Terex Commander C6054

Crane Borer - Operating Procedures

Lift Industries (North)
March 2026

Contents

1. PTO Operation

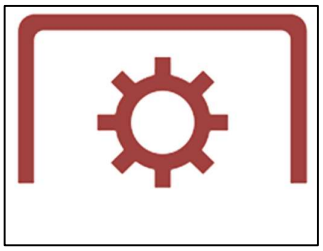
1.1. PTO Activation

a) Ensure engine is running, handbrake is applied, and gearbox is in neutral

b) To activate the PTO

a. *From the cab*, wait until the PTO button on the dashboard is illuminated red, then press the button.

b. *From the* operator's console press the PTO Icon on the screen (bottom left of screen).




c) When activated, the PTO button will be illuminated green. When the PTO is available but not activated, the indicator will be red. The indicator will not be illuminated if it is not selectable (while the vehicle systems are initiating, or the vehicle is in gear).

1.2. PTO Deactivation

a) To deactivate the PTO, you must ensure that the "Legs not stowed" indicator is not illuminated

b) Press the PTO button on the dashboard or tap the PTO icon on the screen at the operator's consol

2. Leg Operation

2.1. Leg deployment and stowage

a) With the PTO engaged, the hydraulic control function buttons at the operators' consol and rear of vehicle are selectable.

b) Push the button labelled BOOM|JACKS. When Legs are activated, the button will illuminate BLUE.

If an electronically actuated guardrail is installed, the legs will not activate if the guardrail is down.

c) Select the buttons indicating which stabilisers are required to be operated by pushing buttons *FR*, *FL*, *RR* or *RL*. You can select legs individually or select multiple legs at the same time.

For some vehicles, hydraulic pressure may not be sufficient to operate all legs at the same speed.

d) The stabiliser selection buttons will be grey if they are not active, and when activated, it will illuminate yellow if the foot is not in contact with the ground, or green if ground contact is detected for that leg.

e) Press and hold *Up*, *Down*, *In*, or *Out* buttons to perform movements of the legs.

f) To deactivate the control of any leg, press the stabiliser selection button indicating which leg you want to deactivate, and the illumination will turn grey.

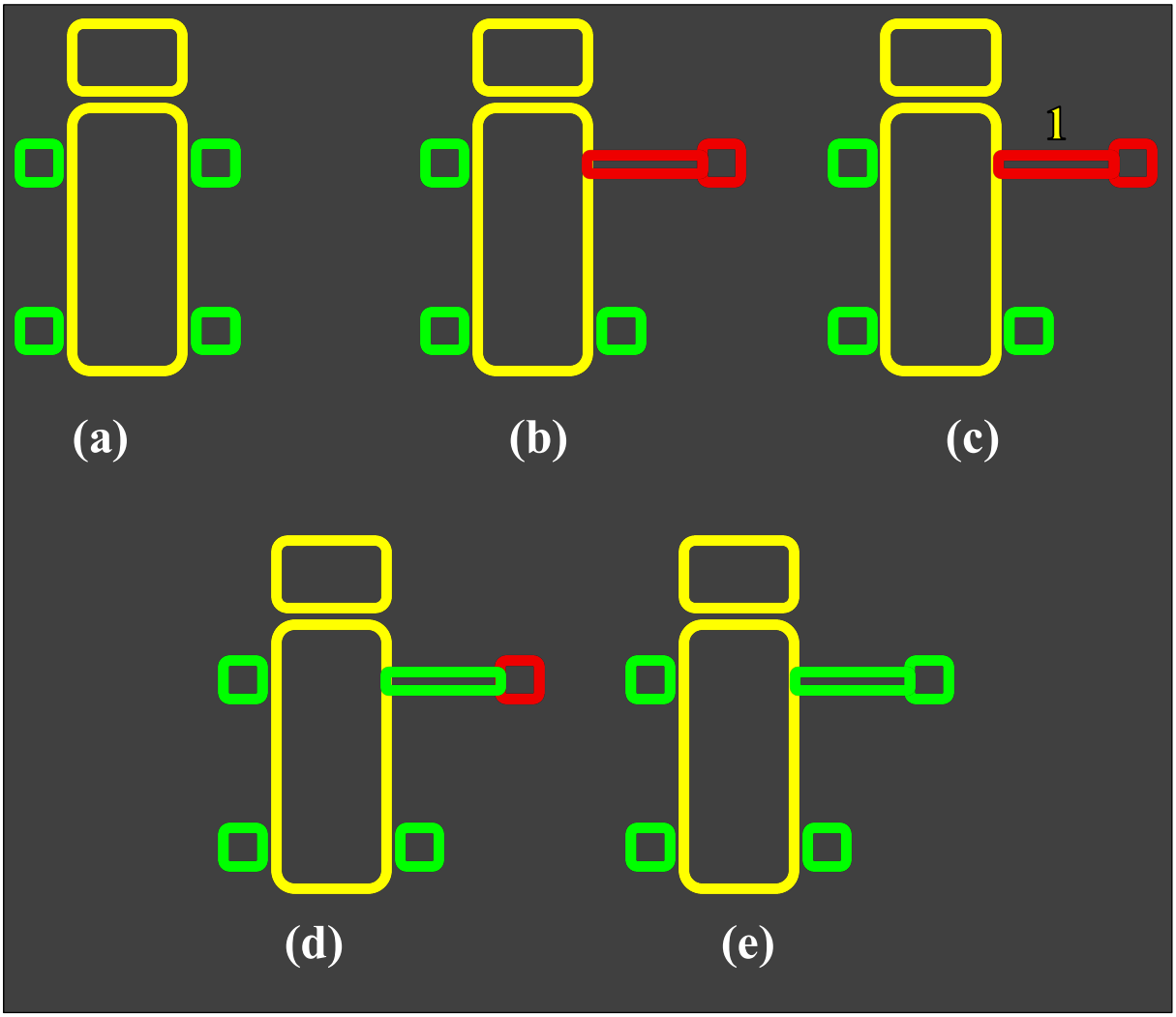
g) Stabilisers are equipped with sensors to determine how wide the legs are positioned. Available load charts exist for each combination of leg widths.

- ***Standard setup: 2-position sensing*** with:
  i. <100% extended (Load Chart A), and;
  ii. 100% extended (Load Chart C).
- ***Optional setup: 3-position sensors*** with:
  i. 0% to <50% extended (Load Chart A),
  ii. 50% to <100% extended (Load Chart B), and;
  iii. 100% extended (Load Chart C).

h) For <u>all</u> lifting configurations, operators should always extend the legs out to the maximum available position given space and operational requirements, regardless of intended lifting load.

i) The operator console homepage graphically displays the configuration of each leg.

- **Stowed.** When a leg is stowed the foot graphic will be green and there will be no horizontal elements of the leg. See below image (a)
- **Narrow Jack.** When a leg is less than 100% horizontally extended (or less than 50% where 3 position sensors are installed) and the foot is not fully vertically stowed, the horizontal elements of the leg on the screen display will be red. Image (b), below, shows the front right leg in this position.
- **Mid-Jack.** This option is only available when 3-position sensing is installed. When a leg is least 50% but less than 100% horizontally extended, the horizontal element of the leg on the screen display will be red with a small number 1 in yellow text above the horizontal element. Image (c), below, shows the front right leg in this position.
- **Full-Jack.** When a leg is 100% horizontally extended, the horizontal element of the leg on the screen display will turn green. Image (d), below, shows the front right leg in this position.
- **Ground Contact.** For all leg configurations, When the foot is in contact with the ground, the foot will be displayed on the screen as green and a horizonal element of the leg will be shown (as detailed above). Image (e), below, shows the front right leg in full-jack configuration with the foot in contact with the ground.



3. Boom operation

3.1. Activating and Controlling the Boom

a) The boom cannot be operated if:
- An emergency stop button is engaged,
- Stabiliser legs are not set correctly, or
- The legs are Activated
- If an electrically actuated handrail is installed, the side retractable handrail is not stowed

b) With the PTO engaged, the hydraulic control function buttons at the operators' console are operational.

c) Push the button labelled BOOM|JACKS. If all activation conditions are met, the button will light up purple

d) When first moving the boom off the stow mount, always raise the boom before slewing to ensure the boom is de-coupled from boom stow location. When returning to stow location, always lower the boom only after it is slewed accurately to its home location.

e) For general boom operation, refer to Terex operator's manual.

3.2. Boom Deadman

- All boom motions require activation of a deadman switch. This can be found on the forward side of the control stick. Either of the control stick deadman triggers may be activated to control the boom.
- A "Double Deadman" ***optional*** function may be installed. To operate this type of vehicle, the foot switch must be activated as well as either one of the control stick's deadman triggers.

3.3. Andon Signal Lights

The Andon lights will activate as follows:

Green – 0% to 90% of load capacity

Amber - 90% to 100% of load capacity

Red – 100% or greater of load capacity

The winch will cut-out if greater than 105% of load capacity is reached.

3.4. Remotes (optional - not available on all vehicles)

1. Always stow remotes after use
    a. Turn off remotes
    b. Replace depleted batteries with charged batteries
    c. Place used batteries in charger
    d. Place remote in remote storage cabinet. If remotes are not-stowed a light will illuminate in the cab, and an audible alarm will sound when the handbrake is released
2. Refer to the remote-control operator's manual for further information.

4. Guard Rail Operation

(Optional – not available on all vehicles)

4.1. Operation

- The guard rail is lowered by pressing the HANDRAIL DOWN button at the operator's console, and pressing the HANDRAIL UP button will raise it.
- For safety, always ensure to raise the handrail when the operation of the boom is not required and the boom is stowed in the boom rest.
- Sensors will detect if the handrail is stowed or raised and interlocks may be activated for boom or stabiliser motion, and for vehicle alarms.
    - When the handrail is down, the stabiliser legs cannot be activated, and an alarm in the cab will sound if the handbrake is released.
    - When the handrail us up, the boom cannot be operated.

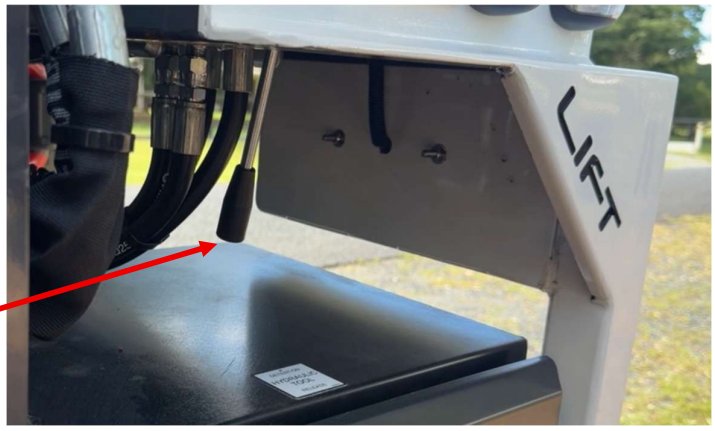
5. Hydraulic Tool Line

5.1. Pole Jack

Operation:

1. Always use the crane or two-man lift to manoeuvrer pole jack to working location. Move foot plate to desired location. Position pole jack on foot plate and chain jack to pole.
2. Attached hydraulic hoses to quick connect fittings on the pole jack
3. Operate hydraulic lifting using the electronic controls on the tailboard or in the operator's console.
4. IMPORTANT: Do not use the manual control lever located near the hydraulic hose line for operating the pole jack.
5. Pressing the POLE JACK UP or POLE JACK DOWN buttons will momentarily activate the tool line hydraulics and disable movement of the boom. The winch can still be operated while the pole jack is functioning.
6. When stowing the pole jack, ensure that the pole jack is fully retracted and all storage latches are secured.

5.2. Tamper or other hydraulic tools



1. Attache retractable hydraulic hose to quick connect fittings on the hydraulic tool
2. Press the TOOLS ON button on the control panel.
3. Push the manual control lever into the detent position. This lever is commonly found near the hydraulic hose reel, toward the rear of the vehicle.
4. You will now have full flow available to your tool lines. Use hydraulic tools as per typical operating procedures.
5. When finished using hydraulic tools, release detent from control lever, press the TOOLS ON button to turn it off, and detach the hydraulic quick connection fittings.

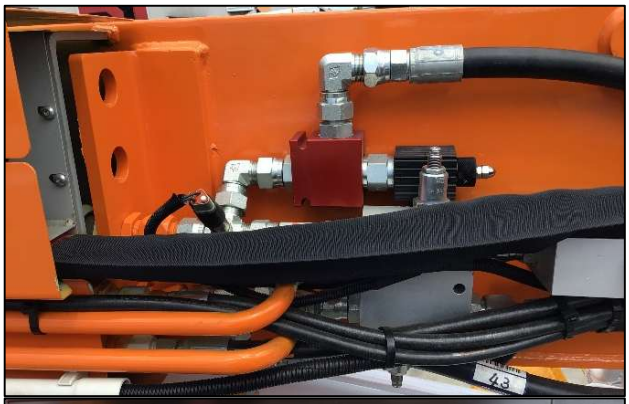
5.3. Hydraulic High-Pressure Hose (Optional – not available on all vehicles)

1. To activate the high-pressure hose, press and hold the TOOLS ON button for 3 seconds. The button will illuminate blue when the high-pressure hose is activated.
2. To deactivate the high-pressure hose, press the TOOLS ON button.

6. Auger Motor Proportional Pressure Controls (optional function)

6.1. Pressure Adjustment

Some vehicles are fitted with proportional torque controls for the auger motor. A transducer and additional proportional control valve will be fitted to the boom if this is the case (see image at right).



The operator can select the maximum pressure percentage that the motor should operate at.

In some cases, tooling, such as screw anchors or auger adaptors, may have a specified maximum at which they can be used. The operator should consider this when using such tooling and set the torque settings appropriately.

7. Operators Console

7.1. Operator's Button Controls

NOTE: Layout may vary from images shown.

7.2. Water Tank and DC Water Pump

Fill Procedure:

1. Attache external water hose to water tank fill point
2. Open truck-side fill valve
3. Start the external water supply
4. Once the tank is full, stop the external water supply, close truck valve and detach hose.

8. Sun Protection Cover

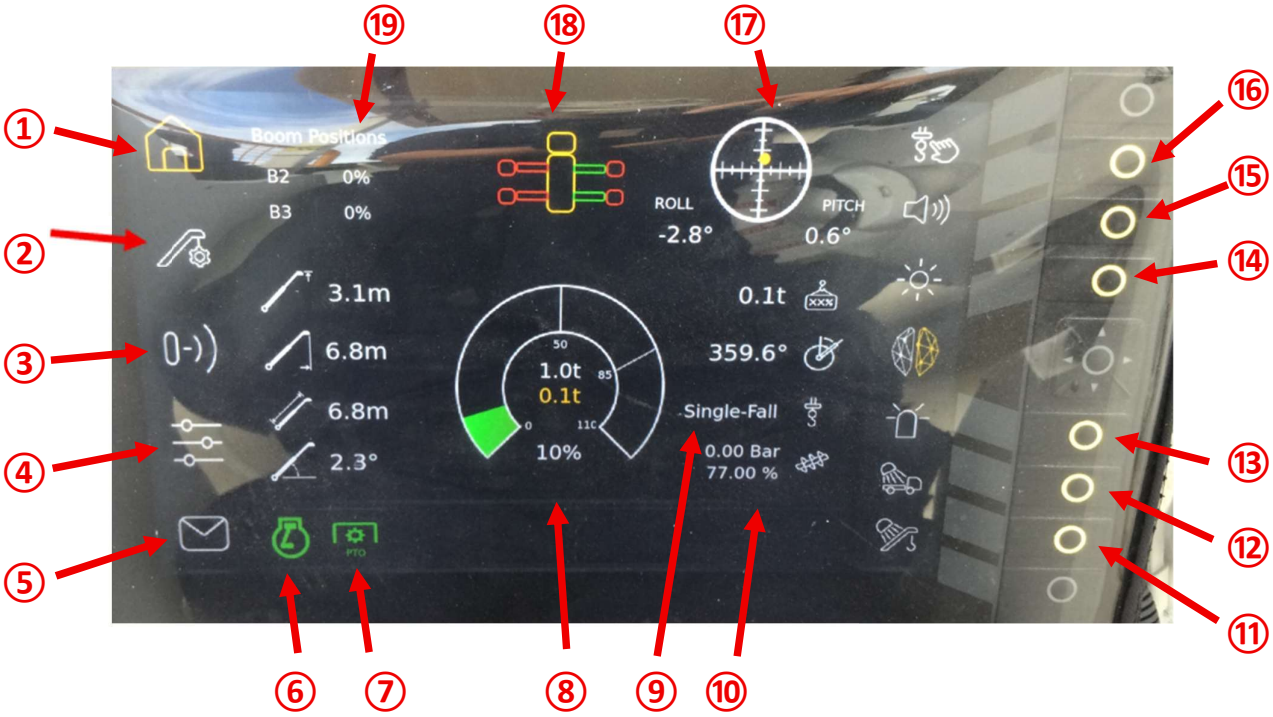
The Operator's sun protection cover must be stowed while travelling as the vehicle will otherwise exceed height restrictions with the cover fully erected, and wind may damage the cover.

Sun protection cover may include a hard plastic cover, or a fabric "bimini" style cover.

When travelling or in use, all available stowage or deployment sun cover fastener clamps should be engaged fully.

9. Operator's Console Screen layout

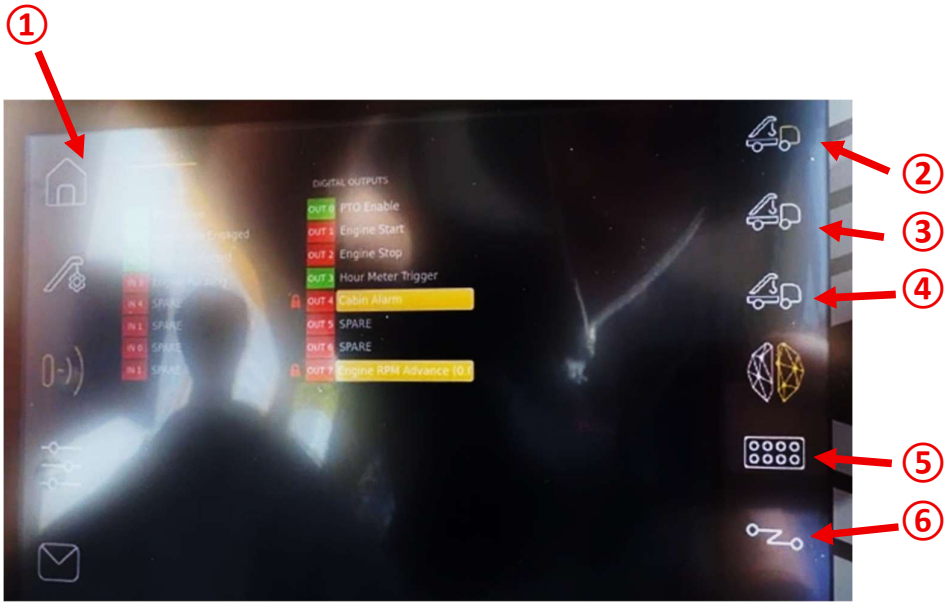
9.1. Home Screen



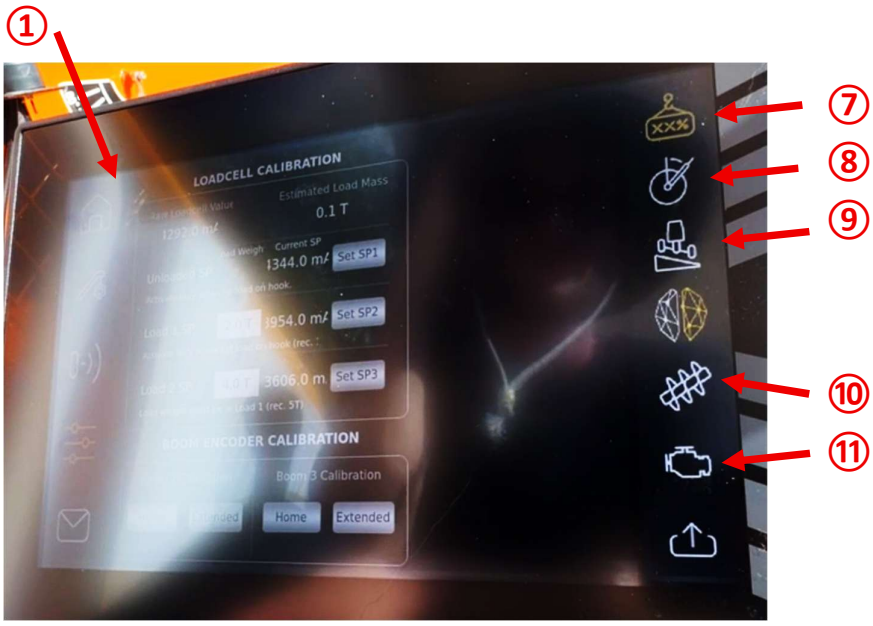
① Home Screen Button
② Load charts
③ **Diagnostic Input/outputs**
④ **Technician setup screen**
⑤ System information
⑥ Vehicle motor active
⑦ PTO active
⑧ Load meter
⑨ Hook location & configuration
⑩ Auger pressure/percent
⑪ Boom Area Light (Gate Mounted)
⑫ Deck Area Light (Boom Stow Mounted)
⑬ Leg Mounted Beacons
⑭ Screen Brightness
⑮ Console Alert Volume
⑯ Single-fall / 2-fall selector
⑰ Chassis Level
⑱ Leg configuration
⑲ Boom Positions

① Home Screen Button
② Cabin Module (1 Module)
③ Body Modules (4 Modules)
④ LMI / RCI System
⑤ Keypad Displays
⑥ CANbus Sensor information
⑦ Loadcell & Boom Calibration
⑧ Slew Encoder Settings
⑨ Body Inclinometer
⑩ Body options & Interlocks
⑪ RPM Control settings

9.2. Diagnostic input/output screen



9.3. Technician Setup Screen



10. Maintenance

10.1. Hydraulic Oil

The hydraulic oil tank must only be filled with high quality Grade 15 hydraulic oil.

Tank capacity is 190 litres (50 gallons).

11. Electrical Controls

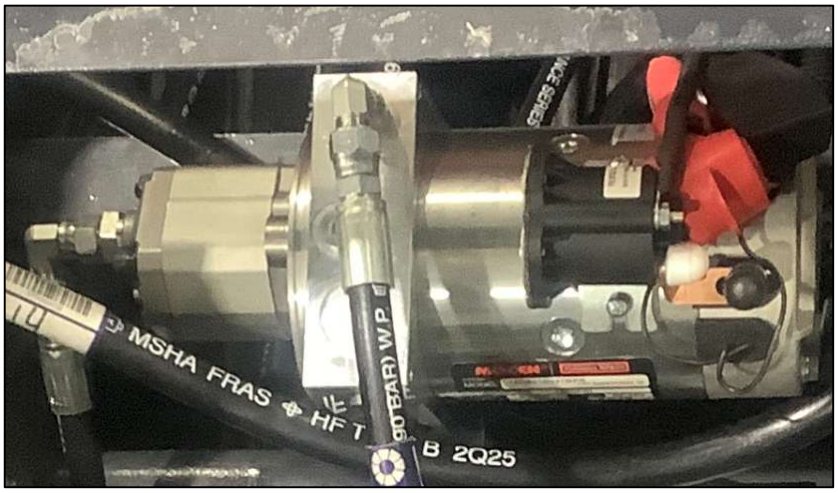
11.1. DC Emergency Pump System

In any event where the transmission mounted PTO is not available to operate the hydraulic pump, a DC emergency pump system can maintain hydraulic pressure.

DC Emergency Pump if the CANbus system is still available:

1. Ensure engine is **not** running
2. Select the EMERG. PUMP button at the operators controls or at the rear tail board control buttons.
3. Ensure that either
    a. *Boom Select* is activated AND Emergency Circuit Flow Diverter Valve is pushed all the way to the right, or
    b. *Jack Select* is activated AND the Diverter valve is pushed all the way to the left
4. Operate required function as per usual

Note: DC Pump can run continuously for 30 seconds with an 8% duty cycle



11.2. Electrical Equipment Isolation

The battery isolator switch will isolate all electrical circuits within the vehicle.

If installed, an *optional* starter isolator switch will not isolate any electrical circuits except for those which connect to the engine starter motor.

In some vehicles, the isolator switches are a “lock-out” type and may be used with a separate padlock.

12. Hydraulic Valves

1. Outrigger Valves (In/Out)
2. Stabiliser Valves (Up/Down)
3. Stabiliser Flow Divider
4. Leg/Boom Select CETOP Valve
5. Low-Flow Selector Valve Tools/Boom & Legs
6. High-Flow Valve Emergency Dump (rearward inside pedestal)
7. Flow Diverter Valve for Emergency Pump Circuit

Emergency Circuit Flow Diverter Valve located near driver's side stair

12.1. Operation from Hydraulic Valve Compartment

If manual activation of the hydraulic valves is ever required, this can be achieved by pressing the small button in the centre of each solenoid's end with a hard thin object, such as a nail, screwdriver or an Alan key.

13. Miscellaneous

13.1. Vehicle Recovery

The vehicle is fitted with two recovery hooks at the rear of the body.

The working load limit for the hooks will be marked nearby.

For safe use, always use ***both*** recovery points for vehicle recovery.

13.2. Tow Hitch

The vehicle may be fitted with a tow hitch, including power and control plugs for towing a trailer.

Before each use, check that all plugs are clean and free from debris.