

Product advantages

Mobile crane LTM 1060/2



Max. lifting capacity: 60 t

Max. height under hook: 60 m with biparted swing-away jib

Max. radius: 48 m with biparted swing-away jib



Performance profile of the LTM 1060/2 at a glance.

- Operative weight 48 t, incl. 12 t counterweight, biparted swing-away jib, drive 8 x 6, tyres 16.00 R 25
- Liebherr turbo-charged Diesel engine type D 926 TI-E A4 of 270 kW/367 h.p., exhaust gas emission acc. to EURO II, fully electronic engine management, hydraulic pump activatable for crane drive
- Data bus technique with CAN bus and Liebherr System Bus (LSB 1, 2, 3) for carrier, crane superstructure and telescopic boom
- Travel control and outrigger actuation from crane cab (standard feature)
- Comfortable electric/electronic crane control with integrated LICCON system
- Compact, 5-section telescopic boom 10.9 m - 42 m long, with oviform boom profile of high lateral stability
- Rapid-cycle telescoping system „Telematik“ with patented internal interlocking system, fully automatic or manually controlled telescoping is possible
- 9.5 m - 17 m long biparted swing-away jib, mountable at 0°, 20° or 40°, hydraulic erection aid
- LICCON, the most modern crane computer system world-wide, with informative, monitoring and control functions
- Diesel engine, slewing rim, slewing gear and winches are self-manufactured and quality-checked components
- The LTM 1060/2 is manufactured by Liebherr within the scope of a quality assurance system according to DIN ISO 9001

LIEBHERR

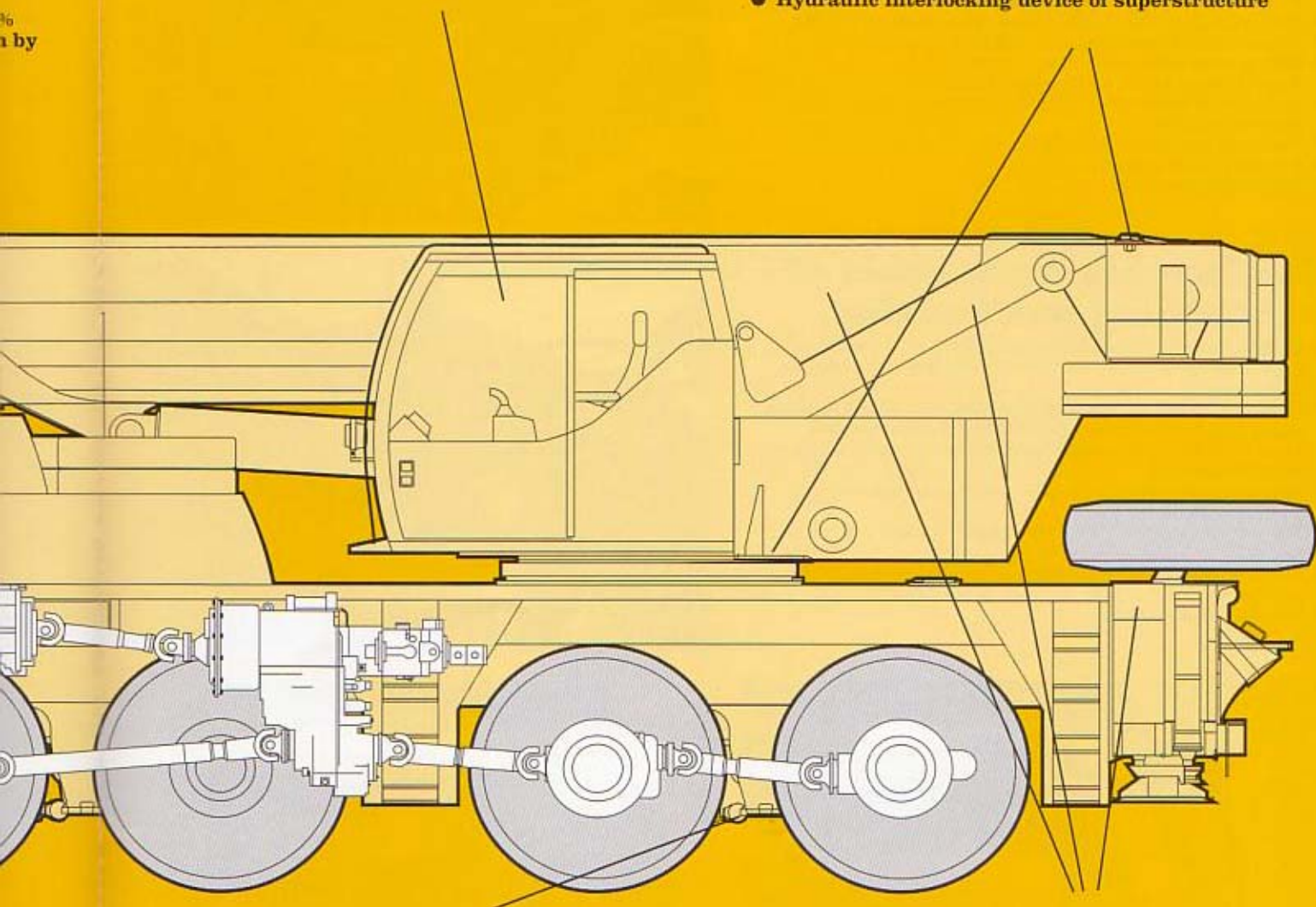
The better crane.

Crane cabin of new design.

- Modern, steel-fabricated and corrosion-resistant crane cabin, entirely powder-coated, with internal sound and heat absorbing panelling, tinted panes all-round, front knockout window with large windscreen wiper, skylight of bullet-proof glass with parallel windscreen wiper, roller blinds on front window and skylight, space saving sliding door
- Hydraulic-operated footboard for save access to the carrier

Liebherr drive components - reliable and easy-to-service.

- Diesel engine, slewing ring slewing gear and winches are self-manufactured components, specially matched for the application on mobile cranes
- Components have been subject to rough preliminary fatigue tests
- The centralized lubricating system for slewing ring, boom bearing application, luffing ram and winch bearings is a standard feature
- Hydraulic interlocking device of superstructure



Niveaumatik suspension - preserving crane and roads.

- Maintenance-free suspension rams, free of lateral forces, protected against damage by synthetic tubes
- Level position (suspension on „travelling mode“) can be adjusted automatically by pushbutton control from the driving cab at any position
- Stable cornering ability due to cross mounting of the hydropneumatic suspension
- Axle locking system (locking of the suspension for the displacement with loads) controlled from the driving cab
- Suspension travel +/- 100 mm

Weight-optimized steel structure.

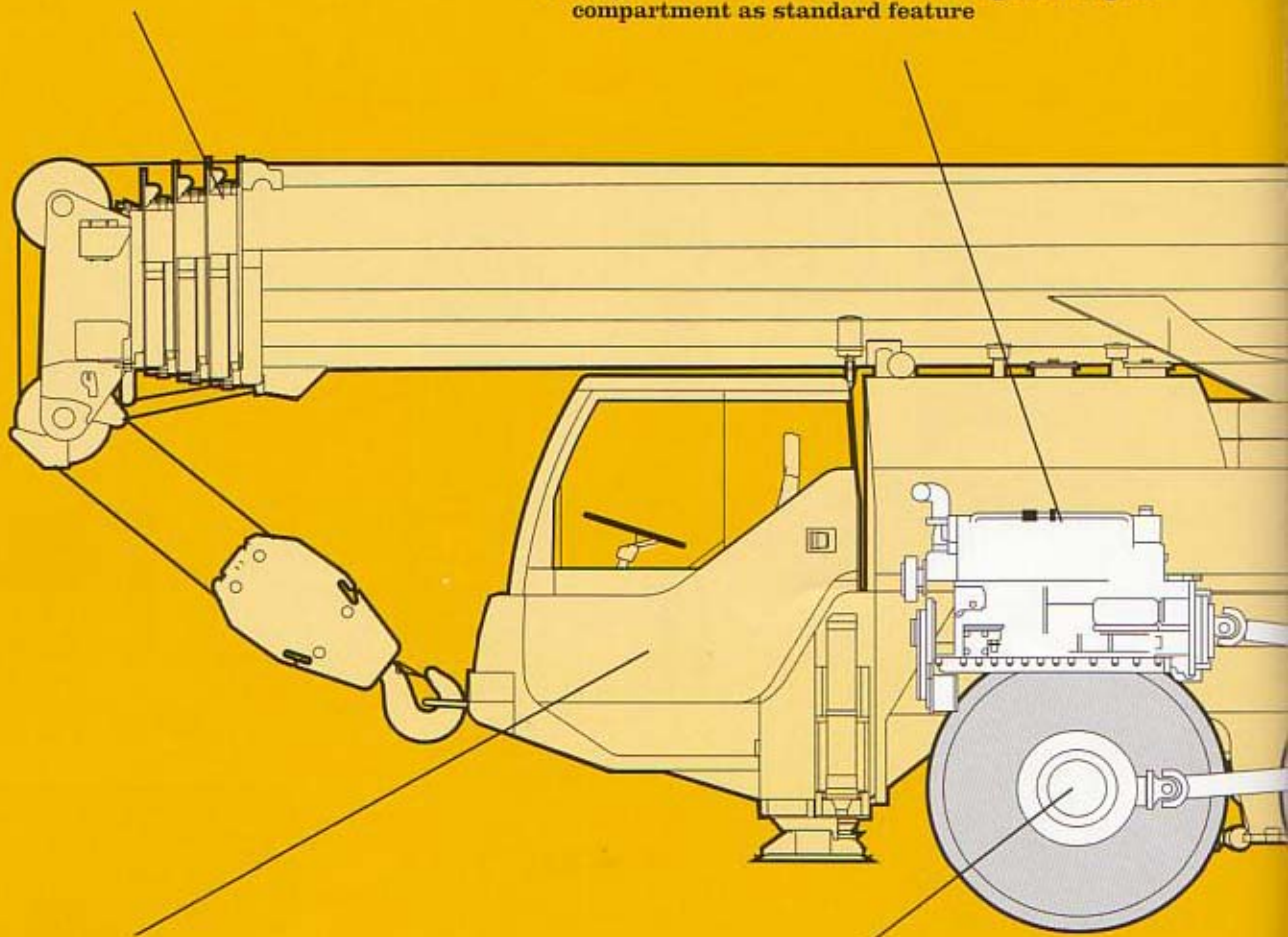
- Steel structure of the carrier, superstructure and telescopic boom in light-gauge design, calculated by the F.E.M. method, weight-optimized and of outstanding torsional rigidity
- Tensile property of the material with high safety factors through the application of STE 960 (960 N/mm²) for all supporting members. Telescopic boom consisting partially of ultrahigh-tensile steel S 1100 (1100 N/mm²)
- Welds of the highest quality are performed by computer-aided welding machines
- The weld quality is documented by ultrasonic test

Torsional rigid telescopic boom.

- Oviform boom profile of particular inherent stability
- Telescopes mounted on maintenance-free polyamide slide pads
- First-rate lifting capacities, e.g.
 - 17.2 t at 10 m radius
 - 6.2 t at 20 m radius
 - 3 t at 30 m radius
 - 1.6 t at 40 m radius
 - 0.6 t at 48 m radius
- Telescoping by rapid cycle approx. 250 s for boom length of 10.9 m - 42 m

Modern and powerful carrier and crane drive.

- Economical single-engine concept
- 6-cylinder Liebherr turbo-charged Diesel engine of 270 kW/367 h.p. (EURO II), robust and reliable, with electronic engine management
- Entire exhaust gas system of stainless steel
- ZF power shift gear type 6 WG 260 with torque converter and lock-up clutch, electronic gear management, 6 forward, 2 reverse speeds, integrated off-road ratio
- Max. driving speed 80 km/h, max. gradability 60 %
- Liebherr axial variable displacement pump driven by the Diesel engine, activatable for crane operation
- Very efficient noise abatement of engine and gear compartment as standard feature



Modern comfortable driving cab.

- Wide, steel-made, corrosion-resistant driving cab, cataphoretic dip-primed and entirely powder coated, front section mounted on rubber shock absorbers, rear section on hydraulic dampers, internal sound and heat absorbing panelling, modern interior design of outstanding functionality
- Safety glass all-round, tinted panes for heat-isolation
- Standardized digital operating and control elements arranged in an operator-friendly half-round shape

Outstanding carrier technology for road and off-road application.

- Weight-optimized axles, almost maintenance-free, made of high-tensile steel, perfect track keeping and lateral stability due to special control linkage arrangement
- The maintenance-free steering knuckles are steel and rubber mounted
- The perfected and robust axles are manufactured in large series and are troublefree components
- The cardan shafts are maintenance-free; easy and quick fitting of the cardan shafts due to 70° diagonal tooththing and 4 fixing screws

ough advanced technology.