## XGC300 履带起重机 XGC300 CRAWLER CRANE

## XGC300履带起重机

XGC300 CRAWLER CRANE

```
－徐工集团工程机械股份有限公司
XCMG CONSTRUCTION MACHINERY CO．，LTD．
```




```
服务电话（Senice Tell）： \(86400-001-5678\) 服务佼真（Service Fax）： 860516 － 87892080
备件电话（Service Tell：：860516－87892086 备件传真（Service Fax）：： 86 0516－87892083
服务质量投诉电话（Ouality Supervision Tel）：860516－87892587
统一服务绖线（Unified service holline）： \(86400-110-9999\)
```



技术性能参数／整机基本尺寸
Technical Specification／Overall Dimension
主要零部件 Main Parts

## 目 录 CONTENTS

技性能参数整机基本尺寸
Technical
Specification／Overall Dimension主要零部件
Main Parts
详细介绍
Brief Introductio
完全自拆抔装功能

工況示意图
Working Conditions
主壁工况工作范围图
Boom Working Area Dia
算工況譬节组合 Diagram 18
Boom Combinations
主暨工况起管表
$\longrightarrow-19$
主臂工泿（HB）戒荷表
Boom（HB）Liting Load Chart
——20
Bcom Head Single Top Working Area Diagram－ 21
土
Boom Combinations for Boom Head Sing主譬臂請单滑轮工况起臂表
Boom Rasising Tade for Boom Head Singe Top－ 22

轻型主譬工况工作范围图（ining Load Chart－23 LightBoom Working Area Dia
轻型主臂工况臂节组合
－ 25
LightBoom Combinations㻰型主臂工况起憵表 Light Boom Raising Table

Light Boom（B）Utiting Load Char固定副臂工况工作范围图 Fxeed Jib Wokking Area Diagram固定副䛚工况算节组合
Fixed Jib Combinations
图定副壁工况起臂表
 Freed Jio（HF）Lting Llad看构工況工作范围图
TBM Working Area Din願构工况留节组合
TBM Boom Combina
TBM Boom Rasising Table
盾构工况（HBF）载荷表 TBM（HBF）Liting Load Chart塔式工況工作范围图
Tower Jib Working Area Diagram -38

塔式工况起臂表
Tower Jib Raising Table塔式工沉（HW）載荷表 Tower Jib（HM）Liting Load C

| 项目Items |  | 单位Unit | 数值Data |  |
| :---: | :---: | :---: | :---: | :---: |
|  |  | 进口昩置 | 国产配置 |
| 最大额定起重星 <br> Max．Ilting capacity | 主鮹工况 Boom |  | t | 300 |  |
|  | 轾型主蜀工况 Light－duty boom | t | 95.5 |  |
|  |  | t | 135 |  |
|  |  | t | 130 |  |
|  |  | t | 172.2 |  |
|  |  | t | 28 |  |
| 最大起動矩 Max．load moment |  | tom | 1837 |  |
| 尺寸参数 Max．load moment | 主暨长度 Boom length | m | 24～96 |  |
|  | 轻型主暨长度 Lght－duty boom length | m | $73.5 \sim 115.5$ |  |
|  |  | － | －$\sim 85$ |  |
|  |  | m | 24～66 |  |
|  |  | － | $20 \sim 75$ |  |
|  | 固定畐渻长长 Fixed jiblength | m | 9． $12 \sim 42$ |  |
|  |  | － | 10． 30 |  |
|  |  | m | 1.8 |  |
| 速度参数 <br> Max．load moment |  | m／min | 120 | 110 |
|  |  | m／min | $2 \times 1$ | $2 \times 42.5$ |
|  |  | m／min | 129 | 117 |
|  | 最大回转速洨 Max．slawing speed | rimin | 1.0 | 1.0 |
|  | 最商行碞速度Max．travel speed | kmm | 1.0 | 1.0 |
| 发动机 <br> Max．load moment | 发动机践号 Model | － | 柬犋联OSM11 | 逍番WP12．460N |
|  |  | kW／pm | 298／1800 | 338／1900 |
|  | 排放标淮 Emission standard |  | 欧III | 国II |
|  |  | t | 276 |  |
| 平匀紋地比达 Mean ground pressure |  | MPa | 0.13 |  |
| 覑技能力 Grade－ability |  | \％ | 30 |  |
| 车身配里 Car－body counterweight |  | t | 50 |  |
|  |  | t | 90．110． 130 三种䞗－ |  |
|  |  | t | 45 （若挑䑤可小于37） |  |
|  <br> Max．dimension of single unit（turntabie）in transport state（ $\mathrm{L} \times W \times \mathrm{WH}$ |  | m | $13.5 \times 3.0 \times 3.3$ |  |
|  <br>  <br>  4．本公司保䍜对技术参数的更新更改权，如有交更然不另行通知 |  |  |  |  |
|  |  |  |  |  |
| 本印刷品所包舍的数据，会随着产品的不断习级而改变，请以实际产品为准 <br> Pictures and data in this catalog will change with the update and modification of products， so please take the actual vehicle as reference． |  |  |  |  |



主要零部件 Main Parts

主要零部件 Main Parts

主要零部件 Main Parts

|  | 起臂小车 <br> Boom trolleyt |  |
| :---: | :---: | :---: |
|  |  | 1．25m |
|  | 宽W | 1．15m |
|  | 高H | 0.70 m |
|  | 重量Weight | 0.20 t |
|  | 固定副臂基本臂（ 9 m ） <br> Fixed jib base $\times 1$ |  |
|  | 长L | 11.00 m |
|  | 宽w | 2.60 m |
|  | 高H | 3.00 m |
|  | 重量Weight | 4.50 t |
|  | 固定副臂 3 m 节 <br> Fixed jib 3m insert $\times 1$ |  |
|  | 长L | 3.21 m |
|  | 宽 W | 1.55 m |
|  | 高H | 1．45m |
|  | 重量Weight | 0.60 t |
|  | 固定副臂 6 m 节 <br> Fixed jib 6m insert |  |
|  | 长L | 6.21 m |
|  | 宽W | 1.55 m |
|  | 高H | 1.45 m |
|  | 重量Weight | 0.95 t |
|  | 固定副臂12m节 <br> Fixed jib 12 m insert $\times 2$ |  |
|  | 长L | 12.21 m |
|  | 宽W | 1.55 m |
|  | 高H | 1.45 m |
|  | 重量Weight | 1.80 t |
|  | 下车走台 <br> Undercarriage catwalk $\times 2$ |  |
|  | 长 | 3.84 m |
|  | 宽W | 1.00 m |
|  | 高H | 0.29 m |
|  | 重量Weight | 0．15t |
|  | 300t吊钩（选配） <br> Hook block（Optional）$\times 1$ |  |
|  | 长L | 1.19 m |
|  | 宽W | 1.23 m |
|  | 高H | 2.53 m |
|  | 重量Weight | 5．50t |

主要零部件
Main Parts


说 明 Notes
－以上零部倠运输形状为示意图，所林尺寸为设计值，不包括包装。

－重䙵为设计值，由于制造咲芙，可能祚有不同。
The weight is design value，may have slight difference due to error in manufacture．

上 车
发动机
298kW／1800rpm或濰柴WP12．460N＿33 kW／1900rpm，直列六缺，水冷却，增压中冷，电暷，环保型歯油发动


## 控制系统



掌显示起重机作业参数及发动机相关参数，可方便的实现人机对话。

## 液压系统

波庄系纪由主油路，控制油路，辅肪油路组成，使用液压比例先导控制，
主起升，副起升，主餢变福，行走等为开式液压系统，主起升，副起升具双票合流功能。回转采用闭式液压系统，无须平觔间和换向関即可实专动平稳无油击。

主回路控制方式：恒功率间幏系统。




滦流明：有效防止整个系统或局部系统既使系统处于过裁状态。


## 起升机构

起升机构包括主起升机构和甸起升机构，安装在主辟底节臂訬近源部的上湲。组实现主钧或副钩起升下降，通过双条供油功能提高主起升，副起升机构开降速度。
主起升，副起升机构内置行星减速机，采用负制动设计多片湿式盡片式



 $730 \mathrm{~m}_{0}$
到起升机构亦采用独立钢芯，高破断拉力，高抗摒压性的抗族转特种蚂丝绳，额定单绳拉力 14.8 t ，钢丝㹭直径 $\phi 26 \mathrm{~mm}$ ，长度 450 m 。

## Crane Superstructure

## Engine

GC300 uses Cummins QSM 11 engine，298kw／1900rpm or Weitarg Diesel WP12．460N engine，338kW／1900 rpm；six－cylinder in line，water－ cooled，turbocharged，electronic injection，diesel engine，omply with Euro
III standard or China GB III standard． i11 standard or China GB II standard．

## Control System

Celligent compler ise rogrammable controller is used，in combination with conventional elec frics，to realize logic control and hydraulic proportional pilot control of the system；CAN－Bus is ssed for data communication in controller，display，
engine and LMI，greaty improve the safety，reliability and efficiency for engine and LMI，greaty improve the safety，reliabiity and efficiency for
crane operation．Crane operation data and engine data can be displayed by a larger screen，easy for man－machine interaction．

Hydraulic System
Hydraulic system consists of main circuit，control circuit，and auxiliary Eircuit，use of hydraulic proportional pilot control to achieve load dependent flow distribution，with accurate velocity，stable system，sensi－ Mive operation，and good fine motion
Main winch，auxiliary winch，boom luffing，crane travel is the open type
ydralic system，and main winch combined flow function．Slewing system is closed type hydraulic system an be realized non－vibration smooth power drive without balance valve and direction change valve．
Hydraulic pump：variable piston pump；
Main Contro valve：pilot hydraulic proportional control valve；
Main circuit control mode：constant power valve control system；
Auxiliar mechanism control system：
Oolenoid multi－way valve bloct Sutrigger control：solenoid multi－way valve block operated by electric
ooler：hyiler：pilot circuit precision filter，
Overfiow valive：not only effectively protect the entire system or partial system even ifit is is overoaad condition．
Hydraulic system pressure： 3 in tank capacity：

## Winch System

Hoist winch includes main hoist winch and auxiliary hoist winch，witch ar stalled near boom base upper root．
Uainauxxiliary hoist winch consists of planetary reducer diven by variable
notor，through drum and luffing pulley block to achieve main or auxiliary ook block hoisting up／down，and through double－pump oil supply to mprove main or auxiliary winch hoisting speed． brake design of mutt－plate wete t－type laminateded constant closed brake，to achieve＂spring brakinghthyd wautictic releasease＂function．
Hoist winch drum is made of dutile ion wit
g，with good vibration absorption，to ensure doube line mutiliayer wind－ ultily good viration absoption，to ensure rope rotation－resistance for Main hoist winch adopts separate steel core，high breaking force and lif $h$ ． anti－extusion of $L$－turn special anti－otation wire rope，rated single line pull 16.7 ，fope diameter $\varphi 28 \mathrm{~mm}$ ，rope length 730 m ．
Auxiliary hoist winch ado

Auxiliary hoist winch adopts separate steel corer，high breaking force and
iigh anti－extusion of L－turn special ant－－rotation wire rope，rated single high anti－extrusion of L－turn special anti－rotation wire
line pull 14.8 t，rope diameter $\varphi 26 \mathrm{~mm}$ ，rope length 450 m

## 变幅机构







主等变滆机构为双马达双减速机双出绝结众的卷简聑动，券简中间配有

㧍旋蜻特种钩丝纯，额定单绳拉力 $2 \times 14.8 \mathrm{t}$ ，钢丝绳直径 $\$ 26 \mathrm{~mm}$ ，长度


## 回转机构

由定量马达亟动行星齿轮减速机通过小齿轮驱动回转支承，实现 360回钹。
回转机构内置行星减速机，采用负制动设计的多片湿式叠片式常闭制动
护。
目受到较大侧向力而捍坏。教高可转速度： $1.0 \mathrm{r} / \mathrm{min}$ 。

## 回转支承

高，承载力矩大，精度高，寿命长，维倠保养方便。

## 操纵室

揘纵室采用钢制医架结构，正面配置有整体式央层玻理，其全玻㻦均


约至还可以从侧方转到前方转动 $90^{\circ}$ 放置在转台前方，减小运输度。

## 转台

转台是联系上下车的买强承裁结禡件，买用高强钢板恽接而成的双侧

在不同部位进行联接。

## Luffing Gear

Luffing winch includes main luffing winch and tower jibl luffing winch．
Main luffing winch cons ists of planetary reducere driven by constant Main luffing winch consists of planetary reducer diviven by constant motor，
hrough drum and lufing puley block to achieve boom lufing and throug double－pump oil supply to improve boom luffing speed．
Main luffing winch has built－in planetary reducer，with negative brake sign of multi－plate wet－rype lem＂fnction spring brarking hhydraulic release＂function．
Main luffing winch drum is made of ductile iron with double line mutiliayer winding，with good vibration absorption，to ensure rope rotation－resis－
ance for multilayer rope winding，effectively increasing the wire rope ance for multiayer rope winding，effectively increasing the wire rope
service life．Boom Iuffing winch is dual－motor dual－reducer dual－－rope structure driven by rope drum，with a casting ratchet pawl in the middole， and diviven by a hydraulic cylinder，to achieve mutit－Iock protection． Main lufting yinch adopts separate steel core，high breaking force end
high anti－extrusion of L－turn special anti－otation wire rope，rated single high anti－extrusion of L－turn special anti－rotation wire ropep，
line pull $2 \times 14.8 \mathrm{st}$ rope diameter $\varphi 26 \mathrm{~mm}$ ，ope length 400 m ． ower jib luffing winch is the same device as the auxiliary hoist winch，

## Slewing Gear

Sewing unit and slewing fing is diven by external ear bearings，arranged in front of turntable，through a planetary reduce ging，so as to achieve $60^{\circ}$ rotation．
sewing unit has a built－in planetary reducer，with negative brake design
 nit also has a mechanical locking device for locking protection of the slewing unit．
Slewing unit has a free－swing function to ensure a lifing load aligned to he center line of gravity center even when liting hook is not in the center oom，so as to prevent the boom from damage due to a large side loading force．

## Slewing Ring

ree－row roller spur internal meshed slewing ring or eli itical outer track double－row ball type slewing ring，with high strength，heavy load momen

## Operator＇s cab

Derator＇s cab is steel frame stucture the font is sandwich glass，other glass is all hardened glass，equipped with adjus i－conditioner，CD player，fire extinguisher closed corccuitrol monitices， etc．，spacious and comfortable．When crane is in work，the cab angle ca eadusted upward to $20^{\circ}$ ，to enlarge the view field；when crane is in ransport，the cab can be turned $90^{\circ}$ from side to front in order to reduc

## Turntable

 Turtable is a key load bearing structure to connect superstructure andundercarriage，use of high－strength steel plate welded in＂I＂box－type
composite box beam on both sides，through slewing ing coupled with omposite box beam on both sides，through slewing ring coupled with Winch，engine system，main pump，hycraulic valve，cabinet，mast，boom base，superstructure counterweight and self－assembly／disassembly
acking cylinder can be respectively connected with different parts of the
umitable．

## 桅杆

杆由符形和肢

主諨根节，配重块的自拆装等。
㭠杆长度 0.75 m

## 下车



回转体。

## 车架

支承安装面与回特支承的正弱安婊。该型记的车架整化刚珄好，强度大，
年上的四个势块经铺子和耳轴挂钧与展带架的精准定位。



## 履带装置

砍，支重轮，驱动转，导向轮，托韃轮及行走机构，张紧装置等结构件组展带架：左右对称，各 1 件，采用高强钢板樟接的簿型结构，与车架安倠

达的一部分，马达旋转部分与非旅转部分采用浮动式密封。



地链轮：高强柇率热处处理合金锖钢件，轮径 280 mm ，共 $2 \times 2=4$ 件。绝转
带板：履带板模度 1200 mm ，共 $2 \times 64=128$ 作。高强的塺热处理合金镜钢件，内部空心带解，自清洁。展带板之间通过浮动销夷现多个履带板铰
接闭合。

## Undercarriage

Mast is a box－type two－limb structure，with strengthened beam betwee vol limbs for good stability．Mast lifting cylinder can rotate around the aising and lowering．Mast with mast derrick self－assembly／disassembly eylinder is used for assembly／disassembly of basic machine large struc section，and counterveight slab．
Mast length 9.75 m ．

## Safety Devices

Undercarriage consists of car－body，outrigger，crawler travel unit，car－body ounterweight and so on．Hydraulic cylinder driven power pinning connec
ion is used between car－body and crawier travel unit；car－body counter ion is used between car－body and crawler travel unit；car－body counter－
weight is mounted on leftright crawler travel unit；four outriggers and ylinders are mounted on car－body frontrear ends；Also undercarriage car－body has slewing ring connection holes and central rotary joint bracke or fixing the central rotary joint．

## Car－body

Car－body is made of high strength steel and welded in box－type radial
structure with precision machining for slewing ring installation．Car－body has good overall rigidity，high strength，and high precision．In order to facilitate track frame fixing on the ensure precise positioning of four car－body pads on track frame viaa pins and lug hooks．
Car－body accessories include outrigger（with outrigger pad）and jack－up ylinder，through pin shaft hinged to car－body outside to facilitate track
ame assembly and disassembly．Outrigger cylinder can be controled by emote control box．

## Track frame

Crawler travel unit is divided into leftright crawler travel unit，consists nd travel device and tension device．
rack frame：symmetrically arranged，each one，made of high－stres erblate welded in box－type structure，and a parallel ion is set set io car－body installation positioning to play a role of guidance and wear． 00 mm ，total $2 \times 1=2$ pieces．Drive roller assy．is connected on planeter educer housing with high－strength bolts，composed as part of the built－in hydraulic traction m
have floating seals．
rack roller．high－strength wear－resistant heat－treated alloy steel casting Track roller．high－strength wear－resistant heat－treated alloy steel casting，
ioler diameter 360 mm ，total $2 \times 14=28$ pieces．Track roller is double flange design，with built－in floating seals for lifetime lubrication and maintenance－free．
Tension roller：hig
ing，roller diameter $\frac{0}{900 \mathrm{~mm}, \text { total } 2 \times 1=2 \text { pieces．The rollers are installed }}$ With lubrication floating seal of copper bushing for lubrication and wear． he rollers are used to adjust crawper tension level through hydraulic jack g condition．
dile roller：high－strength heat resistant alloy steel casting，roller diameter
280 mm ，total $2 \times 2=4$ pieces．The rollers have built－in floating seals for ffetime lubrication and maintenance－free． Track shoe：track shoe width 1200 mm ，total $2 \times 64=128$ pieces．The track shoe is made of high－strength heat resistant alloy steel casting，internal ollow with ribs，and self－cleaning．Between track shoes the floating pins

## 行走机构

走机构采用双向柱塞马达驱动，通过緗惟固定在行走减速机的外党上，
速转向及带载行走等动作，有极高的灵活性和机动性
现＂弹笭制动液压释放＂功能，保证即使液庆回路中的压力降低也
主臂工况可进行带载 $100 \%$ 直线行走及 $70 \%$ 转弯行走，堦臂工况和固定亩

晨高行走速度： $1.0 \mathrm{~km} / \mathrm{h}$
坡能力：$\geqslant 30 \%$ ．

## 配重

配重由车身配重和转合配重组成
车身觡重共501，车身解重可用桅杆吊实现自报装，车身邪重安业在左石带架前后之间，可最大限度改善车架受力和降低整机机重心。其组成如 ：车身躬重 $2 \times 10$ ，车身配重 $2 \times 15 \mathrm{t}$ 。
专台台乱重提供 900 ，110t，130 三三种选择方案，并按分级铵重提供各自独立的性能表来满足不同吊装需求。
台台配重安宯在转台后方。可选择的㸧合配重组成如下：
（1）较台乱重 90t：艮重托盘 $1 \times 10 \mathrm{t}$ ，较台配重块 $8 \times 10 \mathrm{t}$
2）转台配重 110 t ：配重托盘 $1 \times 10 \mathrm{t}$ ，转台硙重块 $10 \times 10$
3）转台配重 1300 ；仁重托崙 $1 \times 10$ ，转台配重块 $12 \times 10$ ，


## 图 作业设备




极大提升
工况，固定副等工况，厝构工况，塔式工況

## Crawler travel unit

Crawler travel unit two－way piston motor is used for drive，fixed on the avel unit can walk on a straight line，turring around，one－side steering， differential sy
and mobility．
Crawler travel unit has a builtin planetary reducer，with negative sign of mult－plate wet type laminated constant closed brake，to achieve spring braking／hydraulic release＂function，and to ensure high brakin
safety can be maintained even the pressure reduced in the hydraulic saifety
circuit
Variable
ariable pump and variable motor drive can achieve highnlow speed of －shift stepless speed change，with strong traction．Crawer travel unit bad for turning around，and can travel with tower iib and fixed jib with $50 \%$
bad for turring around.
The max. travel speed:
Grade-ability: $230 \%$.

## Counterweight

 Weight． Cody counterweight is total 50 t，can be used as mast derrick to chieve crane self－assembly／disassembly，and installed in the frontrear $2 \times 10$ t，and car－body counterveight $2 \times 15$ t． Turntable counterveight provides three options of $90 t, 110 \mathrm{t}$ ，and 130 t ．To neet the different needs of liting，the designs provide independent lifing urntable countenweight is installed in rear （1）Turntable counterweight 90 ：counterweight tray $1 \times 10$ ，turntable coun－ （2）Turntable e
counterweight $10 \times 10$ t．
（3）Turntable counter
ssembly counterweight can be configured with self－ sssembly／disassembly device according to the requirement，to achieve

## Lifting operation equipment

XGC 300 crawler crane liting equipment is boom and jib with main chord nd lacing member of large cross－section，large size and high strength seamiess steel tube，assisted high strengit steel plate in sectiona weld－ variable section at both ends．Through analysis and calculation of single
and double eenter hitch，boom length is increased，boom potential perfir－ mance is playeded and hifting performance is isproved．
XGC300 crawler crane lifining equipment comprises boom，tover ib，fixed
jib，and pendants， 6 kinds of working conditions provided for sel b，and pendants， 6 kinds of working conditions provided for selection，

详细介绍
Detailed Introduction

详细介绍
Detailed Introduction

## 主譬

 1837．mo 。主呩皆架可选择长度HB24～HB96。
主壁组成：

连接节 $1 \times 1.5 \mathrm{~m}$
中间节 $2 \times 6 \mathrm{~m}$
中间華 $3 \times 12 \mathrm{~mA}$
中间 $2 \times 12 \mathrm{mB}$
壁头洽轮组1件（䒾有11只沮轮）

## 固定副臂

固定副辟工况主暨长度 $\mathrm{H} 24 \sim \mathrm{H} 84$ ，固定副擘工况副镍配置长度F9，F12 ～F42。
底节餢 $1 \times 4.5 \mathrm{~m}$
顶节臂 $1 \times 4.5 \mathrm{~m}$
中间苪 $1 \times 3 \mathrm{~m}$
中间节 $1 \times 6 \mathrm{~m}$

| 中间节 $2 \times 12 \times 12$ |
| :--- |
| 支烈 $1 \times 7 \mathrm{~m}$ |

## 塔式副臂

工况主留长度 $\mathrm{H} 24 \sim \mathrm{H} 66$ ，副留长度 $\mathrm{W} 24 \sim$ W66。
落壁组成：
顶节憵 $1 \times 9 \mathrm{~m}$
中间节 $1 \times 6 \mathrm{~mA}$

中间节 $3 \times 12 \mathrm{~m}$
前煎架 $\times 1 \times 9.5 \mathrm{~m}$
文架 $1 \times 9.5 \mathrm{~m}$

## 主臂臂端单滑轮

主寻辟淌单滑较工况最大起重量 28 t


## 轻型主臂


轻型简长度 1 B783．5～LB115．5。

[^0]
## Boom

Boom conditions：the max．liting capacity $30045.5 m$（parts of line 22），the ax．load moment $167 \mathrm{t} \times 11 \mathrm{~m}=1837 \mathrm{t}$ ．m，optional boom length HB24 HB96；
Boom composition：
Boom base $1 \times 10.5 \times$ ，

| Yariable section $1 \times 12 \mathrm{~m}$ ， |
| :--- |
| Connection section $1 \times 1.5 \mathrm{~m}$ |

Boom insert $2 \times 6 \mathrm{~m}$ ，
Boom insert $3 \times 12 \mathrm{~mA}$ ，
Boom head pulley block， 1 set（with 11 pulies）

## Fixed jib

Fixed jilb conditions：the max．liting capacity 1300 ，the max．load moment
$300 \mathrm{x} 14 \mathrm{~m}=1820 \mathrm{tm}$ ，boom length for fixed $30+x 14 \mathrm{~m}=1820 \mathrm{tm}$ ，boom length for fixed jib condition $\mathrm{H} 24 \sim \mathrm{H} 84$ ，fixed configuration length for fixed ilb condition F9，F12～F42．
Fixed jib compositio
Jib base $1 \times 4.5 \mathrm{~m}$ ，
Jib dase $1 \times 4.5 \mathrm{~m}$
Jib top $1 \times 4.5 \mathrm{~m}$ ，
Jion

| iib insert $1 \times 3 \mathrm{~m}$ |
| :--- |
| ib insert $1 \times 6 \mathrm{~m}$ |

Jibinsert $\times 6 \times m$ ，
libinsert $2 \times 12 m$
Jib strut $1 \times 7 m$

## Tower jib

 $108 \mathrm{tx} 17 \mathrm{~m}=1836 \mathrm{t}$
lenght W24－W66．
ength W24－W66．
Tower $i$ ib composition
ib base $1 \times 9 \mathrm{~m}$ ，
ib top $1 \times 9 \mathrm{~m}$ ，

| Jib insert |
| :--- |
| Jib insert |
| $1 \times 6 \mathrm{~mA}$ ， |

Jib insert $1 \times 6 \mathrm{mB}$ ，
Jib insert $3 \times 12 \mathrm{~m}$ ，
，
ront stut $1 \times 9.5 \mathrm{~m}$ ，
Rear strut $1 \times 9.5 \mathrm{~m}$ ．

## Auxiliary sheave for boom

Boom head single top condition：the max．lifiting capacity，28t，boom leng

Light boom
Light boom conditions：light boom is the combination of boom section nd tower jib sections，and customers do not need to buy special boom sections，only buy boom sections and tower jib sections． ight boom max．lifting capacity 95.5 ．5t，the max．Io

## TBM

TBM conditions：TBM boom is the combination boom sections， head pulley block and fixed jib sections，customers can carry out a TBM liting without purchasing special accecssosies．TBM condition main hool
block max．liting capacity 2901 ，auxiliary hook block max．lifiting capacity lock max．lifting capacity 2900 ，auxiliary hook block max．lifting capacity
300 ，two－hook block alternately composite max ．Ifting capacity
172 configured boom length for TBM condition HB24～HB30，fixed jib lengt
F9m $\sim 12 \mathrm{~m}$ ．

## 拉板组件

采用高强拉板结构，拉板制作采用高强钢板一次切制成型，不需焻摭，制告胡路少，安全系数高。拉板杞过渡采用梯型平觔梁结构，受力均匀，荷 单拉板邭有＂婔＂形连接孔，安等方便省力，高效。

## 吊钩

有 3001 是钩，200t吊钧，1000吊钩，501昌钩可供选择。

| 吊钧名称 | 2601 |  |  | 160 | $16 t$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 重量（t） | 4.6 |  |  | 3.9 | 0.9 |
| 滑耧数 | 9 |  |  | 5 | － |
| 选择政置： |  |  |  |  |  |
| 吊钧名称 | 300 t |  | 200 t | 1001 | 50 t |
| 重厚（t） | 5.5 |  | 4.2 | 3.1 | 2.5 |
| 浦稏数 | 11 |  | 7 | 3 | 1 |

## 图 安全装置

角保机器的安全使用。安全装置包括力矩限制嘿，回转锚定装置，起重裕


## 安装模式\＆工作模式切换开关

$\qquad$
以利于起重机安襄。工作模式下，所有安全装置均起作用。

## 总卸荷开关

$\qquad$全。

## 紧急停止按钮

$\qquad$

## 安全保护开关

安全保护开关放在手柄前剑，此开关没有按下的时候，所有动作信䂞级屏㸚，手怲不起作用，防止上下车身体碓捡手抦产生生深拃。

## 防过卷装置

防止钢丝绳过卷。当主漛扬，到卷扬起升到一定高度时，仪表板上的过着学护指示灯竞，同时力矩限制哈停止起升动作。

## Pendant components

endant is made of high－strength pendant structure，without welding of bigh－strength steel for on－－time cutting，with high safety factor．Pendal
with a ladder type balance beam can efficiently balance the load wo－group pendant for equal force distribution．Single pendant wit Peach＂－shaped connection holes，easy assembly，saving labor and hig

## Safety Devices

Standard equipment：260t hook，160t hook， 16 t hook．300t hook，200t Standard hook blocks

| Name | 2601 |  |  | $160 t$ | $16 t$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Weight（t） | 4.6 |  |  | 3.9 | 0.9 |
| Pulley | 9 |  |  | 5 | － |
| Optional hook blocks： |  |  |  |  |  |
| Name | 300 t |  | $200 t$ | 100t | 50 t |
| Weight（t） | 5.5 |  | 4.2 | 3.1 | 2.5 |
| Pulley | 11 |  | 7 | 3 | 1 |

## Safety Devices

$X \in C 300$ crawler crane widely uses mechanical，electronic and hydraulic
and other safety and warning devices，in order to ensure the safe and other safety and warning devices，in order to ensure the safe operation of the machine．The safety devices comprise：
limiter，turntabie m momewing lock pin，boom backstop，hoist limit switch，boom angle limiter，anemometer，level meter，camera，slewing warning device，
travel warning device，hydraulic system overfiow valve，balance valve， travel warning device，
hydraulic lock，and etc．

## Assembly mode／Work mode switch



Assembly mode，ant－two－block device，boom limit device，load mome niter do not work，in order to safety devices are in work．
Main unloading switch $\qquad$
Cken operator leaves the cab seat，the main unloading switch is open，to

Emergency stop switch in emergent
movements．
Safety protection switch
Safety protection switch is installed in the front of joystick，when the switch pressed，all crane movement signals have been shielded，and the pystick is useless．to prevent malfunction when operator is accessing the

Winch over－wound protection device
Min／auxiliary winch over－wound potection device is intel ead and tower jiib top and fixed jiib top，to provent wire ropes from over－ wound．When mair／auxiiary winches hoist up to a certain lifting height，an ver－wound warning lamp on instrument panel lights on，at the same time

详细介绍
Detailed Introduction

详细介绍
Detailed Introduction

## 防过放装置

此保护功能由安装在漛简上的开关进行捡测，当卷筒上的钢丝经剩下三圈
降动作。

## 棘爪锁止装置

此保护功能由安装在絭简上的开关进行检测，当卷筒上的钢丝绳利下三图
降动作。

## 机械式安全装置




## 起重臂角度限制

主憵们角在 $85^{\circ}$ 时，起重憵被伟止起升，由力矨限制䠅和行程开关双级



## 起重钩防脱卡

所有起重钩均装有防脱卡板，防止查挂在起重钧钩头的吊索哏落。

## 液压系统

全。力矩限制器

便。




动作。
系统具有故郎自诊䁖功能。

[^1]车身后部安全状况。

Winch over－release protection device
This protection function uses the switch on winch drum for inspection． When only three turns of wire rope left on the drum，the display and
uzzer will give an over－elease warning，at the same time，load moment buzzer wlig give an over－release warning，at the same time，load moment
miter stops crane hoisting down operation．

Winch ratchet lock
This function is used to lock the main luffing winch to protect the boom for top work during non－working time，and it must be turned on when lower－ ig boom，otherwise boom cannot be lowered．When it is in locking，the

Mechanical safety device
Turntable locking device is used for crane superstructure mechanical limit or crane stop work．Backstop device is used for boom，tower iib，jib，tower ib rear strut，iib rear strut to prevent boom，jib and strut trom tipping back－ ward．

Boom angle limiter
When boom angle is up to $85^{\circ}$ ，boom raising is stopped，with control of oth load moment limiter and hoist limit switch．When boom angle is les Tower iib upperrlower limit is controlled with both load moment limiter and hoist limit switch．
Hook retainer clamp
All hook blocks are fitted with retainer clamps to prevent the sling on hook head from getting off．
Hydraulic system
Hydraulic system is equiped with hydraulic balance valve，hydraulic over－
tow valve，two－way hydraulic lock，and etc．，to ensure the stability an safery of the system work．

## Load moment limiter

The load moment limiter is composed large－sized－screen display，main nit，angle sensor，tension sensor andect．，through CAN－Bus to form a etwork with other controllers，and through PLC Program to achiev strong function，high senstivity and easy operation
etection function：automatically detect boom angle and lifing load．
Display function：large color touch screen LCD display，with the
or English）and graphically disphay of the percentage of ood lod Coment， actual lifting load，rated lifting load，working radius，boom length，boom angle，lifting height，mode code，parts of line，limit angle and information
Warring function：with complete pre－warning，and overioad stop functions， attomatically send out warning and stop crane operation when detecting
actual lifting load exceeds total rated lifting load and boom out of limit angle．
The system also has self－diagnosis function．

## Monitor system

he monitor system contains 3 cameras and 2 monitor displays，can espectively monitor the saferty conditions of main，auxiliary and luffing

## 整机重心和接地比压显示

通过裁荷值，转台配重，群架状态可可适时计算整机重心和接地比压数值
性。

## 三色力矩报警灯


时，＂绿灯＂交，表示起重机在存安全区域运行；负载在 $90 \% \sim 100 \%$ 负载在 $90 \%$ 时， ＂黄奵＂弯，表示起重机在已接近数定载荷范困；负载高干 $100 \%$ 时， ＂红灯＂和＂黄灯＂同时亮，表示起重机已经起戬，在危险区域，控制采自动切影運重机向到险方向运行。

## 声光报警器



照明灯


## 后视镜



示高灯
哑装在憵架顶部，作为高空訾
风速仪



有电子和㧈校2种水平仪，可显示使用路面的绶紏程度，为探作者提七几潞水平度参考。

防雷击保护装置
加强设备雷雨天气下的防雷击能力，有效保证设备的安全性。

远程GPS监控系统
功能。

Center of gravity and ground pressure display The overall eenter of gravity and ground pressure can be calculated rough lifting load，turntable counterwioight and boom condition，and isplayed on screen to provide reliable data for operator，and maximize
ine safety for operation．

## Tricolor warning lamp

The lamp comprises 3 colors，when crane loading is below $90 \%$ of total Tated lifting load，＂Green Lamp＂lights on to indicate that the crane is running in safety when crane loading is in $90 \%-100 \%$ of total rated
lifting load，＂Yellow Lamp＂lights on to indicate that the crane is close to itting load，＂Yellow Lamp＂lights on to indicate that the crane is close to
otal rated lifting load；when crane loading is above $100 \%$ of total rated total rated lifing load；when crane loading is above $100 \%$ of total rated
lifiting load，Red Led Lamp＂lights on to indicate that the crane is overloaded and in dangerous area，at this time control system automatically cut off
the crane movement to dangerous direction．

Audio／Video warning
hen warring．

## Illuminator lamp

There are illuminator lamps at front of turntable，on boom and inside perator＇s cab for night operation

## Rearview mirror

Reaview mircor lor Reaniew miror is located outside the cab for operator easy observation

```
Height mark lamp
```

Soom tip has a height mark lamp for high level operation waming
Anemometer
nemometer can detect current wind speed and send signal to a monitor
Anemometer can detect current wind speed
Level meter
The crane is
eter, can indicate the road inclination degree, and provide operatoror with
the machine level degree for reference.
Lightning protection device
The device can strengthen the equipment lightning protection ability under
Remote GPS monitor
The system can achieve GPS positioning and GPRS data transmission，
the equipment uses status inquiries，remote fault diagnosis，and other
functions．

完全自装拆功能
Self－assembly／disassembly

完全自装拆功能
Self－assembly／disassembly

1．主机卸车 Basic machine unloading


2．履带卸车及组装 Crawler unloading and assembly


3．车身配重卸车及组装 Car－body counterweight unloading and assembly




|  |  |  | $\begin{aligned} & \text { 主壘间荷 } \\ & \text { 12mA } \end{aligned}$ |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| нв24 | 1 | 0 | 0 | 0 | 1 | 1 | 1 |
| нвзо | 1 | 1 | 0 | 0 | ， | 1 | ， |
| нвз6 | 1 | 2 | 0 | 0 | 1 | 1 | 1 |
| H842 | 1 | 1 | ， | 0 | 1 | 1 | 1 |
| H848 | 1 | 2 | 1 | 0 | 1 | 1 | 1 |
| HB54 | 1 | 1 | 2 | 0 | 1 | 1 | 1 |
| нв6о | 1 | 2 | 2 | 0 | 1 | 1 | 1 |
| нв66 | 1 | 1 | 3 | 0 | 1 | 1 | 1 |
| нв72 | 1 | 2 | 3 | 0 | 1 | 1 | 1 |
| －HB78 | 1 | 1 | 3 | 1 | 1 | 1 | 1 |
| － HB 84 | 1 | 2 | 3 | 1 | 1 | 1 | 1 |
| － нв9 | 1 | 1 | 3 | 2 | 1 | 1 | 1 |
| － нв96 | 1 | 2 | 3 | ， | 1 | 1 | 1 |

## 主臂工况起臂表 <br> Boom Raising Table



注释：1．起筸时，请将友带驱动轮置于车体在后方起憵。
2．＂＂＂一一背架长度表示需要使用1．3m展绳。
3．＂•＂－－可以起憵。
5．＂$\times$＂－－不可起警，工況不可隹用。

主臂工况（HB）载荷表
Boom Lifting Load Chart

标准：GB／DINISO $360^{\circ}$ 回转 转台配重： 130 t 车身配重： 50 t 主臂长度： $24 \mathrm{~m} \sim 96 \mathrm{~m}$

|  | 主蔇长度Boom length |  |  |  |  |  |  |  |  |  |  |  |  | $\begin{gathered} \text { HB } \\ \substack{\text { 作业彿 } \\ (\mathrm{m})} \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | нв24 | нвзо | нвзб | $\underset{t}{\mathrm{HB42}}$ | нв48 | HB54 | HB60 | HB66 | $\begin{gathered} \text { HB72 } \\ t \end{gathered}$ | HB78 | HB84 | HB90 | ${ }_{4 B 96}$ |  |
| 5.5 | $300.0^{*+}$ |  |  |  |  |  |  |  |  |  |  |  |  | 5.5 |
| 6 | 287．0＊ | 286．0＊ |  |  |  |  |  |  |  |  |  |  |  | 6 |
| 7 | $248.0^{\circ}$ | 247．0． | 246．0＊ | 237.0 |  |  |  |  |  |  |  |  |  | 7 |
| 8 | $218.0^{\circ}$ | 217．0＊ | 227.0 | 226.0 | 208.0 | 179.0 |  |  |  |  |  |  |  | 8 |
| 9 | 194．0 ${ }^{\circ}$ | 203.0 | 202.0 | 202.0 | 201.0 | 179.0 | 164.0 | 14.0 |  |  |  |  |  | 9 |
| 10 | 183.0 | 183.0 | 182.0 | 182.0 | 181.0 | 173.0 | 164．0 | 14.0 | 13.0 | 122.0 |  |  |  | 10 |
| 11 | 167.0 | 16.0 | 165.0 | 165.0 | 164.0 | 157.0 | 150.0 | 144.0 | 133.0 | 121.0 | 103.0 | ${ }^{88.8}$ |  | ${ }^{11}$ |
| 12 | 153.0 | 152.0 | 151.0 | 151.0 | 149.0 | 143.0 | 137．0 | 131.0 | 126.0 | 120.0 | 102.0 | 87.9 | 76.6 | 12 |
| 13 | 141.0 | 140.0 | 139.0 | 139.0 | 136.0 | 131.0 | 126.0 | 121.0 | 116.0 | 112.0 | 102.0 | 87.1 | 75.8 | 13 |
| 14 | 130.0 | 130.0 | 129.0 | 129.0 | 125.0 | 121.0 | 116.0 | 1120 | 108.0 | 104.0 | 100.0 | 86.3 | 75.0 | 14 |
| 15 | 120.0 | 120.0 | 119.0 | 119.0 | 116.0 | 112.0 | 108.0 | 104.0 | 100.0 | 97.3 | ${ }^{93} 8$ | 85.5 | 74.3 | 15 |
| 16 | 109.0 | 109.0 | 109.0 | 109.0 | 108.0 | 1040 | 101.0 | 97.6 | 94.1 | 90.9 | 87.7 | 84.6 | 73.5 | 16 |
| 17 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 97.9 | 94.5 | 91.4 | 88.2 | 85.2 | ${ }^{82} 3$ | 79.6 | 72.8 | 17 |
| 18 | 93.1 | 93.1 | ${ }^{92} 8$ | 92.6 | 92.2 | 91.9 | 88.7 | 85.8 | 82.9 | 80.1 | 77.4 | 74.9 | 72.0 | 18 |
| 19 | 86.3 | 86.4 | 86.1 | 85.9 | 85.4 | 85.1 | 83.5 | 80.8 | 78.1 | 75.5 | 72.9 | 70.6 | 68.2 | 19 |
| 20 | 80.4 | 80.4 | 80.1 | 79.9 | 79.5 | 79.1 | 78.6 | 76.3 | 73.7 | 71.3 | 68.9 | 66.7 | 64.4 | ${ }^{20}$ |
| 22 | 70.5 | 70.4 | 70.2 | 70.0 | 69.5 | 69.1 | 68.5 | 68.1 | 66.1 | 64.0 | 61.8 | 59.9 | 57.8 | 22 |
| 24 |  | 62.5 | 62.2 | 62.0 | 61.5 | 61.1 | 60.5 | 60.0 | 59.4 | 57.8 | 55.8 | 54.0 | 52.1 | ${ }^{24}$ |
| ${ }^{26}$ |  | 55.9 | 55.6 | 55.4 | 54.9 | 54.5 | 53.9 | 53.4 | 52.8 | 52.2 | 50.6 | 49.0 | 47.2 | ${ }^{26}$ |
| ${ }^{28}$ |  | 50.4 | 50.1 | 49.9 | 49.4 | 49.0 | 48.4 | 47.9 | 47.2 | 46.7 | 46.0 | 44.6 | 43.0 | ${ }^{28}$ |
| 30 |  |  | 45.5 | 45.3 | 44.7 | 44.3 | 43.7 | 43.2 | 42.5 | 42.0 | ${ }^{41.3}$ | 40.8 | 39.2 | 30 |
| 32 |  |  | 41.4 | 41.3 | 40.7 | 40.3 | 39.7 | 39.1 | 38.5 | 37.9 | ${ }^{37.3}$ | 36.8 | 35.9 | 32 |
| 34 |  |  |  | 37.8 | 37.2 | 36.8 | 36.2 | 35.6 | 34.9 | 34.4 | 33.7 | 33．3 | 32.6 | 34 |
| 36 |  |  |  | 34.7 | 34.2 | 33.7 | 33.1 | 32.6 | 31.9 | 31.3 | 30.7 | 30.2 | 29.5 | ${ }^{6}$ |
| 38 |  |  |  | 31.9 | 31.4 | 31.0 | 30.4 | 29.8 | 29.1 | 28.6 | 27.9 | 27.4 | 26.7 | ${ }^{38}$ |
| 40 |  |  |  |  | 29.0 | 28.6 | 27.9 | 27.4 | 26.7 | 26.2 | 25.5 | 25.0 | 24.3 | 40 |
| 42 |  |  |  |  | 26.8 | 26.4 | 25.8 | 25.2 | 24.5 | 24.0 | ${ }^{23.3}$ | 22.8 | 22.1 | 42 |
| 44 |  |  |  |  |  | 24.5 | ${ }^{23.8}$ | ${ }^{23.3}$ | 22.6 | 22.1 | 21.3 | 20.9 | 20.1 | 44 |
| 46 |  |  |  |  |  | 22.7 | 22.0 | 21.5 | 20.8 | 20.3 | 19.6 | 19.1 | 18.3 | 46 |
| 48 |  |  |  |  |  | 21.0 | 20.4 | 19.9 | 19.2 | 18.7 | 17.9 | 17.5 | 16.7 | ${ }^{48}$ |
| 50 |  |  |  |  |  |  | 18.9 | 18.4 | 17.7 | 17.2 | 16.5 | 16.0 | 15.2 | 50 |
| 52 |  |  |  |  |  |  | 17.6 | 17.0 | 16.3 | 15.8 | 15.1 | 14.6 | 13.9 | 52 |
| 54 |  |  |  |  |  |  | 16.3 | 15.8 | 15.1 | 14.6 | 13.9 | 13.4 | 12.6 | 54 |
| 56 |  |  |  |  |  |  |  | 14.6 | 13.9 | 13.4 | ${ }^{12.7}$ | 12.2 | 11.5 | 56 |
| 58 |  |  |  |  |  |  |  | ${ }^{13.5}$ | ${ }^{12.8}$ | 12.4 | 11.6 | 11.1 | 10.4 | 58 |
| 60 |  |  |  |  |  |  |  |  | ${ }^{11.8}$ | 11.4 | 10.6 | 10.1 | 9.4 | ${ }^{60}$ |
| ${ }^{62}$ |  |  |  |  |  |  |  |  | 10.9 | 10.4 | 9.7 | 9.2 | ${ }^{8.4}$ | ${ }^{62}$ |
| 64 |  |  |  |  |  |  |  |  | 10.0 | 9.5 | 8.8 | 8.3 | 7.6 | 64 |
| 66 |  |  |  |  |  |  |  |  |  | 8.7 | 8.0 | 7.5 | 6.7 | ${ }^{66}$ |
| 68 |  |  |  |  |  |  |  |  |  | 7.9 | 7.2 | 6.7 | 6.0 | ${ }_{68}$ |
| 70 |  |  |  |  |  |  |  |  |  |  | 6.5 | 6.0 | ${ }^{5.3}$ | 70 |
| 72 |  |  |  |  |  |  |  |  |  |  | 5.8 | 5.3 | 4.6 | 72 |
| 74 |  |  |  |  |  |  |  |  |  |  | 5.2 | 4.7 | 3.9 | 74 |
| 78 |  |  |  |  |  |  |  |  |  |  |  | 3.5 | 2.7 | 78 |
| 80 |  |  |  |  |  |  |  |  |  |  |  | 2.9 |  | 80 |
|  | 22 | 21 | 18 | 17 | 15 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 |  |

注意：1，实际起重量必须从本表的㬵定起重量中蔵去吊钩，吊具及纪绕在吊钩及货头上的骭丝絽的重量



5，＂＂＂＂处转台配重 90 t；＂处转台配重为 110 t 。


|  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| HBS24 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 1 |
| H8S30 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 |
| HES36 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 1 |
| HBS42 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 |
| HBS48 | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 1 |
| HBs54 | 1 | 1 | 2 | 0 | 1 | 1 | 1 | 1 |
| HBS60 | 1 | 2 | 2 | 0 | 1 | 1 | 1 | 1 |
| HES66 | 1 | 1 | 3 | － | 1 | 1 | 1 | 1 |
| HB372 | 1 | 2 | 3 | 0 | 1 | 1 | 1 | 1 |
| － HB 378 | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 |
| －HBs84 | 1 | 2 | 3 | 1 | 1 | ， | 1 | 1 |
| － $\mathrm{HBs90}$ | 1 | 1 | 3 | 2 | 1 | ， | 1 | 1 |
| －HBS96 | 1 | 2 | 3 | 2 | 1 | 1 | 1 | 1 |

洼释：1．．＂＂主背长度需要使用 1.31 m 媵绳。
2．算諯单消渐长度 1.8 m 。

## 主臂臂端单滑轮工况起臂表

Boom Raising Table for Boom Head Single Top

|  |  |  |  |
| :---: | :---: | :---: | :---: |
|  | 901＋50t | $110+500$ | ${ }^{130}+500$ |
| HBS24 | $\bullet$ | － | － |
| hesso | $\bullet$ | $\bullet$ | － |
| HBS36 | － | － | － |
| HBS42 | － | $\bullet$ | － |
| HBS48 | $\bullet$ | $\bullet$ | $\bullet$ |
| HBS54 | － | $\bullet$ | － |
| HBS60 | $\bullet$ | $\bullet$ | － |
| HBS66 | － | － | － |
| H8S72 | $\bullet$ | － | － |
| － HB 578 | － | $\bullet$ | － |
| －Hes84 | － | － | － |
| －HBS90 | $\times$ | － | － |
| － $\mathrm{HBS96}$ | $\times$ | $\times$ | － |

注皱：1．起算时，请将䓳带聑动轮置于车体在后方起辟。



标准：GB／DIN／ISO $360^{\circ}$ 回转 较台配重： 130 t 车身配重： 50 t 主臂长度： $24 \mathrm{~m} \sim 96 \mathrm{~m}$

| нв | 主第长度Boom length |  |  |  |  |  |  |  |  |  |  |  |  | нв |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & \text { 沓业倠 } \\ & (\mathrm{m} \end{aligned}$ | $\underset{\ddagger}{\mathrm{HB} 24}$ | нвзо | ${ }_{\mathrm{HB} 36}$ | HB42 | HE49 | HB54 | $\begin{gathered} \text { HB60 } \\ \text { to } \end{gathered}$ | нв66 | HB72 | нв78 | HB84 | нв9о | H896 | $\begin{gathered} \text { 作歯行行 } \\ (1) \end{gathered}$ |
| 7 | 28．0＊ |  |  |  |  |  |  |  |  |  |  |  |  | 7 |
| 8 | $28.0{ }^{\circ}$ | 28.0 | $28.0^{*}$ |  |  |  |  |  |  |  |  |  |  | 8 |
| 9 | 28．0 ${ }^{\text {a }}$ | $28.0^{\circ}$ | 28.0 | 28.0 | 28.0 |  |  |  |  |  |  |  |  | 9 |
| 10 | 28.0 ． | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 |  |  |  |  |  |  | 10 |
| 11 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 |  |  |  |  | 11 |
| 12 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 |  |  | 12 |
| 13 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | ${ }^{13}$ |
| 14 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | ${ }^{28.0}$ | 28.0 | 28.0 | 28.0 | 14 |
| 15 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 15 |
| 16 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 16 |
| 17 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 17 |
| 18 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 18 |
| 19 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 19 |
| 20 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 20 |
| 22 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 22 |
| 24 |  | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | ${ }^{28.0}$ | 28.0 | 28.0 | 28.0 | 24 |
| 26 |  | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 26 |
| ${ }^{28}$ |  | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | ${ }^{28}$ |
| 30 |  |  | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | ${ }^{30}$ |
| 32 |  |  | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 32 |
| 34 |  |  |  | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 27.7 | 27.3 | 26.6 | 34 |
| ${ }^{36}$ |  |  |  | 28.0 | 28.0 | 27.7 | 27.1 | 26.6 | 25.9 | ${ }^{25.3}$ | 24.7 | 24.2 | 23.5 | ${ }^{36}$ |
| ${ }^{38}$ |  |  |  | 25.9 | 25.4 | 25.0 | 24.4 | 23.8 | 23.1 | 22.6 | 21.9 | 21.4 | 20.7 | ${ }^{38}$ |
| 40 |  |  |  |  | 23.0 | 22.6 | 21.9 | 21.4 | 20.7 | 20.2 | 19.5 | 19.0 | 18.3 | 40 |
| 42 |  |  |  |  | 20.8 | 20.4 | 19.8 | 19.2 | 18.5 | 18.0 | 17.3 | 16.8 | 16.1 | 42 |
| ${ }_{4}$ |  |  |  |  |  | 18.5 | 17.8 | 17.3 | 16.6 | 16.1 | 15.3 | 14.9 | 14.1 | 44 |
| 46 |  |  |  |  |  | 16.7 | 16.0 | 15.5 | 14.8 | 14.3 | 13.6 | 13.1 | 12.3 | 46 |
| 48 |  |  |  |  |  | 15.0 | 14.4 | 13.9 | 13.2 | 12.7 | 11.9 | 11.5 | 10.7 | 48 |
| 50 |  |  |  |  |  |  | 129 | 12.4 | 11.7 | 11.2 | 10.5 | 10.0 | 9.2 | 50 |
| 52 |  |  |  |  |  |  | 11.6 | 11.0 | 10.3 | 9.8 | 9.1 | 8.6 | 7.9 | 52 |
| 54 |  |  |  |  |  |  | 10.3 | 9.8 | 9.1 | 8.6 | 7.9 | 7.4 | 6.6 | 54 |
| 56 |  |  |  |  |  |  |  | 8.6 | 79 | 7.4 | 6.7 | 6.2 | 5.5 | ${ }^{56}$ |
| 58 |  |  |  |  |  |  |  | 7.5 | ${ }^{6.8}$ | 6.4 | 5.6 | 5.1 | 4.4 | 58 |
| ${ }^{60}$ |  |  |  |  |  |  |  |  | 5.8 | 5.4 | 4.6 | 4.1 | 3.4 | ${ }^{60}$ |
| 62 |  |  |  |  |  |  |  |  | 4.9 | 4.4 | 3.7 | 3.2 |  | 62 |
| 64 |  |  |  |  |  |  |  |  | 4.0 | 3.5 | 2.8 |  |  | 64 |
| ${ }_{6} 6$ |  |  |  |  |  |  |  |  |  | ${ }^{2} .7$ |  |  |  | ${ }^{66}$ |
|  | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 位果（ 1226 ） |



3，表中数定载荷基于主憵臂节不含主憵外拉板的计算值。


6．＂＂处转台配重为 110 。



3，表中穃定載何基于主算臂节不含主臂外拉板的计算值。


6．＂＂外转台㛡重为 1110 。


轻型主臂工况臂节组合
Light Boom Combinations

轻型主臂工况（LB）载荷表
Light Boom（LB）Lifting Load Chart




## 轻型主臂工况起臂表

Light Boom Raising Table

| 湖明 |  |  |
| :---: | :---: | :---: |
| 主等长度 | $110+50 \mathrm{t}$ | 130t－50t |
| －L873．5 | $\bullet$ | － |
| －LB79．5 | － | $\bullet$ |
| －LB85．5 | － | － |
| －L891．5 | － | － |
| ＊LB97． 5 | － | － |
| －LB109．5 | － | － |
| ＂LB109．5 | $\bigcirc$ | $\bullet$ |
| －L8115．5 | $\times$ | － |

注释：1．起觜时，请将㞗带驱动轮置于车体在后方起臂。

3．＂$"$＂轻型主销长度需要使用 $1.27 \mathrm{~m}, ~ 2.61 \mathrm{~m}$ 双敗绳。
4．＂•＂－－可以起管。



| 标准：GB／DIN／ISO |  | $360^{\circ}$ 回转 | 转台配重： 130 t |  | 车身配重：50t |  | 轻型主臂 $73.5 \mathrm{~m} \sim 115.5 \mathrm{~m}$ |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| LB |  |  | 长度Boo | ength |  |  |  |  | LB |
| $\begin{gathered} \text { 件业鈝 } \\ (\mathrm{c}) \end{gathered}$ | LB73． 5 | L879．5 | L885． 5 | L89．5 | LB97．5 | LB103． 5 | LB109．5 | LB1 15.5 | 作业半径 |
| 9 | 95.5 |  |  |  |  |  |  |  | 9 |
| 10 | ${ }_{93} 3$ | 91.5 | 86.6 |  |  |  |  |  | 10 |
| 11 | 91.1 | ${ }^{89} .8$ | 85.8 | 71.1 | 63.5 |  |  |  | 11 |
| 12 | 89.1 | ${ }_{88,1}$ | 84.9 | 69.8 | 62.9 | 54.5 | 46.3 |  | 12 |
| 13 | 87.1 | 86.6 | 84.1 | 68.5 | 62.3 | 54.0 | 45.9 | 39.2 | 13 |
| 14 | 85．2 | 85.1 | 83.2 | 67.3 | 61.6 | 53.5 | 45.5 | 38.8 | 14 |
| 15 | 83.2 | 83.5 | 82.3 | 66.1 | 61.0 | 53.0 | 45.1 | 38.5 | 15 |
| 16 | 81.5 | 82.1 | 81.1 | 64.9 | 60.4 | 52.4 | 44.6 | 38.1 | 16 |
| 17 | 79.5 | 80.5 | 79.9 | 63.8 | 59.8 | 51.5 | 44.2 | 37.7 | 17 |
| 18 | 77.5 | 79.2 | 78.9 | 62.8 | 59.2 | 50.6 | 43.7 | 37.3 | 18 |
| 19 | 75.7 | 77.8 | 76.4 | 61.6 | 58.6 | 49.7 | 43.3 | 36.9 | 19 |
| 20 | 73.9 | 74.8 | 72.4 | 60.6 | 57.9 | 48.9 | 42.8 | 36.5 | 20 |
| 22 | 69.7 | 67.6 | 65.4 | 58.6 | 56.7 | 47.3 | 41.6 | 35.7 | 22 |
| 24 | 62．9 | 61.5 | 59.5 | 56.7 | 55.6 | 45.8 | 40.3 | 34.9 | 24 |
| 26 | 56.3 | 55.7 | 54.4 | 52.9 | 51.4 | 44.3 | 39.1 | 34.1 | 26 |
| ${ }^{28}$ | ${ }^{50.8}$ | 50.2 | 49.6 | 48.6 | 47.2 | 42.9 | 38.0 | 33.1 | ${ }^{28}$ |
| 30 | 46.1 | 45.5 | 44.9 | 44.5 | 43.5 | 42.4 | 36.8 | 32.2 | 30 |
| 32 | 42.1 | 41.5 | 40.9 | 40.5 | 40.0 | 39.2 | 35.8 | 31.2 | 32 |
| 34 | ${ }^{3.6}$ | 38．1 | 37．4 | 37.0 | 36.5 | 36.2 | 34.8 | 30.4 | 34 |
| 36 | ${ }^{35.6}$ | 35.0 | 34.3 | 33.9 | 33.4 | 33.1 | 32.7 | 29.5 | ${ }^{36}$ |
| 38 | 32.9 | 32.3 | 31.6 | 31.2 | 30.7 | 30.4 | 30.0 | 28.7 | 38 |
| 40 | 30.5 | 29.9 | 29.2 | 28.8 | 28.3 | 28.0 | 27.6 | 27.3 | 40 |
| 42 | ${ }^{28.3}$ | 27.7 | 27.0 | 26.6 | 26.1 | 25.8 | 25.4 | 25.1 | 42 |
| 44 | 26.4 | 25.8 | 25.1 | 24.7 | 24.2 | 23.9 | 23.4 | 23.1 | 44 |
| 46 | 24.6 | 24.0 | ${ }^{23.3}$ | 22.9 | 22.4 | 22.1 | 21.7 | 21.4 | 46 |
| 48 | 23.0 | 22.4 | 21.7 | ${ }^{21.3}$ | 20.8 | 20.5 | 20.1 | 19.8 | 48 |
| 50 | 21.6 | 21.0 | 20.2 | 19.9 | 19.3 | 19.0 | 18.6 | 18.3 | 50 |
| 52 | 20.2 | 19.6 | 18.9 | 18.5 | 18.0 | 17.7 | 17.2 | 16.9 | 52 |
| 54 | 19.0 | 18.4 | 17.7 | 17.3 | 16.7 | 16.4 | 16.0 | 15.7 | 54 |
| 56 | 17.9 | 17.2 | 16.5 | 16.1 | 15.6 | 15.3 | 14.8 | 14.5 | 56 |
| ${ }_{58}$ | 16.8 | 16.2 | 15.4 | 15.1 | 14.5 | 14.2 | 13.8 | 13.5 | 58 |
| 60 | 15.8 | 15.2 | 14.5 | 14.1 | ${ }^{13.5}$ | 13.2 | 12.8 | 12.5 | ${ }^{60}$ |
| 62 | 14.9 | 14.3 | ${ }^{13.5}$ | 13.1 | 12.6 | 12.3 | 11.9 | 11.6 | 62 |
| 64 | 14．0 | 13.4 | 12.7 | 12.3 | 11.7 | 11.4 | 11.0 | 10.7 | 64 |
| 66 |  | 12.6 | 11.9 | 11.5 | 10.9 | 10.6 | 10.2 | 9.9 | 66 |
| 68 |  | 11.8 | 11.1 | 10.7 | 10.2 | 9.9 | 9.4 | 9.1 | ${ }^{68}$ |
| 70 |  | 11.1 | 10.4 | 10.0 | 9.5 | 9.2 | 8.7 | 8.4 | 70 |
| 72 |  |  | 9.7 | 9.3 | 8.8 | 8.5 | 8.0 | 7.7 | 72 |
| 76 |  |  | 8.5 | 8.1 | 7.5 | 7.3 | 6.8 | 6.5 | 76 |
| 80 |  |  |  | 7.0 | ${ }^{6.4}$ | 6.1 | 5.7 | 5.4 | 80 |
| 84 |  |  |  |  | 5.4 | 5.1 | 4.7 | 4.4 | 84 |
| 88 |  |  |  |  |  |  | 3.8 | 3.5 | 88 |
| 92 |  |  |  |  |  |  | ${ }^{3} .0$ |  | 92 |
|  | 6 | 6 | 6 | 5 | 4 | 4 | 3 | 3 |  |








法：为防止事故发生，使用F9，F12图定副筫组合式时，必须使用重量大于2．5的帛钩。

## 固定副臂工况起臂表 Fixed Jib Raising Table

1．配重组合（转台配重 + 车身配重）： $130+50 t$

|  | F9 | F12 | F18 | F24 | F30 | F36 | F42 |  | F9 | F12 | F18 | F24 | F30 | F36 | F42 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H24 | － | － | － | － | $\bullet$ | － | － | H24 | － | $\bullet$ | $\bullet$ | － | － | $\bullet$ | $\bullet$ |
| нзо | $\bullet$ | － | － | － | $\bullet$ | － | － | нзо | $\bullet$ | － | － | － | － | － | － |
| H36 | － | $\bullet$ | $\bullet$ | － | $\bullet$ | $\bullet$ | － | нз6 | $\bullet$ | $\bullet$ | $\bullet$ | － | － | － | － |
| H42 | $\bullet$ | － | $\bullet$ | － | $\bullet$ | $\bullet$ | － | H42 | $\bullet$ | $\bullet$ | $\bullet$ | － | － | － | － |
| H48 | $\bullet$ |  | $\bullet$ | － |  | － | － | H48 | $\bullet$ | － | － |  | － | － | － |
| ${ }^{\text {H54 }}$ | $\bullet$ | － | $\bullet$ | － | $\bullet$ | $\bullet$ | $\bullet$ | H54 | $\bullet$ | － | － | － | $\bullet$ | $\bullet$ | $\bullet$ |
| H60 | － | － | $\bullet$ | － | $\bullet$ | $\bullet$ | － | нво | $\bullet$ | － | － | － | － | － | $\bullet$ |
| H66 | $\bullet$ | － | － | $\bullet$ | $\bullet$ | － | － | H66 | $\bullet$ | $\bullet$ | － | － | － | $\bigcirc$ | $\bigcirc$ |
| H72 | $\bullet$ | $\bullet$ | $\bullet$ | － | $\bullet$ | $\bigcirc$ | ＊ | H72 | $\bullet$ | $\bullet$ | $\bullet$ | $\bigcirc$ | $\bigcirc$ | ＊ | ＊ |
| －${ }^{7} 78$ | $\bullet$ | $\bullet$ | $\bullet$ | $\bigcirc$ | $\times$ | $\times$ | x | － $\mathrm{H7} 8$ | － | $\bigcirc$ | $\bigcirc$ | $\times$ | ＊ | ＊ | $\times$ |
| －${ }^{84}$ | － | $\bigcirc$ | $\times$ | $\times$ | $\times$ | $\times$ | x |  |  |  |  |  |  |  |  |

III．配重组合（转台配重 + 车身配重）： $90 t+50 \mathrm{t}$

|  | F9 | F12 | F18 | F24 | F30 | ${ }^{\text {F36 }}$ | F42 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H24 | － | － | $\bullet$ | $\bullet$ | － | － | － |
| нзо |  | － | $\bullet$ | $\bullet$ | $\bullet$ | $\bullet$ | － |
| н36 | － | $\bullet$ | $\bullet$ | $\bullet$ | － | $\bullet$ | － |
| H42 | － | － | $\bullet$ | － | － | － | － |
| ${ }^{\text {H48 }}$ | $\bullet$ | － | $\bullet$ | $\bullet$ | $\bullet$ | － | － |
| H54 | $\bullet$ | － | － | $\bullet$ | － | － | － |
| н6о | $\bullet$ | $\bullet$ | $\bullet$ | $\bullet$ | $\bullet$ | $\bullet$ | $\bullet$ |
| ${ }_{4}^{466}$ | － | － | $\bullet$ | － | $\bigcirc$ | ＊ | ＊ |
| H72 | － | $\bigcirc$ | $\bigcirc$ | $\times$ | $\times$ | $\times$ | ＊ |

注释：
1．起算时，请将履茦驱动轮置干东体在后方起算。
2． $0^{-2}$ 轻型主臂长度需要使用 1.31 m原䋲。
3．＂•＂－－可以起算。
4．＂ 0 ＂一－需要模块起等。
5．＂$\times$＂- －不可起臂，工況不可使用

11．配重组合（转台配重 + 车身配重）： $110+50 \mathrm{t}$
固定副憵 9 m
转台配重： 130
主臂长度： $24 \mathrm{~m} \sim 84 \mathrm{~m}$

|  | 主憵长度Boom length |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | ${ }^{\mathrm{H} 24}$ | ${ }^{\text {H30 }}$ | H36 | $\underset{i}{\mathrm{H} 42}$ | $\begin{gathered} \mathrm{H} 48 \\ 1 \end{gathered}$ | $\begin{gathered} \text { H54 } \\ 1 \end{gathered}$ | H60 | H66 | H72 | $\begin{gathered} 478 \\ 1 \end{gathered}$ | H84 |  |
| 8 | 130．0＊ | 130．0＊ |  |  |  |  |  |  |  |  |  | 8 |
| 9 | ${ }^{130.0}{ }^{\text {＂}}$ | ${ }^{130.0{ }^{\text {² }}}$ | 130.0 |  |  |  |  |  |  |  |  | 9 |
| 10 | 130．0＊ | 130.0 | 130.0 | 130.0 | 130.0 |  |  |  |  |  |  | 10 |
| 11 | 130.0 | 130.0 | ${ }_{130.0}$ | 130.0 | 130.0 | 1300 | 130.0 |  |  |  |  | 11 |
| 12 | 130.0 | 130.0 | 130.0 | 130.0 | 130.0 | 130.0 | 130.0 | 120.0 | 107.0 |  |  | 12 |
| 13 | 130.0 | 130.0 | 130.0 | 130.0 | 129.0 | 125.0 | 120.0 | 115.0 | 106.0 | 93.2 | 81.2 | 13 |
| 14 | 130.0 | 130.0 | 129.0 | 124.0 | 120.0 | 115.0 | 11.0 | 107.0 | 103.0 | 92.7 | 80.7 | 14 |
| 15 | 121.0 | 121.0 | 119.0 | 115.0 | 111.0 | 107.0 | 103.0 | 100.0 | 96.5 | 92.1 | 80.1 | 15 |
| 16 | 111.0 | 11.0 | 111.0 | 107.0 | 103.0 | 100.0 | 96.8 | 93.5 | 90.2 | 87.2 | 79.5 | 16 |
| 17 | 102.0 | 102.0 | 101.0 | 100.0 | 97.1 | 93.9 | 90.6 | 87.6 | 84.6 | ${ }^{81.8}$ | 79.0 | 17 |
| 18 | 94.7 | 94.3 | 93.9 | 93.5 | 91.1 | 88.1 | 85.2 | ${ }^{82} .4$ | 79.6 | 76.9 | 74.3 | 18 |
| 19 | ${ }^{87.9}$ | 87.5 | 87.0 | 86.6 | 85.8 | 83.0 | 80.2 | 7.6 | 75.0 | 72.5 | 70.0 | 19 |
| 20 | 81.9 | 81.5 | 81.0 | 80.6 | 80.1 | 78.3 | 75.7 | 73.3 | 70.8 | 68.5 | 66.2 | 20 |
| 22 | 71.9 | 71.4 | 70.9 | 70.5 | 69.9 | 69.5 | 67.9 | 65.7 | 63.5 | 61.4 | 59.3 | ${ }^{22}$ |
| 24 | 63.8 | ${ }_{63}{ }^{3}$ | 62.8 | 62.4 | 61.8 | 61.3 | 60.7 | 59.3 | 57.3 | 55.4 | 53.5 | 24 |
| 26 | 57.1 | 56.7 | 56.1 | 55.7 | 55.1 | 54.6 | 54.0 | 53.4 | 52.0 | 50.3 | 48.5 | 26 |
| 28 | 51.5 | 51.1 | 50.5 | 50.1 | 49.5 | 49.0 | 48.3 | 47.8 | 47.1 | 45.8 | 44.1 | ${ }^{28}$ |
| 30 | 46.8 | 46.4 | 45.8 | 45.4 | 44.7 | 44.2 | 43.5 | 43.0 | 42.3 | 41.8 | 40.2 | 30 |
| 32 | 42.6 | 42.3 | 41.7 | 41.3 | 40.6 | 40.1 | 39.4 | 3.9 | 38.2 | 37.6 | 36.8 | 32 |
| 34 |  | ${ }^{38.7}$ | 38.2 | 37.7 | 37.1 | 36.5 | 35.9 | 35.3 | 34.6 | 34.0 | 33.4 | 34 |
| 36 |  | 35.6 | 35.0 | 34.6 | 34.0 | 33.4 | 32.7 | 32.1 | 31.4 | 30.9 | 30.2 | ${ }^{36}$ |
| 38 |  |  | ${ }^{32} .3$ | 31.9 | 31.2 | 30.7 | 30.0 | 29.4 | 28.7 | 28.1 | 27.4 | ${ }^{38}$ |
| 40 |  |  | 29.8 | 29.4 | 28.7 | 28.2 | 27.5 | 26.9 | 26.2 | 25.6 | 24.9 | 40 |
| 42 |  |  | 27.5 | 27.2 | 26.5 | 26.0 | 25.3 | 24.7 | 24.0 | 23.4 | 22.7 | 42 |
| 44 |  |  |  | 25.2 | 24.5 | 24.0 | 23.3 | 22.7 | 22.0 | 21.4 | 20.7 | 44 |
| 46 |  |  |  | 23.3 | 22.7 | 22.2 | 21.5 | 20.9 | 20.1 | 19.6 | 18.9 | 46 |
| 48 |  |  |  |  | 21.1 | 20.5 | 19.8 | 19.2 | 18.5 | 17.9 | 17.2 | 48 |
| 50 |  |  |  |  | 19.5 | 19.0 | 18.3 | 17.7 | 17.0 | 16.4 | 15.7 | 50 |
| 52 |  |  |  |  | 18.1 | 17.6 | 16.9 | 16.3 | 15.6 | 15.0 | 14.3 | 52 |
| 54 |  |  |  |  |  | 16.3 | 15.6 | 15.0 | 14.3 | ${ }^{13.8}$ | 13.0 | 54 |
| 56 |  |  |  |  |  | 15.1 | 14.5 | 13.9 | 13.1 | 12.6 | 11.8 | 56 |
| 58 |  |  |  |  |  | 14.0 | 13.3 | 12.8 | 12.0 | 11.5 | 10.7 | 58 |
| ${ }^{60}$ |  |  |  |  |  |  | 123 | 11.7 | 11.0 | 10.4 | 9.7 | 60 |
| 62 |  |  |  |  |  |  | 11.3 | 10.8 | 10.0 | 9.5 | 8.7 | 62 |
| 64 |  |  |  |  |  |  |  | 9.9 | 9.1 | 8.6 | 7.9 | 64 |
| 66 |  |  |  |  |  |  |  | 9.0 | ${ }^{8.3}$ | 7.8 | 7.0 | 66 |
| ${ }^{68}$ |  |  |  |  |  |  |  | 8.2 | 7.5 | 7.0 | 6.2 | ${ }_{68}$ |
| 70 |  |  |  |  |  |  |  |  | ${ }_{6.8}$ | 6.2 | 5.5 | 70 |
| 72 |  |  |  |  |  |  |  |  | ${ }_{6} .0$ | 5.5 | 4.8 | 72 |
| 74 |  |  |  |  |  |  |  |  |  | 4.9 | 4.1 | 74 |
| 78 |  |  |  |  |  |  |  |  |  | 3.6 | 2.9 | 78 |
|  | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 8 | 7 | 6 | 6 | 浐㙂（28） |

注意：1，实际起重量必须从本表的颣定起重是中堿去吊钧，吊具及维结在吊钿及臂头上的钢丝绳的重量
2，表中额定載荷是在水平坚硬地面，重物柀澺侵平稳品起，非行走吊重工作时的值。


5，…处较台距重 90 。
标准：GB／DIN／ISO
$360^{\circ}$ 回转固定副臂：42m
寺副緊夹角 $10^{\circ}$
主副臂夹角：10
主臂长度： $24 \mathrm{~m} \sim 66 \mathrm{~m}$

|  | 主臂长度Boom length |  |  |  |  |  |  |  | $\underset{\substack{\text { 作业鈝 } \\(\mathrm{m})}}{ }$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | H24 | $\underset{\mathrm{t}}{\mathrm{H} 30}$ | H36 | $\begin{gathered} \mathrm{H} 42 \\ 1 \end{gathered}$ | $\begin{gathered} \mathrm{H} 48 \\ 1 \end{gathered}$ | ${ }^{\text {H54 }}$ | H60 | H66 |  |
| 17 | 31.8 |  |  |  |  |  |  |  | 17 |
| 18 | 31.4 | 31.0 | 30.6 |  |  |  |  |  | 18 |
| 19 | 31.0 | 30.6 | ${ }^{30.3}$ | 29.9 | 29.5 |  |  |  | 19 |
| 20 | 30.6 | 30.3 | 29.9 | 29.6 | 29.2 | 28.8 | 28.3 |  | ${ }^{20}$ |
| 22 | 29.9 | 29.6 | 29.3 | 29.0 | 28.6 | 28.3 | 27．8 | 27.1 | 22 |
| 24 | 29.2 | 28.9 | 28.6 | 28.3 | 28.0 | 27.7 | 27.3 | 26.7 | 24 |
| 26 | 28.5 | 28.2 | 27.9 | 27.7 | 27.5 | 27.2 | 26.8 | 26.3 | 26 |
| ${ }^{28}$ | 27.8 | 27.5 | 27.3 | 27.1 | 26.9 | 26.6 | 26.3 | 25.8 | ${ }^{28}$ |
| 30 | 27.2 | 26.9 | 26.7 | 26.5 | 26.3 | 26.1 | 25.8 | 25.4 | 30 |
| 32 | 26.6 | 26.3 | 26.1 | 25.9 | 25.7 | 25.6 | 25.3 | 24.9 | 32 |
| 34 | 25.7 | 25.7 | 25.5 | 25.4 | 25.2 | 25.1 | 24.8 | 24.5 | 34 |
| 36 | 24.8 | 25.2 | 24.9 | 24.8 | 24.7 | 24.6 | 24.4 | 24.0 | 36 |
| ${ }^{38}$ | 23.9 | 24.6 | 24.4 | 24.3 | 24.1 | 24.1 | 23.9 | 23.6 | ${ }^{36}$ |
| 40 | 23.0 | 24.1 | 23.9 | 23.8 | 23.7 | 23.6 | 23.4 | 23.2 | 40 |
| 42 | 22.3 | 23.3 | 23.4 | 23.3 | 23.2 | 23.1 | 23.0 | 22.7 | 42 |
| 44 | 21.6 | 22.6 | 22.9 | 22.8 | 22.7 | 22.7 | 22.6 | 22.3 | 44 |
| 46 | 20.9 | 21.9 | 22.5 | 22.4 | 22.3 | 22.2 | 22.1 | 21.9 | 46 |
| 48 | 20.3 | 21.3 | 22.1 | 22.0 | 21.8 | 21.8 | 21.7 | 21.5 | 48 |
| 50 | 19.8 | 20.7 | 21.6 | 21.5 | 21.4 | 21.2 | 20.6 | 20.0 | 50 |
| 52 | 19.3 | 20.2 | 21.1 | 21.0 | 20.4 | 19.8 | 19.2 | 18.6 | 52 |
| 54 | 18.8 | 19.7 | 20.3 | 19.7 | 19.1 | 18.5 | 17.8 | 17.2 | 54 |
| 56 | 18.4 | 19.3 | 19.1 | 18.5 | 17.9 | 17.3 | 16.6 | 16.0 | 56 |
| ${ }_{58}$ | 18.0 | 18.7 | 18.0 | 17.4 | 16.7 | 16.1 | 15.5 | 14.9 | 58 |
| 60 | 17.6 | 17.6 | 17.0 | 16.4 | 15.7 | 15.1 | 14.4 | ${ }^{13.8}$ | 60 |
| 62 | 17.3 | 16.6 | 16.0 | 15.4 | 14.7 | 14.1 | 13.4 | 12.8 | 62 |
| 64 |  | 15.7 | 15.1 | 14.5 | 13.8 | 13.2 | 12.5 | 11.9 | 64 |
| 66 |  | 14.9 | 14.2 | 13.6 | 12.9 | 12.3 | 11.6 | 11.0 | 66 |
| ${ }^{68}$ |  | 14.0 | 13.4 | 12.8 | 12.1 | 11.5 | 10.8 | 10.2 | ${ }^{68}$ |
| 70 |  |  | ${ }^{12.6}$ | 12.1 | 11.4 | 10.8 | 10.1 | 9.4 | 70 |
| 72 |  |  | 11.9 | 11.3 | 10.6 | 10.0 | 9.3 | 8.7 | 72 |
| 74 |  |  |  | 10.6 | 10.0 | 9.4 | 8.6 | 8.0 | 74 |
| 76 |  |  |  | 10.0 | ${ }_{9} 9$ | 8.7 | 8.0 | 7.4 | 76 |
| 78 |  |  |  | 9.4 | 8.7 | 8.1 | 7.4 | 6.7 | 78 |
| 80 |  |  |  |  | 8.1 | 7.5 | ${ }^{6.8}$ | 6.2 | 80 |
| 82 |  |  |  |  | 7.5 | 6.9 | 6.2 | 5.6 | 82 |
| 84 |  |  |  |  | 7.0 | 6.4 | 5.7 | 5.1 | ${ }^{84}$ |
| 86 |  |  |  |  |  | 5.9 | 5.2 | 4.6 | ${ }^{96}$ |
| 88 |  |  |  |  |  | 5.4 | 4.7 | 4.1 | 88 |
| 90 |  |  |  |  |  |  | 4.2 | 3.6 | 90 |
| 92 |  |  |  |  |  |  | 3．8 | 3.2 | 92 |
| 94 |  |  |  |  |  |  | ${ }^{3.3}$ | 2.7 | 94 |
|  | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 信缽（Q28） |

 2，表中额定載荷是在水平坚硬地面，重物枚绶信平楾吊起，非行走吊重工作时的值。


标准：GB／DIN／SO
$360^{\circ}$ 回转
固定副臂： 9 m
转台配重： 130 t主副臂夹角： 30

主臂长度： $24 \mathrm{~m} \sim 84 \mathrm{~m}$

| $\begin{gathered} \text { F9 } \\ \substack{\text { 传业湅 } \\ (\mathrm{m})} \end{gathered}$ | 主臂长度Boom length |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | ${ }_{1}^{\mathrm{H} 24}$ | $\begin{gathered} \mathrm{H} 30 \\ \mathrm{t} \end{gathered}$ | H86 | $\underset{i}{\mathrm{H} 42}$ | $\begin{gathered} \mathrm{H} 48 \\ 1 \end{gathered}$ | $\begin{gathered} \text { H54 } \\ 1 \end{gathered}$ | ${ }^{H 60}$ | $H 66$ | H72 | $\begin{gathered} \mathrm{H78} \\ \hline \end{gathered}$ | $\underset{1}{\mathrm{H} 84}$ |  |
| 11 | ${ }_{123.0}{ }^{\text {a }}$ | 126.0 |  |  |  |  |  |  |  |  |  | 11 |
| 12 | ${ }^{118.00^{\circ}}$ | 121.0 | 124.0 | 123.0 |  |  |  |  |  |  |  | 12 |
| 13 | 114.0 | 118.0 | 121.0 | 123.0 | 125.0 | 126.0 |  |  |  |  |  | 13 |
| 14 | 110.0 | 114.0 | 117.0 | 120.0 | 122.0 | 118.0 | 114.0 | 110.0 |  |  |  | 14 |
| 15 | 107.0 | 11.0 | 114.0 | 117.0 | 113.0 | 110.0 | 106.0 | 102.0 | 99.4 | 81.3 |  | 15 |
| 16 | 103.0 | 108.0 | 111.0 | 109.0 | 106.0 | 102.0 | 99.3 | 96.0 | 92.9 | 80.1 | 76.4 | 16 |
| 17 | 100.0 | 103.0 | 1030 | 102.0 | 99.2 | 96.1 | 93.0 | 90.0 | 87.1 | 78.9 | 75.6 | 17 |
| 18 | 95.8 | 95.6 | 95.4 | 95.2 | 93.1 | 90.2 | 87.3 | 84.6 | 81.9 | 77.8 | 74.9 | 18 |
| 19 | 88.9 | 88.7 | 88.4 | 88.2 | 87.6 | 84.9 | 82.2 | 79.7 | 77.1 | 74.7 | 72.3 | 19 |
| 20 | 82.8 | 82.6 | 82.2 | 82.0 | 81.6 | 80.1 | 77.6 | 75.2 | 728 | 70.6 | 68.3 | 20 |
| 22 | 72.6 | 72.3 | 71.9 | 71.7 | 71.3 | 70.9 | 69.5 | 67.4 | 65.3 | 63.3 | 61.3 | 22 |
| 24 | 64.4 | 64.1 | 63.7 | 63.4 | 62.9 | 62.6 | 62.1 | 60.9 | 58.9 | 57.1 | 55.2 | ${ }^{24}$ |
| 26 | 57.6 | 57.3 | 56.9 | 56.6 | 56.1 | 55.7 | 55.2 | 54.8 | 53.4 | 51.8 | 50.0 | ${ }^{26}$ |
| ${ }^{28}$ | 51.9 | 51.6 | 51.2 | 50.9 | 50.4 | 49.9 | 49.4 | 49.0 | 48.4 | 47.1 | 45.5 | ${ }^{28}$ |
| 30 | 47.0 | 46.8 | 46.3 | 46.0 | 45.5 | 45.1 | 44.5 | 44.0 | 43.5 | 43.0 | 41.5 | ${ }^{30}$ |
| 32 | 42.7 | 42.6 | 42.2 | 41.8 | 41.3 | 40.9 | 40.3 | 39.8 | 39.2 | 38.8 | 38.0 | 32 |
| 34 |  | 38.9 | 38.5 | 38.2 | 37.7 | 37.2 | 36.6 | 36.1 | 35.6 | 35.1 | 34.5 | 34 |
| 36 |  | 35.7 | 35.3 | 35.0 | 34.5 | 34.0 | 33.4 | 32.9 | 32.3 | 31.8 | 31.2 | 36 |
| 38 |  |  | 32.5 | 32.2 | 31.6 | 31.2 | 30.6 | 30.1 | 29.5 | 29.0 | 28.3 | 38 |
| 40 |  |  | 29.9 | 29.6 | 29.1 | 28.7 | 28.1 | 27.5 | 26.9 | 26.4 | 25.8 | 40 |
| 42 |  |  | 27.6 | 27.4 | 26.8 | 26.4 | 25.8 | 25.3 | 24.6 | 24.1 | 23.5 | 42 |
| 44 |  |  |  | 25.3 | 24.8 | 24.3 | 23.7 | 23.2 | 22.6 | 22.1 | 21.4 | 44 |
| 46 |  |  |  | 23.4 | 22.9 | 22.5 | 21.9 | 21.3 | 20.7 | 20.2 | 19.5 | 46 |
| ${ }_{48}$ |  |  |  | 21.6 | 21.2 | 20.8 | 20.2 | 19.6 | 19.0 | 18.5 | 17.8 | 48 |
| 50 |  |  |  |  | 19.6 | 19.2 | 18.6 | 18.1 | 17.4 | 16.9 | 16.2 | 50 |
| 52 |  |  |  |  | 18.1 | 17.8 | 17.2 | 16.6 | 16.0 | 15.5 | 14.8 | 52 |
| 54 |  |  |  |  |  | 16.4 | 15.8 | 15.3 | 14.7 | 14.2 | 13.5 | 54 |
| 56 |  |  |  |  |  | 15.2 | 14.6 | 14.1 | 13.4 | 12.9 | 12.3 | 56 |
| 58 |  |  |  |  |  | 14.0 | 13.4 | 12.9 | 12.3 | 11.8 | 11.1 | 58 |
| 60 |  |  |  |  |  |  | 12.4 | 11.9 | 11.2 | 10.7 | 10.0 | 60 |
| 62 |  |  |  |  |  |  | 11.3 | 10.9 | 10.2 | 9.7 | 9.1 | 62 |
| 64 |  |  |  |  |  |  |  | 9.9 | 9.3 | 8.8 | 8.1 | 64 |
| ${ }^{68}$ |  |  |  |  |  |  |  | 8.2 | 7.6 | 7.1 | 6.4 | ${ }_{68}$ |
| 74 |  |  |  |  |  |  |  |  | 5.3 | 4.9 | 4.2 | 74 |
| 78 |  |  |  |  |  |  |  |  |  | 3.6 | 3.0 | 78 |
| 信事（ © 28） | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 7 | 5 | ， | 信辛（Q28） |

注意：1，实际起重量必须从本表的㬵定起重量中减去吊钩，吊具及缠绕在吊钩及辟头上的钢丝総的重量。
2，表中额定載荷是在水平坚硬地面，重物被梳绶平平急吊起，非行走吊重工作时的值。


5．ㄱ․ 处转台配重 90 。

标准：GB／DIN／SO
$360^{\circ}$ 回转
固定副臂： 42 m
转台配重：130
主副臂夹角：30
车身配重： 50 t

|  | 主㮣长度Boom length |  |  |  |  |  |  |  | $\underset{\substack{\text { 隹业糧垤 } \\(\mathrm{m})}}{ }$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | н24 | $\underset{\mathrm{t}}{\mathrm{H} 30}$ | H36 | $\underset{t}{\mathrm{H} 4 \mathrm{Z}}$ | H48 | ${ }^{\text {H54 }}$ | H60 | H66 |  |
| 30 | 23.7 | 23.9 |  |  |  |  |  |  | 30 |
| 32 | 22.9 | 23.2 | ${ }^{23.4}$ | 23.6 | 23.8 | 23.9 |  |  | 32 |
| 34 | 22.2 | 22.5 | 22.8 | 23.0 | 23.2 | 23.4 | 23.5 | 23.7 | 34 |
| 36 | 21.5 | 21.9 | 22.2 | 22.4 | 22.7 | 22.9 | 23.1 | 23.2 | ${ }^{36}$ |
| ${ }^{38}$ | 20.9 | 21.3 | 21.6 | 21.9 | 22.2 | 22.4 | 22.6 | 22.8 | ${ }^{88}$ |
| 40 | 20.3 | 20.7 | 21.1 | 21.4 | 21.7 | 21.9 | 22.2 | 22.4 | 40 |
| 42 | 19.8 | 20.2 | 20.6 | 20.9 | 21.2 | 21.5 | 21.7 | 22.0 | 42 |
| 44 | 19.3 | 19.8 | 20.2 | 20.5 | 20.8 | 21.1 | 21.4 | 21.6 | 44 |
| 46 | 18.9 | 19.3 | 19.7 | 20.1 | 20.4 | 20.7 | 21.0 | 21.2 | 46 |
| 48 | 18.5 | 18.9 | 19.3 | 19.7 | 20.0 | 20.4 | 20.6 | 20.9 | 48 |
| 50 | 18.1 | 18.6 | 19.0 | 19.4 | 19.7 | 20.0 | 20.3 | 20.6 | 50 |
| 52 | 17.7 | 18.2 | 18.6 | 19.0 | 19.4 | 19.7 | 20.0 | 20.2 | 52 |
| 54 | 17.2 | 17.9 | 18.3 | 18.7 | 19.1 | 19.4 | 19.7 | 19.6 | 54 |
| 56 | 16.7 | 17.4 | 18.0 | 18.4 | 18.8 | 19.1 | 18.7 | 18.3 | 56 |
| ${ }_{58}$ | 16.2 | 16.9 | 17.6 | 18.1 | 18.3 | 17.9 | 17.4 | 17.0 | 58 |
| 60 | 15.8 | 16.5 | 17.2 | 17.6 | 17.1 | 16.7 | 16.3 | 15.8 | 60 |
| 62 | 15.4 | 16.1 | 16.7 | 16.5 | 16.1 | 15.6 | 15.2 | 14.7 | 62 |
| 64 | 15.2 | 15.7 | 15.9 | 15.5 | 15.1 | 14.6 | 14.1 | 13.7 | 64 |
| 66 |  | 15.4 | 15.0 | 14.6 | 14.1 | 13.7 | 13.2 | 12.7 | 66 |
| ${ }_{68}$ |  | 14.5 | 14.1 | 13.7 | 13.2 | 12.8 | 123 | 11.8 | ${ }_{68}$ |
| 70 |  | 13.5 | 13.2 | 12.9 | 12.4 | 11.9 | 11.4 | 11.0 | 70 |
| 72 |  |  | 12.4 | 12.0 | 11.6 | 11.1 | 10.6 | 10.1 | 72 |
| 74 |  |  | 11.5 | 11.3 | 10.8 | 10.4 | 9.8 | 9.4 | 74 |
| 76 |  |  | 10.7 | 10.5 | 10.1 | 9.6 | 9.1 | 8.6 | 76 |
| 78 |  |  |  | 9.8 | ${ }^{9.3}$ | 8.9 | 8.4 | 7.9 | 78 |
| 80 |  |  |  | 9.0 | 8.7 | 8.3 | 7.7 | 7.3 | ${ }^{80}$ |
| 82 |  |  |  |  | 8.0 | 7.6 | 7.1 | 6.6 | 82 |
| 84 |  |  |  |  | 73 | 7.0 | 6.5 | 6.0 | ${ }^{84}$ |
| 86 |  |  |  |  | 6.7 | 6.4 | 5.9 | 5.4 | 86 |
| 88 |  |  |  |  |  | 5.8 | 5.3 | 4.9 | 88 |
| 90 |  |  |  |  |  | 5.2 | 4.8 | 4.3 | 90 |
| 92 |  |  |  |  |  |  | 4.2 | ${ }^{3.8}$ | 92 |
| 94 |  |  |  |  |  |  | 3.7 | 3.3 | 94 |
| 96 |  |  |  |  |  |  | 3.1 | 2.8 | 96 |
| 98 |  |  |  |  |  |  |  |  | 98 |
|  | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 信率（288） |







工作幅度（米） Working radius（m）

```
A，盾构工况主臂臂节组合
```


## 盾构工况起臂表

TBM Boom Raising Table

1．配重组合（转台配重 + 车身配重）： $130+50 t$


II．配重组合（转台配重 + 车身配重）： $110 t+50 t$



III．配重组合（转台配重 + 车身配重）： $90 t+50 \mathrm{t}$


2．＂•＂－－可以起简。
3．为防止事故的发生，当使用盾构工况时，主憵必须使用重量大于 3．96的吊钩，固定副憵必须使用重量大干2．51的吊钩。

盾构工况（HBF）载荷表
TBM（HBF）Lifting Load Chart

盾构工况（HBF）载荷表
TBM（HBF）Lifting Load Chart

| －盾构工况主钧单独吊装载荷表 |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 标准：GB／DIN／ISO |  | $360^{\circ}$ 回转 <br> 副臂长度： $9 \mathrm{~m} \sim 12 \mathrm{~m}$ |  | 转台配重： 130 t | 车身配重： 50 t |  |  |
|  | 主留长度Boom lengt |  |  |  | 主筲长度Boom length |  |  |
| f9 |  |  | ¢9 | F12 |  |  | F12 |
| $\underset{(\mathrm{m})}{\substack{\text { 解㸷 }}}$ | H24 | $\begin{gathered} \text { нзо } \\ 1 \end{gathered}$ |  |  | $\begin{gathered} \text { H24 } \\ 1 \end{gathered}$ | $\begin{gathered} \text { H30 } \\ \text { t } \end{gathered}$ |  |
| 6 | 2900 | 286.0 | 6 | 6 | 29.0 | 286.0 | 6 |
| 7 | 250.0 | 247.0 | 7 | 7 | 250.0 | 247.0 | 7 |
| 8 | 220.0 | 217.0 | 8 | 8 | 218.9 | 217.0 | 8 |
| 9 | 195.2 | 194.9 | 9 | 9 | 194.0 | 193.7 | 9 |
| 10 | 175.0 | 174.6 | 10 | 10 | 173.7 | 172.9 | 10 |
| 11 | 158.2 | 157.7 | 11 | ${ }^{11}$ | 157.0 | 154.5 | 11 |
| 12 | 144.1 | 142.1 | 12 | 12 | 142.2 | 13.1 | 12 |
| 13 | 13.7 | 128.9 | 13 | 13 | 128.7 | 126.1 | ${ }^{13}$ |
| 14 | 120.0 | 117.6 | 14 | 14 | 117.1 | 115.0 | 14 |
| 15 | 1099 | 107.8 | 15 | 15 | 107.1 | 1053 | 15 |
| 16 | 99.4 | 99.2 | 16 | 16 | 97.9 | 96.8 | 16 |
| 17 | 90.4 | 90.8 | 17 | 17 | 89.0 | 89.3 | 17 |
| 18 | 827 | 83.1 | 18 | 18 | 81.3 | ${ }^{81.8}$ | 18 |
| 19 | 76.0 | 76.3 | 19 | 19 | 74.5 | 75.1 | 19 |
| 20 | 70.0 | 70.4 | ${ }^{20}$ | 20 | 69.6 | 69.2 | ${ }^{20}$ |
| ${ }^{22}$ |  | 60.5 | ${ }^{22}$ | ${ }^{22}$ |  | 59.3 | 22 |
| 24 |  | 52.5 | 24 | 24 |  | 51.3 | 24 |
| 倠事（ P28）$^{\text {a }}$ | 22 | 21 | 信事（ P28）$^{\text {a }}$ | 信䒠（028） | ${ }^{22}$ | 21 |  |






盾构工况副钩单独吊装载荷表

| 标准：GB／DIN／ISO |  | $360^{\circ}$ 回转 <br> 副臂长度： $9 \mathrm{~m} \sim 12 \mathrm{~m}$ |  | 转台配重：130t <br> 主副臂夹角： $10^{\circ}$ | 车身配重： 50 t <br> 主臂长度： $24 \mathrm{~m} \sim 30 \mathrm{~m}$（主臂空钩） |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| F9 | 主碚长 | mength | F9 | F12 | 主筧长 | length | F12 |
|  | H24 | ${ }^{\text {нзо }}$ |  |  | $\stackrel{\mathrm{H} 24}{\mathrm{t}}$ | ${ }_{c}^{\text {H30 }}$ |  |
| 8 | 130.0 | 130.0 | 8 | － | 124.0 | 127.0 | 9 |
| ， | 1300 | 130.0 | 9 | 10 | 122.0 | 123.0 | 10 |
| 10 | 130.0 | 130.0 | 10 | 11 | 120.0 | 121.0 | 11 |
| 11 | 13300 | 130.0 | 11 | 12 | 119.0 | 120.0 | 12 |
| 12 | 130.0 | 130.0 | 12 | 13 | 118.0 | 119.0 | 13 |
| 13 | 13.0 | 130.0 | 13 | 14 | 116.0 | 1180 | 14 |
| 14 | 128.5 | 127．2 | 14 | 15 | 115.0 | 117.0 | 15 |
| 15 | 118.7 | 117.4 | 15 | 16 | 109.5 | 108.9 | 16 |
| 16 | 108.6 | 108.0 | 16 | 17 | 100.4 | 99.7 | 17 |
| 17 | 99.5 | 98.8 | 17 | 18 | 92.5 | 91.8 | 18 |
| 18 | 91.6 | 90.9 | 18 | 19 | 85.7 | 85.0 | 19 |
| 19 | 84.8 | 84.1 | 19 | ${ }^{20}$ | 79.7 | 79.0 | ${ }^{20}$ |
| 20 | ${ }^{78.8}$ | 78.1 | 20 | 22 | 69.6 | 68.9 | 22 |
| 22 | 68.8 | 68.0 | 22 | 24 | 61.6 | 60.7 | 24 |
| 24 | 60.7 | 59.9 | 24 | ${ }^{26}$ | 54.9 | 54.1 | 26 |
| ${ }^{26}$ | 54.0 | 53.3 | ${ }^{26}$ | 28 | 49.3 | 48.5 | ${ }^{28}$ |
| 28 | 48.5 | 47.7 | ${ }^{28}$ | 30 | 44.6 | 43.7 | 30 |
| 30 |  | 43.0 | 30 | 32 |  | 39.7 | 32 |
| 32 |  | 38.9 | 32 | 34 |  | 36.1 | 34 |
| 34 |  |  | 34 | 36 |  | 33.0 | ${ }^{6}$ |
| ${ }^{36}$ |  |  | ${ }^{36}$ | ${ }^{38}$ |  |  | ${ }^{38}$ |
| 偅䒠（026） | 10 | 10 | 信茥（26） | 撸㙂（026） | 9 | 9 | 信家（026） |





－盾构工况主副钩复合吊装载荷表

| 标准：GB／DIN／ISO |  | $360^{\circ}$ 回转 <br> 副靕长度： $9 \mathrm{~m} \sim 12 \mathrm{~m}$ |  |  | 转台配重： 130 t主副臂夹角：10 | 车身配重：50t主筲长度： $24 \mathrm{~m} \sim 30 \mathrm{~m}$ |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1．主憵长度 24 m ，主副皆带钧复合吊装 |  |  |  |  |  |  |  |  |  |  |  |
| HB24＋F9 $10^{\circ}$ |  |  |  |  |  | HB24＋F12＿10 |  |  |  |  |  |
| 主䠉角度 | $\underset{\text { 立的半復 }}{(\mathrm{m}}$ |  | 㦴铎半堔 |  |  | 主亭角剫 | $\underset{(m)}{\text { 主铬復 }}$ | 主敬戴荷 |  |  |  |
| 82.8 | 6 | 290.0 | 8.7 | 130.0 | 170.2 | 82.8 | 6 | 290.0 | 9.5 | 122.9 | 158.2 |
| 80.4 | 7 | 2500 | 10.1 | 130.0 | 167.7 | 80.4 | 7 | 250.0 | 11.1 | 119.9 | 153.9 |
| 77.9 | 8 | 220.0 | 11.5 | 130.0 | 165.7 | 77.9 | 8 | 218.9 | 12.6 | 118.4 | 151.6 |
| 75.4 | 9 | 195.2 | 12.9 | ${ }^{130.0}$ | 151.0 | 75.4 | 9 | 194.0 | 14.1 | 115.9 | 140.0 |
| 72.9 | 10 | 175.0 | 14.3 | ${ }^{125.6}$ | 137.6 | 72.9 | 10 | 173.7 | 15.6 | 111.5 | 128.0 |
| 70.3 | 11 | 158.2 | 15.7 | 111.9 | 125.9 | 70.3 | 11 | 157.0 | 17.1 | 99.2 | 117.4 |
| 67.7 | 12 | 144.1 | 17.1 | 98.9 | 115.8 | 67.7 | 12 | 142.2 | 18.7 | 88.0 | 107.7 |
| 65.0 | 13 | 131.7 | 18.5 | 88．3 | 106.6 | 65.0 | 13 | 128.7 | 20.2 | 78.8 | 98.4 |
| 62.3 | 14 | 120.0 | 19.9 | 79.6 | 96.7 | 62.3 | 14 | 117.1 | 21.7 | 71.1 | 90.2 |
| 59.4 | 15 | 109.9 | 21.2 | 72.3 | 87.8 | 59.4 | 15 | 107.1 | 23.2 | 64.7 | 82.0 |
| 56.5 | 16 | 99.4 | 22.6 | 66.0 | 80.1 | 56.5 | 16 | 97.9 | 24.7 | 59.1 | 75.0 |
| 53.4 | 17 | 90.4 | 24.0 | 60.6 | 73.5 | 53.4 | 17 | 89.0 | 26.2 | 54.3 | 68.8 |
| 50.2 | 18 | 82.7 | 25.4 | 55.9 | 67.7 | 50.2 | 18 | 81.3 | 27.7 | 50.2 | 63.5 |
| 46.9 | 19 | 76.0 | 26.8 | 51.8 | 62.7 | 46.9 | 19 | 74.5 | 29.2 | 46.5 | 58.6 |
| 43.3 | 20 | 70.0 | 28.1 | 48.1 | 58.2 | 43.3 | 20 | 68.6 | 30.6 | 43.2 | 54.2 |






标准：GB／DIN／ISO


车身配重： 50 t车身配重： 50 t
主算长度： $24 \mathrm{~m} \sim 30 \mathrm{~m}$

2．主臂长度 30 m ，主副臂带钧复合吊装

| B30＋F9 $10^{\circ}$ |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 主䟞角度 |  |  | 到吻半缺 |  |  |
| 84.2 | 6 | 286.0 | 8.4 | 130.0 | 1722 |
| 82.3 | 7 | 247.0 | 9.8 | 130.0 | 165.6 |
| 80.4 | 8 | 217.0 | 11.1 | 130.0 | 163.1 |
| 78.4 |  | 194.9 | 12.4 | 130.0 | 155.1 |
| 76.4 | 10 | 174.6 | 13.7 | 129.1 | 141.2 |
| 74.4 | 11 | 157.7 | 15.0 | 117.0 | 129.1 |
| 72.4 | 12 | 142.1 | 16.4 | 104.6 | 117.4 |
| 70.4 | 13 | 128.9 | 17.7 | 93.4 | 107.3 |
| 68.3 | 14 | 117.6 | 19.0 | 84.2 | 98.5 |
| 66.2 | 15 | 107.8 | 20.3 | 76.4 | 90.6 |
| 64.0 | 16 | 99.2 | 21.6 | 69.8 | 82.7 |
| 61.8 | 17 | 90.8 | 22.9 | 64.1 | 75.8 |
| 59.5 | 18 | 83.1 | 24.2 | 59.1 | 69.9 |
| 57.2 | 19 | 76.3 | 25.5 | 54.7 | 64.6 |
| 54.8 | 20 | 70.4 | 26.8 | 50.8 | 60.0 |

$12.10^{\circ}$

|  |  |
| :---: | :---: |
| 126.1 | 159.6 |
| 121.7 | 153.2 |
| 119.9 | 150.3 |
| 118.5 | 144.7 |
| 117.1 | 131.9 |
| 105.9 | 119.7 |
| 93.9 | 109.0 |
| 84.1 | 99.8 |
| 76.0 | 91.7 |
| 69.1 | 84.5 |
| 63.2 | 77.9 |
| 58.1 | 71.5 |
| 53.6 | 65.9 |
| 49.6 | 61.0 |
| 46.1 | 56.5 |






|  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| W24 | $\dagger$ | 1 | 0 | 0 | 1 |
| w30 | 1 | 1 | 1 | 0 | 1 |
| W36 | 1 | 1 | 0 | 1 | 1 |
| W42 | 1 | 1 | 1 | 1 | 1 |
| W48 | 1 | 1 | 0 | 2 | 1 |
| w54 | 1 | 1 | 1 | 2 | 1 |
| w60 | 1 | 1 | 0 | 3 | 1 |
| W66 | 1 | 1 | 1 | 3 | 1 |

## 塔式工况起臂表

Tower Jib Raising Table

1．配重组合（转台配重 + 车身配重）： $130 \mathrm{t}+50 \mathrm{t}$

|  | W24 | w30 | W36 | W42 | W48 | W54 | w60 | w66 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H24 | － | － | $\bullet$ | － | － | － | $\bullet$ | $\bullet$ |
| нзо | － | － | － | － | － | － | － | － |
| нз6 | － | － | － | － | － | － | － | － |
| ${ }^{\text {H42 }}$ | － | － | － | － | － | － | － | － |
| ${ }^{\text {H48 }}$ | － | － | － | － | － | － | － | － |
| H54 | － | － | － | － | － | － | － | － |
| ${ }^{\text {H60 }}$ | － | － | － | $\bullet$ | － | － | － | $\bullet$ |

II．配重组合（转台配重＋车身配重）： $110 t+50 t$

|  | W24 | w30 | w36 | W42 | W48 | W54 | W60 | W66 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ${ }_{\text {H24 }}$ | － | － | － | $\bullet$ | － | － | － | － |
| нзо | － | － | － | － | － | － | － | － |
| H36 | － | － | － | － | － | － | － | － |
| H42 | － | － | － | － | － | － | － | － |
| H48 | － | － | － | $\bullet$ | － | － | － | － |
| H54 | － | － | － | － | － | － | － | － |
| н60 | － | $\bigcirc$ | － | － | － | $\bigcirc$ | － | － |

## III．配重组合（转台配重 + 车身配重）：90t +50

|  | W24 | w30 | W36 | w42 | W48 | W54 | w60 | W66 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| H24 | － | － | － | － | － | － | － | － |
| нзо | － | － | － | － | － | － | － | － |
| H36 | － | － | － | － | － | － | － | － |
| H42 | － | － | － | － | － | － | $\bullet$ | － |
| ${ }^{\text {H48 }}$ | － | － | － | － | － | － | － | － |
| H54 | － | － | － | － | $\bigcirc$ | $\bigcirc$ | 0 | － |
| нбо | ＊ | $\times$ | $\times$ | $\times$ | $\times$ | $\times$ | $\times$ |  |
| H66 | $\times$ | $\times$ |  |  |  |  |  |  |

[^2]4．＂$\times$＂一 一不可起晔，工况不可倠用。

工作幅度（米）
Working radius（m）








| Hw | 主憵长度60m Boor length 60m |  |  |  |  |  |  |  |  |  |  |  | Hw |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 副稫长座（ | W48 |  |  | W54 |  |  | w60 |  |  | W66 |  |  | 副部长㡽（ m |
| 主䟞角度（0） | $85^{\circ}$ | ${ }^{75}$ | $65^{\circ}$ | $8^{\circ}$ | $75^{\circ}$ | 65＂ | $8^{\circ}$ | $75^{\circ}$ | 65 | $85^{\circ}$ | 75 | $65{ }^{\text {＂}}$ |  |
| 工作半偩（ $(\mathrm{m})$ | t | t | t | t | t | t | t | t | t | t | t | t | 工作半经（ m |
| 22 | 45.2 |  |  |  |  |  |  |  |  |  |  |  | 22 |
| 24 | 44.9 |  |  | 38.2 |  |  |  |  |  |  |  |  | 24 |
| ${ }^{26}$ | 44.3 |  |  | 37.9 |  |  | 32.3 |  |  | 27.6 |  |  | 26 |
| ${ }^{30}$ | 39.0 |  |  | 35.5 |  |  | ${ }^{31.8}$ |  |  | 27.2 |  |  | 30 |
| 34 | 33.8 |  |  | 31.4 |  |  | 28.7 |  |  | 25.7 |  |  | 34 |
| ${ }^{38}$ | 28.8 |  |  | 27.3 |  |  | ${ }^{25.3}$ |  |  | ${ }^{23.1}$ |  |  | ${ }^{38}$ |
| 40 | ${ }^{26.6}$ | 27.4 |  | ${ }^{25.3}$ |  |  | ${ }^{23.7}$ |  |  | 21.7 |  |  | 40 |
| 42 | 24.4 | 25.8 |  | 23.4 | 24.7 |  | 22.1 |  |  | 20.4 |  |  | 42 |
| 46 | 20.6 | 22.7 |  | 20.0 | ${ }^{22.0}$ |  | 19.1 | 21.2 |  | 17.9 |  |  | 46 |
| 48 | 18.8 | 21.4 |  | 18.4 | 20.7 |  | 17.7 | 20.1 |  | 16.6 | 19.0 |  | 48 |
| 50 | 17.2 | 20.2 |  | 16.9 | 19.5 |  | 16.3 | 18.9 |  | 15.4 | 18.0 |  | 50 |
| 52 | 15.7 | 19.1 |  | 15.5 | 18.4 |  | 15.1 | 17.8 |  | 14.3 | 17.1 |  | 52 |
| 54 |  | 18.1 |  | 14.2 | 17.4 |  | 13.9 | 16.8 |  | 13.2 | 16.1 |  | 54 |
| ${ }^{58}$ |  | 16.3 | 12.2 | 11.9 | 15.6 |  | 11.7 | 15.1 |  | 11.2 | 14.4 |  | ${ }^{58}$ |
| 60 |  | 15.5 | 11.5 |  | 14.8 | 10.7 | 10.7 | 14.3 |  | 10.3 | 13.6 |  | 60 |
| 62 |  | 14.7 | 10.9 |  | 14.1 | 10.1 | 9.7 | 13.5 |  | 9.4 | 12.8 |  | 62 |
| 64 |  |  | ${ }^{10.3}$ |  | ${ }^{13.4}$ | 9.5 | 8.9 | 12.8 | 8.9 | 8.6 | 12.2 |  | 64 |
| ${ }^{68}$ |  |  | 9.2 |  | 12.1 | 8.5 |  | 11.6 | 7.9 | 7.1 | 10.9 | 7.1 | ${ }^{68}$ |
| 72 |  |  | ${ }^{8.3}$ |  |  | 7.6 |  | 10.4 | 7.0 |  | ${ }^{9.8}$ | 6.2 | 72 |
| 74 |  |  |  |  |  | 7.1 |  | 9.9 | 6.6 |  | 9.3 | 5.8 | 74 |
| ${ }^{78}$ |  |  |  |  |  | ${ }^{6.3}$ |  |  | 5.8 <br> 5.4 |  | ${ }_{7}^{8.3}$ | 5.1 | ${ }^{78}$ |
| 80 84 |  |  |  |  |  |  |  |  | 5.4 4.7 |  | 7.9 | ${ }_{4.1}^{4.7}$ | 80 84 |
| ${ }_{86}^{84}$ |  |  |  |  |  |  |  |  | 4.7 |  |  | ${ }_{3.7}^{4.7}$ | ${ }_{86}^{84}$ |
| 90 |  |  |  |  |  |  |  |  |  |  |  | 3.2 | 90 |
| 信草（ （128）$^{\text {a }}$ | 3 | 2 | 1 | 3 | 2 | 1 | 2 | 2 | 1 | 2 | 2 |  | 信幸（ Q $^{\text {a }}$ ） |



| hw | 主嘅长度66m Boom length 66 m |  |  |  |  |  |  |  |  |  |  |  | Hw |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | W48 |  |  | W54 |  |  | w60 |  |  | w66 |  |  | 副禹长发（m） |
|  | ${ }^{85}$ | $75^{\circ}$ | $65^{\circ}$ | ${ }^{85}$ | $75^{\circ}$ | $65^{\circ}$ | $8^{8}$ | $75^{\circ}$ | $6^{\circ}$ | $8^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | 主筧解座（ $0^{\circ}$ ） |
| 工作半径（m） | t | t | t | t | t | t | t | t | t | t | t | t | 工作半径（ m ） |
| ${ }^{22}$ | 41.8 |  |  |  |  |  |  |  |  |  |  |  | 22 |
| 24 | 41.4 |  |  | 35.6 |  |  |  |  |  |  |  |  | 24 |
| 26 | 39.4 |  |  | ${ }_{3} 3.3$ |  |  | 30.4 |  |  |  |  |  | 26 |
| 28 | 38.3 |  |  | 34.6 |  |  | 30.1 |  |  | 25.9 |  |  | 28 |
| 32 | 33．5 |  |  | 30.8 |  |  | 27.9 |  |  | 24.9 |  |  | 32 |
| 34 | 31.2 |  |  | 28.9 |  |  | 26.4 |  |  | 23.7 |  |  | 34 |
| ${ }^{38}$ | 26.7 |  |  | 25.2 |  |  | 23.4 |  |  | ${ }^{21.3}$ |  |  | ${ }^{38}$ |
| 40 | 24.6 |  |  | 23.4 |  |  | 21.9 |  |  | 20.0 |  |  | 40 |
| 42 | 22.7 | 24.2 |  | 21.7 |  |  | 20.4 |  |  | 18.8 |  |  | 42 |
| 44 | 20.8 | 23.0 |  | 20.0 | 21.8 |  | 18.9 |  |  | 17.6 |  |  | 44 |
| 48 | 17.5 | 20.4 |  | 17.0 | 19.6 |  | 16.3 | 18.6 |  | 15.3 |  |  | 48 |
| 50 | 16.1 | 19.3 |  | 15.6 | 18.6 |  | 15.0 | 17.7 |  | 14.1 | 16.5 |  | 50 |
| 52 | 14.7 | 18.2 |  | 14.4 | 17.5 |  | 13.9 | 16.8 |  | 13.1 | 15.7 |  | 52 |
| 54 |  | 17.3 |  | ${ }^{13.2}$ | 16.5 |  | 12.7 | 15.9 |  | 12.1 | 14.9 |  | 54 |
| 56 |  | 16.3 |  | 12.1 | 15.6 |  | 11.7 | 15.0 |  | 11.1 | 14.1 |  | 56 |
| 58 |  | 15.5 |  | 11.0 | 14.8 |  | 10.7 | 14.2 |  | 10.2 | 13.4 |  | 58 |
| 60 |  | 14.7 | 10.2 |  | 14.0 |  | 9.8 | 13.5 |  | 9.4 | 12.7 |  | 60 |
| 64 |  | ${ }^{13,3}$ | 9.1 |  | 12.6 | 8.3 | 8.1 | 12.1 |  | 7.8 | 11.4 |  | 64 |
| ${ }^{66}$ |  |  | 8.6 |  | 12.0 | 7.8 |  | 11.4 | 7.1 | 7.1 | 10.8 |  | ${ }^{66}$ |
| 70 |  |  | 7.6 |  | 10.8 | 6.9 |  | 10.3 | 6.2 | 5.7 | 9.6 | 5.4 | 70 |
| 72 |  |  | 7.2 |  |  | 6.5 |  | 9.8 | 5.8 |  | 9.1 | 5.1 | 72 |
| 76 |  |  | 6.4 |  |  | 5.7 |  | ${ }^{8.8}$ | 5.1 |  | 8.1 | 4.3 | 76 |
| 80 |  |  |  |  |  | 5.0 |  |  | 4.4 |  | ${ }^{7.3}$ | 3.7 | 80 |
| ${ }_{86}^{82}$ |  |  |  |  |  |  |  |  | 4.1 3.5 |  | 6.8 | 3.4 28 | ${ }_{8}^{82}$ |
|  | 3 | 2 | 1 | 3 | 2 | 1 | 2 | 2 | ${ }_{3}$ | 2 | 1 | ${ }_{1}^{2.8}$ |  |






## 说明：

表中额定起重量，指在给定的臂架长度，工作幅度条件下，重物自由畺挂，在坚买，平坦地面作业所能保证的最大起重量。作业者须视各种不良条件（如地面松软或不平，风力，侧面负荷，摆动作用，多台起重机合力起吊）限制或降低起重机的起重量。
－表中额定起重量包括吊钩，钢丝绳，和其它所有吊具的重量。
表中没有列出额定值的空日区，不允许将起重机用于该区所对应的起重作业。

Notes
The total rated lifting loads shown in above tables are the max．lifting capacity based on the condition that crane set up on firm and level ground with given boom length，radius and load，crane operator shall limit or reduce lifiting loads according to variable working conditions（soft or uneven ground，wind，side loading，slewing action，lifting with one more cranes）．
The total rated lifting loads include the weight of hook block，wire rope and other slings．
The blank area in above tables means crane operation is not allowed corresponding to these areas


[^0]:    盾构工况
    购买特新杞件即可实现后构市市。盾构工况主钧单独最大命重290t，副钩
    主梋长度为HB24～HB30，固定副皆长度F9m～F12m。

[^1]:    监控系统
    由钼像头和监現器组成，可监视主卷扬，副卷扬和变槅卷场排绳情况以以及

[^2]:    
    

