## - TEREX




## ㅁ=ММㄷㄷㄴㅁㅁ-1

CRAW ER CRANE

## 圆TEREX

## HIGHLIGHTS



- Maximum lifting capacities throughout all working ranges
- Maximum load moment 5168 tm ( $712,094 \mathrm{lb}$ at $52^{\prime} 6^{\prime \prime}$ radius)
- Variable Superlift radius
- Variable offset of main boom for configuration SW and SWSL
- Innovative Demag IC-1 crane control system with touchscreen



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| SPECIFICATIONS |  |  |  |
| :---: | :---: | :---: | :---: |
| WORKING SPEEDS (INFINITELY VARIABLE) |  |  |  |
| Mechanisms | Speeds ${ }^{1)}$ | Single line pull | Length of hoist rope |
| Hoist I | max. $492 \mathrm{ft} / \mathrm{min}$ | $33,709 \mathrm{lb} / 29,889 \mathrm{lb}{ }^{2}$ | 3346 ft |
| Hoist II | max. $426 \mathrm{ft} / \mathrm{min}$ | $33,709 \mathrm{lb} / 31,688 \mathrm{lb} 2)$ | 2296 ft |
| Boom derricking | max. $456 \mathrm{ft} / \mathrm{min}$ |  |  |
| Boom hoist | max. $177 \mathrm{ft} / \mathrm{min}$ |  |  |
| Jib luffing | max. $361 \mathrm{ft} / \mathrm{min}$ |  |  |
| Slewing (RPM) | 1.4 |  |  |
| 1) top layer <br> 2) without / with reeving effect considered |  |  |  |

## BASIC CRANE DIMENSIONS



## SPECIFICATIONS

CARRIER PERFORMANCE
Travel speed

| HOOK BLOCKS |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Type | Possible load | Number of sheaves | Number of lines | Weight | „D" |
| $2 \times 200$ | $\begin{aligned} & 881,850 \mathrm{lb} \\ & 440,925 \mathrm{lb} \end{aligned}$ | $\begin{aligned} & 2 \times 7 \\ & 7 \end{aligned}$ | $\begin{aligned} & 2 \times 15 \\ & 15 \end{aligned}$ | $\begin{array}{r} 14,110-16,315 \mathrm{lb} \\ 9,921-11,024 \mathrm{lb} \end{array}$ | $\begin{aligned} & 15^{\prime} 2^{\prime \prime} \\ & 16^{\prime \prime} 5 \end{aligned}$ |
| $2 \times 160$ | $\begin{aligned} & 696,661 \mathrm{lb} \\ & 687,843 \mathrm{lb} \\ & 348,331 \mathrm{lb} \end{aligned}$ | $\begin{gathered} 2 \times 5 \\ 11 \\ 5 \end{gathered}$ | $\begin{aligned} & 2 \times 11 \\ & 23 \\ & 11 \end{aligned}$ | $\begin{aligned} & 9,480-13,890 \mathrm{lb} \\ & 9,701-14,110 \mathrm{lb} \\ & 7,055-9,260 \mathrm{lb} \end{aligned}$ | $\begin{aligned} & 15^{\prime} 2^{\prime \prime} \\ & 15^{\prime \prime} 2^{\prime \prime} \\ & 16^{\prime} 5^{\prime \prime} \end{aligned}$ |
| 100 | 220,463 lb | 3 | 7 | 4,410-7,717 lb | $12^{\prime 2}{ }^{\prime \prime}$ |
| 50 | 99,209 lb | 1 | 3 | $3,748 \mathrm{lb}$ | $12^{\prime 2}$ |
| 15 | $33,070 \mathrm{lb}$ | - | 1 | $1,985 \mathrm{lb}$ | 11'2' |



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## SUPERLIFT CONFIGURATIONS

STANDARD-SL $\leftrightarrow \backslash 36^{\prime} 1^{\prime \prime}, 42^{\prime} 8^{\prime \prime}, 49^{\prime \prime} 3^{\prime \prime}$


VARIO-SL $\leftrightarrow$ ( $29^{\prime \prime} 6^{\prime \prime}-49^{\prime \prime} 3^{\prime \prime}$


TELE-SL $ـ$ ل $36^{\prime \prime} 1^{\prime \prime}-49^{\prime} 3^{\prime \prime}$


| S P EC IF IC ATIO N S |
| :--- |
| W EIG H TS |
| Total weight incl. $220,463 \mathrm{lb}$ counterweight, $78^{\prime} 9$ " boom and hook block |
| Superstructure (with 3 winches, A-frame, carbody, self-assembly equipment) |
| Superstructure (with 3 winches, A-frame and quick-connection) |
| Carbody with jacks and quick-connection |
| Crawlers with track shoes ( $3^{\prime} 11^{\prime \prime}$ ) |
| Counterweight |

## GROUND PRESSURE

## 图TEREX

## SPECIFICATIONS



```
KEY
!-[-[Track
Counterweight + central ballast (ZB)
```


## Q TEREX

BOOM COMBINATIONS


## BOOM COMBINATIONS




## Remarks

X without assisting equipment
(X) idler wheel supported
[ X$]$ with additional side jack
O with assist crane
All Superlift combinations can be erected or lowered to the ground without assisting equipment.
The stated numbers represent the necessary SL-counterweight in [t].

## SH, SH/ LH





## SH/LH



|  |  |  | 275.6 ft |  |  | 295.3 ft |  |  | 315.0 ft |  |  | 334.6 ft |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $1$ | $\begin{gathered} \text { SH/LH } \\ \text { SGLmax. } \end{gathered}$ |  | /LH | SH/LH SGLmax. |  | / LH | SH/LH SGLmax. |  | / LH | SH/LH SGLmax. |  |  |  |  |
| $\underset{\leftrightarrow}{\mathrm{N}}$ | $\sqsupseteq$ | 352.7 klb | $+88.2 \mathrm{klb} \mathrm{ZB}$ | 220.5 klb | $352.7 \mathrm{klb}+$ | 88.2 klbZB | 220.5klb | $352.7 \mathrm{klb}+$ | 88.2 klb ZB | 220.5 klb | $352.7 \mathrm{klb}+$ | 88.2 klb ZB | 220.5 klb | $\begin{aligned} & 358.2 \mathrm{klk} \\ & 88.2 \mathrm{klb} \end{aligned}$ | $220.5 \mathrm{klb}$ |
| ft |  |  |  |  |  |  |  | 1,000 |  |  |  |  |  |  |  |
| 36.1 |  | 274.5 | 248.0 | 168.2 | 241.4 | 203.3 | 160.5 | - | - | - | - | - | - | - | - |
| 39.4 |  | 253.5 | 248.0 | 154.5 | 241.4 | 203.3 | 147.5 | 210.1 | 196.0 | 138.9 | 176.6 | 158.3 | 132.5 | - | - |
| 42.7 |  | 234.8 | 239.2 | 142.4 | 224.9 | 203.3 | 136.2 | 210.1 | 196.0 | 128.1 | 176.6 | 158.3 | 122.4 | 131.6 | 116.8 |
| 45.9 |  | 219.4 | 222.7 | 131.8 | 209.7 | 199.1 | 126.1 | 200.4 | 196.0 | 118.6 | 176.6 | 158.3 | 113.3 | 131.6 | 108.2 |
| 52.5 |  | 191.8 | 196.0 | 114.0 | 183.6 | 189.2 | 109.1 | 175.7 | 180.3 | 102.3 | 167.8 | 155.6 | 97.9 | 129.9 | 93.5 |
| 59.1 |  | 169.8 | 173.7 | 99.4 | 162.3 | 168.0 | 95.2 | 155.2 | 160.1 | 89.1 | 148.4 | 150.1 | 85.3 | 126.1 | 81.4 |
| 65.6 |  | 151.2 | 155.4 | 87.5 | 144.6 | 150.4 | 83.8 | 138.5 | 143.1 | 78.0 | 132.1 | 138.5 | 74.5 | 122.6 | 71.0 |
| 72.2 |  | 135.8 | 140.0 | 77.6 | 129.9 | 135.6 | 74.3 | 124.1 | 128.8 | 68.8 | 118.4 | 124.6 | 65.5 | 118.8 | 62.4 |
| 78.7 |  | 122.8 | 127.0 | 69.0 | 117.3 | 122.8 | 65.9 | 111.8 | 116.6 | 60.6 | 106.5 | 112.9 | 57.8 | 108.9 | 54.9 |
| 85.3 |  | 111.3 | 115.5 | 61.5 | 106.3 | 111.8 | 58.9 | 101.2 | 106.0 | 53.8 | 96.1 | 102.5 | 51.1 | 98.8 | 48.3 |
| 91.9 |  | 101.6 | 105.6 | 55.1 | 96.6 | 102.3 | 52.5 | 91.7 | 96.8 | 47.6 | 87.1 | 93.5 | 45.2 | 90.2 | 42.5 |
| 98.4 |  | 92.6 | 95.9 | 48.9 | 88.2 | 93.9 | 47.0 | 83.6 | 88.6 | 42.3 | 78.9 | 85.5 | 39.9 | 82.2 | 37.5 |
| 111.5 |  | 75.6 | 78.9 | 37.3 | 73.9 | 78.0 | 36.4 | 69.9 | 74.7 | 33.1 | 65.5 | 72.1 | 30.6 | 69.2 | 28.4 |
| 124.7 |  | 62.6 | 65.9 | 28.4 | 60.4 | 65.0 | 27.6 | 58.4 | 62.6 | 24.7 | 54.7 | 61.1 | 22.3 | 58.4 | 20.3 |
| 137.8 |  | 51.8 | 55.6 | 21.6 | 49.6 | 54.7 | 20.7 | 47.4 | 51.8 | 17.9 | 44.5 | 50.5 | 15.7 | 49.6 | 13.9 |
| 150.9 |  | 43.0 | 46.7 | 15.9 | 40.6 | 45.9 | 15.0 | 38.4 | 43.0 | 12.1 | 35.7 | 41.4 | 10.4 | 40.8 | 8.6 |
| 164.0 |  | 35.7 | 39.5 | 11.2 | 33.3 | 38.6 | 10.4 | 31.1 | 35.5 | 7.5 | 28.4 | 34.2 | 6.0 | 33.3 | - |
| 177.2 |  | 29.5 | 33.3 | 7.5 | 27.3 | 32.4 | 6.4 | 24.9 | 29.5 | - | 22.3 | 28.0 | - | 27.1 | - |
| 190.3 |  | 24.5 | 28.2 | - | 22.0 | 27.1 | - | 19.8 | 24.3 | - | 17.0 | 22.9 | - | 21.8 | - |
| 203.4 |  | 20.1 | 23.8 | - | 17.6 | 22.7 | - | 15.2 | 19.8 | - | - | - | - | - | - |
| 216.5 |  | 16.3 | 20.3 | - | 13.9 | 19.0 | - | 11.5 | 15.9 | - | - | - | - | - | - |
| 229.7 |  | 13.2 | 17.0 | - | 10.6 | 15.7 | - | 8.2 | 12.6 | - | - | - | - | - | - |
| 242.8 |  | 10.4 | 14.1 | - | 7.7 | 12.8 | - | - | 9.7 | - | - | - | - | - | - |
| 255.9 |  | - | - | - | - | 10.4 | - | - | 7.1 | - | - | - | - | - | - |
| 269.0 |  | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## Remarks

For SH/LH SGLmax. a boom power-kit is required

## SSL, SSL/LSL





## SSL / LSL



## SSL / LSL



## 图 TEREX

## SH + LF2, SH/ LH + LF2



## SH + LF2



|  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | ft |  |  |  | ft |  |  |  |  |
| $\leftrightarrow$ | $10^{\circ}$ | $15^{\circ}$ | $10^{\circ}$ | $30^{\circ}$ | $10^{\circ}$ | $30^{\circ}$ | $10^{\circ}$ | $15^{\circ}$ | $10^{\circ}$ | $30^{\circ}$ | $10^{\circ}$ | $30^{\circ}$ |
| ft |  |  |  |  |  |  |  |  |  |  |  |  |
| 29.5 | 257.9 | - | - | - | - | - | - | - | - | - | - | - |
| 32.8 | 257.9 | 238.1 | - | - | - | - | 257.9 | - | - | - | - | - |
| 36.1 | 257.9 | 224.9 | - | - | - | - | 257.9 | 231.5 | - | - | - | - |
| 39.4 | 257.9 | 212.7 | - | - | 140.0 | - | 257.9 | 220.5 | - | - | - | - |
| 42.7 | 253.5 | 201.7 | - | 111.3 | 140.0 | - | 257.9 | 210.5 | - | 113.5 | 138.9 | - |
| 45.9 | 238.1 | 191.8 | - | 108.7 | 138.9 | - | 255.7 | 200.6 | - | 110.2 | 137.8 | - |
| 49.2 | 224.9 | 181.9 | - | 105.4 | 136.7 | 82.5 | 240.3 | 191.8 | - | 107.6 | 137.8 | - |
| 52.5 | 213.8 | 174.2 | - | 102.1 | 130.1 | 82.5 | 229.3 | 184.1 | - | 104.7 | 135.6 | 81.8 |
| 59.1 | 194.0 | 159.8 | - | 96.3 | 116.8 | 81.6 | 207.2 | 169.8 | - | 99.2 | 123.5 | 81.6 |
| 65.6 | 176.4 | 147.7 | - | 91.5 | 106.7 | 80.2 | 179.7 | 157.6 | - | 94.4 | 112.4 | 80.5 |
| 72.2 | 158.7 | 137.8 | - | 87.1 | 97.9 | 75.2 | 156.5 | 146.6 | - | 90.2 | 103.8 | 78.7 |
| 78.7 | 140.0 | 129.0 | - | 83.1 | 90.2 | 69.2 | 137.8 | 137.8 | - | 86.4 | 96.1 | 72.5 |
| 85.3 | 125.7 | 121.3 | - | 79.6 | 83.8 | 63.9 | 123.5 | 123.5 | - | 82.9 | 89.3 | 67.2 |
| 91.9 | 112.4 | 113.5 | - | 76.5 | 78.0 | 59.3 | 110.2 | 111.3 | - | 79.8 | 83.6 | 62.6 |
| 98.4 | 102.7 | 103.4 | - | 73.9 | 73.2 | 55.3 | 100.3 | 101.2 | - | 77.2 | 78.3 | 58.6 |
| 111.5 | 85.8 | 86.2 | - | 69.2 | 64.8 | 48.7 | 83.3 | 84.0 | - | 72.3 | 69.7 | 51.8 |
| 124.7 | 72.8 | 73.2 | - | 65.9 | 58.2 | 43.4 | 70.3 | 71.0 | - | 68.6 | 62.8 | 46.3 |
| 137.8 | 62.6 | 62.8 | - | - | 52.9 | 39.0 | 60.2 | 60.6 | - | 61.5 | 57.1 | 41.7 |
| 144.4 | 58.4 | 58.6 | - | - | 50.7 | 37.3 | 56.1 | 56.4 | - | - | 54.7 | 39.8 |
| 150.9 | - | - | - | - | 48.5 | 35.5 | 52.0 | 52.2 | - | - | 52.2 | 37.9 |
| 164.0 | - | - | - | - | 44.8 | 32.4 | 45.2 | 45.4 | - | - | 48.5 | 34.8 |
| 177.2 | - | - | - | - | 41.9 | 30.0 | - | - | - | - | 43.0 | 32.0 |
| 190.3 | - | - | - | - | - | 27.8 | - | - | - | - | 37.9 | 29.8 |
| 203.4 | - | - | - | - | - | 26.0 | - | - | - | - | - | 27.8 |
| 216.5 | - | - | - | - | - | 24.5 | - | - | - | - | - | 26.0 |
| 229.7 | - | - | - | - | - | - | - | - | - | - | - | 24.7 |
| 242.8 | - | - | - | - | - | - | - | - | - | - | - | - |

## SH + LF2



## SH + LF2



## SH + LF2




## SH/ LH+ LF2



## SH/ LH+ LF2



## SH/ LH+ LF2



## SH/ LH+ LF2

|  | $352,700 \mathrm{lb}+88,200 \mathrm{lb}$ ZB |  |  | 239.4-118.1 ft |  |  |  |  |  | $360^{\circ}$ |  |  |  | IS 0 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | \% | 255.9 ft |  |  |  |  |  | L |  | 275.6 ft |  |  |  | I |
|  | $\mathrm{SH} / \mathrm{L}$ SGL | $\begin{aligned} & \text { H+ LF2 } \\ & \text { max. } \end{aligned}$ | SH/LH + LF2 |  |  |  |  | $\begin{aligned} & \text { SH/LL } \\ & \text { SGL } \end{aligned}$ | $\begin{aligned} & \text { LF2 } \\ & \text { ax. } \end{aligned}$ | SH/LH + LF2 |  |  |  |  |
|  | \% | 39.4 ft |  | 8.7 ft ل 118.1 ft |  |  |  |  | 39.4 ft |  |  |  |  |  |
| $\bigcup_{1 \rightarrow \infty}$ | $10^{\circ}$ | $15^{\circ}$ | $10^{\circ}$ | $10^{\circ}$ | $30^{\circ}$ | $10^{\circ}$ | $30^{\circ}$ | $10^{\circ}$ | $15^{\circ}$ | $10^{\circ}$ |  | $30^{\circ}$ | $10^{\circ}$ | $30^{\circ}$ |
| ft |  | $1,000 \mathrm{lb}$ |  |  |  |  |  |  |  |  |  |  |  |  |
| 42.7 | 203.9 | - | 175.3 | - | - | - | - | 180.8 | - | 140.0 | - | - | - | - |
| 45.9 | 203.9 | 189.6 | 175.3 | - | - | - | - | 180.8 | 169.8 | 140.0 | - | - | - | - |
| 52.5 | 186.3 | 188.5 | 174.2 | 108.7 | - | - | - | 178.6 | 169.8 | 138.9 | - | - | - | - |
| 55.8 | 175.3 | 177.5 | 172.0 | 108.7 | - | - | - | 167.6 | 169.8 | 136.7 | 86.4 | - | - | - |
| 59.1 | 164.2 | 166.4 | 166.4 | 108.7 | - | - | - | 157.6 | 159.8 | 134.5 | 86.4 | - | - | - |
| 62.3 | 155.4 | 157.6 | 157.6 | 108.2 | - | 64.6 | - | 148.8 | 151.0 | 132.3 | 86.4 | - | - | - |
| 65.6 | 146.6 | 148.8 | 148.8 | 108.0 | - | 64.6 | - | 140.0 | 142.2 | 130.1 | 85.1 | - | 59.1 | - |
| 72.2 | 132.3 | 133.4 | 133.4 | 107.4 | - | 64.6 | - | 125.7 | 127.9 | 126.8 | 82.7 | - | 59.1 | - |
| 78.7 | 119.0 | 120.2 | 121.3 | 104.7 | 41.0 | 64.6 | - | 113.5 | 114.6 | 116.8 | 80.2 | 41.0 | 57.5 | - |
| 85.3 | 108.2 | 109.6 | 110.2 | 102.1 | 39.7 | 64.6 | - | 103.2 | 104.7 | 106.5 | 77.8 | 39.9 | 56.0 | - |
| 91.9 | 98.5 | 99.9 | 100.5 | 99.9 | 38.6 | 64.6 | - | 93.7 | 95.0 | 97.0 | 75.6 | 38.8 | 54.5 | - |
| 98.4 | 89.9 | 91.1 | 91.9 | 92.8 | 37.5 | 64.6 | 24.3 | 85.3 | 86.6 | 88.6 | 73.6 | 37.7 | 53.1 | - |
| 105.0 | 81.9 | 82.9 | 83.7 | 85.9 | 36.6 | 62.9 | 23.5 | 78.4 | 79.6 | 81.5 | 71.8 | 36.8 | 51.8 | 23.6 |
| 111.5 | 73.9 | 74.7 | 75.4 | 78.9 | 35.7 | 61.3 | 22.7 | 71.4 | 72.5 | 74.3 | 69.9 | 35.9 | 50.5 | 22.9 |
| 124.7 | 60.6 | 61.5 | 62.2 | 66.8 | 34.0 | 56.0 | 21.6 | 58.0 | 59.1 | 61.1 | 65.0 | 34.2 | 47.8 | 21.6 |
| 137.8 | 49.6 | 50.3 | 51.4 | 56.2 | 32.4 | 51.4 | 20.3 | 47.0 | 47.8 | 49.8 | 55.1 | 32.6 | 45.4 | 20.5 |
| 150.9 | 40.6 | 41.2 | 42.3 | 47.4 | 31.1 | 47.4 | 19.2 | 37.9 | 38.8 | 41.0 | 46.1 | 31.3 | 43.7 | 19.4 |
| 164.0 | 33.1 | 33.7 | 35.1 | 39.7 | 29.8 | 42.8 | 18.3 | 30.4 | 31.3 | 33.5 | 38.4 | 30.2 | 41.4 | 18.5 |
| 177.2 | 26.9 | 27.6 | 28.9 | 33.5 | 28.7 | 36.4 | 17.4 | 24.3 | 24.9 | 27.3 | 32.0 | 29.1 | 35.1 | 17.6 |
| 190.3 | 21.8 | 22.3 | 23.6 | 28.0 | 27.8 | 30.9 | 16.8 | 19.0 | 19.6 | 22.0 | 26.7 | 28.2 | 29.5 | 17.0 |
| 203.4 | 17.2 | 17.6 | 19.2 | 23.4 | 26.5 | 26.0 | 16.1 | 14.6 | 15.0 | 17.6 | 21.8 | 25.4 | 24.7 | 16.3 |
| 216.5 | 13.4 | 13.7 | 15.2 | 19.4 | 22.0 | 21.8 | 15.4 | 10.6 | 11.0 | 13.7 | 17.9 | 20.9 | 20.5 | 15.7 |
| 229.7 | 9.9 | 10.4 | 11.9 | 15.7 | 18.3 | 18.3 | 15.0 | 7.3 | 7.5 | 10.4 | 14.3 | 17.0 | 16.8 | 15.2 |
| 242.8 | 7.1 | 7.3 | 9.0 | 12.6 | 14.8 | 15.0 | 14.6 | - | - | 7.3 | 11.2 | 13.7 | 13.7 | 14.6 |
| 255.9 | - | - | 6.4 | 9.9 | - | 12.1 | 14.1 | - | - | - | 8.4 | 10.6 | 10.8 | 14.3 |
| 269.0 | - | - | - | 7.5 | - | 9.7 | 12.6 | - | - | - | 6.0 | - | 8.2 | 11.5 |
| 282.2 | - | - | - | - | - | 7.3 | 9.9 | - | - | - | - | - | 6.0 | 8.8 |
| 295.3 | - | - | - | - | - | - | - | - | - | - | - | - | - | 6.4 |
| 308.4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## SSL+ LF2, SSL/LSL+ LF2



## SSL + LF2



## SSL + LF2



## SSL + LF2



## SSL + LF2



## SSL + LF2



## SSL + LF2



## SSL/ LSL+ LF2



## SSL/ LSL+ LF2



## SSL/ LSL+ LF2


439.6

## SSL/ LSL + LF2



## SSL/ LSL+ LF2


(

## SW



|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\square 352,700 \mathrm{lb}+88,200 \mathrm{lb}$ ZB | $352,700 \mathrm{lb}+88,200 \mathrm{lb} 2 \mathrm{~B}$ |  |  | ㄷ-는 23' |  |  | $360^{\circ}$ |  |  |  |  |  | IS 0 |  |  |
| $98.4 \mathrm{ft}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | \% | 78.7 ft |  |  | 98.4 ft |  |  | 118.1 ft |  |  | 137.8 ft |  |  | 157.5 ft |  |
| $\xrightarrow{\sim}$ | - $87{ }^{\circ}-85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $87^{\circ}-85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $87^{\circ}-85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $87^{\circ}-85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $87^{\circ}-85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ |
| $\mathrm{ft}$ |  |  |  |  |  |  |  | $1,000 \mathrm{lb}$ |  |  |  |  |  |  |  |
| $36.1$ | 370.4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 39.4 | 340.6 | - | - | 325.2 | - | - | - | - | - | - | - | - | - | - | - |
| 42.7 | 315.3 | - | - | 302.0 | - | - | 288.8 | - | - | - | - | - | - | - | - |
| 45.9 | 293.2 | - | - | 281.1 | - | - | 270.1 | - | - | - | - | - | - | - | - |
| 49.2 | 274.5 | - | - | 263.5 | - | - | 252.4 | - | - | 243.6 | - | - | - | - | - |
| 52.5 | 257.9 | - | - | 246.9 | - | - | 238.1 | - | - | 229.3 | - | - | 220.5 | - | - |
| 59.1 | 229.3 | - | - | 220.5 | - | - | 212.7 | - | - | 205.0 | - | - | 197.8 | - | - |
| 65.6 | 201.1 | - | - | 199.3 | - | - | 192.0 | - | - | 185.2 | - | - | 178.8 | - | - |
| 72.2 | 177.5 | 164.5 | - | 175.7 | - | - | 174.6 | - | - | 168.4 | - | - | 162.7 | - | - |
| 78.7 | 158.5 | 146.8 | - | 156.7 | 144.4 | - | 155.6 | - | - | 153.9 | - | - | 149.3 | - | - |
| 85.3 | 143.1 | 132.3 | - | 141.3 | 130.1 | - | 140.2 | - | - | 138.5 | - | - | 137.6 | - | - |
| 91.9 | 128.5 | 120.4 | - | 128.5 | 118.2 | - | 127.2 | 116.6 | - | 125.4 | - | - | 125.0 | - | - |
| 98.4 | - | 110.2 | 103.0 | 117.7 | 108.0 | - | 116.4 | 106.5 | - | 114.6 | 104.3 | - | 114.2 | - | - |
| 105.0 | - | 101.4 | 94.6 | 108.2 | 99.4 | - | 107.1 | 97.9 | - | 105.2 | 95.7 | - | 104.7 | 95.0 | - |
| 111.5 | - | - | 87.5 | 99.0 | 91.9 | 85.1 | 99.0 | 90.4 | - | 97.2 | 88.2 | - | 96.6 | 87.5 | - |
| 124.7 | - | - | 76.1 | - | 79.6 | 73.6 | 85.8 | 78.0 | 71.9 | 83.8 | 75.8 |  | 83.1 | 75.2 | - |
| 131.2 | - | - | . | - | , | 68.8 | . | 73.0 | 67.0 | 78.3 | 70.8 | 64.8 | 77.6 | 69.9 | - |
| 137.8 | - | - | - | - | - | 64.6 | - | 68.3 | 62.8 | 73.4 | 66.1 | 60.4 | 72.8 | 65.3 | - |
| 144.4 | - | - | - | - | - | 60.8 | - | 64.4 | 58.9 | 69.2 | 62.2 | 56.7 | 68.3 | 61.3 | 55.8 |
| 150.9 | - | - | - | - | - | - | - | - | 55.6 | - | 58.4 | 53.1 | 64.2 | 57.5 | 52.2 |
| 164.0 | - | - | - | - | - | - | - | - | 49.8 | - | 52.2 | 47.4 | 57.3 | 51.1 | 46.3 |
| 177.2 | - | - | - | - | - | - | - | - | - | - | - | 42.5 | - | 45.9 | 41.0 |
| 190.3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 36.8 |


|  | 177.2 ft |  |  | 196.9 ft |  |  | 216.5 ft |  |  | 236.2 ft |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $87^{\circ}-85^{\circ}$ |  | $65^{\circ}$ | $87^{\circ}-85$ |  | $65^{\circ}$ | $87^{\circ}-85$ |  |  | $87^{\circ}-85$ |  | $65^{\circ}$ |  |
| ft |  |  |  |  |  |  | 0 lb |  |  |  |  |  |  |
| 55.8 | 201.5 | - | - | - | - | - | - | - | - | - | - | - |  |
| 59.1 | 191.1 | - | - | - | - | - | - | - | - | - | - | - |  |
| 62.3 | 181.7 | - | - | 173.5 | - | - | - | - | - | - | - | - |  |
| 65.6 | 172.8 | - | - | 166.9 | - | - | 141.3 | - | - | - | - | - |  |
| 72.2 | 157.6 | - | - | 152.1 | - | - | 141.3 | - | - | 113.5 | - | - |  |
| 78.7 | 144.6 | - | - | 139.6 | - | - | 135.4 | - | - | 112.9 | - | - |  |
| 85.3 | 133.4 | - | - | 128.8 | - | - | 124.8 | - | - | 112.4 | - | - |  |
| 91.9 | 123.5 | - | - | 119.0 | - | - | 115.5 | - | - | 110.0 | - | - |  |
| 98.4 | 113.1 | - | - | 110.9 | - | - | 107.6 | - | - | 103.6 | - | - |  |
| 111.5 | 95.7 | 86.2 | - | 94.4 | - | - | 93.7 | - | - | 90.2 | - | - |  |
| 124.7 | 82.2 | 73.9 | - | 80.9 | 72.5 | - | 80.2 | - | - | 78.7 | - | - |  |
| 131.2 | 76.7 | 68.8 | - | 75.4 | 67.2 | - | 74.7 | 66.4 | - | 73.2 | - | - |  |
| 137.8 | 71.7 | 64.2 | - | 70.3 | 62.6 | - | 69.7 | 61.9 | - | 68.1 | 60.0 | - |  |
| 150.9 | 63.1 | 56.4 | - | 61.9 | 54.9 | - | 61.1 | 54.0 | - | 59.5 | 52.2 | - |  |
| 157.5 | 59.5 | 52.9 | 47.8 | 58.2 | 51.6 | - | 57.5 | 50.7 | - | 55.8 | 48.7 | - |  |
| 164.0 | 56.2 | 49.8 | 44.8 | 54.9 | 48.5 | - | 54.0 | 47.6 | - | 52.5 | 45.6 | - |  |
| 177.2 | 50.5 | 44.5 | 39.5 | 48.9 | 43.0 | 37.7 | 48.1 | 42.1 | 36.6 | 46.5 | 40.1 | - |  |
| 190.3 | - | 39.9 | 35.1 | 44.1 | 38.4 | 33.3 | 43.2 | 37.3 | 32.0 | 41.4 | 35.3 | 29.8 |  |
| 203.4 | - | 36.2 | 31.3 | 39.9 | 34.2 | 29.3 | 38.8 | 33.1 | 28.2 | 37.3 | 31.1 | 26.0 |  |
| 216.5 | - | - | 28.2 | - | 30.9 | 26.2 | 35.3 | 29.5 | 24.9 | 33.5 | 27.6 | 22.7 |  |
| 229.7 | - | - | - | - | - | 23.4 | - | 26.5 | 22.0 | 30.0 | 24.3 | 19.8 |  |
| 242.8 | - | - | - | - | - | - | - | 24.0 | 19.6 | 26.2 | 21.6 | 17.4 |  |
| 255.9 | - | - | - | - | - | - | - | - | 17.6 | - | 19.4 | 15.2 |  |
| 269.0 | - | - | - | - | - | - | - | - | - | - | - | 13.4 |  |
| 282.2 | - | - | - | - | - | - | - | - | - | - | - | - |  |

## Remarks

Main boom angle $87^{\circ}-85^{\circ}, 75^{\circ}$ and $65^{\circ}$, capacities for intermediate boom positions are calculated by the crane control system IC-1

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CRAWLER CRANE


|  | 177.2 ft |  |  | 196.9 ft |  |  | 216.5 ft |  |  | 236.2 ft |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\mathrm{N}_{4}$ | $87^{\circ}-85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $87^{\circ}-85$ | $75^{\circ}$ | $65^{\circ}$ | $87^{\circ}-85$ | $75^{\circ}$ | $65^{\circ}$ | $87^{\circ}-85$ | $75^{\circ}$ | $65^{\circ}$ |  |
| ft |  |  |  |  |  |  | 0 lb |  |  |  |  |  |  |
| 59.1 | 184.3 | - | - | - | - | - | - | - | - | - | - | - |  |
| 62.3 | 175.3 | - | - | 156.5 | - | - | - | - | - | - | - | - |  |
| 65.6 | 166.9 | - | - | 156.5 | - | - | 133.2 | - | - | - | - | - |  |
| 72.2 | 152.3 | - | - | 147.0 | - | - | 133.2 | - | - | 107.6 | - | - |  |
| 78.7 | 140.0 | - | - | 134.9 | - | - | 131.0 | - | - | 107.6 | - | - |  |
| 85.3 | 129.2 | - | - | 124.6 | - | - | 120.8 | - | - | 107.4 | - | - |  |
| 91.9 | 119.7 | - | - | 115.5 | - | - | 112.0 | - | - | 105.2 | - | - |  |
| 98.4 | 111.6 | - | - | 107.4 | - | - | 104.3 | - | - | 100.3 | - | - |  |
| 111.5 | 95.0 | - | - | 93.9 | - | - | 91.1 | - | - | 87.5 | - | - |  |
| 118.1 | 88.0 | 76.9 | - | 86.6 | - | - | 85.3 | - | - | 82.0 | - | - |  |
| 124.7 | 81.6 | 71.2 | - | 80.5 | 69.7 | - | 79.8 | - | - | 77.2 | - | - |  |
| 137.8 | 71.2 | 61.7 | - | 69.9 | 60.2 | - | 69.2 | 59.3 | - | 67.7 | - | - |  |
| 144.4 | 66.6 | 57.8 | - | 65.5 | 56.2 | - | 64.8 | 55.3 | - | 63.1 | 53.6 | - |  |
| 150.9 | 62.6 | 54.0 | - | 61.3 | 52.7 | - | 60.6 | 51.8 | - | 59.1 | 49.8 | - |  |
| 164.0 | 55.8 | 47.8 | 41.0 | 54.2 | 46.3 | - | 53.6 | 45.4 | - | 52.0 | 43.2 | - |  |
| 177.2 | 49.8 | 42.5 | 35.9 | 48.5 | 40.8 | 34.0 | 47.8 | 39.9 | - | 46.1 | 37.7 | - |  |
| 190.3 | - | 37.9 | 31.7 | 43.7 | 36.2 | 29.8 | 42.8 | 35.1 | 28.7 | 41.0 | 33.1 | - |  |
| 203.4 | - | 34.2 | 28.2 | 39.5 | 32.2 | 26.2 | 38.6 | 31.1 | 25.1 | 36.8 | 28.9 | 22.7 |  |
| 216.5 | - | - | 25.1 | - | 28.9 | 23.1 | 34.8 | 27.6 | 21.8 | 33.1 | 25.6 | 19.6 |  |
| 229.7 | - | - | 22.7 | - | - | 20.5 | - | 24.7 | 19.2 | 29.5 | 22.5 | 17.0 |  |
| 242.8 | - | - | - | - | - | 18.3 | - | 22.0 | 17.0 | 25.6 | 19.8 | 14.6 |  |
| 255.9 | - | - | - | - | - | - | - | - | 14.8 | - | 17.6 | 12.6 |  |
| 269.0 | - | - | - | - | - | - | - | - | - | - | - | 10.8 |  |
| 282.2 | - | - | - | - | - | - | - | - | - | - | - | 9.3 |  |
| 295.3 | - | - | - | - | - | - | - | - | - | - | - | - |  |

Remarks: Main boom angle $87^{\circ}-85^{\circ}, 75^{\circ}$ and $65^{\circ}$, capacities for intermediate boom positions are calculated by the crane control system IC-1


|  | 177.2 ft |  |  | 196.9 ft |  |  | 216.5 ft |  |  | 236.2 ft |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $0$ | $87^{\circ}-85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $87^{\circ}-85$ | $75^{\circ}$ | $65^{\circ}$ | $87^{\circ}-85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $87^{\circ}-85$ | $75^{\circ}$ | $65^{\circ}$ |  |
| ft |  |  |  |  |  |  | 0 lb |  |  |  |  |  |  |
| 59.1 | 169.5 | - | - | - | - | - | - | - | - | - | - | - |  |
| 62.3 | 168.9 | - | - | 146.2 | - | - | - | - | - | - | - | - |  |
| 65.6 | 160.9 | - | - | 146.2 | - | - | - | - | - | - | - | - |  |
| 72.2 | 147.0 | - | - | 142.0 | - | - | 125.0 | - | - | 103.6 | - | - |  |
| 78.7 | 135.4 | - | - | 130.5 | - | - | 123.9 | - | - | 103.6 | - | - |  |
| 85.3 | 125.0 | - | - | 120.6 | - | - | 116.8 | - | - | 103.2 | - | - |  |
| 91.9 | 116.0 | - | - | 111.8 | - | - | 108.2 | - | - | 101.6 | - | - |  |
| 98.4 | 108.0 | - | - | 104.1 | - | - | 100.8 | - | - | 97.0 | - | - |  |
| 111.5 | 94.4 | - | - | 91.1 | - | - | 88.2 | - | - | 84.7 | - | - |  |
| 124.7 | 81.1 | 68.3 | - | 79.8 | - | - | 77.8 | - | - | 74.5 | - | - |  |
| 131.2 | 75.4 | 63.5 | - | 74.3 | 61.9 | - | 73.4 | - | - | 70.3 | - | - |  |
| 137.8 | 70.5 | 59.1 | - | 69.2 | 57.5 | - | 68.8 | - | - | 66.4 | - | - |  |
| 144.4 | 66.1 | 55.3 | - | 64.8 | 53.8 | - | 64.2 | 52.7 | - | 62.6 | - | - |  |
| 150.9 | 62.2 | 51.8 | - | 60.8 | 50.3 | - | 60.2 | 49.2 | - | 58.6 | 46.7 | - |  |
| 164.0 | 55.1 | 45.6 | - | 53.8 | 43.9 | - | 53.1 | 42.8 | - | 51.6 | 40.6 | - |  |
| 177.2 | 49.4 | 40.1 | 32.0 | 48.1 | 38.4 | - | 47.2 | 37.5 | - | 45.6 | 35.3 | - |  |
| 190.3 | 43.2 | 35.7 | 28.0 | 43.2 | 34.0 | 26.2 | 42.3 | 32.8 | - | 40.6 | 30.6 | - |  |
| 203.4 | - | 32.0 | 24.7 | 39.0 | 30.0 | 22.7 | 38.1 | 28.9 | 21.6 | 36.4 | 26.9 | - |  |
| 216.5 | - | - | 21.8 | - | 26.7 | 19.8 | 34.4 | 25.6 | 18.7 | 32.4 | 23.4 | 16.3 |  |
| 229.7 | - | - | 19.4 | - | 24.0 | 17.4 | - | 22.7 | 16.1 | 29.1 | 20.5 | 13.9 |  |
| 242.8 | - | - | - | - | - | 15.2 | - | 20.3 | 13.9 | 26.2 | 18.1 | 11.7 |  |
| 255.9 | - | - | - | - | - | 13.4 | - | - | 12.1 | - | 15.9 | 9.7 |  |
| 269.0 | - | - | - | - | - | - | - | - | 10.4 | - | 13.9 | 7.9 |  |
| 282.2 | - | - | - | - | - | - | - | - | - | - | - | 6.6 |  |

Remarks: Main boom angle $87^{\circ}-85^{\circ}, 75^{\circ}$ and $65^{\circ}$, capacities for intermediate boom positions are calculated by the crane control system IC- 1


|  | 177.2 ft |  |  | 196.9 ft |  |  | 216.5 ft |  |  | 236.2 ft |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\mathrm{S}_{4}$ | $87^{\circ}-85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $87^{\circ}-85$ | $75^{\circ}$ | $65^{\circ}$ | $87^{\circ}-85$ | $75^{\circ}$ | $65^{\circ}$ | $87^{\circ}-85$ | $75^{\circ}$ |  |  |
| ft |  |  |  |  |  |  | 0 lb |  |  |  |  |  |  |
| 59.1 | 155.0 | - | - | - | - | - | - | - | - | - | - | - |  |
| 65.6 | 155.0 | - | - | 132.9 | - | - | - | - | - | - | - | - |  |
| 72.2 | 142.0 | - | - | 132.9 | - | - | 115.3 | - | - | 96.6 | - | - |  |
| 78.7 | 130.7 | - | - | 125.9 | - | - | 114.2 | - | - | 96.6 | - | - |  |
| 85.3 | 120.8 | - | - | 116.4 | - | - | 112.2 | - | - | 96.1 | - | - |  |
| 91.9 | 112.2 | - | - | 108.0 | - | - | 104.7 | - | - | 96.1 | - | - |  |
| 98.4 | 104.7 | - | - | 100.5 | - | - | 97.4 | - | - | 93.7 | - | - |  |
| 111.5 | 91.7 | - | - | 88.2 | - | - | 85.3 | - | - | 81.8 | - | - |  |
| 124.7 | 80.5 | - | - | 78.0 | - | - | 75.4 | - | - | 72.1 | - | - |  |
| 131.2 | 75.0 | 60.6 | - | 73.6 | - | - | 71.0 | - | - | 67.9 | - | - |  |
| 137.8 | 69.9 | 56.2 | - | 68.8 | 54.0 | - | 67.0 | - | - | 63.9 | - | - |  |
| 144.4 | 65.5 | 52.5 | - | 64.4 | 50.7 | - | 63.5 | 48.5 | - | 60.4 | - | - |  |
| 150.9 | 61.5 | 48.9 | - | 60.2 | 47.2 | - | 59.7 | 45.6 | - | 57.3 | - | - |  |
| 157.5 | 57.8 | 45.6 | - | 56.7 | 43.9 | - | 56.0 | 43.0 | - | 54.2 | 40.1 | - |  |
| 164.0 | 54.7 | 42.8 | - | 53.4 | 41.0 | - | 52.7 | 39.9 | - | 50.9 | 37.7 | - |  |
| 177.2 | 48.9 | 37.5 | - | 47.4 | 35.7 | - | 46.7 | 34.8 | - | 45.2 | 32.6 | - |  |
| 190.3 | 42.3 | 33.3 | 24.3 | 42.5 | 31.5 | 22.3 | 41.9 | 30.4 | - | 40.1 | 28.2 | - |  |
| 203.4 | - | 29.5 | 21.2 | 38.6 | 27.8 | 19.2 | 37.7 | 26.7 | 17.9 | 35.9 | 24.5 | - |  |
| 216.5 | - | 26.5 | 18.3 | - | 24.5 | 16.3 | 34.0 | 23.4 | 15.2 | 32.0 | 21.2 | 12.8 |  |
| 229.7 | - | - | 16.1 | - | 21.8 | 14.1 | 29.1 | 20.7 | 12.8 | 28.7 | 18.5 | 10.6 |  |
| 242.8 | - | - | 14.3 | - | - | 12.1 | - | 18.3 | 10.8 | 25.8 | 15.9 | 8.4 |  |
| 255.9 | - | - | - | - | - | 10.4 | - | 16.1 | 9.0 | - | 13.9 | 6.6 |  |
| 269.0 | - | - | - | - | - | - | - | - | 7.5 | - | 12.1 | - |  |
| 282.2 | - | - | - | - | - | - | - | - | 6.2 | - | - | - |  |
| 295.3 | - | - | - | - | - | - | - | - | - | - | - | - |  |

Remarks: Main boom angle $87^{\circ}-85^{\circ}, 75^{\circ}$ and $65^{\circ}$, capacities for intermediate boom positions are calculated by the crane control system IC-1

| - M |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\square 352,700 \mathrm{lb}+88,200 \mathrm{lb} \mathrm{ZB}$ |  |  |  | -- - 23'9" |  |  | $360^{\circ}$ |  |  |  |  |  | IS 0 |  |  |
| $177.2 \mathrm{ft}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 78.7 ft |  |  | 98.4 ft |  |  | 118.1 ft |  |  | 37.8 |  |  | 57.5 |  |
| $0$ | $87^{\circ}-85^{\circ}$ |  | $65^{\circ}$ | $87^{\circ}-85^{\circ}$ |  | $65^{\circ}$ | $87^{\circ}-85^{\circ}$ |  |  | $87^{\circ}-85^{\circ}$ |  |  | $87^{\circ}-85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ |
| ft |  |  |  |  |  |  |  | $1,000 \mathrm{lb}$ |  |  |  |  |  |  |  |
| 39.4 | 281.1 | - | - | - | - | - | - | , | - | - | - | - | - | - | - |
| 42.7 | 263.5 | - | - | 252.4 | - | - | - | - | - | - | - | - | - | - | - |
| 45.9 | 246.9 | - | - | 237.0 | - | - | - | - | - | - | - | - | - | - | - |
| 49.2 | 232.6 | - | - | 222.7 | - | - | 214.7 | - | - | - | - | - | - | - | - |
| 52.5 | 219.8 | - | - | 211.2 | - | - | 203.0 | - | - | 189.8 | - | - | - | - | - |
| 55.8 | 208.1 | - | - | 200.2 | - | - | 192.5 | - | - | 185.2 | - | - | 165.3 | - | - |
| 59.1 | 197.5 | - | - | 190.0 | - | - | 183.0 | - | - | 176.1 | - | - | 165.3 | - | - |
| 65.6 | 179.7 | - | - | 172.6 | - | - | 166.2 | - | - | 160.3 | - | - | 154.5 | - | - |
| 72.2 | 164.5 | - | - | 158.1 | - | - | 152.3 | - | - | 146.6 | - | - | 141.5 | - | - |
| 78.7 | 151.7 | - | - | 145.7 | - | - | 140.2 | - | - | 135.1 | - | - | 130.3 | - | - |
| 85.3 | 139.3 | - | - | 134.9 | - | - | 129.9 | - | - | 125.0 | - | - | 120.6 | - | - |
| 91.9 | 126.5 | 104.9 | - | 124.8 | - | - | 121.0 | - | - | 116.4 | - | - | 112.2 | - | - |
| 98.4 | 112.4 | 95.7 | - | 114.0 | 93.3 | - | 113.1 | - | - | 108.7 | - | - | 104.7 | - | - |
| 111.5 |  | 81.1 | - | 97.0 | 78.7 | - | 95.9 | 77.2 | - | 93.9 | - | - | 91.9 | - | - |
| 118.1 | - | 75.2 | - | 87.1 | 72.8 | - | 88.8 | 71.2 | - | 87.1 | 68.8 | - | 86.6 | - | - |
| 124.7 | - | 69.9 | - | - | 67.5 | - | 82.9 | 66.1 | - | 80.9 | 63.7 | - | 80.5 | 62.4 | - |
| 131.2 | - | - | 52.7 | - | 63.1 | - | 77.4 | 61.5 | - | 75.4 | 59.1 | - | 75.2 | 58.6 | - |
| 137.8 | - | - | 49.2 | - | 58.9 | 8. | 70.1 | 57.3 | - | 70.5 | 55.1 | - | 70.1 | 54.5 | - |
| 144.4 | - | - | 45.9 | - | 55.3 | 42.8 | - | 53.8 | - | 66.4 | 51.1 | - | 65.7 | 50.5 | - |
| 150.9 | - | - | 43.0 | - | - | 39.9 | - | 50.5 | - | 60.0 | 47.8 | - | 61.9 | 47.2 | - |
| 157.5 | - | - | 40.6 | - | - | 37.5 | - | 47.4 | 35.3 | - | 44.8 | - | 58.2 | 43.9 | - |
| 164.0 | - | - | - | - | - | 35.1 | - | 44.8 | 33.1 | - | 41.9 | - | 55.1 | 41.2 | - |
| 177.2 | - | - | - | - | - | 31.3 | - | - | 28.9 | - | 37.0 | 26.0 | - | 36.2 | 25.1 |
| 190.3 | - | - | - | - | - | - | - | - | 25.6 | - | - | 22.7 | - | 32.2 | 21.6 |
| 203.4 | - | - | - | - | - | - | - | - | - | - | - | 19.8 | - | 28.7 | 18.7 |
| 216.5 | - | - | - | - | - | - | - | - | - | - | - | 17.9 | - | - | 16.3 |
| 229.7 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 14.3 |


|  |  | 77.2 f |  |  | 96.9 ft |  |  | 16.5 |  |  | 236.2 f |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\xrightarrow{( }$ | $87^{\circ}-85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $87^{\circ}-85$ | $75^{\circ}$ | $65^{\circ}$ | $87^{\circ}-85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $87^{\circ}-85$ | $75^{\circ}$ | 65 |  |
| ft |  |  |  |  |  |  | 0 lb |  |  |  |  |  |  |
| 62.3 | 142.4 | - | - | - | - | - | - | - | - | - | - | - |  |
| 65.6 | 142.4 | - | - | 123.5 | - | - | - | - | - | - | - | - |  |
| 72.2 | 136.9 | - | - | 123.5 | - | - | 106.7 | - | - | - | - | - |  |
| 78.7 | 126.1 | - | - | 120.8 | - | - | 106.7 | - | - | 91.9 | - | - |  |
| 85.3 | 116.6 | - | - | 112.2 | - | - | 104.9 | - | - | 91.3 | - | - |  |
| 91.9 | 108.5 | - | - | 104.3 | - | - | 101.0 | - | - | 89.7 | - | - |  |
| 98.4 | 101.2 | - | - | 97.2 | - | - | 93.9 | - | - | 88.4 | - | - |  |
| 111.5 | 88.8 | - | - | 85.1 | - | - | 82.2 | - | - | 78.9 | - | - |  |
| 124.7 | 78.7 | - | - | 75.4 | - | - | 72.8 | - | - | 69.4 | - | - |  |
| 137.8 | 69.2 | 52.5 | - | 67.2 | - | - | 64.8 | - | - | 61.7 | - | - |  |
| 144.4 | 64.8 | 49.2 | - | 63.7 | 46.3 | - | 61.3 | - | - | 58.4 | - | - |  |
| 150.9 | 60.8 | 45.6 | - | 59.7 | 43.7 | - | 58.0 | 41.2 | - | 55.1 | - | - |  |
| 157.5 | 57.3 | 42.5 | - | 56.0 | 40.8 | - | 55.1 | 38.8 | - | 52.2 | 35.9 | - |  |
| 164.0 | 54.0 | 39.7 | - | 52.7 | 37.9 | - | 52.0 | 36.6 | - | 49.6 | 33.7 | - |  |
| 177.2 | 48.3 | 34.8 | - | 47.0 | 33.1 | - | 46.3 | 32.0 | - | 44.5 | 29.8 | - |  |
| 190.3 | 41.4 | 30.6 | 20.1 | 42.1 | 28.9 | - | 41.4 | 27.8 | - | 39.7 | 25.6 | - |  |
| 203.4 | - | 27.1 | 17.2 | 37.9 | 25.4 | 15.2 | 37.0 | 24.3 | - | 35.3 | 22.0 | - |  |
| 216.5 | - | 24.0 | 14.8 | - | 22.3 | 12.8 | 33.5 | 21.2 | 11.5 | 31.3 | 19.0 | - |  |
| 229.7 | - | - | 12.6 | - | 19.6 | 10.6 | 28.2 | 18.5 | 9.3 | 28.0 | 16.1 | - |  |
| 242.8 | - | - | 10.8 | - | 17.4 | 8.6 | - | 16.1 | 7.5 | 25.1 | 13.9 | - |  |
| 255.9 | - | - | - | - | - | 7.1 | - | 14.1 | 5.7 | - | 11.9 | - |  |
| 269.0 | - | - | - | - | - | 5.7 | - | - | - | - | 10.1 | - |  |
| 282.2 | - | - | - | - | - | - | - | - | - | - | 8.6 | - |  |

Remarks: Main boom angle $87^{\circ}-85^{\circ}, 75^{\circ}$ and $65^{\circ}$, capacities for intermediate boom positions are calculated by the crane control system IC-1

CRAWLER CRANE



Remarks: Main boom angle $87^{\circ}-85^{\circ}, 75^{\circ}$ and $65^{\circ}$, capacities for intermediate boom positions are calculated by the crane control system IC-1


|  | 177.2 ft |  |  | 196.9 ft |  |  | 216.5 ft |  |  | 236.2 ft |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $87^{\circ}-85^{\circ} \sqcup 75^{\circ} \checkmark\left\llcorner^{65}\right.$ |  |  | $87^{\circ}-85^{\circ} \cup 75$ |  | $65^{\circ}$ | $87^{\circ}-85$ |  |  | $87^{\circ}-85^{\circ} \downharpoonright 75^{\circ}$ |  | $65^{\circ}$ |  |
| ft |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 62.3 | 114.6 | - | - | - | - | - | - | - | - | - | - | - |  |
| 65.6 | 114.6 | - | - | - | - | - | - | - | - | - | - | - |  |
| 72.2 | 114.6 | - | - | 99.6 | - | - | 86.9 | - | - | - | - | - |  |
| 78.7 | 112.2 | - | - | 98.8 | - | - | 86.9 | - | - | 75.2 | - | - |  |
| 85.3 | 108.2 | - | - | 97.0 | - | - | 86.2 | - | - | 75.2 | - | - |  |
| 91.9 | 100.8 | - | - | 94.8 | - | - | 84.7 | - | - | 74.1 | - | - |  |
| 98.4 | 94.1 | - | - | 90.2 | - | - | 83.3 | - | - | 73.2 | - | - |  |
| 111.5 | 82.7 | - | - | 79.1 | - | - | 76.5 | - | - | 70.8 | - | - |  |
| 124.7 | 73.4 | - | - | 70.1 | - | - | 67.5 | - | - | 64.4 | - | - |  |
| 137.8 | 65.7 | - | - | 62.6 | - | - | 60.2 | - | - | 57.1 | - | - |  |
| 144.4 | 62.4 | 40.6 | - | 59.3 | - | - | 56.9 | - | - | 54.0 | - | - |  |
| 150.9 | 59.3 | 38.1 | - | 56.2 | 35.1 | - | 53.8 | - | - | 50.9 | - | - |  |
| 164.0 | 52.7 | 33.5 | - | 50.7 | 30.9 | - | 48.5 | 28.7 | - | 45.6 | - | - |  |
| 177.2 | 47.0 | 28.9 | - | 45.9 | 27.1 | - | 43.9 | 25.1 | - | 41.2 | 22.3 | - |  |
| 190.3 | 42.3 | 25.1 | - | 41.0 | 23.4 | - | 39.9 | 22.0 | - | 37.0 | 19.4 | - |  |
| 203.4 | - | 21.8 | - | 36.8 | 20.1 | - | 35.9 | 19.2 | - | 33.5 | 16.3 | - |  |
| 216.5 | - | 19.2 | 7.1 | 30.6 | 17.2 | - | 32.2 | 16.3 | - | 30.2 | 13.9 | - |  |
| 223.1 | - | 17.9 | 6.0 | - | 16.1 | - | 28.0 | 15.0 | - | 28.5 | 12.8 | - |  |
| 229.7 | - | 16.8 | - | - | 14.8 | - | 26.5 | 13.9 | - | 26.9 | 11.5 | - |  |
| 242.8 | - | - | - | - | 12.8 | - | - | 11.7 | - | 24.0 | 9.5 | - |  |
| 255.9 | - | - | - | - | - | - | - | 9.9 | - | - | 7.5 | - |  |
| 269.0 | - | - | - | - | - | - | - | 8.4 | - | - | 6.0 | - |  |
| 282.2 | - | - | - | - | - | - | - | - | - | - | - | - |  |

Remarks: Main boom angle $87^{\circ}-85^{\circ}, 75^{\circ}$ and $65^{\circ}$, capacities for intermediate boom positions are calculated by the crane control system IC-1

| - M |  |  |  |  |  |  |  |  |  |  |  |  |  |  | IS 0 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E | $352,700 \mathrm{lb}+88,200 \mathrm{lb} 2 \mathrm{~B}$ |  |  | 둔 23'9" |  |  | $360^{\circ}$ |  |  |  |  |  |  |  |  |
| $236.2 \mathrm{ft}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 78.7 ft |  |  | 98.4 ft |  |  | 18.1 ft |  |  | 137.8 ft |  |  | 57.5 |  |
| $($ | $87^{\circ}-85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $87^{\circ}-85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $87^{\circ}-85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $87^{\circ}-85$ | $75^{\circ}$ | $65^{\circ}$ | $87^{\circ}-85^{\circ}$ |  | $65^{\circ}$ |
| ft |  |  |  |  |  |  |  | ,000 I |  |  |  |  |  |  |  |
| 42.7 | 198.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 45.9 | 198.0 | - | - | 173.3 | - | - | - | - | - | - | - | - | - | - | - |
| 52.5 | 193.6 | - | - | 173.3 | - | - | 149.5 | - | - | - | - | - | - | - | - |
| 55.8 | 183.9 | - | - | 170.4 | - | - | 149.5 | - | - | 131.6 | - | - | - | - | - |
| 59.1 | 175.3 | - | - | 167.8 | - | - | 149.5 | - | - | 131.6 | - | - | 114.2 | - | - |
| 65.6 | 159.8 | - | - | 153.7 | - | - | 145.3 | - | - | 129.9 | - | - | 114.2 | - | - |
| 72.2 | 147.0 | - | - | 141.3 | - | - | 135.8 | - | - | 126.5 | - | - | 112.9 | - | - |
| 78.7 | 136.0 | - | - | 130.5 | - | - | 125.7 | - | - | 120.8 | - | - | 110.2 | - | - |
| 85.3 | 126.5 | - | - | 121.5 | - | - | 116.6 | - | - | 112.0 | - | - | 107.4 | - | - |
| 91.9 | 118.6 | - | - | 113.3 | - | - | 108.7 | - | - | 104.5 | - | - | 100.5 | - | - |
| 98.4 | 104.9 | - | - | 106.3 | - | - | 101.9 | - | - | 97.7 | - | - | 93.9 | - | - |
| 111.5 | - | 68.1 | - | 93.9 | - | - | 90.2 | - | - | 86.2 | - | - | 82.7 | - | - |
| 118.1 | - | 63.5 | - | 82.7 | 60.2 | - | 85.1 | - | - | 81.4 | - | - | 77.8 | - | - |
| 124.7 | - | 58.9 | - | - | 55.8 | - | 80.2 | 53.1 | - | 76.9 | - | - | 73.6 | - | - |
| 131.2 | - | 54.5 | - | - | 51.6 | - | 74.7 | 49.8 | - | 72.8 | 46.5 | - | 69.7 | - | - |
| 137.8 | - | 50.7 | - | - | 47.8 | - | 66.1 | 46.1 | - | 68.1 | 43.2 | - | 65.9 | - | - |
| 144.4 | - | 47.4 | - | - | 44.5 | - | - | 42.8 | - | 63.7 | 39.9 | - | 62.6 | 38.4 | - |
| 150.9 | - | - | - | - | 41.4 | - | - | 39.9 | - | 60.0 | 37.0 | - | 59.7 | 36.2 | - |
| 157.5 | - | - | 24.5 | - | 38.8 | - | - | 37.0 | - | 53.1 | 34.2 | - | 56.2 | 33.7 | - |
| 164.0 | - | - | 22.7 | - | 36.6 | - | - | 34.6 | - | - | 31.7 | - | 52.9 | 31.3 | - |
| 177.2 | - | - | 19.6 | - | - | 16.5 | - | 30.4 | - | - | 27.6 | - | 44.3 | 27.1 | - |
| 190.3 | - | - | - | - | - | 13.9 | - | - | 11.9 | - | 24.0 | 8.8 | - | 23.4 | - |
| 203.4 | - | - | - | - | - | 12.1 | - | - | 9.9 | - | - | 6.8 | - | 20.5 | - |
| 210.0 | - | - | - | - | - | - | - | - | 9.0 | - | - | 6.0 | - | 19.2 | - |
| 216.5 | - | - | - | - | - | - | - | - | 8.4 | - | - | - | - | 17.9 | - |


|  | 177.2 ft |  |  | 196.9 ft |  |  | 216.5 ft |  |  | 236.2 ft |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $87^{\circ}-85^{\circ}$ | $75^{\circ}$ | $5^{\circ}$ | $7^{\circ}-85$ | $75^{\circ}$ | $5^{\circ}$ |  | $75^{\circ}$ |  |  |  |  |  |
| ft | $1,000 \mathrm{lb}$ |  |  |  |  |  |  |  |  |  |  |  |  |
| 65.6 | 100.3 | - | - | - | - | - | - | - | - | - | - | - |  |
| 72.2 | 100.3 | - | - | 86.9 | - | - | 76.5 | - | - | - | - | - |  |
| 78.7 | 98.1 | - | - | 86.9 | - | - | 76.5 | - | - | 65.0 | - | - |  |
| 85.3 | 97.2 | - | - | 85.3 | - | - | 75.8 | - | - | 65.0 | - |  |  |
| 91.9 | 93.7 | - | - | 84.2 | - | - | 74.5 | - | - | 64.6 | - | - |  |
| 98.4 | 90.4 | - | - | 81.8 | - | - | 74.5 | - | - | 63.5 | - |  |  |
| 111.5 | 79.6 | - | - | 76.1 | - | - | 70.3 | - | - | 62.4 | - |  |  |
| 124.7 | 70.8 | - | - | 67.5 | - | - | 64.8 | - | - | 58.9 | - | - |  |
| 137.8 | 63.3 | - | - | 60.2 | - | - | 57.8 | - | - | 54.7 | - | - |  |
| 150.9 | 56.9 | 33.3 | - | 54.0 | - | - | 51.8 | - | - | 48.7 | - |  |  |
| 157.5 | 54.2 | 31.3 | - | 51.1 | 28.2 | - | 48.9 | - | - | 46.1 | - | - |  |
| 164.0 | 51.6 | 29.5 | - | 48.7 | 26.5 | - | 46.5 | 24.3 | - | 43.7 | - |  |  |
| 177.2 | 46.3 | 25.6 | - | 44.1 | 23.1 | - | 42.1 | 21.2 | - | 39.2 | 18.1 |  |  |
| 190.3 | 41.7 | 22.0 | - | 40.1 | 20.3 | - | 38.1 | 18.3 | - | 35.5 | 15.4 | - |  |
| 203.4 | - | 19.0 | - | 36.2 | 17.2 | - | 34.6 | 15.9 | - | 32.0 | 12.8 | - |  |
| 216.5 | - | 16.3 | - | 29.5 | 14.6 | - | 31.5 | 13.7 | - | 28.9 | 10.4 | - |  |
| 229.7 | - | 14.1 | - | - | 12.3 | - | 28.4 | 11.2 | - | 26.2 | 8.6 |  |  |
| 242.8 | - | - | - | - | 10.4 | - | - | 9.3 | - | 23.6 | 6.8 | - |  |
| 255.9 | - | - | - | - | 8.8 | - | - | 7.5 | - | 18.3 | - | - |  |
| 269.0 | - | - | - | - | - | - | - | 6.0 | - | - | - | - |  |
| 282.2 | - | - | - | - | - | - | - | - | - | - | - | - |  |

## Remarks

Main boom angle $87^{\circ}-85^{\circ}, 75^{\circ}$ and $65^{\circ}$, capacities for intermediate boom positions are calculated by the crane control system IC-1

## 图 TEREX

## SWSL



## SWSL

| $352,700 \mathrm{lb}+88,200 \mathrm{lb}$ ZB |  |  |  | $\leftrightarrow \downarrow 29^{\prime} 6^{\prime \prime}-49^{\prime} 3^{\prime \prime}$ |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| - $118.1 \mathrm{ft}+78.7 \mathrm{ft}$ |  |  |  |  |  |  |
|  | $\boxminus \bigcirc 0 \mathrm{lb}$ |  |  | -551,000 |  |  |
|  | ${ }^{\prime 2} 9^{\prime \prime} 6^{\prime \prime}$ |  |  | '6" - 49' |  |  |
| $\underbrace{}_{\leftrightarrow}$ | f $85^{\circ}$ | $85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $55^{\circ}$ | $45^{\circ}$ |
| $f t$ |  |  |  | 0 lb |  |  |
| 36.1 | - | 418.9* | - | - | - | - |
| 39.4 | - | 418.9* | - | - | - | - |
| 45.9 | - | 418.9* | - | - | - | - |
| 52.5 | - | 418.9* | - | - | - | - |
| 59.1 | - | 418.9* | - | - | - | - |
| 65.6 | - | 418.9 | - | - | - | - |
| 72.2 | - | 364.9 | - | - | - | - |
| 78.7 | - | 321.9 | 368.2 | - | - | - |
| 85.3 | - | 287.7 | 336.2 | - | . | - |
| 91.9 | - | 242.5 | 308.6 | - | - | - |
| 98.4 | - | . | 284.4 | - | - | - |
| 111.5 | - | - | 246.9 | 239.2 | - | - |
| 124.7 | - | - | . | 211.0 | - | - |
| 131.2 | - | - | - | 198.9 | , | - |
| 137.8 | - | - | - | - | 184.3 | - |
| 150.9 | - | - | - | - | 166.0 | - |
| 164.0 | - | - | - | - | - | - |



## Remarks

Main boom angle $85^{\circ}, 75^{\circ}, 65^{\circ}, 55^{\circ}$ and $45^{\circ}$; capacities for intermediate boom positions are calculated by the crane control system IC-1

[^0]

| $118.1 \mathrm{ft}+196.9 \mathrm{ft}$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $f t$ |  |  | $1,000 \mathrm{lb}$ |  |  |  |
| 62.3 | - | 175.3* |  |  | - | - |
| 65.6 | - | 175.3* | - | - | - | - |
| 72.2 | - | 171.7 | - | - | - | - |
| 78.7 | - | 171.7 | - | - | - | - |
| 85.3 | - | 168.2 | - | - | - | - |
| 91.9 | - | 164.5 | - | - | - | - |
| 98.4 | - | 160.7 | - | - | - | - |
| 111.5 | - | 152.8 | - | - | - | - |
| 124.7 | - | 145.1 | 152.1 | - | - | - |
| 137.8 | - | 137.3 | 149.5 | - | - | - |
| 150.9 | - | 129.6 | 143.7 | - | - | - |
| 164.0 | - | 118.8 | 135.6 | - | - | - |
| 177.2 | - | 106.5 | 126.8 | 130.1 | - | - |
| 190.3 | - | 92.6 | 114.0 | 119.9 | - | - |
| 203.4 | - | 78.5 | 102.3 | 110.7 | - | - |
| 216.5 | - | . | 92.2 | 102.5 | - | - |
| 229.7 | - | - | - | 95.2 | 92.2 | - |
| 242.8 | - | - | - | 88.4 | 86.0 | - |
| 255.9 | - | - | - | - | 80.5 | 67.2 |
| 269.0 | - | - | - | - | - | 65.7 |
| 282.2 | - | - | - | - | - | 62.8 |

## - TEREX

## SWSL

| ] 352,700 lb + 88,200 lb ZB | $\leftrightarrow 29^{\prime} 6^{\prime \prime}-49^{\prime \prime} 3^{\prime \prime}$ |
| :---: | :---: |
| $118.1 \mathrm{ft}+236.2 \mathrm{ft}$ |  |



| $137.8 \mathrm{ft}+118.1 \mathrm{ft}$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $f t$ |  |  |  |  |  |  |
| 45.9 | - | 328.5* | - | . | - | - |
| 52.5 | - | 327.4* | - | - | - | - |
| 55.8 | 215.0 | 334.0 | - | - | - | - |
| 59.1 | 203.9 | 334.0 | - | - | - | - |
| 65.6 | 184.7 | 327.4 | - | - | - | - |
| 72.2 | 168.7 | 316.4 | - | - | - | - |
| 78.7 | 155.0 | 303.1 | - | - | - | - |
| 85.3 | 142.0 | 285.5 | - | - | - | - |
| 91.9 | 128.8 | 270.1 | - | - | - | - |
| 98.4 | 117.7 | 254.6 | 278.9 | - | - | - |
| 111.5 | 99.9 | 211.4 | 241.4 | - | - | - |
| 124.7 | 86.4 | 169.5 | 212.3 | - | - | - |
| 131.2 | 80.9 | 149.3 | 200.2 | - | - | - |
| 137.8 | - |  | 189.2 | 181.2 | - | - |
| 150.9 | - | - | 170.2 | 162.9 | - | - |
| 157.5 | - | - | 152.3 | 155.0 | - | - |
| 164.0 | - | - |  | 147.7 | - | - |
| 177.2 | - | - | - | 135.1 | 130.7 | - |
| 190.3 | - | - | - | . | 120.2 | - |


| 这 $118.1 \mathrm{ft}+275.6 \mathrm{ft}$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ft |  |  |  |  |  |  |
| 85.3 | - | 81.8* | - | - | - | - |
| 91.9 | - | 80.2* | - | - | - | - |
| 98.4 | - | 79.4 | - | - | - | - |
| 111.5 | - | 76.7 | - | - | - | - |
| 124.7 | - | 74.1 | - | - | - | - |
| 137.8 | - | 71.2 | - | - | - | - |
| 150.9 | - | 69.0 | - | - | - | - |
| 164.0 | - | 66.8 | 68.1 | - | - | - |
| 177.2 | - | 64.8 | 66.8 | - | - | - |
| 190.3 | - | 62.6 | 65.3 | - | - | - |
| 203.4 | - | 60.4 | 63.7 | - | - | - |
| 216.5 | - | 57.8 | 62.4 | - | - | - |
| 229.7 | - | 55.1 | 60.8 | 58.6 | - | - |
| 242.8 | - | 52.5 | 59.5 | 58.0 | - | - |
| 255.9 | . | 49.8 | 57.5 | 57.1 | - | - |
| 269.0 | - | 47.2 | 55.3 | 56.0 | - | - |
| 282.2 | - | 41.7 | 53.4 | 55.1 | 52.2 | - |
| 295.3 | - | - | 50.0 | 52.7 | 52.2 | - |
| 308.4 | - | - | - | 50.5 | 52.0 | - |
| 321.5 | - | - | - | 48.1 | 50.9 | 45.2 |
| 334.6 | - | - | - | - | 48.9 | 45.0 |
| 347.8 | - | - | - | - | - | 43.4 |
| 360.9 | - | - | - | - | - | - |

## Remarks

Main boom angle $85^{\circ}, 75^{\circ}, 65^{\circ}, 55^{\circ}$ and $45^{\circ}$; capacities for intermediate boom positions are calculated by the crane control system IC- 1

* Main boom angle $87^{\circ}$


## SWSL

| 352,700 lb + 88,200 lb ZB |  |  |  | $\leftrightarrow \pm 29^{\prime \prime} 6^{\prime \prime}-49^{\prime \prime} 3^{\prime \prime}$ |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $137.8 \mathrm{ft}+157.5 \mathrm{ft}$ |  |  |  |  |  |  |
|  | $\boxminus \bigcirc$ | $0 \mathrm{lb}-551,000 \mathrm{lb}$ |  |  |  |  |
|  | $\rightarrow$ 29'6" | 29'6" - 49'3' |  |  |  |  |
| $\underbrace{\infty}_{4}$ | f $85^{\circ}$ | $85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $55^{\circ}$ | $45^{\circ}$ |
| ft | $1,000 \mathrm{lb}$ |  |  |  |  |  |
| 55.8 | - | 233.7* | - | - | - | - |
| 59.1 | - | 233.7* | - | - | - | - |
| 65.6 | 172.0 | 234.8 | - | - | - | - |
| 72.2 | 157.0 | 232.6 | - | - | - | - |
| 78.7 | 144.4 | 227.1 | - | - | - | - |
| 85.3 | 133.4 | 219.6 | - | - | - | - |
| 91.9 | 123.9 | 210.5 | - | - | - | . |
| 98.4 | 115.3 | 201.3 | - | - | - | - |
| 111.5 | 97.7 | 183.0 | - | - | - | - |
| 118.1 | 90.4 | 173.7 | 204.1 | - | - | - |
| 124.7 | 84.0 | 164.7 | 199.5 | - | - | - |
| 137.8 | 73.4 | 149.7 | 182.1 | - | - | - |
| 150.9 | 64.8 | 132.9 | 163.8 | - | - | - |
| 164.0 | 57.8 | 110.9 | 146.2 | 143.1 | - | - |
| 177.2 | - | - | 132.7 | 130.5 | - | - |
| 190.3 | - | - | 114.6 | 119.9 | - | - |
| 203.4 | - | - | - | 110.7 | 106.7 | - |
| 216.5 | - | - | - | 102.7 | 98.8 | - |
| 229.7 | - | - | - | - | 91.9 | - |
| 242.8 | - | - | - | - | , | 75.4 |
| 255.9 | - | - | - | - | - | 72.1 |



## Remarks

Main boom angle $85^{\circ}, 75^{\circ}, 65^{\circ}, 55^{\circ}$ and $45^{\circ}$; capacities for intermediate boom positions are calculated by the crane control system IC-1

* Main boom angle $87^{\circ}$

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| $\bigcup_{1}$ | $\begin{aligned} & \models 0 \mathrm{lb} \\ & \Rightarrow 29^{\prime} 6^{\prime \prime} \end{aligned}$ | $0 \mathrm{lb}-551,000 \mathrm{lb}$ |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 29'6" - 49'3' |  |  |  |  |
|  | $85^{\circ}$ | $85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $55^{\circ}$ | $45^{\circ}$ |
| ft |  |  |  |  |  |  |
| 72.2 | - | 114.4* | - | - | - | - |
| 78.7 | - | 113.5* | - | - | - | - |
| 85.3 | 107.8 | 112.4 | - | - | - | - |
| 91.9 | 107.8 | 111.8 | - | - | - | - |
| 98.4 | 100.3 | 110.0 | - | - | - | - |
| 111.5 | 87.7 | 106.9 | - | - | - | - |
| 124.7 | 77.4 | 103.6 | - | - | - | - |
| 137.8 | 68.8 | 100.8 | - | - | - | - |
| 150.9 | 60.0 | 97.9 | 100.8 | - | - | - |
| 164.0 | 52.9 | 95.2 | 99.4 | - | - | - |
| 177.2 | 47.0 | 92.6 | 97.7 | - | - | - |
| 190.3 | 41.9 | 87.7 | 95.9 | - | - | - |
| 203.4 | 37.3 | 82.2 | 93.9 | - | - | - |
| 216.5 | 33.1 | 76.3 | 92.2 | 89.1 | - | - |
| 229.7 | 29.5 | 66.6 | 88.2 | 89.1 | - | - |
| 242.8 | 26.5 | 56.7 | 79.1 | 83.8 | - | - |
| 255.9 | - | - | 69.7 | 78.3 | - | - |
| 269.0 | - | - | 60.0 | 73.2 | 67.5 | - |
| 282.2 | - | - | - | 68.8 | 64.8 | - |
| 295.3 | - | - | - | - | 61.5 | - |
| 308.4 | - | - | - | - | 58.0 | 52.9 |
| 321.5 | - | - | - | - | - | 50.7 |
| 334.6 | - | - | - | - | - | - |


| $137.8 \mathrm{ft}+275.6 \mathrm{ft}$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ft |  |  |  |  |  |  |
| 85.3 | - | 79.4* | - | - | - | - |
| 91.9 | - | 78.0* | - | - | - | - |
| 98.4 | 73.9 | 77.2 | - | - | - | - |
| 111.5 | 72.5 | 75.2 | - | - | - | - |
| 124.7 | 70.5 | 72.5 | - | - | - | - |
| 137.8 | 63.3 | 70.1 | - | - | - | - |
| 150.9 | 56.2 | 67.9 | - | - | - | - |
| 164.0 | 50.3 | 65.9 | 65.7 | - | - | - |
| 177.2 | 45.2 | 63.7 | 65.0 | - | - | - |
| 190.3 | 40.1 | 61.7 | 63.5 | - | - | - |
| 203.4 | 35.3 | 59.7 | 62.2 | - | - | - |
| 216.5 | 31.1 | 57.8 | 60.8 | - | - | - |
| 229.7 | 27.1 | 55.6 | 59.7 | 56.7 | - | - |
| 242.8 | 23.8 | 53.4 | 58.6 | 56.7 | - | - |
| 255.9 | 20.9 | 51.1 | 56.9 | 56.4 | - | - |
| 269.0 | 18.3 | 48.7 | 54.5 | 55.6 | - | - |
| 282.2 | 15.9 | 41.2 | 52.0 | 54.9 | - | - |
| 295.3 | - | - | 49.6 | 53.6 | 50.9 | - |
| 308.4 | - | - | 44.3 | 51.6 | 50.9 | - |
| 321.5 | - | - | - | 49.4 | 50.9 | - |
| 334.6 | - | - | - | - | 49.2 | 42.5 |
| 347.8 | - | - | - | - | 46.3 | 42.3 |
| 360.9 | - | - | - | - | - | 40.8 |

## - TEREX

## SWSL



| 1 $157.5 \mathrm{ft}+118.1 \mathrm{ft}$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $f t$ |  |  |  |  |  |  |
| 45.9 | 250.2* | 300.9* | - | , | - | - |
| 52.5 | 222.7* | 298.7* | - | - | - | - |
| 59.1 | 201.1* | 306.4 | - | - | - | - |
| 65.6 | 182.5* | 300.9 | - | - | - | - |
| 72.2 | 166.9* | 294.3 | - | - | - | - |
| 78.7 | 153.7* | 286.6 | - | - | - | - |
| 85.3 | 142.4* | 274.5 | - | - | - | - |
| 91.9 | 130.7* | 262.4 | - | - | - | - |
| 98.4 | 119.5* | 251.3 | - | - | - | - |
| 105.0 | 109.8* | 237.0 | 255.7 | - | - | - |
| 111.5 | 101.4* | 218.0 | 238.1 | - | - | - |
| 124.7 | 87.7* | 175.7 | 209.7 | - | - | - |
| 131.2 | 79.8 | 155.6 | 197.5 | - | - | - |
| 137.8 | - | - | 186.5 | - | - | - |
| 150.9 | - | - | 167.8 | 159.2 | - | - |
| 157.5 | - | - | 159.6 | 151.2 | - | - |
| 164.0 | - | - | - | 144.2 | - | - |
| 177.2 | - | - | - | 131.8 | - | - |
| 190.3 | - | - | - | - | 116.0 | - |
| 203.4 | - | - | - | - | 107.1 | - |
| 216.5 | - | - | - | - | - | - |

## Remarks

Main boom angle $85^{\circ}, 75^{\circ}, 65^{\circ}, 55^{\circ}$ and $45^{\circ}$; capacities for intermediate boom positions are calculated by the crane control system IC-1

* Main boom angle $87^{\circ}$


| 这 157.5 ft 196.9 ft |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ft |  |  |  |  |  |  |
| 65.6 | 150.6* | 155.0* | - | , | - | - |
| 72.2 | 145.3* | 153.4* | - | - | - | - |
| 78.7 | 133.8* | 153.4 | - | - | - | - |
| 85.3 | 123.7* | 152.3 | - | - | - | - |
| 91.9 | 114.9* | 149.9 | - | - | - | - |
| 98.4 | 107.1* | 147.3 | - | - | - | - |
| 111.5 | 93.9* | 141.5 | - | - | - | - |
| 124.7 | 83.3* | 135.4 | - | - | - | - |
| 137.8 | 72.5* | 129.2 | 139.6 | - | - | - |
| 150.9 | $63.7 *$ | 123.0 | 137.8 | - | - | - |
| 164.0 | 56.4* | 115.7 | 133.6 | - | - | - |
| 177.2 | 50.3* | 108.0 | 127.4 | - | - | - |
| 190.3 | 45.2* | 95.0 | 121.5 | 113.8 | - | - |
| 203.4 | 41.0* | 80.9 | 112.0 | 104.9 | - | - |
| 216.5 | - | - | 101.6 | 97.2 | - | - |
| 229.7 | - | - | 88.2 | 90.2 | - | - |
| 242.8 | - | - | - | 84.2 | 75.6 | - |
| 255.9 | - | - | - | 78.7 | 73.9 | - |
| 269.0 | - | - | . | 78.7 | 69.7 | - |
| 282.2 | - | - | - | - | 65.5 |  |
| 288.7 | - | - | - | - | - | 58.6 |
| 295.3 | - | - | - | - | - | 57.3 |
| 308.4 | . | - | . | - | . | 54.5 |

## SWSL

| $\square$ | $352,700 \mathrm{lb}+88,200 \mathrm{lb} \mathrm{ZB} \quad \square 29^{\prime} 6^{\prime \prime}-49^{\prime} 3^{\prime \prime}$ |
| :--- | :--- |
| $157.5 \mathrm{ft}+236.2 \mathrm{ft}$ |  |


|  |  | $360^{\circ}$ |  |  |  | IS 0 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| , $177.2 \mathrm{ft}+78.7 \mathrm{ft}$ |  |  |  |  |  |  |
|  |  | $0 \mathrm{lb}-551,000 \mathrm{lb}$ |  |  |  |  |
|  |  | 29'6" - 49'3" |  |  |  |  |
| $\underbrace{}_{\mathrm{E} \rightarrow}$ | $85^{\circ}$ | $85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $55^{\circ}$ | $45^{\circ}$ |
| ft | $1,000 \mathrm{lb}$ |  |  |  |  |  |
| 39.4 | 297.6* | 379.2* | - | - | - | - |
| 45.9 | 260.1* | 379.2* | - | - | - | - |
| 52.5 | 231.5* | 379.2 | - | - | - | - |
| 59.1 | 208.8* | 374.8 | - | - | - | - |
| 65.6 | 189.8* | 360.5 | - | . | . | - |
| 72.2 | 173.9* | 347.2 | - | - | - | - |
| 78.7 | 160.5* | 332.9 | - | - | - | - |
| 85.3 | 145.7* | 308.6 | - | - | - | - |
| 91.9 | 132.5* | 276.7 | 297.6 | - | - | - |
| 98.4 | 117.9 | 230.4 | 274.5 | - | - | - |
| 111.5 | - | - | 238.1 | - | - | - |
| 124.7 | - | - | 209.4 | - | - | - |
| 131.2 | - | - | , | 186.5 | - | - |
| 137.8 | - | - | - | 176.1 | - | - |
| 150.9 | - | - | - | 158.5 | - | - |
| 157.5 | - | - | - | 151.0 | - | - |
| 164.0 | - | - | - | - | - | - |


| 这 $177.2 \mathrm{ft}+118.1 \mathrm{ft}$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ft | $1,000 \mathrm{lb}$ |  |  |  |  |  |
| 49.2 | 227.1* | 278.9* | - | - | - | - |
| 52.5 | $214.7 *$ | 275.6* | - | - | - | - |
| 59.1 | 193.6* | 278.9 | - | - | - | - |
| 65.6 | 176.1* | 275.6 | - | - | - | - |
| 72.2 | 161.4* | 270.1 | - | - | - | - |
| 78.7 | 148.6* | 263.5 | - | - | - | - |
| 85.3 | 137.8* | 255.7 | - | - | - | - |
| 91.9 | 128.3* | 249.1 | - | - | - | - |
| 98.4 | 118.6* | 241.4 | - | - | - | - |
| 111.5 | 100.5* | 221.6 | 234.8 | - | - | - |
| 124.7 | 87.1* | 181.4 | 206.6 | - | - | - |
| 137.8 | 73.9 | 139.8 | 183.9 | - | - | - |
| 150.9 | - | - | 165.1 | - | - | - |
| 157.5 | - | - | 157.2 | 147.5 | - | - |
| 164.0 | - | - | 149.9 | 140.4 | - | - |
| 177.2 | - | - | - | 128.1 | - | - |
| 190.3 | - | - | - | 117.7 | - | - |
| 203.4 | - | - | - | - | 103.0 | - |
| 216.5 | - | - | - | - | 95.5 | - |

## Remarks

Main boom angle $85^{\circ}, 75^{\circ}, 65^{\circ}, 55^{\circ}$ and $45^{\circ}$; capacities for intermediate boom positions are calculated by the crane control system IC-1

* Main boom angle $87^{\circ}$


## SWSL

$352,700 \mathrm{lb}+88,200 \mathrm{lb}$ ZB

$-\downarrow 29^{\prime} 6^{\prime \prime}-49^{\prime} 3^{\prime}$ | 1 |
| :--- |
| $ل$ |
| $ل$ |

0

| $\bigcup_{6}$ | $85^{\circ}$ | $85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $55^{\circ}$ | $45^{\circ}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ft |  |  | $1,000 \mathrm{lb}$ |  |  |  |
| 55.8 | 189.2* | 202.6* | - | - | - | - |
| 59.1 | 179.9* | 202.6* | - | - | - | - |
| 65.6 | 163.8* | 200.4* | - | - | - | - |
| 72.2 | 150.1* | 204.8 | - | - | - | - |
| 78.7 | 138.5* | 202.2 | - | - | - | - |
| 85.3 | 128.1* | 199.1 | - | - | - | - |
| 91.9 | 119.3* | 194.0 | - | - | - | - |
| 98.4 | 111.3* | 188.3 | - | - | - | - |
| 111.5 | 98.1* | 174.2 | - | - | - | - |
| 124.7 | 84.7* | 160.1 | 187.8 | - | - | - |
| 137.8 | 73.9* | 146.8 | 178.6 | - | - | - |
| 150.9 | 65.3* | 134.7 | 160.5 | - | - | - |
| 164.0 | 58.2* | 117.5 | 145.5 | - | - | - |
| 177.2 | - | - | 132.7 | 123.7 | - | - |
| 190.3 | - | - | 121.9 | 113.5 | - | - |
| 203.4 | - | - | 110.5 | 104.7 | - | - |
| 216.5 | - | - | - | 97.0 | - | - |
| 229.7 | - | - | - | 90.2 | 84.0 | - |
| 242.8 | - | - | - | - | 79.1 | - |
| 255.9 | - | - | - | - | 74.1 | - |
| 269.0 | - | - | - | - | - | 64.2 |
| 282.2 | - | - | - | - | - | 60.8 |
| 295.3 | - | - | - | - | - | - |


| $177.2 \mathrm{ft}+196.9 \mathrm{ft}$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ft | $1,000 \mathrm{lb}$ |  |  |  |  |  |
| 65.6 | 142.2* | 146.8* | - | - | - | - |
| 72.2 | 140.0* | 145.5* | - | - | - | - |
| 78.7 | 129.2* | 146.6 | - | - | - | - |
| 85.3 | 119.5* | 145.7 | - | - | - | - |
| 91.9 | 111.1* | 143.7 | - | - | - | - |
| 98.4 | 103.6* | 141.5 | - | - | - | - |
| 111.5 | 91.1 * | 136.5 | - | - | - | - |
| 124.7 | 80.7* | 130.7 | - | - | - | - |
| 137.8 | 71.9* | 125.2 | - | - | - | - |
| 144.4 | 67.2* | 122.4 | 133.8 | - | - | - |
| 150.9 | 63.1 * | 119.5 | 133.4 | - | - | - |
| 164.0 | 55.8* | 113.5 | 130.5 | - | - | - |
| 177.2 | 49.8* | 106.7 | 126.1 | - | - | - |
| 190.3 | 44.8* | 97.0 | 119.5 | - | - | - |
| 203.4 | 40.3* | 83.1 | 110.0 | 101.9 | - | - |
| 216.5 | - | - | 101.9 | 94.1 | - | - |
| 229.7 | - | - | 93.5 | 87.3 | - | - |
| 242.8 | - | - | 79.6 | 81.4 | - | - |
| 255.9 | - | - | - | 76.1 | 71.0 | - |
| 269.0 | - | - | - | 71.4 | 66.4 | - |
| 282.2 | - | - | - | - | 62.2 | - |
| 295.3 | - | - | - | - | 58.6 | - |
| 308.4 | - | - | - | - | - | 50.7 |
| 321.5 | - | - | - | - | - | 48.1 |

## Remarks

Main boom angle $85^{\circ}, 75^{\circ}, 65^{\circ}, 55^{\circ}$ and $45^{\circ}$; capacities for intermediate boom positions are calculated by the crane control system IC-1

| - |  | $360^{\circ}$ |  |  |  | IS 0 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $177.2 \mathrm{ft}+236.2 \mathrm{ft}$ |  |  |  |  |  |  |
|  | 0 lb | $0 \mathrm{lb}-551,000 \mathrm{lb}$ |  |  |  |  |
|  | 29'6" | $29^{\prime} 6^{\prime \prime}-49^{\prime \prime} 3^{\prime \prime}$ |  |  |  |  |
| $\xrightarrow{U}$ | $85^{\circ}$ | $85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $55^{\circ}$ | $45^{\circ}$ |
| ft |  | $1,000 \mathrm{lb}$ |  |  |  |  |
| 78.7 | 98.3* | 103.2* | - | - | - | - |
| 85.3 | 97.9* | 101.6* | - | - | - | - |
| 91.9 | 98.8 | 101.6 | - | - | - | - |
| 98.4 | 96.3* | 101.2 | - | - | - | - |
| 111.5 | 84.7* | 98.5 | - | - | - | - |
| 124.7 | 74.7* | 96.1 | - | - | - | - |
| 137.8 | 66.6* | 93.9 | - | - | - | - |
| 150.9 | 59.5* | 91.7 | - | - | - | - |
| 157.5 | 56.4* | 90.6 | 92.6 | - | - | - |
| 164.0 | 53.6* | 89.5 | 92.6 | - | - | - |
| 177.2 | 47.4* | 87.3 | 92.2 | - | - | - |
| 190.3 | 42.3* | 84.2 | 91.1 | - | - | - |
| 203.4 | 37.9* | 80.2 | 89.7 | - | - | - |
| 216.5 | 33.7* | 76.3 | 88.4 | - | - | - |
| 229.7 | 30.4* | 69.7 | 86.9 | 80.5 | - | - |
| 242.8 | 27.1* | 60.0 | 82.9 | 78.5 | - | - |
| 255.9 | - | - | 77.4 | 73.2 | - | - |
| 269.0 | - | - | 68.1 | 68.3 | - | - |
| 282.2 | - | - | 58.2 | 64.2 | 59.1 | - |
| 295.3 | - | - | - | 60.2 | 55.3 | - |
| 308.4 | - | - | - | 56.7 | 52.0 | - |
| 321.5 | - | - | - | - | 48.9 | - |
| 334.6 | - | - | - | - | 46.3 | 41.9 |
| 347.8 | - | - | - | - | - | 39.5 |
| 360.9 | - | - | - | - | - | 37.5 |



* Main boom angle $87^{\circ}$
SWSL
$352,700 \mathrm{lb}+88,200 \mathrm{lb}$ ZB
$\leftrightarrow$ 29' $^{\prime \prime}-49^{\prime} 3$


## $\bigcup$

|  | $85^{\circ}$ | $85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $55^{\circ}$ | $45^{\circ}$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ft |  | $1,000 \mathrm{lb}$ |  |  |  |  |  |
| 39.4 | $283.3^{*}$ | $339.5^{*}$ | - | - | - | - |  |
| 45.9 | $249.1^{*}$ | $335.1^{*}$ | - | - | - | - |  |
| 52.5 | $222.7^{*}$ | 342.8 | - | - | - | - |  |
| 59.1 | $200.8^{*}$ | 332.9 | - | - | - | - |  |
| 65.6 | $183.0^{*}$ | 320.8 | - | - | - | - |  |
| 72.2 | $167.8^{*}$ | 308.6 | - | - | - | - |  |
| 78.7 | $155.0^{*}$ | 296.5 | - | - | - | - |  |
| 85.3 | $144.2^{*}$ | 283.3 | - | - | - | - |  |
| 91.9 | $131.4^{*}$ | 267.9 | - | - | - | - |  |
| 98.4 | 116.4 | 243.6 | 271.2 | - | - | - |  |
| 111.5 | - | - | 233.7 | - | - | - |  |
| 124.7 | - | - | 206.4 | - | - | - |  |
| 131.2 | - | - | 194.4 | - | - | - |  |
| 144.4 | - | - | - | 162.5 | - | - |  |
| 150.9 | - | - | - | 154.3 | - | - |  |
| 164.0 | - | - | - | 140.0 | - | - |  |
| 177.2 | - | - | - | - | - | - |  |

2 $196.9 \mathrm{ft}+118.1 \mathrm{ft}$

| ft |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 49.2 | $217.6^{*}$ | $246.9^{*}$ | - | $1,000 \mathrm{lb}$ | - | - |
| 52.5 | $206.1^{*}$ | $246.9^{*}$ | - | - | - | - |
| 59.1 | $186.3^{*}$ | 249.1 | - | - | - | - |
| 65.6 | $169.8^{*}$ | 246.9 | - | - | - | - |
| 72.2 | $155.6^{*}$ | 241.4 | - | - | - | - |
| 78.7 | $143.5^{*}$ | 235.9 | - | - | - | - |
| 85.3 | $133.2^{*}$ | 229.3 | - | - | - | - |
| 91.9 | $124.1^{*}$ | 222.7 | - | - | - | - |
| 98.4 | $116.2^{*}$ | 216.7 | - | - | - | - |
| 111.5 | $99.6^{*}$ | 202.4 | 231.5 | - | - | - |
| 124.7 | $86.2^{*}$ | 186.1 | 203.3 | - | - | - |
| 137.8 | 72.5 | 146.4 | 180.8 | - | - | - |
| 150.9 | - | - | 162.5 | - | - | - |
| 164.0 | - | - | 147.3 | 136.5 | - | - |
| 177.2 | - | - | - | 124.3 | - | - |
| 190.3 | - | - | - | 114.2 | - | - |
| 203.4 | - | - | - | 105.4 | - | - |
| 216.5 | - | - | - | - | 91.3 | - |
| 229.7 | - | - | - | - | 84.9 | - |

## Remarks

Main boom angle $85^{\circ}, 75^{\circ}, 65^{\circ}, 55^{\circ}$ and $45^{\circ}$; capacities for intermediate boom positions are calculated by the crane control system IC-1

* Main boom angle $87^{\circ}$
$196.9 \mathrm{ft}+157.5 \mathrm{ft}$

| $\bigcup_{1}$ | $\begin{aligned} & \boxminus 0 \mathrm{lb} \\ & \rightarrow 29^{\prime} 6^{\prime \prime} \end{aligned}$ | $0 \mathrm{lb}-551,000 \mathrm{lb}$ |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 29'6" - 49'3' |  |  |  |  |
|  | $85^{\circ}$ | $85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $55^{\circ}$ | $45^{\circ}$ |
| ft |  |  |  |  |  |  |
| 59.1 | 173.1 * | 183.0* | - | - | - | - |
| 65.6 | 157.6* | 181.4* | - | - | - | - |
| 72.2 | 144.8* | 185.0 | - | - | - | - |
| 78.7 | 133.6* | 182.5 | - | - | - | - |
| 85.3 | 123.9* | 179.9 | - | - | - | - |
| 91.9 | 115.3* | 176.6 | - | - | - | - |
| 98.4 | 107.6* | 173.1 | - | - | - | - |
| 111.5 | 94.8* | 162.9 | - | - | - | - |
| 124.7 | 84.0* | 152.8 | - | - | - | - |
| 131.2 | 78.3* | 147.9 | 174.6 | - | - | - |
| 137.8 | 73.2* | 142.6 | 174.2 | - | - | - |
| 150.9 | 64.6* | 131.8 | 157.9 | - | - | - |
| 164.0 | 57.5* | 120.6 | 142.9 | - | - | - |
| 177.2 | 49.4 | 97.9 | 130.3 | - | - | - |
| 190.3 | - | - | 119.7 | 110.0 | - | - |
| 203.4 | - | - | 110.5 | 101.4 | - | - |
| 216.5 | - | - | - | 93.9 | - | - |
| 229.7 | - | - | - | 87.3 | - | - |
| 242.8 | - | - | - | 81.6 | 75.2 | - |
| 255.9 | - | - | - | - | 70.3 | - |
| 269.0 | - | - | - | - | 66.1 | - |
| 282.2 | - | - | - | - | - | 56.7 |
| 295.3 | - | - | - | - | - | 53.6 |



## Q TEREX

## SWSL

$\square 352,700 \mathrm{lb}+88,200 \mathrm{lb}$ ZB $-\perp 29^{\prime} 6^{\prime \prime}-49^{\prime \prime} 3^{\prime \prime}$
$196.9 \mathrm{ft}+236.2 \mathrm{ft}$

| $\boxminus 01 \mathrm{lb}$ | $0 \mathrm{lb}-551,000 \mathrm{lb}$ |
| :---: | :---: | :---: |
| $29^{\prime} 6^{\prime \prime}$ |  |

## -



| - $196.9 \mathrm{ft}+275.6 \mathrm{ft}$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $f t$ |  |  | 1,000 lb |  |  |  |
| 85.3 | 64.6* | 68.3* |  |  |  |  |
| 91.9 | 64.6 * | 67.9* |  |  |  |  |
| 98.4 | $64.2^{*}$ | $66.8{ }^{*}$ | . |  |  |  |
| 111.5 | 64.2 | 66.4 | - | - |  |  |
| 124.7 | 62.4 | 64.4 | - | . |  |  |
| 137.8 | 58.6 * | 62.6 | - | . | - |  |
| 150.9 | 52.2 * | 60.8 | - | - | - |  |
| 164.0 | 46.7* | 59.3 | - | . | - |  |
| 177.2 | 41.9* | 58.0 | - | . | - | - |
| 190.3 | 37.7* | 56.4 | 58.2 | - |  |  |
| 203.4 | 34.0* | 54.9 | 57.5 | - | - |  |
| 216.5 | 30.6 * | 53.4 | 56.7 | - |  |  |
| 229.7 | 27.6* | 51.8 | 56.0 | - | - | . |
| 242.8 | 24.5* | 50.3 | 55.1 | - |  |  |
| 255.9 | 21.4* | 48.7 | 54.5 | 50.5 | - | . |
| 269.0 | 18.7* | 47.0 | 53.4 | 50.5 | - |  |
| 282.2 | $16.3^{*}$ | 45.2 | 51.8 | 50.3 | - | - |
| 295.3 |  | - | 50.3 | 50.3 |  | - |
| 308.4 | . | . | 48.5 | 50.3 |  | . |
| 321.5 | - | - | 46.3 | 48.9 | 42.5 |  |
| 334.6 | . | . | - | 46.1 | 41.0 | . |
| 347.8 | . | - | - | 43.4 | 38.4 |  |
| 360.9 | . | . | . | . | 35.9 | . |
| 374.0 | - | . | . | . | 33.5 |  |
| 387.1 | - | . | . | . | 31.3 | 25.4 |
| 400.3 | - | - | - | - |  | 23.6 |
| 413.4 | . | . | . | . |  | 21.8 |
| 426.5 | - | - | - | - |  |  |


| ㄷ-1-23'9" | 23'9" | $360^{\circ}$ |  |  |  | IS 0 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| , $216.5 \mathrm{ft}+78.7 \mathrm{ft}$ |  |  |  |  |  |  |
|  |  | 0 lb - $551,000 \mathrm{lb}$ |  |  |  |  |
|  |  | $29^{\prime \prime} 6^{\prime \prime}-49^{\prime} 3^{\prime \prime}$ |  |  |  |  |
|  |  | $85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $55^{\circ}$ | $45^{\circ}$ |
| $f$ |  |  | 1,000 lb |  |  |  |
| 42.7 | $253.5^{*}$ | 295.4* |  |  | . | . |
| 45.9 | $239.2 *$ | 291.0* | - |  | - | - |
| 52.5 | 213.8 * | 295.4 | - | . | . | . |
| 59.1 | 193.3** | 288.8 | - | - | - | - |
| 65.6 | $176.4^{*}$ | 278.9 | . | - | . | . |
| 72.2 | 162.0* | 269.0 | - | - | - | - |
| 78.7 | 149.9* | 257.9 | . | . | - | . |
| 85.3 | 139.3* | 248.0 |  |  |  | - |
| 91.9 | 130.5* | 239.2 | - | - | - | - |
| 98.4 | 114.9 | 230.4 |  | - | - |  |
| 105.0 | - | - | 248.0 | - | - | - |
| 111.5 | - | - | 230.4 | - | - | - |
| 124.7 | - | - | 203.3 | - | - | - |
| 137.8 | - | - | 181.0 |  | - |  |
| 150.9 | - | - |  | 150.4 | - | - |
| 164.0 | - | - | - | 136.2 | - | - |
| 190.3 | - | - | - | . | 106.5 | - |
| 203.4 | - | - | . | - | 98.3 | - |
| 216.5 | - | - | - | - | . | - |


| \% $216.5 \mathrm{ft}+118.1 \mathrm{ft}$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ${ }^{\mathrm{ft}}$ |  |  |  | 0 lb |  |  |
| 49.2 | 208.8** | $218.5 *$ | - |  | - | - |
| 52.5 | 198.0* | 218.5* | - | - | - |  |
| 59.1 | 179.2* | 213.6* | - | - | - | - |
| 65.6 | 163.6* | 218.9 | - | - |  |  |
| 72.2 | 150.1* | 214.3 | - | . | . |  |
| 78.7 | 138.7* | 208.8 |  |  |  |  |
| 85.3 | 128.8* | 203.0 | - | - | - | - |
| 91.9 | $120.2 *$ | 197.3 | - | - |  |  |
| 98.4 | 112.4* | 191.4 | - | - | - | - |
| 111.5 | 98.8* | 179.7 | - | - | - |  |
| 118.1 | 91.5* | 174.4 | 208.3 | - | - | - |
| 124.7 | 85.3* | 169.3 | 200.2 | - | - | - |
| 137.8 | 71.4 | 152.1 | 177.9 | . | . | - |
| 150.9 | . | . | 159.8 | - |  |  |
| 164.0 | . | . | 144.8 | . | . | - |
| 177.2 | - | - | 132.3 | 120.8 |  |  |
| 190.3 | - | . | . | 110.7 | . | - |
| 203.4 | - | - | - | 102.1 |  | - |
| 229.7 | - | - | - | . | 80.9 | - |
| 242.8 | - | - | - | . | 75.6 | - |
| 255.9 | - | - | - | - |  | - |

## Remarks

Main boom angle $85^{\circ}, 75^{\circ}, 65^{\circ}, 55^{\circ}$ and $45^{\circ}$; capacities for intermediate boom positions are calculated by the crane control system IC-1

* Main boom angle $87^{\circ}$
SWSL

| $352,700 \mathrm{lb}+88,200 \mathrm{lb}$ ZB |  |  |  | $29^{\prime} 6^{\prime \prime}-49^{\prime} 3^{\prime \prime}$ |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 216.5 $\mathrm{ft}+157.5 \mathrm{ft}$ |  |  |  |  |  |  |
|  | \# 0 lb | $0 \mathrm{lb}-551,000 \mathrm{lb}$ |  |  |  |  |
|  | $\Perp{ }^{29} 6^{\prime \prime}$ | 29'6" - 49'3' |  |  |  |  |
| $\underset{\leftrightarrow}{\leftrightarrow}$ | \% $85^{\circ}$ | $85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $55^{\circ}$ | $45^{\circ}$ |
| $f t$ | $1,000 \mathrm{lb}$ |  |  |  |  |  |
| 59.1 | 159.0* | 164.5* | - | - | - | - |
| 65.6 | 151.9* | 162.9* | - | - | - | - |
| 72.2 | 139.6* | 165.3 | - | - | - | - |
| 78.7 | 128.8* | 164.0 | - | - | - | - |
| 85.3 | 119.5* | 161.4 | - | - | - | - |
| 91.9 | 111.3* | 158.3 | - | - | - | - |
| 98.4 | 104.1* | 155.2 | - | - | - | - |
| 111.5 | 91.7* | 148.2 | - | - | - | - |
| 124.7 | 81.8* | 141.1 | - | - | - | - |
| 137.8 | 72.5* | 133.8 | 157.0 | - | - | - |
| 150.9 | $63.9 *$ | 125.7 | 154.8 | - | - | - |
| 164.0 | $56.9 *$ | 117.5 | 140.4 | - | - | - |
| 177.2 | 48.3 | 101.2 | 128.1 | - | - | - |
| 190.3 | - | - | 117.5 | - | - | - |
| 203.4 | - | - | 108.5 | 98.1 | - | - |
| 216.5 | - | - | 100.5 | 90.8 | - | - |
| 229.7 | - | - |  | 84.2 | - | - |
| 242.8 | - | - | - | 78.7 | - | - |
| 255.9 | - | - | - | - | 66.8 | - |
| 269.0 | - | - | - | - | 62.6 | - |
| 282.2 | - | - | - | - | 58.9 | - |
| 295.3 | - | - | - | - | - | 49.6 |
| 308.4 | - | - | - | - | . | 46.7 |



## Remarks

Main boom angle $85^{\circ}, 75^{\circ}, 65^{\circ}, 55^{\circ}$ and $45^{\circ}$; capacities for intermediate boom positions are calculated by the crane control system IC-1

[^1]

| $216.5 \mathrm{ft}+275.6 \mathrm{ft}$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ft |  |  |  |  |  |  |
| 85.3 | 60.2 * | 62.6 * | - | - | - | - |
| 91.9 | 60.2* | 62.6 * | - | - | - | - |
| 98.4 | $59.7 *$ | $61.7 *$ | - | - | - | - |
| 111.5 | 60.0 | 61.5 | - | - | - | - |
| 124.7 | 59.1 | 60.2 | - | - | - | - |
| 137.8 | 56.4* | 58.9 | - | - | - | - |
| 150.9 | 50.3 * | 57.5 | - | - | - | - |
| 164.0 | 45.0* | 56.2 | - | - | - | - |
| 177.2 | 40.1* | 54.9 | - | - | - | - |
| 190.3 | 36.2* | 53.6 | 54.7 | - | - | - |
| 203.4 | $32.4 *$ | 52.2 | 54.5 | - | - | - |
| 216.5 | 29.1* | 50.9 | 54.0 | - | - | - |
| 229.7 | 26.2* | 49.2 | 53.6 | . | - | . |
| 242.8 | 23.6* | 47.6 | 52.9 | - | - | - |
| 255.9 | 20.9* | 46.1 | 52.2 | - | . | . |
| 269.0 | 18.3* | 44.5 | 51.6 | 46.5 | - | - |
| 282.2 | 15.9* | 43.0 | 50.7 | 46.5 | - | - |
| 295.3 | - | - | 49.4 | 46.5 | - | - |
| 308.4 | - | - | 48.1 | 46.5 | - | - |
| 321.5 | - | - | 46.7 | 46.5 | - | - |
| 334.6 | - | - | - | 43.9 | 37.7 | - |
| 347.8 | - | - | - | 41.2 | 34.8 | - |
| 360.9 | - | - | - | 39.0 | 32.4 | - |
| 374.0 | - | - | - | - | 30.2 | - |
| 387.1 | - | - | - | - | 28.0 | - |
| 400.3 | - | - | - | - | . | 19.6 |
| 413.4 | - | - | - | - | - | 18.1 |
| 426.5 | - | - | - | - | - | 16.5 |

## Q TEREX

## SWSL




## Remarks

Main boom angle $85^{\circ}, 75^{\circ}, 65^{\circ}, 55^{\circ}$ and $45^{\circ}$; capacities for intermediate boom positions are calculated by the crane control system IC-1

* Main boom angle $87^{\circ}$


| (2) $236.2 \mathrm{ft}+196.9 \mathrm{ft}$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ft |  |  | 1,000 lb |  |  |  |
| 72.2 | 105.8* | 110.5* |  |  | - | - |
| 78.7 | 105.2* | 108.5* | - | - | - | - |
| 85.3 | 104.1* | 109.8 | - | - | - | - |
| 91.9 | 99.6* | 108.9 | - | - | - | - |
| 98.4 | 93.0* | 107.6 | - | - | - | - |
| 111.5 | 81.8* | 104.1 | - | - | - | - |
| 124.7 | 72.5* | 100.3 | - | - | - | - |
| 137.8 | $64.8 *$ | 96.3 | - | - | - | - |
| 150.9 | 58.4* | 92.2 | - | - | - | - |
| 157.5 | 55.6* | 90.2 | 101.6 | - | - | - |
| 164.0 | 52.9* | 88.2 | 101.6 | - | - | - |
| 177.2 | 48.1* | 84.4 | 100.3 | - | - | - |
| 190.3 | 43.0* | 80.7 | 98.1 | . | . | - |
| 203.4 | 38.8* | 77.2 | 94.6 | - | - | - |
| 216.5 | 32.0 | 73.4 | 91.3 | - | - | - |
| 229.7 | - | . | 87.1 | 77.2 | - | - |
| 242.8 | - | - | 82.9 | 72.5 | - | - |
| 255.9 | - | - | 77.4 | 67.7 | - | - |
| 269.0 | - | - | - | 63.3 | - | - |
| 282.2 | - | - | - | 59.3 | - | - |
| 295.3 | - | - | - | 55.8 | 48.7 | - |
| 308.4 | - | - | - | - | 45.6 | - |
| 321.5 | - | - | - | - | 43.0 | - |
| 347.8 | - | - | - | - | - | 30.6 |
| 360.9 | - | - | - | . | . | 28.7 |



Main boom angle $85^{\circ}, 75^{\circ}, 65^{\circ}, 55^{\circ}$ and $45^{\circ}$; capacities for intermediate boom positions are calculated by the crane control system IC-1

## * Main boom angle $87^{\circ}$

## - TEREX

## SWSL



## I

$255.9 \mathrm{ft}+196.9 \mathrm{ft}$

| $\bigcup_{1}$ | $\square \square^{\square} \mathrm{lb}$ | $0 \mathrm{lb}-551,000 \mathrm{lb}$ |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 29'6" | $29^{\prime} 6^{\prime \prime}-49^{\prime} 3 \prime$ |  |  |  |  |
|  | $85^{\circ}$ | $85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $55^{\circ}$ | $45^{\circ}$ |
| ft |  |  |  |  |  |  |
| 72.2 | 89.9* | 95.9* | - | - | - | - |
| 78.7 | 89.3* | 94.4* | - | - | - | - |
| 85.3 | 89.3 | 94.8 | - | - | - | - |
| 91.9 | 89.3 | 94.1 | - | - | - | - |
| 98.4 | 85.1* | 92.6 | - | - | - | - |
| 111.5 | 78.7* | 89.3 | - | - | - | - |
| 124.7 | 69.9* | 85.8 | - | - | - | - |
| 137.8 | 62.6* | 82.0 | - | - | - | - |
| 150.9 | 56.2* | 78.3 | - | - | - | - |
| 164.0 | 50.9* | 74.5 | 83.6 | - | - | - |
| 177.2 | 46.3* | 70.8 | 82.7 | - | - | - |
| 190.3 | 42.1* | 67.2 | 79.8 | - | - | - |
| 203.4 | 38.1* | 63.5 | 76.3 | - | - | - |
| 216.5 | 31.1 | 59.7 | 72.8 | - | - | - |
| 229.7 | - | - | 68.8 | - | - | - |
| 242.8 | - | - | 64.6 | 66.4 | - | - |
| 255.9 | - | - | 60.4 | 63.9 | - | - |
| 269.0 | - | - | - | 60.6 | - | - |
| 282.2 | - | - | - | 56.7 | - | - |
| 295.3 | - | - | - | 53.1 | - | - |
| 308.4 | - | - | - | - | 42.5 | - |
| 321.5 | - | - | - | - | 39.7 | - |
| 334.6 | - | - | - | - | 37.0 | - |
| 360.9 | - | - | - | - | - | 24.3 |
| 374.0 | - | - | - | - | - | 22.5 |


| $255.9 \mathrm{ft}+236.2 \mathrm{ft}$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ft |  |  | 1,000 lb |  |  |  |
| 78.7 | 67.7* | 72.3* |  |  | - | - |
| 85.3 | $67.7 *$ | 71.9* | - | - | - | - |
| 91.9 | $66.8 *$ | 70.8* | - | - | - | - |
| 98.4 | 67.5 | 71.2 | - | - | - | - |
| 111.5 | 66.6 | 69.7 | - | - | - | - |
| 124.7 | 62.2 * | 67.7 | - | - | - | - |
| 137.8 | 57.1* | 65.5 | - | - | - | - |
| 150.9 | 51.1 * | 62.8 | - | - | - | - |
| 164.0 | 45.9* | 60.4 | - | - | - | - |
| 177.2 | 41.2* | 58.0 | 61.3 | - | - | - |
| 190.3 | 37.3* | 55.3 | 61.1 | - | - | - |
| 203.4 | 34.0* | 52.9 | 59.7 | - | - | - |
| 216.5 | 30.9* | 50.5 | 58.0 | - | - | - |
| 229.7 | 28.0* | 48.1 | 55.8 | - | - | - |
| 242.8 | 24.9 * | 45.6 | 53.4 | - | - | - |
| 255.9 | 18.7 | 43.2 | 51.1 | 49.6 | - | - |
| 269.0 | . | . | 48.3 | 49.4 | - | . |
| 282.2 | - | - | 45.4 | 47.8 | - | - |
| 295.3 | - | - | 42.5 | 45.9 | - | - |
| 308.4 | - | - | - | 43.9 | - | - |
| 321.5 | - | - | - | 41.2 | - | - |
| 334.6 | - | - | - | 38.6 | 32.6 | - |
| 347.8 | - | - | - | - | 30.2 | - |
| 360.9 | - | - | - | - | 28.0 | - |
| 374.0 | - | - | - | - | 26.0 | - |
| 387.1 | - | - | - | - | . | 16.3 |
| 400.3 | - | - | - | - | - | 14.8 |
| 413.4 | . | . | . | . |  | 13.4 |

13.4

## Remarks: * Main boom angle $87^{\circ}$

Main boom angle $85^{\circ}, 75^{\circ}, 65^{\circ}, 55^{\circ}$ and $45^{\circ}$; capacities for intermediate boom positions are calculated by the crane control system IC-1

$$
35.1
$$

32.8

## $255.9 \mathrm{ft}+157.5 \mathrm{ft}$

| ft |  | $1,000 \mathrm{lb}$ |  |  |  |  |  | - | - | - |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 62.3 | $119.7^{*}$ | $125.7^{*}$ | - | - | - | - |  |  |  |  |
| 65.6 | $119.7^{*}$ | $125.7^{*}$ | - | - | - | - |  |  |  |  |
| 72.2 | $117.5^{*}$ | $123.0^{*}$ | - | - | - | - |  |  |  |  |
| 78.7 | $115.3^{*}$ | 125.4 | - | - | - | - |  |  |  |  |
| 85.3 | $110.9^{*}$ | 122.8 | - | - | - | - |  |  |  |  |
| 91.9 | $103.6^{*}$ | 120.4 | - | - | - | - |  |  |  |  |
| 98.4 | $96.8^{*}$ | 117.7 | - | - | - | - |  |  |  |  |
| 111.5 | $85.5^{*}$ | 112.0 | - | - | - | - |  |  |  |  |
| 124.7 | $76.3^{*}$ | 106.3 | - | - | - | - |  |  |  |  |
| 137.8 | $68.6^{*}$ | 100.3 | - | - | - | - |  |  |  |  |
| 144.4 | $65.3^{*}$ | 97.7 | 112.0 | - | - | - |  |  |  |  |
| 150.9 | $62.2^{*}$ | 94.8 | 112.0 | - | - | - |  |  |  |  |
| 164.0 | $55.3^{*}$ | 89.3 | 107.6 | - | - | - |  |  |  |  |
| 177.2 | $46.3^{2}$ | 84.0 | 102.3 | - | - | - |  |  |  |  |
| 190.3 | - | - | 96.6 | - | - | - |  |  |  |  |
| 203.4 | - | - | 90.4 | - | - | - |  |  |  |  |
| 216.5 | - | - | 84.0 | 84.0 | - | - |  |  |  |  |
| 229.7 | - | - | - | 78.0 | - | - |  |  |  |  |
| 242.8 | - | - | - | 72.5 | - | - |  |  |  |  |
| 255.9 | - | - | - | 67.7 | - | - |  |  |  |  |
| 269.0 | - | - | - | - | 55.3 | - |  |  |  |  |
| 282.2 | - | - | - | - | 51.8 | - |  |  |  |  |
| 295.3 | - | - | - | - | 48.7 | - |  |  |  |  |
| 321.5 | - | - | - | - | - | 35.1 |  |  |  |  |
| 334.6 | - | - | - | - | - | 32.8 |  |  |  |  |

SWSL

| 352,700 lb + 88,200 lb ZB |  |  |  |  | 29'6" - 49'3' |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $255.9 \mathrm{ft}+275.6 \mathrm{ft}$ |  |  |  |  |  |  |
|  | 0 lb |  |  | 551,00 |  |  |
|  | 29'6" |  |  | " - 49 |  |  |
| $\leftrightarrow$ | $85^{\circ}$ | $85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $55^{\circ}$ | $45^{\circ}$ |
| ft |  |  |  |  |  |  |
| 91.9 | 48.7* | 52.2* | - | - | - | - |
| 98.4 | 48.5* | 51.6* | - | - | - | - |
| 111.5 | 48.5 | 51.4 | - | - | - | - |
| 124.7 | 47.6 | 50.3 | - | - | - | - |
| 137.8 | 46.7 | 48.9 | - | - | - | - |
| 150.9 | 43.2* | 47.2 | - | - | - | - |
| 164.0 | 41.0* | 45.6 | - | - | - | - |
| 177.2 | 36.6* | 43.9 | - | - | - | - |
| 190.3 | 32.8* | 42.3 | - | - | - | - |
| 203.4 | 29.3* | 40.8 | 43.7 | - | - | - |
| 216.5 | 26.2* | 39.2 | 43.2 | - | - | - |
| 229.7 | 23.6* | 37.5 | 42.3 | - | - | - |
| 242.8 | 21.2* | 35.7 | 41.0 | - | - | - |
| 255.9 | 19.0* | 34.0 | 39.7 | - | - | - |
| 269.0 | 17.0* | 32.4 | 38.4 | - | - | - |
| 282.2 | 15.0* | 30.6 | 36.8 | 34.4 | - | - |
| 295.3 | 9.9 | 28.9 | 35.1 | 34.4 | - | - |
| 308.4 | - | - | 33.3 | 34.0 | - | - |
| 321.5 | - | - | 31.5 | 32.8 | - | - |
| 334.6 | - | - | 29.8 | 31.7 | - | - |
| 347.8 | - | - | - | 30.2 | - | - |
| 360.9 | - | - | - | 28.4 | 24.7 | - |
| 374.0 | - | - | - | 26.7 | 22.7 | - |
| 387.1 | - | - | - | - | 20.7 | - |
| 400.3 | - | - | - | - | 19.2 | - |
| 413.4 | - | - | - | - | 17.4 | - |
| 426.5 | - | - | - | - | - | 8.6 |
| 439.6 | - | - | - | - | - | 7.3 |
| 452.8 | - | - | - | - | - | 6.2 |




| $275.6 \mathrm{ft}+157.5 \mathrm{ft}$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $f t$ |  |  |  |  |  |  |
| 62.3 | 104.9* | 111.3* | - | - | - | - |
| 65.6 | 104.9* | 111.3* | - | - | - | - |
| 72.2 | 104.1* | 108.9* | - | - | - | - |
| 78.7 | 104.1 | 110.0 | - | - | - | - |
| 85.3 | 99.6* | 108.9 | - | - | - | - |
| 91.9 | 97.2* | 106.5 | - | - | - | - |
| 98.4 | 93.0* | 104.1 | - | - | - | - |
| 111.5 | 82.2* | 99.0 | - | - | - | - |
| 124.7 | 73.4* | 93.7 | - | - | - | - |
| 137.8 | 65.9* | 88.6 | - | - | - | - |
| 150.9 | 59.7* | 83.8 | 94.8 | - | - | - |
| 164.0 | 54.5* | 78.9 | 92.6 | - | - | - |
| 177.2 | 45.2 | 74.1 | 87.7 | - | - | - |
| 190.3 | - | - | 82.5 | - | - | - |
| 203.4 | . | - | 76.9 | - | - | - |
| 216.5 | - | - | 71.4 | - | - | - |
| 229.7 | - | - | 65.7 | 70.1 | - | - |
| 242.8 | - | - | . | 65.7 | - | - |
| 255.9 | - | - | - | 61.1 | - | - |
| 269.0 | - | - | - | 56.2 | - | - |
| 282.2 | - | - | - | - | 47.8 | - |
| 295.3 | - | - | - | - | 44.8 | - |
| 308.4 | - | - | - | - | 41.9 | - |
| 334.6 | - | - | - | - | - | 27.3 |
| 347.8 | - | - | - | - | - | 25.4 |

[^2]
## 图TEREX

| SMS |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\square 352,700 \mathrm{lb}+88,200 \mathrm{lb}$ ZB |  |  |  |  |  |  | 마-6.-6 23'9" |  |  | $360^{\circ}$ |  |  | IS 0 |
| $275.6 \mathrm{ft}+196.9 \mathrm{ft}$ |  |  |  |  |  |  | $275.6 \mathrm{ft}+236.2 \mathrm{ft}$ |  |  |  |  |  |  |
|  | $0 \mathrm{lb}$ |  |  | 551,000 |  |  |  |  | $0 \mathrm{lb}-551,000 \mathrm{lb}$ |  |  |  |  |
|  |  | $85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $55^{\circ}$ | $45^{\circ}$ |  |  | $85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $55^{\circ}$ | $45^{\circ}$ |
| ft |  |  |  |  |  |  | $f t$ |  |  |  |  |  |  |
| 72.2 | 78.9* | 84.9* | - | - | - | - | 78.7 | 58.2* | 63.5 * | - | - | - | - |
| 78.7 | 78.9* | 84.0* | - | - | - | - | 85.3 | 58.2* | 63.5* | - | - | - | - |
| 85.3 | 77.6* | 82.2* | - | - | . | - | 91.9 | 57.8 * | $62.4 *$ | - | - | - | - |
| 91.9 | 78.5 | 83.8 | - | - | - | - | 98.4 | 57.5 | 62.4 | - | - | - | - |
| 98.4 | 77.8 | 82.5 | - | - | - | - | 111.5 | 57.1 | 61.1 | - | - | - | - |
| 111.5 | 71.9* | 79.1 | - | - | - | - | 124.7 | 55.6 | 59.1 | - | - | - | - |
| 124.7 | 67.2 * | 75.8 | . | . | . | . | 137.8 | 50.7 * | 56.9 | . | . | . | . |
| 137.8 | $60.0 *$ | 72.3 | - | - | - | - | 150.9 | 48.3* | 54.5 | - | - | - | - |
| 150.9 | 54.0 * | 68.8 | . | - | - | . | 164.0 | 43.9* | 51.8 | . | - | - | - |
| 164.0 | 48.7* | 65.5 | - | - | - | - | 177.2 | 39.5* | 49.4 | - | - | - | - |
| 177.2 | 44.3* | 61.9 | 71.2 | . | . | . | 190.3 | 35.5* | 46.7 | 52.0 | . | . | - |
| 190.3 | 40.3* | 58.6 | 68.8 | - | - | - | 203.4 | 32.2* | 44.5 | 51.1 | - | - | - |
| 203.4 | 37.0* | 55.1 | 65.5 | . | - | . | 216.5 | 29.1* | 42.3 | 49.4 | - | - | - |
| 216.5 | 29.8 | 51.8 | 61.9 | - | - | - | 229.7 | 26.5* | 39.9 | 47.0 | . | - | - |
| 229.7 | . | . | 58.4 | - | - | - | 242.8 | 24.0* | 37.7 | 44.8 | - | - | - |
| 242.8 | - | - | 54.5 | 53.1 | - | - | 255.9 | 17.9 | 35.5 | 42.3 | - | - | - |
| 255.9 | - | - | 50.7 | 52.5 | - | - | 269.0 | - | - | 39.7 | 39.0 | - | - |
| 269.0 | - | - | 46.7 | 49.4 | - | - | 282.2 | - | - | 37.0 | 38.4 | - | - |
| 282.2 | - | - | - | 46.3 | - | - | 295.3 | - | - | 34.4 | 36.4 | - | - |
| 295.3 | - | - | - | 43.0 | - | - | 308.4 | - | - | - | 34.2 | - | - |
| 308.4 | - | - | - | 39.7 | 37.5 | - | 321.5 | - | - | - | 32.2 | - | - |
| 321.5 | - | - | - | . | 34.8 | - | 334.6 | - | - | - | 29.5 | - | - |
| 334.6 | - | - | - | - | 32.4 | - | 347.8 | - | - | - | 27.1 | 25.8 | - |
| 347.8 | - | - | - | - | 30.2 | 7, | 360.9 | - | - | - | . | 23.6 | - |
| 374.0 | - | - | - | - | O. | 17.4 | 374.0 | - | - | - | - | 21.8 | - |
| 387.1 | - | - | - | - | - | 16.1 | 387.1 | - | - | - | - | 20.1 | - |
| 400.3 | - | - | - | - | . | - | 400.3 | - | - | - | - | - | 9.9 |
| 413.4 | - | - | - | - | - | . | 413.4 | - | - | - | - | - | 8.8 |
| 426.5 | - | - | - | - | - | - | 426.5 | - | - | - | - | - | 7.7 |

## Remarks:

Main boom angle $85^{\circ}, 75^{\circ}, 65^{\circ}, 55^{\circ}$ and $45^{\circ}$; capacities for intermediate boom positions are calculated by the crane control system IC-1 * Main boom angle $87^{\circ}$
SWSL


| $23^{\prime \prime}{ }^{\prime \prime}$ |  |  | $360^{\circ}$ |  |  | 150 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $295.3 \mathrm{ft}+118.1 \mathrm{ft}$ |  |  |  |  |  |  |
| $\bigcup_{1}$ | 0 lb | $0 \mathrm{lb}-551,000 \mathrm{lb}$ |  |  |  |  |
|  | 29'6" | 29'6" - 49'3' |  |  |  |  |
|  |  | $85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $55^{\circ}$ | $45^{\circ}$ |
| ft |  |  |  |  |  |  |
| 55.8 | 110.7* | 124.1* | - | , | - | - |
| 59.1 | 110.7* | 122.6* | - | - | - | - |
| 65.6 | 107.6* | 119.5* | - | - | - | - |
| 72.2 | 109.1 | 122.1 | - | - | - | - |
| 78.7 | 107.6 | 119.3 | - | - | - | - |
| 85.3 | 102.7 | 116.2 | - | - | - | - |
| 91.9 | 95.9 | 113.1 | - | - | - | - |
| 98.4 | 90.6* | 110.0 | - | - | - | - |
| 111.5 | 84.0* | 103.6 | - | - | - | - |
| 124.7 | 77.6* | 97.9 | - | - | - | - |
| 137.8 | 64.4 | 92.4 | 111.8 | - | - | - |
| 144.4 | 61.5 | 89.7 | 111.8 | - | - | - |
| 150.9 | - | - | 109.8 | - | - | - |
| 164.0 | - | - | 104.9 | - | - | - |
| 177.2 | - | - | 99.6 | - | - | - |
| 190.3 | - | - | 93.5 | - | - | - |
| 203.4 | - | - | - | 82.2 | - | - |
| 216.5 | - | - | - | 80.5 | - | - |
| 229.7 | - | - | - | 74.5 | - | - |
| 242.8 | - | - | - | 69.4 | - | - |
| 269.0 | - | - | - | - | 50.7 | - |
| 282.2 | - | - | - | - | 47.6 | - |
| 295.3 | - | - | - | - | - | - |


| $295.3 \mathrm{ft}+157.5 \mathrm{ft}$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $f t$ |  |  |  |  |  |  |
| 62.3 | 83.1* | 94.4* | - | - | - | - |
| 65.6 | 83.1* | 94.4* | - | - | - | - |
| 72.2 | 82.2* | 92.4* | - | - | - | - |
| 78.7 | 82.2 | 93.0 | - | - | - | - |
| 85.3 | 82.2 | 92.2 | - | - | - | - |
| 91.9 | 80.5 | 90.2 | - | - | - | - |
| 98.4 | 78.5 | 88.2 | - | - | - | - |
| 111.5 | 72.3 | 84.0 | - | - | - | - |
| 124.7 | 64.4 | 80.0 | - | - | - | - |
| 137.8 | 59.7* | 75.8 | - | - | - | - |
| 150.9 | 55.8* | 72.1 | - | - | - | - |
| 157.5 | 53.6* | 70.1 | 85.1 | - | - | - |
| 164.0 | 51.6* | 68.3 | 84.4 | - | - | - |
| 177.2 | 43.0 | 64.6 | 82.0 | - | - | - |
| 190.3 | - | - | 78.7 | - | - | - |
| 203.4 | - | - | 75.4 | - | - | - |
| 216.5 | - | - | 71.4 | - | - | - |
| 229.7 | - | - | 67.5 | 67.2 | - | - |
| 242.8 | - | - | - | 65.9 | - | - |
| 255.9 | - | - | - | 61.5 | - | - |
| 269.0 | - | - | - | 57.3 | - | - |
| 282.2 | - | - | - | 53.8 | - | - |
| 295.3 | - | - | - | - | 40.1 | - |
| 308.4 | - | - | - | - | 37.3 | - |
| 321.5 | - | - | - | - | 34.6 | - |

## Remarks:

Main boom angle $85^{\circ}, 75^{\circ}, 65^{\circ}, 55^{\circ}$ and $45^{\circ}$; capacities for intermediate boom positions are calculated by the crane control system IC-1

* Main boom angle $87^{\circ}$


## 图TEREX



## Remarks:

Main boom angle $85^{\circ}, 75^{\circ}, 65^{\circ}, 55^{\circ}$ and $45^{\circ}$; capacities for intermediate boom positions are calculated by the crane control system IC-1 * Main boom angle $87^{\circ}$

## SWSL

| $352,700 \mathrm{lb}+88,200 \mathrm{lb}$ ZB |  |  |  | $\leftrightarrow\left\lfloor 29^{\prime \prime} 6^{\prime \prime}-49^{\prime} 3^{\prime \prime}\right.$ |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| \% $315.0 \mathrm{ft}+78.7 \mathrm{ft}$ |  |  |  |  |  |  |
|  | \# 0 lb |  |  | 551,0 |  |  |
|  | $\pm 29^{\prime \prime}{ }^{\prime \prime}$ |  |  | 6" - 49 |  |  |
| $\underset{\sim}{\Perp}$ | f $85^{\circ}$ | $85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $55^{\circ}$ | $45^{\circ}$ |
| $f t$ |  |  |  |  |  |  |
| 45.9 | 127.9* | 143.5* | - | - | - | - |
| 52.5 | 127.9* | 141.8* | - | - | - | - |
| 59.1 | 128.8 | 143.3 | - | - | - | - |
| 65.6 | 128.8 | 141.8 | - | - | - | - |
| 72.2 | 123.2 | 138.2 | - | - | - | - |
| 78.7 | 114.4 | 134.7 | - | - | - | - |
| 85.3 | 106.9* | 131.0 | - | - | - | - |
| 91.9 | 103.0* | 127.4 | - | - | - | - |
| 98.4 | 98.8* | 124.8 | . | - | - | - |
| 111.5 | 83.8 | 119.0 | - | - | - | - |
| 131.2 | . | . | 138.5 | - | - | - |
| 137.8 | - | - | 137.1 | - | - | - |
| 150.9 | - | - | 131.4 | - | . | . |
| 164.0 | - | - | 125.9 | - | - | - |
| 190.3 | - | - | - | 90.4 | - | - |
| 203.4 | - | - | - | 86.6 | - | - |
| 216.5 | - | - | - | 80.2 | - | - |


| 这 $315.0 \mathrm{ft}+118.1 \mathrm{ft}$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $f t$ |  |  |  |  |  | - |
| 55.8 | 95.9* | 109.6* | - | . | - | - |
| 59.1 | 95.9* | 109.6* | - | - | - | - |
| 65.6 | 94.6* | 107.1* | - | - | - | - |
| 72.2 | 95.9 | 109.8 | - | - | - | - |
| 78.7 | 95.9 | 107.6 | - | - | - | - |
| 85.3 | 93.5 | 105.2 | - | - | - | - |
| 91.9 | 90.8 | 102.7 | - | - | - | - |
| 98.4 | 85.3 | 100.1 | - | - | - | - |
| 111.5 | 75.6 | 95.0 | - | - | - | - |
| 124.7 | 69.9* | 90.8 | - | - | - | - |
| 137.8 | 64.8 * | 87.1 | - | - | - | - |
| 144.4 | 58.2 | 85.1 | 104.5 | - | - | - |
| 150.9 | . | . | 104.5 | - | - | - |
| 164.0 | - | - | 101.9 | - | - | - |
| 177.2 | - | - | 98.5 | - | - | - |
| 190.3 | - | - | 95.2 | - | - | - |
| 203.4 | - | - | 92.2 | - | - | - |
| 216.5 | - | - | - | 74.5 | - | - |
| 229.7 | - | - | - | 70.5 | - | - |
| 242.8 | - | - | - | 65.7 | - | - |
| 255.9 | - | - | - | 61.3 | - | - |
| 282.2 | - | - | - | - | 42.1 | - |
| 295.3 | - | - | - | - | 39.2 |  |

## Remarks

Main boom angle $85^{\circ}, 75^{\circ}, 65^{\circ}, 55^{\circ}$ and $45^{\circ}$; capacities for intermediate boom positions are calculated by the crane control system IC-1

* Main boom angle $87^{\circ}$
N. 315.0 th

| $\bigcup_{1}$ | $\begin{aligned} & \models 0 \mathrm{lb} \\ & \square 29^{\prime} 6^{\prime \prime} \end{aligned}$ | $0 \mathrm{lb}-551,000 \mathrm{lb}$ |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 29'6" - 49'3' |  |  |  |  |
|  | $85^{\circ}$ | $85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $55^{\circ}$ | $45^{\circ}$ |
| ft |  |  |  |  |  |  |
| 65.6 | 71.7* | 83.8* | - | - | - | - |
| 72.2 | 71.7* | 82.9* | - | - | - | - |
| 78.7 | 69.9* | 81.1* | - | - | - | - |
| 85.3 | 72.1 | 83.3 | - | - | - | - |
| 91.9 | 71.4 | 81.8 | - | - | - | - |
| 98.4 | 69.7 | 80.0 | - | - | - | - |
| 111.5 | 66.1 | 76.7 | - | - | - | - |
| 124.7 | 60.8 | 73.2 | - | - | - | - |
| 137.8 | 54.7 | 69.9 | - | - | - | - |
| 150.9 | 49.6* | 66.8 | - | - | - | - |
| 164.0 | 46.3* | 64.2 | 77.8 | - | - | - |
| 177.2 | 40.6 | 61.3 | 76.9 | - | - | - |
| 190.3 | - | - | 75.0 | - | - | - |
| 203.4 | - | - | 72.8 | - | - | - |
| 216.5 | - | - | 70.3 | - | - | - |
| 229.7 | - | - | 68.3 | - | - | - |
| 242.8 | - | - | - | 60.4 | - | - |
| 255.9 | - | - | - | 57.8 | - | - |
| 269.0 | - | - | - | 54.0 | - | - |
| 282.2 | - | - | - | 50.5 | - | - |
| 308.4 | - | - | - | - | 32.0 | - |
| 321.5 | - | - | - | - | 29.5 | - |
| 334.6 | - | - | - | - | 27.6 | - |


| 朝 $315.0 \mathrm{ft}+196.9 \mathrm{ft}$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ft |  |  |  |  |  |  |
| 72.2 | 52.0* | 63.1 * | - | , | - | - |
| 78.7 | 52.0* | 63.1 * | - | - | - | - |
| 85.3 | 51.6* | $61.7 *$ | - | - | - | - |
| 91.9 | 52.2 | 62.6 | - | - | - | - |
| 98.4 | 52.2 | 62.2 | - | - | - | - |
| 111.5 | 50.5 | 60.0 | - | - | - | - |
| 124.7 | 47.8 | 57.5 | - | - | - | - |
| 137.8 | 45.2 | 54.9 | - | - | - | - |
| 150.9 | 42.8 | 52.5 | - | - | - | - |
| 164.0 | 39.0 | 50.0 | - | - | - | - |
| 177.2 | 35.3 | 47.6 | 58.4 | - | - | - |
| 190.3 | 31.7 | 45.6 | 58.2 | - | - | - |
| 203.4 | 28.9* | 43.4 | 57.3 | - | - | - |
| 216.5 | 26.2 | 41.2 | 55.6 | - | - | - |
| 229.7 | - | - | 54.0 | - | - | - |
| 242.8 | - | - | 52.2 | - | - | - |
| 255.9 | - | - | 50.7 | - | - | - |
| 269.0 | - | - | 48.9 | 47.0 | - | - |
| 282.2 | - | - | - | 46.3 | - | - |
| 295.3 | - | - | - | 44.3 | - | - |
| 308.4 | - | - | - | 41.2 | - | - |
| 321.5 | - | - | - | 38.4 | - | - |
| 334.6 | - | - | - | - | 23.1 | - |
| 347.8 | - | - | - | - | 21.2 | - |
| 360.9 | - | - | - | - | 19.4 | - |
| 374.0 | - | - | - | - | 17.9 | - |
| 387.1 | - | - | - | - | - | - |

## 图TEREX

## SWSL


$315.0 \mathrm{ft}+236.2 \mathrm{ft}$

| $仓$ | 0 lb | $0 \mathrm{lb}-551,000 \mathrm{lb}$ |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 29'6" | $29^{\prime \prime} 6^{\prime \prime}-49^{\prime \prime}{ }^{\prime \prime}$ |  |  |  |  |
|  | $85^{\circ}$ | $85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $55^{\circ}$ | $45^{\circ}$ |
| ft |  |  |  |  |  | - |
| 85.3 | 37.0* | 47.0* | - | - | - | - |
| 91.9 | 37.0* | 46.3* | - | - | - | - |
| 98.4 | 36.2* | 45.4* | - | - | - | - |
| 111.5 | 37.0 | 45.6 | - | - | - | - |
| 124.7 | 35.5 | 44.1 | - | - | - | - |
| 137.8 | 33.7 | 42.3 | - | - | - | - |
| 150.9 | 32.0 | 40.6 | - | - | - | - |
| 164.0 | 30.2 | 38.8 | - | - | - | - |
| 177.2 | 28.4 | 37.0 | - | - | - | - |
| 190.3 | 26.5 | 35.1 | - | - | - | - |
| 203.4 | 24.3 | 33.3 | 42.1 | - | - | - |
| 216.5 | 21.6 | 31.5 | 41.9 | - | - | - |
| 229.7 | 19.2 | 29.8 | 41.0 | - | - | - |
| 242.8 | 17.2* | 28.0 | 39.9 | - | - | - |
| 255.9 | 15.2 | 26.2 | 38.8 | - | - | - |
| 269.0 | - | - | 37.7 | - | - | - |
| 282.2 | - | - | 36.4 | 35.3 | - | - |
| 295.3 | - | - | 35.3 | 35.3 | - | - |
| 308.4 | - | - | 34.0 | 35.1 | - | - |
| 321.5 | - | - | - | 34.2 | - | - |
| 334.6 | - | - | - | 31.7 | - | - |
| 347.8 | - | - | - | 29.3 | - | - |
| 360.9 | - | - | - | 27.1 | 15.0 | - |
| 374.0 | - | - | - | - | 13.4 | - |
| 387.1 | - | - | - | - | 11.9 | - |
| 400.3 | - | - | - | - | 10.6 | - |
| 413.4 | - | - | - | - | 9.5 |  |

## Remarks:

Main boom angle $85^{\circ}, 75^{\circ}, 65^{\circ}, 55^{\circ}$ and $45^{\circ}$; capacities for intermediate boom positions are calculated by the crane control system IC-1

* Main boom angle $87^{\circ}$


## NOTES TO LIFTING CAPACITY

Ratings are in compliance with ISO 4305.
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.
The load charts shown in this brochure apply to Standard-SL and Vario-SL. Charts for Tele-SL with counterweight carrier are available on request. In some instances the superlift counterweight does not lift off the ground with the indicated load.

TECHNICAL DESCRIPTION
CRAWLER CARRIER
3 -section carrier comprising of carbody and two crawlers. Hydraulic pin connections between crawlers and carbody provide for easy assembly and removal to minimise width and weight for transportation.
Carbody Bending- and torsion-resistant welded structure of box type construction, fabricated of high-strength fine-grain structural steel.
Crawlers Side frames: bending-resistant welded structure of high-strength fine-grain structural steel. Track shoes and idler tumblers are fabricated of heat-treated high-strength cast steel. 14 rollers on each side frame with hardened rolling surfaces. Automatic centralized lubrication is included as standard.

Power train The tracks are powered by one hydraulic motor each through closed planetary gear reduction units running in oil bath, equipped with spring-applied hydraulically released holding brakes; the gear units are of extremely compact design to fit within the width of the crawlers. Each crawler is infinitely variable controlled, both independently and in opposite direction.

SUPERSTRUCTURE

| Counterweight | $352,800 \mathrm{lb}$ in combination with $88,200 \mathrm{lb}$ central ballast on carrier. |
| :---: | :---: |
| A-frame | Hydraulic raising system for A -frame as standard. |
| Frame | Torsion-resistant welded structure fabricated of high-strength fine-grain structural steel. Connected to carrier by triple-row roller bearing slew ring. |
| Drive | DaimlerChrysler diesel engine type OM $501 \mathrm{LA}, 260 \mathrm{~kW}(353 \mathrm{hp})$ at $2000 \frac{1}{1 / \mathrm{min}}$, torque 2000 Nm at $1080 \frac{1}{1} \mathrm{~min}$. The engine complies with EUROMOT 3a, EPA T3 and Carb regulations. Pump distribution gearbox with five variable displacement axial piston pumps incl. electronic control system, and gear pumps. |
| Rope drums | The standard superstructure equipment includes three rope drums - hoist 1 , hoist 2 and boom hoist. The drums are powered by hydraulic motors through closed planetary gear units running in oil bath. All rope drums have spring-applied, hydraulically released multi-disk brakes and non-wearing hydraulic braking for load lowering. Rope ends $\mathrm{H} 1,2$ and $\mathrm{W} 1,2$ equipped with quickconnect rope end fittings. Hoist H 1 (and optionally H 2 ) is removable to minimise weight for transportation. |
| Reeving winch | Mounted on superstructure. |
| Slew units | Powered by two hydraulic motors through closed, planetary gear unit running in oil bath. Spring-applied, hydraulically released holding brake and non-wearing hydraulic braking. |
| Control system | Demag IC-1: Electronic proportional valve pilot control integrated in stored-program control system incl. diagnostics. 2 colour monitors, safe load indicator operated via a touchscreen. Working speeds infinitely variable controlled by the lever position. Automatic power control for optimal utilisation of engine output. |
| Cabin | Comfortable cab with large windscreen and air-conditioning. Safety-glazing all around, roof window, self-contained hot air heater, full instrumentation and crane controls. The cab can be tilted back for improved operator view of boom point. A camera system is installed to monitor the rope drums. For transportation, the cab swings in front of the superstructure to minimise width. |
| Electrical equipment | 24 V d. c. system. |

## OPTIONAL EQUIPMENT

Hydraulic cylinder A-frame For self-assembly of crawlers.
Assembly jacks Four hydraulic jacking cylinders on carbody (folding within 9 '11" width) for easy assembly of crawlers.
Sideways outriggers For erection of long boom systems.
Counterweight carrier
Quick-connection
Track shoes

Drive $4 \times 2$, total weight max. $440,925 \mathrm{lb}$.
Hydraulic quick-disconnect fittings on carrier and superstructure facilitate removal to minimise weight for transportation.
Optional width of $3^{\prime} 3^{\prime \prime}$ and $4^{\prime} 11^{\prime \prime}$.

## TECHNICALDESCRIPTION

BOOM CONFIGURATIONS

| SH: | Main boom: foot section $34^{\prime} 5$ '", inserts 39.4 ft and 19.7 ft (type 2721 ) and tapered insert 39.4 ft , boom head $4^{\prime} 11^{\prime \prime}$. Main boom lengths: 78.7-275.6 ft. |
| :---: | :---: |
| SH / LH: <br> (SGL variable) | Main boom: foot section $34^{\prime} 5^{\prime \prime}$, inserts 39.4 ft and 19.7 ft (type 2721), tapered insert 39.4 ft , extended by inserts 39.4 ft and 19.7 ft (type 2317), top section $24^{\prime} 7^{\prime \prime}$. <br> Main boom lengths: 137.8-354.3 ft. |
| SH / LH: <br> (SGL max.) | Main boom: foot section $34^{\prime} 5^{\prime \prime}$, inserts 39.4 ft and 19.7 ft (type 2721), extended by additional inserts 39.4 ft (type 2721), tapered insert 39.4 ft , top section $24^{\prime} 7^{\prime \prime}$. <br> Main boom lengths: 275.6-334.6 ft. |
| SW: | Main boom: same as SH. Offset $87^{\circ}$ to $65^{\circ}$. <br> Luffing fly jib: foot section $14^{\prime} 9^{\prime \prime}$, inserts 39.4 ft and 19.7 ft (type 2317), jib top section $24^{\prime} 7^{\prime \prime}$. <br> Main boom lengths: 98.4-236.2 ft. <br> Fly jib lengths: 78.7-236.2 ft. |
| SSL: | Main boom: same as SH. <br> Superlift equipment. <br> Main boom lengths: 98.4-315.0 ft. |
| SSL / LSL: <br> (SGL 231') | Main boom: foot section $34^{\prime} 5^{\prime \prime}$, inserts 39.4 ft and 19.7 ft (type 2721), tapered insert 39.4 ft , extended by additional inserts 39.4 ft and 19.7 ft (type 2317), top section $24^{\prime} 7$ "'. <br> Superlift equipment. <br> Main boom lengths: 255.9-413.4 ft. |
| SSL / LSL: <br> (SGL max.) | Main boom: foot section $34^{\prime} 5^{\prime \prime}$, inserts 39.4 ft and 19.7 ft (type 2721), extended by additional inserts 39.4 ft (type 2721), tapered insert 39.4 ft , top section $24^{\prime} 7^{\prime \prime}$. <br> Superlift equipment. <br> Main boom lengths: 255.9-374.0 ft. |
| SWSL: | Main boom: same as SH. Offset $87^{\circ}$ to $45^{\circ}$. Luffing fly jib: same as SW. <br> Superlift equipment. <br> Main boom lengths: 118.1-315.0 ft. <br> Fly jib lengths: 78.7-275.6 ft. |
| + LF2: | Addition to SH, SH/LH, SSL or SSL/LSL. <br> Fixed fly jib: foot section 19.7 ft , inserts 39.4 ft (type 1813), jib top section 19.7 ft . Fly jib lengths: $39.4 \mathrm{ft}, 78.7 \mathrm{ft}, 118.1 \mathrm{ft}$. <br> Offset: $10^{\circ}, 15^{\circ}, 20^{\circ}$ and $30^{\circ}$. |
| Runner |  |
| Safety devices | Electronic safe load indicator, hoist limit switch, limit switches for boom movements, hydraulic boom backstops, anemometer. |
| Hydraulic pinning | The boom sections are prepared for hydraulic pinning. |

## SUPERLIFT CONFIGURATIONS

| Standard-SL | Mast 98.4 ft (type 2116), counterweight tray for max. $529,110 \mathrm{lb}$. Superlift radii $36^{\prime} 11^{\prime \prime}, 42^{\prime} 88^{\prime \prime}, 49^{\prime} 3$ " ( $29^{\prime} 6^{\prime \prime}$ without tray). |
| :---: | :---: |
| Vario-SL | Mast 98.4 ft (type 2116), counterweight tray for max. $529,110 \mathrm{lb}$. Superlift radius infinitely variable during operation 29.6 ' to 49 ' 3 '. |
| Tele-SL | Mast 98.4 ft (type 2116), counterweight carrier for max. $529,110 \mathrm{lb}$. Superlift radius infinitely variable during operation $36^{\prime} 1^{\prime \prime}$ to 49'3". |

## 图 TEREX

## TRANSPORTEXAMPLEFORCC2400-1


$\square$ Counterweight $353,000 \mathrm{lb}$
$\square$ Basic crane
$\square$ Boom combination SWSL $236.2+275.6 \mathrm{ft}$
$\square$ Container with tools, rigging gear, etc.
$\square$ Boom combination LF 118.1 ft

Load approx. $53,800 \mathrm{lb}$


Load max. 52,910 lb


Load 53,800 lb


Load 62,170 lb


Load $10,580 \mathrm{lb}$


Load 12,570 lb


Load 57,320 lb


## Load 36,820 lb



Load 58,200 lb


Load 13,890 lb


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[^0]:    * Main boom angle $87^{\circ}$

[^1]:    * Main boom angle $87^{\circ}$

[^2]:    Remarks:
    Main boom angle $85^{\circ}, 75^{\circ}, 65^{\circ}, 55^{\circ}$ and $45^{\circ}$; capacities for intermediate boom positions are calculated by the crane control system IC-1

    * Main boom angle $87^{\circ}$

