

Report LR 1750 Roll-lift



Crawlers: 1 crawler pad is partly broken (ear of pad that is around pin.)



It shows a lot of wear on the pad's where the rollers are rolling on the pads it is to such a degree that the pads don't rotate properly on the pins.

the pads are also sort of bent whit outside points up



one can see that better on the below picture



there is a lot of wear on the pads where it rolls over the rollers





sprockets are in decent condition.

There is a lot of rust on crawlers chasis, metal parts of Hydraulic connections and electric connections,





the chrome of the hydraulic cylinders to pin the crawlers whit to car body are also very rusty

The Carbody appears to be in good condition slewing quick connection works good, again electric connections sockets are showing lots of rust and many screws tend to break when want to open the connectors,



is some minor rust on the chrome of the jacking cylinders

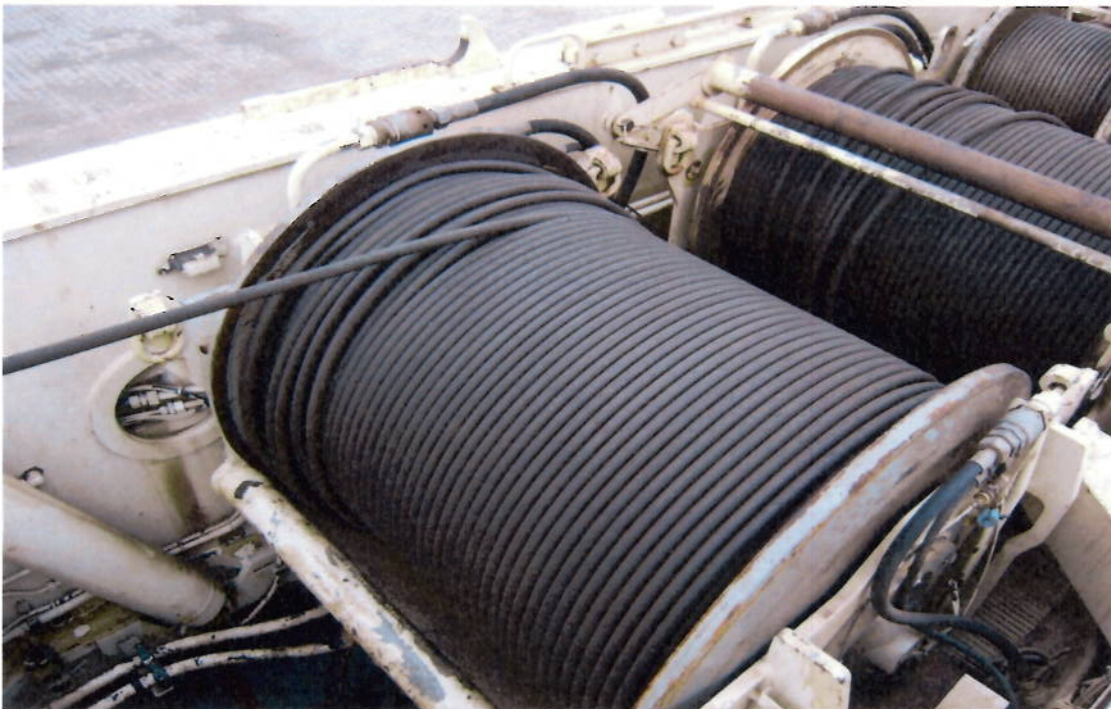
The upperstructure again rust in many electric connectors, the engine leaks coolant(minor) and the gear box sweats oil (minor) levels are good. The Hydraulic tank also leaks (minor) and remote control for assembly is not

working when open the electric box on carbody of remote control all screws broke off the Leibherr mechanic is very sure that there is the problem whit the remote control new box is advisable

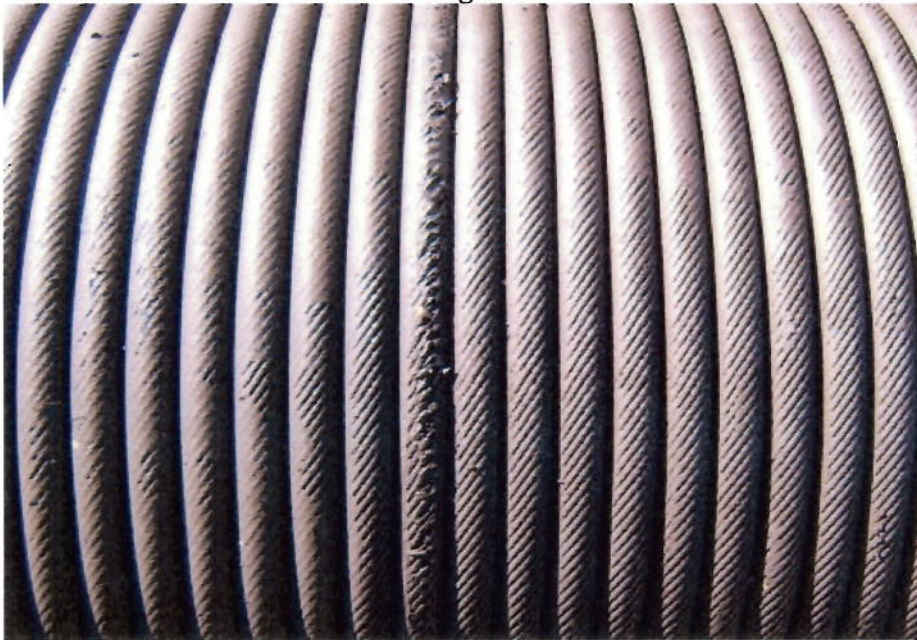


Wires,

The hoist cable of Hoist WI appears to be original length but when rolled off looked like a sort of culled(wokkel) when going up in to luffer, this is a sign that the wire had it's best time on the picture below drum on right side of picture it shows that WII is a lot shorter then WI

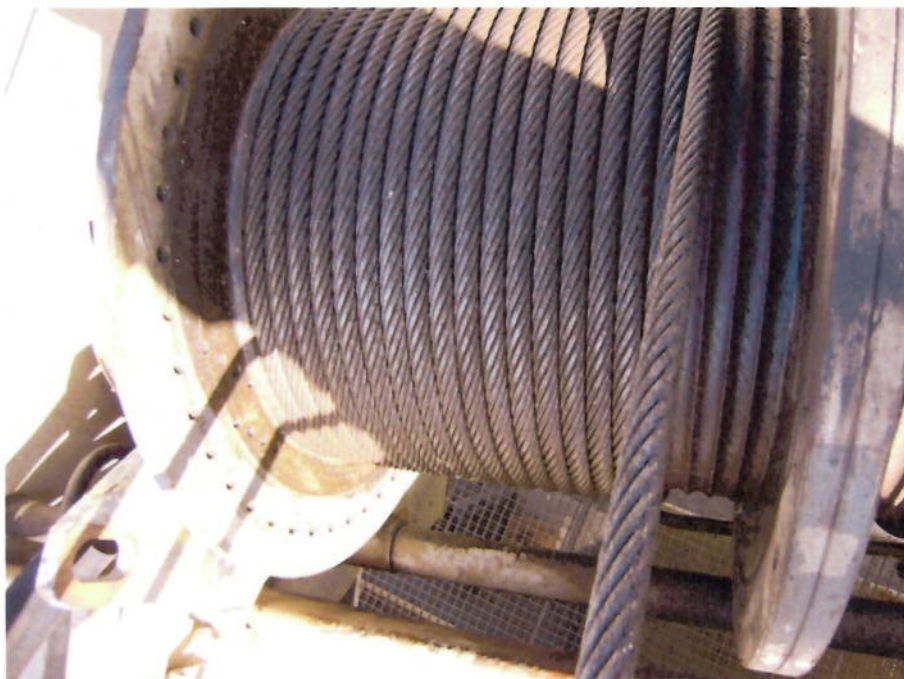


WII hoist 2 showed several damages



and is a lot shorter thus when used together WI + WII for double hook operations this makes it impossible (Leibherr mechanic mentioned to me that it is perhaps original length from factory is shorter depending on how client bought the crane originally)

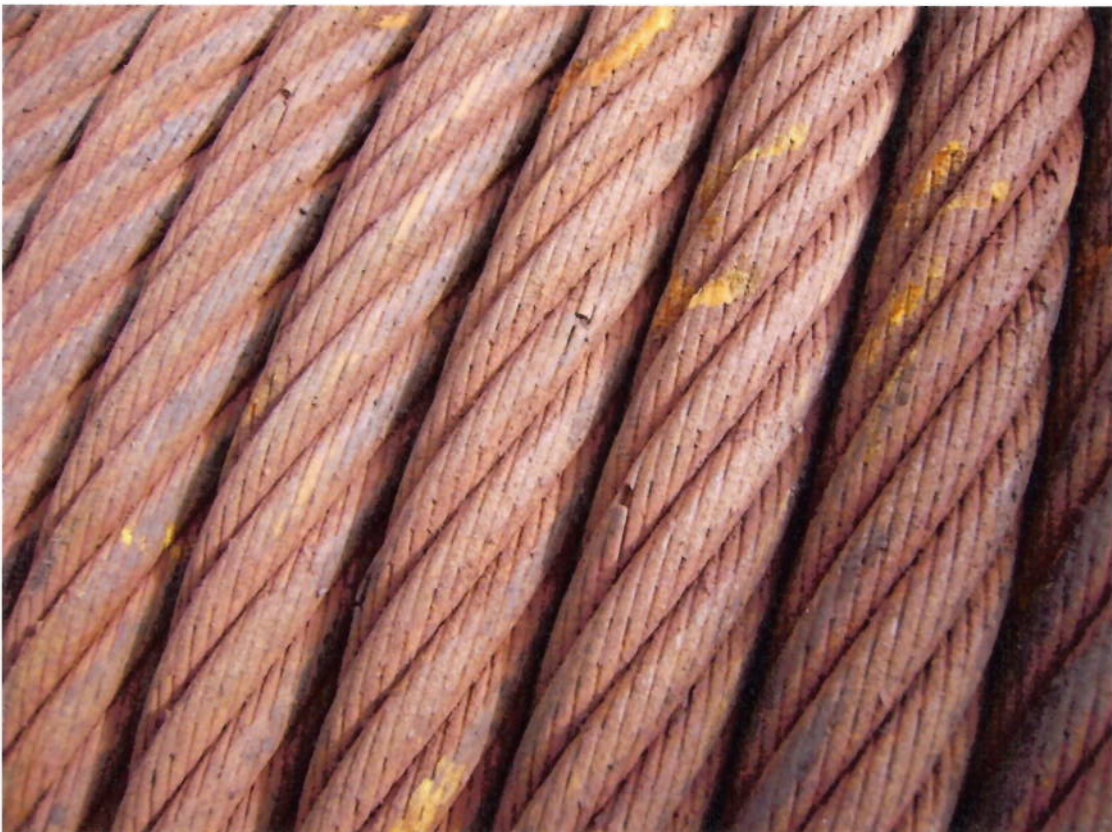
W4, A-frame wire is in good condition



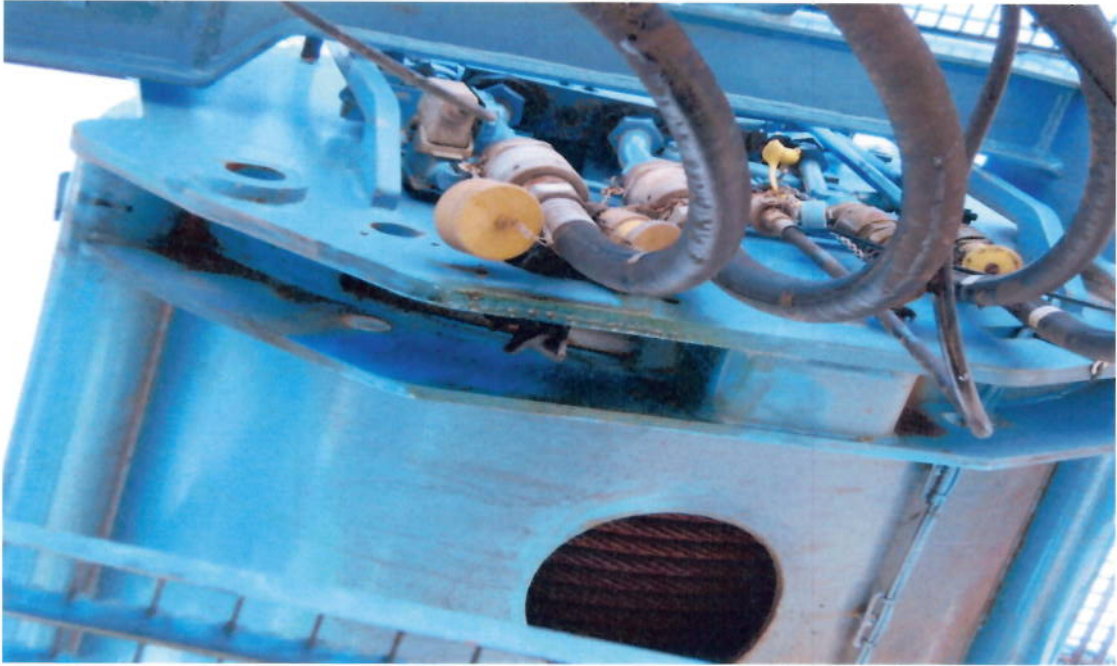
W5 luffer winch is new but doesn't look like it is an original wire and is very sturdy which makes it not easy to assemble luffer (as we have found out in practice)



WIII the Derrick wire needs to be replaced



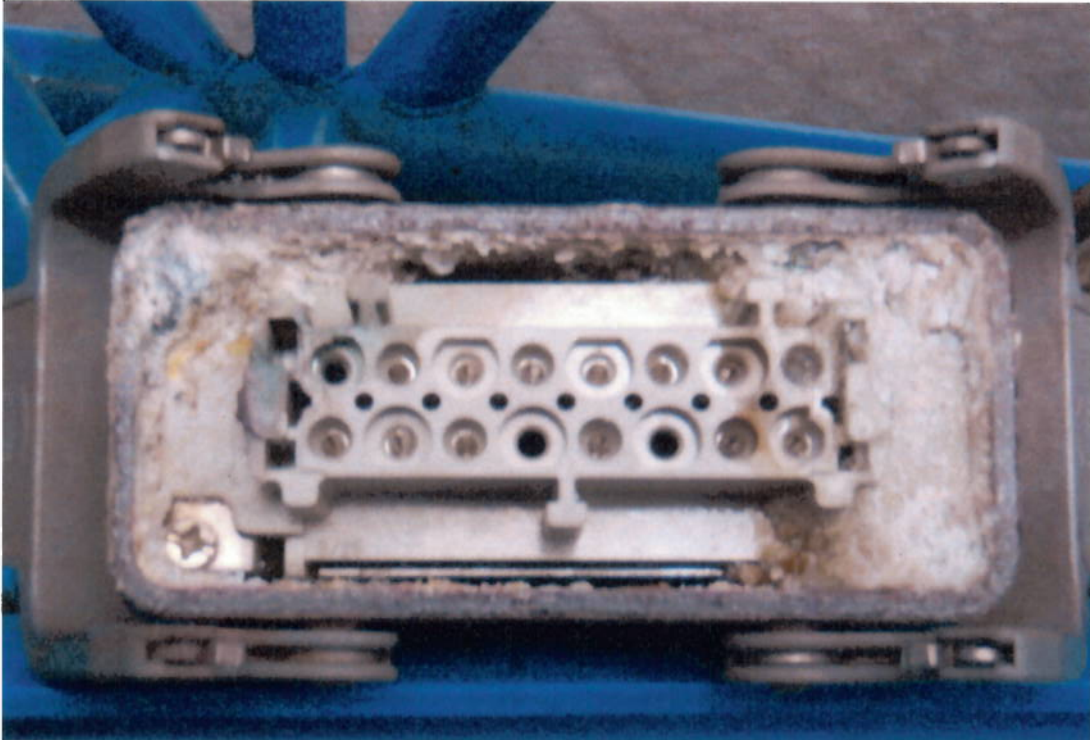
Derrick mast WIII de Derek winch is leaking oil from the gear box,



The Upper structure in general looks and works good all controls in cabin where working there was rust on the chrome of both hydraulic A-frame cylinders.



Again rust in many connectors, the engine leaks coolant(minor) and the gear box sweats oil (minor) levels are good. The Hydraulic tank also leaks (minor) and remote control for assembly is not working when open the electric box all screws broke off



There is a small dent in a lacing in root section of the derrick mast



There is minor rust on the chrome of the derrick boom one damaged roller (was taken out and getting repaired by Liebherr)



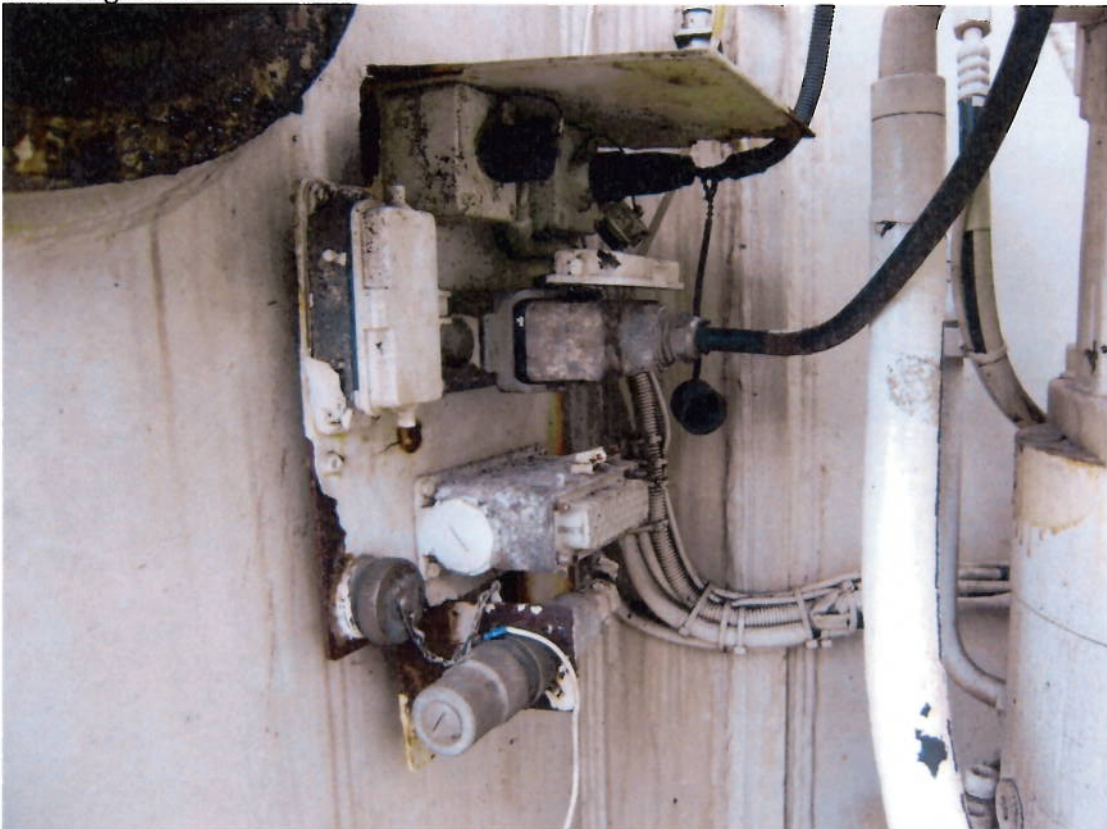
Sheaves of Derrick mast showed a lot of wear of the derrick I changed that whit a sheave from one of the runner attachments. Other sheaves where acceptable (according Liebherr)



electric camera connections of the derrick is also broken at the connector



Mainboom electric connections to upper structure, again electric connections are showing a lot rust



The Luffer looks in good condition there an limit switch broken we could change that whit one of the many heads but still original is broken

Ballast Wagon appears in good condition we had some electric problems but is all solved again connectors screws are too rusty to open and break very easy (Liebherr fixed it) we attached work all fine, some rust on the jacking cylinders of the ballast wagon



And some of the ladders (assembly cages where damaged and couldn't be used to connect the straps of back mast to the ballast wagon cylinders



Crane no. 0 74731	Type LR 1750	Operation hours crane -7625-	Operation hours chassis ?	Mileage	Job no.
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Company Name Roll-Lift		Place Sao Paulo	Destination/site Rio Grande (SC)
Engineer/mechanic 4577 Michael Toume	Service coordinator P. Hunch / Ronaldo LTR		Customer's order no.
Number plate	Means of travel (car/aeroplane)	Assistance by further mechanics	Job finished Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

Day	Date	Working time from to	Travel time from to	Break min.	Hours	Place of departure Place of arrival	Mileage of service car	Country	Border crossing Time difference Remarks
Thu	19.01.12	7:00 13:00		30	5.5			BR	

Works carried out:	Pending	Settled
- erect 3.56 W 6.3 (cont. b. 95/245 to) 6 parts Cinc		✓
-> Liecell works satisfactory no errors or anything else		✓
-> crane was erected on 18.11. at 6:00 p.m. ready to work		✓

Recipient: customer original

Defective parts: Returned with engineer Remained with customer

For the execution of assembly works and repair works our general terms of payment and delivery stated overleaf apply.
 Upon invoicing the rates valid at the time of the execution of the works will be used.
 The customer confirms that the works were carried out properly and that the above mentioned working hours are correct.
 Warranty claims can only be handled when the defective parts are sent immediately to Liebherr Werk Ebingen.

19.01.2012			
Date	Signature engineer	Stamp and signature of customer	Service coordinator

Crane no. 0 74 731	Type LR 1750	Operation hours crane - 7625 -	Operation hours chassis - 0,1 ???	Mileage -	Job no.
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Company Name Roll-Lift	Place Sao Paulo	Destination/site Rio Grande (SC)
Engineer/mechanic 4577 U. Toune	Service coordinator P. Munch / Romao LBR	Customer's order no.
Number plate	Means of travel (car/aeroplane)	Assistance by further mechanics
		Job finished Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

Day	Date	Working time		Travel time		Break min.	Hours	Place of departure / Place of arrival		Mileage of service car	Country	Border crossing Time difference Remarks
		from	to	from	to							
Thu	12.01.12			16 ⁰⁰	0.00	/	80	LWE		DE → BR		
Fri	13.01.12			0.00	18 ³⁰	/	21,5	Rio Grande			BR	- 3,0h Diff
Sa	14.01.	7 ⁰⁰	18 ⁰⁰			60	190				BR	
So	15.01	9 ⁰⁰	15 ⁰⁰			60	50				BR	
Mo	16.01.	7 ⁰⁰	20 ³⁰			60	125				BR	
Tue	17.01	7 ⁰⁰	21 ⁰⁰			60	130				BR	
We	18.01	7 ⁰⁰	20 ⁰⁰			60	120				BR	

Works carried out:	Pending	Settled
- check everything what is not real in a nice condition		
→ Remote control receiving box do not activate the relays for the boom - SA-Derrick and crawler-pins → the wiring is okay		✓
→ cable on winch 3 cannot be used in case of much corrosion many strand are broken and the gear of the winch leaks oil at the right side → will be repaired		✓
→ crawler pads slide a lot but they can be use still		✓
→ badfall cyl. of SA, Derrick, jacks from the SW and for the crawler pin are corrosion on the red side (very much)		✓
→ cable of winch 1 is twisted and the cable of winch 2 is 2 layer stronger than winch 1		✓

Recipient: customer original

Defective parts: Returned with engineer Remained with customer

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