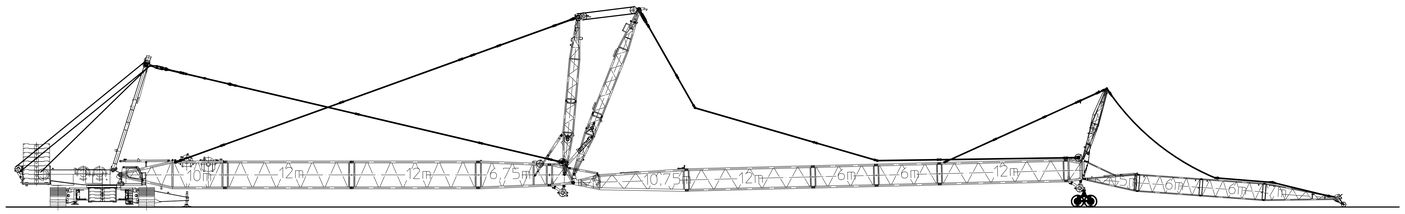
Fig. 1



Notes for erection:
- The boom systems in stretched status (illustration 1) may not be lifted off the ground completely. The procedure corresponds in principle to the erection of a SW-combination.
- The main boom is raised, the head of the luffing boom is carried along in the roller cart on the ground, the W-guying (a-Illustration 2) is relieved. The complete F-jib remains on the ground (illustration 2)
- A warning signal points out when the minimum angle between the F-jib and the luffing boom („z“ 115°) or the minimum angle between the luffing boom and main boom („y“ 45°) or the maximum angle of the main („x“ 87°) is reached.
- After the sound of the warning signal, tension the W-guying (a-Illustration 2) (Winch 5) to ensure that the W-head does not move in direction of the crane during further lifting. Otherwise there is the danger of damage of boom parts due to collision. The distances between F-jib and W-head must be checked by another person.
- During further erection it must be ensured at the F-guy ropes (b-Illustration 2) are not caught on parts of the F-jib.
- The main boom is further raised until the steepest position („x“ 87°) is reached. Only then may be luffing boom with the F-jib be pulled up and brought into operating position.

Comment: The notes for erection and take down must be observed for combinations with or without auxiliary support.
The erectable boom lengths can be obtained from the Erection and take down charts.

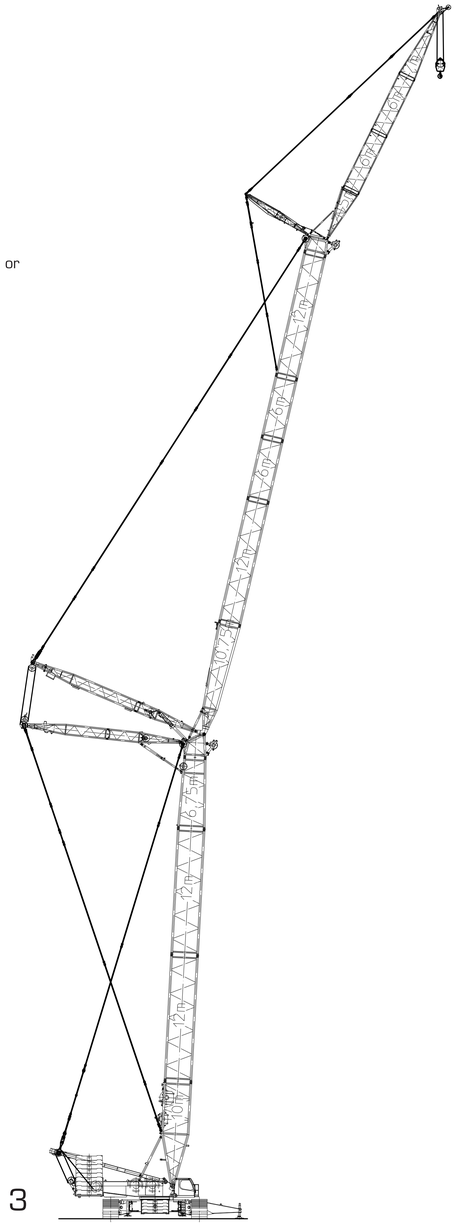
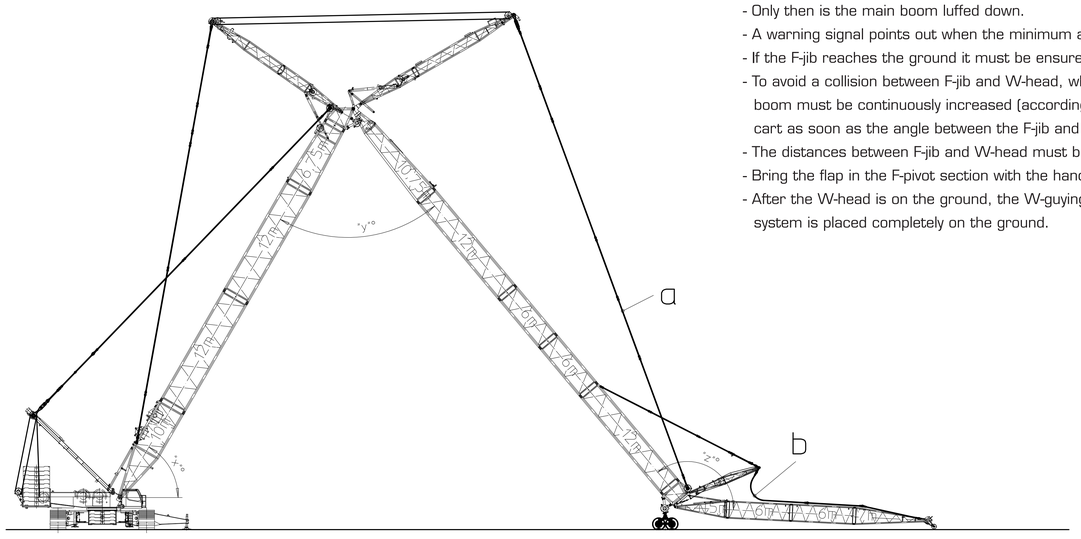


Fig. 3

Notes for take down:
- The boom systems may not be placed in stretched condition on the ground. The procedure corresponds in principle to the take down of a SW-combination
- The main boom is in steepest position („x“ 87°) the luffing boom with the F-jib is lowered as much as possible. Either the minimum angle between luffing boom and main boom is reached or the W-head reaches the ground or the minimum value between F-jib and luffing boom is reached (warning signal).
- Only then is the main boom luffed down.
- A warning signal points out when the minimum angle between the F-jib and the luffing boom is reached.
- If the F-jib reaches the ground it must be ensured that the jib can roll forward without problems.
- To avoid a collision between F-jib and W-head, when the main boom is luffed down further, the angle between the luffing jib and the main boom must be continuously increased (according to the reduction of the main boom angle). The W-head must be placed in the roller cart as soon as the angle between the F-jib and the luffing boom allows it.
- The distances between F-jib and W-head must be checked by another person (danger of collision).
- Bring the flap in the F-pivot section with the hand crank into DOWN position as soon as it can be reached.
- After the W-head is on the ground, the W-guying (a-illustration 2) is relieved. The main boom is then further luffed down until the boom system is placed completely on the ground.

Fig. 2



Statically checked:		Date	Name
	Administrator		
	Department manager		
Comment:			

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