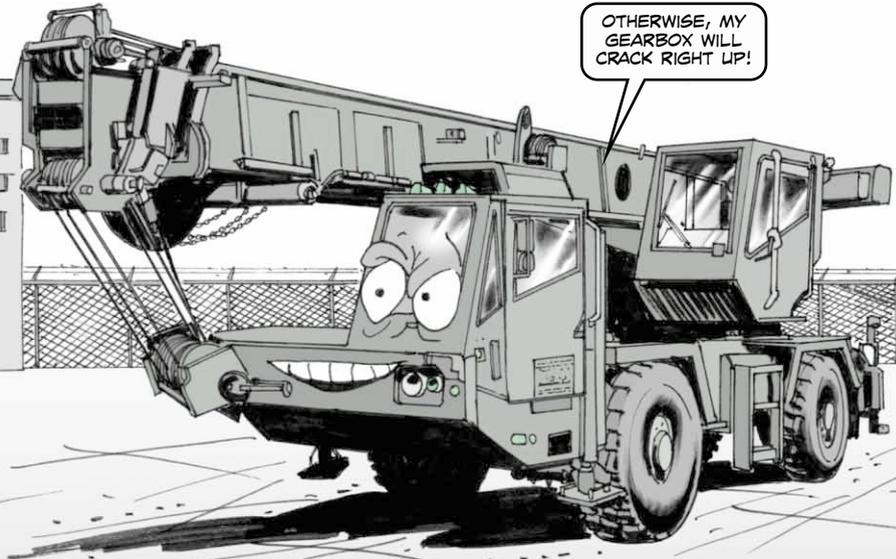


# STEERING GEARBOX CRACK-UP



LET'S GET THAT CHAIN OFF YOUR STEERING WHEEL AND GET TO WORK!



OTHERWISE, MY GEARBOX WILL CRACK RIGHT UP!

“One thing leads to another.” Keep those words in mind before you start up the 22-ton crane.

That’s because several gearboxes on these cranes have bit the dust. A cracked gearbox means your crane isn’t going anywhere until help arrives.

At \$8,400 a pop, that’s a lot of greenbacks, so listen up.

Here are two ways to stop the crack-up:

## 1. When you drive the crane from the superstructure, *make sure* the cab carrier’s steering wheel isn’t locked in place by a security chain or cable.

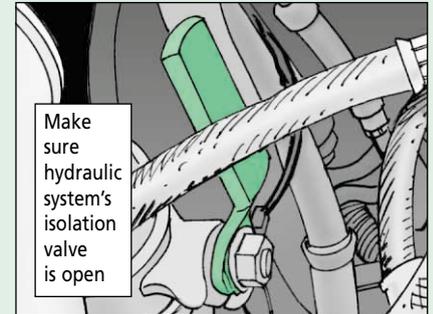
A carrier steering wheel that’s locked in place means it can’t move (turn) while you’re driving the crane from the superstructure/crane cab. This causes instant destruction of the gearbox, not to mention a Class III leak. That’s because the gearbox is mechanically linked to the vehicle’s hydraulic steering system. In a nutshell, the hydraulic pressure can be catastrophic!



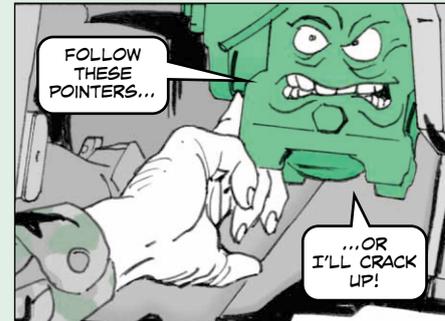
Make sure cab carrier’s steering wheel isn’t locked in place by a security chain or cable

## 2. After your mechanic changes the vehicle’s steering filter element, *make sure* the hydraulic system’s isolation valve is reopened.

The isolation valve is located directly underneath the middle of the crane. If it’s left in a “closed” position, hydraulic fluid can’t flow through the gearbox after vehicle start up. The end result is your crane has a gearbox that just went south.



Make sure hydraulic system’s isolation valve is open



FOLLOW THESE POINTERS...

...OR I’LL CRACK UP!



KEEP THESE PM POINTERS IN MIND *BEFORE* THE DAY’S RUN.

IT MAKES THE DIFFERENCE BETWEEN A COMPLETED MISSION AND WONDERING “WHAT WENT WRONG?”