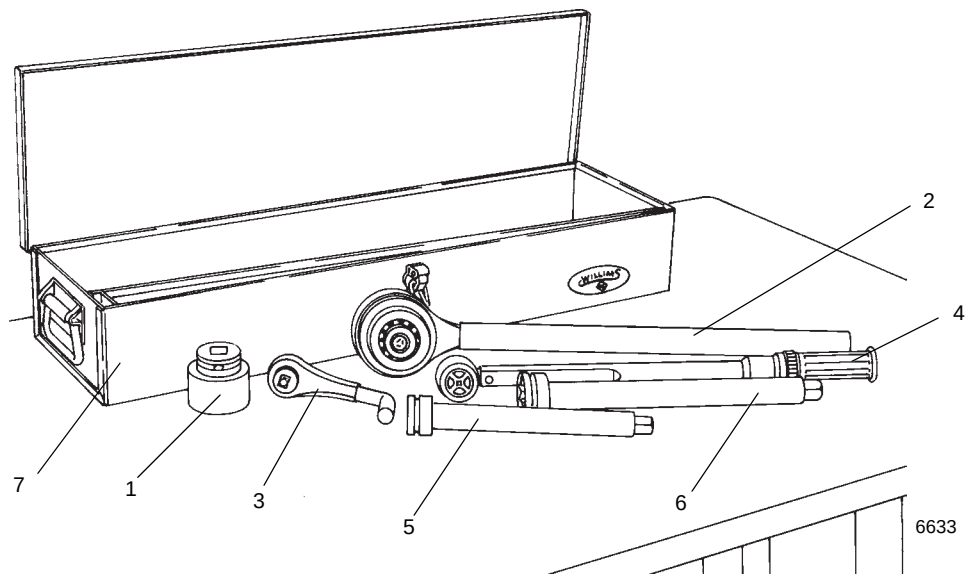
1. Extend and set the outriggers. Fully elevate the boom.
2. Torque eight bolts to 80% of their specified torque value using the star pattern shown in Figure 6-2; refer to *Fasteners and Torque Values*, page 1-17 for proper torque value. Tools used are the socket, multiplier, backlash adapter, necessary extensions, and torque wrench.
3. Return to bolt 1 and torque all bolts using the same star pattern to their final torque value specified. The same tools are used as in step 2.

Outer Race Torquing

1. Extend and set the outriggers. Fully elevate the boom.
2. Torque eight bolts to 80% of their specified torque value using the star pattern shown in Figure 6-2; refer to *Fasteners and Torque Values*, page 1-17 for proper torque value. Tools used are the socket, multiplier, backlash adapter, necessary extensions, and torque wrench.
3. Return to bolt 1 and torque all bolts using the same star pattern to their final torque value specified. The same tools are used as in step 2.

Removal

1. Fully extend and set the outriggers enough to take up the slack in the pads.
- NOTE:** Do not raise the crane on the outriggers.
2. Ensure the boom is in the travel position and the turntable lock pin is engaged.
3. Elevate the boom slightly and shut down the engine.
4. Tag and disconnect the battery cables from the batteries.



Orders for special tools shall be referred to:

The Grove Company, Inc
1565 Buchanan Trail East
Shady Grove, PA 17256
Phone: (717) 597-8121
Fax: (717) 593-5929

Description	Grove Part Number	Quantity Required
1. 1½" Socket 3/4" Drive	9999100143	1
2. 4 to 1 Torque Multiplier (1/2" Input 3/4" Output)	9999100134	1
3. Backlash Adapter	9999100141	1
4. 1/2" Drive Torque Wrench	9999100136	1
5. 10" Extension 3/4" Drive	9999100138	A/R
6. 13" Extension 3/4" Drive	9999100137	A/R
7. Tool Box (Optional)	9999100146	1

FIGURE 6-3

5. Remove the boom and lift cylinder following the procedures outlined in Section 4 - Boom.

NOTE: GRT765 counterweight weighs 6895 kg (15,200 lb).

6. Remove the counterweight. Refer to *Hoist and Counterweight*, page 5-1.
7. Tag and disconnect all water and oil lines from the bottom of the swivel. Cap or plug all lines and openings.
8. Locate the connectors and ground wire that joins the swivel wiring harness to the receptacles and ground stud on the carrier.
9. Disconnect swivel wiring harness connectors from carrier wiring receptacles. Remove ground wire from ground stud.
10. Remove clamp securing swivel wiring harness to retainer plate on bottom of hydraulic swivel assembly.
11. Coil wiring harness and secure it to the swivel to prevent damage to harness during turntable removal.

12. On bottom of the hydraulic swivel, bend retainer tabs away from bolt heads. Remove four bolts and two bolt retainers securing retainer plate to the spool. Remove retainer plate from spool and lugs on carrier frame.

NOTE: Swivel assembly will be removed with turntable.



DANGER

Ensure lifting device is capable of fully supporting weight of the superstructure and superstructure will not tilt or slide during lifting and moving. Failure to do so may result in death or serious injury and damage to equipment.

NOTE: If a lifting device capable of lifting entire superstructure is not available, superstructure weight may be reduced by removing various components such as hoist(s).

13. Attach a suitable lifting device to four superstructure lifting lugs (two at boom pivot shaft bushings and two at lower lift cylinder pivot shaft bushings). Take in cable or chain to remove slack. Do not pull up on superstructure.

**DANGER**

Ensure superstructure is fully supported before proceeding. Death or serious injury may result.

NOTE: It is necessary to rotate the superstructure while attached to the lifting device. Outer race bolts can only be removed from the front or from under cab.

14. Remove 46 bolts and washers securing turntable bearing outer race to carrier.

**DANGER**

Ensure any blocking material used is capable of fully supporting weight of superstructure and will not allow it to tilt or shift. Failure to do so may result in death or serious injury.

15. Carefully lift superstructure, using care not to damage swivel assembly, and set it on blocking that will not allow superstructure to tilt or shift, or rest on the swivel. Leave lifting device attached.

NOTE: If same bearing is to be used again, mark position of bearing on superstructure so it can be installed in the exact position before removal.

NOTE: Bearing weighs between 478 kg (1054 lb). Ensure bearing lifting device is capable of supporting the weight.

16. Place an adequate lifting device under bearing and remove 49 bolts and washers securing turntable bearing to superstructure.

17. Using lifting device, remove turntable bearing from under superstructure.

Inspection

Check bearing teeth for chipping or cracking. If any evidence of these is found, replace bearing. Ensure bolt holes are free of dirt, oil, or foreign material.

Installation**DANGER**

Anytime a turntable bolt has been removed, it must be replaced with a new grade 8 bolt. Death or serious injury may result.

NOTE: If the same bearing is to be used again, align the marked teeth on the pinion shaft and the marked teeth on the bearing.

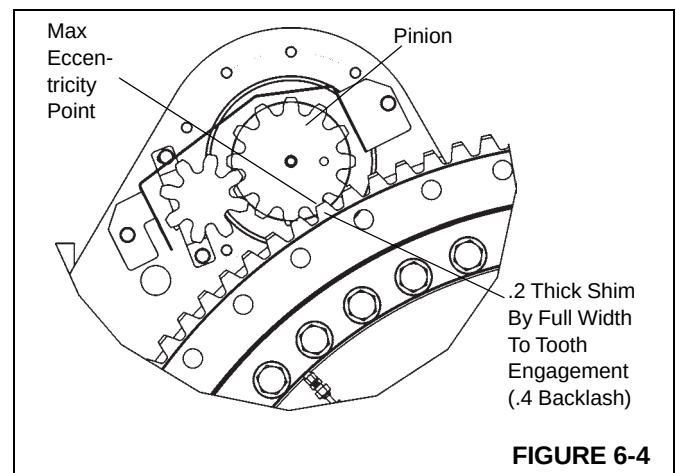
Installation is in the travel position. Ensure the swing lock is disengaged before attempting to mate the bearing to the superstructure.

1. Using an appropriate lifting device, position the turntable bearing under the superstructure. If the same bearing is being used, position it as marked prior to removal.
2. Install 49 new bolts and washers securing the bearing to the superstructure. Refer to *Inner Race Torquing* in this Sub-Section.
3. Using an appropriate lifting device, align the superstructure over the carrier in the travel position and carefully lower the superstructure, being careful not to damage the swivel assembly, into position on the carrier bearing plate.

NOTE: It will be necessary to rotate the superstructure while attached to the lifting device. Outer race bolts can only be installed from the front or from under the cab.

4. Install 46 new bolts and washers. Refer to *Outer Race Torquing*, page 6-11.

NOTE: If a new bearing is being installed, a new pinion gear must also be used. Align the high point (maximum eccentricity) on the bearing with the new pinion gear high point.

**FIGURE 6-4**

5. Install gearbox pinion, aligning high point (maximum eccentricity) on turntable bearing. Using a 0.203 mm (0.008 in) thick shim, check backlash Figure 6-4. If pinion must be moved to achieve proper backlash, contact your local distributor.
6. Position retainer plate on bottom of hydraulic swivel spool. Engage lugs on carrier frame and secure to spool with two bolt retainers and four bolts after applying Loctite #271 to bolt threads. Torque bolts to 270 Nm (199 lb-ft). Bend all retainer tabs to make contact with bolt heads.
7. Plug swivel wiring harness connectors in carrier receptacles. Secure ground wire to ground stud using a washer, lockwasher, and nut.
8. Install clamp securing swivel wiring harness to retainer plate on bottom of hydraulic swivel.
9. Connect all water and hydraulic lines to ports on bottom of swivel as tagged during removal.

10. Install boom and lift cylinder following procedures outlined in Section 4 - Boom.

NOTE: GRT765 counterweight weighs 6895 kg (15,200 lb).

11. Attach an adequate lifting device to the counterweight. Position the counterweight under the turntable aligning the pin holes. Install the pins and clip pins securing the counterweight to the turntable.

12. Reconnect batteries.

13. Check slew potentiometer in the electrical swivel for proper orientation. Refer to *Swivels*, page 6-15.

Testing

Activate crane and check for proper function.

NOTE: If superstructure does not turn freely after bearing and pinion replacement, contact your local distributor.

SWIVELS

Description

The swivel assembly consists of a 12 port hydraulic swivel (Figure 6-5), a 2 port water swivel, and a 15 conductor slip ring electrical swivel. Solid connections cannot be used to transfer oil, heater hot water and electricity between the carrier and superstructure due to the continuous 360 degree swing. Use of swivels efficiently accomplishes this function.

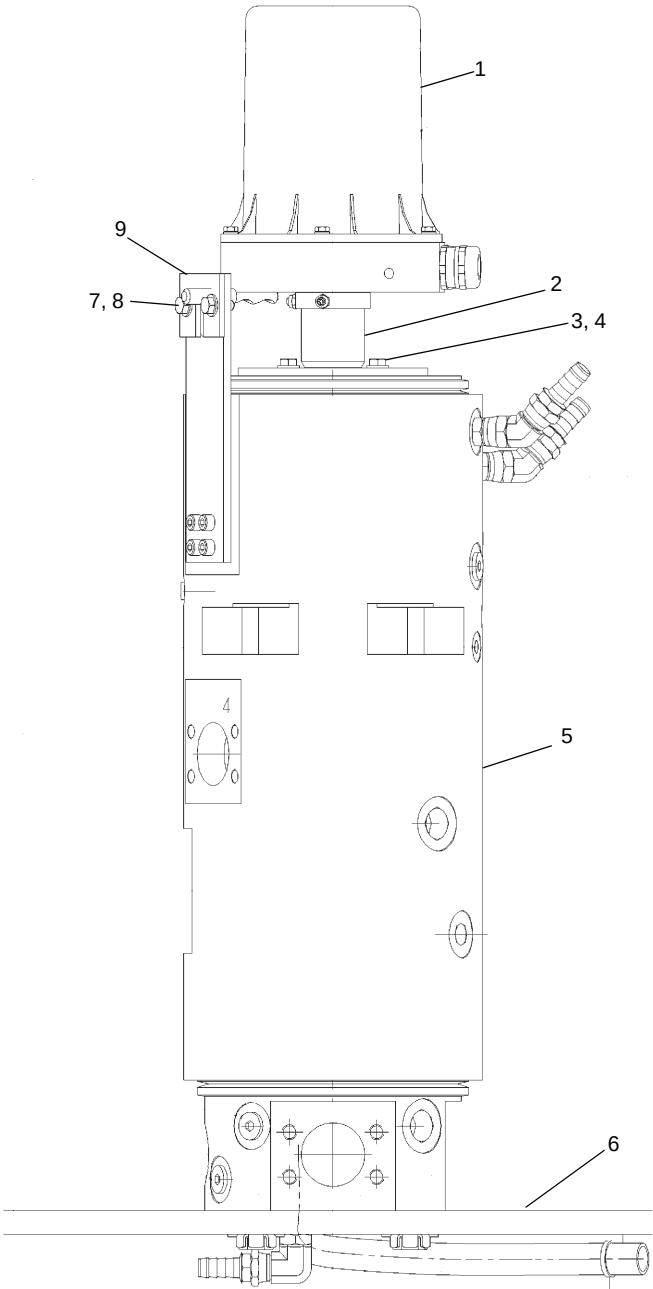
The barrel portion of the hydraulic swivel is attached to the turntable base plate by four bolts, washers, and bushings which connect to mounting lugs on the case.

The spool portion of the swivel rides on a thrust ring at the top of the swivel case. The spool portion is held stationary to the carrier by bolts and bolt retainer plates attached to the swivel retainer plate. This engages the carrier frame lugs with bolts and jam nuts and allows the spool to remain

stationary with the carrier as the case rotates with the superstructure.

The spool portion of the water swivel is attached to the spool of the hydraulic swivel by four bolts. The hydraulic and water swivel spools remain stationary with the carrier as the superstructure rotates. The water swivel case contains a lug which is keyed to a corresponding lug on the hydraulic swivel case, causing the water swivel to rotate with the superstructure.

The electrical swivel center or collector ring assembly is secured by setscrews to a center post which is bolted to the spool of the hydraulic swivel. This allows the collector ring assembly to remain stationary with the carrier. The outer portion or brush assembly is mounted on two studs which are located on the mounting plate assembly retained to the water swivel barrel by a bolt. This allows the brush assembly to rotate with the superstructure around the stationary collector core.



7897-3

Item	Description
1	15 Conductor Slip Ring Assembly
2	Center Post
3	Capscrew
4	Flatwasher
5	Swivel Assembly
6	Retainer Plate
7	Capscrew
8	Flat Washer
9	Plate

Picture may not be same model as your crane, it is for reference only.

FIGURE 6-5

HYDRAULIC SWIVEL

Description

Each port on the spool and case of the swivel is stamped with the port number. The function of each port is described below.

Port #	Test Pressure Bar (psi)	Function
1	35 (100)	Return
1	35 (100)	Return
2	330 (4790)	Supply
3	330 (4790)	Supply
4	4 (50)	Drain
5	270 (3920)	Swing
6	170 (2500)	Steer Left
7	170 (2500)	Steer Right
8	306 (4436)	Load Sense
9	145 (2100)	Brakes Front
10	145 (2100)	Brakes Rear
11	2 (30)	A/C Supply
12	2 (30)	A/C Return
A	2 (30)	Heater
B	2 (30)	Heater

Theory of Operation

The hydraulic swivel allows oil to flow from the pumps to various crane functions on the superstructure. All oil is routed into the spool portion of the swivel where, through a series of internally drilled passages, oil is transferred to circumferential channels on the spool exterior. These channels correspond with a mating port on the outer case of the swivel. Each channel is separated by a series of nylon and O-ring seals that prevent transfer of oil and pressure. Return flow from the crane superstructure is accomplished in the same manner through another set of ports.

Maintenance

Removal

1. Extend and set outriggers. Ensure crane is level and boom is over the front.
 2. Elevate boom and note at what boom angle, you have the most clearance between the lift cylinder and the turntable side plate. Shut down engine.
 3. Measure distance from top of lift cylinder to base of boom section where lift cylinder attaches. Cut two pieces of 10 x 10 cm (4 x 4 in) oak to fit.
- NOTE:** It may be necessary to raise boom slightly to allow installation of blocking.
- NOTE:** This blocking is to add extra support for the boom. Any seepage or leakage in the holding valves or internally in the cylinders will allow the boom to settle over a period of time.
4. Use oak blocking to block between barrel of lift cylinder and boom base section.
 5. Tag and disconnect hydraulic lines from case of hydraulic swivel. Cap or plug all lines and openings.
 6. Tag and disconnect the hydraulic lines and water lines from the spool of the hydraulic swivel. Cap or plug all lines and openings.
 7. Tag and disconnect water lines from case of water swivel. Cap or plug all lines and openings.
 8. Disconnect swivel wiring harness connectors from carrier receptacles and yellow ground wire from

connector mounting bracket on carrier frame. If necessary, remove electrical swivel. Refer to Electrical Swivel in this Section.

NOTE: Combined hydraulic, water, and electrical swivels weigh approximately 208 kg (459 lb).

9. Disconnect the swivel linkage assembly from the retainer plate on the bottom of the spool on one end and from the carrier lug on the other.
10. On the bottom of the swivel, bend the retainer tabs away from the bolt heads. Remove the four bolts and two bolt retainers securing the retainer plate to the spool. Remove the retainer plate from the spool.

NOTE: It may be necessary to remove some drive line components to remove the swivel.

11. Position adequate supporting device beneath swivel.
12. Remove four bolts, washers, and bushings securing swivel barrel to turntable base plate. Lower swivel to the ground.

Installation

NOTE: Combined hydraulic, water, and electrical swivels weigh approximately 208 kg (459 lb).

1. Lift swivel into position.
2. Secure hydraulic swivel to turntable base plate with four bushings, bolts, and washers. Torque bolts. Refer to *Fasteners and Torque Values*, page 1-17 for proper torque.
3. Apply Loctite 271 to bolt threads. Secure retainer plate with four bolts and two bolt retainers. Torque bolts to 270 Nm (199 lb-ft). Bend retainer tabs to make contact with bolt heads.
4. Connect the swivel linkage assembly to the retainer plate on the bottom of the spool on one end and to the carrier lug on the other.
5. Install electrical swivel if removed. Refer to Electrical Swivel in this Section. Connect swivel wiring harness connectors to carrier receptacles and yellow ground wire to mounting bracket on carrier frame. Reuse previously removed bolt and star washers. Refer to Grove Engineering Specification 6829100386 for proper electrical termination of grounds.
6. Install clamp, washer, flatwasher, and capscrew to bottom of swivel retainer plate securing wiring harness.
7. Connect hydraulic lines to spool of hydraulic swivel as tagged during removal.
8. Connect hydraulic lines to hydraulic swivel case as tagged during removal.
9. Connect water lines to water swivel case as tagged during removal.
10. Remove blocking material from lift cylinder.
11. Activate all systems. Cycle all functions and observe for proper operation and any leakage.

TWO PORT WATER SWIVEL

Description

The two port water swivel allows engine coolant to flow from the carrier-mounted engine to the hot water heater in the operator’s cab. Coolant is transferred to a circumferential groove on the water spool exterior through an internally drilled passage in the 12 port hydraulic swivel spool. This groove corresponds with a mating port on the outer case of the water swivel. Spool grooves are separated by a quad ring/teflon bronze ring seal. The lip seal prevents coolant from leaking externally. Return engine coolant flow from the hot water heater is accomplished in the same manner through the opposite port of the water swivel.

Maintenance

Removal

- 1. Perform steps 1 thru 4 of Hydraulic Swivel - Removal in this section.
- 2. Remove electrical swivel. Refer to Electrical Swivel - Removal in this section.
- 3. Tag and disconnect lines from the case of the water swivel. Cap or plug all lines and openings.
- 4. Remove screw and shim(s) from water/hydraulic swivel keying lugs.
- 5. Remove four capscrews and washers securing water swivel and electrical swivel center post to hydraulic swivel. Remove water swivel and center post.

Disassembly

NOTE: Any maintenance requiring disassembly of the water swivel should include replacement of all seals and rings.

- 1. Withdraw the spool from the case.
- 2. Place spool on a clean work surface in a dust-free area. Block spool to prevent movement during disassembly.

CAUTION

When removing seals and rings, avoid scratching grooved and gland surfaces. Damage to spool may result in unexpected operation.

NOTE: Aligning discarded seals and rings in order of disassembly will assist with installation of new seals and rings.

- 3. Remove seals and rings from spool.

Cleaning and Inspection



Cleaning solvents can be toxic, flammable, an irritant to the skin, or give off harmful fumes. Avoid prolonged skin contact, inhalation of vapors, or smoking. Always use approved safety equipment; gloves, face masks, and eye wear. Failure to comply can result in injury or death to personnel.

- 1. Clean spool and case with a suitable solution and dry with compressed air. Plug all ports with plastic caps.
- 2. Check spool and inside of case for scratches, grooves, scoring, etc. If any grooves have developed with a depth of 0.127 mm (0.005 in) the unit should be replaced.

Assembly

NOTE: Lubricate interior of swivel to prevent rusting from condensation.

- 1. Lubricate spool, seals, and rings.

CAUTION

When installing seals and rings, avoid stretching seals or scratching grooved and gland surfaces. Damage to the spool assembly may result in unexpected operation. Proper alignment when installing the case is required. Do not force the spool into the case. Damage to the seals may result.

- 2. Install new seals and rings on spool.
- 3. Insert spool in barrel.

Installation

- 1. Install water swivel on top of hydraulic swivel. Align keyed lug on water swivel with lug on hydraulic swivel. Secure water swivel and electrical swivel center post with four capscrews and washers.
- 2. Install shim(s) on keying lug to provide a snug fit. Secure with screw.
- 3. Connect lines to swivel case as tagged during removal.
- 4. Install electrical swivel. Refer to Electrical Swivel - Installation in this Section.
- 5. Perform steps 8 and 9 of Hydraulic Swivel - Installation in this Section.
- 6. Activate all systems and cycle all functions. Check for proper operation and leaks.

ELECTRICAL SWIVEL

Description

The swivel assembly consists of a 15 conductor slip ring and cover assembly.

Each brush set incorporates two brushes and leads which are attached to a brush holder assembly. The brush set leads are formed into harnesses which are routed through the mounting plate on the swivel. The collector ring leads are formed into one harness which is routed downward through the center of the hydraulic swivel. Extending from the base of the hydraulic swivel, the collector ring leads are also formed into connectors which plug into receptacles from the chassis power supply.

The swivel cover is secured with a seal and bolts

Theory of Operation

The electrical swivel is located on top of the water swivel and transfers electricity between the carrier and superstructure. Wiring harnesses transmit the electricity between the carrier and superstructure.

Maintenance

Removal

1. Perform steps 1 through 4 of HYDRAULIC SWIVEL - REMOVAL in this section.



CAUTION

Disconnect batteries before performing any maintenance on the electrical system. Serious burns may result from accidental shorting or grounding of live circuits.

2. Disconnect batteries. Refer to *Electrical System*, page 3-1.
3. Locate connectors which join the collector ring harness to carrier receptacles.

4. Tag connectors and their receptacles with numbers. Disconnect connectors from chassis wiring receptacles.

NOTE: Connectors are too large pass through center of hydraulic swivel. They must be removed.

5. Remove clamp securing wiring harness to retainer plate on bottom of hydraulic swivel assembly.
6. Tag each wire on each connector. Using the appropriate pin removal tools, remove pins with wires still attached. Mark each wire with the connector pin socket number. Secure wires into one bundle. Mark bundle with connector number. For a list of pin removal tools, refer to *Connector Troubleshooting*, page 3-10.
7. Secure connectors and wires from each of the numbered connectors so harness can be pulled through center of hydraulic swivel.
8. Tag and disconnect connectors from receptacles on the cab bulkhead mounting plate.
9. Loosen jam nuts and setscrews securing electrical swivel mounting tube to water swivel center post.
10. Remove bolts, washers, and plate that holds the electrical swivel anti-rotation pin in place on the water swivel case bracket (Figure 6-6).

CAUTION

When pulling wiring harness through center of hydraulic and water swivels, ensure wires are not damaged.

11. Remove swivel and wiring harness from crane. If necessary, remove spacer bushing from center post.

Installation

1. If removed, install the spacer bushing on the center post. Route the collector core wiring harness through the center of the hydraulic and water swivels.

NOTE: The boom should be centered directly over the front of the crane before adjustment is made to the slew encoder.

2. Slide electrical swivel mounting shaft on center post.

3. Ensure the anti-rotation pin (1, Figure 6-6) in the bottom of the electrical swivel base is aligned with the slot in the bracket (2) on the water swivel case (Figure 6-6). Using two bolts and washers, secure anti-rotation pin in place with plate.

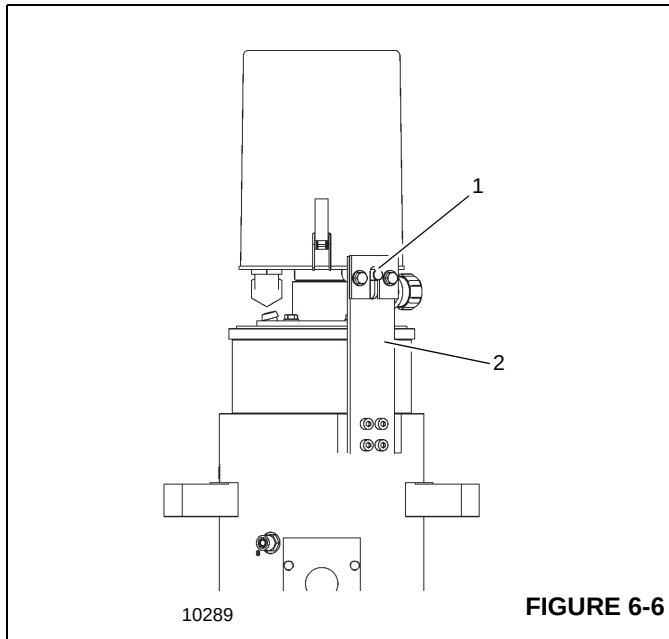


FIGURE 6-6

4. Apply medium strength Loctite to set screws securing electrical swivel to center post. Torque 45 to 55 lb-in (5 to 6 Nm). Tighten jam nuts.
5. Connect wiring harness connectors to receptacles on cab bulkhead mounting plate as tagged during removal.
6. Unbundle wires of collector core wiring harness. Install pins, with wire attached, to connector as tagged during removal.
7. Plug connector into carrier wiring receptacle, connect wires as tagged during removal. Install yellow ground wire to connector mounting bracket on carrier frame using the bolt and star washers taken off at removal and refer to Grove Engineering Specification 6829100386 for proper electrical termination of grounds.
8. Install clamp securing harness to retainer plate on bottom of hydraulic swivel assembly.
9. Connect batteries.
10. Activate all systems, cycle all functions, and observe for proper operation. Adjust slew angle in accordance with *Swing Angle Verification*, page 6-21.

Preventive Maintenance

It is recommended a normal inspection of the electrical swivel collector ring and brush assembly be established. An example of this could be at approximately 100 to 150 engine operating hours. When this time limit is reached, perform the following.

1. Check collector ring and brush assembly for any corrosion, pitting, arcing, and wear.
2. Check collector ring setscrews are tight.
3. Check brush and arm assembly springs. Ensure they are holding brushes firmly against the collector rings.

Swing Angle Verification

1. Rotate the superstructure directly over front of crane and engage the turntable swing lock pin.
2. Using the Superstructure Display Module (SDM), program the Rated Capacity Limiter (RCL) with the current crane configuration.
3. After the RCL has been programmed, the SDM will show the RCL Standard Screen.
4. Refer to the Swing Angle Indicator on the RCL Standard Screen. Indicator must show a value of $0.0 \pm 1.0^\circ$. If value shown is outside of this tolerance, recalibrate the swing angle sensor. Refer to *Swing Angle Zero Adjustment Procedure*, page 6-21.

Swing Angle Zero Adjustment Procedure

The swing angle sensor requires calibration if the current Swing Angle Indicator value on the Superstructure Display Module (SDM) is more than $0.0 \pm 1.0^\circ$ with the superstructure directly over front of crane and the turntable swing lock pin engaged.

This crane uses a CAN bus Multiplex system. To calibrate the slew angle sensor, you need a Windows-based PC, CAN-link service software, and a connection cable. The CAN-link service software and connection cable are available through Product Support to service technicians who have attended the Grove New Technology training course.

SWING LOCK PIN

Description

The purpose of the turntable swing lock pin is to lock the superstructure in position directly over the front for pick and carry loads. The pin swing lock installation consists of a large



CAUTION

The slew potentiometer must be adjusted any time work is done to the electrical swivel. Personnel injury or damage to the crane may result.

pin, a control handle in the right side of the cab, and control linkage that allows the crane operator to set and free the pin.

When the superstructure is directly over the front, pushing the control handle down drops the swing lock pin into a socket on the carrier frame, locking the superstructure in place. Pulling the control handle up pulls the pin out of the socket, unlocking the superstructure.

Maintenance

Verify linkage is installed to avoid damage from superstructure rotation and is undamaged. Verify pin, turntable bushing pin passes through, and socket on the frame are undamaged. Verify all attaching hardware is secure and undamaged.

Ensure linkage is adjusted properly. If it is, the pin bottom will stick out about 5.89 cm (2.32 in) from the bottom of its bushing in the turntable. (If it is too far in, it might not lock properly. If it is too far out, it might hang up). Using the jam nuts on the linkage parts, adjust the linkage so the pin bottom will stick out about 5.89 cm (2.32 in) from the bottom of its bushing in the turntable; verify the superstructure can lock properly and the superstructure can rotate without lock pin hangup.

360° SWING LOCK CONTROL (POSITIVE LOCK TYPE) (OPTIONAL)

Description

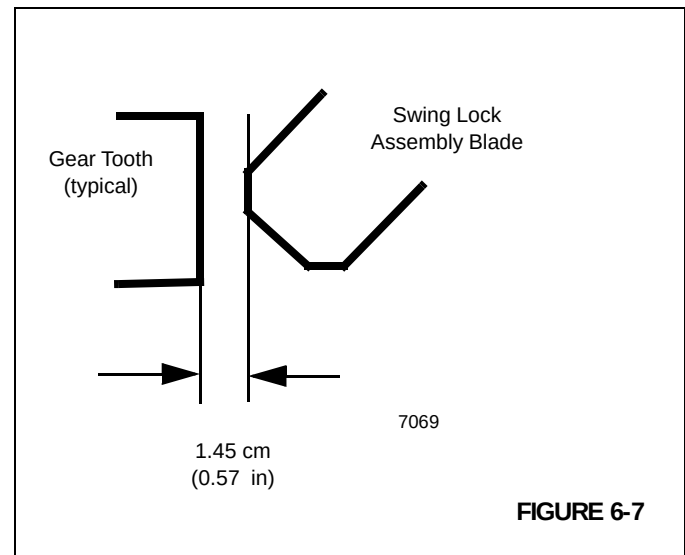
The purpose of the swing lock is to secure the superstructure in position at one of the positions in its rotation. There are roughly 120 spots about 3.0 degrees apart for the superstructure to lock to in its 360 degree of rotation. The 360 degree swing lock control lever is on the right side of cab. Pushing the swing lock control lever down engages the lock between the teeth of the swing gear. Pulling the swing lock control lever up disengages the lock.

Maintenance

Verify cable is routed to avoid damage from superstructure rotation and is undamaged. Verify swing lock assembly is

undamaged and working properly. Verify spring is undamaged and has enough strength to pull blade of swing lock assembly completely out of the gear teeth when the control lever is up. Verify the linkage can put the blade of the swing lock assembly as far as possible between the gear teeth when the control lever is down. Verify all attaching hardware is secure and undamaged. Make adjustments as needed. When the lever is fully up, the top diagonal surface of the blade of the swing lock assembly (the beveled surface from the blade's top horizontal surface to its "ax blade" vertical surface) should be 1.45 cm (0.57 in) from the tips of the gear teeth.

If the swing lock assembly is damaged, install a replacement. Align the blade of the swing lock assembly so it will fall between gear teeth. Use the shim and the related attaching hardware (two 5/16-18 screws and 5/16 ID lockwashers) to ensure the swing lock assembly cannot move side to side, and can lock up the superstructure. Torque the four 3/4-10 mounting bolts to their specified torque found in *Fasteners and Torque Values*, page 1-17.



SECTION 7
POWER TRAIN

SECTION CONTENTS

Engine	7-1	Aftertreatment Diesel Exhaust Fluid (DEF)	7-16
Description	7-1	DEF Tank.	7-16
Maintenance	7-2	DEF Supply Pump Filter	7-18
Electronic Control System	7-5	Engine Cooling System	7-20
Description	7-5	Description	7-20
Engine Control System Indicator Lights	7-5	Maintenance	7-20
Fuel System	7-6	Radiator Fill and Servicing	7-24
Description	7-6	Drive Train	7-25
Maintenance	7-6	Description	7-25
Air Intake and Exhaust System	7-8	Maintenance	7-25
Description	7-8	Transmission/Torque Converter	7-26
Air Intake	7-8	Description	7-26
Charge-Air Cooler System	7-12	Theory of Operation	7-26
Exhaust System	7-13	Maintenance	7-27
		Towing or Pushing	7-31

ENGINE

Description

The engine is a Cummins B 6.7 diesel engine. This Service Manual does not include detailed information on the engine itself. A separate manual as prepared in detail by the engine manufacturer, is supplied with this Service Manual. However, a short description and maintenance of certain components of the fuel system, air intake system, and water cooling system is provided in this section.

The engine is electronically controlled by the Electronic Control Module (ECM); it is the control center of the system. It processes all of the inputs and sends commands to the fuel systems as well as vehicle and engine control devices.

Engine speed is controlled by the foot throttle pedal in the cab. It controls engine RPM which increases or decreases proportionately with the amount of foot pressure applied to the pedal. Engine speed is also controlled by the increment/decrement switch, which is a three position rocker switch located in the overhead panel. The switch allows the operator to infinitely vary and hold the engine speed between the engine's minimum and maximum idle settings (refer to Section 3, Operating Controls and Procedures in the applicable Operation Manual for details on the operation of the idle switch). The foot throttle pedal is electrically

connected to the superstructure control module which sends the signal to the engine ECM via the J1939 data link.

The engine and its components are enclosed in a hood assembly with a grill in the rear of the hood for adequate air circulation. Access to the engine is gained through a door assembly in the top of the hood that opens from both sides.

The air intake filter is located at the back of the crane under the engine hood. The muffler is mounted on the left side on brackets mounted to the frame.



WARNING

Do not spray starting fluid into the air inlet. The spray will contact the heater elements and could explode causing personal injury.

The engine is equipped with electric air heating elements located in the engine intake air stream to aid in cold starting and reduce white smoke at start-up. In preheat mode, the engine should not be cranked until Wait-to-Start Lamp turns off. The Wait-to-Start Lamp is illuminated during the preheat time that takes place when the ignition switch is in the ON position during cold weather starting. The ECM checks information it receives from various sensors on the engine to determine how long to energize the air heater before extinguishing the Wait-to-Start Lamp. Once the engine is

started, the electric air heating element will be energized again for a time period determined by intake air temperature.

Maintenance

Engine Removal

1. Set outriggers and position boom over the side.
2. Open and remove hood top door assembly.
3. Disconnect battery cables from batteries.
4. Disconnect air filter tubing at engine and air cleaner. Remove and lay aside.
5. On Non-certified engines, disconnect exhaust tubing at engine and muffler. Lay to the side.
6. On Stage V/Tier 4 Final engines, disconnect the exhaust tubing at the engine and after-treatment assembly (muffler). Remove the tubing from the engine. Lay to the side.
7. Tag and disconnect engine electrical harness connector from carrier harness connector and battery cables.
8. Unbolt fuel filter and engine lubrication filter from frame and lay on the engine.
9. Drain engine coolant system.
10. Drain engine lubrication system.
11. Drain transmission/torque converter oil system.
12. Disconnect transmission oil filter assembly from frame and lay on top of transmission.
13. Remove engine hood assembly and pump cover from crane.
14. Disconnect and remove drive shaft(s) between transmission/torque converter and axle(s). Refer to *Drive Shafts*, page 7-26 in this Section.
15. Tag and disconnect all lines from the radiator. Disconnect coolant level sensor harness from engine harness. Tie up excess harness so it is out of the way. Remove radiator. Refer to *Radiator Removal and Installation*, page 7-23 in this Section.
16. Tag and disconnect all lines and tubing from engine, transmission/torque converter, and all other components.



DANGER

Lifting device must be able to support combined weight of engine and transmission.

NOTE: Engine and transmission/torque converter assembly weighs approximately 1266 kg (2790 lb).

17. Attach a lifting device to engine capable of supporting weight of engine and transmission/torque converter.
18. With lifting device supporting weight of engine, remove two bolts, four flat washers, two lock washers, and two nuts securing front of engine to frame (see Figure 7-3). Remove four 2-piece isolator mounts, four capscrews, four nuts, four dock washers, and eight washers that secure each side of the transmission and flywheel housing to the frame (see Figure 7-1 and Figure 7-2).
19. Using lifting device, lift engine and transmission/torque converter as an assembly from the crane.
20. If a new engine is installed, remove all components, fittings, etc., from old engine and install them on new engine in same locations.

NOTE: Ensure same grade hardware, torque values, and Loctite as were installed by the factory are used.

Engine Installation

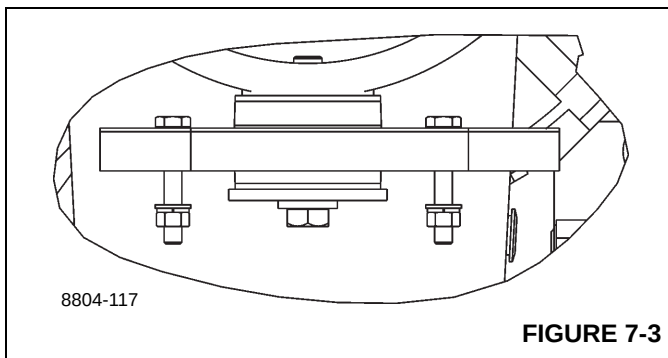
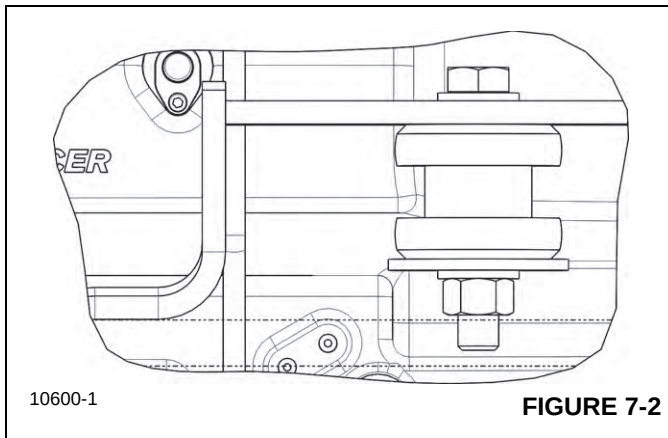
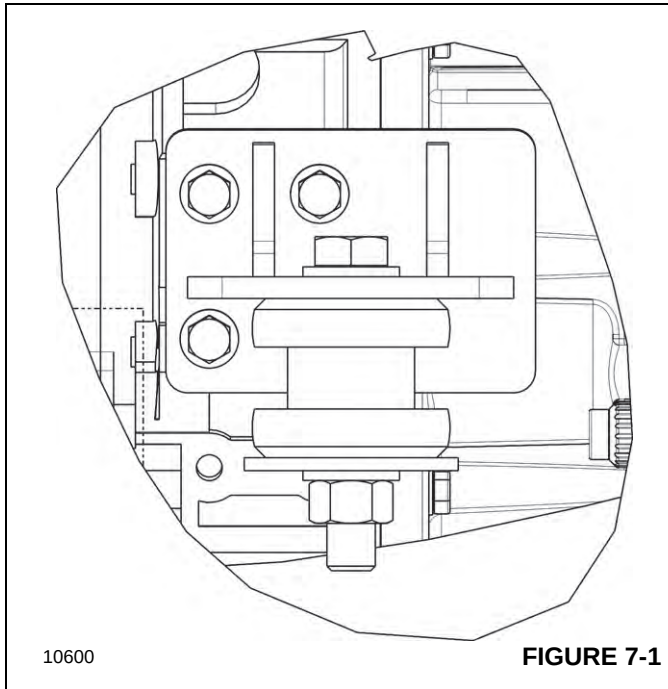
NOTE: Use same grade hardware, torque values, and Loctite used by factory.



DANGER

Lifting device must be able to support combined weight of engine and transmission.

1. With all components and fittings installed on the new engine, lift the engine into the crane.
2. With engine in position, secure each side of transmission and torque converter with four 2-piece isolator mounts, four capscrews, four nuts, four dock washers, and eight washers (see Figure 7-1 and Figure 7-2). At the front of the engine, secure engine mount to frame with two bolts, four flat washers, two lock washers, and two nuts (see Figure 7-3).



3. Remove lifting device.
4. Connect all lines and tubing to the engine, torque converter, and all other components in accordance with identification marks made during removal.

CAUTION

Do not apply sealant to inside of hydraulic suction hoses.

5. Apply a moderate coat of Permatex® Type No. 2 to the male hose adapter and install the hydraulic hoses. Do not apply sealant to the inside of the hydraulic hose, and push it onto the male adapter. This can result in excess sealant being pushed ahead of the male adapter and being exposed to the hydraulic oil.
6. Install radiator. Refer to *Radiator Removal and Installation*, page 7-23. Connect all hoses and electrical harnesses to the radiator as tagged during removal.
7. Connect drive shafts between transmission/torque converter and axles. Refer to *Drive Shafts*, page 7-26.
8. Install hood assembly. Install pump cover.
9. Attach fuel filter and engine lubrication filter to the frame. Connect battery cables and engine electrical harness connector in accordance with identification marks made during removal.
10. Connect air filter tubing at engine and air filter. Connect exhaust tubing to engine and muffler. On Stage V/Tier 4 Final engines, replace exhaust tube gaskets with new ones.
11. Install hood top door assembly.
12. Service transmission, engine lubrication system, and engine cooling system.
13. Start engine. Check all hoses and fittings for leaks. Recheck all fluid levels.

Engine Drive Belts

Proper operation of engine belt-driven components such as alternator, fan and water pump depend on proper condition and tension of the engine drive belt.

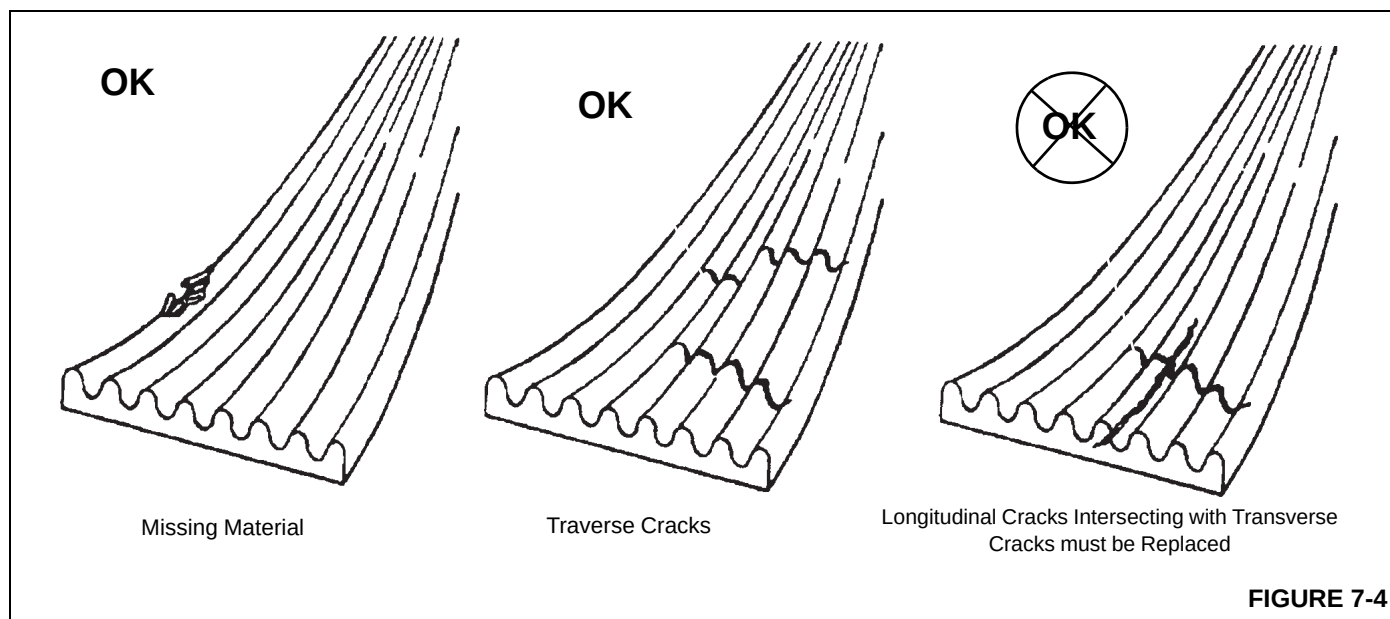
NOTE: Belt tension is maintained with an automatic belt tension device.

The engine drive belt should be inspected visually on a daily basis. Inspect drive belt should for cracks, frayed areas, and

glazed or shiny surfaces (see Figure 7-4). A drive belt that is glazed or shiny indicates belt slippage.

Engine drive belt damage can be caused by various factors such as incorrect tension, incorrect belt size, misaligned engine pulleys, incorrectly installed belt, or by oil, grease, or hydraulic fluid on the belt.

Refer to engine manufacturer's manual for special tools or belt tension specifications.

**FIGURE 7-4**

ELECTRONIC CONTROL SYSTEM

Description

The engine control system is an electronically operated fuel control system that also provides many operator and vehicle features as well as reducing exhaust emissions while optimizing engine performance.

The ECM performs diagnostic tests on most of its circuits and will activate a fault code if a problem is detected in one of these circuits. Along with the fault code identifying the problem, a snapshot of engine operating parameters at the time of fault activation is also stored in memory. Some fault codes will cause a diagnostic lamp to activate to signal the driver. The fault codes can be viewed on the crane control system display in the operator's cab. The ECM communicates with service tools supplied by Cummins through a SAE J1939 datalink.

The ECM also monitors the condition of the diesel particulate filter (Stage V/Tier 4 Final engines only) and will alert the operator by way of an indicator on the crane control system display if the filter becomes clogged with carbon. When the filter becomes clogged, the ECM will control the exhaust system cleaning process to clean the filter of particulate matter.

Engine Control System Indicator Lights

Engine Stop Light

The Engine Stop Light is located in the crane control system display. It is a red indicator light that illuminates to signify a serious engine problem that requires the vehicle and the engine to be stopped as soon as safely possible. The engine should remain shut down until the fault can be repaired.

Engine Warning Light

The Engine Warning Light is located in the crane control system display. It is an amber indicator light that is a part of the engine's electronic control system and when illuminated, gives the operator a signal that there is an engine or transmission problem which must be corrected.

Exhaust System Cleaning Required Indicator

The Exhaust System Cleaning Required indicator is located in the crane control system display. This indicator illuminates amber when the diesel particulate filter is getting filled with soot and needs to be cleaned out.

CAUTION

Engine Shut-down Condition!

When the DPF indicator illuminates or flashes, start the exhaust system cleaning process.

Should the engine light come on with the DPF indicator, the engine will shut down and an authorized engine manufacturer service person must be contacted to re-start the engine.

The indicator will be lit continuously during the early stages of clogging. If the system continues to clog, the lamp will begin to flash.

If even more clogging occurs, the engine warning light will illuminate in addition to the DPF indicator and a slight engine derate will occur.



WARNING

Fire or Burn Hazard!

During the exhaust system cleaning process the exhaust becomes very hot. Do not park the vehicle near flammable objects.

Use caution near the exhaust tailpipe during exhaust system cleaning as it will become very hot.

FUEL SYSTEM

Description

The fuel system consists of the fuel tank, fuel-water separator, secondary filter, lift pump, high-pressure pump, high-pressure common fuel rail and the fuel injectors. All components except the fuel tank are installed on the engine or supplied with the engine for remote mounting.

Fuel Tank

The fuel tank (Figure 7-5) is a cylinder-type tank located on the left side of the crane. The fuel tank has a draw capacity of 266 L (70.3 gal). A connection on the bottom of the tank provides for fuel supply to the engine. Surplus fuel from the engine is provided to the bottom of the fuel tank below the fuel level. The tank is equipped with a non-vented filler cap, chain-attached to the tank, and a fuel quantity sender unit which provides a signal to a fuel quantity gauge on the instrument panel in the cab. The fuel tank for the CE units has a lockable vented filler cap.

Injection Fuel Pump

The fuel oil is finely atomized as it is injected into the cylinder and ignited by the heat of compression. It is metered also, before injection, to meet the load requirements imposed upon the engine. Surplus fuel, returning from the injectors, is bypassed back to the fuel tank or to the inlet side of the pump. The continuous flow of fuel through the injectors helps to cool the injectors and to purge air from the system.

Fuel Filter-Water Separator

The fuel filter-water separator removes impurities from the fuel and also removes water from the fuel before it reaches the engine. The filter is mounted near the fuel tank on the left side of the crane.

The fuel mixture passes through the outer wrap of the first stage of the filter paper, where large droplets of water are formed as it is stripped from the fuel. The water falls out into the void between the two paper elements and goes to a reservoir in the bottom of the housing, where it can be drained through a drain plug at the bottom of the housing.

The water in fuel sensor is located in the fuel filter housing. Once the storage space in the bottom of the filter housing fills with a certain amount of water, the sensor will signal the ECM. The Engine Warning Lamp will illuminate at the operator controls, indicating that the water should be drained from the fuel filter assembly.

Maintenance

NOTE: The entire fuel system must be maintained air tight to prevent loss of prime.

Fuel Tank

The fuel tank should be kept filled, especially overnight, to reduce condensation to a minimum. Refer to the applicable engine manual for the recommended schedule for draining any water or sediment from the tank.

Removal

1. Position a suitable container under the fuel tank and drain all fuel from the tank.
2. Tag and disconnect the two lines from the bottom of the tank.
3. Disconnect the electrical lead from the fuel level sender unit.
4. Support the weight of the tank, loosen and remove the two nuts and washers securing the straps to the mounting brackets. Remove the tank and steps.
5. If a new tank is to be installed, remove the two fittings, the fuel level sender, and steps from the tank and install them in the new tank.

Installation

1. Position the new tank on the mounting brackets and install the nuts and washers on the two straps.
2. Connect the electrical lead to the fuel quantity sender unit.
3. Connect the two lines to the fittings on the bottom of the tank in accordance with the identification marks made during removal.
4. Service the tank.

Fuel Filter-Water Separator

Draining

The sump of the fuel filter-water separator (6, Figure 7-5) should be drained daily, 30 minutes after the engine is shut down to remove any water and sediment. Adhere to the following procedure.

1. Position a suitable container.
2. Open the drain plug.
3. Drain until fuel appears.
4. Close the drain plug.

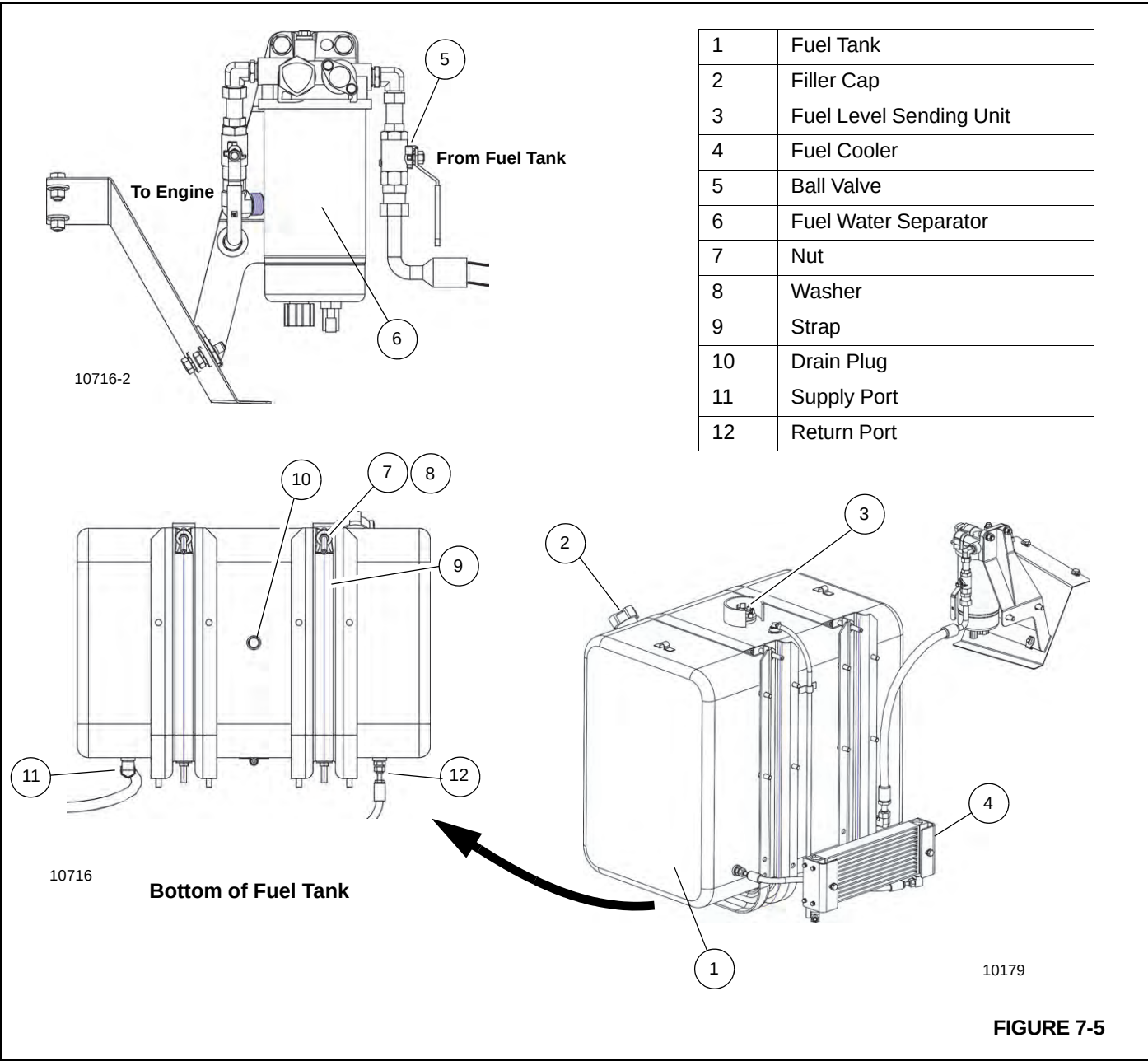


FIGURE 7-5

AIR INTAKE AND EXHAUST SYSTEM

Description

The air intake system (Figure 7-6) controls the quality and amount of air available for combustion. System components are the Air Cleaner, Turbocharger, Charge Air Cooler, Cylinder Head, and Exhaust Manifold. Inlet air is pulled through the Air Cleaner, compressed and heated in the compressor side of the Turbocharger. The air is pushed through the Charge Air Cooler to the Air Inlet Manifold. Cooling the inlet air increases combustion efficiency, lowers fuel consumption, and increases the horsepower. The air is forced into the cylinder head to fill the inlet ports. Air flow from the inlet port into the cylinder is controlled by the intake valves.

Each cylinder has two intake valves and two exhaust valves. When the intake valves open, cooled compressed air from the inlet port is pulled into the cylinder. The intake valves close and the piston begins to move up on the compression stroke. Fuel is injected into the cylinder and combustion starts. The piston is forced down and is on the exhaust stroke when it moves up again. The exhaust valves open and exhaust is expelled through the exhaust port into the exhaust manifold.

The exhaust gas from the exhaust manifold enters the turbine side of the turbocharger and causes the turbine to turn driving the compressor. Exhaust from the turbocharger passes through the exhaust pipe and diesel particulate filter into the atmosphere.

The Air Cleaner (Figure 7-7) is the dry-type with a replaceable element and is located at the rear of the crane under the engine hood. An Air Intake Restriction Monitor (AIRM) system is designed to calculate real-time air filter restriction at operational flow rate using the temperature and pressure input from the TBAP sensor (3, Figure 7-7) installed on the air cleaner housing.

On the Cummins B Series Engine there are electric air heating elements that are located in the engine's intake air stream. These elements heat the intake air when starting the engine in cold ambient conditions. Startability and white smoke control are enhanced by the use of the intake air heater. A Wait-to-Start Lamp is located on the crane control system display to indicate when to crank the engine.

Air Intake

Air Cleaner Checks

Dust passing the air cleaner, even through small holes, can cause rapid engine wear. Ensure all connections between the air cleaner and the engine are tight and sealed. If these connections are all well sealed, and there is still evidence of dust leakage, check the following places for possible trouble.

NOTE: Dust that gets by the air cleaner system can often be detected by looking for dust streaks on the air transfer tubing or just inside the intake manifold inlet.

1. Inspect the air cleaner outlet tube for damage.
2. Ensure the element sealing surface is not damaged and seals well against the element.
3. Inspect the element sealing surface for damage.
4. Check for structural failures. Any damaged parts must be replaced.

Check For Filter Restriction

As a dry cleaner element becomes loaded with dust, the vacuum on the engine side of the air cleaner (at the air cleaner outlet) increases.

The vacuum is generally measured as restriction in inches of water. The engine manufacturer places a recommended limit on the amount of restriction the engine will stand without loss in performance before the element must be cleaned or replaced.

On Stage V/Tier 4 Final engines, a TBAP sensor attached to the air cleaner housing provides input to the Air Intake Restriction Monitor (AIRM) system to activate a fault code when the filter needs to be replaced. The Engine Warning Indicator will blink at engine start for fault code 5576 indicating the air cleaner is becoming clogged. The indicator will be on solid for fault code 3341 indicating the filter is clogged and must be changed.

If the accuracy of TBAP sensor is suspect, a water manometer is the most accurate and dependable method of measuring vacuum.

To use the manometer, hold it vertically and fill both legs approximately half full with water. One of the upper ends is connected to the pressure tap on the outlet side of the air cleaner by means of a flexible hose. The other end is left open to the atmosphere.

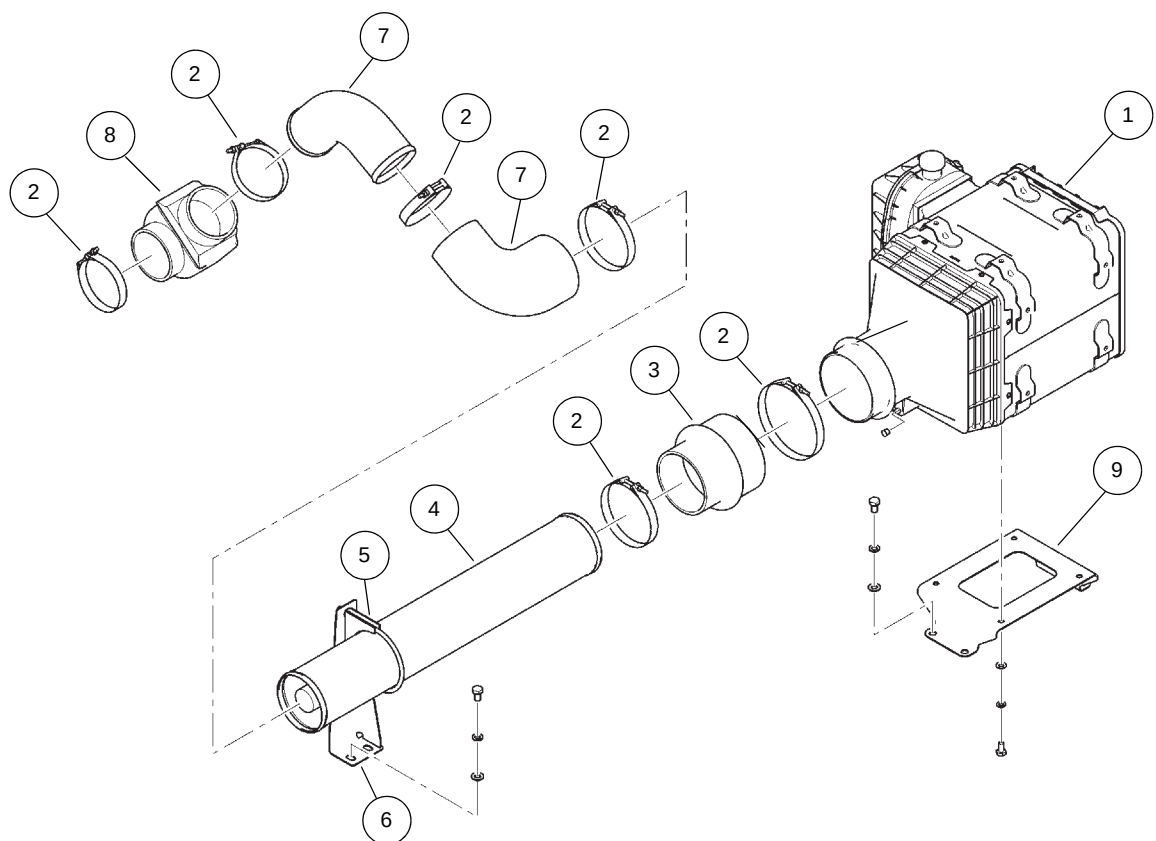
Maximum restriction in the air cleaner occurs at maximum air flow. On this turbocharged diesel engine, the maximum air flow occurs only at maximum engine power.

With the manometer held vertically and the engine drawing maximum air, the difference in the height of the water columns in the two legs, measured in inches or centimeters is the air cleaner restriction. The maximum restriction for this engine is 25 inches of water.

If the initial restriction on a new or clean filter reads above the maximum allowed for the engine, check the following items.

1. Ensure the air cleaner inlet is not plugged.
2. Inspect the air cleaner outlet to be sure it is not plugged by paper, rags, etc.

3. Ensure the correct size connections are used between the air cleaner and the engine.
4. Ensure all inlet accessories are the correct size and are not plugged by any foreign object.



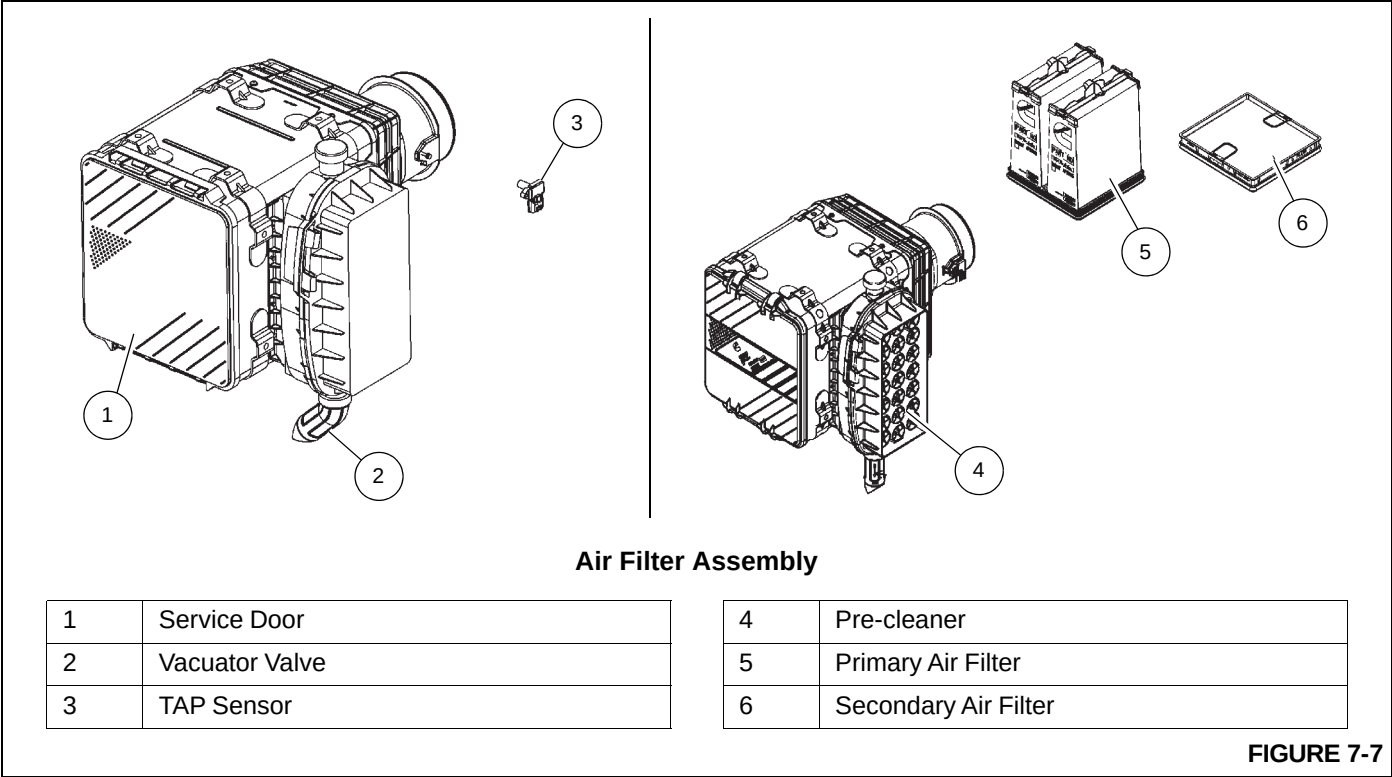
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Air Intake Assembly

1	Air Cleaner
2	T-bolt Clamp
3	Reducer
4	Tube
5	Muffler Clamp

6	Bracket
7	Elbow
8	Elbow
9	Bracket

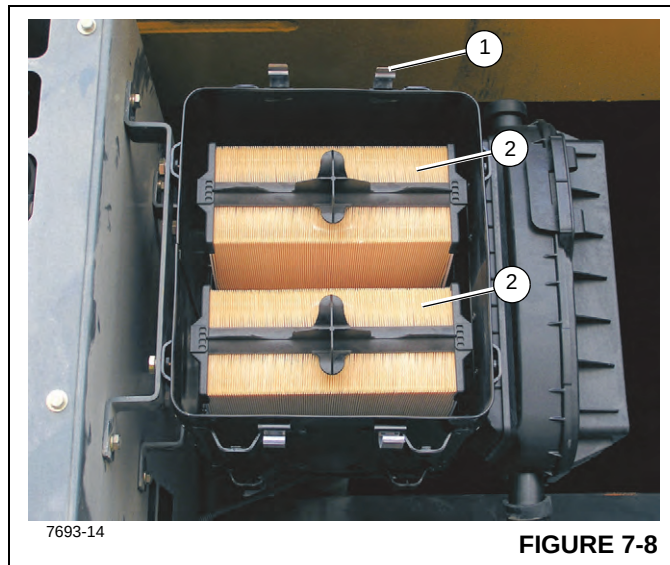
FIGURE 7-6



Filter Element Replacement**CAUTION**

Never service the air cleaner while the engine is running.

1. Lift the clips (1, Figure 7-8) securing the cover to the air cleaner body and remove the cover.



2. Remove Primary Filter (2, Figure 7-8) from the Air Cleaner and inspect for foreign material and marks of dust. Replace as necessary
3. Remove Secondary Filter (not shown) from behind the Primary Filter. Replace Secondary Filter every third time the Primary Filter is changed.
4. Thoroughly clean the sealing surface and inside of the air filter housing. Inspect all parts of the intake system and air cleaner.
5. Place the cover back on the air cleaner housing and secure with clips (1).
6. Check all connections and ducts for an air tight fit. Make sure that all clamps, bolts, and connections are tight. Check for holes in piping. Leaks in the air intake system may send dust directly to the engine.

Element Cleaning

It is not recommended that filter elements be cleaned. Cummins and most other manufacturers will not warrant a cleaned air filter.

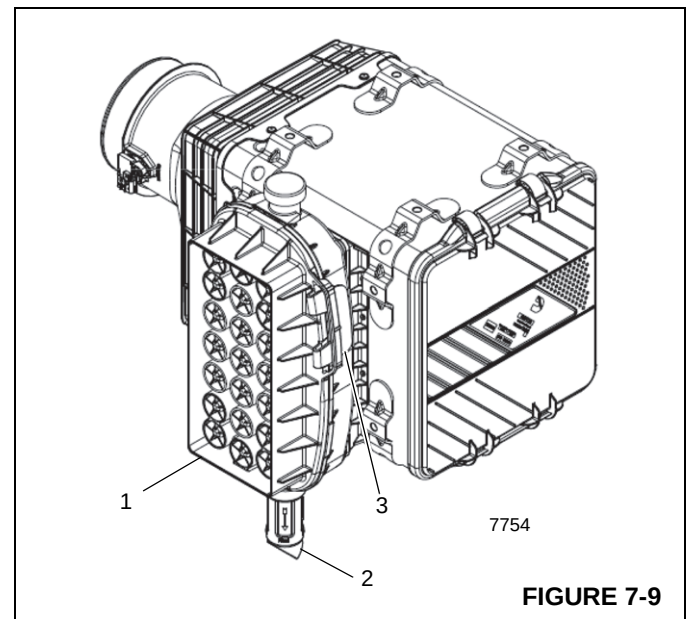
Air Cleaner Body

Before installing the filter element, remove foreign material (leaves, lint or other foreign matter) that may have collected inside the air cleaner body. Inspect the inside of the body for dents or other damage that would interfere with air flow or

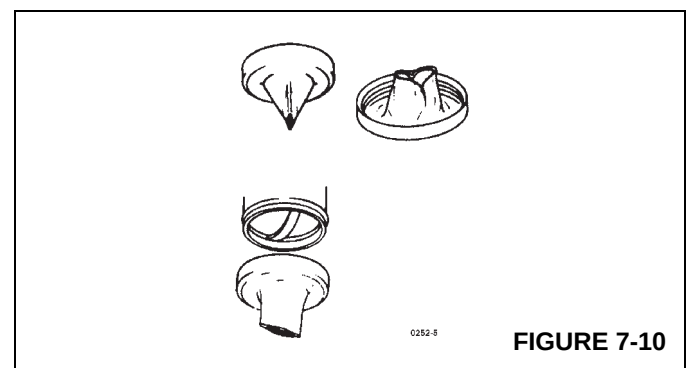
with the fins on the element or inside the body. Repair any body dents, being careful not to damage the sealing surfaces. Be sure to clean the sealing surface of the outlet tube and the inside of the outlet tube, taking care not to damage the sealing area on the tube.

Pre-cleaner

The pre-cleaner (1, Figure 7-9) prevents large debris from entering the air cleaner and should be cleaned periodically, especially when working in severe dust conditions. Remove the top half of the pre-cleaner by releasing the two latches (3, Figure 7-9) on the sides of the pre-cleaner. Remove all debris from inside pre-cleaner and reassemble.

**Vacuator Valve**

Vacuator valve (2, Figure 7-9) (Figure 7-10) is designed to automatically expel loose dust and dirt from the air cleaner body, thus lengthening the element service life. The valve lips must point straight down and be kept free of debris to operate effectively. Mud and chaff can lodge in these lips periodically and hold them open during engine operation.



Check the condition of the valve and lips frequently and keep them clean. The valve lips should be open only when the engine is shut down, or running at low idle speed. If the valve is turned outside in, check for a clogged air cleaner inlet. Malfunction of this valve does not reduce the air cleaner effectiveness, but does allow the element to get dirty faster and reduces serviceable life. If a valve is lost or damaged, replace it with a new valve of the same part number.

Duct Work

1. Check the intake pipe cap and screen for accumulation of leaves, trash, and other debris that could restrict air flow. Repair the screen or replace the cap if any large holes are found in the screen.
2. Check all mounting hardware for security to eliminate possible vibration of intake piping. Such vibration leads to early failure of hoses, clamps, and mounting parts, and can cause hoses to slip off the connecting pipes, allowing un-filtered air into the engine air intake.
3. Check hoses for cracks, chafing, or deterioration, and replace at the first sign of probable failure.

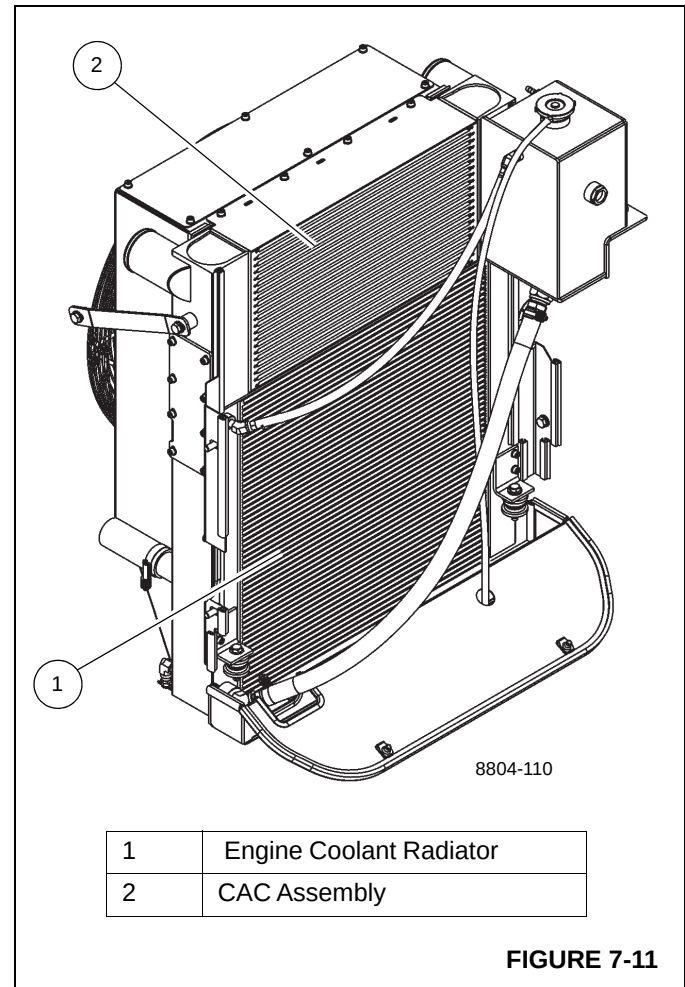
Charge-Air Cooler System

The charge-air cooler (CAC) (Figure 7-11) is used to cool engine air after it has passed through a turbocharger, but before it enters the engine. The charge-air cooler provides better horsepower, increased fuel efficiency, and reduces engine emissions.

The CAC system consists of the ducting to and from the charge-air cooler and an engine driven fan. The charge-air cooler system must be air-tight in order to work efficiently.

The ducting consists of metal tubing, hose clamps and bellows. The recommended installation torque for the large constant tension clamps is 10.2 to 11.3 Nm (90 to 100 lb-in) and the small constant tension clamps is 5.7 Nm (50 in-lb). Do not compress the spring completely, the bellows and/or

clamp may be damaged from thermal expansion of the CAC tube.



Maintenance

1. Check hose clamps for proper torque.
2. Inspect bellows for cracks or holes.
3. Clean charge-air cooler. Remove any dirt or debris.

Exhaust System

Non-Certified Exhaust System

The Non-Certified exhaust system (Figure 7-12) is made of a muffler and various tubes, elbows, and clamps.

When removing and installing a muffler, tighten all hardware to specifications found under *Fasteners and Torque Values*, page 1-17, unless specified otherwise:

- Tighten V-band clamps to 13.5 ± 1.5 Nm (9.96 ± 1.10 ft-lb).
- Tighten slip joint to 9 to 11.3 Nm (85 to 100 ft-lb).
- Tighten mounting bands to 5.4 Nm (4.0 ft-lb).

Stage V Exhaust System

The Stage V exhaust system (Figure 7-13) is made of the aftertreatment system and various tubes, elbows and clamps.

Removal



CAUTION

Burn Hazard!

Do not touch exhaust parts until they are at ambient temperature. Severe burning may result.

1. Remove the sheet metal covers to gain access to the exhaust system.
2. Remove clamp to free exhaust tailpipe.
3. Tag and disconnect electrical connections.
4. Disconnect the DEF hose.
5. Remove V-band clamps to remove exhaust blanket.
6. Remove V-band clamps from exhaust pipe on intake of aftertreatment system.
7. Remove hardware from mounting brackets and remove aftertreatment system.
8. Remove remaining tubes as necessary.
9. Inspect aftertreatment system, exhaust tailpipe, exhaust tubes, brackets, and attaching hardware. Repair or replace any of these parts if damaged or missing.

Installation

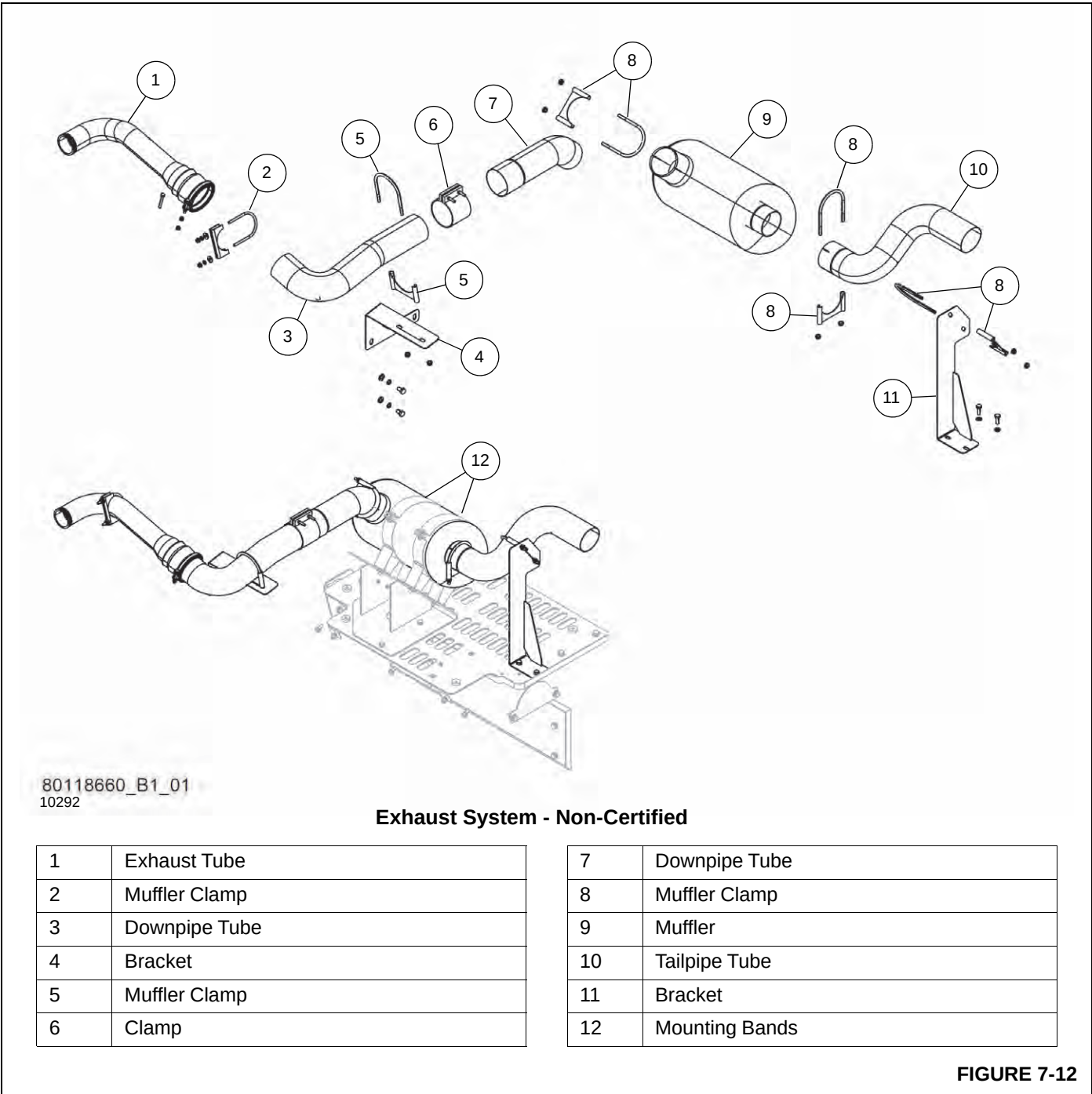
NOTE: Tighten all hardware to specifications found under *Fasteners and Torque Values*, page 1-17, unless specified otherwise.

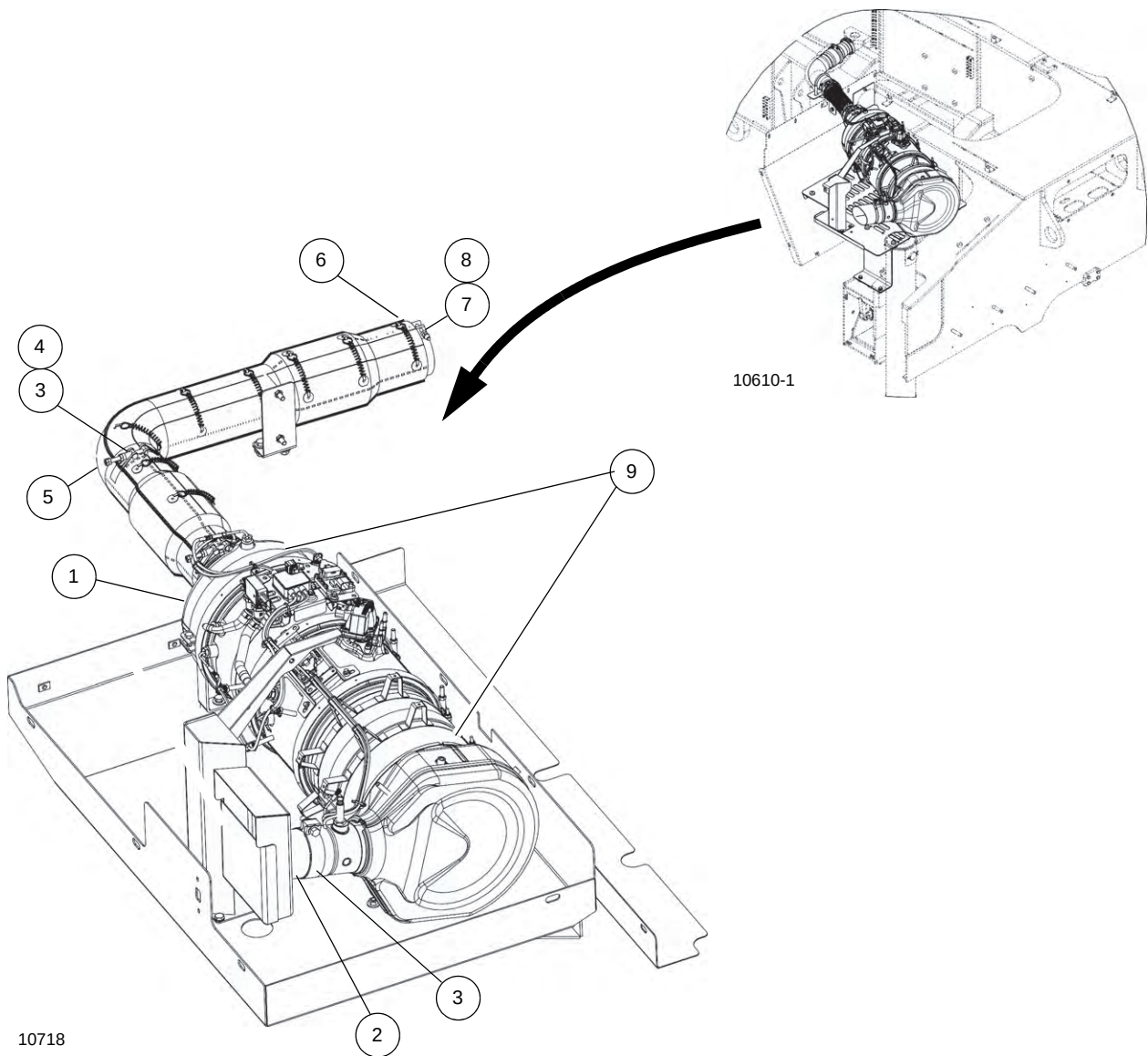
Tighten V-band clamps to 13.5 ± 1.5 Nm (9.96 ± 1.10 ft-lb).

Tighten slip joint to 9 to 11.3 Nm (85 to 100 ft-lb).

Tighten mounting bands to 5.4 Nm (4.0 ft-lb).

1. Secure aftertreatment system using mounting brackets and associated hardware.
2. Install V-band clamps connecting exhaust pipe to intake of aftertreatment system.
3. Install the V-band clamps to secure exhaust blanket over intake of aftertreatment system.
4. Connect electrical connections as tagged during disassembly.
5. Connect DEF hose.
6. Install sheet metal covers.





Exhaust System - Stage V

1	Aftertreatment Unit
2	Flex Hose
3	Clamp, Slip Joint
4	Gasket
5	Tube
6	Coupler

7	Clamp, V-band
8	Gasket
9	Clamp, Mounting Band

FIGURE 7-13

AFTERTREATMENT DIESEL EXHAUST FLUID (DEF)

DEF Tank

This engine uses a Selective Catalytic Reduction (SCR) system. SCR is a technology that uses a urea based DEF and a catalytic converter to significantly reduce oxides of nitrogen (NOx) emissions.

The DEF tank (1, Figure 7-14) incorporates a fluid level sending unit and a heating element to keep the DEF from freezing.

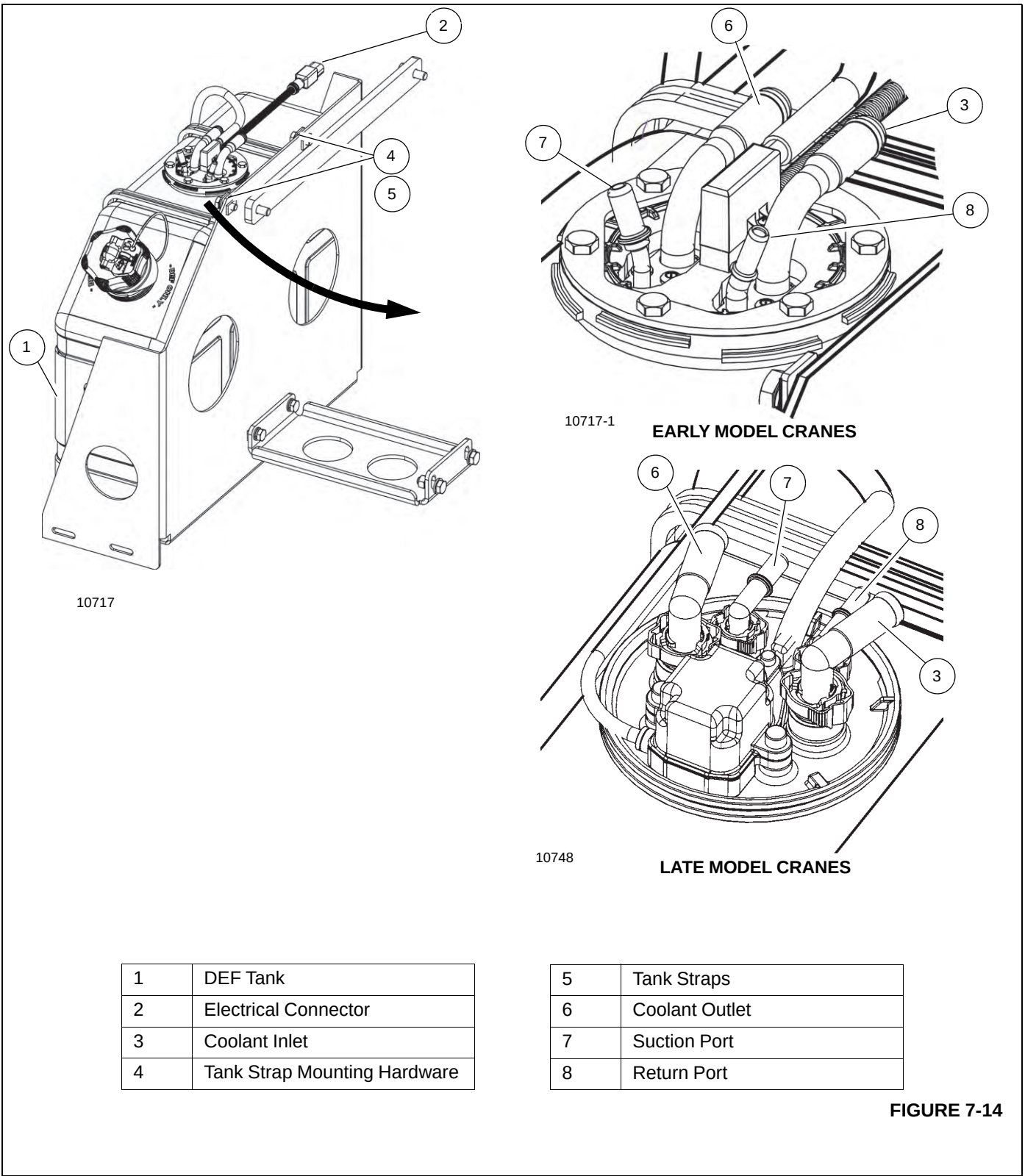
Removal

1. Tag and disconnect the electrical connector (2) on the DEF tank (1).
2. Tag and disconnect the fluid lines (3, 6, 7, 8) on the tank.

3. Remove the hardware (4) holding the tank straps (5) in place.
4. Remove the tank (1).

Installation

1. Place the DEF tank (1) onto the location on the frame.
2. Place the tank straps (5) around the tank and secure with the hardware (4).
3. Connect the fluid lines (3, 6, 7, 8) as tagged during removal.
4. Connect the electrical connector (2) as tagged during removal.

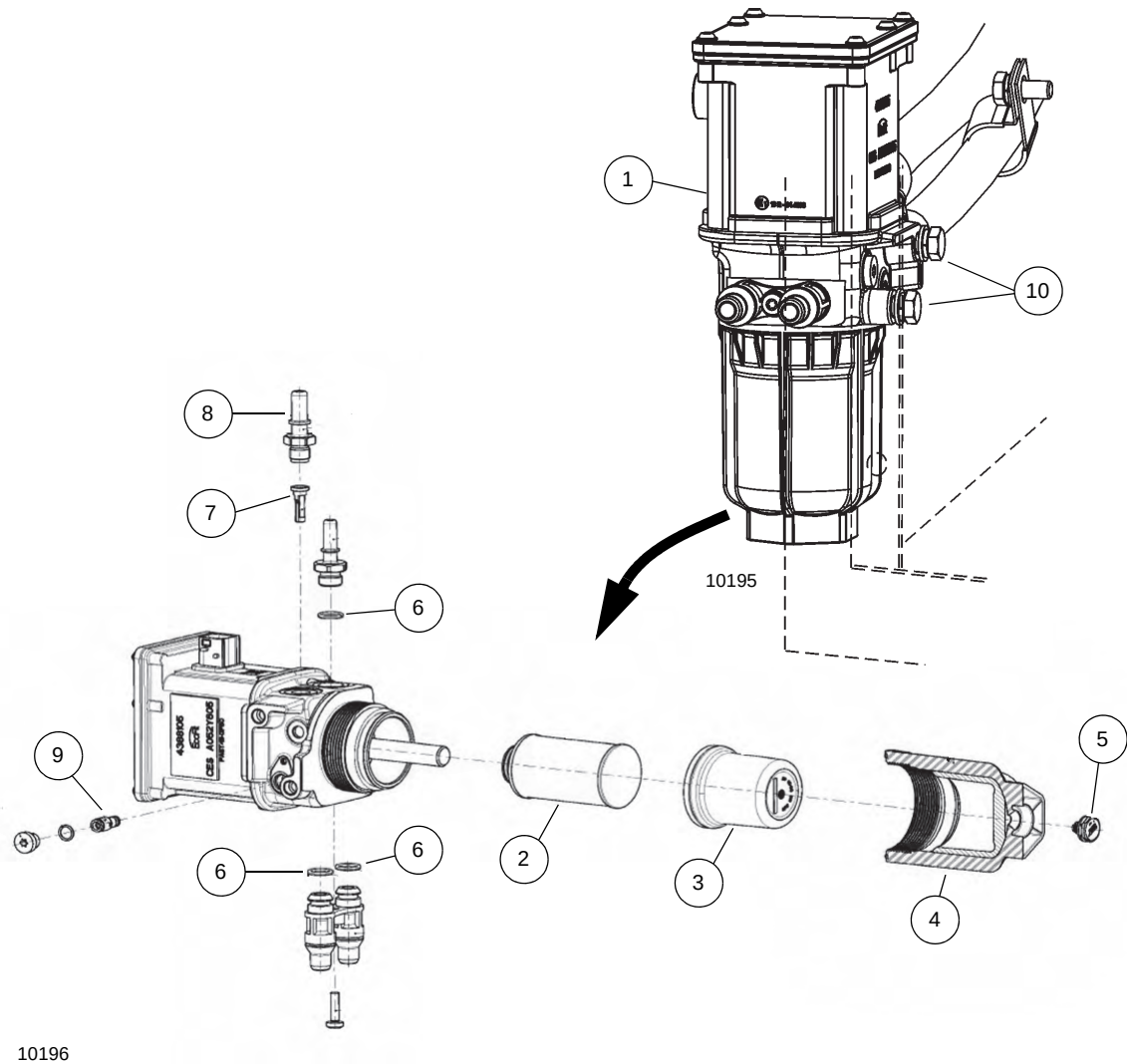


DEF Supply Pump Filter

The DEF supply pump filter (2, Figure 7-15) is a 10-micron filter designed to prevent foreign objects that may be suspended in the DEF from entering the dosing system.

Debris can cause permanent damage and premature failure to either the DEF supply pump or the aftertreatment DEF dosing valve.

The filter should be replaced every 6750 hours of crane operation. It is located above the DEF fluid tank.



1	DEF Supply Pump, 24V
2	DEF Filter
3	Protective Cover
4	Filter Housing
5	Ventilation Cap

6	O-Ring
7	Filter Screen
8	Quick Disconnect Connector
9	Press Relief Valve
10	Attaching Hardware

FIGURE 7-15

Initial Check

Inspect the area around the seal and vent of the DEF supply pump filter housing for signs of leakage.

DEF leaks leave a white deposit. If deposits are found, see the Clean and Inspect for Reuse section in this procedure.

Preparatory Steps



WARNING

Personal injury hazard!

DEF contains urea. Do not get the substance in your eyes. In case of contact, immediately flush eyes with large amounts of water for a minimum of 15 minutes. Do not swallow. In the event the DEF is ingested, contact a physician immediately. Reference the Materials Safety Data Sheet (MSDS) for additional information.

NOTE: Do not disconnect the vehicle batteries until the DEF supply pump has completed the purge cycle. Before removing and/or disconnecting any components, wait at least five minutes after the key switch is turned OFF for the DEF supply pump to purge the DEF from the system. The purge cycle is an automatic process and does not require intervention to occur. The DEF supply pump will create an audible pumping noise during the purging process.

NOTE: Do not power wash or steam clean this unit. Use compressed air to remove any loose debris.

1. Turn the battery disconnect switch to OFF to disconnect the batteries.
2. (optional) Tag and disconnect hoses. Remove attaching hardware (10) and DEF supply pump assembly (1) from the side tool box.

Filter Remove

NOTE: There may be residual DEF in the filter housing. A collection container placed below the DEF filter cap is recommended.

1. Unscrew and remove the DEF filter housing (4).
2. Loosen the ventilation cap (5) and drain excess DEF.
3. Remove the protective cap (3) and DEF filter (2).

NOTE: If removing the DEF filter as part of a maintenance interval, discard the filter.

Clean and Inspect for Reuse

If there is the possibility that contaminated DEF has gone through the DEF dosing system, check the DEF filter prior to discarding the filter.

1. Check the DEF for evidence of contaminated DEF. Use visual and aroma characteristics of the filter to determine if contaminated fluid has passed through the dosing system.
2. Inspect the DEF filter for debris. If debris is evident, also check:
 - DEF tank filter screen (7).
 - The DEF dosing unit inlet quick disconnect connector (8).
3. Discard the DEF filter.
4. Inspect the DEF filter protective cover (3) for cracks or holes that could create a DEF leak path.
5. Check the condition of the threads on the DEF filter protective cover (3). If the threads are damaged, replace the DEF filter protective cap.
6. Inspect the DEF filter housing (4) threads. This is especially important if the DEF filter housing (4) was damaged. If the DEF filter housing threads are damaged, replace the entire DEF supply pump.

NOTE: Never operate the vehicle with the DEF housing removed.

7. Clean the DEF housing (4) with warm water and a clean cloth.

Filter Installation

NOTE: Lubrication of the DEF filter O-rings is not required.

1. Slide the DEF filter (2) into the DEF protective cap (3).
2. Insert the assembly into the DEF housing unit.
3. Install the DEF filter housing(4) on the DEF supply pump (1). Torque Value: 80 +/-5 Nm (59 lb-ft).
4. Tighten the ventilation cap (5) as necessary.

Finishing Steps

CAUTION

Machine damage hazard!

DEF is corrosive to certain metals and paint and should be washed off with mild soap and water if spilled.

CAUTION

Machine damage hazard!

Do not use the flow test portion of the INSITE™ electronic service tool Diesel Exhaust Fluid Doser Pump Override Test to check the system for leaks. This will spray diesel exhaust fluid into the exhaust system at too low of temperatures to evaporate, resulting in deposit formations in the exhaust system.

NOTE: The DEF supply pump will not prime until the correct SCR temperatures are reached. To verify that there are no DEF leaks, initiate a manual regeneration to get the SCR system up to temperature.

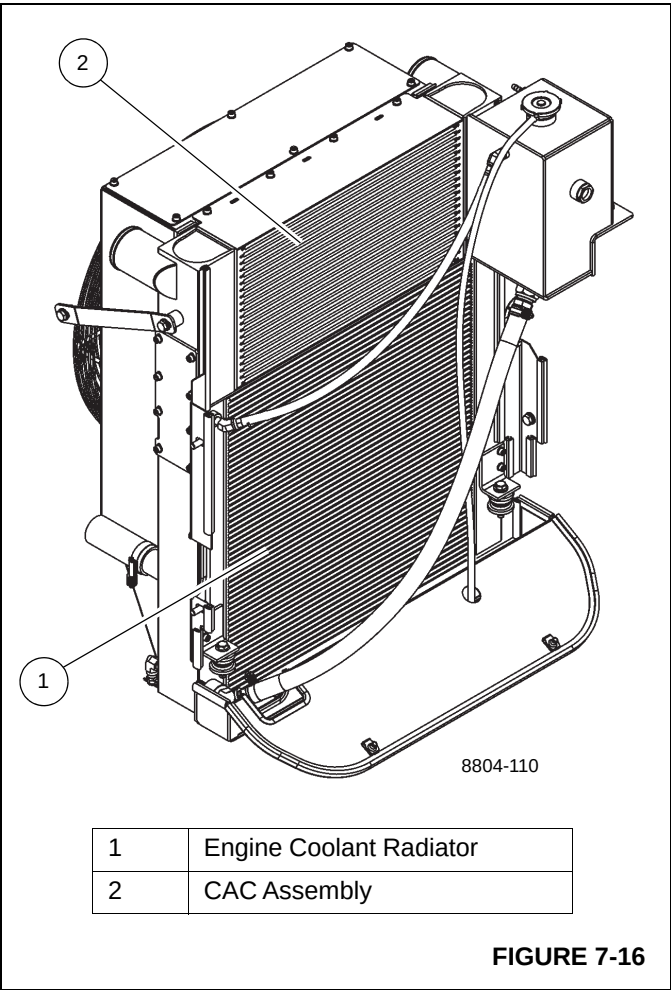
- 1. If necessary, install the DEF supply pump assembly on the side of the battery box with attaching hardware (10). Reconnect hoses as tagged.
- 2. Connect the batteries by turning the battery switch to ON.
- 3. Operate the engine and check for leaks.

ENGINE COOLING SYSTEM

Description

The cooling system (Figure 7-16) consists of a radiator, surge tank, engine cooling circuit, and the connecting hoses and connecting tubes. At all times, the antifreeze/coolant should be properly inhibited against corrosion. It is recommended that a mixture of AFC-50/50 blended ethylene-glycol, low silicate, fully formulated, engine antifreeze/coolant concentrate and water which does not require a pre-charge of Liquid Cooling Conditioner (LCC) for use in initial fill of heavy duty liquid cooled internal combustion engines be used at all times.

The crane is equipped with a cab hot water heater. Hot water is supplied by the engine coolant system through a strainer and two port water swivel to the cab heater. The strainer is a cleanable type and is located on the left side of the transmission by the rear engine/transmission mount. Refer to *Maintenance and Lubrication*, page 9-1 for service of the strainer.



Maintenance

General

The cooling system includes the Radiator, Surge Tank, Thermostat, the Fan, and Water Pump. Radiator hoses are also included in this group.

The cooling system is often neglected because the effects or damage that result from an improperly maintained system usually occur gradually. The cooling system needs to be maintained with the same attention as other systems.

The circulation of water through the cooling system relies entirely upon the water pump. The water pump draws water from the radiator and forces it through the water jacket and cylinder head. There it accumulates heat and flows to the radiator tank. Then the water flows across through the radiator core and is cooled by air from the fan. This process of removing heat from water as it circulates holds the engine to its efficient operating temperature.

The following paragraphs point out several facts about cooling system components, the effects of cooling system

neglect, and procedures to be followed for cooling system maintenance.

Effects of Cooling System Neglect

Whenever an engine does not perform at top efficiency, a neglected cooling system may be at fault even though the part directly responsible is not a part of the cooling system. Most of these problems can be traced to overheating; however, an engine that is running too cold can be just as troublesome.

Overheating

An engine that is overheating may lead to troubles such as the following:

1. Burned valves.
2. Pinging or knocking.
3. Excessive fuel consumption.
4. Poor lubrication - increased engine wear.
5. Sticking valves.
6. Short injector life.
7. Engine hot spots.
8. Need for higher grade fuel.

Overcooling

The following engine troubles result when an engine is overcooled:

1. Excessive fuel consumption.
2. Sludge formation in crankcase.
3. Corrosive acids formed in crankcase.
4. Excessive fuel deposits in the exhaust system.

Antifreeze/Coolant

Heavy duty diesel engines require a balanced mixture of water and antifreeze/coolant. For maximum rust, freeze, and boiling point protection, a 50/50 blended, fully formulated extended life antifreeze/coolant should be maintained at all times. Refer to *Maintenance and Lubrication*, page 9-1. Do not use more than 50 percent antifreeze/coolant in the mixture unless additional freeze protection is required. Never use more than 68 percent antifreeze/coolant under any condition. Antifreeze/coolant at 68 percent provides the maximum freeze protection; antifreeze/coolant protection decreases above 68 percent.

Throughout the production of the GRT765/780 cranes, two different anti-freeze coolants were used in their engine cooling systems (see Items 2a and 2b in *Maintenance and Lubrication*, page 9-1.). The two anti-freeze coolants are **NOT** compatible with one another. See **NOTE 8** in

Maintenance and Lubrication to determine which anti-freeze coolant was used in your crane.

Rust Prevention

To keep engines operating at like new efficiency, all forms of rust formation must be prevented. The formation of rust in the cooling system is a result of the interaction of water, iron, and oxygen, and can only be prevented by maintaining full strength corrosion protection at all times. Liquid Cooling Conditioner (LCC) are recommended for this cooling system in early model cranes. See **NOTE 8** in *Maintenance and Lubrication* to determine which anti-freeze coolant was used in your crane, and if LCC is recommended.

Engine Antifreeze/Coolant Fill Procedure

1. Fill system with a 50/50 blended, fully formulated extended life antifreeze/coolant. Fill to bottom of the surge tank filler neck. Fill slowly. Flow exceeding 11.2 L/min (3 gpm) can give a false reading.
2. Wait one minute and recheck the antifreeze/coolant level. Refill as necessary repeating step 1.
3. Run engine for 5 minutes and recheck the antifreeze/coolant level. Refill as necessary repeating step 1. Refer to *Maintenance and Lubrication*, page 9-1.

Antifreeze/Liquid Cooling Conditioner Maintenance

Cooling System Level Check Interval

Daily or 10 hours

Check cooling system level every 10 hours of operation or daily, whichever comes first. Refer to *Maintenance and Lubrication*, page 9-1.

LCC Level Check Interval

6 months or 1000 hours

- Check LCC Levels (use only Coolant Test Kit, Grove part number 9414101675, to check the coolant additive concentration in the cooling system).

Only add cooling conditioner if levels are less than 1.2 units/gal (see : *Approved Lubricant Reference Table*, page 9-12 for specification and recommended additives).

NOTE: An inadequate concentration of coolant additive can result in major corrosive damage to the cooling system components. Over-concentration can cause formation of a "gel" that can cause restriction or plugging of coolant passages, and overheating.

- Test antifreeze/coolant for contamination.

Condemning limits are:

- Sulfate level greater than or equal to 1500 ppm.
- Chloride level greater than or equal to 200 ppm.

- pH level is less than 6.5
- Oil or fuel contamination can be identified by odor or color.

If condemned, flush the system using a commercially available flushing agent. Refill system with fully formulated extended life coolant. Refer to *Maintenance and Lubrication*, page 9-1.

NOTE: Remove radiator cap when draining system to ensure proper draining.

Cleaning



CAUTION

Burn Hazard!

The cooling system contains very hot pressurized liquid and injury can result when removing the radiator cap at operating temperature. Use proper protection to remove the radiator cap.

1. Coolant shut-off valves to heaters and other accessories should be open to allow complete circulation during cleaning, flushing, and draining. Run the engine with radiator covered if necessary until temperature is up to operating range 71 to 82°C (160 to 180°F). Stop the engine, remove the radiator cap, and drain the system by opening the drain cocks on the radiator and engine block.

NOTE: Use a cleaning compound that is not corrosive to aluminum to prevent damage to the radiator.

2. Allow engine to cool, close drain cocks, and pour the cleaning compound into the surge tank according to the directions. Fill system with water.
3. Place a clean drain pan to catch the overflow, and use it to maintain the level in the radiator. Do not spill the solution on the vehicle paint.
4. Replace the radiator cap and run the engine at moderate speed, covering the radiator if necessary, so the system reaches a temperature of 82°C (180°F) or above, but does not reach the boiling point. Allow the engine to run at least two hours, or according to recommendations of the manufacturer of the cleaning compound, at 82°C (180°F) so the cleaning solution may take effect. Do not drive the vehicle or allow the liquid level in the radiator to drop low enough to reduce circulation.
5. Stop engine as often as necessary to prevent boiling.
6. With engine stopped, feel the radiator core with bare hands to check for cold spots, and then observe the temperature gauge reading. When there is no change in temperature for some time, drain the cleaning solution.

7. If clogging of the core is relieved but not fully corrected, allow the engine to cool, pressure-flush the system (see *Pressure Flushing*) and repeat the cleaning operation.
8. If problem persists, replace radiator.

Pressure Flushing

1. Disconnect both radiator hoses that connect the radiator to the engine.
2. Clamp a convenient length of hose to the radiator core outlet opening, and attach another suitable length of hose to the radiator inlet opening to carry away the flushing stream.
3. Connect the flushing gun to compressed air and water pressure, and clamp the gun nozzle to the hose attached to the radiator outlet opening.
4. Fill core with water. Turn on air pressure in short blasts to prevent core damage.
5. Continue filling the radiator with water and applying air pressure as above until the water comes out clear.
6. Clamp the flushing gun nozzle firmly to a hose attached securely to the engine water outlet opening. Fill the engine block with water, partly covering the water inlet opening to permit complete filling.
7. Turn on compressed air to blow out water and loose sediment. Continue filling with water and blowing out with air until flushing stream comes out clear.
8. When the vehicle is equipped with a water heater connected to the cooling system, flush the heater, following the same procedure as for the radiator core.
9. After completing the flushing operation, clean out the surge tank overflow pipe; inspect the water pump; clean the thermostat and the radiator cap control valves. Check the thermostat for proper operation before installation.
10. Blow insects and dirt from the radiator core air passages. Use water to soften obstructions if necessary.

Component Inspection

Radiator/Surge Tank

1. Side Tanks - Look for leaks, particularly where the tank is attached to the core. Vibration and pulsation from pressure can fatigue soldered seams.
2. Filler Neck - The sealing seat must be smooth and clean. Cams on filler neck must not be bent or worn so as to allow a loose fitting cap. Ensure the overflow tube is not plugged.
3. Radiator Cap - This is the pressure-setting type. Its purpose is to hold the cooling system under a slight pressure, increasing the boiling point of the cooling

solution and preventing loss of solution due to evaporation and overflow.

The cap has a spring-loaded valve, the seat of which is below the overflow pipe in the filler neck. This prevents the escape of air or liquid while the cap is in position. When the cooling system pressure reaches a predetermined point, the cap valve opens and will again close when the pressure falls below the predetermined point.

When removing the pressure type cap, perform the operation in two steps. Loosening the cap to its first notch raises the valve from the gasket and releases the pressure through the overflow pipe. In the first stage position of the cap, it should be possible to depress the cap approximately 3 mm (0.13 in). Prongs on the cap can be bent to adjust this condition. Care must be taken that the cap is not too loose as this would prevent proper sealing.



CAUTION

Burn Hazard!

Loosen cap slowly and pause a moment to avoid possible burning by hot water or steam. Continue to turn the cap to the left until it can be removed.

4. Tubes are very small and can easily become clogged by rust and scale. The general condition of the cooling system and operating temperature are indications as to whether or not tubes are clean. Another good test is to feel the core for cold spots.
5. Fins are thin metal sheets that dissipate heat picked up by the tubes. They should be kept free of bugs, leaves, straw etc., so as to allow the free passage of air. Bent fins should be straightened.

Engine Water Jacket

The water jacket permits coolant to be circulated around the cylinder walls, combustion chamber, and valve assemblies. Some of these coolant passages are small and can easily become clogged, if the cooling system does not receive the proper maintenance.

1. Core Plugs - These are sometimes mistakenly called freeze plugs. They do not provide protection against freezing expansion, but are only present because of engine block casting methods. Remove and replace core plugs that show signs of leaking or rusting through. Use an installation tool for core plug replacement.
2. Drain Plugs - The water jacket of each engine could have one or more drain plugs. These should receive seasonal care and be kept free of rust and scale.
3. Gaskets - All gaskets must be in good condition to prevent both internal and external leaks. If there are external leaks around gaskets, there may also be

internal leaks into the engine. Proper tightening of the head bolts with a torque wrench is essential for preventing leaks around the head gasket.

Water Pump

The pump should be checked carefully for leaks and proper lubrication. Replace or rebuild if leaking, cracked, or worn.

Fans and Belts

The fan should be checked for cracked or broken blades.

Refer to *Engine Drive Belts*, page 7-4.

Thermostat

The thermostat is of the nonadjustable type and is incorporated in the cooling system for the purpose of retarding or restricting the circulation of coolant during engine warm up. Engine overheating and loss of coolant is sometimes due to an inoperative thermostat. To check for this condition, remove the thermostat and test by submerging it in hot water and noting the temperature at which the thermostat opens and closes. Use an accurate high temperature thermometer for making this test.

Hoses and Clamps

Hoses and their connections must be checked regularly because they are often the source of hidden trouble. Hoses may often times appear in good condition on the outside while the inside will be partially deteriorated. If there are any doubts about a hose doing its job, replacement should be made. The clamps should be inspected to make sure they are strong enough to hold a tight connection.

Radiator Removal and Installation

Removal

1. Set the outriggers and position the boom to over the side.
2. Open the drain cock at the bottom of the radiator and drain the coolant into a suitable container. Dispose of the coolant in accordance with local and EPA regulations.

NOTE: Remove the radiator cap when draining the system to ensure proper draining.

3. Open and remove the hood top door assembly.
4. Remove the bolts and nuts holding the rear engine hood panel to the engine hood. This will gain access to the rear of the radiator and the surge tank mounting hardware.
5. Tag and disconnect the hoses from the surge tank to the engine and from the surge tank to the radiator.
6. Remove the two bolts, washers, lockwashers and nuts holding the surge tank to the frame. Remove the surge tank.

7. Remove the nuts, washers and muffler clamps securing the left and right charge air cooler tubes to the frame.
 8. Remove the hose clamps and bellows connecting the radiator to the charge air cooler tubes. Remove the hose clamps and radiator hose connecting the radiator to the radiator tubes.
 9. Remove the bolts and washers attaching the fan shroud to the radiator.
 10. Remove the bolts, washers and lockwashers that connect the plates to the top of the radiator and the top of the frame rail.
 11. Disconnect the electrical harness from the coolant level sensor.
- NOTE:** The radiator assembly weighs approximately 94 kg (208 lb).
12. Attach an adequate lifting device to the radiator assembly.
 13. Remove the two bolts, washers, lockwashers, nuts and mounting bushings securing the radiator flange to the frame mounting brackets. Remove the radiator assembly from the carrier.
 14. If a new radiator is to be installed, remove all fittings and hoses from the old one and install them in the same locations on the new one.

Installation

1. Ensure all fittings and hoses are installed on the radiator.
2. Position the radiator assembly in the carrier using a lifting device. Secure the radiator flange to the frame mounting brackets using two bolts, washers, lockwashers, nuts and mounting bushings.
3. Reconnect the two plates between the top of the radiator and the top of the frame rail using bolts, washers, lockwashers and nuts.
4. Attach the fan shroud to the radiator using the bolts and washers.
5. Connect the electrical harness to the coolant level sensor.
6. Connect the two radiator tubes to the radiator with hose clamps and the radiator hose. Tighten clamps to 10.2 to 11.3 Nm (90 to 100 in-lb).
7. Secure the radiator return tube to the top of the engine using nuts, washers and a muffler clamp.
8. Reconnect the charge air cooler tubes to the CAC radiator using hose clamps and bellows. Tighten clamps to 10.2 to 11.3 Nm (90 to 100 lb-in). Do not compress spring completely, clamp may be damaged from thermal expansion of CAC tube.
9. Secure the charge air cooler tubes to the left and right sides of the frame with nuts, washers and muffler clamps.
10. Tighten the drain cock at the bottom of the radiator.
11. Mount the surge tank to the frame using the two bolts, washers, lockwashers and nuts.
12. Connect the hose between the surge tank and the radiator and the hose from the engine to the surge tank. Tighten clamps to 5.7 Nm (50 in-lb).
13. Fill the engine coolant system, refer to *Engine Antifreeze/Coolant Fill Procedure*, page 7-21. Start the engine, operate all systems and check for leaks.
14. Install the hood assembly.
15. Install the bolts and nuts holding the rear engine hood panel to the engine hood.
16. Install the hood top door assembly.

Radiator Fill and Servicing

Refer to *Maintenance and Lubrication*, page 9-1 for complete fill and service procedures.

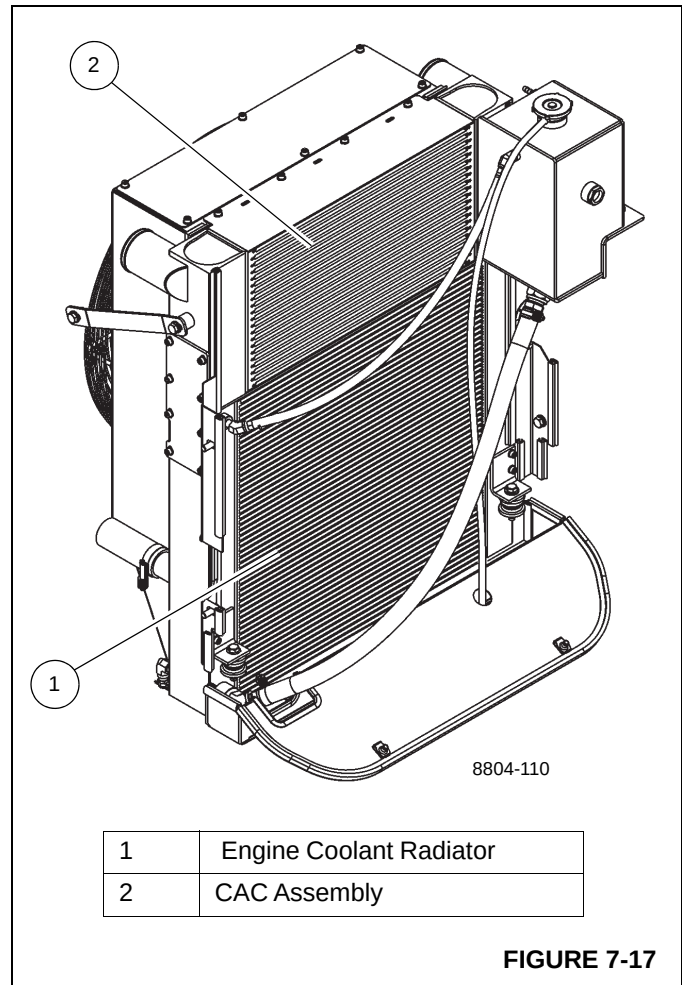


FIGURE 7-17

DRIVE TRAIN

Description

The drive train consists of the transmission/torque converter assembly and three drive lines.

The transmission/torque converter is mounted on and driven by the engine. The torque converter assembly provides for mounting and driving the two variable displacement pumps and one gear pump. The transmission is a Range Shift with six forward speeds and six reverse speeds. The transmission is controlled electrically by a shift lever/knob located on the right side of the steering column and an axle drive mode selector rocker switch located on the steering wheel console.

The transmission/torque converter oil is cooled by passing the oil through an externally mounted transmission cooler that is located in the center of the front frame. An oil filter is mounted on the left frame rail near the fuel tank.

Three drive lines are used. Two drive lines are connected between the transmission and the front axle and the other drive line is connected between the transmission and the rear axle.

Maintenance

Transmission

Refer to the Cummins engine and Spicer transmission manual and other portions of this section for removal, scheduled maintenance and corrective maintenance, and installation.

1	Driveline - Coupling Shaft
2	Bearing
3	Driveline - Slip Shaft
4	Driveline

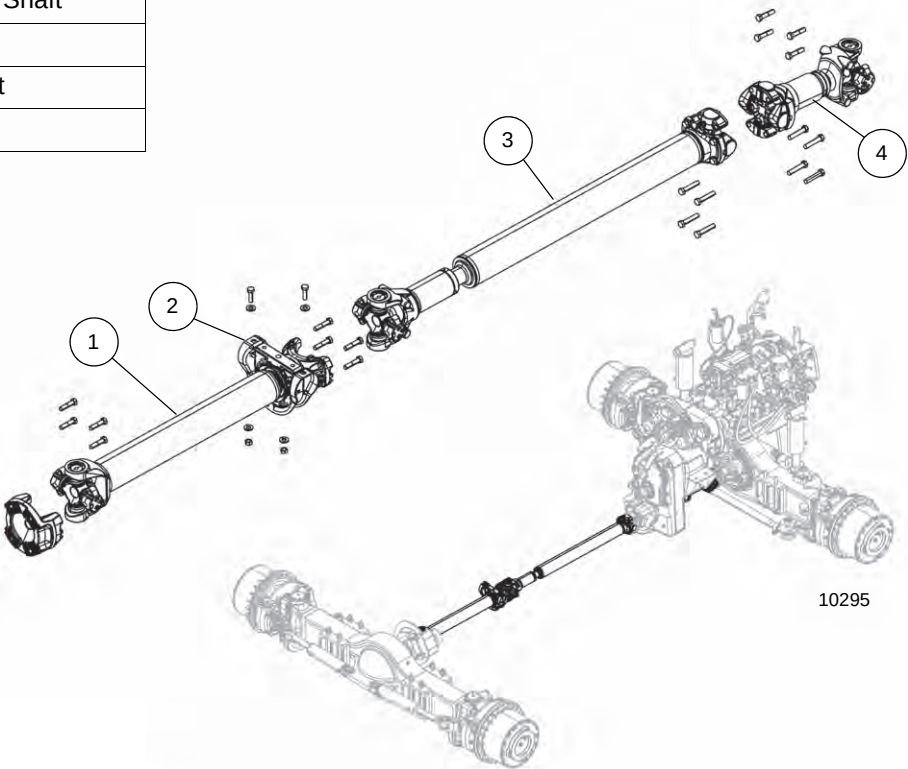


FIGURE 7-18

Drive Shafts

CAUTION

Do not disassemble drive lines when removing them from the crane. Dirt can enter the spline and cannot be purged. In addition, the drive lines are assembled in a specific orientation when manufactured and can easily be incorrectly reassembled.

Removal

1. Support the drive shaft being removed so it does not fall when disconnected. If removing the coupling shaft or the forward slip shaft, support the other shaft also.
2. If removing the coupling shaft, free its bearing from the frame by removing two bolts, two locknuts, and four washers.
3. Remove the bolts from the bearing cap on each end of the drive line. Note the lengths of the bolts and if they have lockwashers. Remove the drive line.

Installation

1. For any drive shaft which has mating marks (arrows), align these mating marks to ensure proper phasing of coupler yokes.
2. Position the drive shaft between the couplers on the two components it is joining.
3. For the coupling shaft, secure its bearing to the frame with bolts, locknuts, and washers.
4. Secure the drive shaft to the coupler with bolts. Torque the bolts to the following specifications:
 - Front and rear axle connection, and carrier bearing connection:
156 Nm to 183 Nm (115 lb-ft to 135 lb-ft)
 - Transmission connection:
149 Nm to 164 Nm (110 lb-ft to 121 lb-ft).

Lubrication

The drive line slip joints require lubrication. Refer to *Maintenance and Lubrication*, page 9-1.

TRANSMISSION/TORQUE CONVERTER

Description

The transmission/torque converter assembly is mounted to the engine and is connected to the front and rear axles by three drive shafts. Two piston hydraulic pumps and one gear hydraulic pump is mounted on the torque converter.

Theory of Operation

The transmission and torque converter function together and operate through a common hydraulic system. Therefore, it is necessary to consider both units in discussing operation.

With the engine running, the converter charging pump draws oil from the transmission sump through the removable oil suction screen and directs it through the pressure regulating valve and oil filter.

The pressure regulating valve maintains pressure to the transmission control for actuating the direction and speed clutches. This requires a small portion of the total volume of oil used in this system. The remaining volume of oil is directed through the torque converter circuit to the oil cooler and returns to the transmission for positive lubrication. This regulator valve consists of a hardened valve spool operating in a closely fitted bore. The valve spool is spring loaded to hold the valve in a closed position. When a specific pressure is achieved, the valve spool works against the spring until a port is exposed along the side of the bore. This sequence of events provides the proper system pressure.

After entering the converter housing, the oil is directed through the reaction member support to the converter blade cavity and exits in the passage between the turbine shaft and reaction member support. The oil then flows out of the converter to the oil cooler. After leaving the cooler, the oil is directed to a fitting on the transmission. Then, through a series of tubes and passages, lubricates the transmission bearings and clutches. The oil then gravity drains to the transmission sump.

The torque converter consists of three elements and their related parts to multiply engine torque. The engine power is transmitted from the engine flywheel to the impeller element through the impeller cover. This element is the pump portion of the hydraulic torque converter and is the primary component which starts the oil flowing to the other components which results in torque multiplication. This element can be compared to a centrifugal pump, in that it picks up fluid at its center and discharges at its outer diameter.

The torque converter turbine is mounted opposite the impeller and is connected to the output shaft of the torque converter. This element receives fluid at its outer diameter and discharges at its center. Fluid directed by the impeller out into the particular design of blading in the turbine and reaction member is the means by which the hydraulic torque converter multiplies torque.

The reaction member of the torque converter is located between and at the center of the inner diameters of the impeller and turbine elements. Its function is to take the fluid which is exhausting from the inner portion of the turbine and change its direction to allow correct entry for recirculation into the impeller element.

The torque converter will multiply engine torque to its designed maximum multiplication ratio when the output shaft is at zero rpm. Therefore, as the output shaft is decreasing in speed, the torque multiplication is increasing.

The shift control valve assembly consists of a valve body with selector valve spools. A detent ball and spring in the selector spool provides one position for each speed range. A detent ball and spring in the direction spool provides three positions, one each for forward, neutral, and reverse.

With the engine running and the directional control lever in the neutral position, oil pressure from the regulating valve is blocked at the control valve, and the transmission is in neutral. Movement of the forward and reverse spool will direct oil, under pressure, to either the forward or reverse direction clutch, as desired. When either directional clutch is selected, the opposite clutch is relieved of pressure and vents back through the direction selector spool. The same procedure is used in the speed selector.

The direction or speed clutch assembly consists of a drum with internal splines and a bore to receive a hydraulically actuated piston. The piston is oil tight by the use of sealing rings. A steel disc with external splines is inserted into the drum and rests against the piston. Next, a friction disc with splines at the inner diameter is inserted. Discs are alternated until the required total is achieved. A heavy back-up plate is then inserted and secured with a snap ring. A hub with OD splines is inserted into the splines of discs with teeth on the inner diameter. The discs and hub are free to increase in speed or rotate in the opposite direction as long as no pressure is present in that specific clutch.

To engage the clutch, the control valve is placed in the desired position. This allows oil under pressure to flow from the control valve, through a tube, to a chosen clutch shaft. This shaft has a drilled passageway for oil under pressure to enter the shaft. Oil pressure sealing rings are located on the clutch shaft. These rings direct oil under pressure to the desired clutch. Pressure of the oil forces the piston and discs against the heavy back-up plate. The discs, with teeth on the outer diameter, clamping against discs with teeth on the inner diameter, enables the hub and clutch shaft to be locked together and allows them to drive as a unit.

There are bleed balls in the clutch piston which allow quick escape for oil when the pressure to the piston is released.

Maintenance

General Information

1. Always check oil level with engine idling, and transmission in neutral at normal operating temperature (82 to 93°C (180 to 200°F)).
2. Change oil filter element every 500 hours. Drain and refill system every 1000 hours or 6 months.

Troubleshooting

Following is an aid to locating the source of difficulty in a malfunctioning unit. It is necessary to consider the torque converter charging pump, transmission, oil cooler, and connecting lines as a complete system when checking for source of trouble, since proper operation of any unit depends greatly on condition and operation of the others. By studying principles of operation together with data in this section, it may be possible to correct malfunctions which occur in the system. Troubleshooting procedures basically consist of hydraulic checks.

Hydraulic Checks

Before checking the transmission/torque converter and associated hydraulic system for pressures and rate of oil flow, it is essential that the following preliminary checks be made.

1. Check oil level in transmission. This should be done with oil temperature at 82°C to 93°C (180°F to 200°F). Do not attempt these checks with cold oil.
2. To bring oil temperature to this level, it is necessary to either work the machine or stall out the converter. When it is impractical to work the machine, stall out the converter as follows.
 - a. Apply parking brake and service brakes.
 - b. Position shift lever to forward and high speed.
 - c. Accelerate the engine to between half and three-quarter throttle.

CAUTION

Full throttle stall speeds for an excessive length of time will overheat the torque converter.

- d. Hold converter stalled until desired temperature is reached.

NOTE: Always make all troubleshooting checks with the converter outlet temperature at least 82°C to 93°C (180°F to 200°F).

Table 7-1 Troubleshooting

SYMPTOM	PROBABLE CAUSE	REMEDY
1. Low clutch pressure.	a. Low oil level.	a. Fill to proper level.
	b. Clutch pressure regulating valve spool stuck open.	b. Clean valve spool and housing.
	c. Faulty charging pump.	c. Replace pump.
	d. Broken or worn clutch shaft or piston sealing rings.	d. Replace clutch shaft or sealing rings, as applicable.
	e. Clutch piston bleed valve stuck open.	e. Clean bleed valves thoroughly.
2. Low converter charging pump pressure.	a. Low oil level.	a. Fill to proper level. Refer to <i>Maintenance and Lubrication</i> , page 9-1
	b. Suction screen plugged.	b. Clean suction screen.
	c. Defective oil pump.	c. Replace pump.
3. Overheating.	a. Worn oil sealing rings.	a. Remove, disassemble, and rebuild converter assembly.
	b. Worn oil pump.	b. Replace pump.
	c. Low oil level.	c. Fill to proper level.
4. Noisy converter.	a. Worn oil pump.	a. Replace pump.
	b. Worn or damaged bearings.	b. A complete disassembly will be necessary to determine what bearing is faulty.
5. Lack of power.	a. Low engine RPM at converter stall.	a. Tune engine and check governor.
	b. See "Overheating" and make same checks.	b. Make corrections as explained in "Overheating."

Removal

1. Extend and set outriggers just enough to take up the slack in the outrigger pads. Chock the wheels.
2. Position the boom over the side and stop the engine.
3. Remove the engine and transmission/torque converter from the crane as an assembly. Refer to *Engine Removal*, page 7-2.
4. Remove the two single section hydraulic pumps from the transmission. Cover all openings. Refer to in *Hydraulic Pumps*, page 2-19 for removal of the pump.

NOTE: The transmission/torque converter weighs approximately 438 kg (966 lb) dry.

5. Attach an adequate lifting device to the transmission/torque converter and take up any slack.
6. Remove the capscrews and hardened flat washers securing the drive plate assembly to the flywheel.
7. Remove the nuts and washers securing the transmission/torque converter housing to the engine flywheel housing.

Installation

NOTE: The transmission/torque converter assembly weighs approximately 438 kg (966 lb) dry.

1. If a new transmission/torque converter is to be installed, remove all fittings and brackets from the old one and install them in the same locations on the new transmission/torque converter.
2. Install the two variable displacement piston pumps on the transmission/torque converter. Refer to *Hydraulic Pumps*, page 2-19 for installation of the hydraulic pump.
3. Position the transmission/torque converter to the engine with the lifting device.
4. Remove all burrs from the flywheel mounting face and nose pilot bore. Clean the drive plate surface with solvent.

NOTE: Refer to Figure 7-19.

5. Check the engine flywheel and housing for conformance to standard S.A.E. No. 3/S.A.E. J-927 tolerance specifications for bore size, pilot bore runout and mounting face flatness. Measure and record engine crankshaft end play.
6. Install the 12 studs in the engine flywheel housing. Rotate the engine flywheel to align a drive plate mounting screw hole with the flywheel housing front access hole.
7. Install a 101.6 mm (4.00 in) long drive plate locating stud 3/8-24 UNF in a drive plate nut.

8. Rotate transmission/torque converter to align locating stud in the drive plate with flywheel drive plate mounting screw hole positioned in step 6. Locate the transmission on the flywheel housing, aligning the drive plate to the flywheel and the transmission on the flywheel housing mounting studs. Install the transmission to flywheel housing nuts and washers. Tighten the nuts to 41 Nm (30 lb-ft).

9. Remove drive plate locating stud. Install one drive plate attaching capscrew and lockwasher. Snug capscrew but **do not tighten**.

NOTE: Some engine flywheel housings have a hole located on the flywheel housing circumference in line with the drive plate screw access hole. A screwdriver or pry bar used to hold the drive plate against the flywheel will facilitate installation of the drive plate capscrews.

10. Rotate engine flywheel and install the remaining seven flywheel to drive plate attaching capscrews and hardened flat washers. Snug the capscrews but **do not tighten**. After all eight capscrews and hardened flat washers have been installed, torque the capscrews to 38 Nm (28 lb-ft). This will require torquing each capscrew, then rotating the engine flywheel until all capscrews have been torqued.
11. Measure the engine crankshaft end play after the transmission/torque converter has been completely installed on the engine flywheel. This value must be within 0.025 mm (0.001 in) of the end play recorded in step 5.
12. Install the engine and transmission/torque converter in the crane as an assembly. Refer to *Engine*, page 7-1.
13. Service the crane as outlined under *Servicing the Crane after Transmission/torque Converter Overhaul*, page 7-31.
14. Cycle all functions and observe for proper operation.

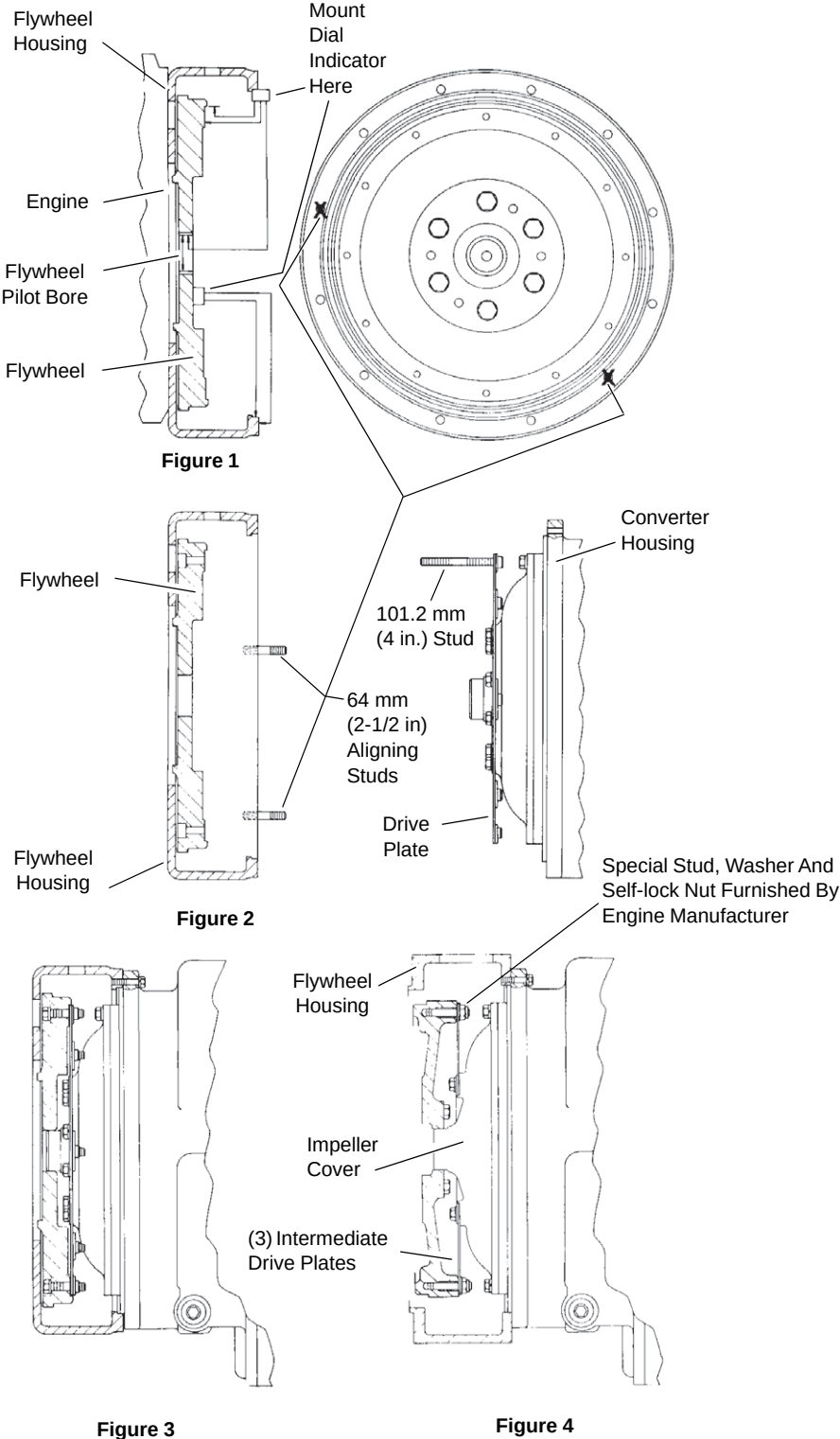


FIGURE 7-19

Servicing the Crane after Transmission/torque Converter Overhaul

The transmission/torque converter and its allied hydraulic system are important links in the drive line between the engine and the wheels. The proper operation of either the unit or the system depends greatly on the condition and operation of the other; therefore, whenever repair or overhaul of the transmission/torque converter is performed, the balance of the system must be considered before the job can be considered completed.

After the overhauled or repaired transmission/torque converter has been installed in the crane, the oil cooler and connecting hydraulic system must be thoroughly cleaned. This can be accomplished in several ways, and a degree of good judgment must be exercised as to the method employed.

The following are considered the minimum steps to be taken:

1. Drain the entire system thoroughly.
2. Disconnect and clean all hydraulic lines. Where feasible, hydraulic lines should be removed from the machine for cleaning.
3. Replace oil filter elements, cleaning out the filter cases thoroughly.
4. The oil cooler must be thoroughly cleaned. The cooler should be back flushed with oil and compressed air until all foreign material has been removed. Flushing in the direction of normal oil flow will not adequately clean the cooler. If necessary, the cooler assembly should be removed for cleaning, using oil, compressed air and a steam cleaner for that purpose.

CAUTION

Do not use flushing compounds for cleaning purposes.

5. Remove the drain plug from the transmission/torque converter and inspect the interior of the unit housing, gears, etc. If the presence of considerable foreign material is noted, it will be necessary for the unit to be removed, disassembled, and cleaned thoroughly. It is realized this entails extra labor, however, such labor is a minor cost compared to the cost of difficulties which can result from the presence of such foreign material in the system.
6. Assemble all components and use only the type oil recommended. Fill the transmission through the fill pipe until fluid is at the top of the fill range on the dipstick. Run the engine for two minutes at idle (1200 rpm) to prime the torque converter and hydraulic lines. Recheck the level of oil in the transmission with the engine running at idle (1200 rpm). Add oil as necessary to bring the level to the LOW mark on the dipstick. After the oil

temperature reaches 82°C to 93°C (180°F to 200°F), add oil to bring the level to the FULL mark on the dipstick.

7. Recheck all drain plugs, lines, connections, etc., for leaks and tighten where necessary.

Lubrication

Type of Oil and Capacities

Refer to *Maintenance and Lubrication*, page 9-1 for types of oil and capacities.

Normal Drain Period

NOTE: Normal drain periods and filter change intervals are for average environmental and duty-cycle conditions. Severe or sustained high operating temperatures or very dusty atmospheric conditions will cause accelerated deterioration and contamination. For extreme conditions, judgment must be used to determine the required change intervals.

NOTE: It is recommended that filter elements be changed after 50 and 100 hours of operation on new and rebuilt or repaired units, then at normal intervals thereafter. Refer to *Maintenance and Lubrication*, page 9-1.

- a. Drain transmission and remove pump screen. Clean screen thoroughly and replace, using a new gasket.
- b. Remove and discard oil filter. Clean filter housing and install new filter.
- c. Refill transmission to LOW mark.
- d. Run engine at 1200 rpm to prime converter and lines.
- e. Recheck level with engine running at 1200 rpm and add oil to bring level to LOW mark. When oil temperature is hot [82°C to 93°C (180°F to 200°F)], make final oil level check. Bring oil level to full mark.

Towing or Pushing

Before towing crane, disconnect both front and rear drive lines. Engine can not be started by pushing or towing because of hydraulic system design.

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SECTION 8
UNDERCARRIAGE

SECTION CONTENTS

Axles	8-1	Maintenance	8-14
Description	8-1	Service Brakes	8-15
Maintenance	8-1	Description	8-15
Wheels And Tires	8-4	Maintenance and Repair	8-15
Typical Wear Patterns	8-4	Parking Brake	8-15
Steering Systems	8-7	Description	8-15
Description	8-7	Maintenance and Repair	8-15
Maintenance	8-7	Procedure for Manually Releasing the Parking Brake	8-15
Rear Axle Oscillation Lockout System	8-10	Outrigger	8-18
Description	8-10	Outrigger Circuit	8-18
Theory Of Operation	8-10	Maintenance	8-19
Axle Oscillation Lockout Cylinders	8-12	Outrigger Beam	8-22
Axle Oscillation Lockout Valve	8-12	Extension Cylinder	8-24
Brake System	8-12	Outrigger Monitoring System (Optional—Standard in North America)	8-24
Description	8-12	Jack Cylinder	8-24
Theory Of Operation	8-13		

AXLES

Description

To provide maximum maneuverability, both the front and rear axles are steerable. The rear axle has an integrated pivoting cradle (fifth wheel) which allows the axle to oscillate while traversing uneven terrain. The front axle is bolted directly to the frame. All four wheels utilize a disc type hydraulic braking system. A disc-type parking brake is mounted of the front axle input shaft.

Each axle incorporates a single reduction carrier with hypoid gearing mounted in the axle center. The final reduction is of planetary design spur gearing built into the wheel hubs.

The design of these axles permits the hypoid gearing of the differential carrier and the axle shafts to carry only a nominal torsional load while at the same time providing the highest practical numerical gear reduction at the wheels.

The hypoid pinion and differential assembly of the first reduction are supported by tapered roller bearings. The pinion bearing preload is adjusted and maintained by a hardened precision spacer between the inner and outer bearing. The differential tapered bearing preload is adjusted and maintained by the positioning of the threaded adjusting rings in the carrier leg and cap bores.

In the planetary wheel ends, the spur teeth of the sun gear mesh with teeth of the planet spur gears. The planet spur gears rotate on planet pins which are mounted in a spider. The planet spur gear teeth in turn mesh with teeth of the floating ring gear.

Power is transmitted by the hypoid gear set in the differential carrier to the axle shafts and the sun gear of the final reduction, through the revolving planet gears, and into the planetary spider which drives the wheel hub.

As an option, the front axle and rear axle may be provided with a differential lock. When in the locked mode, the axle shafts and the differential are locked together and there is no differential action between the wheels.

Maintenance

NOTE: The axles do not have to be removed from the crane to remove the planetary wheel ends or the drive units.

Removal

1. Using the outriggers, raise the wheels off the ground.
2. Install blocking under the frame at the outboard ends of the four outrigger boxes.

CAUTION

Do not disassemble drive lines when removing them from the crane. Dirt can enter the spline and cannot be purged. In addition, the drive lines are assembled in a specific orientation when manufactured and can easily be incorrectly reassembled.

3. Disconnect and remove the drive line from the applicable axle. Do not disassemble the drive lines. Refer to *Drive Shafts*, page 7-26.
4. Tag, disconnect, and cap the hydraulic brake line at each wheel.
5. Tag, disconnect, and cap the hydraulic lines to the steer cylinders.
6. On the front axle only, tag and disconnect the hydraulic line from the park brake actuator.
7. On the left side of the rear axle only, tag and disconnect the electrical wires from the rear wheels not centered switch.

NOTE: Each tire and wheel installation weighs approximately 476 kg (1049 lb).

8. Remove the wheels from the axle.

NOTE: Each axle weighs approximately 1546 kg (3408 lb).

9. Position jacks, which are capable of handling the weight of the axle, under the axle for support.
10. Remove the eight nuts, washers, bushings and bolts securing the axle to the frame/cradle.
11. Lower the axle to the ground and move it to a clean working area.

Cleaning

Completely assembled axles may be steam cleaned on the outside only, to facilitate initial removal and disassembly, providing all openings are closed. Breathers, vented shift units, and all other openings should be tightly covered or closed to prevent the possibility of water entering the assembly.

Installation

1. Position the axle under the crane on jacks which are capable of handling the weight of the axle.
2. Raise the axle into place and secure with the eight attaching bolts, washers, bushings and nuts. Torque

bolts - refer to *Fasteners and Torque Values*, page 1-17 for proper torque value.

3. Install the wheels onto the axle. Refer to *Wheels And Tires*, page 8-4 in this section.
4. Connect the hydraulic lines to the steer cylinder as tagged during removal.
5. Connect the hydraulic brake line to each wheel as marked during removal.
6. On the front axle only, connect the hydraulic line to the parking brake actuator.
7. On the left side of the rear axle only, connect the electrical wires to the rear wheels not centered switch. Adjust the switch as outlined under, *Rear Steer Indicator Adjustment Procedure*, page 8-3.
8. Connect the drive line to the applicable axle. Refer to *Drive Shafts*, page 7-26.
9. Refer to *Brake System*, page 8-12 and bleed the hydraulic brake system.
10. Remove the blocking under the frame and retract the outriggers to lower the wheels to the ground.

Wheel Alignment Check Procedure

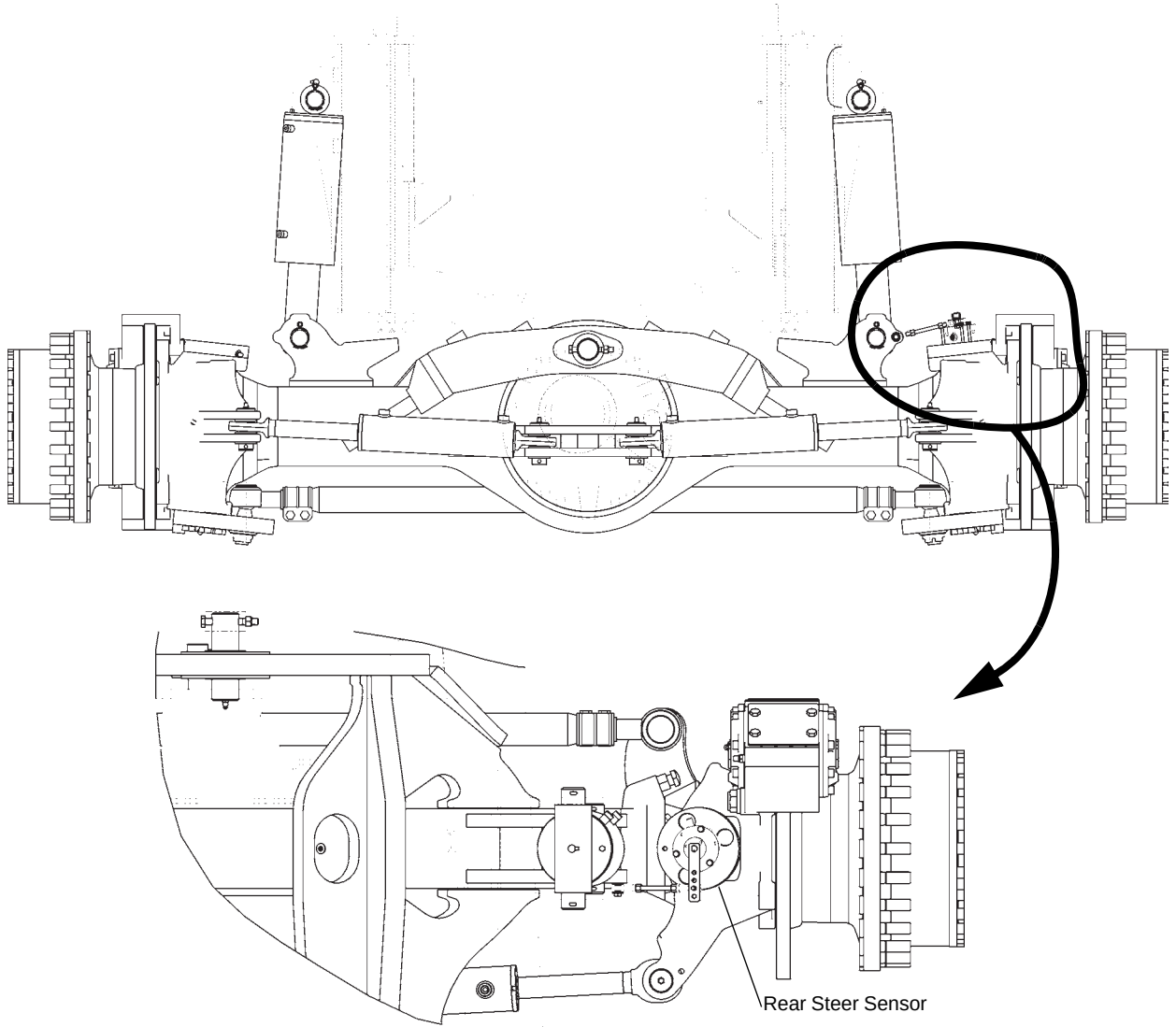
1. Check the axle for wheel alignment. The wheels are to be straight ahead with no toe-in or toe-out. Adjust if necessary by turning the tie rod ends in the direction necessary.
2. Check pre-set axle stop as follows:
 - a. Turn the wheels to the extreme left.
 - b. Check the clearance between the inside of the tire and the nearest object.
 - c. Clearance should be 25.4 mm (1.00 in) minimum. If necessary, adjust the axle stop to provide clearance.
3. Turn axle to extreme right and repeat step 2.
4. With the axles set at a 25.4 mm (1.00 in) clearance, check the steer cylinders to see that they are not bottomed out. To check the steer cylinders, remove the pin at the rod end and apply pressure to move the cylinder rod. The cylinder rod should travel a minimum of 3.0 mm (0.12 in).

Rear Steer Indicator Adjustment Procedure

1. Ensure the wheels are straight ahead.

NOTE: When performing rear steer indicator adjustment using the following steps, refer to Figure 8-1.

2. Slide the proximity switch through hole in rear steer sensor bracket and loosely secure with nuts and washers.
3. Set face of proximity switch 4 mm to 6 mm (0.16 in to 0.24 in) from opening in rear steer sensor plate. Tighten the fasteners.
4. Turn the rear wheels to verify proper operation. Rear Wheels Not Centered Light in Superstructure Display Module (SDM) should not be on when rear wheels are centered and the sensor switch is centered in the slot of the sensor plate.

**FIGURE 8-1**

Wheels And Tires

Description

The standard tire size for this unit is 23.5 x 25.



WARNING

Possible equipment damage and/or personal injury!

Driving the crane with a tire under inflated at 80% or less of its recommended pressure can cause the wheel and/or tire to fail. Per OSHA Standard 1910.177(f)(2), when a tire has been driven under inflated at 80% or less of its recommended pressure, it must first be completely deflated, removed from the axle, disassembled, and inspected before re-inflation.

CAUTION

Do not mix tires or rims from different manufacturers. Vehicle stability can be affected.

Each wheel assembly (tire and rim) is mounted on the planetary hub with 24 grade 8 lug nuts.

NOTE: The tire diameters, widths, and weights may vary slightly depending on the tire manufacturer.

Off-highway tires are designed to operate with a certain sidewall deflection or bulge. Correct air pressure ensures proper deflection which, in turn, ensures proper traction, flotation, support of load, and prevents excessive flexing of the tire. Over inflation increases rim stresses, which results in lowered rim life.

Refer to and adhere to the inflation pressures in the Load Chart Book in the crane cab.

Maintenance



DANGER

Do not attempt to demount or mount tires without proper training. The high pressures involved can cause tire and rim parts and tools to fly with explosive force, if proper procedures are not used, causing severe injury or death to personnel and damage to the crane and surrounding area.

Mounting Wheel Assemblies

NOTE: Do not lubricate the wheel studs or lug nuts.

1. Raise the crane on outriggers so the wheels are off the ground.

NOTE: Prior to wheel installation remove any dirt or grease from wheel mounting surfaces.

2. Position the wheel assembly on the mounting studs. Install the lug nuts and tighten them to 70 Nm (50 lb-ft) in the sequence shown in Figure 8-2.
3. Ensure the wheel assembly is positioned properly on the hub.

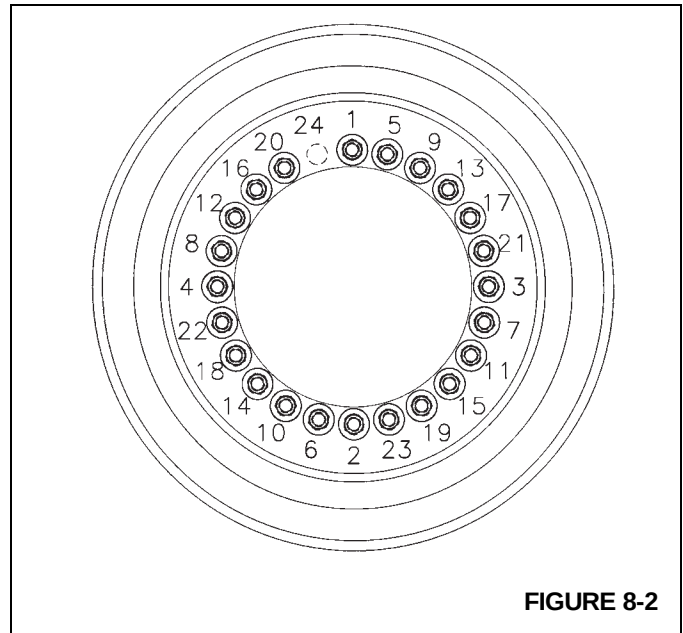


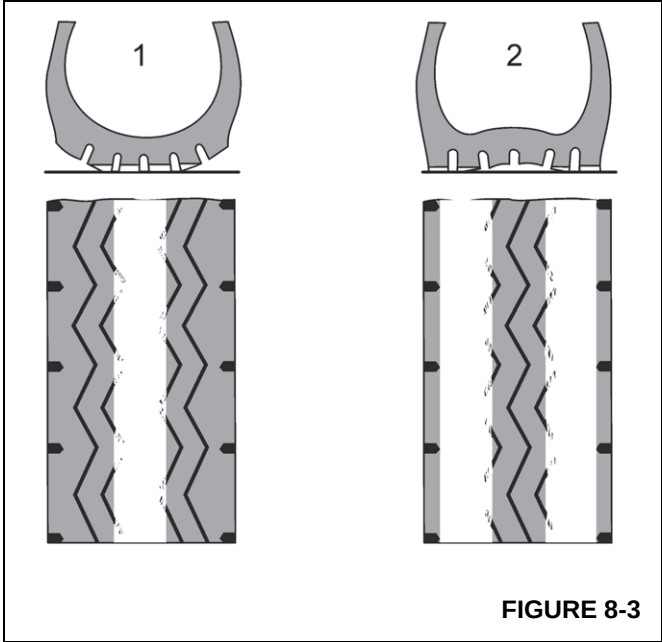
FIGURE 8-2

4. Continue to torque the lug nuts to 650 Nm (480 lb-ft) in the sequence shown in Figure 8-2.
5. Lower the crane onto its tires. Retract and stow the outrigger assemblies and the floats.
6. Re-torque lug nuts after approximately 300 hours of travel. Check lug nuts for proper torque every 500 hours thereafter.

Typical Wear Patterns

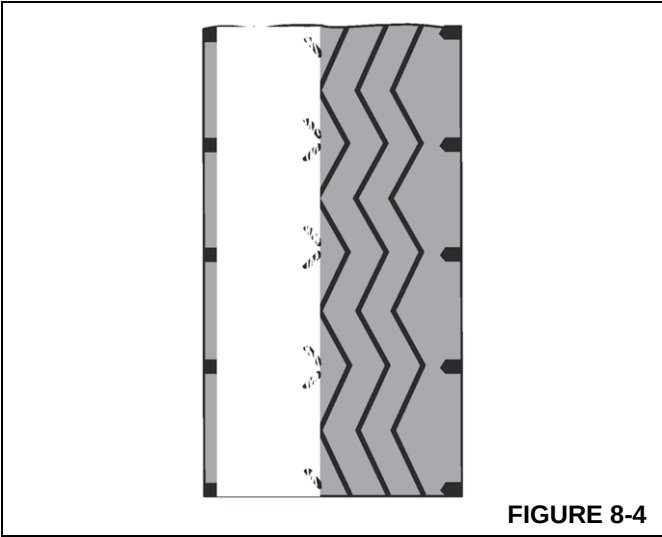
Incorrect Tire Pressure

Too high air pressure Figure 8-3, View 1) gives rapid wear in the middle of the tire. Too low air pressure (Figure 8-3, View 2) gives rapid shoulder wear.



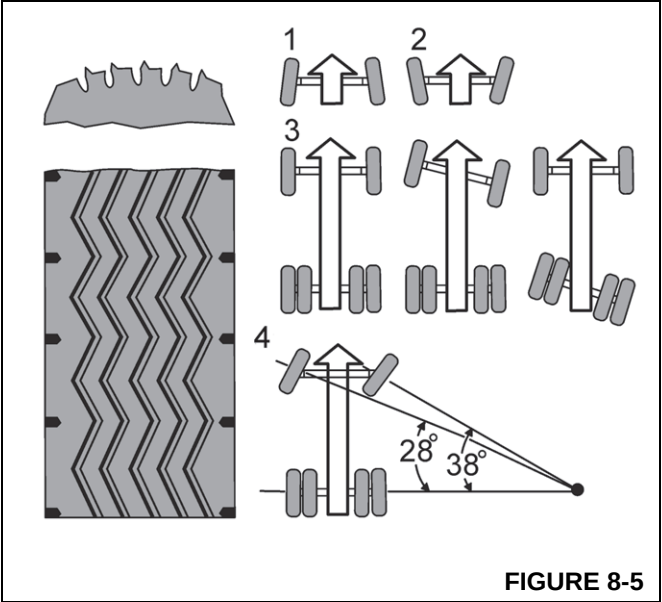
Incorrect Camber

Incorrect camber gives abnormal wear on one half of the tire.



Incorrect Toe and Axle Alignment

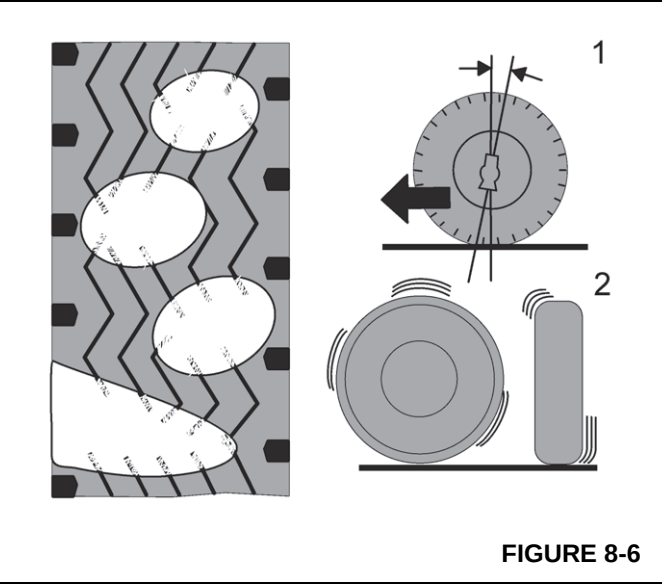
Incorrect toe has a “scrubbing” effect on the front wheels that shows in rapid shoulder wear or across the tire.
Incorrect axle alignment has a “scrubbing” effect on all wheels.



Item	Description
1	Incorrect Toe-In
2	Incorrect Toe-Out
3	Out-of-line Axles
4	Steering Arm Defect

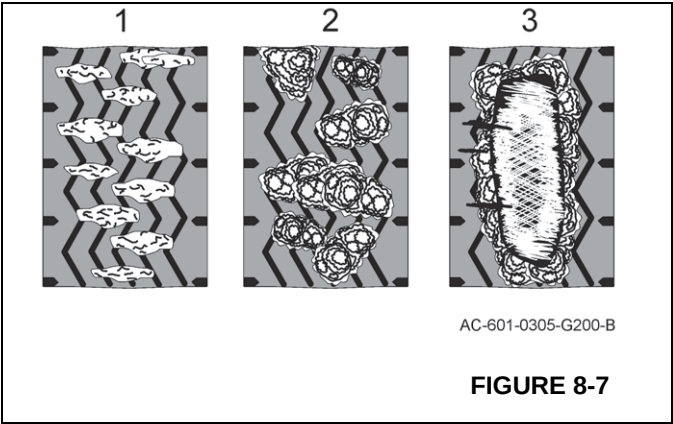
Incorrect Caster and Wheel Imbalance

Incorrect caster or wheel imbalance shows as spot wear that is either in the middle of the tire or extends to the shoulder.
This rapidly wears the mechanical parts of steering linkage, kingpin and wheel bearing.



Cuts in the Tire Tread

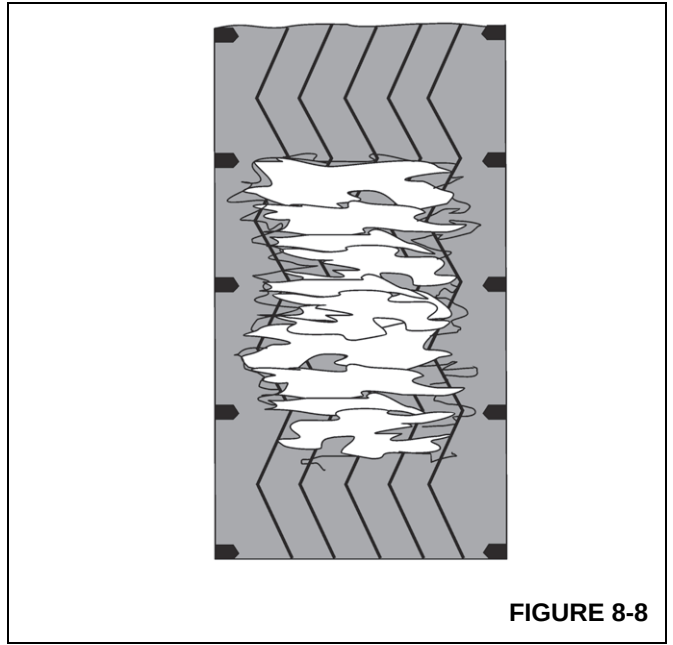
Cuts are due to poor roads, air pressure too high or incorrect tire type for the application.



Item	Description
1	Cuts
2	Flaking Cuts
3	Rubber Flaking

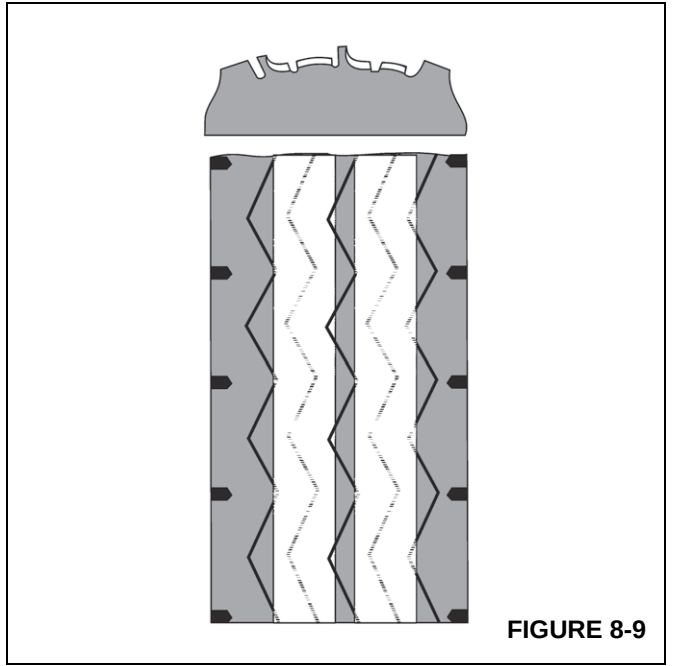
Spot Wear

Sudden braking, locking brakes or out-of-round brake drums give spot wear.



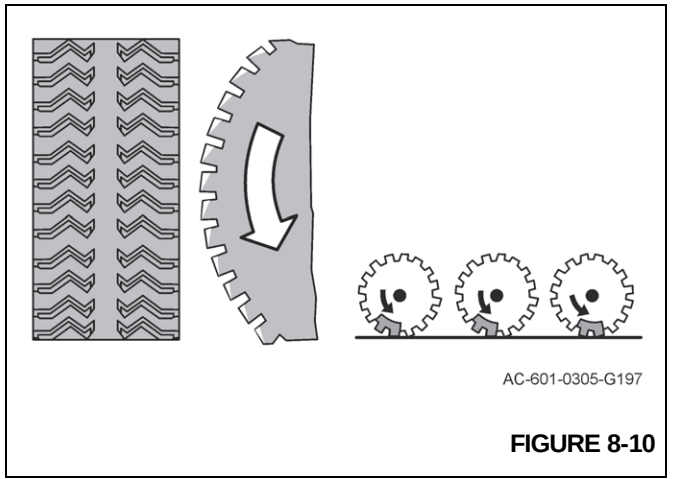
Feathered Edges

Normal occurrence on non-driving wheels on good roads and high mileage.



Cupping

Cupping is a normal occurrence that depends on the tread pattern - the higher the load, the greater the wear.



STEERING SYSTEMS

Description

To maximize maneuverability, the crane can be steered by the front axle, the rear axle, or by the front and rear axles simultaneously. The crane utilizes two separate steering systems, one to control front axle steering and one for rear axle steering.

Front Steering System

The front steering system consists of a load sense steer priority flow valve (part of the accessory manifold valve), load sense steering control valve, and two steer cylinders. Refer to *Accessory Manifold Valve*, page 2-50 for a description of the front steer hydraulic components, their function, and maintenance information.

Rear Steering System

The rear steering system consists of a three-position, dual solenoid controlled directional valve; two cross-port check

valves; and two steer cylinders. Refer to *Carrier Combination Manifold Valve*, page 2-55 for a description of the rear steer hydraulic components, their function, and maintenance information. A rear steer indicator system is provided to indicate when the rear wheels are not centered. This system consists of steering angle sensors located on the right side of each axle. A driving screen is provided on the SDS that indicates the steering angle of each axle.

Secondary Steering System (CE Units)

The secondary steering system is provided to back up the normal front steering system if loss of hydraulic flow occurs due to pump or engine failure. The system consists of two hydraulic accumulators; a pilot-operated, two-position control valve; one check valve; and a pressure switch, which receive hydraulic oil flow from the service brake dual-accumulator charge valve to supplement the normal front steer circuit.

Maintenance

Front Steering System

Troubleshooting

Table 8-1

Symptom	Probable Cause	Solution
1. Hard to steer left and right.	a. Hydraulic oil low.	a. Check system for leaks. Make repairs as needed. Fill reservoir.
	b. Clogged or loose hydraulic lines or fittings.	b. Clean or tighten lines or fittings.
	c. Defective flow divider valve(s).	c. Repair or replace valve(s).
	d. Defective steering control valve.	d. Repair or replace valve.
	e. Defective hydraulic pump.	e. Repair or replace pump.
2. Hard to steer either left or right.	a. Clogged or loose hydraulic lines or fittings.	a. Clean or tighten lines or fittings.
	b. Defective steer cylinder.	b. Repair or replace cylinder.
3. Steering is erratic left and right.	a. Hydraulic oil low.	a. Check system for leaks. Make repairs as needed. Fill reservoir.
	b. Clogged or loose hydraulic lines or fittings.	b. Clean or tighten lines or fittings.
	c. Defective steering control valve.	c. Repair or replace valve.
	d. Defective hydraulic pump.	d. Repair or replace pump.

Symptom	Probable Cause	Solution
4. Noisy hydraulic pump caused by cavitation.	a. Hydraulic oil low.	a. Refill hydraulic reservoir. Refer to <i>Maintenance and Lubrication</i> , page 9-1.
	b. Suction line plugged or too small.	b. Clean line and check for size.
5. Hydraulic pump shaft seal leakage.	a. Worn shaft seal. NOTE: If replacing the shaft seal does not stop leakage, the pump should be disassembled and checked for the following:	a. Replace shaft seal.
	b. Broken diaphragm seal or backup gasket.	b. Replace seal or gasket. Refer to your Grove Product Support Parts Manual.
	c. Bearing out of position.	c. Replace bearing.
	d. Excessive internal wear.	d. Replace pump.

Functional Check

A normal periodic functional check of the entire steering system will generally be adequate to ensure satisfactory service.

1. Check all fittings for leakage. An accumulation of moist, black dirt is a good indication of leakage.
2. With the engine running at idle and at full throttle, and with the crane standing still and moving, turn the steering wheel through the full range of travel. Note any speed irregularities and sticky sensation. This may indicate dirt in the fluid. If the steering wheel continues to rotate when started and released, a condition known as Motoring exists. This may also indicate dirty fluid in the system.
3. Ensure the system has adequate power. If there is an indication of hard steering, this can be caused by either a reduced oil flow to the control valve or a reduced system relief pressure. Adequate oil flow under all conditions can best be checked by timing the full travel of the cylinder with the steered axle unloaded and loaded. If there is a great difference at low engine speed and slight difference at high engine speeds this may indicate a defective pump drive. Refer to *Checking/Setting the Front Steer Pressure*, page 2-31.

Secondary Steering System (CE Units) Maintenance

Refer to *Hydraulic System*, page 2-1 for checking accumulator pre-charge pressure and for pre-charging accumulator using the steering control valve to discharge the accumulator pressure.

Front Steering Control Valve

The steering control valve is located under the dash and is actuated by a conventional steering wheel and steering column, providing precise, full hydraulic steering. Precise steering is accomplished by a metering system within the valve that is directly connected to the steering column and wheel.

Removal

1. Thoroughly clean the steering control valve and the surrounding area before removing the hydraulic hoses from the valve.
2. Tag and disconnect the five hydraulic hoses from the steering control valve. Cap or plug each hose and the five ports of the valve.
3. Remove the capscrews, lockwashers, and flatwashers securing the valve to the bracket and the steering column. Remove the control valve, leaving the steering column in the cab.

Installation

1. Position the control valve to the bracket and steering column and install the flatwashers, lockwashers, and capscrews. Torque capscrews; refer to *Fasteners and Torque Values*, page 1-17 for proper torque.
2. Connect the hydraulic hoses to the control valve as tagged during removal.
3. Start the engine and check for proper operation and any leakage.

Rear Steering System**Troubleshooting****Table 8-2**

Symptom	Probable Cause	Solution
1. Rear steering inoperative.	a. Hydraulic oil low.	a. Check system for leaks. Make repairs as needed. Fill reservoir.
	b. Clogged, broken, or loose hydraulic lines or fittings.	b. Clean, tighten, or replace lines or fittings.
	c. Steer cylinder locked.	c. Repair or replace cylinders.
	d. Defective control valve.	d. Repair or replace valve.
	e. Defective steer cylinder(s).	e. Repair or replace cylinder(s).
	f. Lack of electrical signal	f. Check electrical connections/wiring
2. Hard to steer left and right.	a. Hydraulic oil low.	a. Check system for leaks. Make repairs as needed. Fill reservoir.
	b. Clogged or loose hydraulic lines or fittings.	b. Clean or tighten lines or fittings.
	c. Defective steering control valve.	c. Repair or replace valve.
	d. Defective hydraulic pump.	d. Repair or replace pump.
	e. Clogged or loose hydraulic lines or fittings.	e. Clean or tighten lines or fittings.
	f. Defective steer cylinder.	f. Repair or replace cylinder.
	g. Damaged relief.	g. Replace relief valve.
3. Steering is erratic left and right.	a. Hydraulic oil low.	a. Check system for leaks. Make repairs as needed. Fill reservoir.
	b. Clogged or loose hydraulic lines or fittings.	b. Clean or tighten lines or fittings.
	c. Defective steering control valve.	c. Repair or replace valve.
	d. Defective hydraulic pump.	d. Repair or replace pump.

Steer Cylinders

The steer cylinders are mounted on the axles, two cylinders on each axle. The barrel end of each cylinder is attached to a bracket on the axle housing and the rod end is attached to the steering lug on the axle end. The cylinders are controlled hydraulically by the steering control valve.

Removal

1. Tag and disconnect the hydraulic lines from the steer cylinder. Cap or plug all openings.
2. Remove the capscrew, flatwasher, and lockwasher securing each pin weld in the rod end and barrel end of the cylinder.

NOTE: Steer cylinder weighs approximately 20 kg (44 lb).

3. Remove both pin welds and two thrust washers (rod end only), and remove the cylinder from the axle.

Installation

1. Position the cylinder onto the attachment fittings on the axle and install both pin welds. On the rod end, install a thrust washer top and bottom of lug.
2. Secure each pin weld with the capscrew, flatwasher, and lockwasher. Torque capscrews - refer to *Fasteners and Torque Values*, page 1-17 for proper torque value.
3. Connect the hydraulic lines to the cylinder as tagged during removal.
4. Operate the steering system and check the cylinder for proper operation and any leakage.

REAR AXLE OSCILLATION LOCKOUT SYSTEM

Description

The rear axle oscillation system Figure 8-11 and Figure 8-12 consists of two lockout cylinders, a lockout valve, and an angle encoder. The lockout cylinders are mounted between an integrated fifth wheel on the axle and the carrier frame. The lockout valve is mounted on the left inner center frame rail and hydraulically controls the oscillating abilities of the lockout cylinders. The angle encoder is located in the electrical swivel assembly.

Theory Of Operation

The rear axle is mounted on a cradle (fifth wheel) allowing maximum oscillation of 25.4 cm (10 in) total while traveling over uneven terrain. Oscillation is provided only when the superstructure is within 3° left or right of directly over the front. When the superstructure is within 3° left or right of

directly over the front, the RCL sends a CAN bus message to the Crane Control System to allow axle oscillation. When the Crane Control System receives this message it switches ON a digital output thus energizing the axle oscillation solenoids. When the solenoids are energized, the valve spools are shifted to allow hydraulic transfer between the two lockout cylinders. As one side of the axle is forced up by traveling over uneven terrain, the hydraulic oil flows from the rod end of cylinder A to the barrel end of cylinder B and from the rod end of cylinder B to the barrel end of cylinder A. The system is not pressurized and oil is moved from one cylinder to the other by the action of the axle moving the cylinder.

When the superstructure is more than 3° left or right of directly over the front, the Crane Control System switches OFF the digital output thus de-energizing the axle oscillation solenoids. This de-energizes the solenoids on the lockout valve and allows the springs in the valve to shift the valve spools to the closed position to prevent hydraulic oil flow between the cylinders. By stopping the flow of oil, a hydraulic lock is created and the axle is held rigid in that position.

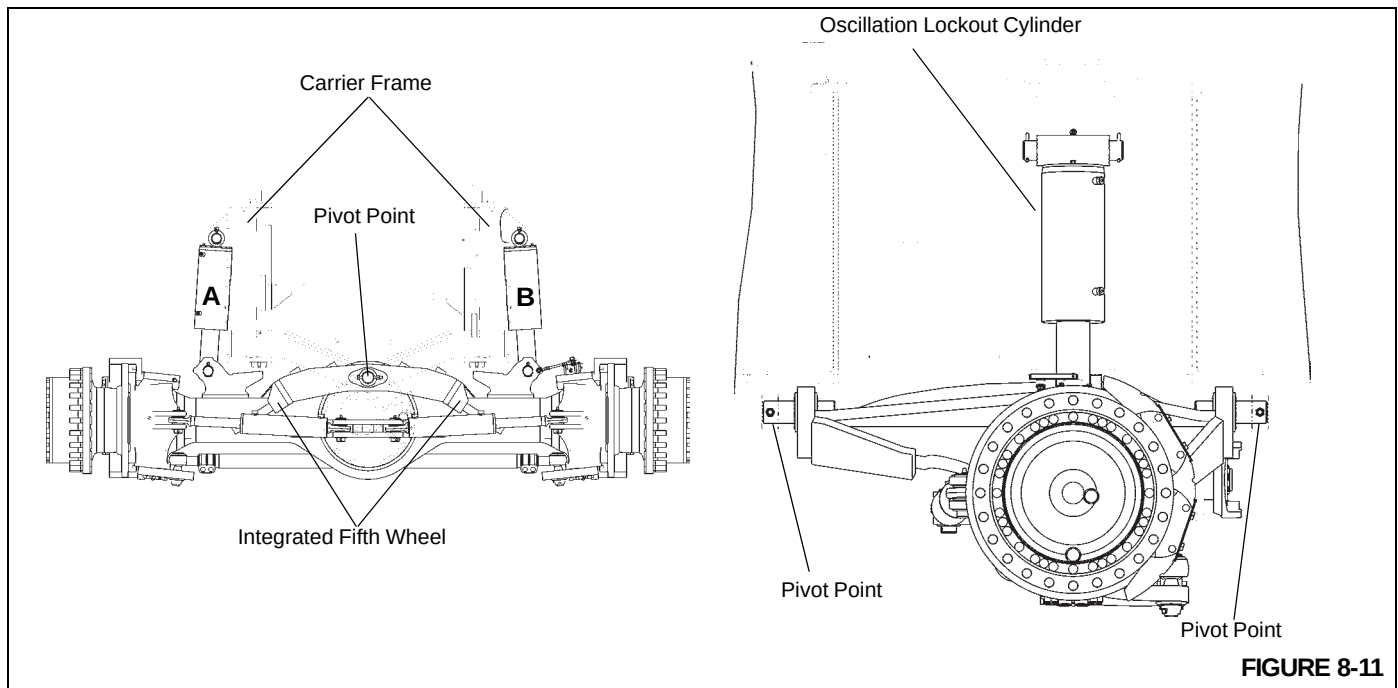
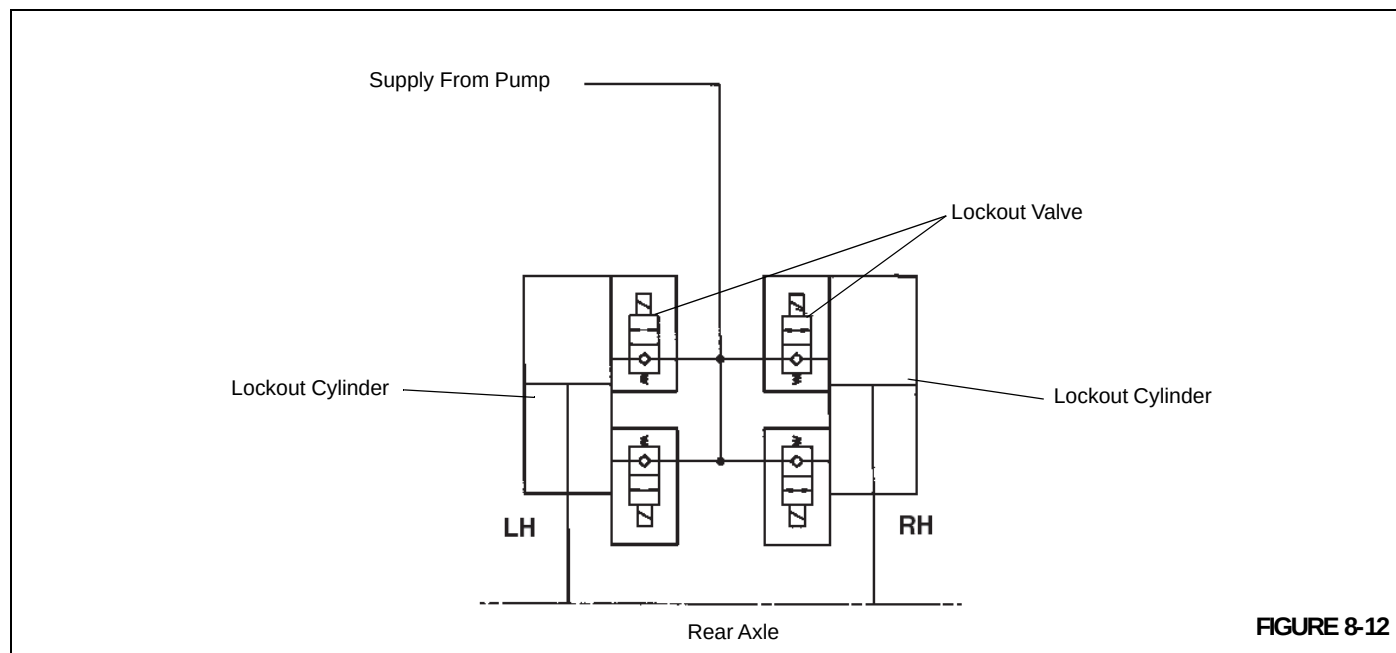


FIGURE 8-11



Axle Oscillation Lockout Cylinders

Description

Two hydraulic lockout cylinders are installed on the rear axle, one left side and one right side. The base end of each cylinder is attached to each side of the carrier frame and the rod ends are attached to each side of the integrated fifth wheel on the axle. The lockout cylinders are connected hydraulically so that hydraulic oil flows from the rod side of the left cylinder to the barrel side of the right cylinder and from the rod side of the right cylinder to the barrel side of the left cylinder.

Each cylinder weighs approximately 38.8 kg (85.5 lb).

Removal

1. Raise the crane up on outriggers.
2. Rotate the turntable more than 3° in either direction from directly over the front to lock out the oscillation cylinders.
3. Remove the wheel and tire assembly from the axle.
4. Tag and disconnect both hydraulic hoses from the ports on the cylinder. Cap or plug both hoses and the ports on the cylinder.
5. At the rod end of the cylinder, remove one of the cotter pins securing the retaining pin to the cradle attach fitting.
6. Tap out the retaining pin, freeing the rod end from the cradle.
7. At the barrel end of the cylinder, remove one of the cotter pins securing the retaining pin to the frame attach fitting.
8. Tap out the retaining pin and remove the cylinder.

Installation

1. Position the barrel end of the cylinder in the frame attach fitting and tap in the retaining pin.
2. Secure the retaining pin with the cotter pin.
3. Align the rod end of the cylinder in the cradle attach fitting and tap in the retaining pin.
4. Secure the retaining pin with the cotter pin.
5. Remove the caps or plugs from the two hydraulic hoses and the cylinder ports and connect the hoses to the appropriate cylinder ports as tagged during removal.
6. Install the wheel and tire assembly on the axle. Tighten the lug nuts. Refer to *Wheels And Tires*, page 8-4.
7. Lubricate both ends of the cylinder using the fittings provided.
8. Function test the axle oscillation system in accordance with the Operator's Manual to ensure proper operation.

Axle Oscillation Lockout Valve

Description

The axle oscillation lockout valve (also called the double solenoid valve), located on the carrier combination manifold valve, is used in the rear axle oscillation lockout circuit. The valve is mounted on the left rear face of the carrier frame rear cross member forward of the rear axle. It consists of a valve body and two normally-closed, two-way, two-position solenoid valves. It keeps the lockout cylinders from oscillating unless the turntable is centered forward.

For the CE Units with Dual Axis Controllers, the axle oscillating lockout valve is replaced with four two way solenoid operated poppet cartridge valves installed in the ports of the lockout cylinders.

The angle encoder located on the superstructure bearing sends a CAN bus message to the RCL. The RCL converts the data in the message to a position angle of the superstructure relative to the carrier (slew angle). If the slew angle is $\pm 3^\circ$ of directly over the front, the RCL sends a CAN bus message to the Crane Control System to allow axle oscillation. When the Crane Control System receives this message it switches ON a digital output thus energizing the axle oscillation solenoids. If the angle is more than 3° left or 3° right of directly over the front, the Crane Control System switches OFF the digital output thus de-energizing the axle oscillation solenoids.

When the axle oscillation normally closed solenoid valves are de-energized the lockout cylinders are isolated from hydraulic oil supply. This keeps the cylinders from oscillating (moving up and down to damp axle movement) because hydraulic oil cannot leave the cylinders. Instead, the cylinders remain full of hydraulic oil and more rigid.

When the axle oscillation solenoid valves are energized and open, hydraulic oil is allowed in and out of the cylinders, allowing them to oscillate.

BRAKE SYSTEM

Description

The brake system includes all the components necessary for the application of the service brakes and the parking brake.

Service Brakes

The service brakes are full power hydraulic brakes which are hydraulically controlled and are used to apply the brake assemblies on all four wheels. The system consists of the tandem brake valve with treadle pedal, the dual accumulator charge valve, two hydraulic accumulators, the brake assemblies, and all the associated hoses and tubing. The operator depresses the pedal on the tandem brake valve, located on the cab floor, and the valve modulates the brake line pressure to the brake assemblies at each wheel. The full

powered brake system supplies a high brake system pressure with relatively low reactive pedal forces, while controlling the maximum brake line pressure. The service brake dual accumulator charge valve regulates flow to the hydraulic accumulators to provide fully powered independently separate, primary (front) and secondary (rear), service brake circuits. Hydraulic pressure is constantly maintained in the brake circuits by the accumulators and the charging valve. The brake assemblies are disc type brakes.

Parking Brake

The parking brake is a hydraulically-controlled, disc-type brake, located on the front axle. It is spring applied and hydraulically released. The system consists of a two-position switch, a three-way solenoid valve, actuator, brake assembly, and all the associated hardware and tubing. The selector switch, located on the steering column in the cab, is used to activate the solenoid valve which controls the park brake actuator, which applies and releases the park brake.

NOTE: For Description and Maintenance of the tandem brake valve with treadle pedal, the accumulators, and the dual accumulator charge valve, refer to *Valves*, page 2-39.

Theory Of Operation

Service Brakes

Braking begins when the operator depresses the brake pedal in the cab. Mechanical linkage transfers the force created by the lever action of the brake pedal to the hydraulic brake valve which modulates the brake line pressure to the brake assemblies at each wheel.

Hydraulic oil is supplied to the dual accumulator charge valve by the accessory manifold valve. The dual accumulator charge valve charges the accumulators from the open center circuit upon demand and within its present operating charge

rate and the high limit pressure setting. However, when the open center circuit pressure reaches the brake relief setting, which is higher than the high accumulator charge limit, then the accumulators will be charged to the relief valve setting. The dual accumulator charge valve regulates flow to the hydraulic accumulators to provide fully powered independently separate, primary (front) and secondary (rear), service brake circuits. Hydraulic pressure is constantly maintained in the brake circuits by the accumulators and the charging valve. The charged accumulators supply pressurized fluid to the closed tandem brake valve.

Once the operator depresses the brake pedal, the tandem brake valve modulates fluid out to the brakes to provide the means of braking. The tandem brake valve will modulate the pressure in the brake system by increasing or decreasing pressure as required in proportion to the input force from the operator via the brake pedal. The hydraulic force acts within the brake assemblies to force the brake pads against the brake discs, acting to slow wheel rotation. Fully powered separate primary (front) and secondary (rear) braking circuits are provided with independent accumulators. A low pressure warning switch is used to sense the accumulator pressures and warn the operator through visual brake warning indicator light on the cab console in the event the pressure in the accumulators drops to an unsafe operating level. In the event of engine failure, the accumulators are pre-charged with dry nitrogen gas and properly sized to provide power-off stopping capacity for secondary braking.

Parking Brake

Hydraulic flow from the carrier combination valve is routed to the parking brake control valve. When the Park Brake Switch is in the ON position, the parking brake solenoid valve shifts to route flow from the hydraulic parking brake actuator back to the transmission sump. The actuator spring pulls on the lever on the brake assembly, applying the parking brake.

Maintenance

Troubleshooting

Table 8-3

Symptom	Probable Cause	Solution
1. Brakes are poor.	a. Lining thickness less than 0.125 in (3 mm).	a. Replace lining.
	b. Brake pedal operation.	b. Free mechanical linkage.
	c. Restriction or leaks in lines.	c. Check all lines for leaks and restrictions.
	d. Low hydraulic oil flow.	d. Check the hydraulic oil level in reservoir and check flow from the tandem brake valve.
	e. Air in brake lines.	e. Bleed the brakes.
	f. Brake pads/linings are grease-soaked.	f. Replace pads/linings.
	g. Engine not running.	g. Start engine. Due to the operation, the engine must be running to provide full brake power.
	h. Brake relief valve stuck open.	h. Replace the relief valve.
	i. Dual accumulator charge valve not charging	i. Check valve operation and repair or replace valve.
	j. Accumulators not pre-charged.	j. Check accumulator pre-charge.
2. Hard brake pedal with engine running.	a. Pedal travel being interfered with.	a. Check all pedal linkage and ensure it is free and adjusted properly.
3. Brakes lock up.	a. Too much hydraulic flow.	a. Check the flow from the flow divider. Too much flow will cause the brakes to be applied by the oil trapped in the power boost chamber.
	b. Brake pedal push rod improperly adjusted, causing brakes to be always applied.	b. Adjust the push rod linkage so the brake pedal and push rod fully return.
4. Uneven braking or pad wear.	a. Lining thickness less than 0.125 in (3 mm).	a. Replace the lining.
	b. Grease on the pads/linings.	b. Replace the pads/linings.

General

A schedule for the periodic adjustment, cleaning, inspection, and lubrication of brake equipment should be established by the operator on the basis of past experience and severity of operation.

The disc brakes are not adjustable. Brakes should be cleaned, inspected, and linkage lubricated periodically to assure maximum performance.

Bleeding the Brake System

The brake system should be bled whenever air becomes entrapped within the brake system (usually characterized by a spongy feeling during brake pedal application), whenever any brake system line has been opened, or whenever any brake component has been replaced.

Always start at the point in the system that is furthest from the tandem brake valve and work back toward the tandem

brake valve. Bleed every bleeder screw on every caliper/actuator on every wheel. When you complete a bleeder screw, go to the next closest bleeder screw on the same caliper/actuator. When you complete a wheel, go to the furthest bleeder screw on the next closest wheel.

Pressure Bleeding The Brake System

NOTE: Before bleeding the brake system, ensure the hydraulic accumulators are fully charged.

1. Install the bleeding adapter.
2. Using a clean bleeding tank, fill the tank at least half full with hydraulic oil. Position the tank so it will not have to be moved again until all bleeding is finished.
3. Connect a 240 kPa (35 psi) air source to the bleeder tank.
4. Open the bleeder tank valve and bleed all air out of the hose to be connected to the adapter. Connect the bleeder hose to the adapter and open the bleeder valve.
5. Connect the end of the bleeder hose to the bleeder screw on the caliper/actuator. Submerge the other end in a glass jar partially filled with the proper type of clean hydraulic oil.
6. Open the bleeder screw and allow fluid to flow into the jar until it is a solid stream free of air bubbles. Close the bleeder screw and torque 11.3 Nm to 13.6 Nm (100 lb-in to 120 lb-in).
7. Repeat steps 5 and 6 for the remaining wheel calipers/actuators.
8. Remove the air supply from the bleeder tank.
9. Close the bleeder tank valve and disconnect the hose and the bleeder adapter.
10. Remove the bleeder tank and hose.
11. Remove the bleeder adapter.

Manually Bleeding the Brake System

NOTE: Before bleeding the brake system, ensure the hydraulic accumulators are fully charged.

1. Connect the end of the bleeder hose to the bleed screw on the caliper. Submerge the other end in a jar partially filled with clean hydraulic oil.
2. Open the bleed screw on the caliper/actuator and allow fluid to flow into the jar, while depressing the brake pedal. Depress the brake pedal and close the bleeder screw, then release the brake pedal. Torque the bleeder screw 11.3 Nm to 13.6 Nm (100 lb-in to 120 lb-in).
3. Repeat step 2 until a solid stream free of air bubbles is obtained.
4. Repeat steps 1 thru 3 for the remaining wheel calipers/actuators.

SERVICE BRAKES

Description

The brakes utilized on the axles are hydraulic disc-type brakes. Two brake assemblies are used at each wheel end on the front axle. One brake assembly is used at the wheel end on the rear axle. The action of the brake pads riding against the brake discs acts to slow the rotation of the wheels.

Maintenance and Repair

For service brake maintenance and repair instructions, refer to the component manufacturer's service instructions or contact Grove Product Support.

PARKING BRAKE

Description

The spring-applied, hydraulically-released parking brake actuator is located on the pinion of the front axle and is used to apply and release the parking brake.

Maintenance and Repair

For parking brake maintenance and repair instructions, refer to the component manufacturer's service instructions or contact Grove Product Support.

Procedure for Manually Releasing the Parking Brake

NOTE: Refer to Figure 8-13 during parking brake adjustment procedure.

1. Block wheels to prevent crane from moving.
2. Remove the cap (4).
3. Loosen the lock nut (5), then turn the adjusting screw (3) counter-clockwise until the brake disc is free.
4. Tighten the lock nut (5).
5. Install the cap (4).

To reapply the parking brake, continue with the procedure below.

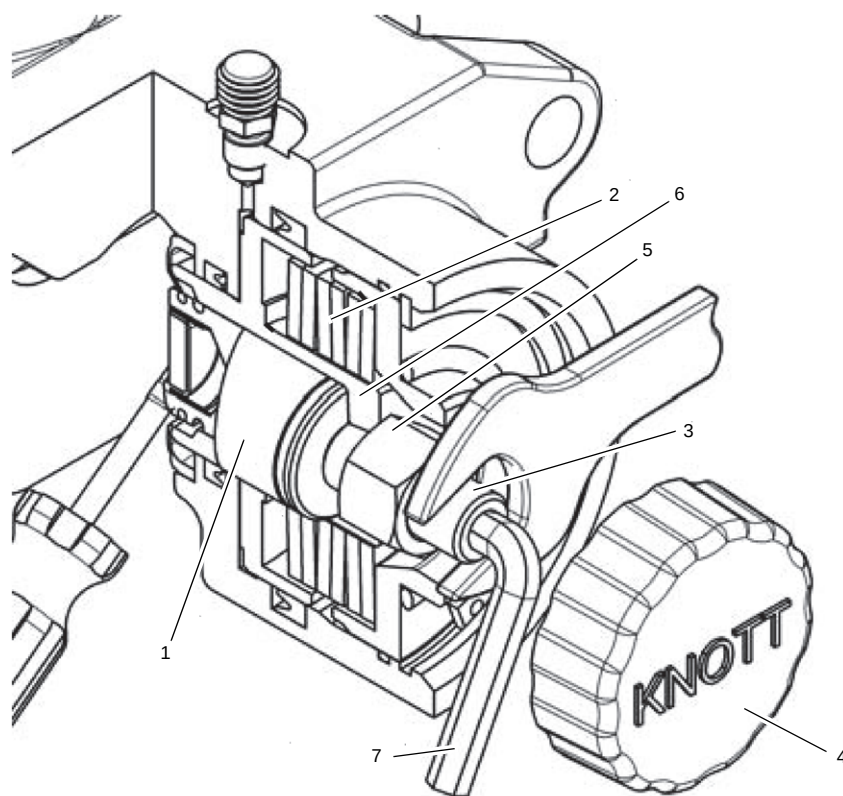
1. Remove the cap (4).
2. Loosen the lock nut (5), then turn the adjusting screw (3) clockwise until both brake pads make contact with the brake disc.
3. Tighten the lock nut (5).
4. Install the cap (4).

To adjust the parking brake for proper operation, continue with the procedure below.

1. Block wheels to prevent crane from moving.
2. Release the parking brake by setting the Park Brake Control Switch in the operator's cab to the Off position.
3. Remove the cap (4).
4. Loosen the lock nut (5), then turn the adjusting screw (3) clockwise until both brake pads make contact with the brake disc.
5. Turn the adjusting screw (3) counter-clockwise until the brake disc has the following clearance:

Type	Adjusting Screw	Clearance (mm)		Turns
FSG90	M16 (SW 8)	minimum	0.5	1/4
		clearance	1.0	1/2
		maximum	1.5	3/4
FSG110	M20 (SW 10)	minimum	1.0	2/5
		clearance	2.0	4/5
		maximum	3.0	1-1/5

6. While holding the adjusting screw (3) in position with the socket wrench, tighten the lock nut (5).
7. Install the cap (4).
8. Apply and release the parking brake several times and check brake performance on a slope.



10578

Item	Description
1	Thrust Bolt
2	Cup Springs
3	Adjusting Screw
4	Cap
5	Lock Nut
6	Piston
7	Allen Wrench

FIGURE 8-13

OUTRIGGER

Outrigger Circuit

Description

The outrigger circuit consists of four extension cylinders with integral encoders, four jack cylinders, an extend/retract directional control valve, front and rear outrigger control manifolds, and an Outrigger Monitoring System (OMS) (Optional—Standard in North America). The front two extension cylinders are mounted in the front outrigger beams and the rear two extension cylinders are mounted in the rear outrigger beams. The front and rear outrigger beams are mounted on their respective outrigger boxes; in turn the jack cylinders are mounted on the end of each outrigger beam. The extend/retract directional control valve is part of the carrier combination manifold valve, which is mounted to the inside carrier frame rail at the turntable bearing. The front and rear outrigger control manifolds are mounted on the inside center of their respective outrigger box. The encoder integral to each extension cylinder is part of the OMS. The OMS indicates the horizontal position to the Rated Capacity Limiter (RCL), which aids the operator in accurately programming the RCL.

Both the extend/retract directional control valve and the manifold solenoid valves are electrically actuated through

operator inputs made at the Superstructure Display Module (SDM) and controls in the operator cab.

A digital level located on the SDM provides the operator with a visual indication of crane level attitude.

Theory Of Operation

A combination of left hand armrest keypad and display inputs controls the extend/retract directional control valve and the beam and jack cylinder valves on the two outrigger control manifolds. Actuating an outrigger function causes that respective outrigger jack or beam solenoid valve to open and the extend/retract control valve spool to shift to allow flow to either the extend or retract line as applicable. When extending a jack or beam, the flow continues through the open solenoid valve to the piston side of the cylinder. If the jack cylinder is to be extended oil from the rod end flows through the extend/retract valve, and then to the reservoir.

When retracting a jack or beam, the flow through the extend/retract control valve is directed to the rod side of the cylinder. The oil in the piston side flows through the respective open solenoid valve, back to the extend/retract control valve, then to the reservoir. When extending a jack or beam, the flow through the extend/retract control valve is directed to the respective open solenoid valve and on to the piston side of the cylinder. The oil in the rod side flows through back to the extend/retract control valve, then to the reservoir.

Maintenance

Troubleshooting

Table 8-4

Symptom	Probable Cause	Solution
1. Slow or erratic operation of outrigger extension cylinders.	a. Damaged relief valve.	a. Remove relief valve; clean or replace.
	b. Low hydraulic oil.	b. Check system for leaks. Make repairs as needed. Fill reservoir.
	c. Sticking solenoid valve spool.	c. Repair or replace valve spool.
	d. Improper ground to base of solenoid.	d. Ground properly.
	e. Directional selector switch sticking.	e. Clean or replace switch.
	f. Collector ring dirty or glazed.	f. Clean and deglaze collector ring.
	g. Damaged wiring to solenoid.	g. Replace wiring.
	h. Weak brush springs on collector ring.	h. Replace brush springs.
1. Slow or erratic operation of outrigger extension cylinders. (continued)	i. Damaged extension cylinder (internal parts).	i. Remove extension cylinder and repair as necessary.
	j. Bent cylinder rods.	j. Replace piston rods and seals.
	k. Excessive material on outrigger beams.	k. Clean outrigger beams.
	l. Binding outrigger beam.	l. Repair or replace outrigger beam.
	m. Damaged outrigger valve.	m. Repair or replace valve.
	n. Damaged valve coil.	n. Replace coil.
	o. Main hydraulic pump cavitation.	o. Replace or tighten hose or fitting. Refer to your Grove Product Support Parts Manual.
	p. Partially shifted hydraulic spool in selector valve or manifolds.	p. Disassemble, clean, and polish spool and valve housing with very fine emery cloth (water paper).
	q. Insufficient voltage for operation of solenoid valve.	q. Solenoids require a minimum of 9.5 volts to energize. Check outrigger wiring and electrical coupling collector rings.
	r. Damaged piston seals.	r. Replace all cylinder seals.
	s. Worn or damaged hydraulic pump section.	s. Repair or replace pump section.
	t. Scored cylinder barrel.	t. Repair or replace extension cylinder.
	u. Cracked or damaged piston.	u. Replace rod weld and all cylinder seals.

Symptom	Probable Cause	Solution
2. Sticking spool.	a. Dirt in the system.	a. Change oil and flush system.
	b. Distortion caused by tie bolts being overtorqued.	b. Retorque tie bolts.
	c. Flow in excess of valve rating.	c. Limit flow through valve to that recommended. Check pump output and cylinder ratio.
	d. Pressure in excess of valve rating.	d. Check relief valve setting or pump compensation with that recommended.
	e. Electrical failure.	e. Check wiring and solenoids.
3. External leakage.	a. Damaged O-ring or quad rings.	a. Check for chipped packings and replace.
	b. Loose tie bolts.	b. Retorque tie bolts.
	c. Damaged solenoid.	c. Replace damaged parts.
4. Solenoid failure.	a. No current.	a. Check power source of at least 85% of coil rating.
	b. Damaged solenoid assembly.	b. Replace solenoid.
	c. Short in solenoid.	c. Replace coil.
	d. Loss of solenoid force.	d. Decrease time of solenoid energization, decrease cycle rate.
5. Outrigger jack cylinder slow or erratic.	a. Low in hydraulic oil.	a. Check system for leaks. Make repairs as needed. Fill reservoir.
	b. Damaged main relief valve.	b. Repair or replace valve.
	c. Damaged holding valve seals.	c. Replace holding valve seals.
	d. Bent cylinder rod.	d. Replace cylinder rod and seals.
	e. Bent outrigger housing.	e. Repair or replace outrigger housing.
	f. Excessive material on beams.	f. Clean outrigger beams.
	g. Sticking solenoid valve spool.	g. Repair or replace valve spool.
	h. Damaged wiring to solenoid.	h. Repair or replace wiring.
	i. Weak brush springs on collector rings.	i. Replace brush springs.
	j. Collector ring dirty or glazed.	j. Clean or deglaze collector ring.
	k. Directional selector switch sticking.	k. Clean or replace switch.
	l. Main hydraulic pump cavitation.	l. Replace or tighten hose and fittings.
	m. Worn or damaged hydraulic pump section.	m. Repair or replace pump section.

Symptom	Probable Cause	Solution
6. Outrigger jack cylinder retracts under load.	a. Damaged piston seals.	a. Replace all cylinder seals.
	b. Damaged holding valve seals.	b. Replace seals.
	c. Damaged holding valve.	c. Replace valve assembly.
	d. Scored cylinder barrel.	d. Repair or replace cylinder.
	e. Cracked or damaged piston.	e. Replace piston and all cylinder seals.
7. Outrigger jack cylinder extends while crane is traveling.	a. Damaged piston seals.	a. Replace all cylinder seals.
	b. Scored cylinder barrel.	b. Replace jack cylinder.
	c. Cracked or damaged piston.	c. Replace piston and seals.
	d. Piston loose on cylinder rod.	d. Replace seal and retorque.
8. Outrigger system will not activate (from stowed or extended and down position).	a. Hydraulic oil low.	a. Check system for leaks. Make repairs as needed. Fill reservoir.
	b. Loose or broken wire on switch.	b. Repair or replace wiring.
	c. Clogged, broken, or loose lines or fittings.	c. Clean, tighten, or replace lines or fittings.
	d. Damaged relief valve or damaged control valve.	d. Repair or replace valve.
9. Outrigger system activates, but selected outrigger will not stow or extend and lower as desired.	a. Clogged, broken, or loose hydraulic lines or fittings.	a. Clean, tighten, or replace lines or fittings.
	b. Loose or broken wire on control switch or solenoid valve.	b. Repair or replace wiring.
	c. Damaged solenoid valve.	c. Repair or replace valve.
	d. Damaged control switch.	d. Replace switch.
	e. Damaged hydraulic cylinder.	e. Repair or replace cylinder.
10. Outriggers will not set.	a. Improper sequence of activation.	a. Activate individual control switch; then activate system control switch.
11. Two outriggers activate from single control switch	a. Damaged solenoid valves.	a. Repair or replace.
12. The two outriggers will not stow.	a. Hydraulic lock.	a. Recycle individual outrigger(s).
13. Individual outrigger will not set or stow.	a. Damaged piston seals.	a. Replace seals.
	b. Damaged check valve.	b. Repair or replace valve.
	c. Loosen or broken wire on control switch or solenoid valve.	c. Repair or replace wiring.
	d. Damaged solenoid valve.	d. Repair or replace valve.

Outrigger Beam

Description

The outrigger beam assembly consists of an outrigger beam, a jack cylinder, an extension cylinder with integral Outrigger Monitoring System (OMS) encoder, and the required hoses and mounting hardware.

Theory Of Operation

When the outrigger extension is activated, it extends or retracts the outrigger beam within the outrigger box. The outrigger beam can be extended to the mid-extend position or fully extended position.

The Outrigger Monitoring System (OMS) (if equipped) includes an integral encoder inside each extension cylinder to monitor the position of the extension beam—full, half or retracted.

The jack cylinder is mounted to the end of the beam and applies force to the outrigger beam vertically. This sequence of events provides for lifting and stabilizing the crane for operation.

Maintenance

NOTE: Outrigger beam removal and installation is similar for both the front and rear outriggers beams (Figure 8-14).

Removal

1. Remove the outrigger beam end cover.
2. On the jack cylinder end of the beam, loosen the two socket head adjustment screws for the wear pads.
3. Extend the outrigger slightly and attach an adequate lifting device to the outrigger beam (see Figure 8-14).

NOTE: Lifting belts or straps should be used for lifting purposes so as to avoid nicking or scratching the bottom edges of the outrigger beam (Figure 8-14).

Outrigger beam assembly, with jack cylinder, weighs approximately 2150 kg (4740 lb).



DANGER

Be sure any blocking material used is capable of supporting the weight of the outrigger beam. Do not allow it to tilt or slide.

4. Place adequate blocking material under outrigger beam.
5. Tag and disconnect the hydraulic lines at the cylinder barrel end of the extension cylinder. Cap all lines and fittings.

6. If crane is equipped with the Outrigger Monitoring System (OMS), disconnect the electrical connection from the cylinder.
7. Remove the cotter pin and clevis pin securing the cylinder barrel end of the extension cylinder to the outrigger housing. Carefully pull the outrigger beam out of the outrigger box until the extension cylinder is free of the box and carefully lay the end of the cylinder on the bottom of the outrigger beam or leave on blocking.

NOTE: Do not allow the end of the outrigger beam cylinder to fall when the clevis pin is removed. Use blocking to limit the drop or an adequate soft support to cushion any distance the rod will drop.

8. Pull the outrigger beam out of the outrigger box, re-adjusting the lifting attachment to prevent the extension cylinder from sliding out of the outrigger beam when the beam clears the outrigger box.



DANGER

Be sure any blocking material used is capable of supporting outrigger beam weight. Do not allow it to tilt or slide.

9. Position outrigger beam on blocking material.

Inspection

Inspect outrigger beams for bends, evidence of cracks, or other damage. Check outrigger beam internally for hydraulic fluid, which may indicate a leaking cylinder, loose connection, or damaged hydraulic line.

Installation

1. If removed, install two wear pads into bottom inside of outrigger box using two socket head screws. Apply anti-seize compound to the wear pads.

Adjust the two wear pads such that they protrude 5 mm (0.20 in) inside the outrigger box. This will prevent the beam from riding on the bottom of the box during installation.

2. If removed, install two wear pads and plates to the top of the outrigger beam using two flat head socket screws. Apply anti-seize to the wear pads.
3. Attach an adequate lifting device of straps or belts to the beam. Do not use chains, as they may nick the bottom edges of the outrigger beam (see Figure 8-14).

NOTE: Outrigger beam assembly, with jack cylinder, weighs approximately 2150 kg (4740 lb).

4. Slide the beam into the outrigger housing and align the cylinder bushing with the mounting hole. Be sure jack

cylinder hydraulic hoses do not get trapped against the outrigger box during insertion.

5. Apply anti-seeze compound to the clevis pin. Secure the cylinder barrel to the housing with the clevis pin and cotter pin.

CAUTION

Be sure that the piston side of all outrigger cylinders are connected to the solenoid valve bank. Reversal of port connection of the rod and piston sides could result in severe damage to the cylinders as very high pressure intensification will occur.

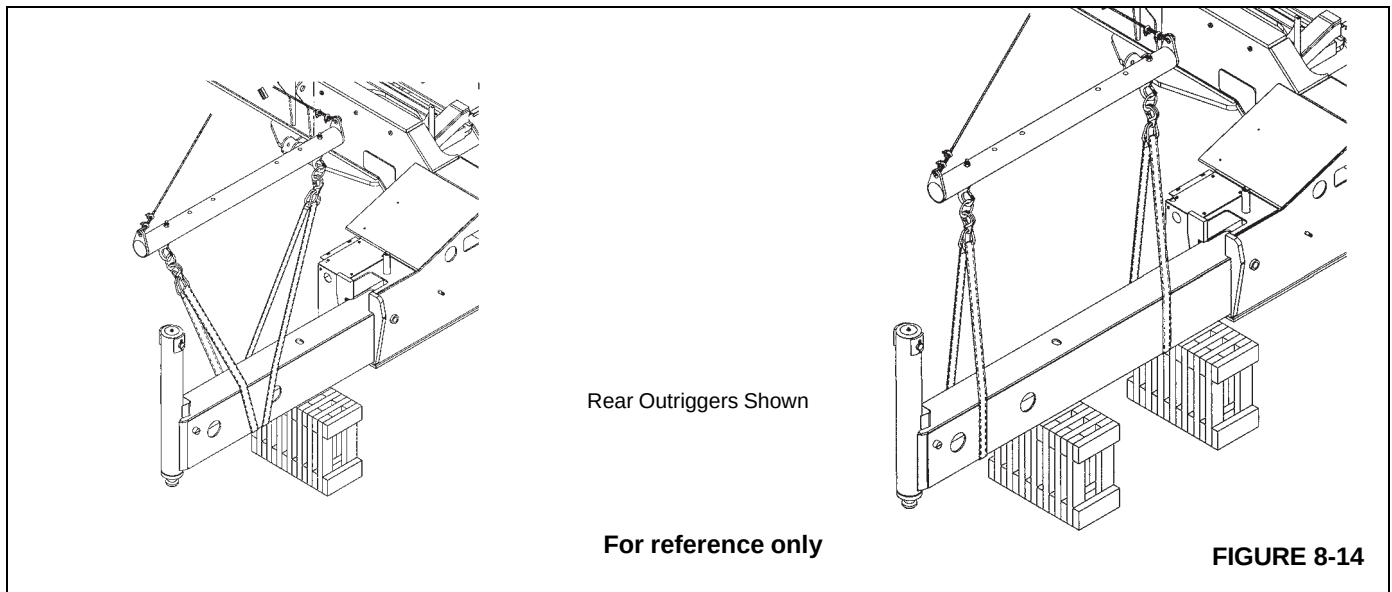
6. If crane is equipped with the Outrigger Monitoring System (OMS), connect the electrical connection to the cylinder.
7. Connect the hydraulic lines as tagged during to removal.

NOTE: If extension cylinder was replaced with a new cylinder, recalibrate the outriggers.

8. Fully extend and retract the outrigger beam, ensuring the beam assembly rides on the top and bottom wear pads. If necessary, adjust the bottom two wear pads and add shims (maximum two shims per wear pad) to achieve this condition.

Also ensure there is a minimum gap of 2 mm (0.08 in) per side between the outrigger beam side plates and the inside of the outrigger box during full travel.

9. Install the outrigger beam end cover.



Extension Cylinder

Description

Two outrigger extension cylinders are utilized within each outrigger box assembly. The extension cylinders provide the force for the outrigger beam's horizontal movement. The cylinder weighs approximately 41 kg (90 lb).

Maintenance

Removal

1. Extend the outrigger beam until the side access hole is exposed (see Figure 8-15). Shut off the engine.
2. Remove the cotter pin and clevis pin securing the rod end of the extension cylinder to the outrigger beam.
3. Remove the cotter pin and clevis pin securing the piston end of the extension cylinder to the outrigger box.
4. Pull the extension cylinder from the outrigger beam until the hydraulic hoses on the rod end of the cylinder can be accessed. Tag and disconnect the hoses from the rod end of the cylinder. Cap or plug all openings.
5. If crane is equipped with the Outrigger Monitoring System (OMS), disconnect the electrical connection from the cylinder.
6. Remove the cylinder.

Installation

1. Place the cylinder in the beam.
2. Position the extension cylinder so the hydraulic ports on the rod end of the cylinder can be accessed. Connect the hydraulic hoses to the ports as tagged during removal. Verify the piston side of the extension cylinder is connected to the solenoid valve bank to prevent damage.
3. If crane is equipped with the Outrigger Monitoring System (OMS), connect the electrical connection to the cylinder.
4. Push the cylinder into the outrigger beam. Align the cylinder rod with the clevis in the beam. Apply anti-seeze to the clevis pin and secure in place with the clevis pin and cotter pin.
5. Align the cylinder piston with the clevis in the outrigger box. Apply anti-seeze to the clevis pin and secure in place with the clevis pin and cotter pin.
6. If extension cylinder was replaced with a new cylinder, recalibrate the outriggers.

Functional Check

1. Activate the hydraulic system. Fully extend and retract the outrigger.
2. Observe the operation of the outrigger beam. If hydraulic lines are reversed, stop immediately and connect lines properly per instructions. Verify no jack cylinder hose is trapped by full outrigger beam retraction. If any is, stop immediately and install lines properly to avoid trapping.
3. Check the hydraulic connections and hoses for any evidence of leakage. Make repairs as needed.

Outrigger Monitoring System (Optional—Standard in North America)

Description

The Outrigger Monitoring System (OMS) aids the operator in accurately programming the Rated Capacity Limiter (RCL) by automatically identifying the horizontal position of each outrigger beam. The OMS uses four encoders, one in each extension beam cylinder, to indicate when an outrigger beam is positioned to one of three pre-defined locations, including fully retracted, mid-extend, and fully extended.

If the crane is setup on outriggers and "On Outriggers" is chosen when programming the RCL, then the OMS indicates to the RCL the horizontal position of each of the four outrigger beams. Based on this information, the RCL will default to the most conservative outrigger beam configuration; that is, if three outriggers are fully extended and one is retracted, the RCL will select retracted as the outrigger configuration. A confirmation of this outrigger configuration is all that is needed. Refer to the *GRT765/780 Operator Manual* for detailed instruction of the Rated Capacity Limiter system.

Jack Cylinder

Description

Four jack cylinders are used on the crane, one at the end of each outrigger beam. The jack cylinders provide the force for the outrigger beam's vertical movement. The cylinder weighs approximately 87.9 kg (193.8 lb).

Removal

1. Slightly extend outrigger beam for improved access to the jack cylinder. Shut down the engine.
2. Tag and disconnect the hydraulic hoses from the jack cylinder (see Figure 8-15). Remove the fittings from the ports. Cap or plug all openings.
3. Remove the cylinder cap.

4. Place a jack capable of supporting the weight of the jack cylinder at the base of the cylinder barrel. Jack up the cylinder just enough to relieve any pressure on the cylinder retaining pin.

NOTE: Jack cylinder weighs approximately 87.9 kg (193.8 lb).

5. Remove the cotter pins securing the cylinder retaining pin and remove the cylinder retaining pin and cylinder cap retaining bracket.
6. Using jack, raise cylinder up just enough to insert retaining pin into cylinder. Insert retaining pin in lugs on cylinder. Secure pin in place with cotter pins.

CAUTION

Use a nylon strap to remove cylinder. This will ensure retaining pin is not damaged.

7. Fasten a nylon strap onto the cylinder retaining pin and use an adequate lifting device to lift the jack cylinder out of tube of the beam assembly.

Installation

1. Apply grease (EP-MPG) to ID of jack cylinder support tube.
2. If removed, install wear ring in groove in bottom of support tube and in groove at top on jack cylinder.
3. Place a jack beneath the cylinder tube on the outrigger beam. Using the same method as described under

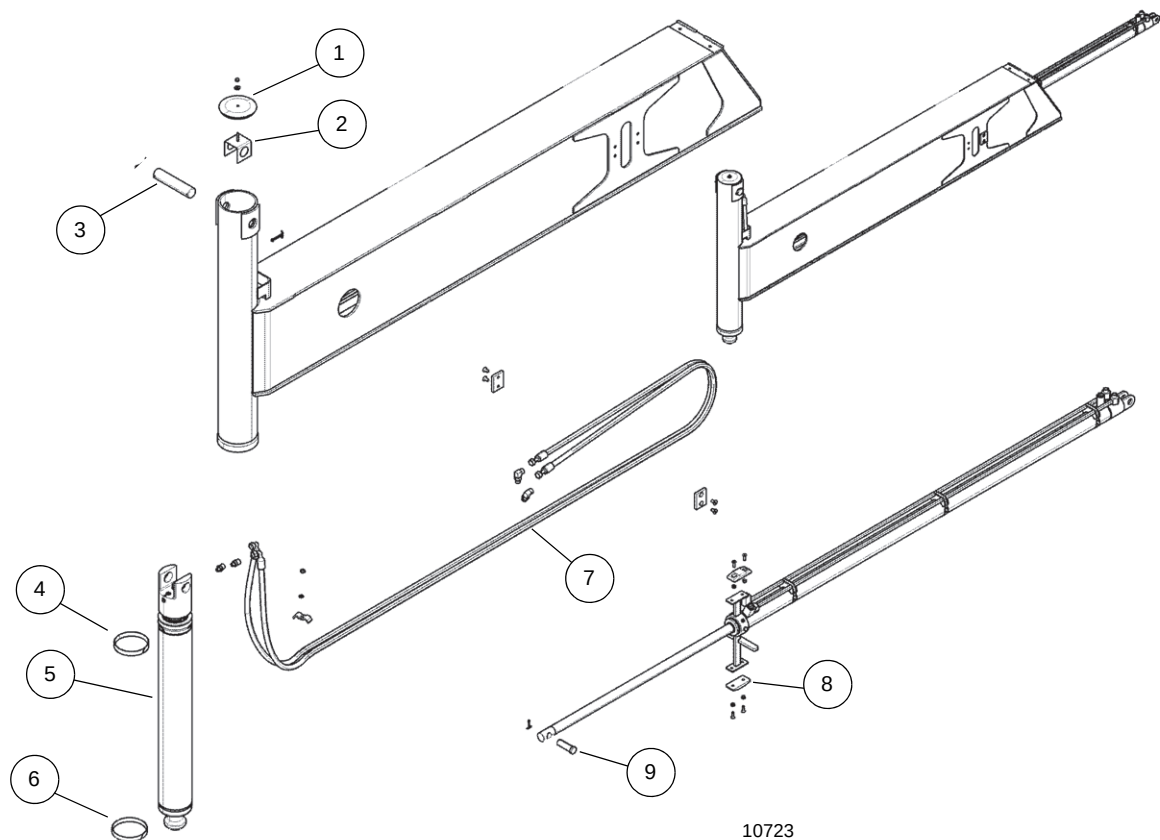
Removal, lower the jack cylinder into the cylinder tube on the outrigger beam until the retaining pin is just above the tube. Position the jack so that it will support the cylinder in this position. Remove lifting device from cylinder.

4. Remove retaining pin and cotter pins from cylinder.
5. Using the jack, lower the cylinder until holes in cylinder rod align with holes in outrigger beam.
6. Apply anti-seeze compound to retaining pin. Secure cylinder and cylinder cap retaining bracket to support tube with retaining pin and cotter pins.
7. Install cylinder cap.
8. Install the fittings in the cylinder ports and connect the hoses as tagged during removal. Verify the piston side of the jack cylinder is connected to the solenoid valve bank to prevent damage. Verify no jack cylinder hose will be trapped by full outrigger beam retraction.

Functional Check

1. Activate the hydraulic system. Fully extend and retract the jack cylinder.
2. Observe the operation of the jack cylinder. If hydraulic lines are reversed, stop immediately and connect lines properly per instructions. Verify no jack cylinder hose is trapped by full outrigger beam retraction. If any is, stop immediately and install lines properly to avoid trapping.
3. Check the hydraulic connections and hoses for evidence of leakage. Make repairs as needed.

GRT765



Item	Description
1	Jack Cylinder Cap
2	Cap Bracket
3	Pin
4	Head Wear Ring
5	Jack Cylinder
6	Bearing
7	Jack Cylinder Hydraulic Hoses
8	Cylinder Clevis Pin (rod end)
9	Wear Pad (rod end)

FIGURE 8-15

SECTION 9
MAINTENANCE AND LUBRICATION

SECTION CONTENTS

General	9-2	Axle Lubrication – Kessler Axles	9-26
Environmental Protection	9-2	Outrigger Lubrication	9-28
Lubricants and Lubrication Intervals	9-2	Hydraulics Lubrication	9-30
Standard Lubricants	9-3	Turntable (Swing Drive) Lubrication	9-32
Arctic Lubricants and Conditions	9-6	Lift Cylinder Lubrication	9-35
Arctic Conditions Below -9°C (+15°F)	9-6	Cab Tilt Lubrication	9-36
Cylinder Rod Surface Protection	9-11	Hoist Lubrication	9-38
Wire Rope Lubrication	9-11	Boom	9-40
Lubrication Points	9-11	Hookblock and Overhaul Ball/Weight	9-46
CraneLUBE	9-12	Auto-Lube (Optional)	9-47
Cummins Oil Registration List	9-12	Rust Protection	9-48
Safety	9-12	Protecting Cranes From Rusting	9-48
Drive Train	9-14	Cleaning Procedures	9-49
Steering and Suspension – Kessler Axles	9-22	Inspection and Repair	9-49
Steering and Suspension – Fifth Wheel Pivots ..	9-24	Application	9-50
		Areas of Application	9-50

GENERAL

Following the designated lubrication procedures is important to ensure maximum crane lifetime and utilization. Procedures and lubrication charts in this section include information on types of lubricants used, location of the lubrication points, frequency of lubrication, and other information.

Refer to your *Inspection and Lubrication Service Log* for routine checks which will help maintain the safety, dependability, and productivity designed into your crane.

One copy of the *Inspection and Lubrication Service Log* is provided in the original package of manuals shipped with the crane. Additional copies are available through the Grove distributor network or Grove Product Support.

ENVIRONMENTAL PROTECTION

Dispose of waste properly! Improperly disposing of waste can threaten the environment.

Potentially harmful waste used in Grove cranes includes—but is not limited to—oil, fuel, grease, coolant, filters, air conditioning refrigerant, batteries, and cloths which have come into contact with these environmentally harmful substances.

Handle and dispose of waste according to local, state, and federal environmental regulations.

When filling and draining crane components, observe the following:

- Do not pour waste fluids onto the ground, down any drain, or into any source of water.
- Always drain waste fluids into leak-proof containers that are clearly marked with what they contain.
- Always fill or add fluids with a funnel or filling pump.
- Immediately clean up any spills.

LUBRICANTS AND LUBRICATION INTERVALS

Use lubricants as listed in this section of the *Service Manual*.

CAUTION

Possible Equipment Damage!

The multipurpose grease installed during manufacture of this crane contains a lithium base.

Do not apply chassis grease lubricants with air pressure devices, as chassis contains sealed fittings.

Use of non-approved lubricant may damage components and/or invalidate published lubricant intervals.

Failure to follow this instruction may cause damage to equipment.

Grove recommends the use of Standard lubricants for Grove cranes operating in regions where moderate ambient temperature, humidity, and atmospheric conditions prevail. These Standard lubricants are effective in ambient temperatures down to -9°C (+15°F).

Cold weather temperatures below -9°C (+15°F) are considered arctic. Grove recommends the use of Cold Weather lubricants for Grove cranes operating in arctic conditions.

In regions where Grove cranes are operating with arctic conditions down to -29°C (-20°F), Grove recommends the use of the Cold Weather lubricants found in Table 9-2.

In regions where Grove cranes are operating with arctic conditions down to -40°C (-40°F), Grove recommends the use of the Cold Weather lubricants found in Table 9-3.

NOTE: All fluids and lubricants may be purchased by contacting an authorized Grove distributor or Grove Parts Department.

Standard Lubricants

Standard lubricants are used on all Grove cranes. Cranes can also be ordered with Cold Weather lubricants. The Standard lubricants listed in Table 9-1 are effective in ambient temperatures down to -9°C (+15°F).

Table 9-1 : Standard Lubricants [Down to -9°C (+15°F)]

Lubricant/Fluid	Grove Spec.	Recommended Lubricant		
		Type	Grade	Classification
Gear Lube: Axles Swing Drive Gear Box	6829012964	Century Unigear Semi-synthetic Texaco Multigear SS Chevron DELO Gear Lubricant Phillips 66 Triton® Synlube LDO Kendell SHP Syngear FE Super MPO Castrol SP Gear	80W-90	GL-5
Engine Oil (SAE) (CK-4)	80130244	Mobil Delvac 1300 Super Mobil HDEO Mobil Delvac MX ESP Phillips 66 Fleet Supreme EC 15W-40 Chevron DELO 400 SDE 15W-40 Chevron DELO 400 XLE 15W-40 Shell Rotella T6 15W-40 Shell Rotella T5 15W-40	15W-40	CK-4
Engine Oil (SAE) (CI-4)	6829003483	Exxon XD-3 Conoco Fleet Supreme Phillips 66 Super HD II 15W-40 Phillips 66 Power-D Engine Oil Mobil Delvac MX F2 15W-40	15W-40	CI-4
Hydraulic/Transmission Oil	6829006444	Phillips 66 PowerTran XP Exxon Mobil 424	ISO 46/68	Must meet John Deere Standard JDM J20C
Extreme Pressure Gear Lube: Hoist Swing Drive Gearbox Brake Assembly	6829100213	Mobil Mobilgear 600XP 150 Gear Oil Texaco Meropa 150 Phillips 66 Extra Duty Gear Oil	AGMA EP-4	AGMA No. 4 EP

Table 9-1 : Standard Lubricants [Down to -9°C (+15°F)] (Continued)

Lubricant/Fluid	Grove Spec.	Recommended Lubricant		
		Type	Grade	Classification
Extreme Pressure Multipurpose Grease (EP-MPG)	6829003477	Citgo Lithoplex MP# 2 (red) Chevron Starplex EP-2 (red) Phillips 66 Multiplex Red (red) Mobil Mobilgrease XHP 222 (dark blue) Ipiranga Ipiflex Li-Comp EP-2 (red) Fuchs Renolit Hi-Temp 220 (ivory)	NLGI 2	GC-LB Certified
Open Gear Lube (EP-OGL)	6829102971	Fuchs Ceplattyn 300 Spray	NLGI 1-2	
Antifreeze Coolant (early model cranes)	6829101130	Old World Industries, Inc. Fleet SCA Pre-charged (red) Caterpillar DEAC (magenta) Fleetguard ES Compleat EG (blue) Purus Heavy Duty Pre-charged (red) Kostusa Defendal Heavy Duty Pre-charged (red) Prestone Command Heavy Duty Pre-charged	AFC - 50/50 Mix 50/50	
Liquid Coolant Conditioner (LCC) (early model cranes)	6829012858	Fleetguard DCA4 Fleetguard DCA2 Penray Pencool 3000	LCC	
Antifreeze Coolant (late model cranes)	80005136	Final Charge Global Nitrite-free Extended Life Fleetcool OAT DefendAL HD Nitrite-free Extended Life Prestone Command Nitrite-free ELC with Cor-Guard Mobil Delvac Extended Life GUARDOL Heavy Duty Nitrite-free OAT Extended Life	Mix 50/50	
Diesel Exhaust Fluid (DEF)	80019225	Fleetguard StableGuard™ Urea 32 Premix AdBlue® TerraCair Ultrapure® DEF	DEF	

Table 9-1 : Standard Lubricants [Down to -9°C (+15°F)] (Continued)

Lubricant/Fluid	Grove Spec.	Recommended Lubricant		
		Type	Grade	Classification
Extreme Pressure Multipurpose Grease (Boom) -- High Graphite	6829104537	Mobile Mobilith SHC 1000 Special (gray-black) Old Line XR 1000 Super Syn Grease (gray-black)	NLGI 2	
BECHEM PAL1	01373458			
BECHEM RHUS SW-2	03325216		NLGI 1-2	

ARCTIC LUBRICANTS AND CONDITIONS

Arctic Conditions Below -9°C (+15°F)

Regions with ambient temperatures below -9°C (+15°F) are considered arctic. In general, petroleum based fluids developed especially for low temperature service may be used with satisfactory results. However, certain fluids, such as halogenated hydrocarbons, nitro hydrocarbons, and phosphate ester hydraulic fluids, might not be compatible with hydraulic system seals and wear bands. If you are in doubt about the suitability of a specific fluid or lubricant, check with an authorized Grove distributor or Grove Product Support.

NOTE: All fluids and lubricants may be purchased by contacting your local Grove distributor or Grove Product Support.

Regardless of temperature and oil viscosity, always follow the cold weather start-up and operating procedures, as described in *Section 4 - Operating Procedures* of the

Operators Manual, to ensure adequate lubrication during system warm-up and proper operation of all crane functions.

Cold Weather Package and Lubricants

Grove recommends specific Cold Weather lubricants for use in ambient temperatures down to -29°C (-20°F). Refer to Table 9-2 for a list of these recommended Cold Weather lubricants.

Additionally, Grove recommends specific Cold Weather lubricants for use in ambient temperatures down to -40°C (-40°F). Refer to Table 9-3 for a list of these recommended Cold Weather lubricants.

These recommended Cold Weather lubricants alone are not sufficient to operate the crane in extreme low temperatures (arctic conditions). Therefore, Grove recommends that the crane be equipped with specific cold weather accessories, as listed under the section titled *Crane Warm-up Procedures* in the Operators Manual.

Table 9-2 : Cold Weather Lubricants in Arctic Conditions [Down to -29°C (-20°F)]

Lubricant/Fluid	Grove Spec.	Recommended Lubricant		
		Type	Grade	Classification
Synthetic Gear Lube: Axles Swing Drive Gear Box	6829014058	CITGO Synthetic Gear Lube Eaton Roadranger EP Mobil Mobilube SHC Mobil Delvac Synthetic Gear Shell Spirax S6 Sunoco Duragear EP Petro-Canada Traxon E Synthetic Phillips 66 Triton Syngear FE Kendell SHP Full Syngear FE Chevron Delo Syn-Gear HD Chevron Delo Syn-Gear XDM	75W-90	OEM Meritor 076N (GL-5)
Engine Oil (SAE) (CK-4)	80130247	Shell Rotella® T6 Mobil Delvac 1 ESP Caterpillar Cat DE0-ULS Cold Weather	0W-40	CK-4
Engine Oil (SAE) (CI-4)	6829101560	Mobile Delvac 1 – 5W-40	5W-40	CI-4
Hydraulic Oil	6829006993	Exxon Mobil Univis HVI 26	ISO 26	
Transmission Oil	6829101559	Petro-Canada Duratran Synthetic THF Chevron All Weather THF Texaco TDH Oil SS		Must Meet John Deere Std. JDM J20C & J20D
Synthetic Gear Lube: Hoist Swing Drive Gear Box Brake Assembly	6829103636	Petro-Canada Enduralex Synthetic EP 150 Mobil SHC 629 Mobil Mobilgear SHC 150 Phillips 66 Syncon® EP Plus	ISO 150	AGMA No. 4 EP
Extreme Pressure Multipurpose Grease (EP-MPG)	6829104275	Mobil Mobilith SHC 220 (red) Petro-Canada Precision Synthetic EP1 Phillips 66 Multiplex FS 220 (purple)	NLGI 2	GC-LB Certified
Open Gear Lube	6829102971	Fuchs Ceplattyn 300 Spray	NLGI 1-2	

Table 9-2 : Cold Weather Lubricants in Arctic Conditions [Down to -29°C (-20°F)] (Continued)

Lubricant/Fluid	Grove Spec.	Recommended Lubricant		
		Type	Grade	Classification
Antifreeze Coolant (early model cranes)	6829101130	Old World Industries, Inc. Fleet SCA Pre-charged (red) Caterpillar DEAC (magenta) Fleetguard ES Compleat EG (blue) Purus Heavy Duty Pre-charged (red) Kostusa Defendal Heavy Duty Pre-charged (red) Prestone Command Heavy Duty Pre-charged	AFC - 50/50 Mix 50/50	
Liquid Coolant Conditioner (early model cranes)	6829012858	Fleetguard DCA4 Fleetguard DCA2 Penray Pencool 3000	LCC	
Antifreeze Coolant (late model cranes)	80005136	Final Charge Global Nitrite-free Extended Life Fleetcool OAT DefendAL HD Nitrite-free Extended Life Prestone Command Nitrite-free ELC with Cor-Guard Mobil Delvac Extended Life GUARDOL Heavy Duty Nitrite-free OAT Extended Life		
Diesel Exhaust Fluid (DEF)	80019225	Fleetguard StableGuard™ Urea 32 Premix AdBlue® TerraCair Ultrapure® DEF		
Extreme Pressure Multipurpose Grease (Boom) -- High Graphite	6829104537	Mobile Mobilith SHC 1000 Special (gray-black) Old Line XR 1000 Super Syn Grease (gray-black)	NLGI 2	
Windshield Washer Fluid	90037773	Splash De-icer		
Diesel Fuel	80069407	NOCO Kerosene, 3, UN1223, III Product #1	#1	NLOCK08
BECHEM PAL1	01373458			
BECHEM RHUS SW-2	03325216		NLGI 1-2	

Table 9-3 : Cold Weather Lubricants in Arctic Conditions [Down to -40°C (-40°F)]

Lubricant/Fluid	Grove Spec.	Recommended Lubricant		
		Type	Grade	Classification
Synthetic Gear Lube: Axles Swing Drive Gear Box	6829014058	CITGO Synthetic Gear Lube Eaton Roadranger EP Mobil Mobilube SHC Mobil Delvac Synthetic Gear Shell Spirax S6 Sunoco Duragear EP Petro-Canada Traxon E Synthetic Phillips 66 Triton Syngear FE Kendell SHP Full Syngear FE Chevron Delo Syn-Gear HD Chevron Delo Syn-Gear XDM	75W-90	GL-5
Engine Oil (SAE) (CK-4))	80130247	Shell Rotella® T6 Mobil Delvac 1 ESP Caterpillar Cat DE0-ULS Cold Weather	0W-40	CK-4
Engine Oil (SAE) (CI-4)	6829101560	Mobile Delvac 1 – 5W-40	5W-40	CI-4
Hydraulic Oil	6829006993	Exxon Mobil Univis HVI 26	ISO 26	
Transmission Oil	6829101559	Petro-Canada Duratran Synthetic THF Chevron All Weather THF Texaco TDH Oil SS		Must Meet John Deere Std. JDM J20C & J20D
Synthetic Gear Lube: Hoist Swing Drive Gear Box Brake Assembly	6829103636	Petro-Canada ENDURATEX Synthetic EP 150 Mobil SHC629		AGMA No. 4 EP
Extreme Pressure Multipurpose Grease (EP-MPG)	6829104275	Mobil Mobilith SHC 220 (red) Petro-Canada Precision Synthetic EP1 Phillips 66 Multiplex FS 220 (purple)	NLGI 2	GC-LB Certified
Open Gear Lube	6829102971	Fuchs Ceplattyn 300 Spray	NLGI 1-2	
Antifreeze Coolant (early crane models)	6829104212	Old World Industries, Inc. Fleet Charge SCA Pre-charged Fleetguard Compleat EG Petro-Canada Purus® Heavy Duty	Mix 60/40	
Liquid Coolant Conditioner (LCC) (early crane models)	6829012858	Fleetguard DCA4 Fleetguard DCA2 Penray Pencool 3000	LCC	

Table 9-3 : Cold Weather Lubricants in Arctic Conditions [Down to -40°C (-40°F)] (Continued)

Lubricant/Fluid	Grove Spec.	Recommended Lubricant		
		Type	Grade	Classification
Antifreeze Coolant (late crane models)	80161178	Old World Ind., Inc. Final Charge Global Extended Life Fleetguard ES COMPLETEAT OAT Fleetguard FLEET COOL OAT KOSTUSA DefendAL HD Nitrite-free Extended Life Prestone COMMAND HD Nitrite-free ELC with Cor-Guard OAT Mobile Delvac Extended Life Pre-diluted Phillips 66 GUARDOL OAT HD Pre-diluted	Mix 60/40	
Diesel Exhaust Fluid (DEF)	80019225	Fleetguard StableGuard™ Urea 32 Premix AdBlue® TerraCair Ultrapure® DEF		
Extreme Pressure Multipurpose Grease (Boom) -- High Graphite	6829104537	Mobile Mobilith SHC 1000 Special (gray-black) Old Line XR 1000 Super Syn Grease (gray-black)	NLGI 2	
Windshield Washer fluid	90037773	Splash De-icer		
Diesel Fuel	80069407	NOCO Kerosene, 3, UN1223, III	#1	NLOCK08
BECHEM PAL1	01373458			
BECHEM RHUS SW-2	03313195		NLGI 2	

CYLINDER ROD SURFACE PROTECTION

Steel cylinder rods include a thin layer of chrome plating on their surfaces to protect them from corroding. However, chrome plating inherently has cracks in its structure which can allow moisture to corrode the underlying steel. At typical ambient temperatures, hydraulic oil is too thick to penetrate these cracks. Normal crane operating temperatures will allow hydraulic oil to warm sufficiently to penetrate these cracks and if cranes are operated daily, protect the rods. Cranes that are stored, transported, or used in a corrosive environment (high moisture, rain, snow, or coastline conditions) need to have the exposed rods protected more frequently by applying a protectant. Unless the crane is operated daily, exposed rod surfaces will corrode. Some cylinders will have rods exposed even when completely retracted. Assume all cylinders have exposed rods, as corrosion on the end of the rod can ruin the cylinder.

It is recommended that all exposed cylinder rods be protected using Boeshield® T-9 Premium Metal Protectant. Grove Product Support has Boeshield® T-9 Premium Metal Protectant available in 12 oz. aerosol cans by ordering part number 9999101803 through the Parts Department.

Cylinder operation and inclement weather will remove the Boeshield® protectant; therefore, inspect crane once a week and reapply Boeshield® to unprotected rods.

WIRE ROPE LUBRICATION

Wire rope is lubricated during manufacturing so that the strands, and individual wires in strands, may move as the rope moves and bends. A wire rope cannot be lubricated sufficiently during manufacture to last its entire life. Therefore, new lubricant must be added periodically throughout the life of a rope to replace factory lubricant which is used or lost. For more detailed information concerning the lubrication and inspection of wire rope, refer to *Wire Rope* in *Section 1 - Introduction* of the *Service Manual*.

LUBRICATION POINTS

A regular frequency of lubrication must be established for all lubrication points. Normally, this is based on component operating time. The most efficient method of keeping track of lube requirements is to maintain a job log indicating crane usage. The log must use the engine hourmeter to ensure coverage of lube points that will receive attention based on their readings. Other lubrication requirements must be made on a time basis, for example, weekly, monthly, etc.

Check all oil levels with crane parked on a level surface in transport position, while oil is cold, unless otherwise specified.

On plug type check points, oil levels are to be at the bottom edge of the check port.

All grease fittings are SAE STANDARD unless otherwise indicated. Grease non-sealed fittings until grease is seen extruding from the fitting. One pump on a standard 0.45 kg (1 lb) grease gun equals 28 grams (1 oz) of EP-MPG.

Over-lubrication on non-sealed fittings will not harm fittings or components, but under-lubrication will definitely lead to a shorter lifetime.

Unless otherwise indicated, items not equipped with grease fittings, such as linkages, pins, levers, etc., should be lubricated with oil once a week. Motor oil, applied sparingly, will provide the necessary lubrication and help prevent the formation of rust. An Anti-Seize compound may be used if rust has not formed, otherwise the component must be cleaned first.

Grease fittings that are worn and will not hold the grease gun, or those that have a stuck check ball, must be replaced.

Where wear pads are used, cycle the components and lubricate again to make sure that the entire wear area is fully lubricated.

CraneLUBE

Grove highly recommends use of Manitowoc CraneLUBE lubricants to increase crane reliability and performance. Contact your Grove distributor for information about the Manitowoc CraneLUBE lubrication program.

Cummins Oil Registration List

Cummins has a program that lists engine oils that have been tested and meet the requirements of Cummins Engineering Specifications. A listing of recommended oils is on QuickServe® Online. Log on to quickservice.cummins.com and login with a current username and password. Or create a new account by selecting "Create an Account" under information, then choose Limited Owners Plan, and register. Once logged in, click on the "Service" Tab in the top red bar, "Service Tools" mini-tab and "Oil Registration Lists" link within the Service Tools list. This will load a list of the different Cummins Engineering Specification numbers. Select the one that applies to your engine, and view the registered oils.

Safety



WARNING

Crushing Hazard!

Movement of the superstructure the boom, and outriggers may create a crushing and/or pinching hazard.

Make sure that personnel maintain an adequate clearance from moving parts when these parts are operated during lubrication of the crane.

Failure to follow this instruction may cause serious injury or death to personnel.

To lubricate many of the locations on the crane, the engine must be started. Parts of the crane, to include the boom, superstructure, outriggers, and the like, must be retracted or extended, or swung left or right, which movement may cause pinching and crushing hazards.

After positioning areas of the crane for lubrication, turn off the engine and make sure that the moving parts of the crane are stopped before approaching.

Table 9-4 : Approved Lubricant Reference Table

Ref.	Approved Lubricant	Lube Specification Down To -9°C (+15°F)	Lube Specification Down To -29°C (-20°F)	Lube Specification Down To -40°C (-40°F)
A	Extreme Pressure Multipurpose Grease	6829003477	6829104275	6829104275
B	Gear Lube (GL-5)	6829012964	6829014058	6829014058
C	Fully Formulated Anti-Freeze Coolant (early model cranes)	6829101130	6829101130	6829104212
D	Liquid Coolant Conditioner (LCC) (early model cranes)	6829012858	6829012858	6829012858
E	Tractor Hydraulic Fluid	6829006444	6829101559	6829101559
F	Engine Oil (SAE) (CK-4)	80130244 (15W-40)	80130247 (0W-40)	80130247 (0W-40)
G	Open Gear Lube	6829102971	6829102971	6829102971
H	Extreme Pressure Gear Lube	6829100213	6829103636	6829103636
J	Hydraulic Oil	6829006444	6829006993	6829006993
K	Diesel Exhaust Fluid (DEF)	80019225	80019225	80019225
L	Extreme Pressure Multipurpose Grease (Boom) - High Graphite	6829104537	6829104537	6829104537
M	Engine Oil (SAE) (CI-4)	6829003483 (15W-40)	6829101560 (5W-40)	6829101560 (5W-40)
N	Fully Formulated Anti-Freeze Coolant (late model cranes)	80005136	80005136	80161178

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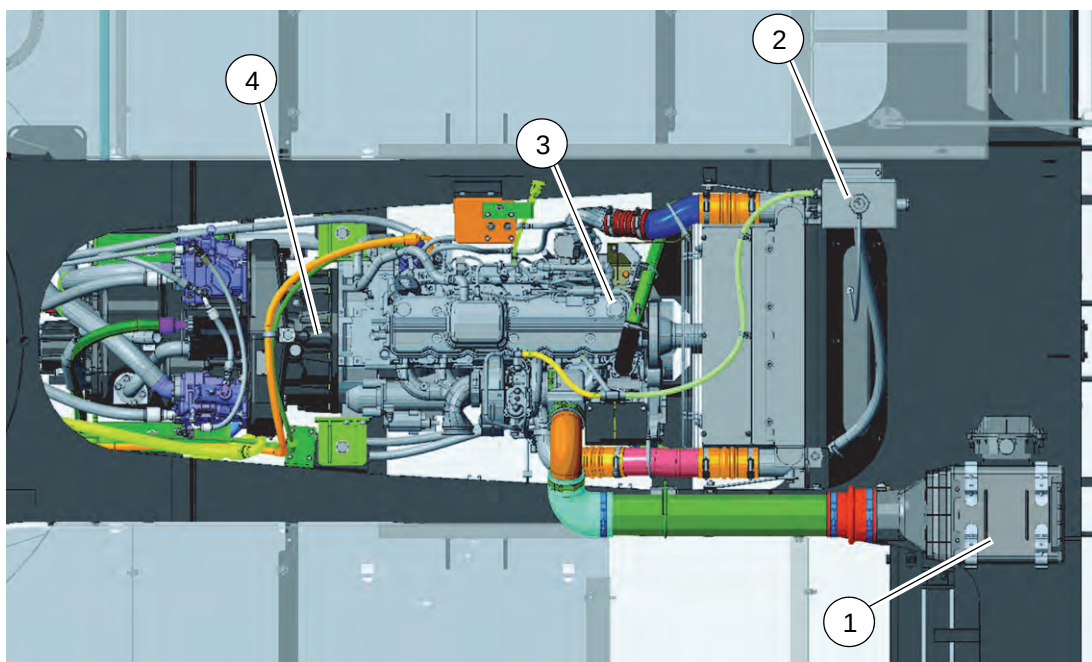
Item	Lube Point Description	Figure No.	Approved Lubricant	Approximate Capacity	Service Interval	Service Application
Drive Train						
1	Air Cleaner Filter	Figure 9-1	—	—	When engine fault shows in SDM See NOTE 2.	REPLACE air cleaner filter See NOTE 1.
NOTE 1: OPEN rear engine hood to access Engine Air Cleaner Filter element.						
NOTE 2: REPLACE Air Cleaner Primary Element when engine fault comes on in the Alerts Bar of the Superstructure Display Module (SDM).						
Throughout the production of the GRT765/780 cranes, two different anti-freeze coolants were used in their engine cooling systems (see Items 2a and 2b below). The two anti-freeze coolants are NOT compatible with one another. See NOTE 8 below to determine which anti-freeze coolant was used in your crane.						
2a	Engine Cooling System (early model cranes)	Figure 9-1	C See NOTE 8.	36 L (9.5 gal) See NOTE 3.	Every 10 hours or daily, whichever interval comes first	CHECK level using sight gauge See NOTE 4.
	LIFETIME See Service Manual.				DRAIN and FILL See NOTE 5.	
	Liquid Cooling Conditioner (LCC)		D	As necessary	Every 1000 hours or 6 months, whichever interval comes first	TEST and ADD See NOTE 6.
2b	Engine Cooling System (late model cranes)	Figure 9-1	N See NOTE 8.	36 L (9.5 gal) See NOTE 3.	Every 10 hours or daily, whichever interval comes first	CHECK level using sight gauge See NOTE 4.
					LIFETIME See Service Manual.	DRAIN and FILL See NOTE 5.
				As necessary	Every 1000 hours or 6 months, whichever interval comes first	TEST and ADD See NOTE 7.
NOTE 3: Anti-Freeze Coolant (AFC) capacities indicated are for a fully formulated mixture of 50% AFC and 50% water.						
NOTE 4: CHECK Coolant level using sight gauge visible through radiator grille at rear of crane. FILL Surge Tank to bottom of filler neck. OPERATE engine through two (2) thermal cycles. CHECK coolant level and FILL as necessary.						
NOTE 5: Refer to <i>Engine Cooling System</i> section in the <i>Service Manual</i> for specific levels of contaminants in which the coolant is to be (condemned) drained, flushed, and replaced. See same section for the draining and flushing procedures.						
NOTE 6: See <i>Antifreeze/Liquid Cooling Conditioner Maintenance</i> in the <i>Service Manual</i> for information about Liquid Cooling Conditioner (LCC) levels. Test LCC levels using the Grove Coolant Test Kit (p/n 9414101675). If coolant additives are low, add LCC following the procedures included with the test kit.						
NOTE 7: Test coolant additive levels using the Grove Coolant Test Kit (p/n 80165087). If coolant additives are low, drain some fluid from the system and then replace with new anti-freeze coolant following the procedures included with the test kit.						

9

Item	Lube Point Description	Figure No.	Approved Lubricant	Approximate Capacity	Service Interval	Service Application
Drive Train (Continued)						
3	Engine Crankcase with Filter - Stage V / Tier 4F	Figure 9-1	F	Stage V / Tier 4F 18.5 L (4.9 gal)	Every 10 hours or daily, whichever interval comes first	CHECK oil level ADD oil to FULL on DIPSTICK See NOTE 9.
	After first 500 hours or 6 months, whichever interval comes first Every 800 hours or 1 year thereafter				DRAIN crankcase REPLACE filter FILL oil to FULL See NOTE 9. See NOTE 10.	
	Engine Crankcase with Filter - Tier 3 / non-certified	F, M	Non-certified / Tier 3 18.5 L (4.9 gal)	Every 10 hours or daily, whichever interval comes first	CHECK oil level ADD oil to FULL See NOTE 9.	
	Every 500 hours or 6 months, whichever interval comes first See NOTE 11 when using sulfur fuel that is >500 ppm			DRAIN crankcase REPLACE filter FILL oil to FULL See NOTE 9.		
NOTE 9: Engine Oil Fill is on top of the valve cover. Engine Oil Filter is located on inside left side of the frame, under the transmission, accessible from the bottom of the machine. Engine Oil Dipstick is on the top right side of the crankcase near Engine Oil Fill.						
NOTE 10: Extended oil drain intervals apply only when ultra-low sulfur diesel (ULSD) fuel is used. Oil drain intervals for bio-diesel blends greater than B8 should not exceed 500 hours.						
NOTE 11: Frequency for Engine Oil and Filter service intervals will increase in special circumstance when using CK-4 oil and sulfur fuel that is >500 ppm. Drain the engine crankcase and replace your engine oil filter using the following intervals: - If using 500–5000 ppm sulfur fuel in the engine, then drain the crankcase and replace your engine oil filter every 400 hours of service. - If using >5000 ppm sulfur fuel in the engine, then drain the crankcase and replace your engine oil filter every 250 hours of service. Grove does not recommend using >5000 ppm sulfur fuel in the engine.						

Item	Lube Point Description	Figure No.	Approved Lubricant	Approximate Capacity	Service Interval	Service Application
Drive Train (Continued)						
4	Transmission and Torque Converter	Figure 9-1	E	44.5 L (11.75 gal)	PERFORM every 10 hours or daily, whichever interval comes first	CHECK fluid level See NOTE 12. See NOTE 13. FILL transmission sump to FULL on DIPSTICK See NOTE 15.
					PERFORM after first 500 hours or 6 months, whichever interval comes first Then PERFORM every 1000 hours or 6 months, whichever interval comes first	DRAIN transmission sump See NOTE 14. REPLACE transmission and torque converter filter See NOTE 16. CLEAN magnetic drain plug INSTALL magnetic plug in drain port FILL transmission sump to FULL on DIPSTICK See NOTE 15.

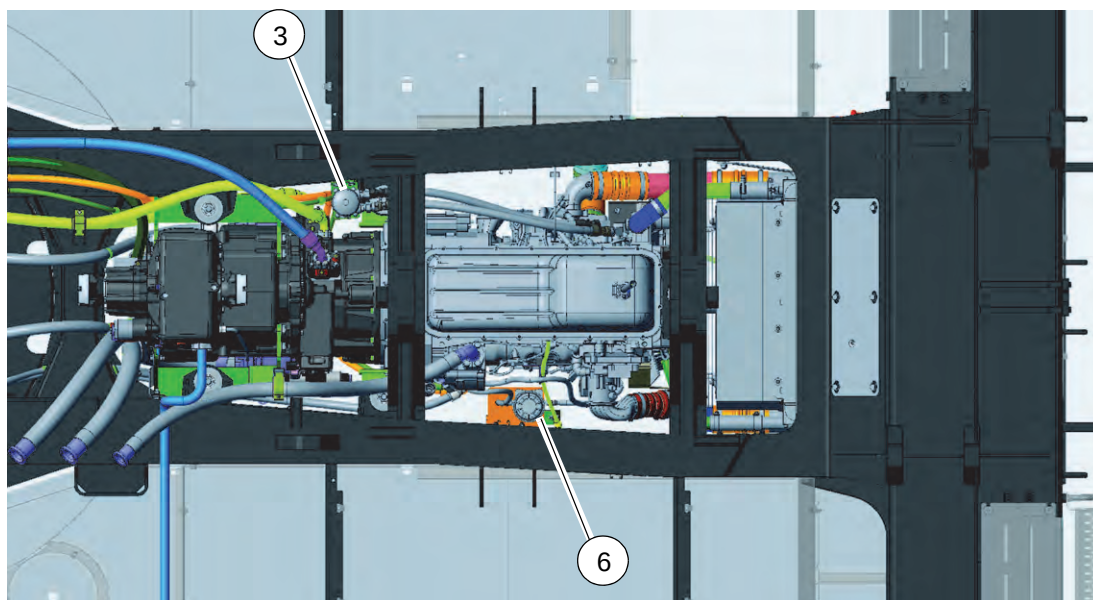
Item	Lube Point Description	Figure No.	Approved Lubricant	Approximate Capacity	Service Interval	Service Application
Drive Train (Continued)						
NOTE 12: Check Transmission Fluid level using the dipstick that is located on the right side of the carrier, behind the steps, adjacent to the hydraulic tank. Check fluid level with boom fully retracted and lowered, and all outrigger cylinders retracted. NOTE 13: Level should be checked with engine running at 850 rpm idle and torque converter fluid temp at 65°C to 93°C (150°F to 200°F). To bring fluid temperature to this range, it is necessary to work the crane or stall the converter.						
CAUTION Possible Equipment Damage! Do not operate torque converter at stall condition for longer than 30 seconds at one time. Shift to neutral for 15 seconds, and repeat procedure until desired fluid temperature is reached. Excessive fluid temperature [120°C (250°F) maximum] will damage transmission clutches, transmission fluid, torque converter, and seals. Failure to follow this instruction may cause damage to equipment.						
NOTE 14: Follow these specified Transmission and Torque Converter Fluid DRAIN instructions: - DRAIN Transmission and Torque Converter Fluid at a temperature of 65°C to 93°C (150°F to 200°F). - CLEAN magnetic drain plug when changing lubricant. NOTE 15: Follow these specified Transmission and Torque Converter Sump Fluid FILL instructions: - Dipstick is used to FILL the Transmission and Torque Converter Sump, and is located on the right side of the carrier, behind the steps, adjacent to the hydraulic tank. Open cap on the DIPSTICK for the Transmission and Torque Converter sump, and FILL with transmission fluid through the DIPSTICK opening. FILL to FULL on DIPSTICK. - OPERATE engine at 850 rpm to prime torque converter and lines. - CHECK fluid LEVEL with engine running at 850 rpm and torque converter fluid at 65°C to 93°C (150°F to 200°F). - ADD transmission fluid, as necessary. FILL to FULL on DIPSTICK.						



10727

 FRONT

TOP VIEW OF CARRIER, ENGINE AREA

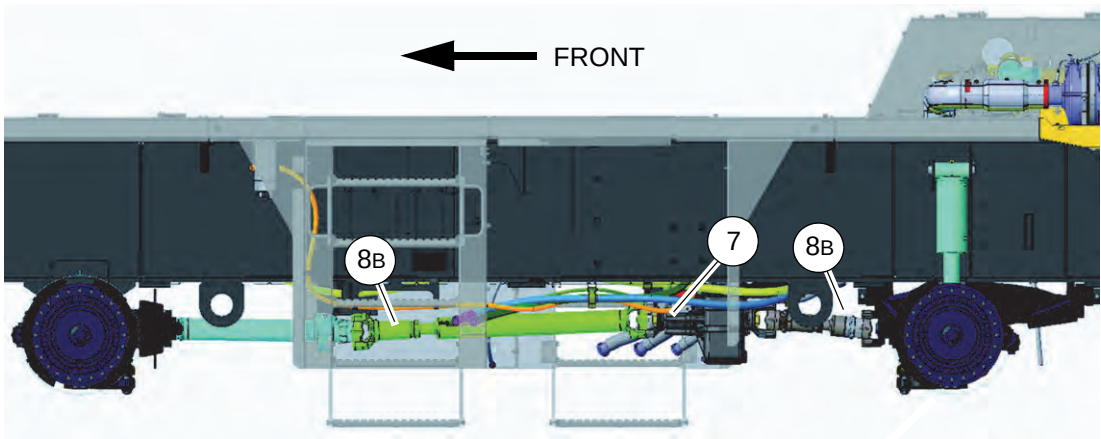


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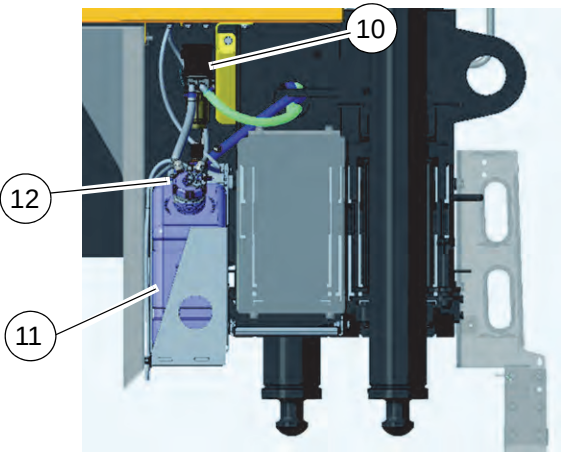
BOTTOM VIEW OF CARRIER, ENGINE AREA

FIGURE 9-1

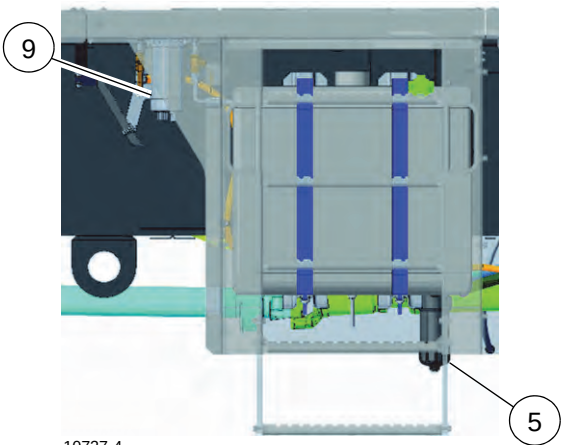
Item	Lube Point Description	Figure No.	Approved Lubricant	Approximate Capacity	Service Interval	Service Application
Drive Train (Continued)						
5	Transmission and Torque Converter Filter	Figure 9-2	—	—	PERFORM after first 500 hours or 6 months, whichever interval comes first Then PERFORM every 1000 hours or 6 months, whichever interval comes first	REPLACE filter See NOTE 16.
6	Fuel Filter	Figure 9-1	—	—	PERFORM every 500 hours or 6 months, which- ever interval comes first	REPLACE fuel filter See NOTE 17.
7	Coolant Strainer	Figure 9-2	—	—	PERFORM after first 100 hours	CLEAN strainer
					Then every 2000 hours or 1 year thereafter	REPLACE strainer
8A	Driveline – Slip	Figure 9-2	A	Until grease extrudes	Every 500 hours or 3 months, whichever interval comes first	LUBRICATE 1 service point
8B	Driveline – Slip	Figure 9-2	A	Until grease extrudes	Every 500 hours or 3 months, whichever interval comes first	LUBRICATE 1 service point
9	Fuel/Water Separator	Figure 9-2	—	—	Every 10 hours/daily	DRAIN water trap
10	DEF Supply Module Filter (Stage V / Tier 4)	Figure 9-2	—	—	Every 4500 hours or 3 years, whichever interval comes first	CHECK DEF Supply Module filter
11	DEF Tank (Stage V / Tier 4)	Figure 9-2	K	37.9 L (10 gal)	Every 10 hours/daily	CHECK DEF Tank Level and FILL See NOTE 18.
12	DEF Tank Filter (Stage V / Tier 4)	Figure 9-2	—	—	Every 2000 hours or 1 year, whichever interval comes first	CHECK DEF Tank filter
NOTE 16: Transmission and Torque Converter filter is located on the outside left side of the frame behind the fuel tank.						
NOTE 17: The Fuel Filter is located on the inside right side of the engine hood.						
NOTE 18: The Diesel Exhaust Fluid (DEF) Level Indicator in the Operator Area of the Superstructure Display Module (SDM) comes on YELLOW when the DEF tank is 4%–10% FULL and RED when the tank is <5% FULL.						



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10727-4

SIDE VIEW OF CARRIER

10024-02c

FIGURE 9-2

Item	Lube Point Description	Figure No.	Approved Lubricant	Approximate Capacity	Service Interval	Service Application
Steering and Suspension – Kessler Axles						
40	Steering Cylinder Pivot Pins	Figure 9-3	A See NOTE 19.	Until grease extrudes	Every 50 hours or weekly, whichever interval comes first	LUBRICATE 4 fittings per axle, 8 service points
41	King Pins (upper and lower)	Figure 9-3	A See NOTE 19.	Until grease extrudes	PERFORM after first 100 hours	LUBRICATE 4 fittings per axle, 8 service points
				Until grease extrudes	REPEAT every 500 hours or 3 months thereafter, whichever interval comes first	LUBRICATE 4 fittings per axle, 8 service points
42	Tie Rod Pivot Pins	Figure 9-3	—	—	Maintenance Free	NO SERVICE
43	Lockout Cylinder Pivot Pins	Figure 9-3	A See NOTE 19.	Until grease extrudes	Every 500 hours or 3 months, whichever interval comes first	LUBRICATE 2 fittings per axle, 4 service points
CAUTION Possible Equipment Damage! Use specified semi-synthetic or synthetic lubricants as listed in your GRT765/780 <i>Operator Manual</i>. See also your GRT765/780 <i>Service Manual</i> for maintenance and lubrication instructions. Use of non-approved, non semi-synthetic lubricant may damage components and/or invalidate published lubricant intervals. Failure to follow this instruction may cause damage to equipment.						
NOTE 19: Use grease fittings provided. DO NOT USE non semi-synthetic lubricant. Use of non-approved lubricant may damage components.						

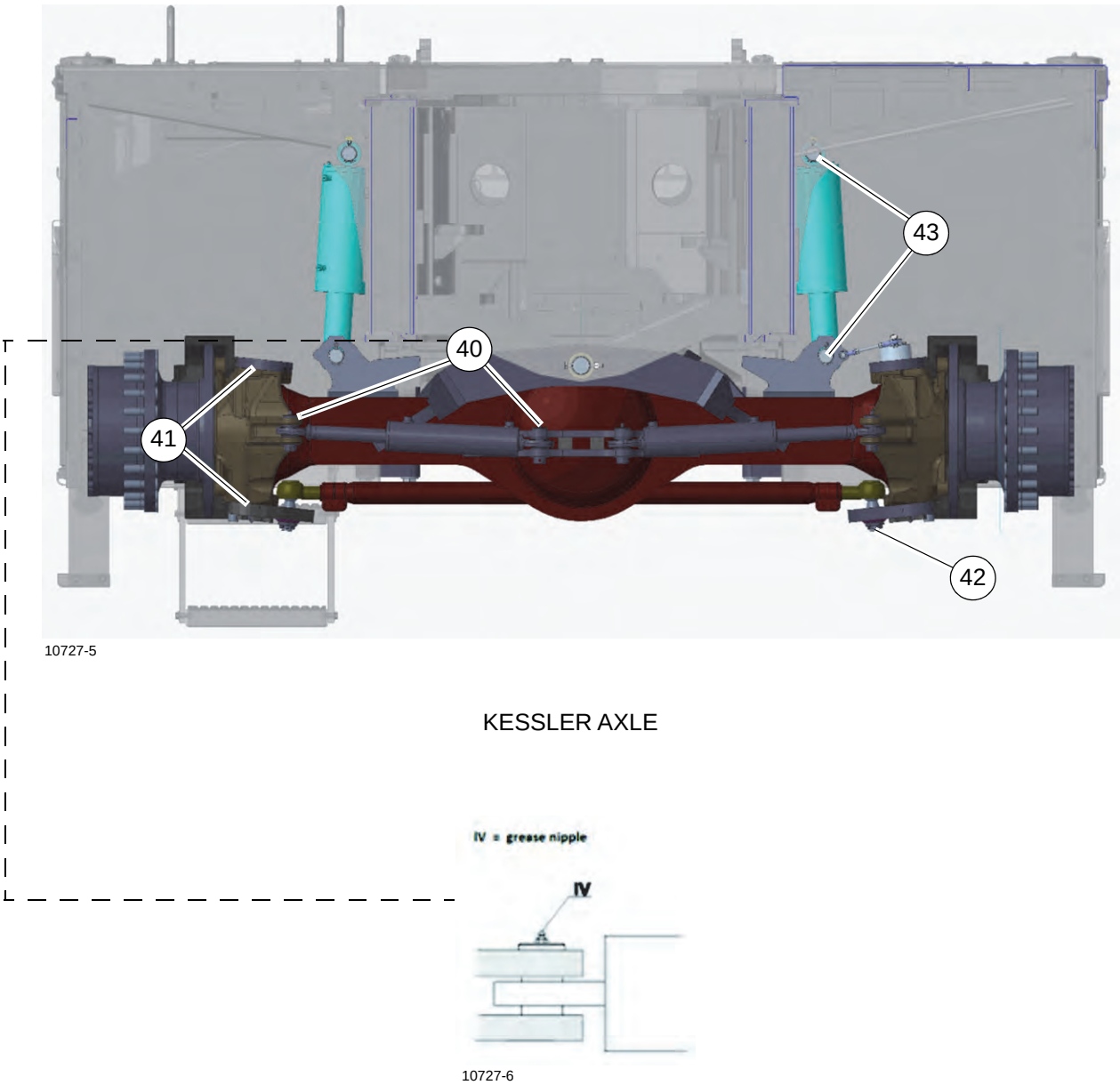
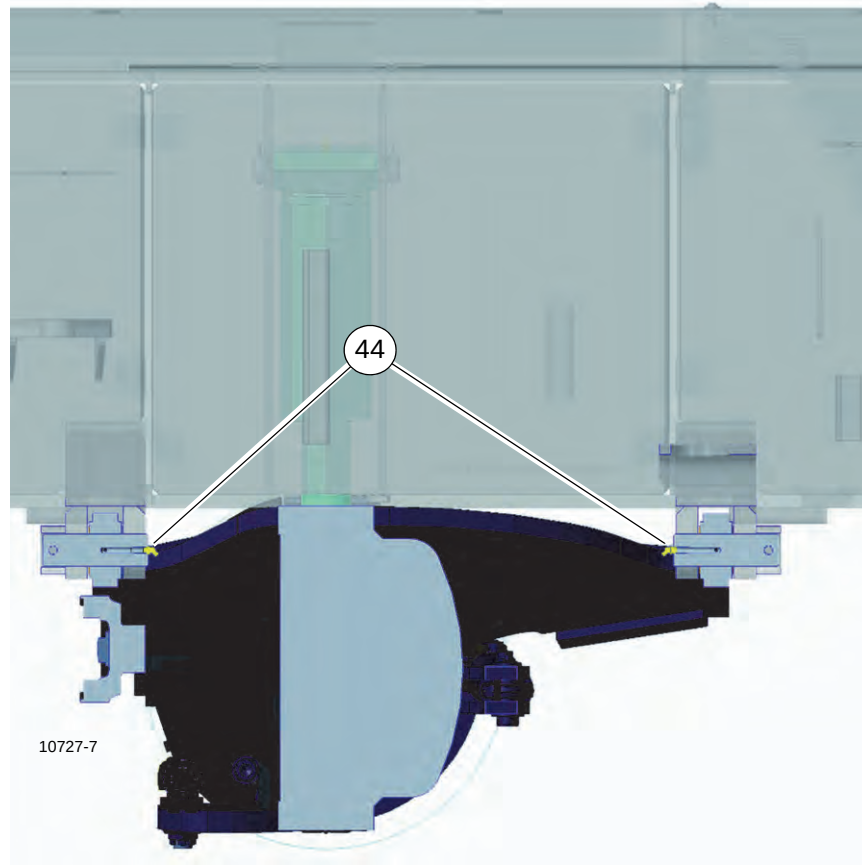


FIGURE 9-3

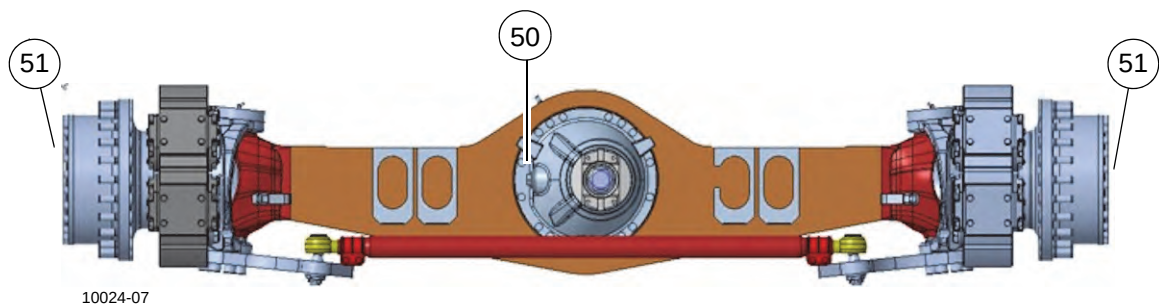
Item	Lube Point Description	Figure No.	Approved Lubricant	Approximate Capacity	Service Interval	Service Application
Steering and Suspension – Fifth Wheel Pivots						
44	Fifth Wheel Pivot Pins	Figure 9-4	A See NOTE 20.	Until grease extrudes	Every 500 hours or 3 months, whichever interval comes first	LUBRICATE 2 service points
NOTE 20: Use grease fittings provided. DO NOT USE non semi-synthetic lubricant. Use of non-approved lubricant may damage components. CAUTION Possible Equipment Damage! Use specified semi-synthetic or synthetic lubricants as listed in your GRT765/780 <i>Operator Manual</i>. See also your GRT765/780 <i>Service Manual</i> for maintenance and lubrication instructions. Use of non-approved, non semi-synthetic lubricant may damage components and/or invalidate published lubricant intervals. Failure to follow this instruction may cause damage to equipment.						



FIFTH WHEEL PIVOTS

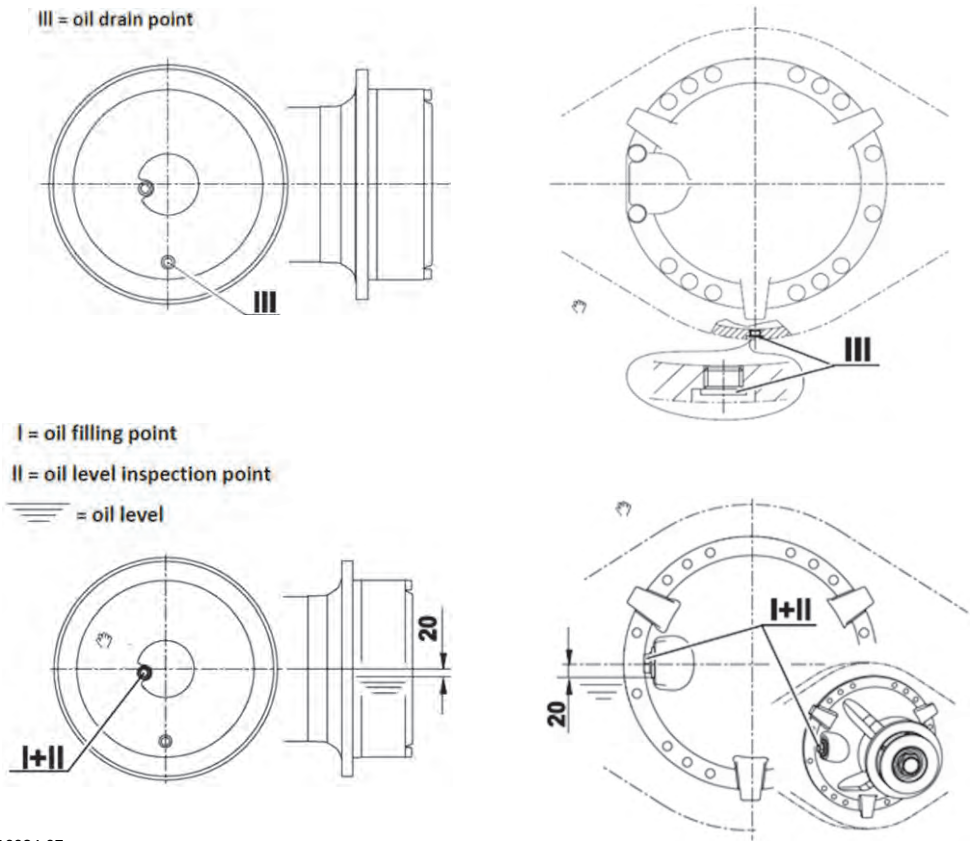
FIGURE 9-4

Item	Lube Point Description	Figure No.	Approved Lubricant	Approximate Capacity	Service Interval	Service Application
Axle Lubrication – Kessler Axles						
50	Differentials	Figure 9-5	B See NOTE 22 See NOTE 24	23 L (6.1 gal) ea NOTE 23.	Every 100 hours or 1 month, whichever interval comes first	CHECK and FILL 2 service points
					PERFORM after first 100 hours REPEAT every 1000 hours or 1 year thereafter, whichever interval comes first	DRAIN and FILL 2 service points CLEAN magnetic drain plug INSTALL magnetic plug in drain port
51	Planetary Hubs & Wheel Bearings	Figure 9-5	B See NOTE 22 See NOTE 24	2.8 L (2.9 qt) ea Wheel End NOTE 23.	Every 250 hours or 1 month, whichever interval comes first	CHECK and FILL 4 service points See NOTE 21.
	Detail View, Planetary DRAIN and FILL ports	Figure 9-5			Every 3000 hours or 2 years, whichever interval comes first	DRAIN and FILL 4 service points See NOTE 21.
NOTE 21: Planetary Hubs and Wheel Bearings must be filled to oil fill level indicated on axle hub. To provide sufficient lubrication, final fluid level MUST BE LEVEL with the filler plug hole at the Wheel End, with fluid even slightly dripping from the hole. CLEAN magnetic plug, then INSTALL magnetic plug in drain port.						
NOTE 22: Before operating crane in cold weather (arctic) ambient temperatures below -9°C (+15°F), Standard bearing lubricant must be fully purged and replaced with Cold Weather lubricant meeting Grove U.S. L.L.C. specifications as shown in Table 9-4: <i>Approved Lubricant Reference Table</i> , page 9-12. See also your GRT765/780 <i>Service Manual</i> for maintenance and lubrication instructions.						
NOTE 23: If the makeup amount of fluid is substantially more than 0.23 L (0.5 pt), CHECK for leaks.						
CAUTION Possible Equipment Damage! Use specified semi-synthetic or synthetic lubricants as listed in the GRT765/780 <i>Operator Manual</i>. See also your GR780/765 <i>Service Manual</i> for maintenance and lubrication instructions. Use of non-approved, non semi-synthetic lubricant may damage components and/or invalidate published lubricant intervals. Failure to follow this instruction may cause damage to equipment.						
NOTE 24: DO NOT USE non semi-synthetic lubricant. Use of non-approved lubricant may damage components.						



10024-07

KESSLER DRIVE AXLE – FRONT VIEW

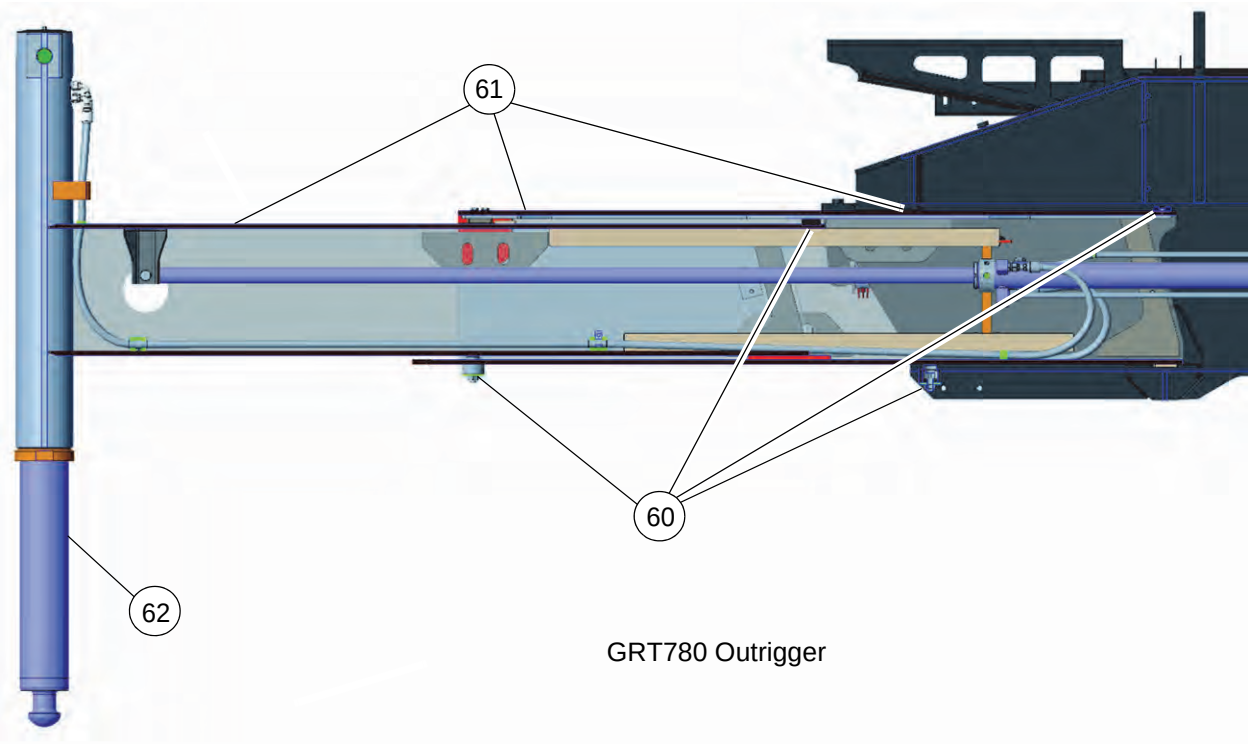


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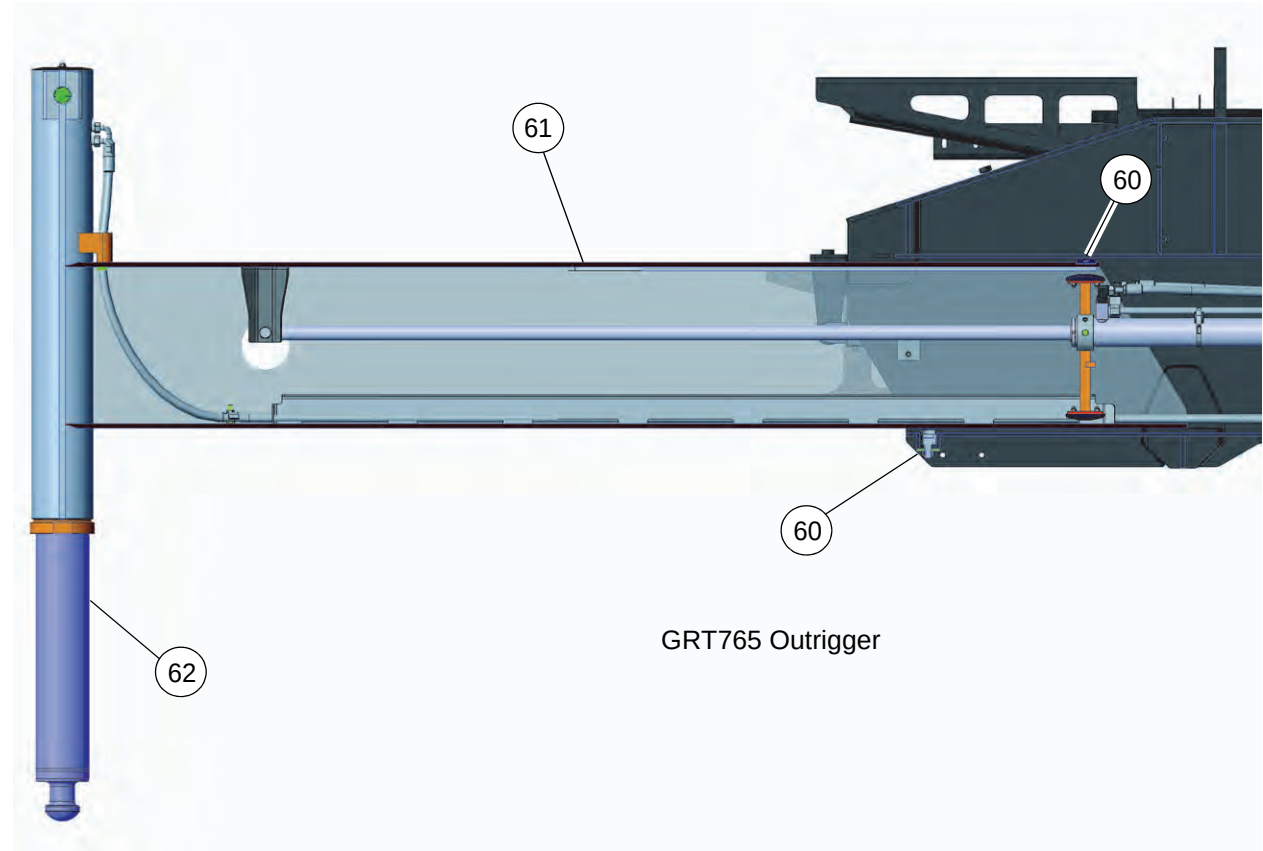
KESSLER DRIVE AXLE DETAIL VIEW

FIGURE 9-5

Item	Lube Point Description	Figure No.	Approved Lubricant	Approximate Capacity	Service Interval	Service Application
Outrigger Lubrication						
60	Wear Pads	Figure 9-6	L See NOTE 25	Brush on	Every 50 hours, or 1 week of service, whichever interval comes first	BRUSH ON TOP wear pads and BOTTOM wear pads of each outrigger beam 10 service points each beam See NOTE 26. See NOTE 27.
61	Outrigger Beams	Figure 9-6	L See NOTE 25	Brush on	Every 50 hours, or 1 week of service, whichever interval comes first	BRUSH ON TOP and BOTTOM bump-outs on each side of outrigger beam 4 service points each beam See NOTE 26. See NOTE 27.
62	Jack Cylinder Support Tubes	Figure 9-6	L See NOTE 25	Brush on	Every 50 hours, or 1 week of service, whichever interval comes first	BRUSH ON I.D. of 4 service points See NOTE 28.
NOTE 25: DO NOT USE non semi-synthetic lubricant. Use of non-approved lubricant may damage components. CAUTION Possible Equipment Damage! Use specified semi-synthetic or synthetic lubricants as listed in the GRT765/780 <i>Operator Manual</i>. See also your GR780/765 <i>Service Manual</i> for maintenance and lubrication instructions. Use of non-approved, non semi-synthetic lubricant may damage components and/or invalidate published lubricant intervals. Failure to follow this instruction may cause damage to equipment. NOTE 26: Brush lubricant on TOP and BOTTOM wear pads of Outrigger Beams. NOTE 27: Brush lubricant on TOP and BOTTOM of Outrigger Beams contact area. NOTE 28: Brush lubricant in I.D. of Jack Cylinder Support Tubes and Wear Bands before installing Jack Cylinders.						



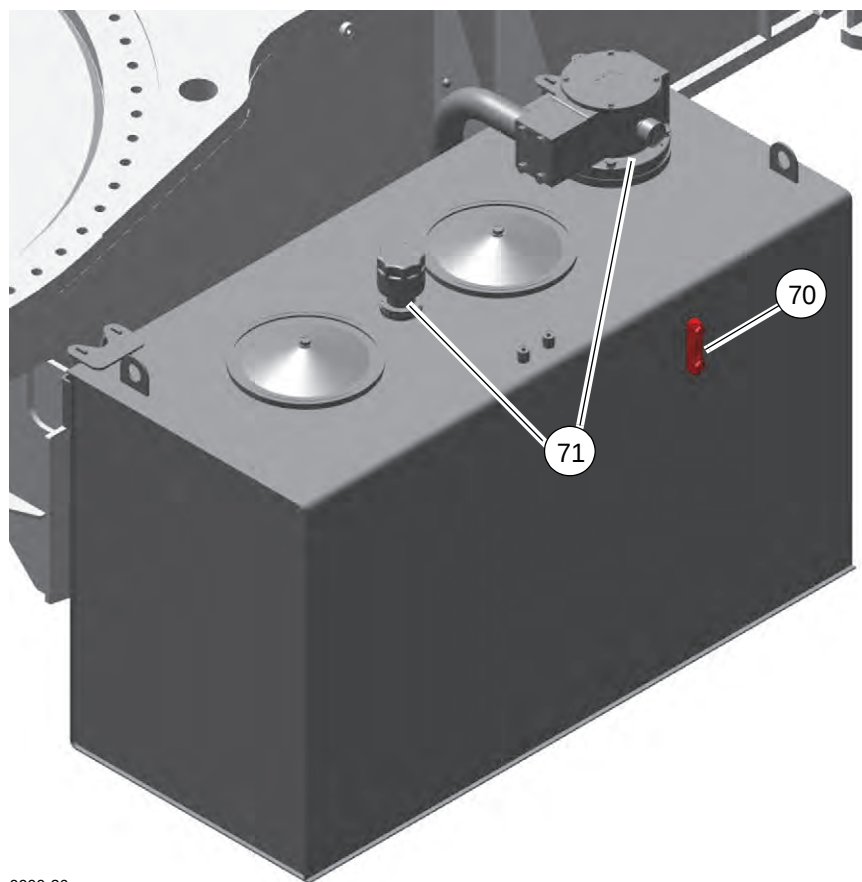
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FIGURE 9-6

Item	Lube Point Description	Figure No.	Approved Lubricant	Lube Capacity	Lube Interval	Application
Hydraulics Lubrication						
70	Hydraulic Tank	Figure 9-7	J	817.3 L (215.9 gal) Tank only	Every 10 hours or daily, whichever interval comes first	CHECK oil level FILL hydraulic tank to LEVEL in SIGHT GLASS See NOTE 29.
					PERFORM SERVICE INSPECTION every 3 to 6 months See NOTE 31. See NOTE 33.	PERFORM SERVICE INSPECTION of oil, filters, and breathers See NOTE 32.
					SAMPLE hydraulic oil every 3 to 6 months	SAMPLE hydraulic oil
71	Hydraulic Filter and Breather	Figure 9-7	—	—	REPLACE hydraulic oil filter when the red Hyd Oil Filter Clogged alert shows on the SDM	REPLACE hydraulic filter element See NOTE 30. See NOTE 33.
NOTE 29: Check Hydraulic oil level using sight glass on tank with boom fully retracted and lowered, and all outrigger cylinders retracted. NOTE 30 REPLACE hydraulic filter element when the red Hydraulic Oil Filter Clogged alert shows on the SDM and oil is at operating temperature. NOTE 31: REPLACE hydraulic filter at first 50-hours of service and repeat after another 50-hours, for a total of 100 hours of service, thereafter, at normal intervals. NOTE 32: Hydraulic oil MUST BE at operating temperature at hydraulic filter and tank inspection and service. Hydraulic oil MUST be drained at a temperature of 65°C to 90°C (150°F to 200°F). NOTE 33: Hydraulic oil SHALL MEET or EXCEED ISO 4406 class 17/14 cleanliness level (reference SAE J1165). - Working in harsh environmental conditions can dramatically affect the performance and condition of hydraulic oil, filters, and breathers. Therefore, specific intervals for servicing/changing hydraulic oil, filters, and hydraulic tank breathers cannot be set. Thus, it is imperative for the continued satisfactory performance of Grove cranes, that service inspections be performed on the basis of how and where each crane is used. - Under normal operating conditions, Grove recommends that hydraulic oil, filters, and breathers be serviced, and hydraulic oil sampled at least every 3 to 6 months. Service inspections should be for airborne or ingested particles and water that deteriorates and contaminates the hydraulic oil. Contaminated hydraulic oil appears “milky” or no longer has a transparent clear to amber color. The return filter by-pass indicator should be observed daily to determine if the contaminant content is high. If the filter by-pass indicator reaches the red zone or indicates a by-pass condition, the hydraulic oil must be sampled. Perform service to make sure that the hydraulic oil tank breather does not restrict air flow IN, or air flow OUT of the reservoir. - FILL procedure for Hydraulic Tank operation below -9°C (+15°F): a. DRAIN existing oil. b. FILL tank with oil per 6829101559 and cycle all cylinders. c. DRAIN oil. d. FILL tank with oil per 6829101559. - See also your GRT780/765 <i>Service Manual</i> for further details on Hydraulic Oil Sampling Test. Should you have any questions, please contact your local authorized Grove distributor.						



9900-26a

HYDRAULIC TANK

FIGURE 9-7

Item	Lube Point Description	Figure No.	Approved Lubricant	Approximate Capacity	Service Interval	Service Application
Turntable (Swing Drive) Lubrication						
80	Turntable (Swing Drive) Gearbox	Figure 9-8	B	4.14 L (4.4 qt)	After first 50 hours of service Thereafter , every 50 hours or 1 week, whichever interval comes first See NOTE 34.	CHECK oil level FILL swing drive gearbox 1 service point See NOTE 35.
					After first 100 hours of service Thereafter , every 2000 hours or 12 months, whichever comes first See NOTE 34.	DRAIN swing drive gearbox FILL swing drive gearbox 1 service point See NOTE 35.
81	Turntable (Swing Drive) Gearbox – Brake Assembly	Figure 9-8	B	0.3 L (0.63 pt) each gearbox	After first 50 hours of service Thereafter , every 50 hours or 1 week, whichever interval comes first See NOTE 34.	CHECK oil level FILL swing drive gearbox brake assembly 1 service point See NOTE 36.
					After first 100 hours of service Thereafter , every 2000 hours or 12 months, whichever interval comes first See NOTE 34.	DRAIN swing drive gearbox FILL swing drive gearbox brake assembly 1 service point See NOTE 36.
82	Turntable (Swing Drive) Gear and Drive Pinion	Figure 9-8	G	SPRAY ON	Every 500 hours or 6 months, whichever interval comes first	SPRAY ON LUBRICATION swing drive gear and drive pinions COAT ALL TEETH 2 service points
NOTE 34: If using swing function hours from the SDM instead of engine hours to determine service interval, change oil after first 50 swing function hours, then at intervals of 1000 swing function hours or 12 months, whichever comes first. NOTE 35: Check level in Swing Drive Gearbox, and FILL to BOTTOM of FILL HOLE. NOTE 36: Check level in Swing Drive Gearbox Brake Assembly, and FILL to TOP of ELBOW.						

Item	Lube Point Description	Figure No.	Approved Lubricant	Approximate Capacity	Service Interval	Service Application
Turntable (Swing Drive) Lubrication (Continued)						
83	Turntable Bearing	Figure 9-8	A See NOTE 37 See NOTE 38	ROTATE the S/S 90° then grease again REPEAT until the S/S has made one full rotation	Every 500 hours or 6 months, whichever interval comes first	LUBRICATE 6 grease fittings at front of superstructure (S/S) 6 service points See NOTE 40.
84	Turntable Swivel Lock Pin	Figure 9-8	G	SPRAY ON	Every 500 hours or 6 months, whichever interval comes first	SPRAY ON LUBRICATION 1 service point See NOTE 39.
NOTE 37: Apply grease to six (6) fittings at front of superstructure. Then rotate superstructure 90° and apply grease to fittings once more. Repeat rotating the superstructure in 90° increments and applying grease to the fittings until the entire superstructure has made a full rotation. NOTE 38: The turntable bearing in this crane is lubricated with <i>Cold Weather</i> (arctic) bearing grease capable of ambient temperatures between -40°C and +49°C (-40°F to +120°F). If operating the crane in regions expecting sustained winter/cold season temperatures below 15°F, top off bearing grease using Table 9-2, <i>Cold Weather Lubricants in Arctic Conditions [Down to -29°C (-20°F)]</i>. If temperatures below -9°C (15°F) are rare and intermittent, then greases from Table 9-1, <i>Standard Lubricants [Down to -9°C (+15°F)]</i>, are acceptable.						
CAUTION Possible Equipment Damage! Use specified semi-synthetic or synthetic lubricants as listed in this section of your GRT765/780 <i>Operator Manual</i>. See also your GRT765/780 <i>Service Manual</i> for maintenance and lubrication instructions. Use of non-approved, non semi-synthetic lubricant may damage components and/or invalidate published lubricant intervals. Failure to follow this instruction may cause damage to equipment.						
NOTE 39: DO NOT USE non semi-synthetic lubricant. Use of non-approved lubricant may damage components.						
NOTE 40: If Auto-Lube option is installed, these service points are not manually lubricated.						

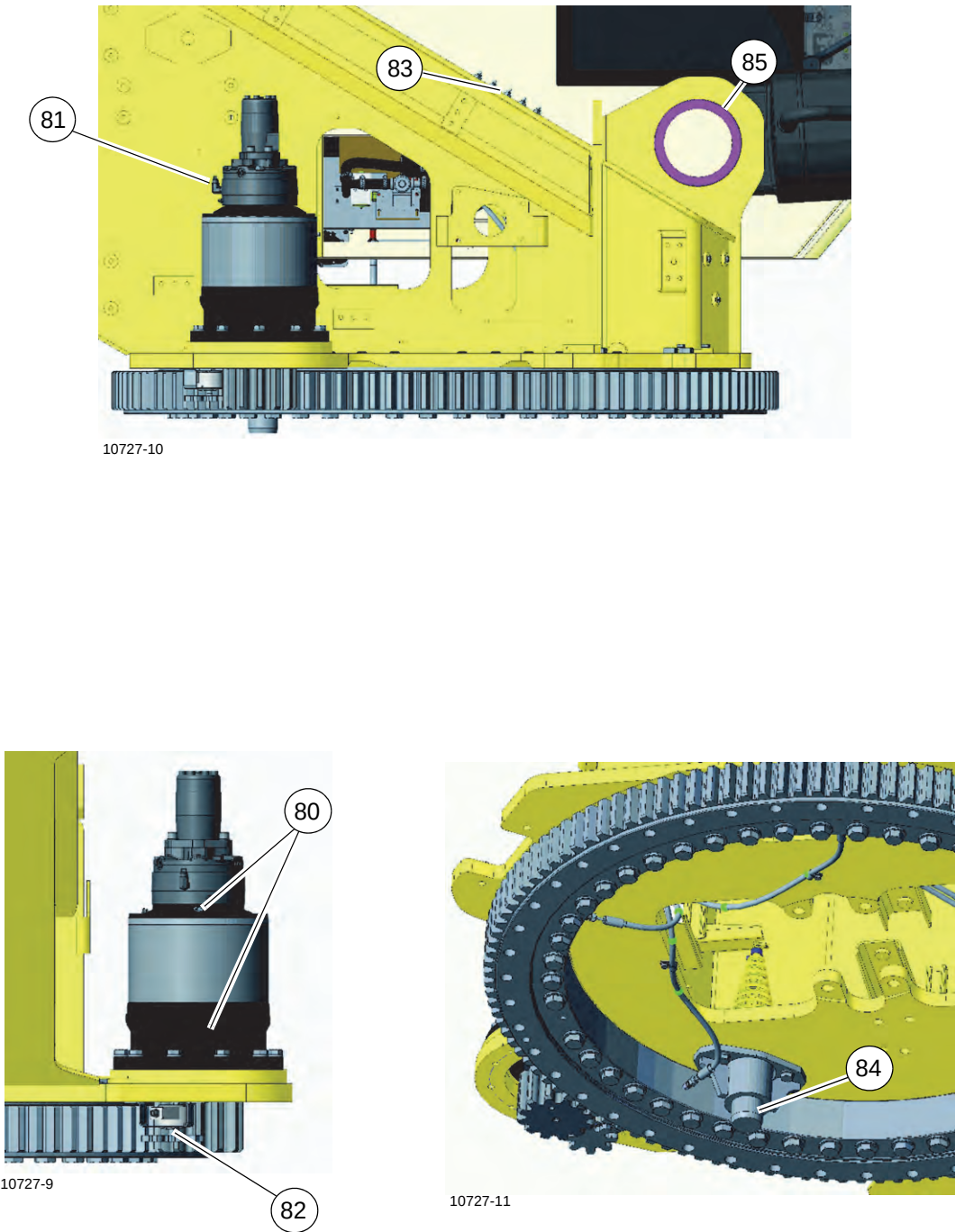


FIGURE 9-8

Item	Lube Point Description	Figure No.	Approved Lubricant	Approximate Capacity	Service Interval	Service Application
Lift Cylinder Lubrication						
85	Lower Lift Cylinder Pivot Pin	Figure 9-9	L See NOTE 41 See NOTE 42	Until grease extrudes	Every 500 hours or 3 months, whichever interval comes first	LUBRICATE 1 grease fitting, 1 service point See NOTE 43.

CAUTION**Possible Equipment Damage!**

Use specified semi-synthetic or synthetic lubricants as listed in your GRT765/780 *Operator Manual*. See also your GRT765/780 *Service Manual* for maintenance and lubrication instructions.

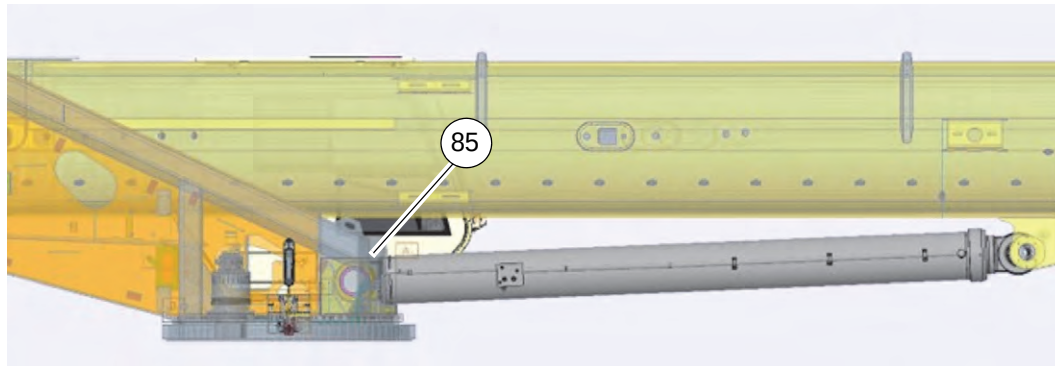
Use of non-approved, non semi-synthetic lubricant may damage components and/or invalidate published lubricant intervals.

Failure to follow this instruction may cause damage to equipment.

NOTE 41: DO NOT USE non semi-synthetic lubricant. Use of non-approved lubricant may damage components.

NOTE 42: Before operating crane in cold weather (arctic) ambient temperatures below -9°C (+15°F), Standard grease must be fully purged and replaced with Cold Weather grease meeting Grove U.S. L.L.C. specifications as shown in Table 9-4: *Approved Lubricant Reference Table*, page 9-12. See also your GRT765/780 *Service Manual* for specified maintenance and lubrication instructions.

NOTE 43: If Auto-Lube option is installed, these service points are not manually lubricated.



10024-14

LIFT CYLINDER

FIGURE 9-9

Item	Lube Point Description	Figure No.	Approved Lubricant	Approximate Capacity	Service Interval	Service Application
Cab Tilt Lubrication						
86	Cab Tilt Cylinder Pivot Pins	Figure 9-10	A		Every 500 hours or 3 months, whichever interval comes first	LUBRICATE 2 service points See NOTE 44.
87	Pillow Block	Figure 9-10	A		Every 500 hours or 3 months, whichever interval comes first	LUBRICATE 4 service points See NOTE 44.
88	Cab Door Track and Rollers	Figure 9-11	Light Oil		Every 6 months	LUBRICATE top and bottom door track and rollers 2 service points
89	Air Conditioner Condenser Filter	Figure 9-12	—		Every 1000 hours or 6 months, whichever interval comes first	CHECK and CLEAN condenser filter 1 service point

NOTE 44: USE grease fittings provided.

CAUTION

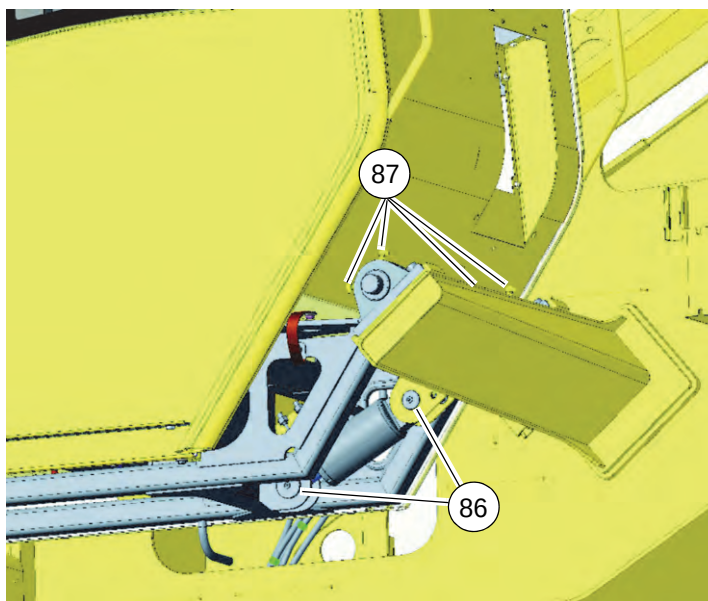
Possible Equipment Damage!

Use specified semi-synthetic or synthetic lubricants as listed in your GRT765/780 *Operator Manual*. See also your GRT765/780 *Service Manual* for maintenance and lubrication instructions.

Use of non-approved, non semi-synthetic lubricant may damage components and/or invalidate published lubricant intervals.

Failure to follow this instruction may cause damage to equipment.

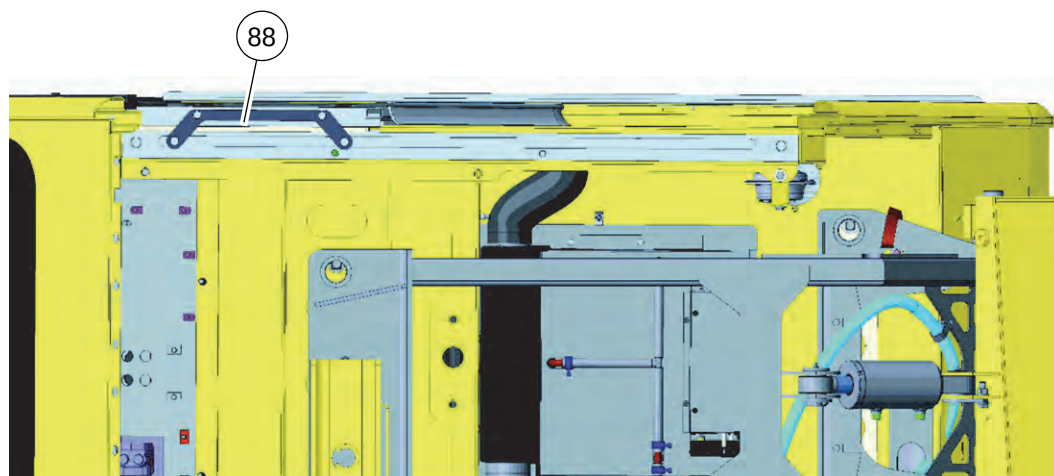
NOTE 45: DO NOT USE non semi-synthetic lubricant. Use of non-approved lubricant may damage components.



10727-12

SIDE VIEW – SUPERSTRUCTURE

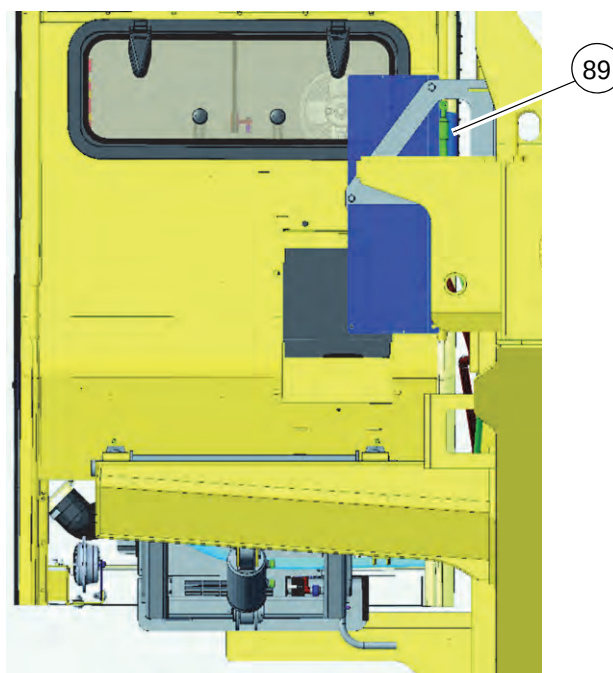
FIGURE 9-10



10727-13

UNDERSIDE OPERATOR CAB DOOR TRACK AND ROLLERS

FIGURE 9-11

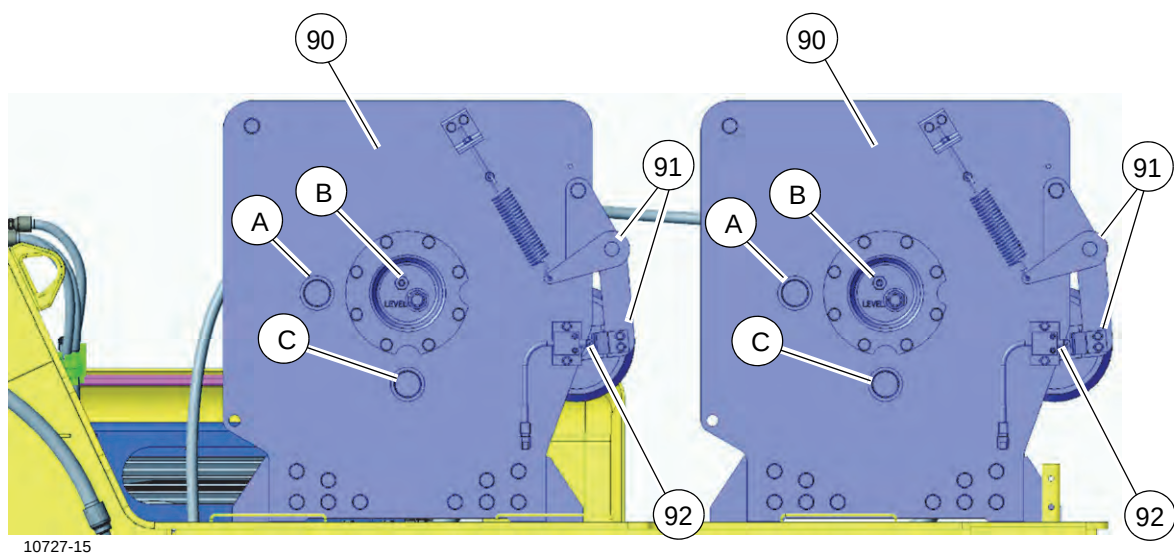


10727-14

REAR OF OPERATOR CAB – AIR CONDITIONER CONDENSER FILTER

FIGURE 9-12

Item	Lube Point Description	Figure No.	Approved Lubricant	Approximate Capacity	Service Interval	Service Application
Hoist Lubrication						
90	Hoist Drums (Main & Auxiliary)	Figure 9-13	H	14.2 L (15 qt)	Every 50 hours or weekly, whichever interval comes first See NOTE 47.	ALIGN fill/drain plug with upper access hole. CHECK oil level 2 service points REMOVE fill/drain plug to FILL FILL hoist drums to LEVEL visible in sight glass 2 service points See NOTE 46.
					After first 300 hours of service Thereafter , every 1000 hours or 12 months, whichever interval comes first See NOTE 47. See NOTE 48.	ALIGN fill/drain plug with lower access hole. REMOVE fill/drain plug to DRAIN oil DRAIN hoist drums 2 service points ALIGN fill/drain plug with upper access hole. FILL hoist drums to LEVEL visible in sight glass See NOTE 46.
91	Cable Follower (Arm)	Figure 9-13	G		Every 250 hours, or 3 months, whichever interval comes first See NOTE 47.	SPRAY ON LUBRICATION 8 service points
92	Hoist Lower Limit Switch	Figure 9-13	G		Every 250 hours or 3 months, whichever interval comes first See NOTE 47.	BRUSH ON 2 service points
NOTE 46: Line up the Fill/Drain Plug with the upper access hole (A). Check oil level in hoist drum sight glass. Hoist oil level MUST be between the high and low marks on sight glass. If oil is not visible, hoist may be underfilled. If oil is escaping from the vent plug (B), hoist may be overfilled. When replacing the oil, align the Fill/Drain Plug with the lower access hole (C) and drain the oil. NOTE 47: If the weather is very bad or operating conditions are poor, then more frequent intervals are necessary. Monitor the service points and adjust lubrication intervals, as necessary. NOTE 48: If using hoist function hours from the SDM instead of engine hours to determine service interval, change oil after first 150 hoist function hours, then at intervals of 500 hoist function hours or 12 months, whichever comes first.						



HOIST DRUMS – (MAIN and AUXILIARY)

FIGURE 9-13

Boom

NOTE: Crane Setup GRT765: Machine shall be set up on firm level surface with fully extended outriggers and minimum 6895 kg (15,200 lb) counterweight installed. Ensure crane is level. Set boom angle at zero degrees (0°).

- Boom must be directly over the front with house lock engaged.
- Do not exceed 34.0 m (111.7 ft) boom length in Auto Mode A and X.
- Do not exceed 35.5 m (116.5 ft) boom length in Auto Mode B.

NOTE: Crane Setup GRT780: Machine shall be set up on firm level surface with fully extended outriggers and minimum 7938 kg (17,500 lb) counterweight installed. Ensure crane is level.

- Boom must be directly over the front with house lock engaged.
- Do not exceed 42.9 m (140.6 ft) boom length in Auto Mode A and X.
- Do not exceed 34.0 m (111.7 ft) boom length in Auto Mode B.

NOTE: Do not fully extend boom at zero degrees (0°), machine will tip.

NOTE: Refer to load chart for zero degrees (0°) telescoping capability.

CAUTION: Do not operate crane in RCL bypass to lubricate the boom.

Item	Lube Point Description	Figure No.	Approved Lubricant	Lube Capacity	Lube Interval	Application																				
100	Telescope Cylinder Wear Pads	Figure 9-14	L	Thoroughly coat all areas wear pad moves on	Apply grease at assembly or tear-down.	BRUSH ON 4 service points																				
101	Internal Side and Bottom Wear Pads - Inner Sections	Figure 9-14	L	Thoroughly coat all areas wear pad moves on	Apply grease at assembly or tear-down.	BRUSH ON • 18 places on GRT765 • 24 places on GRT780																				
102	GRT765 Four-Section Boom	Figure 9-14	L	Thoroughly coat all areas the wear pad moves on	50 hours/1 week	LUBRICATE • 6 places on GRT765																				
	<table><tr><th>Location Name</th><th>Boom Mode</th><th>Boom Length* m (ft)</th><th>Boom Length* %</th><th>Service Points</th></tr><tr><td>T1 Rear Upper Wear Pads</td><td>B or X</td><td>14.6 (47.9)</td><td>30% - 0% - 0%</td><td>2</td></tr><tr><td>T2 Rear Upper Wear Pads</td><td>A or X</td><td>33.9 (111.3)</td><td>50% - 99% - 99%</td><td>2</td></tr><tr><td>T3 Rear Upper Wear Pads</td><td>A or X</td><td>33.9 (111.3)</td><td>50% - 99% - 99%</td><td>2</td></tr></table>						Location Name	Boom Mode	Boom Length* m (ft)	Boom Length* %	Service Points	T1 Rear Upper Wear Pads	B or X	14.6 (47.9)	30% - 0% - 0%	2	T2 Rear Upper Wear Pads	A or X	33.9 (111.3)	50% - 99% - 99%	2	T3 Rear Upper Wear Pads	A or X	33.9 (111.3)	50% - 99% - 99%	2
	Location Name	Boom Mode	Boom Length* m (ft)	Boom Length* %	Service Points																					
	T1 Rear Upper Wear Pads	B or X	14.6 (47.9)	30% - 0% - 0%	2																					
T2 Rear Upper Wear Pads	A or X	33.9 (111.3)	50% - 99% - 99%	2																						
T3 Rear Upper Wear Pads	A or X	33.9 (111.3)	50% - 99% - 99%	2																						
*Boom length is approximate. Adjust the boom length so the access holes line up with the grease fittings.																										

Item	Lube Point Description	Figure No.	Approved Lubricant	Lube Capacity	Lube Interval	Application
Boom (Continued)						
102	GRT780 Five-Section Boom	Figure 9-14	L	Thoroughly coat all areas the wear pad moves on	50 hours/1 week	LUBRICATE 8 places on GRT780
	Location Name	Boom Mode	Boom Length* m (ft)	Boom Length* %	Service Points	
	T1 Rear Upper Wear Pads	B or X	14.6 (47.9)	30% - 0% - 0% - 0%	2	
	T2 Rear Upper Wear Pads	X	36.7 (120.3)	50% - 77% - 77% - 77%	2	
	T3 Rear Upper Wear Pads	X	36.7 (120.3)	50% - 77% - 77% - 77%	2	
	T4 Rear Upper Wear Pads	X	36.7 (120.3)	50% - 77% - 77% - 77%	2	
*Boom length is approximate. Adjust the boom length so the access holes line up with the grease fittings.						
103	Boom Section Front Lower & Upper Wear Pads	Figure 9-14	L	Thoroughly coat all areas wear pad moves on	50 hours/1 week	BRUSH ON 18 places on GRT765 22 places on GRT780
104	Boom Pivot Shaft	Figure 9-14	L	Until grease extrudes	250 hours or 3 months	LUBRICATE 4 grease fittings See NOTE 49.
NOTE 49: If Auto-Lube option is installed, these service points are not manually lubricated.						
105	Extend Cable Sheave(s)	Figure 9-14	A	Until grease extrudes	250 hours or 3 months See NOTE 50.	LUBRICATE See NOTE 51.
	GRT765 Four-Section Boom					
	Location Name	Boom Mode	Boom Length* m (ft)	Boom Length* %	Service Points	

Item	Lube Point Description	Figure No.	Approved Lubricant	Lube Capacity	Lube Interval	Application
Boom (Continued)						
105	Extend Cable Sheave(s)	Figure 9-14	A	Until grease extrudes	250 hours or 3 months See NOTE 50.	LUBRICATE See NOTE 51.
	GRT780 Five-Section Boom					
	Location Name	Boom Mode	Boom Length* m (ft)	Boom Length* %	Service Points	
	Extend Cable Sheave on Tele. Cylinder	A, B or X	11.9 (39.2) Fully Retracted	0% - 0% - 0% - 0%	2	
	Extend Cable Sheaves on T3	X	36.7 (120.3)	50% - 77% - 77% - 77%	4	
*Boom length is approximate. Adjust the boom length so the access holes line up with the grease fittings.						
NOTE 50: Lubricate items more frequently than interval in table if environmental conditions and/or operating conditions require.						
NOTE 51: CAUTION: Do not apply excessive pressure or force when greasing wear pads. This can cause grease fitting to separate from wear pad. Only apply grease until resistance is felt.						

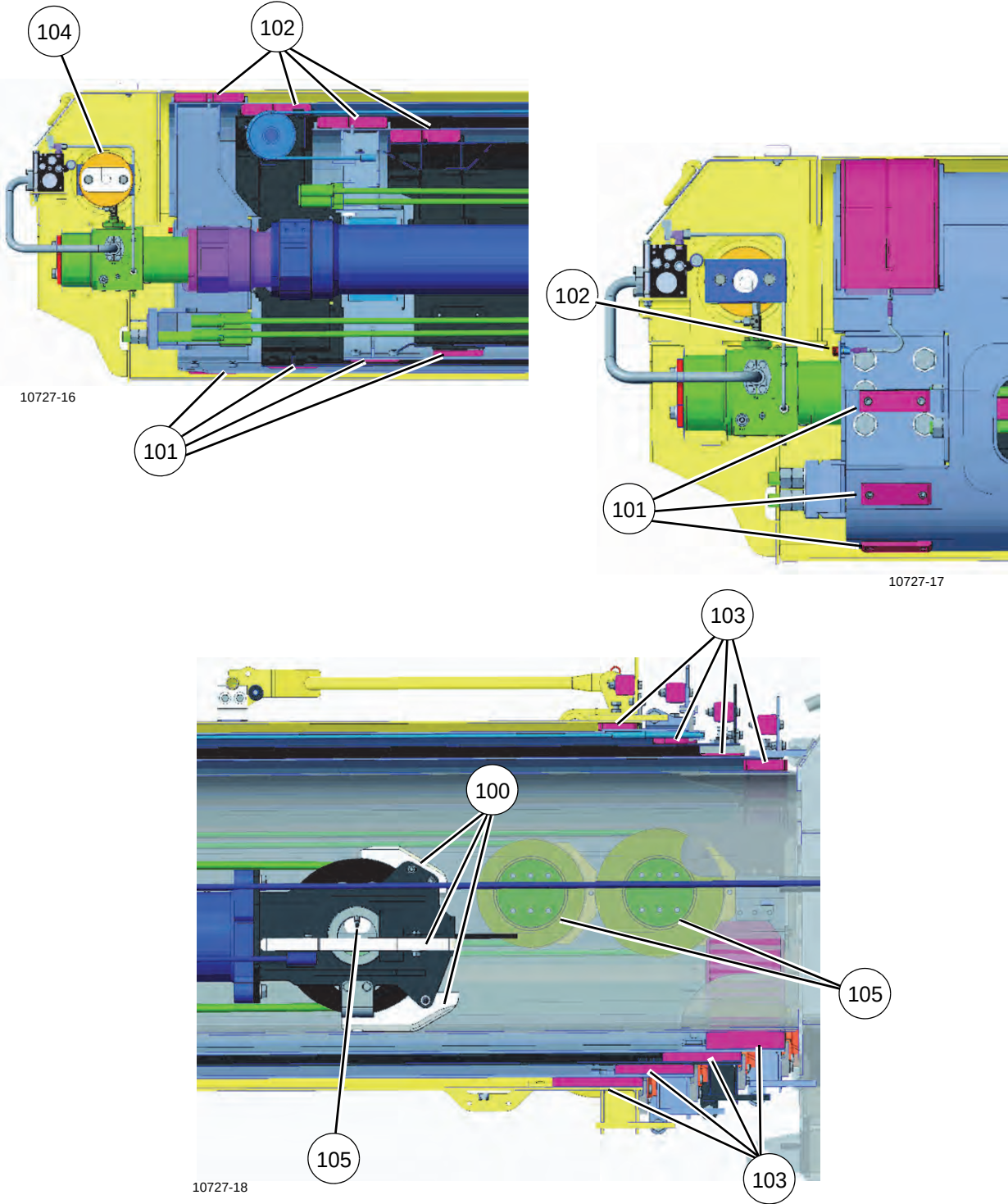
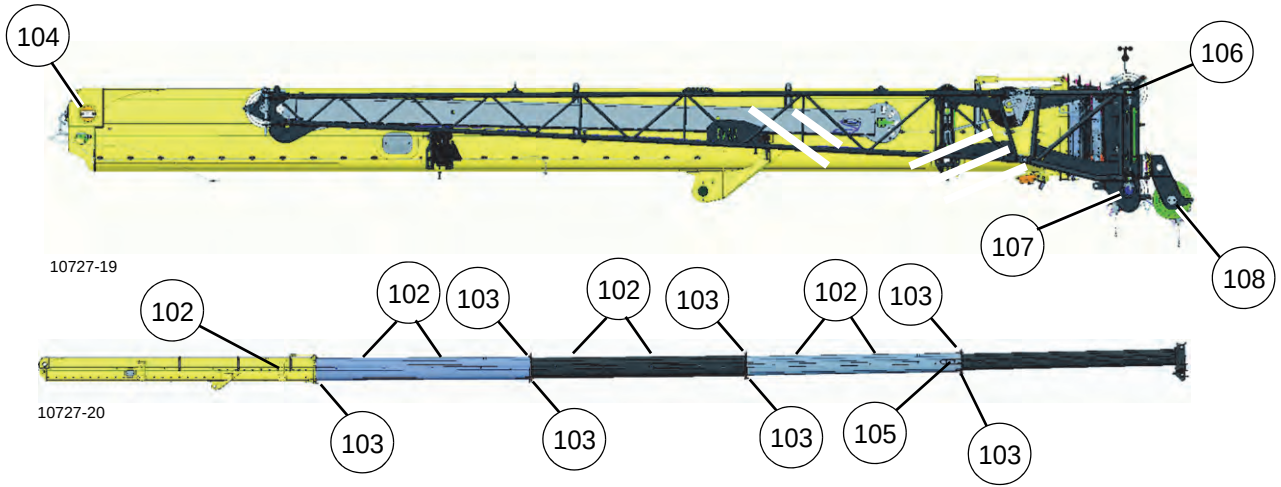
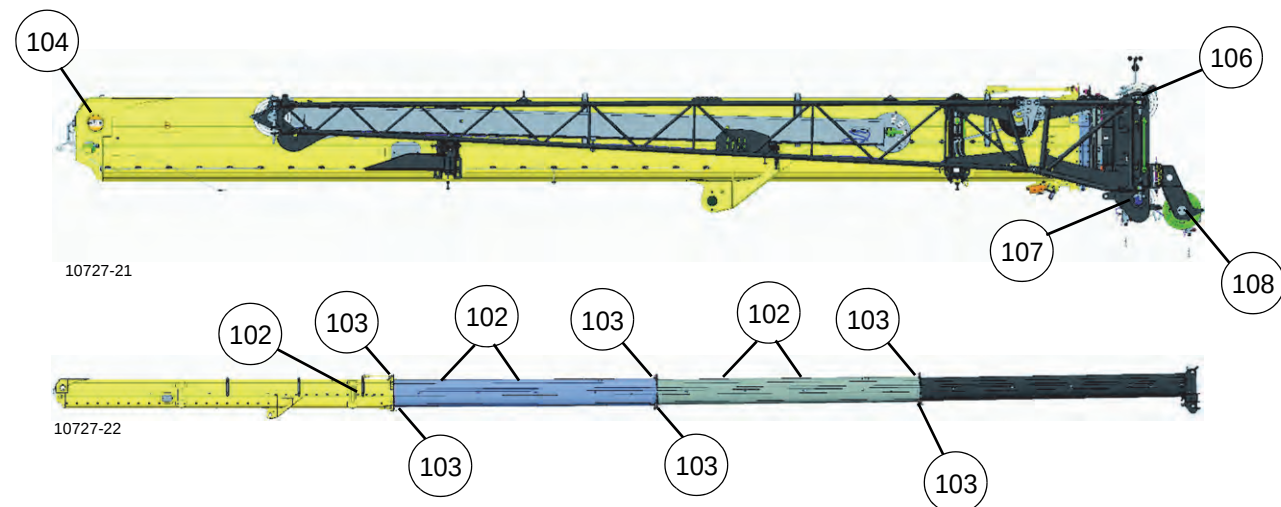


FIGURE 9-14

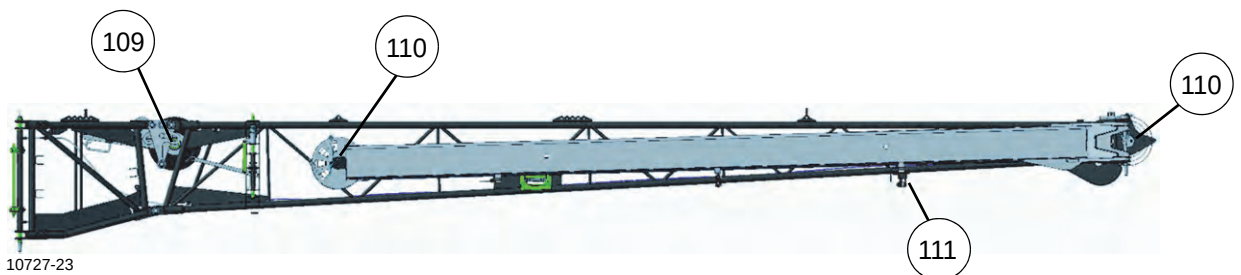
Item	Lube Point Description	Figure No.	Approved Lubricant	Lube Capacity	Lube Interval	Application
Boom (Continued)						
106	Upper Boom Nose Sheave	Figure 9-15	A	Thoroughly coat	Apply grease at assembly or tear down.	LUBRICATE 2 service points (1) per sheave
107	Lower Boom Nose Sheave	Figure 9-15	A	Thoroughly coat	Apply grease at assembly or tear down.	LUBRICATE 4 service points (1) per sheave
108	Auxiliary Boom Nose Sheave	Figure 9-15	A	Until grease extrudes	250 hours or 3 months See NOTE 52.	LUBRICATE 1 grease fitting
109	Mast Sheave	Figure 9-15	A	Until grease extrudes	500 hours or 12 months See NOTE 52.	1LUBRICATE grease fitting
110	Jib Sheaves	Figure 9-15	A	Until grease extrudes	250 hours or 3 months See NOTE 52.	LUBRICATE 2 grease fittings
111	Jib Rollers	Figure 9-15	A	Until grease extrudes	250 hours or 3 months See NOTE 52.	LUBRICATE 2 grease fittings
NOTE 52: Lubricate items more frequently than interval in table if environmental conditions and/or operating conditions require.						



GRT780



GRT765



JIB ASSEMBLY

FIGURE 9-15

Item	Lube Point Description	Figure No.	Approved Lubricant	Lube Capacity	Lube Interval	Application
Hookblock and Overhaul Ball/Weight						
112	Hook Block Swivel Bearing	Figure 9-16	A	Until grease extrudes	250 hours or 3 months	3 grease fitting
113	Hook Block Sheaves	Figure 9-16	N/A	N/A	250 hours or 3 months	Inspect. See NOTE 53.
NOTE 53: Rotate sheaves and check for rough or dry operation. Look for grease leakage. Replace sheave if either is found.						
114	Overhaul Ball	Figure 9-16	A	Until grease extrudes	250 hours or 3 months	1 grease fitting
115	Overhaul Weight	Figure 9-16	A	Until grease extrudes	250 hours or 3 months	1 grease fitting

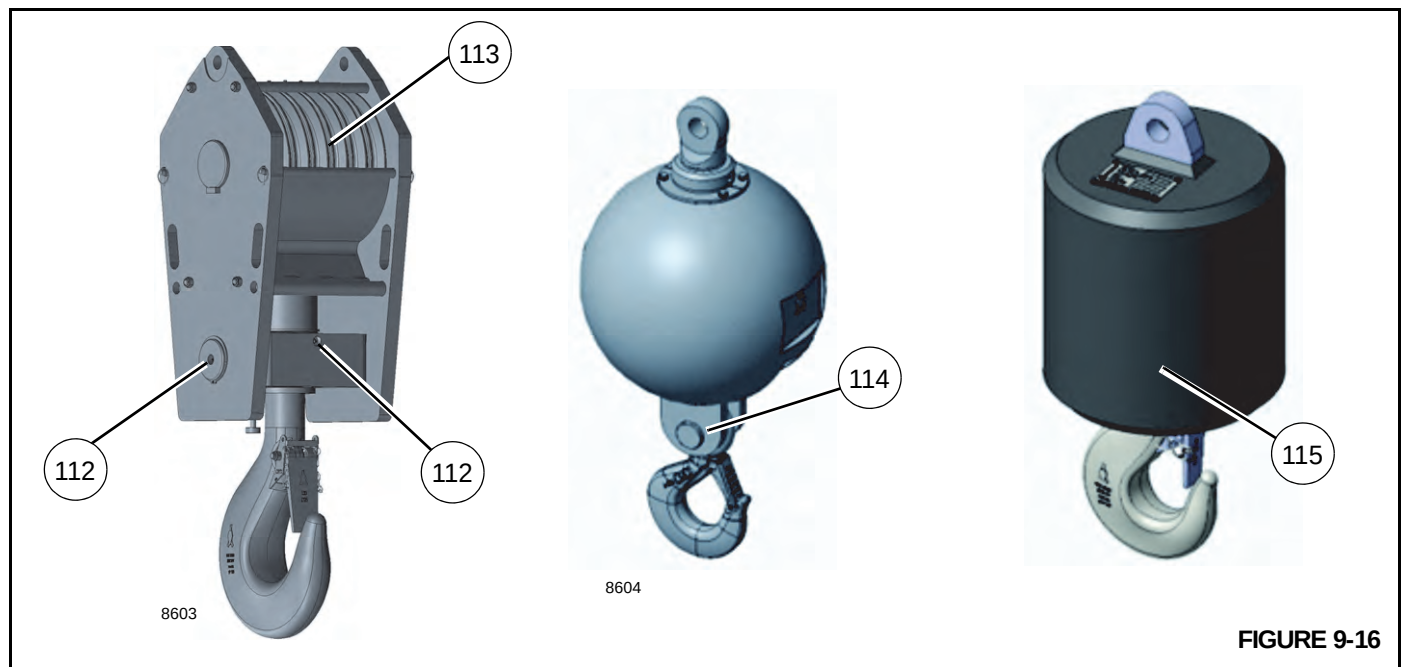


FIGURE 9-16

Item	Lube Point Description	Figure No.	Approved Lubricant	Lube Capacity	Lube Interval	Application
Auto-Lube (Optional)						
118	Grease Pump	Figure 9-17	A	2 L	CHECK for AutoLube Level Low alert on SDM. When alert comes on, refill grease pump.	FILL grease pump until grease level is at "MAX" mark.
83	Turntable Bearing	—	—	—	—	Auto Lubricate
85	Lower Lift Cylinder Pivot Pin	—	—	—	—	Auto Lubricate
104	Boom Pivot Shaft	—	—	—	—	Auto Lubricate

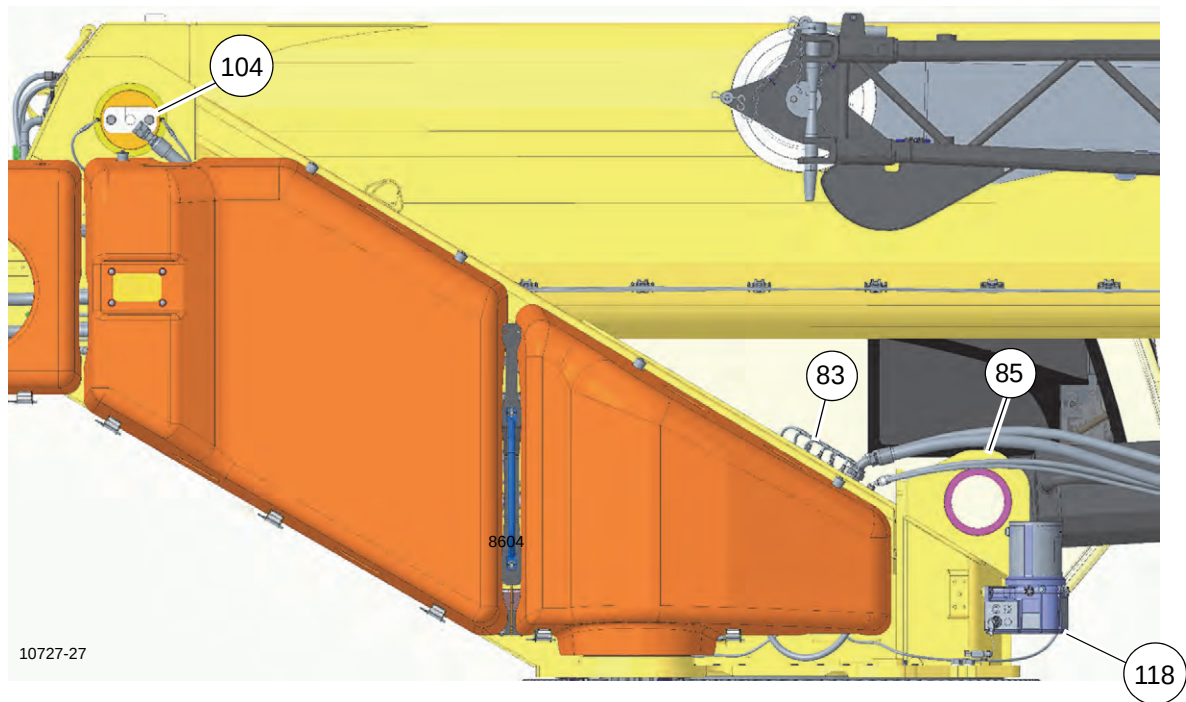


FIGURE 9-17

RUST PROTECTION

Protecting Cranes From Rusting

Grove cranes are manufactured to high quality standards, including the type of paint finish demanded by today's industry. In partnership with our paint supplier, we are also doing our part to help prevent premature corrosion of cranes.

Grove cranes are treated with Carwell® T32 (CP-90) rust inhibitor. While a rust inhibitor cannot guarantee that a crane will never rust, this product helps protect against corrosion on Grove cranes.

Carwell® is a treatment, not a coating. It contains no silicones, solvents, chlorofluorocarbons (CFC), or anything that would be classified as hazardous under OSHA Regulation 29CFR 1910.1200. The product is a liquid blend of petroleum derivatives, rust inhibitors, and water-repelling/water-displacing agents.

Special equipment is used to spray a light film on the entire undercarriage and various other areas of each new crane before shipment. When applied, the product has a red tint to allow applicators to view coverage. This red tint turns clear within approximately 24 hours after application.

Once applied, treatment can appear to leave a slightly "oily" residue on painted surfaces and until the red tinting fades, could be mistaken for a hydraulic oil leak. While the product is not harmful to painted surfaces, glass, plastic or rubber, it must be removed using standard steam-cleaning techniques.

This treatment works in various ways: (1) it eliminates the moisture containing salt, dirt and other pollutants by lifting and removing them from the metal surface; (2) the film creates a barrier to repel further moisture from coming in contact with the metal; and (3) it penetrates crevices.

In addition to the factory-applied treatment, Grove crane owners must provide proper maintenance and care to help ensure long-term protection of their crane against corrosion. This procedure provides information and guidelines to help maintain the paint finish on Grove cranes.

The most common causes of corrosion include the following:

- Road salts, chemicals, dirt, and moisture trapped in the hard-to-reach areas;
- Chipping or wear of paint, caused by minor incidents or moving components;
- Damage caused by personal abuse, such as using the decks to transport rigging gear, tools, or cribbing; and
- Exposure to harsh environmental hazards such as alkaline, acids, or other chemicals that can attack the crane's paint finish.

While crane surfaces that are easily seen have the biggest impact on appearance, particular attention should be given to the undercarriage to minimize harmful effects of corrosion.

Exercise special care and increase frequency of cleaning if crane is operated:

- on roads where large quantities of salt or calcium are applied to treat icy and snowy road surfaces;
- in areas that use dust control chemicals;
- anywhere there are increased levels of wetness, especially near salt water;
- during prolonged periods of exposure to damp conditions (for example, moisture held in mud), where certain crane parts may become corroded even though other parts remain dry; or
- in high humidity, or when temperatures are just above the freezing point.

Cleaning Procedures

To help protect against corrosion of Grove cranes, Grove Product Support recommends washing the crane at least monthly to remove all foreign matter. More frequent cleaning may be needed when operating in harsh environmental conditions. To clean the crane, follow these guidelines:

- High pressure water or steam is effective for cleaning the crane undercarriage and wheel housings. Keeping these areas clean will decrease the rate of corrosion and improve the ability to identify possible issues before they grow into larger problems.

CAUTION

High pressure water can be forced into spaces and infiltrate beyond seals. Avoid pressure washing near electrical controls, panels, wiring, sensors, hydraulic hoses and fittings, or anything that can be damaged by high pressure cleaning/spraying.

- Rinse dirt and dust off before washing the crane. Dirt can scratch the crane's finish during washing/cleaning.
- Hard to clean spots caused by road tar or bugs should be treated and cleaned after rinsing and before washing. Do not use solvents or gasoline.
- Wash the crane only with soaps and detergents recommended for automotive paint finishes.
- Rinse all surfaces thoroughly to prevent streaking caused by soap residue.
- Allow crane to dry thoroughly. You can increase the speed of evaporation by using compressed air to remove excess water.

NOTE: Polishing and waxing (using automotive-type wax) is recommended to maintain original paint finish.

Inspection and Repair

- Immediately following cleaning of the Grove crane, Grove Product Support recommends an inspection to detect areas that may have become damaged by stone chips or minor mishaps. A minor scratch (one that has

not penetrated to the substrate surface) can be buffed with an automotive-type scratch remover. It is recommended that a good coat of automotive wax be applied to this area afterwards.

- Any area scratched through to bare metal should be touched up and repaired as soon as possible to prevent flash rusting. To repair a major scratch (down to bare metal) or minor damage, follow these procedures:

NOTE: Grove Product Support recommends a qualified body repair technician prepare, prime, and paint any major scratch(es) or minor damage.



CAUTION

To the extent any damage is structural in nature, Grove crane must be contacted and consulted as to what repairs may be required.

For scratches and marks in highly visible areas:

1. Sand to remove scratch. Feather outward from the mark to blend repair into the original surface. Apply body putty as necessary to hide the defect; then sand smooth.
2. Cover all bare metal with a primer compatible with the original paint finish and allow to dry thoroughly.
3. Prepare surface before applying finish coat of paint.
4. Apply a finish coat using accepted blending techniques. Use of original paint colors is recommended to ensure the best color match possible.

For scratches and marks in areas of low visibility:

- Consider touching up the spots with a brush technique to cover the bare metal. This will decrease the rate of corrosion, and enable you to do the repair later during a normal maintenance interval.

Spots should be touched up with quality paint. Primers tend to be porous; using a single coat of primer only will allow air and water to penetrate the repair over time.

Application

Depending on the environment in which a crane is used and/or stored, initial factory application of Carwell® T32 (CP-90) should help inhibit corrosion for approximately 12 months.

It is recommended the treatment be periodically reapplied by the crane owner, after that time, to help continue protection against corrosion of the crane and its components.

However, if a crane is used and/or stored in harsh environments (such as islands, coastal regions, industrial areas, areas where winter road salt is regularly used, etc.), reapplication of treatment is recommended sooner than 12 months, for example, repeat treatment in 6 to 9 months.

- Do not apply to recently primed and painted areas for at least 48 hours after paint is properly dried and cured. For minor touch up areas a 24-hour period is needed for cure time before applying treatment.

NOTE: The crane must be completely dry before applying treatment.

- Do not allow product to puddle or build-up on weather stripping, rubber gaskets, etc. The crane should not have puddles or runs evident anywhere.
- To ensure proper coverage, product needs to be fogged on the crane.
- Use of pressure pots to apply treatment is recommended.
- Carwell® treatment is available in 16-ounce spray bottles from Grove Product Support (order part number 8898904099).

- After treatment application is complete, wash or clean film residue from lights, windshield, grab handles, ladders/steps and all crane access areas, as necessary.

Contact your local Grove distributor or Grove Product Support should you have any questions.

Areas of Application

Refer to Figure 9-18 and Figure 9-19 for location of crane components that need periodic application of Carwell® T32 (CP-90) for continued protection against corrosion.

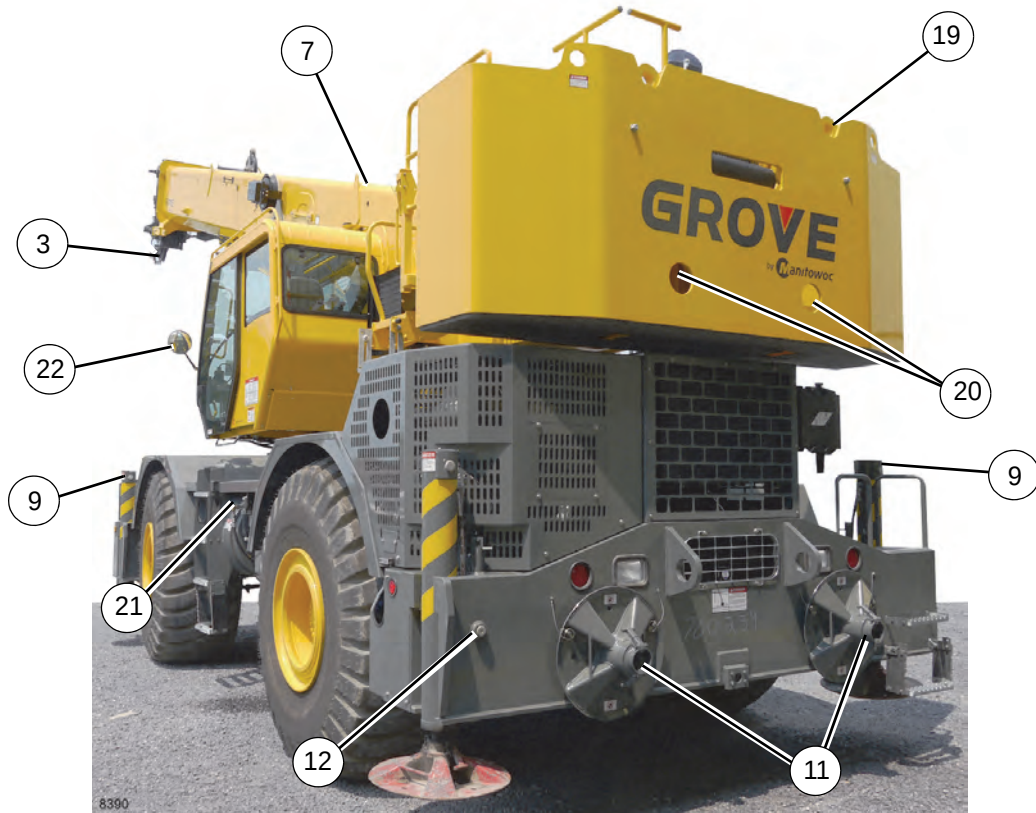
- Underside of crane will have full coverage of the rust inhibitor. These are the only areas that a full coat of rust inhibitor is acceptable on painted surfaces. Areas include; Valves, hose end and fittings, Swivel, pumps, axles, drive lines, transmission, slew ring fasteners and all interior surfaces of the frame.
- Frame application areas are; hose ends and fittings, all unpainted fasteners and hardware, all bare metal surfaces, outrigger pads, and back up alarm hardware.
- Superstructure applications are; hose end and fittings, wire rope on hoist roller tensioning springs on hoists, all unpainted fasteners and hardware, valves, slew ring fasteners and all bare metal surfaces.
- Boom applications areas are; pivot pins, hose end and fittings, jib pins and shafts, all bare metal surfaces, overhaul ball pins/ hook block pins and fasteners.
- All hardware, clips, pins, hose connections not painted will have treatment applied.



7650-75

Picture may not be same model as your crane, it is for reference only.

Figure 9-18



Picture may not be same model as your crane, it is for reference only.

Figure 9-19

Table 9-1 Rust Inhibitor Application Locations

1	Boom Extension Pins, Clips	12	Entire underside of crane
2	Boom Nose Pins, Clips	13	Turntable Bearing Fasteners
3	Hook Block/Overhaul Ball	14	Powertrain Hardware Inside Compartment
4	Boom Extension Hanger Hardware	15	Valve Bank
5	Pivot Shaft	16	Hoist Hose Connections
6	Hose Connections Inside Turntable	17	Tension Spring
7	All Hardware, Clips, Pins, Hose Connections not painted Outrigger Pins, Clips	18	Wire Rope
8	Outrigger Hose Connections	19	Counterweight Mounting Hardware
9	Hook Block Tiedown Cable	20	Counterweight Pins
10	Outrigger Pins, Clips	21	Hose Connections
11	O/R Beam Wear Pad Adjustment Hardware	22	Mirror Mounting Hardware

ALPHABETICAL INDEX

360° Swing Lock Control (Positive Lock Type) (Optional)	6-22
Accessory Manifold Valve	2-50
Adjusting Boom Extension Stowage Mounts	4-53
Aftertreatment Diesel Exhaust Fluid (DEF)	7-16
Air Intake and Exhaust System	7-8
Arctic Lubricants and Conditions	9-6
Axles	8-1
Boom Extension and Retraction Cable	4-42
Brake System	8-12
Calibrating SDM Sensors	3-21
Carrier Combination Manifold Valve	2-55
Counterweight Removal and Installation – Hydraulic version	5-15
Cylinder Rod Surface Protection	9-11
Cylinders	2-67
Diagnostics	3-21
Differential Lock Valve	2-63
Drive Train	7-25
Dual Accumulator Charge Manifold Valve	2-64
Electrical Swivel	6-20
Electronic Control System	7-5
Engine Cooling System	7-20
Engine	7-1
Environmental Protection	9-2
Fuel System	7-6
General Maintenance	1-10
Hoist Control Valves	5-13
Hoist Drum Rotation Indicator System	5-13
Hoist To Boom Alignment	5-7
Hook Block	4-52
Hydraulic Brake Accumulator	2-66
Hydraulic Pumps	2-19
Hydraulic Swivel	6-17
Hydraulic Symbols	2-3
Idler Drum And Cable Follower	5-10
Installing Cable on the Hoist	5-3
Lift Circuit	4-47
Lift Cylinder and Telescope Cylinder Control Valves	2-54
List of Specifications	1-3
Lubricants and Lubrication Intervals	9-2
Lubrication Points	9-11
Main Directional Control Manifold Valve	2-43
Motor And Brake	5-10
Oil Cooler	2-16
Optional Equipment	3-25
Outrigger Control Manifold	2-61
Outrigger	8-18
Parking Brake	8-15
Pressure Setting Procedures	2-23
Rear Axle Oscillation Lockout System	8-10
Removing and Installing the Counterweight – Pin-On Version	5-19
Removing/Installing the Hoist	5-3
Rust Protection	9-48
Service Brakes	8-15
Steering Systems	8-7
Supply Pressure And Return Circuit	2-9

Swing Bearing 6-10

Swing Gearbox And Brake 6-8

Swing Lock Pin 6-21

Swing Manifold Valve 2-47

Swing Motor 6-7

Swivels 6-15

Telescope Circuit 4-44

Third Wrap Indicator 5-14

Transmission/Torque Converter 7-26

Two Port Water Swivel 6-19

Valves 2-39

Wire Rope Lubrication 9-11

Wire Rope 1-31

