



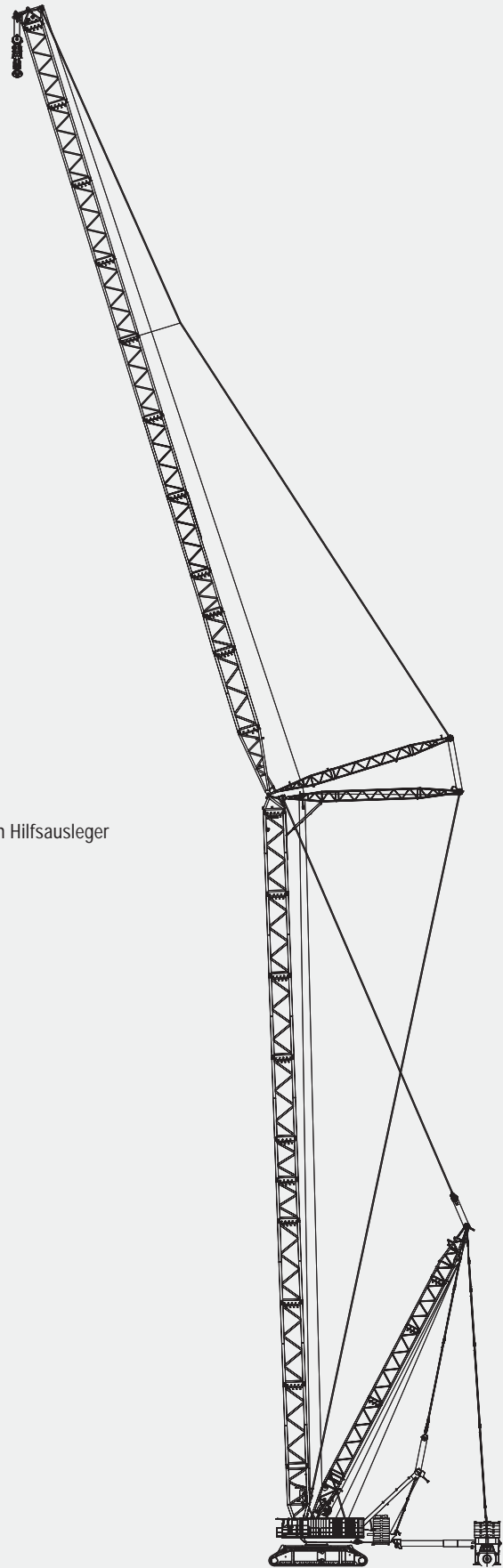
CC9800 | Crawler Crane 1600 t Lifting Capacity



CC9800
CRAWLER CRANE

CC9800**HIGHLIGHTS**

- Max. capacity 1600 t
 - Max. load moment 26930 mt
 - Superlift radii 19-30 m
 - Excellent capacities at the luffing fly jib
 - Redundant drivelines
 - 400 V power supply
-
- Max. Tragfähigkeit 1600 t
 - Max. Lastmoment 26930 mt
 - Superliftradien 19-30 m
 - Ausgezeichnete Tragfähigkeiten am wippbaren Hilfsausleger
 - Redundante Antriebseinheiten
 - 400 V Stromaggregat
-
- Capacité maximale de 1600 t
 - Moment de charge maximum 26930 mt
 - Radius superlift 19-30 m
 - Excellentes capacités avec la volée variable
 - Double unité d'entraînement
 - Groupe électrogène de 400 V



CONTENTS · INHALT · CONTENU

Page · Seite · Page:

Specifications · Technische Daten · Caractéristiques

| | |
|---|----|
| Specifications · Technische Daten · Caractéristiques | 4 |
| Superlift configurations · Superlift-Konfigurationen · Combinaisons Superlift | 7 |
| Specifications · Technische Daten · Caractéristiques | 8 |
| Boom combinations · Ausleger-Kombinationen · Combinaisons de flèche | 10 |

1

Main boom · Hauptausleger · Flèche principale

| | |
|---|----|
| Working ranges with Superlift · Arbeitsbereiche mit Superlift · Portées avec Superlift (SSL, SSL/LSL) | 12 |
| Lifting capacities with Superlift · Tragfähigkeiten mit Superlift · Capacités de levage avec Superlift (SSL, SSL/LSL) | 13 |

2

Fixed fly jib · Starrer Hilfsausleger · Fléchette fixe

| | |
|---|----|
| Working ranges with Superlift, 20° · Arbeitsbereiche mit Superlift, 20° · Portées avec Superlift, 20° (SSL/LSL + LF) | 16 |
| Lifting capacities with Superlift · Tragfähigkeiten mit Superlift · Capacités de levage avec Superlift (SSL/LSL + LF) | 17 |

3

Luffing fly jib · Wippbarer Hilfsausleger · Fléchette à volée variable

| | |
|--|----|
| Working ranges with SL · Arbeitsbereiche mit SL · Portées avec SL (SWSL) | 18 |
| Lifting capacities with Superlift · Tragfähigkeiten mit Superlift · Capacités de levage avec Superlift (SWSL / SFSL 15°) | 19 |

4

Fixed fly jib · Starrer Hilfsausleger · Fléchette fixe

| | |
|--|----|
| Working ranges with SL · Arbeitsbereiche mit SL · Portées avec SL (SFVL) | 50 |
| Lifting capacities with SL · Tragfähigkeiten mit SL · Capacités de levage avec SL (SFVL) | 51 |

5

Technical description · Technische Beschreibung · Descriptif technique

| | |
|--|----|
| Crawler carrier · Superstructure · Optional equipment | 52 |
| Boom configurations · Optional equipment | 53 |
| Raupenunterwagen · Oberwagen · Zusatzausrüstung | 54 |
| Auslegervarianten · Zusatzausrüstung | 55 |
| Châssis à chenilles · Partie supérieure · Equipements optionnels | 56 |
| Combinaisons de flèche · Equipements optionnels | 57 |

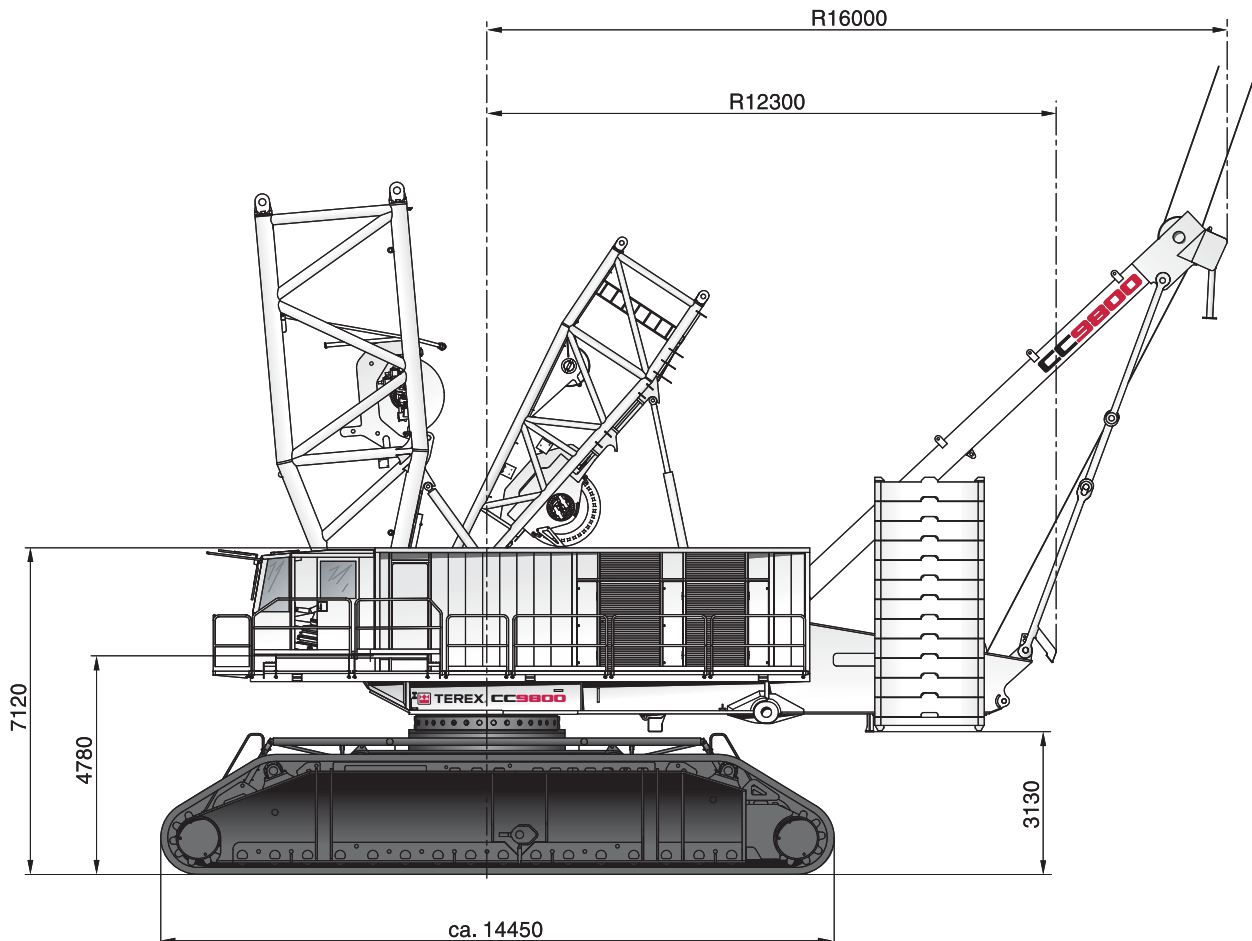
6

SPECIFICATIONS · TECHNISCHE DATEN · CARACTÉRISTIQUES
**WORKING SPEEDS (INFINITELY VARIABLE) · ARBEITSGESCHWINDIGKEITEN (STUFENLOS
 REGELBAR) · VITESSES DE TRAVAIL (RÉGLABLES SANS PALIERS)**

| Mechanisms Antriebe Mécanismes | Rope \varnothing Seil- \varnothing \varnothing du câble | Speeds ¹⁾ Geschwindigkeiten ¹⁾ Vitesses ¹⁾ | Single line pull Seilzug je Strang Effort sur brin simple | Length of hoist rope Länge des Hubseils Longueur du câble de levage |
|--|---|---|---|---|
| Hoist I+II (H1+H2) Hubwerk I+II (H1+H2) Treuil de levage I+II (H1+H2) | 40 mm | max. 120 m / min | 352 kN / 316 kN ²⁾ | 1540 m |
| Runner winch R (H3) – option Runnerwinde R (H3) – Option Tambour potence R (H3) – option | 40 mm | max. 90 m / min | 352 kN | 700 m |
| Boom derricking (W2) Wippwerk Hauptausleger (W2) Variation de flèche (W2) | 40 mm | max. 120 m / min | | |
| Boom hoist (E) Einziehwerk (E) Relevage de flèche (E) | 40 mm | max. 40 m / min | | |
| Jib luffing (W1) Wippwerk Hilfsausleger (W1) Variation de volée (W1) | 40 mm | max. 105 m / min | | |
| Slewing (rpm) Drehwerk (U/min) Orientation (tr/mn) | | 0 – 0,6 ¹ /min | | |

1) top layers · oberste Lagen · couches supérieures

2) without / with reeving effect considered · Angabe ohne / mit Wirkungsgrad der Einscherung · sans / avec effort de mouflage

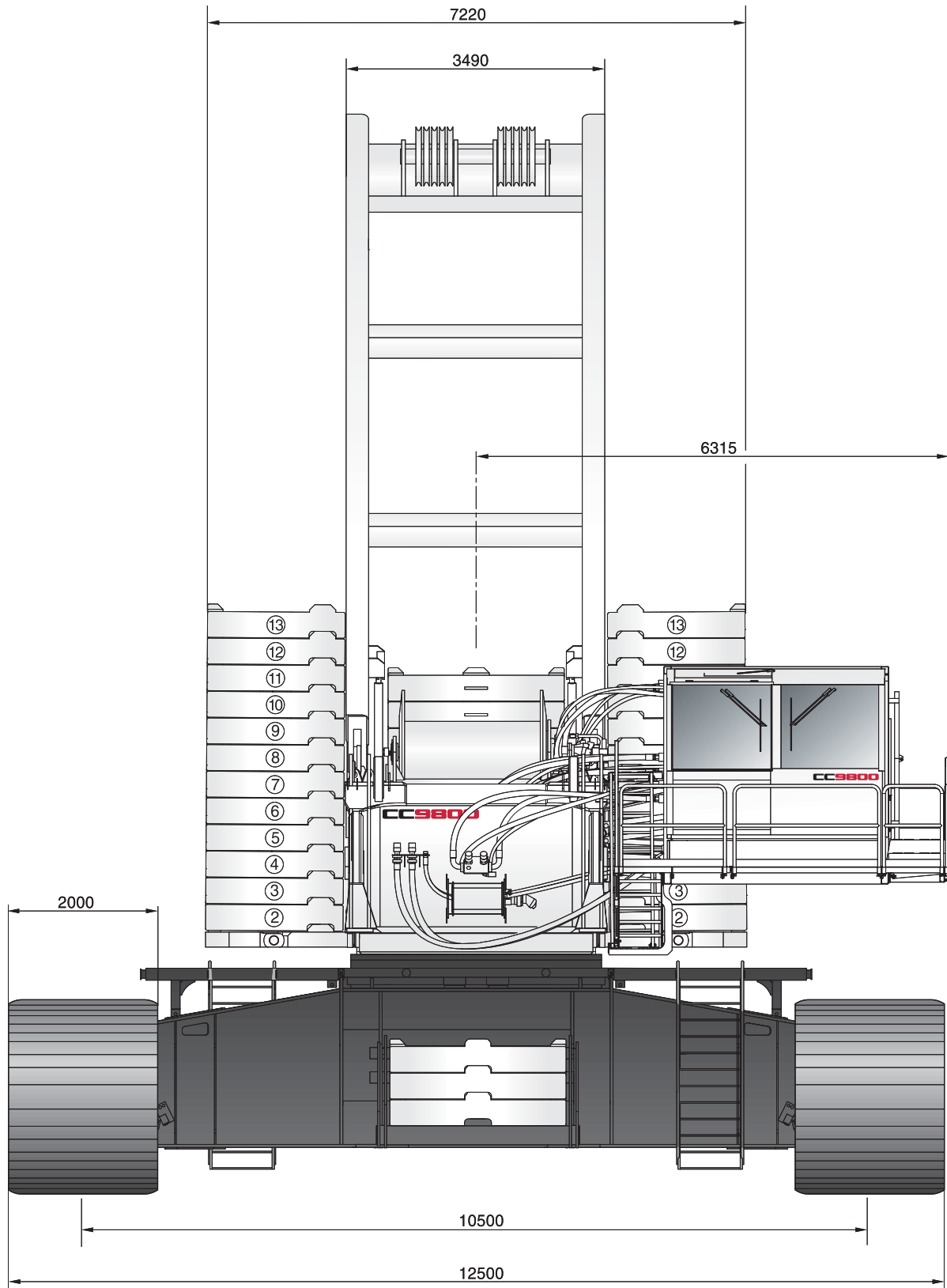


SPECIFICATIONS · TECHNISCHE DATEN · CARACTÉRISTIQUES

CARRIER PERFORMANCE · FAHRLEISTUNGEN · PERFORMANCES DU PORTEUR

1st gear · 1. Gang · 1^{ère} vitesse max. 0,4 km/h

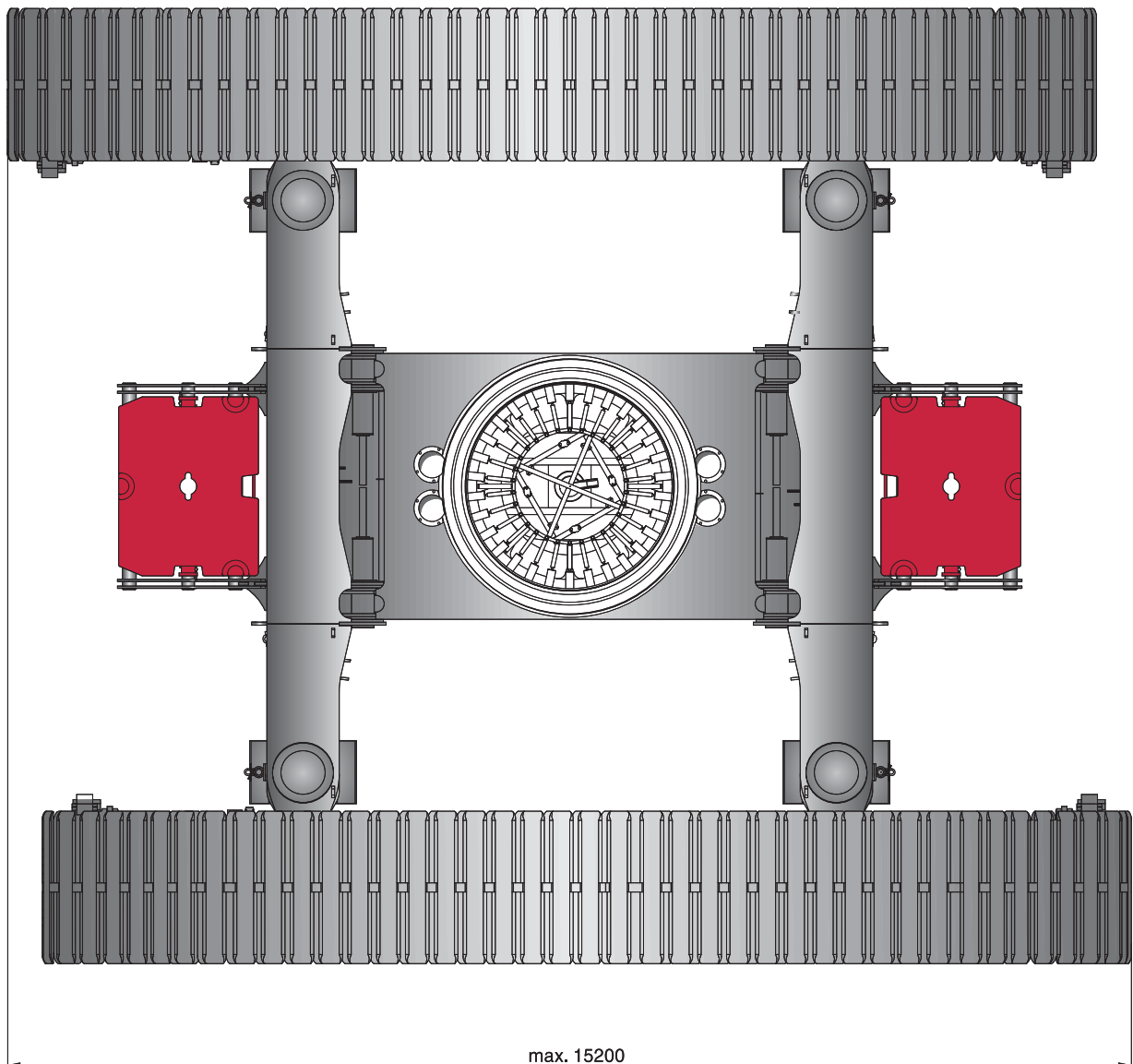
2nd gear · 2. Gang · 2^{ème} vitesse max. 0,8 km/h



1

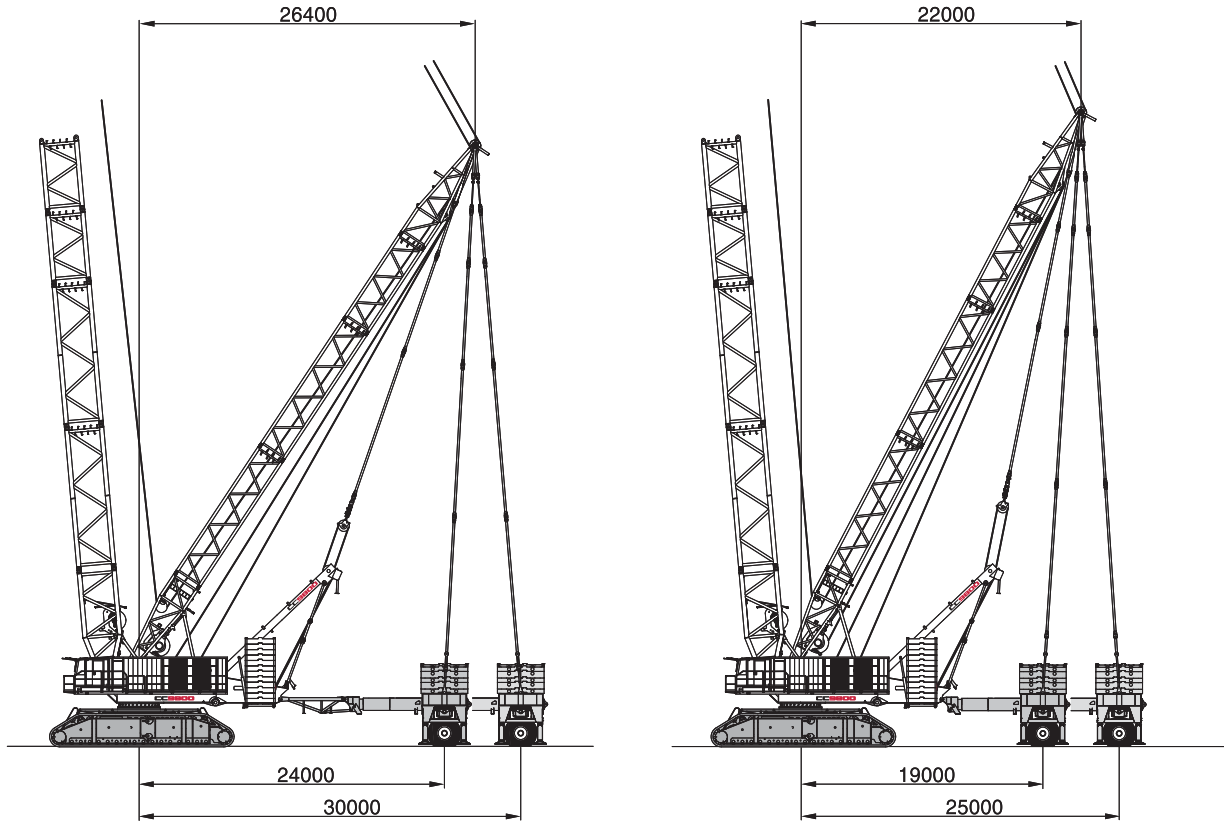
SPECIFICATIONS · TECHNISCHE DATEN · CARACTÉRISTIQUES
HOOK BLOCK SYSTEM · UNTERFLASCHENSYSTEM · SYSTÈME DE CROCHET-MOUFLE

| Type Typ Type | Possible load Mögliche Traglast Charge possible | Number of sheaves Anzahl der Rollen Nombre de poulies | Number of lines Strangzahl Nombre de brins | Weight Gewicht Poids | „D“ |
|---------------------|---|---|--|----------------------------|--------|
| 2 x 800 | 1600 t | 2 x 13 | 2 x 26 | 44 000 kg | 8,70 m |
| | 800 t | 2 x 7 | 2 x 12 | 28 000 kg / 18 000 kg | 6,50 m |
| | 800 t | 1 x 13 | 2 x 12 | 28 000 kg / 18 000 kg | 6,20 m |
| | 495 t | 1 x 7 | 1 x 14 | 22 000 kg / 8 500 kg | 6,50 m |
| 100 | 100 t | 1 x 1 | 1 x 3 | 7 700 kg / 3 700 kg | 4,50 m |

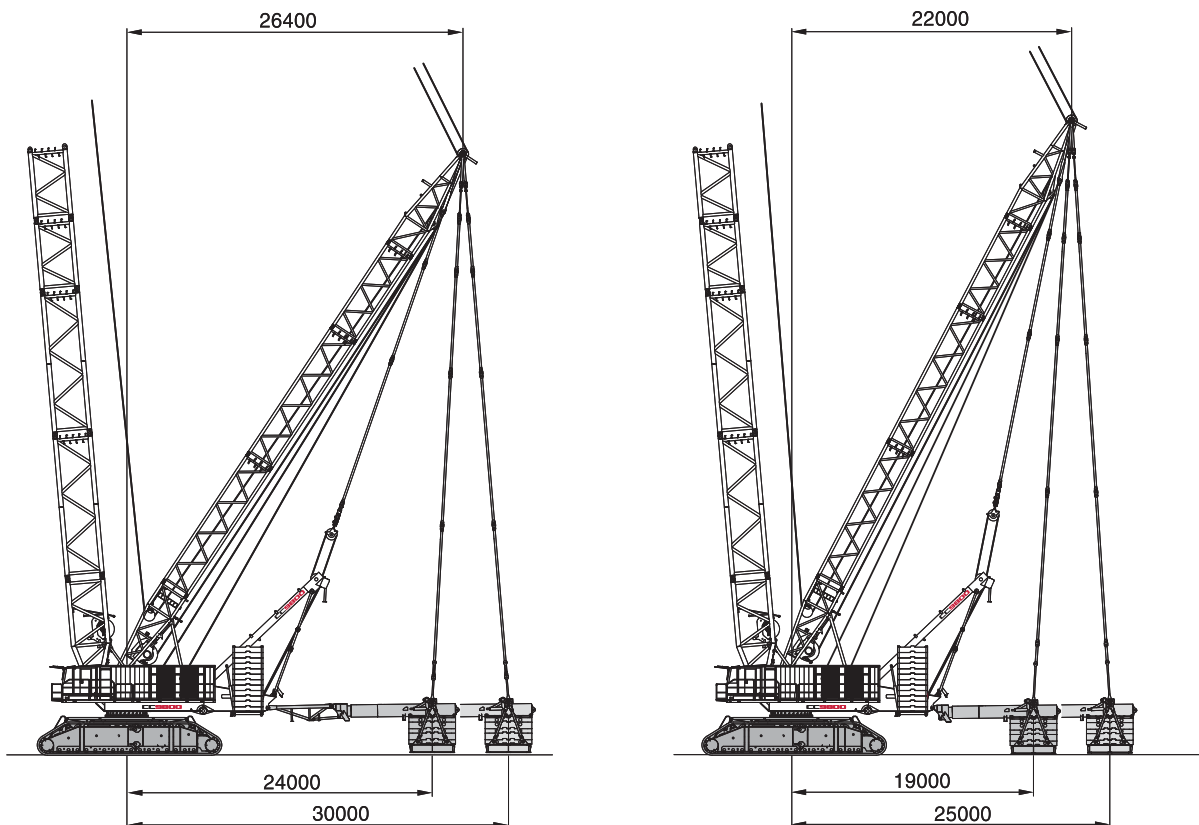


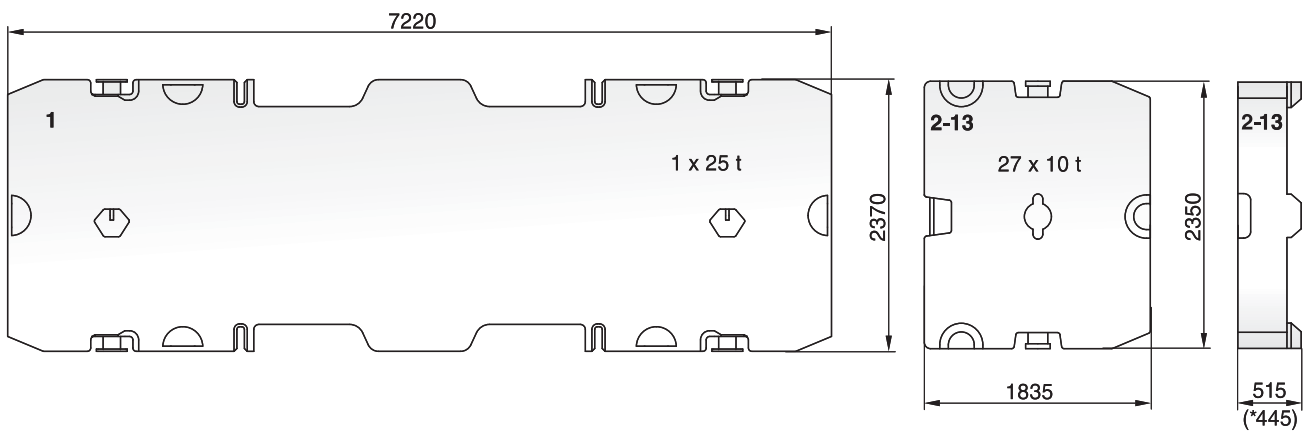
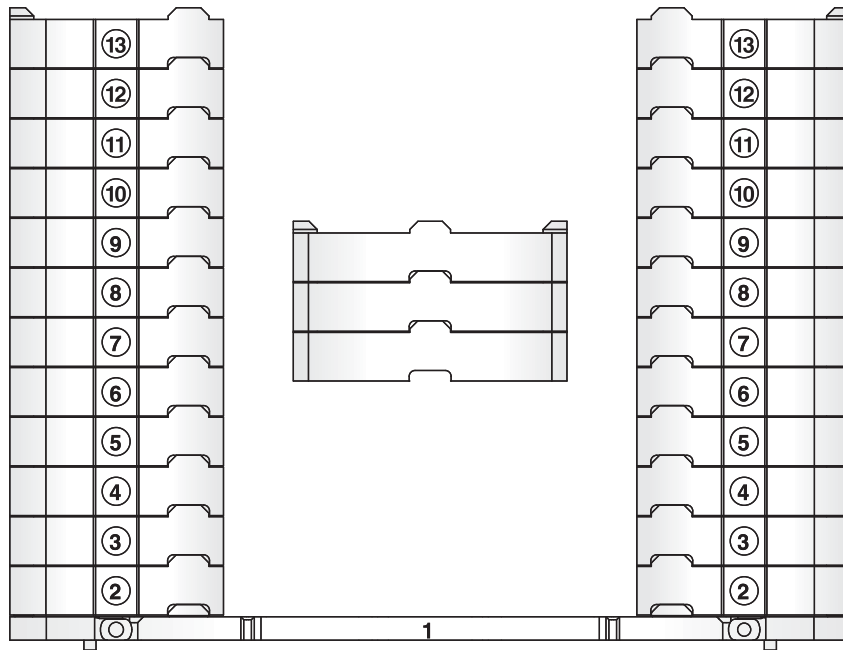
SUPERLIFT CONFIGURATIONS · SUPERLIFT-KONFIGURATIONEN ·
COMBINAISONS SUPERLIFT

STANDARD SUPERLIFT ATTACHMENT · SERIENMÄSSIGE SUPERLIFTEINRICHTUNG ·
SUPERLIFT DE SÉRIE

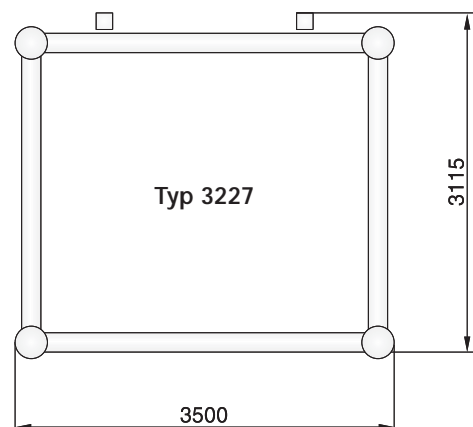
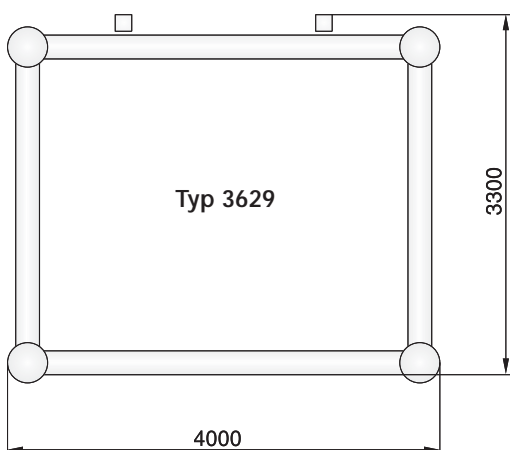


VARIABLE SUPERLIFT ATTACHMENT · VARIABLE SUPERLIFTEINRICHTUNG · SUPERLIFT VARIABLE

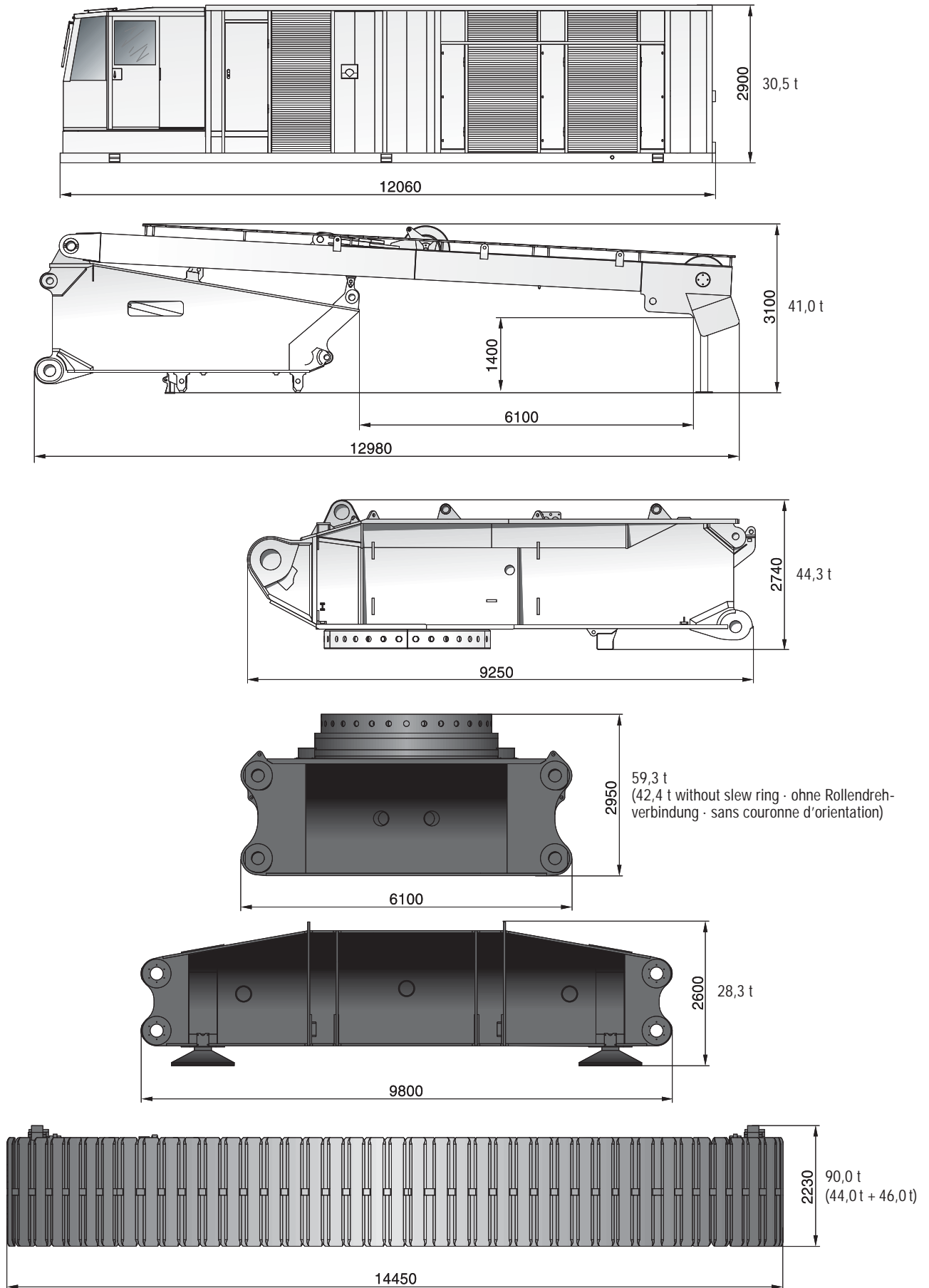


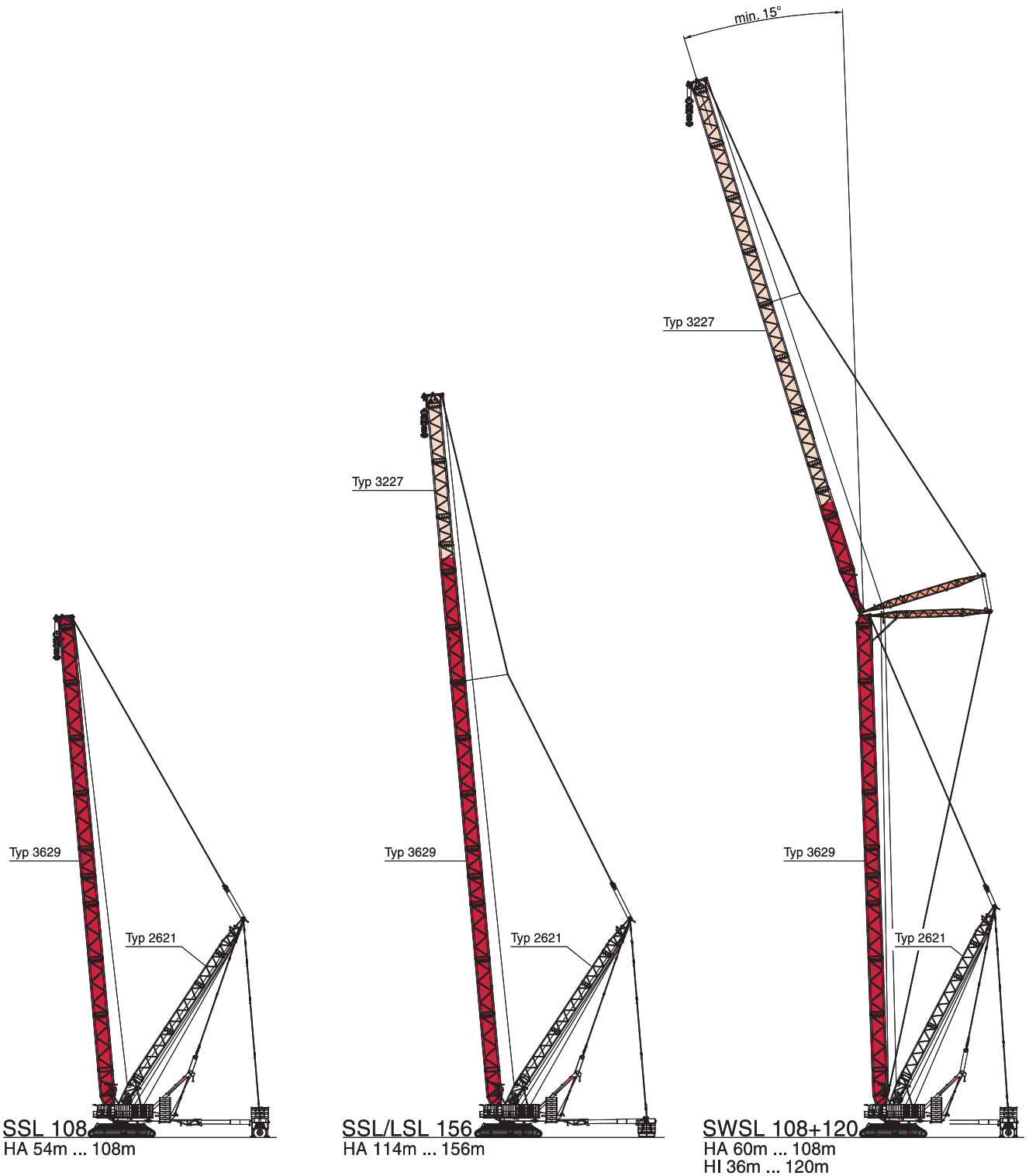


* Option



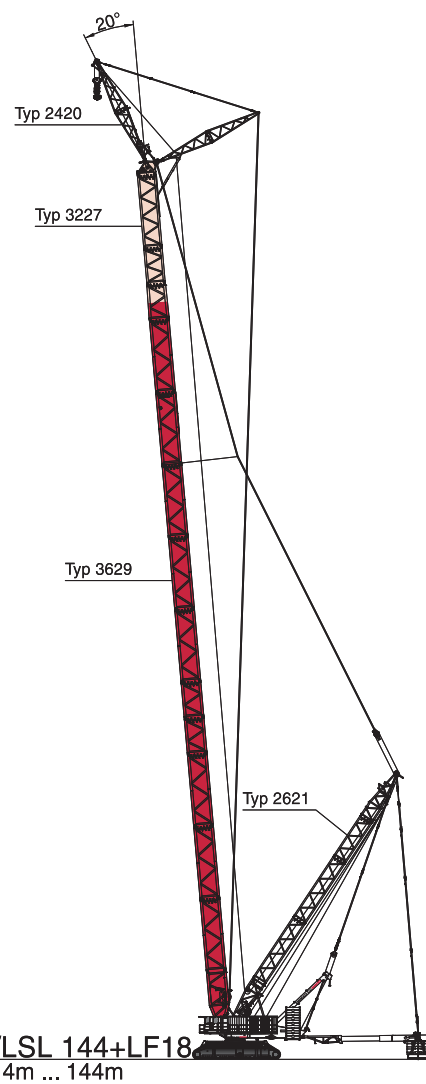
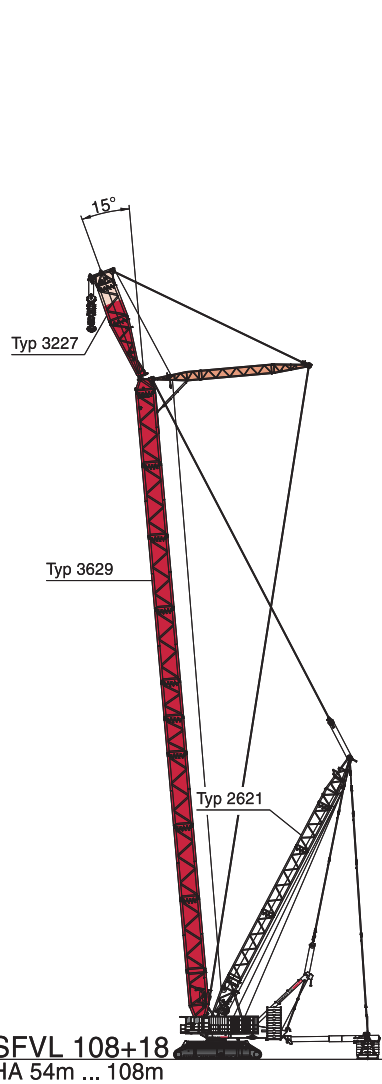
SPECIFICATIONS · TECHNISCHE DATEN · CARACTÉRISTIQUES



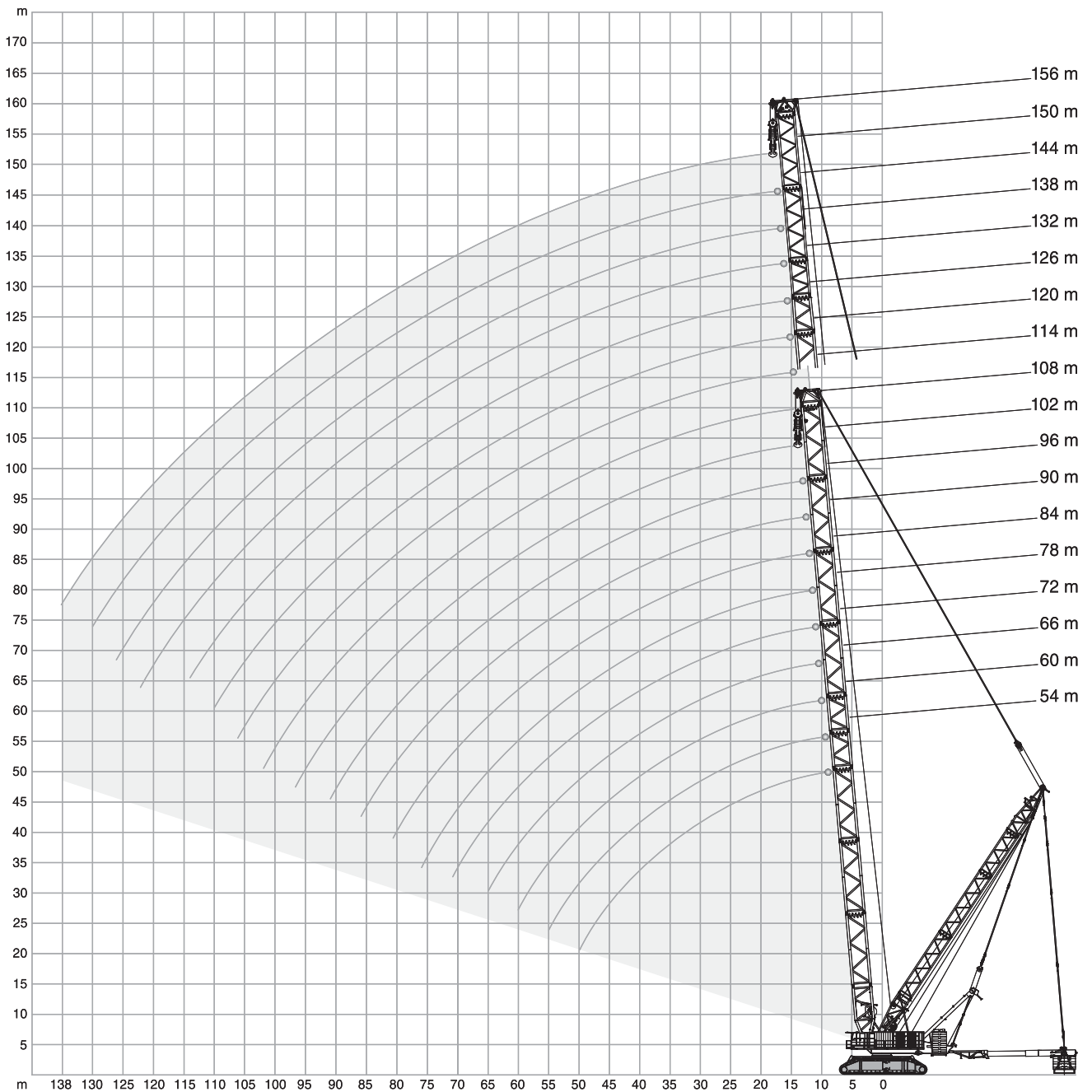


BOOM COMBINATIONS · AUSLEGER-KOMBINATIONEN · COMBINAISONS DE FLÈCHE

1



SSL, SSL / LSL WORKING RANGES · ARBEITSBEREICHE · PORTÉES



SSL LIFTING CAPACITIES · TRAGFÄHIGKEITEN ·
 CAPACITÉS DE LEVAGE

295 t + 60 t ZB 19-30 m 10,50 m 360° ISO

| m | 54 m | | 60 m | | 66 m | | 72 m | | 78 m | | m |
|----|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|----|
| | 0 t | 0t-800t | 0 t | 0t-800t | 0 t | 0t-800t | 0 t | 0t-800t | 0 t | 0t-800t | |
| | t | t | t | t | t | t | t | t | t | t | |
| 10 | 842,0 | 1600,0 | 795,0 | 1579,0 | - | - | - | - | - | - | 10 |
| 11 | 762,0 | 1549,5 | 722,0 | 1543,5 | 679,0 | 1522,0 | 645,0 | 1351,0 | - | - | 11 |
| 12 | 682,0 | 1520,0 | 649,0 | 1508,0 | 617,0 | 1499,0 | 588,0 | 1351,0 | 560,0 | 1234,0 | 12 |
| 14 | 571,0 | 1447,0 | 545,0 | 1435,0 | 521,0 | 1426,0 | 497,0 | 1351,0 | 475,0 | 1234,0 | 14 |
| 16 | 488,0 | 1380,0 | 467,0 | 1369,0 | 447,0 | 1360,0 | 428,0 | 1351,0 | 410,0 | 1234,0 | 16 |
| 18 | 424,0 | 1319,0 | 407,0 | 1307,0 | 390,0 | 1299,0 | 374,0 | 1290,0 | 358,0 | 1234,0 | 18 |
| 20 | 368,0 | 1263,0 | 359,0 | 1251,0 | 344,0 | 1242,0 | 330,0 | 1234,0 | 316,0 | 1227,0 | 20 |
| 22 | 316,0 | 1211,0 | 311,0 | 1199,0 | 306,0 | 1191,0 | 294,0 | 1183,0 | 282,0 | 1175,0 | 22 |
| 24 | 275,0 | 1122,0 | 270,0 | 1115,0 | 266,0 | 1110,0 | 263,0 | 1105,0 | 252,0 | 1100,0 | 24 |
| 26 | 242,0 | 1032,0 | 237,0 | 1025,0 | 233,0 | 1019,0 | 230,0 | 1015,0 | 227,0 | 1010,0 | 26 |
| 28 | 215,0 | 936,0 | 210,0 | 948,0 | 206,0 | 942,0 | 203,0 | 938,0 | 200,0 | 933,0 | 28 |
| 30 | 192,0 | 849,0 | 187,0 | 880,0 | 183,0 | 875,0 | 180,0 | 870,0 | 177,0 | 866,0 | 30 |
| 34 | 157,0 | 712,0 | 151,0 | 751,0 | 147,0 | 764,0 | 144,0 | 759,0 | 141,0 | 755,0 | 34 |
| 38 | 130,0 | 605,0 | 124,0 | 641,0 | 120,0 | 669,0 | 116,0 | 671,0 | 112,0 | 667,0 | 38 |
| 42 | 110,0 | 528,0 | 103,0 | 548,0 | 97,5 | 580,0 | 93,5 | 599,0 | 89,5 | 595,0 | 42 |
| 46 | 93,5 | 448,0 | 86,0 | 483,0 | 80,5 | 502,0 | 76,0 | 526,0 | 71,5 | 536,0 | 46 |
| 50 | 80,5 | 376,0 | 72,5 | 422,0 | 66,5 | 436,0 | 61,5 | 461,0 | 57,0 | 477,0 | 50 |
| 54 | - | - | 62,0 | 360,0 | 55,5 | 396,0 | 50,0 | 404,0 | 45,4 | 422,0 | 54 |
| 55 | - | - | 59,5 | 346,0 | 53,2 | 382,7 | 47,6 | 391,2 | 42,9 | 409,7 | 55 |
| 58 | - | - | - | - | 46,6 | 343,0 | 40,7 | 359,0 | 35,6 | 373,0 | 58 |
| 60 | - | - | - | - | 42,9 | 318,0 | 36,8 | 341,5 | 31,5 | 351,0 | 60 |
| 62 | - | - | - | - | - | - | 33,0 | 324,0 | 27,5 | 329,0 | 62 |
| 65 | - | - | - | - | - | - | 28,3 | 292,0 | 22,4 | 307,0 | 65 |
| 66 | - | - | - | - | - | - | - | - | 20,8 | 301,0 | 66 |
| 70 | - | - | - | - | - | - | - | - | - | 267,0 | 70 |
| 71 | - | - | - | - | - | - | - | - | - | 258,0 | 71 |

| m | 84 m | | 90 m | | 96 m | | 102 m | | 108 m | | m |
|----|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|----|
| | 0 t | 0t-800t | 0 t | 0t-800t | 0 t | 0t-800t | 0 t | 0t-800t | 0 t | 0t-800t | |
| | t | t | t | t | t | t | t | t | t | t | |
| 12 | 534,0 | 1115,0 | - | - | - | - | - | - | - | - | 12 |
| 13 | 494,0 | 1115,0 | 471,0 | 1085,0 | 449,0 | 980,0 | - | - | - | - | 13 |
| 14 | 454,0 | 1115,0 | 436,0 | 1085,0 | 416,0 | 980,0 | 399,0 | 870,0 | 381,0 | 806,0 | 14 |
| 16 | 392,0 | 1115,0 | 377,0 | 1085,0 | 361,0 | 980,0 | 346,0 | 870,0 | 330,0 | 806,0 | 16 |
| 18 | 343,0 | 1115,0 | 330,0 | 1085,0 | 316,0 | 980,0 | 303,0 | 870,0 | 289,0 | 806,0 | 18 |
| 20 | 303,0 | 1115,0 | 292,0 | 1085,0 | 279,0 | 980,0 | 267,0 | 870,0 | 255,0 | 806,0 | 20 |
| 22 | 269,0 | 1115,0 | 260,0 | 1045,0 | 248,0 | 978,0 | 238,0 | 870,0 | 226,0 | 806,0 | 22 |
| 24 | 241,0 | 1087,0 | 232,0 | 1012,0 | 221,0 | 945,0 | 212,0 | 870,0 | 202,0 | 806,0 | 24 |
| 26 | 217,0 | 1006,0 | 209,0 | 979,0 | 199,0 | 910,0 | 190,0 | 855,0 | 181,0 | 790,0 | 26 |
| 28 | 196,0 | 928,0 | 189,0 | 923,0 | 179,0 | 884,0 | 171,0 | 826,0 | 162,0 | 772,0 | 28 |
| 30 | 174,0 | 861,0 | 171,0 | 856,0 | 162,0 | 852,0 | 154,0 | 808,0 | 146,0 | 749,0 | 30 |
| 34 | 137,0 | 750,0 | 133,0 | 745,0 | 129,0 | 741,0 | 126,0 | 738,0 | 118,0 | 719,0 | 34 |
| 38 | 108,0 | 662,0 | 103,0 | 657,0 | 100,0 | 653,0 | 98,5 | 650,0 | 92,5 | 644,0 | 38 |
| 42 | 85,0 | 590,0 | 81,0 | 586,0 | 77,5 | 581,0 | 75,5 | 579,0 | 69,5 | 572,0 | 42 |
| 46 | 67,0 | 531,0 | 63,0 | 527,0 | 59,0 | 522,0 | 57,0 | 520,0 | 51,0 | 513,0 | 46 |
| 50 | 52,5 | 482,0 | 48,4 | 477,0 | 44,4 | 473,0 | 42,3 | 470,0 | 36,3 | 463,0 | 50 |
| 54 | 40,6 | 433,0 | 36,2 | 435,0 | 32,2 | 430,0 | 29,9 | 428,0 | 23,9 | 421,0 | 54 |
| 55 | 38,0 | 421,2 | 33,6 | 424,5 | 29,6 | 421,0 | 27,2 | 418,6 | 21,1 | 411,0 | 55 |
| 57 | 33,0 | 397,7 | 28,6 | 403,5 | 24,4 | 403,0 | 21,9 | 400,0 | - | 393,0 | 57 |
| 58 | 30,5 | 386,0 | 26,1 | 393,0 | 21,9 | 394,0 | - | 391,0 | - | 384,0 | 58 |
| 60 | 26,3 | 364,5 | 21,6 | 373,0 | - | 376,0 | - | 375,0 | - | 368,5 | 60 |
| 62 | 22,1 | 343,0 | - | 353,0 | - | 358,0 | - | 359,0 | - | 353,0 | 62 |
| 63 | 20,2 | 333,0 | - | 343,7 | - | 349,0 | - | 351,0 | - | 346,0 | 63 |
| 66 | - | 305,0 | - | 316,0 | - | 322,0 | - | 327,0 | - | 325,0 | 66 |
| 70 | - | 274,0 | - | 283,0 | - | 290,0 | - | 296,0 | - | 295,0 | 70 |
| 74 | - | 251,0 | - | 252,0 | - | 261,0 | - | 268,0 | - | 268,0 | 74 |
| 76 | - | 235,0 | - | 240,5 | - | 247,0 | - | 255,0 | - | 255,5 | 76 |
| 78 | - | - | - | 232,0 | - | 233,0 | - | 242,0 | - | 243,0 | 78 |
| 81 | - | - | - | 215,0 | - | 215,0 | - | 223,2 | - | 225,0 | 81 |
| 82 | - | - | - | - | - | 211,0 | - | 217,0 | - | 220,0 | 82 |
| 86 | - | - | - | - | - | 195,0 | - | 194,0 | - | 198,0 | 86 |
| 90 | - | - | - | - | - | - | - | 181,0 | - | 177,0 | 90 |
| 91 | - | - | - | - | - | - | - | 178,0 | - | 172,0 | 91 |
| 94 | - | - | - | - | - | - | - | - | - | 163,0 | 94 |
| 97 | - | - | - | - | - | - | - | - | - | 154,0 | 97 |

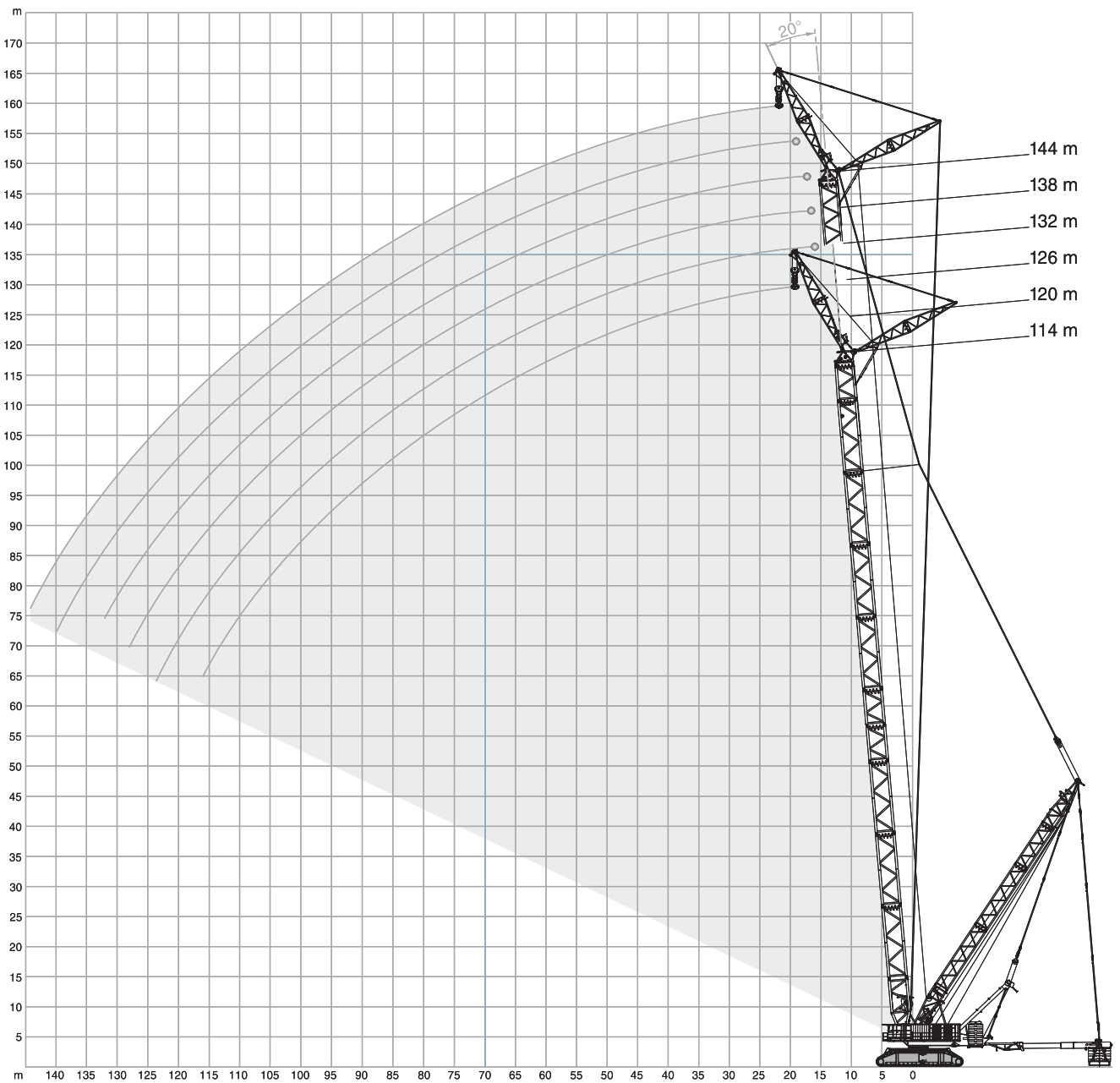
SSL / LSL LIFTING CAPACITIES · TRAGFÄHIGKEITEN · CAPACITÉS DE LEVAGE

| 295 t + 60 t ZB | | 19-30 m | | 10,50 m | | 360° | | ISO | | | |
|-----------------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-----|
| m | 114 m | | 120 m | | 126 m | | 132 m | | 138 m | | m |
| | 0 t | 0t-800t | 0 t | 0t-800t | 0 t | 0t-800t | 0 t | 0t-800t | 0 t | 0t-800t | |
| 16 | 319,0 | 684,0 | 307,0 | 619,0 | 293,0 | 571,0 | 281,0 | 518,0 | - | - | 16 |
| 18 | 281,0 | 684,0 | 271,0 | 619,0 | 258,0 | 571,0 | 248,0 | 518,0 | 238,0 | 474,0 | 18 |
| 20 | 249,0 | 684,0 | 241,0 | 619,0 | 228,0 | 571,0 | 219,0 | 518,0 | 210,0 | 474,0 | 20 |
| 22 | 222,0 | 684,0 | 215,0 | 619,0 | 203,0 | 571,0 | 195,0 | 518,0 | 187,0 | 474,0 | 22 |
| 24 | 199,0 | 684,0 | 192,0 | 619,0 | 182,0 | 571,0 | 174,0 | 518,0 | 167,0 | 474,0 | 24 |
| 26 | 179,0 | 680,0 | 173,0 | 619,0 | 163,0 | 571,0 | 156,0 | 518,0 | 149,0 | 474,0 | 26 |
| 28 | 162,0 | 667,0 | 156,0 | 611,0 | 146,0 | 569,0 | 140,0 | 518,0 | 133,0 | 474,0 | 28 |
| 30 | 146,0 | 654,0 | 141,0 | 602,0 | 132,0 | 561,0 | 125,0 | 514,0 | 119,0 | 473,0 | 30 |
| 34 | 120,0 | 630,0 | 116,0 | 583,0 | 107,0 | 545,0 | 101,0 | 502,0 | 96,0 | 463,0 | 34 |
| 38 | 97,5 | 600,0 | 95,5 | 563,0 | 87,0 | 529,0 | 82,0 | 489,0 | 76,5 | 452,0 | 38 |
| 42 | 75,0 | 562,0 | 74,0 | 533,0 | 69,0 | 503,0 | 65,5 | 475,0 | 60,5 | 442,0 | 42 |
| 46 | 57,0 | 505,0 | 56,0 | 503,0 | 51,0 | 477,0 | 49,1 | 451,0 | 45,5 | 423,0 | 46 |
| 50 | 42,6 | 456,0 | 41,3 | 455,0 | 36,3 | 449,0 | 34,3 | 428,0 | 30,6 | 404,0 | 50 |
| 54 | 30,5 | 415,0 | 29,1 | 413,0 | 24,0 | 408,0 | 21,9 | 405,0 | - | 384,0 | 54 |
| 58 | 20,3 | 380,0 | - | 378,0 | - | 372,0 | - | 370,0 | - | 363,0 | 58 |
| 62 | - | 349,0 | - | 347,0 | - | 341,0 | - | 339,0 | - | 332,0 | 62 |
| 66 | - | 322,0 | - | 320,0 | - | 314,0 | - | 312,0 | - | 305,0 | 66 |
| 70 | - | 298,0 | - | 296,0 | - | 290,0 | - | 287,0 | - | 281,0 | 70 |
| 74 | - | 272,0 | - | 273,0 | - | 268,0 | - | 264,0 | - | 258,0 | 74 |
| 78 | - | 249,0 | - | 251,0 | - | 247,0 | - | 245,0 | - | 240,0 | 78 |
| 82 | - | 228,0 | - | 230,0 | - | 227,0 | - | 225,0 | - | 221,0 | 82 |
| 86 | - | 208,0 | - | 211,0 | - | 208,0 | - | 207,0 | - | 204,0 | 86 |
| 90 | - | 189,0 | - | 193,0 | - | 191,0 | - | 191,0 | - | 188,0 | 90 |
| 94 | - | 171,0 | - | 176,0 | - | 175,0 | - | 175,0 | - | 173,0 | 94 |
| 98 | - | 154,0 | - | 160,0 | - | 159,0 | - | 160,0 | - | 159,0 | 98 |
| 102 | - | 145,0 | - | 144,0 | - | 144,0 | - | 146,0 | - | 145,0 | 102 |
| 106 | - | - | - | 134,0 | - | 130,0 | - | 133,0 | - | 133,0 | 106 |
| 110 | - | - | - | - | - | 119,0 | - | 120,0 | - | 121,0 | 110 |
| 114 | - | - | - | - | - | - | - | 108,0 | - | 109,0 | 114 |
| 118 | - | - | - | - | - | - | - | - | - | 97,5 | 118 |
| 122 | - | - | - | - | - | - | - | - | - | 91,0 | 122 |

SSL / LSL LIFTING CAPACITIES · TRAGFÄHIGKEITEN · CAPACITÉS DE LEVAGE

| 295 t + 60 t ZB | | 19-30 m | | 10,50 m | | 360° | | ISO | |
|-----------------|-------|---------|-------|---------|-------|---------|-----|-----|--|
| m | 144 m | | 150 m | | 156 m | | m | | |
| | 0 t | 0t-800t | 0 t | 0t-800t | 0 t | 0t-800t | | | |
| 18 | 229,0 | 430,0 | 222,0 | 391,0 | 214,0 | 353,0 | 18 | | |
| 20 | 202,0 | 430,0 | 197,0 | 391,0 | 189,0 | 353,0 | 20 | | |
| 22 | 180,0 | 430,0 | 175,0 | 391,0 | 168,0 | 353,0 | 22 | | |
| 24 | 160,0 | 430,0 | 156,0 | 391,0 | 150,0 | 353,0 | 24 | | |
| 26 | 143,0 | 430,0 | 139,0 | 391,0 | 133,0 | 353,0 | 26 | | |
| 28 | 128,0 | 430,0 | 124,0 | 391,0 | 119,0 | 353,0 | 28 | | |
| 30 | 114,0 | 430,0 | 111,0 | 391,0 | 106,0 | 353,0 | 30 | | |
| 34 | 91,0 | 423,0 | 89,0 | 387,0 | 84,0 | 352,0 | 34 | | |
| 38 | 72,0 | 414,0 | 70,0 | 381,0 | 66,0 | 346,0 | 38 | | |
| 42 | 56,5 | 406,0 | 54,5 | 374,0 | 51,0 | 340,0 | 42 | | |
| 46 | 43,2 | 393,0 | 41,7 | 367,0 | 38,1 | 334,0 | 46 | | |
| 50 | 29,7 | 375,0 | 30,4 | 350,0 | 26,9 | 321,0 | 50 | | |
| 54 | - | 356,0 | - | 333,0 | - | 304,0 | 54 | | |
| 58 | - | 338,0 | - | 313,0 | - | 287,0 | 58 | | |
| 62 | - | 320,0 | - | 296,0 | - | 270,0 | 62 | | |
| 66 | - | 301,0 | - | 278,0 | - | 253,0 | 66 | | |
| 70 | - | 277,0 | - | 261,0 | - | 235,0 | 70 | | |
| 74 | - | 256,0 | - | 244,0 | - | 216,0 | 74 | | |
| 78 | - | 236,0 | - | 227,0 | - | 198,0 | 78 | | |
| 82 | - | 220,0 | - | 210,0 | - | 182,0 | 82 | | |
| 86 | - | 203,0 | - | 195,0 | - | 163,0 | 86 | | |
| 90 | - | 187,0 | - | 186,0 | - | 143,0 | 90 | | |
| 94 | - | 173,0 | - | 174,0 | - | 124,0 | 94 | | |
| 98 | - | 159,0 | - | 161,0 | - | 106,0 | 98 | | |
| 102 | - | 146,0 | - | 148,0 | - | 94,0 | 102 | | |
| 106 | - | 134,0 | - | 137,0 | - | 87,5 | 106 | | |
| 110 | - | 122,0 | - | 125,0 | - | 81,5 | 110 | | |
| 114 | - | 111,0 | - | 115,0 | - | 75,0 | 114 | | |
| 118 | - | 100,0 | - | 104,0 | - | 69,0 | 118 | | |
| 122 | - | 90,0 | - | 94,5 | - | 62,5 | 122 | | |
| 126 | - | 82,5 | - | 85,0 | - | 56,5 | 126 | | |
| 130 | - | - | - | 77,0 | - | 50,0 | 130 | | |
| 134 | - | - | - | - | - | 44,1 | 134 | | |
| 138 | - | - | - | - | - | 37,8 | 138 | | |
| 142 | - | - | - | - | - | - | 142 | | |

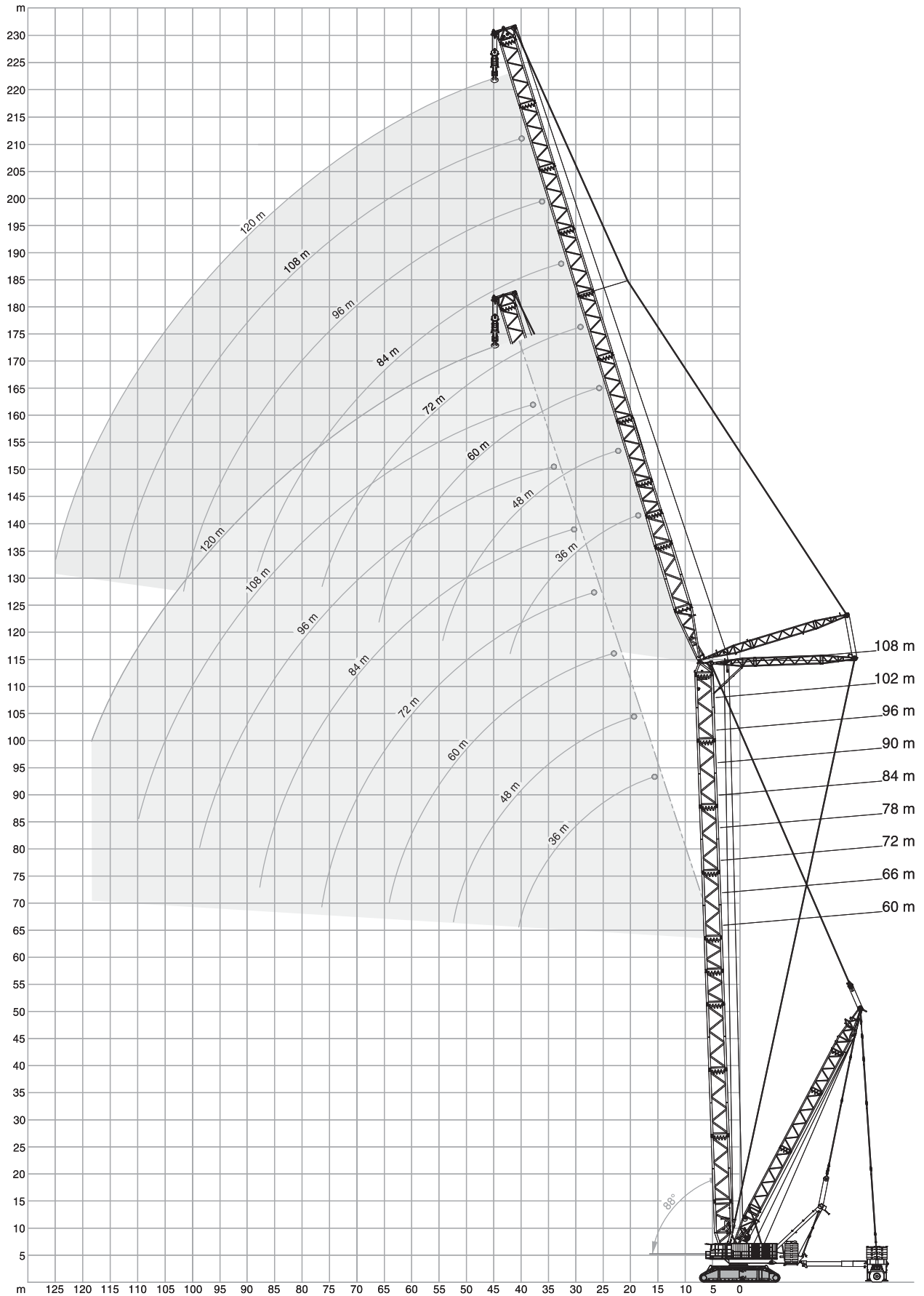
2



SSL / LSL + LF

235 t + 0 t ZB
 19-30 m
 18 m
 20°
 10,50 m
 360°
 ISO

| m | 114 m | | 120 m | | 126 m | | 132 m | | 138 m | | 144 m | | m |
|-----|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-----|
| | 0 t | 0t-640t | 0 t | 0t-640t | 0 t | 0t-640t | 0 t | 0t-640t | 0 t | 0t-640t | 0 t | 0t-640t | |
| 22 | 177,0 | 400,0 | 170,0 | 400,0 | 160,0 | 400,0 | 153,0 | 380,0 | - | - | - | - | 22 |
| 24 | 157,0 | 400,0 | 151,0 | 400,0 | 141,0 | 400,0 | 134,0 | 380,0 | 128,0 | 360,0 | 122,0 | 322,0 | 24 |
| 26 | 140,0 | 400,0 | 134,0 | 400,0 | 125,0 | 400,0 | 119,0 | 380,0 | 112,0 | 360,0 | 106,0 | 322,0 | 26 |
| 28 | 125,0 | 400,0 | 119,0 | 400,0 | 111,0 | 400,0 | 105,0 | 380,0 | 98,5 | 360,0 | 93,5 | 321,0 | 28 |
| 30 | 112,2 | 400,0 | 106,7 | 400,0 | 98,7 | 400,0 | 93,0 | 380,0 | 87,0 | 360,0 | 82,0 | 320,5 | 30 |
| 34 | 89,2 | 400,0 | 84,5 | 400,0 | 76,7 | 400,0 | 71,2 | 380,0 | 66,0 | 360,0 | 61,2 | 319,5 | 34 |
| 38 | 70,5 | 400,0 | 66,2 | 400,0 | 58,7 | 400,0 | 53,5 | 376,0 | 48,6 | 360,0 | 44,2 | 318,0 | 38 |
| 42 | 55,1 | 400,0 | 51,1 | 400,0 | 43,7 | 397,0 | 38,8 | 365,0 | 34,0 | 356,0 | 29,9 | 315,0 | 42 |
| 44 | 48,2 | 400,0 | 44,2 | 400,0 | 36,9 | 394,0 | 32,1 | 360,0 | 27,3 | 352,0 | 23,3 | 313,0 | 44 |
| 46 | 42,1 | 400,0 | 38,2 | 400,0 | 31,0 | 391,0 | 26,3 | 354,5 | - | 348,0 | - | 311,0 | 46 |
| 48 | 36,1 | 400,0 | 32,3 | 400,0 | 25,2 | 388,0 | 20,5 | 349,0 | - | 344,0 | - | 309,0 | 48 |
| 50 | 30,9 | 387,0 | 27,2 | 385,5 | - | 376,5 | - | 332,0 | - | 327,5 | - | 306,5 | 50 |
| 52 | 25,7 | 374,0 | 22,1 | 371,0 | - | 365,0 | - | 317,0 | - | 322,0 | - | 304,0 | 52 |
| 54 | - | 356,5 | - | 353,5 | - | 347,5 | - | 305,5 | - | 310,5 | - | 293,0 | 54 |
| 58 | - | 323,5 | - | 320,5 | - | 314,5 | - | 282,5 | - | 288,0 | - | 275,5 | 58 |
| 62 | - | 295,0 | - | 292,0 | - | 286,0 | - | 259,5 | - | 266,0 | - | 256,5 | 62 |
| 66 | - | 270,0 | - | 267,5 | - | 261,0 | - | 237,0 | - | 244,0 | - | 237,0 | 66 |
| 70 | - | 248,0 | - | 245,5 | - | 239,0 | - | 214,5 | - | 221,5 | - | 217,5 | 70 |
| 74 | - | 228,5 | - | 225,5 | - | 219,5 | - | 191,5 | - | 199,0 | - | 198,0 | 74 |
| 78 | - | 211,0 | - | 208,0 | - | 202,0 | - | 169,0 | - | 177,0 | - | 178,5 | 78 |
| 82 | - | 195,5 | - | 192,5 | - | 186,5 | - | 149,5 | - | 155,0 | - | 159,0 | 82 |
| 86 | - | 181,0 | - | 178,0 | - | 172,0 | - | 129,0 | - | 134,5 | - | 140,5 | 86 |
| 90 | - | 168,0 | - | 165,0 | - | 159,0 | - | 115,0 | - | 117,5 | - | 121,0 | 90 |
| 94 | - | 156,5 | - | 153,5 | - | 147,0 | - | 109,0 | - | 105,0 | - | 107,5 | 94 |
| 98 | - | 145,5 | - | 142,5 | - | 136,0 | - | 103,5 | - | 99,2 | - | 97,5 | 98 |
| 102 | - | 135,5 | - | 132,5 | - | 126,0 | - | 98,2 | - | 93,7 | - | 92,2 | 102 |
| 106 | - | 126,5 | - | 123,5 | - | 117,0 | - | 92,5 | - | 88,2 | - | 86,7 | 106 |
| 110 | - | 118,0 | - | 115,0 | - | 109,0 | - | 86,7 | - | 82,7 | - | 81,2 | 110 |
| 114 | - | 110,5 | - | 107,5 | - | 101,2 | - | 81,2 | - | 77,2 | - | 75,7 | 114 |
| 116 | - | 107,0 | - | 104,0 | - | 97,5 | - | 78,5 | - | 74,5 | - | 73,0 | 116 |
| 118 | - | - | - | 100,5 | - | 94,0 | - | 75,5 | - | 71,7 | - | 70,2 | 118 |
| 122 | - | - | - | 91,7 | - | 87,2 | - | 69,7 | - | 66,2 | - | 64,5 | 122 |
| 124 | - | - | - | 86,5 | - | 84,0 | - | 67,0 | - | 63,5 | - | 61,5 | 124 |
| 126 | - | - | - | - | - | 79,5 | - | 64,2 | - | 60,7 | - | 58,7 | 126 |
| 128 | - | - | - | - | - | 75,0 | - | 61,5 | - | 58,0 | - | 56,0 | 128 |
| 130 | - | - | - | - | - | - | - | 58,5 | - | 55,2 | - | 53,2 | 130 |
| 132 | - | - | - | - | - | - | - | 55,5 | - | 52,5 | - | 50,5 | 132 |
| 134 | - | - | - | - | - | - | - | - | - | 49,8 | - | 47,9 | 134 |
| 138 | - | - | - | - | - | - | - | - | - | 44,3 | - | 42,6 | 138 |
| 140 | - | - | - | - | - | - | - | - | - | 41,6 | - | 39,8 | 140 |
| 142 | - | - | - | - | - | - | - | - | - | - | - | 37,0 | 142 |
| 144 | - | - | - | - | - | - | - | - | - | - | - | 34,3 | 144 |
| 148 | - | - | - | - | - | - | - | - | - | - | - | - | 148 |

SWSL WORKING RANGES · ARBEITSBEREICHE · PORTÉES


SWSL / SFSL 15° LIFTING CAPACITIES · TRAGFÄHIGKEITEN · CAPACITÉS DE LEVAGE

295 t + 60 t ZB 19-30 m 10,50 m 360° ISO

60 m + 36 m

| m | SWSL | | | | | SFSL |
|----|-------|--------|-----------|-------|-------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | |
| 18 | - | 793,0* | - | - | - | - |
| 20 | - | 783,0* | - | - | - | - |
| 22 | - | 764,0* | - | - | - | - |
| 24 | 276,0 | 800,0 | - | - | - | 785,0 |
| 26 | 254,0 | 730,0 | - | - | - | 783,0 |
| 28 | 235,0 | 647,0 | - | - | - | 779,0 |
| 30 | 219,0 | 580,0 | - | - | - | 745,0 |
| 34 | 190,0 | 479,0 | - | - | - | 678,0 |
| 38 | 162,0 | 405,0 | - | - | - | 622,0 |
| 39 | 156,0 | 390,5 | 625,0 | - | - | 609,0 |
| 42 | 140,0 | 350,0 | 535,0 | - | - | 566,5 |
| 46 | - | - | 447,0 | - | - | 507,0 |
| 50 | - | - | 382,0 | - | - | 449,0 |
| 52 | - | - | 355,0 | - | - | 421,0 |
| 54 | - | - | - | 421,0 | - | 396,5 |
| 58 | - | - | - | 386,0 | - | 351,0 |
| 62 | - | - | - | 354,0 | - | 312,5 |
| 63 | - | - | - | 343,0 | - | 303,7 |
| 66 | - | - | - | - | - | 278,0 |
| 67 | - | - | - | - | 288,0 | 269,5 |
| 70 | - | - | - | - | 273,0 | 248,5 |
| 72 | - | - | - | - | 263,0 | 238,0 |
| 74 | - | - | - | - | - | 226,0 |
| 78 | - | - | - | - | - | 201,0 |
| 82 | - | - | - | - | - | 176,0 |
| 86 | - | - | - | - | - | 152,5 |
| 88 | - | - | - | - | - | 141,0 |

60 m + 60 m

| m | SWSL | | | | | SFSL |
|-----|-------|--------|-----------|-------|-------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | |
| 26 | - | 504,0* | - | - | - | - |
| 28 | - | 500,0* | - | - | - | - |
| 30 | - | 492,0* | - | - | - | - |
| 32 | 177,0 | 532,0 | - | - | - | 522,0 |
| 34 | 166,0 | 528,0 | - | - | - | 516,0 |
| 38 | 145,0 | 449,0 | - | - | - | 507,0 |
| 42 | 129,0 | 387,0 | - | - | - | 467,5 |
| 46 | 113,0 | 338,0 | - | - | - | 431,0 |
| 50 | 99,0 | 299,0 | - | - | - | 398,5 |
| 52 | 93,0 | 282,0 | 392,0 | - | - | 383,0 |
| 54 | 87,0 | 266,0 | 366,0 | - | - | 369,5 |
| 58 | 76,5 | 237,0 | 321,0 | - | - | 344,0 |
| 62 | 67,5 | 205,0 | 285,0 | - | - | 322,5 |
| 66 | 60,5 | 172,0 | 255,0 | - | - | 300,0 |
| 69 | - | - | 236,0 | 298,0 | - | 279,7 |
| 70 | - | - | 230,0 | 293,0 | - | 272,5 |
| 74 | - | - | 205,0 | 269,0 | - | 245,5 |
| 76 | - | - | 189,0 | 255,0 | - | 233,0 |
| 78 | - | - | - | 242,0 | - | 221,0 |
| 82 | - | - | - | 218,0 | - | 199,0 |
| 86 | - | - | - | 199,0 | 197,0 | 180,5 |
| 90 | - | - | - | - | 186,0 | 166,5 |
| 94 | - | - | - | - | 177,0 | 151,0 |
| 95 | - | - | - | - | 175,0 | 146,5 |
| 98 | - | - | - | - | - | 133,5 |
| 102 | - | - | - | - | - | 117,5 |
| 106 | - | - | - | - | - | 102,5 |
| 108 | - | - | - | - | - | 95,0 |

60 m + 48 m

| m | t | t | t | t | t | t |
|-----|-------|--------|-------|-------|-------|-------|
| 22 | - | 629,0* | - | - | - | - |
| 24 | - | 623,0* | - | - | - | - |
| 26 | - | 610,0* | - | - | - | - |
| 28 | 219,0 | 661,0 | - | - | - | 649,0 |
| 30 | 203,0 | 621,0 | - | - | - | 640,0 |
| 34 | 177,0 | 512,0 | - | - | - | 609,0 |
| 38 | 156,0 | 433,0 | - | - | - | 556,0 |
| 42 | 134,0 | 373,0 | - | - | - | 512,0 |
| 45 | 120,5 | 337,0 | 498,0 | - | - | 481,7 |
| 46 | 116,0 | 326,0 | 477,0 | - | - | 472,5 |
| 50 | 102,0 | 289,0 | 407,0 | - | - | 438,0 |
| 54 | 90,5 | 240,0 | 353,0 | - | - | 404,0 |
| 58 | - | - | 310,0 | - | - | 365,0 |
| 62 | - | - | 276,0 | 347,0 | - | 325,0 |
| 64 | - | - | 262,0 | 333,0 | - | 306,0 |
| 66 | - | - | - | 321,0 | - | 290,0 |
| 70 | - | - | - | 292,0 | - | 260,5 |
| 74 | - | - | - | 261,0 | - | 233,5 |
| 75 | - | - | - | 255,0 | - | 226,7 |
| 76 | - | - | - | - | 236,0 | 220,0 |
| 78 | - | - | - | - | 229,0 | 210,0 |
| 82 | - | - | - | - | 216,0 | 193,0 |
| 84 | - | - | - | - | 210,0 | 184,0 |
| 86 | - | - | - | - | - | 173,5 |
| 90 | - | - | - | - | - | 153,0 |
| 94 | - | - | - | - | - | 133,5 |
| 98 | - | - | - | - | - | 114,5 |
| 100 | - | - | - | - | - | 105,0 |
| 102 | - | - | - | - | - | - |

60 m + 72 m

| m | t | t | t | t | t | t |
|-----|-------|--------|-------|-------|-------|-------|
| 30 | - | 407,0* | - | - | - | - |
| 34 | - | 399,0* | - | - | - | - |
| 36 | 144,0 | 426,0 | - | - | - | 417,0 |
| 38 | 135,0 | 426,0 | - | - | - | 416,0 |
| 42 | 119,0 | 388,0 | - | - | - | 411,5 |
| 46 | 106,0 | 338,0 | - | - | - | 393,5 |
| 50 | 94,5 | 298,0 | - | - | - | 362,5 |
| 54 | 84,0 | 265,0 | - | - | - | 335,5 |
| 58 | 73,0 | 237,0 | 321,0 | - | - | 311,5 |
| 62 | 64,0 | 214,0 | 284,0 | - | - | 290,5 |
| 66 | 56,0 | 193,0 | 253,0 | - | - | 272,0 |
| 70 | 49,0 | 170,0 | 228,0 | - | - | 255,5 |
| 74 | 43,5 | 148,0 | 206,0 | - | - | 241,5 |
| 76 | 41,0 | 137,0 | 196,0 | - | - | 235,0 |
| 77 | - | - | 191,5 | 246,0 | - | 231,2 |
| 78 | - | - | 187,0 | 239,0 | - | 227,5 |
| 82 | - | - | 171,0 | 216,0 | - | 209,0 |
| 86 | - | - | 150,0 | 196,0 | - | 188,5 |
| 90 | - | - | - | 179,0 | - | 171,0 |
| 94 | - | - | - | 163,0 | - | 156,0 |
| 95 | - | - | - | 160,0 | 168,0 | 153,0 |
| 96 | - | - | - | 157,0 | 165,0 | 150,0 |
| 98 | - | - | - | - | 161,0 | 144,0 |
| 102 | - | - | - | - | 153,0 | 130,5 |
| 106 | - | - | - | - | 146,0 | 116,0 |
| 110 | - | - | - | - | - | 102,5 |
| 114 | - | - | - | - | - | 89,7 |
| 118 | - | - | - | - | - | 77,2 |
| 120 | - | - | - | - | - | 71,0 |

Remarks · Bemerkungen · Remarques: * Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88° see page 20 · siehe Seite 20 · voir page 20

4

SWSL / SFSL 15° LIFTING CAPACITIES · TRAGFÄHIGKEITEN · CAPACITÉS DE LEVAGE

295 t + 60 t ZB
19-30 m
10,50 m
360°
ISO

60 m + 84 m

60 m + 96 m

| m | SWSL | | | | | SFSL |
|-----|-------|--------|-----------|-------|-------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 32 | - | 325,0* | - | - | - | - |
| 34 | - | 325,0* | - | - | - | - |
| 38 | - | 317,0* | - | - | - | - |
| 40 | 117,0 | 331,0 | - | - | - | 325,0 |
| 42 | 110,0 | 331,0 | - | - | - | 323,5 |
| 46 | 97,0 | 326,0 | - | - | - | 321,0 |
| 50 | 86,0 | 298,0 | - | - | - | 319,0 |
| 54 | 76,5 | 265,0 | - | - | - | 308,0 |
| 58 | 68,0 | 237,0 | - | - | - | 288,0 |
| 62 | 60,5 | 213,0 | - | - | - | 268,0 |
| 64 | 57,0 | 203,0 | 268,0 | - | - | 258,0 |
| 66 | 53,0 | 193,0 | 253,0 | - | - | 249,5 |
| 70 | 46,0 | 175,0 | 227,0 | - | - | 233,0 |
| 74 | 40,0 | 160,0 | 205,0 | - | - | 218,5 |
| 78 | 34,5 | 145,0 | 186,0 | - | - | 206,0 |
| 82 | 30,2 | 128,0 | 169,0 | - | - | 195,0 |
| 86 | 26,0 | 112,0 | 155,0 | 195,0 | - | 184,5 |
| 88 | 24,0 | 104,0 | 148,0 | 185,0 | - | 179,0 |
| 90 | - | - | 142,0 | 177,0 | - | 174,5 |
| 94 | - | - | 131,0 | 162,0 | - | 162,0 |
| 98 | - | - | 115,0 | 148,0 | - | 147,5 |
| 102 | - | - | - | 136,0 | - | 135,0 |
| 104 | - | - | - | 131,0 | 143,0 | 130,0 |
| 106 | - | - | - | 125,0 | 140,0 | 125,0 |
| 108 | - | - | - | 120,0 | 136,0 | 120,0 |
| 110 | - | - | - | - | 133,0 | 113,5 |
| 114 | - | - | - | - | 126,0 | 101,5 |
| 118 | - | - | - | - | 119,0 | 90,0 |
| 122 | - | - | - | - | - | 78,5 |
| 126 | - | - | - | - | - | 67,5 |
| 130 | - | - | - | - | - | 56,5 |
| 132 | - | - | - | - | - | 51,0 |
| 134 | - | - | - | - | - | - |
| 138 | - | - | - | - | - | - |
| 142 | - | - | - | - | - | - |

| m | SWSL | | | | | SFSL |
|-----|------|--------|-----------|-------|-------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 36 | - | 254,0* | - | - | - | - |
| 38 | - | 254,0* | - | - | - | - |
| 42 | - | 248,0* | - | - | - | - |
| 44 | 95,5 | 257,0 | - | - | - | 251,0 |
| 46 | 89,5 | 257,0 | - | - | - | 249,5 |
| 50 | 79,0 | 250,0 | - | - | - | 246,0 |
| 54 | 69,5 | 243,0 | - | - | - | 242,0 |
| 58 | 61,5 | 235,0 | - | - | - | 237,5 |
| 62 | 54,5 | 212,0 | - | - | - | 232,0 |
| 66 | 48,0 | 192,0 | - | - | - | 226,0 |
| 70 | 42,5 | 174,0 | 226,0 | - | - | 216,0 |
| 74 | 37,0 | 158,0 | 203,0 | - | - | 202,0 |
| 78 | 31,5 | 145,0 | 184,0 | - | - | 189,0 |
| 82 | 26,7 | 133,0 | 168,0 | - | - | 177,5 |
| 86 | 22,5 | 121,5 | 153,0 | - | - | 167,5 |
| 88 | 20,5 | 116,0 | 146,0 | - | - | 163,0 |
| 90 | - | 109,5 | 140,0 | - | - | 158,5 |
| 94 | - | 97,0 | 128,0 | 160,0 | - | 150,0 |
| 98 | - | 84,7 | 118,0 | 146,0 | - | 142,5 |
| 100 | - | 78,5 | 113,0 | 140,0 | - | 139,0 |
| 102 | - | - | 109,0 | 134,0 | - | 135,0 |
| 106 | - | - | 100,0 | 123,0 | - | 126,5 |
| 110 | - | - | 88,0 | 113,0 | - | 117,5 |
| 113 | - | - | - | 107,0 | 123,0 | 110,7 |
| 114 | - | - | - | 105,0 | 121,0 | 108,5 |
| 118 | - | - | - | 97,0 | 115,0 | 98,5 |
| 120 | - | - | - | 93,0 | 111,0 | 93,0 |
| 122 | - | - | - | - | 107,0 | 88,0 |
| 126 | - | - | - | - | 99,0 | 77,7 |
| 128 | - | - | - | - | 95,5 | 72,5 |
| 130 | - | - | - | - | - | 67,7 |
| 134 | - | - | - | - | - | 58,0 |
| 138 | - | - | - | - | - | 48,5 |
| 142 | - | - | - | - | - | 39,2 |
| 144 | - | - | - | - | - | 34,5 |

Remarks · Bemerkungen · Remarques

Main boom angle 88°, 85°, 75°, 65° and 55°; capacities for intermediate boom positions are calculated by the crane control system IC-1
 Hauptauslegerwinkel 88°, 85°, 75°, 65° und 55°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet
 Jarret de flèche principale 88°, 85°, 75°, 65° et 55°; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88°

SWSL / SFSL 15° LIFTING CAPACITIES · TRAGFÄHIGKEITEN · CAPACITÉS DE LEVAGE

295 t + 60 t ZB
19-30 m
10,50 m
360°
ISO

60 m + 108 m

60 m + 120 m

| m | SWSL | | | | | SFSL |
|-----|------|--------|-----------|-------|------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 40 | - | 193,0* | - | - | - | - |
| 42 | - | 193,0* | - | - | - | - |
| 46 | - | 188,0* | - | - | - | - |
| 48 | 76,5 | 192,0 | - | - | - | 189,0 |
| 50 | 71,5 | 192,0 | - | - | - | 188,0 |
| 54 | 63,0 | 188,0 | - | - | - | 185,0 |
| 58 | 55,0 | 183,0 | - | - | - | 182,0 |
| 62 | 48,0 | 178,0 | - | - | - | 179,0 |
| 66 | 42,0 | 173,0 | - | - | - | 175,0 |
| 70 | 36,5 | 167,0 | - | - | - | 170,5 |
| 74 | 31,5 | 157,0 | - | - | - | 165,5 |
| 76 | 29,0 | 150,0 | 169,0 | - | - | 163,0 |
| 78 | 27,0 | 143,0 | 169,0 | - | - | 160,5 |
| 82 | 22,7 | 131,0 | 166,0 | - | - | 156,0 |
| 84 | 21,0 | 125,0 | 158,0 | - | - | 154,0 |
| 86 | - | 120,0 | 151,0 | - | - | 152,0 |
| 90 | - | 110,5 | 138,0 | - | - | 146,0 |
| 94 | - | 101,7 | 126,0 | - | - | 137,5 |
| 98 | - | 92,7 | 116,0 | - | - | 129,5 |
| 100 | - | 88,0 | 111,0 | 138,0 | - | 126,0 |
| 102 | - | 83,0 | 107,0 | 132,0 | - | 123,0 |
| 106 | - | 73,0 | 98,5 | 121,0 | - | 116,5 |
| 108 | - | 68,0 | 94,5 | 116,0 | - | 113,0 |
| 110 | - | - | 90,5 | 111,0 | - | 110,0 |
| 114 | - | - | 83,5 | 102,0 | - | 104,0 |
| 118 | - | - | 76,0 | 94,5 | - | 99,0 |
| 122 | - | - | 66,5 | 87,0 | 98,0 | 93,2 |
| 126 | - | - | - | 80,5 | 96,5 | 84,7 |
| 130 | - | - | - | 74,0 | 89,0 | 75,5 |
| 132 | - | - | - | 71,5 | 85,5 | 71,0 |
| 134 | - | - | - | - | 82,5 | 66,5 |
| 138 | - | - | - | - | 76,0 | 57,5 |
| 140 | - | - | - | - | 73,0 | 53,0 |
| 142 | - | - | - | - | - | 48,7 |
| 146 | - | - | - | - | - | 40,5 |
| 150 | - | - | - | - | - | 32,2 |
| 154 | - | - | - | - | - | 24,0 |
| 156 | - | - | - | - | - | 20,0 |
| 158 | - | - | - | - | - | - |

| m | SWSL | | | | | SFSL |
|-----|------|--------|-----------|------|------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 44 | - | 146,0* | - | - | - | - |
| 46 | - | 145,0* | - | - | - | - |
| 50 | - | 142,0* | - | - | - | - |
| 52 | 60,0 | 143,0 | - | - | - | 140,0 |
| 54 | 56,0 | 143,0 | - | - | - | 139,5 |
| 58 | 48,5 | 141,0 | - | - | - | 138,0 |
| 62 | 41,5 | 138,0 | - | - | - | 135,5 |
| 66 | 35,5 | 134,0 | - | - | - | 132,5 |
| 70 | 30,5 | 130,0 | - | - | - | 129,0 |
| 74 | 25,5 | 124,0 | - | - | - | 125,5 |
| 78 | 21,0 | 118,0 | - | - | - | 122,0 |
| 82 | - | 111,0 | 116,0 | - | - | 117,5 |
| 86 | - | 104,5 | 115,0 | - | - | 113,0 |
| 90 | - | 98,0 | 109,0 | - | - | 108,5 |
| 94 | - | 92,0 | 102,0 | - | - | 104,5 |
| 98 | - | 86,2 | 96,5 | - | - | 101,0 |
| 102 | - | 80,7 | 90,5 | - | - | 97,0 |
| 106 | - | 74,7 | 84,5 | - | - | 92,7 |
| 108 | - | 71,5 | 81,0 | 88,5 | - | 90,5 |
| 110 | - | 67,5 | 78,0 | 88,5 | - | 88,7 |
| 114 | - | 59,5 | 72,5 | 84,5 | - | 84,7 |
| 118 | - | 51,7 | 68,0 | 79,5 | - | 80,5 |
| 120 | - | 48,0 | 65,5 | 77,0 | - | 78,5 |
| 122 | - | - | 63,0 | 74,5 | - | 76,7 |
| 126 | - | - | 58,2 | 69,5 | - | 73,5 |
| 130 | - | - | 53,5 | 64,5 | - | 70,2 |
| 132 | - | - | 51,0 | 62,0 | 67,5 | 68,5 |
| 134 | - | - | - | 60,0 | 67,5 | 66,2 |
| 138 | - | - | - | 56,0 | 65,5 | 61,0 |
| 142 | - | - | - | 52,0 | 61,0 | 53,7 |
| 146 | - | - | - | - | 56,5 | 46,0 |
| 150 | - | - | - | - | 53,0 | 38,5 |
| 152 | - | - | - | - | 51,0 | 35,0 |
| 154 | - | - | - | - | - | 31,2 |
| 158 | - | - | - | - | - | 24,0 |
| 160 | - | - | - | - | - | 20,5 |
| 162 | - | - | - | - | - | - |
| 166 | - | - | - | - | - | - |
| 170 | - | - | - | - | - | - |

Remarks · Bemerkungen · Remarques

Main boom angle 88°, 85°, 75°, 65° and 55°; capacities for intermediate boom positions are calculated by the crane control system IC-1
 Hauptauslegerwinkel 88°, 85°, 75°, 65° und 55°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet
 Jarret de flèche principale 88°, 85°, 75°, 65° et 55°; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88°

SWSL / SFSL 15° LIFTING CAPACITIES · TRAGFÄHIGKEITEN · CAPACITÉS DE LEVAGE

295 t + 60 t ZB
19-30 m
10,50 m
360°
ISO

66 m + 36 m

| m | SWSL | | | | | SFSL |
|----|-------|--------|-----------|-------|-------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 18 | - | 733,0* | - | - | - | - |
| 20 | - | 721,0* | - | - | - | - |
| 22 | - | 702,0* | - | - | - | - |
| 24 | 265,0 | 771,0 | - | - | - | 758,0 |
| 26 | 244,0 | 753,0 | - | - | - | 747,0 |
| 28 | 226,0 | 666,0 | - | - | - | 733,0 |
| 30 | 210,0 | 595,0 | - | - | - | 725,0 |
| 34 | 184,0 | 489,0 | - | - | - | 696,0 |
| 38 | 159,0 | 413,0 | - | - | - | 640,0 |
| 41 | 142,0 | 369,0 | 590,0 | - | - | 585,0 |
| 42 | 137,0 | 356,0 | 577,0 | - | - | 568,0 |
| 46 | - | - | 476,0 | - | - | 505,0 |
| 50 | - | - | 404,0 | - | - | 452,0 |
| 54 | - | - | 349,0 | - | - | 406,0 |
| 57 | - | - | - | 398,0 | - | 373,2 |
| 58 | - | - | - | 390,0 | - | 362,5 |
| 62 | - | - | - | 360,0 | - | 322,5 |
| 66 | - | - | - | 334,0 | - | 288,5 |
| 70 | - | - | - | - | - | 258,0 |
| 71 | - | - | - | - | 270,0 | 250,5 |
| 74 | - | - | - | - | 256,0 | 229,0 |
| 76 | - | - | - | - | 248,0 | 215,0 |
| 78 | - | - | - | - | - | 204,5 |
| 82 | - | - | - | - | - | 186,5 |
| 86 | - | - | - | - | - | 166,0 |
| 90 | - | - | - | - | - | 144,5 |
| 92 | - | - | - | - | - | 134,0 |

66 m + 48 m

| | | | | | | |
|-----|-------|--------|-------|-------|-------|-------|
| 22 | - | 586,0* | - | - | - | - |
| 24 | - | 579,0* | - | - | - | - |
| 26 | - | 567,0* | - | - | - | - |
| 28 | 210,0 | 622,0 | - | - | - | 610,0 |
| 30 | 195,0 | 616,0 | - | - | - | 604,0 |
| 34 | 170,0 | 523,0 | - | - | - | 588,0 |
| 38 | 150,0 | 440,0 | - | - | - | 569,0 |
| 42 | 131,0 | 379,0 | - | - | - | 524,5 |
| 46 | 114,0 | 330,0 | - | - | - | 485,5 |
| 47 | 110,0 | 320,0 | 487,0 | - | - | 476,2 |
| 50 | 100,0 | 292,0 | 431,0 | - | - | 449,5 |
| 54 | 88,5 | 248,0 | 371,0 | - | - | 411,5 |
| 58 | - | - | 325,0 | - | - | 372,0 |
| 62 | - | - | 287,0 | - | - | 334,5 |
| 64 | - | - | 272,0 | 331,0 | - | 316,0 |
| 66 | - | - | 257,0 | 324,0 | - | 299,5 |
| 70 | - | - | - | 301,0 | - | 268,5 |
| 74 | - | - | - | 279,0 | - | 241,5 |
| 77 | - | - | - | 257,0 | - | 223,2 |
| 78 | - | - | - | - | - | 217,5 |
| 80 | - | - | - | - | 222,0 | 206,0 |
| 82 | - | - | - | - | 215,0 | 194,5 |
| 86 | - | - | - | - | 202,0 | 173,5 |
| 87 | - | - | - | - | 199,0 | 169,7 |
| 90 | - | - | - | - | - | 159,0 |
| 94 | - | - | - | - | - | 143,0 |
| 98 | - | - | - | - | - | 125,0 |
| 102 | - | - | - | - | - | 107,7 |
| 104 | - | - | - | - | - | 99,5 |

Remarks · Bemerkungen · Remarques:
see page 23 · siehe Seite 23 · voir page 23

66 m + 60 m

| m | SWSL | | | | | SFSL |
|-----|-------|--------|-----------|-------|-------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 26 | - | 474,0* | - | - | - | - |
| 28 | - | 470,0* | - | - | - | - |
| 30 | - | 462,0* | - | - | - | - |
| 32 | 170,0 | 501,0 | - | - | - | 491,0 |
| 34 | 159,0 | 501,0 | - | - | - | 490,0 |
| 38 | 139,0 | 458,0 | - | - | - | 480,0 |
| 42 | 123,0 | 393,0 | - | - | - | 467,0 |
| 46 | 110,0 | 343,0 | - | - | - | 440,0 |
| 50 | 97,0 | 302,0 | - | - | - | 408,0 |
| 54 | 85,0 | 269,0 | 385,0 | - | - | 380,0 |
| 58 | 74,5 | 242,0 | 336,0 | - | - | 355,0 |
| 62 | 65,5 | 210,0 | 297,0 | - | - | 332,5 |
| 66 | 58,0 | 178,0 | 265,0 | - | - | 309,0 |
| 70 | - | - | 239,0 | - | - | 281,0 |
| 72 | - | - | 227,0 | 285,0 | - | 266,0 |
| 74 | - | - | 216,0 | 275,0 | - | 253,0 |
| 78 | - | - | 186,0 | 257,0 | - | 228,0 |
| 82 | - | - | - | 233,0 | - | 206,5 |
| 86 | - | - | - | 211,0 | - | 187,0 |
| 88 | - | - | - | 202,0 | - | 177,0 |
| 89 | - | - | - | - | 186,0 | 172,2 |
| 90 | - | - | - | - | 183,0 | 167,5 |
| 94 | - | - | - | - | 173,0 | 149,5 |
| 98 | - | - | - | - | 164,0 | 138,0 |
| 102 | - | - | - | - | - | 125,0 |
| 106 | - | - | - | - | - | 110,0 |
| 110 | - | - | - | - | - | 96,0 |
| 114 | - | - | - | - | - | 82,0 |
| 116 | - | - | - | - | - | 75,0 |

66 m + 72 m

| | | | | | | |
|-----|-------|--------|-------|-------|-------|-------|
| 30 | - | 384,0* | - | - | - | - |
| 34 | - | 376,0* | - | - | - | - |
| 36 | 137,0 | 403,0 | - | - | - | 395,0 |
| 38 | 129,0 | 403,0 | - | - | - | 394,0 |
| 42 | 114,0 | 395,0 | - | - | - | 390,0 |
| 46 | 101,0 | 346,0 | - | - | - | 388,0 |
| 50 | 90,0 | 304,0 | - | - | - | 373,5 |
| 54 | 80,5 | 270,0 | - | - | - | 347,5 |
| 58 | 71,0 | 242,0 | - | - | - | 323,5 |
| 60 | 66,5 | 230,0 | 318,0 | - | - | 312,0 |
| 62 | 62,0 | 218,0 | 299,0 | - | - | 302,0 |
| 66 | 54,0 | 197,0 | 266,0 | - | - | 282,5 |
| 70 | 47,5 | 174,0 | 239,0 | - | - | 265,0 |
| 74 | 41,5 | 151,0 | 215,0 | - | - | 250,5 |
| 78 | 37,0 | 129,0 | 195,0 | - | - | 235,5 |
| 80 | - | - | 186,0 | 243,0 | - | 227,0 |
| 82 | - | - | 178,0 | 232,0 | - | 216,0 |
| 86 | - | - | 159,0 | 210,0 | - | 195,5 |
| 88 | - | - | 148,0 | 200,0 | - | 186,0 |
| 90 | - | - | - | 190,0 | - | 176,5 |
| 94 | - | - | - | 174,0 | - | 159,5 |
| 98 | - | - | - | 159,0 | 157,0 | 144,5 |
| 100 | - | - | - | 152,0 | 152,0 | 137,0 |
| 102 | - | - | - | - | 148,0 | 129,0 |
| 106 | - | - | - | - | 140,0 | 119,5 |
| 110 | - | - | - | - | 133,0 | 108,5 |
| 114 | - | - | - | - | - | 96,0 |
| 118 | - | - | - | - | - | 84,0 |
| 122 | - | - | - | - | - | 72,0 |
| 124 | - | - | - | - | - | 66,0 |

SWSL / SFSL 15° LIFTING CAPACITIES · TRAGFÄHIGKEITEN · CAPACITÉS DE LEVAGE

☰ 295 t + 60 t ZB
 19-30 m
 10,50 m
 360°
 ISO

66 m + 84 m

66 m + 96 m

| m | SWSL | | | | | SFSL |
|-----|-------|--------|-----------|-------|-------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 34 | - | 310,0* | - | - | - | - |
| 38 | - | 302,0* | - | - | - | - |
| 40 | 111,0 | 316,0 | - | - | - | 310,0 |
| 42 | 104,0 | 316,0 | - | - | - | 309,5 |
| 46 | 92,0 | 312,0 | - | - | - | 308,5 |
| 50 | 81,5 | 305,0 | - | - | - | 307,0 |
| 54 | 72,5 | 271,0 | - | - | - | 304,0 |
| 58 | 64,5 | 242,0 | - | - | - | 294,5 |
| 62 | 57,0 | 218,0 | - | - | - | 277,0 |
| 66 | 51,0 | 197,0 | 266,0 | - | - | 258,5 |
| 70 | 44,5 | 179,0 | 238,0 | - | - | 242,5 |
| 74 | 38,5 | 163,0 | 215,0 | - | - | 227,5 |
| 78 | 33,0 | 147,0 | 194,0 | - | - | 214,0 |
| 82 | 28,5 | 131,0 | 177,0 | - | - | 202,5 |
| 86 | 24,5 | 114,5 | 161,0 | - | - | 191,5 |
| 88 | 22,5 | 106,0 | 154,0 | 199,0 | - | 186,0 |
| 90 | - | - | 148,0 | 189,0 | - | 181,0 |
| 94 | - | - | 136,0 | 172,0 | - | 168,0 |
| 98 | - | - | 121,0 | 158,0 | - | 152,0 |
| 100 | - | - | 113,0 | 151,0 | - | 144,0 |
| 102 | - | - | - | 145,0 | - | 138,0 |
| 106 | - | - | - | 133,0 | - | 125,0 |
| 107 | - | - | - | 130,5 | 133,0 | 121,5 |
| 110 | - | - | - | 123,0 | 127,0 | 111,5 |
| 114 | - | - | - | - | 120,0 | 102,7 |
| 118 | - | - | - | - | 114,0 | 93,7 |
| 120 | - | - | - | - | 111,0 | 89,0 |
| 122 | - | - | - | - | - | 83,5 |
| 126 | - | - | - | - | - | 72,7 |
| 130 | - | - | - | - | - | 62,5 |
| 134 | - | - | - | - | - | 52,0 |
| 136 | - | - | - | - | - | 46,5 |
| 138 | - | - | - | - | - | - |

| m | SWSL | | | | | SFSL |
|-----|------|--------|-----------|-------|-------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 36 | - | 244,0* | - | - | - | - |
| 38 | - | 244,0* | - | - | - | - |
| 42 | - | 238,0* | - | - | - | - |
| 44 | 90,0 | 246,0 | - | - | - | 242,0 |
| 46 | 84,5 | 246,0 | - | - | - | 240,5 |
| 50 | 74,5 | 242,0 | - | - | - | 237,5 |
| 54 | 65,5 | 236,0 | - | - | - | 234,5 |
| 58 | 58,0 | 228,0 | - | - | - | 231,0 |
| 62 | 51,0 | 217,0 | - | - | - | 226,0 |
| 66 | 45,0 | 196,0 | - | - | - | 220,5 |
| 70 | 39,5 | 177,0 | - | - | - | 215,0 |
| 72 | 37,0 | 169,0 | 223,0 | - | - | 212,0 |
| 74 | 34,5 | 162,0 | 213,0 | - | - | 207,0 |
| 78 | 30,0 | 148,0 | 193,0 | - | - | 196,0 |
| 82 | 25,2 | 135,5 | 175,0 | - | - | 184,5 |
| 84 | 23,0 | 130,0 | 167,0 | - | - | 179,0 |
| 86 | - | 124,0 | 160,0 | - | - | 174,0 |
| 90 | - | 111,5 | 146,0 | - | - | 165,0 |
| 94 | - | 99,0 | 134,0 | - | - | 156,5 |
| 96 | - | 93,0 | 128,0 | 163,0 | - | 152,0 |
| 98 | - | 86,7 | 123,0 | 156,0 | - | 148,0 |
| 100 | - | 80,5 | 118,0 | 149,0 | - | 144,0 |
| 102 | - | - | 113,0 | 143,0 | - | 141,0 |
| 106 | - | - | 104,0 | 131,0 | - | 131,0 |
| 110 | - | - | 93,0 | 120,0 | - | 119,0 |
| 112 | - | - | 87,0 | 115,0 | - | 114,0 |
| 114 | - | - | - | 111,0 | - | 107,5 |
| 117 | - | - | - | 104,0 | 110,0 | 98,5 |
| 118 | - | - | - | 102,0 | 109,0 | 96,0 |
| 122 | - | - | - | 95,0 | 103,0 | 88,5 |
| 126 | - | - | - | - | 98,5 | 80,7 |
| 130 | - | - | - | - | 94,0 | 71,7 |
| 132 | - | - | - | - | 92,0 | 67,0 |
| 134 | - | - | - | - | - | 62,5 |
| 138 | - | - | - | - | - | 53,2 |
| 142 | - | - | - | - | - | 44,0 |
| 146 | - | - | - | - | - | 35,2 |
| 148 | - | - | - | - | - | 31,0 |
| 150 | - | - | - | - | - | - |

Remarks · Bemerkungen · Remarques

Main boom angle 88°, 85°, 75°, 65° and 55°; capacities for intermediate boom positions are calculated by the crane control system IC-1

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

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

* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88°

SWSL / SFSL 15° LIFTING CAPACITIES · TRAGFÄHIGKEITEN · CAPACITÉS DE LEVAGE

295 t + 60 t ZB
19-30 m
10,50 m
360°
ISO

66 m + 108 m

66 m + 120 m

| m | SWSL | | | | | SFSL |
|-----|------|--------|-----------|-------|------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 40 | - | 187,0* | - | - | - | - |
| 42 | - | 187,0* | - | - | - | - |
| 46 | - | 182,0* | - | - | - | - |
| 48 | 72,0 | 185,0 | - | - | - | 182,0 |
| 50 | 67,5 | 185,0 | - | - | - | 182,0 |
| 54 | 58,5 | 182,0 | - | - | - | 180,5 |
| 58 | 51,5 | 178,0 | - | - | - | 177,5 |
| 62 | 44,5 | 173,0 | - | - | - | 174,5 |
| 66 | 38,5 | 168,0 | - | - | - | 170,5 |
| 70 | 33,5 | 163,0 | - | - | - | 166,0 |
| 74 | 28,5 | 158,0 | - | - | - | 162,0 |
| 78 | 24,0 | 146,0 | 165,0 | - | - | 158,0 |
| 80 | 22,0 | 140,0 | 165,0 | - | - | 156,0 |
| 82 | - | 134,0 | 164,0 | - | - | 153,5 |
| 86 | - | 122,5 | 158,0 | - | - | 149,0 |
| 90 | - | 112,5 | 144,0 | - | - | 145,5 |
| 94 | - | 103,7 | 132,0 | - | - | 141,5 |
| 98 | - | 94,5 | 121,0 | - | - | 135,5 |
| 102 | - | 84,5 | 111,0 | - | - | 128,5 |
| 104 | - | 79,5 | 107,0 | 135,0 | - | 125,0 |
| 106 | - | 74,7 | 102,0 | 129,0 | - | 121,5 |
| 110 | - | 65,0 | 94,5 | 118,0 | - | 115,5 |
| 112 | - | 60,0 | 90,5 | 113,0 | - | 113,0 |
| 114 | - | - | 87,0 | 109,0 | - | 110,0 |
| 118 | - | - | 80,0 | 100,0 | - | 102,2 |
| 122 | - | - | 70,5 | 92,5 | - | 92,5 |
| 126 | - | - | - | 85,5 | 93,0 | 82,7 |
| 130 | - | - | - | 79,0 | 89,0 | 76,0 |
| 134 | - | - | - | 73,0 | 84,5 | 69,0 |
| 138 | - | - | - | - | 80,5 | 61,2 |
| 142 | - | - | - | - | 76,0 | 52,7 |
| 144 | - | - | - | - | 73,0 | 48,5 |
| 146 | - | - | - | - | - | 44,5 |
| 150 | - | - | - | - | - | 36,5 |
| 154 | - | - | - | - | - | 28,5 |
| 156 | - | - | - | - | - | 24,5 |
| 158 | - | - | - | - | - | - |

| m | SWSL | | | | | SFSL |
|-----|------|--------|-----------|------|------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 44 | - | 141,0* | - | - | - | - |
| 46 | - | 141,0* | - | - | - | - |
| 50 | - | 138,0* | - | - | - | - |
| 52 | 55,5 | 135,0 | - | - | - | 136,0 |
| 54 | 52,0 | 135,0 | - | - | - | 135,5 |
| 58 | 44,5 | 132,0 | - | - | - | 134,0 |
| 62 | 38,0 | 129,0 | - | - | - | 131,5 |
| 66 | 32,5 | 126,0 | - | - | - | 128,5 |
| 70 | 27,0 | 122,0 | - | - | - | 126,0 |
| 74 | 22,5 | 116,0 | - | - | - | 123,0 |
| 76 | 20,5 | 113,0 | - | - | - | 121,0 |
| 78 | - | 110,0 | - | - | - | 119,0 |
| 82 | - | 104,0 | - | - | - | 116,0 |
| 84 | - | 101,0 | 115,0 | - | - | 115,0 |
| 86 | - | 97,7 | 115,0 | - | - | 112,5 |
| 90 | - | 91,2 | 109,0 | - | - | 108,0 |
| 94 | - | 85,2 | 103,0 | - | - | 103,5 |
| 98 | - | 80,0 | 98,0 | - | - | 99,5 |
| 102 | - | 75,0 | 92,0 | - | - | 96,5 |
| 106 | - | 70,0 | 86,0 | - | - | 93,0 |
| 110 | - | 65,0 | 80,0 | 86,5 | - | 89,0 |
| 114 | - | 59,7 | 74,0 | 86,5 | - | 85,5 |
| 118 | - | 53,0 | 69,0 | 82,0 | - | 82,0 |
| 120 | - | 49,0 | 67,0 | 80,0 | - | 80,0 |
| 122 | - | - | 64,5 | 77,0 | - | 78,0 |
| 126 | - | - | 59,7 | 72,5 | - | 74,2 |
| 130 | - | - | 55,5 | 67,5 | - | 71,2 |
| 134 | - | - | 50,5 | 62,5 | - | 67,5 |
| 136 | - | - | - | 60,5 | 67,0 | 65,5 |
| 138 | - | - | - | 58,5 | 67,0 | 62,5 |
| 142 | - | - | - | 54,5 | 65,0 | 56,0 |
| 146 | - | - | - | 50,5 | 60,0 | 49,0 |
| 150 | - | - | - | - | 56,0 | 41,5 |
| 154 | - | - | - | - | 52,0 | 34,0 |
| 158 | - | - | - | - | - | 27,0 |
| 160 | - | - | - | - | - | 23,5 |
| 162 | - | - | - | - | - | - |

Remarks · Bemerkungen · Remarques

Main boom angle 88°, 85°, 75°, 65° and 55°; capacities for intermediate boom positions are calculated by the crane control system IC-1
 Hauptauslegerwinkel 88°, 85°, 75°, 65° und 55°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet
 Jarret de flèche principale 88°, 85°, 75°, 65° et 55°; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88°

SWSL / SFSL 15° LIFTING CAPACITIES · TRAGFÄHIGKEITEN · CAPACITÉS DE LEVAGE

295 t + 60 t ZB
19-30 m
10,50 m
360°
ISO

72 m + 36 m

| m | SWSL | | | | | SFSL |
|----|-------|--------|-----------|-------|-------|-------|
| | 0 t | | 0 t-800 t | | | t |
| | 85° | 85° | 75° | 65° | 55° | |
| 20 | - | 661,0* | - | - | - | - |
| 22 | - | 641,0* | - | - | - | - |
| 24 | 253,0 | 705,0 | - | - | - | 692,0 |
| 26 | 234,0 | 702,0 | - | - | - | 688,0 |
| 28 | 217,0 | 683,0 | - | - | - | 677,0 |
| 30 | 202,0 | 611,0 | - | - | - | 671,0 |
| 34 | 176,0 | 500,0 | - | - | - | 664,0 |
| 38 | 156,0 | 420,0 | - | - | - | 621,0 |
| 42 | 135,0 | 361,0 | 569,0 | - | - | 563,5 |
| 44 | 125,0 | 337,0 | 563,0 | - | - | 529,0 |
| 46 | - | - | 510,0 | - | - | 500,5 |
| 50 | - | - | 428,0 | - | - | 447,5 |
| 54 | - | - | 367,0 | - | - | 403,0 |
| 56 | - | - | 342,0 | - | - | 383,0 |
| 58 | - | - | - | - | - | 365,5 |
| 59 | - | - | - | 381,0 | - | 356,7 |
| 62 | - | - | - | 359,0 | - | 329,5 |
| 66 | - | - | - | 332,0 | - | 294,5 |
| 68 | - | - | - | 321,0 | - | 278,0 |
| 70 | - | - | - | - | - | 264,0 |
| 74 | - | - | - | - | 254,0 | 236,0 |
| 78 | - | - | - | - | 238,0 | 210,0 |
| 79 | - | - | - | - | 234,0 | 204,0 |
| 82 | - | - | - | - | - | 186,5 |
| 86 | - | - | - | - | - | 168,0 |
| 90 | - | - | - | - | - | 152,0 |
| 94 | - | - | - | - | - | 133,5 |
| 96 | - | - | - | - | - | 124,0 |

72 m + 60 m

| m | SWSL | | | | | SFSL |
|-----|-------|--------|-----------|-------|-------|-------|
| | 0 t | | 0 t-800 t | | | t |
| | 85° | 85° | 75° | 65° | 55° | |
| 26 | - | 438,0* | - | - | - | - |
| 28 | - | 434,0* | - | - | - | - |
| 30 | - | 425,0* | - | - | - | - |
| 32 | 162,0 | 464,0 | - | - | - | 455,0 |
| 34 | 151,0 | 464,0 | - | - | - | 454,0 |
| 38 | 133,0 | 452,0 | - | - | - | 448,0 |
| 42 | 118,0 | 400,0 | - | - | - | 444,5 |
| 46 | 105,0 | 348,0 | - | - | - | 431,5 |
| 50 | 94,0 | 306,0 | - | - | - | 413,0 |
| 54 | 82,5 | 272,0 | 394,0 | - | - | 389,5 |
| 58 | 72,0 | 244,0 | 353,0 | - | - | 364,0 |
| 62 | 63,5 | 214,0 | 311,0 | - | - | 338,0 |
| 66 | 56,0 | 182,0 | 276,0 | - | - | 310,0 |
| 70 | - | - | 248,0 | - | - | 283,0 |
| 74 | - | - | 224,0 | 267,0 | - | 257,0 |
| 78 | - | - | 199,0 | 256,0 | - | 232,0 |
| 82 | - | - | - | 240,0 | - | 209,5 |
| 86 | - | - | - | 224,0 | - | 189,5 |
| 90 | - | - | - | 204,0 | - | 171,0 |
| 93 | - | - | - | - | 173,0 | 157,7 |
| 94 | - | - | - | - | 171,0 | 153,5 |
| 98 | - | - | - | - | 161,0 | 137,0 |
| 102 | - | - | - | - | 153,0 | 122,0 |
| 106 | - | - | - | - | - | 112,5 |
| 110 | - | - | - | - | - | 101,2 |
| 114 | - | - | - | - | - | 88,0 |
| 118 | - | - | - | - | - | 74,7 |
| 120 | - | - | - | - | - | 68,0 |

72 m + 48 m

| m | t | t | t | t | t | t |
|-----|-------|--------|-------|-------|-------|-------|
| 22 | - | 540,0* | - | - | - | - |
| 24 | - | 533,0* | - | - | - | - |
| 26 | - | 519,0* | - | - | - | - |
| 28 | 201,0 | 571,0 | - | - | - | 562,0 |
| 30 | 187,0 | 571,0 | - | - | - | 560,0 |
| 34 | 163,0 | 535,0 | - | - | - | 547,0 |
| 38 | 143,0 | 449,0 | - | - | - | 540,0 |
| 42 | 127,0 | 385,0 | - | - | - | 518,5 |
| 46 | 111,0 | 335,0 | - | - | - | 491,0 |
| 48 | 104,0 | 314,0 | 465,0 | - | - | 477,0 |
| 50 | 97,5 | 296,0 | 457,0 | - | - | 453,0 |
| 54 | 86,0 | 255,0 | 391,0 | - | - | 407,5 |
| 58 | - | - | 340,0 | - | - | 368,0 |
| 62 | - | - | 300,0 | - | - | 335,0 |
| 66 | - | - | 267,0 | - | - | 304,0 |
| 67 | - | - | 259,5 | 316,0 | - | 296,0 |
| 68 | - | - | 252,0 | 311,0 | - | 288,0 |
| 70 | - | - | - | 300,0 | - | 273,5 |
| 74 | - | - | - | 279,0 | - | 245,5 |
| 78 | - | - | - | 262,0 | - | 221,0 |
| 80 | - | - | - | 253,0 | - | 210,0 |
| 82 | - | - | - | - | - | 199,0 |
| 83 | - | - | - | - | 209,0 | 193,5 |
| 86 | - | - | - | - | 200,0 | 178,0 |
| 90 | - | - | - | - | 188,0 | 158,5 |
| 94 | - | - | - | - | - | 142,0 |
| 98 | - | - | - | - | - | 129,5 |
| 102 | - | - | - | - | - | 115,5 |
| 106 | - | - | - | - | - | 99,7 |
| 108 | - | - | - | - | - | 91,5 |
| 110 | - | - | - | - | - | - |

72 m + 72 m

| m | t | t | t | t | t | t |
|-----|-------|--------|-------|-------|-------|-------|
| 30 | - | 358,0* | - | - | - | - |
| 34 | - | 349,0* | - | - | - | - |
| 38 | 123,0 | 378,0 | - | - | - | 370,0 |
| 42 | 108,0 | 372,0 | - | - | - | 365,0 |
| 46 | 96,0 | 354,0 | - | - | - | 363,5 |
| 50 | 85,5 | 311,0 | - | - | - | 359,5 |
| 54 | 76,5 | 276,0 | - | - | - | 349,5 |
| 58 | 68,5 | 246,0 | - | - | - | 332,0 |
| 60 | 64,0 | 234,0 | 334,0 | - | - | 322,0 |
| 62 | 60,0 | 222,0 | 315,0 | - | - | 311,5 |
| 66 | 52,0 | 200,0 | 280,0 | - | - | 292,0 |
| 70 | 45,5 | 177,0 | 250,0 | - | - | 275,0 |
| 74 | 39,5 | 155,0 | 225,0 | - | - | 259,5 |
| 78 | 35,0 | 132,0 | 203,0 | - | - | 240,0 |
| 82 | - | - | 185,0 | 231,0 | - | 217,5 |
| 86 | - | - | 168,0 | 220,0 | - | 197,5 |
| 90 | - | - | 146,0 | 203,0 | - | 179,0 |
| 94 | - | - | - | 185,0 | - | 163,0 |
| 98 | - | - | - | 169,0 | - | 147,5 |
| 102 | - | - | - | 155,0 | 146,0 | 132,0 |
| 106 | - | - | - | - | 138,0 | 118,5 |
| 110 | - | - | - | - | 130,0 | 105,5 |
| 113 | - | - | - | - | 126,0 | 98,8 |
| 114 | - | - | - | - | - | 96,7 |
| 118 | - | - | - | - | - | 87,2 |
| 122 | - | - | - | - | - | 76,2 |
| 126 | - | - | - | - | - | 65,0 |
| 130 | - | - | - | - | - | 53,7 |
| 132 | - | - | - | - | - | 48,0 |

see page 24 · siehe Seite 24 · voir page 24

SWSL / SFSL 15° LIFTING CAPACITIES · TRAGFÄHIGKEITEN · CAPACITÉS DE LEVAGE

295 t + 60 t ZB
19-30 m
10,50 m
360°
ISO

72 m + 84 m

| m | SWSL | | | | | SFSL |
|-----|------|--------|-----------|-------|-------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | |
| t | t | t | t | t | t | |
| 34 | - | 290,0* | - | - | - | - |
| 38 | - | 284,0* | - | - | - | - |
| 42 | 99,0 | 299,0 | - | - | - | - |
| 44 | 93,0 | 298,0 | - | - | - | 292,0 |
| 46 | 87,0 | 296,0 | - | - | - | 291,0 |
| 50 | 77,0 | 291,0 | - | - | - | 289,5 |
| 54 | 68,0 | 276,0 | - | - | - | 288,5 |
| 58 | 60,5 | 247,0 | - | - | - | 283,0 |
| 62 | 53,5 | 222,0 | - | - | - | 276,5 |
| 66 | 47,5 | 200,0 | 280,0 | - | - | 266,0 |
| 70 | 42,0 | 182,0 | 250,0 | - | - | 250,5 |
| 74 | 36,5 | 166,0 | 225,0 | - | - | 235,5 |
| 78 | 31,5 | 150,0 | 203,0 | - | - | 221,5 |
| 82 | 27,0 | 133,0 | 184,0 | - | - | 210,0 |
| 86 | 23,0 | 117,0 | 168,0 | - | - | 199,5 |
| 88 | 21,0 | 109,0 | 160,0 | - | - | 194,0 |
| 90 | - | - | 153,0 | 192,0 | - | 186,5 |
| 94 | - | - | 141,0 | 184,0 | - | 170,5 |
| 98 | - | - | 128,0 | 168,0 | - | 154,5 |
| 102 | - | - | 112,0 | 153,0 | - | 140,0 |
| 106 | - | - | - | 141,0 | - | 127,0 |
| 110 | - | - | - | 130,0 | - | 114,5 |
| 111 | - | - | - | 127,0 | 123,0 | 111,2 |
| 114 | - | - | - | 120,0 | 118,0 | 102,2 |
| 118 | - | - | - | - | 112,0 | 90,7 |
| 122 | - | - | - | - | 106,0 | 83,2 |
| 124 | - | - | - | - | 103,0 | 79,5 |
| 126 | - | - | - | - | - | 75,0 |
| 130 | - | - | - | - | - | 65,5 |
| 134 | - | - | - | - | - | 55,7 |
| 138 | - | - | - | - | - | 46,0 |
| 142 | - | - | - | - | - | 36,0 |
| 144 | - | - | - | - | - | 31,0 |

72 m + 96 m

| m | SWSL | | | | | SFSL |
|-----|------|--------|-----------|-------|-------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | |
| t | t | t | t | t | t | |
| 36 | - | 231,0* | - | - | - | - |
| 38 | - | 231,0* | - | - | - | - |
| 42 | - | 226,0* | - | - | - | - |
| 46 | 79,5 | 235,0 | - | - | - | - |
| 48 | 74,5 | 234,0 | - | - | - | 229,0 |
| 50 | 70,0 | 231,0 | - | - | - | 227,5 |
| 54 | 61,5 | 226,0 | - | - | - | 225,0 |
| 58 | 54,0 | 220,0 | - | - | - | 223,0 |
| 62 | 47,5 | 213,0 | - | - | - | 219,5 |
| 66 | 41,5 | 199,0 | - | - | - | 214,5 |
| 70 | 36,0 | 181,0 | - | - | - | 209,5 |
| 72 | 33,5 | 172,0 | 214,0 | - | - | 207,0 |
| 74 | 31,5 | 164,0 | 214,0 | - | - | 203,5 |
| 78 | 27,0 | 150,0 | 202,0 | - | - | 196,0 |
| 82 | 23,0 | 138,0 | 183,0 | - | - | 188,5 |
| 84 | 21,0 | 132,0 | 174,0 | - | - | 185,0 |
| 86 | - | 126,0 | 166,0 | - | - | 180,5 |
| 90 | - | 113,5 | 152,0 | - | - | 171,0 |
| 94 | - | 101,0 | 139,0 | - | - | 162,5 |
| 98 | - | 88,7 | 128,0 | 166,0 | - | 154,5 |
| 100 | - | 82,5 | 122,0 | 159,0 | - | 150,0 |
| 102 | - | - | 117,0 | 152,0 | - | 144,5 |
| 106 | - | - | 108,0 | 139,0 | - | 132,5 |
| 110 | - | - | 98,0 | 128,0 | - | 120,0 |
| 112 | - | - | 92,0 | 122,0 | - | 114,0 |
| 114 | - | - | - | 117,0 | - | 109,0 |
| 118 | - | - | - | 108,0 | - | 98,2 |
| 120 | - | - | - | 104,0 | 104,0 | 92,5 |
| 122 | - | - | - | 100,0 | 101,0 | 87,5 |
| 124 | - | - | - | 96,5 | 98,0 | 82,5 |
| 126 | - | - | - | - | 95,5 | 77,5 |
| 130 | - | - | - | - | 90,5 | 70,7 |
| 134 | - | - | - | - | 85,5 | 63,7 |
| 136 | - | - | - | - | 83,5 | 60,0 |
| 138 | - | - | - | - | - | 55,7 |
| 142 | - | - | - | - | - | 47,0 |
| 146 | - | - | - | - | - | 38,2 |
| 150 | - | - | - | - | - | 30,0 |
| 152 | - | - | - | - | - | 26,0 |

Remarks · Bemerkungen · Remarques

Main boom angle 88°, 85°, 75°, 65° and 55°; capacities for intermediate boom positions are calculated by the crane control system IC-1

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

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

* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88°

SWSL / SFSL 15° LIFTING CAPACITIES · TRAGFÄHIGKEITEN · CAPACITÉS DE LEVAGE

295 t + 60 t ZB
19-30 m
10,50 m
360°
ISO

72 m + 108 m

72 m + 120 m

| m | SWSL | | | | | SFSL |
|-----|------|--------|-----------|-------|------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 40 | - | 179,0* | - | - | - | - |
| 42 | - | 179,0* | - | - | - | - |
| 46 | - | 174,0* | - | - | - | - |
| 50 | 62,5 | 178,0 | - | - | - | - |
| 52 | 58,5 | 178,0 | - | - | - | 174,0 |
| 54 | 54,5 | 176,0 | - | - | - | 173,0 |
| 58 | 47,5 | 172,0 | - | - | - | 170,5 |
| 62 | 41,0 | 167,0 | - | - | - | 167,5 |
| 66 | 35,0 | 163,0 | - | - | - | 165,0 |
| 70 | 30,0 | 158,0 | - | - | - | 161,5 |
| 74 | 25,5 | 153,0 | - | - | - | 157,0 |
| 78 | 21,0 | 149,0 | 159,0 | - | - | 153,0 |
| 82 | - | 136,0 | 159,0 | - | - | 149,5 |
| 86 | - | 124,5 | 157,0 | - | - | 145,5 |
| 90 | - | 114,5 | 150,0 | - | - | 141,5 |
| 94 | - | 105,5 | 138,0 | - | - | 138,0 |
| 98 | - | 96,0 | 126,0 | - | - | 134,5 |
| 102 | - | 86,0 | 116,0 | - | - | 131,0 |
| 106 | - | 76,2 | 106,0 | 129,0 | - | 126,0 |
| 110 | - | 66,5 | 98,0 | 126,0 | - | 120,0 |
| 112 | - | 61,5 | 94,0 | 120,0 | - | 117,0 |
| 114 | - | - | 90,5 | 115,0 | - | 113,0 |
| 118 | - | - | 83,5 | 106,0 | - | 103,2 |
| 122 | - | - | 74,7 | 98,0 | - | 93,2 |
| 124 | - | - | 70,0 | 94,0 | - | 89,0 |
| 126 | - | - | - | 90,5 | - | 84,0 |
| 130 | - | - | - | 83,5 | 85,5 | 74,5 |
| 134 | - | - | - | 77,0 | 80,5 | 65,5 |
| 136 | - | - | - | 74,0 | 78,5 | 62,5 |
| 138 | - | - | - | - | 76,0 | 59,5 |
| 142 | - | - | - | - | 72,0 | 53,2 |
| 146 | - | - | - | - | 68,0 | 46,0 |
| 148 | - | - | - | - | 66,0 | 42,0 |
| 150 | - | - | - | - | - | 38,2 |
| 154 | - | - | - | - | - | 30,7 |
| 156 | - | - | - | - | - | 27,0 |
| 160 | - | - | - | - | - | - |

| m | SWSL | | | | | SFSL |
|-----|------|--------|-----------|------|------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 44 | - | 132,0* | - | - | - | - |
| 46 | - | 132,0* | - | - | - | - |
| 50 | - | 129,0* | - | - | - | - |
| 54 | 47,5 | 130,0 | - | - | - | - |
| 56 | 44,0 | 130,0 | - | - | - | 130,0 |
| 58 | 40,5 | 128,0 | - | - | - | 129,0 |
| 62 | 34,5 | 126,0 | - | - | - | 126,5 |
| 66 | 29,0 | 122,0 | - | - | - | 124,5 |
| 70 | 24,0 | 119,0 | - | - | - | 122,5 |
| 72 | 21,5 | 117,0 | - | - | - | 121,0 |
| 74 | - | 114,0 | - | - | - | 119,0 |
| 78 | - | 108,0 | - | - | - | 116,0 |
| 82 | - | 102,2 | - | - | - | 113,5 |
| 84 | - | 99,5 | 112,0 | - | - | 112,0 |
| 86 | - | 96,5 | 112,0 | - | - | 110,0 |
| 90 | - | 90,7 | 109,0 | - | - | 106,0 |
| 94 | - | 85,0 | 104,0 | - | - | 102,0 |
| 98 | - | 79,7 | 98,5 | - | - | 98,2 |
| 102 | - | 75,0 | 93,0 | - | - | 95,2 |
| 106 | - | 70,0 | 87,0 | - | - | 92,0 |
| 110 | - | 65,0 | 81,5 | - | - | 88,5 |
| 114 | - | 60,0 | 75,5 | 84,5 | - | 85,2 |
| 118 | - | 54,0 | 70,5 | 84,0 | - | 81,7 |
| 122 | - | 46,5 | 66,0 | 80,0 | - | 78,5 |
| 124 | - | 42,5 | 63,5 | 77,5 | - | 77,0 |
| 126 | - | - | 61,5 | 75,0 | - | 75,5 |
| 130 | - | - | 57,0 | 70,0 | - | 72,2 |
| 134 | - | - | 52,5 | 65,5 | - | 67,5 |
| 136 | - | - | 50,0 | 63,0 | - | 64,5 |
| 138 | - | - | - | 61,0 | 66,0 | 60,2 |
| 142 | - | - | - | 57,0 | 65,0 | 52,5 |
| 146 | - | - | - | 53,0 | 61,0 | 47,5 |
| 148 | - | - | - | 51,0 | 59,5 | 45,0 |
| 150 | - | - | - | - | 57,5 | 42,0 |
| 154 | - | - | - | - | 55,0 | 35,2 |
| 158 | - | - | - | - | 51,5 | 28,2 |
| 160 | - | - | - | - | - | 25,0 |


Remarks · Bemerkungen · Remarques

Main boom angle 88°, 85°, 75°, 65° and 55°; capacities for intermediate boom positions are calculated by the crane control system IC-1
 Hauptauslegerwinkel 88°, 85°, 75°, 65° und 55°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet
 Jarret de flèche principale 88°, 85°, 75°, 65° et 55°; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche


* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88°

SWSL / SFSL 15° LIFTING CAPACITIES · TRAGFÄHIGKEITEN · CAPACITÉS DE LEVAGE

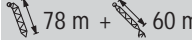
295 t + 60 t ZB
19-30 m
10,50 m
360°
ISO



| m | SWSL | | | | | SFSL |
|-----|-------|--------|-----------|-------|-------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | |
| t | t | t | t | t | t | |
| 20 | - | 611,0* | - | - | - | - |
| 22 | - | 593,0* | - | - | - | - |
| 24 | - | 574,0* | - | - | - | - |
| 26 | 224,0 | 649,0 | - | - | - | 636,0 |
| 28 | 207,0 | 636,0 | - | - | - | 628,0 |
| 30 | 193,0 | 620,0 | - | - | - | 625,0 |
| 34 | 169,0 | 511,0 | - | - | - | 619,0 |
| 38 | 150,0 | 428,0 | - | - | - | 588,0 |
| 42 | 132,0 | 367,0 | - | - | - | 548,5 |
| 44 | 123,0 | 342,0 | 532,0 | - | - | 526,0 |
| 46 | - | - | 529,0 | - | - | 497,0 |
| 50 | - | - | 456,0 | - | - | 444,0 |
| 54 | - | - | 388,0 | - | - | 399,0 |
| 58 | - | - | 336,0 | - | - | 361,0 |
| 62 | - | - | - | 354,0 | - | 328,5 |
| 66 | - | - | - | 328,0 | - | 297,0 |
| 70 | - | - | - | 305,0 | - | 266,5 |
| 71 | - | - | - | 300,0 | - | 259,2 |
| 74 | - | - | - | - | - | 239,5 |
| 78 | - | - | - | - | 234,0 | 215,0 |
| 82 | - | - | - | - | 219,0 | 191,5 |
| 86 | - | - | - | - | - | 170,0 |
| 90 | - | - | - | - | - | 150,0 |
| 94 | - | - | - | - | - | 137,0 |
| 98 | - | - | - | - | - | 122,0 |
| 100 | - | - | - | - | - | 113,0 |



| m | t | t | t | t | t | t |
|-----|-------|--------|-------|-------|-------|-------|
| 22 | - | 495,0* | - | - | - | - |
| 24 | - | 495,0* | - | - | - | - |
| 26 | - | 482,0* | - | - | - | - |
| 28 | - | 470,0* | - | - | - | - |
| 30 | 178,0 | 526,0 | - | - | - | 516,0 |
| 34 | 156,0 | 512,0 | - | - | - | 510,0 |
| 38 | 137,0 | 457,0 | - | - | - | 508,0 |
| 42 | 122,0 | 391,0 | - | - | - | 489,0 |
| 46 | 109,0 | 340,0 | - | - | - | 467,5 |
| 50 | 95,5 | 299,0 | 448,0 | - | - | 441,0 |
| 54 | 83,5 | 255,0 | 414,0 | - | - | 403,5 |
| 56 | 78,5 | 229,0 | 384,0 | - | - | 382,0 |
| 58 | - | - | 357,0 | - | - | 364,0 |
| 62 | - | - | 313,0 | - | - | 330,0 |
| 66 | - | - | 278,0 | - | - | 300,5 |
| 68 | - | - | 263,0 | - | - | 287,0 |
| 69 | - | - | - | 301,0 | - | 280,2 |
| 70 | - | - | - | 295,0 | - | 273,5 |
| 74 | - | - | - | 275,0 | - | 247,5 |
| 78 | - | - | - | 257,0 | - | 223,0 |
| 82 | - | - | - | 242,0 | - | 201,0 |
| 86 | - | - | - | - | - | 181,5 |
| 87 | - | - | - | - | 192,0 | 176,7 |
| 90 | - | - | - | - | 184,0 | 162,0 |
| 94 | - | - | - | - | 174,0 | 143,5 |
| 98 | - | - | - | - | - | 127,0 |
| 102 | - | - | - | - | - | 115,0 |
| 106 | - | - | - | - | - | 103,5 |
| 110 | - | - | - | - | - | 90,0 |
| 112 | - | - | - | - | - | 83,0 |



| m | SWSL | | | | | SFSL |
|-----|-------|--------|-----------|-------|-------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | |
| t | t | t | t | t | t | |
| 26 | - | 409,0* | - | - | - | - |
| 28 | - | 405,0* | - | - | - | - |
| 30 | - | 397,0* | - | - | - | - |
| 34 | 144,0 | 432,0 | - | - | - | 423,0 |
| 38 | 127,0 | 424,0 | - | - | - | 417,0 |
| 42 | 112,0 | 407,0 | - | - | - | 415,5 |
| 46 | 100,0 | 353,0 | - | - | - | 410,5 |
| 50 | 89,5 | 310,0 | - | - | - | 393,5 |
| 54 | 80,0 | 275,0 | - | - | - | 380,5 |
| 56 | 74,5 | 261,0 | 375,0 | - | - | 374,0 |
| 58 | 69,5 | 246,0 | 371,0 | - | - | 363,0 |
| 62 | 61,0 | 213,0 | 325,0 | - | - | 336,0 |
| 66 | 53,5 | 181,0 | 288,0 | - | - | 306,0 |
| 70 | - | - | 257,0 | - | - | 279,5 |
| 74 | - | - | 232,0 | - | - | 255,0 |
| 77 | - | - | 213,0 | 253,0 | - | 237,5 |
| 78 | - | - | 206,0 | 252,0 | - | 232,0 |
| 80 | - | - | 191,0 | 243,0 | - | 221,0 |
| 82 | - | - | - | 236,0 | - | 210,0 |
| 86 | - | - | - | 221,0 | - | 189,5 |
| 90 | - | - | - | 209,0 | - | 172,0 |
| 94 | - | - | - | 194,0 | - | 156,0 |
| 96 | - | - | - | - | 162,0 | 148,0 |
| 98 | - | - | - | - | 157,0 | 139,5 |
| 102 | - | - | - | - | 149,0 | 124,0 |
| 105 | - | - | - | - | 143,0 | 113,5 |
| 106 | - | - | - | - | - | 110,0 |
| 110 | - | - | - | - | - | 98,5 |
| 114 | - | - | - | - | - | 89,5 |
| 118 | - | - | - | - | - | 78,7 |
| 122 | - | - | - | - | - | 66,5 |
| 124 | - | - | - | - | - | 60,5 |
| 126 | - | - | - | - | - | - |

Remarks · Bemerkungen · Remarques

Main boom angle 88°, 85°, 75°, 65° and 55°; capacities for intermediate boom positions are calculated by the crane control system IC-1

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

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

* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88°

SWSL / SFSL 15° LIFTING CAPACITIES · TRAGFÄHIGKEITEN · CAPACITÉS DE LEVAGE

295 t + 60 t ZB
19-30 m
10,50 m
360°
ISO

78 m + 72 m

78 m + 84 m

| m | SWSL | | | | | SFSL |
|-----|-------|--------|-----------|-------|-------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 30 | - | 336,0* | - | - | - | - |
| 34 | - | 327,0* | - | - | - | - |
| 38 | 116,0 | 353,0 | - | - | - | 346,0 |
| 42 | 103,0 | 350,0 | - | - | - | 343,5 |
| 46 | 91,0 | 341,0 | - | - | - | 341,5 |
| 50 | 81,0 | 320,0 | - | - | - | 340,0 |
| 54 | 72,0 | 284,0 | - | - | - | 332,0 |
| 58 | 64,5 | 253,0 | - | - | - | 318,5 |
| 62 | 57,5 | 226,0 | 317,0 | - | - | 309,0 |
| 66 | 50,0 | 200,0 | 296,0 | - | - | 296,5 |
| 70 | 43,5 | 176,0 | 264,0 | - | - | 280,0 |
| 74 | 37,5 | 153,0 | 237,0 | - | - | 260,0 |
| 78 | 33,0 | 131,0 | 214,0 | - | - | 238,5 |
| 82 | - | - | 194,0 | - | - | 217,5 |
| 86 | - | - | 172,0 | 216,0 | - | 198,0 |
| 90 | - | - | 151,0 | 203,0 | - | 180,0 |
| 92 | - | - | 140,0 | 197,0 | - | 171,0 |
| 94 | - | - | - | 191,0 | - | 162,5 |
| 98 | - | - | - | 180,0 | - | 147,5 |
| 102 | - | - | - | 165,0 | - | 134,0 |
| 104 | - | - | - | 155,0 | - | 127,0 |
| 105 | - | - | - | - | 136,0 | 123,5 |
| 106 | - | - | - | - | 134,0 | 120,0 |
| 110 | - | - | - | - | 127,0 | 107,0 |
| 114 | - | - | - | - | 120,0 | 94,7 |
| 117 | - | - | - | - | 116,0 | 85,7 |
| 118 | - | - | - | - | - | 84,0 |
| 122 | - | - | - | - | - | 76,5 |
| 126 | - | - | - | - | - | 67,2 |
| 130 | - | - | - | - | - | 57,0 |
| 134 | - | - | - | - | - | 46,7 |
| 136 | - | - | - | - | - | 41,5 |
| 140 | - | - | - | - | - | - |

| m | SWSL | | | | | SFSL |
|-----|------|--------|-----------|-------|-------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 34 | - | 274,0* | - | - | - | - |
| 38 | - | 269,0* | - | - | - | - |
| 42 | 93,5 | 284,0 | - | - | - | - |
| 44 | 87,5 | 284,0 | - | - | - | 277,0 |
| 46 | 82,0 | 282,0 | - | - | - | 276,5 |
| 50 | 72,5 | 277,0 | - | - | - | 275,5 |
| 54 | 64,0 | 272,0 | - | - | - | 274,0 |
| 58 | 56,5 | 254,0 | - | - | - | 270,5 |
| 62 | 50,0 | 228,0 | - | - | - | 265,0 |
| 66 | 44,0 | 206,0 | - | - | - | 260,0 |
| 68 | 41,5 | 196,0 | 263,0 | - | - | 258,0 |
| 70 | 38,5 | 187,0 | 263,0 | - | - | 253,0 |
| 74 | 34,0 | 167,0 | 237,0 | - | - | 241,5 |
| 78 | 29,5 | 149,0 | 214,0 | - | - | 228,5 |
| 82 | 25,2 | 132,0 | 194,0 | - | - | 216,5 |
| 84 | 23,0 | 124,0 | 185,0 | - | - | 211,0 |
| 86 | - | 115,5 | 176,0 | - | - | 203,5 |
| 88 | - | 107,0 | 168,0 | - | - | 196,0 |
| 90 | - | - | 161,0 | - | - | 187,0 |
| 92 | - | - | 154,0 | 183,0 | - | 178,0 |
| 94 | - | - | 147,0 | 183,0 | - | 170,0 |
| 98 | - | - | 131,0 | 176,0 | - | 154,5 |
| 102 | - | - | 115,0 | 165,0 | - | 140,0 |
| 104 | - | - | 107,0 | 157,0 | - | 133,0 |
| 106 | - | - | - | 151,0 | - | 127,5 |
| 110 | - | - | - | 139,0 | - | 115,5 |
| 114 | - | - | - | 127,0 | 115,0 | 103,0 |
| 116 | - | - | - | 119,0 | 111,0 | 97,0 |
| 118 | - | - | - | - | 108,0 | 91,7 |
| 122 | - | - | - | - | 103,0 | 81,2 |
| 126 | - | - | - | - | 97,5 | 71,2 |
| 128 | - | - | - | - | 95,0 | 68,0 |
| 130 | - | - | - | - | - | 64,7 |
| 134 | - | - | - | - | - | 57,0 |
| 138 | - | - | - | - | - | 48,0 |
| 142 | - | - | - | - | - | 39,2 |
| 146 | - | - | - | - | - | 30,2 |
| 148 | - | - | - | - | - | 25,5 |
| 150 | - | - | - | - | - | - |

Remarks · Bemerkungen · Remarques

Main boom angle 88°, 85°, 75°, 65° and 55°; capacities for intermediate boom positions are calculated by the crane control system IC-1

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

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

* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88°

4

SWSL / SFSL 15° LIFTING CAPACITIES · TRAGFÄHIGKEITEN · CAPACITÉS DE LEVAGE

295 t + 60 t ZB
19-30 m
10,50 m
360°
ISO

78 m + 96 m

78 m + 108 m

| m | SWSL | | | | | SFSL |
|-----|------|-----------|-------|-------|------|-------|
| | 0 t | 0 t-800 t | | | | |
| | 85° | 85° | 75° | 65° | 55° | |
| t | t | t | t | t | t | |
| 36 | - | 219,0* | - | - | - | - |
| 38 | - | 219,0* | - | - | - | - |
| 42 | - | 215,0* | - | - | - | - |
| 46 | 74,5 | 224,0 | - | - | - | - |
| 48 | 70,0 | 224,0 | - | - | - | 219,0 |
| 50 | 65,5 | 222,0 | - | - | - | 218,0 |
| 54 | 57,0 | 218,0 | - | - | - | 216,0 |
| 58 | 50,0 | 212,0 | - | - | - | 214,0 |
| 62 | 43,5 | 206,0 | - | - | - | 211,5 |
| 66 | 38,0 | 200,0 | - | - | - | 207,5 |
| 70 | 33,0 | 186,0 | - | - | - | 203,0 |
| 74 | 28,0 | 169,0 | 208,0 | - | - | 199,5 |
| 78 | 24,0 | 154,0 | 207,0 | - | - | 193,5 |
| 80 | 22,0 | 147,0 | 202,0 | - | - | 189,0 |
| 82 | - | 139,5 | 193,0 | - | - | 185,0 |
| 86 | - | 125,5 | 175,0 | - | - | 177,5 |
| 90 | - | 112,5 | 160,0 | - | - | 170,5 |
| 94 | - | 99,7 | 146,0 | - | - | 163,5 |
| 98 | - | 87,2 | 134,0 | - | - | 156,5 |
| 100 | - | 81,0 | 128,0 | 159,0 | - | 153,0 |
| 102 | - | - | 123,0 | 159,0 | - | 146,0 |
| 106 | - | - | 112,0 | 149,0 | - | 133,0 |
| 110 | - | - | 100,0 | 137,0 | - | 120,5 |
| 114 | - | - | 88,0 | 126,0 | - | 108,5 |
| 118 | - | - | - | 116,0 | - | 98,2 |
| 122 | - | - | - | 107,0 | - | 88,5 |
| 124 | - | - | - | 103,0 | 95,0 | 83,5 |
| 126 | - | - | - | 98,0 | 92,0 | 78,5 |
| 128 | - | - | - | 92,0 | 89,5 | 73,5 |
| 130 | - | - | - | - | 87,0 | 68,7 |
| 134 | - | - | - | - | 82,5 | 59,7 |
| 138 | - | - | - | - | 78,0 | 54,0 |
| 140 | - | - | - | - | 76,0 | 51,0 |
| 142 | - | - | - | - | - | 47,5 |
| 146 | - | - | - | - | - | 40,0 |
| 150 | - | - | - | - | - | 31,7 |
| 154 | - | - | - | - | - | 23,7 |
| 156 | - | - | - | - | - | 20,0 |
| 158 | - | - | - | - | - | - |

| m | SWSL | | | | | SFSL |
|-----|------|-----------|-------|-------|------|-------|
| | 0 t | 0 t-800 t | | | | |
| | 85° | 85° | 75° | 65° | 55° | |
| t | t | t | t | t | t | |
| 40 | - | 172,0* | - | - | - | - |
| 42 | - | 172,0* | - | - | - | - |
| 46 | - | 167,0* | - | - | - | - |
| 50 | 58,0 | 172,0 | - | - | - | - |
| 52 | 54,0 | 172,0 | - | - | - | 168,0 |
| 54 | 50,0 | 170,0 | - | - | - | 166,5 |
| 58 | 43,5 | 166,0 | - | - | - | 164,0 |
| 62 | 37,0 | 162,0 | - | - | - | 162,0 |
| 66 | 31,5 | 158,0 | - | - | - | 159,5 |
| 70 | 27,0 | 153,0 | - | - | - | 156,0 |
| 74 | 22,5 | 149,0 | - | - | - | 152,5 |
| 76 | 20,0 | 147,0 | - | - | - | 151,0 |
| 78 | - | 145,0 | - | - | - | 149,5 |
| 80 | - | 143,0 | 154,0 | - | - | 148,0 |
| 82 | - | 138,5 | 154,0 | - | - | 145,5 |
| 86 | - | 128,5 | 153,0 | - | - | 141,0 |
| 90 | - | 117,0 | 150,0 | - | - | 137,0 |
| 94 | - | 105,5 | 145,0 | - | - | 133,5 |
| 98 | - | 95,0 | 132,0 | - | - | 130,0 |
| 102 | - | 85,0 | 121,0 | - | - | 126,5 |
| 106 | - | 75,0 | 112,0 | - | - | 123,0 |
| 108 | - | 70,0 | 107,0 | 124,0 | - | 121,0 |
| 110 | - | 65,0 | 103,0 | 124,0 | - | 119,5 |
| 112 | - | 60,0 | 99,0 | 124,0 | - | 118,0 |
| 114 | - | - | 95,0 | 124,0 | - | 113,0 |
| 118 | - | - | 85,5 | 114,0 | - | 103,0 |
| 122 | - | - | 76,2 | 105,0 | - | 93,0 |
| 126 | - | - | 66,5 | 97,0 | - | 83,7 |
| 130 | - | - | - | 89,5 | - | 75,0 |
| 134 | - | - | - | 82,5 | 77,5 | 66,0 |
| 138 | - | - | - | 75,0 | 73,0 | 57,2 |
| 142 | - | - | - | - | 69,0 | 49,5 |
| 146 | - | - | - | - | 65,0 | 44,7 |
| 150 | - | - | - | - | 61,5 | 39,0 |
| 154 | - | - | - | - | - | 31,7 |
| 158 | - | - | - | - | - | 24,5 |
| 160 | - | - | - | - | - | 21,0 |
| 162 | - | - | - | - | - | - |
| 166 | - | - | - | - | - | - |

Remarks · Bemerkungen · Remarques

Main boom angle 88°, 85°, 75°, 65° and 55°: capacities for intermediate boom positions are calculated by the crane control system IC-1
 Hauptauslegerwinkel 88°, 85°, 75°, 65° und 55°: Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet
 Jarret de flèche principale 88°, 85°, 75°, 65° et 55°; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88°

SWSL / SFSL 15° LIFTING CAPACITIES · TRAGFÄHIGKEITEN · CAPACITÉS DE LEVAGE

295 t + 60 t ZB
19-30 m
10,50 m
360°
ISO

78 m + 120 m

| m | SWSL | | | | | SFSL |
|-----|------|--------|-----------|------|------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 44 | - | 127,0* | - | - | - | - |
| 46 | - | 127,0* | - | - | - | - |
| 50 | - | 124,0* | - | - | - | - |
| 54 | 43,5 | 126,0 | - | - | - | - |
| 56 | 40,0 | 126,0 | - | - | - | 125,0 |
| 58 | 36,5 | 125,0 | - | - | - | 124,0 |
| 62 | 31,0 | 122,0 | - | - | - | 122,5 |
| 66 | 25,5 | 119,0 | - | - | - | 120,5 |
| 70 | 20,5 | 116,0 | - | - | - | 118,0 |
| 74 | - | 112,0 | - | - | - | 116,0 |
| 78 | - | 106,0 | - | - | - | 113,5 |
| 82 | - | 101,0 | - | - | - | 110,0 |
| 86 | - | 95,2 | 108,0 | - | - | 107,0 |
| 90 | - | 89,7 | 108,0 | - | - | 104,0 |
| 94 | - | 84,5 | 104,0 | - | - | 100,5 |
| 98 | - | 79,5 | 99,0 | - | - | 97,2 |
| 102 | - | 74,5 | 93,5 | - | - | 93,5 |
| 106 | - | 69,7 | 88,5 | - | - | 90,5 |
| 110 | - | 65,0 | 83,0 | - | - | 88,0 |
| 114 | - | 59,7 | 77,5 | - | - | 85,0 |
| 116 | - | 57,0 | 75,0 | 83,0 | - | 83,5 |
| 118 | - | 53,0 | 72,0 | 83,0 | - | 81,7 |
| 122 | - | 45,0 | 67,5 | 81,5 | - | 78,5 |
| 124 | - | 41,0 | 65,0 | 79,5 | - | 77,0 |
| 126 | - | - | 63,0 | 77,5 | - | 75,5 |
| 130 | - | - | 58,5 | 72,5 | - | 72,7 |
| 134 | - | - | 54,0 | 68,0 | - | 68,0 |
| 138 | - | - | 47,0 | 63,5 | - | 60,5 |
| 142 | - | - | - | 59,5 | 62,0 | 52,5 |
| 146 | - | - | - | 55,5 | 58,0 | 44,7 |
| 150 | - | - | - | 51,5 | 54,5 | 39,0 |
| 154 | - | - | - | - | 51,0 | 34,0 |
| 158 | - | - | - | - | 48,0 | 28,2 |
| 160 | - | - | - | - | 46,5 | 25,0 |
| 162 | - | - | - | - | - | - |

84 m + 36 m

| m | SWSL | | | | | SFSL |
|-----|-------|--------|-----------|-------|-------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 20 | - | 562,0* | - | - | - | - |
| 22 | - | 546,0* | - | - | - | - |
| 24 | - | 529,0* | - | - | - | - |
| 26 | 213,0 | 589,0 | - | - | - | 580,0 |
| 28 | 198,0 | 583,0 | - | - | - | 577,0 |
| 30 | 184,0 | 571,0 | - | - | - | 576,0 |
| 34 | 161,0 | 523,0 | - | - | - | 574,0 |
| 38 | 143,0 | 436,0 | - | - | - | 549,0 |
| 42 | 127,0 | 372,0 | - | - | - | 523,5 |
| 44 | 120,0 | 347,0 | - | - | - | 511,0 |
| 45 | - | - | 500,0 | - | - | 499,0 |
| 46 | - | - | 500,0 | - | - | 487,0 |
| 50 | - | - | 475,0 | - | - | 439,0 |
| 54 | - | - | 410,0 | - | - | 394,5 |
| 58 | - | - | 353,0 | - | - | 356,0 |
| 62 | - | - | - | - | - | 322,5 |
| 64 | - | - | - | 330,0 | - | 307,0 |
| 66 | - | - | - | 321,0 | - | 293,5 |
| 70 | - | - | - | 298,0 | - | 266,0 |
| 73 | - | - | - | 283,0 | - | 246,0 |
| 74 | - | - | - | - | - | 240,0 |
| 78 | - | - | - | - | - | 216,5 |
| 81 | - | - | - | - | 216,0 | 199,5 |
| 82 | - | - | - | - | 213,0 | 194,0 |
| 86 | - | - | - | - | 200,0 | 173,0 |
| 90 | - | - | - | - | - | 153,0 |
| 94 | - | - | - | - | - | 134,0 |
| 98 | - | - | - | - | - | 119,0 |
| 102 | - | - | - | - | - | 107,5 |
| 106 | - | - | - | - | - | 93,5 |
| 108 | - | - | - | - | - | 86,0 |

Remarks · Bemerkungen · Remarques

Main boom angle 88°, 85°, 75°, 65° and 55°: capacities for intermediate boom positions are calculated by the crane control system IC-1
 Hauptauslegerwinkel 88°, 85°, 75°, 65° und 55°: Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet
 Jarret de flèche principale 88°, 85°, 75°, 65° et 55°: le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88°

4

SWSL / SFSL 15° LIFTING CAPACITIES · TRAGFÄHIGKEITEN · CAPACITÉS DE LEVAGE

295 t + 60 t ZB
↔ 19-30 m
■ 10,50 m
360°
ISO

84 m + 48 m

84 m + 60 m

| m | SWSL | | | | | SFSL |
|-----|-------|--------|-----------|-------|-------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 24 | - | 457,0* | - | - | - | - |
| 26 | - | 445,0* | - | - | - | - |
| 28 | - | 434,0* | - | - | - | - |
| 30 | 170,0 | 483,0 | - | - | - | 474,0 |
| 34 | 148,0 | 471,0 | - | - | - | 469,0 |
| 38 | 130,0 | 454,0 | - | - | - | 467,0 |
| 42 | 116,0 | 398,0 | - | - | - | 460,0 |
| 46 | 103,0 | 345,0 | - | - | - | 438,0 |
| 50 | 92,5 | 303,0 | - | - | - | 421,0 |
| 52 | 86,5 | 285,0 | 421,0 | - | - | 413,0 |
| 54 | 80,5 | 262,0 | 421,0 | - | - | 395,0 |
| 56 | 75,5 | 237,0 | 406,0 | - | - | 377,0 |
| 58 | - | - | 377,0 | - | - | 359,0 |
| 62 | - | - | 328,0 | - | - | 325,5 |
| 66 | - | - | 290,0 | - | - | 296,0 |
| 70 | - | - | 259,0 | - | - | 270,0 |
| 72 | - | - | - | 278,0 | - | 258,0 |
| 74 | - | - | - | 268,0 | - | 246,0 |
| 78 | - | - | - | 251,0 | - | 222,5 |
| 82 | - | - | - | 235,0 | - | 200,5 |
| 84 | - | - | - | 228,0 | - | 190,0 |
| 86 | - | - | - | - | - | 180,5 |
| 90 | - | - | - | - | 177,0 | 162,0 |
| 94 | - | - | - | - | 167,0 | 145,0 |
| 97 | - | - | - | - | 160,0 | 133,0 |
| 98 | - | - | - | - | - | 129,0 |
| 102 | - | - | - | - | - | 113,5 |
| 106 | - | - | - | - | - | 99,0 |
| 110 | - | - | - | - | - | 90,5 |
| 114 | - | - | - | - | - | 79,7 |
| 118 | - | - | - | - | - | 67,0 |
| 120 | - | - | - | - | - | 60,5 |
| 122 | - | - | - | - | - | - |

| m | SWSL | | | | | SFSL |
|-----|-------|--------|-----------|-------|-------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 26 | - | 379,0* | - | - | - | - |
| 28 | - | 375,0* | - | - | - | - |
| 30 | - | 367,0* | - | - | - | - |
| 34 | 137,0 | 397,0 | - | - | - | 390,0 |
| 38 | 120,0 | 392,0 | - | - | - | 386,0 |
| 42 | 106,0 | 380,0 | - | - | - | 384,5 |
| 46 | 95,0 | 358,0 | - | - | - | 381,5 |
| 50 | 84,5 | 314,0 | - | - | - | 372,0 |
| 54 | 76,0 | 279,0 | - | - | - | 358,0 |
| 58 | 67,0 | 249,0 | 357,0 | - | - | 346,0 |
| 62 | 58,5 | 217,0 | 341,0 | - | - | 327,5 |
| 66 | 51,5 | 186,0 | 300,0 | - | - | 302,0 |
| 68 | 48,0 | 169,0 | 283,0 | - | - | 288,0 |
| 70 | - | - | 267,0 | - | - | 275,0 |
| 74 | - | - | 240,0 | - | - | 251,0 |
| 78 | - | - | 217,0 | - | - | 229,5 |
| 80 | - | - | 203,0 | 237,0 | - | 219,0 |
| 82 | - | - | 187,0 | 229,0 | - | 208,5 |
| 86 | - | - | - | 215,0 | - | 188,5 |
| 90 | - | - | - | 203,0 | - | 170,5 |
| 94 | - | - | - | 191,0 | - | 154,5 |
| 96 | - | - | - | 186,0 | - | 147,0 |
| 98 | - | - | - | - | - | 139,5 |
| 99 | - | - | - | - | 149,0 | 135,7 |
| 102 | - | - | - | - | 143,0 | 125,0 |
| 106 | - | - | - | - | 135,0 | 111,0 |
| 109 | - | - | - | - | 130,0 | 100,7 |
| 110 | - | - | - | - | - | 97,5 |
| 114 | - | - | - | - | - | 85,0 |
| 118 | - | - | - | - | - | 77,0 |
| 122 | - | - | - | - | - | 68,5 |
| 126 | - | - | - | - | - | 58,0 |
| 128 | - | - | - | - | - | 52,5 |

Remarks · Bemerkungen · Remarques

Main boom angle 88°, 85°, 75°, 65° and 55°; capacities for intermediate boom positions are calculated by the crane control system IC-1
 Hauptauslegerwinkel 88°, 85°, 75°, 65° und 55°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet
 Jarret de flèche principale 88°, 85°, 75°, 65° et 55°; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88°

SWSL / SFSL 15° LIFTING CAPACITIES · TRAGFÄHIGKEITEN · CAPACITÉS DE LEVAGE

295 t + 60 t ZB
19-30 m
10,50 m
360°
ISO

84 m + 72 m

84 m + 84 m

| m | SWSL | | | | | SFSL |
|-----|-------|--------|-----------|-------|-------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 30 | - | 312,0* | - | - | - | - |
| 34 | - | 304,0* | - | - | - | - |
| 38 | 110,0 | 328,0 | - | - | - | 321,0 |
| 42 | 97,0 | 325,0 | - | - | - | 318,5 |
| 46 | 85,5 | 317,0 | - | - | - | 317,5 |
| 50 | 76,0 | 309,0 | - | - | - | 316,0 |
| 54 | 67,5 | 287,0 | - | - | - | 310,5 |
| 58 | 60,0 | 257,0 | - | - | - | 302,0 |
| 62 | 53,5 | 230,0 | - | - | - | 294,0 |
| 64 | 50,5 | 216,0 | 299,0 | - | - | 291,0 |
| 66 | 47,5 | 203,0 | 299,0 | - | - | 285,0 |
| 70 | 41,0 | 179,0 | 275,0 | - | - | 271,5 |
| 74 | 35,5 | 156,0 | 247,0 | - | - | 254,5 |
| 78 | 31,0 | 134,0 | 223,0 | - | - | 235,0 |
| 82 | - | - | 202,0 | - | - | 215,0 |
| 86 | - | - | 181,0 | - | - | 196,0 |
| 88 | - | - | 170,0 | 199,0 | - | 187,0 |
| 90 | - | - | 159,0 | 197,0 | - | 178,5 |
| 94 | - | - | 137,0 | 185,0 | - | 161,5 |
| 98 | - | - | - | 175,0 | - | 146,0 |
| 102 | - | - | - | 165,0 | - | 132,5 |
| 106 | - | - | - | 157,0 | - | 119,5 |
| 109 | - | - | - | - | 123,0 | 110,0 |
| 110 | - | - | - | - | 121,0 | 107,0 |
| 114 | - | - | - | - | 115,0 | 95,2 |
| 118 | - | - | - | - | 109,0 | 83,7 |
| 120 | - | - | - | - | 106,0 | 78,0 |
| 122 | - | - | - | - | - | 72,5 |
| 126 | - | - | - | - | - | 64,5 |
| 130 | - | - | - | - | - | 57,5 |
| 134 | - | - | - | - | - | 48,5 |
| 138 | - | - | - | - | - | 38,7 |
| 140 | - | - | - | - | - | 34,0 |

| m | SWSL | | | | | SFSL |
|-----|------|--------|-----------|-------|-------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 34 | - | 256,0* | - | - | - | - |
| 38 | - | 250,0* | - | - | - | - |
| 42 | 87,5 | 267,0 | - | - | - | - |
| 44 | 82,0 | 267,0 | - | - | - | 260,0 |
| 46 | 77,0 | 265,0 | - | - | - | 259,5 |
| 50 | 67,5 | 261,0 | - | - | - | 258,5 |
| 54 | 59,5 | 256,0 | - | - | - | 257,5 |
| 58 | 52,5 | 249,0 | - | - | - | 255,0 |
| 62 | 46,0 | 233,0 | - | - | - | 250,0 |
| 66 | 40,5 | 210,0 | - | - | - | 244,0 |
| 70 | 35,0 | 190,0 | 248,0 | - | - | 238,5 |
| 74 | 30,5 | 169,0 | 246,0 | - | - | 229,5 |
| 78 | 26,5 | 151,0 | 224,0 | - | - | 219,0 |
| 82 | 22,7 | 134,0 | 203,0 | - | - | 208,5 |
| 84 | 21,0 | 126,0 | 193,0 | - | - | 203,0 |
| 86 | - | 118,0 | 185,0 | - | - | 198,0 |
| 88 | - | 110,0 | 176,0 | - | - | 193,0 |
| 90 | - | - | 169,0 | - | - | 184,5 |
| 94 | - | - | 153,0 | - | - | 168,0 |
| 96 | - | - | 145,0 | 172,0 | - | 160,0 |
| 98 | - | - | 137,0 | 171,0 | - | 153,0 |
| 102 | - | - | 121,0 | 161,0 | - | 139,0 |
| 104 | - | - | 113,0 | 156,0 | - | 132,0 |
| 106 | - | - | - | 152,0 | - | 125,5 |
| 110 | - | - | - | 144,0 | - | 113,5 |
| 114 | - | - | - | 136,0 | - | 102,5 |
| 118 | - | - | - | 121,0 | 103,0 | 91,7 |
| 122 | - | - | - | - | 98,0 | 81,2 |
| 126 | - | - | - | - | 92,5 | 71,0 |
| 130 | - | - | - | - | 87,5 | 61,0 |
| 132 | - | - | - | - | 85,5 | 56,5 |
| 134 | - | - | - | - | - | 53,5 |
| 138 | - | - | - | - | - | 47,2 |
| 142 | - | - | - | - | - | 39,7 |
| 146 | - | - | - | - | - | 31,5 |
| 148 | - | - | - | - | - | 27,5 |
| 150 | - | - | - | - | - | - |

Remarks · Bemerkungen · Remarques

Main boom angle 88°, 85°, 75°, 65° and 55°; capacities for intermediate boom positions are calculated by the crane control system IC-1

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

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

* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88°

4

SWSL / SFSL 15° LIFTING CAPACITIES · TRAGFÄHIGKEITEN · CAPACITÉS DE LEVAGE

295 t + 60 t ZB
19-30 m
10,50 m
360°
ISO

84 m + 96 m

84 m + 108 m

| m | SWSL | | | | | SFSL |
|-----|------|--------|-----------|-------|------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 38 | - | 207,0* | - | - | - | - |
| 42 | - | 203,0* | - | - | - | - |
| 46 | 69,5 | 212,0 | - | - | - | - |
| 48 | 64,5 | 212,0 | - | - | - | 206,0 |
| 50 | 60,5 | 211,0 | - | - | - | 206,0 |
| 54 | 52,5 | 207,0 | - | - | - | 205,5 |
| 58 | 46,0 | 202,0 | - | - | - | 204,5 |
| 62 | 39,5 | 197,0 | - | - | - | 203,0 |
| 66 | 34,0 | 192,0 | - | - | - | 200,0 |
| 70 | 29,5 | 186,0 | - | - | - | 196,0 |
| 74 | 25,0 | 174,0 | - | - | - | 192,0 |
| 76 | 23,0 | 166,0 | 197,0 | - | - | 190,0 |
| 78 | 21,0 | 158,0 | 197,0 | - | - | 187,0 |
| 82 | - | 141,5 | 196,0 | - | - | 180,5 |
| 86 | - | 127,0 | 184,0 | - | - | 172,0 |
| 90 | - | 113,5 | 168,0 | - | - | 165,0 |
| 94 | - | 101,0 | 154,0 | - | - | 158,5 |
| 98 | - | 89,0 | 141,0 | - | - | 152,5 |
| 100 | - | 83,0 | 135,0 | - | - | 150,0 |
| 102 | - | - | 130,0 | - | - | 143,5 |
| 104 | - | - | 123,0 | 149,0 | - | 137,0 |
| 106 | - | - | 117,0 | 148,0 | - | 131,0 |
| 110 | - | - | 104,0 | 139,0 | - | 119,0 |
| 114 | - | - | 92,5 | 132,0 | - | 107,5 |
| 116 | - | - | 86,5 | 128,0 | - | 102,0 |
| 118 | - | - | - | 125,0 | - | 97,0 |
| 122 | - | - | - | 115,0 | - | 87,2 |
| 126 | - | - | - | 105,0 | - | 77,7 |
| 128 | - | - | - | 99,5 | 85,0 | 73,0 |
| 130 | - | - | - | 93,5 | 82,5 | 68,5 |
| 134 | - | - | - | - | 77,5 | 59,5 |
| 138 | - | - | - | - | 73,5 | 50,5 |
| 142 | - | - | - | - | 69,5 | 44,2 |
| 146 | - | - | - | - | - | 38,7 |
| 150 | - | - | - | - | - | 31,7 |
| 154 | - | - | - | - | - | 24,2 |
| 156 | - | - | - | - | - | 20,5 |

| m | SWSL | | | | | SFSL |
|-----|------|--------|-----------|-------|------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 40 | - | 162,0* | - | - | - | - |
| 42 | - | 162,0* | - | - | - | - |
| 46 | - | 159,0* | - | - | - | - |
| 50 | 53,0 | 163,0 | - | - | - | - |
| 52 | 49,5 | 163,0 | - | - | - | 159,0 |
| 54 | 46,0 | 162,0 | - | - | - | 158,5 |
| 58 | 39,0 | 159,0 | - | - | - | 157,0 |
| 62 | 33,5 | 155,0 | - | - | - | 155,0 |
| 66 | 28,0 | 151,0 | - | - | - | 153,0 |
| 70 | 23,5 | 147,0 | - | - | - | 150,5 |
| 72 | 21,0 | 145,0 | - | - | - | 149,0 |
| 74 | - | 143,0 | - | - | - | 147,5 |
| 78 | - | 139,0 | - | - | - | 144,0 |
| 82 | - | 135,0 | 148,0 | - | - | 141,0 |
| 86 | - | 129,0 | 148,0 | - | - | 137,0 |
| 90 | - | 119,0 | 146,0 | - | - | 132,5 |
| 94 | - | 107,5 | 144,0 | - | - | 128,5 |
| 98 | - | 96,7 | 140,0 | - | - | 125,0 |
| 102 | - | 86,5 | 129,0 | - | - | 121,0 |
| 106 | - | 76,5 | 118,0 | - | - | 117,5 |
| 110 | - | 66,5 | 109,0 | 117,0 | - | 114,0 |
| 112 | - | 61,5 | 104,0 | 117,0 | - | 112,0 |
| 114 | - | - | 99,0 | 117,0 | - | 109,0 |
| 118 | - | - | 89,5 | 115,0 | - | 101,0 |
| 122 | - | - | 80,0 | 113,0 | - | 91,2 |
| 126 | - | - | 70,5 | 105,0 | - | 82,0 |
| 128 | - | - | 65,5 | 101,0 | - | 77,5 |
| 130 | - | - | - | 97,0 | - | 73,2 |
| 134 | - | - | - | 90,0 | - | 64,7 |
| 136 | - | - | - | 85,5 | 70,5 | 60,5 |
| 138 | - | - | - | 81,0 | 68,5 | 56,5 |
| 142 | - | - | - | 71,5 | 64,5 | 48,5 |
| 146 | - | - | - | - | 60,5 | 40,7 |
| 150 | - | - | - | - | 57,0 | 34,7 |
| 154 | - | - | - | - | 53,5 | 29,7 |
| 158 | - | - | - | - | - | 24,0 |
| 160 | - | - | - | - | - | 20,5 |

Remarks · Bemerkungen · Remarques

Main boom angle 88°, 85°, 75°, 65° and 55°: capacities for intermediate boom positions are calculated by the crane control system IC-1
 Hauptauslegerwinkel 88°, 85°, 75°, 65° und 55°: Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet
 Jarret de flèche principale 88°, 85°, 75°, 65° et 55°; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88°

SWSL / SFSL 15° LIFTING CAPACITIES · TRAGFÄHIGKEITEN · CAPACITÉS DE LEVAGE

295 t + 60 t ZB
19-30 m
10,50 m
360°
ISO

84 m + 120 m

90 m + 36 m

| m | SWSL | | | | | SFSL |
|-----|------|--------|-----------|------|------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 44 | - | 122,0* | - | - | - | - |
| 46 | - | 122,0* | - | - | - | - |
| 50 | - | 119,0* | - | - | - | - |
| 54 | 39,0 | 121,0 | - | - | - | - |
| 56 | 35,5 | 121,0 | - | - | - | 119,0 |
| 58 | 32,5 | 120,0 | - | - | - | 118,5 |
| 62 | 27,0 | 117,0 | - | - | - | 117,0 |
| 66 | 21,5 | 115,0 | - | - | - | 115,0 |
| 70 | - | 112,0 | - | - | - | 113,5 |
| 74 | - | 108,0 | - | - | - | 111,5 |
| 78 | - | 103,0 | - | - | - | 108,5 |
| 82 | - | 98,5 | - | - | - | 106,0 |
| 86 | - | 93,5 | - | - | - | 103,5 |
| 88 | - | 91,0 | 105,0 | - | - | 102,0 |
| 90 | - | 88,5 | 105,0 | - | - | 101,0 |
| 94 | - | 83,5 | 103,0 | - | - | 98,2 |
| 98 | - | 78,5 | 99,0 | - | - | 94,7 |
| 102 | - | 73,7 | 94,5 | - | - | 91,2 |
| 106 | - | 69,2 | 89,5 | - | - | 88,2 |
| 110 | - | 64,5 | 84,5 | - | - | 85,7 |
| 114 | - | 59,7 | 79,0 | - | - | 83,2 |
| 118 | - | 53,7 | 74,0 | 81,5 | - | 80,7 |
| 122 | - | 46,0 | 68,5 | 81,5 | - | 78,0 |
| 124 | - | 42,0 | 66,5 | 80,5 | - | 76,5 |
| 126 | - | - | 64,5 | 79,0 | - | 75,2 |
| 130 | - | - | 60,0 | 75,0 | - | 72,0 |
| 134 | - | - | 56,0 | 70,5 | - | 66,0 |
| 138 | - | - | 50,0 | 66,0 | - | 58,5 |
| 142 | - | - | - | 61,5 | - | 51,0 |
| 146 | - | - | - | 57,5 | 53,5 | 43,5 |
| 150 | - | - | - | 53,5 | 50,0 | 36,5 |
| 154 | - | - | - | - | 46,5 | 29,5 |
| 158 | - | - | - | - | 43,5 | 23,5 |
| 160 | - | - | - | - | 42,0 | 21,0 |
| 162 | - | - | - | - | 40,7 | - |
| 164 | - | - | - | - | 39,5 | - |
| 166 | - | - | - | - | - | - |

| m | SWSL | | | | | SFSL |
|-----|-------|--------|-----------|-------|-------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 20 | - | 514,0* | - | - | - | - |
| 22 | - | 499,0* | - | - | - | - |
| 24 | - | 485,0* | - | - | - | - |
| 26 | 204,0 | 536,0 | - | - | - | 527,0 |
| 28 | 189,0 | 531,0 | - | - | - | 525,0 |
| 30 | 176,0 | 520,0 | - | - | - | 524,0 |
| 34 | 154,0 | 498,0 | - | - | - | 521,0 |
| 38 | 137,0 | 445,0 | - | - | - | 515,0 |
| 42 | 122,0 | 379,0 | - | - | - | 487,5 |
| 44 | 115,0 | 352,0 | - | - | - | 478,0 |
| 46 | - | - | - | - | - | 468,5 |
| 47 | - | - | 467,0 | - | - | 463,7 |
| 50 | - | - | 461,0 | - | - | 435,5 |
| 54 | - | - | 430,0 | - | - | 391,0 |
| 58 | - | - | 372,0 | - | - | 352,0 |
| 60 | - | - | 346,0 | - | - | 334,0 |
| 62 | - | - | - | - | - | 318,5 |
| 66 | - | - | - | - | - | 289,5 |
| 67 | - | - | - | 307,0 | - | 282,7 |
| 70 | - | - | - | 291,0 | - | 264,0 |
| 74 | - | - | - | 272,0 | - | 239,0 |
| 76 | - | - | - | 263,0 | - | 226,0 |
| 78 | - | - | - | - | - | 215,5 |
| 82 | - | - | - | - | - | 194,5 |
| 84 | - | - | - | - | 200,0 | 184,0 |
| 86 | - | - | - | - | 194,0 | 174,0 |
| 89 | - | - | - | - | 185,0 | 159,5 |
| 90 | - | - | - | - | - | 155,0 |
| 94 | - | - | - | - | - | 137,5 |
| 98 | - | - | - | - | - | 121,0 |
| 102 | - | - | - | - | - | 105,2 |
| 106 | - | - | - | - | - | 95,2 |
| 110 | - | - | - | - | - | 84,0 |
| 112 | - | - | - | - | - | 77,0 |
| 114 | - | - | - | - | - | - |

Remarks · Bemerkungen · Remarques

Main boom angle 88°, 85°, 75°, 65° and 55°: capacities for intermediate boom positions are calculated by the crane control system IC-1
 Hauptauslegerwinkel 88°, 85°, 75°, 65° und 55°: Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet
 Jarret de flèche principale 88°, 85°, 75°, 65° et 55°; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88°

4

SWSL / SFSL 15° LIFTING CAPACITIES · TRAGFÄHIGKEITEN · CAPACITÉS DE LEVAGE

295 t + 60 t ZB
← 19-30 m
■ 10,50 m
360°
ISO

90 m + 48 m

90 m + 60 m

| m | SWSL | | | | | SFSL |
|-----|-------|--------|-----------|-------|-------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 24 | - | 418,0* | - | - | - | - |
| 26 | - | 408,0* | - | - | - | - |
| 28 | - | 397,0* | - | - | - | - |
| 30 | 162,0 | 438,0 | - | - | - | 430,0 |
| 34 | 141,0 | 430,0 | - | - | - | 429,0 |
| 38 | 124,0 | 415,0 | - | - | - | 427,0 |
| 42 | 110,0 | 398,0 | - | - | - | 422,5 |
| 46 | 98,5 | 350,0 | - | - | - | 410,0 |
| 50 | 88,5 | 307,0 | - | - | - | 395,0 |
| 54 | 78,0 | 268,0 | 393,0 | - | - | 381,5 |
| 56 | 73,0 | 243,0 | 388,0 | - | - | 374,0 |
| 58 | - | - | 379,0 | - | - | 356,0 |
| 62 | - | - | 344,0 | - | - | 322,0 |
| 66 | - | - | 303,0 | - | - | 292,0 |
| 70 | - | - | 269,0 | - | - | 266,0 |
| 72 | - | - | 254,0 | - | - | 254,0 |
| 74 | - | - | - | 258,0 | - | 243,0 |
| 78 | - | - | - | 244,0 | - | 220,5 |
| 82 | - | - | - | 229,0 | - | 198,5 |
| 86 | - | - | - | 215,0 | - | 179,5 |
| 90 | - | - | - | - | - | 162,5 |
| 94 | - | - | - | - | 161,0 | 146,0 |
| 98 | - | - | - | - | 152,0 | 130,0 |
| 101 | - | - | - | - | 146,0 | 118,5 |
| 102 | - | - | - | - | - | 115,0 |
| 106 | - | - | - | - | - | 101,0 |
| 110 | - | - | - | - | - | 87,7 |
| 114 | - | - | - | - | - | 78,0 |
| 118 | - | - | - | - | - | 69,0 |
| 122 | - | - | - | - | - | 58,0 |
| 124 | - | - | - | - | - | 52,0 |

| m | SWSL | | | | | SFSL |
|-----|-------|--------|-----------|-------|-------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 26 | - | 344,0* | - | - | - | - |
| 28 | - | 344,0* | - | - | - | - |
| 30 | - | 337,0* | - | - | - | - |
| 34 | 130,0 | 363,0 | - | - | - | 356,0 |
| 38 | 114,0 | 358,0 | - | - | - | 353,0 |
| 42 | 101,0 | 347,0 | - | - | - | 351,5 |
| 46 | 90,0 | 336,0 | - | - | - | 350,0 |
| 50 | 80,0 | 319,0 | - | - | - | 344,0 |
| 54 | 71,5 | 282,0 | - | - | - | 332,5 |
| 58 | 64,5 | 252,0 | - | - | - | 326,0 |
| 60 | 60,0 | 238,0 | 328,0 | - | - | 323,0 |
| 62 | 56,0 | 221,0 | 328,0 | - | - | 315,0 |
| 66 | 49,0 | 190,0 | 314,0 | - | - | 295,5 |
| 68 | 46,0 | 173,0 | 295,0 | - | - | 284,0 |
| 70 | - | - | 279,0 | - | - | 271,5 |
| 74 | - | - | 249,0 | - | - | 247,5 |
| 78 | - | - | 225,0 | - | - | 226,0 |
| 82 | - | - | 199,0 | 223,0 | - | 206,0 |
| 84 | - | - | 183,0 | 216,0 | - | 196,0 |
| 86 | - | - | - | 209,0 | - | 187,0 |
| 90 | - | - | - | 196,0 | - | 169,5 |
| 94 | - | - | - | 185,0 | - | 152,5 |
| 98 | - | - | - | 175,0 | - | 138,0 |
| 102 | - | - | - | - | - | 125,0 |
| 103 | - | - | - | - | 135,0 | 121,5 |
| 106 | - | - | - | - | 129,0 | 111,0 |
| 110 | - | - | - | - | 122,0 | 98,0 |
| 112 | - | - | - | - | 119,0 | 92,0 |
| 114 | - | - | - | - | - | 86,2 |
| 118 | - | - | - | - | - | 74,7 |
| 122 | - | - | - | - | - | 65,2 |
| 126 | - | - | - | - | - | 57,7 |
| 130 | - | - | - | - | - | 49,0 |
| 134 | - | - | - | - | - | 39,0 |
| 136 | - | - | - | - | - | 34,0 |

Remarks · Bemerkungen · Remarques

Main boom angle 88°, 85°, 75°, 65° and 55°; capacities for intermediate boom positions are calculated by the crane control system IC-1

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

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

* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88°

SWSL / SFSL 15° LIFTING CAPACITIES · TRAGFÄHIGKEITEN · CAPACITÉS DE LEVAGE

295 t + 60 t ZB
↔ 19-30 m
■ 10,50 m
360°
ISO

90 m + 72 m

| m | SWSL | | | | | SFSL |
|-----|-------|--------|-----------|-------|-------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 30 | - | 287,0* | - | - | - | - |
| 34 | - | 280,0* | - | - | - | - |
| 38 | 104,0 | 299,0 | - | - | - | 294,0 |
| 42 | 91,5 | 298,0 | - | - | - | 292,5 |
| 46 | 80,5 | 291,0 | - | - | - | 291,5 |
| 50 | 71,5 | 284,0 | - | - | - | 290,0 |
| 54 | 63,5 | 275,0 | - | - | - | 286,5 |
| 58 | 56,5 | 259,0 | - | - | - | 281,0 |
| 62 | 50,0 | 233,0 | - | - | - | 275,0 |
| 66 | 44,5 | 206,0 | 281,0 | - | - | 269,0 |
| 70 | 39,0 | 181,0 | 276,0 | - | - | 258,5 |
| 74 | 33,5 | 159,0 | 256,0 | - | - | 246,0 |
| 78 | 29,0 | 137,0 | 231,0 | - | - | 230,5 |
| 80 | 27,0 | 125,0 | 219,0 | - | - | 221,0 |
| 82 | - | - | 209,0 | - | - | 211,5 |
| 86 | - | - | 189,0 | - | - | 193,0 |
| 90 | - | - | 167,0 | 188,0 | - | 175,5 |
| 94 | - | - | 146,0 | 180,0 | - | 159,0 |
| 98 | - | - | - | 169,0 | - | 144,0 |
| 102 | - | - | - | 160,0 | - | 130,0 |
| 106 | - | - | - | 151,0 | - | 117,5 |
| 110 | - | - | - | 143,0 | - | 106,0 |
| 112 | - | - | - | - | 112,0 | 100,0 |
| 114 | - | - | - | - | 109,0 | 94,5 |
| 118 | - | - | - | - | 103,0 | 83,5 |
| 122 | - | - | - | - | 98,5 | 72,7 |
| 124 | - | - | - | - | 96,0 | 67,5 |
| 126 | - | - | - | - | - | 62,5 |
| 130 | - | - | - | - | - | 53,7 |
| 134 | - | - | - | - | - | 47,5 |
| 138 | - | - | - | - | - | 40,2 |
| 142 | - | - | - | - | - | 31,2 |
| 144 | - | - | - | - | - | 26,5 |

90 m + 84 m

| m | SWSL | | | | | SFSL |
|-----|------|--------|-----------|-------|------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 34 | - | 236,0* | - | - | - | - |
| 38 | - | 231,0* | - | - | - | - |
| 42 | 82,0 | 246,0 | - | - | - | - |
| 44 | 77,0 | 246,0 | - | - | - | 241,0 |
| 46 | 72,0 | 245,0 | - | - | - | 240,0 |
| 50 | 63,0 | 241,0 | - | - | - | 238,5 |
| 54 | 55,0 | 236,0 | - | - | - | 237,5 |
| 58 | 48,5 | 230,0 | - | - | - | 236,0 |
| 62 | 42,5 | 224,0 | - | - | - | 232,5 |
| 66 | 37,0 | 212,0 | - | - | - | 228,0 |
| 70 | 32,0 | 193,0 | - | - | - | 223,5 |
| 72 | 30,0 | 182,0 | 231,0 | - | - | 222,0 |
| 74 | 27,5 | 172,0 | 231,0 | - | - | 217,5 |
| 78 | 23,5 | 153,0 | 227,0 | - | - | 208,5 |
| 80 | 22,0 | 145,0 | 221,0 | - | - | 204,0 |
| 82 | - | 136,5 | 210,0 | - | - | 199,0 |
| 86 | - | 120,0 | 191,0 | - | - | 189,5 |
| 88 | - | 112,0 | 182,0 | - | - | 185,0 |
| 90 | - | - | 174,0 | - | - | 179,0 |
| 94 | - | - | 159,0 | - | - | 165,5 |
| 98 | - | - | 143,0 | 163,0 | - | 151,0 |
| 102 | - | - | 127,0 | 156,0 | - | 137,0 |
| 106 | - | - | 111,0 | 147,0 | - | 124,0 |
| 110 | - | - | - | 139,0 | - | 111,5 |
| 114 | - | - | - | 131,0 | - | 100,5 |
| 118 | - | - | - | 124,0 | - | 91,0 |
| 120 | - | - | - | 121,0 | - | 86,0 |
| 122 | - | - | - | - | 93,0 | 80,7 |
| 126 | - | - | - | - | 87,5 | 70,5 |
| 130 | - | - | - | - | 83,0 | 61,0 |
| 134 | - | - | - | - | 78,5 | 52,2 |
| 138 | - | - | - | - | - | 44,5 |
| 142 | - | - | - | - | - | 38,7 |
| 146 | - | - | - | - | - | 32,0 |
| 150 | - | - | - | - | - | 24,0 |
| 152 | - | - | - | - | - | 20,0 |
| 154 | - | - | - | - | - | - |

Remarks · Bemerkungen · Remarques

Main boom angle 88°, 85°, 75°, 65° and 55°; capacities for intermediate boom positions are calculated by the crane control system IC-1

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

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

* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88°

4

SWSL / SFSL 15° LIFTING CAPACITIES · TRAGFÄHIGKEITEN · CAPACITÉS DE LEVAGE

295 t + 60 t ZB 19-30 m 10,50 m 360° ISO

90 m + 96 m

| m | SWSL | | | | | SFSL |
|-----|------|--------|-----------|-------|------|-------|
| | 0 t | | 0 t-800 t | | | t |
| | 85° | 85° | 75° | 65° | 55° | |
| 38 | - | 193,0* | - | - | - | - |
| 42 | - | 189,0* | - | - | - | - |
| 46 | 64,5 | 198,0 | - | - | - | - |
| 48 | 60,0 | 198,0 | - | - | - | 193,0 |
| 50 | 56,0 | 197,0 | - | - | - | 192,5 |
| 54 | 48,5 | 194,0 | - | - | - | 191,5 |
| 58 | 42,0 | 190,0 | - | - | - | 190,5 |
| 62 | 36,0 | 185,0 | - | - | - | 189,5 |
| 66 | 31,0 | 180,0 | - | - | - | 187,5 |
| 70 | 26,0 | 175,0 | - | - | - | 185,0 |
| 74 | 22,0 | 170,0 | - | - | - | 182,5 |
| 76 | 20,0 | 167,0 | - | - | - | 181,0 |
| 78 | - | 160,0 | 187,0 | - | - | 179,5 |
| 82 | - | 144,0 | 187,0 | - | - | 174,0 |
| 86 | - | 129,0 | 184,0 | - | - | 165,5 |
| 90 | - | 115,5 | 174,0 | - | - | 158,0 |
| 94 | - | 103,0 | 159,0 | - | - | 151,0 |
| 98 | - | 90,7 | 145,0 | - | - | 145,5 |
| 100 | - | 84,5 | 139,0 | - | - | 143,0 |
| 102 | - | - | 134,0 | - | - | 139,0 |
| 106 | - | - | 122,0 | 128,0 | - | 129,0 |
| 110 | - | - | 109,0 | 128,0 | - | 117,0 |
| 114 | - | - | 97,5 | 125,0 | - | 105,2 |
| 118 | - | - | 85,0 | 120,0 | - | 94,2 |
| 122 | - | - | - | 113,0 | - | 85,2 |
| 126 | - | - | - | 107,0 | - | 76,7 |
| 130 | - | - | - | 101,0 | 77,5 | 67,5 |
| 132 | - | - | - | 95,0 | 75,5 | 63,0 |
| 134 | - | - | - | - | 73,0 | 58,5 |
| 138 | - | - | - | - | 69,0 | 50,0 |
| 142 | - | - | - | - | 65,0 | 42,2 |
| 146 | - | - | - | - | 61,5 | 34,7 |
| 150 | - | - | - | - | - | 29,5 |
| 154 | - | - | - | - | - | 23,7 |
| 156 | - | - | - | - | - | 20,5 |

90 m + 108 m

| m | SWSL | | | | | SFSL |
|-----|------|--------|-----------|-------|------|-------|
| | 0 t | | 0 t-800 t | | | t |
| | 85° | 85° | 75° | 65° | 55° | |
| 40 | - | 152,0* | - | - | - | - |
| 42 | - | 152,0* | - | - | - | - |
| 46 | - | 149,0* | - | - | - | - |
| 50 | 48,5 | 154,0 | - | - | - | - |
| 52 | 45,0 | 154,0 | - | - | - | 149,0 |
| 54 | 41,5 | 153,0 | - | - | - | 149,0 |
| 58 | 35,5 | 150,0 | - | - | - | 148,0 |
| 62 | 29,5 | 146,0 | - | - | - | 146,0 |
| 66 | 24,5 | 143,0 | - | - | - | 144,5 |
| 70 | 20,0 | 139,0 | - | - | - | 142,5 |
| 74 | - | 136,0 | - | - | - | 139,5 |
| 78 | - | 132,0 | - | - | - | 137,0 |
| 82 | - | 129,0 | - | - | - | 134,5 |
| 84 | - | 127,0 | 140,0 | - | - | 133,0 |
| 86 | - | 125,5 | 140,0 | - | - | 131,0 |
| 90 | - | 119,5 | 140,0 | - | - | 127,0 |
| 94 | - | 109,0 | 138,0 | - | - | 122,5 |
| 98 | - | 97,7 | 136,0 | - | - | 118,5 |
| 102 | - | 87,5 | 133,0 | - | - | 115,0 |
| 106 | - | 77,7 | 122,0 | - | - | 111,5 |
| 110 | - | 68,0 | 112,0 | - | - | 108,0 |
| 112 | - | 63,0 | 108,0 | - | - | 106,0 |
| 114 | - | - | 103,0 | 109,0 | - | 104,5 |
| 118 | - | - | 93,0 | 109,0 | - | 98,5 |
| 122 | - | - | 83,5 | 107,0 | - | 89,5 |
| 126 | - | - | 74,0 | 103,0 | - | 80,5 |
| 128 | - | - | 69,0 | 100,0 | - | 76,0 |
| 130 | - | - | - | 97,5 | - | 72,0 |
| 134 | - | - | - | 92,5 | - | 63,7 |
| 138 | - | - | - | 86,5 | - | 55,7 |
| 140 | - | - | - | 82,0 | 62,0 | 52,0 |
| 142 | - | - | - | 77,5 | 60,0 | 48,0 |
| 144 | - | - | - | 73,0 | 58,0 | 44,0 |
| 146 | - | - | - | - | 56,0 | 40,2 |
| 150 | - | - | - | - | 52,5 | 32,7 |
| 154 | - | - | - | - | 49,5 | 25,7 |
| 156 | - | - | - | - | 48,0 | 23,0 |
| 158 | - | - | - | - | 46,5 | - |
| 162 | - | - | - | - | - | - |

Remarks · Bemerkungen · Remarques

Main boom angle 88°, 85°, 75°, 65° and 55°; capacities for intermediate boom positions are calculated by the crane control system IC-1

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

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

* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88°

SWSL / SFSL 15° LIFTING CAPACITIES · TRAGFÄHIGKEITEN · CAPACITÉS DE LEVAGE

| m | SWSL | | | | | SFSL |
|-----|------|--------|-----------|------|------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 44 | - | 115,0* | - | - | - | - |
| 46 | - | 115,0* | - | - | - | - |
| 50 | - | 113,0* | - | - | - | - |
| 54 | - | 110,0* | - | - | - | - |
| 56 | 31,5 | 114,0 | - | - | - | 112,0 |
| 58 | 28,5 | 114,0 | - | - | - | 112,0 |
| 62 | 23,0 | 112,0 | - | - | - | 111,0 |
| 64 | 20,5 | 110,0 | - | - | - | 110,0 |
| 66 | - | 109,0 | - | - | - | 109,0 |
| 70 | - | 106,0 | - | - | - | 107,5 |
| 74 | - | 104,0 | - | - | - | 105,5 |
| 78 | - | 99,5 | - | - | - | 103,0 |
| 82 | - | 95,0 | - | - | - | 101,0 |
| 86 | - | 90,7 | - | - | - | 99,0 |
| 90 | - | 86,2 | 100,0 | - | - | 96,7 |
| 94 | - | 81,7 | 100,0 | - | - | 93,7 |
| 98 | - | 77,2 | 98,0 | - | - | 90,7 |
| 102 | - | 72,7 | 94,0 | - | - | 88,2 |
| 106 | - | 68,2 | 90,0 | - | - | 85,5 |
| 110 | - | 63,7 | 85,0 | - | - | 82,7 |
| 114 | - | 59,2 | 80,0 | - | - | 80,5 |
| 118 | - | 54,0 | 75,0 | - | - | 78,5 |
| 122 | - | 47,2 | 70,0 | 79,0 | - | 76,2 |
| 124 | - | 43,5 | 68,0 | 79,0 | - | 75,0 |
| 126 | - | - | 65,5 | 79,0 | - | 73,7 |
| 130 | - | - | 61,5 | 76,0 | - | 70,2 |
| 134 | - | - | 57,5 | 72,0 | - | 64,0 |
| 138 | - | - | 53,0 | 68,0 | - | 56,0 |
| 140 | - | - | 49,0 | 65,5 | - | 52,0 |
| 142 | - | - | - | 64,0 | - | 49,0 |
| 146 | - | - | - | 60,0 | - | 42,5 |
| 150 | - | - | - | 56,0 | 45,5 | 35,5 |
| 154 | - | - | - | 52,0 | 42,5 | 28,7 |
| 156 | - | - | - | - | 41,0 | 25,5 |
| 158 | - | - | - | - | 39,5 | - |
| 162 | - | - | - | - | 36,5 | - |
| 166 | - | - | - | - | 33,7 | - |
| 168 | - | - | - | - | 32,5 | - |
| 170 | - | - | - | - | - | - |

| m | SWSL | | | | | SFSL |
|-----|-------|--------|-----------|-------|-------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 24 | - | 386,0* | - | - | - | - |
| 26 | - | 377,0* | - | - | - | - |
| 28 | - | 367,0* | - | - | - | - |
| 30 | 153,0 | 403,0 | - | - | - | 395,0 |
| 34 | 133,0 | 396,0 | - | - | - | 394,0 |
| 38 | 118,0 | 382,0 | - | - | - | 392,0 |
| 42 | 104,0 | 368,0 | - | - | - | 389,5 |
| 46 | 93,0 | 353,0 | - | - | - | 382,0 |
| 50 | 83,5 | 311,0 | - | - | - | 367,5 |
| 54 | 75,0 | 274,0 | 365,0 | - | - | 358,0 |
| 56 | 70,0 | 250,0 | 365,0 | - | - | 353,0 |
| 58 | - | - | 362,0 | - | - | 343,0 |
| 62 | - | - | 346,0 | - | - | 317,5 |
| 66 | - | - | 317,0 | - | - | 287,5 |
| 70 | - | - | 280,0 | - | - | 261,0 |
| 74 | - | - | 248,0 | - | - | 238,0 |
| 77 | - | - | - | 239,0 | - | 221,2 |
| 78 | - | - | - | 235,0 | - | 215,5 |
| 82 | - | - | - | 220,0 | - | 194,0 |
| 86 | - | - | - | 206,0 | - | 175,0 |
| 90 | - | - | - | 194,0 | - | 158,5 |
| 94 | - | - | - | - | - | 143,0 |
| 97 | - | - | - | - | 146,0 | 131,2 |
| 98 | - | - | - | - | 143,0 | 127,5 |
| 102 | - | - | - | - | 136,0 | 113,0 |
| 104 | - | - | - | - | 132,0 | 106,0 |
| 106 | - | - | - | - | - | 99,2 |
| 110 | - | - | - | - | - | 86,5 |
| 114 | - | - | - | - | - | 74,5 |
| 118 | - | - | - | - | - | 64,5 |
| 122 | - | - | - | - | - | 57,0 |
| 126 | - | - | - | - | - | 47,2 |
| 128 | - | - | - | - | - | 41,5 |

Remarks · Bemerkungen · Remarques

Main boom angle 88°, 85°, 75°, 65° and 55°; capacities for intermediate boom positions are calculated by the crane control system IC-1
 Hauptauslegerwinkel 88°, 85°, 75°, 65° und 55°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet
 Jarret de flèche principale 88°, 85°, 75°, 65° et 55°; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88°

SWSL / SFSL 15° LIFTING CAPACITIES · TRAGFÄHIGKEITEN · CAPACITÉS DE LEVAGE

295 t + 60 t ZB
19-30 m
10,50 m
360°
ISO

96 m + 60 m

96 m + 72 m

| m | SWSL | | | | | SFSL |
|-----|-------|--------|-----------|-------|-------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 28 | - | 318,0* | - | - | - | - |
| 30 | - | 312,0* | - | - | - | - |
| 34 | - | 298,0* | - | - | - | - |
| 36 | 115,0 | 333,0 | - | - | - | 327,0 |
| 38 | 107,0 | 330,0 | - | - | - | 326,0 |
| 42 | 95,0 | 320,0 | - | - | - | 324,5 |
| 46 | 84,5 | 310,0 | - | - | - | 323,5 |
| 50 | 75,0 | 299,0 | - | - | - | 319,0 |
| 54 | 67,0 | 285,0 | - | - | - | 311,0 |
| 58 | 60,0 | 255,0 | - | - | - | 302,0 |
| 60 | 56,5 | 241,0 | 308,0 | - | - | 299,0 |
| 62 | 53,5 | 225,0 | 308,0 | - | - | 293,5 |
| 66 | 46,5 | 193,0 | 300,0 | - | - | 280,5 |
| 68 | 43,5 | 177,0 | 294,0 | - | - | 273,0 |
| 70 | - | - | 289,0 | - | - | 263,5 |
| 74 | - | - | 259,0 | - | - | 243,0 |
| 78 | - | - | 233,0 | - | - | 221,0 |
| 82 | - | - | 211,0 | - | - | 200,5 |
| 84 | - | - | 195,0 | - | - | 191,0 |
| 86 | - | - | - | 200,0 | - | 182,0 |
| 90 | - | - | - | 188,0 | - | 165,0 |
| 94 | - | - | - | 177,0 | - | 149,0 |
| 98 | - | - | - | 167,0 | - | 134,5 |
| 100 | - | - | - | 163,0 | - | 128,0 |
| 102 | - | - | - | - | - | 121,5 |
| 106 | - | - | - | - | 121,0 | 108,5 |
| 110 | - | - | - | - | 115,0 | 96,0 |
| 114 | - | - | - | - | 109,0 | 84,5 |
| 116 | - | - | - | - | 106,0 | 79,0 |
| 118 | - | - | - | - | - | 73,5 |
| 122 | - | - | - | - | - | 62,5 |
| 126 | - | - | - | - | - | 53,5 |
| 130 | - | - | - | - | - | 47,0 |
| 134 | - | - | - | - | - | 38,7 |
| 138 | - | - | - | - | - | 29,5 |
| 140 | - | - | - | - | - | 25,0 |
| 142 | - | - | - | - | - | - |

| m | SWSL | | | | | SFSL |
|-----|------|--------|-----------|-------|-------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 30 | - | 264,0* | - | - | - | - |
| 34 | - | 260,0* | - | - | - | - |
| 38 | - | 250,0* | - | - | - | - |
| 40 | 91,0 | 277,0 | - | - | - | 271,0 |
| 42 | 85,5 | 275,0 | - | - | - | 270,0 |
| 46 | 75,5 | 269,0 | - | - | - | 268,5 |
| 50 | 66,5 | 262,0 | - | - | - | 267,5 |
| 54 | 58,5 | 254,0 | - | - | - | 265,5 |
| 58 | 52,0 | 246,0 | - | - | - | 261,0 |
| 62 | 46,0 | 236,0 | - | - | - | 255,0 |
| 66 | 40,5 | 209,0 | 256,0 | - | - | 249,0 |
| 70 | 35,5 | 184,0 | 256,0 | - | - | 241,0 |
| 74 | 31,5 | 162,0 | 249,0 | - | - | 229,5 |
| 78 | 27,0 | 140,0 | 239,0 | - | - | 218,5 |
| 80 | 25,0 | 128,0 | 227,0 | - | - | 213,0 |
| 82 | - | - | 216,0 | - | - | 204,5 |
| 86 | - | - | 196,0 | - | - | 187,5 |
| 90 | - | - | 175,0 | - | - | 171,0 |
| 92 | - | - | 165,0 | 175,0 | - | 163,0 |
| 94 | - | - | 154,0 | 172,0 | - | 155,0 |
| 96 | - | - | 143,0 | 167,0 | - | 147,0 |
| 98 | - | - | - | 162,0 | - | 140,0 |
| 102 | - | - | - | 152,0 | - | 126,5 |
| 106 | - | - | - | 144,0 | - | 114,0 |
| 110 | - | - | - | 136,0 | - | 102,7 |
| 112 | - | - | - | 133,0 | - | 97,5 |
| 114 | - | - | - | - | - | 92,0 |
| 115 | - | - | - | - | 100,0 | 89,2 |
| 118 | - | - | - | - | 96,5 | 81,2 |
| 122 | - | - | - | - | 91,0 | 71,0 |
| 126 | - | - | - | - | 86,5 | 61,2 |
| 130 | - | - | - | - | - | 51,5 |
| 134 | - | - | - | - | - | 43,0 |
| 138 | - | - | - | - | - | 37,0 |
| 142 | - | - | - | - | - | 30,0 |
| 144 | - | - | - | - | - | 26,0 |
| 146 | - | - | - | - | - | - |

Remarks · Bemerkungen · Remarques

Main boom angle 88°, 85°, 75°, 65° and 55°: capacities for intermediate boom positions are calculated by the crane control system IC-1
 Hauptauslegerwinkel 88°, 85°, 75°, 65° und 55°: Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet
 Jarret de flèche principale 88°, 85°, 75°, 65° et 55°: le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88°

SWSL / SFSL 15° LIFTING CAPACITIES · TRAGFÄHIGKEITEN · CAPACITÉS DE LEVAGE

295 t + 60 t ZB 19-30 m 10,50 m 360° ISO

96 m + 84 m

96 m + 96 m

| m | SWSL | | | | | SFSL |
|-----|------|--------|-----------|-------|------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 34 | - | 219,0* | - | - | - | - |
| 38 | - | 214,0* | - | - | - | - |
| 42 | - | 207,0* | - | - | - | - |
| 44 | 71,0 | 228,0 | - | - | - | 222,0 |
| 46 | 66,5 | 227,0 | - | - | - | 221,5 |
| 50 | 58,0 | 223,0 | - | - | - | 220,5 |
| 54 | 50,5 | 218,0 | - | - | - | 219,5 |
| 58 | 44,0 | 213,0 | - | - | - | 219,0 |
| 62 | 38,0 | 208,0 | - | - | - | 217,0 |
| 66 | 33,0 | 202,0 | - | - | - | 213,0 |
| 70 | 28,5 | 195,0 | - | - | - | 209,5 |
| 72 | 26,0 | 185,0 | 216,0 | - | - | 208,0 |
| 74 | 24,0 | 174,0 | 216,0 | - | - | 205,0 |
| 78 | 20,5 | 156,0 | 214,0 | - | - | 197,0 |
| 82 | - | 138,5 | 209,0 | - | - | 188,0 |
| 86 | - | 122,0 | 197,0 | - | - | 179,5 |
| 90 | - | 105,7 | 180,0 | - | - | 171,0 |
| 92 | - | 97,5 | 172,0 | - | - | 167,0 |
| 94 | - | - | 164,0 | - | - | 160,0 |
| 98 | - | - | 149,0 | - | - | 146,0 |
| 100 | - | - | 141,0 | 152,0 | - | 139,0 |
| 102 | - | - | 133,0 | 148,0 | - | 132,5 |
| 106 | - | - | 117,0 | 140,0 | - | 120,0 |
| 108 | - | - | 109,0 | 136,0 | - | 114,0 |
| 110 | - | - | - | 132,0 | - | 108,0 |
| 114 | - | - | - | 125,0 | - | 97,0 |
| 118 | - | - | - | 118,0 | - | 87,2 |
| 122 | - | - | - | 112,0 | - | 77,5 |
| 124 | - | - | - | 109,0 | - | 72,5 |
| 126 | - | - | - | - | 81,0 | 68,0 |
| 130 | - | - | - | - | 76,0 | 59,0 |
| 134 | - | - | - | - | 72,0 | 50,0 |
| 138 | - | - | - | - | 68,0 | 41,5 |
| 142 | - | - | - | - | - | 33,5 |
| 146 | - | - | - | - | - | 27,5 |
| 148 | - | - | - | - | - | 24,5 |
| 150 | - | - | - | - | - | - |

| m | SWSL | | | | | SFSL |
|-----|------|--------|-----------|-------|------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 38 | - | 179,0* | - | - | - | - |
| 42 | - | 176,0* | - | - | - | - |
| 46 | - | 171,0* | - | - | - | - |
| 48 | 54,5 | 185,0 | - | - | - | 181,0 |
| 50 | 51,0 | 185,0 | - | - | - | 180,5 |
| 54 | 44,0 | 182,0 | - | - | - | 179,5 |
| 58 | 37,5 | 179,0 | - | - | - | 179,0 |
| 62 | 32,0 | 175,0 | - | - | - | 178,5 |
| 66 | 27,0 | 171,0 | - | - | - | 177,0 |
| 70 | 22,5 | 166,0 | - | - | - | 174,5 |
| 72 | 20,5 | 164,0 | - | - | - | 173,0 |
| 74 | - | 162,0 | - | - | - | 172,0 |
| 78 | - | 157,0 | 176,0 | - | - | 170,0 |
| 82 | - | 146,0 | 176,0 | - | - | 166,5 |
| 86 | - | 131,0 | 174,0 | - | - | 159,5 |
| 90 | - | 117,5 | 171,0 | - | - | 151,5 |
| 94 | - | 104,7 | 164,0 | - | - | 145,5 |
| 98 | - | 92,2 | 150,0 | - | - | 140,0 |
| 100 | - | 86,0 | 144,0 | - | - | 137,0 |
| 102 | - | - | 138,0 | - | - | 133,5 |
| 106 | - | - | 126,0 | - | - | 124,0 |
| 108 | - | - | 120,0 | 119,0 | - | 118,0 |
| 110 | - | - | 114,0 | 119,0 | - | 112,5 |
| 114 | - | - | 102,0 | 118,0 | - | 101,7 |
| 118 | - | - | 90,0 | 113,0 | - | 91,5 |
| 120 | - | - | 83,5 | 110,0 | - | 86,5 |
| 122 | - | - | - | 107,0 | - | 81,7 |
| 126 | - | - | - | 101,0 | - | 73,0 |
| 130 | - | - | - | 96,0 | - | 64,5 |
| 134 | - | - | - | 91,0 | 66,5 | 56,0 |
| 138 | - | - | - | - | 62,5 | 48,0 |
| 142 | - | - | - | - | 59,0 | 40,0 |
| 146 | - | - | - | - | 55,5 | 32,2 |
| 150 | - | - | - | - | 52,0 | 25,0 |
| 152 | - | - | - | - | - | 21,5 |
| 154 | - | - | - | - | - | - |
| 158 | - | - | - | - | - | - |

Remarks · Bemerkungen · Remarques

Main boom angle 88°, 85°, 75°, 65° and 55°; capacities for intermediate boom positions are calculated by the crane control system IC-1
 Hauptauslegerwinkel 88°, 85°, 75°, 65° und 55°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet
 Jarret de flèche principale 88°, 85°, 75°, 65° et 55°; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88°

SWSL / SFSL 15° LIFTING CAPACITIES · TRAGFÄHIGKEITEN · CAPACITÉS DE LEVAGE

295 t + 60 t ZB 19-30 m 10,50 m 360° ISO

96 m + 108 m

96 m + 120 m

| m | SWSL | | | | | SFSL |
|-----|------|--------|-----------|-------|------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 42 | - | 143,0* | - | - | - | - |
| 46 | - | 140,0* | - | - | - | - |
| 50 | - | 137,0* | - | - | - | - |
| 52 | 40,0 | 145,0 | - | - | - | 141,0 |
| 54 | 37,0 | 145,0 | - | - | - | 140,5 |
| 58 | 31,0 | 142,0 | - | - | - | 139,0 |
| 62 | 25,5 | 139,0 | - | - | - | 138,0 |
| 66 | 21,0 | 135,0 | - | - | - | 137,0 |
| 70 | - | 132,0 | - | - | - | 135,0 |
| 74 | - | 129,0 | - | - | - | 133,0 |
| 78 | - | 126,0 | - | - | - | 130,5 |
| 82 | - | 122,5 | - | - | - | 128,0 |
| 84 | - | 121,0 | 129,0 | - | - | 127,0 |
| 86 | - | 119,0 | 129,0 | - | - | 125,5 |
| 90 | - | 115,5 | 129,0 | - | - | 122,0 |
| 94 | - | 109,5 | 128,0 | - | - | 117,5 |
| 98 | - | 99,5 | 126,0 | - | - | 113,5 |
| 102 | - | 89,0 | 125,0 | - | - | 109,0 |
| 106 | - | 79,0 | 121,0 | - | - | 105,5 |
| 110 | - | 69,2 | 116,0 | - | - | 102,0 |
| 112 | - | 64,5 | 111,0 | - | - | 100,0 |
| 114 | - | - | 107,0 | - | - | 98,7 |
| 116 | - | - | 102,0 | 100,0 | - | 97,5 |
| 118 | - | - | 97,0 | 100,0 | - | 93,7 |
| 122 | - | - | 87,2 | 100,0 | - | 85,5 |
| 126 | - | - | 77,7 | 97,5 | - | 76,5 |
| 130 | - | - | 68,0 | 92,0 | - | 67,7 |
| 134 | - | - | - | 86,5 | - | 60,0 |
| 138 | - | - | - | 82,0 | - | 52,5 |
| 142 | - | - | - | 77,5 | - | 44,7 |
| 144 | - | - | - | 75,5 | 52,0 | 41,0 |
| 146 | - | - | - | 73,5 | 50,5 | 37,5 |
| 150 | - | - | - | - | 47,0 | 30,5 |
| 154 | - | - | - | - | 43,5 | 23,7 |
| 156 | - | - | - | - | 42,0 | 20,5 |
| 158 | - | - | - | - | 41,0 | - |
| 160 | - | - | - | - | 39,5 | - |
| 162 | - | - | - | - | - | - |
| 166 | - | - | - | - | - | - |

| m | SWSL | | | | | SFSL |
|-----|------|--------|-----------|------|------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 44 | - | 109,0* | - | - | - | - |
| 46 | - | 109,0* | - | - | - | - |
| 50 | - | 107,0* | - | - | - | - |
| 54 | - | 104,0* | - | - | - | - |
| 56 | 27,0 | 108,0 | - | - | - | 106,0 |
| 58 | 24,0 | 108,0 | - | - | - | 105,5 |
| 60 | 21,5 | 107,0 | - | - | - | 105,0 |
| 62 | - | 106,0 | - | - | - | 104,5 |
| 66 | - | 104,0 | - | - | - | 103,5 |
| 70 | - | 101,0 | - | - | - | 102,0 |
| 74 | - | 99,0 | - | - | - | 100,2 |
| 78 | - | 95,5 | - | - | - | 98,2 |
| 82 | - | 91,5 | - | - | - | 96,2 |
| 86 | - | 87,5 | - | - | - | 94,2 |
| 90 | - | 83,7 | 95,5 | - | - | 92,0 |
| 94 | - | 80,0 | 95,5 | - | - | 89,7 |
| 98 | - | 76,0 | 95,0 | - | - | 87,2 |
| 102 | - | 71,7 | 92,5 | - | - | 84,7 |
| 106 | - | 67,2 | 89,5 | - | - | 82,2 |
| 110 | - | 63,0 | 85,5 | - | - | 79,7 |
| 114 | - | 58,7 | 80,0 | - | - | 77,5 |
| 118 | - | 54,2 | 75,5 | - | - | 75,5 |
| 122 | - | 48,2 | 71,0 | - | - | 73,7 |
| 124 | - | 44,5 | 68,5 | 76,5 | - | 73,0 |
| 126 | - | - | 66,5 | 76,5 | - | 72,0 |
| 130 | - | - | 62,0 | 76,5 | - | 67,7 |
| 134 | - | - | 58,0 | 73,5 | - | 60,5 |
| 138 | - | - | 54,0 | 69,5 | - | 52,7 |
| 142 | - | - | 48,0 | 65,5 | - | 46,0 |
| 146 | - | - | - | 61,5 | - | 39,2 |
| 150 | - | - | - | 58,0 | - | 32,2 |
| 152 | - | - | - | 56,0 | 38,0 | 29,0 |
| 154 | - | - | - | 54,0 | 36,5 | 26,0 |
| 156 | - | - | - | 52,2 | 35,0 | 23,0 |
| 158 | - | - | - | 50,5 | 33,5 | - |
| 162 | - | - | - | - | 30,7 | - |
| 166 | - | - | - | - | 28,2 | - |
| 170 | - | - | - | - | 26,0 | - |
| 172 | - | - | - | - | 25,0 | - |

Remarks · Bemerkungen · Remarques

Main boom angle 88°, 85°, 75°, 65° and 55°: capacities for intermediate boom positions are calculated by the crane control system IC-1
 Hauptauslegerwinkel 88°, 85°, 75°, 65° und 55°: Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet
 Jarret de flèche principale 88°, 85°, 75°, 65° et 55°: le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88°

SWSL / SFSL 15° LIFTING CAPACITIES · TRAGFÄHIGKEITEN · CAPACITÉS DE LEVAGE

295 t + 60 t ZB
19-30 m
10,50 m
360°
ISO

102 m + 48 m

102 m + 60 m

| m | SWSL | | | | | SFSL |
|-----|-------|-----------|-------|-------|-------|-------|
| | 0 t | 0 t-800 t | | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 24 | - | 355,0* | - | - | - | - |
| 26 | - | 347,0* | - | - | - | - |
| 28 | - | 339,0* | - | - | - | - |
| 30 | - | 330,0* | - | - | - | - |
| 32 | 135,0 | 370,0 | - | - | - | 362,0 |
| 34 | 126,0 | 364,0 | - | - | - | 361,0 |
| 38 | 111,0 | 351,0 | - | - | - | 360,0 |
| 42 | 98,5 | 339,0 | - | - | - | 358,5 |
| 46 | 88,0 | 326,0 | - | - | - | 353,5 |
| 50 | 78,5 | 313,0 | - | - | - | 344,5 |
| 54 | 70,5 | 278,0 | - | - | - | 334,5 |
| 56 | 66,5 | 256,0 | 333,0 | - | - | 331,0 |
| 58 | 62,5 | 230,0 | 333,0 | - | - | 324,0 |
| 62 | - | - | 323,0 | - | - | 307,0 |
| 66 | - | - | 310,0 | - | - | 283,0 |
| 70 | - | - | 292,0 | - | - | 256,5 |
| 74 | - | - | 260,0 | - | - | 232,5 |
| 76 | - | - | 242,0 | - | - | 221,0 |
| 78 | - | - | - | - | - | 210,5 |
| 79 | - | - | - | 221,0 | - | 205,2 |
| 82 | - | - | - | 211,0 | - | 190,0 |
| 86 | - | - | - | 197,0 | - | 171,0 |
| 90 | - | - | - | 186,0 | - | 154,0 |
| 92 | - | - | - | 180,0 | - | 146,0 |
| 94 | - | - | - | - | - | 139,0 |
| 98 | - | - | - | - | - | 124,5 |
| 101 | - | - | - | - | 129,0 | 113,7 |
| 102 | - | - | - | - | 127,0 | 110,5 |
| 106 | - | - | - | - | 120,0 | 97,7 |
| 108 | - | - | - | - | 117,0 | 91,5 |
| 110 | - | - | - | - | - | 85,5 |
| 114 | - | - | - | - | - | 73,7 |
| 118 | - | - | - | - | - | 62,5 |
| 122 | - | - | - | - | - | 53,0 |
| 126 | - | - | - | - | - | 46,0 |
| 130 | - | - | - | - | - | 37,2 |
| 132 | - | - | - | - | - | 32,5 |

| m | SWSL | | | | | SFSL |
|-----|-------|-----------|-------|-------|-------|-------|
| | 0 t | 0 t-800 t | | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 28 | - | 294,0* | - | - | - | - |
| 30 | - | 288,0* | - | - | - | - |
| 34 | - | 276,0* | - | - | - | - |
| 36 | 108,0 | 306,0 | - | - | - | 300,0 |
| 38 | 101,0 | 304,0 | - | - | - | 300,0 |
| 42 | 89,5 | 295,0 | - | - | - | 298,5 |
| 46 | 79,0 | 286,0 | - | - | - | 297,0 |
| 50 | 70,0 | 277,0 | - | - | - | 294,0 |
| 54 | 62,5 | 268,0 | - | - | - | 289,0 |
| 58 | 55,5 | 257,0 | - | - | - | 282,5 |
| 62 | 49,5 | 229,0 | 285,0 | - | - | 276,0 |
| 66 | 44,0 | 197,0 | 282,0 | - | - | 266,0 |
| 68 | 41,0 | 181,0 | 278,0 | - | - | 259,0 |
| 70 | - | - | 273,0 | - | - | 253,0 |
| 74 | - | - | 263,0 | - | - | 236,5 |
| 78 | - | - | 241,0 | - | - | 215,5 |
| 82 | - | - | 218,0 | - | - | 195,5 |
| 86 | - | - | 191,0 | - | - | 177,5 |
| 88 | - | - | - | 186,0 | - | 169,0 |
| 90 | - | - | - | 180,0 | - | 161,0 |
| 94 | - | - | - | 169,0 | - | 145,0 |
| 98 | - | - | - | 159,0 | - | 130,0 |
| 102 | - | - | - | 151,0 | - | 117,0 |
| 104 | - | - | - | 147,0 | - | 111,0 |
| 106 | - | - | - | - | - | 105,0 |
| 110 | - | - | - | - | 107,0 | 93,5 |
| 114 | - | - | - | - | 101,0 | 82,2 |
| 118 | - | - | - | - | 96,0 | 71,2 |
| 119 | - | - | - | - | 94,5 | 68,6 |
| 122 | - | - | - | - | - | 61,0 |
| 126 | - | - | - | - | - | 51,2 |
| 130 | - | - | - | - | - | 42,2 |
| 134 | - | - | - | - | - | 36,0 |
| 138 | - | - | - | - | - | 29,0 |
| 140 | - | - | - | - | - | 25,0 |
| 142 | - | - | - | - | - | - |
| 146 | - | - | - | - | - | - |

Remarks · Bemerkungen · Remarques

Main boom angle 88°, 85°, 75°, 65° and 55°; capacities for intermediate boom positions are calculated by the crane control system IC-1
 Hauptauslegerwinkel 88°, 85°, 75°, 65° und 55°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet
 Jarret de flèche principale 88°, 85°, 75°, 65° et 55°; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88°

4

SWSL / SFSL 15° LIFTING CAPACITIES · TRAGFÄHIGKEITEN · CAPACITÉS DE LEVAGE

295 t + 60 t ZB
↔ 19-30 m
■ 10,50 m
360°
ISO

102 m + 72 m

102 m + 84 m

| m | SWSL | | | | | SFSL |
|-----|------|--------|-----------|-------|------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 30 | - | 244,0* | - | - | - | - |
| 34 | - | 240,0* | - | - | - | - |
| 38 | - | 231,0* | - | - | - | - |
| 40 | 85,0 | 255,0 | - | - | - | 250,0 |
| 42 | 79,5 | 254,0 | - | - | - | 249,5 |
| 46 | 70,0 | 248,0 | - | - | - | 248,5 |
| 50 | 61,5 | 242,0 | - | - | - | 247,5 |
| 54 | 54,0 | 235,0 | - | - | - | 246,0 |
| 58 | 47,5 | 228,0 | - | - | - | 242,5 |
| 62 | 42,0 | 221,0 | - | - | - | 237,5 |
| 66 | 37,0 | 212,0 | - | - | - | 232,5 |
| 68 | 34,5 | 199,0 | 239,0 | - | - | 231,0 |
| 70 | 32,0 | 187,0 | 239,0 | - | - | 227,0 |
| 74 | 28,0 | 164,0 | 234,0 | - | - | 218,0 |
| 78 | 24,0 | 142,0 | 227,0 | - | - | 207,5 |
| 80 | 22,5 | 131,0 | 224,0 | - | - | 202,0 |
| 82 | - | - | 220,0 | - | - | 196,5 |
| 86 | - | - | 203,0 | - | - | 182,0 |
| 90 | - | - | 184,0 | - | - | 165,5 |
| 94 | - | - | 162,0 | - | - | 150,5 |
| 96 | - | - | 151,0 | 159,0 | - | 143,0 |
| 98 | - | - | 140,0 | 154,0 | - | 136,0 |
| 102 | - | - | - | 145,0 | - | 122,5 |
| 106 | - | - | - | 137,0 | - | 110,0 |
| 110 | - | - | - | 129,0 | - | 99,2 |
| 114 | - | - | - | 122,0 | - | 89,0 |
| 118 | - | - | - | - | - | 78,5 |
| 119 | - | - | - | - | 88,0 | 76,0 |
| 122 | - | - | - | - | 84,0 | 68,5 |
| 126 | - | - | - | - | 79,5 | 58,7 |
| 130 | - | - | - | - | 75,0 | 49,5 |
| 134 | - | - | - | - | - | 40,7 |
| 138 | - | - | - | - | - | 32,5 |
| 142 | - | - | - | - | - | 26,0 |
| 144 | - | - | - | - | - | 23,0 |

| m | SWSL | | | | | SFSL |
|-----|------|--------|-----------|-------|------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 34 | - | 201,0* | - | - | - | - |
| 38 | - | 198,0* | - | - | - | - |
| 42 | - | 192,0* | - | - | - | - |
| 44 | 65,5 | 210,0 | - | - | - | 206,0 |
| 46 | 61,0 | 210,0 | - | - | - | 205,5 |
| 50 | 53,0 | 206,0 | - | - | - | 204,5 |
| 54 | 46,0 | 201,0 | - | - | - | 203,5 |
| 58 | 40,0 | 197,0 | - | - | - | 202,5 |
| 62 | 34,5 | 192,0 | - | - | - | 200,5 |
| 66 | 29,5 | 187,0 | - | - | - | 197,5 |
| 70 | 25,0 | 182,0 | - | - | - | 195,0 |
| 74 | 21,0 | 177,0 | 197,0 | - | - | 192,0 |
| 78 | - | 158,0 | 196,0 | - | - | 186,0 |
| 82 | - | 140,5 | 192,0 | - | - | 178,0 |
| 86 | - | 124,0 | 187,0 | - | - | 170,0 |
| 90 | - | 107,7 | 182,0 | - | - | 162,5 |
| 92 | - | 99,5 | 177,0 | - | - | 159,0 |
| 94 | - | - | 170,0 | - | - | 153,5 |
| 98 | - | - | 155,0 | - | - | 141,5 |
| 102 | - | - | 139,0 | - | - | 128,0 |
| 104 | - | - | 131,0 | 128,0 | - | 121,0 |
| 106 | - | - | 123,0 | 128,0 | - | 115,5 |
| 110 | - | - | 107,0 | 125,0 | - | 104,2 |
| 114 | - | - | - | 118,0 | - | 93,5 |
| 118 | - | - | - | 111,0 | - | 83,2 |
| 122 | - | - | - | 105,0 | - | 74,0 |
| 126 | - | - | - | 100,0 | - | 65,5 |
| 128 | - | - | - | - | 72,0 | 61,0 |
| 130 | - | - | - | - | 69,5 | 56,5 |
| 134 | - | - | - | - | 65,5 | 47,7 |
| 138 | - | - | - | - | 61,5 | 39,5 |
| 142 | - | - | - | - | 58,0 | 31,7 |
| 146 | - | - | - | - | - | 24,0 |
| 148 | - | - | - | - | - | 20,0 |
| 150 | - | - | - | - | - | - |

Remarks · Bemerkungen · Remarques

Main boom angle 88°, 85°, 75°, 65° and 55°; capacities for intermediate boom positions are calculated by the crane control system IC-1
 Hauptauslegerwinkel 88°, 85°, 75°, 65° und 55°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet
 Jarret de flèche principale 88°, 85°, 75°, 65° et 55°; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88°

SWSL / SFSL 15° LIFTING CAPACITIES · TRAGFÄHIGKEITEN · CAPACITÉS DE LEVAGE

295 t + 60 t ZB
19-30 m
10,50 m
360°
ISO

102 m + 96 m

102 m + 108 m

| m | SWSL | | | | | SFSL |
|-----|------|--------|-----------|-------|------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 38 | - | 166,0* | - | - | - | - |
| 42 | - | 163,0* | - | - | - | - |
| 46 | - | 158,0* | - | - | - | - |
| 48 | 50,0 | 172,0 | - | - | - | 167,0 |
| 50 | 46,0 | 172,0 | - | - | - | 167,0 |
| 54 | 39,5 | 169,0 | - | - | - | 166,5 |
| 58 | 33,5 | 166,0 | - | - | - | 165,5 |
| 62 | 28,0 | 163,0 | - | - | - | 164,5 |
| 66 | 23,5 | 159,0 | - | - | - | 164,0 |
| 68 | 21,0 | 157,0 | - | - | - | 164,0 |
| 70 | - | 155,0 | - | - | - | 162,5 |
| 74 | - | 152,0 | - | - | - | 160,0 |
| 78 | - | 148,0 | - | - | - | 157,5 |
| 80 | - | 146,0 | 163,0 | - | - | 156,0 |
| 82 | - | 143,0 | 163,0 | - | - | 155,0 |
| 86 | - | 133,0 | 162,0 | - | - | 150,5 |
| 90 | - | 119,0 | 160,0 | - | - | 143,5 |
| 94 | - | 106,0 | 157,0 | - | - | 137,5 |
| 98 | - | 93,7 | 153,0 | - | - | 131,5 |
| 102 | - | 81,2 | 142,0 | - | - | 126,0 |
| 104 | - | 75,0 | 136,0 | - | - | 123,0 |
| 106 | - | - | 130,0 | - | - | 118,5 |
| 110 | - | - | 118,0 | 110,0 | - | 108,0 |
| 114 | - | - | 106,0 | 110,0 | - | 97,2 |
| 118 | - | - | 94,5 | 107,0 | - | 87,5 |
| 120 | - | - | 88,5 | 104,0 | - | 82,5 |
| 122 | - | - | - | 101,0 | - | 78,0 |
| 126 | - | - | - | 95,5 | - | 69,0 |
| 130 | - | - | - | 90,0 | - | 60,7 |
| 134 | - | - | - | 85,5 | - | 53,0 |
| 138 | - | - | - | 81,0 | 56,5 | 45,2 |
| 142 | - | - | - | - | 52,5 | 37,5 |
| 146 | - | - | - | - | 49,0 | 30,0 |
| 148 | - | - | - | - | 47,5 | 26,5 |
| 150 | - | - | - | - | 46,0 | - |
| 152 | - | - | - | - | 44,5 | - |
| 154 | - | - | - | - | - | - |

| m | SWSL | | | | | SFSL |
|-----|------|--------|-----------|------|------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 42 | - | 134,0* | - | - | - | - |
| 46 | - | 131,0* | - | - | - | - |
| 50 | - | 128,0* | - | - | - | - |
| 52 | 35,5 | 134,0 | - | - | - | 133,0 |
| 54 | 32,5 | 134,0 | - | - | - | 132,0 |
| 58 | 26,5 | 132,0 | - | - | - | 131,0 |
| 62 | 21,5 | 129,0 | - | - | - | 130,0 |
| 66 | - | 126,0 | - | - | - | 128,5 |
| 70 | - | 122,0 | - | - | - | 127,5 |
| 74 | - | 119,0 | - | - | - | 126,0 |
| 78 | - | 116,0 | - | - | - | 124,0 |
| 82 | - | 113,0 | - | - | - | 122,0 |
| 86 | - | 109,5 | 123,0 | - | - | 119,5 |
| 90 | - | 106,5 | 123,0 | - | - | 116,5 |
| 94 | - | 103,5 | 122,0 | - | - | 112,5 |
| 98 | - | 98,7 | 121,0 | - | - | 108,0 |
| 102 | - | 90,2 | 120,0 | - | - | 103,5 |
| 106 | - | 80,2 | 117,0 | - | - | 99,2 |
| 110 | - | 70,5 | 115,0 | - | - | 96,0 |
| 112 | - | 65,5 | 113,0 | - | - | 94,5 |
| 114 | - | - | 110,0 | - | - | 92,7 |
| 118 | - | - | 100,0 | 92,5 | - | 88,7 |
| 122 | - | - | 90,7 | 92,5 | - | 82,0 |
| 126 | - | - | 81,2 | 91,0 | - | 73,0 |
| 130 | - | - | 71,7 | 86,0 | - | 64,2 |
| 132 | - | - | 67,0 | 83,5 | - | 60,0 |
| 134 | - | - | - | 81,0 | - | 56,2 |
| 138 | - | - | - | 76,5 | - | 49,0 |
| 142 | - | - | - | 72,0 | - | 42,0 |
| 146 | - | - | - | 68,0 | 44,5 | 34,7 |
| 148 | - | - | - | 66,0 | 42,5 | 31,0 |
| 150 | - | - | - | - | 41,0 | 27,7 |
| 152 | - | - | - | - | 39,5 | 24,5 |
| 154 | - | - | - | - | 38,0 | - |
| 158 | - | - | - | - | 35,0 | - |
| 162 | - | - | - | - | 32,7 | - |
| 164 | - | - | - | - | 31,5 | - |

Remarks · Bemerkungen · Remarques

Main boom angle 88°, 85°, 75°, 65° and 55°: capacities for intermediate boom positions are calculated by the crane control system IC-1
 Hauptauslegerwinkel 88°, 85°, 75°, 65° und 55°: Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet
 Jarret de flèche principale 88°, 85°, 75°, 65° et 55°: le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88°

4

SWSL / SFSL 15° LIFTING CAPACITIES · TRAGFÄHIGKEITEN · CAPACITÉS DE LEVAGE

295 t + 60 t ZB
19-30 m
10,50 m
360°
ISO


102 m + 120 m


108 m + 48 m

| m | SWSL | | | | | SFSL |
|-----|------|--------|-----------|------|------|------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 44 | - | 102,0* | - | - | - | - |
| 46 | - | 102,0* | - | - | - | - |
| 50 | - | 100,0* | - | - | - | - |
| 54 | - | 97,5* | - | - | - | - |
| 56 | - | 102,0 | - | - | - | 99,5 |
| 58 | - | 102,0 | - | - | - | 99,2 |
| 62 | - | 101,0 | - | - | - | 98,2 |
| 66 | - | 98,5 | - | - | - | 96,7 |
| 70 | - | 96,5 | - | - | - | 95,7 |
| 74 | - | 94,0 | - | - | - | 94,7 |
| 78 | - | 90,5 | - | - | - | 93,2 |
| 82 | - | 87,2 | - | - | - | 91,5 |
| 86 | - | 84,0 | - | - | - | 89,5 |
| 90 | - | 80,7 | - | - | - | 87,7 |
| 92 | - | 79,0 | 91,0 | - | - | 87,0 |
| 94 | - | 77,2 | 91,0 | - | - | 85,7 |
| 98 | - | 73,7 | 90,5 | - | - | 83,0 |
| 102 | - | 70,0 | 90,0 | - | - | 80,2 |
| 106 | - | 66,0 | 88,0 | - | - | 77,5 |
| 110 | - | 62,0 | 84,5 | - | - | 75,0 |
| 114 | - | 58,0 | 80,5 | - | - | 73,0 |
| 118 | - | 54,0 | 76,0 | - | - | 70,7 |
| 122 | - | 48,5 | 71,5 | - | - | 68,5 |
| 124 | - | 45,0 | 69,5 | - | - | 67,5 |
| 126 | - | - | 67,5 | 73,5 | - | 66,5 |
| 130 | - | - | 63,0 | 73,5 | - | 63,0 |
| 134 | - | - | 59,5 | 73,0 | - | 56,7 |
| 138 | - | - | 55,5 | 69,5 | - | 49,2 |
| 142 | - | - | 51,0 | 65,0 | - | 42,0 |
| 144 | - | - | 47,0 | 63,0 | - | 38,5 |
| 146 | - | - | - | 61,0 | - | 35,5 |
| 150 | - | - | - | 57,5 | - | 29,2 |
| 152 | - | - | - | 55,7 | - | 26,0 |
| 154 | - | - | - | 54,0 | - | - |
| 156 | - | - | - | 52,2 | 29,5 | - |
| 158 | - | - | - | 50,5 | 28,0 | - |
| 162 | - | - | - | - | 25,2 | - |
| 166 | - | - | - | - | 22,7 | - |
| 168 | - | - | - | - | 21,5 | - |

| m | SWSL | | | | | SFSL |
|-----|-------|--------|-----------|-------|-------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 24 | - | 324,0* | - | - | - | - |
| 26 | - | 320,0* | - | - | - | - |
| 28 | - | 313,0* | - | - | - | - |
| 30 | - | 305,0* | - | - | - | - |
| 32 | 127,0 | 338,0 | - | - | - | 332,0 |
| 34 | 118,0 | 335,0 | - | - | - | 331,0 |
| 38 | 104,0 | 323,0 | - | - | - | 330,0 |
| 42 | 92,0 | 311,0 | - | - | - | 328,5 |
| 46 | 82,0 | 300,0 | - | - | - | 325,0 |
| 50 | 73,0 | 288,0 | - | - | - | 317,5 |
| 54 | 65,5 | 278,0 | - | - | - | 309,0 |
| 58 | 58,5 | 237,0 | 310,0 | - | - | 298,5 |
| 62 | - | - | 305,0 | - | - | 287,0 |
| 66 | - | - | 293,0 | - | - | 271,5 |
| 70 | - | - | 282,0 | - | - | 250,0 |
| 74 | - | - | 263,0 | - | - | 225,0 |
| 76 | - | - | 255,0 | - | - | 213,0 |
| 78 | - | - | - | - | - | 203,0 |
| 82 | - | - | - | 200,0 | - | 183,0 |
| 86 | - | - | - | 187,0 | - | 164,5 |
| 90 | - | - | - | 176,0 | - | 148,0 |
| 94 | - | - | - | 166,0 | - | 133,0 |
| 98 | - | - | - | - | - | 119,5 |
| 102 | - | - | - | - | - | 106,5 |
| 104 | - | - | - | - | 114,0 | 100,0 |
| 106 | - | - | - | - | 111,0 | 94,0 |
| 110 | - | - | - | - | 105,0 | 82,2 |
| 111 | - | - | - | - | 103,0 | 79,3 |
| 114 | - | - | - | - | - | 70,7 |
| 118 | - | - | - | - | - | 59,7 |
| 122 | - | - | - | - | - | 49,5 |
| 126 | - | - | - | - | - | 39,5 |
| 130 | - | - | - | - | - | 33,2 |
| 134 | - | - | - | - | - | 26,0 |
| 136 | - | - | - | - | - | 21,5 |

Remarks · Bemerkungen · Remarques

Main boom angle 88°, 85°, 75°, 65° and 55°: capacities for intermediate boom positions are calculated by the crane control system IC-1
 Hauptauslegerwinkel 88°, 85°, 75°, 65° und 55°: Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet
 Jarret de flèche principale 88°, 85°, 75°, 65° et 55°: le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88°

SWSL / SFSL 15° LIFTING CAPACITIES · TRAGFÄHIGKEITEN · CAPACITÉS DE LEVAGE

295 t + 60 t ZB
19-30 m
10,50 m
360°
ISO

108 m + 60 m

| m | SWSL | | | | | SFSL |
|-----|-------|--------|-----------|-------|------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | |
| t | t | t | t | t | t | |
| 28 | - | 271,0* | - | - | - | - |
| 30 | - | 266,0* | - | - | - | - |
| 34 | - | 255,0* | - | - | - | - |
| 36 | 101,0 | 282,0 | - | - | - | 276,0 |
| 38 | 94,5 | 279,0 | - | - | - | 275,0 |
| 42 | 83,0 | 271,0 | - | - | - | 274,0 |
| 46 | 73,0 | 263,0 | - | - | - | 272,5 |
| 50 | 65,0 | 254,0 | - | - | - | 271,0 |
| 54 | 57,5 | 245,0 | - | - | - | 267,0 |
| 58 | 51,0 | 237,0 | - | - | - | 261,5 |
| 62 | 45,5 | 227,0 | - | - | - | 255,0 |
| 64 | 42,5 | 217,0 | 260,0 | - | - | 251,0 |
| 66 | 40,5 | 201,0 | 260,0 | - | - | 245,0 |
| 70 | 35,5 | 169,0 | 251,0 | - | - | 234,0 |
| 74 | - | - | 243,0 | - | - | 222,0 |
| 78 | - | - | 235,0 | - | - | 207,0 |
| 82 | - | - | 226,0 | - | - | 188,5 |
| 86 | - | - | 203,0 | - | - | 170,5 |
| 88 | - | - | 187,0 | - | - | 162,0 |
| 90 | - | - | - | 170,0 | - | 154,5 |
| 94 | - | - | - | 160,0 | - | 139,0 |
| 98 | - | - | - | 150,0 | - | 124,5 |
| 102 | - | - | - | 142,0 | - | 112,0 |
| 106 | - | - | - | 134,0 | - | 100,5 |
| 110 | - | - | - | - | - | 89,2 |
| 113 | - | - | - | - | 93,5 | 80,8 |
| 114 | - | - | - | - | 92,0 | 78,2 |
| 118 | - | - | - | - | 87,0 | 67,7 |
| 122 | - | - | - | - | 82,5 | 57,7 |
| 126 | - | - | - | - | - | 48,2 |
| 130 | - | - | - | - | - | 39,2 |
| 134 | - | - | - | - | - | 30,2 |
| 138 | - | - | - | - | - | 23,2 |
| 140 | - | - | - | - | - | 20,5 |
| 142 | - | - | - | - | - | - |

108 m + 72 m

| m | SWSL | | | | | SFSL |
|-----|------|--------|-----------|-------|------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | |
| t | t | t | t | t | t | |
| 30 | - | 225,0* | - | - | - | - |
| 34 | - | 221,0* | - | - | - | - |
| 38 | - | 213,0* | - | - | - | - |
| 40 | 78,5 | 234,0 | - | - | - | 229,0 |
| 42 | 73,5 | 234,0 | - | - | - | 228,5 |
| 46 | 64,0 | 228,0 | - | - | - | 228,0 |
| 50 | 56,0 | 222,0 | - | - | - | 227,5 |
| 54 | 49,5 | 216,0 | - | - | - | 226,5 |
| 58 | 43,0 | 210,0 | - | - | - | 224,0 |
| 62 | 37,5 | 203,0 | - | - | - | 220,0 |
| 66 | 32,5 | 197,0 | - | - | - | 215,5 |
| 70 | 28,5 | 189,0 | 220,0 | - | - | 211,0 |
| 74 | 24,5 | 167,0 | 218,0 | - | - | 203,5 |
| 78 | 20,5 | 145,0 | 213,0 | - | - | 194,5 |
| 80 | - | 134,0 | 210,0 | - | - | 190,0 |
| 82 | - | - | 206,0 | - | - | 185,0 |
| 86 | - | - | 200,0 | - | - | 173,5 |
| 90 | - | - | 191,0 | - | - | 159,0 |
| 94 | - | - | 170,0 | - | - | 143,5 |
| 98 | - | - | 148,0 | 145,0 | - | 129,5 |
| 100 | - | - | 137,0 | 141,0 | - | 123,0 |
| 102 | - | - | - | 136,0 | - | 116,5 |
| 106 | - | - | - | 128,0 | - | 104,5 |
| 110 | - | - | - | 121,0 | - | 93,7 |
| 114 | - | - | - | 114,0 | - | 83,7 |
| 118 | - | - | - | 109,0 | - | 74,0 |
| 122 | - | - | - | - | 75,5 | 64,5 |
| 126 | - | - | - | - | 71,0 | 55,2 |
| 130 | - | - | - | - | 67,0 | 46,2 |
| 134 | - | - | - | - | 63,5 | 37,7 |
| 138 | - | - | - | - | - | 29,2 |
| 140 | - | - | - | - | - | 25,0 |
| 142 | - | - | - | - | - | - |
| 150 | - | - | - | - | - | - |

Remarks · Bemerkungen · Remarques

Main boom angle 88°, 85°, 75°, 65° and 55°; capacities for intermediate boom positions are calculated by the crane control system IC-1
 Hauptauslegerwinkel 88°, 85°, 75°, 65° und 55°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet
 Jarret de flèche principale 88°, 85°, 75°, 65° et 55°; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88°

4

SWSL / SFSL 15° LIFTING CAPACITIES · TRAGFÄHIGKEITEN · CAPACITÉS DE LEVAGE

295 t + 60 t ZB
19-30 m
10,50 m
360°
ISO

 108 m + 84 m

 108 m + 96 m

| m | SWSL | | | | | SFSL |
|-----|------|--------|-----------|-------|------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 34 | - | 186,0* | - | - | - | - |
| 38 | - | 183,0* | - | - | - | - |
| 42 | - | 177,0* | - | - | - | - |
| 44 | 59,5 | 194,0 | - | - | - | 189,0 |
| 46 | 55,5 | 194,0 | - | - | - | 188,5 |
| 50 | 48,0 | 189,0 | - | - | - | 187,5 |
| 54 | 41,0 | 185,0 | - | - | - | 187,0 |
| 58 | 35,5 | 181,0 | - | - | - | 186,5 |
| 62 | 30,0 | 176,0 | - | - | - | 185,0 |
| 66 | 25,5 | 172,0 | - | - | - | 182,5 |
| 70 | 21,0 | 167,0 | - | - | - | 179,5 |
| 74 | - | 162,0 | - | - | - | 177,0 |
| 76 | - | 159,0 | 182,0 | - | - | 176,0 |
| 78 | - | 156,0 | 182,0 | - | - | 174,0 |
| 82 | - | 142,5 | 179,0 | - | - | 165,5 |
| 86 | - | 126,0 | 175,0 | - | - | 158,5 |
| 90 | - | 109,5 | 170,0 | - | - | 151,5 |
| 92 | - | 101,0 | 168,0 | - | - | 148,0 |
| 94 | - | - | 166,0 | - | - | 144,5 |
| 98 | - | - | 160,0 | - | - | 135,0 |
| 102 | - | - | 145,0 | - | - | 122,5 |
| 106 | - | - | 129,0 | 118,0 | - | 110,5 |
| 110 | - | - | 113,0 | 117,0 | - | 99,2 |
| 114 | - | - | - | 110,0 | - | 88,5 |
| 118 | - | - | - | 104,0 | - | 78,5 |
| 122 | - | - | - | 98,5 | - | 69,5 |
| 126 | - | - | - | 93,0 | - | 61,2 |
| 128 | - | - | - | 90,5 | - | 57,0 |
| 130 | - | - | - | - | - | 52,7 |
| 132 | - | - | - | - | 59,5 | 48,5 |
| 134 | - | - | - | - | 58,0 | 44,2 |
| 138 | - | - | - | - | 54,0 | 36,2 |
| 142 | - | - | - | - | 50,5 | 28,5 |
| 144 | - | - | - | - | 49,0 | 24,5 |
| 146 | - | - | - | - | - | - |
| 150 | - | - | - | - | - | - |
| 154 | - | - | - | - | - | - |

| m | SWSL | | | | | SFSL |
|-----|------|--------|-----------|-------|------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 38 | - | 152,0* | - | - | - | - |
| 42 | - | 150,0* | - | - | - | - |
| 46 | - | 146,0* | - | - | - | - |
| 48 | 44,5 | 158,0 | - | - | - | 155,0 |
| 50 | 40,5 | 158,0 | - | - | - | 154,5 |
| 54 | 34,5 | 156,0 | - | - | - | 153,5 |
| 58 | 28,5 | 153,0 | - | - | - | 153,0 |
| 62 | 23,5 | 149,0 | - | - | - | 152,5 |
| 64 | 21,5 | 148,0 | - | - | - | 152,0 |
| 66 | - | 146,0 | - | - | - | 151,0 |
| 70 | - | 143,0 | - | - | - | 149,0 |
| 74 | - | 140,0 | - | - | - | 147,5 |
| 78 | - | 136,0 | - | - | - | 145,5 |
| 82 | - | 133,0 | 151,0 | - | - | 143,0 |
| 86 | - | 128,5 | 150,0 | - | - | 140,0 |
| 90 | - | 120,0 | 148,0 | - | - | 134,5 |
| 94 | - | 107,5 | 146,0 | - | - | 126,5 |
| 98 | - | 95,0 | 143,0 | - | - | 121,0 |
| 102 | - | 82,7 | 139,0 | - | - | 115,5 |
| 104 | - | 76,5 | 137,0 | - | - | 113,0 |
| 106 | - | - | 134,0 | - | - | 110,5 |
| 110 | - | - | 123,0 | - | - | 102,7 |
| 114 | - | - | 111,0 | 101,0 | - | 92,2 |
| 118 | - | - | 99,0 | 99,5 | - | 82,2 |
| 122 | - | - | 87,0 | 93,5 | - | 73,0 |
| 126 | - | - | - | 88,0 | - | 64,2 |
| 130 | - | - | - | 83,0 | - | 55,7 |
| 134 | - | - | - | 78,5 | - | 48,2 |
| 138 | - | - | - | 74,0 | - | 41,2 |
| 140 | - | - | - | 72,0 | - | 37,5 |
| 142 | - | - | - | - | 45,5 | 33,7 |
| 146 | - | - | - | - | 42,0 | 26,5 |
| 148 | - | - | - | - | 40,5 | 23,0 |
| 150 | - | - | - | - | 39,0 | - |
| 154 | - | - | - | - | 36,5 | - |
| 156 | - | - | - | - | 35,0 | - |
| 158 | - | - | - | - | - | - |

Remarks · Bemerkungen · Remarques

Main boom angle 88°, 85°, 75°, 65° and 55°; capacities for intermediate boom positions are calculated by the crane control system IC-1
 Hauptauslegerwinkel 88°, 85°, 75°, 65° und 55°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet
 Jarret de flèche principale 88°, 85°, 75°, 65° et 55°; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88°

SWSL / SFSL 15° LIFTING CAPACITIES · TRAGFÄHIGKEITEN · CAPACITÉS DE LEVAGE

295 t + 60 t ZB
19-30 m
10,50 m
360°
ISO

108 m + 108 m

108 m + 120 m

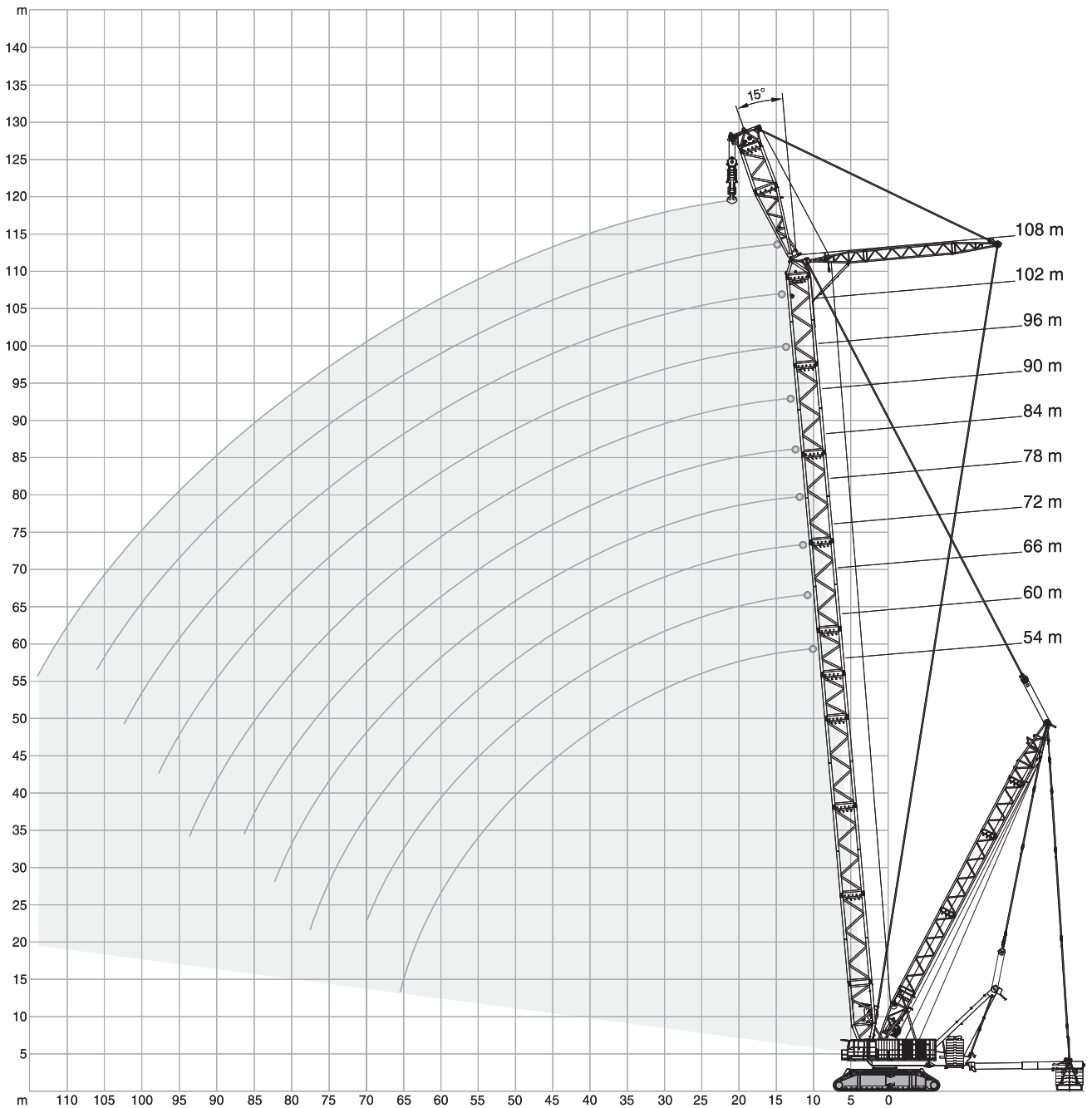
| m | SWSL | | | | | SFSL |
|-----|------|--------|-----------|------|------|-------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 42 | - | 122,0* | - | - | - | - |
| 46 | - | 121,0* | - | - | - | - |
| 50 | - | 118,0* | - | - | - | - |
| 52 | 30,5 | 126,0 | - | - | - | 123,0 |
| 54 | 27,5 | 126,0 | - | - | - | 122,5 |
| 58 | 22,0 | 124,0 | - | - | - | 122,0 |
| 62 | - | 121,0 | - | - | - | 121,0 |
| 66 | - | 118,0 | - | - | - | 120,0 |
| 70 | - | 115,0 | - | - | - | 119,5 |
| 74 | - | 112,0 | - | - | - | 117,5 |
| 78 | - | 109,0 | - | - | - | 115,5 |
| 82 | - | 106,5 | - | - | - | 114,0 |
| 86 | - | 103,5 | - | - | - | 112,0 |
| 88 | - | 102,0 | 116,0 | - | - | 111,0 |
| 90 | - | 100,5 | 116,0 | - | - | 110,0 |
| 94 | - | 97,5 | 116,0 | - | - | 107,0 |
| 98 | - | 94,5 | 115,0 | - | - | 102,5 |
| 102 | - | 89,7 | 113,0 | - | - | 98,0 |
| 106 | - | 81,5 | 112,0 | - | - | 93,2 |
| 110 | - | 71,5 | 110,0 | - | - | 90,0 |
| 114 | - | 61,5 | 108,0 | - | - | 86,7 |
| 116 | - | 56,5 | 106,0 | - | - | 85,0 |
| 118 | - | - | 104,0 | - | - | 83,0 |
| 122 | - | - | 94,5 | 83,5 | - | 76,7 |
| 126 | - | - | 84,7 | 83,5 | - | 68,0 |
| 130 | - | - | 75,5 | 79,0 | - | 59,5 |
| 134 | - | - | 65,5 | 74,0 | - | 51,7 |
| 138 | - | - | - | 69,5 | - | 44,2 |
| 142 | - | - | - | 65,5 | - | 37,5 |
| 146 | - | - | - | 61,5 | - | 31,0 |
| 150 | - | - | - | 58,0 | 34,0 | 24,2 |
| 152 | - | - | - | - | 32,5 | 21,0 |
| 154 | - | - | - | - | 31,0 | - |
| 158 | - | - | - | - | 28,5 | - |
| 162 | - | - | - | - | 25,7 | - |
| 166 | - | - | - | - | 23,5 | - |
| 168 | - | - | - | - | 22,5 | - |

| m | SWSL | | | | | SFSL |
|-----|------|-------|-----------|------|-----|------|
| | 0 t | | 0 t-800 t | | | |
| | 85° | 85° | 75° | 65° | 55° | t |
| 46 | - | 95,0* | - | - | - | - |
| 50 | - | 93,0* | - | - | - | - |
| 54 | - | 90,5* | - | - | - | - |
| 56 | - | 95,5 | - | - | - | 93,0 |
| 58 | - | 95,5 | - | - | - | 92,7 |
| 62 | - | 94,5 | - | - | - | 92,0 |
| 66 | - | 92,5 | - | - | - | 91,0 |
| 70 | - | 90,0 | - | - | - | 89,7 |
| 74 | - | 88,0 | - | - | - | 88,5 |
| 78 | - | 85,5 | - | - | - | 87,2 |
| 82 | - | 83,0 | - | - | - | 85,5 |
| 86 | - | 80,0 | - | - | - | 83,7 |
| 90 | - | 77,0 | - | - | - | 82,0 |
| 94 | - | 74,2 | 86,0 | - | - | 80,2 |
| 98 | - | 71,2 | 86,0 | - | - | 78,5 |
| 102 | - | 67,7 | 85,5 | - | - | 76,0 |
| 106 | - | 64,0 | 84,0 | - | - | 73,0 |
| 110 | - | 60,2 | 82,5 | - | - | 70,0 |
| 114 | - | 56,7 | 80,0 | - | - | 67,5 |
| 118 | - | 53,0 | 76,0 | - | - | 65,2 |
| 122 | - | 48,5 | 72,0 | - | - | 62,7 |
| 124 | - | 46,0 | 70,0 | - | - | 61,5 |
| 126 | - | - | 68,0 | - | - | 60,5 |
| 128 | - | - | 66,0 | 67,0 | - | 59,5 |
| 130 | - | - | 64,0 | 67,0 | - | 57,5 |
| 134 | - | - | 60,0 | 67,0 | - | 52,0 |
| 138 | - | - | 56,5 | 63,0 | - | 44,7 |
| 142 | - | - | 52,5 | 58,5 | - | 37,5 |
| 146 | - | - | 46,0 | 55,0 | - | 30,7 |
| 150 | - | - | - | 51,0 | - | 24,7 |
| 152 | - | - | - | 49,2 | - | 22,0 |
| 154 | - | - | - | 47,5 | - | - |
| 158 | - | - | - | 44,5 | - | - |
| 162 | - | - | - | 41,5 | - | - |
| 166 | - | - | - | - | - | - |
| 170 | - | - | - | - | - | - |
| 174 | - | - | - | - | - | - |

Remarks · Bemerkungen · Remarques

Main boom angle 88°, 85°, 75°, 65° and 55°; capacities for intermediate boom positions are calculated by the crane control system IC-1
 Hauptauslegerwinkel 88°, 85°, 75°, 65° und 55°; Traglasten für Zwischenstellungen des Hauptauslegers werden von der Kransteuerung IC-1 berechnet
 Jarret de flèche principale 88°, 85°, 75°, 65° et 55°; le système de commande de la grue IC-1 calcule les charges pour les positions intermédiaires de la flèche

* Main boom angle 88° · Hauptauslegerwinkel 88° · Jarret de flèche principale 88°



SFVL LIFTING CAPACITIES · TRAGFÄHIGKEITEN ·
 CAPACITÉS DE LEVAGE



| | 54 m | 60 m | 66 m | 72 m | 78 m | 84 m | 90 m | 96 m | 102 m | 108 m | |
|-----|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|
| m | t | t | t | t | t | t | t | t | t | t | m |
| 18 | 1018,0 | 992,0 | 972,0 | 924,0 | - | - | - | - | - | - | 18 |
| 20 | 958,0 | 940,0 | 924,0 | 911,0 | 862,0 | 798,0 | 718,0 | 654,0 | - | - | 20 |
| 22 | 905,0 | 892,0 | 882,0 | 876,0 | 846,0 | 794,0 | 718,0 | 654,0 | 595,0 | 542,0 | 22 |
| 24 | 857,0 | 849,0 | 843,0 | 840,0 | 829,0 | 793,0 | 718,0 | 654,0 | 595,0 | 542,0 | 24 |
| 26 | 815,0 | 811,0 | 807,0 | 807,0 | 804,0 | 791,0 | 718,0 | 654,0 | 595,0 | 542,0 | 26 |
| 28 | 776,0 | 776,0 | 775,0 | 777,0 | 776,0 | 783,0 | 718,0 | 654,0 | 595,0 | 542,0 | 28 |
| 30 | 742,0 | 744,0 | 745,0 | 749,0 | 750,0 | 761,0 | 714,0 | 654,0 | 595,0 | 542,0 | 30 |
| 34 | 681,0 | 687,0 | 693,0 | 699,0 | 703,0 | 714,0 | 667,0 | 620,0 | 582,0 | 536,0 | 34 |
| 38 | 625,0 | 640,0 | 640,0 | 635,0 | 630,0 | 626,0 | 625,0 | 596,0 | 554,0 | 519,0 | 38 |
| 42 | 537,0 | 566,0 | 569,0 | 564,0 | 558,0 | 555,0 | 553,0 | 547,0 | 535,0 | 500,0 | 42 |
| 46 | 464,0 | 492,0 | 510,0 | 505,0 | 499,0 | 496,0 | 494,0 | 488,0 | 484,0 | 479,0 | 46 |
| 50 | 411,0 | 432,0 | 448,0 | 456,0 | 450,0 | 446,0 | 444,0 | 438,0 | 434,0 | 431,0 | 50 |
| 54 | 367,0 | 377,0 | 396,0 | 406,0 | 408,0 | 404,0 | 402,0 | 396,0 | 391,0 | 389,0 | 54 |
| 58 | 319,0 | 335,0 | 349,0 | 362,0 | 367,0 | 367,0 | 365,0 | 359,0 | 355,0 | 352,0 | 58 |
| 62 | 276,0 | 302,0 | 307,0 | 321,0 | 329,0 | 331,0 | 334,0 | 328,0 | 323,0 | 320,0 | 62 |
| 66 | 235,0 | 263,0 | 276,0 | 284,0 | 293,0 | 298,0 | 304,0 | 300,0 | 295,0 | 292,0 | 66 |
| 70 | - | 227,0 | 248,0 | 250,0 | 260,0 | 266,0 | 273,0 | 272,0 | 268,0 | 266,0 | 70 |
| 74 | - | - | 215,0 | 228,0 | 230,0 | 237,0 | 245,0 | 245,0 | 243,0 | 241,0 | 74 |
| 78 | - | - | 184,0 | 202,0 | 205,0 | 211,0 | 219,0 | 220,0 | 219,0 | 219,0 | 78 |
| 82 | - | - | - | 174,0 | 188,0 | 186,0 | 195,0 | 197,0 | 197,0 | 198,0 | 82 |
| 86 | - | - | - | - | 163,0 | 170,0 | 172,0 | 175,0 | 176,0 | 177,0 | 86 |
| 90 | - | - | - | - | - | 151,0 | 154,0 | 155,0 | 157,0 | 159,0 | 90 |
| 94 | - | - | - | - | - | 129,0 | 141,0 | 136,0 | 139,0 | 141,0 | 94 |
| 98 | - | - | - | - | - | - | 121,0 | 125,0 | 121,0 | 124,0 | 98 |
| 102 | - | - | - | - | - | - | - | 109,0 | 110,0 | 109,0 | 102 |
| 106 | - | - | - | - | - | - | - | - | 97,5 | 97,5 | 106 |
| 110 | - | - | - | - | - | - | - | - | - | 87,0 | 110 |
| 114 | - | - | - | - | - | - | - | - | - | 72,5 | 114 |
| 118 | - | - | - | - | - | - | - | - | - | - | 118 |

TECHNICAL DESCRIPTION

CRAWLER CARRIER

| | |
|----------------------------|--|
| | 5-section carrier comprising carbody, two cross axles and two split-type crawler side frames. Carbody, cross axles and side frames are pin-connected hydraulically. Track width: 10.5 m. |
| Carbody | Bending- and torsion-resistant welded structure fabricated from high-strength fine grain structural steel. Quick-disconnect fittings (optional) facilitate removal of slew ring from carbody to minimise weight for transportation. |
| Cross axles | Bending- and torsion-resistant welded structure fabricated from high-strength fine grain structural steel incl. hydraulic jack legs. |
| Crawler side frames | Bending- and torsion-resistant welded structure fabricated from high-strength fine grain structural steel. Split-type side frames to minimise weight for transportation. Centralised lubrication included as standard. |
| Crawlers | Crawler pads made of heat-treated high-strength cast steel. 15 rollers per crawler with hardened rolling surfaces. |
| Drive | The crawlers are each driven by two hydraulic motors through closed planetary gear reduction units running in an oil bath, equipped with spring-loaded, hydraulically released holding brakes. Each crawler provides independent, infinitely variable control and counter-rotation capability. Quadro-Drive as standard. |
| Slew unit | Four slew gearboxes in carbody powered by hydraulic motors through closed planetary gear units running in oil bath. Spring-applied, hydraulically released holding brake and non-wearing hydraulic braking. |

SUPERSTRUCTURE

| | |
|---------------------------------|--|
| Counterweight | 295 t in combination with 60 t central ballast. |
| Frame | Torsion-resistant welded structure fabricated from high-strength fine grain structural steel. Longitudinal beam construction to accommodate three rope drums and boom hoist. Split-type superstructure for ease of transportation. |
| Power and control module | Two independent drive units incl. pump distribution gearbox and pumps are contained in a separate module which is connected to the side of the superstructure. Power comes from a Daimler diesel engine type OM 502 LA. Output to DIN 70020: 380 kW (516 HP) at 2000 1/min, torque 2400 Nm at 1080 1/min. The engine complies with EUROMOT 3a, EPA T3 and Carb regulations. Pump distribution gearbox with five variable displacement axial piston pumps and gear pumps. The power and control module includes cabin, complete electrics and electric generators as standard. Fuel tank capacity: 2000 l. |
| Rope drums | Standard superstructure equipment includes three rope drums – hoist 1, hoist 2 and boom hoist. Rope drums powered through closed planetary gear units running in oil bath. All rope drums have hydraulically released multi-disc brakes and non-wearing hydraulic braking for load lowering. Rope ends of all drums provided with quick-connect rope end fittings. Hydraulically pinned hoists H1 and H2 (H3 optional) can be removed in order to minimise weight for transportation. |
| Control system | Demag IC-1: Electronic proportional valve pilot control integrated in stored-program control system incl. diagnostics. Two colour monitors, load indicator operated via a touchscreen. Working speeds infinitely variable controlled by the lever position. Automatic power control for optimal utilisation of engine output. Standard working range limitation and ground pressure indicator. |
| Cabin | Spacious comfortable cab located at front end of power module. Large laminated glass for front and roof windows, computerised airconditioner as standard and self-contained hot air heater. Front console includes instrumentation and crane controls as well as two graphic displays. It can be tilted back, together with the operator seat, for an improved operator view of the boom point. Camera systems for monitoring the rope drums and SL ballast, hourmeter, load moment indicator, 2 working lights, storage cabinets and refrigerator are included as standard. |
| Electrical equipment | 24 V system (2 batteries 12 V / 180 Ah). 3-phase alternator 24 V, 80 A. plus 3-phase generator 400 V 50 Hz 20 kVA for airconditioner, heater, lighting and multiple use on the job site. Emergency generator 400 V 50 Hz 16 kVA. |
| Quick-connection | Hydraulic quick-disconnect fittings on superstructure and carrier as standard. |

OPTIONAL EQUIPMENT

| | |
|------------------------------------|---|
| Counterweight carrier | The counterweight carrier with a max. total weight of 640 t is adjustable over a distance of 19 m to 25 m or 24 m to 30 m from the centre of rotation, and can be operated in the circular path $\pm 30^\circ$ tailing and parallel travel modes. Deadweight 130 t, strips down to three components for easy transport. |
| Superlift counterweights | |
| Further options on request! | |

TECHNICAL DESCRIPTION
BOOM CONFIGURATIONS

| | |
|----------------------------------|---|
| General | Tubular chord lattice structure fabricated from high-strength fine grain structural steel. Walkways on boom, jib and Superlift mast. Hydraulic pinning. |
| SSL | Main boom: foot section 10 m, inserts 6 m and 12 m, boom head 2 m with 2 sheave-sets. Superlift equipment. Main boom lengths: 54-108 m |
| SSL / LSL (SGL 108 m) | Main boom: foot section 10 m, inserts 6 m and 12 m (type 3629), tapered insert, extended by inserts 6 m and 12 m (type 3227), heavy-lift top 2 m with 1 sheave-set from main boom SSL. Superlift equipment. Main boom lengths: 114-156 m |
| SWSL | Main boom: same as SSL. Offset 88° to 55°. Luffing fly jib: foot section 10 m, insert 12 m (type 3629), tapered insert, inserts 6 m and 12 m, heavy-lift top 2 m with 1 sheave-set from main boom SSL. Superlift equipment. Main boom lengths: 60-108 m Jib lengths: 36-120 m |
| SFSL | same as SWSL. Offset fly jib 15°. |
| SFVL | Main boom: same as SSL. Fixed fly jib: foot section 10 m, tapered insert, heavy-lift top 2 m with 2 sheave-sets from main boom SSL. Superlift equipment. Main boom lengths: 60-108 m Jib length: 18 m Offset: 15° |
| +LF | Addition to SSL/LSL. Fixed fly jib: foot section 9 m, jib top section 9 m. Main boom lengths: 114-144 m Jib length: 18 m Offset: 20° |
| Pinning of boom | Hydraulic assisted pinning of boom sections as standard. |
| Reeving winch | Mounted on superstructure as standard. |
| Operator aids | Electronic load indicator, hoist limit switch, limit switches for boom movements, hydraulic boom backstops, anemometer. |

SUPERLIFT CONFIGURATIONS

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

OPTIONAL EQUIPMENT

| | |
|--------------------|--|
| Runner 60 t | Approx. 3 m, mounts on boom head and heavy-lift top. |
| Hoist H3 | Mounted on superstructure. |

TECHNISCHE BESCHREIBUNG

RAUPENUNTERWAGEN

| | |
|---------------------|--|
| | Der Raupenunterwagen ist 5-teilig und besteht aus einem Mittelstück, zwei Querträgern und zwei geteilten Raupenträgern. Raupenträger, Mittelstück und Querträger werden hydraulisch verbolzt. Die Spurbreite beträgt 10,5 m. |
| Mittelstück | Biege- und verwindungssteife Schweißkonstruktion aus hochfestem Feinkornbaustahl. Die Rollendrehverbindung sitzt am Mittelstück und ist mit Schnellspannmuttern (optional) auf einfache Weise zur Reduzierung des Transportgewichtes lösbar. |
| Querträger | Biege- und verwindungssteife Schweißkonstruktion aus hochfestem Feinkornbaustahl mit hydraulischer Abstützung. |
| Raupenträger | Biege- und verwindungssteife Schweißkonstruktion aus hochfestem Feinkornbaustahl. Geteilter Raupenträger zur Minimierung der Transportgewichte. Zentralschmieranlage serienmäßig. |
| Raupen | Bodenplatten der Raupenkettens aus vergütetem hochfesten Stahlguß. 15 Laufrollen je Raupe mit gehärteten Laufflächen. |
| Antrieb | Die Raupen werden von je zwei Hydromotoren über geschlossene, ölbadgeschmierte Planetengetriebe mit federbelasteten, hydraulisch gelüfteten Haltebremsen angetrieben. Jede Seite ist stufenlos, einzeln und gegenläufig steuerbar. Quadro-Antrieb serienmäßig. |
| Drehwerk | Vier Drehwerke im Mittelstück mit Antrieb durch Hydromotor über geschlossenes, ölbadgeschmierte Planetengetriebe. Federbelastete, hydraulisch gelüftete Haltebremse und verschleißfreie hydraulische Bremsung. |

OBERWAGEN

| | |
|---------------------------|---|
| Gegengewicht | 295 t in Verbindung mit 60 t Zentralballast. |
| Rahmen | Verformungssteife Schweißkonstruktion aus hochfestem Feinkornbaustahl. Die Längsträgerkonstruktion dient der Aufnahme von drei Winden und dem Einziehwerk. Aus Transportgründen ist der Oberwagen geteilt ausgeführt. |
| Antriebsmodul | Zwei voneinander unabhängige Antriebseinheiten samt Pumpenverteiler und Pumpen sitzen in einem separaten Modul, das seitlich am Oberwagen angebaut wird. Antriebstyp: Daimler Dieselmotor Typ OM 502 LA. Leistung nach DIN 70020: 380 kW (516 PS) bei 2000 1/min, Drehmoment 2400 Nm bei 1080 1/min. Der Motor erfüllt die EUROMOT 3a, EPA T3 und Carb-Vorschriften. Pumpenverteilergetriebe mit fünf verstellbaren Axialkolbenpumpen und zusätzlichen Zahnradpumpen. Im Antriebsmodul sind serienmäßig die Kabine, die gesamte Elektrik sowie die Stromerzeuger integriert. Kraftstoffbehälter: 2000 l. |
| Seilwinden | Der Oberwagen ist serienmäßig mit drei Seilwinden – Hubwerk 1, Hubwerk 2 und Einziehwerk – ausgerüstet. Der Antrieb der Winden erfolgt über geschlossene, ölbadgeschmierte Planetengetriebe. Alle Seilwinden sind mit, hydraulisch gelüfteten Lamellenbremsen und verschleißfreier hydraulischer Bremsung für den Senkvorgang ausgerüstet. Die Seilenden aller Winden sind mit Pressfitting und Taschen ausgestattet. Zur Reduzierung der Transportgewichte sind die hydraulisch verbolzten Winden H1 und H2 (optional H3) ausbaubar. |
| Steuerung | Demag IC-1: Elektronische Proportionalventilvorsteuerung integriert in eine speicherprogrammierte Steuerung mit Fehlerdiagnose. Zwei Farbbildschirme, Bedienung über Touchscreen. Die Arbeitsgeschwindigkeiten werden durch die Hebelstellung stufenlos geregelt. Leistungsregelung der Antriebe zur optimalen Ausnutzung der Motorleistung. Serienmäßig Arbeitsbereichsbegrenzung und Anzeige der Bodenpressung. |
| Kabine | Die geräumige Komfortkabine ist im vorderen Bereich des Antriebsmoduls angeordnet. Sie ist mit großzügiger Sicherheitsverglasung auch im Dachbereich, computergesteuerter Klimaanlage serienmäßig und motorunabhängiger Warmluftheizung ausgestattet. Steuer- und Kontrollelemente für die Kranfunktionen sowie zwei Grafik-Displays befinden sich in der Frontkonsole. Diese ist zur Sichtverbesserung gemeinsam mit dem Fahrersitz nach hinten neigbar. Kamerasysteme für die Überwachung von Winden und SL-Ballast, Betriebsstundenzähler, Lastmomentanzeige, 2 Arbeitsscheinwerfer, Ablageschränke und Kühlschränk serienmäßig. |
| Elektrische Anlage | 24 V System (2 x Batterie 12 V / 180 Ah). 3-Phasen Wechselstromgenerator 24 V, 80 A. zusätzlich 3-Phasengenerator 400 V 50 Hz 20 KVA für Klimaanlage, Heizung, Beleuchtung und vielfältige Anwendungen auf der Baustelle. Notstromaggregat 400 V 50 Hz 16 KVA. |
| Schnellverbindung | Hydraulische Schnellverbindung Oberwagen / Unterwagen serienmäßig. |

ZUSATZAUSRÜSTUNG

| | |
|---------------------------|--|
| Gegengewichtswagen | Der Gegengewichtswagen mit max. 640 t Gesamtgewicht kann im Abstand von 19 m bis 25 m bzw. 24 m bis 30 m zur Drehmitte frei verstellbar und in den Fahrzuständen Drehen, Hinterherfahrt und Nachlauf $\pm 30^\circ$ betrieben werden. Eigengewicht 130 t, zum Transport in drei Komponenten zerlegbar. |
|---------------------------|--|

Superlift-Gegengewichte

Weitere Zusatzausrüstungen auf Anfrage!

TECHNISCHE BESCHREIBUNG
AUSLEGERVARIANTEN

| | |
|----------------------------------|--|
| Allgemein | Gitter-Rohrkonstruktion aus hochfestem Feinkornbaustahl. Begehungen auf Hauptausleger, Hilfsausleger und Superlift-Mast. Hydraulisch verbolzbare. |
| SSL | Hauptausleger: Fußstück 10 m, Zwischenstücke 6 m und 12 m, Anschlusskopf 2 m mit 2 Rollensätzen. Superlift-Einrichtung. Hauptauslegerlängen: 54-108 m |
| SSL / LSL (SGL 108 m) | Hauptausleger: Fußstück 10 m, Zwischenstücke 6 m und 12 m (Typ 3629), Reduzierstück, verlängert um Zwischenstücke 6 m und 12 m (Typ 3227), Schwerlastkopf 2 m mit 1 Rollensatz vom Hauptausleger SSL. Superlift-Einrichtung. Hauptauslegerlängen: 114-156 m |
| SWSL | Hauptausleger: wie SSL. Vorneigung 88° bis 55°. Wippbarer Hilfsausleger: Fußstück 10 m, Zwischenstück 12 m (Typ 3629), Reduzierstück, Zwischenstücke 6 m und 12 m, Schwerlastkopf 2 m mit 1 Rollensatz vom Hauptausleger SSL. Superlift-Einrichtung. Hauptauslegerlängen: 60-108 m Hilfsauslegerlängen: 36-120 m |
| SFSL | wie SWSL. Vorneigung des Hilfsauslegers 15°. |
| SFVL | Hauptausleger: wie SSL. Starrer Hilfsausleger: Fußstück 10 m, Reduzierstück, Schwerlastkopf 2 m mit 2 Rollensätzen vom Hauptausleger SSL. Superlift-Einrichtung. Hauptauslegerlängen: 60-108 m Hilfsauslegerlänge: 18 m Vorneigung: 15° |
| +LF | Zusätzlich zu: SSL/LSL. Starrer Hilfsausleger: Fußstück 9 m, Spitze 9 m. Hauptauslegerlängen: 114-144 m Hilfsauslegerlänge: 18 m Vorneigung: 20° |
| Auslegerverbolzung | Serienmäßig hydraulische verbolzbare Auslegerteile. |
| Einscherwinde | Serienmäßig am Oberwagen angebaut. |
| Sicherheitseinrichtungen | Elektronischer Lastmomentbegrenzer, Hubendschalter, Endschalter für Auslegerbewegungen, hydraulische Ausleger-Rückfallsicherungen, Windmesser. |

SUPERLIFT-KONFIGURATIONEN

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

ZUSATZAUSRÜSTUNG

| | |
|--------------------|--|
| Runner 60 t | ca. 3 m, anbaubar an Anschlusskopf und Schwerlastkopf. |
| Hubwerk H3 | Wird im Oberwagen eingebaut. |

DESCRIPTIF TECHNIQUE
CHÂSSIS À CHENILLES

| | |
|--------------------------------|--|
| | Le porteur à chenilles est réalisé en 5 parties et se compose d'une partie centrale, de deux traverses et de deux trains de chenilles divisibles en deux parties. Les trains de chenilles, la partie centrale et les traverses sont verrouillés hydrauliquement. La voie est de 10,5 m. |
| Partie centrale | Structure mécano-soudée rigide à la flexion et à la torsion, réalisée en acier de construction à grains fins à haute résistance. Ecrous à serrage rapide (en option) facilitant le démontage de la couronne d'orientation pour réduire les poids de transport. |
| Traverses | Structure mécano-soudée rigide à la flexion et à la torsion, réalisée en acier de construction à grains fins à haute résistance, avec calage hydraulique. |
| Trains de chenille | Structure mécano-soudée rigide à la flexion et à la torsion, réalisée en acier de construction à grains fins à haute résistance. Trains de chenilles divisibles pour minimiser les poids de transport. Graissage centralisé en série. |
| Chenilles | Patins de chenilles en acier coulé trempé et revenu à haute résistance. 15 galets par chenille avec surfaces de roulement trempées. |
| Entrainement | Les chenilles sont entraînées chacune par deux moteurs hydrauliques avec réducteurs planétaires en carter étanche sous bain d'huile, munis de freins d'arrêt à ressorts à desserrage hydraulique. Chaque côté permet un mouvement réglable sans paliers individuel et dans le sens opposé. Entrainement quadro en série. |
| Mécanisme d'orientation | Quatre mécanismes d'orientation dans la partie centrale entraînés par moteurs hydrauliques avec réducteurs planétaires en carter étanche sous bain d'huile. Freins d'arrêt à ressorts à desserrage hydraulique et freinage anti-usure hydraulique. |

PARTIE SUPÉRIEURE

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|--|--|
| Contrepoids | 295 t en combinaison avec 60 t de lest central. |
| Charpente | Structure mécano-soudée résistant à la déformation, réalisée en acier de construction à grains fins à haute résistance. Structure à longerons servant à recevoir trois treuils et le mécanisme de relevage. La partie supérieure est divisible en deux parties pour des raisons de transport. |
| Module de motorisation et de commande | Deux unités d'entraînement indépendantes l'une de l'autre, y compris la boîte de transfert à pompes et les pompes, sont disposées dans un module séparé attaché latéralement à la partie supérieure. Type de motorisation : moteur diesel Daimler type OM 502 LA. Puissance selon DIN 70020 : 380 kW (516 CV) à 2000 1/min, couple 2400 Nm à 1080 1/min. Le moteur satisfait aux règlements EUROMOT 3a, EPA T3 et Carb. Boîte de transfert à cinq pompes à pistons axiaux à débit variable et pompes à engrenage auxiliaires. La cabine, tout le système électrique et les équipements de génération de courant sont logés de série dans le module de motorisation et de commande. Réservoir de carburant : 2000 l. |
| Treuils | La partie supérieure est équipée de série de trois treuils – le treuil 1, le treuil 2 et le mécanisme de relevage. L'entraînement des treuils s'effectue avec réducteurs planétaires en carter étanche sous bain d'huile. Tous les treuils sont équipés de freins à disques multiples à ressorts à desserrage hydraulique et d'un freinage anti-usure hydraulique pour la descente. Les extrémités des câbles de tous les treuils sont munies des attaches à jonction rapide. Les treuils à verrouillage hydraulique H1 et H2 (H3 en option) sont démontables pour réduire les poids de transport. |
| Commande | Demag IC-1 : Pilotage électronique de soupapes proportionnels intégré dans un automate programmable avec diagnostic de dysfonctionnement. Deux écrans couleur, commande du C.E.C. par écran tactile. Les vitesses de travail sont réglées sans paliers par la position du levier. Régulation automatique pour une exploitation optimale de la puissance du moteur. Limitation de portée et force de pression sur base en série. |
| Cabine | La cabine spacieuse et confortable est placée à la partie avant du module de motorisation et de commande. Large pare-brise et toit en vitrage blindé, climatisation commandée par ordinateur de série et chauffage à air chaud indépendant du moteur. Console frontale avec éléments de commande et de contrôle pour les fonctions de la grue ainsi que deux affichages graphiques. Cette console est inclinable en arrière avec le siège conducteur, assurant au grutier une visibilité optimale. Systèmes de caméra pour surveiller les treuils et lest SL, compteur d'heures de service, affichage du moment de charge, 2 projecteurs de travail, armoires de rangement et réfrigérateur livrés de série. |
| Installation électrique | Système 24 V (2 batteries 12 V / 180 Ah). Génératrice à courant alternatif triphasé 24 V, 80 A. Génératrice triphasée supplémentaire à 400 V 50 Hz 20 kVA pour la climatisation, le chauffage, l'éclairage et de multiples applications sur le chantier. Groupe électrogène de secours 400 V 50 Hz 16 kVA. |
| Connexion rapide | Connexion rapide hydraulique entre partie supérieure et châssis en série. |

EQUIPEMENTS OPTIONNELS

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|--|---|
| Chariot contrepoids | Le chariot contrepoids avec un poids total maxi de 640 t peut être librement ajusté sur une distance comprise entre 19 m et 25 m ou entre 24 m et 30 m du centre de rotation et peut être opéré dans les modes de déplacement du genre circulaire, marche derrière $\pm 30^\circ$ et marche en parallèle. Poids mort 130 t, démontable en trois parties pour un transport facile. |
| Contrepoids Superlift | |
| Équipements optionnels supplémentaires sur demande! | |

DESCRIPTIF TECHNIQUE
COMBINAISONS DE FLÈCHE

| | |
|----------------------------------|---|
| Général | Construction tubulaire treillie en acier de haute résistance à grains fins. Passerelles sur flèche principale, volée variable et mât superlift. Verrouillage hydraulique. |
| SSL | Flèche principale : pied 10 m, tronçons 6 m et 12 m, tête de flèche 2 m avec 2 jeux de poulies. Équipement Superlift. Longueurs de flèche principale : 54-108 m |
| SSL / LSL (SGL 108 m) | Flèche principale : pied 10 m, tronçons 6 m et 12 m (type 3629), tronçon conique, allongée de tronçons 6 m et 12 m (type 3227), tête pour charges lourdes 2 m avec 1 jeu de poulie de flèche principale SSL. Équipement Superlift. Longueurs de flèche principale : 114-156 m |
| SWSL | Flèche principale : idem SSL. Inclinaison 88° à 55°. Fléchette à volée variable : pied 10 m, tronçon 12 m (type 3629), tronçon conique, tronçons 6 m et 12 m, tête pour charges lourdes 2 m avec 1 jeu de poulie de flèche principale SSL. Équipement Superlift. Longueurs de flèche principale : 60-108 m Longueurs de volée variable : 36-120 m |
| SFSL | idem SWSL. Inclinaison de fléchette 15°. |
| SFVL | Flèche principale : idem SSL. Fléchette fixe : pied 10 m, tronçon conique, tête pour charges lourdes 2 m avec 2 jeux de poulies de flèche principale SSL. Équipement Superlift. Longueurs de flèche principale : 60-108 m Longueur de volée variable : 18 m Inclinaison : 15° |
| +LF | En plus SSL/LSL. Fléchette fixe : pied 9 m, tronçon de tête 9 m. Longueurs de flèche principale : 114-144 m Longueur de volée variable : 18 m Inclinaison : 20° |
| Boulonnement de flèche | Boulonnement hydraulique des intercalaires de flèche en série. |
| Tambour de mouflage | Monté sur la partie supérieure en série. |
| Sécurités | Contrôleur d'état de charge électronique, contacteur de fin de course haut, limiteurs de mouvements de la flèche, retenues hydrauliques anti-basculement de la flèche, anémomètre. |

COMBINAISONS SUPERLIFT

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

EQUIPEMENTS OPTIONNELS

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|------------------------|--|
| Potence de 60 t | Environ 3 m, montage en tête de flèche et tête pour charges lourdes. |
| Treuil H3 | Monté sur la partie supérieure. |

**NOTES TO LIFTING CAPACITY · ANMERKUNGEN ZU DEN TRAGFÄHIGKEITEN ·
CONDITIONS D'UTILISATION**

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.

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

Tragfähigkeiten entsprechen ISO 4305.

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

Weitere Angaben in der Bedienungsanleitung des Kranes.

Anmerkung: Die Daten dieser Broschüre dienen nur zur allgemeinen Information; für ihre Richtigkeit übernehmen wir keine Haftung.

Der Betrieb des Kranes ist nur mit den Original-Tragfähigkeitstabellen und mit der Bedienungsanleitung zulässig, die mit dem Kran mitgeliefert werden.

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

Le tableau de charges est conforme à la norme ISO 4305.


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


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

Nota: Les renseignements ci-inclus sont donnés à titre indicatif et ne représentent aucune garantie d'utilisation pour les opérations de levage.


La mise en service de la grue n'est autorisée qu'à condition que les tableaux de charges ainsi que le manuel de service, tels que fournis avec la grue, soient observés.


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

KEY · ZEICHENERKLÄRUNG · LÉGENDE
 Track · Spur · Voie

 Counterweight + central ballast (ZB) · Gegengewicht + Zentralballast (ZB) · Contrepoids + lest central (ZB)

 Superlift counterweight · Superlift-Gegengewicht · Contrepoids Superlift


 Superlift radius · Superlift-Radius · rayon Superlift

 Load radius · Lastradius · Portée

 Main boom · Hauptausleger · Flèche principale

 Fly jib · Hilfsausleger · Fléchette

 Main boom angle · Hauptauslegerwinkel · Jarret de flèche principale

 Fly jib angle · Hilfsauslegerwinkel · Jarret de fléchette

"D"



S: heavy · schwer · lourd

L: light · leicht · léger

H: Main boom · Hauptausleger · Flèche principale

W: Luffing fly jib · Wippbarer Hilfsausleger · Fléchette à volée variable

F: Fixed fly jib · Starrer Hilfsausleger · Fléchette fixe

SL: Superlift

SGL: Heavy base length · Schwere Grundlänge · Longueur de base lourde

Effective Date: may 2009.

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