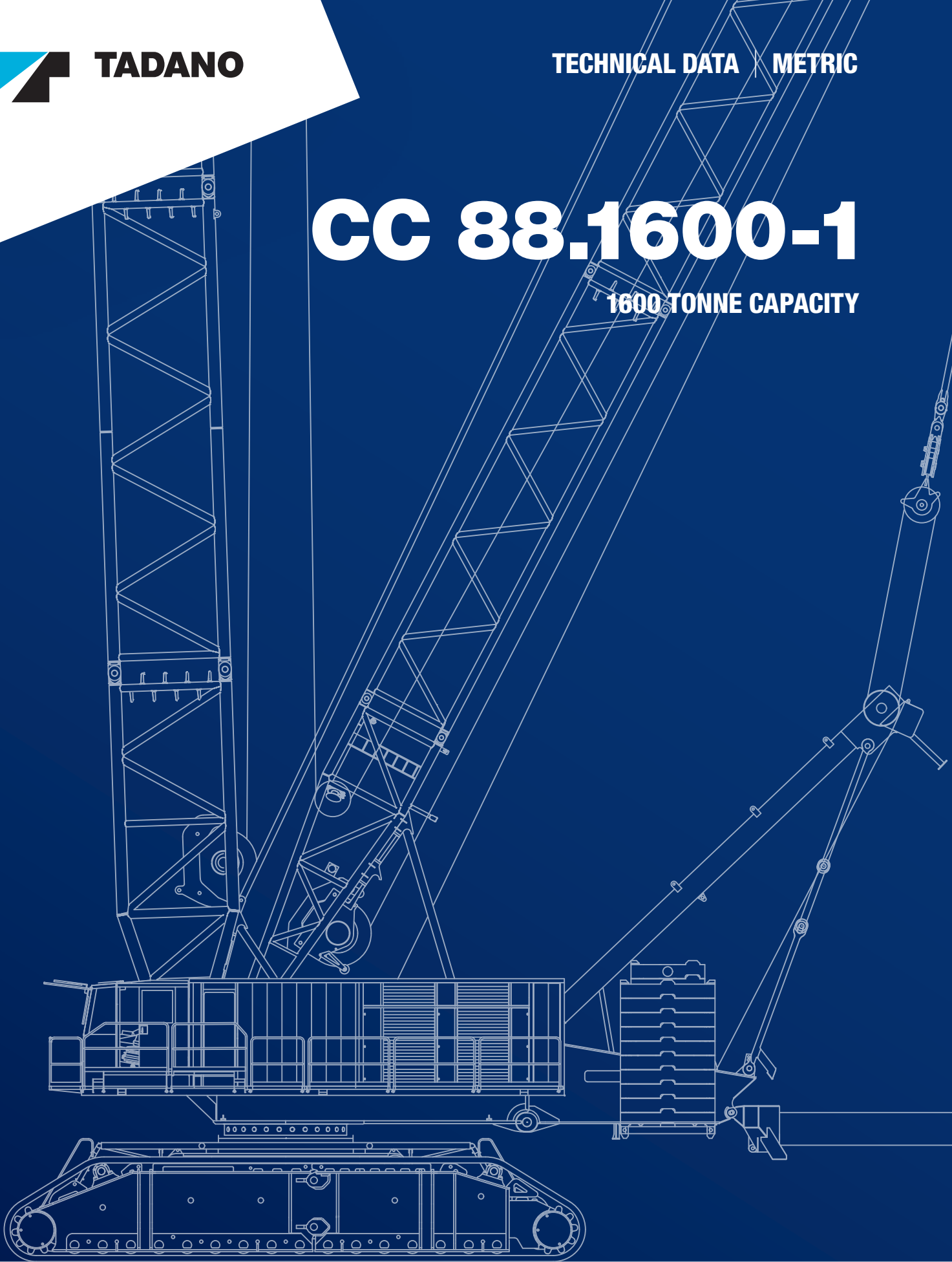


# CC 88.1600-1

1600 TONNE CAPACITY



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
























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# Key

Zeichenerklärung · Légende · Leggenda · Leyenda · Legenda ·  
Условные обозначения

	Track · Spur · Voie · Cingolo · Orugas · Esteira · Колея		Hook block · Unterflasche · Crochet-moufle · Bozzello · Gancho · Moitão · Крюкоблок
	Counterweight + central ballast (ZB) · Gegen- gewicht + Zentralballast (ZB) · Contrepoids + lest central (ZB) · Contrappeso + zavorra centrale (ZB) · Contrapeso + lastre central (ZB) · Contrapeso + lastro central (ZB) · Противовес + центральный балласт (ZB)		Hoist 1 · Hubwerk 1 · Treuil de levage 1 · Agano 1 · Cabrestante 1 · Guincho 1 · механизм подъема 1
	Superlift counterweight · Superlift-Gegengewicht · Contrepoids Superlift · Contrappeso Superlift · Contrapeso Superlift · Contrapeso do Superlift · Противовес суперлифт		Hoist 2 · Hubwerk 2 · Treuil de levage 2 · Agano 2 · Cabrestante 2 · Guincho 2 · механизм подъема 2
	Central ballast · Zentralballast · Lest central · Zavorra centrale · Lastre central · Lastro central · Центральный балласт		Hoist 3 · Hubwerk 3 · Treuil de levage 3 · Agano 3 · Cabrestante 3 · Guincho 3 · механизм подъема 3
	Superlift radius · Superlift-Radius · Rayon Superlift · Sbraccio Superlift · Radio de Superlift · Raio do Superlift · Радиус для оборудования суперлифт		Jib luffing · Wippwerk Hilfsausleger · Variation de volée · Sollevamento del braccio · Abatimiento de plumín · Inclinação da lança auxiliar · Изменение вылета стрелы
	Possible load of hook block · Mögliche Traglast Unterflasche · Charge possible de crochet-moufle · Portata possibile di bozzello · Carga permitida de gancho · Carga possível do moitão · Допустимая нагрузка на крюкоблок		Boom derricking · Wippwerk Hauptausleger · Variation de flèche · Inclinazione del braccio · Descenso de pluma · Inclinação da lança · Подъем стрелы деррик-краном
	Weight of hook block · Gewicht Unterflasche · Poids de crochet-moufle · Peso di bozzello · Peso de gancho · Peso do moitão · Вес крюкоблока		Boom hoist · Einziehwerk · Relevage de flèche · Argano del braccio · Cabrestante de pluma · Guincho da lança · Подъем стрелы
	Load radius · Lastradius · Portée · Raggio di lavoro · Radio de trabajo · Raio de operação · Рабочий радиус		Travel speed · Fahrgeschwindigkeit · Vitesse de déplacement · Velocità di spostamento · Velocidad de desplazamiento · Velocidade de deslocamento · Скорость движения
	Main boom · Hauptausleger · Flèche principale · Braccio principale · Pluma principal · Lança principal · Главная стрела		Working speeds · Arbeitsgeschwindigkeiten · Vitesse opérationnelles · Velocità di lavoro · Velocidades de trabajo · Velocidades de trabalho · Рабочие скорости
	Fly jib · Hilfsausleger · Fléchette · Falcone · Plumín · Lança auxiliar · Стрела с изменяемым вылетом		Slewing · Drehwerk · Orientation · Rotazione · Unidad de giro · Giro · механизм вращения
	Mast · Mast · Mât · Montante · Mástil · Mastro · Мачта		Max. line pull · Max. Seilzug · Traction par câble max. · Tiro singolo max. · Tensión máx. de cable · Tração máx. por cabo · Максимальная грузоподъемность троса
	Main boom angle · Hauptauslegerwinkel · Jarret de flèche principale · Inclinazione braccio base · Ângulo de pluma principal · Ângulo da lança principal · Угол наклона главной стрелы		Rope diameter · Seildurchmesser · Diamètre du câble · Diametro della fune · Diâmetro cable · Diâmetro do cabo · Диаметр троса
	Fly jib angle · Hilfsauslegerwinkel · Jarret de fléchette · Inclinazione falcone · Ângulo de plumín · Ângulo da lança auxiliar · Угол наклона стрелы с изменяемым вылетом		Rope length · Seillänge · Longueur de câble · Lunghezza fune · Longitud cable · Compr. cabo · Длина троса
	Runner · Montagespizze · Potence · Runner · Runner · Ponta de montagem (Runner) · Шкив		Number of lines · Einscherung · Nombre de brins · Numero di rinvii · Número de ramales · Número de cabos · Кратность троса
	Track shoe width · Kettenbreite · Largeur des tuiles · Larghezza cingolo · Ancho de la zapata de la oruga · Largura da sapata da esteira · Ширина звена гусеницы		Number of sheaves · Anzahl Seilrollen · Nombre de poules · Número de poleas · Numero di pulegge · Número de polias · Количество шкивов
			Wind speed in m/s (meter per second) · Wind- geschwindigkeit in m/s · Vitesse du vent en m/s · Velocità del vento in m/s (metri al secondo) · Velocidad del viento en m/s · Velocidade do vento em m/s (metros por segundo) · Скорость ветра в м/сек

# Key

Zeichenerklärung · Légende · Leggenda · Leyenda · Legenda ·  
Условные обозначения



Distance head sheave axle – hook ground · Abstand  
Kopffrollenachse – Hakengrund · Distance entre l'axe de  
la poulie de tête et le fond du crochet · Distanza asse  
puleggia da testa – zona di ancoraggio del gancio ·  
Distancia eje de la polea de cabeza – fondo del gancho ·  
Distância entre o eixo da polia da cabeça e o fundo  
do gancho · Расстояние от оси шкива вершины до  
низа крюка

S: heavy · schwer · lourd · pesante · pesado · pesada ·  
сильный

L: light · leicht · léger · leggera · ligero · leve ·  
слабый

H/HA: Main boom · Hauptausleger · Flèche principale ·  
Braccio principale · Pluma principal · Lança principal ·  
Главная стрела

HI: Luffing jib · Hilfsausleger · Fléchette · Falcone · Plumín ·  
Lança auxiliar · Стрела с изменяемым вылетом

W: Luffing fly jib · Wippbarer Hilfsausleger ·  
Fléchette à volée variable · Falcone a volata variabile ·  
Plumín abatible · Jib de lance variável ·  
Стрела с изменяемым углом вылета и гуськом

F: Fixed fly jib · Starrer Hilfsausleger · Fléchette fixe ·  
Falcone fisso · Plumín fijo · Lança auxiliar fixa ·  
Неподвижная стрела с изменяемым вылетом

SL: Superlift · Superlift · Levage supplémentaire ·  
Superlift · Superlift · Kit Superlift · Суперлифт  
(система для увеличения грузоподъемности)

V: Vessellift · Vessellift · Vessellift · Vessellift · Vessellift ·  
Içamento de embarcação · Подъем судов

SGL: Heavy base length · Schwere Grundlänge ·  
Longueur de base lourde · Lunghezza carro in versione  
pesante · Longitud de base pesada · Comprimento da  
base pesada · Длина тяжелой базы

# Highlights

Max. capacity 1600 t  
Max. load moment 27456 mt  
Max. hook height 231 m  
Superlift radii 19-30 m  
Excellent capacities at the luffing fly jib  
Redundant drivelines  
400 V power supply  
Optional TWIN-Kit for capacities up to 3200 t  
Optional Boom Booster Kit

Max. Tragfähigkeit 1600 t  
Max. Lastmoment 27456 mt  
Max. Hakenhöhe 231 m  
Superliftradien 19-30 m  
Ausgezeichnete Tragfähigkeiten am wippbaren Hilfsausleger  
Redundante Antriebseinheiten  
400 V Stromaggregat  
Optionales TWIN-Kit für Tragfähigkeiten bis 3200 t  
Optionales Boom Booster Kit

Capacité maximale de 1600 t  
Couple de charge max. 27456 tm  
Hauteur du crochet max. de 231 m  
Radius superlift 19-30 m  
Excellentes capacités avec la volée variable  
Double unité d'entraînement  
Groupe électrogène de 400 V  
En option le kit TWIN pour des capacités jusqu'à 3200 t  
En option le kit Boom Booster

Capacità max 1600 t  
Momento di carico massimo 27456 tm  
Altezza gancio max 231 m  
Portata Superlift 19-30 m  
Eccellente capacità del falcone a volata variabile  
Trasmissione ridondante  
Alimentazione 400 V  
TWIN-Kit opzionale per capacità fino a 3200 t  
Boom Booster-Kit opzionale

Máx. capacidad 1600 t  
Momento de carga máx. 27456 tm  
Máx. altura del gancho 231 m  
Radios Superlift 19-30 m  
Excelentes capacidades en el plumín abatible  
Transmisiones redundantes  
Suministro de energía de 400 V  
Kit TWIN opcional para capacidades hasta 3200 t  
Kit Boom Booster opcional

Capacidade máx. de 1600 t  
Momento de carga máx. 27456 toneladas  
Altura do gancho máx. 231 m  
Raios da Superlift 19-30 m  
Excelentes capacidades na lança auxiliar articulada  
Sistemas de tração redundantes  
Fonte de alimentação de 400 V  
Kit de lança dupla opcional para capacidades de até 3200 t  
Kit de Boom Booster opcional

макс. грузоподъемностью 1600 т  
Макс. момент нагрузки 27456 мт  
Макс. высота подъема крюка 231 м  
Радиус системы суперлифт 19-30 м  
Отличная грузоподъемность гуська с механизмом подъема  
Резервные линии привода  
Питание 400 В  
Дополнительный комплект TWIN-Kit для мощностей до 3200 т  
Дополнительный комплект Boom Booster-Kit

# SPECIFICATIONS

TECHNISCHE DATEN

CARACTÉRISTIQUES

DATI TECNICI

DATOS TÉCNICOS

ESPECIFICAÇÕES

ТЕХНИЧЕСКИЕ ХАРАКТЕРИСТИКИ



# Specifications

Technische Daten · Caractéristiques · Dati tecnici ·

Datos técnicos · Especificações · Технические характеристики

Working speeds (infinitely variable) · Arbeitsgeschwindigkeiten (stufenlos regelbar) · Vitesses de travail (réglables sans paliers) · Rapporti di lavoro (a regolazione continua) · Velocidades de trabajo (progresión continua) · Velocidades de trabalho (infinitamente variáveis) · Рабочие скорости (с бесступенчатой регулировкой)

				
	max. 120 m/min	352 kN	40 mm	1540 m
	max. 120 m/min	352 kN	40 mm	1540 m
	max. 90 m/min	352 kN	40 mm	760 m
	max. 120 m/min		40 mm	
	max. 40 m/min		40 mm	
	max. 105 m/min		40 mm	
	0-0,6 rpm			
	max. 0,8 km/h			

<sup>1)</sup> top layer · oberste Lage · couches supérieure · avvolgimento superiore · capa superior · camada superior · верхний слой









# Specifications















Technische Daten · Caractéristiques · Dati tecnici ·

Datos técnicos · Especificações · Технические характеристики

Hook block system · Unterflaschensystem · Système de crochet-moufle · Sistema per bozzello · Sistema de bloque de gancho · Sistema de moitão · Система крюкоблока

					
2 x 800	1600 t 800 t 800 t 495 t	2 x 13 2 x 7 1 x 13 1 x 7	2 x 26 2 x 12 2 x 12 1 x 14	44 t 28 t / 18 t 28 t / 18 t 22 t / 8,5 t	8,70 m 6,50 m 6,20 m 6,50 m
2 x 675	1350 t 675 t 675 t 370 t	2 x 10 2 x 5 1 x 10 1 x 5	2 x 21 2 x 11 1 x 21 1 x 11	40 t / 21 t 16 t / 12,5 t 16 t / 12,5 t 14,5 t / 8 t	8,50 m 6,00 m 6,00 m 6,00 m
2 x 200	400 t	2 x 3	2 x 6	20 t / 10 t	6,20 m
100	100 t	1 x 1	1 x 3	7,7 t / 3,7 t	4,50 m

Number of lines · Einscherung · Nombre de brins · Numero di rinvii · Número de ramales · Número de cabos · Кратность троса

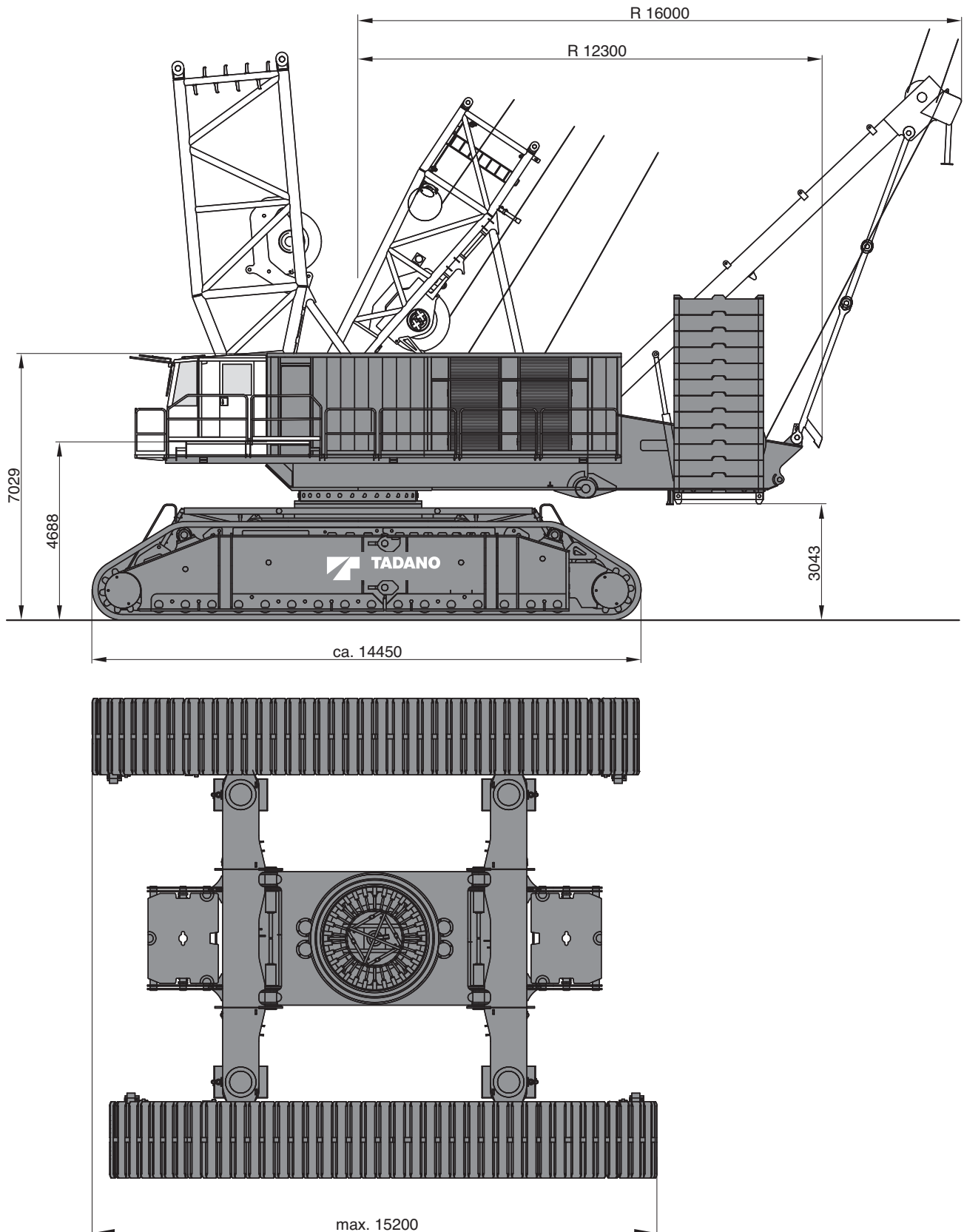
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	
	35	70	105	139	174	207	241	274	307	339	371	403	435	466	497	527	557	587	617	646	675	704	733	761	789	
 1 x 100 t		X	X																							
 1 x 370 t			X	X	X	X	X	X	X	X	X															
 1 x 495 t			X	X	X	X	X	X	X	X	X	X	X	X	X											
 1 x 675 t				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X					
 1 x 800 t				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	2 x 1	2 x 2	2 x 3	2 x 4	2 x 5	2 x 6	2 x 7	2 x 8	2 x 9	2 x 10	2 x 11	2 x 12	2 x 13	2 x 14	2 x 15	2 x 16	2 x 17	2 x 18	2 x 19	2 x 20	2 x 21	2 x 22	2 x 23	2 x 24	2 x 25	2 x 26
			210	278	348	414	482	548	614	678	742	806	870	932	994	1054	1114	1174	1234	1292	1350	1408	1466	1522	1578	1600
 2 x 200 t			X	X	X	X																				
 2 x 340 t				X	X	X	X	X	X	X																
 2 x 400 t				X	X	X	X	X	X	X	X	X														
 2 x 675 t				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X					
 2 x 800 t				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

# Specifications

Technische Daten · Características · Dati tecnici ·

Datos técnicos · Especificações · Технические характеристики

Basic crane dimensions · Hauptabmessungen · Dimensions de la grue de base · Dimensioni di base della gru ·  
Dimensiones básicas de la grúa · Dimensões do guindaste básico · Базовые габариты крана

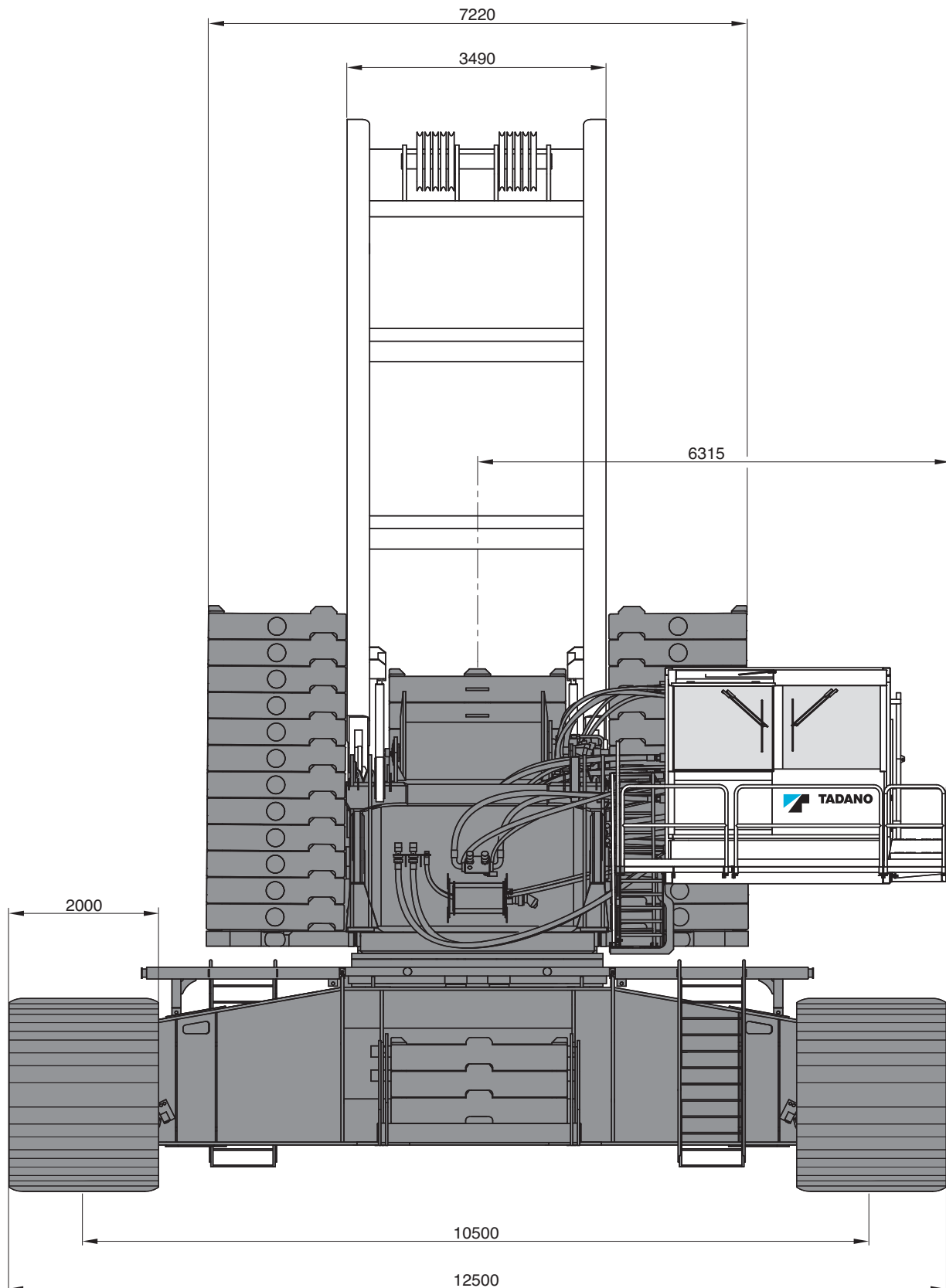


# Specifications

Technische Daten · Caractéristiques · Dati tecnici ·

Datos técnicos · Especificações · Технические характеристики

Basic crane dimensions · Hauptabmessungen · Dimensions de la grue de base · Dimensioni di base della gru ·  
Dimensiones básicas de la grúa · Dimensões do guindaste básico · Базовые габариты крана



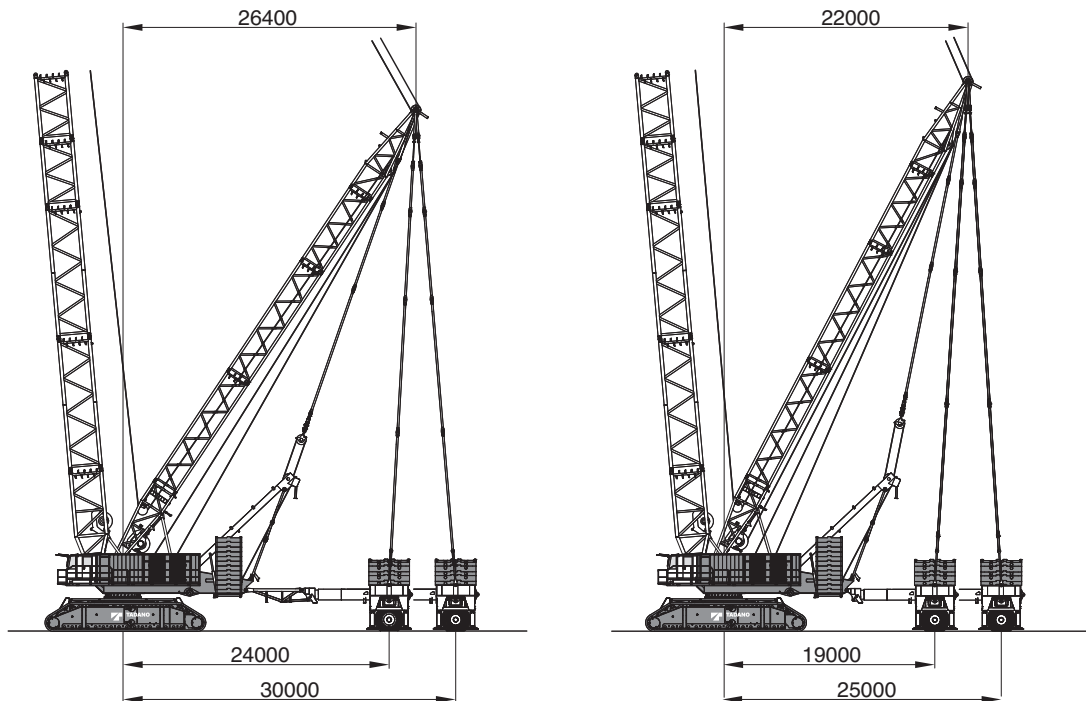
# Specifications

Technische Daten · Características · Dati tecnici ·

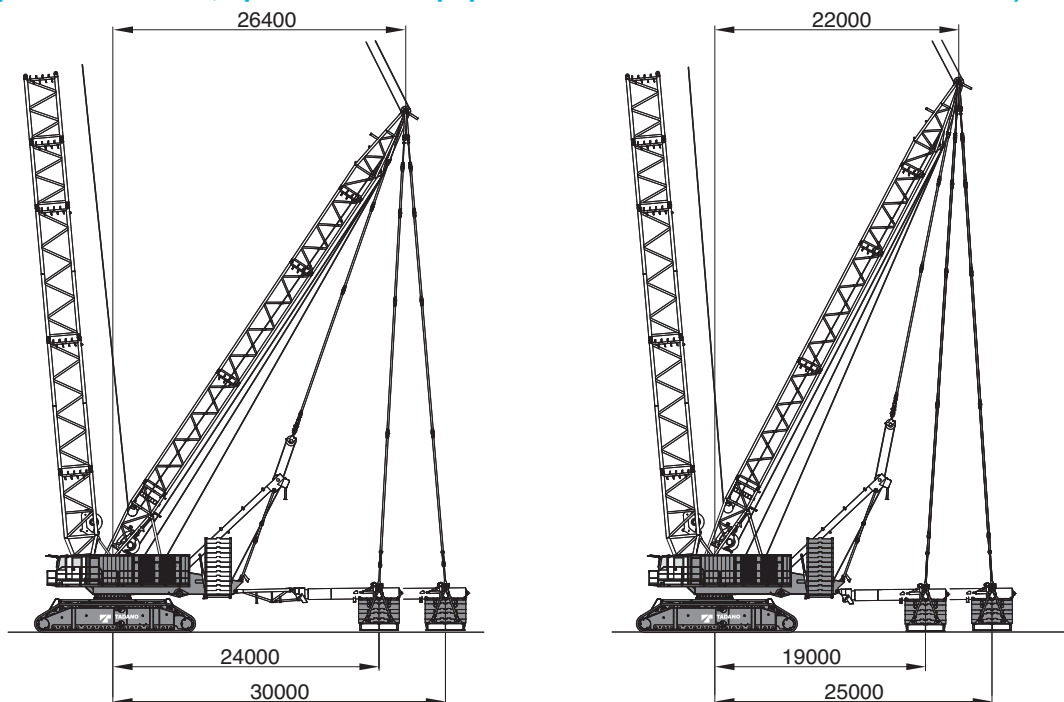
Datos técnicos · Especificações · Технические характеристики

Superlift Configurations · Superlift-Konfigurationen · Combinaisons Superlift · Configurazioni Superlift · Configuraciones Superlift · Configurações do Superlift · Варианты конфигурации суперлифт

Tele-SL (Standard · Standard · De série · Di serie · Estándar · Padrão · стандартная комплектация)\*



Tele-SL (Wagon, optional · Wagen, optional · Wagon, en option · Supporto, opzionale · Carro, opcional · Veículo, opcional · платформа в качестве дополнительной опции)\*\*



\* Standard 640 t (optional 800 t) · Standard 640 t (optional 800 t) · De série en 640 t (en option en 800 t) · Standard 640 t (opzionale 800 t) · Estándar 640 t (opcional 800 t) · Padrão 640 t (opcional 800 t) · стандартная комплектация 640 т (в качестве дополнительной опции 800 т)

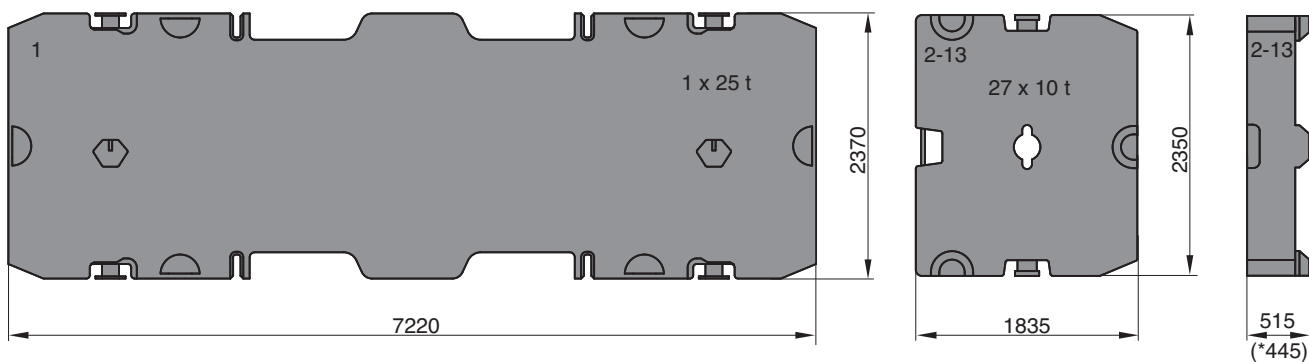
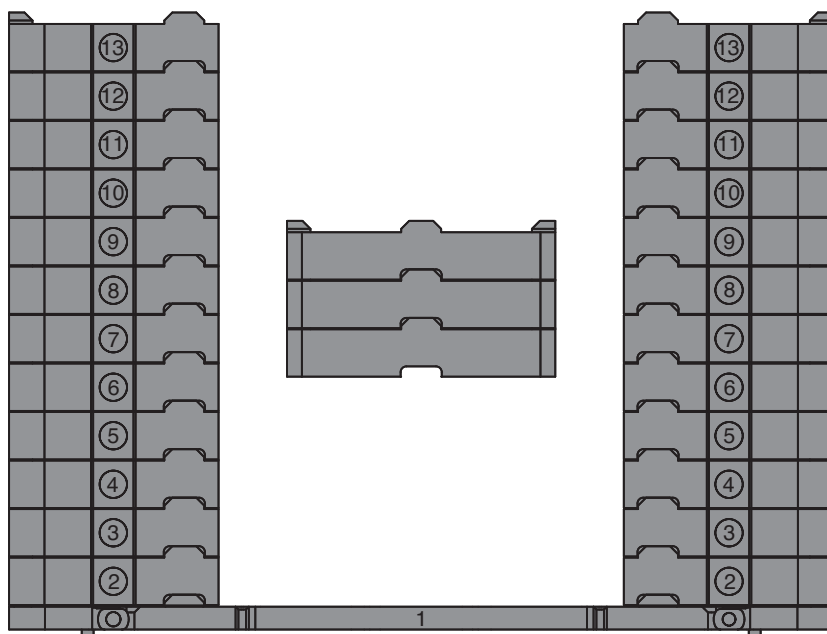
\*\* Wagon operates with 640 t (lifting with 800 t possible) · Wagen verfährt mit 640 t (Heben mit 800 t möglich) · Wagon opérationnel en 640 t (levage possible en 800 t) · Il supporto è adatto all'uso con contrappeso di 640 t (consente sollevamenti fino a 800 t) · Carro opera con 640 t (elevación con 800 t posible) · O veículo trabalha com 640 t (içamento com 800 t possível) · платформа работает с 640 т (подъем с 800 т возможен)

# Specifications

Technische Daten · Características · Dati tecnici ·

Datos técnicos · Especificações · Технические характеристики

Counterweight · Gegengewicht · Contrepoids · Contrappeso · Contrapeso · Contrapeso ·  
противовес

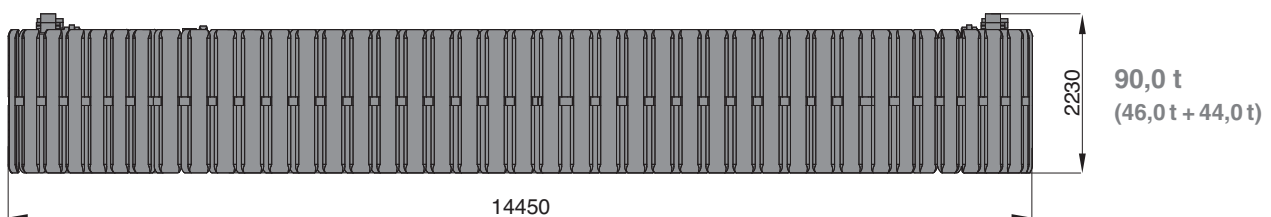
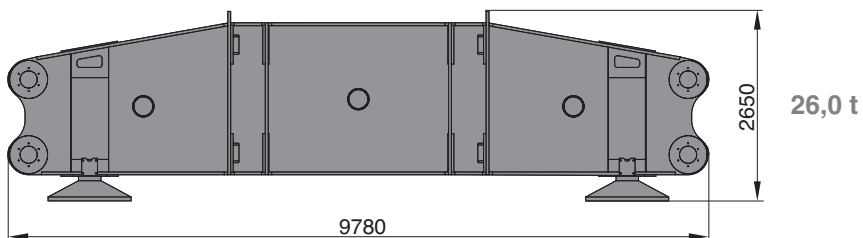
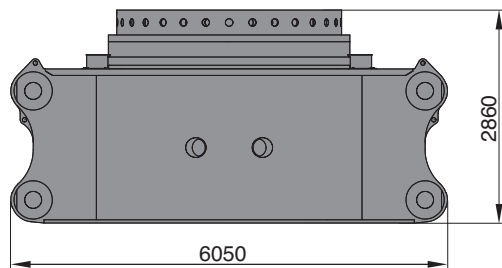
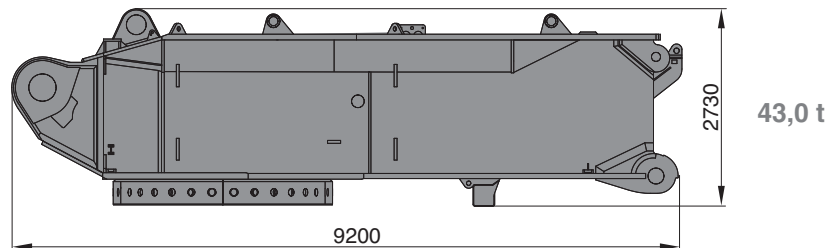
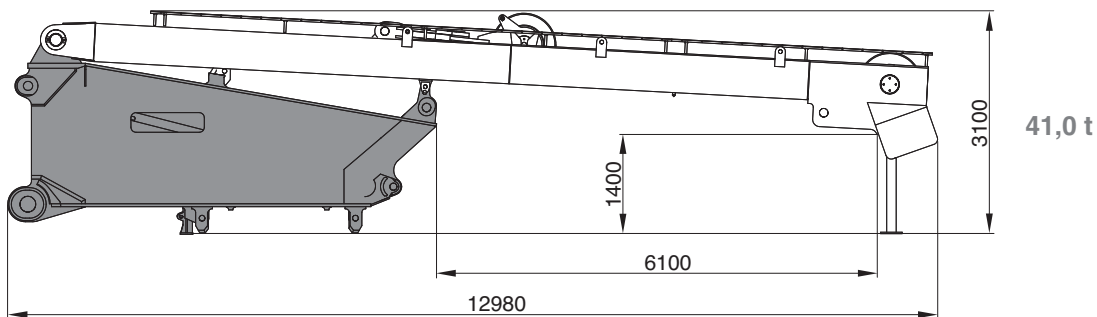
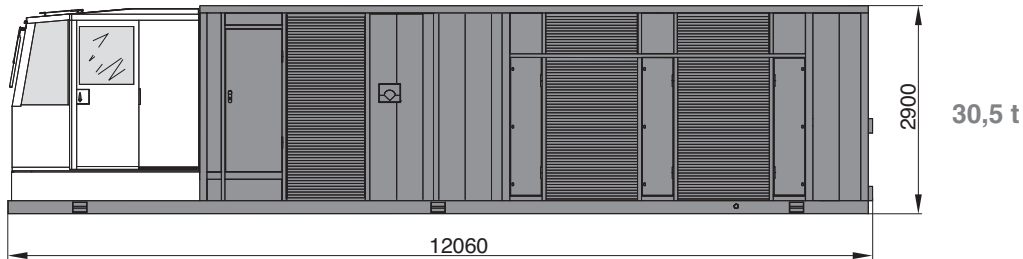


\* Option · Option · En option · Opzione · Opcion · Opcional · Опция

# Specifications

Technische Daten · Caractéristiques · Dati tecnici ·  
 Datos técnicos · Especificações · Технические характеристики

Transportation · Transport · Transport · Trasporto · Transporte · Transporte ·  
 Транспортировка

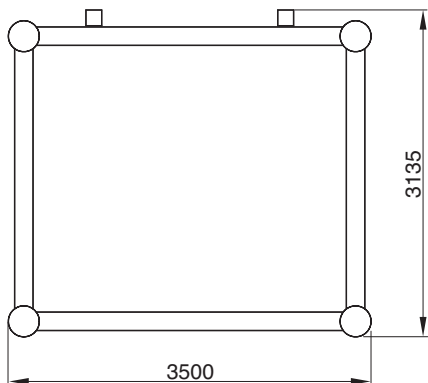


# Specifications

Technische Daten · Caractéristiques · Dati tecnici ·  
 Datos técnicos · Especificações · Технические характеристики

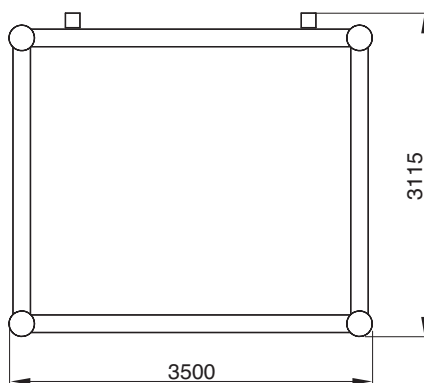
Transportation · Transport · Transport · Trasporto · Transporte · Transporte ·  
 Транспортировка

## Main Boom (HA)



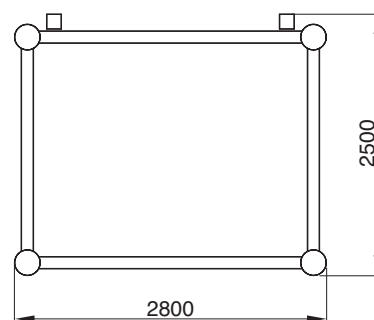
Тип 3227

## Jib (H1)



Тип 3227

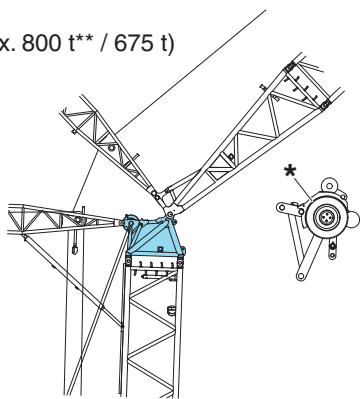
## Superlift (MA)



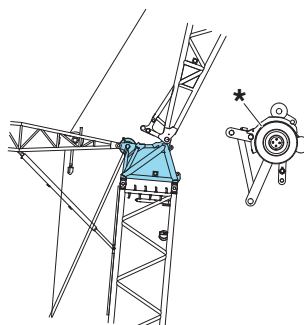
Тип 2621

Boom heads · Auslegerköpfe · Têtes de flèche · Cabezas de pluma · Teste del braccio · Cabeças de lança ·  
 Головки стрелы

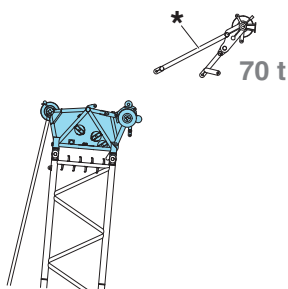
### A (max. 800 t\*\* / 675 t)



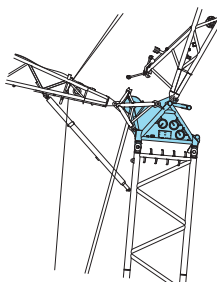
### A1



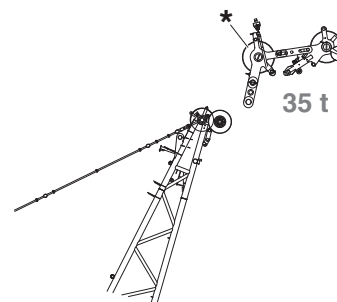
### B (max. 1600 t\*\* / 1350 t)



### B1



### C (max. 400 t)



\* Attachable · Anbaubar · Amovible · Montabile · Acoplable · Adaptável · Приставн

\*\* Option · Option · En option · Opzione · Orcion · Orcional · Опция

# Specifications

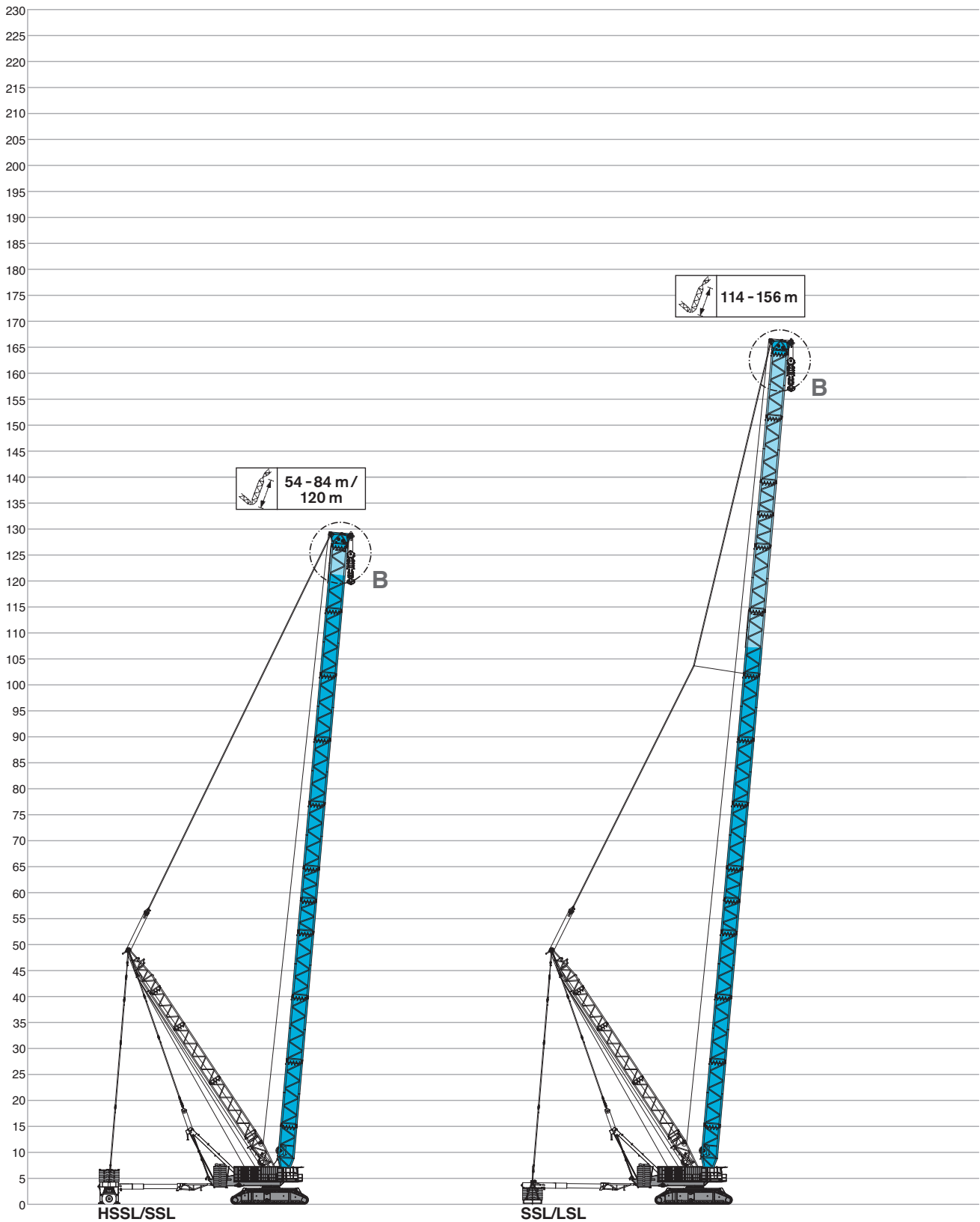
Technische Daten · Caractéristiques · Dati tecnici ·

Datos técnicos · Especificações · Технические характеристики

Boom Combinations · Ausleger-Kombinationen · Combinaisons de flèche · Combinazioni braccio ·  
Combinaciones de pluma · Combinações de lanças · Комбинации стрелы

Typ 3227

Typ 3227





# Specifications

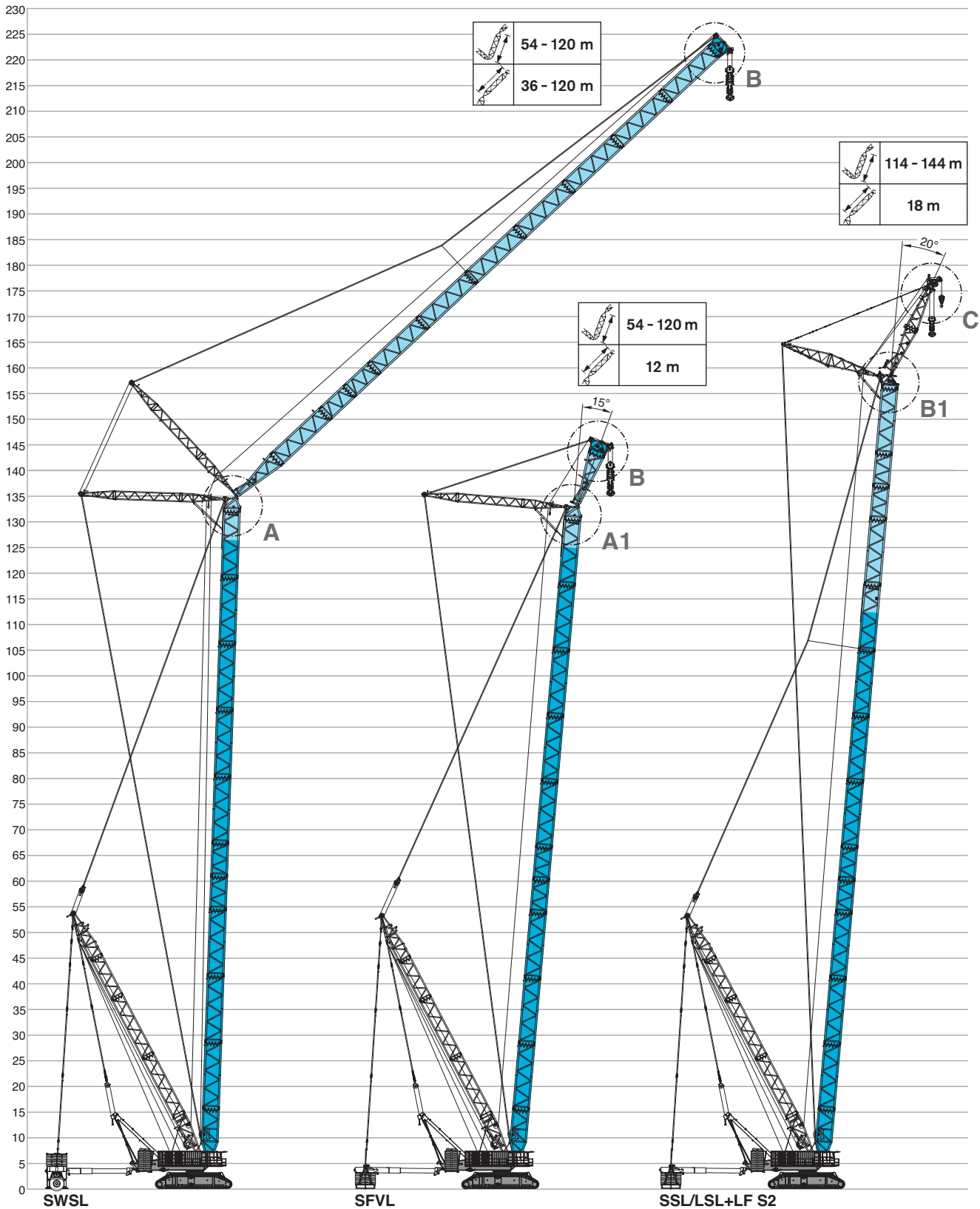
Technische Daten · Características · Dati tecnici ·

Datos técnicos · Especificações · Технические характеристики

Boom Combinations · Ausleger-Kombinationen · Combinaisons de flèche · Combinazioni braccio ·  
Combinaciones de pluma · Combinações de lanças · Комбинации стрелы

Typ 3227

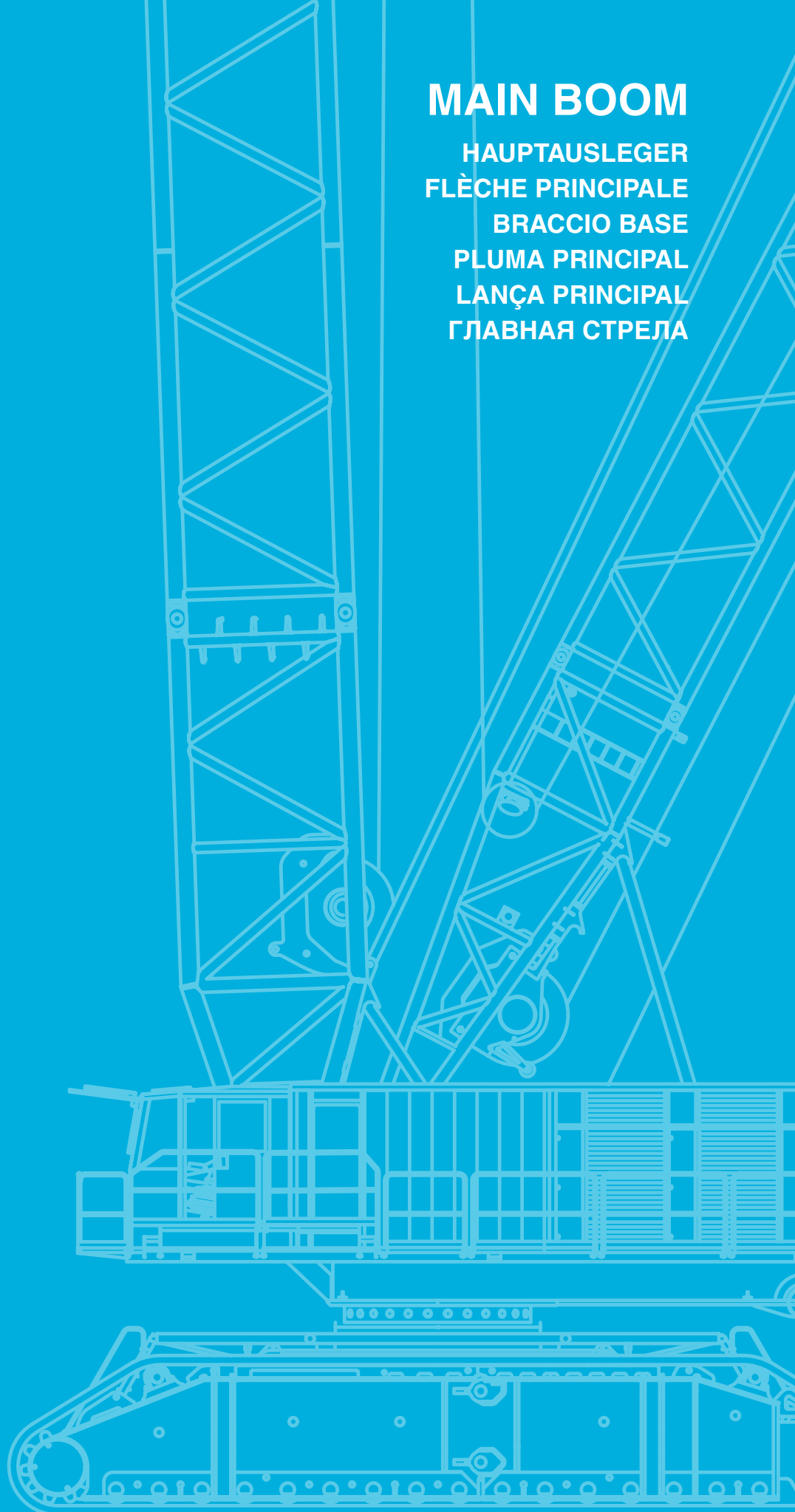
Typ 3227





# MAIN BOOM

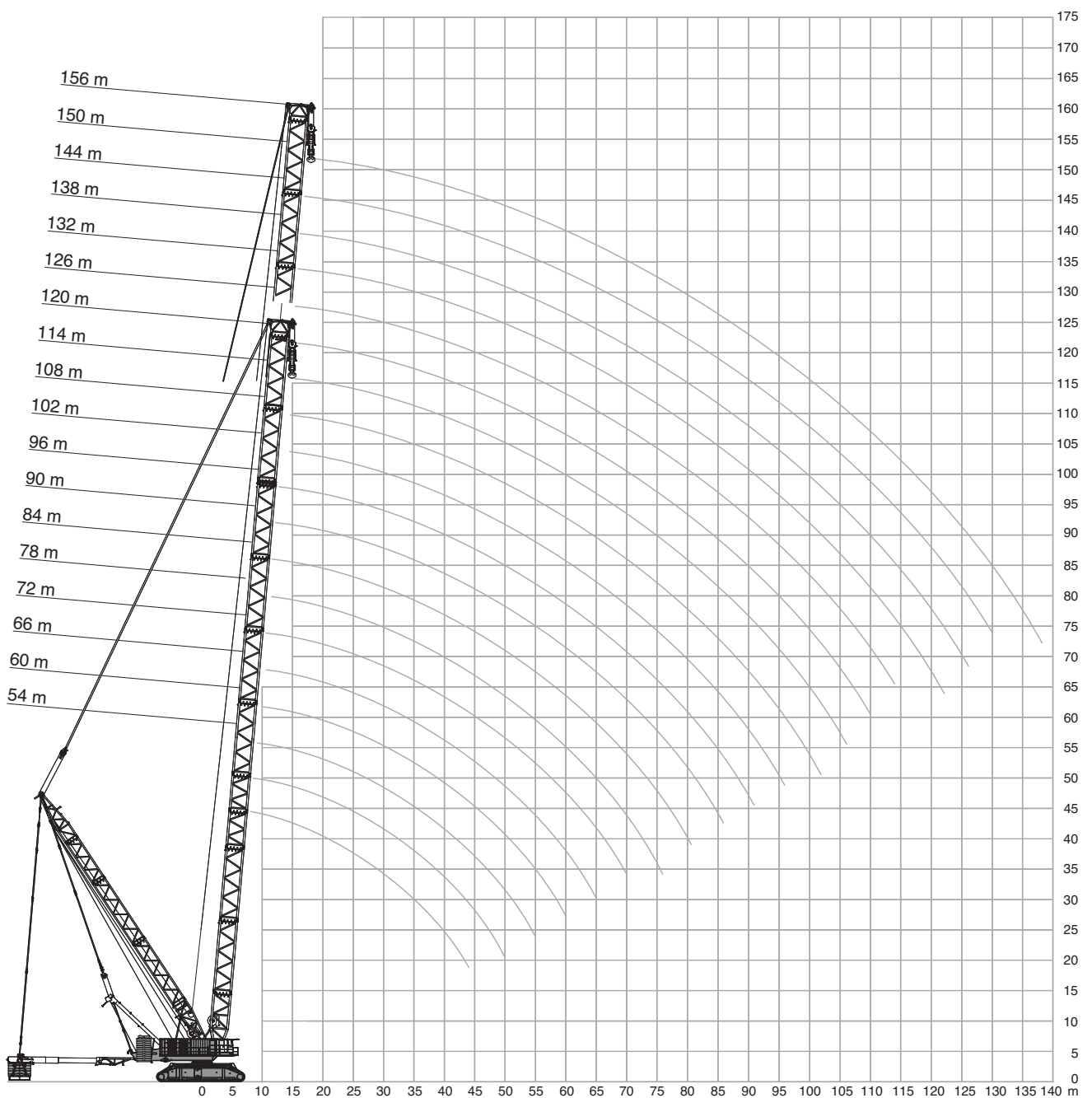
HAUPTAUSLEGER  
FLÈCHE PRINCIPALE  
BRACCIO BASE  
PLUMA PRINCIPAL  
LANÇA PRINCIPAL  
ГЛАВНАЯ СТРЕЛА



# Operation

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

# SSL, HSSL, SSL/LSL



# Operation

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

# SSL, HSSL

295 t + 60 t    19-30 m    10,5 m    9.8 m/s    360°    EN13000

		54 m			60 m			66 m				
		0 t	0-640 t	800 t	0 t	0-640 t	800 t	0 t	0-640 t	800 t		
m	t	t	t	t	t	t	t	t	t	t	m	
10	846,0	1600,0	1600,0	799,0	1555,0	1555,0	-	-	-	-	10	
11	766,5	1581,0	1581,0	726,5	1553,0	1553,0	684,0	1405,0	1405,0	-	11	
12	687,0	1562,0	1562,0	654,0	1553,0	1553,0	623,0	1405,0	1405,0	-	12	
14	576,0	1487,0	1487,0	551,0	1478,0	1478,0	527,0	1383,0	1383,0	-	14	
16	494,0	1419,0	1419,0	474,0	1410,0	1410,0	455,0	1383,0	1383,0	-	16	
18	431,0	1309,0	1356,0	414,0	1302,0	1347,0	398,0	1290,0	1330,0	-	18	
20	379,0	1192,0	1304,0	367,0	1185,0	1295,0	353,0	1178,0	1274,0	-	20	
22	327,0	1085,0	1248,0	323,0	1079,0	1241,0	315,0	1073,0	1219,0	-	22	
24	286,0	992,0	1117,0	282,0	986,0	1135,0	278,0	980,0	1129,0	-	24	
26	253,0	913,0	1003,0	249,0	907,0	1045,0	245,0	901,0	1039,0	-	26	
28	226,0	845,0	906,0	222,0	839,0	953,0	218,0	833,0	961,0	-	28	
30	203,0	785,0	823,0	199,0	779,0	869,0	195,0	774,0	894,0	-	30	
34	168,0	687,0	699,0	163,0	682,0	730,0	159,0	676,0	760,0	-	34	
38	141,0	580,0	602,0	136,0	604,0	621,0	132,0	599,0	650,0	-	38	
42	121,0	491,0	512,0	116,0	532,0	551,0	111,0	536,0	562,0	-	42	
45	109,0	448,2	455,0	103,6	475,7	495,5	98,2	497,0	506,5	-	45	
46	105,0	436,0	436,0	99,5	457,0	477,0	94,0	484,0	493,0	-	46	
50	92,0	367,0	367,0	86,0	392,0	412,0	80,0	424,0	442,0	-	50	
54	-	-	-	75,0	353,0	353,0	68,5	369,0	387,0	-	54	
55	-	-	-	73,0	339,0	339,0	66,2	356,2	374,2	-	55	
58	-	-	-	-	-	-	59,5	324,0	336,0	-	58	
60	-	-	-	-	-	-	55,5	312,0	312,0	-	60	

		72 m			78 m			84 m			90 m				
		0 t	0-640 t	800 t	0 t	0-640 t	800 t	0 t	0-640 t	800 t	0 t	0-640 t	800 t		
m	t	t	t	t	t	t	t	t	t	t	t	t	t	m	
11	651,0	1238,0	1238,0	-	-	-	-	-	-	-	-	-	-	11	
12	594,0	1238,0	1238,0	568,0	1098,0	1098,0	543,0	976,0	976,0	-	-	-	-	12	
13	549,5	1238,0	1238,0	526,0	1098,0	1098,0	503,0	976,0	976,0	479,0	867,0	867,0	-	13	
14	505,0	1238,0	1238,0	484,0	1098,0	1098,0	463,0	976,0	976,0	445,0	867,0	867,0	-	14	
16	436,0	1238,0	1238,0	419,0	1098,0	1098,0	402,0	976,0	976,0	387,0	867,0	867,0	-	16	
18	383,0	1204,0	1231,0	368,0	1098,0	1098,0	353,0	976,0	976,0	340,0	867,0	867,0	-	18	
20	339,0	1168,0	1171,0	326,0	1060,0	1078,0	314,0	973,0	973,0	302,0	867,0	867,0	-	20	
22	303,0	1069,0	1133,0	292,0	1038,0	1049,0	281,0	940,0	954,0	270,0	858,0	858,0	-	22	
24	273,0	976,0	1097,0	263,0	973,0	1016,0	253,0	927,0	935,0	244,0	846,0	846,0	-	24	
26	242,0	897,0	1035,0	239,0	893,0	991,0	229,0	888,0	913,0	220,0	829,0	834,0	-	26	
28	215,0	829,0	957,0	213,0	825,0	950,0	208,0	820,0	893,0	200,0	818,0	822,0	-	28	
30	192,0	770,0	889,0	190,0	766,0	886,0	187,0	761,0	859,0	183,0	759,0	802,0	-	30	
34	156,0	672,0	778,0	154,0	668,0	774,0	150,0	663,0	769,0	149,0	661,0	748,0	-	34	
38	129,0	594,0	671,0	126,0	591,0	683,0	123,0	586,0	681,0	121,0	583,0	679,0	-	38	
42	108,0	532,0	583,0	104,0	528,0	597,0	100,0	523,0	603,0	98,5	521,0	606,0	-	42	
46	90,0	479,0	510,0	87,0	476,0	526,0	82,5	471,0	533,0	80,5	468,0	538,0	-	46	
50	76,0	435,0	448,0	72,0	431,0	465,0	68,0	426,0	474,0	65,5	423,0	481,0	-	50	
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58	54,5	346,0	362,0	50,5	361,0	371,0	45,8	355,0	377,0	43,2	353,0	387,0	-	58	
62	46,8	302,0	318,0	42,3	324,0	338,0	37,3	327,0	337,0	34,6	324,0	348,0	-	62	
65	41,9	278,0	287,0	37,1	294,7	309,5	31,9	307,5	318,2	29,0	306,0	321,7	-	65	
66	-	-	-	35,4	285,0	300,0	30,2	301,0	312,0	27,2	300,0	313,0	-	66	
70	-	-	-	29,8	249,0	264,0	24,2	267,0	281,0	20,9	278,0	287,0	-	70	
74	-	-	-	-	-	-	19,2	236,0	250,0	15,5	252,0	264,0	-	74	
76	-	-	-	-	-	-	17,0	220,0	234,0	13,2	238,0	250,0	-	76	
78	-	-	-	-	-	-	-	-	-	11,0	224,0	236,0	-	78	
79	-	-	-	-	-	-	-	-	-	10,0	217,0	229,3	-	79	
81	-	-	-	-	-	-	-	-	-	-	203,0	216,0	-	81	

0 t    340 t    440 t    540 t    640 t    800 t

# Operation

SSL, HSSL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

295 t + 60 t		19-30 m			10,5 m			9.8 m/s			360° EN13000	
96 m		102 m			108 m							
0 t		0-640 t		800 t		0 t		0-640 t		800 t		
m	t	t	t	t	t	t	t	t	t	t	m	
13	459,0	775,0	775,0	-	-	-	-	-	-	-	13	
14	426,0	775,0	775,0	409,0	695,0	695,0	392,0	625,0	625,0	625,0	14	
16	371,0	775,0	775,0	357,0	695,0	695,0	342,0	625,0	625,0	625,0	16	
18	327,0	775,0	775,0	314,0	695,0	695,0	302,0	625,0	625,0	625,0	18	
20	290,0	775,0	775,0	279,0	695,0	695,0	268,0	625,0	625,0	625,0	20	
22	260,0	774,0	774,0	250,0	695,0	695,0	240,0	625,0	625,0	625,0	22	
24	234,0	766,0	766,0	225,0	692,0	692,0	215,0	624,0	624,0	624,0	24	
26	212,0	759,0	759,0	203,0	687,0	687,0	194,0	621,0	621,0	621,0	26	
28	192,0	747,0	751,0	184,0	683,0	683,0	176,0	617,0	617,0	617,0	28	
30	175,0	743,0	743,0	168,0	674,0	678,0	160,0	613,0	613,0	613,0	30	
34	146,0	657,0	701,0	140,0	653,0	661,0	133,0	600,0	605,0	605,0	34	
38	118,0	579,0	656,0	115,0	576,0	616,0	111,0	569,0	577,0	577,0	38	
42	95,0	516,0	603,0	92,0	513,0	579,0	90,0	510,0	539,0	539,0	42	
46	77,0	464,0	537,0	73,5	461,0	534,0	71,5	458,0	508,0	508,0	46	
50	62,0	419,0	481,0	58,5	416,0	480,0	56,5	413,0	477,0	477,0	50	
54	49,7	381,0	433,0	46,5	378,0	433,0	44,3	375,0	432,0	432,0	54	
58	39,4	348,0	390,0	36,1	345,0	392,0	33,8	342,0	392,0	392,0	58	
62	30,6	320,0	353,0	27,2	316,0	355,0	24,8	314,0	357,0	357,0	62	
66	23,1	295,0	319,0	19,6	292,0	323,0	17,0	289,0	325,0	325,0	66	
70	16,6	274,0	288,0	13,0	270,0	293,0	10,3	267,0	297,0	297,0	70	
72	13,8	264,0	274,0	10,1	260,0	279,5	-	257,0	283,5	283,5	72	
74	11,1	254,0	262,0	-	250,0	266,0	-	247,0	270,0	270,0	74	
78	-	234,0	245,0	-	233,0	241,0	-	230,0	247,0	247,0	78	
82	-	209,0	221,0	-	218,0	225,0	-	214,0	224,0	224,0	82	
86	-	185,0	197,0	-	196,0	206,0	-	200,0	207,0	207,0	86	
90	-	-	-	-	175,0	186,0	-	183,0	192,0	192,0	90	
91	-	-	-	-	169,0	180,0	-	178,2	187,5	187,5	91	
94	-	-	-	-	-	-	-	164,0	174,0	174,0	94	
96	-	-	-	-	-	-	-	154,0	165,0	165,0	96	

	0 t	340 t	440 t	540 t	640 t	800 t
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# Operation

SSL, HSSL

Einsatz · Utilisation · Funzionamento · Uso ·  
 Operação · Эксплуатация





295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000	
114 m		120 m									
0 t		0-640 t		800 t		0 t		0-640 t		800 t	
m	t	t	t	t	t	t	t	t	t	m	t
15	351,0	550,0	552,0	336,0	495,0	496,0				15	
16	329,0	550,0	552,0	315,0	495,0	496,0				16	
18	290,0	550,0	552,0	278,0	495,0	496,0				18	
20	258,0	550,0	552,0	247,0	495,0	496,0				20	
22	230,0	550,0	552,0	220,0	495,0	496,0				22	
24	207,0	550,0	552,0	197,0	495,0	496,0				24	
26	186,0	550,0	552,0	178,0	495,0	496,0				26	
28	168,0	550,0	552,0	160,0	494,0	495,0				28	
30	153,0	550,0	552,0	145,0	493,0	495,0				30	
34	126,0	548,0	549,0	119,0	492,0	493,0				34	
38	105,0	516,0	529,0	98,5	480,0	481,0				38	
42	86,0	487,0	503,0	81,0	453,0	465,0				42	
46	67,5	452,0	484,0	64,5	430,0	444,0				46	
50	52,5	409,0	466,0	49,7	401,0	430,0				50	
54	40,3	371,0	426,0	37,1	367,0	415,0				54	
58	29,7	338,0	387,0	26,4	334,0	383,0				58	
60	25,1	323,5	370,0	21,7	319,0	366,0				60	
62	20,6	309,0	353,0	-	306,0	349,0				62	
66	-	284,0	323,0	-	281,0	320,0				66	
70	-	262,0	295,0	-	259,0	293,0				70	
74	-	243,0	270,0	-	239,0	269,0				74	
78	-	225,0	247,0	-	221,0	247,0				78	
82	-	210,0	226,0	-	206,0	226,0				82	
86	-	196,0	206,0	-	192,0	207,0				86	
90	-	183,0	190,0	-	179,0	189,0				90	
94	-	169,0	177,0	-	167,0	173,0				94	
98	-	152,0	161,0	-	156,0	163,0				98	
102	-	135,0	145,0	-	140,0	149,0				102	
106	-	-	-	-	125,0	134,0				106	
107	-	-	-	-	121,0	130,0				107	

0 t 340 t 440 t 540 t 640 t 800 t

# Operation

SSL/LSL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

 295 t +  60 t  19-30 m  10,5 m  9.8 m/s               360°               EN13000													
114 m				120 m			126 m			132 m			
0 t				0-640 t			800 t			0 t			
0 t				0-640 t			800 t			0 t			
m	t	t	t	t	t	t	t	t	t	t	t	t	m
16	333,0	562,0	566,0	321,0	506,0	508,0	311,0	457,0	458,0	300,0	410,0	411,0	16
18	295,0	562,0	566,0	284,0	506,0	508,0	276,0	457,0	458,0	266,0	410,0	411,0	18
20	263,0	562,0	566,0	252,0	506,0	508,0	246,0	457,0	458,0	237,0	410,0	411,0	20
22	235,0	562,0	566,0	226,0	506,0	508,0	220,0	456,0	457,0	212,0	410,0	411,0	22
24	212,0	562,0	566,0	203,0	506,0	508,0	198,0	456,0	457,0	191,0	410,0	411,0	24
26	191,0	561,0	566,0	184,0	506,0	508,0	179,0	456,0	457,0	173,0	410,0	411,0	26
28	174,0	559,0	562,0	166,0	504,0	506,0	162,0	453,0	453,0	156,0	410,0	409,0	28
30	158,0	556,0	554,0	151,0	501,0	500,0	147,0	447,0	446,0	142,0	410,0	407,0	30
34	131,0	552,0	539,0	125,0	495,0	490,0	122,0	435,0	431,0	117,0	409,0	403,0	34
38	110,0	529,0	524,0	104,0	489,0	480,0	102,0	423,0	417,0	97,5	408,0	398,0	38
42	91,0	504,0	509,0	87,0	458,0	469,0	85,0	405,0	403,0	80,5	403,0	394,0	42
46	72,5	459,0	486,0	70,5	438,0	456,0	70,5	388,0	391,0	66,5	388,0	390,0	46
50	57,5	415,0	460,0	55,0	412,0	430,0	56,0	370,0	375,0	54,5	365,0	383,0	50
54	45,2	376,0	432,0	42,8	374,0	409,0	43,5	352,0	357,0	42,4	352,0	368,0	54
58	34,6	343,0	393,0	32,1	341,0	387,0	32,8	334,0	338,0	31,7	339,0	349,0	58
62	25,6	315,0	359,0	23,0	312,0	357,0	23,7	312,0	320,0	22,5	311,0	334,0	62
66	17,8	290,0	329,0	15,2	287,0	328,0	15,8	287,0	302,0	14,6	286,0	319,0	66
70	11,1	268,0	301,0	-	265,0	301,0	-	265,0	284,0	-	264,0	300,0	70
74	-	248,0	276,0	-	245,0	277,0	-	245,0	269,0	-	244,0	277,0	74
78	-	231,0	253,0	-	228,0	255,0	-	228,0	254,0	-	226,0	256,0	78
82	-	215,0	232,0	-	212,0	234,0	-	212,0	237,0	-	210,0	237,0	82
86	-	201,0	212,0	-	198,0	215,0	-	198,0	219,0	-	196,0	219,0	86
90	-	188,0	195,0	-	185,0	197,0	-	185,0	202,0	-	183,0	202,0	90
94	-	175,0	183,0	-	173,0	180,0	-	173,0	186,0	-	171,0	187,0	94
98	-	158,0	167,0	-	163,0	170,0	-	162,0	170,0	-	160,0	172,0	98
102	-	141,0	151,0	-	147,0	156,0	-	153,0	159,0	-	151,0	158,0	102
106	-	-	-	-	132,0	142,0	-	140,0	149,0	-	141,0	147,0	106
110	-	-	-	-	-	-	-	126,0	135,0	-	131,0	138,0	110
114	-	-	-	-	-	-	-	-	-	-	119,0	126,0	114

	0 t	340 t	440 t	540 t	640 t	800 t
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# Operation

SSL/LSL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

295 t + 60 t		19-30 m			10,5 m			9.8 m/s			360°		EN13000			
138 m		144 m			150 m			156 m								
0 t		0-640 t			800 t			0 t			0-640 t			800 t		
m	t	t	t	t	t	t	t	t	t	t	t	t	t	m		
18	258,0	369,0	371,0	248,0	331,0	332,0	243,0	299,0	299,0	234,0	268,0	268,0	18			
20	230,0	369,0	371,0	221,0	331,0	332,0	217,0	299,0	299,0	209,0	268,0	268,0	20			
22	206,0	369,0	371,0	198,0	331,0	332,0	195,0	299,0	299,0	187,0	268,0	268,0	22			
24	185,0	369,0	371,0	179,0	331,0	332,0	175,0	299,0	299,0	169,0	268,0	268,0	24			
26	167,0	369,0	371,0	161,0	331,0	332,0	158,0	299,0	299,0	152,0	267,0	268,0	26			
28	151,0	369,0	371,0	145,0	331,0	332,0	143,0	299,0	299,0	137,0	267,0	268,0	28			
30	137,0	369,0	371,0	132,0	331,0	332,0	130,0	299,0	299,0	124,0	267,0	268,0	30			
34	113,0	368,0	367,0	108,0	331,0	329,0	107,0	298,0	298,0	102,0	265,0	266,0	34			
38	94,0	367,0	361,0	89,0	330,0	324,0	88,5	296,0	295,0	83,5	262,0	263,0	38			
42	77,5	366,0	356,0	73,0	329,0	320,0	72,5	294,0	292,0	68,0	259,0	260,0	42			
46	63,5	355,0	351,0	59,5	323,0	316,0	59,0	291,0	289,0	55,0	256,0	257,0	46			
50	52,0	344,0	345,0	48,0	313,0	312,0	47,9	283,0	287,0	44,0	251,0	254,0	50			
54	40,8	323,0	340,0	37,8	304,0	308,0	38,0	276,0	284,0	34,1	246,0	251,0	54			
58	30,0	313,0	334,0	29,0	290,0	303,0	29,2	269,0	280,0	25,4	240,0	248,0	58			
62	20,8	303,0	318,0	19,7	279,0	292,0	20,5	262,0	272,0	17,8	235,0	245,0	62			
66	12,8	284,0	304,0	11,7	270,0	281,0	12,5	250,0	263,0	11,0	229,0	238,0	66			
70	-	262,0	291,0	-	260,0	269,0	-	244,0	255,0	-	221,0	231,0	70			
74	-	242,0	274,0	-	240,0	257,0	-	237,0	246,0	-	215,0	224,0	74			
78	-	224,0	254,0	-	223,0	247,0	-	223,0	235,0	-	210,0	217,0	78			
82	-	208,0	235,0	-	207,0	234,0	-	207,0	227,0	-	205,0	210,0	82			
86	-	194,0	218,0	-	193,0	217,0	-	193,0	217,0	-	192,0	201,0	86			
90	-	181,0	202,0	-	179,0	201,0	-	180,0	202,0	-	179,0	195,0	90			
94	-	169,0	187,0	-	168,0	187,0	-	168,0	188,0	-	167,0	185,0	94			
98	-	158,0	173,0	-	157,0	173,0	-	157,0	174,0	-	156,0	172,0	98			
102	-	148,0	159,0	-	147,0	160,0	-	147,0	162,0	-	146,0	160,0	102			
106	-	139,0	147,0	-	137,0	148,0	-	138,0	150,0	-	136,0	149,0	106			
110	-	131,0	136,0	-	129,0	136,0	-	129,0	139,0	-	128,0	138,0	110			
114	-	122,0	128,0	-	121,0	126,0	-	122,0	128,0	-	120,0	128,0	114			
118	-	111,0	117,0	-	114,0	119,0	-	114,0	119,0	-	112,0	118,0	118			
122	-	99,5	107,0	-	103,0	109,0	-	108,0	112,0	-	106,0	110,0	122			
126	-	-	-	-	93,0	99,5	-	98,0	103,0	-	99,5	103,0	126			
130	-	-	-	-	-	-	-	88,5	94,5	-	90,5	95,0	130			
134	-	-	-	-	-	-	-	-	-	-	81,5	87,0	134			
138	-	-	-	-	-	-	-	-	-	-	72,5	78,5	138			

	0 t	340 t	440 t	540 t	640 t	800 t
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# FIXED FLY JIB

STARRER HILFSAUSLEGER

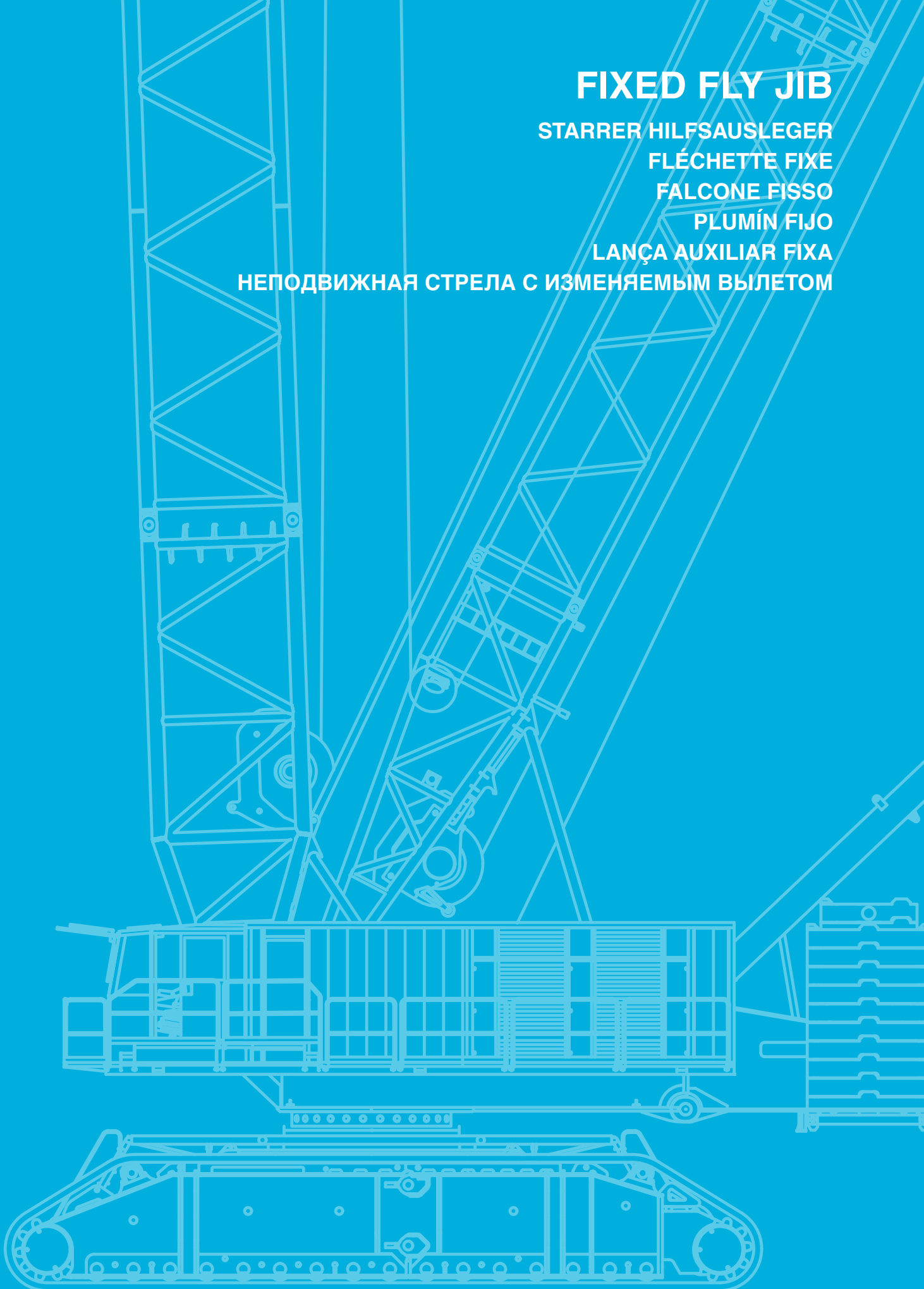
FLÉCHETTE FIXE

FALCONE FISSO

PLUMÍN FIJO

LANÇA AUXILIAR FIXA

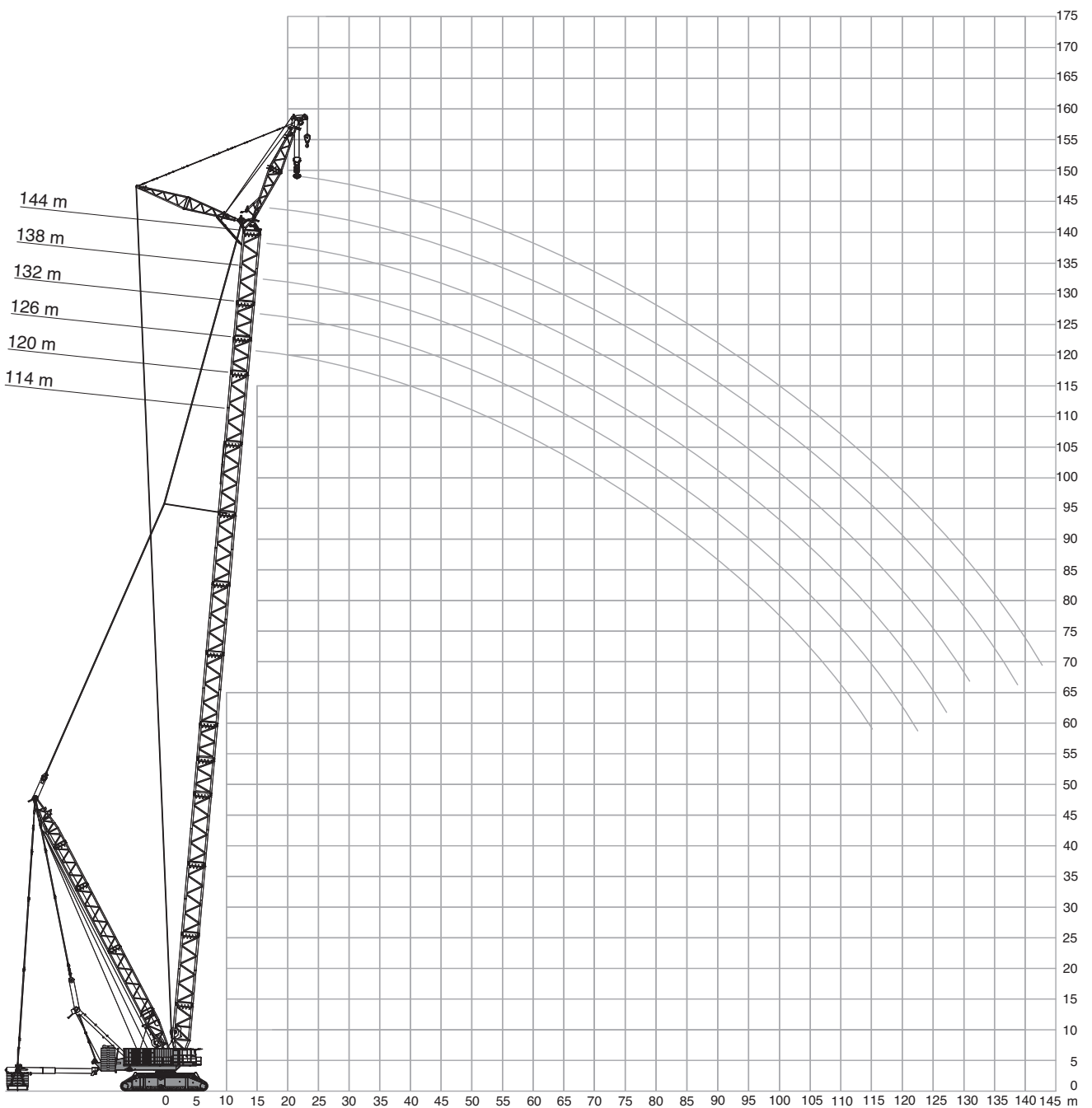
НЕПОДВИЖНАЯ СТРЕЛА С ИЗМЕНЯЕМЫМ ВЫЛЕТОМ



# Operation

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация








## SSL/LSL+LF S2



# Operation

# SSL/LSL+LF S2

Einsatz · Utilisation · Funzionamento · Uso ·  
 Operação · Эксплуатация

 295 t +  60 t  19-30 m  10,5 m  9.8 m/s  360°  EN13000															
		114 m		120 m		126 m		132 m		138 m		144 m			
		0 t		0-640 t		0 t		0-640 t		0 t		0-640 t			
m	t	t	t	t	t	t	t	t	t	t	t	t	t	t	m
22	-	366,0	-	330,0	-	303,0	-	-	-	-	-	-	-	-	22
24	208,0	366,0	200,0	330,0	192,0	303,0	-	273,0	-	246,0	-	216,0	-	216,0	24
26	188,0	366,0	181,0	330,0	173,0	302,0	165,0	273,0	160,0	245,0	153,0	216,0	-	216,0	26
28	171,0	366,0	164,0	330,0	156,0	302,0	149,0	273,0	144,0	245,0	138,0	216,0	-	216,0	28
30	156,5	365,5	150,0	329,5	142,5	302,0	135,5	273,0	131,0	245,0	125,0	215,5	-	215,5	30
34	130,0	363,5	124,5	328,0	117,5	301,5	111,0	273,0	107,0	244,5	101,2	214,5	-	214,5	34
38	108,5	360,5	103,5	326,0	96,7	300,0	90,7	272,0	87,0	242,5	81,7	213,5	-	213,5	38
42	90,7	357,5	86,0	323,5	79,5	297,5	73,7	269,5	70,5	239,5	65,5	212,5	-	212,5	42
46	75,7	352,0	71,0	319,5	64,7	294,5	59,2	267,0	56,5	236,5	51,6	211,0	-	211,0	46
50	63,0	343,5	58,2	313,5	52,4	290,5	46,9	263,5	44,3	233,0	39,6	209,0	-	209,0	50
54	51,8	332,5	47,4	306,5	41,7	285,0	36,4	258,5	33,6	229,0	29,1	207,0	-	207,0	54
56	46,7	328,0	42,4	303,0	36,6	282,0	31,4	256,0	28,7	227,0	24,3	206,0	-	206,0	56
58	41,4	323,5	37,7	299,5	32,1	279,5	26,9	253,5	-	224,5	-	204,5	-	204,5	58
60	36,1	319,0	33,0	296,0	27,7	277,0	22,5	251,0	-	222,0	-	203,0	-	203,0	60
62	31,4	311,0	28,3	292,5	-	273,0	-	248,5	-	220,0	-	202,0	-	202,0	62
64	26,8	303,0	23,6	289,0	-	270,0	-	246,0	-	218,0	-	201,0	-	201,0	64
66	-	292,0	-	280,5	-	265,5	-	241,0	-	215,5	-	200,0	-	200,0	66
70	-	270,0	-	263,0	-	255,0	-	232,0	-	210,0	-	198,0	-	198,0	70
74	-	249,5	-	245,0	-	240,5	-	217,0	-	198,5	-	193,5	-	193,5	74
78	-	231,5	-	227,0	-	223,5	-	201,5	-	182,5	-	188,0	-	188,0	78
82	-	215,5	-	211,0	-	207,0	-	186,0	-	167,5	-	182,5	-	182,5	82
86	-	201,0	-	197,0	-	192,0	-	171,0	-	151,5	-	177,0	-	177,0	86
90	-	187,5	-	183,5	-	178,5	-	159,5	-	137,0	-	168,0	-	168,0	90
94	-	175,0	-	171,5	-	166,5	-	150,0	-	127,0	-	156,0	-	156,0	94
98	-	164,0	-	160,5	-	155,5	-	140,5	-	118,5	-	144,5	-	144,5	98
102	-	153,5	-	150,0	-	145,0	-	131,5	-	110,0	-	134,5	-	134,5	102
106	-	141,0	-	140,5	-	135,5	-	122,5	-	102,0	-	125,0	-	125,0	106
110	-	127,5	-	129,5	-	126,5	-	113,0	-	93,7	-	116,0	-	116,0	110
114	-	114,5	-	117,0	-	116,0	-	106,5	-	85,2	-	108,0	-	108,0	114
116	-	108,0	-	111,0	-	110,0	-	105,0	-	81,0	-	104,0	-	104,0	116
118	-	-	-	105,0	-	104,7	-	101,7	-	79,5	-	100,5	-	100,5	118
122	-	-	-	93,0	-	94,0	-	93,2	-	76,5	-	92,2	-	92,2	122
124	-	-	-	87,0	-	88,5	-	88,0	-	75,0	-	87,5	-	87,5	124
126	-	-	-	-	-	83,0	-	83,0	-	73,2	-	83,2	-	83,2	126
128	-	-	-	-	-	77,5	-	78,0	-	71,5	-	79,0	-	79,0	128
130	-	-	-	-	-	-	-	73,0	-	70,0	-	74,5	-	74,5	130
132	-	-	-	-	-	-	-	68,0	-	68,5	-	70,0	-	70,0	132
134	-	-	-	-	-	-	-	-	-	65,0	-	65,7	-	65,7	134
138	-	-	-	-	-	-	-	-	-	57,0	-	57,2	-	57,2	138
140	-	-	-	-	-	-	-	-	-	52,5	-	53,0	-	53,0	140
142	-	-	-	-	-	-	-	-	-	-	-	48,9	-	48,9	142
144	-	-	-	-	-	-	-	-	-	-	-	45,7	-	45,7	144

	0 t	340 t	440 t	540 t	640 t
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# LUFFING FLY JIB

WIPPBARER HILFSAUSLEGER  
FLÉCHETTE À VOLÉE VARIABLE  
FALCONE A VOLATA VARIABILE

PLUMÍN ABATIBLE

JIB DE LANCE VARIÁVEL

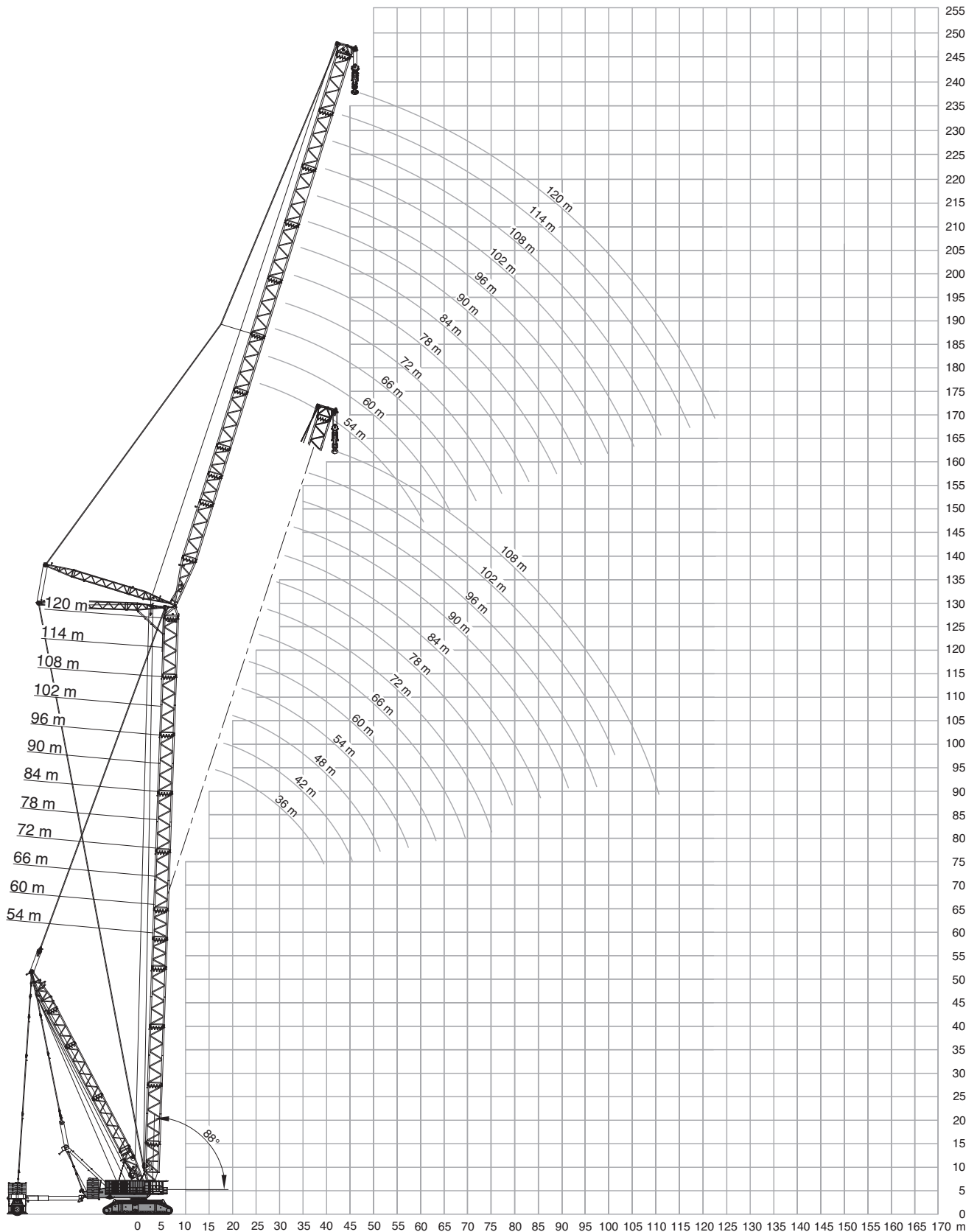
СТРЕЛА С ИЗМЕНЯЕМЫМ УГЛОМ ВЫЛЕТА И ГУСЬКОМ



# Operation

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

# SWSL, SFSL







# Operation

# SWSL, SFSL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000	
54 m + 84 m						54 m + 96 m					
SWSL						SWSL					
0 t						0 t - 640 t					
88°/85°						88°/85°					
75°						65°					
55°						45°					
15°											
m	t	t	t	t	t	m	t	t	t	t	t
32	176,0*	254,0*	-	-	-	36	145,0*	201,0*	-	-	-
34	165,0*	253,0*	-	-	-	38	136,0*	200,0*	-	-	-
38	145,0*	247,0*	-	-	-	42	120,0*	197,0*	-	-	-
40	137,0*	261,0	-	-	-	44	113,0*	203,0	-	-	203,0
42	129,0*	260,0	-	-	-	46	107,0*	203,0	-	-	203,0
46	115,0*	256,0	-	-	-	50	95,5*	200,0	-	-	203,0
50	103,0*	252,0	-	-	-	54	85,5*	198,0	-	-	201,0
54	93,0*	247,0	-	-	-	58	76,5*	196,0	-	-	200,0
58	84,0*	221,0	-	-	-	62	69,0*	193,0	-	-	199,0
62	75,0*	199,0	254,0	-	-	66	62,0*	179,0	-	-	195,0
66	67,0*	181,0	229,0	-	-	68	59,0*	171,0	193,0	-	193,5
70	59,5*	165,0	207,0	-	-	70	56,0*	163,0	193,0	-	192,0
74	53,0*	151,0	187,0	-	-	74	49,9*	148,0	185,0	-	188,0
78	47,4*	138,0	170,0	-	-	78	44,0*	136,0	168,0	-	184,0
82	42,4*	127,0	155,0	191,0	-	82	38,8*	124,5	153,0	-	173,0
84	40,1*	122,0	149,0	182,0	-	86	34,2*	114,5	140,0	-	164,0
86	33,6	115,5	142,0	174,0	-	90	30,1*	105,5	128,0	156,0	155,0
88	31,7	109,0	136,0	166,0	-	94	26,5*	97,5	118,0	143,0	147,0
90	-	-	131,0	159,0	-	96	24,8*	94,0	113,0	137,0	143,0
94	-	-	121,0	145,0	-	98	-	-	109,0	131,0	139,0
96	-	-	116,0	139,0	-	102	-	-	100,0	120,0	133,0
98	-	-	-	134,0	-	106	-	-	93,0	111,0	126,0
100	-	-	-	128,0	143,0	108	-	-	89,5	106,0	122,0
102	-	-	-	123,0	139,0	110	-	-	-	102,0	119,0
106	-	-	-	114,0	131,0	114	-	-	-	94,5	111,0
110	-	-	-	-	124,0	118	-	-	-	87,5	103,0
114	-	-	-	-	114,0	122	-	-	-	-	95,5
116	-	-	-	-	-	126	-	-	-	88,0	81,5
118	-	-	-	-	-	130	-	-	-	-	77,0
122	-	-	-	-	-	132	-	-	-	-	75,0
126	-	-	-	-	-	134	-	-	-	-	61,5
						138	-	-	-	-	51,5

	0 t	100 t	180 t	240 t	340 t	440 t	540 t	640 t
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6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la fléchette ·  
Falcone standard con sezioni di 6 m · Incrementos de 6 m para plumín abatible son estándar · Lances de 6 m da lança auxiliar como padrão ·  
6 м шаг размера гуська является стандартом

\* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° · Inclinação braccio base 88° · Ângulo de pluma principal 88° ·  
Ângulo da lança principal 88° · Угол подъема гл. стрелы 88°

Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1  
Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung  
IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions  
intermédiaires de la flèche

Inclinação braccio base 88°, 85°, 75°, 65°, 55° e 45°, capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo  
della gru IC-1

Ângulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema  
de control de grúa IC-1

Ângulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema  
de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях  
стрелы рассчитывается системой управления краном IC-1

# Operation

# SWSL, SFSL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000	
54 m + 108 m						60 m + 36 m					
SWSL						SWSL					
0 t						0 t - 640 t					
88°/85°						88°/85°					
75°						75°					
65°						65°					
55°						55°					
45°						45°					
15°						15°					
m	t	t	t	t	t	m	t	t	t	t	t
40	119,0*	154,0*	-	-	-	18	389,0*	573,0*	-	-	-
42	112,0*	154,0*	-	-	-	20	352,0*	564,0*	-	-	-
46	99,0*	151,0*	-	-	-	22	321,0*	545,0*	-	-	-
48	93,5*	155,0	-	-	-	24	295,0*	600,0	-	-	584,0
50	88,0*	154,0	-	-	-	26	272,0*	587,0	-	-	584,0
54	78,5*	152,0	-	-	-	28	253,0*	574,0	-	-	584,0
58	70,0*	150,0	-	-	-	30	236,0*	556,0	-	-	584,0
62	62,5*	148,0	-	-	-	34	204,0*	459,0	-	-	584,0
66	55,5*	146,0	-	-	-	38	175,0*	389,0	-	-	570,0
70	49,8*	145,0	-	-	-	39	168,5*	375,0	568,0	-	562,0
74	44,4*	143,0	143,0	-	-	40	162,0*	361,0	565,0	-	554,0
78	39,3*	131,0	143,0	-	-	42	144,0	337,0	513,0	-	527,0
82	34,1*	120,0	143,0	-	-	46	-	429,0	-	-	473,0
86	29,5*	110,0	135,0	-	-	50	-	367,0	-	-	426,0
90	25,3*	101,0	124,0	-	-	52	-	341,0	-	-	406,0
94	21,5*	93,0	113,0	-	-	54	-	-	390,0	-	386,0
98	18,1*	85,5	104,0	124,0	-	58	-	-	360,0	-	352,0
100	16,6*	82,0	100,0	121,0	-	62	-	-	334,0	-	322,0
102	15,1*	78,7	96,0	116,0	-	63	-	-	328,0	-	313,7
106	12,4*	72,7	88,0	106,0	-	66	-	-	-	-	289,0
108	11,1*	70,0	84,5	102,0	-	67	-	-	-	282,0	281,0
110	-	-	81,0	97,5	-	70	-	-	-	267,0	257,0
114	-	-	75,0	90,0	-	72	-	-	-	258,0	242,5
118	-	-	69,0	83,0	-	74	-	-	-	-	228,0
120	-	-	66,5	79,5	94,5	78	-	-	-	-	202,0
122	-	-	-	76,5	90,5	80	-	-	-	-	191,5
126	-	-	-	70,5	83,5	82	-	-	-	-	184,0
128	-	-	-	68,0	80,0	86	-	-	-	-	165,0
130	-	-	-	-	77,0	-	-	-	-	-	-
134	-	-	-	-	71,0	-	-	-	-	-	-
136	-	-	-	-	68,5	-	-	-	-	-	-
138	-	-	-	-	-	62,0	-	-	-	-	59,5
142	-	-	-	-	-	58,5	-	-	-	-	51,5
144	-	-	-	-	-	57,0	-	-	-	-	47,3
146	-	-	-	-	-	-	-	-	-	-	43,2
150	-	-	-	-	-	-	-	-	-	-	34,8

0 t 100 t 180 t 240 t 340 t 440 t 540 t 640 t

6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la fléchette · Falcone standard con sezioni di 6 m · Incrementos de 6 m para plumín abatible son estándar · Lances de 6 m da lança auxiliar como padrão · 6 м шаг размера гуська является стандартом

\* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° · Inclinazione braccio base 88° · Ángulo de pluma principal 88° · Ángulo da lança principal 88° · Угол подъема гл. стрелы 88°

Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1 Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

Inclinazione braccio base 88°, 85°, 75°, 65°, 55° e 45°, capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo della gru IC-1

Ángulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema de control de grúa IC-1

Ángulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях стрелы рассчитывается системой управления краном IC-1

# Operation

# SWSL, SFSL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000	
60 m + 48 m						60 m + 60 m					
SWSL						SFSL					
0 t		0 t - 640 t				0 t		0 t - 640 t			
88°/85°		88°/85°		75°		65°		55°		45°	
m	t	t	t	t	t	t	t	t	t	t	t
22	301,0*	457,0*	-	-	-	-	-	-	-	-	-
24	277,0*	446,0*	-	-	-	-	-	-	-	-	-
26	256,0*	434,0*	-	-	-	-	-	-	-	-	-
28	238,0*	476,0	-	-	-	-	-	-	-	463,0	-
30	221,0*	468,0	-	-	-	-	-	-	-	463,0	-
34	194,0*	453,0	-	-	-	-	-	-	-	463,0	-
38	172,0*	419,0	-	-	-	-	-	-	-	463,0	-
42	149,0*	362,0	-	-	-	-	-	-	-	462,0	-
45	135,0*	327,5	464,0	-	-	-	-	-	-	447,0	-
46	131,0*	317,0	461,0	-	-	-	-	-	-	441,0	-
50	116,0*	281,0	394,0	-	-	-	-	-	-	418,0	-
54	97,5	248,0	342,0	-	-	-	-	-	-	389,0	-
58	-	-	302,0	-	-	-	-	-	-	354,0	-
62	-	-	269,0	327,0	-	-	-	-	-	324,0	-
64	-	-	255,0	316,0	-	-	-	-	-	310,5	-
66	-	-	-	305,0	-	-	-	-	-	297,0	-
70	-	-	-	284,0	-	-	-	-	-	274,0	-
74	-	-	-	255,0	-	-	-	-	-	247,0	-
75	-	-	-	248,0	-	-	-	-	-	240,7	-
76	-	-	-	-	235,0	-	-	-	-	234,5	-
78	-	-	-	-	227,0	-	-	-	-	222,0	-
82	-	-	-	-	213,0	-	-	-	-	199,0	-
84	-	-	-	-	207,0	-	-	-	-	188,0	-
86	-	-	-	-	-	-	-	-	-	177,0	-
89	-	-	-	-	-	-	-	-	-	164,0	162,2
90	-	-	-	-	-	-	-	-	-	161,0	159,0
92	-	-	-	-	-	-	-	-	-	157,0	153,5
94	-	-	-	-	-	-	-	-	-	-	148,0
98	-	-	-	-	-	-	-	-	-	-	129,0
26	242,0*	364,0*	-	-	-	-	-	-	-	-	-
28	224,0*	357,0*	-	-	-	-	-	-	-	-	-
30	209,0*	350,0*	-	-	-	-	-	-	-	-	-
32	195,0*	380,0	-	-	-	-	-	-	-	-	370,0
34	183,0*	376,0	-	-	-	-	-	-	-	-	370,0
38	162,0*	367,0	-	-	-	-	-	-	-	-	370,0
42	145,0*	357,0	-	-	-	-	-	-	-	-	370,0
46	130,0*	333,0	-	-	-	-	-	-	-	-	370,0
50	115,0*	295,0	-	-	-	-	-	-	-	-	363,0
52	108,0*	278,0	384,0	-	-	-	-	-	-	-	354,5
54	102,0*	264,0	360,0	-	-	-	-	-	-	-	347,0
58	92,0*	238,0	316,0	-	-	-	-	-	-	-	334,0
62	83,0*	216,0	282,0	-	-	-	-	-	-	-	321,0
66	70,0	182,0	253,0	-	-	-	-	-	-	-	302,0
69	-	-	234,5	286,0	-	-	-	-	-	-	284,0
70	-	-	229,0	282,0	-	-	-	-	-	-	278,0
74	-	-	208,0	264,0	-	-	-	-	-	-	257,0
76	-	-	199,0	252,0	-	-	-	-	-	-	248,0
78	-	-	-	240,0	-	-	-	-	-	-	239,0
82	-	-	-	218,0	-	-	-	-	-	-	217,0
86	-	-	-	199,0	198,0	-	-	-	-	-	196,0
90	-	-	-	-	186,0	-	-	-	-	-	177,0
94	-	-	-	-	176,0	-	-	-	-	-	158,0
95	-	-	-	-	174,0	-	-	-	-	-	153,7
98	-	-	-	-	-	-	-	-	-	-	141,0
99	-	-	-	-	-	-	-	-	-	139,0	137,7
102	-	-	-	-	-	-	-	-	-	134,0	131,0
103	-	-	-	-	-	-	-	-	-	132,0	127,7
106	-	-	-	-	-	-	-	-	-	-	118,0
110	-	-	-	-	-	-	-	-	-	-	103,0

	0 t	100 t	180 t	240 t	340 t	440 t	540 t	640 t
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6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la flèche · Falcone standard con sezioni di 6 m · Incrementos de 6 m para plumín abatible son estándar · Lances de 6 m da lança auxiliar como padrão · 6 м шаг размера гуська является стандартом

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Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1  
Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

Inclinazione braccio base 88°, 85°, 75°, 65°, 55° e 45°, capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo della gru IC-1

Ângulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema de control de grúa IC-1

Ângulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях стрелы рассчитывается системой управления краном IC-1

# Operation

**SWSL, SFSL**

Einsatz · Utilisation · Funzionamento · Uso ·  
 Operação · Эксплуатация

295 t + 60 t								19-30 m		10,5 m		9.8 m/s		360°		EN13000															
60 m + 72 m								SWSL				SFSL																			
0 t								0 t - 640 t				0 t				0 t - 640 t				SFSL											
88°/85°								88°/85°				75°				65°				55°				45°				15°			
m	t	t	t	t	t	t	t	m	t	t	t	t	t	t	t	m	t	t	t	t	t	t	t								
30	197,0*	293,0*	-	-	-	-	-	32	171,0*	237,0*	-	-	-	-	-	34	160,0*	236,0*	-	-	-	-	-								
34	173,0*	284,0*	-	-	-	-	-	34	160,0*	236,0*	-	-	-	-	-	38	141,0*	230,0*	-	-	-	-	-								
36	162,0*	304,0	-	-	-	-	-	38	141,0*	230,0*	-	-	-	-	-	40	133,0*	244,0	-	-	-	-	-								
38	153,0*	303,0	-	-	-	-	-	40	133,0*	244,0	-	-	-	-	-	42	125,0*	243,0	-	-	-	-	240,0								
42	136,0*	297,0	-	-	-	-	-	42	125,0*	243,0	-	-	-	-	-	46	112,0*	240,0	-	-	-	-	240,0								
46	122,0*	292,0	-	-	-	-	-	46	112,0*	240,0	-	-	-	-	-	50	100,0*	236,0	-	-	-	-	240,0								
50	110,0*	285,0	-	-	-	-	-	50	100,0*	236,0	-	-	-	-	-	54	90,0*	232,0	-	-	-	-	240,0								
54	99,5*	266,0	-	-	-	-	-	54	90,0*	232,0	-	-	-	-	-	58	81,5*	228,0	-	-	-	-	240,0								
58	89,0*	239,0	310,0	-	-	-	-	58	81,5*	228,0	-	-	-	-	-	62	73,5*	210,0	-	-	-	-	235,0								
62	80,0*	216,0	284,0	-	-	-	-	62	73,5*	210,0	-	-	-	-	-	64	70,0*	200,0	242,0	-	-	-	232,0								
66	72,0*	197,0	254,0	-	-	-	-	64	70,0*	200,0	242,0	-	-	-	-	66	66,0*	190,0	242,0	-	-	-	229,0								
70	65,0*	180,0	229,0	-	-	-	-	66	66,0*	190,0	242,0	-	-	-	-	70	59,0*	173,0	223,0	-	-	-	223,0								
74	59,0*	158,0	208,0	-	-	-	-	70	59,0*	173,0	223,0	-	-	-	-	74	52,5*	159,0	202,0	-	-	-	217,0								
76	50,5	147,0	199,0	-	-	-	-	74	52,5*	159,0	202,0	-	-	-	-	78	46,8*	146,0	183,0	-	-	-	211,0								
77	-	-	194,5	243,0	-	-	-	78	46,8*	146,0	183,0	-	-	-	-	82	41,8*	133,0	167,0	-	-	-	204,0								
78	-	-	190,0	241,0	-	-	-	82	41,8*	133,0	167,0	-	-	-	-	84	39,5*	126,0	160,0	-	-	-	198,5								
82	-	-	174,0	218,0	-	-	-	84	39,5*	126,0	160,0	-	-	-	-	86	32,3	117,5	153,0	192,0	-	-	193,0								
86	-	-	160,0	198,0	-	-	-	86	32,3	117,5	153,0	192,0	-	-	-	88	30,4	109,0	147,0	183,0	-	-	188,5								
90	-	-	-	181,0	-	-	-	88	30,4	109,0	147,0	183,0	-	-	-	90	-	-	141,0	175,0	-	-	184,0								
94	-	-	-	166,0	-	-	-	90	-	-	141,0	175,0	-	-	-	94	-	-	130,0	160,0	-	-	175,0								
95	-	-	-	162,5	168,0	-	-	94	-	-	130,0	160,0	-	-	-	98	-	-	120,0	147,0	-	-	159,0								
96	-	-	-	159,0	166,0	-	-	98	-	-	120,0	147,0	-	-	-	102	-	-	-	135,0	-	-	145,0								
98	-	-	-	-	161,0	-	-	102	-	-	-	135,0	-	-	-	104	-	-	-	130,0	139,0	-	138,0								
102	-	-	-	-	152,0	-	-	104	-	-	-	130,0	139,0	-	-	106	-	-	-	125,0	135,0	-	131,0								
106	-	-	-	-	144,0	-	-	106	-	-	-	125,0	135,0	-	-	108	-	-	-	120,0	131,0	-	124,5								
110	-	-	-	-	-	115,0	-	110	-	-	-	120,0	131,0	-	-	110	-	-	-	-	127,0	-	118,0								
114	-	-	-	-	-	110,0	-	114	-	-	-	-	127,0	-	-	114	-	-	-	-	121,0	-	105,0								
118	-	-	-	-	-	-	-	118	-	-	-	-	121,0	-	-	118	-	-	-	-	115,0	-	96,0								
122	-	-	-	-	-	-	-	120	-	-	-	-	115,0	-	-	122	-	-	-	-	93,5	-	92,7								
								122	-	-	-	-	93,5	-	-	126	-	-	-	-	91,5	-	89,5								
								126	-	-	-	-	91,5	-	-	130	-	-	-	-	87,0	-	79,0								
								130	-	-	-	-	87,0	-	-	134	-	-	-	-	-	-	68,0								
								134	-	-	-	-	-	-	-								57,0								

6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la fléchette ·  
 Falcone standard con sezioni di 6 m · Incrementos de 6 m para plumín abatible son estándar · Lances de 6 m da lança auxiliar como padrão ·  
 6 м шаг размера гуська является стандартом

\* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° · Inclinazione braccio base 88° · Ángulo de pluma principal 88° ·  
 Ángulo da lança principal 88° · Угол подъема гл. стрелы 88°

Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1  
 Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung  
 IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions  
 intermédiaires de la flèche

Inclinazione braccio base 88°, 85°, 75°, 65°, 55° e 45°, capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo  
 della gru IC-1

Ángulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema  
 de control de grúa IC-1

Ângulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema  
 de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях  
 стрелы рассчитывается системой управления краном IC-1

# Operation

# SWSL, SFSL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000	
60 m + 96 m						60 m + 108 m					
SWSL						SFSL					
0 t		0 t - 640 t				0 t		0 t - 640 t			
88°/85°		88°/85°		75°		65°		55°		45°	
m	t	t	t	t	t	t	t	t	t	t	t
36	140,0*	190,0*	-	-	-	-	-	-	-	-	-
38	132,0*	189,0*	-	-	-	-	-	-	-	-	-
42	116,0*	185,0*	-	-	-	-	-	-	-	-	-
44	110,0*	193,0	-	-	-	-	-	-	-	192,0	-
46	103,0*	193,0	-	-	-	-	-	-	-	192,0	-
50	92,5*	190,0	-	-	-	-	-	-	-	192,0	-
54	83,0*	188,0	-	-	-	-	-	-	-	191,0	-
58	74,5*	186,0	-	-	-	-	-	-	-	191,0	-
62	66,5*	184,0	-	-	-	-	-	-	-	190,0	-
66	60,0*	181,0	-	-	-	-	-	-	-	187,0	-
70	54,0*	171,0	185,0	-	-	-	-	-	-	184,0	-
74	48,7*	156,0	185,0	-	-	-	-	-	-	181,0	-
78	43,5*	143,0	181,0	-	-	-	-	-	-	178,0	-
82	38,3*	131,5	165,0	-	-	-	-	-	-	174,0	-
86	33,7*	121,0	151,0	-	-	-	-	-	-	171,0	-
90	29,6*	111,5	138,0	-	-	-	-	-	-	167,0	-
92	27,7*	107,0	133,0	165,0	-	-	-	-	-	163,0	-
94	25,9*	101,5	127,0	158,0	-	-	-	-	-	159,0	-
96	24,2*	96,0	122,0	151,0	-	-	-	-	-	155,0	-
98	18,1	89,7	117,0	144,0	-	-	-	-	-	151,0	-
100	16,7	83,5	113,0	138,0	-	-	-	-	-	147,5	-
102	-	-	108,0	133,0	-	-	-	-	-	144,0	-
106	-	-	100,0	122,0	-	-	-	-	-	137,0	-
110	-	-	93,0	113,0	-	-	-	-	-	126,0	-
114	-	-	-	104,0	116,0	-	-	-	-	114,0	-
118	-	-	-	96,5	109,0	-	-	-	-	102,0	-
120	-	-	-	93,0	106,0	-	-	-	-	97,0	-
122	-	-	-	-	103,0	-	-	-	-	92,0	-
126	-	-	-	-	98,0	-	-	-	-	82,5	-
128	-	-	-	-	95,0	-	-	-	-	79,5	-
130	-	-	-	-	-	77,5	-	-	-	76,5	-
134	-	-	-	-	-	73,5	-	-	-	69,0	-
136	-	-	-	-	-	72,0	-	-	-	64,2	-
138	-	-	-	-	-	-	-	-	-	59,5	-
142	-	-	-	-	-	-	-	-	-	50,0	-
40	115,0*	147,0*	-	-	-	-	-	-	-	-	-
42	108,0*	146,0*	-	-	-	-	-	-	-	-	-
46	96,0*	143,0*	-	-	-	-	-	-	-	-	-
48	90,0*	147,0	-	-	-	-	-	-	-	147,0	-
50	85,0*	147,0	-	-	-	-	-	-	-	147,0	-
54	75,5*	145,0	-	-	-	-	-	-	-	147,0	-
58	67,5*	144,0	-	-	-	-	-	-	-	146,0	-
62	60,0*	142,0	-	-	-	-	-	-	-	144,0	-
66	53,5*	140,0	-	-	-	-	-	-	-	143,0	-
70	47,8*	138,0	-	-	-	-	-	-	-	141,0	-
74	42,5*	137,0	-	-	-	-	-	-	-	139,0	-
76	40,0*	136,0	135,0	-	-	-	-	-	-	138,0	-
78	37,7*	135,0	135,0	-	-	-	-	-	-	137,0	-
82	33,2*	127,0	135,0	-	-	-	-	-	-	135,0	-
86	28,9*	116,5	135,0	-	-	-	-	-	-	132,0	-
90	24,7*	107,5	134,0	-	-	-	-	-	-	130,0	-
94	21,0*	99,0	123,0	-	-	-	-	-	-	128,0	-
98	17,6*	91,2	113,0	-	-	-	-	-	-	125,0	-
100	16,0*	87,5	108,0	119,0	-	-	-	-	-	124,0	-
102	14,5*	84,0	104,0	119,0	-	-	-	-	-	123,0	-
106	11,8*	75,7	95,5	117,0	-	-	-	-	-	121,0	-
108	10,6*	71,0	92,0	112,0	-	-	-	-	-	118,5	-
110	-	-	88,0	108,0	-	-	-	-	-	116,0	-
114	-	-	81,5	99,5	-	-	-	-	-	110,0	-
118	-	-	75,5	92,0	-	-	-	-	-	105,0	-
122	-	-	69,5	85,0	97,0	-	-	-	-	96,5	-
126	-	-	-	78,5	91,5	-	-	-	-	86,5	-
130	-	-	-	72,5	86,5	-	-	-	-	77,0	-
132	-	-	-	70,0	83,5	-	-	-	-	72,5	-
134	-	-	-	-	80,5	-	-	-	-	69,0	-
138	-	-	-	-	74,5	-	-	-	-	64,0	-
140	-	-	-	-	71,5	-	-	-	-	60,7	-
142	-	-	-	-	-	59,5	-	-	-	57,5	-
146	-	-	-	-	-	56,0	-	-	-	49,5	-
148	-	-	-	-	-	54,5	-	-	-	45,5	-
150	-	-	-	-	-	-	-	-	-	41,5	-
154	-	-	-	-	-	-	-	-	-	33,4	-

0 t 100 t 180 t 240 t 340 t 440 t 540 t 640 t

6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la fléchette · Falcone standard con sezioni di 6 m · Incrementos de 6 m para plumín abatible son estándar · Lances de 6 m da lança auxiliar como padrão · 6 м шаг размера гуська является стандартом

\* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° · Inclinazione braccio base 88° · Ângulo de pluma principal 88° · Ângulo da lança principal 88° · Угол подъема гл. стрелы 88°

Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1  
Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

Inclinazione braccio base 88°, 85°, 75°, 65°, 55° e 45°, capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo della gru IC-1

Ângulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema de control de grúa IC-1

Ângulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях стрелы рассчитывается системой управления краном IC-1

# Operation

# SWSL, SFSL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000	
66 m + 36 m						66 m + 48 m					
SWSL						SWSL					
0 t - 640 t						0 t - 640 t					
88°/85°		88°/85°		75°		65°		55°		45°	
m	t	t	t	t	t	t	t	t	t	t	t
18	376,0*	536,0*	-	-	-	-	-	-	-	-	-
20	341,0*	528,0*	-	-	-	-	-	-	-	-	-
22	311,0*	511,0*	-	-	-	-	-	-	-	-	-
24	286,0*	562,0	-	-	-	-	-	-	-	546,0	-
26	265,0*	551,0	-	-	-	-	-	-	-	546,0	-
28	246,0*	539,0	-	-	-	-	-	-	-	546,0	-
30	229,0*	528,0	-	-	-	-	-	-	-	546,0	-
34	201,0*	469,0	-	-	-	-	-	-	-	546,0	-
38	174,0*	396,0	-	-	-	-	-	-	-	538,0	-
40	161,0*	367,0	-	-	-	-	-	-	-	527,0	-
41	147,5	354,5	537,0	-	-	-	-	-	-	520,0	-
42	142,0	342,0	530,0	-	-	-	-	-	-	513,0	-
46	-	-	457,0	-	-	-	-	-	-	468,0	-
50	-	-	388,0	-	-	-	-	-	-	421,0	-
54	-	-	335,0	-	-	-	-	-	-	381,0	-
56	-	-	-	366,0	-	-	-	-	-	363,5	-
58	-	-	-	352,0	-	-	-	-	-	346,0	-
62	-	-	-	326,0	-	-	-	-	-	316,0	-
66	-	-	-	304,0	-	-	-	-	-	290,0	-
70	-	-	-	-	-	-	-	-	-	267,0	-
71	-	-	-	-	264,0	-	-	-	-	260,5	-
74	-	-	-	-	252,0	-	-	-	-	241,0	-
76	-	-	-	-	244,0	-	-	-	-	228,0	-
78	-	-	-	-	-	-	-	-	-	215,0	-
82	-	-	-	-	-	-	-	-	-	190,0	-
86	-	-	-	-	-	-	-	-	-	167,0	-
90	-	-	-	-	-	-	-	-	-	153,0	-
22	292,0*	424,0*	-	-	-	-	-	-	-	-	-
24	269,0*	419,0*	-	-	-	-	-	-	-	-	-
26	248,0*	408,0*	-	-	-	-	-	-	-	-	-
28	231,0*	445,0	-	-	-	-	-	-	-	433,0	-
30	215,0*	441,0	-	-	-	-	-	-	-	433,0	-
34	189,0*	427,0	-	-	-	-	-	-	-	433,0	-
38	167,0*	412,0	-	-	-	-	-	-	-	433,0	-
42	148,0*	368,0	-	-	-	-	-	-	-	433,0	-
46	130,0*	321,0	-	-	-	-	-	-	-	422,0	-
47	126,0*	311,5	441,0	-	-	-	-	-	-	416,5	-
50	115,0*	285,0	417,0	-	-	-	-	-	-	401,0	-
54	95,5	255,0	360,0	-	-	-	-	-	-	383,0	-
58	-	-	316,0	-	-	-	-	-	-	349,0	-
62	-	-	280,0	-	-	-	-	-	-	319,0	-
64	-	-	265,0	308,0	-	-	-	-	-	306,0	-
66	-	-	251,0	297,0	-	-	-	-	-	293,0	-
70	-	-	-	278,0	-	-	-	-	-	269,0	-
74	-	-	-	261,0	-	-	-	-	-	248,0	-
77	-	-	-	249,0	-	-	-	-	-	234,5	-
78	-	-	-	-	-	-	-	-	-	230,0	-
80	-	-	-	-	-	222,0	-	-	-	219,5	-
82	-	-	-	-	-	215,0	-	-	-	209,0	-
86	-	-	-	-	-	202,0	-	-	-	187,0	-
87	-	-	-	-	-	200,0	-	-	-	182,0	-
90	-	-	-	-	-	-	-	-	-	167,0	-
93	-	-	-	-	-	-	-	-	154,0	152,7	-
94	-	-	-	-	-	-	-	-	152,0	148,0	-
96	-	-	-	-	-	-	-	-	148,0	139,0	-
98	-	-	-	-	-	-	-	-	-	133,0	-
102	-	-	-	-	-	-	-	-	-	123,0	-

	0 t	100 t	180 t	240 t	340 t	440 t	540 t	640 t
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Ângulo da lança principal 88° · Угол подъема гл. стрелы 88°

Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1  
Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung  
IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions  
intermédiaires de la flèche

Inclinazione braccio base 88°, 85°, 75°, 65°, 55° e 45°, capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo  
della gru IC-1

Ângulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema  
de control de grúa IC-1

Ângulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema  
de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях  
стрелы рассчитывается системой управления краном IC-1

# Operation

# SWSL, SFSL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

295 t + 60 t										19-30 m		10,5 m		9.8 m/s		360°		EN13000	
66 m + 60 m										66 m + 72 m									
SWSL										SWSL									
SFSL										SFSL									
0 t										0 t - 640 t									
88°/85°										88°/85°									
75°										75°									
65°										65°									
55°										55°									
45°										45°									
15°										15°									
m	t	t	t	t	t	t	t	t	t	m	t	t	t	t	t	t	t	t	t
26	234,0*	344,0*	-	-	-	-	-	-	-	30	191,0*	277,0*	-	-	-	-	-	-	-
28	218,0*	337,0*	-	-	-	-	-	-	-	34	168,0*	269,0*	-	-	-	-	-	-	-
30	203,0*	331,0*	-	-	-	-	-	-	-	36	157,0*	288,0	-	-	-	-	-	-	282,0
32	190,0*	357,0	-	-	-	-	-	-	349,0	38	148,0*	287,0	-	-	-	-	-	-	282,0
34	178,0*	355,0	-	-	-	-	-	-	349,0	42	132,0*	282,0	-	-	-	-	-	-	282,0
38	158,0*	346,0	-	-	-	-	-	-	349,0	46	118,0*	276,0	-	-	-	-	-	-	282,0
42	141,0*	337,0	-	-	-	-	-	-	349,0	50	107,0*	270,0	-	-	-	-	-	-	282,0
46	127,0*	328,0	-	-	-	-	-	-	349,0	54	97,0*	264,0	-	-	-	-	-	-	282,0
50	114,0*	299,0	-	-	-	-	-	-	345,0	58	88,0*	244,0	-	-	-	-	-	-	274,0
54	102,0*	267,0	367,0	-	-	-	-	-	333,0	60	84,0*	232,0	295,0	-	-	-	-	-	269,0
58	91,5*	240,0	332,0	-	-	-	-	-	318,0	62	79,5*	220,0	293,0	-	-	-	-	-	265,0
62	82,0*	218,0	294,0	-	-	-	-	-	306,0	66	71,5*	200,0	267,0	-	-	-	-	-	257,0
66	68,5	188,0	263,0	-	-	-	-	-	294,0	70	64,5*	183,0	240,0	-	-	-	-	-	248,0
70	-	-	237,0	-	-	-	-	-	274,0	74	58,5*	162,0	217,0	-	-	-	-	-	240,0
72	-	-	226,0	266,0	-	-	-	-	263,5	78	47,0	139,0	198,0	-	-	-	-	-	232,0
74	-	-	215,0	257,0	-	-	-	-	253,0	80	-	-	189,0	230,0	-	-	-	-	225,5
78	-	-	197,0	242,0	-	-	-	-	234,0	82	-	-	181,0	223,0	-	-	-	-	219,0
82	-	-	-	228,0	-	-	-	-	217,0	86	-	-	166,0	210,0	-	-	-	-	203,0
86	-	-	-	210,0	-	-	-	-	202,0	88	-	-	159,0	202,0	-	-	-	-	196,0
88	-	-	-	201,0	-	-	-	-	193,5	90	-	-	-	193,0	-	-	-	-	189,0
89	-	-	-	-	191,0	-	-	-	189,2	94	-	-	-	177,0	-	-	-	-	176,0
90	-	-	-	-	188,0	-	-	-	185,0	98	-	-	-	162,0	162,0	-	-	-	162,0
94	-	-	-	-	177,0	-	-	-	167,0	100	-	-	-	156,0	158,0	-	-	-	154,0
98	-	-	-	-	168,0	-	-	-	150,0	102	-	-	-	-	153,0	-	-	-	146,0
102	-	-	-	-	-	-	-	-	134,0	106	-	-	-	-	145,0	-	-	-	132,0
103	-	-	-	-	-	-	-	130,0	130,2	110	-	-	-	-	138,0	-	-	-	118,0
106	-	-	-	-	-	-	-	125,0	119,0	114	-	-	-	-	-	107,0	-	-	105,0
107	-	-	-	-	-	-	-	124,0	115,2	118	-	-	-	-	-	101,0	-	-	95,0
110	-	-	-	-	-	-	-	-	109,0	119	-	-	-	-	-	100,0	-	-	93,2
114	-	-	-	-	-	-	-	-	98,5	122	-	-	-	-	-	-	-	-	88,0
										126	-	-	-	-	-	-	-	-	76,5

	0 t	100 t	180 t	240 t	340 t	440 t	540 t	640 t
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6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la fléchette · Falcone standard con sezioni di 6 m · Incrementos de 6 m para plumín abatible son estándar · Lances de 6 m da lança auxiliar como padrão · 6 м шаг размера гуська является стандартом

\* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° · Inclinação braccio base 88° · Ângulo de pluma principal 88° · Ângulo da lança principal 88° · Угол подъема гл. стрелы 88°

Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1 · Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

Inclinação braccio base 88°, 85°, 75°, 65°, 55° e 45°, capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo della gru IC-1

Ângulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema de control de grúa IC-1

Ângulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях стрелы рассчитывается системой управления краном IC-1



# Operation

# SWSL, SFSL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000	
66 m + 84 m						66 m + 96 m					
SWSL						SWSL					
0 t						0 t - 640 t					
88°/85°						88°/85°					
75°						75°					
65°						65°					
55°						55°					
45°						45°					
15°						15°					
m	t	t	t	t	t	m	t	t	t	t	t
32	166,0*	224,0*	-	-	-	36	136,0*	181,0*	-	-	-
34	155,0*	224,0*	-	-	-	38	127,0*	180,0*	-	-	-
38	137,0*	218,0*	-	-	-	42	113,0*	176,0*	-	-	-
40	129,0*	232,0	-	-	-	44	106,0*	185,0	-	-	183,0
42	121,0*	232,0	-	-	-	46	100,0*	185,0	-	-	183,0
46	108,0*	228,0	-	-	-	50	89,5*	183,0	-	-	183,0
50	97,0*	225,0	-	-	-	54	80,0*	180,0	-	-	183,0
54	87,5*	221,0	-	-	-	58	71,5*	178,0	-	-	183,0
58	79,0*	217,0	-	-	-	62	64,5*	175,0	-	-	183,0
62	71,0*	213,0	-	-	-	66	58,0*	173,0	-	-	182,0
66	64,5*	194,0	232,0	-	-	70	52,0*	170,0	-	-	178,0
70	58,0*	177,0	232,0	-	-	72	49,4*	167,0	178,0	-	176,5
74	51,5*	161,0	211,0	-	-	74	46,8*	159,0	178,0	-	175,0
78	46,1*	148,0	191,0	-	-	78	41,9*	146,0	178,0	-	172,0
82	41,2*	135,0	174,0	-	-	82	37,5*	134,0	173,0	-	169,0
84	38,9*	128,0	167,0	-	-	86	33,2*	123,0	157,0	-	166,0
86	31,0	120,0	160,0	-	-	90	29,0*	113,5	144,0	-	162,0
88	29,1	112,0	153,0	195,0	-	94	25,4*	103,7	132,0	-	159,0
90	-	-	146,0	187,0	-	96	23,7*	98,5	127,0	159,0	157,0
94	-	-	135,0	170,0	-	98	16,9	92,0	122,0	154,0	155,0
98	-	-	124,0	156,0	-	100	15,5	85,5	117,0	147,0	152,5
100	-	-	119,0	149,0	-	102	-	-	112,0	141,0	150,0
102	-	-	-	143,0	-	106	-	-	104,0	130,0	140,0
106	-	-	-	132,0	-	110	-	-	96,5	119,0	131,0
108	-	-	-	127,0	132,0	112	-	-	92,5	115,0	125,0
110	-	-	-	122,0	128,0	114	-	-	-	110,0	119,0
114	-	-	-	-	121,0	118	-	-	-	102,0	107,0
118	-	-	-	-	115,0	122	-	-	-	94,5	97,0
120	-	-	-	-	112,0	126	-	-	-	98,5	86,5
122	-	-	-	-	-	130	-	-	-	93,5	76,5
124	-	-	-	-	-	132	-	-	-	91,5	71,7
126	-	-	-	-	-	134	-	-	-	-	67,0
130	-	-	-	-	-	136	-	-	-	-	64,2
134	-	-	-	-	-	138	-	-	-	-	61,5
138	-	-	-	-	-	140	-	-	-	-	58,5
						142	-	-	-	-	55,5
						146	-	-	-	-	46,9
						150	-	-	-	-	37,9

0 t 100 t 180 t 240 t 340 t 440 t 540 t 640 t

6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la fléchette · Falcone standard con sezioni di 6 m · Incrementos de 6 m para plumín abatible son estándar · Lances de 6 m da lança auxiliar como padrão · 6 м шаг размера гуська является стандартом

\* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° · Inclinazione braccio base 88° · Ângulo de pluma principal 88° · Ângulo da lança principal 88° · Угол подъема гл. стрелы 88°

Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1 · Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

Inclinazione braccio base 88°, 85°, 75°, 65°, 55° e 45°, capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo della gru IC-1

Ângulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema de control de grúa IC-1

Ângulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях стрелы рассчитывается системой управления краном IC-1

# Operation

# SWSL, SFSL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000	
66 m + 108 m		SWSL		SFSL		72 m + 36 m		SWSL		SFSL	
0 t		0 t - 640 t		0 t - 640 t		0 t		0 t - 640 t		SFSL	
88°/85°		88°/85°		75°		65°		55°		45°	
15°		15°		15°		15°		15°		15°	
m	t	t	t	t	t	t	t	t	t	t	t
40	111,0*	141,0*	-	-	-	-	-	-	-	-	-
42	104,0*	140,0*	-	-	-	-	-	-	-	-	-
46	92,5*	138,0*	-	-	-	-	-	-	-	-	-
48	87,0*	142,0	-	-	-	-	-	-	-	142,0	-
50	82,0*	142,0	-	-	-	-	-	-	-	142,0	-
54	73,0*	140,0	-	-	-	-	-	-	-	142,0	-
58	65,0*	139,0	-	-	-	-	-	-	-	141,0	-
62	57,5*	137,0	-	-	-	-	-	-	-	140,0	-
66	51,5*	135,0	-	-	-	-	-	-	-	138,0	-
70	45,8*	134,0	-	-	-	-	-	-	-	137,0	-
74	40,6*	132,0	-	-	-	-	-	-	-	135,0	-
78	35,9*	131,0	131,0	-	-	-	-	-	-	133,0	-
82	31,6*	127,0	131,0	-	-	-	-	-	-	131,0	-
86	27,7*	119,0	131,0	-	-	-	-	-	-	129,0	-
90	24,0*	109,0	130,0	-	-	-	-	-	-	126,0	-
94	20,4*	100,2	128,0	-	-	-	-	-	-	124,0	-
98	17,1*	92,7	117,0	-	-	-	-	-	-	122,0	-
100	15,5*	89,0	112,0	-	-	-	-	-	-	121,0	-
102	14,0*	85,5	108,0	-	-	-	-	-	-	120,0	-
104	12,6*	82,0	103,0	114,0	-	-	-	-	-	119,0	-
106	11,3*	77,5	99,5	114,0	-	-	-	-	-	118,0	-
108	10,1*	73,0	95,5	114,0	-	-	-	-	-	116,5	-
110	-	68,0	92,0	114,0	-	-	-	-	-	115,0	-
112	-	63,0	88,0	110,0	-	-	-	-	-	114,0	-
114	-	-	84,5	105,0	-	-	-	-	-	113,0	-
118	-	-	78,5	97,5	-	-	-	-	-	110,0	-
122	-	-	72,5	90,0	-	-	-	-	-	100,0	-
126	-	-	-	83,0	92,0	-	-	-	-	91,0	-
130	-	-	-	77,0	86,5	-	-	-	-	81,5	-
134	-	-	-	71,0	82,0	-	-	-	-	72,5	-
138	-	-	-	-	77,5	-	-	-	-	63,5	-
142	-	-	-	-	73,5	-	-	-	-	55,5	-
144	-	-	-	-	71,5	-	-	-	-	52,2	-
146	-	-	-	-	-	-	-	-	-	51,0	50,0
150	-	-	-	-	-	-	-	-	-	48,7	45,8
152	-	-	-	-	-	-	-	-	-	47,5	41,9
154	-	-	-	-	-	-	-	-	-	-	38,1
158	-	-	-	-	-	-	-	-	-	-	30,4
162	-	-	-	-	-	-	-	-	-	-	22,5

0 t 100 t 180 t 240 t 340 t 440 t 540 t 640 t

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\* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° · Inclinazione braccio base 88° · Ângulo de pluma principal 88° · Ângulo da lança principal 88° · Угол подъема гл. стрелы 88°

Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1  
Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

Inclinazione braccio base 88°, 85°, 75°, 65°, 55° e 45°, capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo della gru IC-1

Ângulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema de control de grúa IC-1

Ângulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях стрелы рассчитывается системой управления краном IC-1

# Operation

# SWSL, SFSL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000	
72 m + 48 m		SWSL		SFSL		72 m + 60 m		SWSL		SFSL	
0 t		0 t - 640 t		0 t - 640 t		0 t		0 t - 640 t		SFSL	
88°/85°		88°/85°		75°		65°		55°		45°	
15°		15°		15°		15°		15°		15°	
m	t	t	t	t	t	t	t	t	t	t	t
22	282,0*	390,0*	-	-	-	-	-	-	-	-	-
24	260,0*	385,0*	-	-	-	-	-	-	-	-	-
26	241,0*	376,0*	-	-	-	-	-	-	-	-	-
28	224,0*	409,0	-	-	-	-	-	-	-	397,0	-
30	209,0*	405,0	-	-	-	-	-	-	-	397,0	-
34	183,0*	392,0	-	-	-	-	-	-	-	397,0	-
38	163,0*	378,0	-	-	-	-	-	-	-	397,0	-
42	146,0*	365,0	-	-	-	-	-	-	-	397,0	-
46	129,0*	326,0	-	-	-	-	-	-	-	392,0	-
48	121,0*	306,0	414,0	-	-	-	-	-	-	384,0	-
50	114,0*	288,0	414,0	-	-	-	-	-	-	375,0	-
52	107,0*	272,0	407,0	-	-	-	-	-	-	366,0	-
54	94,0	257,0	380,0	-	-	-	-	-	-	359,0	-
58	-	-	331,0	-	-	-	-	-	-	345,0	-
62	-	-	292,0	-	-	-	-	-	-	315,0	-
66	-	-	261,0	-	-	-	-	-	-	288,0	-
67	-	-	254,0	285,0	-	-	-	-	-	282,0	-
68	-	-	247,0	280,0	-	-	-	-	-	276,0	-
70	-	-	-	271,0	-	-	-	-	-	264,0	-
74	-	-	-	254,0	-	-	-	-	-	244,0	-
78	-	-	-	239,0	-	-	-	-	-	225,0	-
80	-	-	-	232,0	-	-	-	-	-	216,5	-
82	-	-	-	-	-	-	-	-	-	208,0	-
83	-	-	-	-	206,0	-	-	-	-	204,2	-
86	-	-	-	-	197,0	-	-	-	-	193,0	-
90	-	-	-	-	187,0	-	-	-	-	174,0	-
94	-	-	-	-	-	-	-	-	-	156,0	-
97	-	-	-	-	-	-	-	-	-	144,0	143,2
98	-	-	-	-	-	-	-	-	-	142,0	139,0
100	-	-	-	-	-	-	-	-	-	138,0	130,5
102	-	-	-	-	-	-	-	-	-	-	122,0
106	-	-	-	-	-	-	-	-	-	-	109,0
26	227,0*	317,0*	-	-	-	-	-	-	-	-	-
28	211,0*	311,0*	-	-	-	-	-	-	-	-	-
30	197,0*	305,0*	-	-	-	-	-	-	-	-	-
32	184,0*	330,0	-	-	-	-	-	-	-	-	321,0
34	173,0*	328,0	-	-	-	-	-	-	-	-	321,0
38	153,0*	320,0	-	-	-	-	-	-	-	-	321,0
42	137,0*	311,0	-	-	-	-	-	-	-	-	321,0
46	123,0*	302,0	-	-	-	-	-	-	-	-	321,0
50	111,0*	293,0	-	-	-	-	-	-	-	-	321,0
54	101,0*	270,0	335,0	-	-	-	-	-	-	-	311,0
58	90,5*	243,0	333,0	-	-	-	-	-	-	-	301,0
62	81,5*	220,0	307,0	-	-	-	-	-	-	-	288,0
66	67,0	193,0	274,0	-	-	-	-	-	-	-	279,0
70	-	-	246,0	-	-	-	-	-	-	-	269,0
74	-	-	223,0	251,0	-	-	-	-	-	-	249,0
78	-	-	203,0	236,0	-	-	-	-	-	-	230,0
82	-	-	-	222,0	-	-	-	-	-	-	213,0
86	-	-	-	209,0	-	-	-	-	-	-	197,0
90	-	-	-	198,0	-	-	-	-	-	-	183,0
92	-	-	-	-	178,0	-	-	-	-	-	176,5
94	-	-	-	-	173,0	-	-	-	-	-	170,0
98	-	-	-	-	165,0	-	-	-	-	-	156,0
102	-	-	-	-	157,0	-	-	-	-	-	140,0
106	-	-	-	-	-	-	-	-	-	-	125,0
108	-	-	-	-	-	-	-	-	-	120,0	118,0
110	-	-	-	-	-	-	-	-	-	117,0	111,0
111	-	-	-	-	-	-	-	-	-	115,0	107,6
114	-	-	-	-	-	-	-	-	-	-	97,5
118	-	-	-	-	-	-	-	-	-	-	89,5

0 t 100 t 180 t 240 t 340 t 440 t 540 t 640 t

6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la fléchette · Falcone standard con sezioni di 6 m · Incrementos de 6 m para plumín abatible son estándar · Lances de 6 m da lança auxiliar como padrão · 6 м шаг размера гуська является стандартом

\* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° · Inclinação braccio base 88° · Ângulo de pluma principal 88° · Ângulo da lança principal 88° · Угол подъема гл. стрелы 88°

Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1  
Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

Inclinazione braccio base 88°, 85°, 75°, 65°, 55° e 45°; capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo della gru IC-1

Ângulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema de control de grúa IC-1

Ângulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях стрелы рассчитывается системой управления краном IC-1

# Operation

# SWSL, SFSL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000	
72 m + 72 m						72 m + 84 m					
SWSL						SFSL					
0 t		0 t - 640 t				0 t		0 t - 640 t			
88°/85°		88°/85°		75°		65°		55°		45°	
m	t	t	t	t	t	t	t	t	t	t	t
30	185,0*	257,0*	-	-	-	-	-	-	-	-	-
34	162,0*	249,0*	-	-	-	-	-	-	-	-	-
36	153,0*	266,0	-	-	-	-	-	-	-	260,0	-
38	144,0*	266,0	-	-	-	-	-	-	-	260,0	-
42	128,0*	261,0	-	-	-	-	-	-	-	260,0	-
46	115,0*	256,0	-	-	-	-	-	-	-	260,0	-
50	104,0*	250,0	-	-	-	-	-	-	-	260,0	-
54	94,0*	244,0	-	-	-	-	-	-	-	260,0	-
58	85,5*	238,0	-	-	-	-	-	-	-	256,0	-
60	81,5*	235,0	272,0	-	-	-	-	-	-	252,5	-
62	77,5*	224,0	272,0	-	-	-	-	-	-	249,0	-
66	71,0*	204,0	269,0	-	-	-	-	-	-	242,0	-
70	64,0*	186,0	251,0	-	-	-	-	-	-	234,0	-
74	57,5*	166,0	227,0	-	-	-	-	-	-	228,0	-
78	45,6	143,0	206,0	-	-	-	-	-	-	221,0	-
82	-	-	188,0	217,0	-	-	-	-	-	215,0	-
86	-	-	172,0	204,0	-	-	-	-	-	199,0	-
90	-	-	157,0	193,0	-	-	-	-	-	185,0	-
94	-	-	-	183,0	-	-	-	-	-	172,0	-
98	-	-	-	172,0	-	-	-	-	-	160,0	-
102	-	-	-	158,0	151,0	-	-	-	-	149,0	-
106	-	-	-	-	144,0	-	-	-	-	137,0	-
110	-	-	-	-	137,0	-	-	-	-	123,0	-
112	-	-	-	-	133,0	-	-	-	-	116,5	-
114	-	-	-	-	-	-	-	-	-	110,0	-
118	-	-	-	-	-	-	-	-	99,5	98,5	-
122	-	-	-	-	-	-	-	-	94,5	86,5	-
126	-	-	-	-	-	-	-	-	-	77,5	-
130	-	-	-	-	-	-	-	-	-	71,0	-
34	150,0*	208,0*	-	-	-	-	-	-	-	-	-
38	132,0*	202,0*	-	-	-	-	-	-	-	-	-
42	117,0*	216,0	-	-	-	-	-	-	-	211,0	-
46	105,0*	212,0	-	-	-	-	-	-	-	211,0	-
50	94,0*	208,0	-	-	-	-	-	-	-	211,0	-
54	84,5*	205,0	-	-	-	-	-	-	-	211,0	-
58	76,0*	201,0	-	-	-	-	-	-	-	211,0	-
62	69,0*	197,0	-	-	-	-	-	-	-	210,0	-
66	62,0*	193,0	216,0	-	-	-	-	-	-	206,0	-
70	56,5*	179,0	216,0	-	-	-	-	-	-	202,0	-
74	51,0*	164,0	216,0	-	-	-	-	-	-	198,0	-
78	45,5*	150,0	200,0	-	-	-	-	-	-	194,0	-
82	40,5*	137,5	182,0	-	-	-	-	-	-	188,0	-
84	38,2*	131,0	173,0	-	-	-	-	-	-	185,5	-
86	29,7	123,0	166,0	-	-	-	-	-	-	183,0	-
88	27,8	115,0	159,0	-	-	-	-	-	-	181,0	-
90	-	-	152,0	184,0	-	-	-	-	-	179,0	-
94	-	-	140,0	174,0	-	-	-	-	-	169,0	-
98	-	-	129,0	165,0	-	-	-	-	-	157,0	-
102	-	-	118,0	152,0	-	-	-	-	-	146,0	-
106	-	-	-	140,0	-	-	-	-	-	136,0	-
110	-	-	-	129,0	-	-	-	-	-	127,0	-
112	-	-	-	124,0	123,0	-	-	-	-	121,0	-
114	-	-	-	119,0	120,0	-	-	-	-	115,0	-
118	-	-	-	-	114,0	-	-	-	-	103,0	-
122	-	-	-	-	108,0	-	-	-	-	92,5	-
124	-	-	-	-	105,0	-	-	-	-	87,2	-
126	-	-	-	-	-	-	-	-	-	82,0	-
130	-	-	-	-	-	-	-	-	75,0	71,5	-
134	-	-	-	-	-	-	-	-	71,0	62,5	-
138	-	-	-	-	-	-	-	-	-	57,5	-
142	-	-	-	-	-	-	-	-	-	49,6	-

0 t 100 t 180 t 240 t 340 t 440 t 540 t 640 t

6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la flèche · Falcone standard con sezioni di 6 m · Incrementos de 6 m para plumín abatible son estándar · Lances de 6 m da lança auxiliar como padrão · 6 м шаг размера гуська является стандартом

\* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° · Inclinação braccio base 88° · Ángulo de pluma principal 88° · Ângulo da lança principal 88° · Угол подъема гл. стрелы 88°

Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1 · Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

Inclinazione braccio base 88°, 85°, 75°, 65°, 55° e 45°, capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo della gru IC-1

Ángulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema de control de grúa IC-1

Ângulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях стрелы рассчитывается системой управления краном IC-1

# Operation

# SWSL, SFSL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000	
72 m + 96 m						72 m + 108 m					
SWSL						SFSL					
0 t		0 t - 640 t						0 t - 640 t			
88°/85°		88°/85°		75°		65°		55°		45°	
m	t	t	t	t	t	t	t	t	t	t	t
36	131,0*	167,0*	-	-	-	-	-	-	-	-	-
38	123,0*	167,0*	-	-	-	-	-	-	-	-	-
42	109,0*	164,0*	-	-	-	-	-	-	-	-	-
46	97,0*	173,0	-	-	-	-	-	-	-	170,0	-
50	86,5*	170,0	-	-	-	-	-	-	-	170,0	-
54	77,0*	168,0	-	-	-	-	-	-	-	170,0	-
58	69,0*	166,0	-	-	-	-	-	-	-	170,0	-
62	62,0*	163,0	-	-	-	-	-	-	-	170,0	-
66	55,5*	161,0	-	-	-	-	-	-	-	170,0	-
70	50,0*	158,0	-	-	-	-	-	-	-	167,0	-
72	47,3*	157,0	168,0	-	-	-	-	-	-	166,0	-
74	44,8*	156,0	168,0	-	-	-	-	-	-	165,0	-
78	40,1*	148,0	168,0	-	-	-	-	-	-	162,0	-
82	35,8*	136,0	168,0	-	-	-	-	-	-	159,0	-
86	31,9*	125,0	164,0	-	-	-	-	-	-	157,0	-
90	28,3*	115,5	150,0	-	-	-	-	-	-	153,0	-
94	24,9*	105,5	138,0	-	-	-	-	-	-	150,0	-
96	23,2*	100,0	132,0	-	-	-	-	-	-	148,5	-
98	15,8	94,0	127,0	150,0	-	-	-	-	-	147,0	-
100	14,4	88,0	121,0	150,0	-	-	-	-	-	145,5	-
102	-	-	117,0	150,0	-	-	-	-	-	144,0	-
106	-	-	108,0	137,0	-	-	-	-	-	137,0	-
110	-	-	100,0	126,0	-	-	-	-	-	127,0	-
112	-	-	96,0	121,0	-	-	-	-	-	122,5	-
114	-	-	-	117,0	-	-	-	-	-	118,0	-
118	-	-	-	108,0	-	-	-	-	-	110,0	-
120	-	-	-	104,0	106,0	-	-	-	-	105,0	-
122	-	-	-	100,0	103,0	-	-	-	-	100,0	-
124	-	-	-	96,0	100,0	-	-	-	-	94,7	-
126	-	-	-	-	97,5	-	-	-	-	89,5	-
130	-	-	-	-	92,5	-	-	-	-	80,0	-
134	-	-	-	-	87,5	-	-	-	-	70,5	-
136	-	-	-	-	85,5	-	-	-	-	66,0	-
138	-	-	-	-	-	-	-	-	-	61,5	-
140	-	-	-	-	-	-	-	-	-	59,5	57,0
142	-	-	-	-	-	-	-	-	-	58,0	52,5
146	-	-	-	-	-	-	-	-	-	54,5	47,9
150	-	-	-	-	-	-	-	-	-	-	42,3
154	-	-	-	-	-	-	-	-	-	-	33,9
40	107,0*	133,0*	-	-	-	-	-	-	-	-	-
42	101,0*	132,0*	-	-	-	-	-	-	-	-	-
46	89,0*	130,0*	-	-	-	-	-	-	-	-	-
50	79,0*	134,0	-	-	-	-	-	-	-	-	133,0
54	70,0*	132,0	-	-	-	-	-	-	-	-	133,0
58	62,5*	131,0	-	-	-	-	-	-	-	-	133,0
62	55,5*	129,0	-	-	-	-	-	-	-	-	132,0
66	49,3*	127,0	-	-	-	-	-	-	-	-	131,0
70	43,7*	125,0	-	-	-	-	-	-	-	-	129,0
74	38,6*	123,0	-	-	-	-	-	-	-	-	128,0
78	34,0*	121,0	124,0	-	-	-	-	-	-	-	125,0
82	29,9*	119,0	124,0	-	-	-	-	-	-	-	123,0
86	26,0*	116,5	124,0	-	-	-	-	-	-	-	121,0
90	22,5*	110,5	124,0	-	-	-	-	-	-	-	119,0
94	19,2*	102,0	124,0	-	-	-	-	-	-	-	117,0
96	17,7*	98,0	124,0	-	-	-	-	-	-	-	116,0
98	16,2*	94,2	122,0	-	-	-	-	-	-	-	115,0
102	13,4*	87,0	112,0	-	-	-	-	-	-	-	113,0
104	12,1*	83,5	107,0	-	-	-	-	-	-	-	111,5
106	-	79,0	103,0	109,0	-	-	-	-	-	-	110,0
108	-	74,5	99,0	109,0	-	-	-	-	-	-	109,0
110	-	69,5	95,0	109,0	-	-	-	-	-	-	108,0
112	-	64,5	91,5	109,0	-	-	-	-	-	-	107,0
114	-	-	88,0	109,0	-	-	-	-	-	-	106,0
118	-	-	81,0	103,0	-	-	-	-	-	-	104,0
122	-	-	75,0	95,0	-	-	-	-	-	-	101,0
124	-	-	72,0	91,5	-	-	-	-	-	-	97,0
126	-	-	-	88,0	-	-	-	-	-	-	93,0
130	-	-	-	81,0	85,5	-	-	-	-	-	83,5
134	-	-	-	75,0	80,5	-	-	-	-	-	75,0
136	-	-	-	72,5	78,5	-	-	-	-	-	70,5
138	-	-	-	-	76,0	-	-	-	-	-	66,0
142	-	-	-	-	72,0	-	-	-	-	-	58,0
146	-	-	-	-	68,5	-	-	-	-	-	50,0
148	-	-	-	-	66,5	-	-	-	-	-	46,2
150	-	-	-	-	-	-	-	-	-	44,4	43,0
154	-	-	-	-	-	-	-	-	-	41,7	39,4
156	-	-	-	-	-	-	-	-	-	40,8	36,4
158	-	-	-	-	-	-	-	-	-	-	33,5
162	-	-	-	-	-	-	-	-	-	-	26,2
166	-	-	-	-	-	-	-	-	-	-	18,9

0 t 100 t 180 t 240 t 340 t 440 t 540 t 640 t

6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la flèche · Falcone standard con sezioni di 6 m · Incrementos de 6 m para plumín abatible son estándar · Lances de 6 m da lança auxiliar como padrão · 6 м шаг размера гуська является стандартом

\* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° · Inclinação braccio base 88° · Ângulo de pluma principal 88° · Ângulo da lança principal 88° · Угол подъема гл. стрелы 88°

Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1 Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

Inclinazione braccio base 88°, 85°, 75°, 65°, 55° e 45°, capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo della gru IC-1

Ângulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema de control de grúa IC-1

Ângulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях стрелы рассчитывается системой управления краном IC-1

# Operation

# SWSL, SFSL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000	
78 m + 36 m						78 m + 48 m					
SWSL						SWSL					
0 t - 640 t						0 t - 640 t					
0 t		88°/85°		75°		65°		55°		45°	
m	t	t	t	t	t	t	t	t	t	t	t
20	318,0*	449,0*	-	-	-	-	-	-	-	-	-
22	291,0*	436,0*	-	-	-	-	-	-	-	-	-
24	269,0*	422,0*	-	-	-	-	-	-	-	-	-
26	249,0*	469,0	-	-	-	-	-	-	-	460,0	-
28	231,0*	459,0	-	-	-	-	-	-	-	460,0	-
30	216,0*	449,0	-	-	-	-	-	-	-	460,0	-
34	190,0*	429,0	-	-	-	-	-	-	-	460,0	-
38	170,0*	410,0	-	-	-	-	-	-	-	460,0	-
40	159,0*	380,0	-	-	-	-	-	-	-	460,0	-
42	138,0	353,0	-	-	-	-	-	-	-	451,0	-
44	129,0	329,0	463,0	-	-	-	-	-	-	439,0	-
46	-	-	463,0	-	-	-	-	-	-	427,0	-
50	-	-	427,0	-	-	-	-	-	-	408,0	-
54	-	-	373,0	-	-	-	-	-	-	372,0	-
58	-	-	323,0	-	-	-	-	-	-	337,0	-
61	-	-	-	316,0	-	-	-	-	-	314,5	-
62	-	-	-	311,0	-	-	-	-	-	307,0	-
66	-	-	-	289,0	-	-	-	-	-	280,0	-
70	-	-	-	270,0	-	-	-	-	-	257,0	-
71	-	-	-	266,0	-	-	-	-	-	251,7	-
74	-	-	-	-	-	-	-	-	-	236,0	-
77	-	-	-	-	224,0	-	-	-	-	222,5	-
78	-	-	-	-	220,0	-	-	-	-	218,0	-
82	-	-	-	-	208,0	-	-	-	-	201,0	-
86	-	-	-	-	-	-	-	-	-	184,0	-
90	-	-	-	-	-	-	-	-	-	164,0	-
91	-	-	-	-	-	-	-	-	161,0	159,2	-
93	-	-	-	-	-	-	-	-	156,0	149,7	-
94	-	-	-	-	-	-	-	-	-	145,0	-
98	-	-	-	-	-	-	-	-	-	127,0	-
102	-	-	-	-	-	-	-	-	-	112,0	-
22	273,0*	362,0*	-	-	-	-	-	-	-	-	-
24	252,0*	358,0*	-	-	-	-	-	-	-	-	-
26	233,0*	349,0*	-	-	-	-	-	-	-	-	-
28	217,0*	340,0*	-	-	-	-	-	-	-	-	-
30	203,0*	377,0	-	-	-	-	-	-	-	-	368,0
34	178,0*	364,0	-	-	-	-	-	-	-	-	368,0
38	158,0*	351,0	-	-	-	-	-	-	-	-	368,0
42	142,0*	338,0	-	-	-	-	-	-	-	-	368,0
46	128,0*	326,0	-	-	-	-	-	-	-	-	367,0
50	113,0*	292,0	386,0	-	-	-	-	-	-	-	355,0
52	106,0*	275,0	386,0	-	-	-	-	-	-	-	345,0
54	92,0	260,0	379,0	-	-	-	-	-	-	-	339,0
56	87,0	240,0	370,0	-	-	-	-	-	-	-	333,0
58	-	-	348,0	-	-	-	-	-	-	-	327,0
62	-	-	305,0	-	-	-	-	-	-	-	310,0
66	-	-	271,0	-	-	-	-	-	-	-	284,0
68	-	-	257,0	-	-	-	-	-	-	-	272,0
69	-	-	-	268,0	-	-	-	-	-	-	266,0
70	-	-	-	264,0	-	-	-	-	-	-	260,0
74	-	-	-	247,0	-	-	-	-	-	-	239,0
78	-	-	-	232,0	-	-	-	-	-	-	220,0
82	-	-	-	219,0	-	-	-	-	-	-	203,0
86	-	-	-	-	-	-	-	-	-	-	188,0
87	-	-	-	-	-	187,0	-	-	-	-	184,5
90	-	-	-	-	-	179,0	-	-	-	-	174,0
94	-	-	-	-	-	170,0	-	-	-	-	161,0
98	-	-	-	-	-	-	-	-	-	-	144,0
102	-	-	-	-	-	-	-	-	-	131,0	128,0
104	-	-	-	-	-	-	-	-	-	127,0	120,5
106	-	-	-	-	-	-	-	-	-	-	113,0
110	-	-	-	-	-	-	-	-	-	-	98,5
114	-	-	-	-	-	-	-	-	-	-	89,5

0 t 100 t 180 t 240 t 340 t 440 t 540 t 640 t

6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la fléchette ·  
Falcone standard con sezioni di 6 m · Incrementos de 6 m para plumín abatible son estándar · Lances de 6 m da lança auxiliar como padrão ·  
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\* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° · Inclinação braccio base 88° · Ángulo de pluma principal 88° ·  
Ángulo da lança principal 88° · Угол подъема гл. стрелы 88°

Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1  
Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung  
IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions  
intermédiaires de la flèche

Inclinazione braccio base 88°, 85°, 75°, 65°, 55° e 45°, capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo  
della gru IC-1

Ángulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema  
de control de grúa IC-1

Ángulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema  
de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях  
стрелы рассчитывается системой управления краном IC-1

# Operation

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

# SWSL, SFSL

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000					
78 m + 60 m						78 m + 72 m									
SWSL						SWSL									
0 t - 640 t						0 t - 640 t									
0 t		88°/85°		88°/85°		75°		65°		55°		45°		15°	
m	t	t	t	t	t	t	t	t	t	t	t	t	t	t	t
26	220,0*	293,0*	-	-	-	-	-	-	-	-	-	-	-	-	-
28	205,0*	290,0*	-	-	-	-	-	-	-	-	-	-	-	-	-
30	191,0*	285,0*	-	-	-	-	-	-	-	-	-	-	-	-	-
34	168,0*	307,0	-	-	-	-	-	-	-	-	-	299,0	-	-	-
38	149,0*	298,0	-	-	-	-	-	-	-	-	-	299,0	-	-	-
42	133,0*	290,0	-	-	-	-	-	-	-	-	-	299,0	-	-	-
46	120,0*	282,0	-	-	-	-	-	-	-	-	-	299,0	-	-	-
50	108,0*	273,0	-	-	-	-	-	-	-	-	-	299,0	-	-	-
54	98,5*	265,0	-	-	-	-	-	-	-	-	-	293,0	-	-	-
56	94,0*	259,0	314,0	-	-	-	-	-	-	-	-	288,5	-	-	-
58	90,0*	246,0	313,0	-	-	-	-	-	-	-	-	284,0	-	-	-
62	81,0*	222,0	307,0	-	-	-	-	-	-	-	-	273,0	-	-	-
66	65,5	195,0	285,0	-	-	-	-	-	-	-	-	265,0	-	-	-
70	-	-	255,0	-	-	-	-	-	-	-	-	257,0	-	-	-
74	-	-	231,0	-	-	-	-	-	-	-	-	245,0	-	-	-
77	-	-	215,0	233,0	-	-	-	-	-	-	-	230,7	-	-	-
78	-	-	210,0	229,0	-	-	-	-	-	-	-	226,0	-	-	-
80	-	-	200,0	222,0	-	-	-	-	-	-	-	217,5	-	-	-
82	-	-	-	216,0	-	-	-	-	-	-	-	209,0	-	-	-
86	-	-	-	204,0	-	-	-	-	-	-	-	193,0	-	-	-
90	-	-	-	193,0	-	-	-	-	-	-	-	179,0	-	-	-
94	-	-	-	183,0	-	-	-	-	-	-	-	166,0	-	-	-
96	-	-	-	-	162,0	-	-	-	-	-	-	160,0	-	-	-
98	-	-	-	-	158,0	-	-	-	-	-	-	154,0	-	-	-
102	-	-	-	-	150,0	-	-	-	-	-	-	144,0	-	-	-
104	-	-	-	-	146,0	-	-	-	-	-	-	137,0	-	-	-
106	-	-	-	-	-	-	-	-	-	-	-	130,0	-	-	-
110	-	-	-	-	-	-	-	-	-	-	-	116,0	-	-	-
112	-	-	-	-	-	-	-	-	-	-	-	111,0	109,5	-	-
114	-	-	-	-	-	-	-	-	-	-	-	108,0	103,0	-	-
116	-	-	-	-	-	-	-	-	-	-	-	105,0	96,5	-	-
118	-	-	-	-	-	-	-	-	-	-	-	-	90,0	-	-
122	-	-	-	-	-	-	-	-	-	-	-	-	78,5	-	-
126	-	-	-	-	-	-	-	-	-	-	-	-	72,5	-	-

0 t		100 t		180 t		240 t		340 t		440 t		540 t		640 t	
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6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la fléchette ·  
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\* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° · Inclinação braccio base 88° · Ángulo de pluma principal 88° ·  
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Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1  
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IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions  
intermédiaires de la flèche

Inclinazione braccio base 88°, 85°, 75°, 65°, 55° e 45°, capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo  
della gru IC-1

Ángulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema  
de control de grúa IC-1

Ángulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema  
de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях  
стрелы рассчитывается системой управления краном IC-1

# Operation

# SWSL, SFSL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000	
78 m + 84 m		SWSL		SFSL		78 m + 96 m		SWSL		SFSL	
0 t		0 t - 640 t		0 t - 640 t		0 t		0 t - 640 t		0 t - 640 t	
88°/85°		88°/85°		75°		65°		55°		45°	
15°		15°		15°		15°		15°		15°	
m	t	t	t	t	t	t	t	t	t	t	t
34	145,0*	195,0*	-	-	-	-	-	-	-	-	-
38	128,0*	190,0*	-	-	-	-	-	-	-	-	-
42	114,0*	202,0	-	-	-	-	-	-	-	198,0	-
46	101,0*	199,0	-	-	-	-	-	-	-	198,0	-
50	91,0*	195,0	-	-	-	-	-	-	-	198,0	-
54	81,5*	192,0	-	-	-	-	-	-	-	198,0	-
58	73,5*	188,0	-	-	-	-	-	-	-	198,0	-
62	66,5*	184,0	-	-	-	-	-	-	-	197,0	-
66	60,0*	180,0	-	-	-	-	-	-	-	194,0	-
68	57,0*	179,0	202,0	-	-	-	-	-	-	192,0	-
70	54,0*	177,0	202,0	-	-	-	-	-	-	190,0	-
74	49,1*	168,0	202,0	-	-	-	-	-	-	187,0	-
78	44,5*	154,0	202,0	-	-	-	-	-	-	183,0	-
82	39,9*	139,5	190,0	-	-	-	-	-	-	178,0	-
84	37,6*	131,0	182,0	-	-	-	-	-	-	176,0	-
86	28,3	123,0	174,0	-	-	-	-	-	-	174,0	-
88	26,4	115,0	166,0	-	-	-	-	-	-	172,0	-
90	-	-	159,0	-	-	-	-	-	-	170,0	-
92	-	-	153,0	173,0	-	-	-	-	-	167,5	-
94	-	-	147,0	168,0	-	-	-	-	-	165,0	-
98	-	-	135,0	159,0	-	-	-	-	-	153,0	-
102	-	-	122,0	151,0	-	-	-	-	-	142,0	-
104	-	-	114,0	147,0	-	-	-	-	-	137,0	-
106	-	-	-	143,0	-	-	-	-	-	132,0	-
110	-	-	-	136,0	-	-	-	-	-	123,0	-
114	-	-	-	128,0	115,0	-	-	-	-	114,0	-
116	-	-	-	123,0	112,0	-	-	-	-	109,5	-
118	-	-	-	-	110,0	-	-	-	-	105,0	-
122	-	-	-	-	104,0	-	-	-	-	95,0	-
126	-	-	-	-	100,0	-	-	-	-	84,5	-
128	-	-	-	-	98,0	-	-	-	-	79,5	-
130	-	-	-	-	-	-	-	-	-	74,5	-
134	-	-	-	-	-	-	-	-	-	68,0	65,0
138	-	-	-	-	-	-	-	-	-	64,5	55,5
142	-	-	-	-	-	-	-	-	-	-	48,8
146	-	-	-	-	-	-	-	-	-	-	44,3
36	127,0*	157,0*	-	-	-	-	-	-	-	-	-
38	119,0*	157,0*	-	-	-	-	-	-	-	-	-
42	105,0*	153,0*	-	-	-	-	-	-	-	-	-
46	93,5*	162,0	-	-	-	-	-	-	-	159,0	-
50	83,5*	160,0	-	-	-	-	-	-	-	159,0	-
54	74,5*	158,0	-	-	-	-	-	-	-	159,0	-
58	66,5*	156,0	-	-	-	-	-	-	-	159,0	-
62	59,5*	153,0	-	-	-	-	-	-	-	159,0	-
66	53,5*	151,0	-	-	-	-	-	-	-	159,0	-
70	47,8*	148,0	-	-	-	-	-	-	-	158,0	-
74	42,8*	146,0	158,0	-	-	-	-	-	-	155,0	-
78	38,2*	143,0	158,0	-	-	-	-	-	-	153,0	-
82	34,0*	138,0	158,0	-	-	-	-	-	-	151,0	-
86	30,2*	129,5	158,0	-	-	-	-	-	-	149,5	-
90	26,7*	118,5	158,0	-	-	-	-	-	-	148,0	-
94	23,4*	106,5	145,0	-	-	-	-	-	-	146,0	-
96	21,9*	100,0	139,0	-	-	-	-	-	-	142,0	-
98	13,9	93,7	134,0	-	-	-	-	-	-	139,0	-
100	12,6	87,5	128,0	141,0	-	-	-	-	-	138,0	-
102	-	-	123,0	141,0	-	-	-	-	-	137,0	-
106	-	-	114,0	139,0	-	-	-	-	-	133,0	-
110	-	-	106,0	131,0	-	-	-	-	-	123,0	-
114	-	-	94,5	125,0	-	-	-	-	-	115,0	-
118	-	-	-	116,0	-	-	-	-	-	106,0	-
122	-	-	-	108,0	-	-	-	-	-	99,0	-
124	-	-	-	104,0	97,0	-	-	-	-	95,0	-
126	-	-	-	100,0	94,5	-	-	-	-	91,0	-
128	-	-	-	96,5	92,0	-	-	-	-	86,2	-
130	-	-	-	-	90,0	-	-	-	-	81,5	-
134	-	-	-	-	85,5	-	-	-	-	72,5	-
138	-	-	-	-	81,0	-	-	-	-	63,5	-
140	-	-	-	-	79,0	-	-	-	-	59,2	-
142	-	-	-	-	-	-	-	-	-	55,0	-
144	-	-	-	-	-	-	-	-	-	53,0	51,0
146	-	-	-	-	-	-	-	-	-	51,5	47,1
150	-	-	-	-	-	-	-	-	-	48,8	41,1
154	-	-	-	-	-	-	-	-	-	-	37,1
158	-	-	-	-	-	-	-	-	-	-	29,2

0 t	100 t	180 t	240 t	340 t	440 t	540 t	640 t
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6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la flèche · Falcone standard con sezioni di 6 m · Incrementos de 6 m para plumín abatible son estándar · Lances de 6 m da lança auxiliar como padrão · 6 m шаг размера гуська является стандартом

\* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° · Inclinazione braccio base 88° · Ângulo de pluma principal 88° · Ângulo da lança principal 88° · Угол подъема гл. стрелы 88°

Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1 · Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

Inclinazione braccio base 88°, 85°, 75°, 65°, 55° e 45°, capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo della gru IC-1

Ângulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema de control de grúa IC-1

Ângulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях стрелы рассчитывается системой управления краном IC-1



# Operation

# SWSL, SFSL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000	
78 m + 108 m		SWSL		SFSL		84 m + 36 m		SWSL		SFSL	
0 t		0 t - 640 t		0 t - 640 t		0 t		0 t - 640 t		SFSL	
88°/85°		88°/85°		75°		65°		55°		45°	
15°		15°		15°		15°		15°		15°	
m	t	t	t	t	t	t	t	t	t	t	t
40	103,0*	126,0*	-	-	-	-	-	-	-	-	-
42	97,0*	125,0*	-	-	-	-	-	-	-	-	-
46	85,5*	123,0*	-	-	-	-	-	-	-	-	-
50	76,0*	127,0	-	-	-	-	-	-	-	127,0	-
54	67,0*	126,0	-	-	-	-	-	-	-	127,0	-
58	59,5*	125,0	-	-	-	-	-	-	-	126,0	-
62	53,0*	123,0	-	-	-	-	-	-	-	126,0	-
66	47,0*	121,0	-	-	-	-	-	-	-	125,0	-
70	41,5*	119,0	-	-	-	-	-	-	-	124,0	-
74	36,6*	117,0	-	-	-	-	-	-	-	123,0	-
78	32,1*	115,0	-	-	-	-	-	-	-	121,0	-
80	30,0*	115,0	119,0	-	-	-	-	-	-	120,0	-
82	28,0*	114,0	119,0	-	-	-	-	-	-	119,0	-
86	24,3*	111,5	119,0	-	-	-	-	-	-	117,0	-
90	20,8*	106,5	119,0	-	-	-	-	-	-	115,0	-
92	19,2*	103,0	119,0	-	-	-	-	-	-	113,5	-
94	17,6*	99,7	119,0	-	-	-	-	-	-	112,0	-
98	14,7*	93,2	118,0	-	-	-	-	-	-	110,0	-
102	12,0*	86,5	118,0	-	-	-	-	-	-	108,0	-
104	10,7*	83,0	114,0	-	-	-	-	-	-	107,0	-
106	-	78,5	109,0	-	-	-	-	-	-	106,0	-
108	-	74,0	105,0	104,0	-	-	-	-	-	105,0	-
110	-	69,0	101,0	104,0	-	-	-	-	-	104,0	-
112	-	64,0	97,5	104,0	-	-	-	-	-	102,5	-
114	-	-	93,5	104,0	-	-	-	-	-	101,0	-
118	-	-	86,5	104,0	-	-	-	-	-	99,5	-
122	-	-	80,0	103,0	-	-	-	-	-	97,5	-
126	-	-	70,5	95,5	-	-	-	-	-	90,5	-
130	-	-	-	88,5	-	-	-	-	-	83,5	-
134	-	-	-	81,5	78,0	-	-	-	-	76,0	-
138	-	-	-	-	73,5	-	-	-	-	67,5	-
142	-	-	-	-	76,0	-	-	-	-	59,5	-
146	-	-	-	-	-	69,5	-	-	-	51,5	-
150	-	-	-	-	-	66,0	-	-	-	44,2	-
154	-	-	-	-	-	62,5	-	-	-	38,5	36,9
158	-	-	-	-	-	-	38,5	-	-	35,9	31,6
160	-	-	-	-	-	-	34,7	-	-	29,5	-
162	-	-	-	-	-	-	-	27,5	-	-	-
166	-	-	-	-	-	-	-	21,5	-	-	-
170	-	-	-	-	-	-	-	14,5	-	-	-

0 t 100 t 180 t 240 t 340 t 440 t 540 t 640 t

6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la fléchette · Falcone standard con sezioni di 6 m · Incrementos de 6 m para plumín abatible son estándar · Lances de 6 m da lança auxiliar como padrão · 6 м шаг размера гуська является стандартом

\* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° · Inclinazione braccio base 88° · Ángulo de pluma principal 88° · Ángulo da lança principal 88° · Угол подъема гл. стрелы 88°

Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1  
Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

Inclinazione braccio base 88°, 85°, 75°, 65°, 55° e 45°, capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo della gru IC-1

Ángulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema de control de grúa IC-1

Ángulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях стрелы рассчитывается системой управления краном IC-1

# Operation

# SWSL, SFSL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000	
84 m + 48 m						84 m + 60 m					
SWSL						SFSL					
0 t		0 t - 640 t				0 t		0 t - 640 t			
88°/85°		88°/85°		75°		65°		55°		45°	
m	t	t	t	t	t	t	t	t	t	t	t
24	243,0*	330,0*	-	-	-	-	-	-	-	-	-
26	226,0*	322,0*	-	-	-	-	-	-	-	-	-
28	210,0*	314,0*	-	-	-	-	-	-	-	-	-
30	196,0*	347,0	-	-	-	-	-	-	-	337,0	-
34	173,0*	335,0	-	-	-	-	-	-	-	337,0	-
38	154,0*	323,0	-	-	-	-	-	-	-	337,0	-
42	138,0*	310,0	-	-	-	-	-	-	-	337,0	-
46	124,0*	298,0	-	-	-	-	-	-	-	337,0	-
50	112,0*	288,0	-	-	-	-	-	-	-	329,0	-
52	105,0*	279,0	353,0	-	-	-	-	-	-	323,5	-
54	90,0	263,0	352,0	-	-	-	-	-	-	318,0	-
56	85,0	247,0	348,0	-	-	-	-	-	-	309,0	-
58	-	-	342,0	-	-	-	-	-	-	304,0	-
62	-	-	320,0	-	-	-	-	-	-	293,0	-
66	-	-	283,0	-	-	-	-	-	-	279,0	-
70	-	-	253,0	-	-	-	-	-	-	255,0	-
72	-	-	-	248,0	-	-	-	-	-	244,5	-
74	-	-	-	240,0	-	-	-	-	-	234,0	-
78	-	-	-	225,0	-	-	-	-	-	215,0	-
82	-	-	-	212,0	-	-	-	-	-	199,0	-
84	-	-	-	206,0	-	-	-	-	-	191,0	-
86	-	-	-	-	-	-	-	-	-	183,0	-
90	-	-	-	-	-	171,0	-	-	-	169,0	-
94	-	-	-	-	-	162,0	-	-	-	157,0	-
97	-	-	-	-	-	156,0	-	-	-	148,0	-
98	-	-	-	-	-	-	-	-	-	145,0	-
102	-	-	-	-	-	-	-	-	-	131,0	-
106	-	-	-	-	-	-	-	-	-	119,0	117,0
109	-	-	-	-	-	-	-	-	-	115,0	106,5
110	-	-	-	-	-	-	-	-	-	-	103,0
114	-	-	-	-	-	-	-	-	-	-	89,5
118	-	-	-	-	-	-	-	-	-	-	77,5
26	212,0*	270,0*	-	-	-	-	-	-	-	-	-
28	198,0*	268,0*	-	-	-	-	-	-	-	-	-
30	185,0*	263,0*	-	-	-	-	-	-	-	-	-
34	162,0*	281,0	-	-	-	-	-	-	-	-	275,0
38	144,0*	275,0	-	-	-	-	-	-	-	-	275,0
42	129,0*	267,0	-	-	-	-	-	-	-	-	275,0
46	116,0*	259,0	-	-	-	-	-	-	-	-	275,0
50	105,0*	251,0	-	-	-	-	-	-	-	-	275,0
54	95,5*	243,0	-	-	-	-	-	-	-	-	271,0
58	87,0*	234,0	289,0	-	-	-	-	-	-	-	264,0
62	79,5*	225,0	284,0	-	-	-	-	-	-	-	256,0
66	63,5	199,0	279,0	-	-	-	-	-	-	-	246,0
68	60,0	182,0	275,0	-	-	-	-	-	-	-	242,5
70	-	-	266,0	-	-	-	-	-	-	-	239,0
74	-	-	239,0	-	-	-	-	-	-	-	232,0
78	-	-	217,0	-	-	-	-	-	-	-	221,0
79	-	-	212,0	219,0	-	-	-	-	-	-	216,7
82	-	-	198,0	209,0	-	-	-	-	-	-	204,0
86	-	-	-	197,0	-	-	-	-	-	-	189,0
90	-	-	-	187,0	-	-	-	-	-	-	175,0
94	-	-	-	177,0	-	-	-	-	-	-	162,0
96	-	-	-	172,0	-	-	-	-	-	-	156,0
98	-	-	-	-	-	-	-	-	-	-	150,0
99	-	-	-	-	-	148,0	-	-	-	-	147,2
102	-	-	-	-	-	143,0	-	-	-	-	139,0
106	-	-	-	-	-	136,0	-	-	-	-	129,0
108	-	-	-	-	-	133,0	-	-	-	-	123,5
110	-	-	-	-	-	-	-	-	-	-	118,0
114	-	-	-	-	-	-	-	-	-	-	105,0
116	-	-	-	-	-	-	-	-	-	101,0	99,2
118	-	-	-	-	-	-	-	-	-	98,0	93,5
120	-	-	-	-	-	-	-	-	-	95,5	87,5
122	-	-	-	-	-	-	-	-	-	-	81,5
126	-	-	-	-	-	-	-	-	-	-	70,0
130	-	-	-	-	-	-	-	-	-	-	62,0

0 t 100 t 180 t 240 t 340 t 440 t 540 t 640 t

6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la flèche · Falcone standard con sezioni di 6 m · Incrementos de 6 m para plumín abatible son estándar · Lances de 6 m da lança auxiliar como padrão · 6 м шаг размера гуска является стандартом

\* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° · Inclinazione braccio base 88° · Ângulo de pluma principal 88° · Ângulo da lança principal 88° · Угол подъема гл. стрелы 88°

Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1 · Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

Inclinazione braccio base 88°, 85°, 75°, 65°, 55° e 45°, capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo della gru IC-1

Ângulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema de control de grúa IC-1

Ângulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях стрелы рассчитывается системой управления краном IC-1

# Operation

# SWSL, SFSL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000	
84 m + 72 m						84 m + 84 m					
SWSL						SFSL					
0 t		0 t - 640 t						0 t - 640 t			
88°/85°		88°/85°		75°		65°		55°		45°	
m	t	t	t	t	t	t	t	t	t	t	t
30	173,0*	220,0*	-	-	-	-	-	-	-	-	-
34	152,0*	215,0*	-	-	-	-	-	-	-	-	-
38	135,0*	230,0	-	-	-	-	-	-	-	224,0	-
42	120,0*	225,0	-	-	-	-	-	-	-	224,0	-
46	108,0*	220,0	-	-	-	-	-	-	-	224,0	-
50	97,5*	215,0	-	-	-	-	-	-	-	224,0	-
54	88,0*	209,0	-	-	-	-	-	-	-	224,0	-
58	80,0*	204,0	-	-	-	-	-	-	-	224,0	-
62	72,5*	199,0	-	-	-	-	-	-	-	219,0	-
64	69,5*	195,0	233,0	-	-	-	-	-	-	216,5	-
66	66,5*	192,0	233,0	-	-	-	-	-	-	214,0	-
70	60,5*	185,0	232,0	-	-	-	-	-	-	210,0	-
74	55,5*	169,0	226,0	-	-	-	-	-	-	205,0	-
78	42,4	147,0	222,0	-	-	-	-	-	-	198,0	-
82	-	-	202,0	-	-	-	-	-	-	193,0	-
86	-	-	185,0	-	-	-	-	-	-	188,0	-
88	-	-	177,0	187,0	-	-	-	-	-	182,5	-
90	-	-	170,0	181,0	-	-	-	-	-	177,0	-
94	-	-	150,0	172,0	-	-	-	-	-	164,0	-
98	-	-	-	163,0	-	-	-	-	-	152,0	-
102	-	-	-	154,0	-	-	-	-	-	141,0	-
106	-	-	-	147,0	-	-	-	-	-	131,0	-
108	-	-	-	-	127,0	-	-	-	-	126,0	-
110	-	-	-	-	124,0	-	-	-	-	121,0	-
114	-	-	-	-	118,0	-	-	-	-	112,0	-
118	-	-	-	-	113,0	-	-	-	-	103,0	-
120	-	-	-	-	110,0	-	-	-	-	97,7	-
122	-	-	-	-	-	-	-	-	-	92,5	-
126	-	-	-	-	-	-	-	-	-	81,5	-
128	-	-	-	-	-	-	-	-	80,0	76,5	-
130	-	-	-	-	-	-	-	80,0	78,0	71,5	-
134	-	-	-	-	-	-	-	-	-	61,0	-
138	-	-	-	-	-	-	-	-	-	52,0	-
142	-	-	-	-	-	-	-	-	-	47,8	-
34	140,0*	180,0*	-	-	-	-	-	-	-	-	-
38	124,0*	175,0*	-	-	-	-	-	-	-	-	-
42	110,0*	186,0	-	-	-	-	-	-	-	182,0	-
46	98,0*	184,0	-	-	-	-	-	-	-	182,0	-
50	87,5*	180,0	-	-	-	-	-	-	-	182,0	-
54	78,5*	177,0	-	-	-	-	-	-	-	182,0	-
58	71,0*	173,0	-	-	-	-	-	-	-	182,0	-
62	64,0*	169,0	-	-	-	-	-	-	-	182,0	-
66	57,5*	166,0	-	-	-	-	-	-	-	180,0	-
70	52,0*	162,0	186,0	-	-	-	-	-	-	177,0	-
74	47,0*	157,0	186,0	-	-	-	-	-	-	174,0	-
78	42,5*	152,0	186,0	-	-	-	-	-	-	171,0	-
82	38,4*	141,0	185,0	-	-	-	-	-	-	168,0	-
84	36,4*	133,0	182,0	-	-	-	-	-	-	164,5	-
86	26,6	125,0	179,0	-	-	-	-	-	-	163,0	-
88	24,9	117,0	172,0	-	-	-	-	-	-	161,5	-
90	-	-	164,0	-	-	-	-	-	-	160,0	-
94	-	-	151,0	-	-	-	-	-	-	157,0	-
96	-	-	145,0	158,0	-	-	-	-	-	153,0	-
98	-	-	139,0	154,0	-	-	-	-	-	149,0	-
102	-	-	129,0	145,0	-	-	-	-	-	138,0	-
104	-	-	121,0	142,0	-	-	-	-	-	133,0	-
106	-	-	-	138,0	-	-	-	-	-	128,0	-
110	-	-	-	131,0	-	-	-	-	-	118,0	-
114	-	-	-	125,0	-	-	-	-	-	110,0	-
118	-	-	-	119,0	103,0	-	-	-	-	101,0	-
122	-	-	-	-	98,5	-	-	-	-	94,0	-
126	-	-	-	-	93,5	-	-	-	-	85,5	-
130	-	-	-	-	89,5	-	-	-	-	75,5	-
132	-	-	-	-	87,5	-	-	-	-	71,0	-
134	-	-	-	-	-	-	-	-	-	66,5	-
138	-	-	-	-	-	-	-	-	60,0	57,5	-
142	-	-	-	-	-	-	-	-	57,0	48,7	-
146	-	-	-	-	-	-	-	-	-	41,5	-
150	-	-	-	-	-	-	-	-	-	37,2	-
154	-	-	-	-	-	-	-	-	-	29,5	-

0 t 100 t 180 t 240 t 340 t 440 t 540 t 640 t

6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la fléchette · Falcone standard con sezioni di 6 m · Incrementos de 6 m para plumín abatible son estándar · Lances de 6 m da lança auxiliar como padrão · 6 м шаг размера гуська является стандартом

\* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° · Inclinazione braccio base 88° · Ángulo de pluma principal 88° · Ángulo da lança principal 88° · Угол подъема гл. стрелы 88°

Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1  
Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

Inclinazione braccio base 88°, 85°, 75°, 65°, 55° e 45°; capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo della gru IC-1

Ángulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema de control de grúa IC-1


Ángulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях стрелы рассчитывается системой управления краном IC-1

# Operation

# SWSL, SFSL

Einsatz · Utilisation · Funzionamento · Uso ·  
 Operação · Эксплуатация

 295 t + 60 t    19-30 m    10,5 m    9.8 m/s    360°    EN13000								
84 m + 96 m								
84 m + 108 m								
SWSL			SFSL					
0 t    0 t - 640 t								
88°/85°   88°/85°   75°   65°   55°   45°   15°								
m	t	t	t	t	t	t	t	t
38	115,0*	145,0*	-	-	-	-	-	-
42	101,0*	142,0*	-	-	-	-	-	-
46	90,0*	150,0	-	-	-	-	147,0	-
50	80,0*	148,0	-	-	-	-	147,0	-
54	71,5*	146,0	-	-	-	-	147,0	-
58	63,5*	143,0	-	-	-	-	147,0	-
62	57,0*	141,0	-	-	-	-	147,0	-
66	51,0*	138,0	-	-	-	-	147,0	-
70	45,6*	136,0	-	-	-	-	146,0	-
74	40,7*	133,0	-	-	-	-	144,0	-
76	38,4*	132,0	146,0	-	-	-	143,0	-
78	36,2*	131,0	146,0	-	-	-	142,0	-
82	32,1*	127,0	146,0	-	-	-	140,0	-
86	28,4*	123,0	146,0	-	-	-	138,0	-
90	24,9*	117,5	146,0	-	-	-	136,0	-
94	21,8*	108,0	146,0	-	-	-	134,0	-
96	20,4*	102,0	143,0	-	-	-	131,0	-
98	11,7	95,7	137,0	-	-	-	130,0	-
100	10,5	89,5	132,0	-	-	-	129,0	-
102	-	-	127,0	-	-	-	128,0	-
104	-	-	122,0	124,0	-	-	127,0	-
106	-	-	117,0	124,0	-	-	126,0	-
110	-	-	103,0	123,0	-	-	119,0	-
114	-	-	99,5	120,0	-	-	111,0	-
116	-	-	93,0	117,0	-	-	106,5	-
118	-	-	-	114,0	-	-	102,0	-
122	-	-	-	108,0	-	-	95,0	-
126	-	-	-	103,0	-	-	87,5	-
128	-	-	-	101,0	86,0	-	84,2	-
130	-	-	-	97,5	84,0	-	81,0	-
134	-	-	-	-	80,0	-	73,0	-
138	-	-	-	-	76,0	-	64,0	-
142	-	-	-	-	73,0	-	56,0	-
146	-	-	-	-	-	-	48,1	-
148	-	-	-	-	-	46,2	44,2	-
150	-	-	-	-	-	44,8	40,3	-
154	-	-	-	-	-	42,0	33,0	-
158	-	-	-	-	-	-	28,7	-
162	-	-	-	-	-	-	23,4	-
40	99,5*	117,0*	-	-	-	-	-	-
42	93,0*	117,0*	-	-	-	-	-	-
46	82,0*	114,0*	-	-	-	-	-	-
50	72,5*	119,0	-	-	-	-	-	118,0
54	64,0*	118,0	-	-	-	-	-	118,0
58	57,0*	116,0	-	-	-	-	-	118,0
62	50,5*	114,0	-	-	-	-	-	117,0
66	44,6*	113,0	-	-	-	-	-	117,0
70	39,3*	111,0	-	-	-	-	-	116,0
74	34,5*	109,0	-	-	-	-	-	116,0
78	30,2*	107,0	-	-	-	-	-	114,0
82	26,2*	106,0	112,0	-	-	-	-	112,0
86	22,5*	104,0	112,0	-	-	-	-	110,0
88	20,8*	103,0	112,0	-	-	-	-	109,0
90	19,1*	100,2	112,0	-	-	-	-	108,0
94	16,0*	94,5	112,0	-	-	-	-	106,0
98	13,1*	88,7	112,0	-	-	-	-	105,0
100	11,8*	86,0	112,0	-	-	-	-	104,0
102	-	83,2	112,0	-	-	-	-	103,0
106	-	77,7	112,0	-	-	-	-	101,0
108	-	75,0	108,0	-	-	-	-	99,0
110	-	70,2	104,0	97,5	-	-	-	98,0
112	-	65,5	100,0	97,5	-	-	-	97,0
114	-	-	96,0	97,5	-	-	-	96,0
118	-	-	89,0	97,5	-	-	-	94,0
122	-	-	82,5	97,5	-	-	-	92,0
126	-	-	74,5	97,0	-	-	-	86,5
128	-	-	69,5	94,5	-	-	-	83,0
130	-	-	-	92,5	-	-	-	79,5
134	-	-	-	85,5	-	-	-	73,0
136	-	-	-	82,5	71,5	-	-	70,0
138	-	-	-	79,5	69,5	-	-	67,0
142	-	-	-	74,0	66,0	-	-	59,0
146	-	-	-	-	62,0	-	-	51,5
150	-	-	-	-	58,5	-	-	44,5
154	-	-	-	-	55,5	-	-	37,3
158	-	-	-	-	-	31,9	-	30,4
162	-	-	-	-	-	29,5	-	23,6
166	-	-	-	-	-	27,3	-	18,6
170	-	-	-	-	-	-	-	14,7


0 t 100 t 180 t 240 t 340 t 440 t 540 t 640 t

6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la fléchette ·  
 Falcone standard con sezioni di 6 m · Incrementos de 6 m para plumín abatible son estándar · Lances de 6 m da lança auxiliar como padrão ·  
 6 м шаг размера гуська является стандартом

\* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° · Inclinazione braccio base 88° · Ángulo de pluma principal 88° ·  
 Ángulo da lança principal 88° · Угол подъема гл. стрелы 88°

Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1  
 Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung  
 IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions  
 intermédiaires de la flèche

Inclinazione braccio base 88°, 85°, 75°, 65°, 55° e 45°, capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo  
 della gru IC-1

Ángulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema  
 de control de grúa IC-1

Ángulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema  
 de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях  
 стрелы рассчитывается системой управления краном IC-1

# Operation

# SWSL, SFSL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000	
90 m + 36 m						90 m + 48 m					
SWSL						SWSL					
0 t						0 t - 640 t					
88°/85°						88°/85°					
75°						75°					
65°						65°					
55°						55°					
45°						45°					
15°						15°					
m	t	t	t	t	t	m	t	t	t	t	t
20	296,0*	375,0*	-	-	-	24	235,0*	303,0*	-	-	-
22	272,0*	364,0*	-	-	-	26	218,0*	295,0*	-	-	-
24	251,0*	353,0*	-	-	-	28	203,0*	288,0*	-	-	-
26	233,0*	394,0	-	-	-	30	190,0*	316,0	-	-	309,0
28	217,0*	385,0	-	-	-	34	167,0*	307,0	-	-	309,0
30	203,0*	376,0	-	-	-	38	149,0*	296,0	-	-	309,0
34	179,0*	358,0	-	-	-	42	133,0*	284,0	-	-	309,0
38	160,0*	341,0	-	-	-	46	120,0*	272,0	-	-	309,0
40	152,0*	334,0	-	-	-	50	109,0*	263,0	-	-	304,0
42	129,0	328,0	-	-	-	52	104,0*	258,0	-	-	300,0
44	122,0	321,0	-	-	-	54	87,5	254,0	321,0	-	296,0
46	-	-	-	-	-	56	83,0	249,0	317,0	-	291,0
47	-	-	393,0	-	-	58	-	-	313,0	-	286,0
50	-	-	389,0	-	-	62	-	-	303,0	-	274,0
54	-	-	374,0	-	-	66	-	-	293,0	-	265,0
58	-	-	349,0	-	-	70	-	-	263,0	-	251,0
60	-	-	334,0	-	-	72	-	-	249,0	-	240,5
62	-	-	-	-	-	74	-	-	-	232,0	230,0
66	-	-	-	-	-	78	-	-	-	218,0	211,0
67	-	-	-	268,0	-	82	-	-	-	205,0	194,0
70	-	-	-	255,0	-	86	-	-	-	194,0	179,0
74	-	-	-	239,0	-	90	-	-	-	-	165,0
76	-	-	-	232,0	-	94	-	-	-	-	152,0
78	-	-	-	-	-	98	-	-	-	155,0	141,0
82	-	-	-	-	-	100	-	-	-	147,0	143,0
84	-	-	-	-	185,0	102	-	-	-	143,0	135,5
86	-	-	-	-	180,0	106	-	-	-	-	130,0
89	-	-	-	-	173,0	110	-	-	-	-	119,0
90	-	-	-	-	-	113	-	-	-	-	108,0
94	-	-	-	-	-	114	-	-	-	-	104,0
98	-	-	-	-	-	118	-	-	-	-	96,2
102	-	-	-	-	-	122	-	-	-	-	93,0
106	-	-	-	-	-						80,5
110	-	-	-	-	-						68,0

	0 t	100 t	180 t	240 t	340 t	440 t	540 t	640 t
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6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la fléchette · Falcone standard con sezioni di 6 m · Incrementos de 6 m para plumín abatible son estándar · Lances de 6 m da lança auxiliar como padrão · 6 м шаг размера гуска является стандартом

\* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° · Inclinação braccio base 88° · Ángulo de pluma principal 88° · Ângulo da lança principal 88° · Угол подъема гл. стрелы 88°

Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1 · Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

Inclinazione braccio base 88°, 85°, 75°, 65°, 55° e 45°, capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo della gru IC-1

Ângulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema de control de grúa IC-1

Ângulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях стрелы рассчитывается системой управления краном IC-1

# Operation

# SWSL, SFSL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000	
90 m + 60 m						90 m + 72 m					
SWSL						SWSL					
0 t						0 t - 640 t					
88°/85°						88°/85°					
75°						75°					
65°						65°					
55°						55°					
45°						45°					
15°						15°					
m	t	t	t	t	t	m	t	t	t	t	t
26	205,0*	249,0*	-	-	-	30	168,0*	203,0*	-	-	-
28	191,0*	247,0*	-	-	-	34	147,0*	198,0*	-	-	-
30	179,0*	242,0*	-	-	-	38	130,0*	211,0	-	-	206,0
34	157,0*	259,0	-	-	-	42	116,0*	207,0	-	-	206,0
38	140,0*	253,0	-	-	-	46	104,0*	202,0	-	-	206,0
42	125,0*	245,0	-	-	-	50	94,0*	197,0	-	-	206,0
46	112,0*	237,0	-	-	-	54	85,0*	192,0	-	-	206,0
50	102,0*	229,0	-	-	-	58	77,0*	187,0	-	-	206,0
54	92,5*	221,0	-	-	-	62	70,0*	181,0	-	-	203,0
58	84,5*	215,0	-	-	-	66	64,0*	176,0	212,0	-	199,0
60	80,5*	211,0	262,0	-	-	70	58,5*	170,0	212,0	-	195,0
62	77,0*	208,0	262,0	-	-	74	53,5*	164,0	211,0	-	191,0
64	74,0*	204,0	261,0	-	-	78	39,7	150,0	204,0	-	186,0
66	60,0	201,0	255,0	-	-	80	37,8	138,0	203,0	-	183,0
68	57,5	187,0	252,0	-	-	82	-	202,0	-	-	181,0
70	-	-	249,0	-	-	86	-	191,0	-	-	177,0
74	-	-	243,0	-	-	90	-	175,0	175,0	-	173,0
78	-	-	225,0	-	-	94	-	159,0	166,0	-	160,0
82	-	-	204,0	203,0	-	98	-	-	157,0	-	148,0
84	-	-	195,0	197,0	-	102	-	-	149,0	-	137,0
86	-	-	-	191,0	-	106	-	-	142,0	-	127,0
90	-	-	-	181,0	-	110	-	-	135,0	-	117,0
94	-	-	-	171,0	-	112	-	-	-	114,0	113,0
98	-	-	-	163,0	-	114	-	-	-	112,0	109,0
102	-	-	-	-	-	118	-	-	-	106,0	100,0
104	-	-	-	-	133,0	122	-	-	-	102,0	93,0
106	-	-	-	-	129,0	124	-	-	-	99,5	88,0
110	-	-	-	-	123,0	126	-	-	-	-	83,0
112	-	-	-	-	120,0	130	-	-	-	-	73,0
114	-	-	-	-	-	132	-	-	-	-	68,2
118	-	-	-	-	-	134	-	-	-	71,5	63,5
120	-	-	-	-	-	136	-	-	-	67,5	58,7
122	-	-	-	-	91,0	138	-	-	-	-	54,0
124	-	-	-	-	88,5	142	-	-	-	-	44,8
126	-	-	-	-	86,0	146	-	-	-	-	40,7
130	-	-	-	-	-						
134	-	-	-	-	-						

0 t 100 t 180 t 240 t 340 t 440 t 540 t 640 t

6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la fléchette · Falcone standard con sezioni di 6 m · Incrementos de 6 m para plumín abatible son estándar · Lances de 6 m da lança auxiliar como padrão · 6 м шаг размера гуська является стандартом

\* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° · Inclinazione braccio base 88° · Ángulo de pluma principal 88° · Ángulo da lança principal 88° · Угол подъема гл. стрелы 88°

Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1  
Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

Inclinazione braccio base 88°, 85°, 75°, 65°, 55° e 45°; capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo della gru IC-1

Ángulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema de control de grúa IC-1

Ángulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях стрелы рассчитывается системой управления краном IC-1

# Operation

# SWSL, SFSL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000	
90 m + 84 m						90 m + 96 m					
SWSL			SFSL			SWSL			SFSL		
0 t		0 t - 640 t				0 t		0 t - 640 t			
88°/85°		88°/85°		75°		65°		55°		45°	
15°		15°		15°		15°		15°		15°	
m	t	t	t	t	t	t	t	t	t	t	t
34	135,0*	166,0*	-	-	-	-	-	-	-	-	-
38	119,0*	161,0*	-	-	-	-	-	-	-	-	-
42	106,0*	171,0	-	-	-	-	-	-	-	168,0	-
46	94,5*	169,0	-	-	-	-	-	-	-	168,0	-
50	84,5*	165,0	-	-	-	-	-	-	-	168,0	-
54	75,5*	162,0	-	-	-	-	-	-	-	168,0	-
58	68,0*	158,0	-	-	-	-	-	-	-	168,0	-
62	61,0*	155,0	-	-	-	-	-	-	-	168,0	-
66	55,0*	151,0	-	-	-	-	-	-	-	167,0	-
70	49,9*	148,0	-	-	-	-	-	-	-	164,0	-
72	47,4*	146,0	170,0	-	-	-	-	-	-	162,5	-
74	45,0*	143,0	170,0	-	-	-	-	-	-	161,0	-
78	40,5*	139,0	170,0	-	-	-	-	-	-	159,0	-
82	36,5*	134,5	169,0	-	-	-	-	-	-	156,0	-
84	34,6*	132,0	169,0	-	-	-	-	-	-	155,0	-
86	24,1	125,5	168,0	-	-	-	-	-	-	154,0	-
88	22,5	119,0	166,0	-	-	-	-	-	-	150,0	-
90	-	-	164,0	-	-	-	-	-	-	149,0	-
94	-	-	155,0	-	-	-	-	-	-	146,0	-
98	-	-	143,0	148,0	-	-	-	-	-	143,0	-
102	-	-	132,0	140,0	-	-	-	-	-	134,0	-
106	-	-	119,0	133,0	-	-	-	-	-	124,0	-
110	-	-	-	126,0	-	-	-	-	-	115,0	-
114	-	-	-	120,0	-	-	-	-	-	106,0	-
118	-	-	-	114,0	-	-	-	-	-	98,0	-
120	-	-	-	111,0	-	-	-	-	-	94,0	-
122	-	-	-	-	92,0	-	-	-	-	90,0	-
126	-	-	-	-	87,5	-	-	-	-	83,0	-
130	-	-	-	-	83,5	-	-	-	-	75,5	-
134	-	-	-	-	80,0	-	-	-	-	66,5	-
138	-	-	-	-	-	-	-	-	-	58,0	-
142	-	-	-	-	-	-	-	-	-	52,0	49,8
146	-	-	-	-	-	-	-	-	-	49,4	41,6
150	-	-	-	-	-	-	-	-	-	-	33,5
154	-	-	-	-	-	-	-	-	-	-	28,7
158	-	-	-	-	-	-	-	-	-	-	23,7
38	110,0*	135,0*	-	-	-	-	-	-	-	-	-
42	97,5*	132,0*	-	-	-	-	-	-	-	-	-
46	86,5*	137,0	-	-	-	-	-	-	-	-	136,0
50	77,0*	136,0	-	-	-	-	-	-	-	-	136,0
54	68,5*	134,0	-	-	-	-	-	-	-	-	136,0
58	61,0*	131,0	-	-	-	-	-	-	-	-	136,0
62	54,5*	129,0	-	-	-	-	-	-	-	-	136,0
66	48,7*	126,0	-	-	-	-	-	-	-	-	136,0
70	43,5*	124,0	-	-	-	-	-	-	-	-	136,0
74	38,6*	121,0	-	-	-	-	-	-	-	-	133,0
78	34,2*	119,0	133,0	-	-	-	-	-	-	-	131,0
82	30,3*	116,0	133,0	-	-	-	-	-	-	-	128,0
86	26,6*	112,0	133,0	-	-	-	-	-	-	-	126,0
90	23,3*	108,5	133,0	-	-	-	-	-	-	-	123,0
94	20,2*	105,0	132,0	-	-	-	-	-	-	-	120,0
96	18,8*	103,0	132,0	-	-	-	-	-	-	-	119,0
98	-	97,2	132,0	-	-	-	-	-	-	-	118,0
100	-	91,5	131,0	-	-	-	-	-	-	-	115,5
102	-	-	130,0	-	-	-	-	-	-	-	114,0
106	-	-	120,0	115,0	-	-	-	-	-	-	111,0
110	-	-	111,0	115,0	-	-	-	-	-	-	109,0
114	-	-	103,0	114,0	-	-	-	-	-	-	106,0
118	-	-	92,0	109,0	-	-	-	-	-	-	99,0
122	-	-	-	104,0	-	-	-	-	-	-	91,0
126	-	-	-	99,0	-	-	-	-	-	-	84,0
130	-	-	-	94,5	78,0	-	-	-	-	-	77,0
132	-	-	-	92,5	76,0	-	-	-	-	-	74,0
134	-	-	-	-	74,5	-	-	-	-	-	71,0
138	-	-	-	-	70,5	-	-	-	-	-	64,0
142	-	-	-	-	67,5	-	-	-	-	-	56,0
146	-	-	-	-	64,5	-	-	-	-	-	48,4
150	-	-	-	-	-	-	-	-	-	-	40,8
152	-	-	-	-	-	-	-	-	-	39,0	37,1
154	-	-	-	-	-	-	-	-	-	37,7	33,5
158	-	-	-	-	-	-	-	-	-	35,2	26,2
162	-	-	-	-	-	-	-	-	-	-	20,0
166	-	-	-	-	-	-	-	-	-	-	15,9
170	-	-	-	-	-	-	-	-	-	-	10,6

0 t	100 t	180 t	240 t	340 t	440 t	540 t	640 t
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6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la fléchette · Falcone standard con sezioni di 6 m · Incrementos de 6 m para plumín abatible son estándar · Lances de 6 m da lança auxiliar como padrão · 6 м шаг размера гуська является стандартом

\* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° · Inclinação braccio base 88° · Ángulo de pluma principal 88° · Ángulo da lança principal 88° · Угол подъема гл. стрелы 88°

Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1 · Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

Inclinação braccio base 88°, 85°, 75°, 65°, 55° e 45°, capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo della gru IC-1

Ángulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema de control de grúa IC-1

Ángulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях стрелы рассчитывается системой управления краном IC-1

# Operation

# SWSL, SFSL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000	
90 m + 108 m						96 m + 36 m					
SWSL						SWSL					
0 t						0 t - 640 t					
88°/85°						88°/85°					
75°						75°					
65°						65°					
55°						55°					
45°						45°					
15°						15°					
m	t	t	t	t	t	m	t	t	t	t	t
40	95,5*	108,0*	-	-	-	20	286,0*	342,0*	-	-	-
42	89,5*	108,0*	-	-	-	22	263,0*	333,0*	-	-	-
46	78,5*	106,0*	-	-	-	24	243,0*	323,0*	-	-	-
50	69,5*	110,0	-	-	-	26	226,0*	355,0	-	-	346,0
54	61,5*	109,0	-	-	-	28	210,0*	351,0	-	-	346,0
58	54,0*	107,0	-	-	-	30	197,0*	343,0	-	-	346,0
62	48,0*	105,0	-	-	-	34	174,0*	326,0	-	-	346,0
66	42,3*	104,0	-	-	-	38	155,0*	310,0	-	-	346,0
70	37,1*	102,0	-	-	-	40	147,0*	304,0	-	-	346,0
74	32,4*	100,0	-	-	-	42	123,0	299,0	-	-	346,0
78	28,2*	98,5	-	-	-	46	111,0	287,0	-	-	340,0
82	24,3*	96,7	-	-	-	48	-	-	361,0	-	334,0
84	22,4*	96,0	104,0	-	-	50	-	-	357,0	-	329,0
86	20,7*	95,0	104,0	-	-	54	-	-	347,0	-	313,0
88	19,1*	94,0	104,0	-	-	58	-	-	334,0	-	302,0
90	17,5*	91,7	104,0	-	-	62	-	-	318,0	-	291,0
94	14,4*	87,5	104,0	-	-	66	-	-	-	-	266,0
98	11,6*	83,2	104,0	-	-	69	-	-	-	251,0	248,0
100	10,3*	81,0	104,0	-	-	70	-	-	-	247,0	242,0
102	-	79,0	104,0	-	-	74	-	-	-	231,0	222,0
106	-	74,7	103,0	-	-	78	-	-	-	217,0	203,0
108	-	72,5	103,0	-	-	82	-	-	-	-	186,0
110	-	69,7	103,0	-	-	86	-	-	-	-	171,0
112	-	67,0	103,0	-	-	88	-	-	-	166,0	164,0
114	-	-	99,0	89,5	-	90	-	-	-	162,0	157,0
118	-	-	91,5	89,5	-	93	-	-	-	156,0	148,0
122	-	-	84,5	89,5	-	94	-	-	-	-	145,0
126	-	-	78,0	89,5	-	98	-	-	-	-	133,0
128	-	-	73,5	89,5	-	102	-	-	-	-	122,0
130	-	-	-	88,0	-	104	-	-	-	-	115,0
134	-	-	-	83,5	-	106	-	-	-	117,0	108,0
138	-	-	-	79,5	-	110	-	-	-	114,0	94,0
140	-	-	-	77,5	62,0	114	-	-	-	-	80,5
142	-	-	-	76,0	60,5	118	-	-	-	-	67,5
144	-	-	-	74,5	59,0	-	-	-	-	-	-
146	-	-	-	-	57,5	-	-	-	-	-	-
150	-	-	-	-	54,5	-	-	-	-	-	-
154	-	-	-	-	51,5	-	-	-	-	-	-
158	-	-	-	-	48,8	-	-	-	-	-	-
162	-	-	-	-	-	25,2	-	-	-	-	23,8
166	-	-	-	-	-	23,0	-	-	-	-	17,4
170	-	-	-	-	-	21,0	-	-	-	-	11,1

6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la fléchette ·  
Falcone standard con sezioni di 6 m · Incrementos de 6 m para plumín abatible son estándar · Lances de 6 m da lança auxiliar como padrão ·  
6 м шаг размера гуська является стандартом

\* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° · Inclinazione braccio base 88° · Ángulo de pluma principal 88° ·  
Ángulo da lança principal 88° · Угол подъема гл. стрелы 88°

Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1  
Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

Inclinazione braccio base 88°, 85°, 75°, 65°, 55° e 45°, capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo della gru IC-1

Ángulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema de control de grúa IC-1

Ángulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях стрелы рассчитывается системой управления краном IC-1



# Operation

# SWSL, SFSL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000	
96 m + 48 m		SWSL		SFSL		96 m + 60 m		SWSL		SFSL	
0 t		0 t - 640 t		0 t - 640 t		0 t		0 t - 640 t		SFSL	
88°/85°		88°/85°		75°		65°		55°		45° 15°	
m	t	t	t	t	t	t	t	t	t	t	t
24	227,0*	277,0*	-	-	-	-	-	-	-	-	-
26	211,0*	270,0*	-	-	-	-	-	-	-	-	-
28	197,0*	263,0*	-	-	-	-	-	-	-	-	-
30	184,0*	290,0	-	-	-	-	-	-	-	281,0	-
34	162,0*	282,0	-	-	-	-	-	-	-	281,0	-
38	144,0*	270,0	-	-	-	-	-	-	-	281,0	-
42	129,0*	259,0	-	-	-	-	-	-	-	281,0	-
46	117,0*	248,0	-	-	-	-	-	-	-	281,0	-
50	106,0*	240,0	-	-	-	-	-	-	-	280,0	-
52	101,0*	235,0	-	-	-	-	-	-	-	276,0	-
54	83,5	231,0	292,0	-	-	-	-	-	-	272,0	-
56	79,5	227,0	292,0	-	-	-	-	-	-	268,0	-
58	-	-	291,0	-	-	-	-	-	-	264,0	-
62	-	-	279,0	-	-	-	-	-	-	254,0	-
66	-	-	272,0	-	-	-	-	-	-	245,0	-
70	-	-	264,0	-	-	-	-	-	-	237,0	-
74	-	-	245,0	-	-	-	-	-	-	225,0	-
77	-	-	-	214,0	-	-	-	-	-	211,5	-
78	-	-	-	211,0	-	-	-	-	-	207,0	-
82	-	-	-	198,0	-	-	-	-	-	190,0	-
86	-	-	-	187,0	-	-	-	-	-	174,0	-
90	-	-	-	177,0	-	-	-	-	-	160,0	-
94	-	-	-	-	-	-	-	-	-	147,0	-
97	-	-	-	-	-	140,0	-	-	-	138,7	-
98	-	-	-	-	-	139,0	-	-	-	136,0	-
102	-	-	-	-	-	132,0	-	-	-	125,0	-
104	-	-	-	-	-	129,0	-	-	-	120,0	-
106	-	-	-	-	-	-	-	-	-	115,0	-
110	-	-	-	-	-	-	-	-	-	106,0	-
114	-	-	-	-	-	-	-	-	95,5	94,0	-
117	-	-	-	-	-	-	-	92,0	-	85,0	-
118	-	-	-	-	-	-	-	-	-	82,0	-
122	-	-	-	-	-	-	-	-	-	70,5	-
126	-	-	-	-	-	-	-	-	-	59,0	-
130	-	-	-	-	-	-	-	-	-	51,0	-
26	198,0*	229,0*	-	-	-	-	-	-	-	-	-
28	185,0*	226,0*	-	-	-	-	-	-	-	-	-
30	173,0*	222,0*	-	-	-	-	-	-	-	-	-
34	152,0*	235,0	-	-	-	-	-	-	-	231,0	-
38	135,0*	232,0	-	-	-	-	-	-	-	231,0	-
42	121,0*	225,0	-	-	-	-	-	-	-	231,0	-
46	109,0*	217,0	-	-	-	-	-	-	-	231,0	-
50	98,5*	210,0	-	-	-	-	-	-	-	231,0	-
54	89,5*	202,0	-	-	-	-	-	-	-	231,0	-
58	81,5*	196,0	-	-	-	-	-	-	-	227,0	-
60	78,0*	193,0	237,0	-	-	-	-	-	-	224,0	-
62	74,5*	190,0	237,0	-	-	-	-	-	-	221,0	-
64	71,5*	187,0	237,0	-	-	-	-	-	-	218,5	-
66	56,5	184,0	235,0	-	-	-	-	-	-	216,0	-
68	54,0	181,0	234,0	-	-	-	-	-	-	213,5	-
70	-	-	231,0	-	-	-	-	-	-	211,0	-
74	-	-	223,0	-	-	-	-	-	-	203,0	-
78	-	-	219,0	-	-	-	-	-	-	198,0	-
82	-	-	211,0	-	-	-	-	-	-	192,0	-
84	-	-	202,0	-	-	-	-	-	-	186,5	-
86	-	-	-	184,0	-	-	-	-	-	181,0	-
90	-	-	-	174,0	-	-	-	-	-	166,0	-
94	-	-	-	165,0	-	-	-	-	-	153,0	-
98	-	-	-	156,0	-	-	-	-	-	141,0	-
100	-	-	-	152,0	-	-	-	-	-	135,5	-
102	-	-	-	-	-	-	-	-	-	130,0	-
106	-	-	-	-	-	-	122,0	-	-	120,0	-
110	-	-	-	-	-	-	116,0	-	-	111,0	-
114	-	-	-	-	-	-	111,0	-	-	102,0	-
116	-	-	-	-	-	-	108,0	-	-	98,2	-
118	-	-	-	-	-	-	-	-	-	94,5	-
122	-	-	-	-	-	-	-	-	-	84,5	-
126	-	-	-	-	-	-	-	-	78,0	74,0	-
128	-	-	-	-	-	-	-	-	76,0	68,7	-
130	-	-	-	-	-	-	-	-	-	63,5	-
134	-	-	-	-	-	-	-	-	-	53,5	-
138	-	-	-	-	-	-	-	-	-	44,6	-

	0 t	100 t	180 t	240 t	340 t	440 t	540 t	640 t
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6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la flèche · Falcone standard con sezioni di 6 m · Incrementos de 6 m para plumín abatible son estándar · Lances de 6 m da lança auxiliar como padrão · 6 м шаг размера гуська является стандартом

\* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° · Inclinação braccio base 88° · Ángulo de pluma principal 88° · Ángulo da lança principal 88° · Угол подъема гл. стрелы 88°

Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1 · Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

Inclinação braccio base 88°, 85°, 75°, 65°, 55° e 45°; capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo della gru IC-1

Ángulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema de control de grúa IC-1

Ángulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях стрелы рассчитывается системой управления краном IC-1

# Operation

# SWSL, SFSL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000	
96 m + 72 m						96 m + 84 m					
SWSL						SFSL					
0 t		0 t - 640 t				0 t		0 t - 640 t			
88°/85°		88°/85°		75°		65°		55°		45°	
m	t	t	t	t	t	t	t	t	t	t	t
30	162,0*	187,0*	-	-	-	-	-	-	-	-	-
34	142,0*	182,0*	-	-	-	-	-	-	-	-	-
38	126,0*	176,0*	-	-	-	-	-	-	-	-	-
40	119,0*	192,0	-	-	-	-	-	-	-	189,0	-
42	112,0*	190,0	-	-	-	-	-	-	-	189,0	-
46	101,0*	185,0	-	-	-	-	-	-	-	189,0	-
50	91,0*	180,0	-	-	-	-	-	-	-	189,0	-
54	82,0*	175,0	-	-	-	-	-	-	-	189,0	-
58	74,5*	170,0	-	-	-	-	-	-	-	189,0	-
62	67,5*	165,0	-	-	-	-	-	-	-	187,0	-
66	61,5*	160,0	192,0	-	-	-	-	-	-	184,0	-
70	56,0*	156,0	192,0	-	-	-	-	-	-	181,0	-
74	51,0*	151,0	191,0	-	-	-	-	-	-	177,0	-
78	36,8	146,0	189,0	-	-	-	-	-	-	174,0	-
80	35,0	141,0	188,0	-	-	-	-	-	-	170,0	-
82	-	-	186,0	-	-	-	-	-	-	168,0	-
86	-	-	181,0	-	-	-	-	-	-	164,0	-
90	-	-	178,0	-	-	-	-	-	-	161,0	-
92	-	-	173,0	164,0	-	-	-	-	-	158,5	-
94	-	-	166,0	160,0	-	-	-	-	-	156,0	-
96	-	-	156,0	155,0	-	-	-	-	-	150,0	-
98	-	-	-	151,0	-	-	-	-	-	144,0	-
102	-	-	-	143,0	-	-	-	-	-	133,0	-
106	-	-	-	136,0	-	-	-	-	-	122,0	-
110	-	-	-	130,0	-	-	-	-	-	113,0	-
112	-	-	-	127,0	-	-	-	-	-	108,5	-
114	-	-	-	-	-	-	-	-	-	104,0	-
116	-	-	-	-	102,0	-	-	-	-	100,2	-
118	-	-	-	-	100,0	-	-	-	-	96,5	-
122	-	-	-	-	95,0	-	-	-	-	88,5	-
126	-	-	-	-	91,0	-	-	-	-	81,5	-
130	-	-	-	-	-	-	-	-	-	72,5	-
134	-	-	-	-	-	-	-	-	-	63,5	-
136	-	-	-	-	-	-	-	-	-	62,0	59,0
138	-	-	-	-	-	-	-	-	-	60,0	54,5
140	-	-	-	-	-	-	-	-	-	58,5	50,1
142	-	-	-	-	-	-	-	-	-	-	45,8
146	-	-	-	-	-	-	-	-	-	-	37,2
150	-	-	-	-	-	-	-	-	-	-	31,7
34	130,0*	151,0*	-	-	-	-	-	-	-	-	-
38	115,0*	148,0*	-	-	-	-	-	-	-	-	-
42	102,0*	144,0*	-	-	-	-	-	-	-	-	-
44	96,0*	156,0	-	-	-	-	-	-	-	-	154,0
46	91,0*	155,0	-	-	-	-	-	-	-	-	154,0
50	81,0*	151,0	-	-	-	-	-	-	-	-	154,0
54	72,5*	148,0	-	-	-	-	-	-	-	-	154,0
58	65,0*	144,0	-	-	-	-	-	-	-	-	154,0
62	58,5*	141,0	-	-	-	-	-	-	-	-	154,0
66	52,5*	137,0	-	-	-	-	-	-	-	-	153,0
70	47,5*	134,0	-	-	-	-	-	-	-	-	151,0
72	45,1*	132,0	154,0	-	-	-	-	-	-	-	150,0
74	42,8*	130,0	154,0	-	-	-	-	-	-	-	149,0
78	38,4*	127,0	154,0	-	-	-	-	-	-	-	147,0
82	34,5*	123,0	154,0	-	-	-	-	-	-	-	144,0
84	32,7*	121,0	153,0	-	-	-	-	-	-	-	143,0
86	21,4	119,0	152,0	-	-	-	-	-	-	-	142,0
90	18,4	110,5	151,0	-	-	-	-	-	-	-	137,0
92	17,0	104,0	150,0	-	-	-	-	-	-	-	136,0
94	-	-	147,0	-	-	-	-	-	-	-	135,0
98	-	-	145,0	-	-	-	-	-	-	-	132,0
100	-	-	141,0	127,0	-	-	-	-	-	-	131,0
102	-	-	-	127,0	-	-	-	-	-	-	130,0
106	-	-	-	125,0	126,0	-	-	-	-	-	120,0
108	-	-	-	117,0	123,0	-	-	-	-	-	115,0
110	-	-	-	-	120,0	-	-	-	-	-	110,0
114	-	-	-	-	114,0	-	-	-	-	-	102,0
118	-	-	-	-	109,0	-	-	-	-	-	93,5
122	-	-	-	-	104,0	-	-	-	-	-	86,0
124	-	-	-	-	101,0	-	-	-	-	-	82,5
126	-	-	-	-	-	-	-	-	-	81,0	79,0
130	-	-	-	-	-	-	-	-	-	77,0	72,0
134	-	-	-	-	-	-	-	-	-	73,5	65,5
138	-	-	-	-	-	-	-	-	-	70,5	57,0
142	-	-	-	-	-	-	-	-	-	-	49,2
146	-	-	-	-	-	-	-	-	-	-	43,7
150	-	-	-	-	-	-	-	-	-	-	41,0
154	-	-	-	-	-	-	-	-	-	-	26,0
158	-	-	-	-	-	-	-	-	-	-	19,1
162	-	-	-	-	-	-	-	-	-	-	14,9

0 t 100 t 180 t 240 t 340 t 440 t 540 t 640 t

6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la flèche · Falcone standard con sezioni di 6 m · Incrementos de 6 m para plumín abatible son estándar · Lances de 6 m da lança auxiliar como padrão · 6 м шаг размера гуська является стандартом

\* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° · Inclinação braccio base 88° · Ângulo de pluma principal 88° · Ângulo da lança principal 88° · Угол подъема гл. стрелы 88°

Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1  
Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

Inclinação braccio base 88°, 85°, 75°, 65°, 55° e 45°, capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo della gru IC-1

Ângulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema de control de grúa IC-1

Ângulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях стрелы рассчитывается системой управления краном IC-1



# Operation

# SWSL, SFSL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000	
102 m + 36 m						102 m + 48 m					
SWSL						SFSL					
0 t		0 t - 640 t				0 t		0 t - 640 t			
88°/85°		88°/85°		75°		65°		55°		45°	
m	t	t	t	t	t	t	t	t	t	t	t
20	276,0*	312,0*	-	-	-	-	-	-	-	-	-
22	254,0*	304,0*	-	-	-	-	-	-	-	-	-
24	235,0*	295,0*	-	-	-	-	-	-	-	-	-
26	218,0*	287,0*	-	-	-	-	-	-	-	-	-
28	203,0*	321,0	-	-	-	-	-	-	-	314,0	-
30	190,0*	314,0	-	-	-	-	-	-	-	314,0	-
34	168,0*	298,0	-	-	-	-	-	-	-	314,0	-
38	150,0*	284,0	-	-	-	-	-	-	-	314,0	-
40	143,0*	279,0	-	-	-	-	-	-	-	314,0	-
42	118,0	273,0	-	-	-	-	-	-	-	314,0	-
46	106,0	263,0	-	-	-	-	-	-	-	312,0	-
50	-	-	322,0	-	-	-	-	-	-	303,0	-
54	-	-	316,0	-	-	-	-	-	-	293,0	-
58	-	-	303,0	-	-	-	-	-	-	280,0	-
62	-	-	294,0	-	-	-	-	-	-	271,0	-
64	-	-	290,0	-	-	-	-	-	-	266,5	-
66	-	-	-	-	-	-	-	-	-	262,0	-
70	-	-	-	-	-	-	-	-	-	238,0	-
72	-	-	-	231,0	-	-	-	-	-	227,5	-
74	-	-	-	223,0	-	-	-	-	-	217,0	-
78	-	-	-	210,0	-	-	-	-	-	198,0	-
80	-	-	-	203,0	-	-	-	-	-	190,0	-
82	-	-	-	-	-	-	-	-	-	182,0	-
86	-	-	-	-	-	-	-	-	-	166,0	-
90	-	-	-	-	-	-	-	-	-	153,0	-
91	-	-	-	-	151,0	-	-	-	-	149,7	-
94	-	-	-	-	145,0	-	-	-	-	140,0	-
96	-	-	-	-	142,0	-	-	-	-	134,5	-
98	-	-	-	-	-	-	-	-	-	129,0	-
102	-	-	-	-	-	-	-	-	-	118,0	-
106	-	-	-	-	-	-	-	-	-	108,0	-
108	-	-	-	-	-	-	-	-	104,0	101,7	-
110	-	-	-	-	-	-	-	-	101,0	95,5	-
114	-	-	-	-	-	-	-	-	-	83,0	-
118	-	-	-	-	-	-	-	-	-	70,5	-
122	-	-	-	-	-	-	-	-	-	58,5	-
24	219,0*	253,0*	-	-	-	-	-	-	-	-	-
26	204,0*	247,0*	-	-	-	-	-	-	-	-	-
28	190,0*	241,0*	-	-	-	-	-	-	-	-	-
30	178,0*	235,0*	-	-	-	-	-	-	-	-	-
32	167,0*	262,0	-	-	-	-	-	-	-	-	256,0
34	157,0*	257,0	-	-	-	-	-	-	-	-	256,0
38	139,0*	247,0	-	-	-	-	-	-	-	-	256,0
42	125,0*	237,0	-	-	-	-	-	-	-	-	256,0
46	113,0*	227,0	-	-	-	-	-	-	-	-	256,0
50	102,0*	219,0	-	-	-	-	-	-	-	-	256,0
52	98,0*	215,0	-	-	-	-	-	-	-	-	253,0
54	79,0	211,0	-	-	-	-	-	-	-	-	250,0
56	75,5	208,0	262,0	-	-	-	-	-	-	-	247,0
58	72,0	204,0	262,0	-	-	-	-	-	-	-	244,0
62	-	-	258,0	-	-	-	-	-	-	-	237,0
66	-	-	245,0	-	-	-	-	-	-	-	227,0
70	-	-	239,0	-	-	-	-	-	-	-	221,0
74	-	-	234,0	-	-	-	-	-	-	-	214,0
76	-	-	231,0	-	-	-	-	-	-	-	208,0
78	-	-	-	-	-	-	-	-	-	-	202,0
79	-	-	-	-	-	200,0	-	-	-	-	197,7
82	-	-	-	-	-	191,0	-	-	-	-	185,0
86	-	-	-	-	-	180,0	-	-	-	-	170,0
90	-	-	-	-	-	170,0	-	-	-	-	156,0
92	-	-	-	-	-	166,0	-	-	-	-	149,5
94	-	-	-	-	-	-	-	-	-	-	143,0
98	-	-	-	-	-	-	-	-	-	-	131,0
100	-	-	-	-	-	-	127,0	-	-	-	126,0
102	-	-	-	-	-	-	124,0	-	-	-	121,0
106	-	-	-	-	-	-	118,0	-	-	-	111,0
108	-	-	-	-	-	-	115,0	-	-	-	106,5
110	-	-	-	-	-	-	-	-	-	-	102,0
114	-	-	-	-	-	-	-	-	-	-	93,5
118	-	-	-	-	-	-	-	-	-	-	82,5
119	-	-	-	-	-	-	-	-	83,0	79,7	-
120	-	-	-	-	-	-	-	-	81,5	77,0	-
122	-	-	-	-	-	-	-	-	-	71,5	-
126	-	-	-	-	-	-	-	-	-	61,0	-
130	-	-	-	-	-	-	-	-	-	50,5	-
134	-	-	-	-	-	-	-	-	-	42,7	-

0 t 100 t 180 t 240 t 340 t 440 t 540 t 640 t

6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la fléchette ·  
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\* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° · Inclinação braccio base 88° · Ângulo de pluma principal 88° ·  
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Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions  
intermédiaires de la flèche

Inclinação braccio base 88°, 85°, 75°, 65°, 55° e 45°, capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo  
della gru IC-1

Ângulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema  
de control de grúa IC-1

Ângulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema  
de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях  
стрелы рассчитывается системой управления краном IC-1

# Operation

# SWSL, SFSL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000	
102 m + 60 m						102 m + 72 m					
SWSL						SFSL					
0 t		0 t - 640 t				0 t		0 t - 640 t			
88°/85°		88°/85°		75°		65°		55°		45°	
15°		15°		15°		15°		15°		15°	
m	t	t	t	t	t	t	t	t	t	t	t
28	178,0*	207,0*	-	-	-	-	-	-	-	-	-
30	167,0*	203,0*	-	-	-	-	-	-	-	-	-
34	147,0*	194,0*	-	-	-	-	-	-	-	-	-
36	138,0*	215,0	-	-	-	-	-	-	-	211,0	-
38	130,0*	212,0	-	-	-	-	-	-	-	211,0	-
42	117,0*	205,0	-	-	-	-	-	-	-	211,0	-
46	105,0*	198,0	-	-	-	-	-	-	-	211,0	-
50	95,0*	191,0	-	-	-	-	-	-	-	211,0	-
54	86,0*	184,0	-	-	-	-	-	-	-	211,0	-
58	78,5*	178,0	-	-	-	-	-	-	-	208,0	-
62	71,5*	173,0	213,0	-	-	-	-	-	-	204,0	-
64	68,5*	170,0	213,0	-	-	-	-	-	-	202,0	-
66	53,5	167,0	213,0	-	-	-	-	-	-	200,0	-
68	51,0	165,0	212,0	-	-	-	-	-	-	197,5	-
70	-	-	210,0	-	-	-	-	-	-	195,0	-
74	-	-	206,0	-	-	-	-	-	-	191,0	-
78	-	-	198,0	-	-	-	-	-	-	183,0	-
82	-	-	194,0	-	-	-	-	-	-	179,0	-
86	-	-	189,0	-	-	-	-	-	-	174,0	-
88	-	-	-	173,0	-	-	-	-	-	168,0	-
90	-	-	-	168,0	-	-	-	-	-	162,0	-
94	-	-	-	159,0	-	-	-	-	-	149,0	-
98	-	-	-	150,0	-	-	-	-	-	137,0	-
102	-	-	-	143,0	-	-	-	-	-	127,0	-
104	-	-	-	139,0	-	-	-	-	-	121,5	-
106	-	-	-	-	-	-	-	-	-	116,0	-
110	-	-	-	-	109,0	-	-	-	-	107,0	-
114	-	-	-	-	104,0	-	-	-	-	98,5	-
118	-	-	-	-	99,0	-	-	-	-	90,5	-
122	-	-	-	-	-	-	-	-	-	83,0	-
126	-	-	-	-	-	-	-	-	-	74,0	-
130	-	-	-	-	-	-	-	-	68,0	64,0	-
132	-	-	-	-	-	-	-	-	66,0	59,2	-
134	-	-	-	-	-	-	-	-	-	54,5	-
138	-	-	-	-	-	-	-	-	-	45,5	-
142	-	-	-	-	-	-	-	-	-	36,4	-
146	-	-	-	-	-	-	-	-	-	31,1	-
30	156,0*	171,0*	-	-	-	-	-	-	-	-	-
34	137,0*	167,0*	-	-	-	-	-	-	-	-	-
38	121,0*	160,0*	-	-	-	-	-	-	-	-	-
40	114,0*	176,0	-	-	-	-	-	-	-	173,0	-
42	108,0*	174,0	-	-	-	-	-	-	-	173,0	-
46	97,0*	169,0	-	-	-	-	-	-	-	173,0	-
50	87,5*	164,0	-	-	-	-	-	-	-	173,0	-
54	79,0*	159,0	-	-	-	-	-	-	-	173,0	-
58	71,5*	154,0	-	-	-	-	-	-	-	173,0	-
62	65,0*	150,0	-	-	-	-	-	-	-	172,0	-
66	59,0*	145,0	-	-	-	-	-	-	-	170,0	-
68	56,0*	143,0	173,0	-	-	-	-	-	-	168,5	-
70	53,5*	141,0	173,0	-	-	-	-	-	-	167,0	-
74	49,2*	137,0	172,0	-	-	-	-	-	-	164,0	-
78	33,9	133,0	171,0	-	-	-	-	-	-	161,0	-
80	32,1	131,0	169,0	-	-	-	-	-	-	159,5	-
82	-	-	168,0	-	-	-	-	-	-	158,0	-
86	-	-	166,0	-	-	-	-	-	-	152,0	-
90	-	-	161,0	-	-	-	-	-	-	149,0	-
94	-	-	157,0	-	-	-	-	-	-	145,0	-
96	-	-	156,0	149,0	-	-	-	-	-	142,5	-
98	-	-	154,0	145,0	-	-	-	-	-	140,0	-
102	-	-	-	138,0	-	-	-	-	-	129,0	-
106	-	-	-	131,0	-	-	-	-	-	119,0	-
110	-	-	-	124,0	-	-	-	-	-	109,0	-
114	-	-	-	118,0	-	-	-	-	-	100,0	-
118	-	-	-	-	-	-	-	-	-	92,5	-
120	-	-	-	-	-	-	91,0	-	-	88,7	-
122	-	-	-	-	-	-	88,5	-	-	85,0	-
126	-	-	-	-	-	-	84,5	-	-	77,5	-
130	-	-	-	-	-	-	81,0	-	-	71,0	-
134	-	-	-	-	-	-	-	-	-	62,5	-
138	-	-	-	-	-	-	-	-	-	54,0	-
140	-	-	-	-	-	-	-	-	53,0	50,0	-
142	-	-	-	-	-	-	-	-	51,5	46,0	-
144	-	-	-	-	-	-	-	-	50,0	41,9	-
146	-	-	-	-	-	-	-	-	-	37,8	-
150	-	-	-	-	-	-	-	-	-	29,7	-
154	-	-	-	-	-	-	-	-	-	22,6	-

	0 t	100 t	180 t	240 t	340 t	440 t	540 t	640 t
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6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la fléchette ·  
Falcone standard con sezioni di 6 m · Incrementos de 6 m para plumín abatible son estándar · Lances de 6 m da lança auxiliar como padrão ·  
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Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1  
Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung  
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Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions  
intermédiaires de la flèche

Inclinação braccio base 88°, 85°, 75°, 65°, 55° e 45°, capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo  
della gru IC-1

Ângulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema  
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Ângulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema  
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# Operation

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

## SWSL, SFSL

295 t + 60 t		19-30 m	10,5 m	9.8 m/s	360°	EN13000
102 m + 84 m						102 m + 96 m
m	SWSL					SFSL
	0 t	0 t - 640 t				
	88/85°	88/85°	75°	65°	55°	45° 15°
t	t	t	t	t	t	t
34	125,0*	139,0*	-	-	-	-
38	110,0*	136,0*	-	-	-	-
42	98,0*	132,0*	-	-	-	-
44	92,5*	142,0	-	-	-	140,0
46	87,0*	141,0	-	-	-	140,0
50	78,0*	138,0	-	-	-	140,0
54	69,5*	134,0	-	-	-	140,0
58	62,5*	131,0	-	-	-	140,0
62	56,0*	127,0	-	-	-	140,0
66	50,0*	124,0	-	-	-	140,0
70	45,3*	120,0	-	-	-	138,0
74	40,6*	117,0	137,0	-	-	135,0
78	36,3*	114,0	137,0	-	-	132,0
82	32,5*	111,5	136,0	-	-	129,0
84	30,7*	110,0	136,0	-	-	127,5
86	18,9	108,5	135,0	-	-	126,0
90	16,0	105,5	133,0	-	-	124,0
92	14,6	104,0	132,0	-	-	122,5
94	-	-	131,0	-	-	121,0
98	-	-	130,0	-	-	116,0
102	-	-	128,0	116,0	-	113,0
106	-	-	123,0	116,0	-	110,0
110	-	-	115,0	115,0	-	107,0
114	-	-	-	109,0	-	98,0
118	-	-	-	104,0	-	90,0
122	-	-	-	99,0	-	82,0
126	-	-	-	94,5	-	75,0
128	-	-	-	-	73,0	71,5
130	-	-	-	-	71,0	68,0
134	-	-	-	-	67,5	62,0
138	-	-	-	-	64,0	55,5
142	-	-	-	-	61,5	48,0
146	-	-	-	-	-	40,4
150	-	-	-	-	-	35,3 33,0
154	-	-	-	-	-	32,9 25,8
156	-	-	-	-	-	31,8 22,2
158	-	-	-	-	-	18,7
162	-	-	-	-	-	11,7
38	101,0*	113,0*	-	-	-	-
42	89,5*	111,0*	-	-	-	-
46	79,0*	108,0*	-	-	-	-
48	74,5*	115,0	-	-	-	114,0
50	70,0*	114,0	-	-	-	114,0
54	62,5*	112,0	-	-	-	114,0
58	55,5*	109,0	-	-	-	114,0
62	49,3*	107,0	-	-	-	113,0
66	43,8*	104,0	-	-	-	113,0
70	38,8*	102,0	-	-	-	113,0
74	34,2*	99,5	-	-	-	112,0
78	30,1*	97,0	-	-	-	110,0
80	28,2*	96,0	109,0	-	-	109,0
82	26,4*	94,7	109,0	-	-	108,0
86	22,9*	92,2	109,0	-	-	106,0
88	21,3*	91,0	109,0	-	-	105,0
90	19,7*	89,7	109,0	-	-	104,0
94	16,8*	87,2	108,0	-	-	102,0
96	15,4*	86,0	108,0	-	-	101,0
98	-	85,0	107,0	-	-	100,0
102	-	82,7	106,0	-	-	98,5
104	-	81,5	106,0	-	-	95,7
106	-	-	105,0	-	-	94,5
110	-	-	104,0	94,5	-	92,5
114	-	-	103,0	94,5	-	90,5
118	-	-	99,5	94,5	-	88,5
120	-	-	95,5	94,5	-	86,0
122	-	-	-	94,0	-	83,5
126	-	-	-	89,0	-	76,5
130	-	-	-	85,0	-	69,5
134	-	-	-	81,0	-	63,0
138	-	-	-	77,0	59,0	57,0
142	-	-	-	-	55,5	52,5
146	-	-	-	-	53,0	45,5
150	-	-	-	-	50,5	38,4
152	-	-	-	-	49,8	35,0
154	-	-	-	-	-	31,6
158	-	-	-	-	-	24,9
160	-	-	-	-	-	23,3 21,6
162	-	-	-	-	-	22,2 18,4
166	-	-	-	-	-	20,2 12,0

0 t	100 t	180 t	240 t
340 t	440 t	540 t	640 t

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Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung  
IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45°; le système de commande de la grue IC-1 calcule les charges pour les positions  
intermédiaires de la flèche

Inclinazione braccio base 88°, 85°, 75°, 65°, 55° e 45°, capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo  
della gru IC-1

Ângulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema  
de control de grúa IC-1

Ângulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema  
de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях  
стрелы рассчитывается системой управления краном IC-1

# Operation

# SWSL, SFSL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000	
102 m + 108 m						108 m + 36 m					
SWSL						SWSL					
SFSL						SFSL					
0 t		0 t - 640 t				0 t		0 t - 640 t			
88°/85°		88°/85°		75°		65°		55°		45°	
m	t	t	t	t	t	t	t	t	t	t	t
42	81,5*	90,5*	-	-	-	-	-	-	-	-	-
46	71,5*	88,5*	-	-	-	-	-	-	-	-	-
50	63,0*	86,5*	-	-	-	-	-	-	-	-	-
52	59,2*	91,5	-	-	-	-	-	-	-	-	-
54	55,5*	91,5	-	-	-	-	-	-	-	91,0	-
58	48,7*	89,5	-	-	-	-	-	-	-	91,0	-
62	42,7*	88,0	-	-	-	-	-	-	-	91,0	-
66	37,3*	86,0	-	-	-	-	-	-	-	90,5	-
70	32,5*	84,5	-	-	-	-	-	-	-	90,0	-
74	28,0*	82,5	-	-	-	-	-	-	-	89,5	-
78	24,0*	80,5	-	-	-	-	-	-	-	88,5	-
80	22,1*	80,0	-	-	-	-	-	-	-	88,0	-
82	20,3*	79,0	-	-	-	-	-	-	-	87,5	-
86	17,0*	77,0	85,5	-	-	-	-	-	-	86,0	-
90	13,9*	75,0	85,5	-	-	-	-	-	-	84,5	-
92	12,4*	74,0	85,5	-	-	-	-	-	-	83,7	-
94	-	73,0	85,5	-	-	-	-	-	-	83,0	-
98	-	70,7	85,5	-	-	-	-	-	-	82,0	-
102	-	68,5	85,5	-	-	-	-	-	-	80,5	-
106	-	66,5	84,5	-	-	-	-	-	-	79,0	-
108	-	65,5	84,5	-	-	-	-	-	-	78,2	-
110	-	64,2	84,0	-	-	-	-	-	-	77,5	-
112	-	63,0	83,5	-	-	-	-	-	-	76,5	-
114	-	-	83,5	-	-	-	-	-	-	75,5	-
118	-	-	82,5	72,5	-	-	-	-	-	73,0	-
122	-	-	81,5	72,5	-	-	-	-	-	72,0	-
126	-	-	80,0	72,5	-	-	-	-	-	70,5	-
130	-	-	76,0	72,5	-	-	-	-	-	68,5	-
132	-	-	71,0	72,5	-	-	-	-	-	65,2	-
134	-	-	-	72,5	-	-	-	-	-	62,0	-
138	-	-	-	70,5	-	-	-	-	-	56,0	-
142	-	-	-	67,0	-	-	-	-	-	51,5	-
146	-	-	-	63,5	47,9	-	-	-	-	46,9	-
148	-	-	-	62,0	46,3	-	-	-	-	43,5	-
150	-	-	-	-	44,7	-	-	-	-	40,2	-
154	-	-	-	-	41,7	-	-	-	-	33,6	-
158	-	-	-	-	38,9	-	-	-	-	27,3	-
162	-	-	-	-	36,3	-	-	-	-	21,2	-
164	-	-	-	-	35,1	-	-	-	-	18,2	-
166	-	-	-	-	-	-	-	-	-	15,2	-

0 t		100 t		180 t		240 t	
340 t		440 t		540 t		640 t	

6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la flèche ·  
Falcone standard con sezioni di 6 m · Incrementos de 6 m para plumín abatible son estándar · Lances de 6 m da lança auxiliar como padrão ·  
6 м шаг размера гуска является стандартом

\* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° · Inclinação braccio base 88° · Ângulo de pluma principal 88° ·  
Ângulo da lança principal 88° · Угол подъема гл. стрелы 88°

Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1  
Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung  
IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions  
intermédiaires de la flèche

Inclinazione braccio base 88°, 85°, 75°, 65°, 55° e 45°, capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo  
della gru IC-1

Ângulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema  
de control de grúa IC-1

Ângulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema  
de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях  
стрелы рассчитывается системой управления краном IC-1

# Operation

# SWSL, SFSL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000	
108 m + 48 m		SWSL		SFSL		108 m + 60 m		SWSL		SFSL	
0 t		0 t - 640 t		0 t - 640 t		0 t		0 t - 640 t		SFSL	
88°/85°		88°/85°		75°		65°		55°		45°	
15°		15°		15°		15°		15°		15°	
m	t	t	t	t	t	t	t	t	t	t	t
24	211,0*	230,0*	-	-	-	-	-	-	-	-	-
26	196,0*	225,0*	-	-	-	-	-	-	-	-	-
28	183,0*	220,0*	-	-	-	-	-	-	-	-	-
30	171,0*	214,0*	-	-	-	-	-	-	-	-	-
32	161,0*	237,0	-	-	-	-	-	-	-	233,0	-
34	151,0*	233,0	-	-	-	-	-	-	-	233,0	-
38	135,0*	224,0	-	-	-	-	-	-	-	233,0	-
42	121,0*	215,0	-	-	-	-	-	-	-	233,0	-
46	109,0*	206,0	-	-	-	-	-	-	-	233,0	-
50	99,0*	199,0	-	-	-	-	-	-	-	233,0	-
52	94,5*	195,0	-	-	-	-	-	-	-	231,0	-
54	74,5	192,0	-	-	-	-	-	-	-	229,0	-
58	68,0	185,0	234,0	-	-	-	-	-	-	224,0	-
62	-	-	232,0	-	-	-	-	-	-	218,0	-
66	-	-	226,0	-	-	-	-	-	-	213,0	-
70	-	-	220,0	-	-	-	-	-	-	204,0	-
74	-	-	210,0	-	-	-	-	-	-	198,0	-
76	-	-	207,0	-	-	-	-	-	-	195,5	-
78	-	-	-	-	-	-	-	-	-	193,0	-
82	-	-	-	183,0	-	-	-	-	-	181,0	-
86	-	-	-	173,0	-	-	-	-	-	165,0	-
90	-	-	-	163,0	-	-	-	-	-	151,0	-
94	-	-	-	154,0	-	-	-	-	-	138,0	-
98	-	-	-	-	-	-	-	-	-	127,0	-
102	-	-	-	-	-	-	-	-	-	116,0	-
104	-	-	-	-	113,0	-	-	-	-	111,0	-
106	-	-	-	-	110,0	-	-	-	-	106,0	-
110	-	-	-	-	105,0	-	-	-	-	97,0	-
114	-	-	-	-	-	-	-	-	-	88,5	-
118	-	-	-	-	-	-	-	-	-	80,5	-
122	-	-	-	-	-	-	-	-	-	70,5	-
124	-	-	-	-	-	-	-	-	-	70,0	65,5
126	-	-	-	-	-	-	-	-	-	68,0	60,5
130	-	-	-	-	-	-	-	-	-	-	50,5
134	-	-	-	-	-	-	-	-	-	-	41,1
138	-	-	-	-	-	-	-	-	-	-	32,1
28	172,0*	189,0*	-	-	-	-	-	-	-	-	-
30	160,0*	185,0*	-	-	-	-	-	-	-	-	-
34	141,0*	177,0*	-	-	-	-	-	-	-	-	-
36	133,0*	194,0	-	-	-	-	-	-	-	-	191,0
38	126,0*	192,0	-	-	-	-	-	-	-	-	191,0
42	112,0*	186,0	-	-	-	-	-	-	-	-	191,0
46	101,0*	179,0	-	-	-	-	-	-	-	-	191,0
50	91,5*	172,0	-	-	-	-	-	-	-	-	191,0
54	83,0*	166,0	-	-	-	-	-	-	-	-	191,0
58	75,5*	161,0	-	-	-	-	-	-	-	-	190,0
62	69,0*	156,0	-	-	-	-	-	-	-	-	187,0
64	66,0*	153,0	192,0	-	-	-	-	-	-	-	185,0
66	49,9	151,0	192,0	-	-	-	-	-	-	-	183,0
70	45,2	146,0	189,0	-	-	-	-	-	-	-	179,0
74	-	-	185,0	-	-	-	-	-	-	-	175,0
78	-	-	180,0	-	-	-	-	-	-	-	171,0
82	-	-	176,0	-	-	-	-	-	-	-	165,0
86	-	-	170,0	-	-	-	-	-	-	-	161,0
88	-	-	167,0	-	-	-	-	-	-	-	159,0
90	-	-	-	161,0	-	-	-	-	-	-	157,0
94	-	-	-	152,0	-	-	-	-	-	-	145,0
98	-	-	-	144,0	-	-	-	-	-	-	133,0
102	-	-	-	137,0	-	-	-	-	-	-	122,0
106	-	-	-	130,0	-	-	-	-	-	-	112,0
110	-	-	-	-	-	-	-	-	-	-	103,0
114	-	-	-	-	-	-	-	96,5	-	-	94,0
118	-	-	-	-	-	-	-	92,0	-	-	86,0
122	-	-	-	-	-	-	-	87,5	-	-	78,5
126	-	-	-	-	-	-	-	-	-	-	71,5
130	-	-	-	-	-	-	-	-	-	-	62,5
134	-	-	-	-	-	-	-	-	-	57,0	53,5
136	-	-	-	-	-	-	-	-	-	55,5	49,2
138	-	-	-	-	-	-	-	-	-	-	45,0
142	-	-	-	-	-	-	-	-	-	-	36,4
146	-	-	-	-	-	-	-	-	-	-	28,0
150	-	-	-	-	-	-	-	-	-	-	20,9

0 t 100 t 180 t 240 t 340 t 440 t 540 t 640 t

6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la fléchette · Falcone standard con sezioni di 6 m · Incrementos de 6 m para plumín abatible son estándar · Lances de 6 m da lança auxiliar como padrão · 6 m шаг размера гуська является стандартом

\* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° · Inclinação braccio base 88° · Ângulo de pluma principal 88° · Ângulo da lança principal 88° · Угол подъема гл. стрелы 88°

Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1  
Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

Inclinação braccio base 88°, 85°, 75°, 65°, 55° e 45°, capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo della gru IC-1

Ângulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema de control de grúa IC-1

Ângulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях стрелы рассчитывается системой управления краном IC-1



# Operation

# SWSL, SFSL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000					
108 m + 72 m						108 m + 84 m									
SWSL			SFSL			SWSL			SFSL						
0 t		0 t - 640 t				0 t		0 t - 640 t							
	88°/85°	88°/85°	75°	65°	55°	45°	15°		88°/85°	88°/85°	75°	65°	55°	45°	15°
m	t	t	t	t	t	t	t	m	t	t	t	t	t	t	t
30	147,0*	155,0*	-	-	-	-	-	34	120,0*	126,0*	-	-	-	-	-
34	132,0*	151,0*	-	-	-	-	-	38	106,0*	124,0*	-	-	-	-	-
38	117,0*	146,0*	-	-	-	-	-	42	93,5*	120,0*	-	-	-	-	-
40	110,0*	159,0	-	-	-	-	156,0	44	88,5*	129,0	-	-	-	-	127,0
42	104,0*	158,0	-	-	-	-	156,0	46	83,5*	128,0	-	-	-	-	127,0
46	93,5*	153,0	-	-	-	-	156,0	50	74,5*	125,0	-	-	-	-	127,0
50	84,0*	148,0	-	-	-	-	156,0	54	66,5*	121,0	-	-	-	-	127,0
54	76,0*	143,0	-	-	-	-	156,0	58	59,5*	118,0	-	-	-	-	127,0
58	68,5*	139,0	-	-	-	-	156,0	62	53,0*	114,0	-	-	-	-	127,0
62	62,0*	134,0	-	-	-	-	156,0	66	47,9*	111,0	-	-	-	-	127,0
66	56,5*	130,0	-	-	-	-	154,0	70	42,8*	107,0	-	-	-	-	125,0
70	51,5*	126,0	156,0	-	-	-	152,0	74	38,3*	104,0	-	-	-	-	123,0
74	46,8*	123,0	155,0	-	-	-	149,0	76	36,1*	103,0	123,0	-	-	-	121,5
76	44,7*	121,0	154,0	-	-	-	148,0	78	34,2*	101,0	123,0	-	-	-	120,0
78	30,8	119,0	153,0	-	-	-	147,0	82	30,5*	98,5	122,0	-	-	-	118,0
80	29,1	118,0	152,0	-	-	-	145,5	84	28,7*	97,0	121,0	-	-	-	117,0
82	-	-	151,0	-	-	-	144,0	86	16,0	95,7	121,0	-	-	-	116,0
86	-	-	148,0	-	-	-	141,0	90	13,3	93,0	119,0	-	-	-	113,0
90	-	-	145,0	-	-	-	136,0	92	12,0	91,5	118,0	-	-	-	112,0
94	-	-	142,0	-	-	-	133,0	94	-	-	117,0	-	-	-	111,0
98	-	-	139,0	126,0	-	-	130,0	98	-	-	115,0	-	-	-	107,0
100	-	-	136,0	126,0	-	-	127,5	102	-	-	113,0	-	-	-	103,0
102	-	-	-	126,0	-	-	125,0	106	-	-	110,0	104,0	-	-	101,0
106	-	-	-	123,0	-	-	114,0	110	-	-	108,0	104,0	-	-	98,5
110	-	-	-	118,0	-	-	105,0	114	-	-	-	103,0	-	-	94,0
114	-	-	-	113,0	-	-	96,5	118	-	-	-	98,0	-	-	85,5
118	-	-	-	107,0	-	-	88,0	122	-	-	-	93,5	-	-	78,0
122	-	-	-	-	81,5	-	80,5	126	-	-	-	89,0	-	-	70,5
126	-	-	-	-	77,5	-	73,5	128	-	-	-	87,0	-	-	67,2
130	-	-	-	-	74,0	-	66,5	130	-	-	-	-	-	-	64,0
134	-	-	-	-	71,0	-	60,0	132	-	-	-	-	62,5	-	61,0
138	-	-	-	-	-	-	52,5	134	-	-	-	-	61,0	-	58,0
142	-	-	-	-	-	-	44,5	138	-	-	-	-	57,5	-	53,0
144	-	-	-	-	-	43,3	40,6	142	-	-	-	-	55,0	-	45,6
146	-	-	-	-	-	42,0	36,7	144	-	-	-	-	54,0	-	41,9
148	-	-	-	-	-	40,7	32,9	146	-	-	-	-	-	-	38,2
150	-	-	-	-	-	-	29,1	150	-	-	-	-	-	-	31,1
154	-	-	-	-	-	-	21,5	154	-	-	-	-	-	26,3	24,2
158	-	-	-	-	-	-	14,1	158	-	-	-	-	-	23,2	17,4
								160	-	-	-	-	-	24,2	14,1
								162	-	-	-	-	-	-	10,8

0 t	100 t	180 t	240 t
340 t	440 t	540 t	640 t

6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la fléchette ·  
Falcone standard con sezioni di 6 m · Incrementos de 6 m para plumín abatible son estándar · Lances de 6 m da lança auxiliar como padrão ·  
6 m шаг размера гуська является стандартом

\* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° · Inclinazione braccio base 88° · Ângulo de pluma principal 88° ·  
Ângulo da lança principal 88° · Угол подъема гл. стрелы 88°

Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1  
Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung  
IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions  
intermédiaires de la flèche

Inclinazione braccio base 88°, 85°, 75°, 65°, 55° e 45°; capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo  
della gru IC-1

Ângulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema  
de control de grúa IC-1

Ângulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema  
de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях  
стрелы рассчитывается системой управления краном IC-1

# Operation

# SWSL, SFSL

Einsatz · Utilisation · Funzionamento · Uso ·  
 Operação · Эксплуатация

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000			
108 m + 96 m						108 m + 108 m							
		SWSL					SFSL						
0 t		0 t - 640 t					0 t		0 t - 640 t				
88°/85°		88°/85°		75°		65°		55°		45°		15°	
m	t	t	t	t	t	t	t	t	t	t	t	t	t
38	97,0*	102,0*	-	-	-	-	-	-	-	-	-	-	-
42	85,5*	100,0*	-	-	-	-	-	-	-	-	-	-	-
46	75,5*	98,0*	-	-	-	-	-	-	-	-	-	-	-
48	71,0*	104,0	-	-	-	-	-	-	-	-	-	103,0	-
50	66,5*	104,0	-	-	-	-	-	-	-	-	-	103,0	-
54	59,0*	101,0	-	-	-	-	-	-	-	-	-	103,0	-
58	52,5*	99,5	-	-	-	-	-	-	-	-	-	103,0	-
62	46,6*	97,0	-	-	-	-	-	-	-	-	-	103,0	-
66	41,2*	94,0	-	-	-	-	-	-	-	-	-	102,0	-
70	36,3*	91,5	-	-	-	-	-	-	-	-	-	102,0	-
74	32,0*	89,0	-	-	-	-	-	-	-	-	-	101,0	-
78	27,9*	86,5	-	-	-	-	-	-	-	-	-	99,5	-
82	24,2*	83,7	98,0	-	-	-	-	-	-	-	-	98,0	-
84	22,5*	82,5	98,0	-	-	-	-	-	-	-	-	97,0	-
86	20,9*	81,5	98,0	-	-	-	-	-	-	-	-	96,0	-
90	17,8*	79,2	97,5	-	-	-	-	-	-	-	-	94,5	-
94	14,9*	77,0	97,0	-	-	-	-	-	-	-	-	92,5	-
96	13,6*	76,0	96,0	-	-	-	-	-	-	-	-	91,7	-
98	-	74,7	95,5	-	-	-	-	-	-	-	-	91,0	-
102	-	72,5	94,5	-	-	-	-	-	-	-	-	89,5	-
104	-	71,5	94,0	-	-	-	-	-	-	-	-	88,5	-
106	-	-	93,0	-	-	-	-	-	-	-	-	87,5	-
110	-	-	92,0	-	-	-	-	-	-	-	-	84,0	-
114	-	-	90,0	83,0	-	-	-	-	-	-	-	82,0	-
118	-	-	88,5	83,0	-	-	-	-	-	-	-	80,0	-
122	-	-	87,0	83,0	-	-	-	-	-	-	-	78,5	-
126	-	-	-	83,0	-	-	-	-	-	-	-	72,5	-
130	-	-	-	79,5	-	-	-	-	-	-	-	65,5	-
134	-	-	-	75,5	-	-	-	-	-	-	-	59,0	-
138	-	-	-	72,0	-	-	-	-	-	-	-	54,0	-
140	-	-	-	70,5	-	-	-	-	-	-	-	51,7	-
142	-	-	-	-	51,0	-	-	-	-	-	-	49,4	-
146	-	-	-	-	48,6	-	-	-	-	-	-	42,7	-
150	-	-	-	-	46,3	-	-	-	-	-	-	35,9	-
154	-	-	-	-	43,4	-	-	-	-	-	-	29,2	-
156	-	-	-	-	42,0	-	-	-	-	-	-	26,0	-
158	-	-	-	-	-	-	-	-	-	-	-	22,8	-
162	-	-	-	-	-	-	-	-	-	-	-	16,5	-
164	-	-	-	-	-	-	-	-	-	-	15,0	13,4	-
166	-	-	-	-	-	-	-	-	-	-	14,1	10,4	-
170	-	-	-	-	-	-	-	-	-	-	12,3	-	-

	0 t	100 t	180 t	240 t	340 t	440 t	540 t	640 t
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6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la flèche ·  
 Falcone standard con sezioni di 6 m · Incrementos de 6 m para plumín abatible son estándar · Lances de 6 m da lança auxiliar como padrão ·  
 6 м шаг размера гуська является стандартом

\* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° · Inclinazione braccio base 88° · Ângulo de pluma principal 88° ·  
 Ângulo da lança principal 88° · Угол подъема гл. стрелы 88°

Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1  
 Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung  
 IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions  
 intermédiaires de la flèche

Inclinazione braccio base 88°, 85°, 75°, 65°, 55° e 45°, capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo  
 della gru IC-1

Ângulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema  
 de control de grúa IC-1

Ângulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema  
 de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях  
 стрелы рассчитывается системой управления краном IC-1

# Operation

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

# SWSL, SFSL

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000	
114 m + 48 m						114 m + 60 m					
SWSL						SWSL					
0 t						0 t - 800 t					
88°/85° 88°/85° 75° 65° 55° 45° 15°						88°/85° 88°/85° 75° 65° 55° 45° 15°					
m	t	t	t	t	t	m	t	t	t	t	t
24	-	199,0*	-	-	-	29	-	162,0*	-	-	-
26	-	196,0*	-	-	-	30	-	160,0*	-	-	-
28	178,0*	192,0*	-	-	-	32	143,0*	157,0*	-	-	-
30	167,0*	188,0*	-	-	-	34	133,0*	154,0*	-	-	-
33	151,5*	203,0	-	-	-	37	119,5*	166,0	-	-	167,0
34	146,0*	202,0	-	-	-	38	115,0*	165,0	-	-	167,0
38	127,0*	194,0	-	-	-	42	101,0*	159,0	-	-	167,0
42	112,0*	185,0	-	-	-	46	89,0*	153,0	-	-	166,0
46	98,5*	177,0	-	-	-	50	78,5*	147,0	-	-	166,0
50	87,5*	170,0	-	-	-	54	69,0*	141,0	-	-	165,0
53	81,0*	165,5	-	-	-	58	61,0*	136,0	-	-	164,0
54	61,5	164,0	-	-	-	62	55,0*	131,0	-	-	162,0
58	55,0	158,0	-	-	-	64	52,5*	129,0	-	-	161,0
59	53,5	157,0	-	-	-	66	34,8	126,0	-	-	160,0
61	-	-	196,0	-	-	67	33,7	125,0	160,0	-	159,2
62	-	-	195,0	-	-	70	30,8	122,0	157,0	-	157,0
66	-	-	189,0	-	-	74	-	153,0	-	-	154,0
70	-	-	183,0	-	-	78	-	148,0	-	-	150,5
74	-	-	177,0	-	-	82	-	144,0	-	-	147,0
78	-	-	172,0	-	-	86	-	140,0	-	-	143,6
82	-	-	-	-	-	90	-	136,0	-	-	140,0
86	-	-	-	-	-	94	-	-	-	-	136,6
89	-	-	-	165,0	-	97	-	-	134,0	-	133,5
90	-	-	-	164,0	-	98	-	-	133,0	-	132,0
94	-	-	-	159,0	-	102	-	-	129,0	-	126,0
97	-	-	-	155,0	-	106	-	-	126,0	-	121,0
98	-	-	-	-	-	108	-	-	124,0	-	115,5
102	-	-	-	-	-	110	-	-	-	-	110,0
106	-	-	-	-	-	114	-	-	-	-	99,0
110	-	-	-	-	-	118	-	-	-	-	89,0
114	-	-	-	-	-	122	-	-	-	-	79,0
118	-	-	-	-	-	126	-	-	-	-	71,2
122	-	-	-	-	-	130	-	-	-	-	63,5
126	-	-	-	-	-	134	-	-	-	-	55,6
130	-	-	-	-	-	138	-	-	-	-	47,8
						140	-	-	-	-	43,9



6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la fléchette ·  
Falcone standard con sezioni di 6 m · Incrementos de 6 m para plumín abatible son estándar · Lances de 6 m da lança auxiliar como padrão ·  
6 м шаг размера гуська является стандартом

\* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° · Inclinação braccio base 88° · Ângulo de pluma principal 88° ·  
Ângulo da lança principal 88° · Угол подъема гл. стрелы 88°

Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1  
Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

Inclinazione braccio base 88°, 85°, 75°, 65°, 55° e 45°, capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo della gru IC-1

Ângulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema de control de grúa IC-1

Ângulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях стрелы рассчитывается системой управления краном IC-1

# Operation

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

# SWSL, SFSL

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000			
114 m + 72 m		SWSL		SFSL		114 m + 84 m		SWSL		SFSL			
0 t		0 t-800 t		0 t-800 t		0 t		0 t-800 t		0 t-800 t			
88°/85°		88°/85°		75°		65°		55°		45°		15°	
m	t	t	t	t	t	t	t	t	t	t	t	t	t
33	-	131,0*	-	-	-	-	-	-	-	-	-	-	-
34	-	129,0*	-	-	-	-	-	-	-	-	-	-	-
36	101,0*	127,0*	-	-	-	-	-	-	-	-	-	-	-
38	93,5*	125,0*	-	-	-	-	-	-	-	-	-	-	-
42	81,0*	133,0	-	-	-	-	-	-	-	-	134,0	-	-
46	70,5*	129,0	-	-	-	-	-	-	-	-	134,0	-	-
50	62,0*	125,0	-	-	-	-	-	-	-	-	134,0	-	-
54	54,5*	120,0	-	-	-	-	-	-	-	-	134,0	-	-
58	47,8*	116,0	-	-	-	-	-	-	-	-	133,0	-	-
62	41,8*	112,0	-	-	-	-	-	-	-	-	132,0	-	-
66	36,7*	107,0	-	-	-	-	-	-	-	-	131,0	-	-
70	32,4*	104,0	-	-	-	-	-	-	-	-	129,0	-	-
74	29,0*	100,0	128,0	-	-	-	-	-	-	-	127,0	-	-
76	24,4*	98,5	126,0	-	-	-	-	-	-	-	125,7	-	-
78	-	97,0	125,0	-	-	-	-	-	-	-	124,5	-	-
82	-	93,5	122,0	-	-	-	-	-	-	-	122,0	-	-
86	-	-	119,0	-	-	-	-	-	-	-	119,0	-	-
90	-	-	115,0	-	-	-	-	-	-	-	116,0	-	-
94	-	-	112,0	-	-	-	-	-	-	-	113,5	-	-
98	-	-	109,0	-	-	-	-	-	-	-	111,0	-	-
100	-	-	107,0	-	-	-	-	-	-	-	109,6	-	-
102	-	-	-	-	-	-	-	-	-	-	108,3	-	-
105	-	-	-	107,0	-	-	-	-	-	-	105,5	-	-
106	-	-	-	106,0	-	-	-	-	-	-	104,0	-	-
110	-	-	-	104,0	-	-	-	-	-	-	100,5	-	-
114	-	-	-	102,0	-	-	-	-	-	-	98,0	-	-
118	-	-	-	99,0	-	-	-	-	-	-	90,5	-	-
120	-	-	-	97,5	-	-	-	-	-	-	86,7	-	-
122	-	-	-	-	-	-	-	-	-	-	83,0	-	-
126	-	-	-	-	-	-	-	-	-	-	74,2	-	-
130	-	-	-	-	-	-	-	-	-	-	65,5	-	-
134	-	-	-	-	-	-	-	-	-	-	57,4	-	-
138	-	-	-	-	-	-	-	-	-	-	49,4	-	-
142	-	-	-	-	-	-	-	-	-	-	41,8	-	-
146	-	-	-	-	-	-	-	-	-	-	34,4	-	-
150	-	-	-	-	-	-	-	-	-	-	27,3	-	-
151	-	-	-	-	-	-	-	-	-	-	25,6	-	-
37	-	104,0*	-	-	-	-	-	-	-	-	-	-	-
38	-	104,0*	-	-	-	-	-	-	-	-	-	-	-
40	73,0*	102,0*	-	-	-	-	-	-	-	-	-	-	-
42	67,5*	100,0*	-	-	-	-	-	-	-	-	-	-	-
46	57,5*	107,0	-	-	-	-	-	-	-	-	-	108,0	-
50	49,4*	104,0	-	-	-	-	-	-	-	-	-	107,0	-
54	42,6*	101,0	-	-	-	-	-	-	-	-	-	107,0	-
58	36,6*	97,5	-	-	-	-	-	-	-	-	-	107,0	-
62	31,1*	94,0	-	-	-	-	-	-	-	-	-	107,0	-
66	26,2*	91,0	-	-	-	-	-	-	-	-	-	106,0	-
70	21,9*	87,5	-	-	-	-	-	-	-	-	-	104,6	-
71	20,9*	86,7	-	-	-	-	-	-	-	-	-	104,2	-
74	-	84,5	-	-	-	-	-	-	-	-	-	103,0	-
78	-	81,5	-	-	-	-	-	-	-	-	-	101,5	-
80	-	80,0	102,0	-	-	-	-	-	-	-	-	100,7	-
82	-	78,5	101,0	-	-	-	-	-	-	-	-	100,0	-
86	-	75,5	99,0	-	-	-	-	-	-	-	-	98,0	-
87	-	74,7	98,5	-	-	-	-	-	-	-	-	97,5	-
90	-	72,7	97,0	-	-	-	-	-	-	-	-	96,0	-
93	-	71,0	95,0	-	-	-	-	-	-	-	-	94,3	-
94	-	-	94,5	-	-	-	-	-	-	-	-	93,7	-
98	-	-	92,0	-	-	-	-	-	-	-	-	91,5	-
102	-	-	89,5	-	-	-	-	-	-	-	-	89,2	-
106	-	-	87,0	-	-	-	-	-	-	-	-	87,0	-
110	-	-	85,0	-	-	-	-	-	-	-	-	85,0	-
112	-	-	84,0	-	-	-	-	-	-	-	-	84,0	-
113	-	-	-	84,5	-	-	-	-	-	-	-	83,2	-
114	-	-	-	83,5	-	-	-	-	-	-	-	82,5	-
118	-	-	-	82,0	-	-	-	-	-	-	-	78,2	-
122	-	-	-	80,5	-	-	-	-	-	-	-	76,0	-
126	-	-	-	78,5	-	-	-	-	-	-	-	70,7	-
130	-	-	-	76,5	-	-	-	-	-	-	-	65,5	-
132	-	-	-	75,5	-	-	-	-	-	-	-	61,6	-
134	-	-	-	-	-	-	-	-	-	-	-	57,7	-
138	-	-	-	-	-	-	-	-	-	-	-	50,0	-
142	-	-	-	-	-	-	-	-	-	-	-	42,8	-
146	-	-	-	-	-	-	-	-	-	-	-	35,7	-
150	-	-	-	-	-	-	-	-	-	-	-	28,9	-
154	-	-	-	-	-	-	-	-	-	-	-	22,2	-
155	-	-	-	-	-	-	-	-	-	-	-	20,7	-

0 t   280 t   400 t   520 t   640 t   720 t   800 t

6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la flèche ·  
Falcone standard con sezioni di 6 m · Incrementos de 6 m para plumín abatible son estándar · Lances de 6 m da lança auxiliar como padrão ·  
6 м шаг размера гуська является стандартом

\* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° · Inclinazione braccio base 88° · Ángulo de pluma principal 88° ·  
Ángulo da lança principal 88° · Угол подъема гл. стрелы 88°

Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1  
Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung  
IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions  
intermédiaires de la flèche

Inclinazione braccio base 88°, 85°, 75°, 65°, 55° e 45°, capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo  
della gru IC-1

Ángulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema  
de control de grúa IC-1

Ângulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema  
de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях  
стрелы рассчитывается системой управления краном IC-1

# Operation

# SWSL, SFSL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000	
114 m + 96 m						114 m + 108 m					
SWSL						SWSL					
0 t						0 t - 800 t					
88°/85°		88°/85°		75°		65°		55°		45°	
15°		15°		15°		15°		15°		15°	
m	t	t	t	t	t	t	t	t	t	t	t
41	-	82,5*	-	-	-	-	-	-	-	-	-
42	-	82,0*	-	-	-	-	-	-	-	-	-
44	50,5*	80,5*	-	-	-	-	-	-	-	-	-
46	46,7*	79,5*	-	-	-	-	-	-	-	-	-
50	38,3*	85,0	-	-	-	-	-	-	-	85,0	-
54	31,7*	83,0	-	-	-	-	-	-	-	85,0	-
58	25,7*	80,5	-	-	-	-	-	-	-	85,0	-
62	20,4*	78,0	-	-	-	-	-	-	-	84,5	-
66	-	75,5	-	-	-	-	-	-	-	84,5	-
70	-	72,5	-	-	-	-	-	-	-	83,3	-
74	-	70,0	-	-	-	-	-	-	-	82,5	-
78	-	67,5	-	-	-	-	-	-	-	81,5	-
82	-	65,0	-	-	-	-	-	-	-	80,5	-
86	-	62,5	79,5	-	-	-	-	-	-	79,0	-
90	-	60,2	78,5	-	-	-	-	-	-	77,5	-
94	-	57,7	77,0	-	-	-	-	-	-	75,7	-
98	-	55,0	75,5	-	-	-	-	-	-	74,0	-
102	-	52,0	74,0	-	-	-	-	-	-	72,2	-
104	-	50,5	73,0	-	-	-	-	-	-	71,3	-
106	-	-	72,0	-	-	-	-	-	-	70,5	-
110	-	-	70,5	-	-	-	-	-	-	68,5	-
114	-	-	68,5	-	-	-	-	-	-	66,5	-
118	-	-	67,0	-	-	-	-	-	-	65,0	-
122	-	-	65,0	65,0	-	-	-	-	-	61,5	-
124	-	-	64,0	64,0	-	-	-	-	-	60,6	-
126	-	-	-	63,5	-	-	-	-	-	59,7	-
130	-	-	-	62,0	-	-	-	-	-	58,0	-
134	-	-	-	61,0	-	-	-	-	-	55,7	-
138	-	-	-	59,5	-	-	-	-	-	53,5	-
142	-	-	-	58,0	-	-	-	-	-	46,6	-
146	-	-	-	-	-	-	-	-	-	39,7	-
150	-	-	-	-	-	-	-	-	-	33,1	-
154	-	-	-	-	-	-	-	-	-	26,6	-
158	-	-	-	-	-	-	-	-	-	20,4	-
45	-	63,5*	-	-	-	-	-	-	-	-	-
46	-	63,0*	-	-	-	-	-	-	-	-	-
48	30,8*	61,5*	-	-	-	-	-	-	-	-	-
50	27,3*	60,5*	-	-	-	-	-	-	-	-	-
54	21,0*	57,5*	-	-	-	-	-	-	-	-	-
55	-	65,0	-	-	-	-	-	-	-	65,5	-
58	-	64,0	-	-	-	-	-	-	-	65,5	-
62	-	62,0	-	-	-	-	-	-	-	65,0	-
66	-	60,5	-	-	-	-	-	-	-	65,0	-
70	-	58,5	-	-	-	-	-	-	-	64,2	-
74	-	56,5	-	-	-	-	-	-	-	64,0	-
78	-	54,0	-	-	-	-	-	-	-	63,2	-
82	-	52,0	-	-	-	-	-	-	-	62,5	-
86	-	50,0	-	-	-	-	-	-	-	61,5	-
90	-	47,7	-	-	-	-	-	-	-	60,5	-
93	-	45,9	60,0	-	-	-	-	-	-	59,3	-
94	-	45,3	59,5	-	-	-	-	-	-	59,0	-
98	-	42,9	59,0	-	-	-	-	-	-	57,5	-
102	-	40,5	58,0	-	-	-	-	-	-	56,0	-
106	-	38,1	57,0	-	-	-	-	-	-	54,5	-
109	-	36,4	56,0	-	-	-	-	-	-	53,3	-
110	-	35,8	55,5	-	-	-	-	-	-	53,0	-
114	-	33,4	54,5	-	-	-	-	-	-	51,5	-
116	-	32,3	54,0	-	-	-	-	-	-	51,0	-
118	-	-	53,0	-	-	-	-	-	-	50,3	-
122	-	-	52,0	-	-	-	-	-	-	49,0	-
126	-	-	50,5	-	-	-	-	-	-	47,5	-
130	-	-	49,5	48,2	-	-	-	-	-	44,5	-
134	-	-	48,1	46,7	-	-	-	-	-	43,0	-
136	-	-	47,5	46,3	-	-	-	-	-	42,2	-
138	-	-	-	46,0	-	-	-	-	-	41,5	-
142	-	-	-	45,3	-	-	-	-	-	39,6	-
146	-	-	-	44,4	-	-	-	-	-	37,8	-
150	-	-	-	43,4	-	-	-	-	-	32,6	-
154	-	-	-	42,3	-	-	-	-	-	27,5	-
158	-	-	-	-	-	-	-	-	-	21,5	-
159	-	-	-	-	-	-	-	-	-	20,1	-

0 t 280 t 400 t 520 t 640 t 720 t 800 t

6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la flèche · Falcone standard con sezioni di 6 m · Incrementos de 6 m para plumín abatible son estándar · Lances de 6 m da lança auxiliar como padrão · 6 м шаг размера гуська является стандартом

\* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° · Inclinazione braccio base 88° · Ángulo de pluma principal 88° · Ángulo da lança principal 88° · Угол подъема гл. стрелы 88°

Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1  
Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

Inclinazione braccio base 88°, 85°, 75°, 65°, 55° e 45°, capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo della gru IC-1

Ángulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema de control de grúa IC-1

Ángulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях стрелы рассчитывается системой управления краном IC-1

# Operation

# SWSL, SFSL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000	
114 m + 120 m						120 m + 60 m					
SWSL						SWSL					
0 t						0 t - 800 t					
88°/85°						88°/85°					
75°						65°					
55°						45°					
15°						15°					
m	t	t	t	t	t	m	t	t	t	t	t
49	-	45,1*	-	-	-	29	-	145,0*	-	-	-
50	-	44,6*	-	-	-	30	-	144,0*	-	-	-
54	-	42,7*	-	-	-	32	132,0*	141,0*	-	-	-
58	-	40,5*	-	-	-	34	124,0*	139,0*	-	-	-
59	-	48,0	-	-	-	38	108,0*	149,0	-	-	149,0
62	-	47,1	-	-	-	42	94,5*	143,0	-	-	149,0
66	-	45,8	-	-	-	46	83,0*	138,0	-	-	148,0
70	-	44,4	-	-	-	50	73,0*	132,0	-	-	148,0
74	-	42,6	-	-	-	54	64,0*	127,0	-	-	147,0
78	-	40,9	-	-	-	58	56,5*	122,0	-	-	145,0
82	-	39,0	-	-	-	62	50,5*	117,0	-	-	143,0
86	-	36,9	-	-	-	65	43,3*	114,0	-	-	141,5
90	-	34,9	-	-	-	66	29,6	113,0	-	-	141,0
94	-	32,8	-	-	-	69	26,7	110,0	139,0	-	138,3
95	-	32,3	-	-	-	70	25,9	109,0	138,0	-	137,5
98	-	30,8	-	-	-	71	25,1	108,0	137,0	-	136,6
99	-	30,3	42,8	-	-	74	-	-	134,0	-	134,0
102	-	28,8	42,4	-	-	78	-	-	129,0	-	130,5
106	-	26,8	42,0	-	-	82	-	-	125,0	-	127,0
110	-	24,8	41,4	-	-	86	-	-	121,0	-	123,5
114	-	22,8	40,5	-	-	90	-	-	117,0	-	120,0
118	-	20,8	39,6	-	-	92	-	-	115,0	-	118,2
119	-	20,3	39,4	-	-	94	-	-	-	-	116,5
122	-	-	38,7	-	-	98	-	-	-	-	113,0
126	-	-	37,9	-	-	100	-	-	112,0	-	111,0
130	-	-	36,9	-	-	102	-	-	110,0	-	109,0
134	-	-	35,9	-	-	106	-	-	106,0	-	105,0
137	-	-	35,2	-	-	110	-	-	102,0	-	99,0
138	-	-	35,0	32,2	-	114	-	-	-	-	95,0
142	-	-	34,0	31,1	-	118	-	-	-	-	85,2
146	-	-	33,0	30,8	-	122	-	-	-	-	75,5
150	-	-	-	30,5	-	126	-	-	-	-	67,0
154	-	-	-	30,2	-	130	-	-	-	-	59,5
158	-	-	-	29,5	-	134	-	-	-	-	51,9
162	-	-	-	28,8	-	138	-	-	-	-	44,3
166	-	-	-	28,0	-	142	-	-	-	-	36,5
						145	-	-	-	-	30,7

0 t 280 t 400 t 520 t 640 t 720 t 800 t

6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la flèche · Falcone standard con sezioni di 6 m · Incrementos de 6 m para plumín abatible son estándar · Lances de 6 m da lança auxiliar como padrão · 6 м шаг размера гуська является стандартом

\* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° · Inclinazione braccio base 88° · Ángulo de pluma principal 88° · Ángulo da lança principal 88° · Угол подъема гл. стрелы 88°

Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1 · Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

Inclinazione braccio base 88°, 85°, 75°, 65°, 55° e 45°; capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo della gru IC-1

Ángulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema de control de grúa IC-1

Ángulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях стрелы рассчитывается системой управления краном IC-1

# Operation

# SWSL, SFSL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000	
120 m + 72 m						120 m + 84 m					
SWSL						SWSL					
0 t						0 t-800 t					
88°/85°						88°/85°					
75°						75°					
65°						65°					
55°						55°					
45°						45°					
15°						15°					
m	t	t	t	t	t	m	t	t	t	t	t
33	-	117,0*	-	-	-	37	-	93,0*	-	-	-
34	-	116,0*	-	-	-	38	-	92,0*	-	-	-
36	92,5*	114,0*	-	-	-	40	65,5*	90,5*	-	-	-
38	85,5*	112,0*	-	-	-	42	60,0*	89,0*	-	-	-
42	74,0*	120,0	-	-	-	46	51,0*	85,5*	-	-	-
46	64,0*	116,0	-	-	-	47	49,0*	95,0	-	-	95,5
50	56,0*	112,0	-	-	-	50	43,3*	92,5	-	-	95,0
54	49,2*	108,0	-	-	-	54	36,9*	89,5	-	-	94,5
58	42,8*	103,0	-	-	-	58	31,3*	86,5	-	-	94,0
62	37,2*	99,5	-	-	-	62	26,2*	83,5	-	-	93,5
66	32,4*	96,0	-	-	-	66	21,7*	80,0	-	-	92,5
70	28,4*	92,5	-	-	-	67	20,6*	79,2	-	-	92,1
74	25,2*	89,0	-	-	-	70	-	77,0	-	-	91,2
75	24,5*	88,0	111,0	-	-	74	-	74,0	-	-	90,0
76	23,9*	87,0	110,0	-	-	78	-	71,5	-	-	88,5
78	-	85,5	109,0	-	-	82	-	68,5	87,0	-	86,5
82	-	82,5	106,0	-	-	86	-	65,7	85,5	-	84,2
86	-	-	103,0	-	-	87	-	65,1	84,7	-	83,6
90	-	-	100,0	-	-	90	-	63,2	83,0	-	82,0
94	-	-	97,0	-	-	94	-	61,0	80,5	-	79,5
98	-	-	93,5	-	-	98	-	-	78,0	-	77,0
102	-	-	90,5	-	-	102	-	-	76,0	-	74,5
106	-	-	-	-	-	106	-	-	73,5	-	72,0
108	-	-	-	89,0	-	110	-	-	71,0	-	69,7
110	-	-	-	87,5	-	114	-	-	69,0	-	67,5
114	-	-	-	85,0	-	116	-	-	-	68,5	64,8
118	-	-	-	81,5	-	118	-	-	-	67,5	63,5
122	-	-	-	78,0	-	122	-	-	-	65,5	61,0
126	-	-	-	-	-	126	-	-	-	63,0	58,5
130	-	-	-	-	-	130	-	-	-	60,5	56,0
134	-	-	-	-	-	134	-	-	-	58,0	51,1
138	-	-	-	-	-	138	-	-	-	-	46,3
142	-	-	-	-	-	142	-	-	-	-	39,2
146	-	-	-	-	-	146	-	-	-	-	32,2
150	-	-	-	-	-	150	-	-	-	-	25,6
152	-	-	-	-	-	153	-	-	-	-	20,7

0 t 280 t 400 t 520 t 640 t 720 t 800 t

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Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

Inclinazione braccio base 88°, 85°, 75°, 65°, 55° e 45°; capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo della gru IC-1

Ángulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema de control de grúa IC-1

Ángulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях стрелы рассчитывается системой управления краном IC-1

# Operation

# SWSL, SFSL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000	
120 m + 96 m		SWSL		SFSL		120 m + 108 m		SWSL		SFSL	
0 t		0 t-800 t		0 t-800 t		0 t		0 t-800 t		0 t-800 t	
88°/85°		88°/85°		75°		65°		55°		45°	
15°		15°		15°		15°		15°		15°	
m	t	t	t	t	t	t	t	t	t	t	t
41	-	72,5*	-	-	-	-	-	-	-	-	-
42	-	72,0*	-	-	-	-	-	-	-	-	-
44	43,6*	71,0*	-	-	-	-	-	-	-	-	-
46	39,8*	69,5*	-	-	-	-	-	-	-	-	-
50	32,2*	66,5*	-	-	-	-	-	-	-	-	-
51	30,6*	74,5	-	-	-	-	-	-	-	74,5	-
54	26,0*	72,5	-	-	-	-	-	-	-	74,5	-
58	20,4*	70,5	-	-	-	-	-	-	-	74,0	-
62	-	68,0	-	-	-	-	-	-	-	73,5	-
66	-	65,5	-	-	-	-	-	-	-	73,0	-
70	-	63,0	-	-	-	-	-	-	-	72,0	-
74	-	61,0	-	-	-	-	-	-	-	71,0	-
78	-	58,0	-	-	-	-	-	-	-	70,0	-
82	-	55,7	-	-	-	-	-	-	-	69,0	-
86	-	53,5	-	-	-	-	-	-	-	67,5	-
88	-	52,5	67,0	-	-	-	-	-	-	66,7	-
90	-	51,2	66,5	-	-	-	-	-	-	66,0	-
94	-	48,7	65,0	-	-	-	-	-	-	64,0	-
98	-	46,1	63,5	-	-	-	-	-	-	62,0	-
102	-	43,5	62,0	-	-	-	-	-	-	60,0	-
105	-	41,6	60,5	-	-	-	-	-	-	58,5	-
106	-	-	60,0	-	-	-	-	-	-	58,0	-
110	-	-	58,0	-	-	-	-	-	-	56,0	-
114	-	-	56,5	-	-	-	-	-	-	54,0	-
118	-	-	54,5	-	-	-	-	-	-	52,0	-
122	-	-	52,5	-	-	-	-	-	-	50,0	-
124	-	-	52,0	51,5	-	-	-	-	-	47,8	-
126	-	-	51,0	50,5	-	-	-	-	-	46,8	-
130	-	-	-	49,4	-	-	-	-	-	44,8	-
134	-	-	-	47,1	-	-	-	-	-	42,6	-
138	-	-	-	45,4	-	-	-	-	-	40,4	-
142	-	-	-	43,7	-	-	-	-	-	37,5	-
146	-	-	-	42,1	-	-	-	-	-	34,6	-
150	-	-	-	-	-	-	-	-	-	28,8	-
154	-	-	-	-	-	-	-	-	-	23,1	-
156	-	-	-	-	-	-	-	-	-	20,1	-
45	-	53,5*	-	-	-	-	-	-	-	-	-
46	-	53,0*	-	-	-	-	-	-	-	-	-
50	-	50,5*	-	-	-	-	-	-	-	-	-
54	-	48,4*	-	-	-	-	-	-	-	-	-
55	-	56,5	-	-	-	-	-	-	-	-	56,5
58	-	55,0	-	-	-	-	-	-	-	-	56,0
62	-	53,5	-	-	-	-	-	-	-	-	56,0
66	-	51,5	-	-	-	-	-	-	-	-	55,5
70	-	49,8	-	-	-	-	-	-	-	-	55,0
74	-	47,6	-	-	-	-	-	-	-	-	54,5
78	-	45,7	-	-	-	-	-	-	-	-	53,5
82	-	43,4	-	-	-	-	-	-	-	-	52,5
86	-	41,1	-	-	-	-	-	-	-	-	51,5
90	-	38,8	-	-	-	-	-	-	-	-	50,5
94	-	36,5	49,8	-	-	-	-	-	-	-	49,1
98	-	34,3	49,0	-	-	-	-	-	-	-	47,8
101	-	32,6	48,2	-	-	-	-	-	-	-	46,6
102	-	32,1	48,0	-	-	-	-	-	-	-	46,2
106	-	29,9	46,8	-	-	-	-	-	-	-	44,6
110	-	27,8	45,4	-	-	-	-	-	-	-	42,9
114	-	25,6	44,0	-	-	-	-	-	-	-	41,3
116	-	24,6	43,3	-	-	-	-	-	-	-	40,5
118	-	-	42,6	-	-	-	-	-	-	-	39,7
122	-	-	41,3	-	-	-	-	-	-	-	38,1
126	-	-	39,9	-	-	-	-	-	-	-	36,4
130	-	-	38,5	-	-	-	-	-	-	-	34,8
131	-	-	38,1	-	-	-	-	-	-	-	34,4
133	-	-	37,4	35,9	-	-	-	-	-	-	-
134	-	-	37,1	35,7	-	-	-	-	-	-	-
136	-	-	36,4	35,2	-	-	-	-	-	-	-
138	-	-	-	34,7	-	-	-	-	-	-	-
142	-	-	-	32,4	-	-	-	-	-	-	-
146	-	-	-	29,9	-	-	-	-	-	-	-
150	-	-	-	27,7	-	-	-	-	-	-	-
154	-	-	-	25,7	-	-	-	-	-	-	-

0 t 280 t 400 t 520 t 640 t 720 t 800 t

6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la fléchette · Falcone standard con sezioni di 6 m · Incrementos de 6 m para plumín abatible son estándar · Lances de 6 m da lança auxiliar como padrão · 6 м шаг размера гуська является стандартом

\* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° · Inclinação braccio base 88° · Ângulo de pluma principal 88° · Ângulo da lança principal 88° · Угол подъема гл. стрелы 88°

Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1 Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

Inclinação braccio base 88°, 85°, 75°, 65°, 55° e 45°, capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo della gru IC-1

Ângulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema de control de grúa IC-1

Ângulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях стрелы рассчитывается системой управления краном IC-1



# Operation

# SWSL, SFSL

Einsatz · Utilisation · Funzionamento · Uso ·  
 Operação · Эксплуатация

295 t + 60 t		19-30 m		10,5 m		9.8 m/s		360°		EN13000	
120 m + 120 m		SWSL						SFSL			
0 t		0 t - 800 t									
88°/85°		88°/85°		75°		65°		55°		45°	
15°											
m	t	t	t	t	t	t	t	t	t	t	t
49	-	36,0	*	-	-	-	-	-	-	-	-
50	-	35,7	*	-	-	-	-	-	-	-	-
54	-	33,9	*	-	-	-	-	-	-	-	-
58	-	31,9	*	-	-	-	-	-	-	-	-
60	-	39,7		-	-	-	-	-	-	40,2	
62	-	38,9		-	-	-	-	-	-	40,2	
66	-	37,5		-	-	-	-	-	-	39,8	
70	-	35,8		-	-	-	-	-	-	39,4	
74	-	34,1		-	-	-	-	-	-	39,0	
78	-	32,3		-	-	-	-	-	-	38,5	
80	-	31,3		-	-	-	-	-	-	38,2	
82	-	30,3		-	-	-	-	-	-	37,8	
86	-	28,4		-	-	-	-	-	-	36,9	
90	-	26,5		-	-	-	-	-	-	36,1	
94	-	24,6		-	-	-	-	-	-	35,2	
98	-	22,7		-	-	-	-	-	-	34,4	
101	-	21,3		33,9		-	-	-	-	33,3	
102	-	20,8		33,8		-	-	-	-	33,0	
103	-	20,4		33,6		-	-	-	-	32,7	
106	-	-		33,2		-	-	-	-	31,7	
110	-	-		32,4		-	-	-	-	30,3	
114	-	-		31,5		-	-	-	-	29,0	
118	-	-		30,5		-	-	-	-	27,6	
122	-	-		29,5		-	-	-	-	26,3	
126	-	-		28,5		-	-	-	-	24,9	
130	-	-		27,4		-	-	-	-	23,6	
134	-	-		26,3		-	-	-	-	22,2	
138	-	-		25,2		-	-	-	-	20,9	
139	-	-		24,9		-	-	-	-	20,6	
141	-	-		24,4		21,9		-	-	-	
142	-	-		24,2		21,8		-	-	-	
146	-	-		23,1		20,7		-	-	-	
147	-	-		22,8		20,1		-	-	-	
148	-	-		22,6		-		-	-	-	

0 t 280 t 400 t 520 t 640 t 720 t 800 t

6 m steps of luffing jib is standard · 6 m Stufung der Wippe ist Standard · Des paliers de 6 m sont de série pour la fléchette · Falcone standard con sezioni di 6 m · Incrementos de 6 m para plumín abatible son estándar · Lances de 6 m da lança auxiliar como padrão · 6 м шаг размера гуська является стандартом

\* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° · Inclinazione braccio base 88° · Ángulo de pluma principal 88° · Ángulo da lança principal 88° · Угол подъема гл. стрелы 88°

Main boom angle 88°, 85°, 75°, 65°, 55° and 45°; capacities for intermediate boom positions are calculated by the crane control system IC-1  
 Hauptauslegerwinkel 88°, 85°, 75°, 65°, 55° und 45°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet

Jarret de flèche principale 88°, 85°, 75°, 65°, 55° et 45° ; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

Inclinazione braccio base 88°, 85°, 75°, 65°, 55° e 45°; capacità per posizioni intermedie del braccio sono calcolate dal sistema di controllo della gru IC-1

Ángulo de pluma principal 88°, 85°, 75°, 65°, 55° y 45° las capacidades para posiciones de pluma intermedias son calculadas por el sistema de control de grúa IC-1

Ángulos da lança principal 88°, 85°, 75°, 65°, 55° e 45°; as capacidades para posições da lança intermediária são calculadas pelo sistema de controle da grua IC-1

Грузоподъемность при углах подъема главной стрелы 88°, 85°, 75°, 65°, 55° и 45°, грузоподъемность в промежуточных положениях стрелы рассчитывается системой управления краном IC-1



# FIXED FLY JIB WITH SL

STARRER HILFSAUSLEGER MIT SL

FLÉCHETTE FIXE AVEC SL

FALCONE FISSO CON SL

PLUMÍN FIJO CON SL

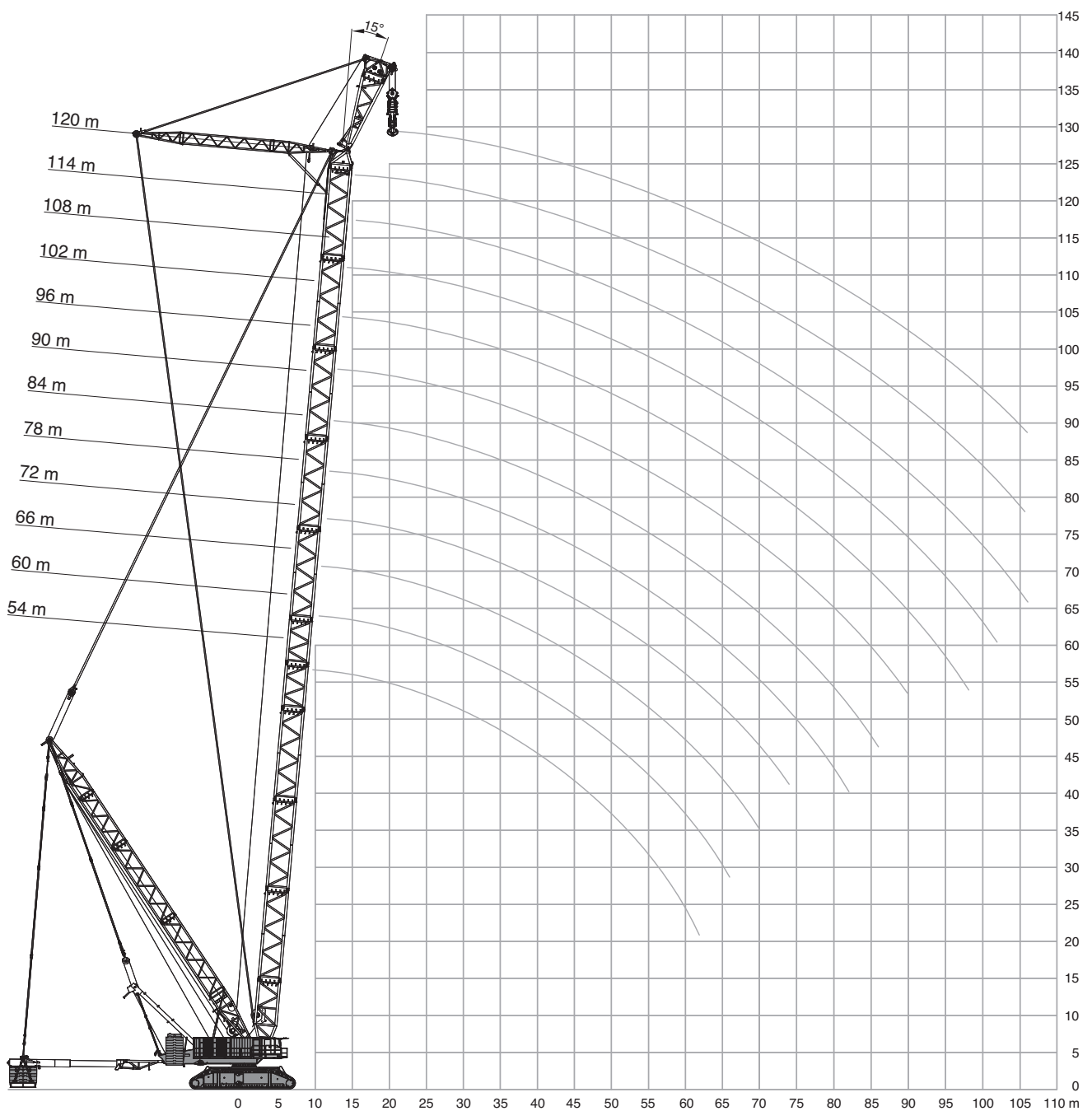
LANÇA AUXILIAR FIXA COM SL

НЕПОДВИЖНАЯ СТРЕЛА С ИЗМЕНЯЕМЫМ ВЫЛЕТОМ С SL



# Operation






















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Operação · Эксплуатация



# Operation

SFVL

Einsatz · Utilisation · Funzionamento · Uso ·  
Operação · Эксплуатация

 295 t +  60 t  19-30 m  12 m  15°  10,5 m  9.8 m/s 360° EN13000														
  54 m  60 m  66 m  72 m  78 m  84 m  90 m  96 m  102 m  108 m  114 m  120 m 														
m	t	t	t	t	t	t	t	t	t	t	t	t	t	m
14	1071,0	-	-	-	-	-	-	-	-	-	-	-	-	14
16	1007,0	983,0	972,0	876,0	793,0	-	-	-	-	-	-	-	-	16
18	951,0	934,0	972,0	876,0	793,0	710,0	637,0	572,0	-	-	-	-	-	18
20	901,0	890,0	946,0	876,0	793,0	710,0	637,0	572,0	516,0	464,0	410,0	-	-	20
21	879,0	870,0	925,0	876,0	793,0	710,0	637,0	572,0	516,0	464,0	410,0	366,0	-	21
22	857,0	850,0	904,0	876,0	793,0	710,0	637,0	572,0	516,0	464,0	410,0	366,0	-	22
24	817,0	814,0	866,0	855,0	793,0	710,0	637,0	572,0	516,0	464,0	409,0	365,0	-	24
26	781,0	781,0	831,0	831,0	771,0	707,0	637,0	572,0	516,0	464,0	409,0	365,0	-	26
28	748,0	751,0	798,0	801,0	764,0	700,0	634,0	572,0	516,0	464,0	408,0	364,0	-	28
30	718,0	723,0	751,0	745,0	739,0	689,0	630,0	570,0	515,0	464,0	408,0	363,0	-	30
34	663,0	657,0	651,0	645,0	639,0	633,0	623,0	563,0	513,0	461,0	402,0	359,0	-	34
38	584,0	578,0	572,0	566,0	560,0	554,0	549,0	543,0	507,0	459,0	396,0	353,0	-	38
42	510,0	514,0	508,0	502,0	496,0	490,0	484,0	478,0	473,0	438,0	389,0	346,0	-	42
46	438,0	462,0	455,0	449,0	443,0	437,0	431,0	425,0	419,0	413,0	376,0	336,0	-	46
50	377,0	406,0	409,0	403,0	397,0	391,0	386,0	380,0	374,0	368,0	363,0	325,0	-	50
54	334,0	352,0	371,0	365,0	358,0	352,0	347,0	341,0	335,0	329,0	347,0	314,0	-	54
58	291,0	305,0	326,0	331,0	325,0	319,0	313,0	307,0	302,0	295,0	330,0	300,0	-	58
62	245,0	273,0	284,0	300,0	297,0	290,0	285,0	278,0	273,0	266,0	297,0	288,0	-	62
66	-	237,0	246,0	263,0	272,0	265,0	259,0	253,0	247,0	241,0	268,0	260,0	-	66
70	-	-	225,0	229,0	242,0	243,0	237,0	231,0	225,0	219,0	241,0	234,0	-	70
74	-	-	-	201,0	212,0	220,0	218,0	212,0	206,0	199,0	217,0	211,0	-	74
78	-	-	-	-	184,0	194,0	200,0	194,0	188,0	182,0	195,0	189,0	-	78
82	-	-	-	-	166,0	169,0	177,0	179,0	173,0	166,0	175,0	170,0	-	82
86	-	-	-	-	-	147,0	155,0	159,0	159,0	152,0	157,0	152,0	-	86
90	-	-	-	-	-	-	134,0	139,0	142,0	139,0	140,0	136,0	-	90
94	-	-	-	-	-	-	-	120,0	124,0	125,0	128,0	121,0	-	94
98	-	-	-	-	-	-	-	105,0	108,0	109,0	115,0	110,0	-	98
102	-	-	-	-	-	-	-	-	91,5	94,0	101,0	97,5	-	102
106	-	-	-	-	-	-	-	-	-	79,5	88,5	85,5	-	106
110	-	-	-	-	-	-	-	-	-	-	76,0	74,0	-	110
114	-	-	-	-	-	-	-	-	-	-	63,5	62,5	-	114
118	-	-	-	-	-	-	-	-	-	-	-	51,5	-	118
119	-	-	-	-	-	-	-	-	-	-	-	49,2	-	119

	340 t	440 t	540 t	640 t	720 t	800 t
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# Notes to Lifting Capacity

Anmerkungen zu den Tragfähigkeiten · Conditions d'utilisation ·

Annotazioni sulle portate · Condiciones de utilización ·

Notas sobre capacidade de içamento · Примечания по грузоподъемности

Ratings are in compliance with EN 13000.

Weight of hook blocks and slings is part of the load, and is to be deducted from the capacity ratings.

Consult operation manual for further details.

**Note:** Data published herein is intended as a guide only and shall not be construed to warrant applicability for lifting purposes. Crane operation is subject to the computer charts and operation manual both supplied with the crane.

In some instances the superlift counterweight does not lift off the ground with the indicated load.

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Tragfähigkeiten entsprechen EN 13000.

Das Gewicht der Unterflaschen, sowie die Lastaufnahmemittel, sind Bestandteile der Last und sind von den Tragfähigkeitsangaben abzuziehen.

Weitere Angaben in der Bedienungsanleitung des Kranes.

**Anmerkung:** Die Daten dieser Broschüre dienen nur zur allgemeinen Information; für ihre Richtigkeit übernehmen wir keine Haftung. Der Betrieb des Kranes ist nur mit den Original-Tragfähigkeitstabellen und mit der Bedienungsanleitung zulässig, die mit dem Kran mitgeliefert werden.

In einigen Fällen hebt das Superliftgegengewicht bei den angegebenen Traglasten nicht ab.

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Le tableau de charges est conforme à la norme EN 13000.

Les poids du crochet-moufle et de tous les accessoires d'élingage font partie de la charge et sont à déduire des charges indiquées.

Pour plus de détails consulter la notice d'utilisation de la grue.

**Nota :** Les renseignements ci-inclus sont donnés à titre indicatif et ne représentent aucune garantie d'utilisation pour les opérations de levage. La mise en service de la grue n'est autorisée qu'à condition que les tableaux de charges ainsi que le manuel de service, tels que fournis avec la grue, soient observés.

Le contrepoids du superlift ne décolle pas dans certaines configurations des tableaux de charge.

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Le portate sono conformi alla norma EN 13000.

Il peso del bozzello e delle funi d'attacco fanno parte del carico e sono quindi da detrarre dai valori di tabella.

Per ulteriori dettagli sulla velocità vento, consultare il manuale di istruzione della gru.

**Nota:** I dati riportati su tale prospetto sono solo a titolo indicativo e pertanto non impegnativi. L'impiego della gru è ammesso solo rispettando le tabelle originali ed il manuale di uso fornito assieme alla gru.

In alcuni casi, con il carico indicato, il contrappeso Superlift non si solleva dal suolo.

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Las capacidades de carga están sujetas a las normas EN 13000.

El peso de los ganchos y eslingas son parte de la carga y serán deducidos de las capacidades brutas.

Consultar los manuales de operación para ampliar información.

**Observación:** Los datos publicados son solamente orientativos y no se deben interpretar como garantía de aplicación para determinadas operaciones de elevación. La manipulación de la grúa está sujeta a las cargas programadas en el ordenador y en el manual de operaciones, ambos suministrados con la grúa.

En algunos casos, el contrapeso superlift no se eleva del suelo con la carga indicada.

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Valores nominais de acordo com a EN 13000.

O peso dos moitões e eslingas faz parte da carga e tem de ser subtraído das capacidades nominais.

Consultar manual de operação para outros detalhes.

**Nota:** Os dados publicados aqui destinam-se a simples orientação e não devem ser interpretados como garantia de aplicabilidade para fins de içamento. A operação da grua depende de tabelas de computador e do manual de operação, ambos fornecidos com a máquina.

Em alguns casos, o contrapeso do Superlift não levanta do solo com a carga indicada.

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Номинальные значения соответствуют EN 13000.

Вес крюкоблока и строп является частью груза и должен вычитаться из номинальных значений грузоподъемности.

Подробности см. в руководстве по эксплуатации.

**Примечание.** Публикуемые в настоящем издании данные приводятся только для справки и не должны использоваться при расчете нагрузки. При эксплуатации крана должны применяться компьютерные таблицы и руководство по эксплуатации, входящие в комплект поставки крана.

В некоторых случаях противовес системы суперлифт не может быть поднят с земли с указанной нагрузкой.

# TECHNICAL DESCRIPTION

TECHNISCHE BESCHREIBUNG

DESCRIPTIF TECHNIQUE

DESCRIZIONE TECNICA

DESCRIPCIÓN TÉCNICA

DESCRIÇÃO TÉCNICA

ТЕХНИЧЕСКОЕ ОПИСАНИЕ



# Technical Description

## Crawler carrier

5-section carrier comprising car body, two cross axles and two split-type crawler side frames. Car body, cross axles and side frames are pin-connected hydraulically.  
Track width: 10.5 m.

<b>Carbody</b>	Bending- and torsion-resistant welded structure fabricated from high-strength fine grain structural steel. Quick-disconnect fittings (optional) facilitate removal of slew ring from car body to minimise weight for transportation.
<b>Cross axles</b>	Bending- and torsion-resistant welded structure fabricated from high-strength fine grain structural steel incl. hydraulic jack legs.
<b>Crawler side frames</b>	Bending- and torsion-resistant welded structure fabricated from high-strength fine grain structural steel. Split-type side frames to minimise weight for transportation. Centralised lubrication included as standard.
<b>Crawlers</b>	Crawler pads made of heat-treated high-strength cast steel. 15 rollers per crawler with hardened rolling surfaces.
<b>Drive</b>	The crawlers are each driven by two hydraulic motors through closed planetary gear reduction units running in oil bath, equipped with spring loaded, hydraulically released holding brakes. Each crawler provides independent, infinitely variable control and counter-rotation capability. Quadro-Drive as standard.
<b>Slew unit</b>	Four slew gearboxes in car body powered by hydraulic motors through closed planetary gear units running in oil bath. Spring loaded, hydraulically released holding brake and non-wearing hydraulic braking.

## Superstructure

<b>Counterweight</b>	295 t in combination with 60 t central ballast.
<b>Frame</b>	Torsion-resistant welded structure fabricated from high-strength fine grain structural steel. Longitudinal beam construction to accommodate three rope drums and boom hoist. Split-type superstructure for ease of transportation.
<b>Drive</b> <b>EU Stage V / EPA Tier 4f</b>	Two Mercedes-Benz diesel engines, type OM471LA, 6 cylinder, 2 x 390 kW (2 x 523 HP) at 1600 1/min, torque 2600 Nm at 1300 1/min. The engines comply with emission standard EU Stage V / EPA Tier 4f. Both independent drive units including pump distribution gearbox, overall seven variable displacement axial piston pumps and additional gear pumps are installed in a drive container. Cabin, electrical system and electric generators are integrated in the drive container. Stainless steel exhaust system with SCR catalyzer and spark arrestor certificate. Fuel: 1 x 2000 l, AdBlue: 2 x 95 l.
<b>Rope drums</b>	Standard superstructure equipment includes three rope drums – hoist 1, hoist 2 and boom hoist. Rope drums powered through closed planetary gear units running in oil bath. All rope drums have hydraulically released multi-disc brakes and non-wearing hydraulic braking for load lowering. Rope ends of all drums provided with quick-connect rope end fittings. Hydraulically pinned hoists H1 and H2 (optional H3) can be removed in order to minimise weight for transportation.
<b>Control system</b>	IC-1: Electronic proportional valve pilot control integrated in stored-program control system incl. diagnostic. Two multi-color monitors, load indicator operated via a touch screen. Working speeds infinitely variable controlled by the lever position. Automatic power control for optimal utilisation of engine output. Standard working range limitation and ground pressure indicator.
<b>Cabin</b>	Spacious comfortable cab located at front end of power module. Large laminated glass for front and roof windows, computerised air conditioner as standard and self-contained hot air heater. Front console includes instrumentation and crane controls as well as two graphic displays. It can be tilted back, together with the operator seat, for an improved operator view of the boom point. Camera systems for monitoring the rope drums and SL ballast, hour meter, load moment indicator, two working lights, storage cabinets and refrigerator are included as standard.
<b>Electrical equipment</b>	24 V system (2 batteries 12 V / 180 Ah). 3-phase alternator 24 V, 80 A. Plus 3-phase generator 400 V 50 Hz 20 kVA for air conditioner, heater, lighting and multiple use on the job site. Emergency generator 400 V 50 Hz 16 kVA.
<b>Quick-connection</b>	Hydraulic quick-disconnect fittings on superstructure and carrier as standard.



# Technical Description

## Boom configurations

<b>General</b>	Tubular chord lattice structure fabricated from high-strength fine grain structural steel. Walkways on boom, jib and mast. Hydraulic pinning.
<b>SSL</b>	Main boom: foot section 10 m, inserts 6 m and 12 m, boom head 2 m with 2 sheave-sets. Superlift equipment. Main boom lengths: 54-120 m.
<b>HSSL</b>	Main boom: Using the heavy sections of main boom SSL 108 m. Superlift equipment. Main boom lengths: 48-84 m.
<b>SSL/LSL (SGL 108 m)</b>	Main boom: foot section 10 m, inserts 6 m and 12 m, extended by jib inserts 6 m and 12 m, heavy-lift top 2 m with 1 sheave-set from main boom SSL. Superlift equipment. Main boom lengths: 114-156 m.
<b>SSL/LSL+LF S2</b>	Main boom: foot section 10 m, inserts 6 m and 12 m, extended by jib inserts 6 m and 12 m, heavy-lift top 2 m with 1 sheave-set from main boom SSL. Fixed fly jib: foot section 9 m, jib top section 9 m. Jib length: 18 m. Main boom lengths: 114-144 m. Offset: 20°.
<b>SWSL</b>	Main boom: same as SSL. Offset 88° to 45°. Luffing fly jib: foot section 10 m, inserts 6 m and 12 m, heavy-lift top 2 m with 1 sheave-set from main boom SSL. Superlift equipment. Main boom lengths: 54-120 m. Jib lengths: 36-120 m.
<b>SFSL</b>	Same as SWSL. Offset fly jib 15°.
<b>SFVL</b>	Main boom: same as SSL. Fixed fly jib: foot section 10 m, heavy-lift top 2 m with 2 sheave-sets from main boom SSL. Superlift equipment. Main boom lengths: 54-120 m. Jib length: 12 m. Offset: 15°.
<b>Pinning of boom</b>	Hydraulic assisted pinning of boom sections as standard.
<b>Reeving winch</b>	Mounted on superstructure as standard.
<b>Operator aids</b>	Electronic load indicator, hoist limit switch, limit switches for boom movements, hydraulic boom backstops, anemometer.

## Superlift configurations

<b>Tele-SL</b>	Mast 50 m (type 2621), counterweight tray 640 t or 800 t or counterweight carrier for max. 640 t optional. Superlift radius infinitely variable during operation: 19 m to 25 m with a mast radius of 22 m and 24 m to 30 m with a mast radius of 26.4 m.
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## Optional equipment

<b>Engine ECE R96</b>	<b>Optional for non-regulated markets:</b> Two Mercedes-Benz diesel engines, type OM471 LA, 6 cylinder, 2 x 390 kW (2 x 523 HP) at 1700 1/min, torque 2460 Nm at 1300 1/min. The engines comply with emission standard ECE R96 (similar to EU Stage III / EPA Tier 3). Stainless steel exhaust system with spark arrestor certificate. Fuel: 1 x 2000 l.
<b>Counterweight carrier</b>	The counterweight carrier with a max. total weight of 640 t is adjustable from 19 m to 25 m or from 24 m to 30 m from the centre of rotation, and can be operated in the circular path, trailing and $\pm 30^\circ$ parallel travel modes. Deadweight 130 t, strips down to three components for easy transport.
<b>Superlift counterweights</b>	
<b>Runner equipment 3 m – 70 t</b>	For 2 lines, mounted on main boom or jib heads. Distance to sheave set in steep boom position approx. 1.3 m. Lifting capacity: max. 70 t.
<b>Runner equipment 1.6 m – 35 t</b>	For 1 line, mounted on light fixed jib (LF). Distance to sheave set in steep boom position approx. 1.6 m. Lifting capacity: max. 35 t.
<b>Hoist H3</b>	Mounted on superstructure.
<b>Fire suppression system</b>	Automatic fire suppression system incl. shutters at container.
<b>Fire detection system</b>	Detection only.
<b>Bunk bed in cabin</b>	Foldable bunk-bed.
<b>Folding seats in cabin</b>	Two folding sets in cabin.
<b>Fall protection</b>	For main boom, jib and SL mast.
<b>800 t Superlift-Tray</b>	
<b>Boom Booster Kit</b>	Details on request.
<b>TWIN Kit</b>	Details on request.

# Technische Beschreibung

## Raupenunterwagen

Der Raupenunterwagen ist 5-teilig und besteht aus einem Mittelstück, zwei Querträgern und zwei geteilten Raupenträgern. Raupenträger, Mittelstück und Querträger werden hydraulisch verbolzt. Die Spurbreite beträgt 10,5 m.

<b>Mittelstück</b>	Biege- und verwindungssteife Schweißkonstruktion aus hochfestem Feinkornbaustahl. Die Rollendrehverbindung sitzt am Mittelstück und ist mit Schnellspannmutter (optional) auf einfache Weise zur Reduzierung des Transportgewichtes lösbar.
<b>Querträger</b>	Biege- und verwindungssteife Schweißkonstruktion aus hochfestem Feinkornbaustahl mit hydraulischer Abstützung.
<b>Raupenträger</b>	Biege- und verwindungssteife Schweißkonstruktion aus hochfestem Feinkornbaustahl. Geteilter Raupenträger zur Minimierung der Transportgewichte. Zentralschmieranlage serienmäßig.
<b>Raupen</b>	Bodenplatten der Raupenkettens aus vergütetem hochfesten Stahlguss. 15 Laufrollen je Raupe mit gehärteten Laufflächen.
<b>Antrieb</b>	Die Raupen werden von je zwei Hydromotoren über geschlossene, ölabgeschmierte Planetengetriebe mit federbelasteten, hydraulisch gelüfteten Haltebremsen angetrieben. Jede Seite ist stufenlos, einzeln und gegenläufig steuerbar. Quadro-Antrieb serienmäßig.
<b>Drehwerk</b>	Vier Drehwerke im Mittelstück mit Antrieb durch Hydromotor über geschlossenes, ölabgeschmiertes Planetengetriebe. Federbelastete, hydraulisch gelüftete Haltebremse und verschleißfreie hydraulische Bremsung.

## Oberwagen

<b>Gegengewicht</b>	295 t in Verbindung mit 60 t Zentralballast.
<b>Rahmen</b>	Verformungssteife Schweißkonstruktion aus hochfestem Feinkornbaustahl. Die Längsträgerkonstruktion dient der Aufnahme von drei Winden und dem Einziehwerk. Aus Transportgründen ist der Oberwagen geteilt ausgeführt.
<b>Antrieb EU Stage V / EPA Tier 4f</b>	Zwei Mercedes-Benz Dieselmotoren, Typ OM471 LA, 6 Zylinder, 2 x 390 kW (2 x 523 PS) bei 1600 1/min., Drehmoment 2600 Nm bei 1300 1/min. Die Motoren entsprechen der Emissionsnorm EU Stage V/EPA Tier 4f. Die zwei unabhängigen Antriebsstränge mit Verteilergetrieben, insgesamt sieben verstellbaren Axialkolbenpumpen und zusätzlichen Zahnradpumpen sind in einem Antriebscontainer verbaut. Im Antriebscontainer sind Kabine, Elektrik sowie Stromerzeuger integriert. Edelstahl-Abgasanlage mit SCR-Katalysator und Funkenfängerzertifikat. Kraftstoff: 1 x 2000 l, AdBlue: 2 x 95 l.
<b>Seilwinden</b>	Der Oberwagen ist serienmäßig mit drei Seilwinden – Hubwerk 1, Hubwerk 2 und Einziehwerk – ausgerüstet. Der Antrieb der Winden erfolgt über geschlossene, ölabgeschmierte Planetengetriebe. Alle Seilwinden sind mit, hydraulisch gelüfteten Lamellenbremsen und verschleißfreier hydraulischer Bremsung für den Senkvorgang ausgerüstet. Die Seilenden aller Winden sind mit Pressfitting und Taschen ausgestattet. Zur Reduzierung der Transportgewichte können die hydraulisch verbolzten Winden H1 und H2 (optional H3) ausgebaut werden.
<b>Steuerung</b>	IC-1: Elektronische Proportionalventilvorsteuerung integriert in eine speicherprogrammierte Steuerung mit Fehlerdiagnose. Zwei Farbbildschirme, Bedienung über Touchscreen. Die Arbeitsgeschwindigkeiten werden durch die Hebelstellung stufenlos geregelt. Leistungsregelung der Antriebe zur optimalen Ausnutzung der Motorleistung. Serienmäßig Arbeitsbereichsbegrenzung und Anzeige der Bodenpressung.
<b>Kabine</b>	Die geräumige Komfortkabine ist im vorderen Bereich des Antriebsmoduls angeordnet. Sie ist mit großzügiger Sicherheitsverglasung auch im Dachbereich, computergesteuerter Klimaanlage serienmäßig und motorunabhängiger Warmluftheizung ausgestattet. Steuer- und Kontrollelemente für die Kranfunktionen sowie zwei Grafik-Displays befinden sich in der Frontkonsole. Diese ist zur Sichtverbesserung gemeinsam mit dem Fahrersitz nach hinten neigbar. Kamerasysteme für die Überwachung von Winden und SL-Ballast, Betriebsstundenzähler, Lastmomentanzeige, zwei Arbeitsscheinwerfer, Ablageschränke und Kühlschrank serienmäßig.
<b>Elektrische Anlage</b>	24 V System (2 x Batterie 12 V / 180 Ah). 3-Phasen Wechselstromgenerator 24 V, 80 A. Zusätzlich 3-Phasengenerator 400 V 50 Hz 20 KVA für Klimaanlage, Heizung, Beleuchtung und vielfältige Anwendungen auf der Baustelle. Notstromaggregat 400 V 50 Hz 16 KVA.
<b>Schnellverbindung</b>	Hydraulische Schnellverbindung Oberwagen / Unterwagen serienmäßig.

# Technische Beschreibung

## Auslegervarianten

<b>Allgemein</b>	Gitter-Rohrkonstruktion aus hochfestem Feinkornbaustahl. Begehungen auf Hauptausleger, Hilfsausleger und Superlift-Mast. Hydraulisch verbolzbar.
<b>SSL</b>	Hauptausleger: Fußstück 10 m, Zwischenstücke 6 m und 12 m, Anschlusskopf 2 m mit 2 Rollensätzen. Superlift-Einrichtung. Hauptauslegerlängen: 54-120 m.
<b>HSSL</b>	Hauptausleger: Unter Verwendung der schweren Komponenten des Hauptauslegers SSL 108 m. Superlift-Einrichtung. Hauptauslegerlängen: 48-84 m.
<b>SSL/LSL (SGL 108 m)</b>	Hauptausleger: Fußstück 10 m, Zwischenstücke 6 m und 12 m, verlängert um Hilfsauslegerzwischenstücke 6 m und 12 m, Schwerlastkopf 2 m mit 1 Rollensatz vom Hauptausleger SSL. Superlift-Einrichtung. Hauptauslegerlängen: 114-156 m.
<b>SSL/LSL+LF S2</b>	Hauptausleger: Fußstück 10 m, Zwischenstücke 6 m und 12 m, verlängert um Hilfsauslegerzwischenstücke 6 m und 12 m, Schwerlastkopf 2 m mit 1 Rollensatz vom Hauptausleger SSL. Starrer Hilfsausleger: Fußstück 9 m, Spitze 9 m. Hilfsauslegerlänge: 18 m. Hauptauslegerlängen: 114-144 m. Vorneigung: 20°.
<b>SWSL</b>	Hauptausleger: wie SSL. Vorneigung 88° bis 45°. Wippbarer Hilfsausleger: Fußstück 10 m, Zwischenstücke 6 m und 12 m, Schwerlastkopf 2 m mit 1 Rollensatz vom Hauptausleger SSL. Superlift-Einrichtung. Hauptauslegerlängen: 54-120 m. Hilfsauslegerlängen: 36-120 m.
<b>SFSL</b>	Wie SWSL. Vorneigung des Hilfsauslegers: 15°.
<b>SFVL</b>	Hauptausleger: wie SSL. Starrer Hilfsausleger: Fußstück 10 m, Schwerlastkopf 2 m mit 2 Rollensätzen vom Hauptausleger SSL. Superlift-Einrichtung. Hauptauslegerlängen: 54-120 m. Hilfsauslegerlänge: 12 m. Vorneigung: 15°.
<b>Auslegerverbolzung</b>	Serienmäßig hydraulische verbolzbare Auslegerteile.
<b>Einscherwinde</b>	Serienmäßig am Oberwagen angebaut.
<b>Sicherheitseinrichtungen</b>	Elektronischer Lastmomentbegrenzer, Hubendschalter, Endschalter für Auslegerbewegungen, hydraulische Ausleger-Rückfallsicherungen, Windmesser.

## Superlift-Konfigurationen

<b>Tele-SL</b>	Mast 50 m (Typ 2621), Gegengewichtstraverse 640 t oder 800 t oder optional Gegengewichtswagen mit max. 640 t. Superlift-Radius stufenlos im Betrieb verstellbar von 19 m bis 25 m bei Mastradius 22 m und von 24 m bis 30 m bei Mastradius 26,4 m.
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## Zusatzrüstung

<b>Motor ECE R96</b>	<b>Optional für nicht regulierte Märkte:</b> Zwei Mercedes-Benz Dieselmotoren, Typ OM471 LA, 6 Zylinder, 2 x 390 kW (2 x 523 PS) bei 1700 1/min., Drehmoment 2460 Nm bei 1300 1/min. Die Motoren entsprechen der Emissionsnorm ECE R96 (vergleichbar zu EU Stage III / EPA Tier 3). Edelstahl-Abgasanlage mit Funkenfängerzertifikat. Kraftstoff: 1 x 2000 l.
<b>Gegengewichtswagen</b>	Der Gegengewichtswagen mit max. 640 t Gesamtgewicht kann von 19 m bis 25 m bzw. 24 m bis 30 m zur Drehmitte frei verstellt und in den Fahrzuständen Drehen, Hinterherfahrt und Nachlauf $\pm 30^\circ$ betrieben werden. Eigengewicht 130 t, zum Transport in drei Komponenten zerlegbar.
<b>Superlift-Gegengewichte</b>	
<b>Runner 3 m – 70 t</b>	Für 2 Seile, Anbau an Haupt- oder Hilfsauslegerkopf. Abstand zu Rollensatz bei Auslegersteilstellung ca. 1,3 m. Tragfähigkeit: max. 70 t.
<b>Runner 1,6 m – 35 t</b>	Für 1 Seil. Anbau an leichter fester Spitze (LF). Abstand zum Rollensatz bei Auslegersteilstellung ca. 1,6 m, Tragfähigkeit: max. 35 t.
<b>Hubwerk H3</b>	Wird im Oberwagen eingebaut.
<b>Brandschutzsystem</b>	Automatisches Brandschutzsystem mit Verschlussklappen in Containerwänden.
<b>Brandmeldesystem</b>	Nur Brandmeldung.
<b>Schlafgelegenheit in der Kabine</b>	Klappbett.
<b>Klappsitze in der Kabine</b>	Zwei Klappsitze in der Kabine.
<b>Absturzsicherung</b>	Für Hauptausleger, Hilfsausleger und SL-Mast.
<b>800 t Superlift-Traverse</b>	
<b>Ausleger-Boosterkit</b>	Einzelheiten auf Anfrage.
<b>TWIN-Kit</b>	Einzelheiten auf Anfrage

# Descriptif technique

## Châssis à chenilles

Le porteur à chenilles est réalisé en 5 parties et se compose d'une partie centrale, de deux traverses et de deux trains de chenilles divisibles en deux parties. Les trains de chenilles, la partie centrale et les traverses sont verrouillés hydrauliquement. La voie est de 10,5 m.

<b>Partie centrale</b>	Structure mécano-soudée rigide à la flexion et à la torsion, réalisée en acier de construction à grains fins à haute résistance. Ecrous à serrage rapide (en option) facilitant le démontage de la couronne d'orientation pour réduire les poids de transport.
<b>Traverses</b>	Structure mécano-soudée rigide à la flexion et à la torsion, réalisée en acier de construction à grains fins à haute résistance, avec calage hydraulique.
<b>Trains de chenille</b>	Structure mécano-soudée rigide à la flexion et à la torsion, réalisée en acier de construction à grains fins à haute résistance. Trains de chenilles divisibles pour minimiser les poids de transport. Graissage centralisé en série.
<b>Chenilles</b>	Patins de chenilles en acier coulé trempé et revenu à haute résistance. 15 galets par chenille avec surfaces de roulement trempées.
<b>Entraînement</b>	Les chenilles sont entraînées chacune par deux moteurs hydrauliques avec réducteurs planétaires en carter étanche sous bain d'huile, munis de freins d'arrêt à ressorts à desserrage hydraulique. Chaque côté permet un mouvement réglable sans paliers individuel et dans le sens opposé. Entraînement quadro en série.
<b>Mécanisme d'orientation</b>	Quatre mécanismes d'orientation dans la partie centrale entraînés par moteurs hydrauliques avec réducteurs planétaires en carter étanche sous bain d'huile. Freins d'arrêt à ressorts à desserrage hydraulique et freinage anti-usure hydraulique.

## Partie supérieure

<b>Contrepoids</b>	295 t en combinaison avec 60 t de lest central.
<b>Charpente</b>	Structure mécano-soudée résistant à la déformation, réalisée en acier de construction à grains fins à haute résistance. Structure à longerons servant à recevoir trois treuils et le mécanisme de relevage. La partie supérieure est divisible en deux parties pour des raisons de transport.
<b>Entraînement EU Stage V/EPA Tier 4f</b>	Deux moteurs diesel Mercedes-Benz, type OM471LA, 6 cylindres, 2 x 390 kW (2 x 523 HP) à 1600 tr/min. Couple de 2600 Nm à 1300 tr/min. Les moteurs satisfont aux normes Stage V de l'UE / Tier 4f de l'APE en matière d'émissions. Les deux unités d'entraînement indépendantes, y compris la boîte de distribution des pompes, les sept pompes à pistons axiaux et cylindrée variable et des pompes à engrenage supplémentaires, sont installées dans un conteneur dédié. La cabine, le système électrique et les groupes électrogènes sont intégrés dans le conteneur dédié. Système d'échappement en acier inoxydable avec catalyseur SRC et pare-étincelles certifié. Carburant : 1 x 2000 l ; AdBlue : 2 x 95 l.
<b>Treuils</b>	La partie supérieure est équipée de série de trois treuils – le treuil 1, le treuil 2 et le mécanisme de relevage. L'entraînement des treuils s'effectue avec réducteurs planétaires en carter étanche sous bain d'huile. Tous les treuils sont équipés de freins à disques multiples à ressorts à desserrage hydraulique et d'un freinage anti-usure hydraulique pour la descente. Les extrémités des câbles de tous les treuils sont munies des attaches à jonction rapide. Les treuils H1 et H2 (H3 en option) verrouillés hydrauliquement peuvent être déposés pour réduire le poids au transport.
<b>Commande</b>	IC-1 : Pilotage électronique de soupapes proportionnelles intégré dans un automate programmable avec diagnostic de dysfonctionnement. Deux écrans couleur, commande du C.E.C. par écran tactile. Les vitesses de travail sont réglées sans paliers par la position du levier. Régulation automatique pour une exploitation optimale de la puissance du moteur. Limitation de portée et force de pression sur base en série.
<b>Cabine</b>	La cabine spacieuse et confortable est placée à la partie avant du module de motorisation et de commande. Large pare-brise et toit en vitrage blindé, climatisation commandée par ordinateur de série et chauffage à air chaud indépendant du moteur. Console frontale avec éléments de commande et de contrôle pour les fonctions de la grue ainsi que deux affichages graphiques. Cette console est inclinable en arrière avec le siège conducteur, assurant au grutier une visibilité optimale. Systèmes de caméra pour surveiller les treuils et lest SL, compteur d'heures de service, affichage du moment de charge, 2 projecteurs de travail, armoires de rangement et réfrigérateur livrés en série.
<b>Installation électrique</b>	Système 24 V (2 batteries 12 V / 180 Ah). Génératrice à courant alternatif triphasé 24 V, 80 A. Génératrice triphasée supplémentaire à 400 V 50 Hz 20 kVA pour la climatisation, le chauffage, l'éclairage et de multiples applications sur le chantier. Groupe électrogène de secours 400 V 50 Hz 16 kVA.
<b>Connexion rapide</b>	Connexion rapide hydraulique entre partie supérieure et châssis en série.

# Descriptif technique

## Combinaisons de flèche

<b>Général</b>	Construction tubulaire treillie en acier de haute résistance à grains fins. Passerelles sur flèche principale, volée variable et mât superlift. Verrouillage hydraulique.
<b>SSL</b>	Flèche principale : pied 10 m, tronçons 6 m et 12 m, tête de flèche 2 m avec 2 jeux de poulies. Equipement Superlift. Longueurs de flèche principale : 54-120 m.
<b>HSSL</b>	Flèche principale : Avec utilisation des composants lourds de la flèche principale SSL 108 m. Equipement Superlift. Longueurs de flèche principale : 48-84 m.
<b>SSL/LSL (SGL 108 m)</b>	Flèche principale : pied 10 m, tronçons 6 m et 12 m, allongée de tronçons de fléchette 6 m et 12 m, tête pour charges lourdes 2 m avec 1 jeu de poulie de flèche principale SSL. Equipement Superlift. Longueurs de flèche principale : 114-156 m.
<b>SSL/LSL+LF S2</b>	Flèche principale : pied 10 m, tronçons 6 m et 12 m, allongée de tronçons de fléchette 6 m et 12 m, tête pour charges lourdes 2 m avec 1 jeu de poulie de flèche principale SSL. Fléchette fixe : pied 9 m, sommet de la fléchette 9 m. Longueur de volée variable : 18 m. Longueurs de flèche principale : 114-144 m. Inclinaison : 20°.
<b>SWSL</b>	Flèche principale : idem SSL. Inclinaison 88° à 45°. Fléchette à volée variable : pied 10 m, tronçons 6 m et 12 m, tête pour charges lourdes 2 m avec 1 jeu de poulie de flèche principale SSL. Equipement Superlift. Longueurs de flèche principale : 54-120 m. Longueurs de volée variable : 36-120 m.
<b>SFSL</b>	Idem SWSL. Inclinaison de fléchette : 15°.
<b>SFVL</b>	Flèche principale : idem SSL. Fléchette fixe : pied 10 m, tête pour charges lourdes 2 m avec 2 jeux de poulies de flèche principale SSL. Equipement Superlift. Longueurs de flèche principale : 54-120 m. Longueur de volée variable : 12 m. Inclinaison : 15°.
<b>Boulonnement de flèche</b>	Boulonnement hydraulique des intercalaires de flèche en série.
<b>Tambour de mouflage</b>	Monté sur la partie supérieure en série.
<b>Sécurités</b>	Contrôleur d'état de charge électronique, contacteur de fin de course haut, limiteurs de mouvements de la flèche, retenues hydrauliques anti-basculement de la flèche, anémomètre.

## Combinaisons Superlift

<b>Tele-SL</b>	Mât 50 m (type 2621), panier du contrepoids 640 t ou 800 t ou chariot contrepoids en option avec max. 640 t. Rayon du Superlift variable de 19 m à 25 m pour un rayon de mât 22 m et de 24 m à 30 m de pour un rayon de mât 26,4 m.
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## Equipements optionnels

<b>Moteur ECE R96</b>	<b>En option pour les marchés non réglementés</b> : Deux moteurs diesel Mercedes-Benz, type OM471LA, 6 cylindres, 2 x 390 kW (2 x 523 HP) à 1700 tr/min. Couple de 2460 Nm à 1300 tr/min. Les moteurs satisfont aux normes aux normes ECE R96 en matière d'émissions. Système d'échappement en acier inoxydable avec pare-étincelles certifié. Carburant : 1 x 2000 l.
<b>Chariot contrepoids</b>	Le chariot à contrepoids avec un poids total maxi de 640 t peut être réglé librement entre 19 m et 25 m ou entre 24 m et 30 m du centre de rotation et peut être actionné en modes Orientation, marche arrière et marche en parallèle ± 30°. Poids mort 130 t, démontable en trois parties pour un transport facile.
<b>Contrepoids Superlift</b>	
<b>Equipement potence 3 m – 70 t</b>	Pour 2 lignes, montées sur flèche principale ou têtes de fléchette. Distance au jeu de poulies avec la flèche en position relevée env. 1,3 m. Capacité de levage : max. 70 t.
<b>Equipement potence 1,6 m – 35 t</b>	Pour un câble, monté sur fléchette fixe légère (LF). Distance au jeu de poulies avec la flèche en position relevée env. 1,6 m. Capacité de levage : max. 35 t.
<b>Treuil H3</b>	Monté sur la partie supérieure.
<b>Système anti-incendie</b>	Système anti-incendie automatique avec clapets coupe-feu automatiques sur conteneur.
<b>Système de détection d'incendie</b>	Détection uniquement.
<b>Lit superposé dans la cabine</b>	Lit superposé rabattable.
<b>Sièges pliant dans la cabine</b>	2 sièges pliant dans la cabine.
<b>Protection antichute</b>	Pour flèche principale, volée variable et mât SL.
<b>Panier Superlift 800 t</b>	
<b>Kit Boom Booster</b>	Plus d'infos sur demande.
<b>Kit TWIN</b>	Plus d'infos sur demande.

# Descrizione tecnica

## Carro cingolato

Carro in 5 sezioni, comprendente corpo centrale, due assali trasversali e due telai portacingoli bicomponente. Il corpo, gli assali trasversali e i telai portacingoli sono collegati idraulicamente mediante spine.  
Larghezza cingolo: 10,5 m.

<b>Carro</b>	Struttura saldata, resistente a torsioni e flessioni, realizzata in acciaio strutturale pregiato a grana fine. Raccordi rapidi opzionali per facilitare lo smontaggio della ralla dal carro, al fine di ridurre il peso durante il trasporto.
<b>Assali trasversali</b>	Struttura saldata, resistente a torsioni e flessioni, realizzata in acciaio strutturale ad alta resistenza a grana fine, ivi compresi i cilindri idraulici.
<b>Telai portacingoli</b>	Struttura saldata, resistente a torsioni e flessioni, realizzata in acciaio strutturale pregiato a grana fine. Telai portacingoli bicomponente per minimizzare il peso durante il trasporto. Lubrificazione centralizzata di serie.
<b>Cingoli</b>	Pattini realizzati in getto d'acciaio bonificato ad alta resistenza. 15 rulli per cingolo con superficie di rotolamento bonificata.
<b>Azionamento</b>	Ciascuno dei cingoli è azionato da due motori idraulici mediante riduttori planetari in bagno d'olio, muniti di carter a tenuta e freni di arresto a molla, ad apertura idraulica. Ogni cingolo è controllabile in modo indipendente con regolazione in continuo e possibilità di controrotazione. Quadro Drive di serie.
<b>Ralla</b>	I quattro riduttori per la ralla, nel carro, sono azionati da motori idraulici tramite riduttori planetari in bagno d'olio, dotati di carter a tenuta. Freno di arresto a molla, frenatura idraulica antiusura, con apertura idraulica.

## Torretta

<b>Contrappeso</b>	295 t in combinazione con una zavorra centrale da 60 t.
<b>Struttura</b>	Struttura saldata resistente a torsioni, realizzata in acciaio strutturale ad alta resistenza a grana fine. Esecuzione con longherone per alloggiare tre tamburi avvolgimento fune e l'argano del braccio. Torretta in due componenti per facilità di trasporto.
<b>Azionamento EU Stage V/EPA Tier 4f</b>	Due motori diesel Mercedes-Benz, tipo OM471LA, 6 cilindri, 2 x 390 kW (2 x 523 HP) a 1600 giri/min. Coppia 2600 Nm a 1300 giri/min. I motori sono conformi alle normative sulle emissioni EU Stage V / EPA Tier 4f. Entrambe le unità di propulsione indipendenti, compreso il riduttore di distribuzione delle pompe, complessivamente sette pompe a pistoni assiali a cilindrata variabile e ulteriori pompe a ingranaggi sono installate in un vano motore. La cabina, l'impianto elettrico e i generatori elettrici sono integrati con il vano motore. Sistema di scarico in acciaio inossidabile con catalizzatore SCR e parascintille certificati. Carburante: 1 x 2000 l, AdBlue: 2 x 95 l.
<b>Tamburi avvolgimento fune</b>	La dotazione standard della torretta comprende tre tamburi: argano 1, argano 2 e argano del braccio. I tamburi sono azionati da riduttori planetari in bagno d'olio, dotati di carter a tenuta. Tutti i tamburi sono equipaggiati di freni multidisco, ad apertura idraulica e sistema di frenatura idraulica antiusura per la discesa del carico. Le estremità delle funi di tutti i tamburi sono dotate di raccordi rapidi. Gli argani H1 e H2 (opzionale H3), con fissaggio a mezzo spine e sistema idraulico, possono essere smontati per minimizzare il peso durante il trasporto.
<b>Sistema di comando</b>	IC-1: Valvola di regolazione proporzionale elettronica integrata nel sistema di controllo software, comprendente funzioni di diagnostica. Due monitor a colori, indicatore di carico azionato tramite touch-screen. Velocità di lavoro a regolazione continua sulla base della posizione della leva. Controllo automatico dell'alimentazione, per un utilizzo ottimale della potenza erogata dal motore. Limitatore di sbraccio e indicatore di pressione al suolo di serie.
<b>Cabina</b>	Cabina spaziosa e confortevole, ubicata sul lato anteriore del modulo di potenza. Ampio vetro stratificato per la finestra anteriore e il tetto, climatizzazione computerizzata compresa nella dotazione standard e riscaldatore aria autonomo. La console anteriore comprende la strumentazione e i comandi gru, nonché due display grafici. La cabina può essere inclinata indietro, assieme al sedile dell'operatore, per migliorare la visibilità del punto di lavoro del braccio. Sistemi videocamera per monitoraggio dei tamburi e zavorra SL, contaore, indicatore di carico, due fari di lavoro, vani e frigorifero compresi nella dotazione standard.
<b>Componenti elettrici</b>	Impianto 24 V (2 batterie 12 V / 180 Ah). Alternatore a 3 fasi 24 V, 80 A. Più generatore trifase 400 V 50 Hz 20 kVA per climatizzatore, riscaldatore, illuminazione e altre utenze sul cantiere. Generatore di emergenza 400 V 50 Hz 16 kVA.
<b>Raccordi rapidi</b>	Raccordi rapidi idraulici su torretta e carro di serie.

# Descrizione tecnica

## Configurazioni braccio

<b>Generale</b>	Struttura a traliccio tubolare saldata, resistente a torsioni, realizzata in acciaio strutturale ad alta resistenza a grana fine. Passerelle su braccio base, falcone e colonna. Fissaggio idraulico.
<b>SSL</b>	Braccio base: colonna 10 m, elementi 6 m e 12 m, testa braccio 2 m con 2 gruppi pulegge. Sistema Superlift. Lunghezza del braccio base: 54-120 m.
<b>HSSL</b>	Braccio base: Con le sezioni pesanti del modulo SSL braccio base 108 m. Sistema Superlift. Lunghezza del braccio base: 48-84 m.
<b>SSL/LSL (SGL 108 m)</b>	Braccio base: colonna 10 m, elementi 6 m e 12 m, esteso per elementi falcone 6 m e 12 m, testa heavy-lift 2 m con 1 gruppo pulegge del modulo SSL braccio base. Sistema Superlift. Lunghezza del braccio base: 114-156 m.
<b>SSL/LSL+LF S2</b>	Braccio base: colonna 10 m, elementi 6 m e 12 m, esteso per elementi falcone 6 m e 12 m, testa heavy-lift 2 m con 1 gruppo pulegge del modulo SSL braccio base. Falcone fisso: colonna 9 m, elemento superiore falcone 9 m. Lunghezza falcone: 18 m. Lunghezza del braccio base: 114-144 m. Inclinazione: 20°.
<b>SWSL</b>	Braccio base: come SSL. Inclinazione da 88° a 45°. Falcone a volata variabile: colonna 10 m, elementi 6 m e 12 m, testa heavy-lift 2 m con 1 gruppo pulegge del modulo SSL braccio base. Sistema Superlift. Lunghezza del braccio base: 54-120 m. Lunghezza falcone: 36-120 m.
<b>SFSL</b>	Come SWSL. Inclinazione falcone 15°.
<b>SFVL</b>	Braccio base: come SSL. Falcone fisso: colonna 10 m, testa heavy-lift 2 m con 2 gruppi pulegge del modulo SSL braccio base. Sistema Superlift. Lunghezza del braccio base: 54-120 m. Lunghezza falcone: 12 m. Inclinazione: 15°.
<b>Fissaggio del braccio base</b>	Fissaggio degli elementi del braccio con servocomando idraulico di serie.
<b>Verricello di avvolgimento</b>	Montato su torretta, di serie.
<b>Dispositivi di sicurezza</b>	Indicatore di carico elettronico, finecorsa argano, finecorsa per movimenti braccio, dispositivo antiretro braccio, anemometro.

## Configurazioni Superlift

<b>Tele-SL</b>	Colonna 50 m (tipo 2621), telaio contrappesi 640 t o 800 t o contrappeso carro per max. 640 t opzionale. Portata Superlift a variazione infinitesimale durante il funzionamento: da 19 m a 25 m con portata albero di 22 m e da 24 m a 30 m con portata albero di 26,4 m.
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## Equipaggiamento opzionale

<b>Motore ECE R96</b>	<b>Opzionale per i mercati non regolamentati:</b> Due motori diesel Mercedes-Benz, tipo OM471LA, 6 cilindri, 2 x 390 kW (2 x 523 HP) a 1700 giri/min. Coppia 2460 Nm a 1300 giri/min. I motori sono conformi alle normative sulle emissioni ECE R96 (simile a EU Stage III / EPA Tier 3). Impianto di scarico in acciaio inox con parascintille munito di relativa certificazione. Carburante: 1 x 2000 l.
<b>Contrappeso carro</b>	Il carro contrappesi, con un peso max. totale di 640 t, è regolabile da 19 m a 25 m o da 24 m a 30 m dal centro di rotazione e può essere utilizzato in percorso circolare, in posizione posteriore con spostamento laterale di $\pm 30^\circ$ e a traslazione parallela. Carico fisso 130 t, ridotto a tre componenti per facilità di trasporto.
<b>Contrappesi Superlift</b>	
<b>Attrezzatura runner 3 m – 70 t</b>	Per 2 linee, montato su braccio base o teste del falcone. Distanza da gruppo pulegge in posizione verticale circa 1,3 m. Capacità di sollevamento: Max. 70 t.
<b>Attrezzatura runner 1,6 m – 35 t</b>	Per 1 linea, montato su falcone fisso leggero (LF). Distanza da gruppo pulegge in posizione verticale circa 1,6 m. Capacità di sollevamento: Max. 35 t.
<b>Argano H3</b>	Montato su torretta.
<b>Sistema antincendio</b>	Sistema antincendio automatico comprensivo di serrande nelle pareti container.
<b>Sistema di rilevazione incendi</b>	Solo rilevazione.
<b>Letto a castello in cabina</b>	Letto a castello pieghevole.
<b>Sedili ripiegabili in cabina</b>	Due set ripiegabili in cabina.
<b>Protezione anticaduta</b>	Per braccio base, falcone e colonna SL.
<b>Telaio Superlift da 800 t</b>	
<b>Kit Boom Booster</b>	Dettagli su richiesta.
<b>Kit TWIN</b>	Dettagli su richiesta.

# Descripción técnica

## Chasis de orugas

Chasis de 5 secciones, formado por un cuerpo central, dos ejes transversales y dos bastidores laterales divididos para orugas. El cuerpo central, los ejes transversales y los bastidores laterales están unidos con pernos hidráulicos. Ancho de oruga: 10,5 m.

<b>Cuerpo central</b>	Estructura soldada resistente a la flexión y a la torsión, fabricada con acero de construcción de grano fino y alta resistencia. Los accesorios de desconexión rápida (opcional) facilitan el desmontaje del anillo de giro del cuerpo central para reducir al mínimo el peso de transporte.
<b>Ejes transversales</b>	Estructura soldada resistente a la flexión y a la torsión, fabricada con acero estructural de grano fino y alta resistencia, incl. patas hidráulicas.
<b>Bastidores laterales de las orugas</b>	Estructura soldada resistente a la flexión y a la torsión, fabricada con acero de construcción de grano fino y alta resistencia. Bastidores laterales divididos para reducir al mínimo el peso de transporte. Lubricación centralizada incluida de serie.
<b>Orugas</b>	Placas de oruga de acero de fundición templado de alta resistencia. 15 rodillos por cada oruga con superficies de rodadura endurecidas.
<b>Tracción</b>	Las orugas están propulsadas por dos motores hidráulicos cada una, a través de unidades reductoras de engranajes planetarios en cárter cerrado y baño de aceite, equipadas con frenos de parada accionados por muelle y soltados hidráulicamente. Cada oruga brinda un control infinitamente variable y capacidad de contrarrotación. Transmisión Quadro de serie.
<b>Mecanismo de giro</b>	Cuatro cajas de engranajes de giro en el cuerpo central son accionadas por motores hidráulicos a través de engranajes planetarios en cárter cerrado y baño de aceite. Freno de parada accionado por muelles y soltado hidráulicamente, y frenado hidráulico sin desgaste.

## Superestructura

<b>Contrapesos</b>	295 t en combinación con 60 t de lastre central.
<b>Bastidor</b>	Estructura soldada resistente a la torsión, fabricada con acero estructural de grano fino y alta resistencia. Construcción de viga longitudinal para albergar tres tambores de cable y cabrestante de pluma. Superestructura dividida para facilitar el transporte.
<b>Tracción EU Stage V/EPA Tier 4f</b>	Dos motores diésel Mercedes-Benz, tipo OM471LA, 6 cilindros, 2 x 390 kW (2 x 523 HP) a 1600 rpm. Par 2600 Nm a 1300 rpm. Los motores cumplen con la normativa de emisiones UE fase V / EPA Tier 4f. Ambas unidades de tracción, incluyendo la caja de engranajes de distribución de bombas, un total de siete bombas de pistón axial de desplazamiento variable y bombas de engranajes adicionales, se encuentran instaladas en una contenedor de accionamiento. La cabina, el sistema eléctrico y los generadores eléctricos están integrados en el contenedor de accionamiento. Sistema de escape de acero inoxidable con catalizador SCR y parachispas certificado. Combustible: 1 x 2000 l, AdBlue: 2 x 95 l.
<b>Tambores de cable</b>	El equipamiento de serie de la superestructura incluye tres tambores de cable: cabestrante 1, cabestrante 2 y cabestrante de pluma. Tambores de cable accionados a través de engranajes planetarios en cárter cerrado y baño de aceite. Todos los tambores de cable tienen frenos multidisco soltados hidráulicamente, y frenado hidráulico sin desgaste para reducir el peso. Los extremos de los cables están equipados con accesorios de conexión rápida. Los cabrestantes H1 y H2 (opcional H3) fijados con pernos hidráulicos pueden desmontarse para reducir al mínimo el peso de transporte.
<b>Sistema de control</b>	IC-1: Control piloto electrónico de válvulas proporcionales integrado en un sistema de control por programa almacenado, incluido diagnóstico. Dos monitores multicolor, indicador de carga operado por pantalla táctil. Velocidades de trabajo controladas en progresión continua por la posición de la palanca. Control automático de potencia para un aprovechamiento óptimo de la potencia del motor. Limitación del área de trabajo e indicador de presión sobre el terreno, de serie.
<b>Cabina</b>	Cabina espaciosa y confortable ubicada en la parte frontal del módulo de alimentación. Amplio vidrio laminado para luna delantera y de techo, aire acondicionado computarizado de serie y calefacción autónoma de aire caliente. La consola frontal incluye instrumentos y controles de grúa, así como dos pantallas gráficas. Puede inclinarse hacia atrás, junto con el asiento del operador, para mejorar la visibilidad de manejo de la pluma. Sistemas de cámaras para monitorizar los tambores de cable y el lastre SL, contador de horas, indicador de momento de carga, dos luces de trabajo, armarios de almacenamiento y refrigerador incluidos de serie.
<b>Equipamiento eléctrico</b>	Sistema de 24 V (2 baterías de 12 V / 180 Ah). Alternador de 3 fases de 24 V, 80 A. Además, generador de 3 fases de 400 V 50 Hz, 20 kVA, para aire acondicionado, calefacción, luces y usos múltiples en el lugar de trabajo. Generador de emergencia de 400 V 50 Hz, 16 kVA.
<b>Conexión rápida</b>	Accesorios hidráulicos de desconexión rápida en el chasis y en la superestructura de serie.



# Descripción técnica

## Configuraciones de pluma

<b>General</b>	Estructura tubular de celosía fabricada con acero estructural de grano fino y alta resistencia. Pasarelas en pluma, plumín y mástil. Fijación hidráulica.
<b>SSL</b>	Pluma principal: tramo de pie 10 m, tramos intermedios 6 m y 12 m, cabeza de la pluma 2 m con 2 juegos de poleas. Equipamiento Superlift. Longitudes de pluma principal: 54-120 m.
<b>HSSL</b>	Pluma principal: Usando la sección reforzada de pluma principal SSL 108 m. Equipamiento Superlift. Longitudes de pluma principal: 48-84 m.
<b>SSL/LSL (SGL 108 m)</b>	Pluma principal: tramo de pie 10 m, tramos intermedios 6 m y 12 m, extendido con tramos intermedios 6 m y 12 m, cabeza de carga pesada 2 m con 1 juego de poleas desde pluma principal SSL. Equipamiento Superlift. Longitudes de pluma principal: 114-156 m.
<b>SSL/LSL+LF S2</b>	Pluma principal: tramo de pie 10 m, tramos intermedios 6 m y 12 m, extendido con tramos intermedios 6 m y 12 m, cabeza de carga pesada 2 m con 1 juego de poleas desde pluma principal SSL. Plumín fijo: tramo de pie 9 m, parte superior plumín 9 m. Longitud de plumín: 18 m. Longitudes de pluma principal: 114-144 m. Ángulos: 20°.
<b>SWSL</b>	Pluma principal: igual que SSL. Inclinable de 88° a 45°. Plumín abatible: tramo de pie 10 m, tramos intermedios 6 m y 12 m, cabeza de carga pesada 2 m con 1 juego de poleas desde pluma principal SSL. Equipamiento Superlift. Longitudes de pluma principal: 54-120 m. Longitudes de plumín: 36-120 m.
<b>SFSL</b>	Igual que SWSL. Ángulo de plumín 15°.
<b>SFVL</b>	Pluma principal: igual que SSL. Plumín fijo: tramo de pie 10 m, cabeza de carga pesada 2 m con 2 juegos de poleas desde pluma principal SSL. Equipamiento Superlift. Longitudes de pluma principal: 54-120 m. Longitud de plumín: 12 m. Ángulos: 15°.
<b>Fijación de la pluma</b>	Fijación de tramos de pluma por pernos asistidos hidráulicamente de serie.
<b>Cabestrante pasador</b>	Montado en superestructura de serie.
<b>Dispositivos de seguridad</b>	Indicador electrónico de carga, interruptor de límite de cabrestante, interruptor de límite de elevación para movimientos de pluma, retén hidráulico de pluma, anemómetro.

## Configuraciones Superlift

<b>Tele-SL</b>	Mástil 50 m (tipo 2621), bandeja de contrapeso 640 t o 800 t o carro de contrapeso para máx. 640 t opcional. Radio de Superlift en progresión continua durante la operación: 19 m a 25 m con un radio de mástil de 22 m y 24 m a 30 m con un radio de mástil de 26,4 m.
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## Equipamiento opcional

<b>Motor ECE R96</b>	<b>Opcional para los mercados no regulados:</b> Dos motores diésel Mercedes-Benz, tipo OM471LA, 6 cilindros, 2 x 390 kW (2 x 523 HP) a 1700 rpm. Par 2460 Nm a 1300 rpm. Los motores cumplen con la normativa de emisiones ECE R96 (similar a UE fase III / EPA Tier 3). Sistema de escape de acero inoxidable con parachispas certificado. Combustible: 1 x 2000 l.
<b>Carro de contrapeso</b>	El carro de contrapeso con un peso total de 640 t se puede ajustar libremente de 19 m a 25 m o de 24 m a 30 m desde el centro de rotación, y puede operarse en los modos de avance de vía circular, seguimiento y $\pm 30^\circ$ en paralelo. El peso propio de 130 t se divide en tres componentes para un transporte sencillo.
<b>Contrapesos Superlift</b>	
<b>Equipo Runner 3 m – 70 t</b>	Para 2 ramales, montado en pluma principal o cabezales de plumín. Distancia a juego de poleas en posición empinada de pluma aprox. 1,3 m. Capacidad de elevación: máx. 70 t.
<b>Equipo Runner 1,6 m – 35 t</b>	Para 1 línea, montado en plumín fijo ligero (LF). Distancia a juego de poleas en posición empinada de pluma aprox. 1,6 m. Capacidad de elevación: máx. 35 t.
<b>Cabestrante H3</b>	Montado en la superestructura.
<b>Sistema de extinción de incendios</b>	Sistema automático de extinción de incendios incl. contraventanas en contenedor.
<b>Sistema de detección de incendios</b>	Solo detección.
<b>Litera en cabina</b>	Litera plegable.
<b>Asientos plegables en cabina</b>	Dos asientos plegables en cabina.
<b>Protección contra caídas</b>	Para pluma principal, plumín y mástil SL.
<b>Bandeja Superlift 800 t</b>	
<b>Kit potenciador de pluma Boom Booster</b>	Detalles a petición.
<b>Kit TWIN</b>	Detalles a petición.

# Descrição técnica

## Veículo sobre esteiras

Veículo de 5 seções formado pela torre de rotação, dois eixos transversais e dois chassis separados para as esteiras. A torre de rotação, os eixos transversais e os chassis separados são conectados por pinos de ação hidráulica.  
Largura das esteiras: 10,5 m.

<b>Torre de rotação</b>	Estrutura soldada resistente a flexão e torção fabricada com aço estrutural de granulação fina e alta resistência. Conexões de desengate rápido (opcionais) facilitam a retirada do anel de giro da torre de rotação para diminuir o peso no transporte.
<b>Eixos transversais</b>	Estrutura soldada resistente a flexão e torção fabricada com aço estrutural de granulação fina e alta resistência incluindo as pernas do macaco hidráulico.
<b>Estruturas laterais das esteiras</b>	Estrutura soldada resistente a flexão e torção fabricada com aço estrutural de granulação fina e alta resistência. Chassis laterais do tipo separado para diminuir o peso no transporte. Lubrificação centralizada como item de série.
<b>Esteiras</b>	Sapatas da esteira de aço tratado de alta resistência. 15 roletes por esteira com superfícies de rolamento temperadas.
<b>Tração</b>	As esteiras são comandadas por dois motores hidráulicos cada, através de caixas fechadas com engrenagens planetárias em banho de óleo, equipadas com freios de retenção com liberação hidráulica por ação de mola. Cada esteira oferece controle independente infinitamente variável e capacidade de contrarotação. Tração quádrupla como item de série.
<b>Unidade de giro</b>	Quatro caixas de engrenagens na torre de rotação comandadas por motores hidráulicos através de unidades planetárias fechadas em banho de óleo. Freio de retenção com liberação hidráulica por ação de mola e frenagem hidráulica sem desgaste.

## Superestrutura

<b>Contrapeso</b>	295 t em combinação com 60 t de lastro central.
<b>Chassi</b>	Estrutura soldada resistente à flexão fabricada com aço estrutural de granulação fina e alta resistência. Construção sobre longarinas acomoda três tambores de cabos e o guincho da lança. Superestrutura de tipo separado facilita o transporte.
<b>Acionamento EU Stage V/EPA Tier 4f</b>	Dois motores a diesel Mercedes-Benz, tipo OM471LA, 6 cilindros, 2 x 390 kW (2 x 523 HP) a 1600 rpm. Torque de 2600 Nm a 1300 rpm. Os motores cumprem as normas de emissões Stage V da UE/Tier 4f da EPA. Ambos unidades de acionamento independentes com caixa de engrenagens de distribuição para as bombas, no total sete bombas de pistão axial com deslocamento variável e bombas de engrenagens adicionais estão instaladas em um contêiner de acionamento. Cabine, sistema elétrico e geradores elétricos estão integrados no contêiner de acionamento. Escapamento em aço inoxidável com catalisador SCR e certificado de extintor de faíscas. Combustível: 1 x 2000 l, AdBlue: 2 x 95 l.
<b>Tambores dos cabos de aço</b>	O equipamento padrão na superestrutura consiste de três tambores para cabos de aço – guincho 1, guincho 2 e guincho da lança. Os tambores dos cabos são tracionados por unidades fechadas de engrenagens planetárias em banho de óleo. Todos os tambores contam com freios multidisco de liberação hidráulica e frenagem hidráulica sem desgaste para a descida das cargas. As pontas dos cabos em todos os tambores estão equipadas com acessórios de engate rápido. Guinchos H1 e H2 (H3 opcional) com pinagem hidráulica podem ser removidos para diminuir o peso no transporte.
<b>Sistema de controle</b>	IC-1: Controle eletrônico proporcional do piloto da válvula integrado ao sistema de controle por programa armazenado incluindo diagnósticos. Dois monitores coloridos, indicador de carga operado através de tela de toque. Velocidades de trabalho infinitamente variáveis, controladas pela posição da alavanca. Controle automático de potência para máxima utilização do rendimento do motor. Indicador de limitação do alcance de trabalho padrão e pressão sobre o solo.
<b>Cabine</b>	Cabine espaçosa e confortável situada na parte dianteira do módulo de potência. Grande vidraça laminada para a janela dianteira e o teto solar, ar condicionado controlado por computador como item de série e unidade autônoma de calefação. O console dianteiro contém controles da instrumentação e do guindaste além de dois mostradores gráficos. Ele pode se inclinar para trás junto com o assento do operador, melhorando sua visão da ponta da lança. Sistemas de câmeras para monitoração dos tambores de cabos e lastro do SL, horímetro, indicador de momento de carga, dois faróis de trabalho, compartimentos com tampa e refrigerador incluídos como itens de série.
<b>Equipamentos elétricos</b>	Sistema de 24 V (2 baterias de 12 V / 180 Ah). Alternador trifásico de 24 V e 80 A. Mais gerador trifásico de 400 V, 50 Hz, 20 kVA para ar condicionado, calefação, iluminação e uso múltiplo no canteiro. Gerador de emergência de 400 V, 50 Hz, 16 kVA.
<b>Conexão rápida</b>	Conexões hidráulicas de desengate rápido na superestrutura e no veículo como itens de série.

# Descrição técnica

## Configurações da lança

<b>Geral</b>	Estrutura treliçada com corda tubular fabricada com aço estrutural de granulação fina e alta resistência. Passarelas na lança principal, lança auxiliar e torre. Pinagem hidráulica.
<b>SSL</b>	Lança principal: seção do pé 10 m, inserções 6 m e 12 m, cabeça da lança 2 m com moitões duplos. Equipamento Superlift. Comprimentos da lança principal: 54-120 m.
<b>HSSL</b>	Lança principal: Usando as seções pesadas da lança principal SSL de 108 m. Equipamento Superlift. Comprimentos da lança principal: 48-84 m.
<b>SSL/LSL (SGL 108 m)</b>	Lança principal: seção do pé 10 m, inserções 6 m e 12 m, alongada por inserções de 6 m e 12 m, topo para carga pesada 2 m com moitão da lança principal SSL. Equipamento Superlift. Comprimentos da lança principal: 114-156 m.
<b>SSL/LSL+LF S2</b>	Lança principal: seção do pé 10 m, inserções 6 m e 12 m, alongada por inserções de 6 m e 12 m, topo para carga pesada 2 m com moitão da lança principal SSL. Lança auxiliar fixa: seção do pé 9 m, seção de topo da lança auxiliar 9 m. Comprimento da lança auxiliar: 18 m. Comprimentos da lança principal: 114-144 m. Inclinação: 20°.
<b>SWSL</b>	Lança principal: igual à SSL. Inclinação 88° a 45°. Lança auxiliar articulada: seção do pé 10 m, inserções de 6 m e 12 m, topo para carga pesada 2 m com 1 moitão da lança principal SSL. Equipamento Superlift. Comprimentos da lança principal: 54-120 m. Comprimentos da lança auxiliar: 36-120 m.
<b>SFSL</b>	Igual à SWSL. Lança auxiliar articulada 15°.
<b>SFVL</b>	Lança principal: igual à SSL. Lança auxiliar fixa: seção do pé 10 m, topo para carga pesada 2 m com 2 moitões da lança principal SSL. Equipamento Superlift. Comprimentos da lança principal: 54-120 m. Comprimento da lança auxiliar: 12 m. Inclinação: 15°.
<b>Pinagem da lança</b>	Pinagem hidráulica assistida das seções da lança como característica de série.
<b>Guincho de passagem</b>	Montada sobre superestrutura como característica de série.
<b>Equipamentos de segurança</b>	Indicador eletrônico de carga, chave limitadora do guincho, chaves limitadoras dos movimentos da lança, batentes hidráulicos da lança, anemômetro.

## Configurações Superlift

<b>Tele-SL</b>	Mastro 50 m (tipo 2621), base do contrapeso 640 t ou 800 t ou veículo do contrapeso para máx. 640 t opcional. Raio da Superlift infinitamente variável durante a operação: 19 m a 25 m com raio do mastro de 22 m e 24 m a 30m com raio do mastro de 26,4 m.
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## Equipamentos opcionais

<b>Motor ECE R96</b>	<b>Opcional para mercados não regulados:</b> Dois motores a diesel Mercedes-Benz, tipo OM471LA, 6 cilindros, 2 x 390 kW (2 x 523 HP) a 1700 rpm. Torque de 2460 Nm a 1300 rpm. Os motores cumprem as normas de emissões ECE R96 (semelhante a Stage III da UE/Tier 3 da EPA). Escapamento em aço inoxidável com certificado de extintor de faíscas. Combustível: 1 x 2000 l.
<b>Veículo dos contrapesos</b>	O veículo do contrapeso, com peso máximo total de 640 t, pode ser regulado para distâncias de 19 a 25 m ou 24 a 30 m do centro de rotação e operado nos modos de trajetória circular, posterior e em posição paralela a $\pm 30^\circ$ . Sobrecarga de 130 t, distribuída em três componentes para facilitar o transporte.
<b>Contrapesos do Superlift</b>	
<b>Ponta de montagem 3 m – 70 t</b>	Para 2 linhas, montada na cabeça da lança principal ou da auxiliar. Distância até o moitão em posição de lança elevada aprox. 1,3 m. Capacidade de içamento: máx. 70 t.
<b>Ponta de montagem 1,6 m – 35 t</b>	Para 1 linha, montado em lança fixa leve (LF). Distância até o moitão em posição de lança elevada aprox. 1,6 m. Capacidade de içamento: máx. 35 t.
<b>Guincho H3</b>	Montado na superestrutura.
<b>Sistema de supressão de fogo</b>	Sistema automático de supressão de fogo com venezianas no contêiner.
<b>Sistema de detecção de incêndio</b>	Somente detecção.
<b>Beliche na cabine</b>	Beliche dobrável.
<b>Assentos dobráveis na cabine</b>	Dois conjuntos dobráveis na cabine.
<b>Proteção contra quedas</b>	Para lança principal, auxiliar e mastro do SL.
<b>Plataforma do Superlift 800 t</b>	
<b>Kit do ampliador da lança</b>	Detalhes sob consulta.
<b>Kit TWIN</b>	Detalhes sob consulta.

# Техническое описание

## Гусеничное шасси

5-секционное шасси крана с кузовом, двумя поперечными осями и двумя разборными боковыми рамами гусениц. Кузов, поперечные оси и боковые рамы гусениц соединяются штифтами с помощью гидравлики. Ширина колеи: 10,5 м.

<b>Корпус</b>	Сварная конструкция из устойчивой к изгибу и кручению высокопрочной мелкозернистой конструкционной стали. Быстроразъемные фитинги (опция) облегчают снятие опорно-поворотного круга кузова для снижения веса при транспортировке.
<b>Поперечные оси</b>	Сварная конструкция прочная на изгиб и скручивание, изготовленная из высокопрочной мелкозернистой конструкционной стали, включающая опоры гидравлических домкратов.
<b>Боковые стенки шасси</b>	Сварная конструкция из устойчивой к изгибу и кручению высокопрочной мелкозернистой конструкционной стали. Разъемные боковые рамы гусениц для уменьшения веса при транспортировке. Система централизованной смазки входит в стандартную комплектацию.
<b>Гусеницы</b>	Звенья гусеничной цепи сделаны из закаленной высокопрочной литой стали. 15 катков с закаленной поверхностью качения на каждую гусеницу.
<b>Привод</b>	Каждая гусеница приводится в движение двумя гидравлическими двигателями через планетарный редуктор в закрытом корпусе с масляной ванной, каждый двигатель имеет подпружиненный гидравлический тормоз-замедлитель. Управление гусеницами независимое с бесступенчатой регулировкой и с режимом противовращения. Квадропривод в стандартной комплектации.
<b>Поворотный механизм</b>	Четыре коробки передач поворотного механизма, приводимого в движение гидравлическими двигателями через планетарный редуктор в закрытом корпусе с масляной ванной. Подпружиненный тормоз с гидросилителем и неизнашивающийся гидравлический тормоз.

## Надстройка

<b>Противовес</b>	295 т с учетом 60 т центрального балласта.
<b>Рама</b>	Сварная конструкция прочная на изгиб и скручивание, изготовленная из высокопрочной мелкозернистой конструкционной стали. Продольная балочная конструкция для размещения трех тросовых барабанов и лебедки стрелы. Разборная надстройка для облегчения транспортировки.
<b>Привод EU Stage V/EPA Tier 4f</b>	Два дизельных двигателя Mercedes-Benz, тип OM471LA, 6 цилиндров, 2 x 390 кВт (2 x 523 л.с.) при 1600 об/мин. Крутящий момент 2600 Нм при 1300 об / мин. Двигатели соответствуют нормам токсичности выхлопных газов EU Stage V/EPA Tier 4f. Оба независимых привода установлены внутри корпуса привода и через раздаточную коробку они оба обслуживают семь аксиально-поршневых насосов регулируемого объема и дополнительные шестеренчатые насосы. Кабина, электрическая система и электрогенераторы интегрированы в корпус привода. Выхлопная система из нержавеющей стали с катализатором SCR и сертифицированным искрогасителем. Топливо: 1 x 2000 л, AdBlue: 2 x 95 л.
<b>Канатные барабаны</b>	Стандартный набор оборудования надстройки включает три тросовых барабана – лебедок 1 и 2 и лебедки стрелы. Усилие на тросовые барабаны передается через планетарные редукторы в закрытом корпусе с масляной ванной. Все тросовые барабаны оборудованы многодисковыми гидравлическими тормозами и неизнашивающимися гидравлическими тормозами для управления опусканием груза. Концы тросов на всех барабанах имеют быстроразъемные соединительные концевые фитинги. Лебедки H1 и H2 (в качестве опции H3) соединяются штифтами при помощи гидравлики и для снижения веса при перевозке могут сниматься.
<b>Система управления</b>	IS-1: Заложена в установленную программу управления, включающую диагностику, система электронного пропорционального управления через регулирующие клапаны. Два цветных монитора, индикатор нагрузки, управляемый через сенсорный экран. Бесступенчатая регулировка рабочих скоростей изменением положения рычага. Автоматическая регулировка мощности для оптимизации выходной мощности двигателя. Ограничитель рабочего диапазона и индикатор давления на грунт входят в стандартную комплектацию.
<b>Кабина</b>	Просторная удобная кабина расположена в передней части блока силового агрегата. Стандартная комплектация включает большие окна из многослойного стекла спереди и сверху, управляемую компьютером систему кондиционирования и автономный воздушный обогреватель. Передняя консоль включает приборы и органы управления краном, а также два графических дисплея. Она откидывается назад вместе с сиденьем оператора для улучшения обзора конца стрелы. Система видеокамер для контроля тросовых барабанов и балласта SL (системы Superlift), счетчик времени наработки, индикатор момента нагрузки, два рабочих прожектора, отсеки для вещей и холодильник входят в стандартную комплектацию.
<b>Электрическое оборудование</b>	Система с напряжением 24 В (2 аккумулятора 12 В/180 А-ч). 3-фазный генератор переменного тока, 24 В, 80 А. Плюс 3-фазный генератор переменного тока 400 В, 50 Гц, 20 кВА для питания кондиционера, обогревателя, освещения и для использования для других целей на рабочей площадке. Аварийный генератор 400 В, 50 Гц, 16 кВА.
<b>Быстроразъемное соединение</b>	Гидравлические быстроразъемные фитинги на надстройке и шасси в стандартной комплектации.

# Техническое описание

## Конфигурации стрел

<b>Общая</b>	Решетчатая трубная конструкция, изготовленная из высокопрочной мелкозернистой конструкционной стали. Ступеньки на мачтах главной стрелы, гуська и мачты. Гидравлическая система соединения штифтами.
<b>SSL</b>	Главная стрела: нижняя секция 10 м, вставки 6 и 12 м, головка стрелы 2 м с 2 комплектами шкивов. Оборудование суперлифт. Главная стрела: 54-120 м.
<b>HSSL</b>	Главная стрела: использует тяжелые секции основной стрелы SSL 108 м. Оборудование суперлифт. Главная стрела: 48-84 м.
<b>SSL/LSL (SGL 108 m)</b>	Главная стрела: нижняя секция 10 м, вставки 6 и 12 м, удлиняющие вставки гуська 6 и 12 м, головка для тяжеловесов 2 м с 1 комплектом шкивов основной стрелы SSL. Оборудование суперлифт. Главная стрела: 114-156 м.
<b>SSL/LSL+LF S2</b>	Главная стрела: нижняя секция 10 м, вставки 6 и 12 м, удлиняющие вставки гуська 6 и 12 м, головка для тяжеловесов 2 м с 1 комплектом шкивов основной стрелы SSL. Неподвижная стрела с изменяемым вылетом: нижняя секция 9 м, верхняя секция вспомогательной стрелы 9 м. Длина вспомогательной стрелы: 18 м. Главная стрела: 114-144 м. Угол смещения: 20°.
<b>SWSL</b>	Главная стрела: идентична SSL. Угол смещения 88°-45°. Стрела с изменяемым вылетом и гуськом нижняя секция 10 м, вставки 6 и 12 м, головка для тяжеловесов 2 м с 1 комплектом шкивов главной стрелы SSL. Оборудование суперлифт. Главная стрела: 54-120 м. Длина вспомогательной стрелы: 36-120 м.
<b>SFSL</b>	идентична SWSL. Угол смещения гуська 15°.
<b>SFVL</b>	Главная стрела: идентична SSL. Неподвижная стрела с изменяемым вылетом: нижняя секция 10 м, головка для тяжеловесов 2 м с 2 комплектами шкивов главной стрелы SSL. Оборудование суперлифт. Главная стрела: 54-120 м. Длина вспомогательной стрелы: 12 м. Угол смещения: 15°.
<b>Соединение штифтами стрелы</b>	Гидравлическая система соединения штифтами главной стрелы в стандартной комплектации.
<b>Запасовочная лебедка</b>	Устанавливается на надстройке в стандартной комплектации.
<b>Дополнительные устройства</b>	Электронный индикатор нагрузки, ограничитель лебедки, ограничители движения стрелы, гидравлические ограничители обратного хода стрелы, анемометр.

## Конфигурации система Суперлифт

<b>Tele-SL</b>	Мачта 50 м (тип 2621), платформа тягача для перевозки противовесов 640 т или 800 т или тягач для перевозки противовесов на макс. вес 640 т в качестве дополнительной опции. Бесступенчатая регулировка радиуса системы суперлифт во время работы: 19-25 м с радиусом мачты 22 и 24 м и 24-30 м с радиусом мачты 26,4 м.
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## Дополнительное оборудование

<b>Двигатель ECE R96</b>	<b>Опция для нерегулируемых рынков:</b> Два дизельных двигателя Mercedes-Benz, тип OM471LA, 6 цилиндров, 2 x 390 кВт (2 x 523 л. с.) при 1700 об / мин. Крутящий момент 2460 Нм при 1300 об / мин. Двигатели соответствуют нормам выбросов ECE R96 (аналогично стандарту EU Stage III / EPA Tier 3). Выхлопная система из нержавеющей стали с искрогасителем. Топливо: 1 x 2000 л.
<b>Платформа для перевозки противовесов</b>	Тягач с платформой для перевозки противовесов с макс. общей грузоподъемностью 640 т регулируется по длине с вариантами 19-25 м или 24-30 м от оси сочленения, платформа может проходить поворот, строго следуя по пути тягача или с заносом хвостовой части ± 30° от прямой, двигаясь параллельно дороге. Собственная масса 130 т, для облегчения транспортировки разбирается на три части.
<b>Противовесы системы суперлифт</b>	
<b>Комплект оборудования подвижного блока 3 м – 70 т</b>	На два троса, устанавливается на головках основной стрелы или гуська. Расстояние до шкива при стреле, установленной под острым углом приблизительно 1,3 м. Грузоподъемность: макс. 70 т.
<b>Комплект оборудования подвижного блока 1,6 м – 35 т</b>	Для 1 троса при установке на легкий фиксированный гусек (LF). Расстояние до шкива при стреле, установленной под острым углом приблизительно 1,6 м. Грузоподъемность: макс. 35 т.
<b>Лебедка H3</b>	Установлена на надстройке.
<b>Система пожаротушения</b>	Автоматическая система пожаротушения, включающая ставни на контейнере.
<b>Система пожарной сигнализации</b>	Только сигнализация.
<b>Койка в кабине</b>	Складная койка в кабине.
<b>Складные сиденья в кабине</b>	Два складных сиденья в кабине.
<b>Защита от падения с высоты</b>	На основной стреле, вспомогательной стреле и мачте SL.
<b>Платформа для противовесов Superlift 800 т</b>	
<b>Комплект для удлинения и повышения грузоподъемности стрелы</b>	Подробные данные по запросу.
<b>Комплект оборудования для спаренной стрелы</b>	Подробные данные по запросу.

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