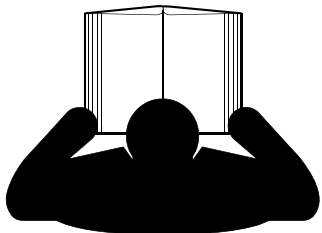



OPERATOR MANUAL

Supplement

Operational Device - RCL Override

 A black silhouette of a person from the chest up, holding an open book or manual with both hands and looking down at it.	<div data-bbox="730 1092 1282 1186"> DANGER</div> <p data-bbox="584 1197 1372 1270">An untrained operator subjects himself and others to death or serious injury. Do not operate this crane unless:</p> <ul data-bbox="584 1281 1421 1638" style="list-style-type: none">• You are trained in the safe operation of this crane. Manitowoc 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.
--	---

This Supplement provides recommendations in the event there is a malfunction to the rated capacity limiter (RCL)/Anti 2 Block (A2B) operational aid.

OPERATIONAL AID MALFUNCTION

When crane operational aids such as the RCL/A2B system are inoperative with the display malfunctioning, override capabilities will be unavailable. All crane operations must be

shut down until the problem is corrected. Contact a technician for consultation and repair. Repair and recalibrate the system before returning the crane to lifting service.

CD20

Operator 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.



OPERATOR MANUAL

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

CD20

Crane Model Number

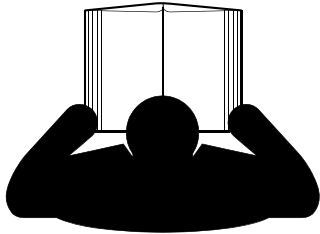
This Manual is divided into the following sections:

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

NOTICE

The crane serial number is the only method your Manitowoc distributor or the Manitowoc Crane Care 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 Manitowoc distributor or Manitowoc Crane Care.



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. Manitowoc 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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THE MANUAL

This operator’s manual provides the information you need to correctly operate and maintain the crane.

NOTE: Before you operate the crane, carefully read this manual completely, so you will understand the safety instructions and the operation of the controls and safety equipment. You must comply with all **DANGER**, **WARNING**, and **CAUTION** notices. They are for your benefit.

DIRECTIONAL REFERENCE

All references to the right side, left side, front, and rear are given from the operator’s seat looking in a forward direction.

SERIAL NUMBER PLATE

The serial number of the crane is stamped on the serial number plate located behind the operator’s seat. See Figure 1-1. Components, such as the pump, transmission, engine, axles, etc., have their own serial number plates that will be found on the housing of the component.

NOTE: The replacement of any part of this product with anything other than a manufacturer’s authorized replacement part may adversely affect the performance, durability, or safety of this product and will void the warranty. The manufacturer assumes no liability for unauthorized replacement parts which adversely affect the performance, durability, or safety of this product.



DELIVERY REPORT

A Delivery Report must be filled out by the Manitowoc Cranes distributor, signed by the purchaser, and returned to the Manitowoc Company once the crane is sold, leased or rented. This report activates the warranty period, assuring that your claims during the warranty period will be honored and processed expediently. To guarantee full warranty service, make sure your Manitowoc Cranes distributor has returned the report to the Manitowoc Company. An engine warranty form must also be filled out, signed and returned to the engine manufacturer for full warranty coverage.

CUSTOMER SUPPORT

Manitowoc Cranes and our Distributor 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 your local Manitowoc Cranes distributor to coordinate the contact on your behalf.

NEW OWNERS

If you are the new owner of a Grove crane, please register it with Manitowoc Crane Care so we have the ability to contact you if the need arises.

Go to: <https://manitowoccranes.com/en/services/crane-care/service-and-tech-support/Change-of-Ownership-Form> and complete the form.

VIBRATION LEVEL TEST RESULTS

At the operator's station with closed cab operation, vibration levels are less than 0.5 m/s/s for Whole Body Vibration

exposure and are less than 2.5 m/s/s for Hand Arm Vibration exposure when measured according to 89/392/EEC Community Legislation on Machinery per standard ISO 2631/1 - Evaluation of Human Exposure to Work Body Vibration, ISO 5349 - Guidelines for the Measurement and Assessment of Human Exposure to Hand Transmitted Vibrations, and ISO/DIS 8041 - Human Response Vibration Measuring Instrumentation.

SAFETY INFORMATION

A Safety Compact Disc or a USB flashdrive which includes sections on Operation, Service and a Safety Video for National Crane operators and owners is supplied when the equipment is purchased new. Additional copies are available from your local distributor.

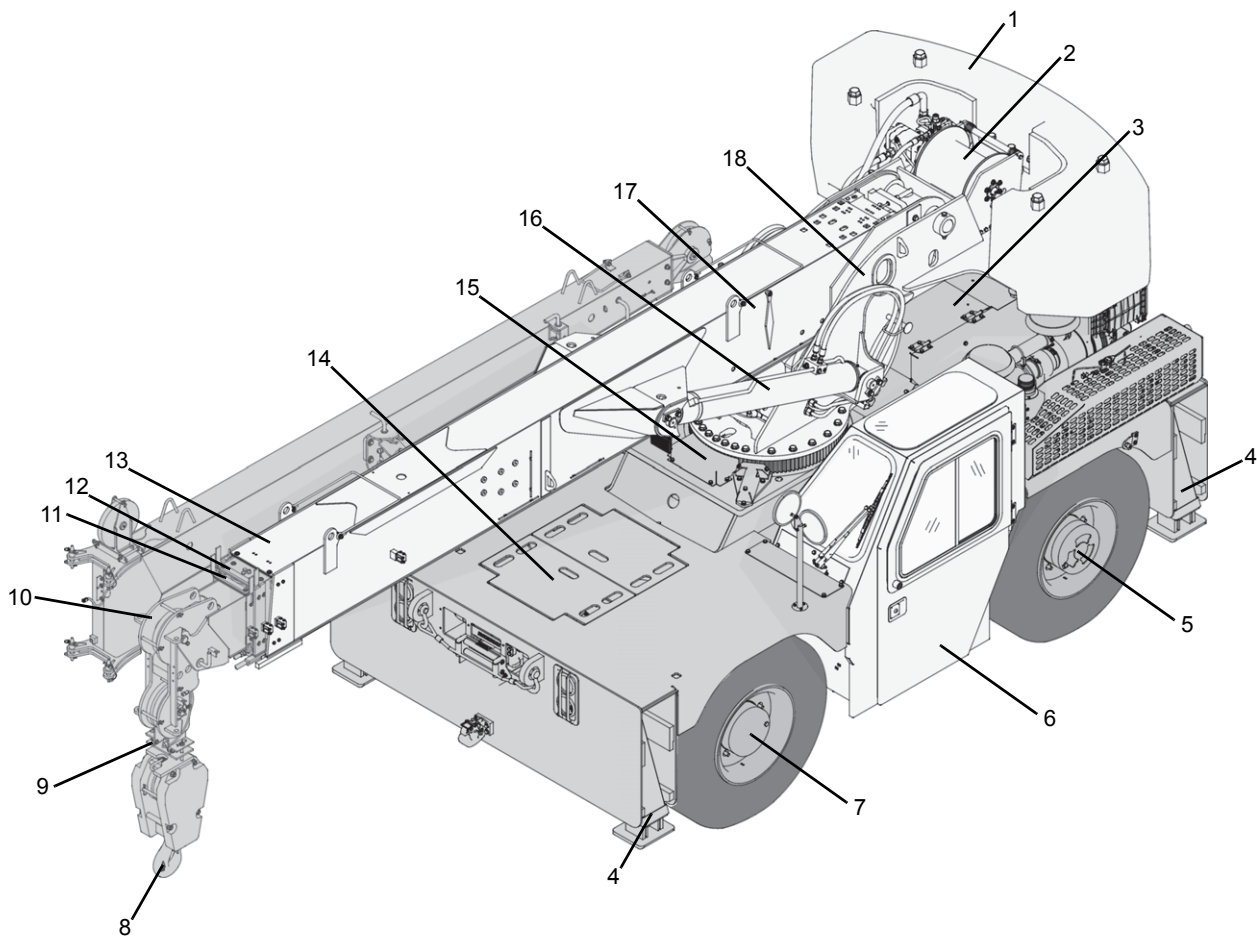
GENERAL CRANE DESIGN

This 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.

NOMENCLATURE

8765



Item	Description	Item	Description
1	Counterweight	10	4th Boom Section
2	Main Hoist Location	11	3rd Boom Section
3	Engine Location	12	2nd Boom Section
4	Outriggers (4)	13	1st Boom Section
5	Rear Axle	14	Main Control Valve Location
6	Operator's Cab	15	Swing Motor and Gearbox Location
7	Front Axle	16	Lift Cylinders (2)
8	Hook Block	17	Telescope Cylinder (Inside Boom)
9	Anti-Double Blocking System	18	Mast

FIGURE 1-2

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SAFETY MESSAGES

General

The importance of safe operation and maintenance cannot be overemphasized. Carelessness or neglect on the part of operators, job supervisors and planners, rigging personnel,

and job site workers can result in their death or injury and costly damage to the crane and property.

To alert personnel to hazardous operating practices and maintenance procedures, safety messages are used throughout the manual. Each safety message contains a

safety alert symbol and a signal word to identify the hazard's degree of seriousness.

Safety Alert Symbol



This safety alert symbol means **ATTENTION!** Become alert - **your safety is involved!** Obey all safety messages that follow this symbol to avoid possible death or injury.

Signal Words



DANGER

Identifies **hazards** that will result in death or serious injury if the message is ignored.



WARNING

Identifies **hazards** that may result in death or serious injury if the message is ignored.



CAUTION

Identifies **hazards** that could result in minor or moderate injury if the message is ignored.

CAUTION

Without the safety alert symbol, identifies **hazards** that could result in property damage if the message is ignored.

NOTE: Emphasizes operation or maintenance procedures.

GENERAL

It is impossible to compile a list of safety precautions covering all situations. However, there are basic principles that **must** be followed during your daily routine. Safety is **your primary responsibility**, since any piece of equipment is only as safe as **the person at the controls**.

Read and follow the information located in *Model Specific Information* near the end of this section.

This information has been provided to assist in promoting a safe working atmosphere for yourself and those around you. It is not meant to cover every conceivable circumstance

which could arise. It is intended to present basic safety precautions that should be followed in daily operation.

Because you are the only part of the crane that can think and reason, your responsibility is not lessened by the addition of operational aids or warning devices. Indeed, you must guard against acquiring a false sense of security when using them. They are there to assist, not direct the operation. Operational aids or warning devices can be mechanical, electrical, electronic, or a combination thereof. They are subject to failure or misuse and should not be relied upon in place of good operating practices.

You are the only one who can be relied upon to assure the safety of yourself and those around you. Be a **professional** and follow the **rules of safety**.

Remember, failure to follow just one safety precaution could cause an accident that results in death or serious injury to personnel or damage to equipment. You are responsible for the safety of yourself and those around you.

Safety Decals

Refer to the *Parts Manual* for a drawing indicating the location of safety decals on the crane.

ACCIDENTS

Following any accident or damage to equipment, the Grove distributor must be immediately advised of the incident and consulted on necessary inspections and repairs. Should the dealer not be immediately available, contact should be made directly with Manitowoc Product Safety at the address below. The crane must not be returned to service until it is thoroughly inspected for any evidence of damage. All damaged parts must be repaired or replaced as authorized by your Grove distributor and/or Manitowoc Crane Care.

If this crane becomes involved in a property damage and/or personal injury accident, **immediately** contact your Grove distributor. If the distributor is unknown and/or cannot be reached, contact Product Safety at:

Grove U.S. L.L.C.

1565 East Buchanan Trail
Shady Grove, PA 17256-0021

Phone: 888-777-3378 (888-PSR.DEPT)
717-597-8121

Fax: 717-593-5152

E-mail: product.safety@manitowoc.com

OPERATOR INFORMATION

You must **read** and **understand** this *Operator Manual* and the *Load Chart* before operating your new crane. You must also **view** and **understand** the supplied safety video. This manual and *Load Chart* must be readily available to the

operator at all times and must remain in the cab (if equipped) or operator's station while the crane is in use.

The *Operator Manual* supplied with and considered part of your crane must be read and completely understood by each person responsible for assembly, disassembly, operation and maintenance of the crane.

No personnel shall be allowed to climb onto the crane or enter the crane cab or operator's station unless performance of their duties require them to do so, and then only with knowledge of the operator or other qualified person.

Allow **No One** other than the operator to be on the crane while the crane is operating or moving, unless they are seated in a two-man cab.



Do not remove the *Load Chart*, this *Operator Manual*, or any decal from this crane.

Inspect the crane every day (before the start of each shift). Ensure that routine maintenance and lubrication are being dutifully performed. Don't operate a damaged or poorly maintained crane. You risk lives when operating faulty machinery - including your own.

If adjustments or repairs are necessary, the operator shall notify the next operator and personnel responsible for the maintenance and repair of the crane.

OPERATOR QUALIFICATIONS

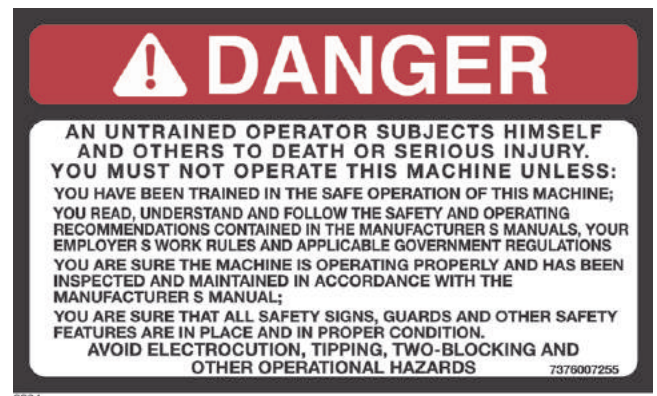
Qualified person is defined as one who by reason of knowledge, training and experience is thoroughly familiar with crane operations and the hazards involved. Such a person shall meet the operator qualifications specified in Occupational Safety and Health Administration (OSHA) Regulations (United States Federal Law), in ASME B30.5

American National Standard, or in any other applicable federal, state or local laws.

Ensure that all personnel working around the crane are thoroughly familiar with safe operating practices. You must be thoroughly familiar with the location and content of all decals on the crane. Decals provide important instructions and warnings and must be read prior to any operational or maintenance function.

Refer to the *Parts Manual* for this crane for the locations of all safety decals.

You must be familiar with the regulations and standards governing cranes and its operation. Work practice requirements may vary slightly between government regulations, industry standards, and employer policies so a thorough knowledge of all such relevant work rules is necessary.



An untrained operator subjects himself and others to death or serious injury.

You must not operate this crane unless:

- You have been trained in the safe operation of this crane.
- You read, understand, and follow the safety and operating recommendations contained in the manufacturer's manuals, your employer's work rules, and applicable government regulations.
- You are sure the crane has been inspected and maintained in accordance with the manufacturer's manuals and is operating properly.
- You are sure that all safety decals, guards, and other safety features are in place and in proper condition.

Do not attempt to operate the crane unless you are trained and thoroughly familiar with all operational functions. Controls and design may vary from crane to crane; therefore, it is important that you have specific training on the particular crane you will be operating.

Training is **ESSENTIAL** for proper crane operation. Never jeopardize your own well-being or that of others by

attempting to operate a crane on which you have not been trained.

You must be mentally and physically fit to operate a crane. Never attempt to operate a crane while under the influence of medication, narcotics, or alcohol. Any type of drug could impair physical, visual and mental reactions, and capabilities.

As operator of this crane, you are granted the authority to stop and refuse to lift loads until safety is assured.

OPERATIONAL AIDS

Operational aids are accessories that provide information to facilitate operation of a crane or that take control of particular functions without action of the operator when a limiting condition is sensed, as stated in the latest revision of the ASME B30.5, and ASME B30.8 standards. Examples of such devices include, but are not limited to, the following: anti-two-block device, rated capacity indicator, rated capacity limiter, boom angle or radius indicator, boom length indicator, crane level indicator, hoist drum rotation indicator, load indicator, and wind speed indicator.

Grove remains committed to providing reliable products that enable users and operators to safely lift and position loads. Grove has been an industry leader in the incorporation of operational aids into the design of its cranes. Federal law requires that cranes be properly maintained and kept in good working condition. The manuals that Grove provides that are specific for each crane and the manufacturer's manuals for the operational aids shall be followed. If an operational aid should fail to work properly, the crane user or owner must assure that repair or recalibration is accomplished as soon as is reasonably possible. If immediate repair or recalibration of an operational aid is not possible and there are exceptional circumstances which justify continued short-term use of the crane when operational aids are inoperative or malfunctioning, the following requirements shall apply for continued use or shutdown of the crane:

- Steps shall be taken to schedule repairs and recalibration immediately. The operational aids shall be put back into service as soon as replacement parts, if required, are available and the repairs and recalibration can be carried out. Every reasonable effort must be made to expedite repairs and recalibration.
- When a *Load Indicator*, *Rated Capacity Indicator*, or *Rated Capacity Limiter* is inoperative or malfunctioning, the designated person responsible for supervising the lifting operations shall establish procedures for determining load weights and shall ascertain that the weight of the load does not exceed the crane ratings at the radius where the load is to be handled.
- When a *Boom Angle* or *Radius Indicator* is inoperative or malfunctioning, the radius or boom angle shall be determined by measurement.
- When an *Anti-Two-Blocking Device*, *Two-Blocking Damage Prevention Device* or *Two-Block Warning Device* is inoperative or malfunctioning, the designated person responsible for supervising the lifting operations shall establish procedures, such as assigning an additional signal person to furnish equivalent protection. This does not apply when lifting personnel in load-line supported personnel platforms. Personnel shall not be lifted when anti-two-block devices are not functioning properly.
- When a *Boom Length Indicator* is inoperative or malfunctioning, the designated person responsible for supervising the lifting operations shall establish the boom lengths at which the lift will be made by actual measurements or marking on the boom.
- When a *Level Indicator* is inoperative or malfunctioning, other means shall be used to level the crane.

Rated Capacity Limiter (RCL) Systems

Your crane is equipped with an RCL system which is intended to aid the operator. An RCL is a device that automatically monitors radius, load weight, and load rating and prevents movements of the crane, which would result in an overload condition.

Test daily for proper operation. Never interfere with the proper functioning of operational aids or warning devices.

Under **no condition** should it be relied upon to replace the use of *Load Charts* and operating instructions. Sole reliance upon these electronic aids in place of good operating practices can cause an accident.

Know the weight of all loads and always check the capacity of the crane as shown on the *Load Chart* before making any lifts.

NEVER exceed the rated capacity shown on the *Load Chart*. Always check the *Load Chart* to ensure the load to be lifted at the desired radius is within the rated capacity of the crane.

For detailed information concerning the operation and maintenance of the RCL system installed on the crane, see the appropriate section later in this manual or the RCL manufacturer's manual supplied with the crane. Manufacturers of rated capacity limiters may refer to them in their manuals as a load moment indicator (LMI), a hydraulic capacity alert system (HCAS), a safe load indicator (SLI), or an EKS5; Grove refers to these systems as a rated capacity limiter (RCL) throughout its *Operator* and *Service Manuals*.

Anti-Two-Blocking Device

This crane should have a functional Anti-Two-Block and Control Lock-Out System. Test daily for proper operation.

Two-blocking occurs when the load block (hook block, headache ball, rigging, etc.) comes into physical contact with the boom (boom nose, sheaves, boom extension, etc.). Two-blocking can cause hoist rope (wire rope or synthetic rope),

rigging, reeving, and other components to become highly stressed and overloaded in which case the hoist rope may fail allowing the load, block, etc. to fall.

Two-blocking is more likely to occur when both the main and auxiliary hoist lines are reeved over the main boom nose and boom extension nose respectively. An operator, concentrating on the specific line being used, may telescope or lower the boom allowing the other hoist line attachment to contact the boom or boom extension nose, thus causing damage to the sheaves, or causing the hoist rope to fail, dropping the lifting device to the ground and possibly injuring personnel working below.

Caution must be used when lowering the boom, extending the boom or hoisting up. Let out load line(s) simultaneously to prevent two-blocking the boom tip(s) and the hook block, etc. The closer the load is carried to the boom nose the more important it becomes to simultaneously let out hoist rope as the boom is lowered. Keep load handling devices a minimum of 107 cm (42 in) below the boom nose at all times.

Two-blocking can be prevented. Operator awareness of the hazards of two-blocking is the most important factor in preventing this condition. An Anti-Two-Block System is intended to assist the operator in preventing dangerous two-block conditions. It is not a replacement for operator awareness and competence.


Never interfere with the proper functioning of operational aids or warning devices.

Working Area Limiter (If Equipped)

This crane may be equipped with a working area limiter as part of the RCL system, designated as either Work Area Definition System (WADS) or Working Range Limiter (WRL). You must read and understand the operator manual before operating the working area limiter system. Become familiar with all proper operating procedures and with the identification of symbol usage.

The working area limiter is intended to be used as an aid to the operator. It is not a substitute for safe crane operating practices, experience and good operator judgements.

⚠ DANGER



TIPPING HAZARD

To avoid death or serious injury, ensure load and crane's configuration are within capacity as shown on crane's load rating chart and notes.

This crane should have a functional load moment indicator and control lock-out system. Test daily for proper operation.

POSITION CRANE ON FIRM SURFACE. EXTEND OUTRIGGERS AND LEVEL CRANE.

TO AVOID DEATH OR SERIOUS INJURY:


NEVER handle personnel with this machine unless the requirements of the applicable national, state and local regulations and safety codes are met.

NEVER use this crane for bungee jumping or any form of amusement or sport.

NEVER permit anyone to ride loads, hooks, slings or other rigging for any reason.

NEVER get on or off a moving crane.

NEVER allow anyone other than the operator to be on this crane while it is operating or traveling.



TWO-BLOCKING HAZARD

To avoid death or serious injury, keep load handling devices away from boom/jib tip when extending or lowering the boom and when hoisting up.

This crane should have a functional anti-two-block and control lock-out system. Test daily for proper operation.

DO NOT PASS LOADS OR BOOM OVER GROUND PERSONNEL.

ELECTRONIC EQUIPMENT on this crane is intended as an aid to the operator.

Under no condition should it be relied upon to replace the use of capacity charts and operating instructions. Sole reliance upon these electronic aids in place of good operating practices can cause an accident.

Do not remove any decal, the load chart, or the Operator's and Safety Handbook from this crane.

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FOLLOW INSTRUCTIONS IN OPERATOR'S AND SAFETY HANDBOOK.
7376 100 175

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CRANE STABILITY/STRUCTURAL STRENGTH

To avoid death or serious injury, ensure that the crane is on a

firm surface with load and crane's configuration within capacity as shown on the crane's *Load Chart* and notes.

Ensure all pins and floats are properly installed and outrigger beams are properly extended before lifting on outriggers. On models equipped with outriggers that can be pinned at the mid-extend position (vertical stripe, if applicable), the outriggers must also be pinned when operating from the mid-extend position.

Use adequate cribbing under outrigger floats to distribute weight over a greater area. Check frequently for settling.

Carefully follow the procedures in this *Operator Manual* when extending or retracting the outriggers. Death or serious injury could result from improper crane setup on outriggers.

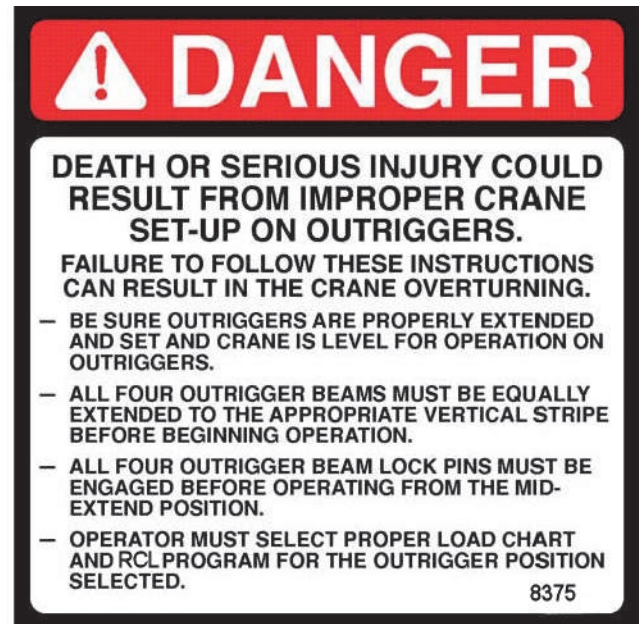
The operator must select the proper *Load Chart* and Rated Capacity Limiter (RCL) System program for the outrigger position selected.

Before swinging the superstructure over the side when the outriggers are retracted, check for backwards stability under the sub-section titled *Model Specific Information* later in this section.

Long cantilever booms can create a tipping condition when in an extended and lowered position. Retract the boom proportionally with reference to the capacity of the applicable *Load Chart*.

Check crane stability before lifting loads. Ensure the outriggers (or tires if lifting on rubber) are firmly positioned on solid surfaces. Ensure the crane is level, brakes are set, and the load is properly rigged and attached to the hook. Check the *Load Chart* against the weight of the load. Lift the load slightly off the ground and recheck the stability before proceeding with the lift. Determine the weight of the load before you attempt the lift.

Unless lifting within On Rubber capacities, outrigger beams and jack cylinders (plus center front stabilizer, if equipped) must be properly extended and set to provide precise leveling of the crane. Tires must be clear of the ground before lifting on outriggers.



KEEP THE BOOM SHORT. Swinging loads with a long line can create an unstable condition and possible structural failure of the boom.

Load Charts

Load Charts represent the absolute maximum allowable loads, which are based on either tipping or structural limitations of the crane under specific conditions. Knowing the precise load radius, boom length, and boom angle should be a part of your routine planning and operation. Actual loads, including necessary allowances, should be kept below the capacity shown on the applicable *Load Chart*.

Load Chart capacities are based on freely suspended loads.

You must use the appropriate *Load Chart* when determining the capability of the crane in the configuration required to perform the lift.

Maximum lifting capacity is available at the shortest radius, minimum boom length, and highest boom angle.

Do not remove the *Load Charts* from the crane.

Work Site

Prior to any operation, you must inspect the **entire** work site, including ground conditions, where the crane will travel and operate. Be sure that the surfaces will support a load greater than the crane's weight and maximum capacity.

Be aware of all conditions that could adversely effect the stability of the crane.

Be aware of the danger for people entering the working area. Do not allow unnecessary personnel in the vicinity of the crane while operating.

WIND FORCES

There are basic principles that must be followed while operating in windy conditions. This information has been provided to assist in determining safe operation in windy conditions.

Always use extreme caution when windy conditions exist. NEVER exceed the rated capacity shown on the *Load Chart*.

Always check the *Load Chart* to ensure the load to be lifted is within the rated capacity of the crane.

Wind can have a significant effect on loads that may be lifted by a crane. Wind forces act differently on a crane depending upon the direction from which the wind is blowing (e.g., wind on the rear of the boom can result in decreased forward

stability, wind on the underside of the boom can result in decreased backward stability, wind on the side of the boom can result in structural damages, etc.)

Wind forces can exert extreme dynamic loads. Grove recommends that a lift not be made if the wind can cause a loss of control in handling the load.

Wind forces can be determined by typical visible effects on the landscape. To assist you in determining prevailing wind conditions, refer to Table 2-1.

NOTE: The wind speed corresponding to the Beaufort scale in the table is mean wind speed at 10 m (33 ft) elevation over a period of 10 minutes.

Table 2-1 Beaufort Wind Scale

Beaufort Number	Description	Maximum Wind Speed			Visible Indicator Effects of wind as observed on land
		m/s	km/h	mph	
Zero (0)	Calm	0.3	1.1	0.7	Calm; smoke rises vertically
1	Light Air	1.5	5.4	3.4	Smoke drift indicates wind direction. Leaves and wind vanes are stationary.
2	Light Breeze	3.3	11.9	7.4	Wind felt on exposed skin. Leaves rustle. Wind vanes begin to move.
3	Gentle Breeze	5.4	19.4	12.1	Leaves and small twigs constantly moving. Light flags extended.
4	Moderate Breeze	7.9	28.4	17.7	Dust and loose paper raised. Small branches begin to move.
5	Fresh Breeze	10.7	38.5	23.9	Branches of a moderate size move. Small trees in leaf begin to sway.
6	Strong Breeze	13.8	49.7	30.9	Large branches in motion. Whistling heard in overhead wires. Umbrella use becomes difficult. Empty plastic bins tip over.
7	High Wind	17.1	61.6	38.3	Whole trees in motion. Effort needed to walk against the wind.
8	Gale	20.7	74.5	46.3	Some twigs broken from trees. Cars veer on road. Progress on foot is seriously impeded.
9	Strong Gale	24.4	87.8	54.6	Some branches break off trees, and some small trees blow over. Construction/temporary signs and barricades blow over.
10	Storm	28.4	102.2	63.5	Trees are broken off or uprooted, structural damage likely.

Wind Speeds

The maximum permissible wind speed referred to in the load charts is the 3-second wind gust speed measured at the boom tip height and is designated as **V(z)**. This value is either recorded at boom tip or calculated based on mean wind speed recorded at crane operation site. For lift planning purposes only, the 3-second wind gust speed, **V(z)**, may be calculated based on mean wind speed reported at <http://www.windfinder.com> "Super Forecast".

This 3-second wind gust is assumed to act on the entire crane and the load. The wind effect on the load can be conservatively estimated as:

- a) If **V(z)** is ≤ 13.4 m/s (30 mph), then the **allowable** load is the published rated capacity from the Load Chart.
- b) If **V(z)** is > 13.4 m/s (30 mph) and is ≤ 20.1 m/s (45 mph), the **allowable** load is the published rated

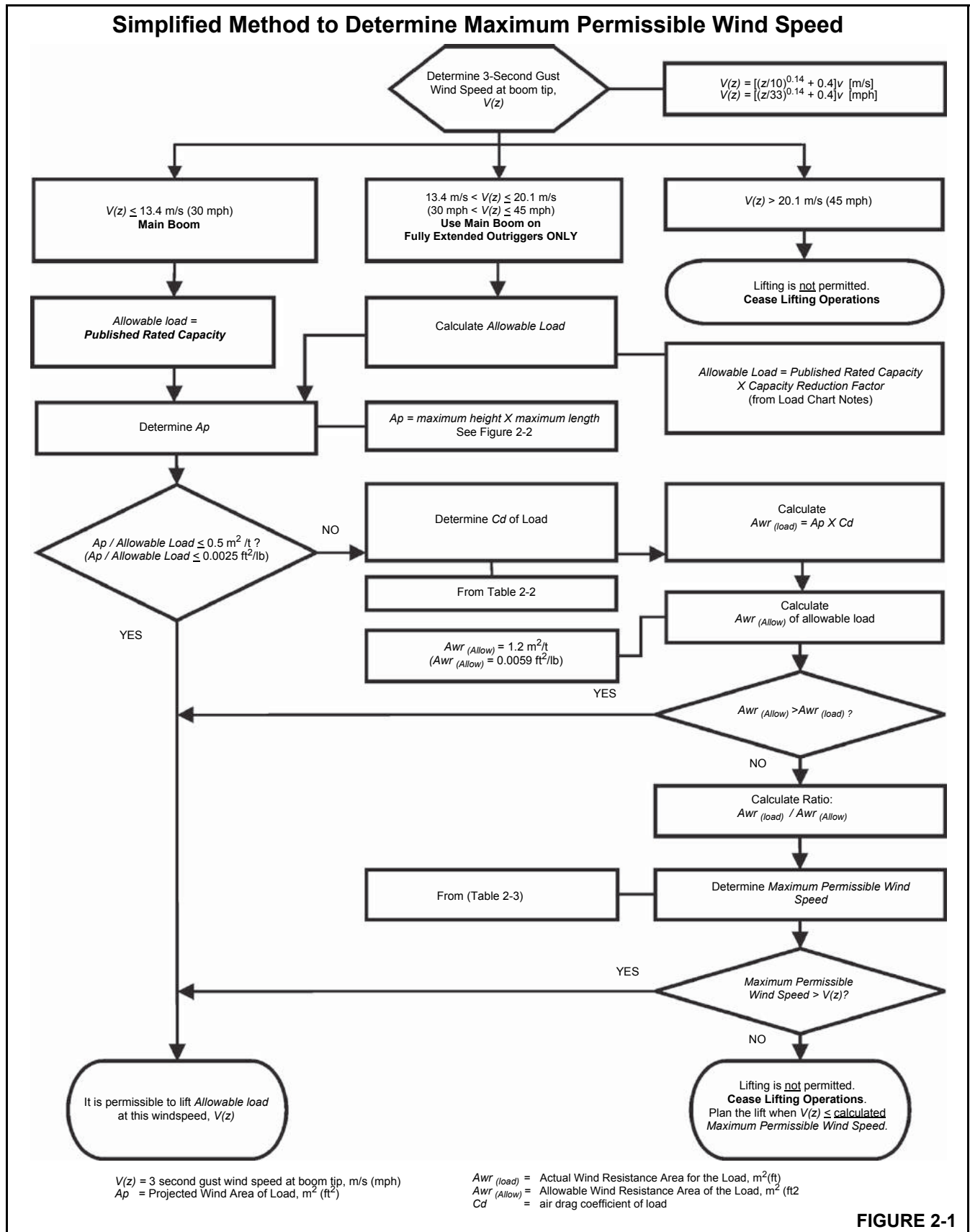
capacity multiplied by the Capacity Reduction Factor from Table 2-4 (metric) or (non-metric).

NOTE: This condition is limited to operation with the main boom on fully extended outriggers only.

- c) If **V(z)** is > 20.1 m/s (45 mph), then lifting is **NOT** permitted. Cease lifting operations and lower and retract the boom.

In both cases **a)** and **b)** above, the lift may also be limited by the projected wind area of the load **A_p** and by the wind drag coefficient **C_d**: This limit can be determined by comparing the **Actual** wind resistance area with the **Allowable** wind resistance area.

Refer to Figure 2-1 for a simplified calculation method to determine permissible wind speed.



Determination of 3-second wind gust speed at boom tip height:

The following example illustrates how to calculate 3-second wind gust speed at boom tip height based on mean wind speed recorded by the device located at the crane operation site:

$V(z)$ is the 3-second wind gust speed at boom tip height Z then:

Metric, with Z [m] and V [m/s]

$$V(z) = [(Z/10)^{0.14} + 0.4] \times V \quad (2.1)$$

Non-metric, with Z [ft] and V [mph]

$$V(z) = [(Z/33)^{0.14} + 0.4] \times V \quad (2.2)$$

where:

V [m/s] [mph] - Mean wind speed at 10 m (22 ft) elevation (upper limit of Beaufort scale)

Example: Suppose you want to lift the load with the maximum boom tip height of 30 m (100 ft) and the recorded mean wind speed by the device located at the crane operation site is 5.5 m/s (13 mph). This mean wind speed of 5.5 m/s (13 mph) corresponds to Beaufort number 4 (see Table 2-1). The maximum wind velocity according to the Beaufort scale of 4 is 7.9 m/s (17.7 mph).

The mean wind speed (upper limit of Beaufort number) at 10 m (33 ft) height, to be used for calculation is:

$$V = 7.9 \text{ m/s (17.7 mph)}$$

Boom tip height for this lift is $Z = 30 \text{ m (100 ft)}$

then:

Metric, with Z [m] and V [m/s]

$$V(z) = [(30/10)^{0.14} + 0.4] \times 7.9 = 12.4 \text{ m/s}$$

Non-metric, with Z [ft] and V [mph]

$$V(z) = [(100/33)^{0.14} + 0.4] \times 17.7 = 27.8 \text{ mph}$$

Since $V(z)$ is $\leq 13.4 \text{ m/s (30 mph)}$, the allowable loads are the published rated capacities from the Load Chart and can be lifted at this condition.

Size and Shape of the load:

These rated capacities are also based on the assumption that the Wind Resistance Area of load, $Awr_{(load)}$ is not more than 0.0012 square meters per kilogram (0.0059 sq.ft per pound of load. (See below Formulas 2.4 and 2.5.)

The load capacities shall be reduced to account for the larger wind resistance area of load and 3-second wind gust speed at boom tip height. Use tag lines when the wind gust speed is above 13.4 m/s (30 mph) to help control the movement of the load. **Grove recommends that a lift not be made if the wind can cause a loss of control in handling the load.**

The lift may also be limited by the projected wind area of the load Ap and by the wind drag coefficient Cd . This limit can be determined by comparing the actual wind resistance area of the load with the allowable wind resistance area.

$$Awr_{(load)} = Ap \times Cd \quad (2.3)$$

where:

$Awr_{(load)}$ [m²] [ft²] - Wind resistant area of the load

Ap [m²] [ft²] - projected wind area,

Cd - wind drag coefficient.

Ap is determined by using the calculation of maximum height x maximum length (see Figure 2-3).

For Cd , refer to Table 2-2. If the Cd cannot be calculated or estimated, use a value of 2.4.

The allowable wind resistant area of the load $Awr_{(allow)}$ is equal to 0.0012 square meters per kilogram (0.0059 sq.ft per pound) of allowable load:

Metric, with $m_{(load)}$ [kg] - Mass of the allowable load

$$Awr_{(allow)} = 0.0012 \times m_{(load)} \quad (2.4)$$

Non-metric, with $m_{(load)}$ [lb] - Mass of the allowable load

$$Awr_{(allow)} = 0.0059 \times m_{(load)} \quad (2.5)$$

If $Awr_{(load)}$ is greater than $Awr_{(allow)}$, then lifting this load at this wind speed $V(z)$ is NOT permitted.

Calculation of Projected Wind Area (Ap):

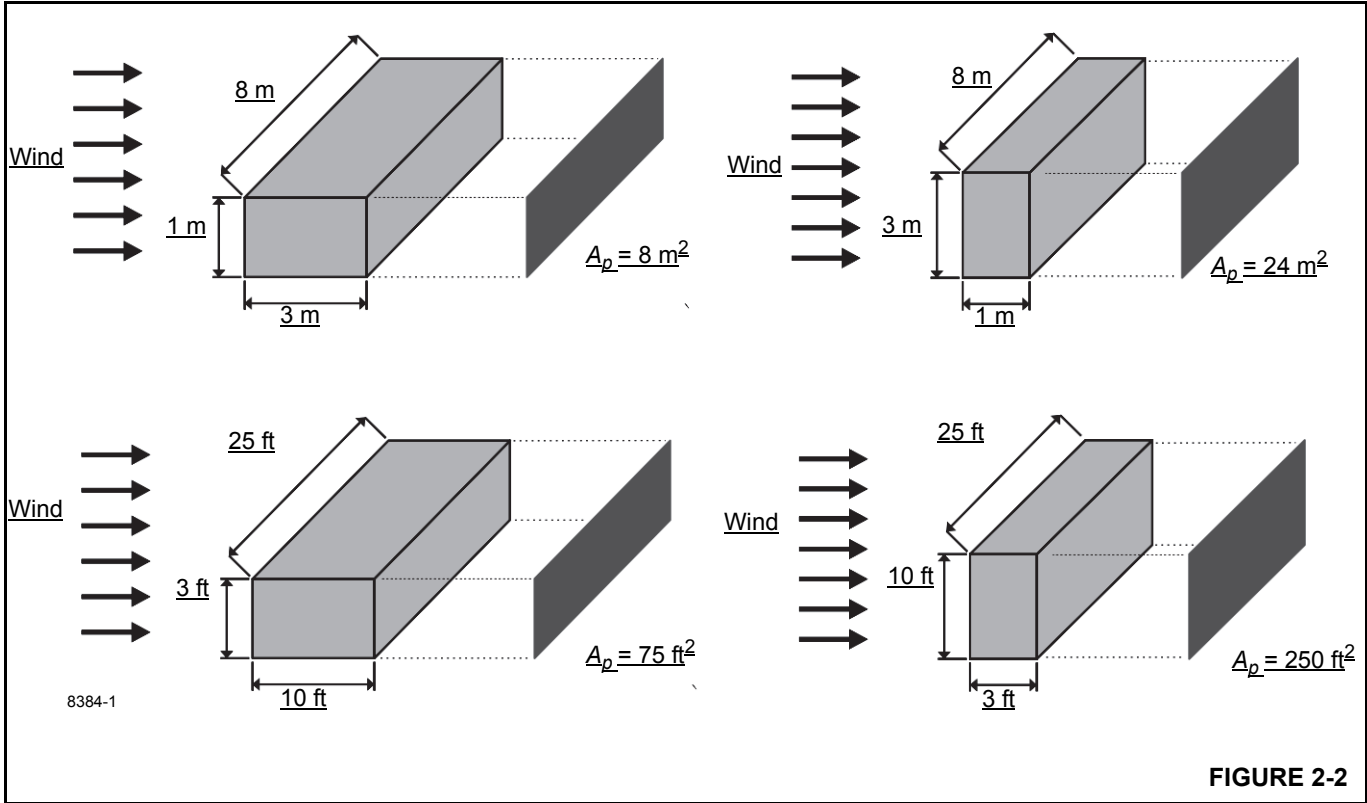


FIGURE 2-2

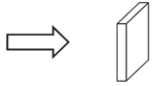

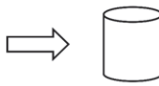

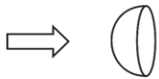
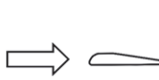

Determining Wind Drag Coefficient (Cd)

Table 2-2 shows the typical Shapes and corresponding Wind Drag Coefficient (**Cd**) values.

If the exact Wind Drag Coefficient of a shape is not known, use the maximum value of the shape's range (Table 2-2).

If the wind drag coefficient of the load cannot be estimated or determined, it shall be assumed that (**Cd**) = 2.4.

Table 2-2 Wind Drag Coefficient

Shape	Cd	
	1.1 to 2.0	
	0.3 to 0.4	
	0.6 to 1.0	
	0.8 to 1.2	
	0.2 to 0.3	
	0.05 to 0.1	Turbine Blade or Complete Rotor
	Approximately 1.6	

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Maximum Permissible Wind Speed

If the wind resistant area of the load $Awr_{(load)}$ is greater than the allowable wind resistant area $Awr_{(allow)}$, the ratio can be used to determine a permissible wind speed $V(z)$ for the load using Table 2-3.

Table 2-3 Awr Ratio and Permissible Wind Speed $V(z)$ - Imperial units

Note: Permissible and rated wind speeds in this table are the 3-second gust wind speeds at boom tip height.					
Ratio:	1.2	1.4	1.6	1.8	2
	Maximum Permissible Wind Speed (mph)				
For Rated Capacity at 30 mph	27.4	25.4	23.7	22.4	21.2
For Allowable Capacity at 45 mph	41.1	38.0	35.6	33.5	31.8

Rated Load Chart Example - Metric

RATED LIFTING CAPACITIES IN KILOGRAMS
10.9 m - 33.5 m BOOM
ON OUTRIGGERS FULLY EXTENDED - 360°

Radius in Meters	#0001								
	Main Boom Length in Meters								
	10.9	12.2	15.2	**18.4	21.3	24.4	27.4	30.5	33.5
3	+60,000 (69.5)	40,950 (72)	40,950 (76)						
3.5	53,000 (66.5)	40,950 (69.5)	40,950 (74)	28,350 (78)					
4	47,450 (63.5)	40,950 (66.5)	40,950 (72)	28,350 (75.5)	*18,225 (78)				
4.5	42,875 (60.5)	40,950 (64)	40,950 (70)	28,350 (73.5)	18,225 (76)				
5	39,050 (57.5)	39,025 (61.5)	38,300 (67.5)	28,350 (72)	18,225 (75)	*18,225 (78)			
6	32,950 (50.5)	32,925 (55.5)	32,825 (63.5)	28,350 (68.5)	18,225 (72)	18,225 (75)	*18,225 (78)		
7	28,325 (42.5)	28,300 (49)	28,225 (59)	26,250 (65)	18,225 (69)	18,225 (72)	18,225 (74.5)	*16,725 (78)	*11,400 (78)
8	24,150 (32.5)	24,150 (42)	23,975 (54.5)	23,275 (60)	18,225 (69.5)	18,225 (72)	16,575 (72)	15,250 (74.5)	11,400 (76)
9	20,600 (16.5)	20,550 (33.5)	20,375 (49.5)	20,250 (55)	18,225 (63)	16,575 (67)	15,050 (70)	13,875 (72.5)	11,400 (74.5)
10		17,200 (20.5)	17,150 (41)	17,125 (54)	17,325 (60)	15,125 (64)	13,725 (67.5)	12,700 (70.5)	11,400 (72.5)
12			15,075 (35)	14,925 (45.5)	12,575 (53.5)	12,575 (59)	11,600 (63)	10,725 (66.5)	10,050 (69)
14				9,000 (35)	9,360 (46)	9,730 (53.5)	9,955 (58.5)	9,205 (62)	8,620 (65)
16				6,750 (19)	7,110 (37.5)	7,475 (47)	7,920 (53)	7,980 (57.5)	7,470 (61.5)
18					5,975 (27)	5,960 (39.5)	6,340 (47.5)	6,525 (53)	6,530 (57.5)
20						4,755 (30.5)	5,145 (41)	5,320 (48)	5,495 (53)
22						3,790 (16.5)	4,210 (33.5)	4,380 (42.5)	4,545 (48.5)
24							3,435 (23.5)	3,620 (36)	3,780 (43.5)
26								2,975 (28)	3,150 (37.5)
28								2,400 (16)	2,620 (31)
30									2,135 (22)
Minimum boom angle (°) for indicated length (no load)									0
Maximum boom length (m) at 0° boom angle (no load)									33.5

NOTE: () Boom angles are in degrees.

#RCL operating code. Refer to RCL manual for operating instructions.

*This capacity is based on maximum boom angle.

+ 9 parts line required to lift this capacity (using aux. boom nose) when using wire rope with a minimum breaking strength of 36,287 kg. Refer to Operator's & Safety Handbook for reeving diagram.

NOTE: For allowable capacities while operating in 3-second wind gust speeds greater than 13.4 m/s and up to 20.1 m/s, refer to Capacity Reduction Factors for wind speed (3-second gust speed) V(z) greater than 13.4m/s.

Lifting Capacities at Zero Degree Boom Angle									
Boom Angle	Main Boom Length in Meters								
	10.9	12.2	15.2	**18.4	21.3	24.4	27.4	30.5	33.5
0°	13,775 (9.2)	11,675 (10.4)	8,145 (13.5)	5,930 (16.6)	4,565 (19.6)	3,535 (22.6)	2,860 (25.7)	2,220 (28.7)	1,770 (31.8)

NOTE: () Reference radii in meters.

** Boom length is with inner-mid fully extended and outer-mid & fly fully retracted.

8383-1

FIGURE 2-3

Table 2-4 Example-Capacity Reduction Factors for Wind Speed $V(z)$ Greater than 13.4 m/s - Metric

(Only for lifting with main boom on fully extended outriggers, with or without stowed extension)									
For wind speed $V(z)$ (3-second gust speed at boom tip height) $V(z) > 13.4 \text{ m/s} \leq 20.1 \text{ m/s}$, the Reduced Capacity shall be calculated by multiplying the Published Rated Capacity by the following factors:									
	Main Boom Length in Meters								
Wind Speed $V(z) > 13.4 \text{ m/s}$ $\leq 20.1 \text{ m/s}$	10.9	12.2	15.2	18.4	21.1	24.4	27.4	30.5	33.5
Factor	0.9	0.9	0.8	0.8	0.8	0.8	0.8	0.7	0.6
Wind resistance area of load, $Awr_{(load)}$ shall not exceed maximum allowable wind resistance area $Awr_{(allow)}$. Maximum allowable wind resistance area, $[m^2] Awr_{(allow)} = 0.0012 \times \text{calculated reduced capacity in kg}$. Wind resistance area of load, $Awr_{(load)}$ = projected wind area Ap x wind drag coefficient Cd for the load. For wind resistance Area of load, $Awr_{(load)} > \text{maximum allowable wind resistance area, } Awr_{(allow)}$ refer to crane Operator Manual.									

Table 2-5 Awr Ratio and Permissible Wind Speed $V(z)$ - Metric

Note: Permissible and rated wind speeds in this table are the 3-second gust wind speeds at boom tip height.					
Ratio:	1.2	1.4	1.6	1.8	2
	Maximum Permissible Wind Speed (m/s)				
For Rated Capacity at 13.4 m/s	12.2	11.4	10.6	10.0	9.5
For Allowable Capacity at 20.1 m/s	18.3	17.0	15.9	15.0	14.2

Example and Sample Calculations (metric)

The following example illustrates how to calculate allowable load while operating in wind speed (3-second wind gust speed) above 13.4 m/s (30 mph) and maximum permissible wind speeds with various combinations of lifted load and wind resistance area.

NOTE: Permissible and calculated wind speeds in this example are the **3-second wind gust speeds at boom tip height $V(z)$** .

Example 1: Crane Configuration:

- boom length = 27.4 m,
- load radius = 9 m,
- wind speed is measured at $V(z) \leq 20.1 \text{ m/s}$.

From the ***Rated Load Chart Example - Metric*** (Figure 2-3), at maximum permissible wind speed, $V(z) = 13.4 \text{ m/s}$, the rated lifting capacity $m_{(allow)}$ for this configuration is 15,050 kg.

The maximum allowable wind resistance area of load is

$$Awr_{(allow)} = 0.0012 \times m_{(load)} \quad (2.4)$$

$$Awr_{(allow)} = 0.0012 \times 15,050 = 18.06 \text{ m}^2$$

Lifting Limits at wind speed $V(z) \leq 13.4 \text{ m/s}$ at this configuration:

- Maximum load 15,050 kg
- Maximum wind resistance area of load 18.06 m²

For the allowable wind speed $> 13.4 \text{ m/s}$ and $\leq 20.1 \text{ m/s}$, reduce the allowable load. Per Table 2-4, the Factor for main boom length of 27.4 m is 0.8, the allowable load is:

$$m_{(allow)} = 0.8 \times 15,050 = 12,040 \text{ kg}$$

This reduced capacity load has an allowable wind resistance area of:

$$Awr_{(allow)} = 0.0012 \times 12,040 = 14.45 \text{ m}^2$$

Lifting Limits at wind speed $V(z) > 13.4 \text{ m/s}$ and $\leq 20.1 \text{ m/s}$, at this configuration:

- Maximum load 12,040 kg
- Maximum wind resistance area of load 14.45 m²

At wind speeds greater than 13.4 m/s, it is not permissible to lift a load greater than 12,040 kg, even if the wind resistance area of the load is less than 14.45 m².

Refer to the information from the above crane configuration, examine several load conditions.

Load example 1.1:

With known Wind Drag Coefficient of the load **Cd**, and

- load to be lifted of 11,200 kg,
- Projected Wind Area **Ap** = 9.20 m²,
- Wind Drag Coefficient **Cd** = 1.5

wind resistance area of load can be estimated as

$$Awr_{(load)} = Ap \times Cd = 9.2 \times 1.5 = 13.8 \text{ m}^2$$

Refer to the above **Lifting Limits at wind speed V(z) > 13.4 m/s and ≤ 20.1 m/s**. Comparing the load and wind resistant area to the allowable:

- Is the load to be lifted less than allowable load?
11,200 kg ≤ 12,040 kg YES
- Is **Awr_(load)** less than **Awr_(allow)**?
13.8 m² ≤ 14.45 m² YES

Conclusion: This load is permissible to lift in wind speed up to 20.1 m/s.

Load example 1.2:

With unknown Wind Drag Coefficient of the load **Cd**,

- Load to be lifted of 10,000 kg,
- Projected Wind Area **Ap** = 5.45 m²,
- Wind Drag Coefficient **Cd** = unknown

NOTE: If exact Wind Drag Coefficient is not known, it shall be assumed as 2.4.

- the wind resistance area of load can be estimated as

$$Awr_{(load)} = Ap \times Cd = 5.45 \times 2.4 = 13.08 \text{ m}^2$$

Refer to the above **Lifting Limits at V(z) > 13.4 m/s and ≤ 20.1 m/s**. Comparing the load and wind resistant area to the allowable:

- Is the load to be lifted less than allowable load?
10,000 kg ≤ 12,040 kg YES
- Is **Awr_(load)** less than **Awr_(allow)**?
13.08 m² ≤ 14.45 m² YES

Conclusion: This load is permissible to lift in wind speed up to 20.1 m/s.

Load example 1.3a:

With large wind resistance area of the load **Awr_(load)**,

- Load to be lifted of 14,000 kg,
- Projected Wind Area **Ap** = 21.85 m²,
- Wind Drag Coefficient **Cd** = 1.2

the wind resistance area of load can be estimated as:

$$Awr_{(load)} = Ap \times Cd = 21.85 \times 1.2 = 26.22 \text{ m}^2$$

Refer to the above **Lifting Limits at wind speed V(z) > 13.4 m/s and ≤ 20.1 m/s**. Comparing the load to the allowable:

- Is the load to be lifted less than allowable load?
14,000 kg ≤ 12,040 kg NO

Conclusion: This load is NOT permissible to lift in wind speed up to 20.1 m/s.

Refer to the above **Lifting Limits at wind speed V(z) < 3.4 m/s**. Comparing the load to the allowable:

- Is the load to be lifted less than allowable load?
14,000 kg ≤ 15,050 kg YES

The maximum permissible wind speed for this load is 13.4 m/s, depending on the wind resistance area of the load.

- Is **Awr_(load)** less than **Awr_(allow)**?
26.22 m² ≤ 18.06 m² NO

Conclusion: This load is NOT permissible to lift in wind speed at 13.4 m/s, but is permitted to lift at a reduced wind speed calculated as follows:

$$\text{Ratio } \frac{Awr_{(load)}}{Awr_{(allow)}} = \frac{26.22}{18.06} = 1.45$$

From Table 2-5, the maximum permissible wind speed at ratio of 1.45 (rounded to next higher table value of 1.6) is 10.6 m/s.

Conclusion: This load is permissible to lift in wind speed up to 10.6 m/s only.

Load example 1.3b:

With large wind resistance area of the load **Awr_(load)**,

- Load to be lifted of 8,000 kg,
- Projected Wind Area **Ap** = 15.25 m²,
- Wind Drag Coefficient **Cd** = 1.3

the wind resistance area of load can be estimated as

$$Awr_{(load)} = Ap \times Cd = 15.25 \times 1.3 = 19.83 \text{ m}^2$$

Refer to the above **Lifting Limits at wind speed V(z) > 13.4 m/s and ≤ 20.1 m/s**. Comparing the load and wind resistant area to the allowable:

- Is the load to be lifted less than allowable load?
8,000 kg \leq 12,040 kg YES
- Is ***Awr_(load)*** less than ***Awr_(allow)***?
19.83 m² \leq 14.45 m² NO

Conclusion: This load is NOT permissible to lift in wind speed up to 20.1 m/s, but permitted to lift at a reduced wind speed calculated as follows:

$$\text{Ratio } \frac{Awr_{(load)}}{Awr_{(allow)}} = \frac{19.83}{14.45} = 1.37$$

From Table 2-5, the maximum permissible wind speed at ratio of 1.37 (rounded to next higher table value of 1.4) is 17.0 m/s.

Conclusion: This load is permissible to lift in wind speed up to 17.0 m/s only.

Rated Load Chart Example - Non-metric

RATED LIFTING CAPACITIES IN POUNDS
36 FT. - 110 FT. BOOM
ON OUTRIGGERS FULLY EXTENDED - 360°

Radius in Feet	#0001								
	Main Boom Length in Feet								
	36	40	50	**60	70	80	90	100	110
10	130,000 (69.5)	90,300 (71.5)	90,300 (75.5)	*62,500 (78)					
12	112,500 (65.5)	90,300 (68.5)	90,300 (73)	62,500 (76.5)	*40,200 (78)				
15	93,250 (60)	90,300 (63.5)	90,250 (69.5)	62,500 (73.5)	40,200 (76)	*40,200 (78)			
20	71,550 (49.5)	71,500 (55)	71,300 (63)	62,500 (68)	40,200 (71.5)	40,200 (74.5)	40,200 (78)	*36,900 (78)	
25	56,650 (38.5)	56,600 (45)	56,350 (56)	53,650 (83)	40,200 (67)	40,200 (70.5)	37,950 (73)	34,900 (75)	*25,150 (78)
30	43,500 (11.5)	44,300 (32)	43,950 (48.5)	43,650 (57.5)	40,200 (62.5)	37,050 (66)	32,750 (69.5)	30,200 (72)	25,150 (74)
35			33,550 (40)	33,700 (51.5)	34,700 (58)	33,550 (62)	28,550 (66)	26,400 (69)	24,700 (71.5)
40			25,800 (28)	26,150 (44.5)	26,300 (52.5)	27,300 (58.5)	25,200 (62.5)	23,300 (66)	21,800 (68.5)
45				20,300 (36.5)	20,450 (47)	22,300 (54)	22,400 (59)	20,700 (62.5)	19,400 (65.5)
50				15,500 (26.5)	17,400 (41)	18,250 (49.5)	19,100 (55)	18,550 (59.5)	17,350 (62.5)
55					14,300 (33.5)	15,150 (44)	16,000 (51)	16,400 (56)	15,800 (60)
60					11,600 (23.5)	12,700 (38)	13,550 (46.5)	13,950 (52.5)	14,100 (56.5)
65						11,700 (31.5)	11,550 (41.5)	11,950 (48.5)	12,300 (53.5)
70						9,010 (22.5)	9,920 (36)	10,250 (44)	10,650 (50)
75							8,510 (29.5)	8,890 (39.5)	9,250 (46)
80							7,260 (21)	7,690 (34.5)	8,050 (42.5)
85								6,620 (28.5)	7,010 (38)
90								5,630 (20)	6,100 (33)
95									5,240 (27)
100									4,480 (19.5)
Minimum boom angle (°) for indicated length (no load)									0
Maximum boom length (ft.) at 0° boom angle (no load)									110

NOTE: () Boom angles are in degrees.

#RCL operating code. Refer to RCL manual for operating instructions.

*This capacity is based on maximum boom angle.

NOTE: For allowable capacities while operating in 3-second wind gust speeds greater than 30 mph and up to 45 mph, refer to *Capacity Reduction Factors for wind speed (3-second gust speed) V(z) greater than 30 mph.*

Lifting Capacities at Zero Degree Boom Angle									
Boom Angle	Main Boom Length in Feet								
	36	40	50	**60	70	80	90	100	110
0°	30,350 (30.1)	25,700 (34.2)	17,950 (44.2)	13,050 (54.6)	10,050 (64.2)	7,790 (74.2)	6,300 (84.2)	4,900 (94.2)	3,900 (104.2)

NOTE: () Reference radii in feet.

** Boom length is with inner-mid fully extended and outer-mid & fly fully retracted.

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FIGURE 2-4

Table 2-6 Example-Capacity Reduction Factors for Wind Speed $V(z)$ Greater than 30 mph - Non-metric

(Only for lifting with main boom on fully extended outriggers, with or without stowed extension)									
For wind speed V_z (3-second gust speed at boom tip height) is greater > 30 mph and ≤ 45 mph, the Reduced Capacity shall be calculated by multiplying the Published Rated Capacity by the following factors:									
	Main Boom Length in Feet								
Wind Speed $V_z > 30$ mph ≤ 45 mph	36	40	50	60	70	80	90	100	110
Factor	0.9	0.9	0.8	0.8	0.8	0.8	0.8	0.7	0.5
Wind resistance area of load, $Awr_{(load)}$, shall not exceed maximum allowable wind resistance area $Awr_{(allow)}$.									
Maximum allowable wind resistance area $Awr_{(allow)} = 0.0059 \times$ calculated reduced capacity in lb.									
Wind resistance area of load, $Awr_{(load)} =$ projected wind area $Ap \times$ wind drag coefficient Cd for the load.									
For wind resistance area of load, $Awr_{(load)} >$ maximum allowable wind resistance, $Awr_{(allow)}$, refer to crane Operator Manual.									

Table 2-7 Awr Ratio and Permissible Wind Speed $V(z)$ - Non-Metric

Note: Permissible and rated wind speeds in this table are the 3-second gust wind speeds at boom tip height.					
Ratio:	1.2	1.4	1.6	1.8	2
	Maximum Permissible Wind Speed (mph)				
For Rated Capacity@ 30 mph	27.4	25.4	23.7	22.4	21.2
For Allowable Capacity@ 45 mph	41.1	38.0	35.6	33.5	31.8

Example and Sample Calculations (Non-metric)

The following example illustrates how to calculate allowable load while operating in wind speed (3-second wind gust speed) above 13.4 m/s (30 mph) and maximum permissible wind speeds with various combinations of lifted load and wind resistance area.

NOTE: Permissible and calculated wind speeds in this example are the **3-second wind gust speeds at boom tip height $V(z)$** .

Example 2:

A crane is configured with:

- boom length = 90 ft,
- load radius = 40 ft, and
- wind speed is measured at $V(z) \leq 45$ mph.

The ***Rated Load Chart Example - Non-metric*** (Figure 2-4), at maximum permissible wind speed, $V(z) = 30$ mph, the

rated lifting capacity $m_{(allow)}$ for this configuration is 25,200 lb.

The maximum allowable wind resistance area of load is:

$$Awr_{(allow)} = 0.0059 \times m_{(load)} \quad (2.5)$$

$$Awr_{(allow)} = 0.0059 \times 25,200 = 149 \text{ ft}^2$$

Lifting Limits at wind speed $V(z) < 30$ mph at this configuration:

- Maximum load 25,200 lb
- Maximum wind resistance area of load 149 ft²

For the allowable wind speed > 30 mph and ≤ 45 mph, reduce the allowable load. , the Factor for a main boom length of 90 ft is 0.8, thus the allowable load is:

$$m_{(allow)} = 0.8 \times 25,200 = 20,160 \text{ lb}$$

This reduced capacity load has an allowable wind resistance area of:

$$Awr_{(allow)} = 0.0059 \times 20,160 = 119 \text{ ft}^2$$

Lifting Limits at wind speed $V(z) > 30$ mph and ≤ 45 mph at this configuration:

- Maximum load 20,160 lb
- Maximum wind resistance area of load 119 ft²

Example, wind speeds greater than 13.4 m/s is NOT permissible to lift a load greater than 20,160 lb, even if the wind resistance area of the load is less than 119 ft².

Refer to the above crane configuration for the following load conditions:

Load example 2.1:

With known Wind Drag Coefficient of the load **Cd**,

- load to be lifted of 19,500 lb,
- Projected Wind Area **Ap** = 70 ft²,
- Wind Drag Coefficient **Cd** = 1.5

then the wind resistance area of load can be estimated as

$$Awr_{(load)} = Ap \times Cd = 70 \times 1.5 = 105 \text{ ft}^2$$

Refer to the above **Lifting Limits at wind speed $V(z) > 30$ mph and ≤ 45 mph**. Comparing the load and wind resistant area to the allowable:

- Is the load to be lifted less than allowable load?
19,500 lb \leq 20,160 lb YES
- Is **Awr_(load)** less than **Awr_(allow)**?
105 ft² \leq 119 ft² YES

Conclusion: This load is permissible to lift in wind speed up to 45 mph.

Load example 2.2:

With unknown Wind Drag Coefficient of the load **Cd**,

- Load to be lifted of 18,000 lb,
- Projected Wind Area **Ap** = 45 ft²,
- Wind Drag Coefficient **Cd** = unknown

NOTE: If exact Wind Drag Coefficient is not known, it shall be assumed as 2.4.

the wind resistance area of load can be estimated as

$$Awr_{(load)} = Ap \times Cd = 45 \times 2.4 = 108 \text{ ft}^2$$

Refer to the above **Lifting Limits at wind speed $V(z) > 30$ mph and ≤ 45 mph**. Comparing the load and wind resistant area to the allowable:

- Is the load to be lifted less than allowable load?
18,000 lb \leq 20,160 lb YES

- Is **Awr_(load)** less than **Awr_(allow)**?
108 ft² \leq 119 ft² YES

Conclusion: This load is permissible to lift in wind speed up to 45 mph.

Load example 2.3a:

With large wind resistance area of the load **Awr_(load)**,

- Load to be lifted of 22,000 lb,
- Projected Wind Area **Ap** = 180 ft²,
- Wind Drag Coefficient **Cd** = 1.2

the wind resistance area of load can be estimated as:

$$Awr_{(load)} = Ap \times Cd = 180 \times 1.2 = 216 \text{ ft}^2$$

Refer to the above **Lifting Limits at wind speed $V(z) > 30$ mph and ≤ 45 mph**. Comparing the load to the allowable:

- Is the load to be lifted less than allowable load?
22,000 lb \leq 20,160 lb NO

Conclusion: This load is NOT permissible to lift in wind speed up to 45 mph.

Refer to the above **Lifting Limits at wind speed $V(z)$ up to 30 mph**. Comparing the load to the allowable:

- Is the load to be lifted less than allowable load?
22,000 lb \leq 25,200 lb YES

The permissible wind speed for this load is 30 mph, depending on the wind resistance area of the load.

- Is **Awr_(load)** less than **Awr_(allow)**?
216 ft² \leq 149 ft² NO

Conclusion: This load is NOT permissible to lift in wind speed at 30 mph, but permitted to lift at a reduced wind speed calculated as follows:

$$\text{Ratio } \frac{Awr_{(load)}}{Awr_{(allow)}} = \frac{216}{149} = 1.45$$

From Table 2-7, the maximum permissible wind speed at ratio of 1.45 (rounded to next higher table value of 1.6) is 23.7 mph.

Conclusion: This load is permissible to lift in wind speed up to 23.7 mph only.

Load example 2.3b:

With large wind resistance area of the load **Awr_(load)**,

- Load to be lifted of 12,000 lb,
- Projected Wind Area **Ap** = 125 ft²,
- Wind Drag Coefficient **Cd** = 1.3

the wind resistance area of load can be estimated as:

$$Awr_{(load)} = Ap \times Cd = 125 \times 1.3 = 162 \text{ ft}^2$$

Refer to the above **Lifting Limits at wind speed $V(z) > 30 \text{ mph}$ and $\leq 45 \text{ mph}$** . Comparing the load and wind resistant area to the allowable:

- Is the load to be lifted less than allowable load?
12,000 lb \leq 20,160 lb YES
- Is $Awr_{(load)}$ less than $Awr_{(allow)}$?
162 ft² \leq 119 ft² NO

Conclusion: This load is NOT permissible to lift in wind speed up to 45 mph, but permitted to lift at a reduced wind speed calculated as follows:

$$\text{Ratio} \frac{Awr_{(load)}}{Awr_{(allow)}} = \frac{162}{119} = 1.37$$

From Table 2-7, the maximum permissible wind speed at ratio of 1.37 (rounded to next higher table value of 1.4) is 38.0 mph.

Conclusion: This load is permissible to lift in wind speed up to 38.0 mph only.

Lifting Operations

Before lifting, position the crane on a firm surface, properly extend and set the outriggers, and level the crane. Depending on the nature of the supporting surface, adequate cribbing may be required to obtain a larger bearing surface.

The crane is equipped with a bubble level that should be used to determine whether the crane is level. The load line can also be used to estimate the levelness of the crane by checking to be sure it is in-line with the center of the boom at all points on the swing circle.

If the boom extension, or auxiliary boom nose is to be used, ensure the electrical cable and the weight for the Anti-Two-Block Switch are properly installed and the Rated Capacity Limiter (RCL) is programmed for the crane configuration. Refer to the RCL operator manual supplied with the crane.

Verify the crane's capacity by checking the *Load Chart* against the weight of the load. Then, lift the load slightly at first to ensure stability before proceeding with the lift.

Be sure the load is properly rigged and attached. Always determine the weight of the load before you attempt to lift it and remember that all rigging (slings, etc.) and lifting devices (hook block, boom extension, etc.) must be considered part of the load.

Measure the load radius before making a lift and stay within approved lifting areas based on the range diagrams and working area diagrams on the crane's *Load Chart*.

Always keep the load as near to the crane and as close to the ground as possible.

Do not overload the crane by exceeding the capacities shown on the appropriate *Load Chart*. Death or serious

injury could result from the crane tipping over or failing structurally from overload.

The crane can tip over or fail structurally if:

- The load and crane's configuration is not within the capacity as shown on the applicable *Load Chart* and notes.
- The ground is soft and/or the surface conditions are poor.
- Outriggers are not properly extended and set. On models equipped with outriggers that can be pinned at the mid-extend position, the outriggers must also be pinned when operating from the mid-extend position.
- Cribbing under the outrigger pads is inadequate.
- The crane is improperly operated.

Do not rely on the crane's tipping to determine your lifting capacity.

Be sure the hoist line is vertical before lifting. Do not subject the crane to side loading. A side load can tip the crane or cause it to fail structurally.

Load Chart capacities are based on freely suspended loads. Do not pull posts, pilings, or submerged articles. Be sure the load is not frozen or otherwise attached to the ground before lifting.

If you should encounter a tipping condition, immediately lower the load with the hoist line and retract or elevate the boom to decrease the load radius. Never lower or extend the boom; this will aggravate the condition.

Use tag lines whenever possible to help control the movement of the load.

When lifting loads, the crane will lean toward the boom and the load will swing out, increasing the load radius. Ensure the crane's capacity is not exceeded when this occurs.

Do not strike any obstruction with the boom. If the boom should accidentally contact an object, stop immediately. Inspect the boom. Remove the crane from service if the boom is damaged.

Never push or pull with the crane boom.

Avoid sudden starts and stops when moving the load. The inertia and an increased load radius could tip the crane over or cause it to fail structurally.

Using only one hoist at a time when lifting loads is recommended. See "Tilt-Up Panel Lifting" on page 2-21 for additional lifting instructions.

Always use enough parts-of-line to accommodate the load to be lifted. Lifting with too few parts-of-line can result in failure of the hoist rope.

Counterweight

On cranes equipped with removable counterweights, ensure the appropriate counterweight sections are properly installed for the lift being considered.

Do not add material to the counterweight to increase capacity. United States Federal law prohibits modification or additions which affect the capacity or safe operation of the equipment without the manufacturer's written approval. [29CFR 1926.1434]

Outrigger Lift Off

Regarding "lifting" of an outrigger pad during craning activities, be advised that the rated loads for these cranes, as indicated on the crane's *Load Chart*, do not exceed 85% of the tipping load on outriggers as determined by SAE J765 "Cranes Stability Test Code." An outrigger pad may lift off the ground during operation of the crane within the capacity limits of the *Load Chart*, yet the crane will not have reached instability. The "balance point" for stability testing according to SAE and Grove criteria is a condition of loading wherein the load moment acting to overturn the crane is equal to the maximum moment of the crane available to resist overturning. This balance point or point of instability for a crane does not depend on "lifting" of an outrigger but rather on comparison of the "opposing" load moments.

The occurrence of an outrigger lifting from the ground is often attributed to the natural flex in the crane's frame. This may happen when lifting a load in certain configurations within the capacity limits of the *Load Chart* and is not necessarily an indication of an unstable condition.

Provided the crane is properly set up, the crane is in good working condition, that all operator's aids are properly programmed, that the qualified crane operator adheres to the instructions found in the applicable *Load Chart*, *Operator Manual* and decals on the crane, the crane should not be unstable.

Multiple Crane Lifts

Multiple crane lifts are not recommended.

Any lift that requires more than one crane must be precisely planned and coordinated by a qualified person. If it is necessary to perform a multi-crane lift, the operator shall be responsible for assuring that the following minimum safety precautions are taken:

- Secure the services of a qualified person to direct the operation.
- Make sure all signals are coordinated through the lift director or person in charge of the lift.
- Coordinate lifting plans with the operators, designated person, and signal person prior to beginning the lift.

- Maintain communication between all parties throughout the entire operation. If possible, provide approved radio equipment for voice communication between all parties engaged in the lift.
- Use outriggers on cranes so equipped.
- Calculate the amount of weight to be lifted by each crane and attach slings at the correct points for proper weight distribution.
- Ensure the load lines are directly over the attach points to avoid side loading and transfer of loading from one crane to the other.
- Do not travel. Lift only from a stationary position.

Tilt-Up Panel Lifting

Requirements and recommendations regarding operation and use of Grove Cranes are stated on decals and in the Operator Manual provided with each specific model machine. Using the subject crane to perform tilt-up panel lifting with two hoist lines poses new and different hazards than does normal lifting use.

Therefore, the following additional precautions must be taken if it is necessary for the crane to be used to perform tilt-up panel lifting using a crane equipped with two hoists:

- The crane must be set up and operated in accordance with Grove's instructions in the Operator Manual, Load Capacity Chart, and decals affixed to the crane.
- The hoist rope from the main hoist shall be reeved over the main boom nose reeved for two parts of line.
- The hoist rope from the auxiliary hoist shall be reeved over the auxiliary boom nose reeved for one part of line.
- The load shall be connected with the main hoist line connected to the end closest to crane and the auxiliary hoist line connected to the end farthest from the crane.
- The anti-two block system shall be installed and inspected to confirm that it is active to monitor both hoist lines.
- The RCL hoist selection shall be set to main hoist and two parts of line.
- The wire rope and sheaves shall be inspected prior to and following the lifting operations for chaffing or scrubbing.
- The total gross load shall not exceed 80% of the standard load chart. The operator shall be responsible to control this as the RCL does not have a feature to set reduced lifting limits.
- The auxiliary hoist line shall be considered part of the deducts to determine net allowable load.

- The panel shall be lifted so that the hoist lines are in line with the crane.
- The load shall be controlled to prevent rotation of the load and to ensure the load stays in line with the boom.
- The load must be balanced with the auxiliary: load line not taking more than half the load at any time during the lift. The RCL will not be providing coverage for the line pull of the auxiliary hoist line.
- The effect of wind loads on the crane and panel shall be taken into consideration. Operations shall be halted if the wind can cause a loss of control in handling the load.
- The main hoist line shall be used to raise the panel into the vertical position.

Ensure that all personnel working on and around the crane are properly trained and thoroughly familiar with operational functions of the crane and safe operating and work practices. Personnel should be thoroughly familiar with regulations and standards governing cranes and their operation. Work practices may vary slightly between government regulations, industry standards, local and job-site rules and employer policies so a thorough knowledge of and compliance with all relevant work rules is necessary.

PILE DRIVING AND EXTRACTING

Pile driving and extracting are applications approved by Grove, provided all equipment is operated within factory guidelines. The following operating requirements must be used during pile driving and extracting with a Grove mobile hydraulic crane:

Pile driving and pile extraction using a mobile crane introduces many variable and unknown factors that must be considered when using a crane for this application. Because of these factors, discretion must be exercised when pile driving or pile extraction is being considered.

It is not the intention of Grove to recommend specific types or makes of pile driving and pile extraction equipment, but rather to advise of the operational requirements to help avoid the detrimental effects that pile driving and pile extraction can have on the crane.

In addition to the operating requirements that are detailed in the operating manuals and on the load capacity chart, pile driving and extracting operations are approved by Grove, provided all guidelines outlined below are followed:

- All pile driving and extracting operations shall be restricted to fully extended outriggers with all tires clear of the ground.
- The combined weight of the driver or extractor, piling, leads, attachments, etc., shall not exceed 80% of the published load chart values for on-outriggers operation.
- The pile driver or pile extractor and attachments shall be kept clear of the boom nose at all times.

- The pile driver and piling shall be suspended from a hoist cable with sufficient line speed to meet or exceed the rate of descent of the driver and piling to preclude impact loading or vibration from being induced into the boom and crane structure.
- Pile driving or extracting shall be restricted to over the main boom only and shall not be permitted over a boom extension.
- Pile extraction using only the crane's hoist line is unsafe and not permitted since load values cannot be accurately determined. Only pile extraction devices that do not transmit vibration or shock loading into the crane are permitted. All possible precautionary measures shall be taken to prevent shock loads or vibration from being imposed on crane components, either directly through the hoist cable or indirectly from ground borne vibration.
- The load lines shall be kept vertical at all times during pile driving and pile extraction operations.
- The operator and other personnel associated with the pile driving and pile extraction operation shall have read and understood all safety standards applicable to crane operations as well as being thoroughly trained in the safe operation of pile driving and extracting equipment.

Crane Equipment

- Hoists shall be equipped with a cable follower to aid in proper spooling of cable.
- All cable retainer pins and cable guides/retainers shall be in place.
- All boom extensions must be removed from the machine before pile driving or extraction begins.
- All hoist hooks shall be equipped with a positive locking latch.

Crane Inspection

- In addition to the crane's frequent and periodic inspections, dated daily records shall be maintained showing inspections were performed on the crane during the time it was used for pile driving or extraction.
- All anti-two block warning devices and RCL systems shall be inspected daily and verified to be functional.
- All areas of the crane subject to fatigue shall be inspected monthly, and before the crane is to return to lifting service.
- The boom shall be inspected daily to ensure all wear pads remain in place. Cranes which utilize pinned boom sections shall be inspected daily to ensure the pinning mechanism operates properly and to check for undue wear at the pins and pinning plates.
- The hoist cable shall be inspected daily to ensure no chafing or wear is occurring.

ELECTROCUTION HAZARD

Thoroughly read, understand, and abide by all applicable federal, state, and local regulations regarding operation of cranes near electric power lines or equipment.

United States federal law prohibits the use of cranes closer than 6 m (20 ft) to power sources up to 350 kV and greater distances for higher voltages unless the line's voltage is known [29CFR1910.180 and 29CFR1926, subpart CC].

To avoid death or serious injury, Grove recommends that all parts of crane, boom, and load be kept at least 6 m (20 ft) away from all electrical power lines and equipment less than 350 kV.



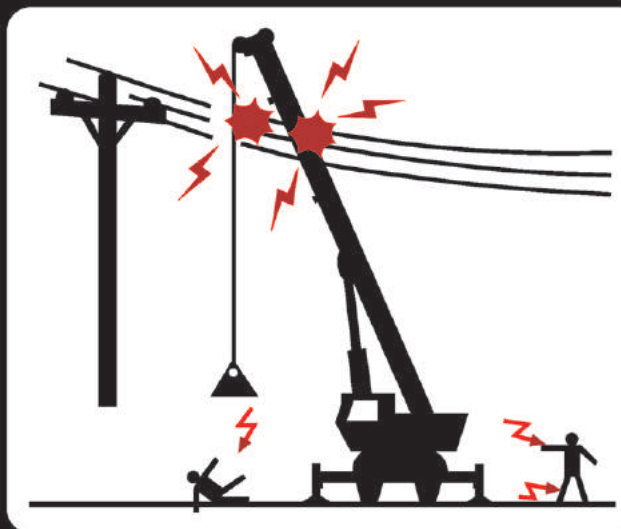
DANGER

Electrocution Hazard!

Grove cranes are not equipped with all features required to operate within OSHA 29CFR1926.1408, Power Line Safety, Table A clearances when the power lines are energized.

If operation within 3 m (10 ft) of any power lines cannot be avoided, the power utility **must** be notified and the power lines **must** be de-energized and grounded **before** performing any work.

Electrocution **can occur** even without direct contact with the crane.



DANGER

**ELECTROCUTION HAZARD
TO AVOID DEATH OR SERIOUS INJURY**

Keep **ALL** parts of the crane, rigging and load at least 20 feet (6 meters) away from any energized power line. You **MUST** follow the OSHA requirements set forth in 29CFR 1926.1407 through 1926.1411.

This crane is not designed or equipped for use within 10 feet (3 meters) of energized power lines [Refer to 29CFR1926.1410 Table A]. If operation within 10 feet (3 meters) of any power lines cannot be avoided, the power utility **MUST** be notified and the power lines **MUST** be de-energized and grounded **BEFORE** performing any work.

If contact is ever accidentally made with a power line and any part of this crane, its rigging or load, **NEVER** touch the crane or even approach or come near the crane.

Electrocution **CAN OCCUR** even without direct contact with the crane.

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80037260

THIS CRANE IS NOT INSULATED.

Crane operation is dangerous when close to an energized electrical power source. Exercise extreme caution and prudent judgement. Operate slowly and cautiously when in the vicinity of power lines.

Before operating this crane in the vicinity of electrical power lines or equipment, notify the power utility company. Obtain positive and absolute assurance that the power has been turned off.

This crane is **not insulated**. Always consider all parts of the load and the crane, including the hoist rope, wire rope, pendant cables, and tag lines, as conductors. You, the operator, are responsible for alerting all personnel of dangers associated with electrical power lines and

equipment. Do not allow unnecessary personnel in the vicinity of the crane while operating. Permit no one to lean against or touch the crane. Permit no one, including riggers and load handlers, to hold the load, load lines, tag lines, or rigging gear.

If the load, hoist rope, boom, or any portion of the crane contacts or comes too close to an electrical power source, everyone in, on, and around the crane can be seriously injured or killed.

Most overhead power lines **are not** insulated. Treat all overhead power lines as being energized unless you have reliable information to the contrary from the utility company or owner.

The rules in this *Operator Manual* must be followed at all times, even if the electrical power lines or equipment have been de-energized.

The safest way to avoid electrocution is to stay away from electrical power lines and electrical power sources.

It is not always necessary to contact a power line or power source to become electrocuted. Electricity, depending on magnitude, can arc or jump to any part of the load, load line, or crane boom if it comes too close to an electrical power source. Low voltages can also be dangerous.

Set-Up and Operation

During crane use, assume that every line is energized ("hot" or "live") and take the necessary precautions.

Set up the crane in a position such that the load, boom, or any part of the crane and its attachments cannot be moved to within 6 m (20 ft) of electrical power lines or equipment. This includes the crane boom (fully extended to maximum height, radius, and length) and all attachments (boom extensions, rigging, loads, etc.). Overhead lines tend to blow in the wind so allow for lines' movement when determining safe operating distance.

A suitable barricade should be erected to physically restrain the crane and all attachments (including the load) from entering into an unsafe distance from electrical power lines or equipment.

Plan ahead and always plan a safe route before traveling under power lines. Rider poles should be erected on each side of a crossing to assure sufficient clearance is maintained.

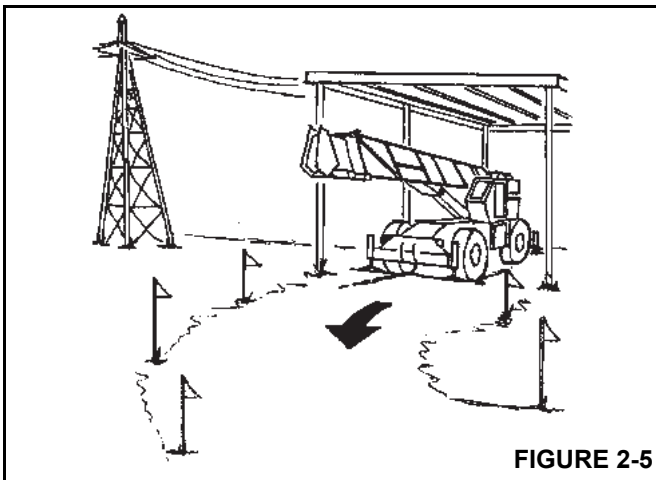


FIGURE 2-5

United States OSHA regulations require a flagman when operating in close proximity to energized power lines.

Appoint a reliable and qualified signal person, equipped with a loud signal whistle or horn and voice communication equipment, to warn the operator when any part of the crane

or load moves near a power source. This person shall have no other duties while the crane is working.

Tag lines should always be made of non-conductive materials. Any tag line that is wet or dirty can conduct electricity.

Do not store materials under power lines or close to electrical power sources.

Electrocution Hazard Devices

The use of insulated links, insulated boom cages/guards, or proximity warning devices does not assure that electrical contact will not occur. Even if codes or regulations require the use of such devices, failure to follow the rules listed here may result in serious injury or death. You should be aware that such devices have limitations and you should follow the rules and precautions outlined in this manual at all times even if the crane is equipped with these devices.

Insulating links installed into the load line afford limited protection from electrocution hazards. Links are limited in their lifting abilities, insulating properties, and other properties that affect their performance. Moisture, dust, dirt, oils, and other contaminants can cause a link to conduct electricity. Due to their capacity ratings, some links are not effective for large cranes and/or high voltages/currents.

The only protection that may be afforded by an insulated link is below the link (electrically downstream), provided the link has been kept clean, free of contamination, has not been scratched or damaged, and is periodically tested (just before use) for its dielectric integrity.

Boom cages and boom guards afford limited protection from electrocution hazards. They are designed to cover only the boom nose and a small portion of the boom. Performance of boom cages and boom guards is limited by their physical size, insulating characteristics, and operating environment (e.g. dust, dirt, moisture, etc.). The insulating characteristics of these devices can be compromised if not kept clean, free of contamination, and undamaged.

Proximity sensing and warning devices are available in different types. Some use boom nose (localized) sensors and others use full boom length sensors. No warning may be given for components, cables, loads, and other attachments located outside of the sensing area. Much reliance is placed upon you, the operator, in selecting and properly setting the sensitivity of these devices.

Never rely solely on a device to protect you and your fellow workers from danger.

Some variables you must know and understand are:

- Proximity devices are advertised to detect the existence of electricity and not its quantity or magnitude.
- Some proximity devices may detect only alternating current (AC) and not direct current (DC).

- Some proximity devices detect radio frequency (RF) energy and others do not.
- Most proximity devices simply provide a signal (audible, visual, or both) for the operator; this signal must not be ignored.
- Sometimes the sensing portion of the proximity devices becomes confused by complex or differing arrays of power lines and power sources.

Do not depend on grounding. Grounding of a crane affords little or no protection from electrical hazards. The effectiveness of grounding is limited by the size of the conductor (wire) used, the condition of the ground, the magnitude of the voltage and current present, and numerous other factors.

Electrical Contact

If the crane should come in contact with an energized power source, you must:

1. Stay in the crane cab. **Don't panic.**
2. Immediately warn personnel in the vicinity to stay away.
3. Attempt to move the crane away from the contacted power source using the crane's controls which may have remained functional.
4. Stay in the crane until the power company has been contacted and the power source has been de-energized. **No one** must attempt to come close to the crane or load until the power has been turned off.

Only as a last resort should an operator attempt to leave the crane upon contacting a power source. If it is absolutely necessary to leave the operator's station, **jump completely clear of the crane. Do not step off.** Hop away with both feet together. **Do not** walk or run.

Following any contact with an energized electrical source, the Grove distributor must be immediately advised of the incident and consulted on necessary inspections and repairs. Thoroughly inspect the hoist rope and all points of contact on the crane. Should the dealer not be immediately available, contact Manitowoc Crane Care. The crane must not be returned to service until it is thoroughly inspected for any evidence of damage and all damaged parts are repaired or replaced as authorized by your Grove distributor or Manitowoc Crane Care.

Special Operating Conditions and Equipment

Never operate the crane during an electrical thunderstorm.

When operating near transmitter/communication towers where an electrical charge can be induced into the crane or load:

- The transmitter shall be deenergized OR,
- Tests shall be made to determine if an electrical charge will be induced into the crane or load.
- The crane must be provided an electrical ground.
- If taglines are used, they must be non-conductive.
- Every precaution must be taken to dissipate induced voltages. Consult a qualified RF (radio frequency) Consultant. Also refer to local, state, and federal codes and regulations.

When operating cranes equipped with electromagnets, you must take additional precautions. Permit no one to touch the magnet or load. Alert personnel by sounding a warning signal when moving a load. Do not allow the cover of the electromagnet power supply to be open during operation or at any time the electrical system is activated. Shut down the crane completely and open the magnet controls switch prior to connecting or disconnecting magnet leads. Use only a non-conductive device when positioning a load. Lower the magnet to the stowing area and shut off power before leaving the operator's cab (if equipped) or operator's station.

Grounding the Crane

The crane may become charged with static electricity. This may occur especially when using outrigger pads made of plastic or when the outrigger pads are cribbed with insulating material (e.g. wooden planks).



WARNING

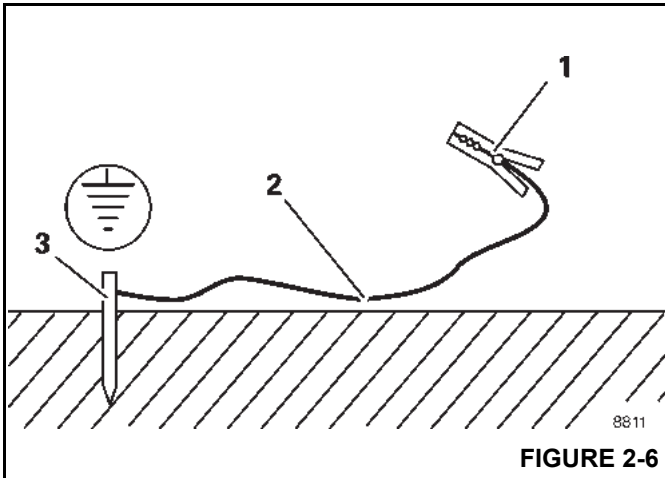
Risk of accidents due to electric shock!

Ground the crane before you start to work with it

- Near strong transmitters (radio transmitters, radio stations, etc.)
- Near high-frequency switching stations
- If a thunder storm is forecast

Use electrically conducting material for grounding.

1. Hammer a metal rod (3, Figure 2-6) (length of approximately 2.0 m (6.6 ft)) at least 1.5 m (5 ft) into the ground.
2. Moisten the soil around the metal rod (3) for better conductivity.
3. Clamp an insulated cable (2) to the metal rod (3), cross-section of at least 16 mm² (0.025 inches²) (AWG 5).
4. Connect the free end of the cable with a clamp (1) to a good electrically conductive location on the frame.

**WARNING****Risk of accidents due to electric shock!**

Ensure that the connections between the cable and the clamp are electrically conductive.

Do not attach the clamp to parts that are screwed on, such as valves, covers or similar parts.

PERSONNEL HANDLING

The American Society of Mechanical Engineers published the American National Standard entitled, *Personnel Lifting Systems*, ASME B30.23:

This Volume establishes the design criteria, equipment characteristics, and operational procedures that are required when hoisting equipment within the scope of the ASME B30 Standard is used to lift personnel. Hoisting equipment defined by the ASME B30 Standard is intended for material handling. It is not designed, manufactured, or intended to meet the standards for personnel handling equipment, such as ANSI/SIA A92 (Aerial Platforms). The equipment and implementation requirements listed in this Volume are not the same as that established for using equipment specifically designed and manufactured for lifting personnel. Hoisting equipment complying with the applicable Volumes of the ASME B30 Standard shall not be used to lift or lower personnel unless there are no less hazardous alternatives to providing access to the area where work is to be performed. The lifting or lowering of personnel using ASME B30-compliant hoisting equipment is prohibited unless all applicable requirements of this volume have been met.

This standard is consistent with the U.S. Department of Labor, Occupational Safety and Health Administration (OSHA) regulations for Construction that state, in 29CFR1926.1431:

General requirements. The use of a crane or derrick to hoist employees on a personnel platform is prohibited, except when the erection, use, and dis-

mantling of conventional means of reaching the worksite, such as a personnel hoist, ladder, stairway, aerial lift, elevating work platform or scaffold, would be more hazardous or is not possible because of structural design or worksite conditions.

Additional requirements for crane operations are stated in ASME B30.5, *Mobile and Locomotive Cranes*, ASME B30.8, *Floating Cranes and Floating Derricks*, and in OSHA regulations 29CFR1910.180 for *General Industry* and 29CFR1926.1431 for *Construction*.

Use of a Grove crane to handle personnel is acceptable provided:

- The requirements of the applicable national, state and local regulations and safety codes are met.
- A determination has been made that use of a crane to handle personnel is the least hazardous means to perform the work.
- The crane operator shall be qualified to operate the specific type of hoisting equipment used in the personnel lift.
- The crane operator must remain at the crane controls at all times when personnel are off the ground.
- The crane operator and occupants have been instructed in the recognized hazards of personnel platform lifts.
- The crane is in proper working order.
- The crane must be equipped with a boom angle indicator that is visible to the crane operator.
- The crane's *Load Chart* is affixed at the operator's station and readily accessible to the operator. The total weight of the loaded personnel platform and related rigging shall not exceed 50 percent of the rated capacity for the radius and configuration of the crane.
- The crane is level within one percent of level grade and located on a firm footing. Cranes with outriggers shall have them all deployed following manufacturer's specifications.
- The crane's *Operator Manual* and other operating manuals are at the operator's station and readily accessible to the operator.
- The platform meets the requirements as prescribed by applicable standards and regulations.
- For hoist rope suspended platforms:
 - The crane is equipped with a hook that can be closed and locked, eliminating the throat opening.
 - The crane is equipped with a functional anti-two-block device.
 - The platform is properly attached and secured to the load hook.

- For boom mounted platforms:
 - The platform is properly attached and secure.

To avoid death or serious injury:

- NEVER use this crane for bungee jumping or any form of amusement or sport.
- NEVER handle personnel on the loadline unless the requirements of applicable national, state and local regulations and safety codes are met.
- NEVER permit anyone to ride loads, hooks, slings or other rigging for any reason.
- NEVER get on or off a moving crane.
- NEVER allow anyone other than the operator to be on this crane while the machine is operating or traveling.
- NEVER allow anyone on the hoist access platform while traveling.

The following standards and regulations regarding personnel handling are available by mail at the following addresses:

- *ASME (formerly ANSI) B30 Series American National Safety Standards For Cableways, Cranes, Derricks, Hoists, Hooks, Jacks, and Slings; ASME B30.5, Mobile And Locomotive Cranes, and ASME B30.23, Personnel Lifting Systems*, are available by mail from the ASME, 22 Law Drive, Fairfield, New Jersey, 07007-2900
- or -
- online at: www.asme.org/kb/standards
- *US DOL/OSHA Rules and Regulations* are available by mail from the Superintendent of Documents, PO Box 371954, Pittsburgh, PA, 15250-7954.

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, air conditioning refrigerant, filters, 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 a filling pump.

- Immediately clean up any spills.

MAINTENANCE

The crane must be inspected prior to use on each work shift. The owner, user, and operator must ensure that routine maintenance and lubrication are being dutifully performed. **Never** operate a damaged or poorly maintained crane.

Grove continues to recommend that cranes be properly maintained, regularly inspected and repaired as necessary. Grove reminds crane owners to ensure that all safety decals are in place and legible. Grove continues to urge crane owners to upgrade their cranes with rated capacity limiter and control lever lockout systems for all lifting operations.

Shut down the crane while making repairs or adjustments.

Always perform a function check after repairs have been made to ensure proper operation. Load tests should be performed when structural or lifting members are involved.

Follow all applicable safety precautions in this manual when performing crane maintenance as well as crane operations.

Keep the crane free of mud, dirt, and grease at all times. Dirty equipment introduces hazards, wears-out faster, and makes proper maintenance difficult. Cleaning solutions used should be non-flammable, non-toxic and appropriate for the job.

Routine maintenance and inspection of this crane must be performed by a qualified person(s) according to the recommendations in the *Manitowoc Crane Care Maintenance and Inspection Manual*. Any questions regarding procedures and specifications should be directed to your Grove distributor.

Service and Repairs



WARNING

Fall Hazard!

Working at elevated heights without using proper fall protection can result in severe injury or death.

Always use proper fall protection as required by local, state or federal regulations.

Service and repairs to the crane must only be performed by a qualified person. All service and repairs must be performed in accordance with manufacturer's recommendations, this manual, and the service manual for this machine. If there is any question regarding maintenance procedures or specifications, contact your Grove distributor for assistance.

Qualified person is defined as one who by reason of knowledge, training and experience is thoroughly familiar

with the crane's operation and required maintenance as well as the hazards involved in performing these tasks.

Training and qualification of maintenance and repair personnel are crane owner's responsibility.

All replacement parts must be Grove approved.

Any modification, alteration, or change to a crane which affects its original design and is not authorized and approved by Grove is **strictly prohibited**. Such action invalidates all warranties and makes the owner/user liable for any resultant accidents.

Hydraulic Fluid:

- Do not use your hand or any part of your body to check for hydraulic fluid leaks when the engine is running or the hydraulic system is under pressure. Fluid in the hydraulic system can be under enough pressure that it will penetrate the skin, causing serious injury or death. Use a piece of cardboard, or piece of paper, to search for leaks. Wear gloves to protect your hands from spraying fluid.
- If any hydraulic fluid is injected into the skin, obtain medical attention immediately or gangrene may result.
- Do not attempt to repair or tighten any hydraulic hose or fitting while the engine is running, or when the hydraulic system is under pressure.
- Never disconnect any hydraulic lines unless the boom is fully lowered, the engine is shut off, and the hydraulic pressure is relieved. To relieve hydraulic pressure, stop the engine, turn the ignition switch to RUN and move the hydraulic controls in both directions several times.



WARNING

Pressurized Fluid Hazard!

Hydraulic pressure may still be present in portions of the hydraulic system due to accumulators or trapped circuitry.

- Hot hydraulic fluid will cause severe burns. Wait for the fluid to cool before disconnecting any hydraulic lines.
- Hydraulic fluid can cause permanent eye injury. Wear appropriate eye protection.

Moving Parts:

- Do not place limbs near moving parts. Amputation of a body part may result. Turn off the engine and wait until the fan and belts stop moving before servicing crane.

- Pinch points, which result from relative motion between mechanical parts, are areas of the machine that can cause personal injury or death. Do not place limbs or your body in contact with pinch points either on or around the machine. Care must be taken to prevent motion between pinch points when performing maintenance and to avoid such areas when movement is possible.
- Do not allow persons to stand near extending or lowering outriggers. Foot crushing could occur

Before performing any maintenance, service or repairs on the crane:

- The boom should be fully retracted and lowered and the load placed on the ground.
- Do not get under a raised boom unless the boom is blocked up safely. Always block up the boom before doing any servicing that requires the boom to be raised.
- Stop the engine and disconnect the battery.
- Controls should be properly tagged. Never operate the crane if it is **tagged-out** nor attempt to do so until it is restored to proper operating condition and all tags have been removed by the person(s) who installed them.

After maintenance or repairs:

- Replace all guards and covers that have been removed.
- Remove all tags, connect the battery, and perform a function check of all operating controls.
- Consult with Manitowoc Crane Care to determine if load testing is required after a structural repair is performed.

Lubrication

The crane must be lubricated according to the manufacturer's recommendations for lubrication points, time intervals, and types. Lubricate at more frequent intervals when working under severe conditions.

Exercise care when servicing the hydraulic system of the crane, as pressurized hydraulic oil can cause serious injury. The following precautions must be taken when servicing the hydraulic system:

- Follow the manufacturer's recommendations when adding oil to the system. Mixing the wrong fluids could destroy seals, causing component failure.
- Be certain all lines, components, and fittings are tight before resuming operation.

Tires



WARNING

Possible equipment damage and/or personal injury!

Driving the crane with a tire and split-rim assembly 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.

Inspect the tires for nicks, cuts, embedded material, and abnormal wear.

Ensure all lug nuts are properly torqued.

Ensure pneumatic tires are inflated to the proper pressure (refer to the *Load Chart*). When inflating tires, use a tire gauge, clip-on inflator, and extension hose which will permit standing clear of the tire while inflating.

HOIST ROPE

Synthetic Hoist Rope

For detailed information concerning synthetic hoist rope, refer to K100™ Synthetic Crane Hoist Line Manual P/N 9828100734 available by contacting Manitowoc Crane Care.

During installation and setup, care must be taken to avoid overlap and crossing of wire rope and synthetic hoist ropes.

Always make daily inspections of the hoist rope, keeping in mind that all hoist rope will eventually deteriorate to a point where it is no longer usable. Refuse to work with worn or damaged hoist rope.

During regular inspections, operator shall ensure that crane surfaces such as wear pads, sheaves, etc have not been damaged in a manner that can then damage the synthetic hoist rope.

NOTE: Example; if usage of a wire rope has cut grooves with sharp edges in a wear pad, they need to be addressed before the synthetic hoist rope is used in that same position.

Use **only** the hoist rope specified by Grove as indicated on the crane's *Load Chart*. Substitution of an alternate hoist rope may require the use of a different permissible line pull and, therefore, require different reeving.

NOTE: Hoist rope may be purchased by contacting Manitowoc Crane Care.

Wire Rope

Always make daily inspections of the rope, keeping in mind that all wire rope will eventually deteriorate to a point where it is no longer usable. Refuse to work with worn or damaged wire rope. Rope shall be taken out of service when any of the following conditions exist:

- For rotation-resistant running ropes: more than two (2) broken wires in a length of rope equal to six (6) times the rope diameter, or more than four (4) broken wires in a length of rope equal to thirty (30) times the rope diameter.
- For running ropes other than rotation resistant: six (6) broken wires in one rope lay or three (3) broken wires in one strand.
- One valley break where the wire fractures between strands in a running rope is cause for removal.
- Abrasion of the rope resulting in a 5% reduction in the original wire diameter.
- Any kinking, bird caging, crushing, corrosion, or other damage resulting in distortion of the rope structure.
- Rope that has been in contact with a live power line or has been used as a ground in an electric circuit (eg. welding) may have wires that are fused or annealed and must be removed from service.
- In standing ropes, more than three (3) breaks in one rope lay in sections beyond the end connection or more than two (2) broken wires at an end connection.
- Core deterioration, usually observed as a rapid reduction in rope diameter, is cause for immediate removal of the rope.

The following is a brief outline of the basic information required to safely use wire rope.

- Wire ropes wear out. The strength of a rope begins to decrease when the rope is put to use and continues to decrease with each use. Rope will fail if worn-out, overloaded, misused, damaged or improperly maintained.
- The nominal strength, sometimes called catalog strength, of a wire rope applies only to a new, unused rope.
- The nominal strength of a rope should be considered the straight line pull which will actually break a new unused rope. The nominal strength of a rope should never be used as its working load.
- Each type of fitting attached to a rope has a specific efficiency rating which can reduce the working load of the rope assembly or rope system.

- If an operator hoists the hook block up or down too fast when reeved with multiple parts of line and no hook load, the wire rope can bird cage and damage the rope.
- Never overload a rope. This means never use the rope where the load applied to it is greater than the working load determined by the rope manufacturer.
- Never “shock load” a rope. A sudden application of force or load can cause both visible external and internal damage. There is no practical way to estimate the force applied by shock loading a rope. The sudden release of a load can also damage a rope.
- Lubricant is applied to the wires and strands of a wire rope when it is manufactured. The lubricant is depleted when the rope is in service and should be replaced periodically. Refer to the *Service Manual* for more information.
- In the U.S.A., regular inspections of the rope and keeping of permanent records signed by a qualified person are required by OSHA for almost every wire rope application. The purpose of the inspection is to determine whether or not a rope may continue to be safely used on the application. Inspection criteria, including number and location of broken wires, wear and elongation, have been established by OSHA, ANSI, ASME and similar organizations. See the *Service Manual* for inspection procedures.

When inspecting ropes and attachments, keep all parts of your body and clothing away from rotating hoist drums and all rotating sheaves. Never handle the rope with bare hands.

Some conditions that lead to problems in wire rope systems include:

- Sheaves that are too small, worn or corrugated cause damage to a wire rope.
- Broken wires mean a loss in strength.
- Kinks permanently damage a rope and must be avoided.
- Ropes are damaged by knots. Rope with knots must never be used.
- Environmental factors such as corrosive conditions and heat can damage a wire rope.
- Lack of lubrication can significantly shorten the useful life of a wire rope.
- Contact with electrical wires and resulting arcing will damage a wire rope.
- An inspection should include verification that none of the specified removal criteria for this usage are met by checking for such things as:
 - Surface wear; nominal and unusual.

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

NOTE: A more detailed rope inspection procedure is given in the *Service Manual*.

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

When installing a new rope:

- Keep all parts of your body and clothing away from rotating hoist drums and all rotating sheaves.
- Never handle the wire rope with bare hands.
- Follow proper instructions for removing rope from a reel.
- Apply back tension to the storage/payoff reel of the new rope to insure tight, even spooling onto the hoist drum.
- Operate the new rope - first through several cycles at light load and then through several cycles at intermediate load to allow the rope to adjust to operating conditions.

When using a wedge socket:

- Always inspect socket, wedge, and pin for correct size and condition.
- Do not use parts that are damaged, cracked, or modified.
- Assemble the wedge socket with live end of rope aligned with the centerline of pin and assure proper length of tail (dead end) protrudes beyond the socket.

Sheaves

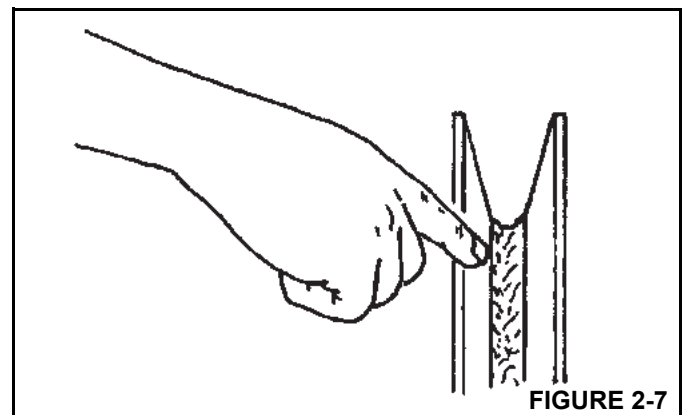


FIGURE 2-7

Inspect the boom nose and hook block sheaves for proper operation, excessive wear, and damage every 50 hours or weekly. Inoperable, damaged and/or worn sheaves cause rapid deterioration of rope.

Ensure sheaves carrying ropes that can be momentarily unloaded are equipped with close fitting guards or other devices to guide the rope back into the groove when the load is reapplied. Ensure sheaves in the lower load block are equipped with close fitting guards that will prevent the ropes from becoming fouled when the block is lying on the ground with loose ropes.

To attain maximum hoist rope life and minimize hook block rotation, it is recommended that even numbers of parts-of-line be used in multiple-part reeving whenever possible.

The use of nylon (polyamide) sheaves, as compared with metallic sheaves, may change the replacement criteria of rotation-resistant hoist rope.

NOTE: The use of cast nylon (polyamide) sheaves will substantially increase the service life of rope. However, conventional rope retirement criteria based only upon visible wire breaks may prove inadequate in predicting rope failure. The user of cast nylon sheaves is therefore cautioned that a retirement criteria should be established based upon the user's experience and the demands of his application.

Batteries

Battery 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.

When checking and maintaining batteries, exercise the following procedures and precautions:

- Wear safety glasses when servicing batteries.
- If equipped, disconnect battery with the battery disconnect switch before disconnecting the ground battery cable. For cranes with a Cummins engine using an engine ECM:
 - a. Ensure that the key switch has been off for 2 minutes.
 - b. Turn the battery disconnect switch to the OFF position.
 - c. Remove the ECM power fuse.
 - d. Remove negative battery cables.
- Do not break a live circuit at the battery terminal. Disconnect the ground battery cable first when removing a battery and connect it last when installing a battery.

- Do not short across the battery posts to check charge. Short circuit, spark, or flame could cause battery explosion.
- If applicable, maintain battery electrolyte at the proper level. Check the electrolyte with a flashlight.
- If applicable to your crane, check battery test indicator on maintenance-free batteries.
- Check battery condition only with proper test equipment. Batteries shall not be charged except in an open, well-ventilated area that is free of flame, smoking, sparks, and fire.

Super Capacitor (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.

When checking and maintaining capacitor, exercise the following procedures and precautions:

- Wear safety glasses when servicing.
- If equipped, disconnect battery with the battery disconnect switch before disconnecting the ground battery cable. For cranes with a Cummins engine using an engine ECM:
 1. Ensure that the key switch has been off for 2 minutes.
 2. Turn the battery disconnect switch to the OFF position.
 3. Remove the ECM power fuse.
 4. Remove negative battery cables.
 5. Remove positive capacitor cable.
- Do not short across the capacitor posts to check charge. Short circuit will cause capacitor terminal damage. Spark or flame could cause capacitor explosion.
- Check capacitor charge level with proper test equipment.

General Maintenance

Fuel the crane only with the engine turned off. Do not smoke while fueling the crane. Do not store flammable materials on the crane.

Be familiar with the location and use of the nearest fire extinguisher.

Be careful when checking the engine coolant level. The fluid may be hot and under pressure. Shut down the engine and allow the radiator time to cool before removing the radiator cap.

Shut down the engine and disconnect the battery before performing maintenance. If unable to do so for the task

required, keep hands clear of the engine fan and other moving parts while performing maintenance.

Be careful of hot surfaces and hot fluids when performing maintenance on or around the engine.

Do not use ether to start the engine on cranes equipped with intake manifold grid heaters.

The engine can enter into an engine exhaust cleaning mode where the exhaust temperature can be high, ensure the exhaust is not pointed at materials that can melt, burn or explode.

TRANSPORTING THE CRANE

Before transporting the crane, check the suitability of the proposed route with regard to the crane height, width, length, and weight.

Check load limits of bridges on the travel route and ensure they are greater than the combined weight of the crane and transporting vehicle.

When loading or unloading the crane on a trailer or railroad car, use a ramp capable of supporting the weight of the crane.

Ensure the crane is adequately secured to the transporting vehicle.

Do not use the dead end lug (1, Figure 2-8) on the boom nose for tying down the boom during transport. Damage to the lug and boom can result from usage as a tie down point.

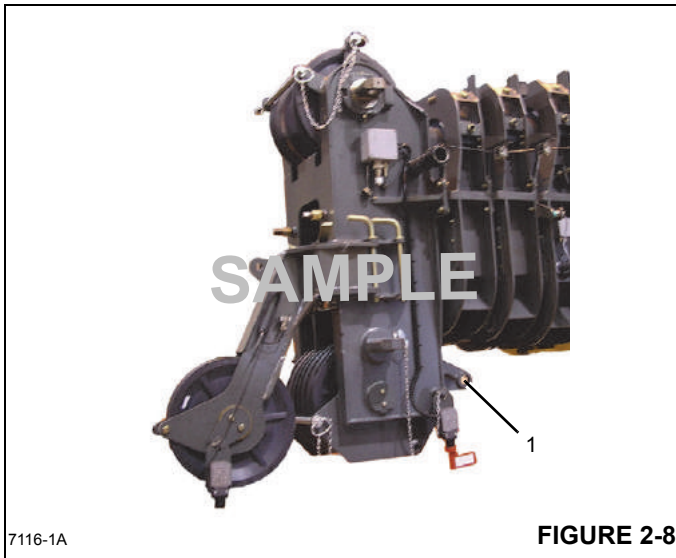


FIGURE 2-8

Before transporting the crane on a road or highway, first check state and local restrictions and regulations.

Either the hook block may be reeved over the main boom nose or the headache ball may be reeved over the main boom nose or auxiliary boom nose; the other must be removed. If the hook block or headache ball remains reeved

on the boom, it must be secured at the tie down on the carrier to prevent swinging.

When using hookblock tie downs, excessive loading can be applied by pulling the cable too tight, particularly when reeved with multiple part lines. When the cable is hooked into the hookblock tie down, the cable should be merely “snugged-up” with adequate slack provided at the center line of sheave to anchor point. Do not draw cable taut. Care must be exercised anytime any crane function is being performed while the cable is hooked into the hookblock tie down.

TRAVEL OPERATION

Only the crane operator shall occupy the crane when traveling.

When traveling, the boom should be completely retracted and lowered to the travel position and the turntable pin swing lock, if equipped, should be engaged. If equipped with boom rest, lower the boom into the boom rest and engage the turntable lock.

Strictly adhere to the guidelines and restrictions in the *Load Chart* for pick and carry operations.

RT cranes are manufactured without an axle suspension system. Traveling at high speeds, especially on rough ground, may create a bouncing effect that can result in loss of control. If bouncing occurs, reduce travel speed.



WARNING

Crushing Hazard!

Death or serious injury could result from being crushed by revolving tires.

Keep clear of revolving tires.

Stunt driving and horse-play are strictly prohibited. Never allow anyone to hitch a ride or get on or off a moving crane.

Follow the instructions in this manual when preparing the crane for travel.

If using a boom dolly/trailer, thoroughly read and understand all the steps and safety precautions in this manual for setup and travel.

When driving the crane, ensure the cab is down, if equipped with a tilting cab.

Secure the hook block and other items before moving the crane.

Watch clearances when traveling. Do not take a chance of running into overhead or side obstructions.

When moving in tight quarters, post a signal person to help guard against collisions or bumping structures.

Before traveling a crane, check suitability of proposed route with regard to crane height, width, and length.

Never back up without the aid of a signal person to verify the area behind the crane is clear of obstructions and/or personnel.

On cranes equipped with air-operated brakes, do not attempt to move the crane until brake system air pressure is at operating level.

Check load limit of bridges. Before traveling across bridges, ensure they will carry a load greater than the crane's weight.

If it is necessary to take a RT crane on a road or highway, check state and local restrictions and regulations.

Keep lights on, use traffic warning flags and signs, and use front and rear flag vehicles when necessary. Check state and local restrictions and regulations.

Always drive the crane carefully obeying speed limits and highway regulations.

Stay alert at the wheel.

If equipped, ensure that the hoist access platform hand rail and step are in the travel configuration.

Slopes:

- Pick and carry on level surfaces only.
- Refer to the *Operation Section* for more detailed information on traveling on slopes.
- Driving across a slope is dangerous, as unexpected changes in slope can cause tip over. Ascend or descend slopes slowly and with caution.
- When operating on a downhill slope, reduce travel speed and downshift to a low gear to permit compression braking by the engine and aid the application of the service brakes.

WORK PRACTICES

Personal Considerations

Always adjust the seat and lock it in position, and fasten the seat belt securely before you start the engine.

Do not wear loose clothing or jewelry that can get caught on controls or moving parts. Wear the protective clothing and personal safety gear issued or called for by the job conditions. Hard hat, safety shoes, ear protectors, reflective clothing, safety goggles, and heavy gloves may be required.

Crane Access



WARNING

Fall Hazard!

Working at elevated heights without using proper fall protection can result in severe injury or death.

Always use proper fall protection as required by local, state or federal regulations.

You must take every precaution to ensure you do not slip and/or fall off the crane. Falling from any elevation could result in serious injury or death.

Never exit or enter the crane cab or deck by any other means than the access system(s) provided (i.e., steps and grab handles). Use the recommended hand-holds and steps to maintain a three-point contact when getting on or off the crane.

If necessary, use a ladder or aerial work platform to access the boom nose.

Do not make modifications or additions to the crane's access system that have not been evaluated and approved by Grove U.S. L.L.C.

Do not step on surfaces on the crane that are not approved or suitable for walking and working. All walking and working surfaces on the crane should be clean, dry, slip-resistant, and have adequate supporting capacity. Do not walk on a surface if slip-resistant material is missing or excessively worn.

Do not use the top of the boom as a walkway.

Do not step on the outrigger beams or outrigger pads (floats) to enter or exit the crane.

Use the hoist access platform (if equipped) when working in the hoist area.

Wear shoes with a highly slip-resistant sole material. Clean any mud or debris from shoes before entering the crane cab/operator's station or climbing onto the crane superstructure. Excessive dirt and debris on the hand-holds, access steps, or walking/working surfaces could cause a slipping accident. A shoe that is not clean might slip off a control pedal during operation.

Do not allow ground personnel to store their personal belongings (clothing, lunch boxes, water coolers, and the like) on the crane. This practice will prevent ground personnel from being crushed or electrocuted when they attempt to access personal belongings stored on the crane.

Job Preparation

Before crane use:

- Barricade the entire area where the crane is working and keep all unnecessary personnel out of the work area.
- Ensure that the crane is properly equipped including access steps, covers, doors, guards, and controls.
- Conduct a visual inspection for cracked welds, damaged components, loose pins/bolts, and wire connections. Any item or component that is found to be loose or damaged (broken, chipped, cracked, worn-through, etc.) must be repaired or replaced. Inspect for evidence of improper maintenance (consult your *Service Manual*).
- Check for proper functioning of all controls and operator aids (for example, RCL).
- Check all braking (for example, wheel, hoist, and swing brakes) and holding devices before operation.

You must ensure that the outriggers and jack cylinders are properly extended and set before performing any lifting operations. On models equipped with outriggers that can be pinned at the mid-extend position, the outriggers must also be pinned when operating from the mid-extend position.

Clear all personnel from the outrigger area before extending or retracting the outriggers. Carefully follow the procedures in this *Operator Manual* when extending or retracting the outriggers. Death or serious injury could result from improper crane set up on outriggers.

Be familiar with surface conditions and the presence of overhead obstructions and power lines.

Working

Operator shall be responsible for all operations under his/her direct control. When safety of an operation is in doubt, operator shall stop the crane's functions in a controlled manner. Lift operations shall resume only after safety concerns have been addressed or the continuation of crane operations is directed by the lift supervisor.

Know the location and function of all crane controls.

Make sure all persons are away from the crane and the Travel Select Lever is in the "N" (Neutral) position with the Parking Brake engaged before starting the engine.

Sparks from the crane's electrical system and/or engine exhaust can cause an explosion. **Do not** operate this crane in an area with flammable dust or vapors, unless good ventilation has removed the hazard.

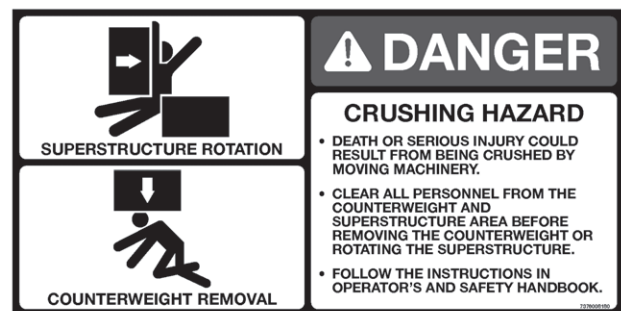
Carbon monoxide fumes from the engine exhaust can cause suffocation in an enclosed area. Good ventilation is very important when operating the crane.

Before actuating swing or any other crane function, sound the horn and verify that all personnel are clear of rotating and moving parts.

Never operate the crane when darkness, fog, or other visibility restrictions make operation unsafe. Never operate a crane in thunderstorms or high winds.

Always be aware of your working environment during operation of the crane. Avoid contacting any part of the crane with external objects.

Clear all personnel from the counterweight and superstructure area before removing the counterweight.



Keep unauthorized personnel clear of the working area during operation.

Only the crane operator shall occupy the crane when in operation.

You must always be aware of everything around the crane while lifting or traveling. If you are unable to clearly see in the direction of motion, you must post a look out or signal person before moving the crane or making a lift. Sound the horn to warn personnel

Operate the crane only from the operator's seat. Do not reach in a window or door to operate any controls.

Operate the crane slowly and cautiously, looking carefully in the direction of movement.

A good practice is to make a "dry run" without a load before making the first lift. Become familiar with all factors peculiar to the job site.

Ensure the hoist rope is properly routed on the hook block and boom nose (Figure 2-9) and that all rope guards are in place.

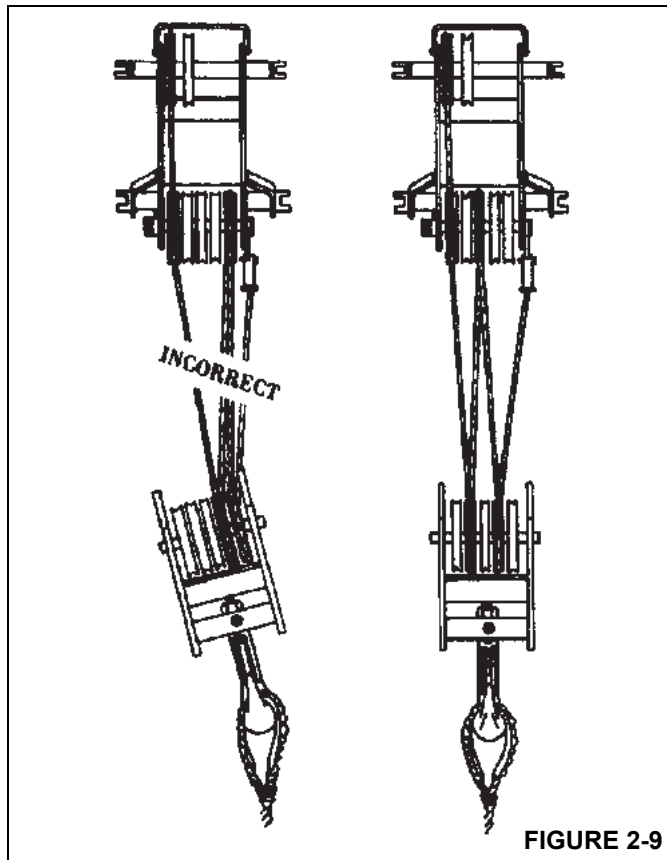


FIGURE 2-9

Lifting

Use enough parts of line for all lifts and check all lines, slings, and chains for correct attachment. To obtain maximum lifting capacities, the hook block must be set up with enough parts of line. Too few parts of line can result in failure of the hoist rope or hoist. **No less than three wraps of rope** should remain on the hoist drum. When slings, ties, hooks, etc., are used, make certain they are correctly positioned and secured before raising or lowering the loads.

Be sure the rigging is adequate before lifting. Use tag lines when possible to position and restrain loads. Personnel using tag lines should be on the ground.

Be sure good rigging practices are being used. Refuse to use any poorly maintained or damaged equipment. Never wrap the hoist cable around a load.

If using a clam bucket, do not exceed 80% of the crane's capacity.

Make certain the boom tip is centered directly over the load before lifting.

Be sure the load is well secured and attached to the hook with rigging of proper size and in good condition.

Check the hoist brake by raising the load a few inches, stopping the hoist and holding the load. Be sure the hoist brake is working correctly before continuing the lift.

When lowering a load always slow down the load's descent before stopping the hoist. Do not attempt to change speeds on multiple-speed hoists while the hoist is in motion.

Watch the path of the boom and load when swinging. Avoid lowering or swinging the boom and load into ground personnel, equipment, or other objects.

Lift one load at a time. Do not lift two or more separately rigged loads at one time, even if the loads are within the crane's rated capacity.

Never leave the crane with a load suspended. Should it become necessary to leave the crane, lower the load to the ground and stop the engine before leaving the operator's station.

Remember, all rigging equipment must be considered as part of the load. Lifting capacities vary with working areas. If applicable, permissible working areas are listed in the *Load Chart*. When swinging from one working area to another, ensure *Load Chart* capacities are not exceeded. Know your crane!

Stop the hook block from swinging when unhooking a load.

Swinging rapidly can cause the load to swing out and increase the load radius. Swing the load slowly. Swing with caution and keep the load lines vertical.

Look before swinging your crane. Even though the original setup may have been checked, situations do change.

Never swing or lower the boom into the carrier cab (if applicable).

Never push or pull loads with the crane's boom; never drag a load.

Do not subject crane to side loading. A side load can tip the crane or cause it to fail structurally.

If the boom should contact an object, stop immediately and inspect the boom. Remove the crane from service if the boom is damaged.

When lifting a load the boom may deflect causing the load radius to increase—this condition is made worse when the boom is extended. Ensure weight of load is within crane's capacity on *Load Chart*.

Avoid sudden starts and stops when moving the load. The inertia and an increased load radius could tip the crane over or cause it to fail structurally.

Use tag lines (as appropriate) for positioning and restraining loads. Check the load slings before lifting.

Be sure everyone is clear of the crane and work area before making any lifts.

Never swing over personnel, regardless of whether load is suspended from or attached to the boom.

Hand Signals

A single qualified signal person shall be used at all times when:



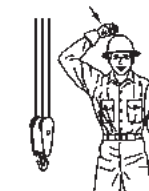

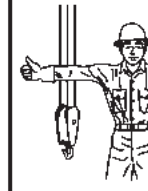
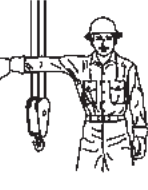
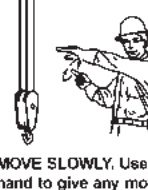
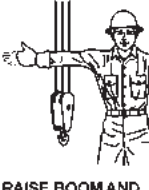
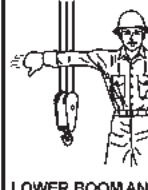
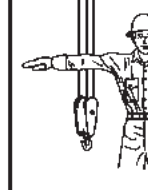
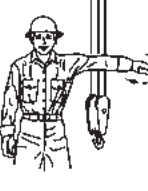
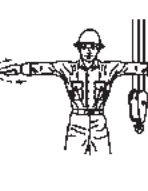
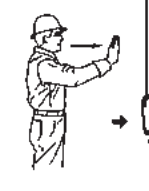
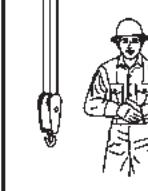
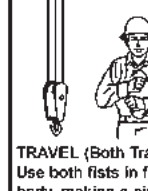

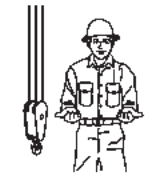
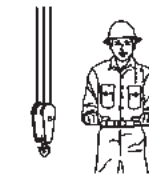


- Working in the vicinity of power lines.
- The crane operator cannot clearly see the load at all times.
- Moving the crane in an area or direction in which the operator cannot clearly see the path of travel.

At all times use standardized hand signals (Figure 2-10) that have been previously agreed upon and completely understood by the operator and signal person.

If communication with the signal person is lost, crane movement must be stopped until communications are restored.

Keep your attention focused on the crane's operation. If for some reason you must look in another direction, stop all crane movement first.

Obey a signal to stop from anyone.

STANDARD HAND SIGNALS FOR CONTROLLING CRANE OPERATIONS				
Complies with ASME B30.5-2014				
				
HOIST. With forearm vertical, forefinger pointing up, move hand in small horizontal circle.	LOWER. With arm extended downward, forefinger pointing down, move hand in small horizontal circle.	USE MAIN HOIST. Tap fist on head; then use regular signals.	USE WHIPLINE (Auxiliary Hoist). Tap elbow with one hand; then use regular signals.	RAISE BOOM. Arm extended, fingers closed, thumb pointing upward.
				
LOWER BOOM. Arm extended, fingers closed, thumb pointing downward.	MOVE SLOWLY. Use one hand to give any motion signal and place other hand motionless in front of hand giving the motion signal (hoist slowly shown as an example).	RAISE BOOM AND LOWER LOAD. With arm extended, thumb pointing up, flex fingers in and out as long as load movement is desired.	LOWER BOOM AND RAISE LOAD. With arm extended, thumb pointing down, flex fingers in and out as long as load movement is desired.	SWING. Arm extended, point with finger in direction of swing of boom.
				
STOP. Arm extended, palm down, move arm back and forth horizontally.	EMERGENCY STOP. Both arms extended, palms down, move arms back and forth horizontally.	TRAVEL. Arm extended forward, hand open and slightly raised, make pushing motion in direction of travel.	DOG EVERYTHING. Clasp hands in front of body.	TRAVEL (Both Tracks). Use both fists in front of body, making a circular motion about each other, indicating direction of travel, forward or backward. (For land cranes only.)
				
TRAVEL (One Track). Lock the track on side indicated by raised fist. Travel opposite track in direction indicated by circular motion of other fist, rotated vertically in front of body. (For land cranes only.)	EXTEND BOOM (Telescoping Booms). Both fists in front of body with thumbs pointing outward.	RETRACT BOOM (Telescoping Boom). Both fists in front of body with thumbs pointing toward each other.	EXTEND BOOM (Telescoping Boom). One Hand Signal. One fist in front of chest with thumb tapping chest.	RETRACT BOOM (Telescoping Boom). One Hand Signal. One fist in front of chest, thumb pointing outward and heel of fist tapping chest.
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FIGURE 2-10

BOOM EXTENSION

To avoid death or serious injury, follow the procedures in this manual during erection, stowage, and use of the boom extension.

Install and secure all pins properly.

Control movement of the boom extension at all times.

Do not remove right side boom nose pins unless boom extension is properly pinned and secured on front and rear stowage brackets.



DANGER

Boom Extension Hazard!

To avoid death or serious injury, follow procedures in *Load Chart*, safety, and operation manuals during erection, stowage and use of boom extension. Install and secure all pins properly and control boom extension movement at all times.

Do not remove the pins from the front stowage bracket unless the boom extension is pinned to the right side of the boom nose.

Properly inspect, maintain, and adjust boom extension and mounting.

When assembling and disassembling boom extension sections, use blocking to adequately support each section and to provide proper alignment.

Stay outside of boom extension sections and lattice work.

Watch for falling or flying pins when they are being removed.

PARKING AND SECURING



DANGER

Tipping Hazard!

When parking the crane and leaving it unattended follow the instructions in Section 4 of this manual.

Failure to comply with these instructions may cause death or serious injury

When parking on a grade, apply the parking brake and chock the wheels.

Section 4 of this manual provides instructions for parking and securing a crane when it is to be left unattended. These instructions are intended to allow the crane to be placed in the most stable and secure position. However, Grove recognizes that certain jobsite conditions may not permit the boom and boom extension of a crane to be fully lowered to

the ground. When a qualified person at a jobsite determines that it is not practical to lower the boom to the ground, we recommend the following additional instructions be followed:

- The crane should be left in the smallest, most stable, valid operational configuration that the job site practically allows.
- The crane can not be left running, with a load on the hook, or in erection mode, or in wind conditions in excess of allowed values.
- The boom should be retracted as far as is practical, the crane configured in as stable a configuration as possible (boom angle, superstructure orientation, boom extension angle, etc.)
- In high winds the boom and boom extension should be lowered, or secured. Changing weather conditions including but not limited to: wind, ice accumulation, precipitation, flooding, lightning, etc. should be considered when determining the location and configuration of a crane when it is to be left unattended.

SHUT-DOWN

Use the following steps when shutting down the crane:

- Engage the parking brake.
- Fully retract and lower the boom.
- Engage the swing lock pin or 360 degree swing lock (if equipped).
- Place crane function power switch to OFF (if equipped).
- Place controls in neutral position.
- Shut down the engine and remove the ignition key.
- Wait a minimum of two minutes and then turn the battery disconnect switch to the OFF position.
- Chock the wheels, if not on outriggers.
- Lock the operator's cab (if applicable) and install vandal guards, if used.

COLD WEATHER OPERATION

Cold weather operation requires additional caution on the part of the operator.

Check operating procedures in this manual for cold weather starting.

Don't touch metal surfaces that could freeze you to them.

Clean the crane of all ice and snow.

Allow at least 30 minutes of engine run time for hydraulic oil to warm up.

Plastic components (battery casings, heater controls, dash controls, etc.) are extremely brittle in extreme cold. Use

caution handling and operating these components in sub-zero temperatures, avoiding shock loading.

In freezing weather, park the crane in an area where it cannot become frozen to the ground. The drive line can be damaged when attempting to free a frozen crane.

If applicable to your crane, frequently check all air tanks for water in freezing weather.

If applicable to your crane, always handle propane tanks according to the supplier's instructions.

Never store flammable materials on the crane.

If cold weather starting aids are provided on your crane, use them. The use of aerosol spray or other types of starting fluids containing ether/volatiles can cause explosions or fire.

TEMPERATURE EFFECTS ON HOOK BLOCKS

The Hook Block Working Load Limit (WLL) is valid between 60°C (140°F) and the low temperature limit given on the hook block identification plate with normal lifting precautions.

Lifting above 75% of the Working Load Limit, at temperatures between the service temperature given on the identification plate and -40°C (-40°F), must be done at a slow and steady rate to avoid stress spikes.

75% of the Working Load Limit must not be exceeded when lifting in temperatures below -40°C (-40°F).

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 0.00077 cubic centimeters per cubic centimeter of volume for 1°C of temperature change (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 the length of a cylinder is proportional to the extended length of the cylinder and to the change in temperature of the oil in the cylinder. For example, a cylinder extended 7.6 m (25 ft) in which the oil cools 15.5°C (60°F) would retract approximately 196 mm (7 3/4 in) [see Table 2-9 and Table 2-8]. 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 lubrication or improper wear pad adjustments 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 control lever 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, the 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.

Table 2-8 and Table 2-9 have 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.

Table 2-8: Boom Drift Chart (Cylinder length change in inches)

Coeff. =	0.00043 (in ³ /in ³ / °F)									
STROKE	Temperature Change (°F)									
(FT.)	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 2-9 Boom Drift Chart (Cylinder length change in millimeters)

Coeff. = 0.000774		(1/ °C)		Metric							
STROKE				Temperature Change (°C)							
(m)	5	10	15	20	25	30	35	40	45	50	55
1.5	6	12	17	23	29	35	41	46	52	58	64
3	12	23	35	46	58	70	81	93	104	116	128
4.5	17	35	52	70	87	104	122	139	157	174	192
6	23	46	70	93	116	139	163	186	209	232	255
7.5	29	58	87	116	145	174	203	232	261	290	319
9	35	70	104	139	174	209	244	279	313	348	383
10.5	41	81	122	163	203	244	284	325	366	406	447
12	46	93	139	186	232	279	325	372	418	464	511
13.5	52	104	157	209	261	313	366	418	470	522	575
15	58	116	174	232	290	348	406	464	522	581	639
16.5	64	128	192	255	319	383	447	511	575	639	702
18	70	139	209	279	348	418	488	557	627	697	766
Length change in mm = Stroke (m) X Temperature Change (°C) X Coeff. (1/ °C) X 1000 mm/m											

OVERLOAD INSPECTION

This information supplements the Rated Capacity Limiter (RCL) manual supplied with each Grove crane.

When the RCL system has acknowledged an overload on your crane, you must carry out specified inspections on the crane.

These inspections apply only to overloads up to 50%. For overloads of 50% or higher, crane operation must be stopped immediately and Crane Care must be contacted for corrective action.

The following illustrations may not be an exact representation of your crane and are to be used for reference only

**WARNING****Overload Hazard!**

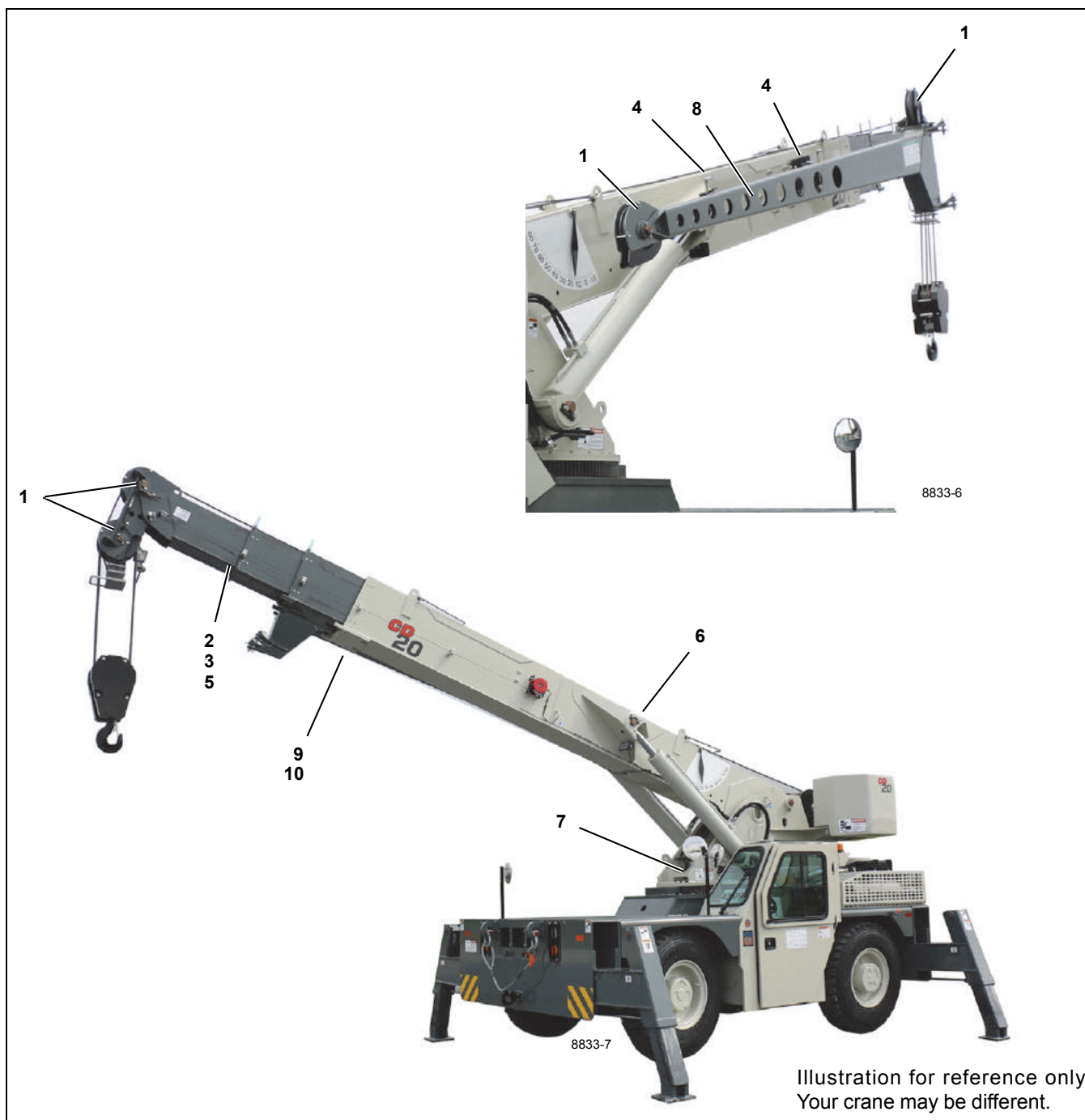
To avoid an accident caused by overload damage to your crane:

- Perform the inspections outlined in this publication for overloads up to 50%.
 - Stop operating the crane and contact Manitowoc Crane Care immediately for overloads of 50% and higher.
-

NOTE: If your crane is equipped with CraneSTAR, an overload warning will be posted to the web site for review by the crane owner.

Overload warnings do NOT indicate real time events! Warnings could be sent 24 hours (or more) after the actual event.

Boom Inspection



NOTE: The following checklist includes all features that can be found on Manitowoc cranes. Your crane may not have some features.

Overload less than 25%			
1	Sheaves, Rope Guides	Inspect all for damage.	
2	Collar-Wear Pads, Pad Retainers	Inspect for damage.	
Overload from 25% to 49%			
1	Sheaves, Rope Guides	Inspect all for damage.	
2	Collar-Wear Pads, Pad Retainers	Inspect all for damage.	
3	Collar-welds	Inspect all for damage.	
4	Pinning Areas	Inspect all for cracks.	
5	Telescopic Sections	Inspect for bent or twisted sections. Check the boom for straightness.	
6	Lift Cylinder Head Area	Inspect for bends or cracked welds.	
7	Turret-Base Section	Inspect for cracked welds.	
8	Jib Section	Inspect for bent or twisted section. Check for straightness.	
9	Welds	Inspect for cracks.	
10	Paint	Inspect for cracked paint which could indicate twisted, stretched, or compressed members.	

Superstructure Inspection

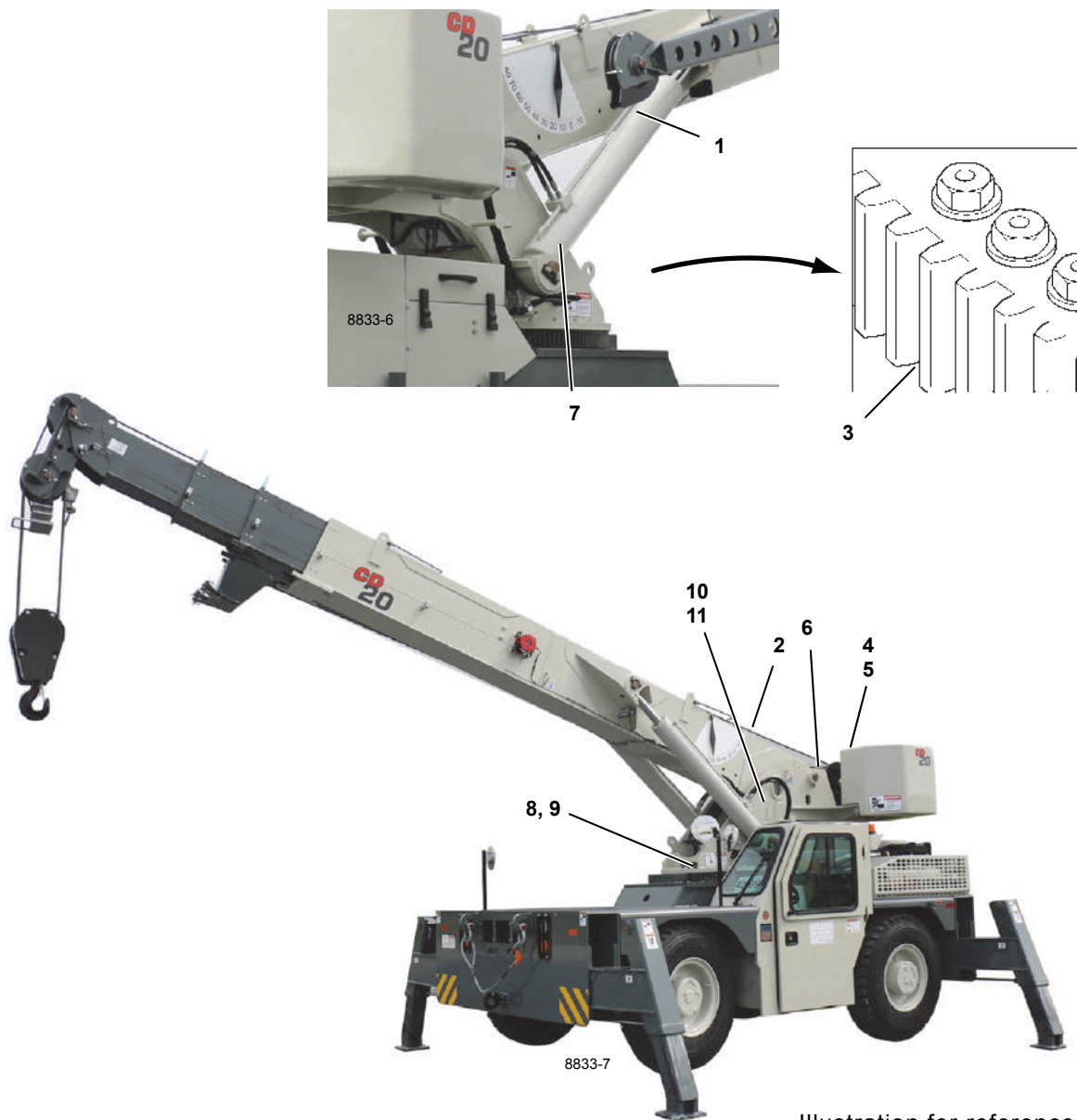
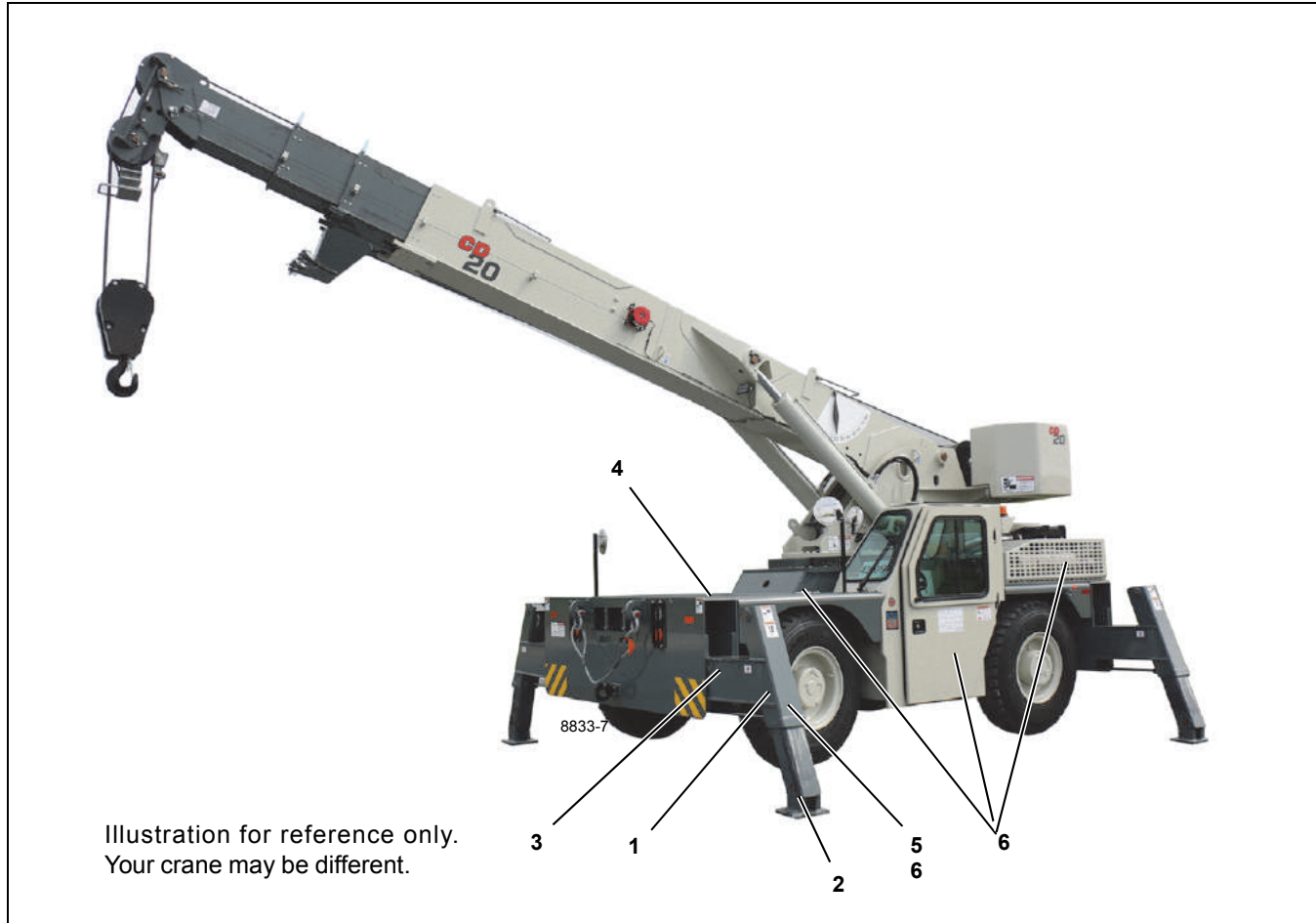


Illustration for reference only.
Your crane may be different.

NOTE: The following checklist includes all features that can be found on Manitowoc cranes. Your crane may not have some features.

Overload less than 25%			
1	Lift Cylinders	Inspect for leaking.	
2	Wire Rope	Inspect all for damage.	See topic in Introduction section of Service Manual.
3	Turntable Bearing	Check bolts for proper torque.	See topic in Swing section of Service Manual.
Overload from 25% to 49%			
1	Lift Cylinder	Inspect for leaking.	
2	Wire Rope	Inspect all for damage.	See topic in Introduction section of Service Manual.
3	Turntable Bearing	Check bolts for proper torque.	See topic in Swing section of Service Manual.
4	Hoist/Drums	Inspect each for damage.	
5	Hoist Brakes	Brakes must hold rated line pull.	
6	Bearing Main Boom Pivot Pin	Inspect for deformation, cracked welds.	
7	Lift Cylinder-Lower Mount	Inspect pin and welds.	
8	Turret Area	Inspect for deformation, cracked welds.	
9	Mounting Studs	Check bolts for proper torque.	
10	Welds	Inspect for cracks.	
11	Paint	Inspect for cracked paint which could indicate twisted, stretched, or compressed members.	

Carrier Inspection



NOTE: The following checklist includes all features that can be found on Manitowoc cranes. Your crane may not have some features.

Overload less than 25%			
1	Jack Cylinders	Inspect for leaking.	
2	Outrigger Pads	Inspect for deformation and cracked welds.	
Overload from 25% to 49%			
1	Jack Cylinders	Inspect for leaking.	
2	Outrigger Pads	Inspect for deformation and cracked welds.	
3	Outrigger Beams	Inspect for deformation and cracked welds.	
4	Outrigger Boxes	Inspect for deformation and cracked welds.	
5	Welds	Inspect for cracks.	
6	Paint	Inspect for cracked paint which could indicate twisted, stretched, or compressed members.	

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SECTION 3

OPERATING CONTROLS AND PROCEDURES

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Item	Description	Item	Description
1	Swing Control Lever	7	Steering Wheel
2	Telescope Control Lever	8	Turn Signal/Windshield Wiper Lever
3	Hoist Control Lever	9	Transmission Shift Lever
4	Boom Lift Control Lever	10	Indicator and Gauge Display
5	Accelerator Pedal	11	Left Dash Controls
6	Brake Pedal	12	Right Dash Controls

FIGURE 3-1

CONTROLS, SWITCHES, AND GAUGES

Crane Controls

Refer to Figure 3-1.

Swing Control (1)

Operates the boom/mast rotation function. The boom and mast will rotate continuously through a full 360°.

Telescope Control (2)

Extends and retracts the boom sections.

Hoist Control (3)

Raises and lowers the hook block or downhaul weight (also referred to as headache ball).

A hoist rotation indicator ("thumb thumper") under the hoist control handle cover will move up and down to signal the operator by feel that the hoist drum is being operated in either direction.

Boom Lift Control (4)

Raises or lowers the boom assembly.

Accelerator Pedal (5)

Controls the speed of all crane functions. Pressing down on the accelerator pedal increases the engine speed in relation

to pedal movement. The pedal is spring-loaded to return to idle speed.

Brake Pedal (6)

Controls the service brakes located in the ends of the front and rear axles. Pressing down on the pedal applies the service brakes (to slow down and stop crane) in relation to pedal movement.

Steering Wheel (7)

Controls the direction of travel.

Turn Signal/Windshield Wiper Lever (8)

Indicates the turning direction: move the lever down to signal a right turn and up to signal a left turn.

The wiper switch has three settings: O (off), I (low speed), II (high speed). Rotate the switch to the desired speed.

Press the end of the switch to operate the windshield washer.

Press the button on the end of the lever to sound the horn.

Transmission Shift Lever (9)

Selects the travel direction (forward, neutral, reverse) and the travel speed range (1-4).



Item	Description
1	Swing Control Lever (see page 3-3)
2	Telescope Control Lever (see page 3-3)
3	Defroster Switch
4	Fault Code Switch
5	Steering Select Switch
6	2wd/4wd Select Switch
7	Headlights/Work Lights Switch
8	Outrigger Extend/Retract Switch
9	Hoist Speed Select Switch
10	Heater Switch (Heat Only Option)
11	Emergency Stop Switch

FIGURE 3-2

Left Dash Controls

Refer to Figure 3-2.

Defroster Switch (3)

Two position switch that turns the windshield defroster fan on and off.

Fault Code Switch (4)

Push-button switch that scrolls through the engine fault codes shown on the LCD display. Refer to *Fault Code Display* (6), page 3-9.

Steering Select Switch (5)

Three position switch that selects two-wheel steering, four-wheel steering or crab steering. Refer to *Steering Controls*, page 3-5.

Two-Wheel/Four-Wheel Drive Select Switch (6)

Two position switch. Push the bottom of the switch for two-wheel drive and the top of the switch for four-wheel drive.

Headlights/Work Lights Switch (7)

Three position switch. Press the bottom of the switch to turn on the head and tail lights. Press the top of the switch to turn on the work lights. Center the switch to turn off all lights.

Outrigger Extend/Retract Switch (8)

Three position switch used in conjunction with the Outrigger Beam/Jack Select Switches (page 3-6). Press the top of the switch to extend the selected outrigger beam or jack. Press

the bottom of the switch to retract the selected outrigger beam or jack

Release the switch center to lock the outrigger beams and jacks in position.

The back up alarm will come on when any outrigger is being operated.

Refer to *Operating the Outrigger Controls*, page 3-23.

Hoist Speed Select Switch (9)

Two position switch. Press the top of the switch to operate the hoist at high speed. Press the bottom of the switch to operate the hoist at low speed.

Heater Fan Switch (10)

Heat only option.

Three position switch. Press the top of the switch for high fan speed. Press the bottom of the switch for low fan speed. Center the switch to turn off the fan.

Emergency Stop Switch (11)

Push the knob DOWN to **STOP engine** only in an emergency — for example, if a crane function does not stop when the control handle is released to off or any other uncontrolled motion of a crane function is observed.

Beware — when the knob is pushed down, the engine stops, the brakes apply, and any **functions being operated come to an abrupt stop**.

Use the engine ignition switch to stop the engine for normal operating conditions.

NOTE: The knob must be pulled up before the engine can be restarted.

Steering Controls

The crane can be operated in three steering modes:

- Two-Wheel Steering Mode
- Four-Wheel Steering Mode
- Crab Steering Mode

These modes are selected using the Steering Selector Switch (5, Figure 3-2). Because proximity switches are used in the steering system, after a steering mode is selected and the steering wheel is turned, the steering mode will automatically switch when the tires are aligned in the straight ahead direction.

The steering modes are shown in Figure 3-3, 3-4, and 3-5.

Two-Wheel Steer Mode

The front wheels steer the crane (Figure 3-3). The rear wheels remain in the fixed straight ahead position. This mode is used for highway travel and traveling at higher speeds.

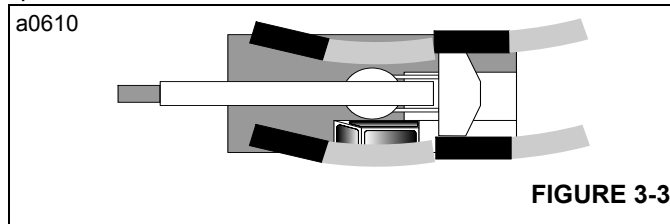


FIGURE 3-3

Four-Wheel Steer Mode

DO NOT travel at high speed with the crane in the four-wheel steer mode. Possible tipping may occur when turning.

The front wheels steer in the direction that the steering wheel is turned and rear wheels turn in the opposite direction (Figure 3-4). This mode allows for an extremely short turning radius. It enables the rear wheels to follow the track of the front wheels.

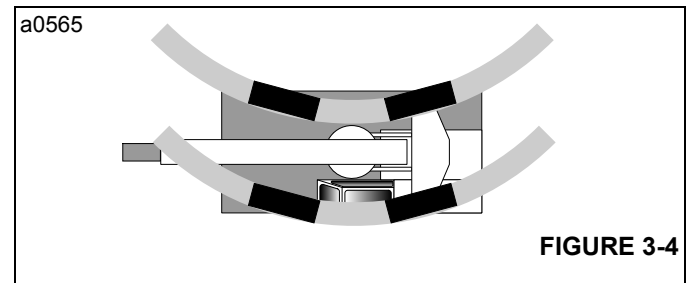


FIGURE 3-4

Crab Steer Mode

All wheels steer in the same direction (Figure 3-5). This mode permits the operator to move the crane sideways for short distances. This feature is especially helpful in repositioning the crane in tight areas.

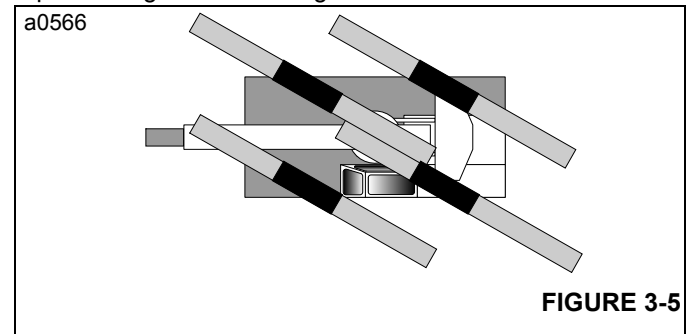


FIGURE 3-5

DANGER

Crane travel in crab steer mode without boom in the forward, retracted and down position can affect backward stability and possibly result in MACHINE TIPOVER.

- MAKE CERTAIN AXLE OSCILLATION LOCK-OUT IS ENGAGED.
- MAINTAIN MINIMUM REQUIRED BOOM ANGLE.
- TRAVEL SLOWLY AND AVOID JERKY STARTS AND STOPS.

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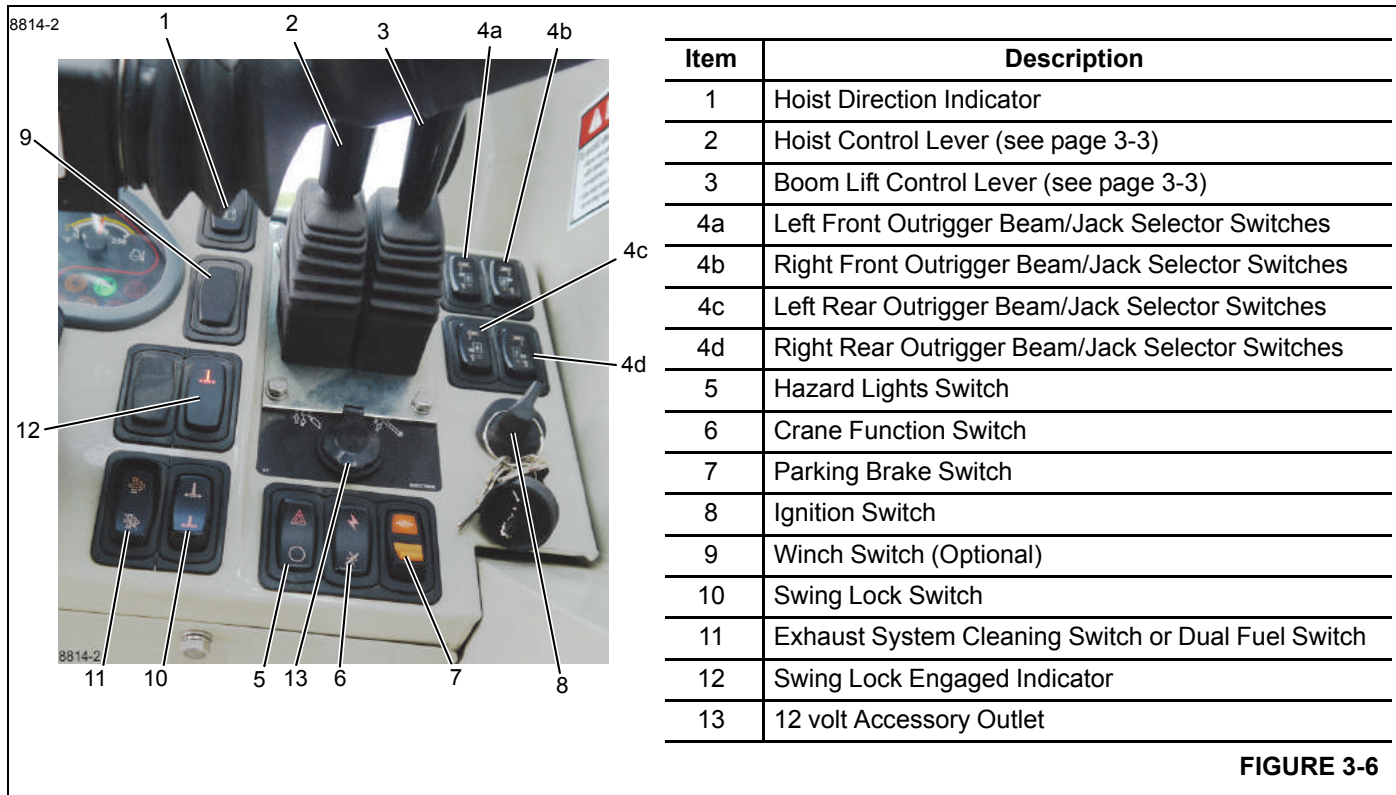


FIGURE 3-6

Right Dash Controls

Refer to Figure 3-6.

Hoist Direction Indicator (1)

Illuminates to indicate which direction the hoist is rotating. The top symbol lights up when the hoist is winding wire rope onto the drum. The bottom symbol lights up when the hoist is unwinding rope from the drum.

Outrigger Beam/Jack Select or Switches (4)

Used in conjunction with the Outrigger Extend/Retract Switch (page 3-4). Press the top of the switch(es) to extend/retract the desired beam. Press the bottom of the switch(es) to extend/retract the desired jack. Refer to *Operating the Outrigger Controls*, page 3-23.

The back up alarm will come on when any outrigger is being operated.

Hazard Lights Switch (5)

Two position switch (on-off) that causes all four turn signal lights to flash.

Crane Function Switch (6)

Two position switch. Press the top of the switch to enable operation of the crane functions (hoist, boom lift, telescope, swing). Press the bottom of the switch to disable operation of the crane functions.

Additionally, the operator must be seated in the seat to enable operation of all crane functions. See *Seat Switch*, page 3-16.

CAUTION

Avoid Crane Damage!

Do not engage the parking brake while the vehicle is moving. Damage to the crane can occur.

Disengage the parking brake before driving. Damage to the crane can occur.

Parking Brake Switch (7)

Two position switch. Press the bottom of the switch to disengage the parking brake. Press the top of the switch to engage the parking brake. When the brake is engaged, the switch illuminates.

Ignition Switch (8)

Refer to Figure 3-7.

The key included with this crane is necessary for operation of the ignition switch.

ACC – maintained position energizes the accessory electrical circuit.

STOP – maintained position stops the engine and de-energizes the accessory electrical circuits.

ACC/RUN – maintained position energizes the accessory and ignition electrical circuits.

START – momentary position that starts the engine. Release the switch to the ACC/RUN position once the engine starts.

See “Starting the Engine: Normal” on page 17.

As a system check, the indicators on the indicator and gauge display will come on for two seconds when the ignition switch is turned to the RUN position.

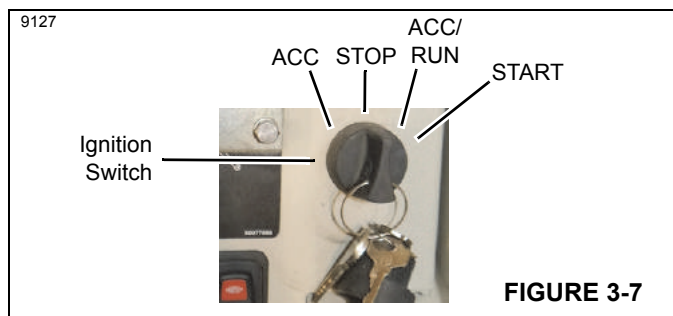


FIGURE 3-7

Refer to Figure 3-6. for the remaining items

Winch Switch (9) (Optional)

Two position switch operates the optional winch attached to the front end of the crane.

To **UNWIND** rope from the winch, press the top of the switch.

To **WIND** rope onto the winch, press the bottom of the switch.

CAUTION

Avoid Crane Damage!

Do not engage the swing lock while swinging. Shock load or structural damage to the crane can occur.

Swing Lock Switch (10)

Two position switch that engages the swing lock to lock the mast in any position for the full 360° of rotation. Press the bottom of the switch to engage the swing lock. Press the top of the switch to disengage the swing lock.

Two types of swing lock are available:

- **STANDARD:** hydraulic swing lock that hydraulically locks the mast in position. When this swing lock is engaged, the swing lock indicator light (12) comes on.
- **MECHANICAL:** gear segment (1, Figure 3-8) that engages the ring gear (2). The swing lock has an indicator (3) that is visible through the right cab window.

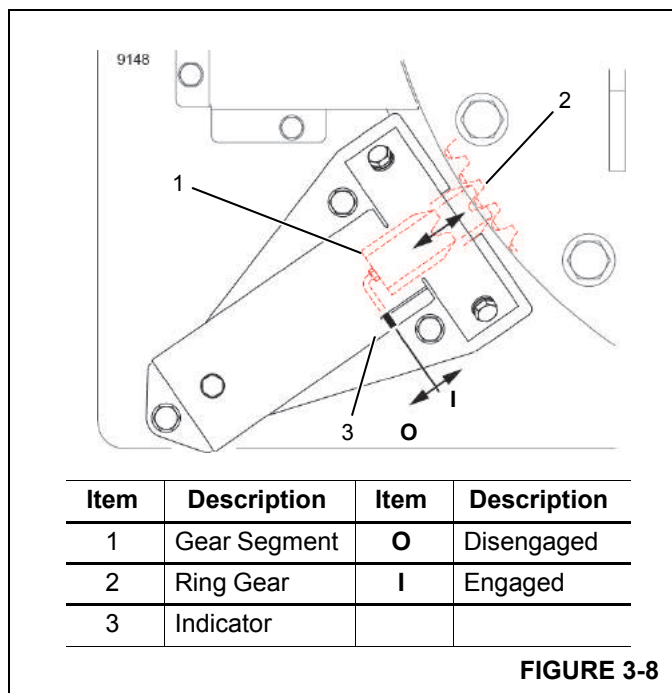


FIGURE 3-8

Exhaust System Cleaning Switch (11) — Tier 4 Final Engine Only

Press the top of the switch to initiate exhaust system cleaning. Press the bottom of the switch to inhibit exhaust system cleaning.

Dual Fuel Switch (11)

Use this switch to select either gasoline or propane to fuel the engine. Press the top of the switch to select gasoline. Press the bottom of the switch to select propane. Place the switch in the center position to shut the fuel off.

NOTICE

Propane/Gasoline Fuel Switching!

When switching from either propane or gasoline:

- Begin by first engaging the park brake.
- With the engine running on either propane or gasoline, place the fuel selection switch to the center position (fuel off).
- After the engine shuts down, place the fuel selection switch to the desired fuel type, then restart engine.

Swing Lock Engaged Indicator (12)

Illuminates when the hydraulic swing lock is engaged.

12 volt Accessory Outlet (13)

Use this outlet to power a 12 volt accessory with a maximum amperage of 10 amps.

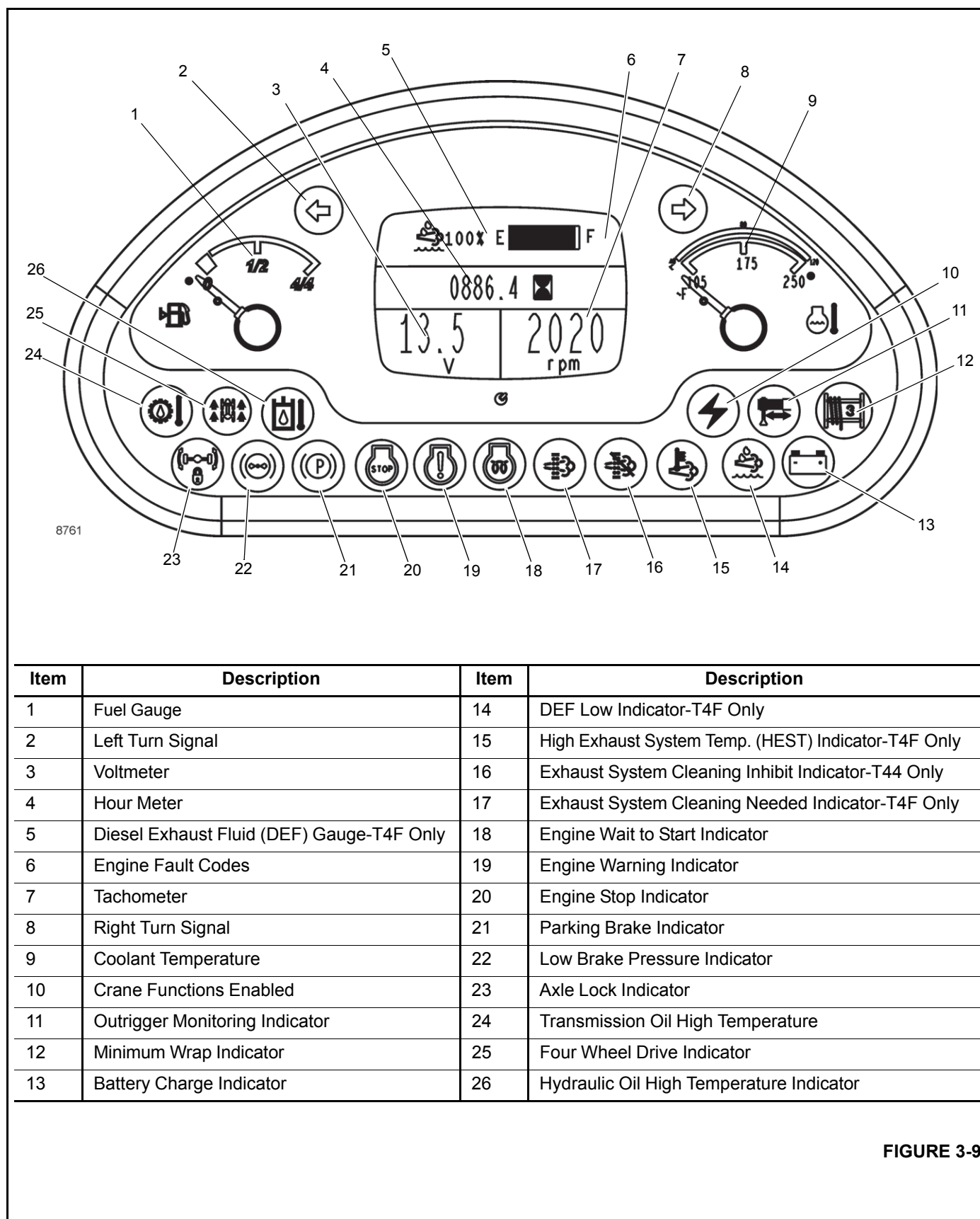


FIGURE 3-9

Indicator and Gauge Display—Diesel Engine

Refer to Figure 3-9.

As a system check, the indicators will come on for two seconds when the ignition switch is turned to the RUN position.

Fuel Gauge (1)

Indicates the quantity of fuel in the fuel tank. The scale is calibrated from 0 (empty) to 4/4 (full). The fuel gauge receives a signal from a sending unit in the fuel tank.

Left Turn Signal Indicator (2)

Flashes green when the turn signal lever is pushed up or the Hazard Light Switch is turned on.

Voltmeter (3)

Indicates the voltage being supplied to or from the batteries.

Hourmeter (4)

Registers the total hours the engine has been operating. Use this display to determine when to perform preventive maintenance.

DEF Gauge (5)—Tier 4 Final Engine Only

Indicates the amount of DEF that is in the reservoir.

Fault Code Display (6)

Show the engine fault codes when the ignition switch is in the RUN position and the engine is off. Depress the fault code switch (page 3-4) to scroll through the faults.

Refer to the engine manufacturer's manual for a list of fault codes.

Tachometer (7)

Displays engine RPM. The tachometer receives a signal from the engine ECM.

Right Turn Signal Indicator (8)

Flashes green when the turn signal lever is pushed down or the Hazard Light Switch is turned on.

Engine Coolant Temperature Gauge (9)

Indicates the engine coolant temperature on a dual scale calibrated from 105 to 250°F and 40 to 120°C. The gauge receives a signal from the engine ECM and a temperature sending unit in the engine cooling system.

Crane Function Enabled Indicator (10)

Illuminates amber when the crane functions (hoist, telescope, boom lift and swing) are enabled.

Outrigger Monitoring Indicator (11)

Illuminates green when all of the outriggers have been fully extended. The jacks can be extended to level the crane.

Minimum Wrap Indicator (12)

Illuminates red when the wire rope is down to the last three wraps on the hoist drum. The hoist down, telescope out and boom lift functions will be disabled.

Battery Charge Indicator (13)

Illuminates red if battery system voltage is below 9 volts, engine ECM voltage is below nine 9 volts, or there is no alternator charge signal present.

If the engine is running and the battery charge indicator illuminates, investigate possible alternator, alternator fuse, or alternator wiring problems.

When the engine is not running and the ignition switch is in the ACC or RUN position, the battery charge indicator turns on to indicate the batteries are being drained and not being charged.

DEF Low Indicator (14)—Tier 4 Final Engine Only

Illuminates amber when the DEF reservoir is low.

High Exhaust System Temperature (HEST) Indicator (15)—Tier 4 Final Engine Only

Illuminates red when the exhaust system is cleaning. The exhaust temperature will be high.

Exhaust System Cleaning Inhibit Indicator (16)—Tier 4 Final Engine Only

Illuminated amber when the exhaust system cleaning switch (11, Figure 3-6) is in the inhibit cleaning position. Both manual and active cleaning will be inhibited.

Exhaust System Cleaning Needed Indicator (17)—Tier 4 Final Engine Only

Illuminates amber when the exhaust system is in need of cleaning.

The indicator will be lit continuously during the early stages of required cleaning. If this condition continues, the lamp will begin to flash and a slight engine derate will occur.

If this condition continues further, the engine warning light (19) will illuminate in addition to the cleaning indicator and a severe engine derate will occur.



WARNING

Extreme Heat Hazard!

During the cleaning process the exhaust becomes very hot. Do not park the vehicle near objects that are flammable.

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

The only way in which either of these conditions can occur is if cleaning has been inhibited or a manual cleaning was interrupted. The cleaning process can take place in three different modes:

Passive: the exhaust is hot enough during normal working operation to burn off any hydrocarbon (soot) accumulation.

Active: Active cleaning occurs when there is not sufficient heat in the exhaust to perform the cleaning operation when it is required. Exhaust temperatures are raised by the system sufficiently high to enable a cleaning to occur. This is all done without any operator intervention. When the exhaust system cleaning switch (11, Figure 3-6) is in the active cleaning (center) position, active cleaning is enabled. This is recommended.

Manual: Manual or stationary, cleaning is the same as active cleaning but takes place while the equipment is not being operated. It offers the equipment operator the option, if needed, of performing cleaning outside the normal duty cycle. When the exhaust system cleaning switch (11, Figure 3-6) is momentarily placed in the manual cleaning position, manual cleaning is initiated. Often this is preceded by the exhaust system cleaning switch (11, Figure 3-6) being placed in the inhibit cleaning position, which can lead to the engine operational implications discussed above.

Engine Wait to Start Indicator (18)

Illuminates amber for a period of time when the ignition switch is in the on position. The engine should not be cranked until the wait to start light turns off. This light is controlled by the engine ECM.

Engine Warning Indicator (19)

Illuminates amber when energized by a signal from the engine ECM. This indicator will stay lit until the engine fault code is cleared.

Engine Stop Indicator (20)

Illuminates red when energized by a signal from the engine ECM. This indicator will stay lit until the engine fault code is cleared.

If this indicator light illuminates note the fault code and shut off the engine and refer to the *Engine Operator's Manual*.

If one of the critical operating conditions exceeds the engine protection limit, an engine derate will occur and the warning light will illuminate. The severity of the derate will vary according to which engine operating condition has exceeded its engine protection limit. Also, the severity of the derate may vary in relation to the severity of the event (Example: coolant temperature is slightly above a threshold for a short period of time will result in a mild derate compared to a coolant temperature over a threshold for a longer time).

Parking Brake Engaged Indicator (21)

Illuminates red when the crane parking brake is engaged.

Low Brake Pressure Indicator (22)



WARNING

When the low brake pressure warning light is illuminated, immediately stop and shutdown the crane. **DO NOT** drive the crane with the warning light illuminated. Brake failure is possible and the result could be serious personal injury and property damage.

Illuminates red when the pressure of the brake system falls below the operational range. Stop the crane immediately and determine the cause of the low brake pressure. Do not drive the crane until the problem has been repaired. The light will illuminate briefly when the brake system charges during operation.

Axle Lock Indicator (23)

Illuminates amber when the axle lock is engaged.

Transmission Oil Temperature Indicator (24)

Illuminates red during high transmission oil temperature conditions. A warning buzzer will also sound.

Four Wheel Drive Indicator (25)

Illuminates amber when the transmission is in four wheel drive.

Hydraulic Oil High Temperature Indicator (26)

Illuminates red when the hydraulic oil temperature exceeds 93°C (200°F). When this indicator illuminates, set down the load as soon as possible, turn off the engine and try to find the cause of the high hydraulic oil temperature.

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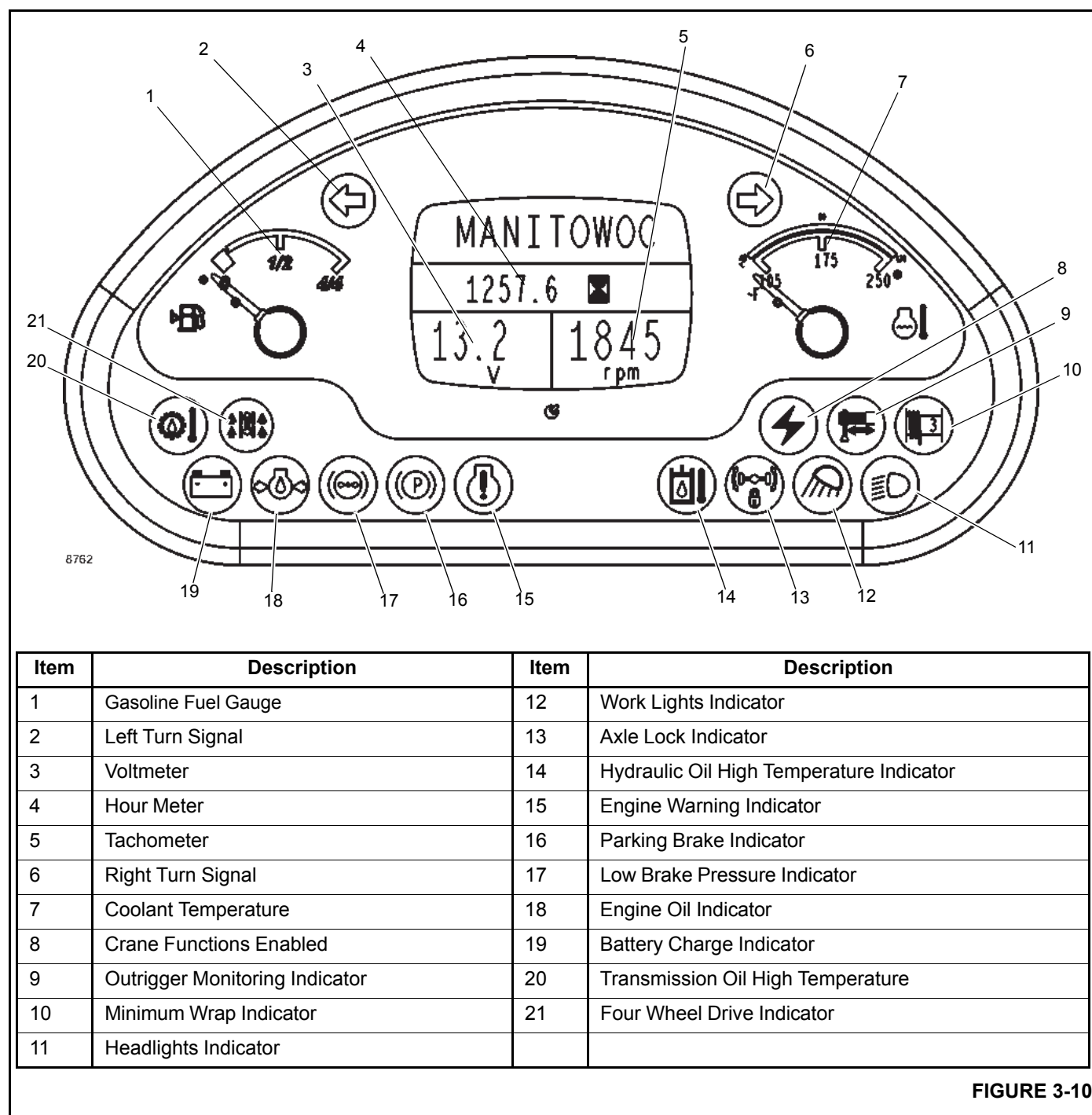


FIGURE 3-10

Indicator and Gauge Display—Dual Fuel Engine

Refer to Figure 3-9.

As a system check, the indicators will come on for two seconds when the ignition switch is turned to the RUN position.

Gasoline Fuel Gauge (1)

Indicates the quantity of gas in the gas tank and has a scale calibrated from 0 (empty) to 4/4 (full). The fuel gauge receives a signal from a sending unit in the gas tank.

Left Turn Signal Indicator (2)

The Left Turn Signal Indicator (2) is a green arrow light that flashes when the turn signal lever is pushed up or the Hazard Light Switch is positioned to On.

Voltmeter (3)

Indicates the voltage being supplied to or from the batteries.

Hourmeter (4)

Registers the total hours the engine has been operating. Use this display to determine when to perform preventive maintenance.

Tachometer (5)

Displays engine RPM. The tachometer receives a signal from the engine ECM.

Right Turn Signal Indicator (6)

Flashes green when the turn signal lever is pushed down or the hazard light switch is turned on.

Engine Coolant Temperature Gauge (7)

Indicates the engine coolant temperature on a dual scale calibrated from 105 to 250°F and 40 to 120°C. The gauge receives a signal from the engine ECM and a temperature sending unit in the engine cooling system.

Crane Function Enabled Indicator (8)

Illuminates amber when the crane functions hoist, telescope, boom lift and swing are activated.

Outrigger Monitoring Indicator (9)

Illuminates green when all the outriggers have been fully extended. The jacks can be extended to level the crane.

Minimum Wrap Indicator (10)

Illuminates red when the wire rope is down to the last three wraps on the hoist drum. The hoist down, telescope out and boom lift functions will be disabled.

Headlights Indicator (11)

Illuminates amber when the headlights are on.

Work Lights Indicator (12)

Illuminates amber when the work lights are on.

Axle Lock Indicator (13)

Illuminates amber when the axle lock is engaged.

Hydraulic Oil High Temperature Indicator (14)

Illuminates red when the hydraulic oil temperature exceeds 93°C (200°F). When this indicator illuminates, set down the

load as soon as possible, turn off the engine and try to find the cause of the high hydraulic oil temperature.

Engine Warning Indicator (15)

Flashes amber to display engine error codes. The codes are conveyed by flashing the light in such a manner that the first numeral is flashed, a pause, then the second number of the code is flashed. Refer to KEM Engine Manual for detailed instructions.

This indicator will continue to flash until the engine error is corrected.

Parking Brake Engaged Indicator (16)

Illuminates red when the crane parking brake is engaged.

Low Brake Pressure Indicator (17)**WARNING**

When the low brake pressure warning light is illuminated, immediately stop and shutdown the crane. **DO NOT** drive the crane with the warning light illuminated. Brake failure is possible and the result could be serious personal injury and property damage.

Illuminates red when the pressure of the brake system falls below the operational range. Stop the crane immediately and determine the cause of the low brake pressure. Do not drive the crane until the problem has been repaired. The light will illuminate briefly when the brake system charges during operation.

Engine Oil Indicator (18)**CAUTION**

When the Engine Oil Indicator illuminates shut off the engine until the cause of the low oil pressure is found.

Illuminates red when the engine oil pressure falls below a given value.

Battery Charge Indicator (19)

Illuminates red if battery system voltage is below 9 volts, engine ECM voltage is below 9 volts, or there is no alternator charge signal present.

If the engine is running and the battery charge indicator illuminates, investigate possible alternator, alternator fuse, or alternator wiring problems.

When the engine is not running and the ignition switch is in the ACC or RUN position, the battery charge indicator turns on to indicate the batteries are being drained and not being charged.

Transmission Oil Temperature Indicator (20)

Illuminates red during high transmission oil temperature conditions. A warning buzzer will also sound.

Four Wheel Drive Indicator (21)

Illuminates amber when the transmission is in four wheel drive.

OPERATOR AIDS

Crane Level Indicator

The bubble-type crane level indicator (Figure 3-11) provides the operator with a visual indication of the crane's levelness. See *Adjusting the Bubble Level*, page 3-23.

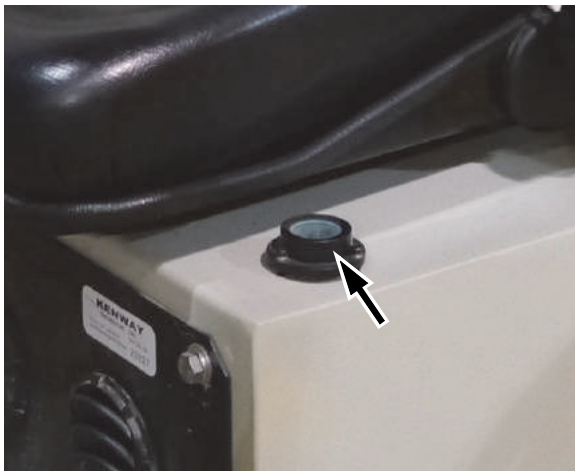
The crane is level when the bubble is centered in the circle.



WARNING

Crane Tipping Hazard

ASME B30.5 specifies that the crane must be level to within one percent of grade (0.5°) in all directions—1 ft in 100 ft (0.3 m in 30 m); otherwise, the crane could tip.



9124-2

FIGURE 3-11

Boom Angle Indicator

The boom angle indicator (Figure 3-12) is a plumb arrow and a decal with angular graduations from 0° to 80° . One is located on both sides of the boom and is visible from the

operator's cab in most boom positions. Use the indicator to determine the boom angle when reading the capacity chart.

Boom Angle Indicator

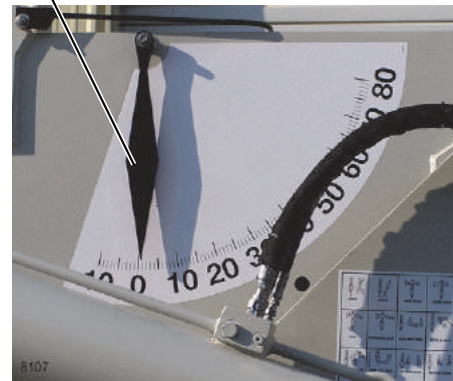


FIGURE 3-12

Rated Capacity Limiter (RCL)

The RCL (Figure 3-13) provides information on angle, load, radius, capacity, etc. and allows the operator to set limits for these variables.

For operating instructions, refer to the RCL manual provided with your crane.



8814-3

FIGURE 3-13

Mirrors

Three mirrors (Figure 3-14) are provided. Adjust the mirrors to suit the operator

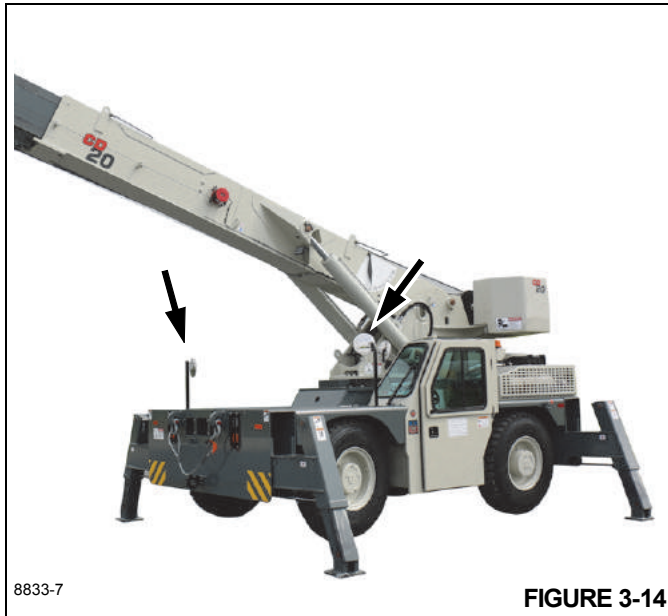


FIGURE 3-14

OPERATOR CAB CONTROLS

Heater/Air Conditioner

Refer to Figure 3-15.

The cab heater/air conditioner (furnished as an option with enclosed cabs) is located under the operator's seat.

When operating the heater, open the shut-off valve (7, Figure 3-16) in the hot water supply line on the engine.

- Fan Switch (1) is a four-position switch that turns the fan on and controls its speed. When the switch is off, the A/C will not run.
- A/C Thermostat (2) controls the cab temperature. Turn the knob clockwise to increase cooling. Turn the knob counterclockwise to decrease cooling and to turn the A/C off.
- Heater Control (3) controls water flow through the heater coil. Turn the knob clockwise to increase heating. Turn the knob counterclockwise to decrease heating and to turn the heater off.
- Air vents (4) control the direction and amount of air flow to the cab.
- Air filter (5) filters the air delivered to the cab. Refer to *Clean Heater/Air Conditioner Filter*, page 6-19 for filter maintenance.

Defroster

The windshield defroster vent is located on the top of the instrument panel (1, Figure 3-17).

To operate the defroster, use the defroster switch (3, Figure 3-2) located on the instrument panel.

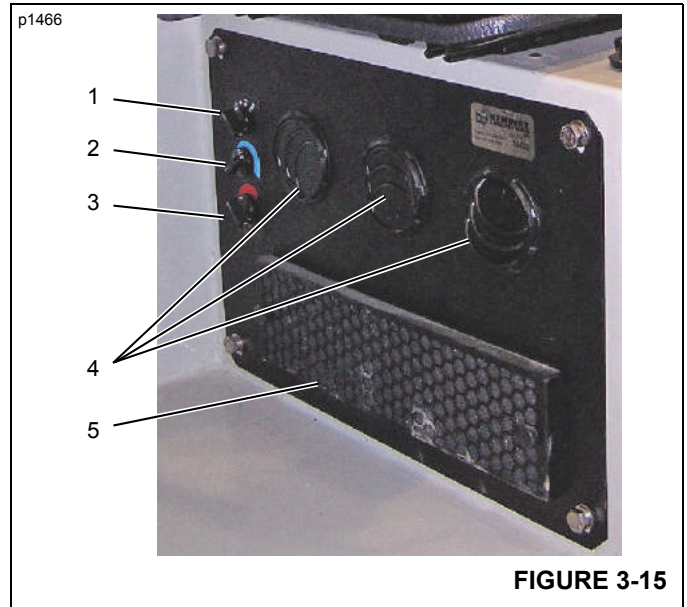


FIGURE 3-15

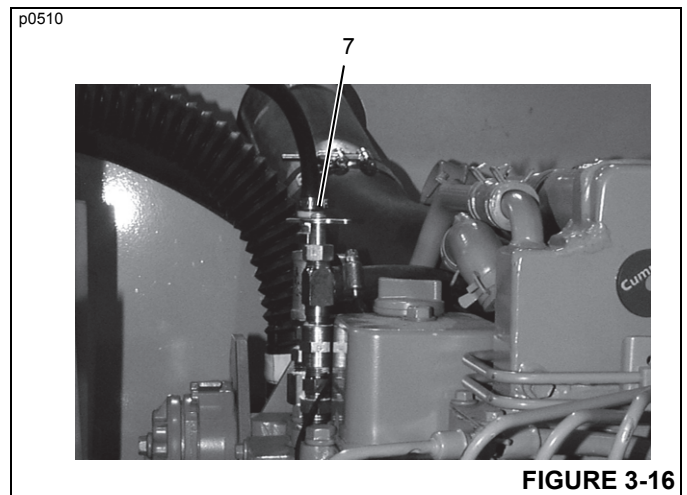


FIGURE 3-16



FIGURE 3-17

Seat Switch

A switch in the seat controls power to the crane function solenoid valve. If the operator is not seated, the crane functions will not work, even if the crane function power switch is on.

Operator Seat

Refer to Figure 3-18.

Adjust the operator's seat correctly. Full foot pedal control must be obtained with your back firmly against the seat back.



9124-1

FIGURE 3-18

Seat Fore & Aft Adjustment - To adjust the seat, move the control lever (1) to the right. Move the seat to the proper position and then move the control lever back to the left to lock the seat position.

NOTE: The seat can be removed for cleaning and/or maintenance by holding the control lever and sliding the seat completely forward off the slider tracks. To **avoid damage**, be sure to unplug the seat switch as the seat is slid forward off the tracks.

Seat Tilt Adjustment - Turn the knob (2) to adjust the seat tilt angle.

Seat Lumbar Adjustment - Turn the knob (3) to increase or decrease lumbar support.

Seat Belt

The operator's seat is equipped with a seat belt (4, Figure 3-18). Use this belt at all times when operating the crane.



Cab Door (Enclosed Cab)



p0284

View A



p0285

View B

FIGURE 3-19

Opening the Cab Door from Outside

Pull the door handle out to release the cab door latch. (Figure 3-19, View A).

Opening the Door from Inside

Pull the door handle back to release the cab door latch (Figure 3-19, View B).

Locking the Cab Door

The cab door can be locked from the outside. Insert the key and turn it to the left to lock the door. Turn the key to the right to unlock the door. The door key number is stamped on the lock if additional keys are required.

Cab Side Window

The left side window (if equipped) is opened by pulling on the latch and sliding the window rearward.

Fire Extinguisher

The fire extinguisher is located in the cab and is attached to the left and rear of the operator's seat. Study the manufacturer's instructions printed on the fire extinguisher for its proper use.



FIGURE 3-20

Strobe Light

The amber strobe light behind the operator cab comes on when the engine is started.

Dome Light

The dome light has a 3-way switch: map light only, map and dome light, and off.

CONNECTING/DISCONNECTING THE BATTERIES

Refer to the Batteries topic in Section 2 of this manual and to the Battery Disconnect Switch topic in Section 3 of the CD20 Service Manual for operating the battery disconnect switch 4, Figure 3-23).

The battery disconnect switch must be in the on (connected) position to start the engine.

STARTING THE ENGINE: NORMAL

NOTE: Never leave the engine running while the crane is unattended. Shut off the engine to prevent unauthorized persons from operating the controls.

Walk around the crane and warn all personnel who may be servicing the crane or are in the crane's path prior to starting. Do not start until all personnel are clearly away from the crane.

1. Enter the cab and adjust the operator's seat for comfortable operation.
2. Fasten the seat belt.



w0003

The operator's seat is equipped with a seat belt. Use this belt at all times when operating the crane.

3. Check that the parking brake (Figure 3-21) is applied. Press the top of the switch.

7854-7



FIGURE 3-21

4. Place the travel select lever (Figure 3-22) in the neutral (N) position.



Travel Select Lever

FIGURE 3-22

CAUTION

Do not bypass the crane's neutral-start system. The neutral start system must be repaired if it malfunctions.

DO NOT crank the starter motor continuously for more than 30 seconds. Damage to the starter motor could occur.

NOTE: **DO NOT** operate the engine at full RPM or apply a full load until the engine is warm.

The diesel engine in this crane is equipped with an air intake heating system. When starting the engine in cold weather the *Engine Wait to Start Indicator* (18), page 3-10 will illuminate. Do not attempt to start the engine until this indicator goes out.

5. Turn the ignition switch to the START position to crank the engine. Release the switch when the engine starts. Do not press the accelerator pedal, the engine ECM will determine the proper idle speed.

If the engine fails to start on the first try, wait until the starter motor comes to a complete stop; then again crank the engine with the ignition key.

6. Check the engine oil pressure warning light. See Figure 3-9 and 3-10. If the warning light is illuminated, shut down the engine immediately. Have the engine serviced before placing the crane in service.
7. Check the brakes, steering, and all controls for proper operation. If a malfunction is found, shut down the engine immediately and park the crane until the malfunction is corrected or the crane can be safely towed (See *Towing a Disabled Crane*, page 3-38).

8. Disengage the parking brake before you travel with the crane. See *Operating the Travel Controls*, page 3-21.

STARTING THE ENGINE: TOWING OR PUSHING

If the battery is discharged, **DO NOT** try to start the engine by towing or pushing the crane. Damage to the transmission will occur. Instead, use booster batteries to jump start the engine.

STARTING THE ENGINE: JUMP START

Jump Starting the Crane

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.

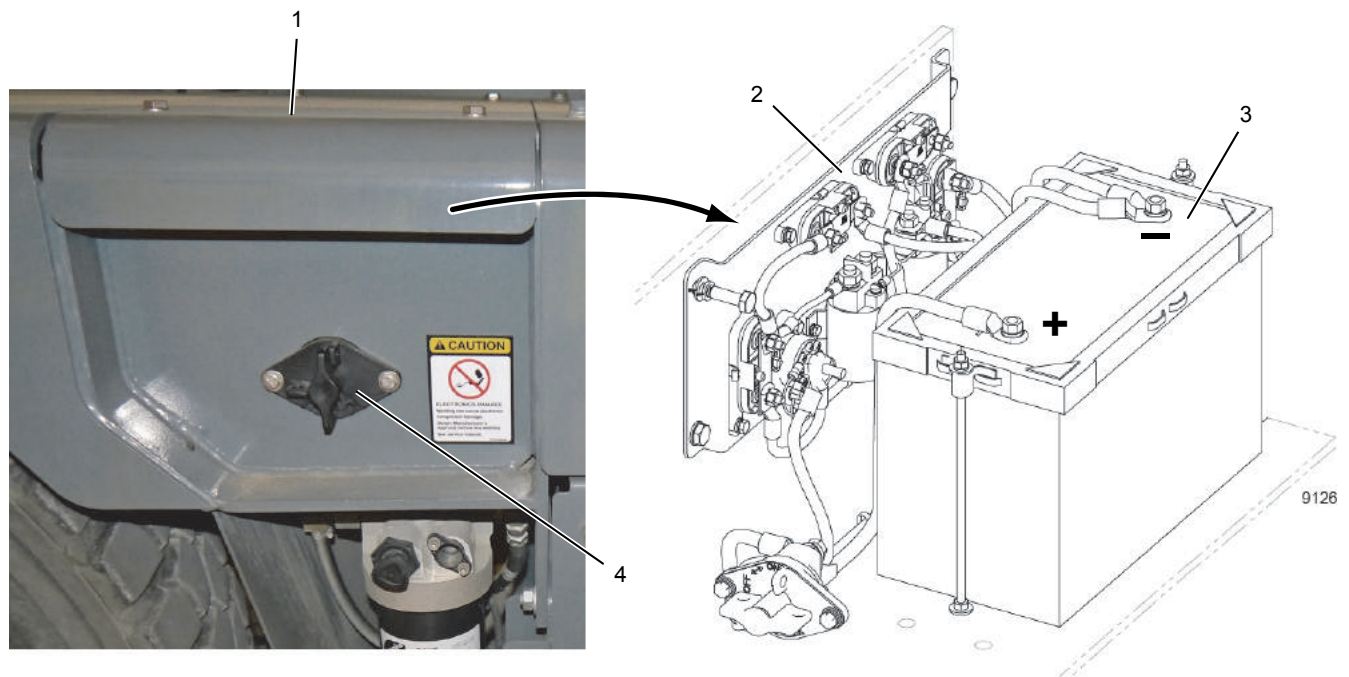
All crane models, particularly those produced since 2000, have multiple computer systems (crane control, RCL, engine & transmission control) that are highly susceptible to voltage/ amperage surges in the electrical system.

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.

Charging

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.



1	Battery Access Cover
2	Relay Panel
3	Battery
4	Battery Disconnect Switch

FIGURE 3-23

WARMING THE CRANE

The following procedures detail the actions that must be taken to properly warm the different crane components before operating the crane.

NOTE: For temperatures below -9°C (15°F) refer to arctic lubricants and conditions in the Operator and Service Manuals.

Before starting the crane, ensure the appropriate lubricants are used to provide lubrication for the prevailing ambient temperatures in which the crane will operate in (a list of lubricants and their temperature ranges can be found in the Lubrication section of your crane's *Operator Manual*, by contacting your local Manitowoc distributor, or by contacting Manitowoc Crane Care directly).

CAUTION

Crane Damage Hazard!

Operating the crane with the incorrect lubricants and fluids for the prevailing ambient temperature and/or failing to adequately warm the crane prior to cold weather operation can lead to a failure of a crane component or system.

Always use Manitowoc recommended lubricants and fluids for the prevailing ambient temperature and properly start and warm the crane using the cold weather procedures found in this Operator Manual and supplement before operating the crane at full load.

Engine

Warm-up Procedures for All Temperature Ranges:

1. Upon startup, allow the engine to idle for 3 to 5 minutes before operating with a load.
2. Cold Engine Startup: After allowing the engine to warm by idling it for 3 to 5 minutes, slowly increase the engine speed to provide adequate lubrication to the bearings and to allow the oil pressure to stabilize.

NOTE: Additional information regarding cold weather engine operation is available through your Cummins dealer/service center under Service Bulletin 3379009.

Transmission

Operating the transmission with a sump temperature below normal operating temperature is limited to:

- operating in the neutral gear or
- driving with an unloaded crane while not exceeding 1500 engine RPM and not exceeding half throttle.

Warm-up Procedures for Industrial Cranes:

1. Engage the parking brake and apply the service brake.
2. Shift the transmission into the highest gear and increase the engine RPM to 1500 for 15 seconds, then allow the engine RPM to return to idle.
3. Repeat Step 2 until the temperature of the transmission sump reaches normal operating temperature.

Alternate Warm-up Procedures for Industrial Cranes:

1. Setup the crane on outriggers.
2. Engage the transmission with 4-wheel drive selected (if equipped) and allow crane to run at idle until the temperature of the transmission sump reaches normal operating temperature.

NOTE: Warm-up operation of 4-wheel drive transmission engaged in 2-wheel drive only could cause transmission damage.

Hoist

Performing a warm-up procedure is recommended at every startup and is required at ambient temperatures below 4°C (40°F).

Warm-up Procedures:

1. Without operating the hoist function, warm the hydraulic oil (see *Hydraulic Oil System*, page 3-20).
2. Once the hydraulic system is warm, operate the unloaded hoist, in both directions, at low speeds several times to prime all hydraulic lines with warm hydraulic oil

and to circulate gear lubricant through the planetary gear sets.

Swing Drive and Turntable Bearing

Warm-up Procedures for Temperatures Above -7°C (20°F):

1. Setup the crane on fully extended outriggers, with the boom fully retracted and near maximum lift angle with no load applied.
2. Rotate the superstructure at a speed of less than one RPM for at least one complete revolution in one direction, then rotate the superstructure at a speed of less than one RPM for at least one complete revolution in the opposite direction.

Warm-up Procedures for Temperatures Below -7°C (20°F):

1. Ensure the boom is fully retracted and near maximum lift angle with no load applied.
2. Rotate the superstructure at a speed of less than one-half RPM for at least two complete revolutions in one direction, then rotate the superstructure at a speed of less than one-half RPM for at least two complete revolutions in the opposite direction.

Axles

Warm-up Procedures for Temperatures Below -35°C (-30°F):

1. Setup the crane on outriggers.
2. Engage the transmission (see *Transmission*, page 3-20) with 4-wheel drive selected (if equipped) and allow crane to run at idle until the temperature of the transmission sump reaches normal operating temperature.

NOTE: Warm-up operation of 4-wheel drive transmission engaged in 2-wheel drive only could cause transmission damage.

Hydraulic Oil System

- **From 4°C to -10°C (40°F to 15°F):** Crane operation without a load is allowed with medium engine RPM and medium function speed (joystick position) until the fluid reaches at least 10°C (50°F). It is then recommended that all crane functions be cycled to remove cold fluid from all components and cylinders of the hydraulic system. If there is any unusual sound coming from the crane's hydraulic pumps or motors, stop the operation and engine immediately and contact a Manitowoc distributor.
- **From 10°C to 4°C (50°F to 40°F):** Crane operation with a load is allowed with medium engine RPM and medium

function speed (joystick position) until the fluid reaches at least 10°C (50°F).

- **From 95°C to 10°C (200°F to 50°F):** Crane operation with a load is allowed with no restrictions.
- **Above 95°C (200°F):** No crane operation is allowed. Let the crane's hydraulic oil cool by running the engine at idle with no functions actuated.

OPERATING THE TRAVEL CONTROLS

w0027

! WARNING



SAVE LIVES AND PREVENT INJURIES.

- Watch your path.
- Help people notice you.
- Use your horn.
- Be sure backup alarm is operating.

1100255

CAUTION

If travel sight is restricted, do not attempt to travel with the crane until a signalman gives a signal that the crane is clear of obstacles in the wheel path. Remove any obstacles from the wheel path before moving.

To help prevent accidents, use a "Slow Moving Vehicle" Sign and a flashing strobe light (where legal) for traveling on highways or public roads.

Starting Travel

1. Enter the operator's cab, close the door, if equipped, and fasten the seat belt.

w0003



The operator's seat is equipped with a seat belt. Use this belt at all times when operating the crane.

2. Start the engine, apply the service brakes and disengage the parking brake.

CAUTION

Avoid Crane Damage!

Do not engage the parking brake while the vehicle is moving. Damage to the crane can occur.

Disengage the parking brake before driving. Damage to the crane can occur.

3. Select either the Forward (F) or Reverse (R) travel position on the transmission shift lever (see Figure 3-24). (The service brakes must be applied before the transmission will go into gear.)

The back up/outrigger alarm at the rear of the carrier will sound while traveling in reverse.

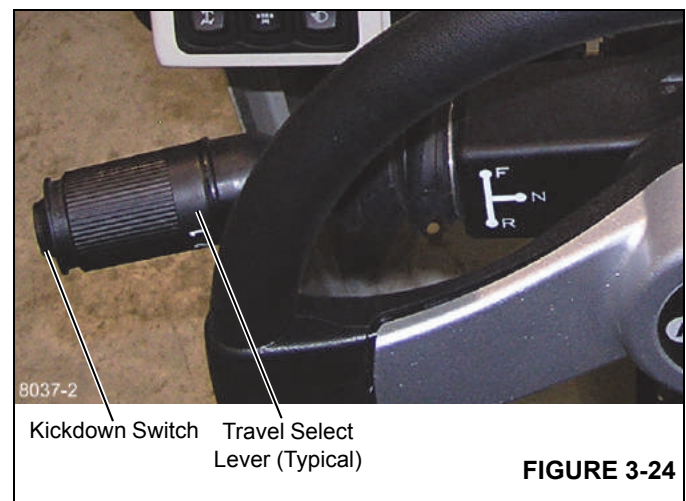
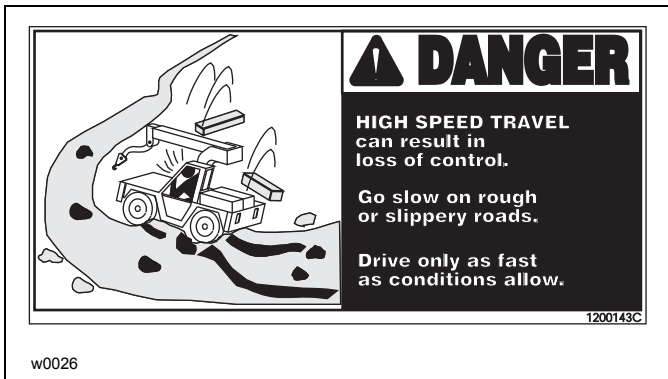


FIGURE 3-24



The crane has no axle suspension. Traveling at high speeds, especially on rough roads, can create a bouncing effect that can result in loss of control. Personal injury, death and property damage could result. Reduce speed if bouncing occurs.

4. Start out traveling from a stopped position in 1st gear. Travel speed may be shifted from 1st to 2nd, 2nd to 3rd, 3rd to 4th when the crane is moving. See “Shifting Gears”, below. Avoid operating at too high a speed when moving a heavy load, as this may cause “lugging” on the engine. Use a lower gear when moving a heavy load; higher gear when moving a lighter load. **SELECTING THE CORRECT TRAVEL SPEED WILL PROLONG ENGINE LIFE.**

NOTE: Check the instrument panel gauges frequently during operation. Any abnormal readings should be investigated and corrected as soon as possible.

Changing Travel Direction

1. It is recommended that the crane come to a complete stop before changing travel direction.

NOTE: The transmission electronic control unit (ECU) contains a setting that will prevent a change in direction from taking place (to protect the transmission from abuse) when the traveling speed is too high. A repeated double beep will sound until the speed drops and change in direction is accomplished, or the change is deselected.

2. Move the travel select lever to the opposite travel direction.

Shifting Gears

NOTE: The transmission used on this crane is not an automatic transmission. It is a “Persiflage” transmission. The gears and clutches will not shift automatically. Each gear range must be shifted manually.

1. Up shifting to the next gear may be done at any engine speed, while the crane is in motion, but first ease up on the accelerator pedal.

NOTE: The transmission is equipped with a speed sensor. This sensor protects certain shifting functions of the transmission and is connected to a warning beeper. Should a speed sensor signal not be received by the transmission electronic control unit (ECU) on power up, the ECU prevents the selection of 4th gear. This is intended to indicate a faulty sensor or wiring and all speed protection is lost. If the signal is lost after power up, 4th gear will be selectable until the power is turned off.

2. When down shifting, do not over-rev the engine. Allow the crane to slow down before shifting to the next lower gear. Down shifting is subject to speed limitations. If the speed is too high a repeated double beep is sounded and will continue until the speed drops below the limit or downshift is deselected.
3. The Kickdown Switch, on the end of the gear lever, can be used to select the next lowest gear providing the speed is not too high (a double beep will be heard if the speed is too fast). Press the switch to select the next lowest gear (except when in 1st gear). The transmission will downshift for approximately 6 seconds and then return to the higher gear. The kick down selection can be canceled by pressing the button again. It will also be canceled by reversal in direction.
4. It is recommended that the crane come to a **complete stop** before shifting between forward and reverse.

The following practices could result in transmission failure:

- Shifting between forward and reverse while the engine is at high speed or heavy throttle, such as when the driving wheels are in mud or snow — commonly called rocking.
- Shifting to reverse or forward while operating the engine at high speed in neutral.
- Operating the transmission at or near “stall speed” for more than 10 seconds at a time. “Stall condition” is when the engine runs at high speed while the transmission is in forward or reverse and the drive wheels are not moving. For example, when the wheels are mired in deep sand or mud, or when the crane is against a fixed barrier.
- Down shifting at high speeds causing the engine to over rev.

Stopping Travel

1. Apply the service brakes and downshift as necessary to slow the crane until it comes to a complete stop.
2. Place the transmission select lever in Neutral (N) and engage the parking brake.

3. Turn the ignition switch to the OFF position to stop the engine.
4. If the crane is parked and unattended, remove the ignition key.

OPERATING THE OUTRIGGER CONTROLS



DO NOT allow any persons to stand near extending or lowering outriggers. Foot crushing could occur.

For maximum lift and stability, fully extend and lower the outriggers. Be sure the crane is level before lifting a load. Use the crane level indicator (Figure 3-11) located next to the seat to determine when the crane is level. The bubble must be in the center of the indicator circle. Use the outriggers to level the crane. If this is not possible, reposition the crane until the bubble is centered.

If it is suspected that the crane level indicator is out of adjustment, verify and adjust it using the procedure under *Adjusting the Bubble Level*, page 3-23.

Leveling the Crane

ASME B30.5 specifies that if a crane is not level within 1% of grade, the allowable capacities must be reduced. Therefore, whether lifting on rubber or outriggers, it is essential that the

crane is level to within 1% of grade. The bubble level that is provided on the crane is calibrated to be accurate within 1% of grade.

To properly level the crane, the boom must be positioned over the front of the crane, fully lowered to horizontal and fully retracted (for cranes fitted with a boom rest, the boom shall be stowed onto the rest). Raise and level the crane using the outriggers.

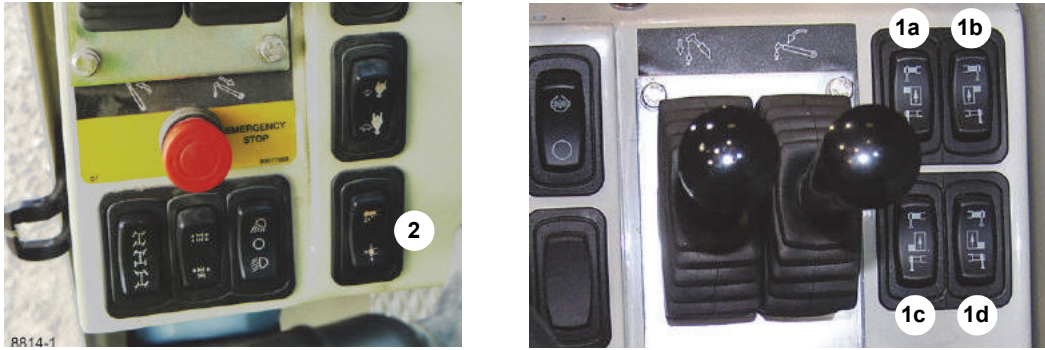
A working crane may settle during lifting operations. Frequently check the crane for level. When rechecking the crane for level, the boom must be positioned over the front of the crane, fully lowered to horizontal and fully retracted (for cranes fitted with a boom rest, the boom shall be stowed onto the rest). If necessary, re-level the crane using the outrigger controls.

Adjusting the Bubble Level

The bubble level adjustment should be checked periodically; if it is suspected that the bubble level indicator is out of adjustment, verify and adjust the bubble level as follows:

1. Position the crane on a firm, level surface.
2. Extend and set the outriggers. Level the crane, as indicated by the bubble level indicator, using the outriggers.
3. Place a miracle pointer level, carpenter level, or similar type device on a machined surface such as the turntable bearing or bearing mounting surfaces.
4. Using the outriggers, level the crane as indicated on the leveling device used in step 3.
5. Using the bubble level indicator mounting screws, adjust the bubble level indicator to show level.

NOTE: The most common way of extending and retracting the outriggers is to extend and retract the four outriggers at the same time. Individual operation is accomplished by selecting the desired Outrigger/Select Switch.



1a	Left Front Outrigger Beam/Jack Select Switches
1b	Right Front Outrigger Beam/Jack Select Switches
1c	Left Rear Outrigger Beam/Jack Select Switches
1d	Right Rear Outrigger Beam/Jack Select Switches
2	Outrigger Extend/Retract Switch

FIGURE 3-25

Extending the Outrigger Beams

1. Engage the park brake (the outriggers will not operate until the park brake is engaged).
2. Press the top of the desired beam/jack selector switch(es) (1, Figure 3-25).
3. Press the top of the extend/retract switch (2, Figure 3-25).

The selected beam(s) will extend (Figure 3-26).

4. Press the accelerator pedal to increase engine speed and accelerate beam extension.
5. Release the accelerator pedal and the switches when the beams are fully extended.

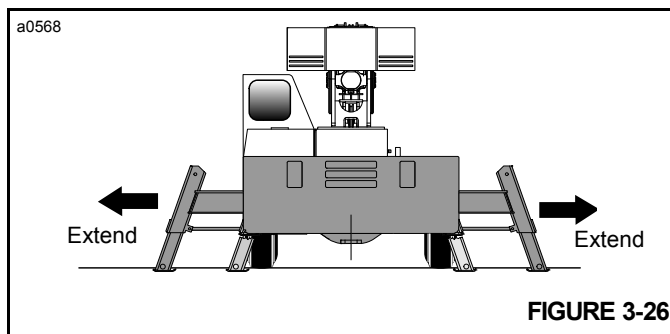


FIGURE 3-26

Extending the Outrigger Jacks

1. Engage the park brake (the outriggers will not operate until the park brake is engaged).
2. Press the bottom of the desired beam/jack selector switch(es) (1, Figure 3-25).
3. Press the top of the extend/retract switch (2, Figure 3-25).

The selected jack(s) will extend (Figure 3-27) to raise the crane.

4. Press the accelerator pedal to increase engine speed and accelerate jack extension.
5. Release the accelerator pedal and the switches when the jacks are fully extended and the crane is level.

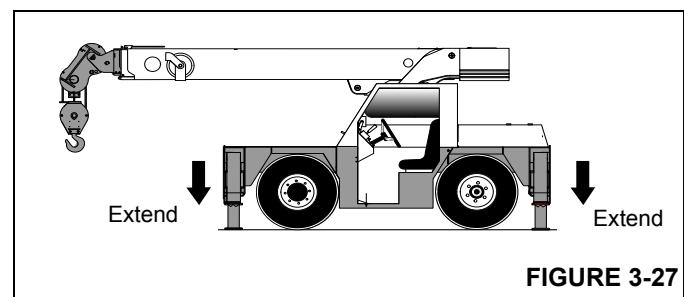


FIGURE 3-27

NOTE: The beams can not be extended or retracted when the jacks are extended. Attempting to do this will cause damage to the outriggers.

Outrigger Monitoring System (OMS) (Optional—Standard in North America)

The Outrigger Monitoring System (OMS) aids the operator by turning on a green indicator light (1, Figure 3-28) on the

control panel when all four outrigger beams are fully extended.

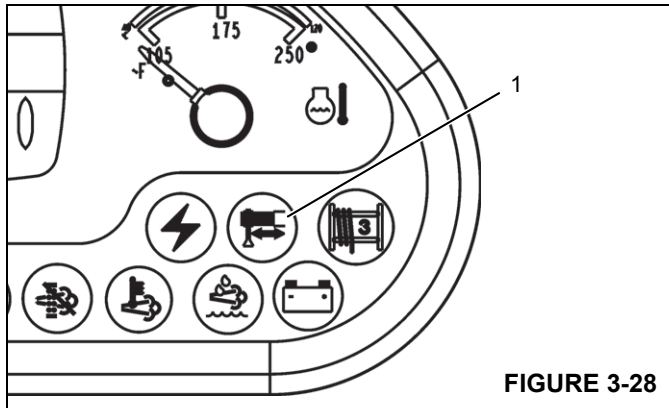


FIGURE 3-28

Outriggers fully retracted and outriggers fully extended are the only outrigger positions documented on the *Load Charts*.

Each proximity switch senses the presence of its respective outrigger beam until the beam reaches its fully extended position.

Proximity switch outputs are wired in series such that when all outrigger beams are fully extended, each proximity switch will no longer sense presence of its outrigger beam, the output contact will then close illuminating the green indicator on the control panel signaling all outriggers are fully extended and lifts can be made per “outriggers fully extended” *Load Chart*.

Any outrigger beam not fully extended or functional failure of any proximity switch will cause the indicator to not illuminate, indicating outrigger beams are not fully extended and lifts can only be made per the “outriggers retracted” or “on rubber” *Load Charts*.

The OMS is not interfaced with the rated capacity limiter system (if equipped). The crane operator is responsible for selecting the correct load chart.

Raising the Jacks

1. Place the Outrigger/Jack selector switches (1, Figure 3-25) in the jack position—push the bottom of the switch.
2. Run the engine at idle speed (accelerator pedal released).
3. Push the bottom of the Extend/Retract Switch (2).
4. Press the accelerator pedal to increase the engine speed, which will accelerate the upward movement of the jacks (Figure 3-29). Release the accelerator pedal and the switch when the jacks are fully retracted.

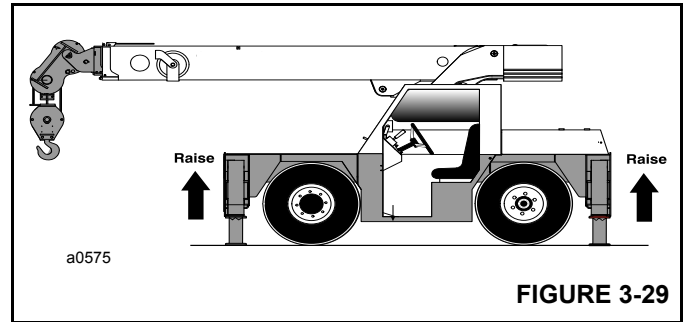


FIGURE 3-29

Retracting the Outriggers

1. Place the Outrigger/Jack selector switches (1, Figure 3-25) in the outrigger position—push the top of the switch.
2. Run the engine at idle speed (accelerator pedal released).
3. Push the bottom of the Extend/Retract Switch (2).
4. Press the accelerator pedal to increase the engine speed, which will accelerate the inward movement of the outriggers (Figure 3-30). Release the accelerator pedal and the switch when the outriggers are fully retracted.

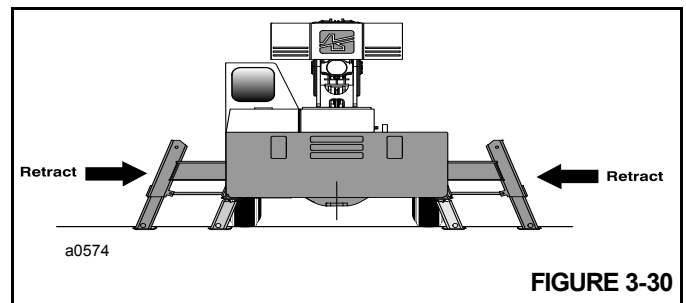
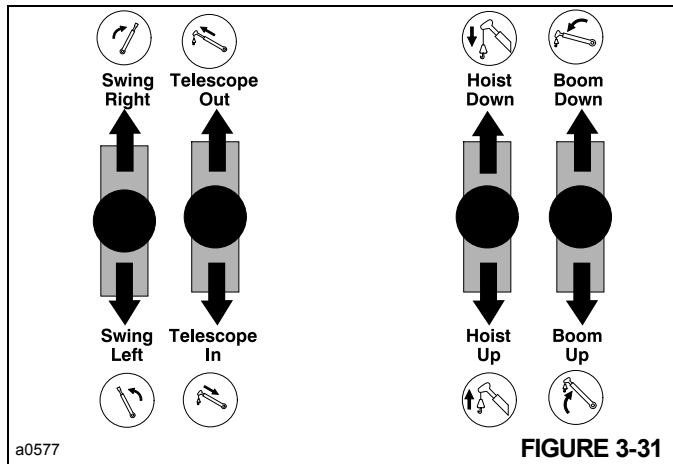


FIGURE 3-30

OPERATING THE CRANE FUNCTIONS

Four levers in the operator's cab control the crane functions. See Figure 3-1. These levers are connected to the main control valves by hydraulic pilot lines. The function controlled by each lever is shown in Figure 3-31.

The speed of each function is controlled by lever movement in either direction and by engine speed.



Anti-Two Blocking System

See Figure 3-32.

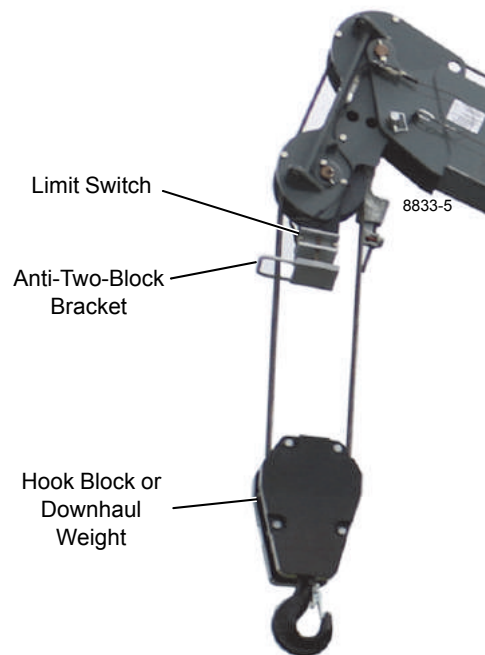
This system inhibits the hook block or the downhaul weight from being pulled into the boom (or boom extension) head during boom extension, boom raising, and load hoisting operations.

If the hook block or the downhaul weight contacts the anti-two-block bracket under the boom head or the anti-two-block lever under the boom extension head, the limit switch is actuated.

The limit switch stops hydraulic oil flow to the telescope out, boom lift, and hoist motor raise functions. A horn is activated to give a warning to the operator in all cases.

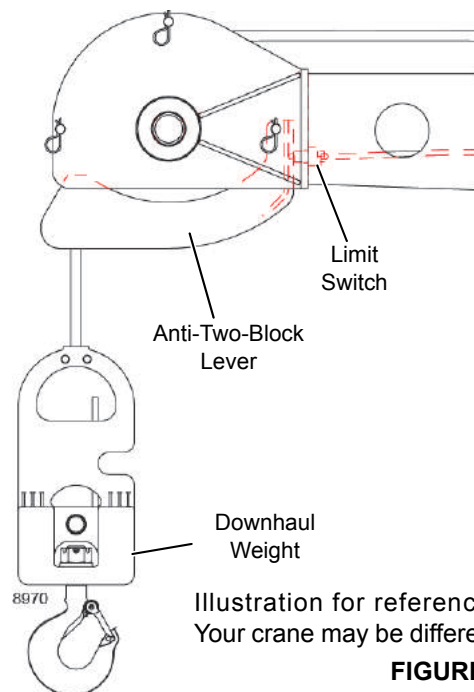
Before operation can resume, the hook block or the downhaul weight must be lowered away from the boom or boom extension head.

NOTE: **DO NOT** disconnect the anti-two-block system. Possible damage to the boom, hoist or crane could result.



Anti-Two Blocking System — Boom

Anti-Two Blocking System — Boom Extension



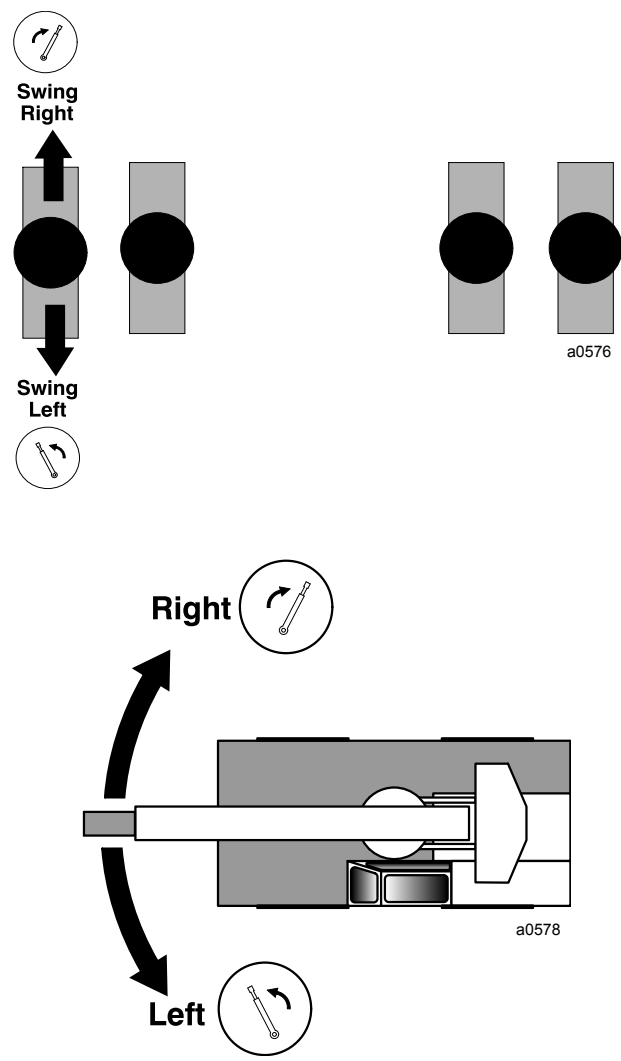


FIGURE 3-33

Swing Operation

See Figure 3-33.



Before rotating the boom, be sure there is enough clearance on all sides of the crane and that all people are away from the area. A pinch point between the operator's cab and mast can cause injury or death.

CAUTION

Avoid Crane Damage!

- Do not apply the swing lock (if equipped) while swinging. Damage to the crane can occur.
- Disengage the swing lock before swinging. Damage to the crane can occur.
- Never put side loads on the boom. Side loads can damage the swing gearbox. Move the boom so that it is directly above the load before lifting the load.

To Rotate the Boom to the Left (Counterclockwise)

1. Switch the crane function power switch to the enable position.
2. Disengage the swing lock.
3. Press the accelerator pedal to increase the engine speed to the desired RPM.
4. Slowly pull back on the swing control lever until the desired swing speed is obtained. The further the control is pulled back the faster the mast will rotate.

To Stop Rotation

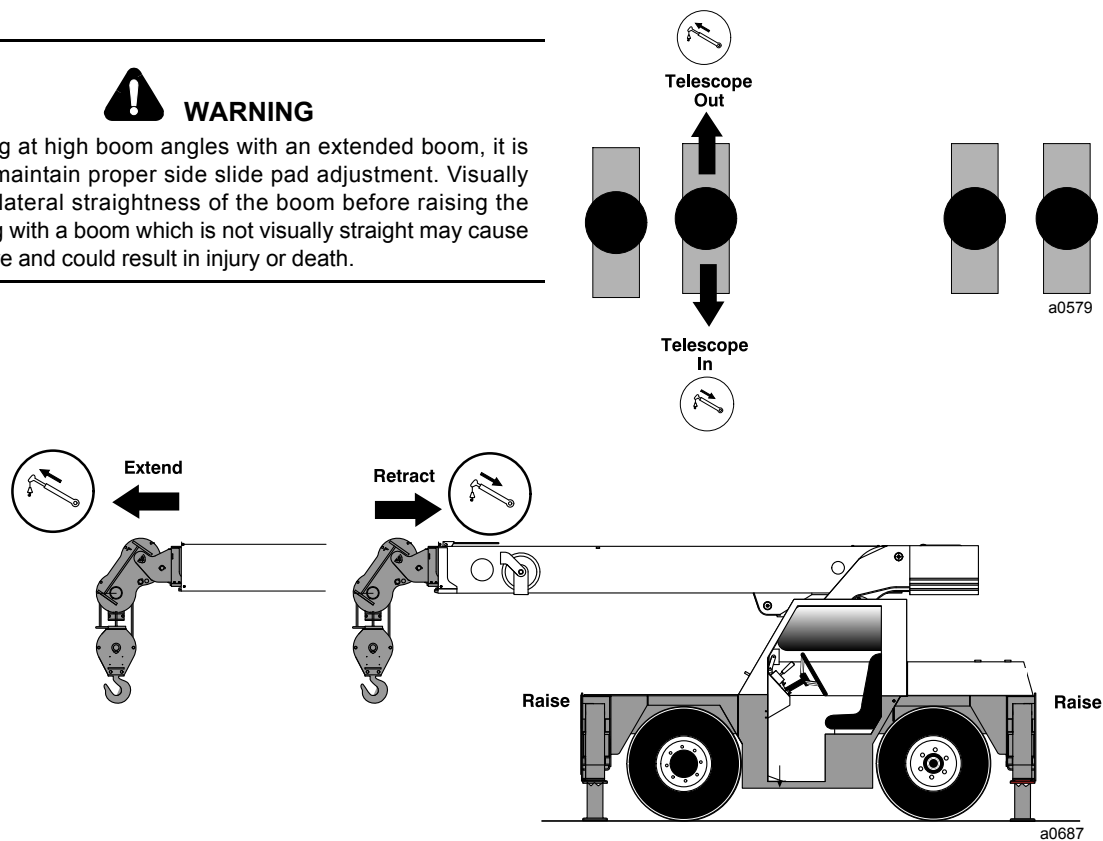
1. Slowly move the control lever to the neutral position and decrease the engine speed to idle.
2. If desired, engage the swing lock.

To Rotate the Mast Right (Clockwise)

1. Switch the crane function power switch to the enable position.
2. Disengage the swing lock.
3. Press the accelerator pedal to increase the engine speed to the desired RPM.
4. Slowly push forward on the swing control lever until the desired swing speed is obtained. The further the control is pushed forward the faster the mast will rotate.

**WARNING**

When lifting at high boom angles with an extended boom, it is crucial to maintain proper side slide pad adjustment. Visually check the lateral straightness of the boom before raising the load. Lifting with a boom which is not visually straight may cause boom failure and could result in injury or death.

**FIGURE 3-34**

Boom Telescope Operation

See Figure 3-34.

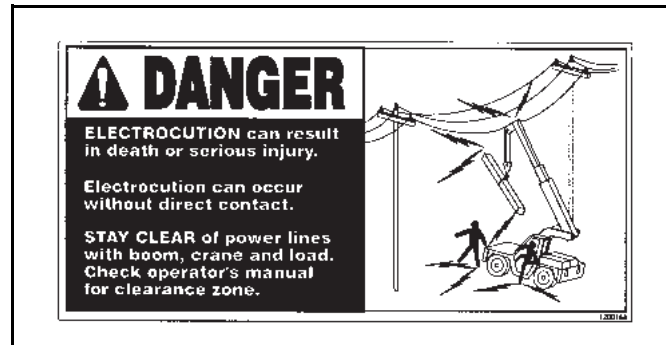


WARNING

Two-Blocking Hazard!

To prevent two-blocking, always pay out the hoist wire rope while extending the boom.

See *Anti-Two Blocking System*, page 3-26.



NOTE: Look for overhead obstructions before raising or extending the boom. Possible damage or

electrocution could occur if the boom comes in contact with overhead power lines.

To Extend the Boom

1. Switch the crane function power switch to the enable position.
2. Press the accelerator pedal to increase the engine speed to the desired RPM.
3. Slowly push forward on the telescope control lever until the desired extend speed is obtained. The further the control is pushed forward the faster the boom will extend.

To Stop Extension/Retraction

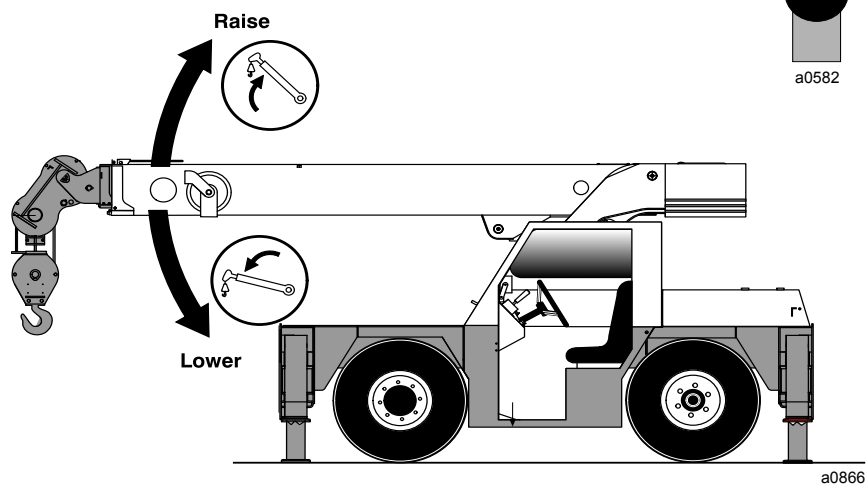
Slowly move the control lever to the neutral position and decrease the engine speed to idle.

To Retract the Boom

1. Switch the crane function power switch to the enable position.
2. Press the accelerator pedal to increase the engine speed to the desired RPM.
3. Slowly pull back on the telescope control lever until the desired retract speed is obtained. The further the control is pulled back the faster the boom will retract.

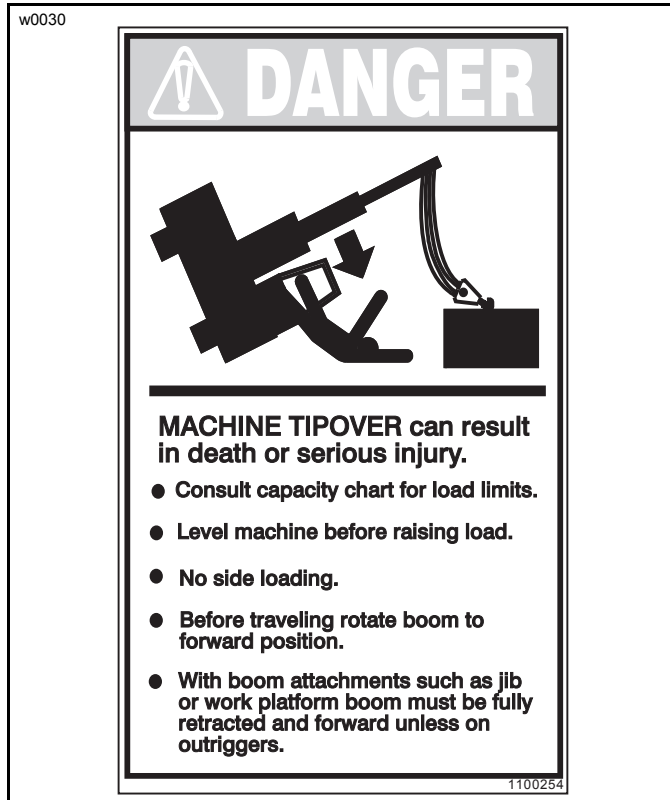
**WARNING**

When lifting at high boom angles with an extended boom, it is crucial to maintain proper side slide pad adjustment. Visually check the lateral straightness of the boom before raising the load. Lifting with a boom which is not visually straight may cause boom failure and could result in injury or death.

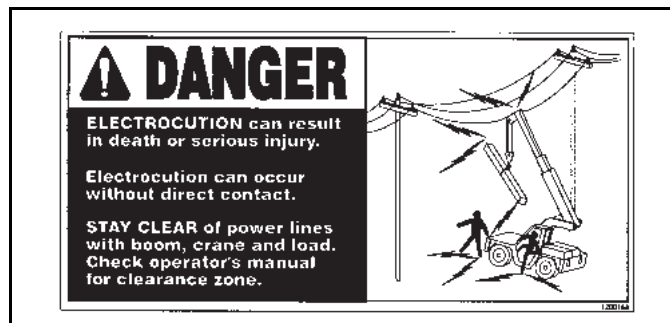
**Boom
Down****Boom
Up****FIGURE 3-35**

Boom Lift Operation

See Figure 3-35.



Know the capacity of the crane. The operator must be familiar with the crane's capacity (load) chart before lifting a load. See how to read the capacity chart in Section 4 of this manual. A falling load or crane tip-over can cause injury or death.



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



WARNING

Two-Blocking Hazard!

To prevent two-blocking, always pay out the hoist wire rope while lowering the boom.

See *Anti-Two Blocking System*, page 3-26.

To Raise the Boom

1. Switch the crane function power switch to the enable position.
2. Press the accelerator pedal to increase the engine speed to the desired RPM.
3. Slowly pull back on the boom lift control lever until the desired raising speed is obtained. The further the control is pulled back the faster the boom will rise.

To Stop Boom Movement

Slowly move the control lever to the neutral position and decrease the engine speed to idle.

To Lower the Boom

1. Switch the crane function power switch to the enable position.
2. Press the accelerator pedal to increase the engine speed to the desired RPM.
3. Slowly push forward on the boom lift control lever until the desired lowering speed is obtained. The further the control is pushed forward the faster the boom will lower.

WARNING

When lifting at high boom angles with an extended boom, it is crucial to maintain proper side slide pad adjustment. Visually check the lateral straightness of the boom before raising the load. Lifting with a boom which is not visually straight may cause boom failure and could result in injury or death.

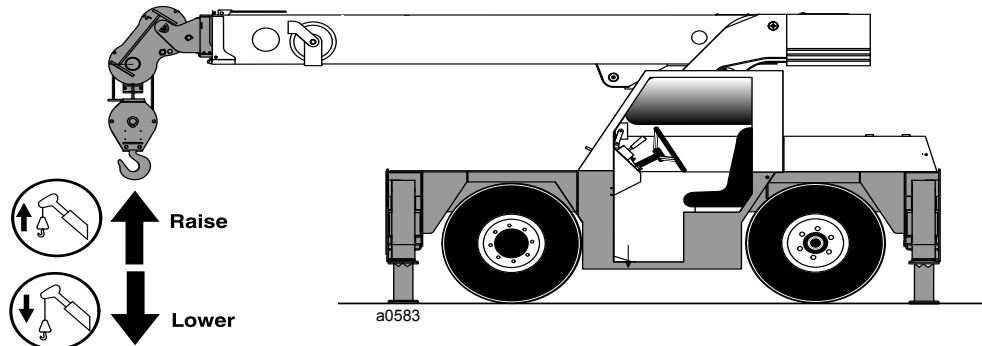
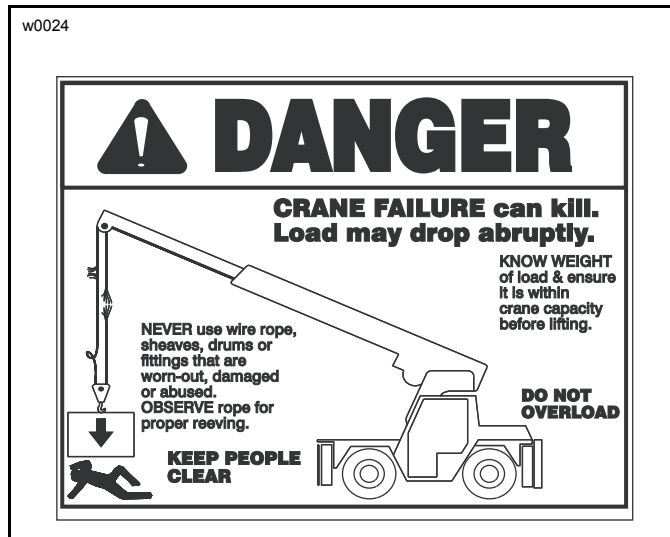


FIGURE 3-36

Hoist Operation

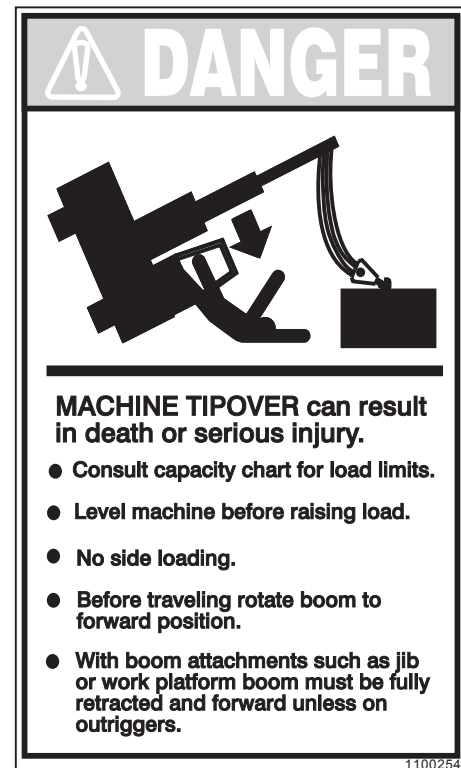
See Figure 3-36.



Before making a lift, be sure all people are clear of the load. A falling load can cause injury or death.

Know the capacity of the crane. The operator must be familiar with the crane's capacity (load) chart before lifting a load. See how to read the capacity chart in Section 4 of this manual. A falling load or crane tip-over can cause injury or death.

w0030



**WARNING****Two-Blocking Hazard!**

To prevent two-blocking, do not hoist the load into the boom nose or the boom extension nose.

See *Anti-Two Blocking System*, page 3-26.

**WARNING**

When lifting a load, keep your eyes on the load at all times. If you must look away, stop the movement of the load first. A moving load can cause injury or death.

Always have a flagman give assistance if you can not see a moving load. Be sure you can see the flagman at all times. Agree in advance to hand signals to be used (see Hand Signals in Section 2 of this manual). A moving load can cause injury or death and/or property damage.

CAUTION

Never put side loads on the boom. Side loads can damage the swing gearbox. Move the boom so that it is directly above the load before lifting the load.

NOTE: The Hoist Rotation Indicator (“thumb thumper”) under the hoist control handle cover will move up and down to signal the operator by feel that the hoist drum is being operated in either direction.

The Hoist Direction Indicator (1) (Figure 3-6) illuminates to indicate which direction the hoist is rotating. The top symbol lights up when the hoist is

winding wire rope on the drum. The bottom symbol lights up when the hoist is unwinding rope from the drum.

To Raise the Load

1. Switch the crane function power switch to the enable position.
2. Select the desired hoist speed with the Hoist Speed Select Switch: press the top of the switch for high speed operation or the bottom of the switch for low speed hoist operation.
3. Press the accelerator pedal to increase the engine speed to the desired RPM.
4. Slowly pull back on the hoist control lever (Figure 3-36) until the desired raising speed is obtained. The further the control is pulled back the faster the load will rise.

To Stop Hoist Rotation

Slowly move the control lever to the neutral position and decrease the engine speed to idle.

To Lower the Load

1. Switch the crane function power switch to the enable position.
2. Select the desired hoist speed with the Hoist Speed Select Switch: press the top of the switch for high speed operation or the bottom of the switch for low speed hoist operation.
3. Press the accelerator pedal to increase the engine speed to the desired RPM.
4. Slowly push forward on the hoist control lever (Figure 3-36) until the desired lowering speed is obtained. The further the control is pushed forward the faster the load will lower.

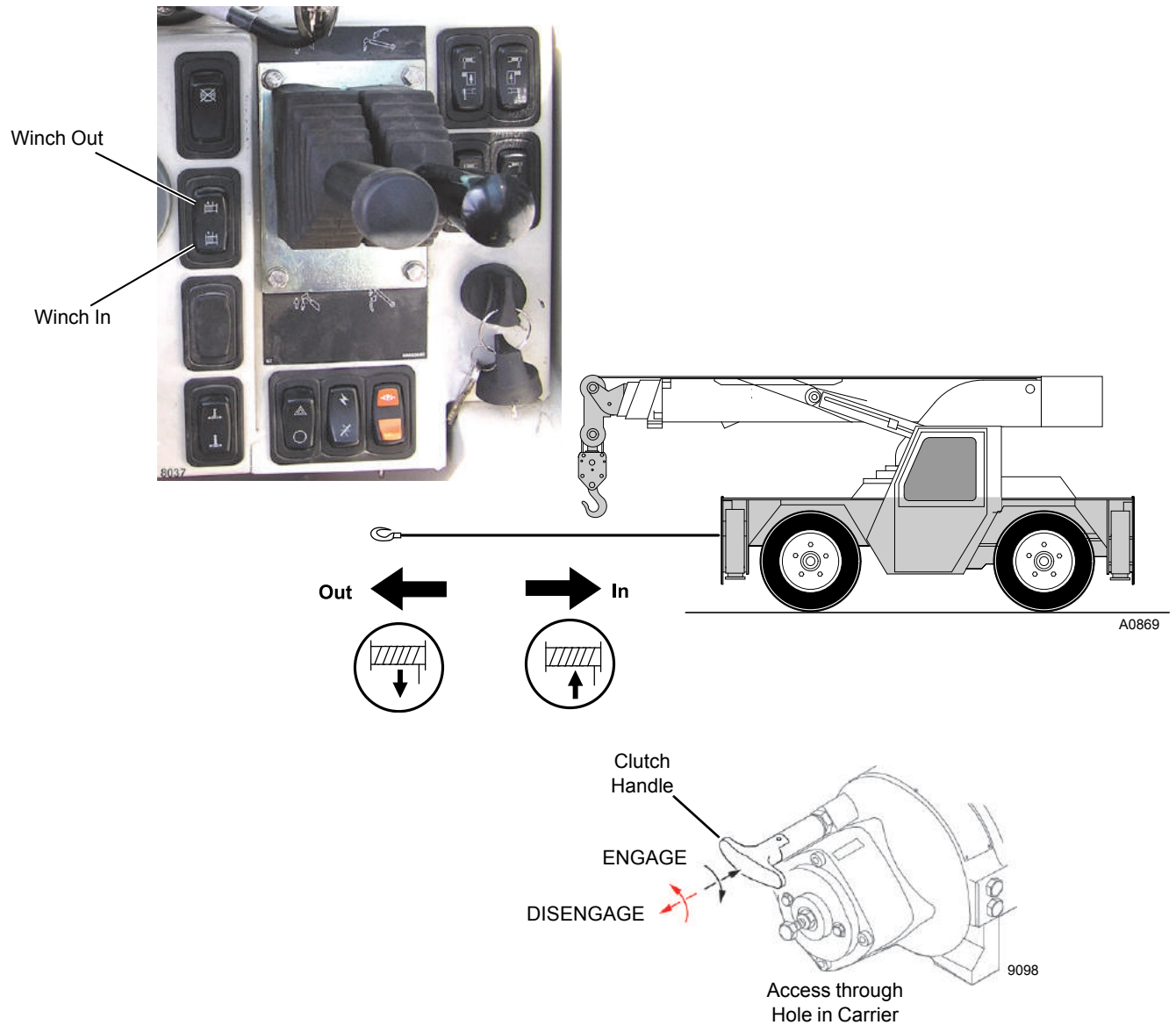


FIGURE 3-37

UNDER DECK WINCH OPERATION

See Figure 3-37.



Always keep hands and clothing clear of the fairlead rollers and front opening while the winch is operating. Keep people away from the area. Death or injury can occur if the wire rope breaks or the hook becomes disconnected.

To Engage/Disengage the Winch

Do not disengage the clutch under load.

Pay out wire rope from the winch until there is no load on the wire rope.

Pull the clutch handle out and turn it 90° to DISENGAGE the winch clutch. This position allows the wire rope to be manually pulled off the drum.

Turn the clutch handle 90° and release it (in) to ENGAGE the winch clutch. This position allows the winch drum to be hydraulically powered.

To Pay Out the Wire Rope

1. Engage the winch clutch.
2. Hold down the top of the switch.

To Stop the Winch

Release the switch to center.

To Haul In the Wire Rope

1. Engage the winch clutch.
2. Hold the bottom of the switch.

OPERATING PRACTICES

WARNING Read Capacity Charts

Do not attempt to operate the crane without first reading and understanding the Load Chart Manual provided with this crane and the instructions in Section 4 of this manual.

Death or serious injury could result if you exceed the crane's capacity or operating restrictions.

Handling a Load

The crane must not be loaded beyond the specifications of the rated load chart. The load being lifted must be within the rated capacity of the crane.

When loads which are not accurately known are to be lifted, the operator of the crane must ascertain that the weight of the load does not exceed the crane ratings at the radius at which the load is being lifted.

Attaching the Load

The hoist rope must not be wrapped around the load as the wire rope will be damaged.

The load must be attached to the hook by means of slings or other devices of sufficient capacity.

Holding the Load

The operator must not leave the controls while a load is suspended. An exception to this is under those circumstances where a load is to be held suspended for a period of time exceeding normal lifting operations, the operator may leave the controls provided that, prior to that time, the appointed individual and operator establish the requirements for restraining the boom hoist, telescope, load, swing and outrigger functions, and provide notices, barricades or whatever other precautions may be necessary.

No person should be permitted to stand or pass under a suspended load.

Moving the Load

1. The person directing the lift must see that:
 - a. The crane is level and where necessary, blocked.
 - b. The load is well secured and balanced in the sling or lifting device before it is lifted more than a few inches.
 - c. The lift and swing path is clear of obstructions.
2. Before starting to lift the load, the following conditions should be noted:

WARNING

When lifting at high boom angles with an extended boom, it is crucial to maintain proper side slide pad adjustment. Visually check the lateral straightness of the boom before raising the load. Lifting with a boom which is not visually straight may cause boom failure and could result in death or serious injury.

- a. That the boom when extended, is laterally straight.
- b. That the hoist rope is not kinked or damaged.

- c. That multiple-part lines are not twisted around each other.
 - d. That the hook is brought over the load in such a manner as to minimize swinging.
 - e. If there is a slack condition in the wire rope, it must be determined that the rope is seated on the hoist drum and in the sheaves as the slack is removed.
 - f. The effect of ambient wind on the load and crane stability.
3. During lifting operations care must be taken that:
 - a. There is no sudden acceleration or deceleration of the moving load.
 - b. Load, boom and other parts of the crane do not contact any obstruction.
 4. The load must not be lowered below a point where less than three full wraps of rope remain on the hoist drum.
 5. When two or more cranes are used to lift one load, one designated person shall be responsible for the operation. That person must analyze the operation and instruct all personnel involved in the proper positioning, rigging the load and the movements to be made. Decisions such as the necessity to reduce crane ratings, load positions, boom location, ground support and speed of movement must be in accordance with this determination.
 6. When rotating the crane with a load, sudden starts and stops must be avoided. Rotational speed must be such that the load does not swing out beyond the radius at which it can be controlled. A tag or restraint line must be used when rotation of the load is hazardous.
- The hook block may be reeved over the main boom nose; the overhaul ball may be reeved over the main boom nose or auxiliary boom nose. Each must be secured at the tie down on the carrier to prevent swinging.
 - Tires must be inflated to the recommended pressure for pick and carry operations.
 - The hydraulic tank must be filled to the specified level; the fuel tank must be over half full.
 - No loads may be supported by the boom (i.e., no pick and carry loads) while traversing a slope.
 - All cribbing or other non-standard accessories must be removed from the crane.
 - Avoid holes, rocks, extremely soft surfaces, and any other obstacles that might subject the crane to undue stresses and possible overturn.
 - Travel must be conducted with the assistance of a ground person to warn the operator of any changing conditions in the terrain being traversed.

The owner/lessee must take appropriate measures to ensure that all persons operating or working with the affected models are in compliance with Manitowoc Crane Care's recommendations. The operator of the crane assumes responsibility for determining the suitability of traveling on a slope. Traveling on a slope should only be attempted under the controlled conditions specified in these guidelines, and must be conducted with the utmost diligence and care to ensure the safety of all personnel performing the operation and/or working around the crane.

Should the operator need to traverse slopes outside the criteria defined in the above guidelines contact Manitowoc Crane Care for further guidance.

Traveling on Slopes

Crane operators need to exercise caution whenever operating this crane on uneven surfaces. Travel on slopes is permitted as long as the following conditions are met.

- The slope side-to-side or fore-and-aft shall not exceed 15% (8.5 degrees), and travel must be on an improved surface or on hard-packed dry earth having a minimum 0.5 coefficient of adhesion.
- Travel must be limited to a forward direction only.
- Travel must not exceed a speed of 1 mph.
- All boom sections must be fully retracted.
- The boom extension must be in the stowed position or removed from the crane.
- The boom must be lowered to horizontal and positioned over the front of the crane.
- The swing brake and turntable lock pin must be engaged.

Traveling with a Load (Pick and Carry)

Refer to the Load Chart Manual for detailed pick and carry instructions and limitations.

CAUTION

Pick and carry is not allowed when the boom extension is attached and used to lift the load.

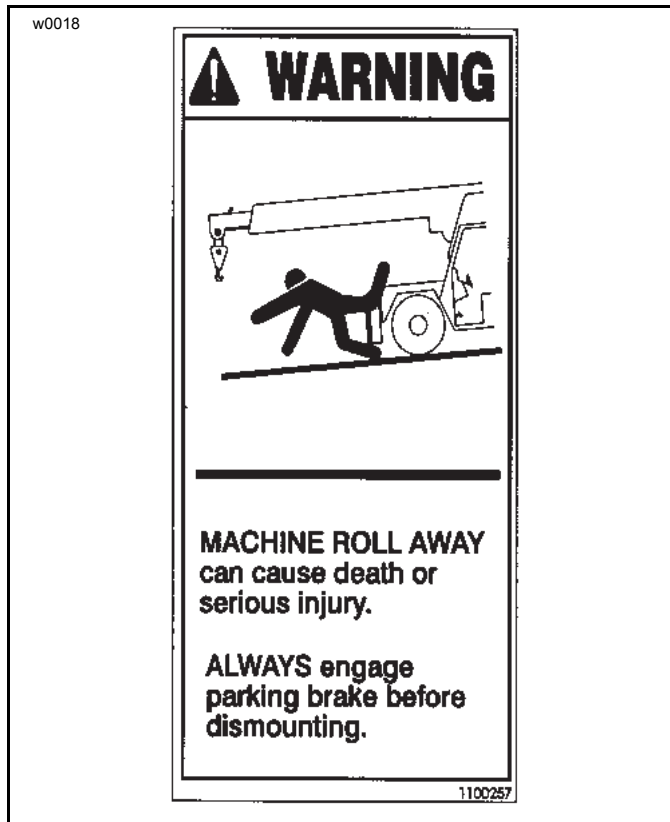
When traveling with a load, a designated person must be responsible for the operation. Decisions, such as the necessity to reduce crane ratings, load position, boom location, ground support, travel route and speed of movement must be in accordance with that person's determination. Specified tire pressure must be maintained. The boom should be carried in line with the direction of travel. Sudden starts and stops should be avoided. Tag and restraint lines should be used to control swinging of the load.

Handling Personnel

Never handle personnel with this machine unless the requirements of the applicable national, state, and local regulations and safety codes are met.

Turning Clearances

The front end of the boom extends beyond the end of the frame. The operator must be aware of the maximum sweep of the boom when turning and allow for adequate clearance between boom and other objects.



Shutting Down Crane

1. Park the crane on level ground.
2. Place the travel select lever in Neutral (N) and engage the parking brake.

3. Lower any load to the ground and fully retract and lower the boom.
4. Place the crane function power switch in the disable position.
5. Turn the ignition switch to the OFF position and remove the key.

Disconnecting Battery

The battery disconnect switch is located on the right side as shown in Figure 3-23.

- To disconnect the batteries, turn the switch to OFF.
- To connect the batteries, turn the switch to ON.

Leaving Crane Unattended

WARNING

Tipping Hazard!

Changing weather conditions including but not limited to: wind, ice accumulation, precipitation, flooding, lightning, etc. should be considered when determining the location and configuration of a crane when it is to be left unattended.

Failure to comply with these instructions may cause death or serious injury.

The configuration in which the crane should be left while unattended shall be determined by a qualified, designated individual familiar with the job site, configuration, conditions, and limitations

Towing a Disabled Crane

If the crane becomes disabled and can not be moved under engine power, the crane may be towed for a distance of 1.5 km (one mile) by another piece of equipment, which is designed for towing. Always use a rigid tow bar and ensure that the travel select lever and the transmission are in Neutral (N). Restrict the travel to 25 kmph (15 mph).

If it is necessary to tow the crane for a distance in excess of 1.5 km (one mile), the drive shafts must be disconnected to prevent damage to the transmission system.

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SECTION 4
CAPACITY CHART

SECTION CONTENTS

Using the Capacity Chart	4-1	Chart	4-1
Operating Boom Radius	4-1	Lifting with the Boom Extension Installed	4-2
Locating the Lift Capacity	4-1	Pick and Carry Ranges	4-2
Things to Observe When Using the Capacity			

USING THE CAPACITY CHART

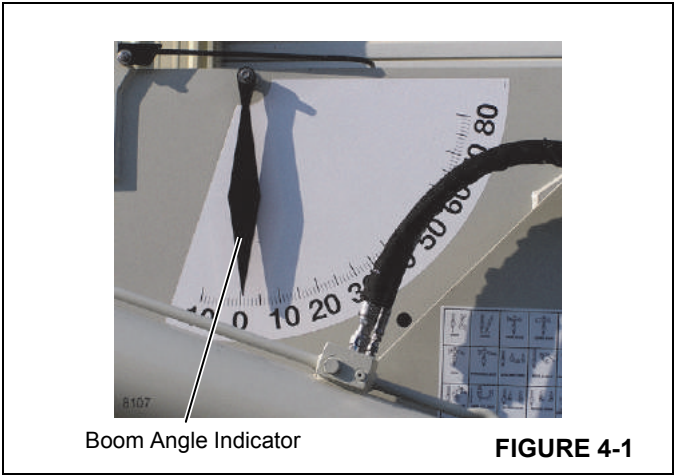
The capacity charts for this crane are located in a binder on the inside of the operator's cab to the right of the seat. The charts provide maximum loads that can be safely lifted and give conditions under which these maximum lifts can be made.

Operating Boom Radius

Located on both sides of the boom is an indicator that gives the angle at which the boom is positioned (Figure 4-1). The angle at which the boom is positioned and the length at which the boom is extended determines the lifting radius of the boom. For example, if the boom is at a 70° angle and is extended to 13.25 m (43.5 ft) the lifting radius is 3.66 m (12 ft). See capacity chart.

CAUTION

To determine the exact lifting radius, use a tape measure and measure from the center of rotation of the load line.



Boom Angle Indicator

FIGURE 4-1

Locating the Lift Capacity

Locate on the Capacity Chart the Main Boom Load Ratings. Find the 10 foot radius in the chart. Always use the next highest radius if the radius measured is not on the chart. Read across the line to determine what can be lifted at that radius, either with the outriggers extended and down, retracted and down or on rubber.

DO NOT lift more than what the capacity chart states.

Things to Observe When Using the Capacity Chart

1. The rated loads are the maximum lift capacities as determined by operating radius, boom length and boom angle. The operating distance from a projection of the axis of rotation to the supporting surface, before loading, to the center of the vertical hoist line or tackle load applied.
2. The rated loads shown in the Capacity Chart **on Outriggers** do not exceed **85%** of actual tipping. The rated loads shown **on rubber** do not exceed **75%** of actual tipping. These ratings are based on freely suspended loads with the crane leveled, standing on a firm, uniform supporting surface. Practical working loads depend on supporting surface, operating radius and other factors affecting stability. Hazardous surroundings, weather conditions, experience of personnel and proper training must be taken into account by the operator.
3. The weights of all load handling devices such as hooks, hook blocks, slings, boom extension, etc., except the hoist rope, shall be considered as part of the load. See paragraph 1. The weights for these items is stated on the capacity chart.
4. Rating on outriggers are for either outriggers fully extended and down or fully retracted and down.
5. Ratings on rubber depend on tire capacity, condition of the tires and proper inflation pressure of 9 bar (130 psi). Loads on rubber may be transported at a maximum

speed of 4 km/h (2.5 mph) on a smooth level surface with the boom retracted to the shortest length possible and centered over the front. Do not use the boom extension on rubber.

6. For operating radius not shown on the Capacity Chart, use load rating of the next larger radius.
7. Refer to the Load Charts manual supplied with this industrial crane the capacity and load distribution.
8. Do not induce any external side loads to the boom or the boom extension.

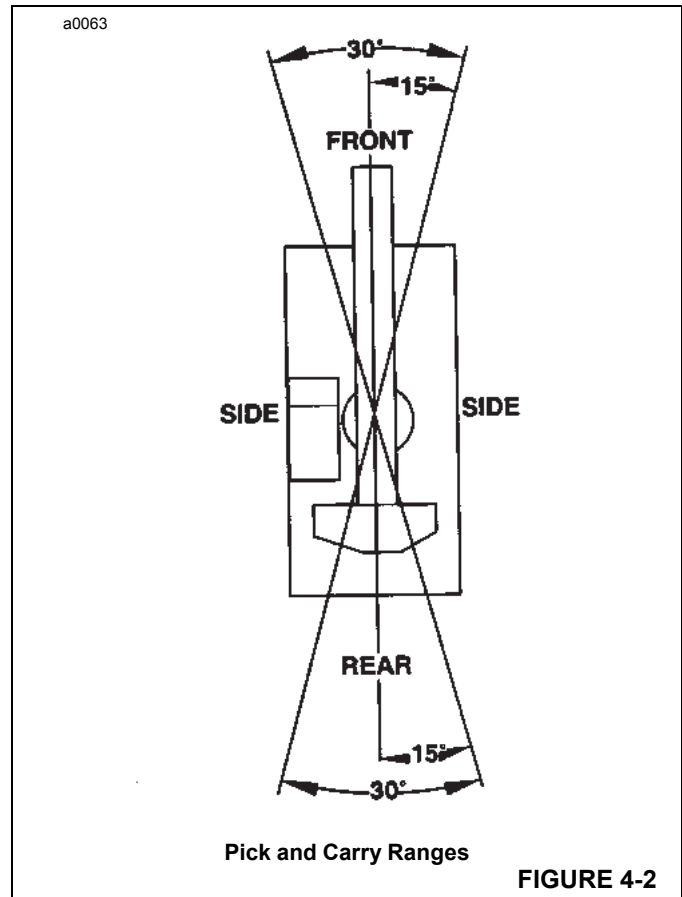
Lifting with the Boom Extension Installed

To find the lifting capacity when using the boom extension, observe the angle at which the main boom is positioned (use the angle indicator on the boom, see Figure 4-1). Find this angle on the capacity chart. Read across the line to the amount of offset on the boom extension. The capacity given is the capacity that can be lifted.

DO NOT lift more than what the capacity chart states.

Pick and Carry Ranges

Figure 4-2 illustrates the range of operation for pick and carry loads. Do not pick and carry outside of the specified ranges. The crane could become unstable and tip over.



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MAIN BOOM LOAD RATINGS ON OUTRIGGERS Extended and Down 360 or Retracted and Down Front/Rear								
Radius (ft)	18.5 ft BOOM		30.5 ft BOOM		42.5 ft BOOM		54.5 ft BOOM	
	Boom Angle (deg)	Rated Load (lbs)	Boom Angle (deg)	Rated Load (lbs)	Boom Angle (deg)	Rated Load (lbs)	Boom Angle (deg)	Rated Load (lbs)
6	65	40000	75.5	24000	—	—	—	—
8	57.5	33850	71.5	24000	77.5	23650	—	—
10	49.5	30100	67.5	24000	75	21550	79	16800
12	39.5	26950	63	24000	72	19850	77	15350
14	25.5	23550	58.5	24000	69	18050	74.5	14100
15	0	18900	56.5	22500	67.5	17250	73.5	13500
16	—	—	54	21000	66	16550	72.5	13000
18	—	—	49	18450	63	15250	70	12100
20	—	—	43.5	16300	60	14250	68	11250
22	—	—	37	14150	56.5	13300	65.5	10550
24	—	—	29.5	12250	53	12200	63	9940
26	—	—	19	10700	49.5	10750	60.5	9380
27	—	—	0	10050	47.5	10150	59.5	9120
28	—	—	—	—	45.5	9600	58	8880
30	—	—	—	—	41.5	8620	55.5	8430
32	—	—	—	—	37	7790	53	8020
34	—	—	—	—	31.5	7090	50	7300
36	—	—	—	—	25	6470	47	6680
38	—	—	—	—	—	—	—	6130
39	—	—	—	—	—	—	—	5890
40	—	—	—	—	—	—	—	5650
42	—	—	—	—	—	—	—	5230
44	—	—	—	—	—	—	—	4850
46	—	—	—	—	—	—	—	4500
48	—	—	—	—	—	—	—	4180
51	—	—	—	—	—	—	—	3760

FOR REFERENCE ONLY

USE THE CAPACITY CHART IN THE OPERATOR'S CAB

MAIN BOOM LOAD RATINGS ON OUTRIGGERS Retracted and Down 360								
Radius (ft)	18.5 ft BOOM		30.5 ft BOOM		42.5 ft BOOM		54.5 ft BOOM	
	Boom Angle (deg)	Rated Load (lbs)	Boom Angle (deg)	Rated Load (lbs)	Boom Angle (deg)	Rated Load (lbs)	Boom Angle (deg)	Rated Load (lbs)
6	65	40000	75.5	24000	—	—	—	—
8	57.5	33850	71.5	24000	77.5	23650	—	—
10	49.5	24800	67.5	22950	75	21100	79	16800
12	39.5	17900	63	17950	72	16750	77	15350
14	25.5	13750	58.5	14500	69	13750	74.5	13000
15	0	12200	56.5	13000	67.5	12600	73.5	11950
16	—	—	54	11750	66	11500	72.5	11050
18	—	—	49	9780	63	9590	70	9560
20	—	—	43.5	8250	60	8150	68	8360
22	—	—	37	7040	56.5	7030	65.5	7360
24	—	—	29.5	6070	53	6120	63	6430
26	—	—	19	5270	49.5	5380	60.5	5680
27	—	—	0	4930	47.5	5050	59.5	5350
28	—	—	—	—	45.5	4750	58	5050
30	—	—	—	—	41.5	4230	55.5	4520
32	—	—	—	—	37	3780	53	4050
34	—	—	—	—	31.5	3380	50	3650
36	—	—	—	—	25	3040	47	3300
38	—	—	—	—	16	2740	44	2980
39	—	—	—	—	0	2600	42.5	2840
40	—	—	—	—	—	—	40.5	2710
42	—	—	—	—	—	—	37	2460
44	—	—	—	—	—	—	33	2240
46	—	—	—	—	—	—	28.5	2030
48	—	—	—	—	—	—	23	1840
51	—	—	—	—	—	—	0	1580

8764

FIGURE 4-3

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SECTION 5
ATTACHMENTS

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PIVOTING BOOM HEAD

Boom Head Positions

The pivoting boom head can be adjusted to four angled positions, in addition to 0° as shown in View A, Figure 5-3.

Positions when No Boom Extension is Attached

The plus 40° and plus 80° boom head positions (Figure 5-1) can be used when there is low head room clearance and a smaller profile boom head is needed.

Positions when Boom Extension is Attached

The minus 15° and minus 30° boom angles are used to offset the boom extension. See Figure 5-2.

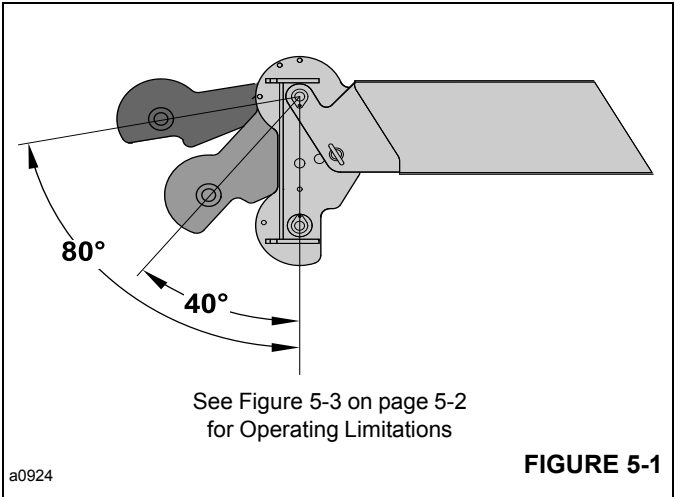


FIGURE 5-1

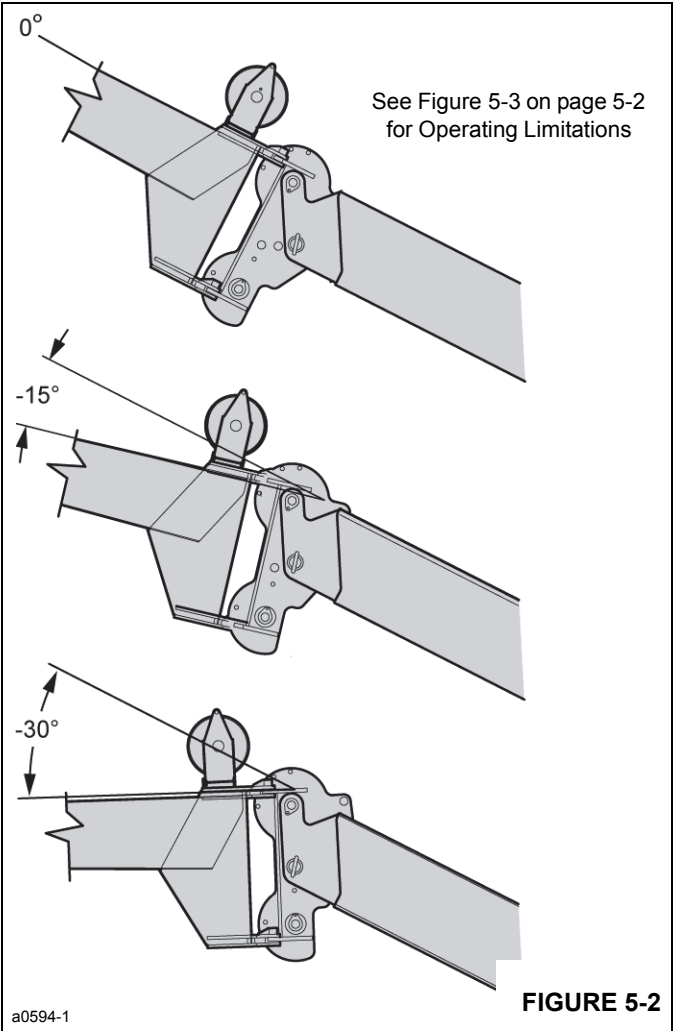


FIGURE 5-2

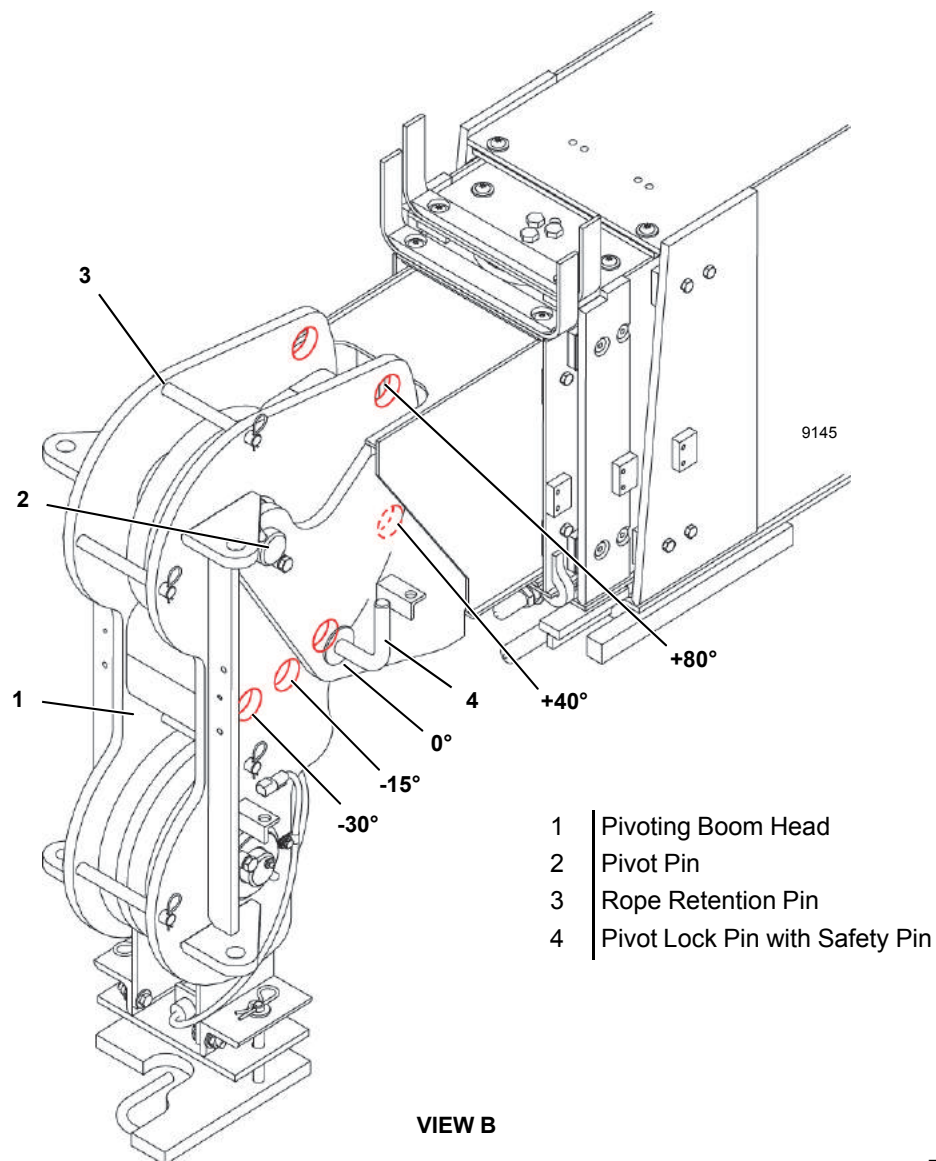
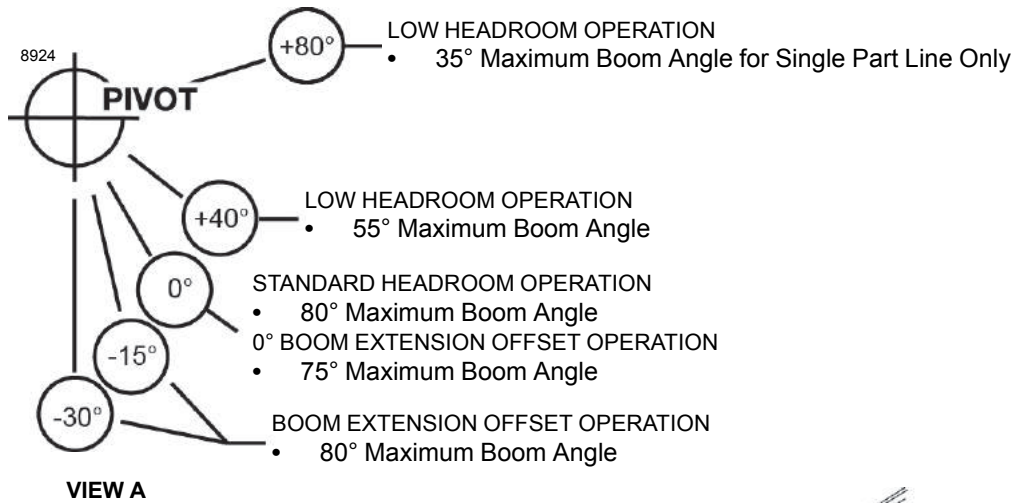


FIGURE 5-3

Changing the Boom Head Position (without Boom Extension)

Refer to Figure 5-3, View B for the following procedure.

1. Completely retract the boom sections and lower the boom to its horizontal position.
2. Lower the hook block or the downhaul weight to the ground to take the weight off of the hoist wire rope and the boom head.



WARNING

Crushing Hazard!

The boom head is very heavy. Use another crane or hoist to support the boom head so it cannot rotate freely when the pivot lock pin is removed to change the offset angle.

Otherwise, serious injury or death may occur.

3. Remove the pivot lock pin (4).
4. Rotate the boom head so the desired hole in the boom head, 0°, +40°, or +80°, is aligned with the pivot lock pin holes.
5. Install and secure the pivot lock pin (4).
6. For the +80° position, remove and store the rope retention pin (3) so the hoist wire rope is not kinked against the pin.
7. Using the hoist control, raise the downhaul weight off of the ground. Check that the hoist wire rope is properly engaged with all sheaves and properly spooled onto the hoist drum.

Changing the Boom Extension Offset



WARNING

Crushing Hazard!

The boom extension is very heavy. Use another crane or hoist to support the boom extension so it cannot fall when the pivot lock pin is removed to change the offset angle.

Otherwise, serious injury or death may occur.

With the boom extension attached, it is necessary to raise or lower both the boom extension and the boom head simultaneously.

1. Completely retract the boom sections and lower the boom to its horizontal position.
2. Lower the downhaul weight to the ground to take the weight off of the hoist wire rope and the boom extension.
3. Attach adequate support to the end of the boom extension. Use another crane or hoist to support the boom extension.
4. With the boom extension supported, remove the pivot lock pin (4). It will be necessary to remove the weight on the pin in order to remove it.
5. Raise or lower the main boom until the desired offset hole in the boom head (0°, -15°, or -30°) is aligned with the pivot lock pin hole.
6. Install and secure the pivot lock pin (4).
7. Using the hoist control, raise the downhaul weight off of the ground. Check that the hoist wire rope is properly engaged with all sheaves and properly spooled onto the hoist drum.

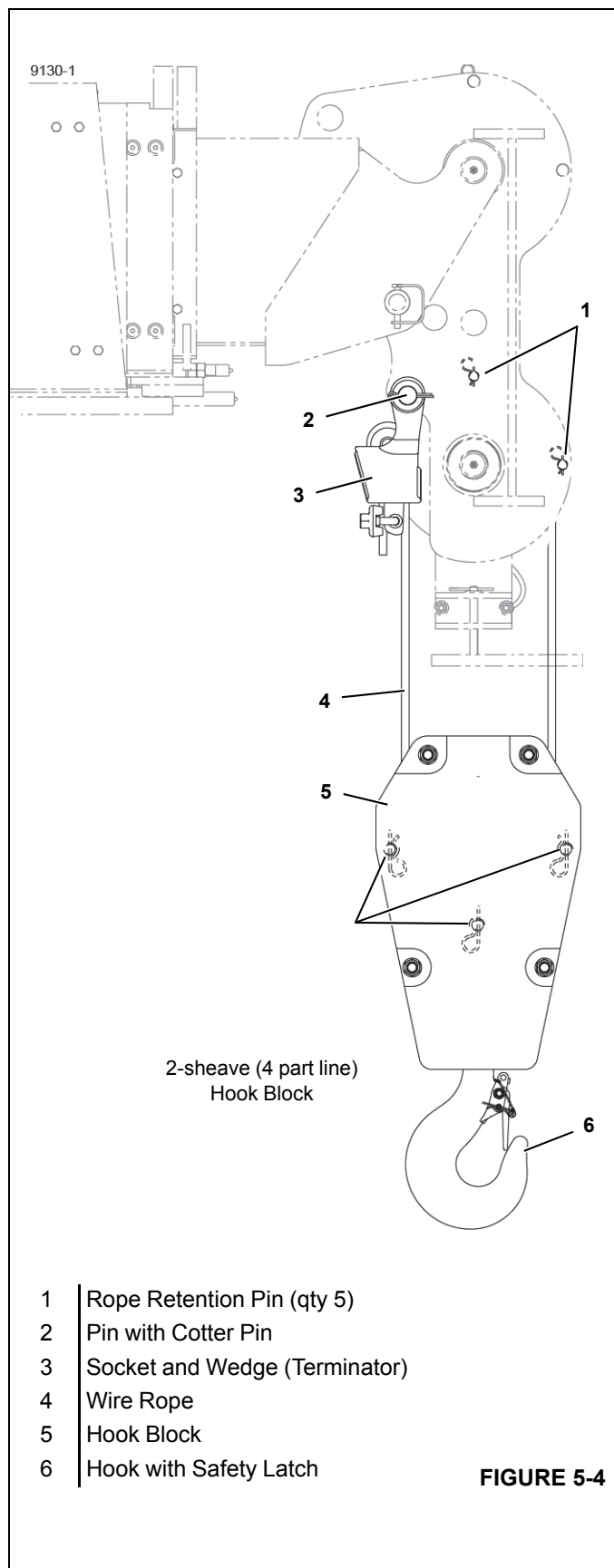


FIGURE 5-4

HOOK BLOCK

Removing the Hook Block

See Figure 5-4.

1. Lower the hook block (5) to the ground to place slack in the wire rope (4).

CAUTION

Take care not to damage the safety latch (6).

2. Remove the pin (2) securing the socket and wedge (3) to the boom head.

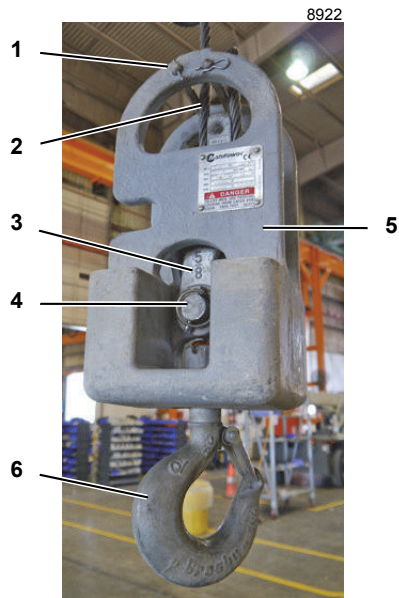
NOTE: When removing the hook block to install the downhaul weight, the socket and wedge do not have to be disassembled.

3. Remove the rope retention pins (1) from the boom head and from the hook block.
4. Pull the wire rope (4) with the socket and wedge (3) through the hook block and the boom head.
5. Install the rope retention pins (1) in the hook block and the boom head.

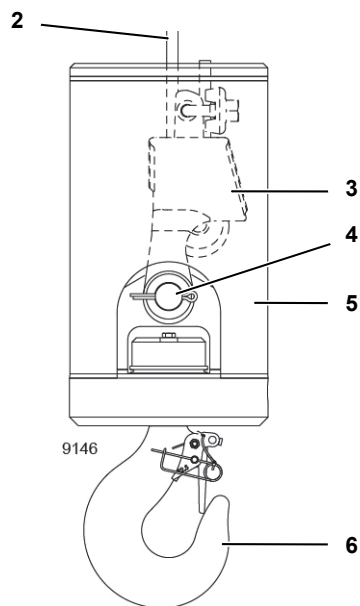
Installing the Hook Block

See Figure 5-4.

1. Remove the rope retention pins (1) from the hook block and the boom head.
2. Thread the wire rope (4) with the socket and wedge (3) through the boom head and the hook block. See the reeving diagrams in Figure 5-12 on page 5-13
3. Install the rope retention pins in the hook block and the boom head.
4. Install the pin (2) to connect the socket and wedge (3) to the boom head.
5. Using the hoist control, raise the hook block off of the ground. Check that the hoist wire rope is properly engaged with all sheaves and properly spooled onto the hoist drum.



OR



- | | |
|---|-----------------------------|
| 1 | Rope Retention Pin (qty 2) |
| 2 | Wire Rope |
| 3 | Terminator Socket and Wedge |
| 4 | Pin with Retaining Pin |
| 5 | Downhaul Weight |
| 6 | Hook with Safety Latch |

FIGURE 5-5

DOWNHAUL WEIGHT

Installing the Downhaul Weight

See Figure 5-5.

1. Follow the instructions in this section to remove the hook block. It is not necessary to remove the socket and wedge from the wire rope.
2. Remove the rope retention pins (1) from the downhaul weight (5).
3. Pin the socket and wedge (3) to the downhaul weight (5) with pin (4).
4. Install the rope retention pins (1). Be sure the wire rope is routed between the two pins.
5. Using the hoist control, raise the downhaul weight off the ground. Check that the hoist wire rope is properly engaged with all sheaves and properly spooled onto the hoist drum.

Removing the Downhaul Weight

See Figure 5-5.

1. Lower the downhaul weight to the ground.

CAUTION

Take care not to damage the safety latch (6).

1. Remove the rope retention pins (1) from the downhaul weight (5).
2. Remove the pin (4).
3. Remove the socket and wedge (3) from the downhaul weight (5).
4. Reinstall the rope retention pins (1) in the downhaul weight (5).

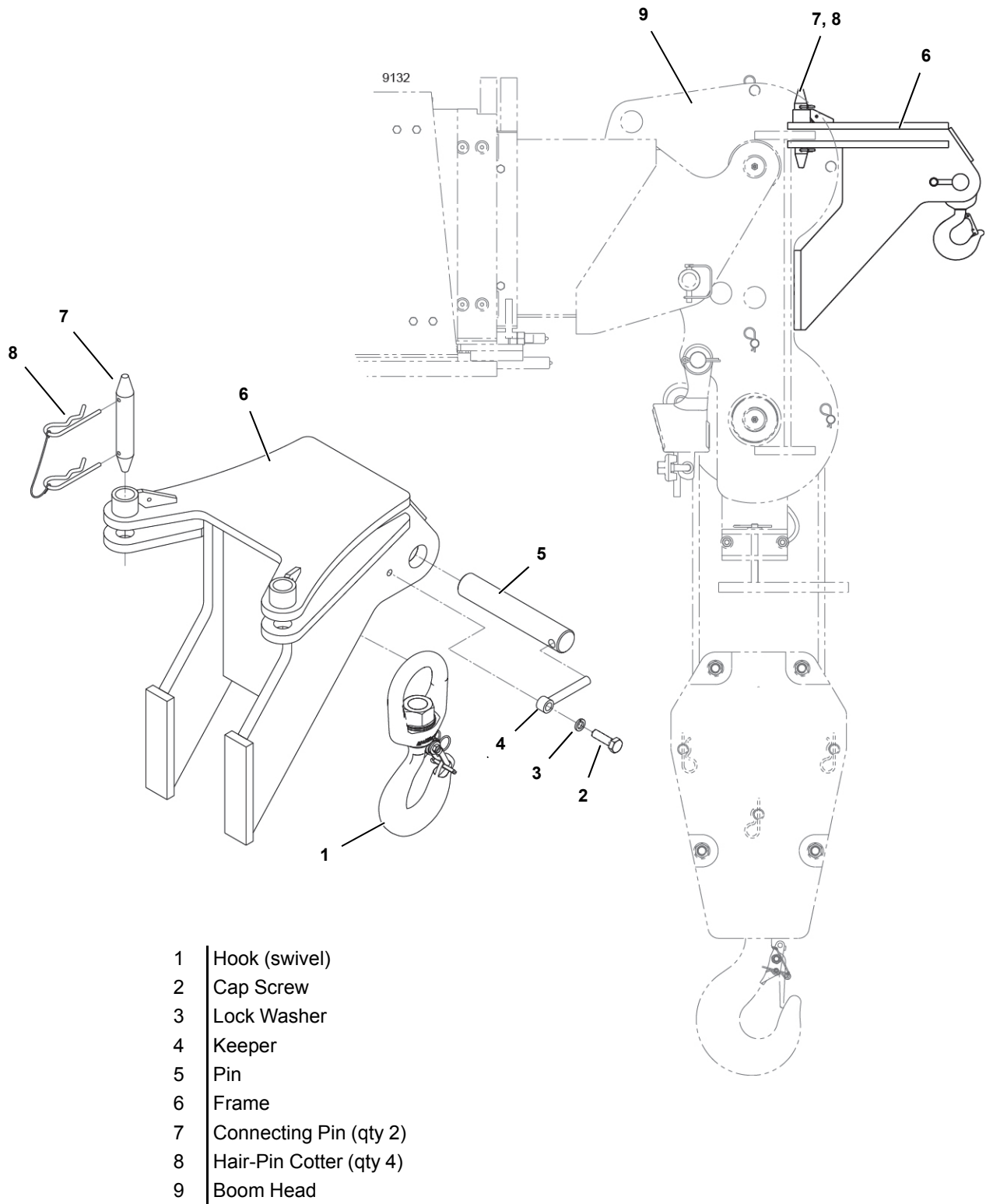


FIGURE 5-6

SEARCHER HOOK ASSEMBLY

The searcher hook assembly mounts on the boom head as shown in Figure 5-6.



CAUTION

Searcher hook maximum capacity: 2722 kg (6000 lb).

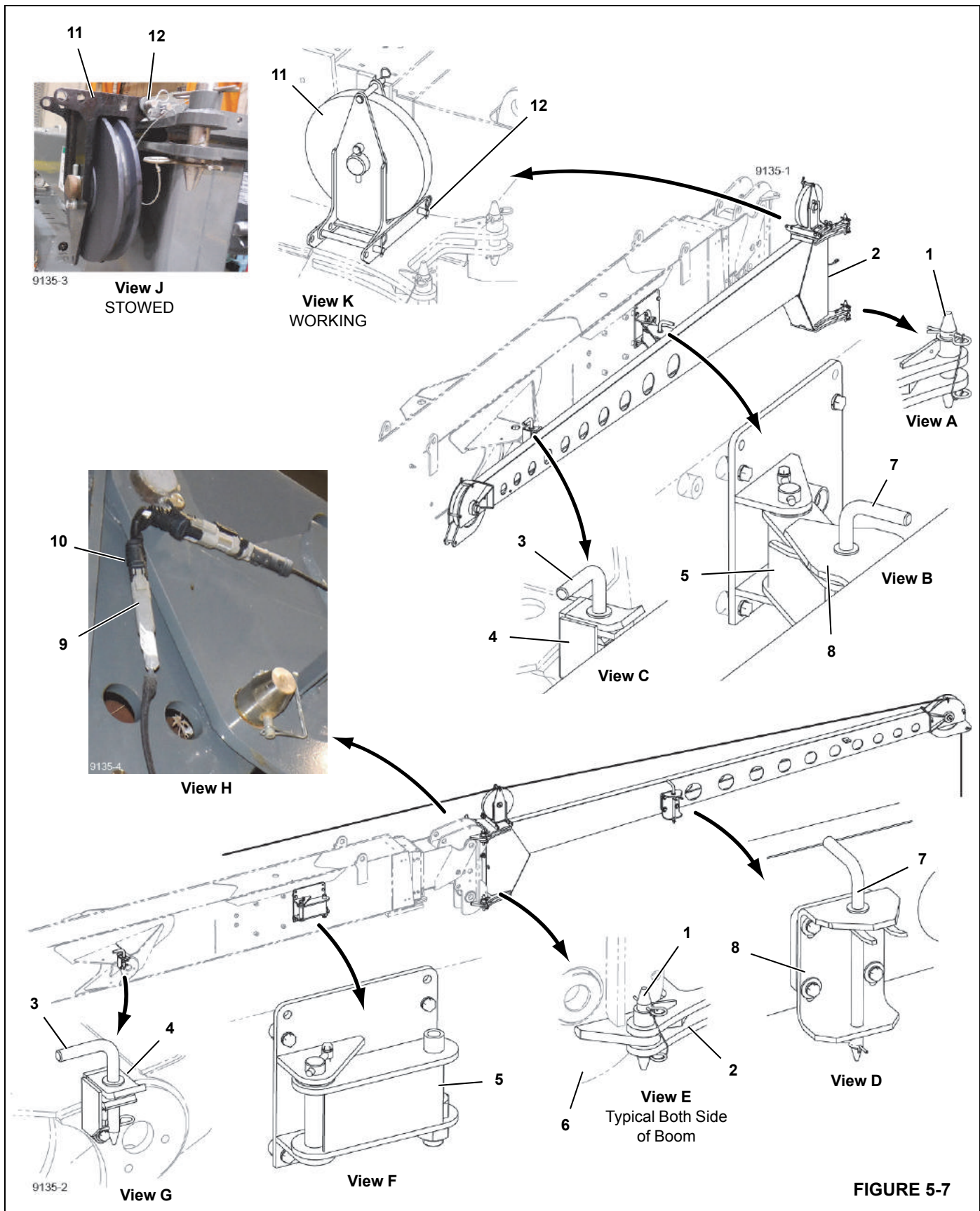
Do not exceed crane stability ratings shown on load chart in cab.

Installation

1. If not already done, assemble the hook (1) to the searcher hook frame (6) with the pin (5) and the keeper hardware provided.
2. Using a suitable lifting device, lift the searcher hook assembly into position at the end of the boom head.
3. Align the mounting lugs on the frame (6) with the lugs on the boom head (9).
4. Install the connecting pins (7) and the hair-pin cotters (8).

Removal

Reverse the installation steps. Store the connecting pins (7) and hair-pin cotters (8) in the mounting lugs on the frame (6).



Legend for Figure 5-7

- | | |
|----|--------------------------------------|
| 1 | Pin with Hair-Pin Cotter (qty 4) |
| 2 | Boom Extension |
| 3 | Stowage Pin with Hair-Pin Cotter |
| 4 | Bracket (on boom) |
| 5 | Pivot Arm |
| 6 | Boom Head |
| 7 | Stowage Pin with Hair-Pin Cotter |
| 8 | Bracket (on boom extension) |
| 9 | Anti-Two-Block Electric Cable (boom) |
| 10 | Electric Plug |
| 11 | Deflector Sheave |
| 12 | Pin with Hair-Pin Cotter |

BOOM EXTENSION

See Figure 5-7.

Figure 5-7 shows the 4.5 m (15 ft) boom extension. The 4.5-7.6 m (15-25 ft) boom extension mounting is very similar. The following instructions apply to both boom extensions.

Deploying the Boom Extension

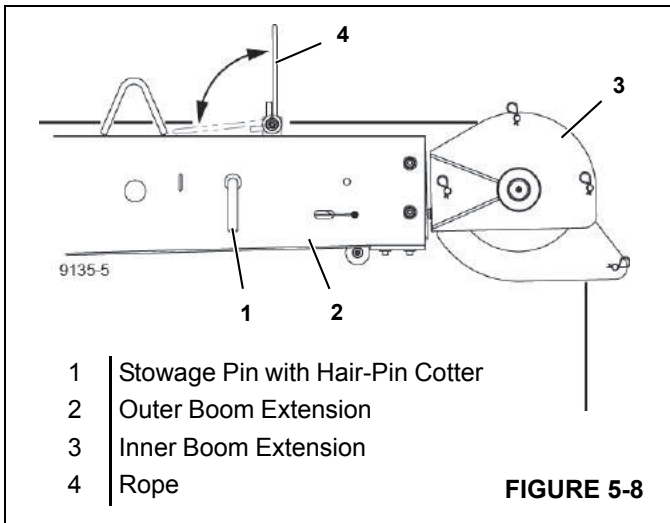
1. Position the crane on a level surface or level it with the outriggers.

**WARNING****Moving Load Hazard!**

The crane must be level to deploy the boom extension. If the crane is not level, it is possible for the boom extension to swing uncontrollably away from the boom as soon as the connecting pins are removed. Death or serious injury could occur.

2. Park the crane so it cannot move.
3. Completely retract and lower the boom.
4. Position the boom head angle at 0°.
5. Attach a tagline to the end of the boom extension to assist in swinging the boom extension to the working position.
6. Remove the four pins (1, View A) from the boom extension (2).

7. Remove the stowage pin (3, View C) from the bracket (4).
8. Swing the boom extension (2) about the pivot arm (5, View B) and align the connecting holes in the jib extension (2) with the connecting holes on the right side of the boom head (6, View E).
9. Install two pins (1, View E) with the hair-pin cotters.
10. Remove the stowage pin (7, View B) from the pivot arm (5) and the bracket (8).
11. Using the tagline, swing the boom extension (2) fully around to the front of the boom head and align the connecting holes in the jib extension (2) with the connecting holes on the left side of the boom head.
12. Install the remaining two pins (1, View E) with the hair-pin cotters.
13. Swing the pivot arm (5, View F) to the stowage position so it locks in the rubber bumper on the boom.
14. Store the stowage pin (3, View G) and the stowage pin (7, View D).
15. Disconnect the anti-two-block electric cable (9, View H) from the plug (10) on the left side of the boom head.
16. Connect the electric cable from the end of the boom extension to the plug (10, View H).
17. Remove the pin (12, View J) from the stowed position, rotate the deflector sheave (11) to the working position, and install the pin (12, View K) with the hair-pin cotters.
18. If desired for the 4.5-7.6 m (15-25 ft) boom extension, extend it as (see Figure 5-8):
 - a. Remove the stowage pin (1).
 - b. Pull the inner boom extension (2) out approximately 3 m (10 ft).
 - c. Align the connecting holes and install the stowage pin (1) with the hair-pin cotter.
 - d. Loosen the mounting nuts, raise the rope guide (4) to vertical, and tighten the mounting nuts.
19. Route the wire rope from the hoist, over the erected deflector sheave to the end of the boom extension and attach the downhaul weight. See *Downhaul Weight*, page 5-5.



Stowing the Boom Extension



WARNING

Moving Load Hazard!

The crane must be level to stow the boom extension. If the crane is not level, there is a possibility the boom extension could swing uncontrollably toward the boom as soon as the connecting pins are removed. Death or serious injury could occur.

1. Position the crane on a level surface or level it with the outriggers.
2. Park the crane so it cannot move.
3. Completely lower and retract the boom.
4. Position the boom head angle at 0°.
5. Attach a tagline to the end of the boom extension to assist in swinging the boom extension to the stowed position.
6. Remove the downhaul weight and spool the wire rope onto the hoist drum.
7. If required for the 4.5-7.6 m (15-25 ft) boom extension, retract it as follows (see Figure 5-8):
 - e. Remove the stowage pin (1).
 - f. Push the inner boom extension (2) in approximately 3 m (10 ft).
 - g. Align the connecting holes and install the stowage pin (1) with the hair-pin cotter.
 - h. Loosen the mounting nuts, lower the rope guide (4), and tighten the mounting nuts.

See Figure 5-7 for the remaining steps.

8. Remove the pin (12, View K) from the working position, rotate the deflector sheave (11) to the stowed position, and install the pin (12, View J) with the hair-pin cotteners.
9. Disconnect the electric cable from the end of the boom extension at the plug (10, View H) on the left side of the boom head.
10. Connect the anti-two-block electric cable (9, View H) from the boom head to the plug (10).
11. Remove the stowage pin (7, View D) from the bracket (8).
12. Remove two pins (1, View E) from the left side of the boom head.
13. Swing out the pivot arm (5, View B).
14. Using the tagline, Swing the boom extension (2) around to the right side of the boom.
15. Align the connecting holes in the bracket (8, View B) with the connecting holes in the pivot arm (5) and install the stowage pin (7) with the hair-pin cotter.
16. Remove two pins (1, View E) from the right side of the boom head.
17. Install the four pins (1, View A) in the lugs on the end of the boom extension.
18. Remove the stowage pin (3, View G) from the bracket (4) on the boom.
19. Swing the boom extension (2) about the pivot arm (5, View B) and align the connecting holes in the bracket on the jib extension (View C) with the connecting holes in the bracket (4) on the right side of the boom.
20. Install the stowage pin (3, View C) and the hair-pin cotter.

INSTALLING WIRE ROPE ON THE HOIST

CAUTION

If the wire rope is wound from a storage drum, the reel should be rotated in the same direction as the hoist.

NOTE: The wire rope should preferably be straightened before installation on the hoist drum.

Install the wire rope on the hoist drum in accordance with the following procedure.

See Figure 5-9.

1. Position the wire rope over the boom nose sheave and route the wire rope to the hoist drum.
2. Position the hoist drum with the drum slot on top.

3. Insert the wire rope (1) through the drum slot and wrap it around the wedge (2).

NOTE: The end of the wire rope must not extend out of the drum slot.

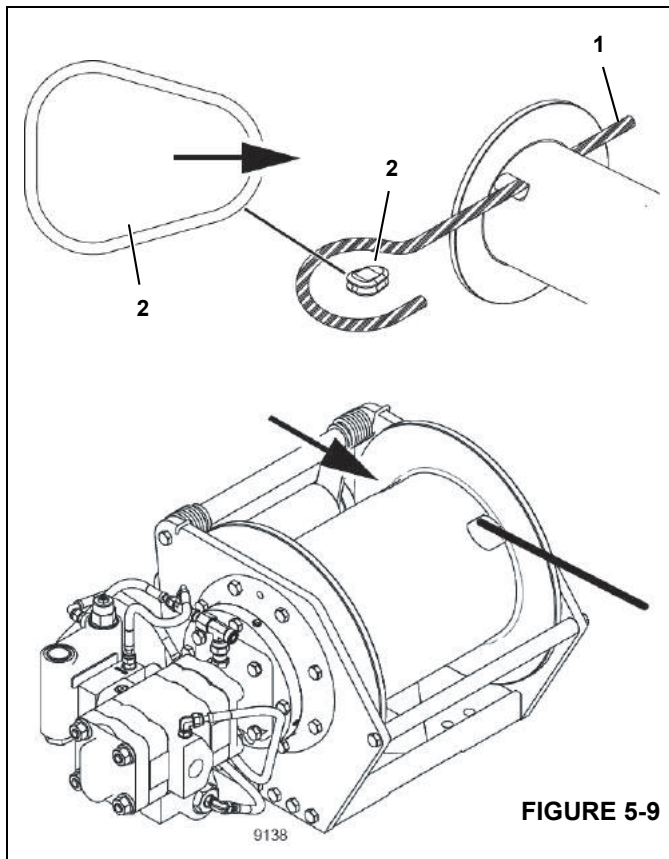


FIGURE 5-9

4. Position the wedge in the drum slot while pulling firmly on the wire rope to secure the wedge.

NOTE: If the wedge does not seat securely in the slot, tighten the wedge by rapping it with a brass drift pin and hammer.



5. Slowly rotate the drum while making sure the wire rope wraps tightly and evenly onto the first layer.

6. Install the remainder of the wire while making sure there are no voids in the wraps.

INSTALLING WIRE ROPE WEDGE SOCKET

1. Inspect the wedge and socket. Remove any rough edges and burrs.
2. The end of the wire rope should be seized using soft, or annealed wire or strand. If the end of the rope is welded, the welded end should be cut off. Do not weld on size 6X37 rope. This will allow the distortion of the rope strands, caused by the bend around the wedge, to adjust themselves at the end of the line. Refer to Section 1 - Introduction in the *Service Manual* for wire rope procedures.
3. Make sure the live-end (Figure 5-10) of the rope is directly in line with the ears of the socket and the direction of pull to which the rope will be subjected. If the rope is loaded into the socket incorrectly, under a load the rope will bend as it leaves the socket, and the edge of the socket will wear into the rope causing damage to the rope and eventual failure.

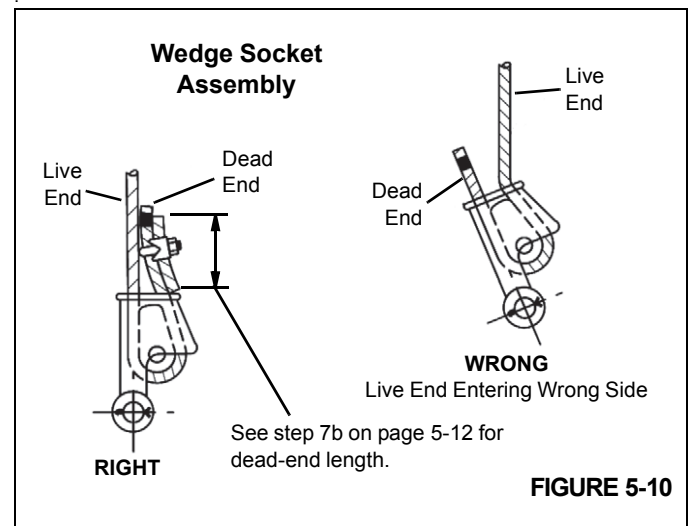
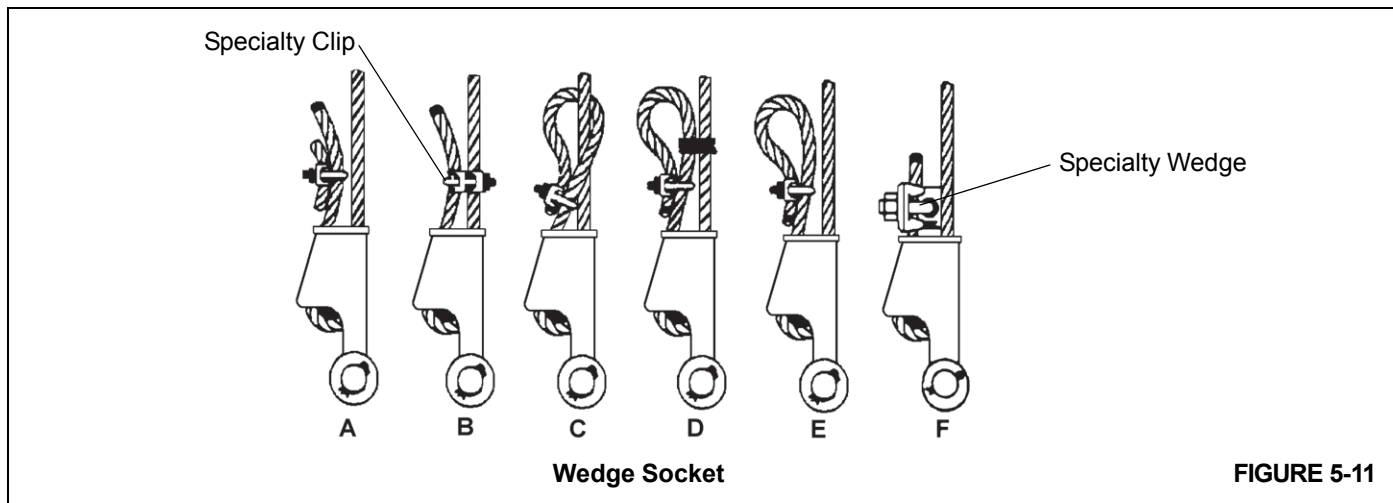


FIGURE 5-10

4. Insert the end of the wire rope into the socket, form a loop in the rope, and route the rope back through the socket allowing the dead-end (Figure 5-10) to protrude from the socket. Ensure the dead-end of the rope is of sufficient length to apply end treatment to the dead-end after the wedge has been seated.
5. Insert the wedge into the loop and pull the live-end of the rope until the wedge and rope are snug inside the socket. It is recommended that the wedge be seated inside the socket to properly secure the wire rope by using the crane's hoist to first apply a light load to the live-end.



6. After final pin connections are made, increase the loads gradually until the wedge is properly seated.
7. The wire rope and wedge must be properly secured inside the socket before placing the crane into lifting service. It is the wedge that secures the wire rope inside the socket. The dead-end treatment is used to restrain the wedge from becoming dislodged from the socket should the rope suddenly become unloaded due to the overhaul weight or the hook block striking the ground, etc.
 - a. Sketches A through F (Figure 5-11) illustrate various ANSI approved methods for treating the dead-ends of wire ropes which exit a wedge socket assembly. While use of the loop-back method is acceptable, care must be exercised to avoid the loop becoming entangled with tree branches and other components during crane transport and with the anti-two block system and other components during use of the crane.
 - b. Of the methods shown, Grove prefers that method A or F be used, that is, clipping a short piece of wire rope to the dead-end or using a commercially available specialty wedge. The tail length of the dead-end should be a minimum of 6 rope diameters but not less than 15.2 cm (6 in) for standard 6 to 8 strand ropes and 20 rope diameters but not less than 15.2 cm (6 in) for rotation resistant wire ropes.
 - c. When using method A, place a wire rope clip around the dead end by clamping a short extra piece of rope to the rope dead end. **DO NOT CLAMP THE LIVE END.** The U-bolt should bear against the dead end. The saddle of the clip should bear against the short extra piece. Torque the U-bolts according to the table titled Wire Rope Clip Torque Values (Table 5-1).

Other sources for information with which crane users should be familiar and follow is provided by the *American Society of Mechanical Engineers, American National Standard, ASME B30.5*, latest revised. *ASME (formerly ANSI) B30.5* applies to cableways, cranes, derricks, hoists, hooks, jacks, and slings. It states, in section 5-1.7.3, "(c) Swagged, compressed, or wedge socket fittings shall be applied as recommended by the rope, crane or fitting manufacturer." Wire ropes are addressed in *ASME B30.5, section 5-1.7.2, ROPES*, it states, in pertinent part, "(a) The ropes shall be of a construction recommended by the rope or crane manufacturer, or person qualified for that service." Additional information is published by the Wire Rope Technical Board in the *Wire Rope Users Manual*, latest revised edition.

Table 5-1

Wire Rope Clip Torque Values			
Clip Sizes		Torque	
Inches	mm	lb-ft	Nm
1/8	3.18	4.5	6
3/16	4.76	7.5	10
1/4	6.35	15	20
5/16	7.94	30	40
3/8	13.28	45	60
7/16	11.11	65	90
1/2	12.70	65	90
9/16	14.29	95	130
5/8	15.88	95	130
3/4	19.05	130	175
7/8	22.23	225	300
1	25.40	225	300
1-1/8	28.58	225	300
1-1/4	31.75	360	490
1-3/8	38.68	360	490
1-1/2	38.10	360	490

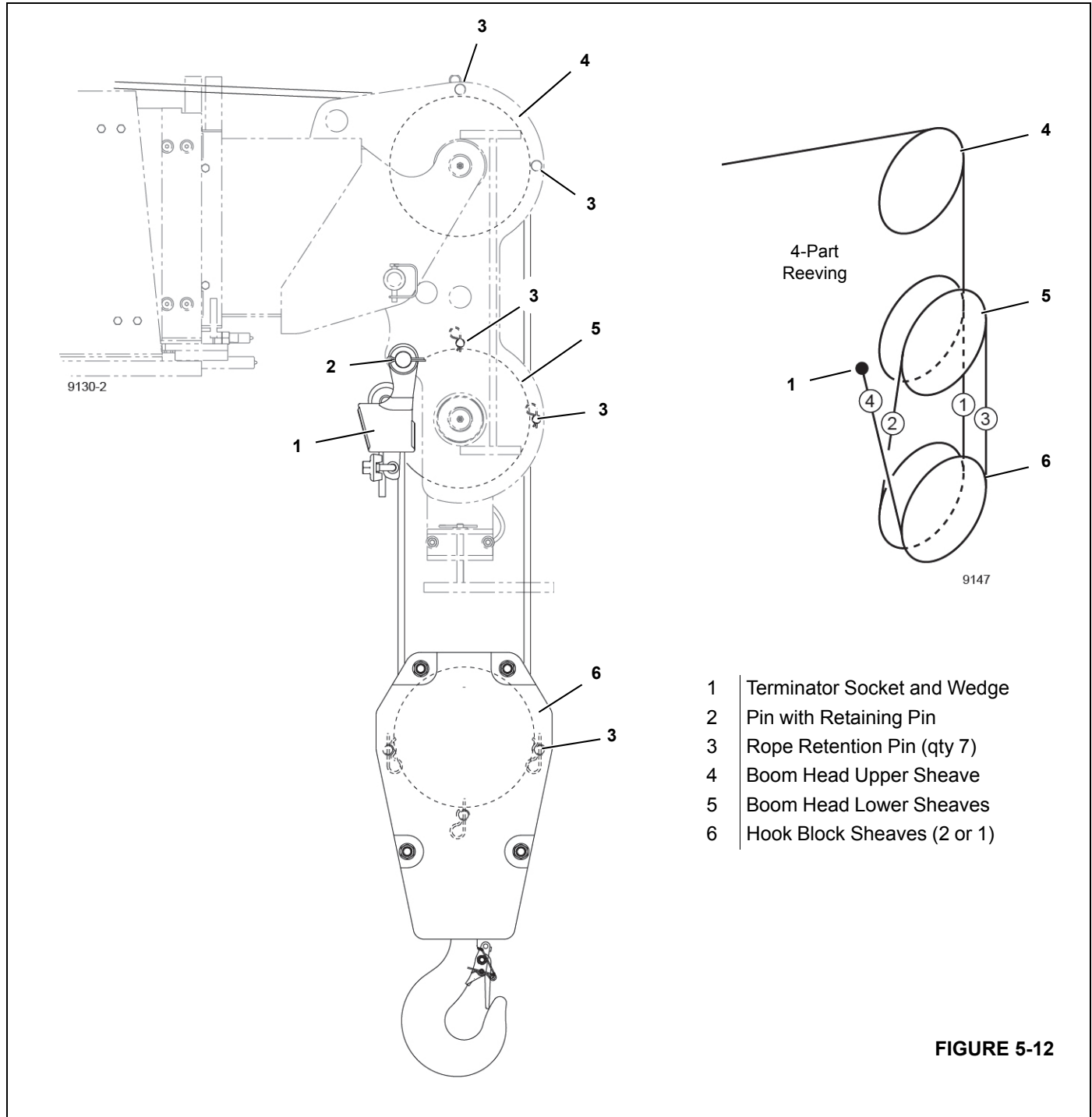
REEVING

Route the wire rope from the hoist over the boom head and hook block sheaves as shown in Figure 5-12.

It may be easier to route the wire rope over the sheaves if you remove the rope retention pins (3) from the boom head

and hook block. Install the pins after the wire rope is installed.

Dead end the wire rope to the boom head with the socket and wedge (1).



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INTRODUCTION

NOTE: Do not use gasoline or other flammable fluids to clean component parts. Fire or explosion may occur causing bodily burns.

Use eye protection when performing service or maintenance tasks. Propelled and/or dropped items can cause eye injury.

If maintenance or adjustments must be performed with the engine running, have a person at the controls while another person performs the work to prevent accidental movement which could cause injury or death.

Preventive maintenance is necessary to keep the crane in good condition as long as possible. Adjust the maintenance schedule to your operation, according to the type of work, size of loads, temperature conditions and frequency of equipment use.

The intervals in the Maintenance Schedule are for average operating conditions, and must be understood as the **MINIMUM** maintenance necessary for the machine. Decrease these intervals if the machine is operated in conditions that are below average (for example, in dust, in high or low temperatures, with heavy loads or frequent starting and stopping).

Use the hourmeter and a calendar to make sure that all necessary maintenance is done according to the schedule.

NOTE: When performing service on the crane, put a tag on the key switch or remove the key to prevent operation of the crane.

Spark Arresting Mufflers

NOTE: Codes of some states or provinces may require that this crane be equipped with a SPARK ARRESTING MUFFLER. The State of California, as an example, is one state which has such regulations for agricultural and forestry application, plus a regulation for construction applications in forest covered, brush covered, or grass covered lands.

Safety List

Inspect the following safety equipment daily:

SAFETY BELT - Check for frayed or cut webbing, damaged buckles or loose mounting hardware.

SAFETY DECALS - Check condition of decals. Replace if worn, damaged or missing. See Section 2.

COVERS - Keep all protective covers in place.

PARKING BRAKE - Check operation. Have unit repaired if required.

ENGINE - Check operation. Remove all dirt or debris, and all flammable materials before running engine.

LUBRICANTS

It is not the policy of Grove to publish lists of approved lubricants or guarantee lubricant performance. The responsibility for the quality rests completely with the distributor or manufacturer of the lubricant.

In various paragraphs in this maintenance section, statements may be found, "use (lubricant brand name) or equivalent." This statement does not constitute an unconditional guarantee of performance of the brand of lubricant mentioned. It is intended only as a guide to the type of lubricant recommended for a given application.

MAINTENANCE RECORDS

Dated records must be kept for inspection of critical components such as, brakes, crane hooks, wire ropes, hydraulic cylinders and relief valve pressure settings. These records must be kept where they can be easily obtained and reviewed.

SPECIAL MAINTENANCE

Delivery Inspection

Fuel Tank

- Fill with correct fuel.

Engine

- Check oil in crankcase. Fill if level is low.
- Remove water from fuel filters and sediment bowl.

Cooling system

- Check coolant level. Fill if level is low.

Hydraulic Tank

- Check oil level. Fill if level is low.

Drive Axles

- Check axle housing lubricant level and wheel hub lubricant level. Fill if levels are low.

Hoist Gearbox

- Check oil level. Fill if level is low.

Tires

- Check for correct air pressure.

Wire rope cable clamps and connections

- Check for loose or missing parts.

Anti-Two-Blocking System

- Check that the system is working properly.

Controls

- Check that all controls are working properly.

After First 50 Hours of Operation (New Cranes)

Engine

- Change the engine oil and filter.

Swing Gearbox

- Check and tighten mounting bolts.

Hoist Gearbox

- Check and tighten mounting bolts.

Swing Gear Pinion and Swing Gear

- Lubricate.

Grease Fittings

- Apply grease to all grease fittings.

Boom Cables

- Inspect cables for looseness and tighten.

Boom Slides

- Lubricate.

Wheel Mounting Nuts

- Check Torque.

After First 100 Hours of Operation (New Cranes)

Transmission

- Replace oil filter.

Cranes Not in Regular Use

A crane which has been idle for a period of one month or more, but less than six months, must be given an inspection by a qualified person. This person should use the daily through monthly inspections.

A crane which has been idle for a period of over 6 months must be given a complete inspection covering all inspections through one year, by a qualified person.

Standby cranes must be inspected using the daily through monthly inspection, by a qualified person.

MAINTENANCE SCHEDULE AND CHECKLIST

NOTE: Hour intervals in each maintenance chart show the correct time for service. The hourmeter located in the operator's cab indicates the total hours the crane has been running.

In addition to the following scheduled maintenance, perform the scheduled maintenance suggested in the engine manual furnished with the crane.

Maintenance should be performed using either the hourly or calendar date, whichever occurs first.

Under extremely dusty conditions items marked (*) may require replacement more frequently.

When performing maintenance, do the required current maintenance interval as well as all previous maintenance intervals. For example, when performing the 250 hour (monthly) maintenance interval, perform all the tasks required for daily, 50 hour and 100 hour maintenance.

Service Check	Daily before operation	50 Hr Weekly	100 Hr Two Weeks	175 Hr	250 Hr Monthly	500 Hr Three Months	1000 Hr Six Months	2000 Hr Yearly
Inspect wire rope	x							
Inspect reeving, clamps and connections	x							
Inspect lifting hook	x							
Inspect anti-two block system	x							
Inspect safety devices	x							
Check controls operation	x							
Check fuel level	x							
Check engine oil level	x							
Check transmission oil level and filter	x							
Check hydraulic filter indicator	x							
Check engine coolant level	x							
Check DEF level (T4F)	x							
Drain water from engine fuel filter	x							
Check hydraulic oil level	x							
Check air cleaner restriction indicator	x							
Check tire pressure	x							
Clean air cleaner dust cup		x						
Inspect wire rope and sheaves		x						
Lubricate all grease fittings		x						
Lubricate boom cable sheaves		x						
Lubricate the boom wear pads		x						
Lubricate parking brake fitting		x						
Clean heater and air conditioner filter		x						
Inspect engine fan belts			x					
Check wheel nut torque			x					
Replace transmission filter (initial only)			x					
Replace engine crane oil and filter (dual-fuel engine)				x				

Service Check	Daily before operation	50 Hr Weekly	100 Hr Two Weeks	175 Hr	250 Hr Monthly	500 Hr Three Months	1000 Hr Six Months	2000 Hr Yearly
Lubricate swing gear and pinion					x			
Lubricate wire rope					x			
Inspect hydraulic hoses					x			
Clean battery and connections					x			
Clean radiator and oil cooler					x			
Replace diesel engine oil and filter *					x			
Torque critical bolts					x			
Inspect tires for damage						x		
Check axle wheel hub lubricant level (4)						x		
Check axle housing lubricant level (2)						x		
Grease drive shafts						x		
Inspect parking brake pads						x		
Add grease to swing gearbox						x		
Check hoist gearbox and brake lubricant level						x		
Add rust inhibitor to engine cooling system						x		
Replace fuel filters (diesel)						x		
Replace fuel filters (dual-fuel)						x		
Lubricate outrigger slides						x		
Replace transmission oil, strainer and filter							x	
Replace axle housing oil							x	
Replace axle wheel hub oil							x	
Replace hoist gearbox oil							x	
Replace hoist brake oil							x	
Replace hydraulic oil and filter							x	
Check swing gear to pinion backlash							x	
Replace LP gas filter							x	
Service dual-fuel engine							x	
Replace engine coolant								x
Inspect crane structure and booms for damage								x
Test Rated Capacity Limiter (RCL)- optional								x
Service dual-fuel engine								x

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SAFETY

Before performing any operation or maintenance procedure in the section, ***read and understand the warnings and basic safety rules found in Section 2 of this manual.***



WARNING

Falling/Moving Load Hazard!

It will be necessary to go under the carrier for many of the procedures in this section. To avoid death or serious injury from a moving crane, perform the following steps before going under the carrier:

- Move crane onto a firm level surface
 - Chock wheels or level and block crane on extended outriggers
 - Park crane
 - Stop engine
 - Remove ignition key
-

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, air conditioning refrigerant, filters, 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 a filling pump.
- Immediately clean up any spills.

ENGINE MAINTENANCE

For engine maintenance guidelines, see the engine manual furnished with your crane.

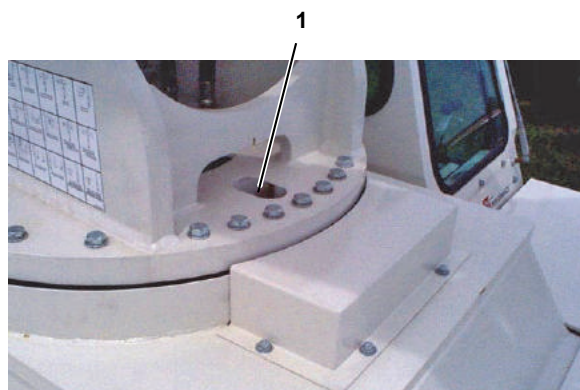
GREASE POINTS

Apply grease to the following fittings after the first 20 hours of operation, thereafter every 50 hours of operation. Use a

Lithium Base, EP 2 bearing grease or equivalent. Apply enough grease to remove the old grease.

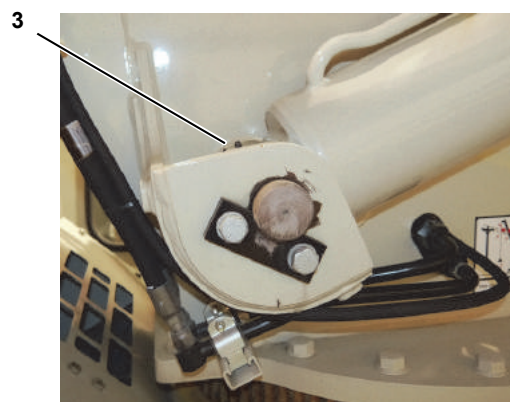
Boom and Main Frame

Item	Location	Qty	Note
1	Mast Bearing (Figure 6-1)	2	90° apart located on inside of bearing.
2	Boom Pivot (Figure 6-2)	2	
3	Lift Cylinder Pivots (Figure 6-3)	2	1 fitting each end of both lift cylinders.
4	Boom Extension Sheave (Figure 6-4)	1	Fitting in shaft.
5	Boom Extend Sheaves (Figure 6-5)	2	1 fitting each side of boom through holes in boom sections. Extend boom to access.
6	Boom Extension Deflector Sheave (Figure 6-6)	1	
7	Boom Head Sheaves and Pivot (Figure 6-6)	3	Fittings in shafts.
9	Anti-Two Block Bracket Guide Pins (Figure 6-6)	–	Coat lightly with grease.
10	Hook Block or Overhaul Weight (Figure 6-7)	–	If equipped with grease fittings, grease sheaves and swivel bearings.



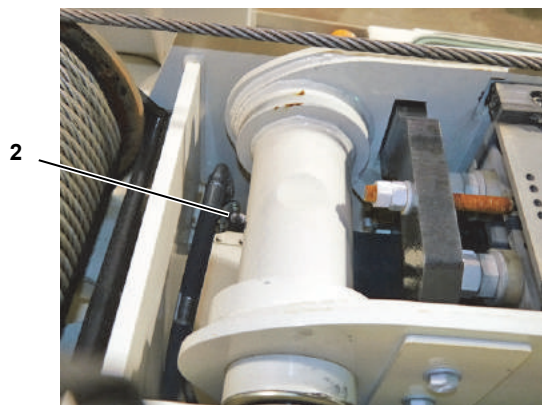
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FIGURE 6-1



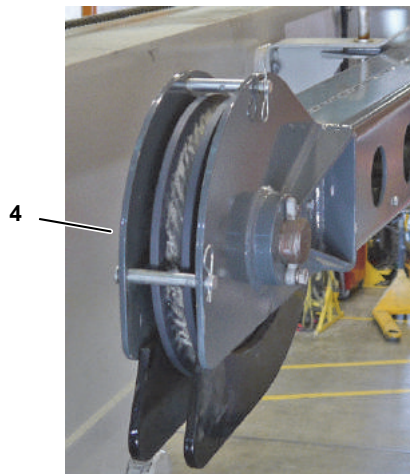
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FIGURE 6-3



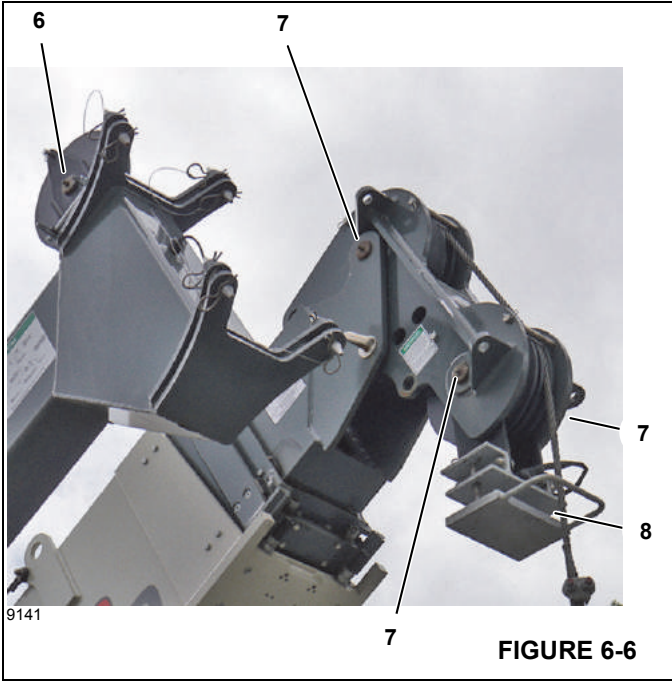
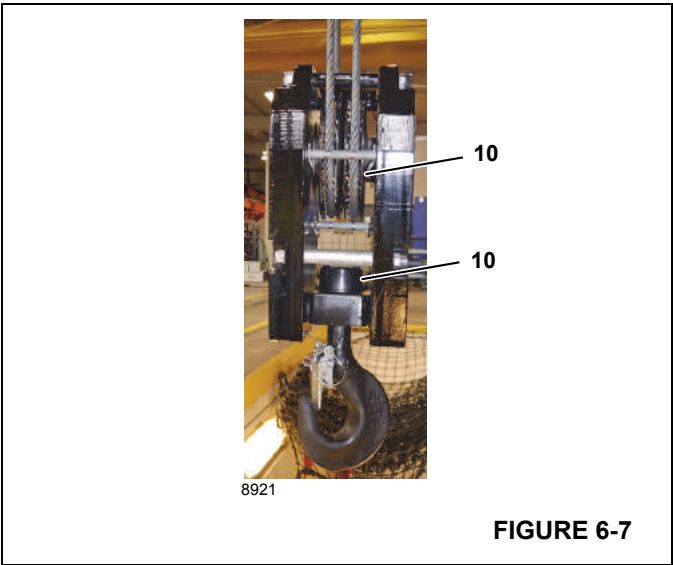
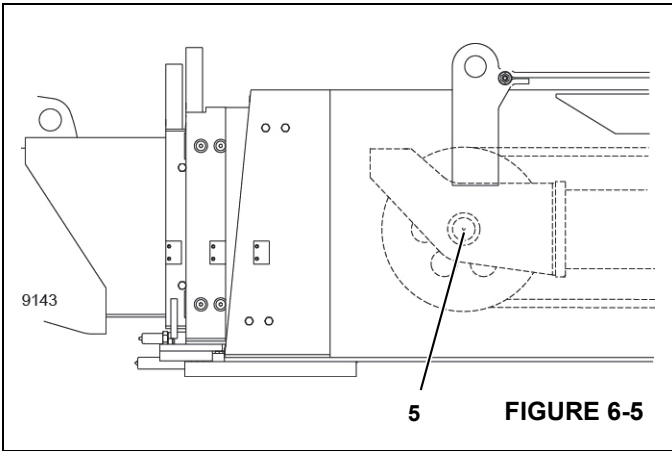
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FIGURE 6-2



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FIGURE 6-4



Drive Train

Item	Location	Qty *	Note
1	Steering Knuckles (Figure 6-8)	4	2 places both ends of axle.
2	Steering Cylinder Pivot Pins (Figure 6-8)	4	1 fitting each end of each of both cylinders.
3	Steering Link (Figure 6-8)	2	1 fitting each end.
4	Rear Axle Pivot Pin (Figure 6-9)	1	

* Quantities are for each axle

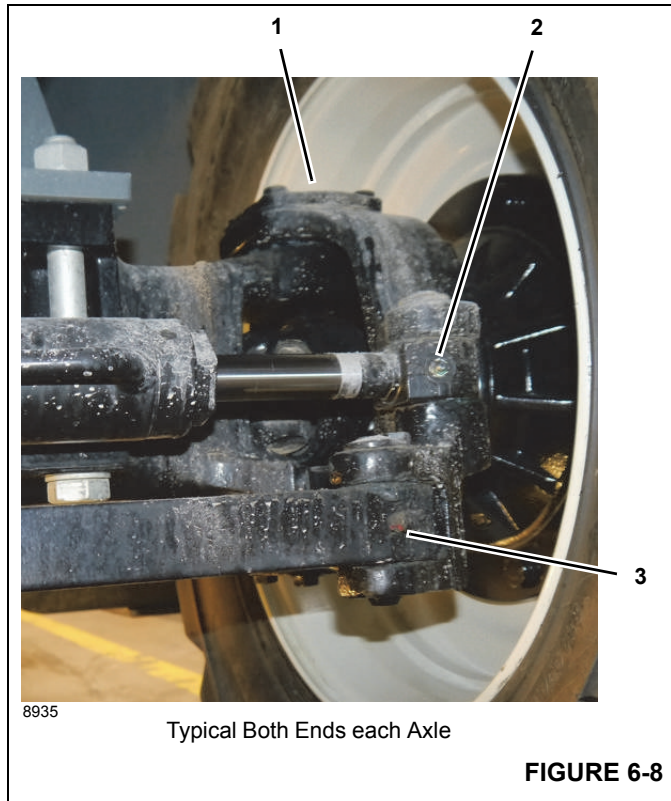


FIGURE 6-8

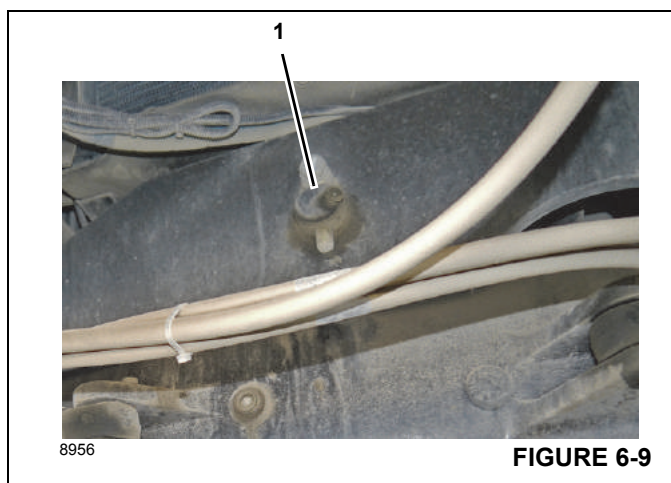


FIGURE 6-9

DAILY WALK-AROUND INSPECTION

Inspect Wire Rope

Each day before beginning operation, visually inspect the wire rope for damage. Refer to 50 Hour Maintenance for examples of damage that can be visually inspected for. If any damage is found, do not operate the crane. The wire rope must be replaced with a new rope before operation can resume.

Inspect Reeving, Clamps, and Connections

Each day before beginning operation, inspect for correct reeving of the boom and hook block.

Inspect the terminal ends of the wire rope for damaged parts, loose clamps or wrong installation.



DANGER

Loads may fall if the wedge and socket is not installed properly or has damage. A falling load can injure or kill.

Do not operate the crane if any of the above are found. Only after correcting the problem should the crane be put back in service.

Inspect the Lifting Hook



DANGER

Loads may fall if the lifting hook is damaged or loose. A falling load can injure or kill.

Daily before beginning operation, inspect the lifting hook for damage: cracks, deformation, loose retaining hardware, etc. If any damage is found, **DO NOT** operate the crane until the damage is repaired.

DAILY OPERATIONAL INSPECTION

Inspect the Anti-Two-Block System

Test the anti-two-block system daily before beginning operation to make sure it is functioning properly.

Raise the hook block or the downhaul weight until it hits the anti-two-blocking bracket under the boom head or the boom extension. An alarm should sound and the hoist should stop.

Lower the hook block or the overhaul weight and the alarm will stop.

If there is a malfunction in the system, **DO NOT** operate the crane. Have the malfunction corrected.

Inspect All Safety Devices

Daily before beginning operation, check all safety devices for proper operation. Examples of safety devices include, backup alarms, horn, and beacon lights.

If any is found to be malfunctioning, correct the problem before placing the crane in service.

Check Controls Operation

Check each control for proper operation after the above inspections have been completed. Do not place the crane in service if any control is not functioning properly.

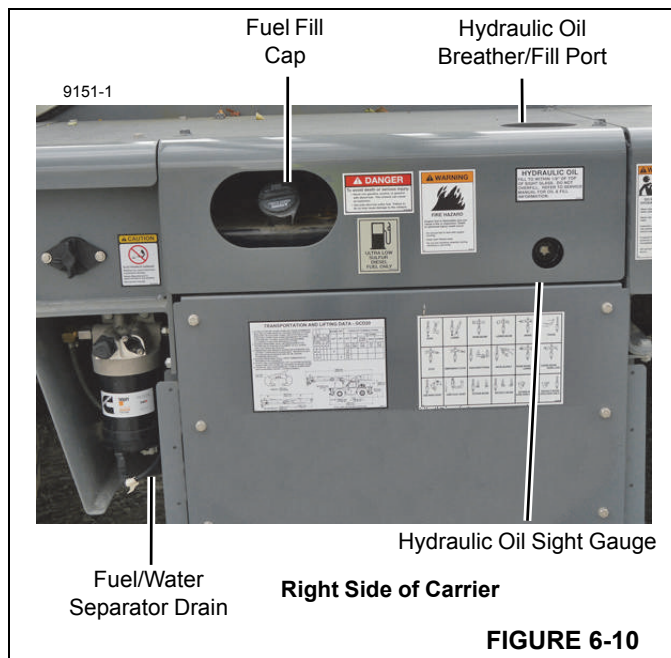


FIGURE 6-10

DAILY COMPONENT/SYSTEM CHECKS

Check Diesel or Gasoline Fuel Level

Check the fuel level daily before operation. Turn the ignition key to the ON position and view the fuel gauge on the

instrument panel. If necessary, fill the tank (Figure 6-10) with recommended fuel.

Engine fuel is flammable and can cause a fire and/or explosion. Avoid personal injury or death by keeping sparks, open flames, and smoking materials away from the crane and fuel during refueling or fuel system servicing. Know the location of the fire extinguishers on the job site and how to use them.



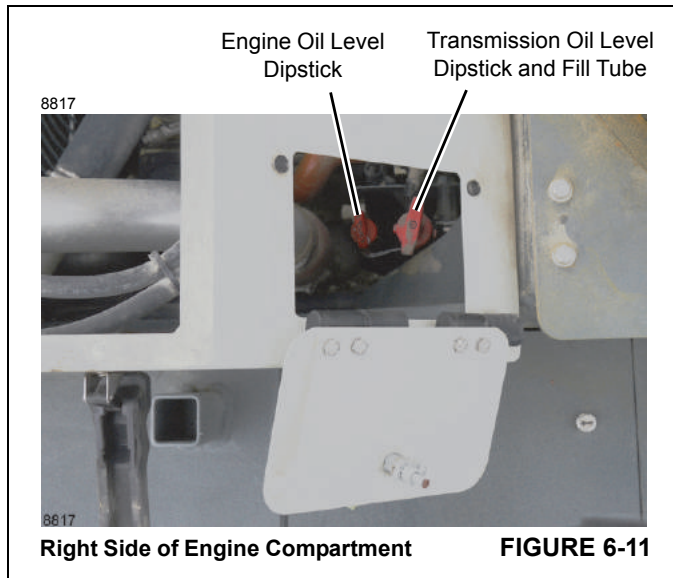
Maintain control of the hose nozzle when filling the fuel tank. Do not allow fuel to spill. Clean up spilled fuel immediately. Dispose of clean up materials properly.



Do not fill the fuel tank to capacity. Allow room for fuel expansion.

Check LP Gas Fuel Level

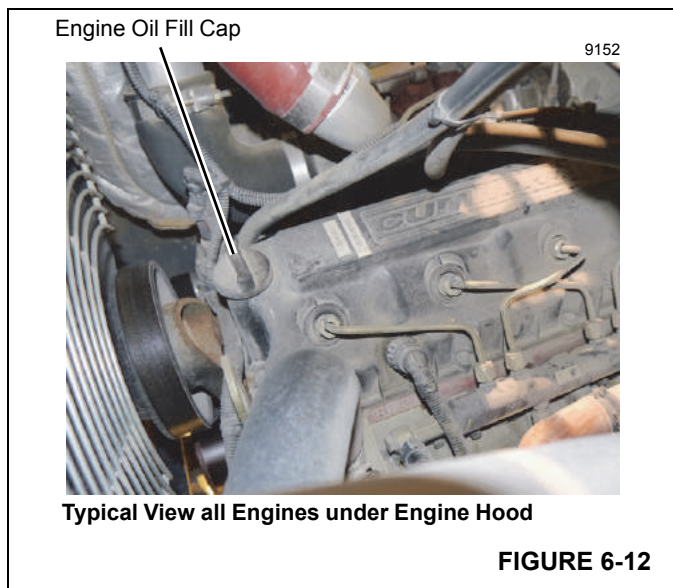
The LP gas tank (Figure 6-53 on page 6-35) is owner supplied. The crane owner should purchase a tank equipped with a fuel gauge. Check the fuel level daily before operation.



4. Remove the engine oil fill cap and add recommended engine oil (specified in Section 8 of this manual) to bring the oil level to the top of the crosshatched area of the dipstick.
5. Install the fill cap and the dipstick.
6. Close and latch the dipstick door and the engine hood.

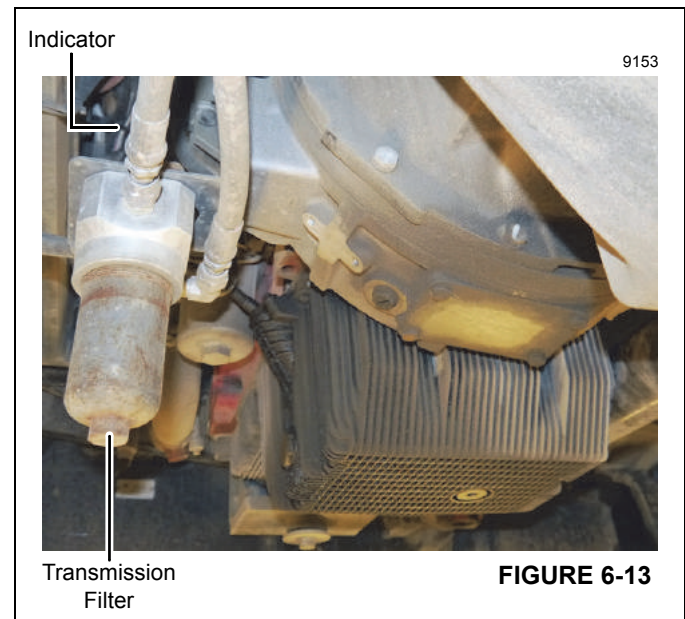
Check Transmission Oil Level

1. Check the transmission oil level when the oil is cold.
2. Level the crane, engage the parking brake, and stop the engine.
3. Open the dipstick door on the engine compartment (Figure 6-11), remove the transmission oil dipstick, and check the oil level. Oil should be visible on the dipstick between the minimum and maximum marks.
4. If oil is low, add recommended oil (specified in Section 8 of this manual) through the fill tube to bring the oil to the proper level between the dipstick marks. **DO NOT OVERFILL.**
5. Install the dipstick. Close the dipstick cover.



Check Engine Oil Level

1. Level the crane, engage the parking brake, and stop the engine.
2. Open the dipstick door on the engine compartment (Figure 6-11), remove the engine oil dipstick, and check the oil level. Oil should be present within the crosshatched area of the dipstick.
3. If the oil level is low, open the engine hood and support in place using the furnished prop rod.



Check Transmission Filter Indicator

You must go under the carrier for this procedure. Take necessary safety precautions. See *Safety on page 6-7*.

With the engine running, check the indicator (Figure 6-13) on the transmission filter. Replace the filter element if the indicator is in the red area.

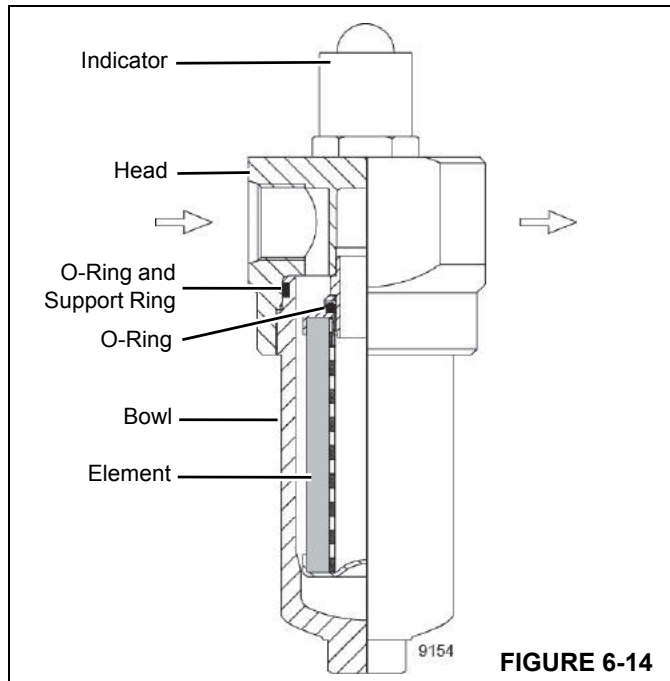


FIGURE 6-14

Replace Transmission Filter

You must go under the carrier for this procedure. Take necessary safety precautions. See *Safety* on page 6-7.

If the indicator is red, replace the transmission filter as follows:

1. Engage the parking brake and stop the engine.
2. Locate the transmission filter on the right side of the engine (Figure 6-13).

See Figure 6-14 for the remaining steps.

3. Place a suitable container under the filter to catch oil.
4. Replace the filter element:
 - a. Using a wrench, turn the filter bowl off the head.
 - b. Remove and properly discard the filter element.
 - c. Clean the filter bowl and the mounting surface on the filter head.
 - d. Make sure the seals in the filter head and on the new element are not damaged.
 - e. Apply a small amount of clean transmission oil to the seals.
 - f. Install the new filter element on the filter head.
 - g. Install and tighten the filter bowl.
 - h. Start the engine and check for leaks around the filter. Correct as needed.

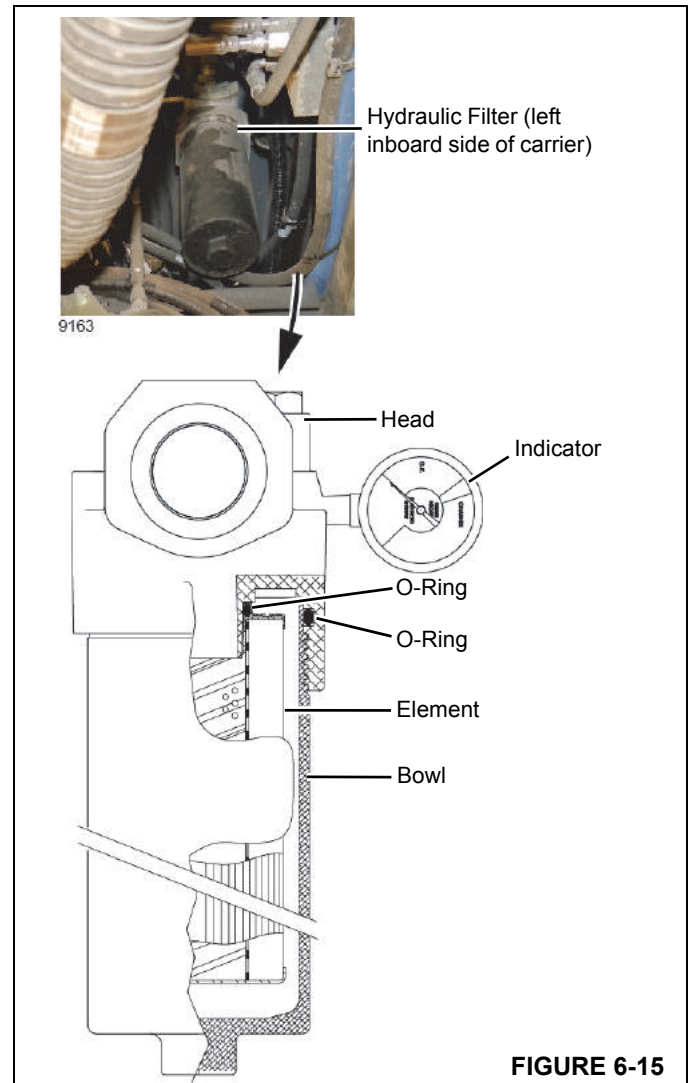


FIGURE 6-15

Check Hydraulic Filter Indicator

You must go under the carrier for this procedure. Take necessary safety precautions. See *Safety* on page 6-7.

With the engine running, check the indicator (Figure 6-15) on the hydraulic filter. Replace the filter element if the indicator is in the red area.

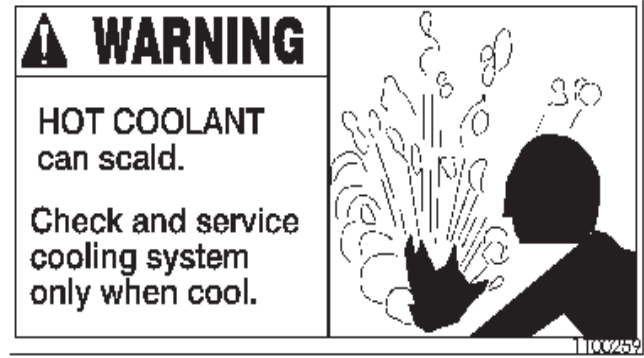
Replace Hydraulic Filter

You must go under the carrier for this procedure. Take necessary safety precautions. See *Safety* on page 6-7.

If the indicator is in the red area, replace the hydraulic filter as follows (see Figure 6-15):

1. Engage the parking brake and stop the engine.
2. Place a suitable container under the filter to catch oil.
3. Replace the filter element:
 - a. Using a wrench, turn the filter bowl off the head.

- b. Remove and properly discard the filter element.
- c. Clean the filter bowl and the mounting surface on the filter head.
- d. Make sure the seals in the filter head and on the new element are not damaged.
- e. Apply a small amount of clean hydraulic oil to the seals.
- f. Install the new filter element on the filter head.
- g. Install and tighten the filter bowl.
- h. Start the engine and check for leaks around the filter. Correct as needed.



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Check Engine Coolant Level

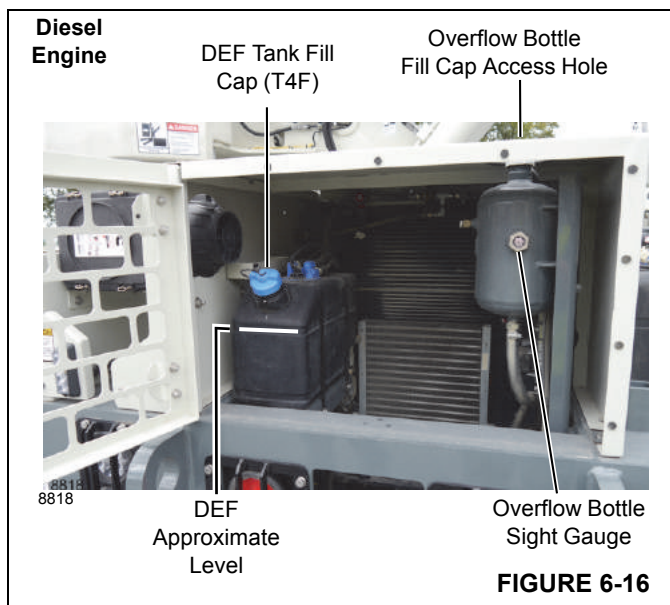


FIGURE 6-16

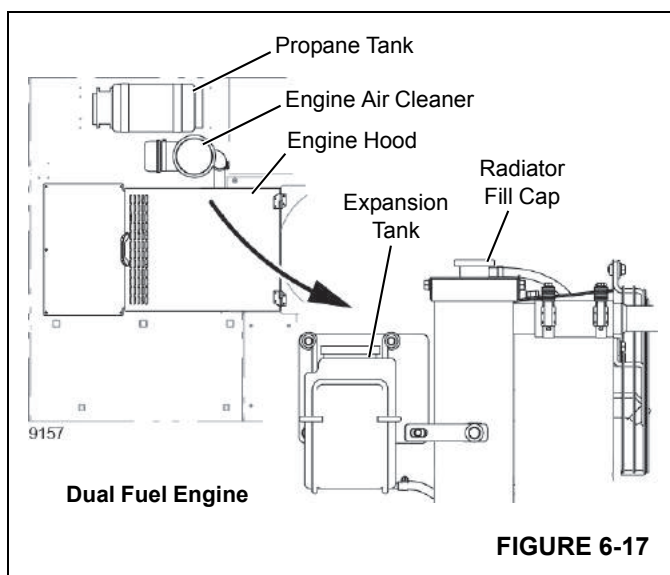


FIGURE 6-17

Never remove the fill cap while the cooling system is hot. Check the coolant level only when the coolant temperature is below 50°C (120°F). The system is under pressure and the coolant can cause severe burns or eye injury. Wear protective clothing and safety glasses. Always turn the cap slowly to the first stop and allow the pressure to escape before removing the cap completely.

1. Level the crane, engage the parking brake, and stop the engine.
2. For Diesel Engine (Figure 6-16):
 - a. Check the coolant level in the overflow bottle. It should be half way up the sight gauge.
 - b. If the level is low, **BE SURE THE ENGINE IS COOL —below 50° C (120° F)**, then slowly loosen the fill cap to the first stop. Allow all pressure to release. Completely remove the fill cap.
 - c. Add a 50/50 mixture of glycol antifreeze and water to the proper level. Do not add only water as this could cause rust to form in the radiator and engine.
 - d. Securely reinstall the fill cap.
3. For Dual-Fuel Engine (Figure 6-17):
 - a. **BE SURE THE ENGINE IS COOL —below 50° C (120° F)**, then slowly loosen the fill cap to the first stop. Allow all pressure to release. Completely remove the fill cap.
 - b. The coolant level should be up to the bottom of the fill tube in the radiator.
 - c. If the level is low, add a 50/50 mixture of glycol antifreeze and water to the proper level. Do not add only water as this could cause rust to form in the radiator and engine.

NOTE: For more details on proper radiator checking and maintenance procedures, refer to the engine manual that came with your crane.

Check DEF Level

With the T4F engine ignition switch on, the DEF (diesel exhaust fluid) level should be between the **E** and **F** marks on the gauge cluster in the operator cab. If, during operation, the amber DEF low indicator light comes on, fill the DEF tank (Figure 6-16) with DEF as specified in the engine manual.

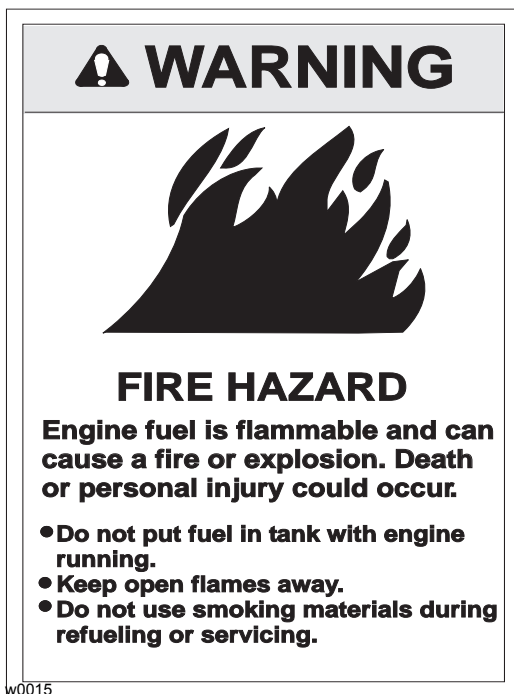
Drain Water from Engine Fuel/Water Separator

See Figure 6-10.

1. Stop the engine and engage the parking brake.
2. Refer to the engine manual furnished with the crane and follow the water draining instructions.

Check Hydraulic Oil Level

If the hydraulic oil is constantly low, check for leaks in the hydraulic system.



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1. Be sure the boom is fully retracted and lowered and the outriggers are retracted and up.
2. Park the crane on a level surface, engage the parking brake, and stop the engine.
3. Check the oil level in the hydraulic oil level sight gauge (Figure 6-10).
4. The hydraulic oil should be 3 mm (1/8 in) below the top of the sight gauge.

5. If low, fill the tank with clean recommended hydraulic oil (specified in Section 8 of this manual).

Service Tier 3/Dual-Fuel Engine Air Cleaner

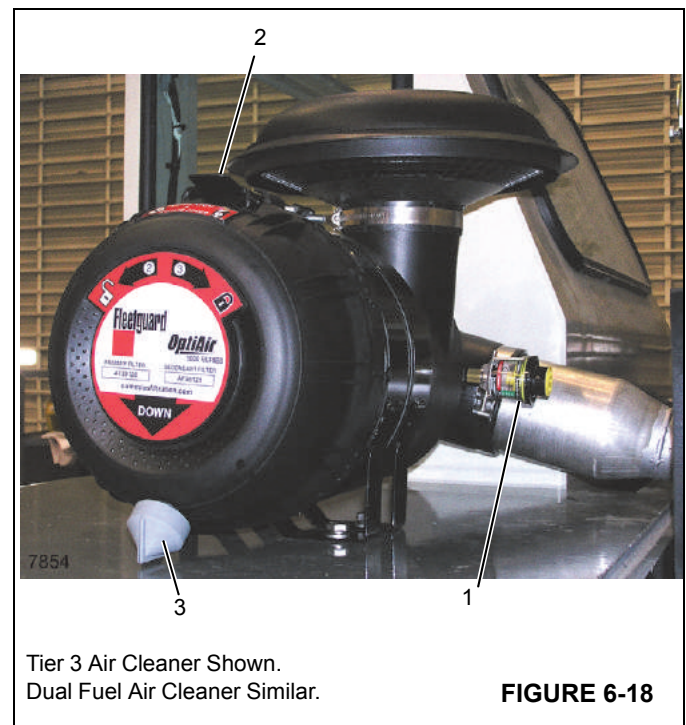
Inspecting Air Cleaner Indicator

The Tier 3 and dual-fuel air cleaner is equipped with a restriction indicator (1, Figure 6-18) that gives a visual indication when it is time to change the air cleaner elements.

Check the indicator with the engine running. The yellow stem in the indicator window extends as the air cleaner elements become plugged. Change the air cleaner elements when the yellow stem reaches the red zone of the window.

The yellow stem remains locked in place when the engine is stopped. The reset button on the top of the indicator can be pressed at any time. When the engine is started, the indicator stem returns to the proper reading.

Do not remove the elements for inspection. This will do more harm than good. Ridges of dirt on the gasket sealing surface can drop onto the clean filter side when the gasket is released.



Tier 3 Air Cleaner Shown.
Dual Fuel Air Cleaner Similar.

FIGURE 6-18

Removing Air Cleaner Elements

NOTE: Service the air cleaner only with the engine off. Dirt and debris can enter the engine and cause damage if the engine is operated with the air cleaner element removed.

1. Release the latch (2) to unlock the air cleaner cover.
2. Rotate the cover counterclockwise and remove it.

3. Remove the primary element as gently as possible until you get it outside of the housing.
4. Remove the secondary element.
5. Clean the inside of the housing carefully. Any dirt left inside the housing could cause damage to the engine. Use a clean, water-dampened cloth to wipe every surface clean. Check it visually to make sure it is clean before installing new elements.
6. Always clean the gasket sealing surfaces of the housing. An improper gasket seal is one of the most common causes of engine contamination. Make sure all hardened ridges are completely removed.

Installing Air Cleaner Elements

1. Install the secondary element into the housing and slide it all the way in.
2. Install the primary element and slide it all the way in.
3. Make sure the gasket is seating evenly. If you don't feel the gasket is seating evenly for a perfect seal, you won't have protection. Recheck to see if the sealing surface in the housing is clean, or if the element is the right model number. It may be too short for the housing.
4. Install the air cleaner housing cover.
5. Reset the restriction indicator (Figure 6-18) by pushing in the reset button.

Service Tier 4F Engine Air Cleaner

Air Intake Restriction Monitoring (AIRM)

The Tier 4 engine has the Cummins AIRM communications system. The AIRM calculates real-time air filter restriction at operational flow rate using the temperature and pressure input from the TBAP sensor (Figure 6-19).

Fault code (FC 5576) is initiated at the dirty filter restriction level, generating a blinking "Check Engine" light for 30 seconds at every key on until the intake air restriction drops below the dirty filter restriction threshold.

Severe warning fault code (FC 3341) is initiated if the maintenance condition degrades to a severe restriction level for a given time period, generating a solid amber "Check Engine" light and initiating a progressive engine derate to protect the engine from damage until the intake restriction drops below the dirty filter restriction threshold.

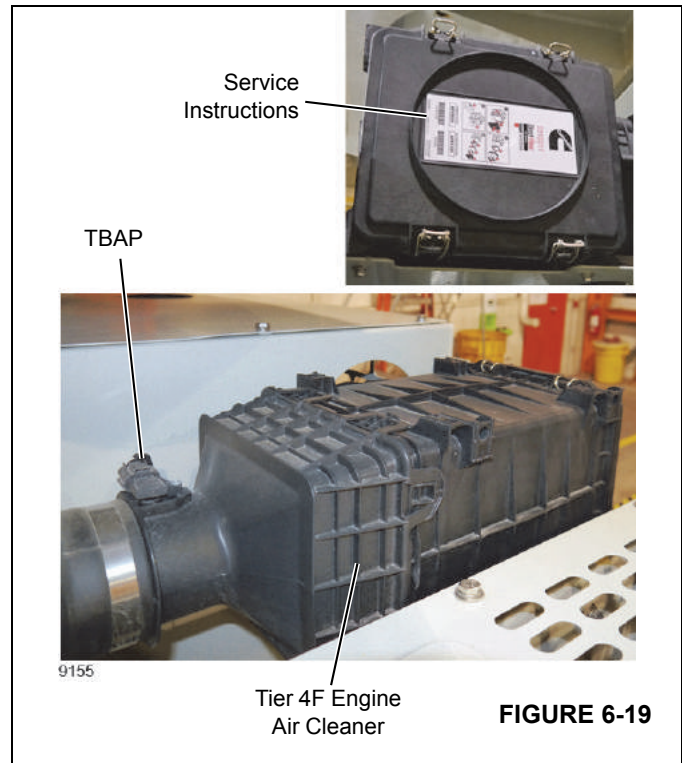


FIGURE 6-19

Removing Air Cleaner Elements

See Figure 6-19.

NOTE: Service the air cleaner only with the engine off. Dirt and debris can enter the engine and cause damage if the engine is operated with the air cleaner element removed.

1. Release the four latches to unlock the air cleaner cover.
2. Remove the primary element as gently as possible until you get it outside of the housing.
3. Remove the secondary element.
4. Clean the inside of the housing carefully. Any dirt left inside the housing could cause damage to the engine. Use a clean, water-dampened cloth to wipe every surface clean. Check it visually to make sure it is clean before installing new elements.
5. Always clean the gasket sealing surfaces of the housing. An improper gasket seal is one of the most common causes of engine contamination. Make sure that all hardened ridges are completely removed.

Installing Air Cleaner Elements

1. Install the secondary element in the housing and slide it all the way in.
2. Install the primary element and slide it all the way in.
3. Make sure the gasket is seating evenly. If you don't feel the gasket is seating evenly for a perfect seal, you won't

have protection. Recheck to see if the sealing surface in the housing is clean.

4. Install the air cleaner housing cover.

Check Tire Pressure

Check the air pressure in the crane's four tires. The correct air pressure is 9 bar (130 psi).

Also, check for broken studs, rim damage, loose nuts, cracks and other tire damage. Take corrective action.

50 HOURS OF OPERATION

Clean Air Cleaner Dust Cup

Squeeze the dust cup (3, Figure 6-18) to remove any accumulation of dust or debris.

Inspect Wire Rope and Sheaves

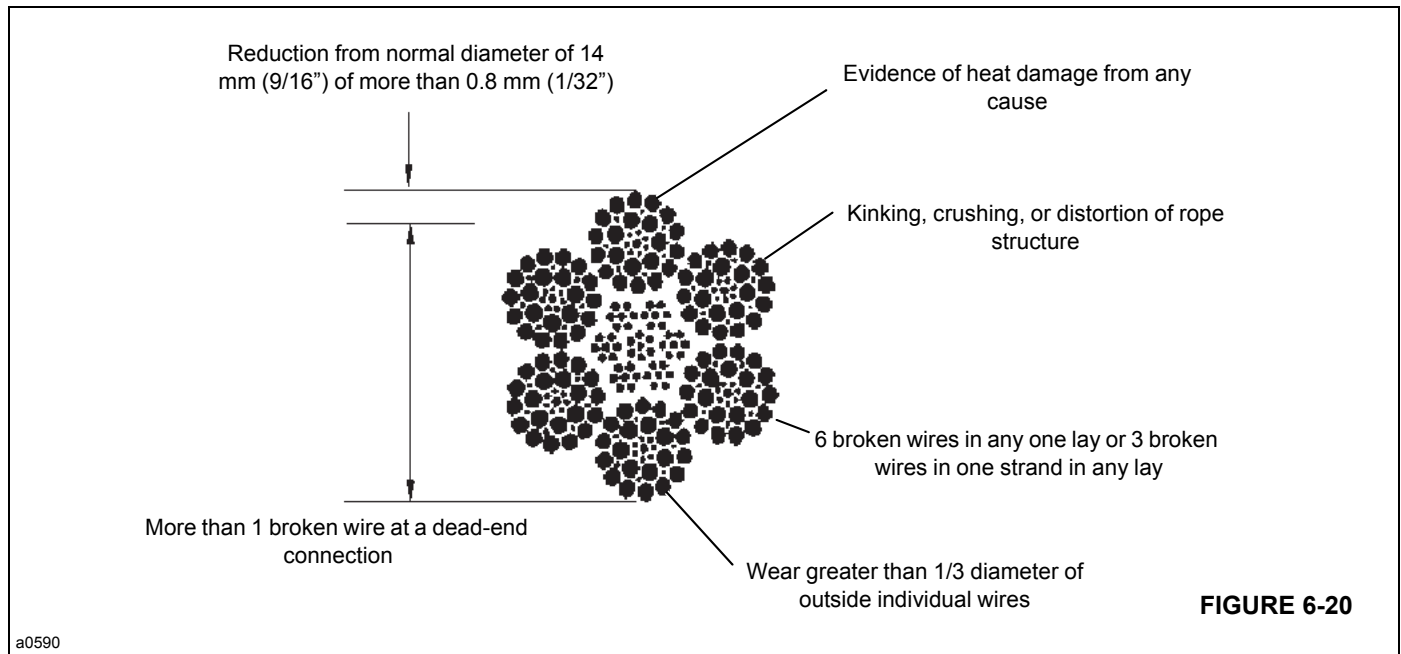
All wire ropes wear out eventually and lose work capability throughout their service life. That's why periodic inspections are critical. *SAE J959, Lifting Crane, Wire-Rope Strength Factors*, requires that a thorough inspection be performed and recorded on the wire rope not less often than weekly when the crane is in continuous service.

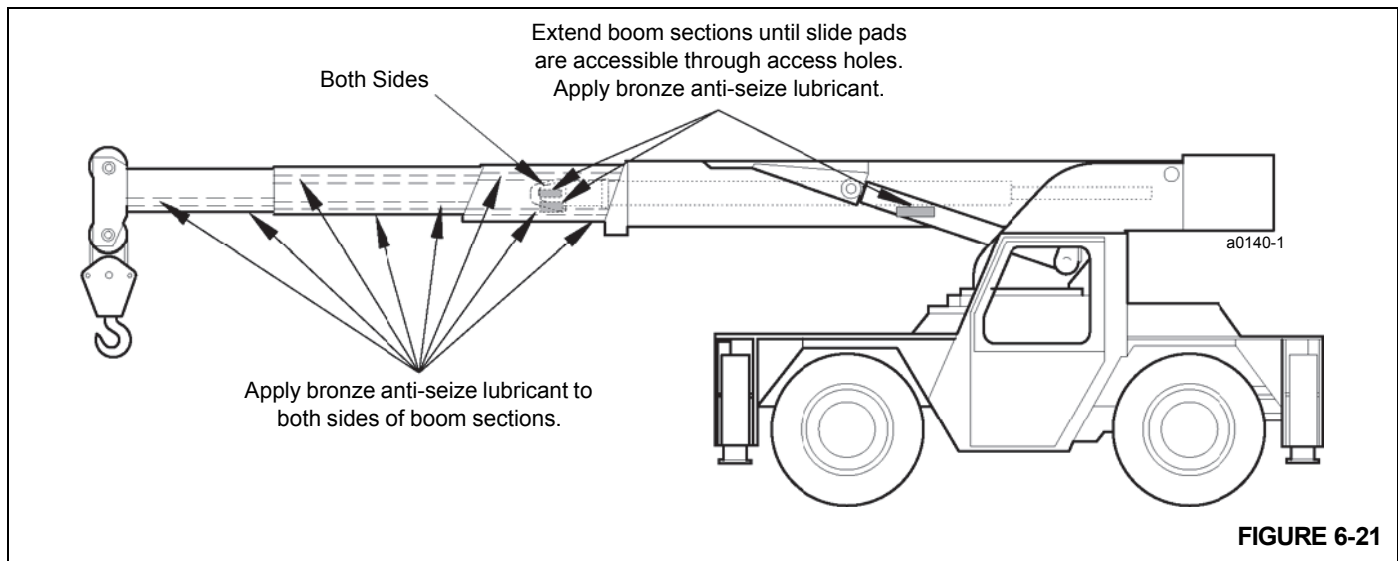
Inspection

NOTE: Always wear gloves when working with wire rope to prevent hand injuries.

1. **Wire Rope** - Inspect for damage, rust or wear to the wire rope. Keep a record of each inspection. Replace the wire rope if any of the conditions in Figure 6-20 are present.
2. **Sheaves** - Inspect sheaves for damage and/or wear. The sheave grooves must be smooth and a little larger than the wire rope. Use a sheave gauge to check the size of the sheave groove. Rough edges, narrow or worn grooves will cause damage to the wire rope. Replace any worn or damaged sheaves.

NOTE: As a sheave wears, the groove for the wire rope becomes smaller. The tracks on the sheave are caused by the wire rope. Yet, the wire rope will continue to engage these tracks, for example like a chain engages a sprocket. As the wire rope turns and twists on the sheave, the wire rope will move out of the worn track. This will cause increased wear on the wire rope.





Lubricate Grease Fittings

You must go under the carrier for this procedure. Take necessary safety precautions. See *Safety* on page 6-7.

See *Grease Points*, page 6-8.

Lubricate Boom Cable Sheaves



DANGER

Do not, under any circumstances, work at an elevated height without using proper fall protection as required by local, state or federal regulations

The lubrication points on the sheaves are not equipped with grease fittings and will require a grease gun adapter to accomplish the task.

Special Tools:

Nozzle or needle grease gun fitting:

- 6.35 mm (0.25 inch) diameter nozzle grease gun tip (Grove P/N 955045). Contact Manitowoc Crane Care to obtain this tip.
- Observation through the sheave case for the extend sheaves and the hoist mount for retract sheaves.

NOTE: To determine the amount of grease required, visually inspect the sheaves. From the front of the boom, look back through the sheave case at the extend sheaves. From the back of the boom, look up through the hoist mount at the retract sheaves. A small amount of grease extrusion around the pin is adequate.

The extend sheaves are located on the boom tip end of the extend cylinder, and the retract sheaves are located on the inside rear of the 2nd section. Lubrication is as follows:

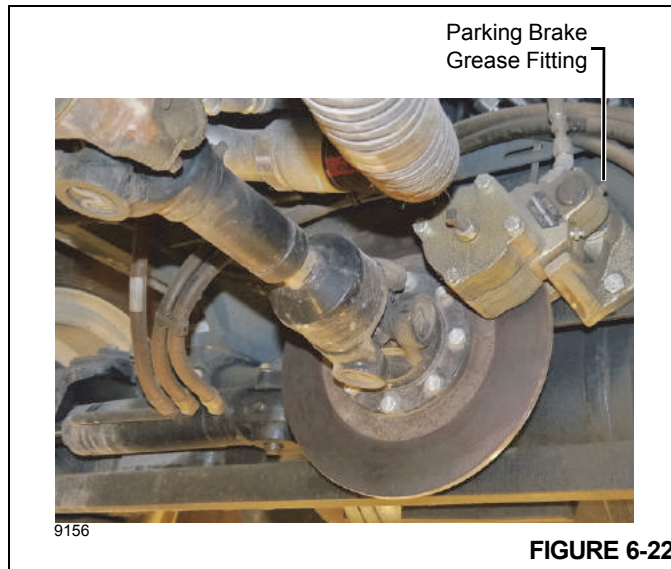
1. Extend boom until grease access hole becomes visible on side of 2nd section.
2. Check alignment between the 2nd section access hole and the 3rd section access holes. When these holes become aligned, the end of the extend cable sheave pin is visible and accessible for lubrication.
3. This boom position also aligns the access holes at the rear of the 1st section for lubrication of the retract sheaves.

Lubricate Inner Boom Wear Pads

1. With the boom fully retracted, apply grease to the wear pads on the top of second boom section with a small paint brush or a grease gun.
2. Extend boom to position the wear pad access holes directly above the wear pads on the third boom section, apply grease to the pads using the brush or gun.
3. Extend boom to position the wear pad access holes directly above the wear pads on the fourth boom section, apply grease to the pads using the brush or gun.
4. After grease is applied to all wear pads raise the boom to the maximum angle and slowly extend the boom to full extension and slowly retract completely.
5. Repeat steps 1-4 three times to ensure the boom is fully lubricated.

Lubricate Side and Bottom Boom Wear Pads

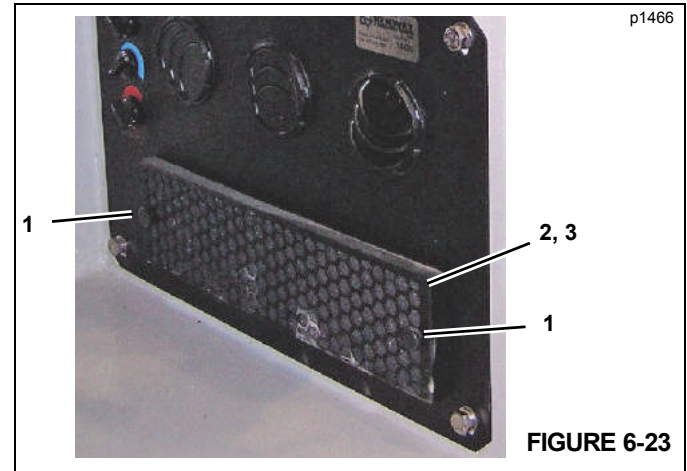
1. Fully extend and set the outriggers.
2. Lower the boom to horizontal.
3. Fully extend the boom and apply grease to the side and bottom of the 2nd and 3rd sections with a brush.
4. Raise the boom to about 75° and retract the boom
5. Extend and retract the boom several times until the grease is evenly spread.
6. Repeat steps 1-3 as necessary to ensure the boom is fully lubricated.



Lubricate Parking Brake

You must go under the carrier for this procedure. Take necessary safety precautions. See *Safety on page 6-7*.

Apply Lithium Base, EP 2 bearing grease, or equivalent, to the parking brake grease fitting (Figure 6-22).



Clean Heater/Air Conditioner Filter

1. Remove the thumb screws (1, Figure 6-23).
2. Remove the access cover (2).
3. Remove the filter (3) and clean it with compressed air or with mild soap and water.
4. Replace a torn or damaged filter.
5. Reinstall the filter, the cover, and thumb screws.

100 HOURS OF OPERATION OR TWO WEEKS

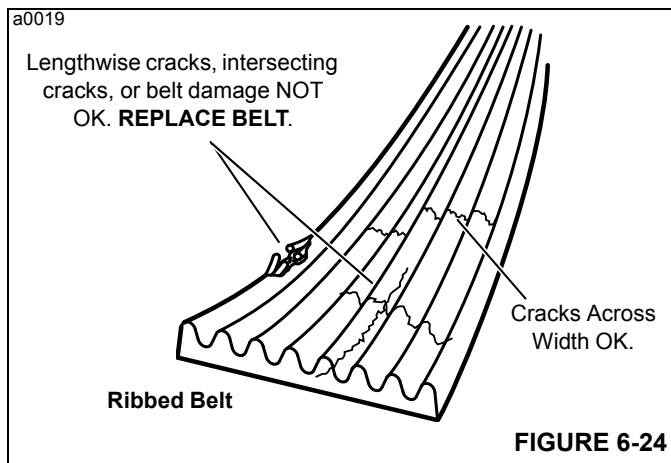
Inspect Engine Fan Belts

Keep the engine and accessory belts properly tensioned for maximum engine performance and fuel economy. Proper belt tension minimizes slippage and increases belt life.

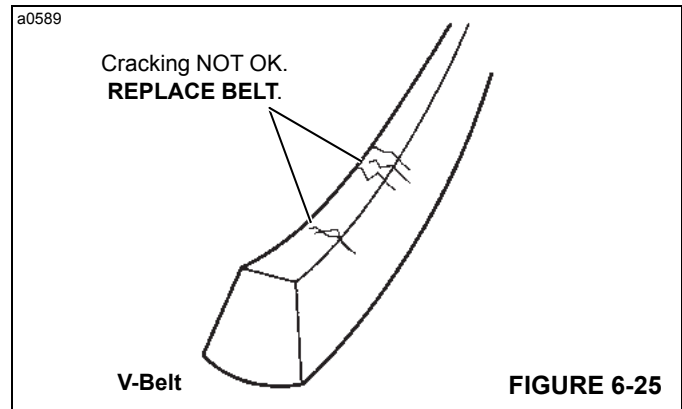


Belts that are too loose see excessive vibration and increased wear. Belts that are too tight produce wear on the belts and the bearings of the pulleys it travels around.

Check ribbed belts for intersecting cracks. Cracks across the belt are acceptable. Cracks along the length of a ribbed belt are not acceptable. Ribbed belts with cracks along their length or intersecting cracks should be replaced. See Figure 6-24.



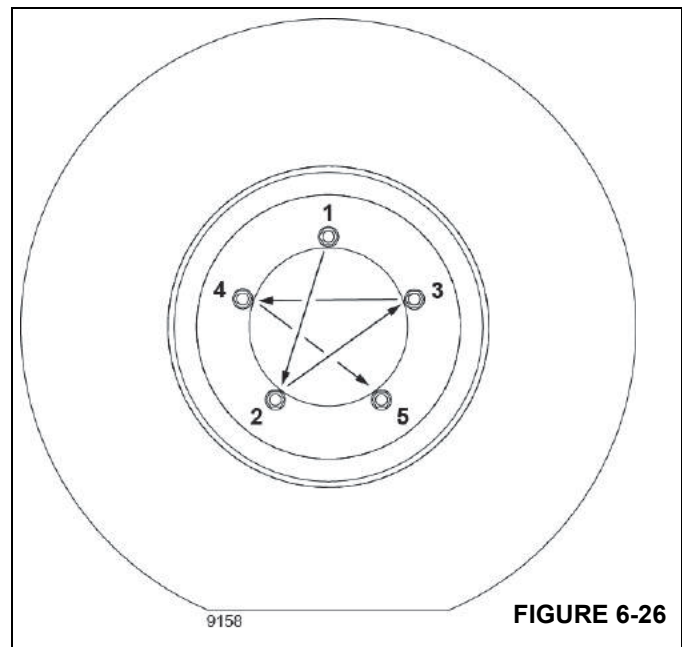
Any cracking on V-belts is not acceptable. Replace any V-belt that has cracking. See Figure 6-25.



Any ribbed belt or V-belt showing signs of wear or that has material missing should be replaced. When a belt is replaced, check its tension again after 30 minutes of operation. New belts will stretch with use.

Check Wheel Nut Torque

Check the torque of the wheel nuts in the pattern shown in Figure 6-26. Torque the wheel nuts to 680 ± 34 Nm (500 ± 25 lb-ft).



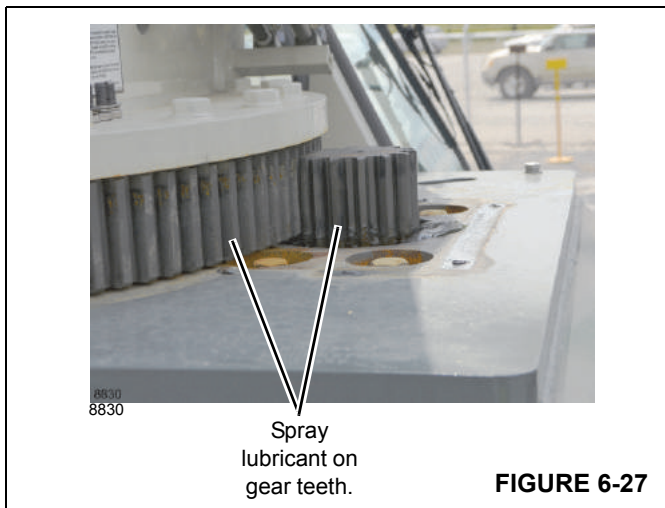
Replace Transmission Filter

Per the transmission manufacturer, replace the transmission filter after the first 100 hours of operation. See the procedure on page 6-13.

175 HOURS OF OPERATION

If equipped with a dual-fuel engine, replace the engine oil and filter as instructed in the engine manufacturer's manual.

250 HOURS OF OPERATION OR MONTHLY



Lubricate Swing Gear and Pinion

1. Engage the parking brake and stop the engine.
2. Remove the swing pinion guard (Figure 6-27).



WARNING

Crush Hazard!

Rotating gears can crush or amputate hands and fingers. Keep hands clear of rotating pinion and gear while the mast is rotating.

3. Apply EP-OGL Ceplattyn 300 spray lube to the swing gear teeth.
4. Stand clear, start the engine and rotate the mast until any non-lubricated portion of the swing gear is exposed. Keep hands and clothing away from the rotating gear and pinion.
5. Stop the engine and apply lubricant to the swing gear and pinion.
6. Repeat steps 4 and 5 until the swing gear teeth are completely lubricated.
7. Stop the engine.
8. Install the swing pinion guard.

Lubricate Wire Rope

Apply lubricant to the hoist wire rope to prevent rust, corrosion, and wear.

1. Unwind the wire rope from the hoist drum.

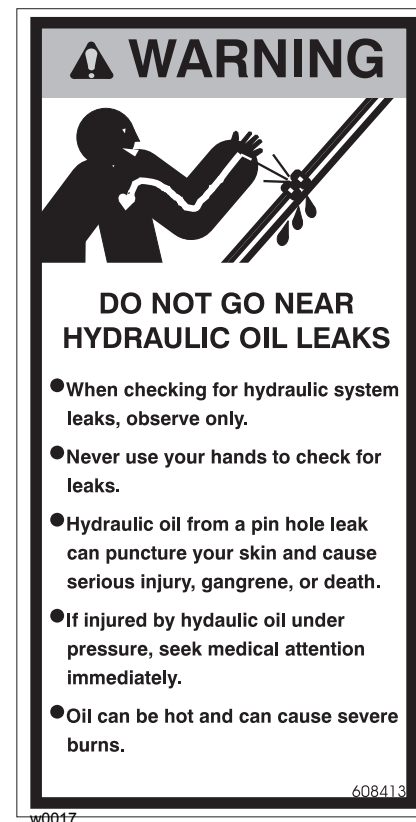
2. Thoroughly clean the wire rope prior to application of any lubricant. Use a wire brush and compressed air to remove all foreign matter and old lubricant.

NOTE: To prevent personal injury from compressed air, always wear safety glasses when using compressed air for cleaning.

3. After cleaning, apply a light weight oil that will penetrate into the wire rope, or a light weight oil that has been preheated to temperature of between 18° to 36°C (60° and 100°F). Use a brush or cloth to apply the oil.

NOTE: Be sure the lubricant enters the strands of the wire rope for proper lubrication. Do not use grease to lubricate the wire rope.

Inspect Hydraulic Hoses



Inspect hydraulic hose assemblies (Figure 6-28) for leaks, damaged fittings, and worn exterior.

Do not use your hands to check for hydraulic leaks. Hydraulic oil under pressure can cause serious injury or possible death. Use a piece of cardboard or other material as a deflector to detect leaks. Replace any problem hose before beginning work.

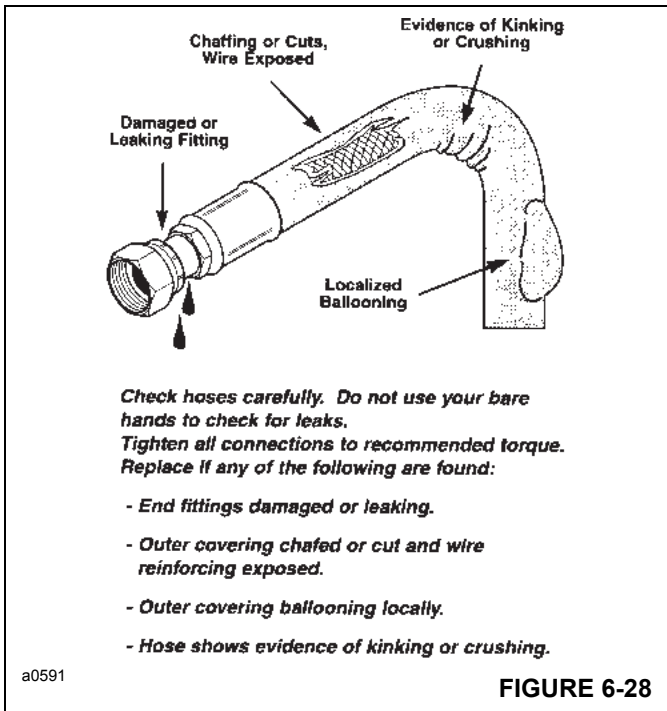


FIGURE 6-28

Clean Battery and Cables



1. Remove the battery cover (1, Figure 6-29).
2. Use the battery disconnect switch (2) to disconnect the battery (3).
3. Tighten the battery (3) mounting hardware (4) to keep the battery securely in place.
4. Disconnect the battery cables.
5. Inspect for any cracks, which could be a sign of acid that is leaking. In this case, the battery must be replaced.
6. If there are no cracks, continue inspecting. Look for white deposit around the battery. If there is only a little, you can continue. If there is a lot, test the battery.

7. Clean the top of the battery with a water and baking soda solution. Scrape off any deposits.
8. Use a small amount of water and a wet rag to wipe the battery clean and dry.
9. Clean the battery posts and cable ends with a battery brush.
10. Coat the battery posts with petroleum jelly and reinstall the battery cables.
11. Connect the battery with the battery disconnect switch.
12. Reinstall the battery cover.

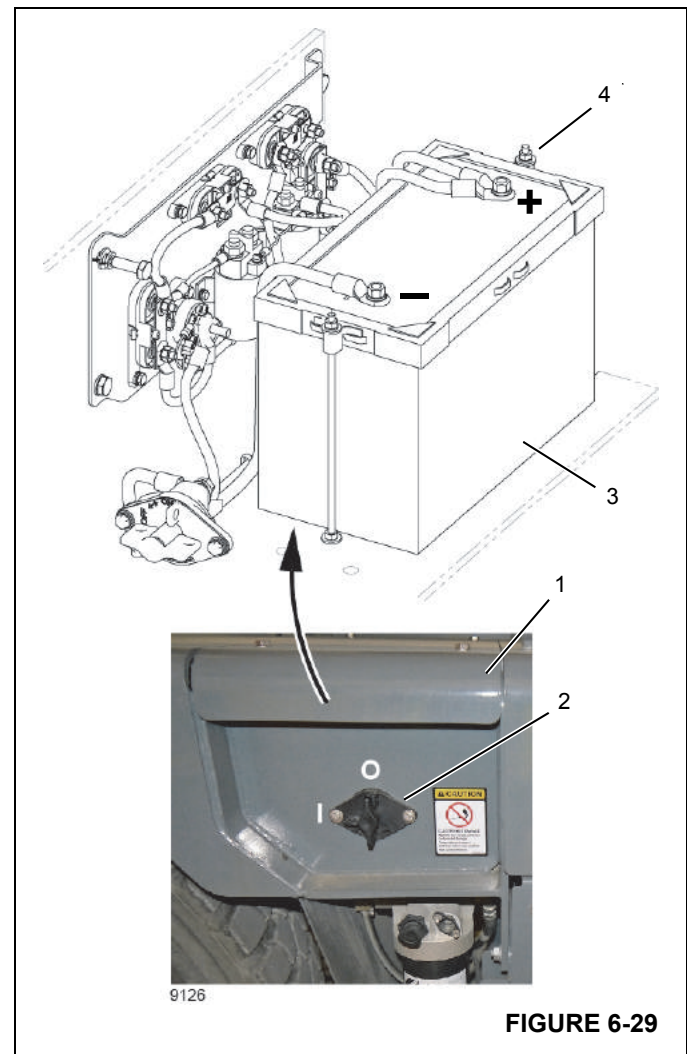
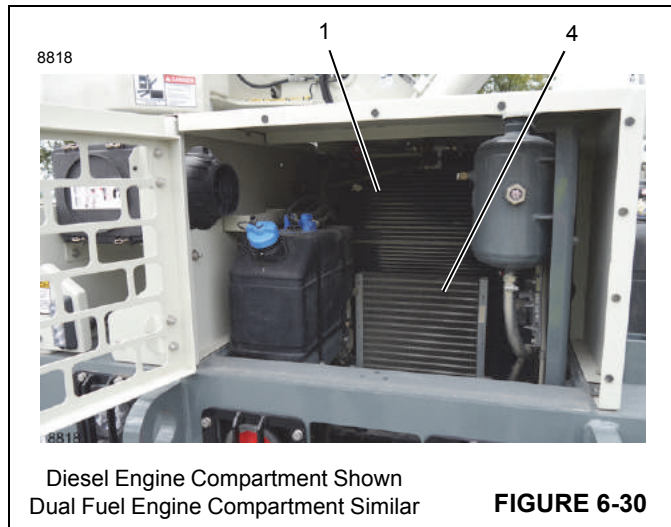


FIGURE 6-29



Clean Radiator and Oil Cooler

NOTE: To prevent personal injury, always wear safety glasses when using compressed air.

See Figure 6-30.

Clean the radiator (1) and oil cooler (2) fins using compressed air or a water jet to remove all foreign material. If foreign material is not removed, the engine or hydraulic system may over heat due to blocked air through the radiator and oil cooler.

Change Diesel Engine Oil and Filter

WARNING

Avoid prolonged and repeated skin contact with used engine oils. Such prolonged and repeated contact can cause skin disorders or other bodily injury. Wash thoroughly after contact with used engine oils. Keep oil out of reach of children.

Change the engine oil more frequently if operating under difficult conditions, for example in high or low temperatures, dusty surroundings or frequent starting and stopping.

It is necessary to go under the carrier for this procedure. To avoid death or serious injury from a moving crane, perform the following steps before going under the carrier:

You must go under the carrier for this procedure. Take necessary safety precautions. See *Safety* on page 6-7.

CAUTION

Hot oil can cause personal injury.

1. Operate the engine until the engine oil is hot.
2. Stop the engine.
3. Place a suitable container under the engine oil drain plug. Remove the oil drain plug and drain the engine oil into the container.
4. Clean and install the drain plug.
5. Clean the area around the engine oil filter head.
6. Remove the filter and clean the gasket surface of the filter head.

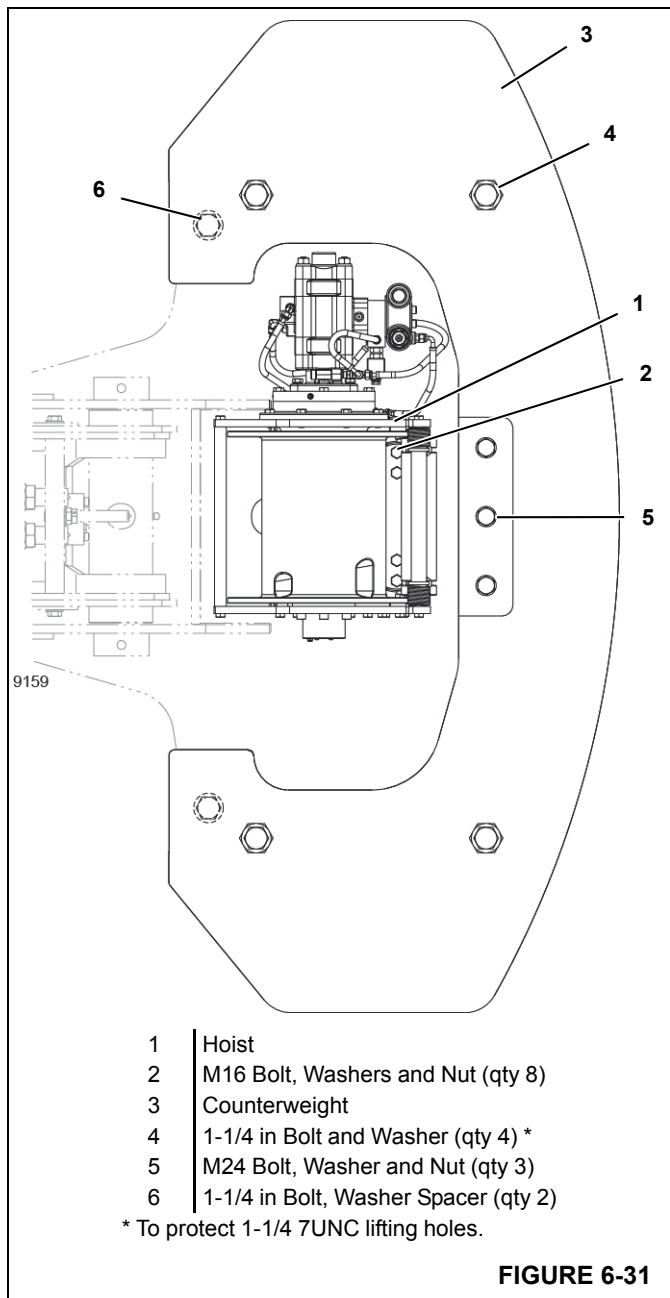
CAUTION

The O-ring can stick on the filter head. Make sure it is removed before installing the new filter.

7. Fill the new filter with clean recommended engine oil.
8. Apply a small amount of clean engine oil to the gasket of the new oil filter. Turn the filter clockwise to tighten it until the gasket makes contact. Then, tighten the filter 1/2 to 3/4 turn to get correct seal.
9. Fill the engine crankcase (Figure 6-12) to the proper level on the dipstick (Figure 6-11) with clean recommended engine oil.
10. Operate the engine at idle and inspect for leaks at the filter and the drain plug.

Torque Critical Bolts

NOTE: Maintain correct torque on all bolts. Failure to do so may result in severe damage to the machine and/or personal injury.



Hoist Mounting Bolts

See Figure 6-31.

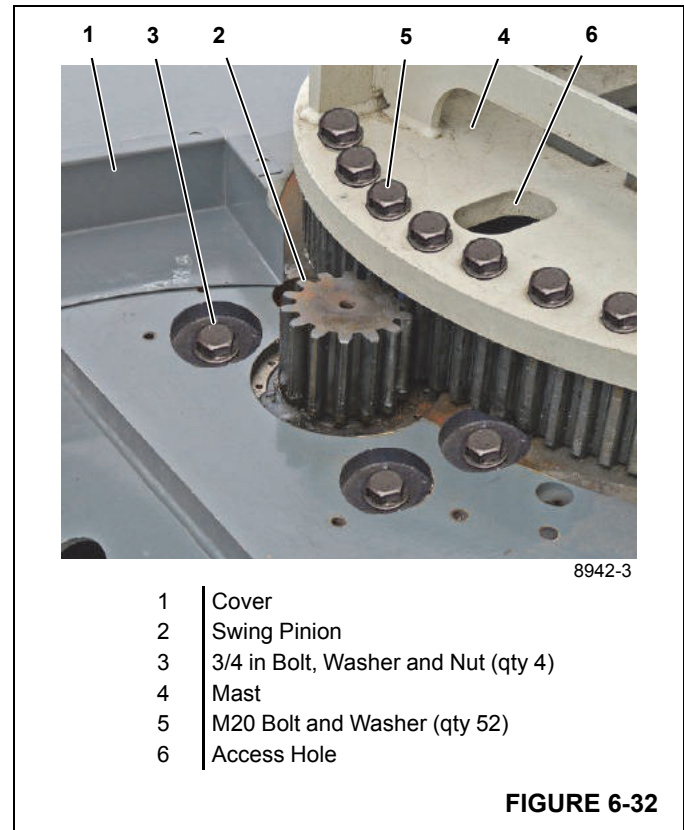
Torque the hoist mounting bolts (2) to 247 ± 6 Nm. At installation, apply Loctite 243 to all threads.

Counterweight Mounting Bolts

See Figure 6-31.

Torque the counterweight mounting bolts (5) to 586 ± 15 Nm. At installation, apply medium strength thread locking compound to all threads.

Torque the counterweight mounting bolts (6) to 859 ± 22 ft/lb.



Swing Gearbox Mounting Bolts

See Figure 6-32.

You must go under the carrier for this procedure. Take necessary safety precautions. See *Safety on page 6-7*.

Torque the swing gearbox mounting bolts (3) to 202 ± 5 ft/lb. At installation, apply medium strength thread locking compound to all threads.

If the bolts are loose, check gear backlash as instructed in Section 11 of your CD20 Service Manual.

Mast Mounting Bolts

The mast (4, Figure 6-32) is fastened to the carrier deck through a turntable bearing.

- The inner race of the bearing is fastened to the carrier deck with 26 bolts (5). The outer race of the bearing is fastened to the mast with 26 bolts (5).
- The outer race of the bearing has a ring gear which meshes with the swing pinion.

Because of the cyclic loading on the mast bolts, it is important that these bolts be checked at regular intervals.

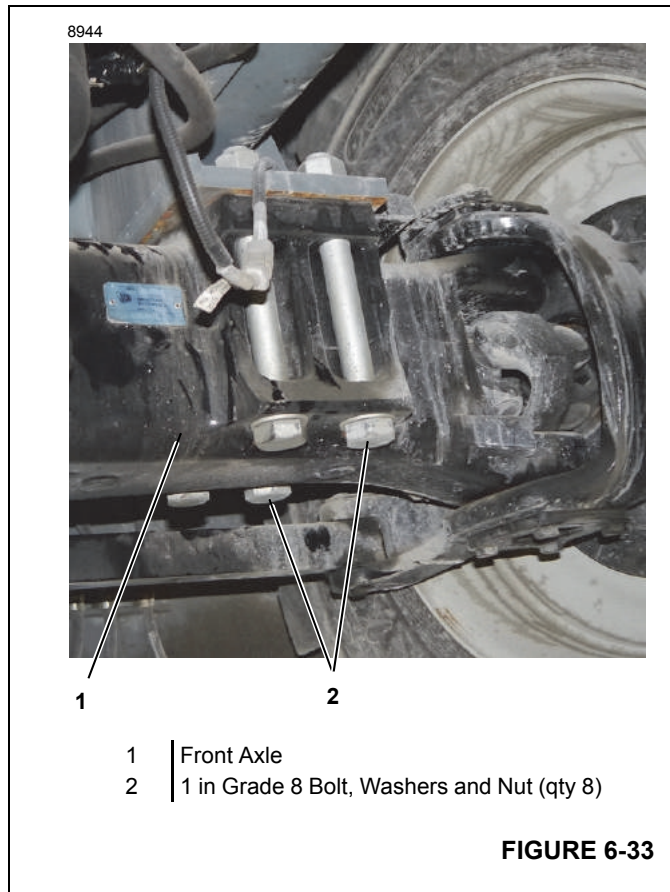
Make a record of any loose bolts. If any bolt does not hold to the correct torque after the second check, remove and replace the bolt. A loose bolt indicates possible bolt failure.

Torque each mast bolt (26 inner and 26 outer) to 727 ± 29 Nm.

NOTE: Use only special Class 12.9 (black finish) bolts for replacement. Order the bolts from your dealer. See your parts manual.

If a broken bolt is found, replace the bolt and also replace the bolt on each side of the broken bolt.

The proper bolt torque will not be obtained without the hardened steel washers under the bolt heads.



Front Axle Mounting bolts

See Figure 6-33.

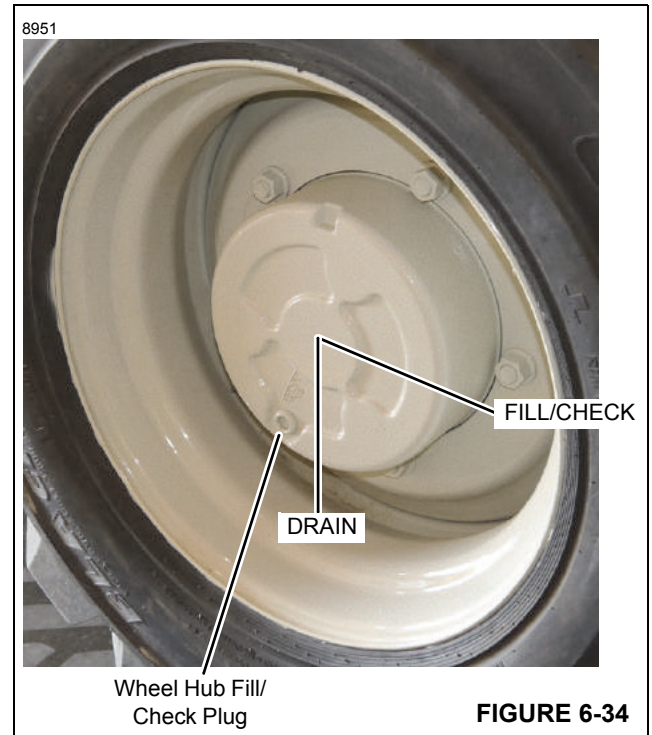
You must go under the carrier for this procedure. Take necessary safety precautions. See *Safety on page 6-7*.

Torque the axle mounting bolts (2) to 689 ± 17 ft/lb.

500 HOURS OF OPERATION OR EVERY THREE MONTHS

Inspect the Tires

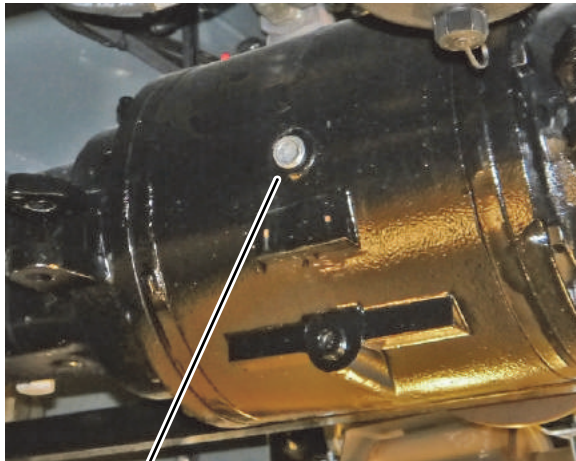
Inspect each tire for any signs of damage, such as cracks, large gouges, deterioration, etc. If damage is found, it must be carefully analyzed to determine if the tire is safe to use. Replace all tires that are unsafe.



Check Wheel Hub Lubricant Level

1. Using the outriggers, raise the tires slightly off of the ground.
2. Place the transmission in neutral and release the parking brake.
3. Turn one of wheel hubs until the fill/check plug is horizontal with the ground (Figure 6-34).
4. Clean around the fill/check plug and remove it.
5. Check the lubricant level. It should be even with the bottom of the plug hole.
6. If necessary, add the proper type of oil (specified in Section 8 of this manual) until the oil is even with the bottom of the plug hole.
7. Reinstall the plug.
8. Repeat the steps for the other three wheel hubs.

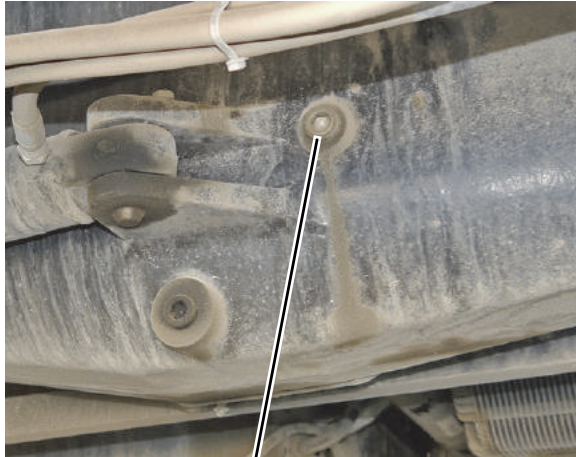
8952



Front Axle Housing
Fill/Check Plug

FIGURE 6-35

8955



Rear Axle Housing
Fill/Check Plug

FIGURE 6-36

Check Axle Housing Lubricant Level

You must go under the carrier for this procedure. Take necessary safety precautions. See *Safety on page 6-7*.

1. At either axle, clean around the axle housing fill/check plug (Figure 6-35 or Figure 6-36) and remove it.
2. Check the lubricant level. It should be even with the bottom of the plug hole.
3. If necessary, add the proper type of oil (specified in Section 8 of this manual) until the oil is even with the bottom of the plug hole.
4. Repeat the steps for the other axle.

Driveline Grease Fitting
(2-3 each driveline)

8940



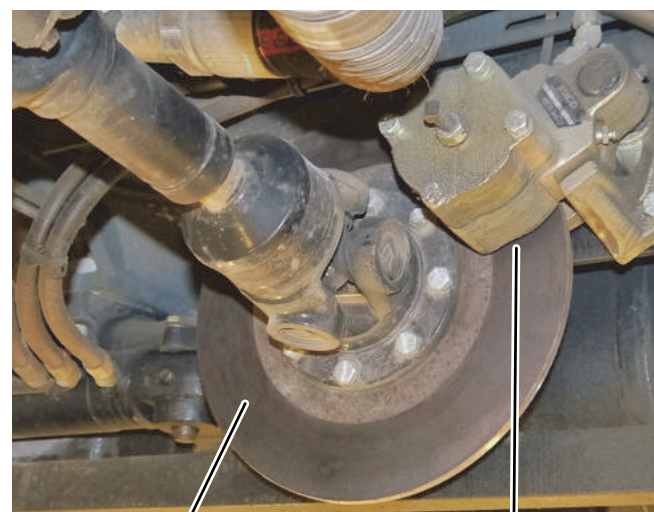
FIGURE 6-37

Lubricate Drivelines

You must go under the carrier for this procedure. Take necessary safety precautions. See *Safety on page 6-7*.

1. Engage the parking brake and stop the engine. Remove the ignition key.
2. Clean the grease fittings (Figure 6-37).
3. Apply Lithium Base EP 2 grease or equivalent to the fittings.

8939



Parking Brake Disc

Parking Brake Pads

FIGURE 6-38

Inspect the Parking Brake Pads

You must go under the carrier for this procedure. Take necessary safety precautions. See *Safety on page 6-7*.

Inspect the thickness of the brake pads Figure 6-38. Replace the brake pads if they are 7.1 mm (0.28 in) thick or less.

Check the surface condition of the brake disc. Replace the disc if badly warped, pitted or out of tolerance.

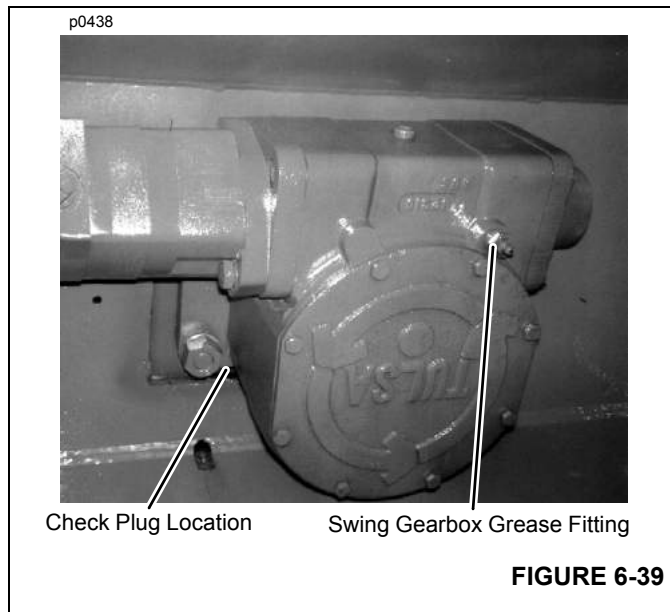


FIGURE 6-39

Add Grease to Swing Gearbox

You must go under the carrier for this procedure. Take necessary safety precautions. See *Safety on page 6-7*.

1. Engage the parking brake and stop the engine. Remove the ignition key.
2. Clean the grease fitting and check plug (Figure 6-39).
3. Remove the check plug.
4. Apply Lithium Base, EP 2 grease, or equivalent, to the fitting.
5. Fill the gear box until grease exits the check plug hole.
6. Install the check plug.

Check Hoist Gearbox and Brake Lubricant Levels

1. Lower the boom to its lowest position.
2. Service the hoist gearbox as follows (see Figure 6-40):
 - a. Rotate the hoist drum (1) until the plug is in the fill/check hole in the hoist frame.
 - b. Engage the parking brake and stop the engine

- c. Clean the area around the plug and remove it.
- d. Check the lubricant level. It should be even with the bottom of the plug hole.
- e. If necessary, add the proper type of oil (specified in Section 8 of this manual) until the oil is even with the bottom of the plug hole.
- f. Reinstall the plug.

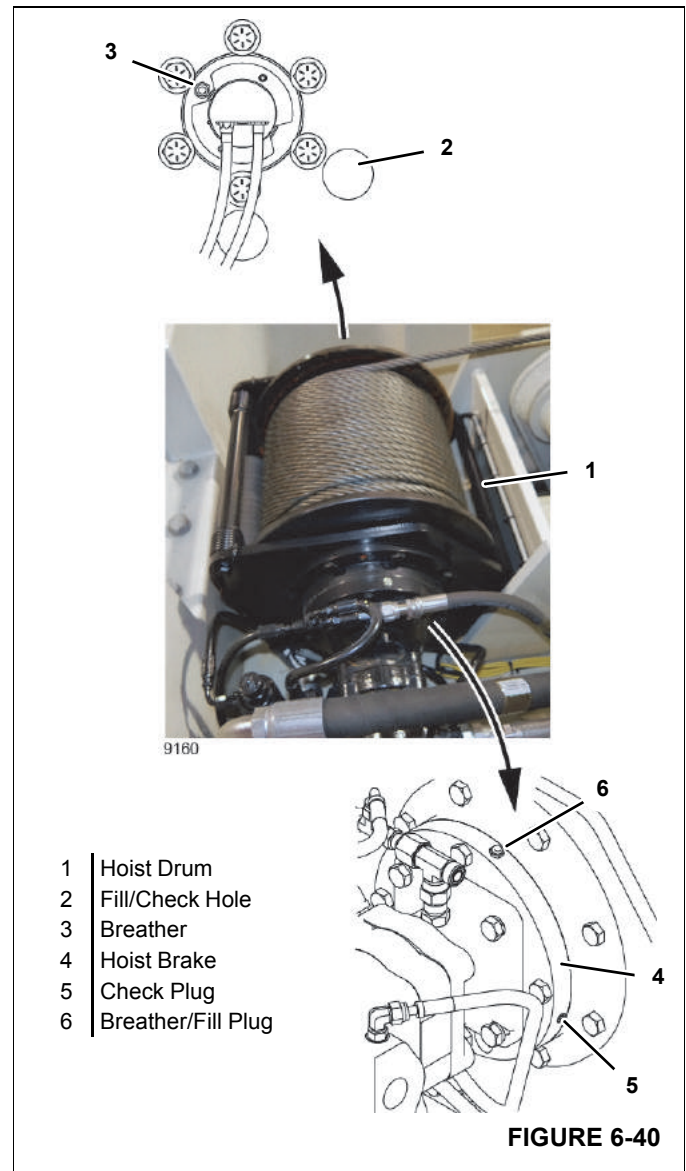


FIGURE 6-40

3. Service the hoist brake as follows:
 - a. Clean the around of the check plug (5) and the breather/fill plug (6).
 - b. Check the oil level. It should be even with the bottom of the check plug hole.



WARNING

DO NOT use EP type gear lubes in the brake section of this hoist. EP lubes may prevent the clutch from locking up, causing the load to fall and resulting in property damage, personal injury or death.

- c. If necessary, add the proper type of oil (specified in Section 8 of this manual) through the breather/fill plug hole until the oil is even with the bottom of the check plug hole.
- d. Install the breather/fill plug (6) and the check plug (5).

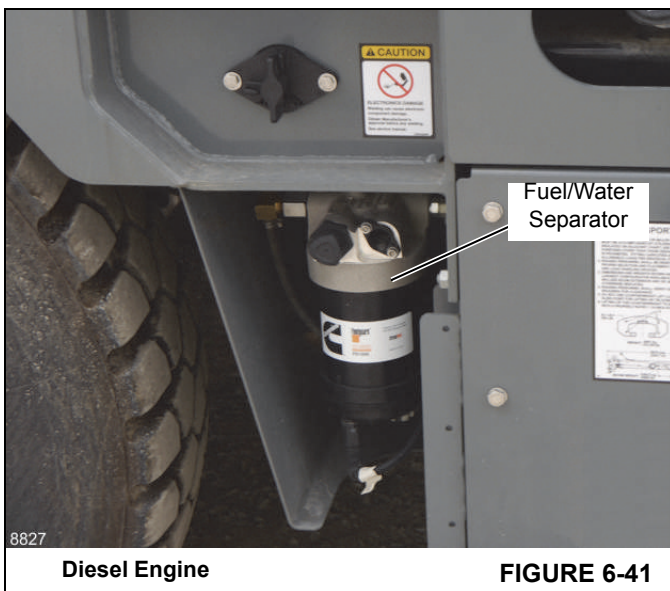


FIGURE 6-41

Replace Fuel Filter

See the engine operator's manual furnished with the crane and follow the replacement procedures.

NOTE: If the filter is not filled with fuel prior to installation, the engine will not start due to air in the fuel system. The fuel system will have to be bled as instructed in the engine operator's manual furnished with the crane.

Replace Air Cleaner Element

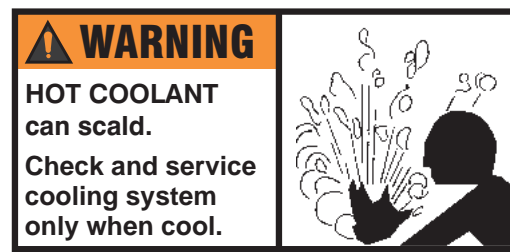
NOTE: Service the air cleaner only with the engine shut down. Dirt and debris can enter the engine and cause damage if the engine is operated with the air cleaner element removed.

1. Remove the housing cover.
2. Remove the element as gently as possible until you get it outside of housing. Accidentally bumping it while it is

still inside the housing means dropped dirt and dust that may contaminate the clean side of the air cleaner housing, before the new element has a chance to do its job.

3. Remove the safety filter.
 4. Clean the inside of the housing carefully. Any dirt left inside the housing could cause damage to the engine. Use a clean, water-dampened cloth to wipe every surface clean. Check the housing visually to make sure it is clean before installing a new element.
 5. Always clean the gasket sealing surfaces of the housing. An improper gasket seal is one of the most common causes of engine contamination. Make sure that all hardened ridges are completely removed.
 6. Install the safety element. Make sure it is seated all the way.
- NOTE:** The safety element must be replaced after two main element replacements.
7. Install the new element over the opening in the housing and slide it all the way in.
 8. Make sure the gasket is seating evenly. If you don't feel the gasket is seating evenly for a perfect seal, you won't have protection. Recheck to see if the sealing surface in the housing is clean.
 9. Install the air cleaner housing cover.
 10. Reset the air cleaner restriction indicator by pushing in the reset button.

Add SCA to Engine



For maximum protection of the engine, add Supplemental Coolant Additive to the cooling system as instructed in the engine manufacturer's manual.

Replace Fuel Filters (Diesel Engine)

See the engine manufacturer's manual furnished with the crane and follow the replacement procedures.

NOTE: If the filter is not filled with fuel prior to installation, the engine will not start due to air in the fuel system. The fuel system will have to be bled as

instructed in the engine operator's manual furnished with the crane.

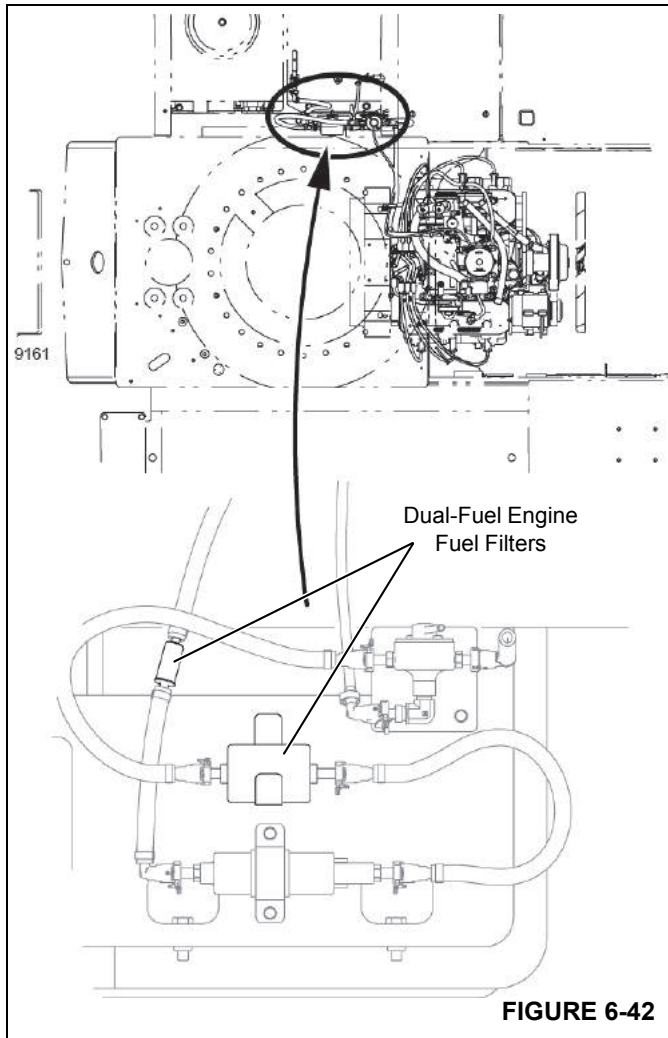
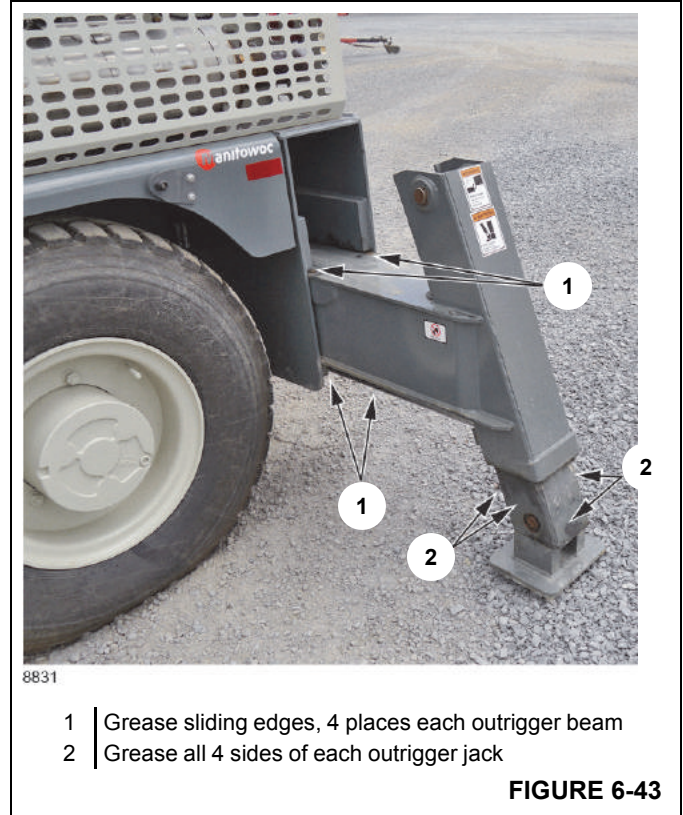


FIGURE 6-42

Replace Fuel Filters (Dual-Fuel Engine)

Replace the dual-fuel engine fuel filters shown in Figure 6-42 on page 6-29.

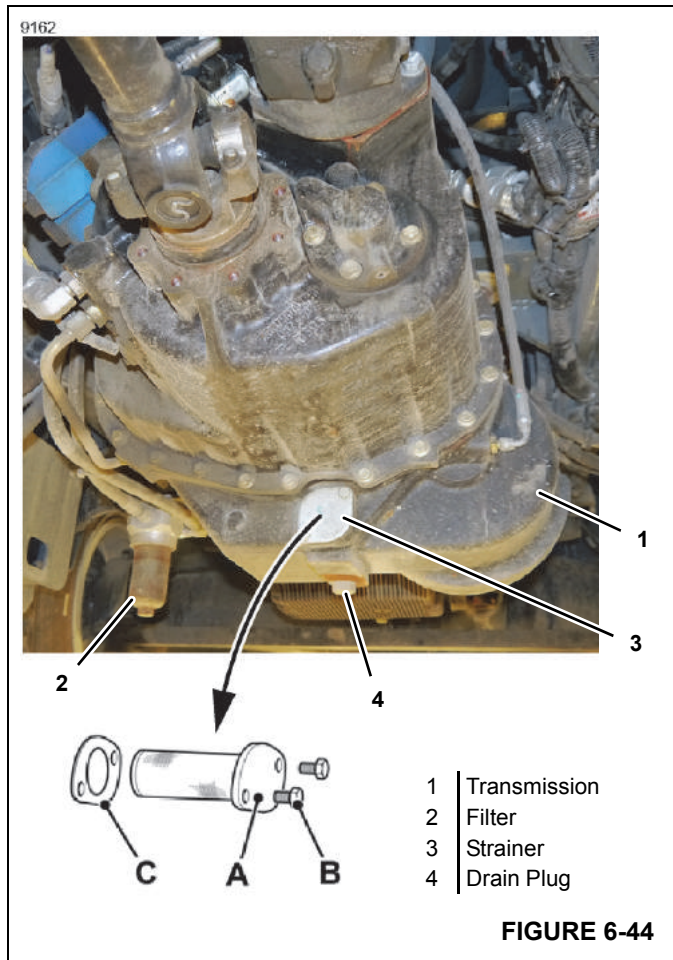


- 1 Grease sliding edges, 4 places each outrigger beam
- 2 Grease all 4 sides of each outrigger jack

FIGURE 6-43

Lubricate the Outrigger Slides

1. Fully extend the outrigger beams and jacks.
2. Clean the beams (top and bottom) and the jacks (all four sides) with a suitable solvent.
3. Apply a light coat of Lithium Base EP 2 grease, or equivalent, to the areas shown in Figure 6-43. Do not over lubricate.
4. Extend and retract the beams and jacks several times to spread the grease.



1000 HOURS OF OPERATION OR SIX MONTHS

Replace Transmission Oil, Strainer, and Filter

You must go under the carrier for this procedure. Take necessary safety precautions. See *Safety on page 6-7*.

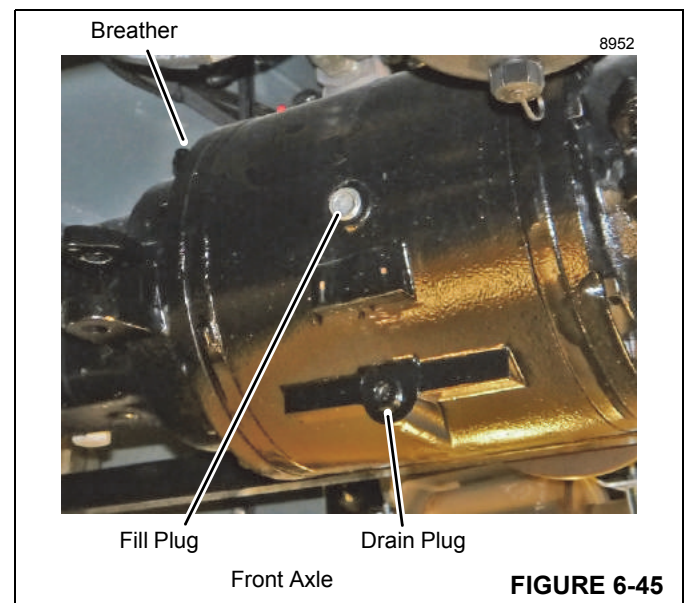
See Figure 6-44.

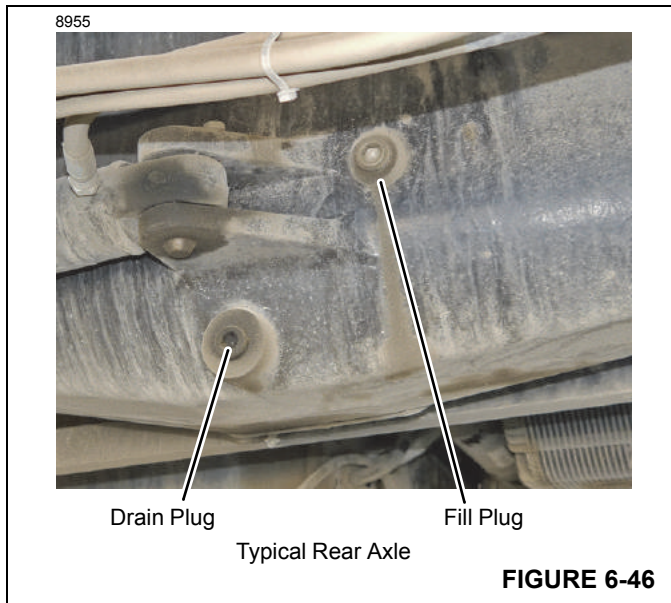
1. Engage the parking brake and stop the engine. Remove the ignition key.

NOTE: Before removing the strainer (3), be sure you have a new strainer gasket (C). The old strainer gasket will be damaged during removal of the strainer, and if it is installed with the strainer, leakage will occur. It is recommended that three gaskets be kept in supply at all times. This will cover a year of maintenance and one for emergency maintenance.

When the strainer is removed, oil will gush out. Keep to one side when you remove the strainer.

2. Place suitable container under the transmission.
3. Remove the strainer (A) and gasket (C) and drain the oil into the container. Discard the gasket.
4. Remove the drain plug (4) and drain any remaining oil from the transmission.
5. Clean and reinstall the drain plug (4).
6. Clean the strainer (A) in a suitable solvent.
7. Install the cleaned strainer (A) and a new gasket (C).
8. Install and tighten the strainer mounting bolts (B) to the torque value specified in Section of your CD20 Service Manual.
9. Service the transmission oil filter (2). See *Replace Transmission Filter on page 6-13*.
10. Fill the transmission with the proper type and amount of oil (specified in Section 8 of this manual) to the full mark on the dipstick (Figure 6-11).
11. Start the engine and let it run at idle speed for approximately five minutes. This allows the oil to fill the transmission filter, torque converter, and hoses.
12. Stop the engine, wait approximately one minute and then check the oil level. If low, add oil to the full mark on the dipstick. **DO NOT OVERFILL.**



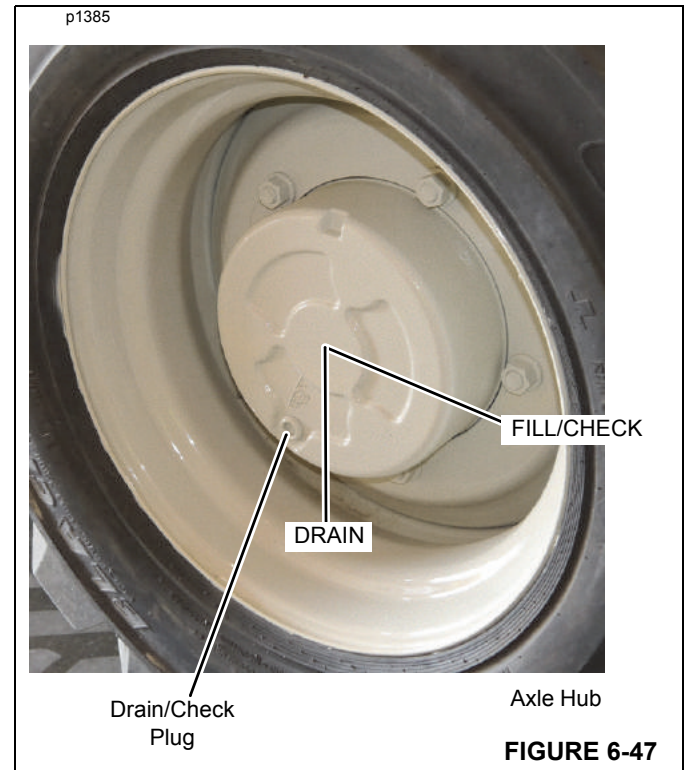


Replace the Axle Housing Oil

You must go under the carrier for this procedure. Take necessary safety precautions. See *Safety on page 6-7*.

See Figure 6-45 and Figure 6-46.

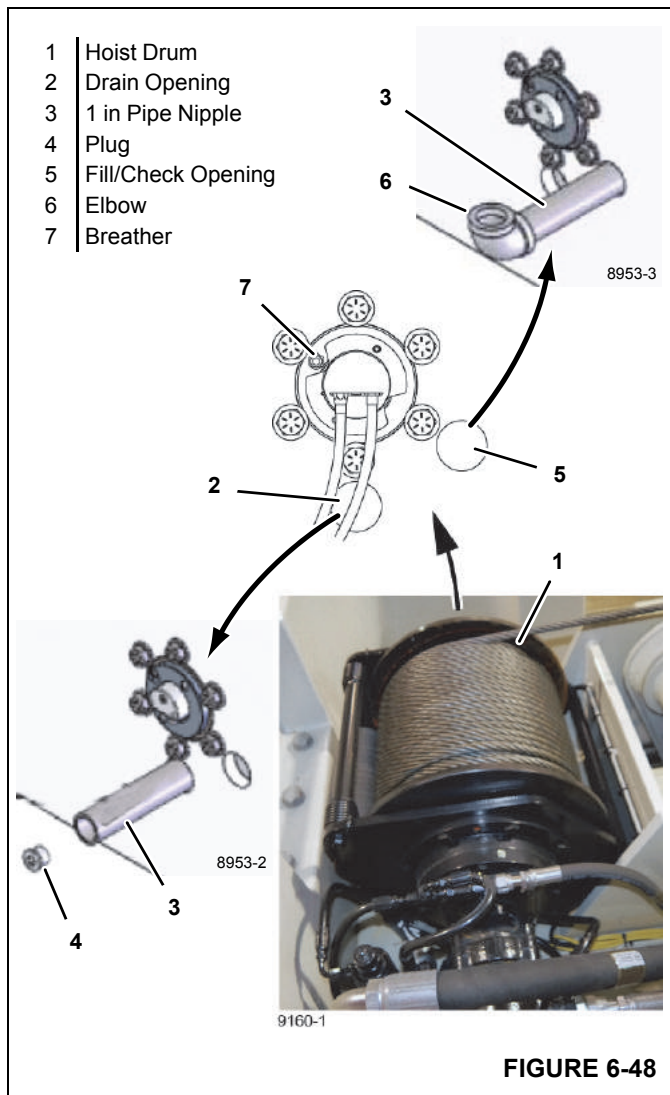
1. Clean around the fill plug and remove it.
2. Place a suitable container under the drain plug, remove the drain plug, and drain the oil into the container.
3. Clean and reinstall the drain plug.
4. Clean the front axle breather with a suitable solvent. Be sure that the hole in the breather tube is facing toward the axle hub (toward the right).
5. Fill the axle housing with the proper type and amount of oil (specified in Section 8 of this manual) until the oil is even with the bottom of the fill plug hole.
6. Clean and reinstall the fill plug.
7. Repeat the steps at both axles.



Replace Axle Wheel Hub Oil

See Figure 6-47.

1. Using the outriggers, raise the tires slightly off of the ground.
2. Place the transmission in neutral and release the parking brake.
3. Turn one of the axle wheel hubs (Figure 6-47) until the drain plug is located at the bottom of the wheel hub.
4. Place a suitable container under the drain plug.
5. Clean around the drain plug, remove it, and drain the wheel hub oil into the container.
6. Turn the wheel hub until the drain/check hole is horizontal (Figure 6-47).
7. Fill the wheel hub with the proper type and amount of oil (specified in Section 8 of this manual) until the oil is even with the bottom of the plug hole.
8. Clean and reinstall the drain/check plug.
9. Repeat the above steps for the other three wheel hubs.

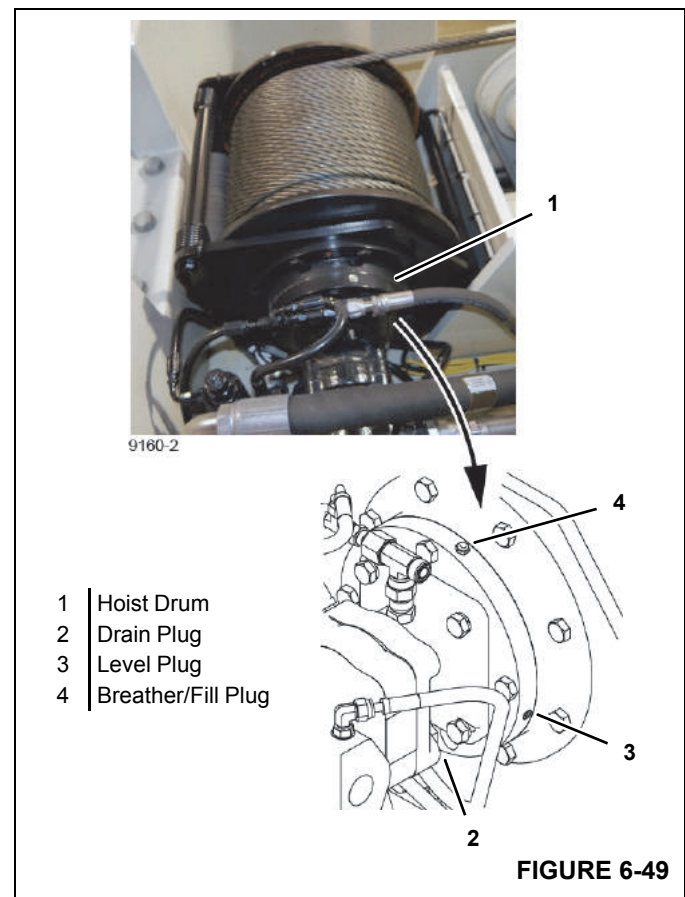

FIGURE 6-48

Replace Hoist Gearbox Oil

See Figure 6-48.

1. Lower the boom to its lowest position, engage the parking brake.
2. Rotate the hoist drum (1) so the plug in the drum is visible through the drain opening (2) in the hoist frame.
3. Screw a 1 inch pipe nipple (3) into the hole in the hoist drum.
4. Place a suitable container under the pipe nipple.
5. Using a hex wrench with an extension, remove the plug (4) through the pipe nipple.
6. Allow the oil to drain into the container. Examine the oil for signs of significant metal particles. If any particles are found, the gearbox may require disassembly and repair.
7. Remove the pipe nipple (3).

8. Rotate the drum (1) so the plug hole is visible through the fill/check opening (5) in the hoist frame.
9. Screw the pipe nipple (3) and an elbow (6) into the hole in the hoist drum.
10. Fill the hoist drum with the proper type and amount of oil (specified in Section 8 of this manual) until the oil is even with the bottom of the plug hole.
11. Remove the elbow (6) and the pipe nipple (3).
12. Make sure the o-ring on the plug (4) is not damaged (replace if necessary) and install the plug.
13. Remove and clean the hoist gearbox breather (7) with a suitable solvent. Then reinstall it.


FIGURE 6-49

Replace Hoist Brake Oil

See Figure 6-49.

1. Lower the boom to its lowest position and engage the parking brake and stop the engine.
2. Place a suitable container under the hoist brake drain plug (2).
3. Clean the area around the hoist brake drain plug (2) and remove it.
4. Completely drain the oil.

5. Clean and reinstall the drain plug (2)
6. Clean the area around the hoist brake level plug (3) and the breather/fill plug (4) and remove both plugs.
7. Fill the hoist brake with the proper type and amount of oil (specified in Section 8 of this manual) until the oil is even with the bottom of the level plug hole.
8. Clean and reinstall the level plug (3).
9. Clean the breather with a suitable solvent.
10. Install the breather/fill plug (4).

Replace Hydraulic Oil and Filter

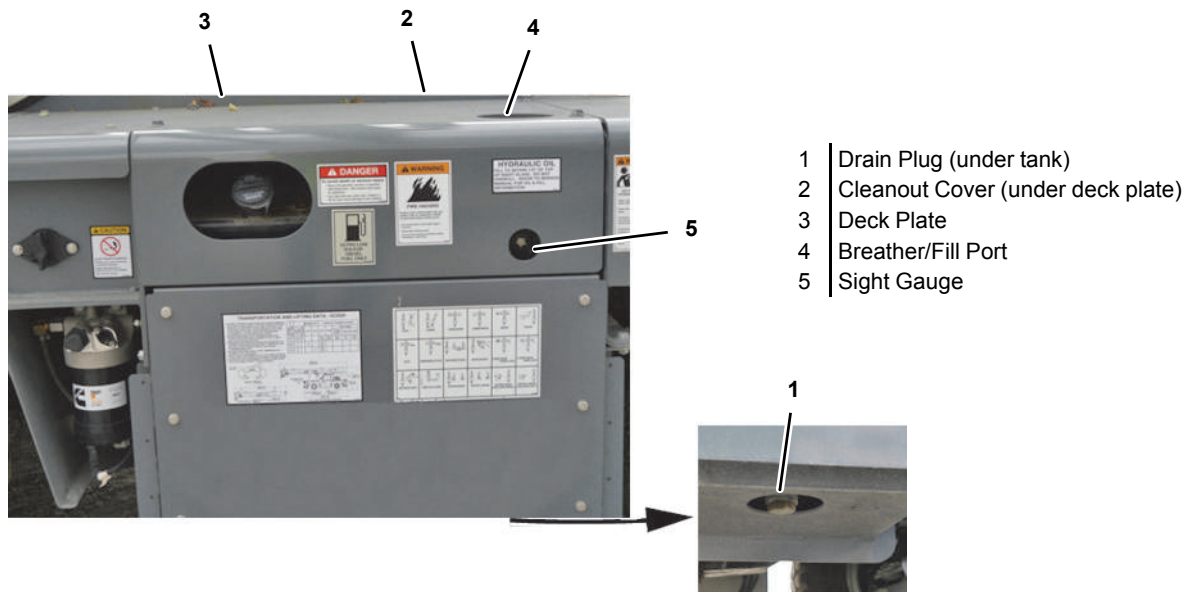
NOTE: ISO (International Standards Organization) #46/68 Hydraulic Oil (Mobil Fluid #424) is recommended for year-round use in the hydraulic system.

In very cold temperatures, SAE 5W or SAE 5W-20 oils can be used if the viscosity of the oil will not be less than 60 SUS (Saybolt Universal Seconds) at maximum operating temperature. It may be necessary to use a pre-heater and a longer than normal warming period at low operating speed to heat the oil to operating temperature.

You must go under the carrier for this procedure. Take necessary safety precautions. See *Safety* on page 6-7.

See Figure 6-50.

1. Fully retract and lower the boom.
 2. Retract all outriggers.
 3. Place a suitable container under the hydraulic tank drain plug (1).
 4. Remove the drain plug and drain the hydraulic tank.
 5. Clean and reinstall the drain plug.
- If the oil/tank is extremely dirty, the tank can be flushed and cleaned by removing the cleanout cover (2) from the top of the tank. It will be necessary to remove the deck plate (3) to perform this step.
6. Replace the hydraulic filter. See *Replace Hydraulic Filter* on page 6-13.
 7. Remove the breather (4) and discard it.
 8. Fill the hydraulic tank with the proper type and amount of oil (specified in Section 8 of this manual) to 3 mm (0.125 in) from the top of the sight gauge (5).
 9. Install a new breather.
 10. After the tank is filled, start the engine and operate each function until all of the cylinders and lines are filled.
 11. Fully retract and lower the boom and retract the outriggers. Check the hydraulic oil level. The oil must be 3 mm (0.125 in) from the top of the sight gauge. Add hydraulic oil if necessary.
 12. Visually check for leaks.



9194-1

FIGURE 6-50

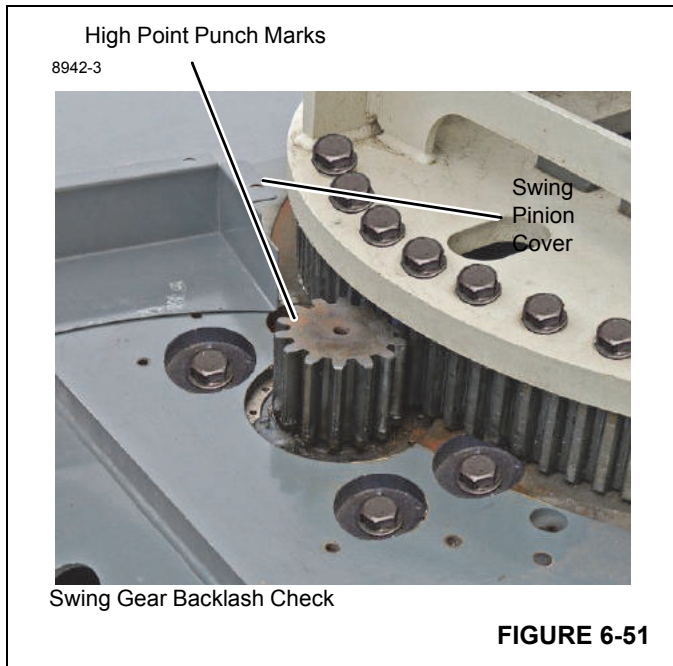


FIGURE 6-51

Check Swing Gear/Pinion Backlash



Rotating gears can cause injury. Keep hands clear of rotating pinion and gear while the mast is rotating.

1. Remove the cover to expose the swing pinion and ring gear (Figure 6-51).
2. Start the engine and rotate the mast until the high point on the swing gear is in alignment with the pinion. The

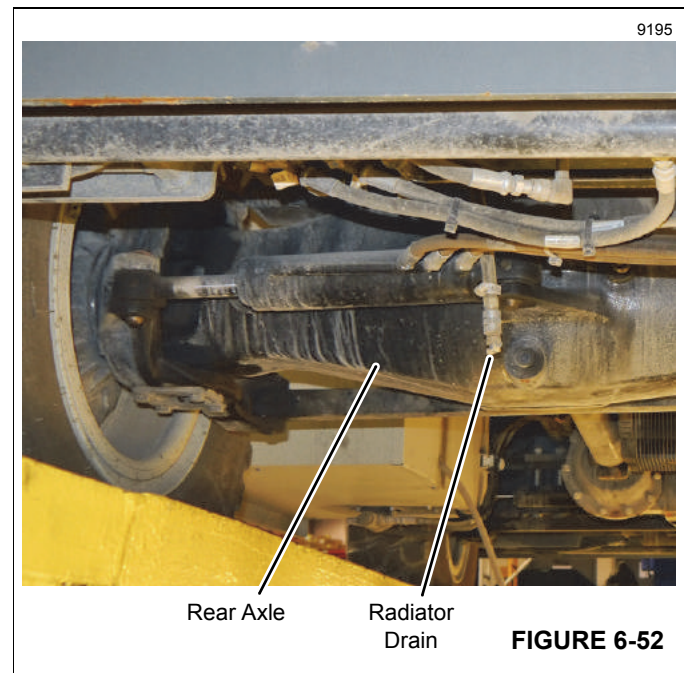
high point is punch-marked on the mast plate (Figure 6-51).

3. Using a feeler gauge, check the backlash between the gear and pinion. There should be no clearance between the swing gear tooth and the pinion tooth. If there is any clearance, adjust the backlash as instructed in your CD20 Service Manual.

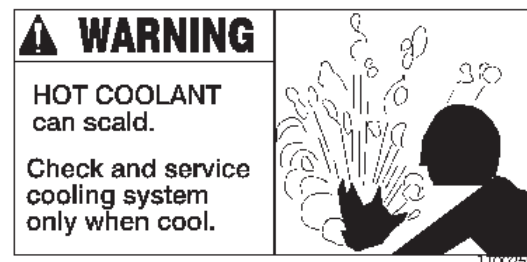
Service Dual-Fuel Engine

Service the dual-fuel engine per the instructions in the engine manual provided with your crane.

2000 HOURS OF OPERATION OR YEARLY



Replace Engine Coolant



w0020

1. Open the engine hood and support it using the furnished prop rod.
2. **BE SURE THE ENGINE IS COOL** and follow the cooling system draining, flushing, and filling procedures in the engine manual furnished with your crane.

- After the coolant is replaced, close the engine hood.

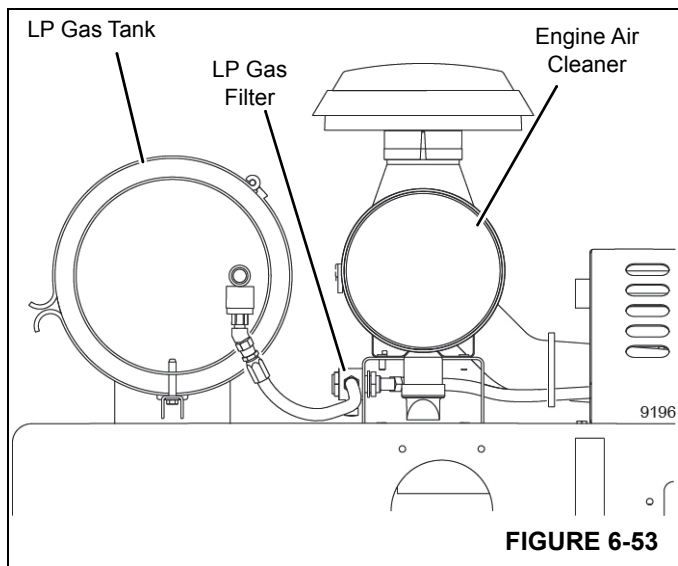
Inspect Crane Structure and Boom for Damage

Thoroughly inspect the crane structure and booms for the following:

- Inspect for loose mounting hardware. Tighten any loose hardware.
- Inspect for cracked or broken welds. Do not operate the crane if a critical weld is cracked or broken until the weld is repaired. Contact your Manitowoc Distributor.
- Inspect for missing or unreadable warning decals. Replace if necessary.
- Inspect for excessive rust or corrosion on crane structure and booms. Clean and paint any areas with excessive rust or corrosion.
- Inspect for missing items. Replace if necessary.
- Inspect the crane for any damage that might prevent safe operation of the crane. Repair any damage.

Test RCL

If equipped, see the (RCL) Rated Capacity Indicator manual furnished with this crane and test the indicator according to instructions in the manual.



Replace LP Gas Filter

If equipped with the LP gas option, replace the filter (Figure 6-53).

Service Dual-Fuel Engine

Service the dual-fuel engine per the instructions in the engine manual provided with your crane.

MISCELLANEOUS MAINTENANCE

Batteries/Charging System

NOTE: Lead-acid batteries produce flammable and explosive gases. To avoid personal injury, when checking, testing or charging batteries:

- DO NOT use smoking materials near batteries.
- Keep arcs, sparks and flames away from batteries.
- Provide ventilation and wear safety glasses.
- Never check battery charge by placing a metal object across the posts. The sparks could explode battery gases and cause injury or death. Use a voltmeter or hydrometer.



Checking Battery Charging System

If the battery warning light on the dash is illuminated, check the voltage reading using a voltmeter. Connect the voltmeter to the battery. Normal voltmeter readings are as follows:

- Engine above idle - 14 to 16 volts
- Engine stopped - 10 to 14 volts

A reading of less than 10 volts with the engine at low idle indicates a low battery charge.

A reading of less than 14 volts with the engine speed above low idle indicates a problem in the charging system.

When the voltmeter indicates a low battery charge, attach a battery charger and increase the battery charge.

Charging Battery

Under normal conditions, the engine's alternator will have no problem keeping a charge on the battery. The only condition in which the battery may cause a problem is when it has been completely discharged for a long period of time. Under this condition the alternator may not be able to recharge the battery and a battery charger will be required for charging the battery.

Before using a battery charger, an attempt can be made to recharge the battery using the engine alternator and letting the engine run.

DO NOT charge a frozen battery; it may explode and cause injury. Let the battery warm up before attaching a charger.

Charging rates between 3 to 50 amperes are satisfactory if no excessive gassing or spewing of electrolyte occurs or the battery does not feel excessively warm (over 52°C [125°F]). If spewing or gassing occurs or temperatures exceed 52°C (125°F), the charging rate must be reduced or temporarily stopped to permit cooling.

Replacing Battery



WARNING

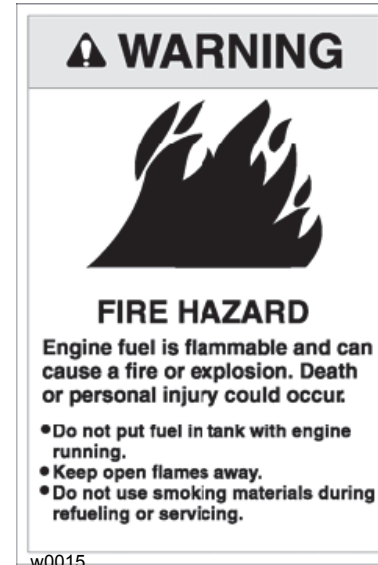
The fluid in electric storage batteries contains sulfuric acid, which is a **POISON** and can cause **SEVERE CHEMICAL BURNS**. Avoid all contact of fluid with eyes, skin or clothing. Use proper protective gear when handling batteries. **DO NOT** tip any battery beyond a 45° angle in any direction. If fluid contact does occur, perform the following First Aid suggestions.

BATTERY ELECTROLYTE FIRST AID:

- **External Contact** - Flush with water.
- **Eyes** - Flush with water for at least 15 minutes and get immediate medical attention.
- **Internal** - Drink large quantities of water. Follow with Milk of Magnesia, beaten egg or vegetable oil. Get immediate medical attention.

NOTE: In case of internal contact, **DO NOT** give fluids that would induce vomiting.

Remove the battery very carefully to avoid spilling battery fluid. Properly dispose of the battery.



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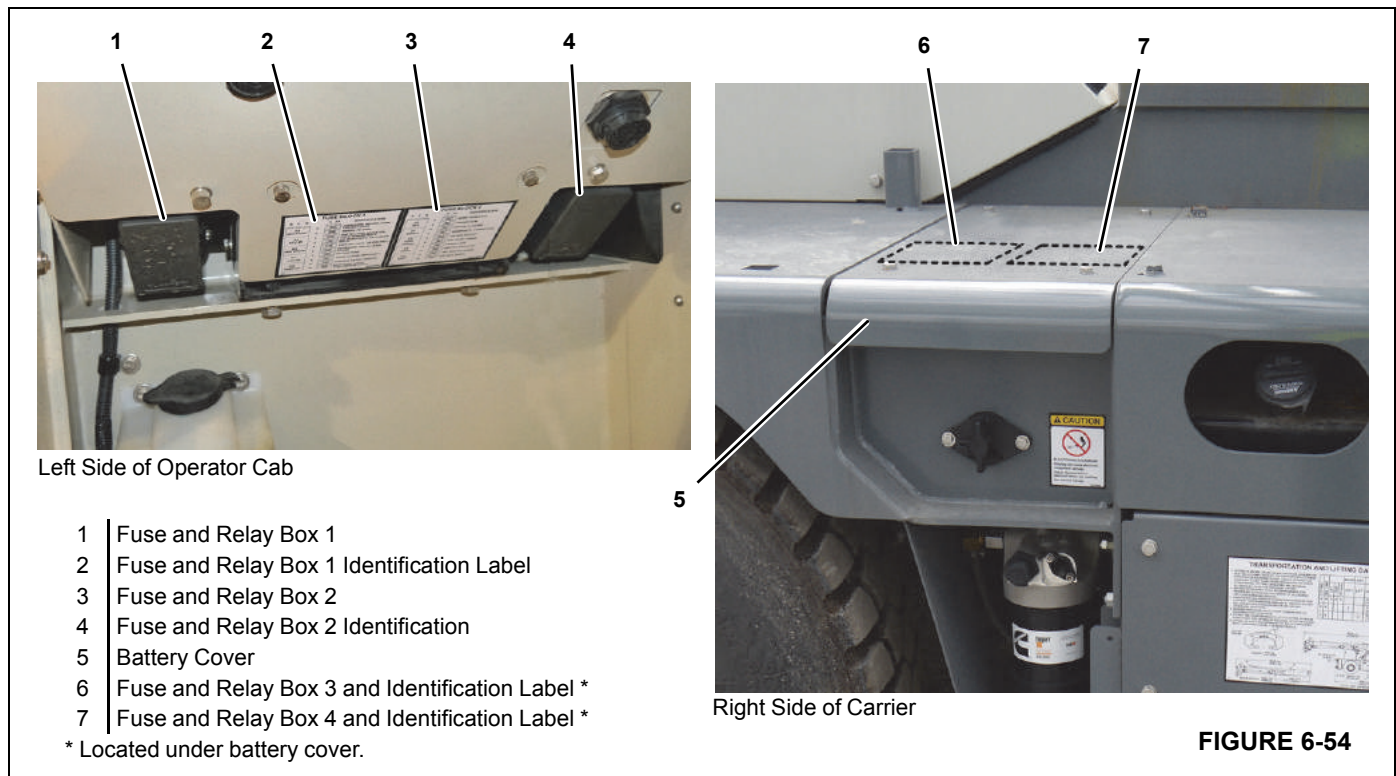
Fuel Storage

Storage of fuel for an extended period causes accumulation of sediment, dirt, water and other foreign materials in the fuel. Many engine problems are caused by dirty fuel and long storage periods.

Keep fuel in an outside location. Use a shelter to keep the fuel as cool as possible. The water from condensation must be removed at regular intervals from the storage tank.

Fuse Replacement

Refer to Figure 6-54 for the location of the fuses and replays on this crane.



CARWELL® RUST INHIBITOR

Protecting Cranes From Rusting

Manitowoc Crane Group's 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 will be treated with a rust inhibitor called Carwell® T32-CP-90. While a rust inhibitor cannot guarantee that a machine will never rust, this product will help protect against corrosion on Grove cranes that are treated with this product.

Carwell® is a treatment, not a coating. It contains no silicones, solvents, CFCs or anything that would be classified as hazardous under OSHA Regulation 29CFR-19-10.1200. The product is a liquid blend of petroleum derivatives, rust inhibitors, water-repelling and water-displacing agents.

Special equipment is used to spray a light film onto the entire undercarriage and various other areas of each new crane prior to shipment. When applied the product has a red tint to allow applicators to view coverage during application. This red tint will turn clear on its own 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 initially 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 the surfaces of the crane that are easily seen have the biggest impact on the appearance of the crane, particular attention should be given to the undercarriage of the crane to minimize the harmful effects of corrosion.

Exercise special care and increase the frequency of cleanings if the 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 (e.g., 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, Manitowoc Crane Care recommends washing the crane at least monthly to remove all foreign matter. More frequent cleanings 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's undercarriage and wheel housings. Keeping these areas clean will not only help retard the effects of corrosion, but will also improve the ability to identify potential issues before they grow into larger problems.



CAUTION

High pressure water can be forced into spaces and infiltrate beyond seals. Avoid pressure washing in the vicinity of electrical controls, panels, wiring, sensors, hydraulic hoses and fittings, or anything that can be damaged by high pressure cleaning/spraying.

- Rinse the 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 prior to washing. Do not use solvents or gasoline.
- Wash using only soaps and detergents recommended for automotive paint finishes.
- Rinse all surfaces thoroughly to prevent streaking caused by soap residue.

- Allow the crane to dry thoroughly. You can accelerate drying by using compressed air to remove excess water.

NOTE: Polishing and waxing (using an automotive-type wax) is recommended to maintain the original paint finish.

Inspection and Repair

- Immediately following cleaning, Manitowoc Crane Care 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.
- All identified spots and/or areas that have been scratched through to the 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: Manitowoc Crane Care recommends that a qualified body repairman prepare, prime and paint any major scratch(es) or minor damage.



CAUTION

To the extent any damage is structural in nature, Manitowoc Crane Care must be contacted and consulted as to what repairs may be required.

- For scratches and marks in highly visible areas:
- Sand to remove the scratch and feather outward from the mark to blend the repair into the original surface. Body putty may be applied as necessary to hide the defect; then sand smooth.
- Cover all bare metal with a primer that is compatible with the original paint finish and allow to dry thoroughly.
- Prepare the surface prior to applying the finish coat of paint.
- Apply a finish coat of paint using accepted blending techniques. Use of original paint colors is recommended to insure 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 retard the effects of corrosion and enable you to do the repair at a later time 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 upon the environment in which a crane is used and/or stored, the initial factory application of Carwell® T32-CP-90 should help inhibit corrosion for up to approximately 12 months.

It is recommended that the treatment be periodically reapplied by the crane owner after that time to help continue to protect 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, e.g., repeat treatment in 6-9 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: Unit must be completely dry before applying treatment.

- Do not allow product to puddle or build-up on weather stripping, rubber gaskets, etc. Unit should not have puddles or runs evident anywhere.
- To ensure proper coverage of treatment, the product needs to be fogged on the unit.
- Use of pressure pots to apply the treatment to the unit being processed is recommended.
- Carwell® treatment is available in 16 ounce spray bottles from Manitowoc Crane Care (order part number 8898904099).

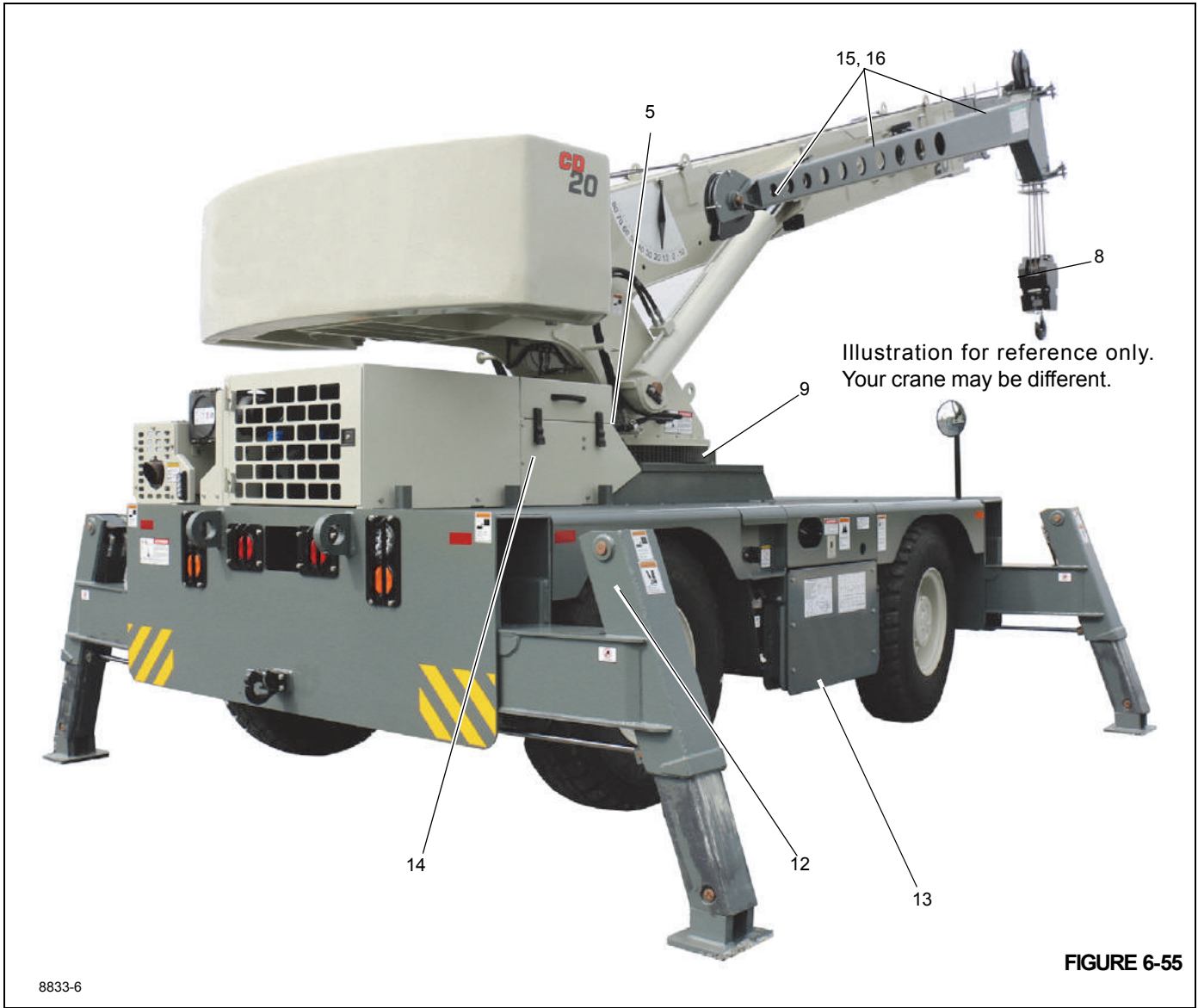
- After application of the treatment is complete, wash or clean film residue from lights, windshield, grab handles, ladders/steps and all access areas to crane, as necessary.

Please contact Manitowoc Crane Care should you have any questions.

Areas of Application

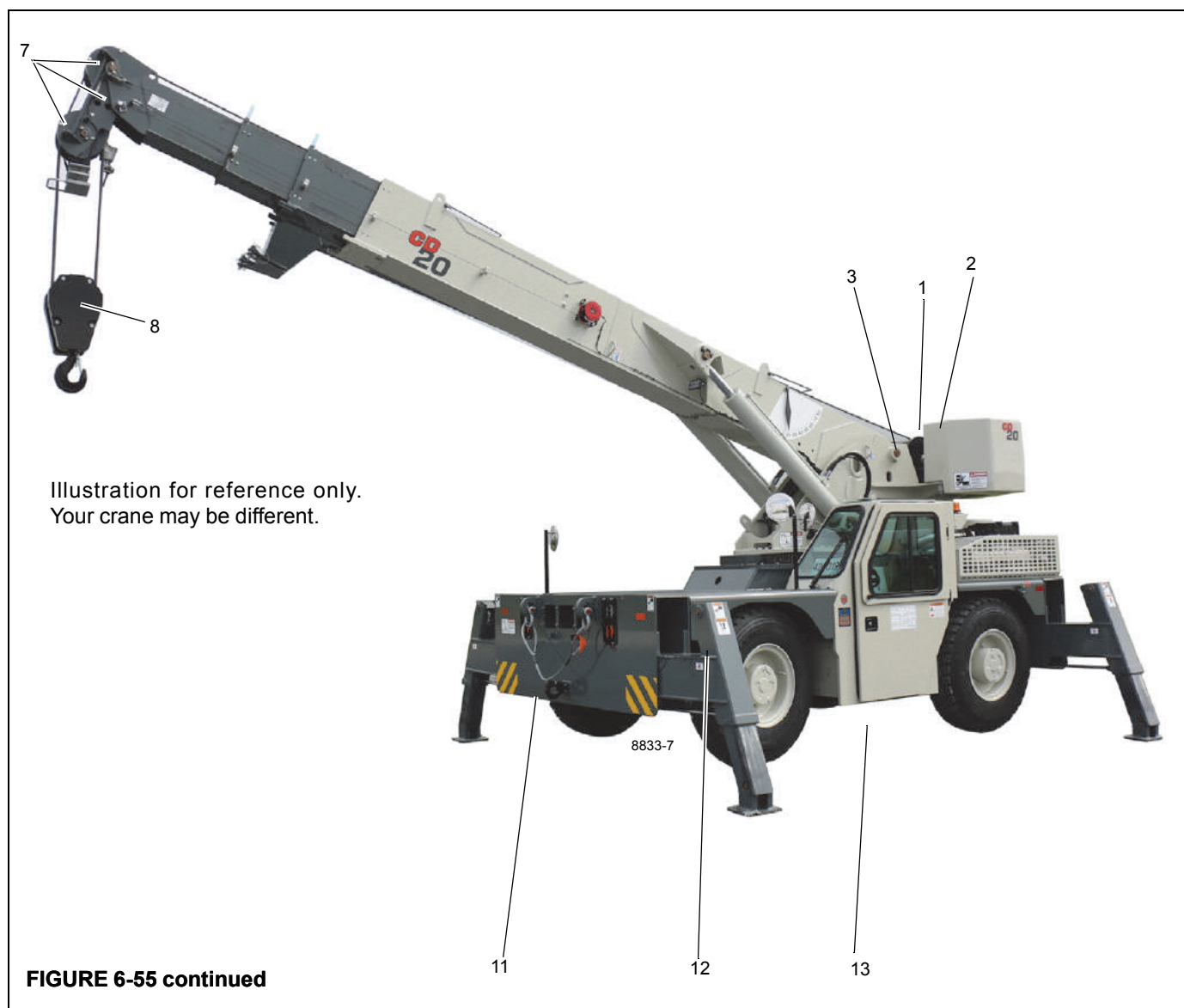
Refer to Figure 6-55.

- The underside of the unit will have full coverage of the rust inhibitor. These are the only areas that a full coat of the rust inhibitor is acceptable on the painted surfaces. Areas include; Valves, hose ends and fittings, swivel, pumps, axles, drivelines, 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 ends 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 ends and fittings, jib pins and shafts, all bare metal surfaces, overhaul weight pins/ hook block pins and fasteners.
- All hardware, clips, pins, hose connections not painted will have treatment applied.



Item	Description
1	Hoist Tension Spring
2	Hoist Hose Connections
3	Pivot Shaft
4	Wire Rope
5	Hose Connections inside turntable
6	All Hardware, Clips, Pins, Hose Connections not painted O/R Pins, Clips
7	Boom Nose Pins, Clips

Item	Description
8	Overhaul Weight /Hook Block
9	Turntable Bearing Fasteners
10	O/R Pins, Clips
11	Hook block Tie-Down Cable
12	O/R Hose Connections
13	Entire underside of unit
14	Power Train Hardware (inside compartment)
15	Boom Extension Pins, Clips - Option
16	Boom Extension Hanger Hardware - Option



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SECTION 7

ADJUSTMENTS

All adjustments must be performed by a qualified mechanic.
Refer to your CD20 Service Manual for proper adjustment procedures.

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SECTION 8
SPECIFICATIONS

SECTION CONTENTS

Lubrication	8-2	Engine Lubricants	8-4
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LUBRICATION

Lubrication Schematic

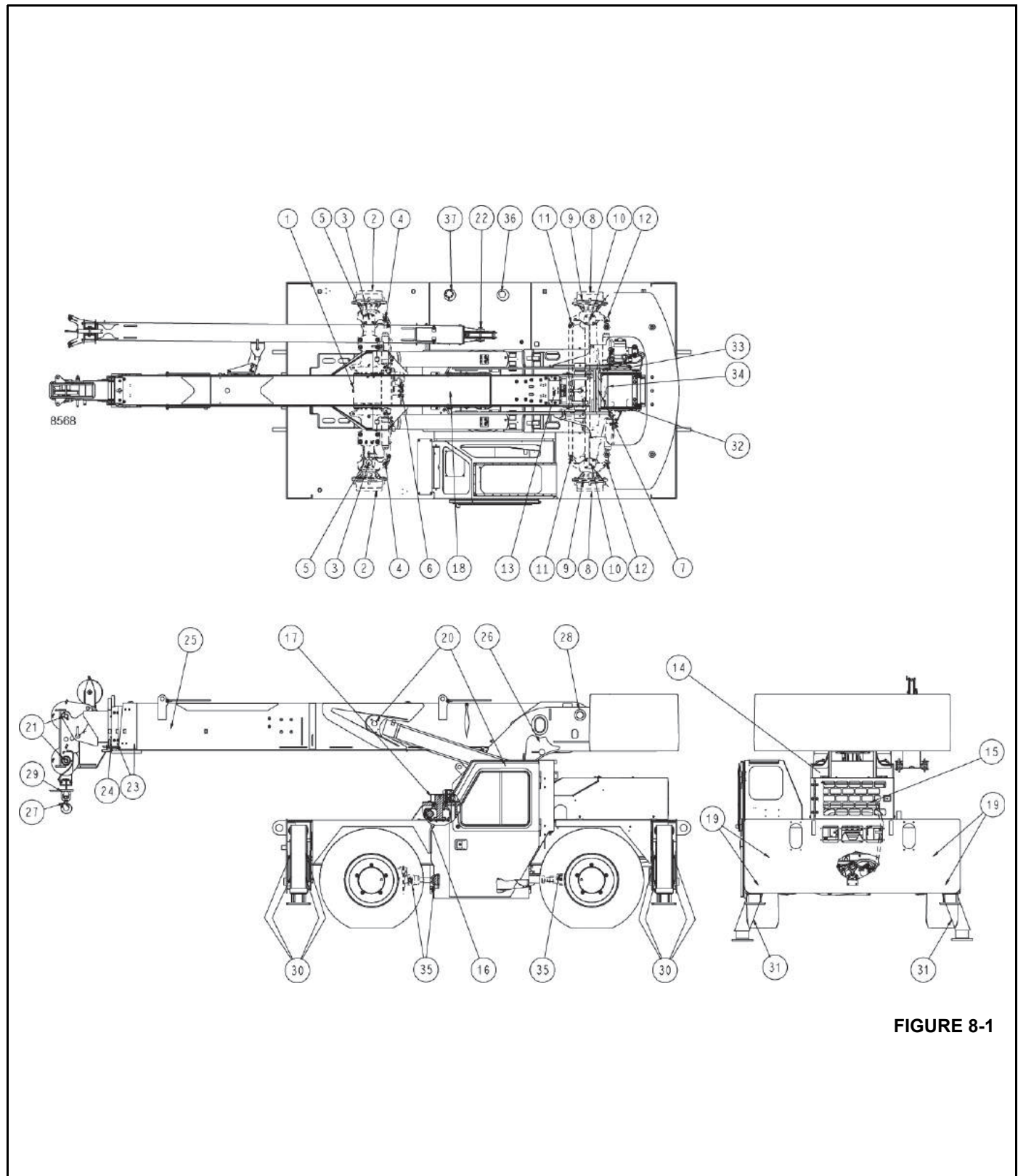


FIGURE 8-1

Lubrication Symbols

Lube Symbol	Description	Grove Spec
EP-MPG	EP-MPG- Multipurpose Grease	A6-829-003477
AFC	AFC- Anti-freeze/coolant	A6-829-013562
HYDO	Hydraulic Oil	A6-829-006444
HTF	Hydraulic Transmission Fluid	80057784
EO-15W-40	Engine Oil Tier 3	A6-829-003483
EO-15W-40	Engine Oil Tier 4	A6-829-104182
EO-10W-30	Engine Oil Dual Fuel	A6-829-003480
ASC	Anti-Seize Compound	A6-829-003689
EP-OGL	Open Gear Lube (Ceplattyn 300 Spray)	A6-829-102971
EPGL-5	EPGL-5 Gear Lubricant	A6-829-003479
TransSynd	Synthetic Transmission Fluid	A6-829-101690

Lubrication Legend

Item	Location Nam	Capacity	Lube Symbol	Instruction
Front Drive/steer Axle				
1	Differential	23 L (6.1 gal)	HYDO	
2	Planetary Hub Gears	1.5 L (1.6 qt)	EP-MPG	
3	Kingpin Bearings		EP-MPG	
4	Steer Cylinder Bearing		EP-MPG	
5	Universal Joints		EP-MPG	
6	Brake Caliper		EP-MPG	
Rear Drive/Steer Axle				
7	Differential	18.0 L (4.8 gal)	HYDO	See Note 1
8	Planetary Hub Gears	1.7 L (1.8 qt)	EP-MPG	
9	Hub Bearings		EP-MPG	
10	Kingpin Bearings		EP-MPG	
11	Steer Linkage Bearing		EP-MPG	
12	Steering Cylinder		EP-MPG	
Engine & Transmission				
13	Engine Crankcase Tier 3 and 4	5.5-7.0 L (5.8-7.4 qt)	EO-15W-40	See Note 2
13	Engine Crankcase KEM-4.3L Dual Fuel	4.3 L (4.5 qt)	EO-10W-30	See Note 2
14	Engine Coolant Tier 3	13.2 L (3.5 gal)	AFC	See Notes 2, 3, 4
14	Engine Coolant Tier 4	15.9 L (4.2 gal)	AFC	See Notes 2, 3, 4
14	Engine Coolant KEM-4.3L Dual Fuel	16.3 L (4.3 gal)	AFC	See Notes 2, 3, 4
15	Transmission	20.8 L (5.5 gal)	HTF/ CAT TO-4	See Note 2
Turntable				
16	Swing Gear Box		EP-MPG	

Item	Location Nam	Capacity	Lube Symbol	Instruction
17	Swing Gear & Pinion		EP-OGL	
18	Turntable Bearing		EP-MPG	
Cylinders				
19	Outrigger Cylinder Pins		ASC	See Note 5
20	Boom Lift Cylinder Pins		EP-MPG	
Boom				
21	Boom Nose Sheaves		EP-MPG	
22	Boom Extension Sheaves		EP-MPG	
23	Boom Sections		EP-MPG	See Note 6
24	Telescope Cylinder Wear Pads		EP-MPG	
25	Boom Extend Sheave		EP-MPG	
26	Boom Retract Sheave		EP-MPG	
27	Hook Block Swivel Bearing		EP-MPG	
28	Boom Pivot Shaft		ASC	See Note 5
29	Hook Block Sheaves		EP-MPG	
Outriggers				
30	Outrigger Beam		EP-MPG	See Note 7
31	Outrigger Jack Tube		EP-MPG	See Note 7
Hoist				
32	Hoist Gearbox	1 L (1 qt)	EPGL-5	
33	Hoist Brake	0.24 L (0.25 qt)	TranSynd	
34	Cable Follower		EP-MPG	
Misc.				
35	Driveline Joints		EP-MPG	
36	Fuel Tank	104.4 L (27.6 gal)		
37	Hydraulic Tank	130.6 L (34.5 gal)	HYDO	See Notes 2 & 8

Lubrication Notes

- 1 4 wheel drive option only.
- 2 Adjust final fluid levels using dipsticks, level gauges, markings, or filler plugs.
- 3 Use a mixture of 50% AFC and 50% water.
- 4 Engine coolant capacity listed is the combined capacity for coolant in the engine and radiator.
- 5 Apply to pins prior to assembly.
- 6 Lubricate all surfaces in contact with wear pads.
- 7 Apply to all sides.

8 Make sure hydraulic oil meets or exceeds Grove cleanliness spec 6829014631.

9 Oil or grease all points requiring periodic lubrication as required during assembly.

10 Lubricate all movable control links and clevis pins during assembly.

ENGINE LUBRICANTS

For engine oil, coolant and fuel recommendations and specifications, refer to the engine manual supplied with your crane.

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GENERAL SPECIFICATIONS**ENGINE**

Tier 3 Diesel Engine

Make and Model.....	Cummins QSF3.8 Tier 3
Type of Aspiration	Turbocharged
Horse Power	130 hp @ 2500 rpm
Low Idle Speed.....	900 rpm
Maximum Engine Speed (full load).....	2500 rpm
Maximum Engine Speed (no load)	2750 rpm

Tier 4F Diesel Engine

Make and Model.....	Cummins QSF3.8 Tier 4F
Type of Aspiration	Turbocharged
Horse Power	130 hp @ 2500 rpm
Low Idle Speed.....	900 rpm
Maximum Engine Speed (full load).....	2500 rpm
Maximum Engine Speed (no load)	2750 rpm

Dual Fuel Engine

Make and Model.....	GM 4.3 Liter
Type of Aspiration	Naturally Aspirated
Horse Power (gas)	95 hp @ 2600 rpm
Horse Power (LP).....	108 hp @ 2600 rpm
Low Idle Speed.....	800 rpm
Maximum Engine Speed	2600 rpm

BOOM

Construction	Telescopic, full power
Number of Sections	Four
Length	5.64 m to 16.61 m (18.5 ft to 54.5 ft)
Elevation Angle	0° to 80°

BOOM EXTENSION (Optional)

Fixed Length	4.6 m (15 ft)
Telescopic Length	4.6 m to 7.6 m (15 ft to 25 ft)
Offsets	0°, -15°, -30°

PIVOTING BOOM NOSE

Offsets	0°, 40° and 80°
---------------	-----------------

MAST ROTATION - 360°

Mast Bearing (Diameter)	860.6 mm (33.884 in)
Swing Drive Mechanism	Hydraulic motor driven gearbox
Swing Speed	2.5 rpm
Swing Lock (Optional)	360°

ELECTRICAL

Type	12 volts, direct current- negative ground
Alternator-Diesel	135 amps
Alternator-Dual Fuel	145 amps
Battery	150 amp/hr

FUEL TANK

Capacity	110 L (29 gal)
----------------	----------------

HYDRAULIC SYSTEM

Pump	Piston, 65 cc, CCW, 155 lpm (41 gpm)
Swing Motor	Single section, gerotor-type
Hoist Motor	Gear
Hydraulic Filters	One 5-micron filter in line from valves. One 30-mesh suction filter inside hydraulic tank
Hydraulic Cylinders	Double-acting cylinders for lift, telescope, steering and outriggers
Hydraulic Tank	130.6 L (34.5 gal) capacity, steel construction with internal baffles

WIRE ROPE

Wire Rope (Main Hoist):	
Diameter	9/16 in
Type	6 x 19 EIPS-IWRC
Length	97.5 m (320 ft)
Wire Rope (Optional Below Deck Winch):	
Diameter	11.1 mm (7/16 in)
Length	35.1 m (115 ft)

TRANSMISSION

Model	International - Powershift
Type	4 speed forward and 4 speed reverse

FRONT AXLE DRIVE

Type	International Transmissions Limited
Drive Type	2wd /4wd Drive/Steer
Model	SD80 - Center Drive Head

REAR AXLE DRIVE

Type	International Transmissions Limited
Drive Type	Drive/Steer in 4wd
Model	SD80 - Offset Drive Head

REAR AXLE NON-DRIVE

Type	International Transmissions Limited
Drive Type	Non-drive with steer in 2wd
Model	SD80 - Offset with No Drive Head

OUTRIGGERS

Type	Hydraulic
Construction	Welded box

TIRES

Size	12.00R20
Type	18 ply Radial
Air pressure	9 bar (130 psi)
Wheel nut torque	680 ± 34 Nm (500 ± 25 lb-ft)

WEIGHT

Crane	16504 kg (36,386 lb)
GVW Front Axles	5957 kg (13,132 lb)
GVW Rear Axles	10548 kg (23,254 lb)

TRAVEL SPEEDS**TWO-WHEEL STEER (approximate)**

1st gear	6.4 km/hr (4 mph)
2nd gear	11.3 km/hr (7 mph)
3rd gear	21 km/hr (13 mph)
4th gear	34 km/hr (21 mph)

OPERATING DIMENSIONS

9198-1

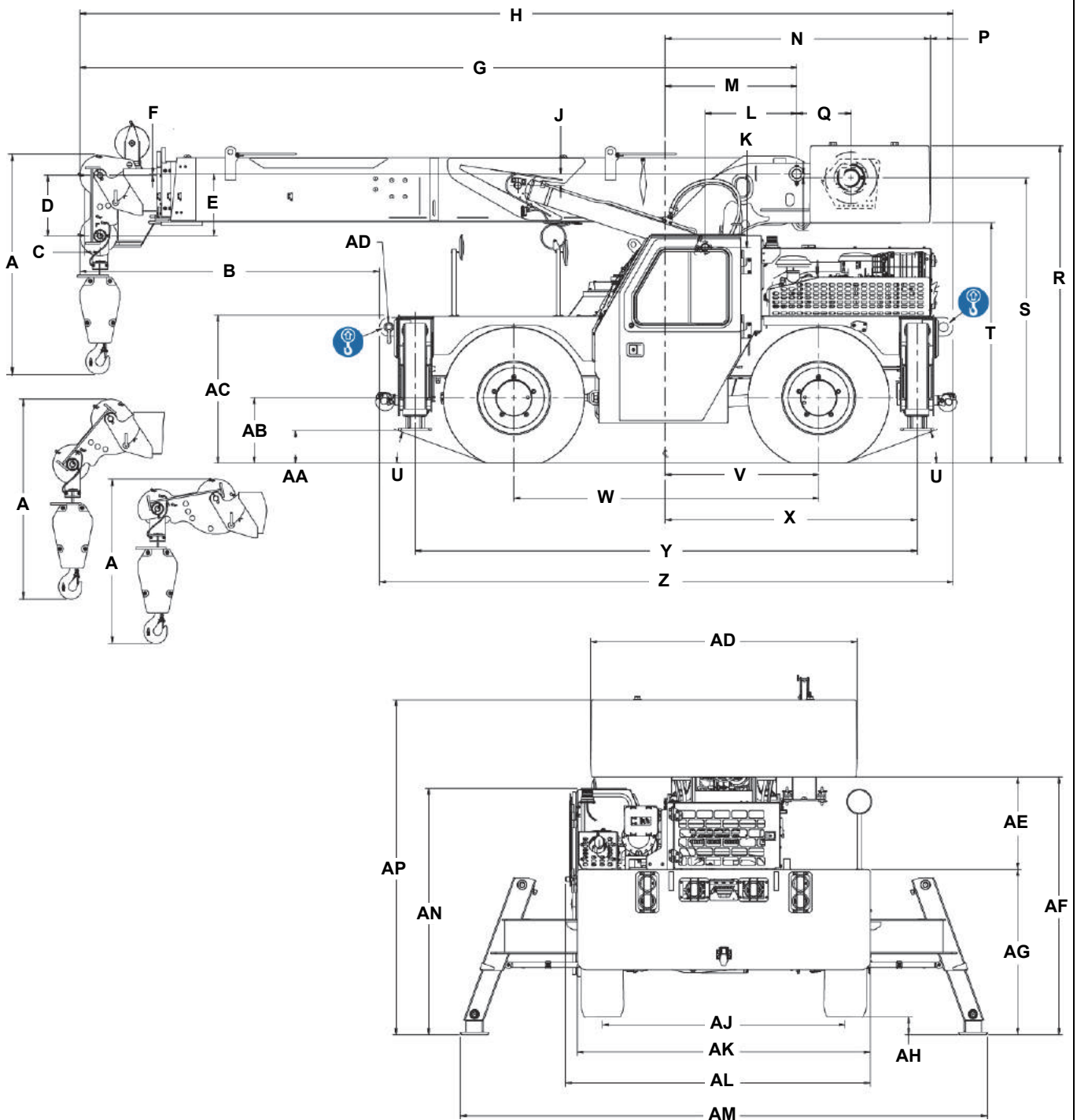


FIGURE 8-2

Item	mm	ft	in	Comments
A	1362	4	6	80° Boom Head
	1653	5	5	40° Boom Head
	1770	5	10	0° Boom Head
B	2428	8	0	
C	125	0	5	Center of Rope to Center of Sheave
D	490	1	7	
E	502	1	8	
F	12	0	0.5	
G	5810	19	1	Retracted
	16774	55	0	Retracted
H	7077	23	3	
J	94	0	4	
K	598	2	0	
L	742	2	5	
M	1067	3	6	
N	2150	7	1	
P	183	0	7	
Q	440	1	5	
R	2569	8	5	
S	2310	7	7	
T	1944	6	5	
U	20°			
V	1245	4	1	
W	2470	8	1	
X	2043	6	8	
Y	4069	13	4	
Z	4649	15	3	
AA	262	0	10	
AB	529	1	9	
AC	1197	3	11	
AD	76	0	3	Diameter, 4 holes
AE	2160	7	1	
AF	748	2	5	
AG	2086	6	10	
AH	1338	4	5	
AJ	141	0	6	
AK	1965	6	5	
AL	2375	7	10	
AM	2470	8	1	
AN	4271	14	0	
AP	1993	6	6	
AQ	2711	8	11	


NOTE 1: Lifting of the crane must be accomplished utilizing the specified fittings indicated at AD.

NOTE 2: Rigging personnel shall be responsible for proper selection and placement of all slings and load handling devices.

NOTE 3: Dimensions and heights shown are for largest configuration available.

NOTE 4: Rigging personnel shall verify dimensions required for clearance.

NOTE 5: Do not use pintle hooks or counterweight lugs for lifting or tie down of the crane.

Item	Qty	Lift	Tow	Tie Down	Capacity – Metric Ton (US Ton)				
					Lift	Tow	Tie Down		
							Fore Aft	Side	Down
	4	OK	OK	OK	10 (11)	30 (33)	30 (33)	1 (1.1)	30 (33)

TURNING RADII

Tire Size	Radius mm (ft-in)									
	A Boom Clearance	B Carrier Clearance	C Curb Clearance	D Outside Turn	E Inside Turn	A Boom Clearance	B Carrier Clearance	C Curb Clearance	D Outside Turn	E Inside Turn
12.00R20	7407 (24-3 5/8)	6675 (21-10 7/8)	6218 (20-4 7/8)	6058 (19-10 5/8)	3375 (11-0 7/8)	5380 (17-7 7/8)	4481 (14-8 1/2)	3993 (13-1 1/4)	3841 (12-7 1/4)	1722 (5-7 7/8)
Two-Wheel Steer					Four-Wheel Steer					

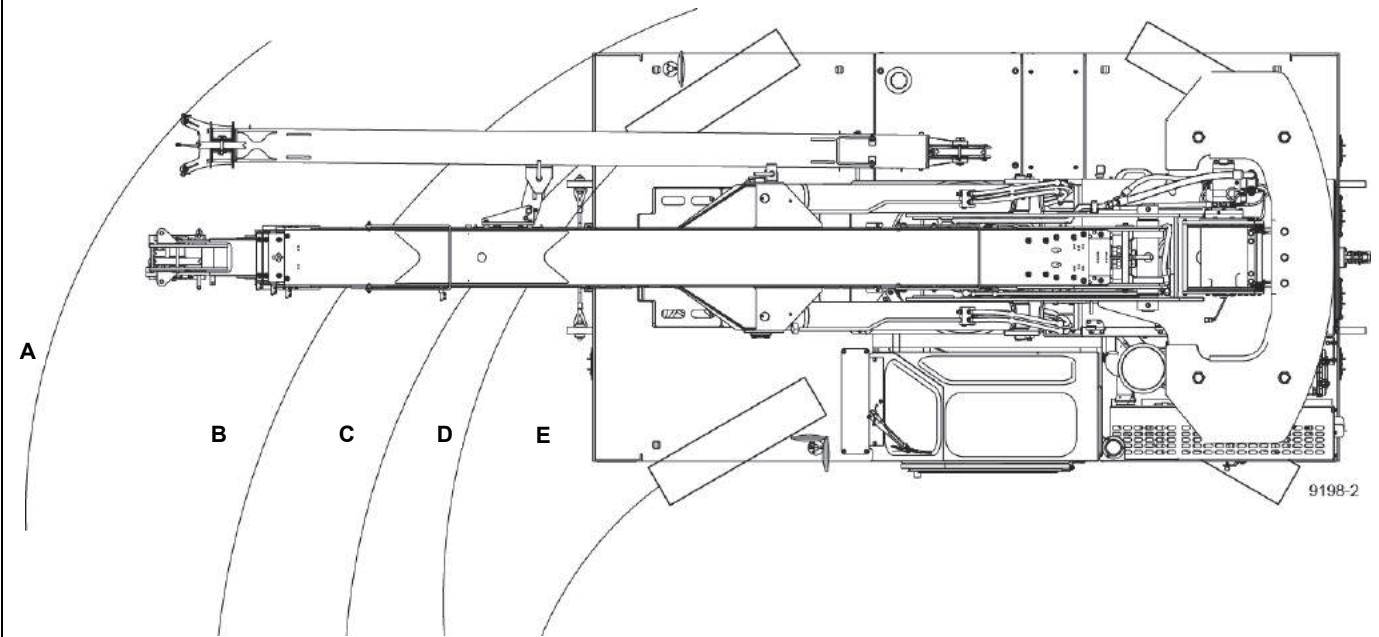


FIGURE 8-3

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