



LIEBHERR



Truck-Mounted Cranes

40 T

40 T-60

AUK

Autokrane



Technical Specifications

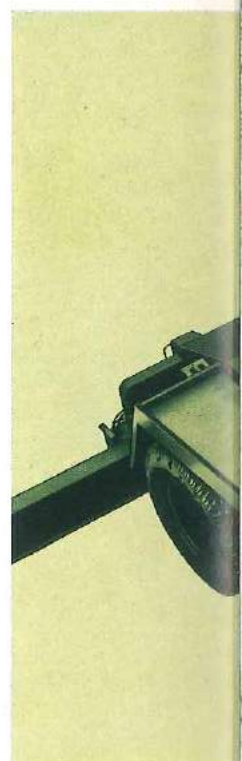
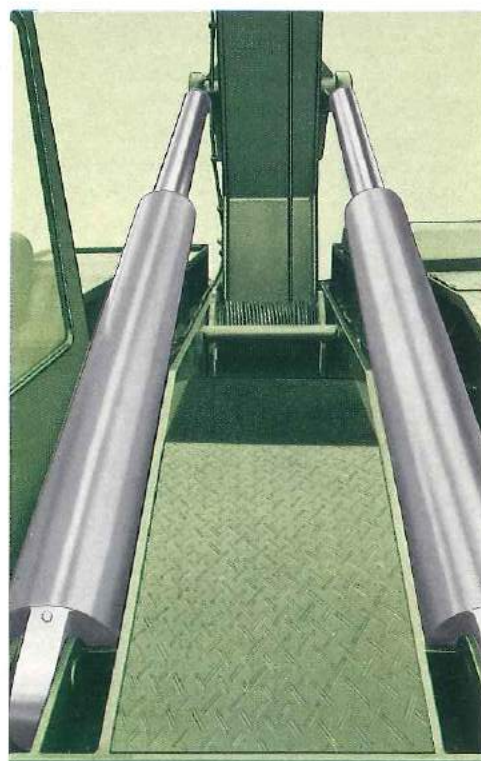
Truck Engine	
Make	Mercedes Benz
Type	OM 327
Type of combustion	Diesel
Type of cooling	Water
Rating	165 hp
Torque	54 kg/meter
Cubic capacity	7.98 litres
Dynamo and starter	24 volt

Truck dimensions

Width	2.50 meters
Height	3.50 meters
Crane length	9.50 meters
Truck length	9.00 meters
Turning circle	11.00 meters

Truck

Tyres: front	14.00-24 (Michelin G 24 Métalic)
rear	14.00-24 (Michelin G 24 Métalic)
Track: front (tyre center line)	2,070 mm
rear (center line outer tyres)	2,120 mm
Wheelbase	2,100 mm between front tyres 3,400 mm between centre and rear tyres
Gearchange	floor-mounted lever
Transmission	ZF AK 6-70-3 (6-speed change gear) bottom ratio 6.8; top ratio 0.82
Transfer box	ZV VG 500 highway ratio 1.0; cross-country ratio 2.47
Clutch	Fichtel & Sachs single-disc dry clutch pneumatic-hydraulic operation
Speeds	top speed 60 km/hour, bottom speed (cross country) 0.95 km/hour or 16 m/min.
Axles: front	compensated curved leaf spring suspension
rear	planetary-type reduction gear
Tank capacity	300 litres



Crane-drive Engine

Make	Mercedes Benz
Type	OM 314
Type of combustion	Diesel
Type of cooling	Water
Rating	70 hp
Torque	23 kg/meter
Cubic capacity	3.78 litres
Dynamo and starter	24 volt

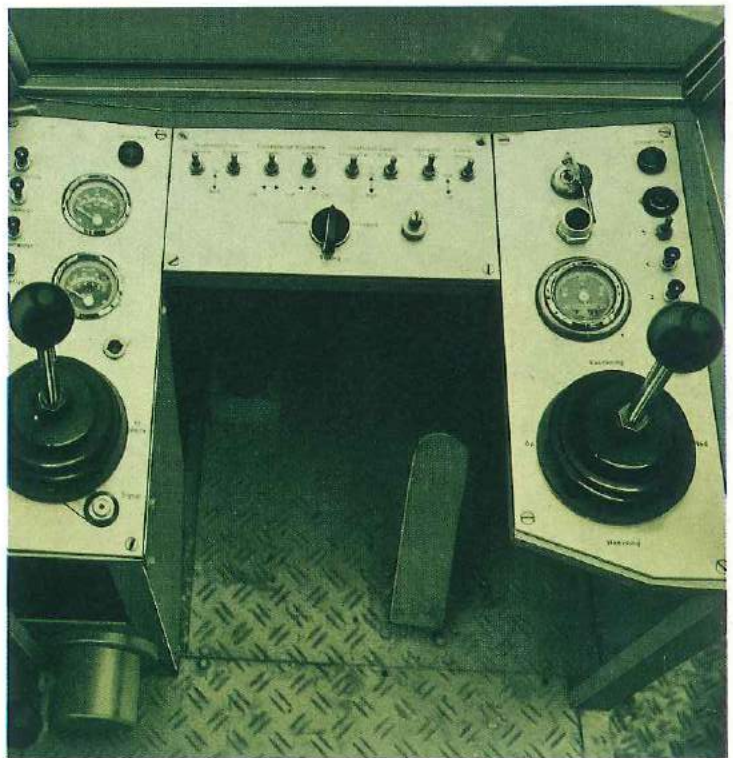
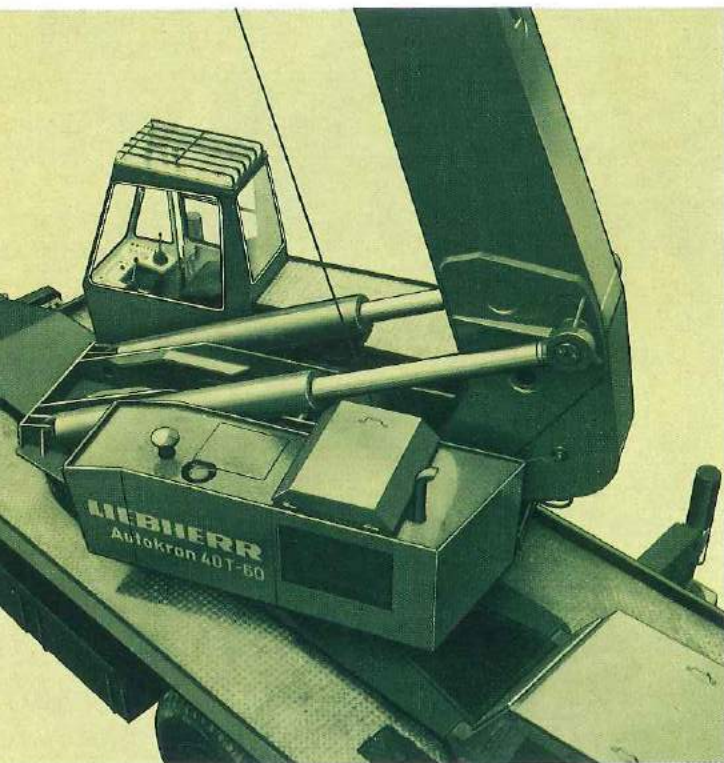
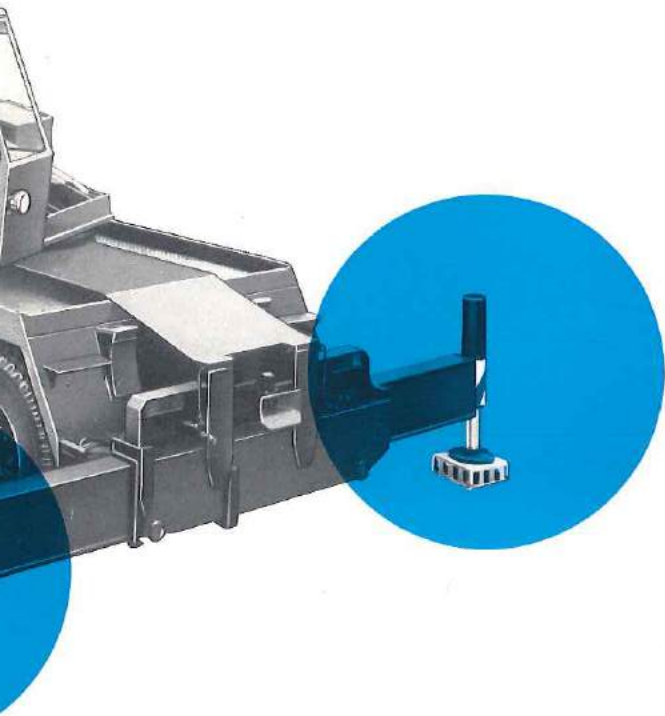
Max. hoisting speed on rope 60 m/min.

Max. slewing speed 1 rev./min.

Time to luff jib 60 sec.

Time to telescope jib 120 sec.

Crane drive = hydraulic
max. operating pressure 280 atm.



The crane is mounted on a four or six-wheel LIEBHERR chassis with front-wheel steering. With the crane lowered down for transportation, the 165-hp water-cooled diesel engine gives the unit a maximum road speed of 60 km/hour.

The mechanical steering is hydraulically power-assisted so substantially reducing the effort required to steer the vehicle. The main pump of the steering-assist system is driven directly by the diesel engine. Additionally, a standby pump is provided in the system; a change-over valve will automatically bring this into action should the main pump break down or the diesel engine stop.

Power is transmitted from the engine via a disc-type clutch and six-speed transmission to the road wheels. A pneumatic-hydraulic booster unit actuates the disc clutch. The six speeds are selected in the conventional manner with the help of a floor-mounted gear lever.

A transfer box is also provided in the transmission train; this gives the vehicle a minimum speed of 0.95 km/hour.

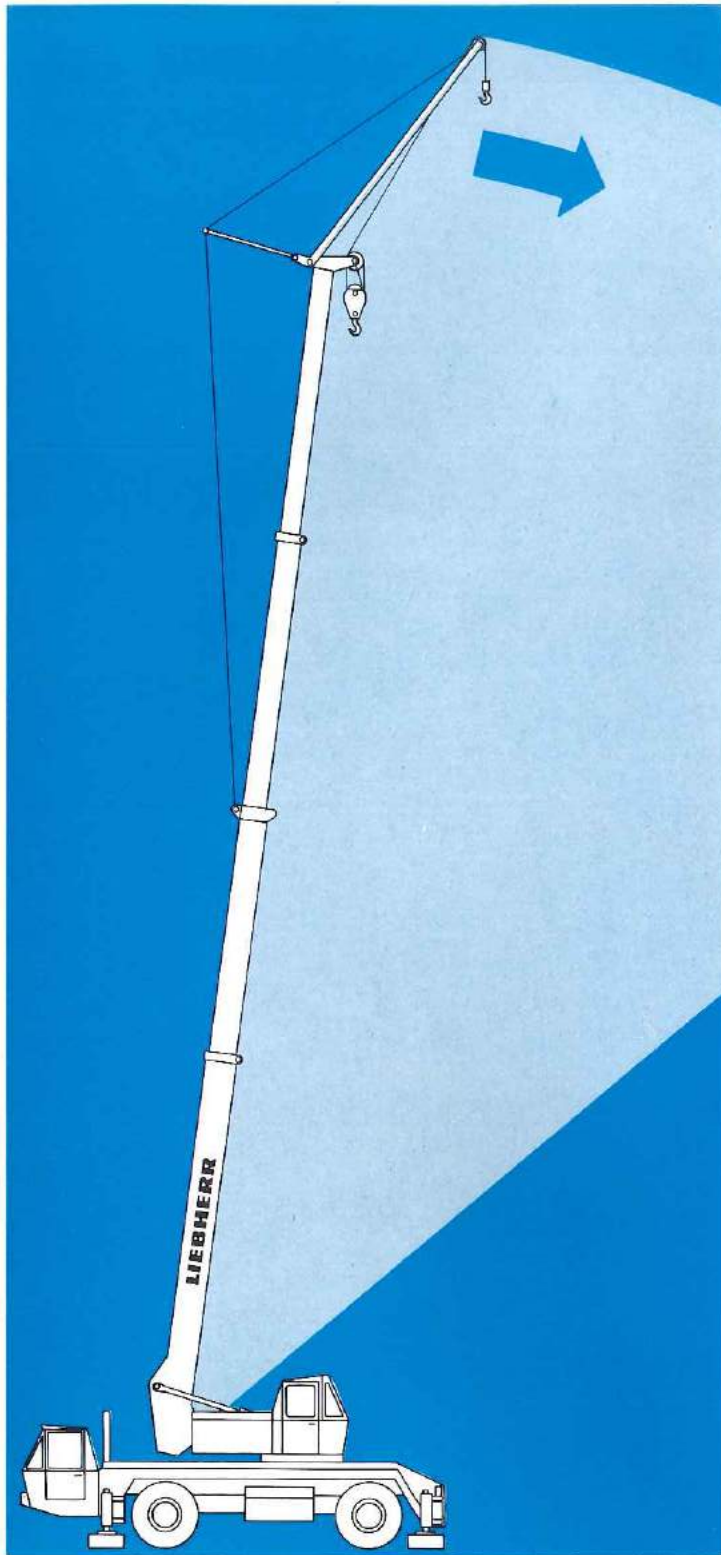
A secondary drive unit is provided so that the crane can be driven and steered from the crane operator's cab on the slewing platform. The minimum speed of the unit can be set to meet any working requirements.

The driven axles are differential types with planetary gearing built into the wheel hubs.

The vehicle is provided with three braking systems — road brakes, hand-brake and an electrical permanent brake. The road brakes comprise two separate and independent braking systems.

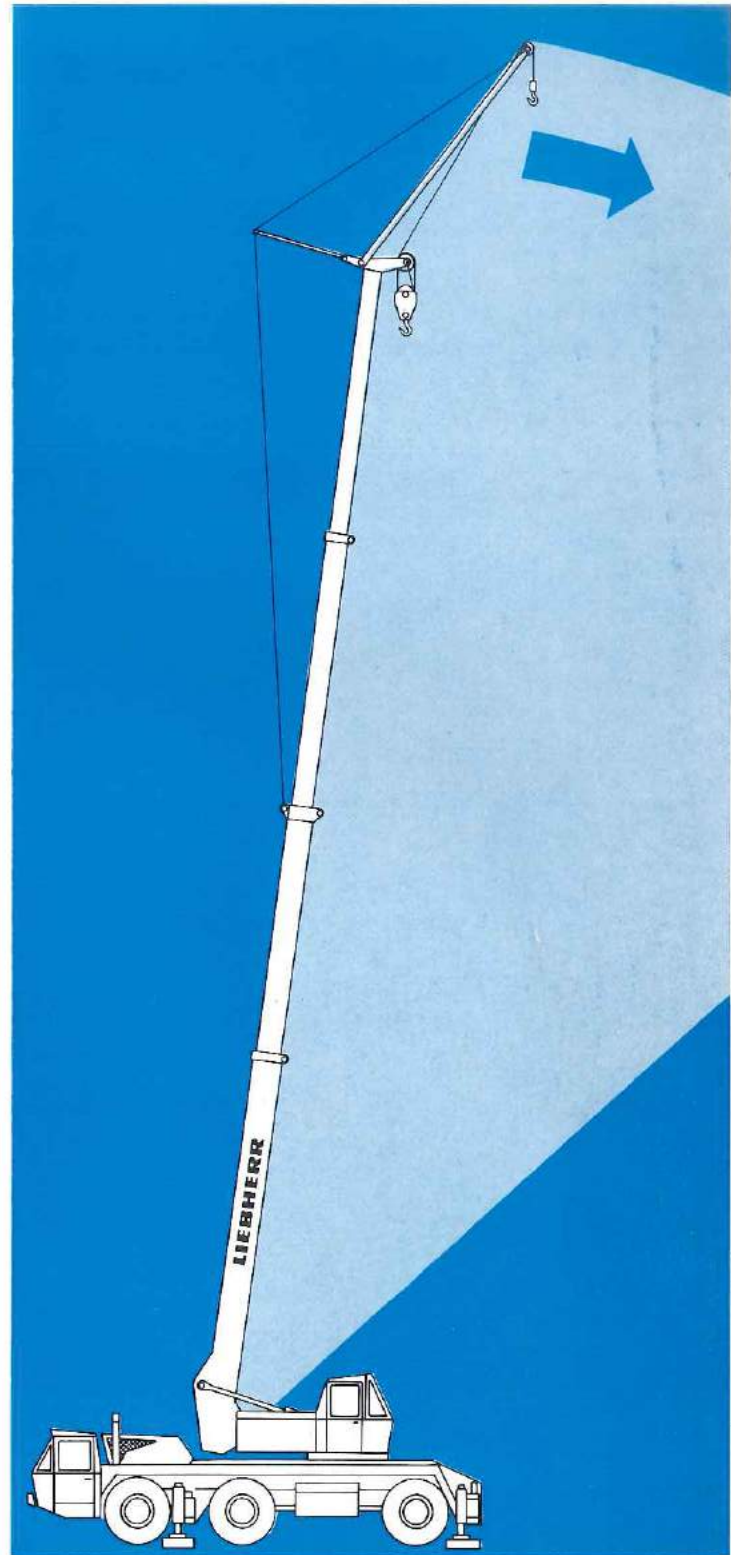
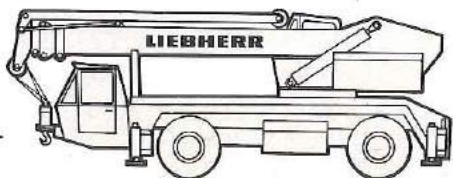
The crane support jack system is all-hydraulic. Using electric pushbuttons, the jacking system can be moved horizontally and vertically from the operator's cabin on the slewing platform.

The heatable driver's cab of the unit is mounted on rubber-block suspensions; it will comfortably carry four people. It is designed to provide the driver with unobstructed allround vision. The driver's seat is adjustable and mounted on non-vibrating springs. The vehicle is designed to comply with German Highway Authority requirements.



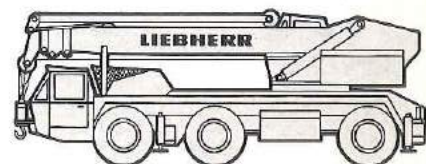
AUK 40T 25 tons x 4 m = 100 metre-tons

A liberally dimensioned ball-bearing type slewing ring is located between the vehicle chassis and the crane structure. The slewing platform is welded together from best-quality structural steel. The crane itself is hydraulically driven; a 70 hp diesel engine drives directly to two axial piston control pumps. The hoist and slewing gear units are driven by hydraulic motors via totally-enclosed planetary gear trains. The hoist gear and the slewing gear are also provided with spring-actuated brakes. Optionally, a second hoist gear can be provided. Pressure relief valves are installed in each hydraulic circuit; additionally, the hydraulic cylinders used for



AUK 40T-60 25 tons x 4 m = 100 metre-tons

luffing and telescoping the jib are provided with safety non-return valves to maintain the jib in position should a hose or pipe break or fracture. The all-welded box-type telescopic jib is made of best-quality heat-treated structural steel. The jib comprises a pivot section plus three telescopic sections; each of these three sections is hydraulically extended or telescoped down. The jib is designed to be luffed or telescoped in or out under load. The maximum lift capacity of the main jib is 8 tons fully-extended or 25 tons telescoped down to its shortest length. If required, the main jib can be fitted with a luffing-type auxiliary jib with a maximum lift capacity of 2.5 tons.





LIEBHERR

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