



# SCC900A

## Crawler Crane 90 Tons Lifting Capacity

Quality Changes the World



Max. lifting moment: 360t·m  
Max. boom length: 61m  
Max. fixed jib combination: 52m+18m



Crawler Crane Series  
SCC900A

|     |                      |   |
|-----|----------------------|---|
| P03 | Main Characteristics | <ul style="list-style-type: none"><li>▪ Driver's cab</li><li>▪ Upperworks</li><li>▪ Lowerworks</li><li>▪ Operating Equipment</li><li>▪ Safety Device</li></ul>              |
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SCC900A  
SANY CRAWLER CRANE  
90 TONS LIFTING CAPACITY

QUALITY CHANGES THE WORLD

Main Characteristics

- Page 04 Driver's cab
- Page 05 Upperworks
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- Page 06 Operating Equipment
- Page 07 Safety Device

Product Specification



Engine

- Model: ISUZU 6HK1 Diesel engine;
- Type: 4-stroke, water-cooled, vertical in-line 6 cylinders, direct injection, turbo-charger, intercooler, complied with European Off-way Tier III Emission Standard and Chinese Off-way Tier III Emission Standard; .
- Displacement: 7.79L;
- Rated power: 212kW/2000rpm;
- Operation power: 200kW/1800rpm;
- Max. Torque: 1080N·m/1500rpm;
- Starter: 24V-5.0kW;
- Radiator: fin type aluminum plate core;
- Air cleaner: Dry type system with main filter element, safety element and resistance indicator;
- Throttle: Grip type hand throttle, electrically-controlled;
- Fuel filter: Replaceable paper element;
- Batteries: Two 12V×180Ah capacity batteries, connected in series;
- Fuel tank capacity: 400L.

Electrical Control System

- Self-developed SYIC-II integrated control system is adopted with higher integration, precise operation and reliable quality;
- Control system consists of power system, engine system, main control system, LMI system, auxiliary system and safety monitoring system. CAN BUS is used for data communication between controller, monitor and the engine;
- Monitor: the working parameters and status are shown on the monitor, such as the engine speed, fuel volume, engine oil pressure, servo pressure, wind speed, engine working hours, lifting conditions and boom angle.

Hydraulic System

- Main pumps: open variable displacement piston pumps of large displacement are adopted to provide oil supply for main actuators of main machine;
- Gear pump: dual gear pump for swing, radiator and control circuit;
- Control: main pump adopts electrically-controlled positive flow control; winch motor adopts limitless adjustable piston motor of variable displacement. The operating components are two cross hydraulic handle, one dual travel pedal control valve to control various actuators proportionally;
- Way of cooling: heat exchanger, fan core and multi-stage cooling;
- Filter: large flow, high precision filter, with bypass valve and transmitter, which can remind the user to replace the filter element in time;
- Max. pressure of system: 32 Mpa;
- Main/aux. load hoist and travel system: 32Mpa;
- Swing system: 20 MPa;
- Control system: 5 MPa;
- Hydraulic Tank Capacity:460L.

Main and Aux. Load Hoist Mechanism

- Main and aux. hoist winches are driven separately by motor via gearbox. Operating winch handle can control the winch to rotate to two directions, which are lifting and lowering of hook. Excellent inching function is equipped on the machine;
- Drums with fold-line grooves can ensure the wire rope reeved in order in multilayers;
- Free fall for main/aux. load hoist is offered as optional.

|                                |  |            |
|--------------------------------|--|------------|
| Main Load Hoist Mechanism      | Drum diameter                            | 630mm      |
|                                | Single rope speed                        | 0~130m/min |
|                                | Wire rope diameter                       | 26mm       |
|                                | Wire rope length of main load hoist      | 240m       |
|                                | Rated single line pull                   | 12t        |
| Auxiliary Load Hoist Mechanism | Drum diameter                            | 630mm      |
|                                | Single rope speed                        | 0~130m/min |
|                                | Wire rope diameter                       | 26mm       |
|                                | Wire rope length of auxiliary load hoist | 180m       |
|                                | Rated single line pull                   | 12t        |

Product Specification



Boom Hoist Mechanism

- Boom hoist winches are driven separately by motor via gearbox. Operating winch handle can control the winch to rotate to two directions, which are lifting and lowering of boom;
- Drums with fold-line grooves can ensure the wire rope reeved in order in multilayers.

|                      |                                |           |
|----------------------|--------------------------------|-----------|
| Boom hoist mechanism | Drum diameter                  | 400mm     |
|                      | Single rope speed              | 0~70m/min |
|                      | Wire rope diameter             | 20mm      |
|                      | Wire rope length of boom hoist | 140m      |
|                      | Rated single line pull         | 7t        |

Swing Mechanism

- Swing brake adopts wet, spring loaded, normally-closed brake, and braking through spring force;
- Swing system, equipped with integrated swing buffer valve, has free slipping function. It is featured in steady starting and control, and excellent inching function. Unique swing buffer design and steadier brake;
- Swing drive: internal engaged swing drive with 360° swing range, and the max. swing speed is 2.5r/min. The max. drive pressure can reach 20MPa;
- Swing lock: cylinder lock can ensure the upperworks locked securely after work or during transport;
- Swing ring: single row ball bearing.

Cab and Control

- Novel operator's cab with fashionable profile and nice interior. There are low and high-beam lights, back-view mirror, heater and A/C, radio and other functions. The layout of seat, handles, control buttons are designed with ergonomic principles to make operation more comfortable;
- Cab layout: Integrated 10.4-inch touch screen, programmable switches and man-machine interaction interface are more perfect;
- Armrest box: on the left and right armrest box are control handles, electrical switches, emergent stop and ignition switch. The armrest box can be adjusted along with the seat;
- Seat: multi-way and multi-level floating adjustable seat with unload switch;
- A/C: cool and heat air; optimized air channels and vents;
- Multiple cameras can present on the monitor at the same time to realize backing video, real-time monitoring of wire rope on each winch, conditions behind the counterweight and surrounding the machine.

Counterweight

- Counterweight tray and blocks are piled up for easier assembly and transport;
- Rear counterweight: total 30.3t;
- Standard counterweight: tray for non-self-assembly mode 8.26t×1, left counterweight block 3.68t×3, right counterweight block 3.68t×3;
- Carbody counterweight: 3t×2 at the front and rear of carbody.

Upperworks

- High-strength steel weld framework, with no torsion or deformation. The parts are laid out in the way that is easier for maintenance and service.

Product Specification



Lowerworks

- Independent travel driving units are adopted for each side of the crawler, to realize straight walking and turning driven by travel motor through gearbox and drive wheel.

Crawler Extension and Retraction

- The crawlers can extend and retract via cylinders. During Work Mode, the crawlers must be extended, and retracted during transport with crawlers on.

Crawler Tensioning

- The jack is used to push the guide wheel and insert the shim to adjust crawler tension.

Track Shoes

- High-strength alloy cast steel track pad can prolong the service life. They are 850mm wide, and the total amount is 52pcs x 2.

Outrigger

- Outrigger cylinder is offered as optional to facilitate the track frame disassembly during jobsite transfer.

Operating Equipment

- All chords are high-strength steel tubes, and the boom/jib top sheaves are made of high-strength anti-wearing Nylon material protecting wire rope. The hooks are installed with milled welded steel sheave. Pendant cables with quick hitch connector that are easy to assemble are offered as options.

Boom

- Lattice structure. The chord adopts high-strength structural tube and each section is connected through pins;
- Basic boom: 6.5m boom top + 6.5m boom base;
- Boom insert: 3m×2, 6m×1, 9m×4;
- Boom length: 13m~61m.

Fixed Jib

- Lattice structure. The chord adopts high-strength structural tube and each section is connected through pins;
- Basic boom: 4.5m boom top + 4.5m boom base;
- Boom insert: 4.5m x 2;
- Boom length: 9m~18m;
- Longest boom + jib: 52m boom +18m jib.

Extension Jib

- The extension jib is a welded structure connected to the boom tip by pins, used for auxiliary hook;
- Extension jib length: 1.2m.

Hook Block

- 100t hook block, five sheaves;
- 50t hook block, three sheaves;
- 25t hook block, one sheave;
- 13.50t ball hook.

Safety Device



Assembly Mode/Work Mode Switch

- In Assembly Mode, certain safety devices are disabled to facilitate crane assembly;
- In Work Mode, all safety devices activate to protect the operation.

Emergent Stop

- In emergent situation, this button is pressed down to cut off the power supply of the whole machine and all actions stop.

Load Moment Indicator (LMI)

- It is an independent computerized safety control system. LMI can automatically detect the load weight, work radius and boom angle, and present on the display the rated load, actual load, work radius and boom angle. In normal operation, the LMI can make a judgment and cut off automatically if the crane moves towards dangerous direction. It can also perform as a black box to record the lifting information;
- It is composed of monitor, angle sensor, force sensor and other parts.

Over-hoist Protection of the Main/ Auxiliary Load Hoist

- Over-hoist protection device comprises limit switch and weight on boom top, which prevents the hook lifting up too much. When the hook lifts up to the limit height, the limit switch activates, buzzer on the left control panel sends alarm, failure indicator light starts to flash and the hook hoisting action is cut off automatically.

Over-release Protection Device of the Main/Auxiliary Load Hoist

- It is comprised of activator in the drum and proximity switch to prevent over release of wire rope. When the rope is paid out close to the last three wraps, the proximity switch acts, and the system sends alarm through buzzer and show the alarm on the monitor panel, automatically cutting off the winch action.

Function Lock

- If the function lock level is not in work position, all the other handles won't work, which prevents any mis-operation caused by accidental collision.

Boom hoist drum lock

- Hydraulically controlled lock is installed for boom hoist drum, which needs to unlock by switch before operation, in order to prevent mis-operation of handles and ensure safety during non-work time.

Swing Lock

- Swing Lock can lock the machine at four positions, front and back, left and right.

Boom Limit Device

- When the boom elevation angle is over the limit, the buzzer sounds and boom action is cut off. This protection is two-stage control ensured by both LMI system and travel switch.

Back-stop Device

- Its major components are nesting tubes and spring, in order to buffer the boom backlash and prevent further tipping back.

Boom Angle Indicator

- Pendulum angle indicator is fixed on the side of boom base close to the cab, so as to provide convenience to the operator.

Hook Latch

- The lifting hook is installed with a baffle plate to prevent wire rope from falling off.

Safety Device



Monitoring System

- Remote Monitoring system is a standardized offering to provide functions like GPS locating, GPRS data transfer, machine status inquiry and statistics, operating data monitoring and analysis, remote diagnosis of failures.

Tri-color Load Indicator

- The load indication light has three colors, green, yellow and red, and the real time load status is presented on the display. When the actual load is smaller than 90% of rated load, the green light is on; when the actual load is larger than 90% and smaller than 100%, the yellow light is on, the alarm light flashes and sends out intermittent sirens; when the actual load reaches 100% of rated load, the red light on, the alarm light flashes and sends out continuous sirens. At this moment, the system will automatically cut off the crane's dangerous operation.

Alarm Light

- When the machine is powered on, the alarm light will work when time comes, so as to warn people around.

Swing Indicator Light

- The swing indicator light flashes during traveling or swing.

Illuminating Light

- The machine is equipped with, short-beam light in front of machine, front angle adjustable far-beam, lamps in operator's cab, lighting devices for night operation, so as to increase the visibility during work.

Rearview Mirror

- It is installed on the left of the operator's cab and at the front handrail of the sheet metal for monitoring the rear part of the machine.

Pharos

- Pharos is mounted on the top of boom/jib to indicate the height.

Anemometer

- It is mounted on the top of boom/jib, and displayed on the monitor in the cab.

Electronic Level Gauge

- It displays the tipping angle of crane on the monitor in real time, and sends out alarm automatically when the angle is out of limit, so as to warn the operator.

Operation Release

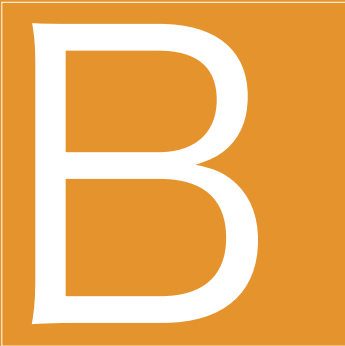
- If the operator leaves the seat, all control handles will be locked immediately to prevent any mis-operation due to accidental collision.

Engine Power Limit Load Adjustment and Stalling Protection

- The controller monitors the engine power to prevent engine getting stuck and stalling.

Engine Status Monitoring

- The engine status will be presented, such as engine coolant temperature, fuel volume, total work hours, engine oil pressure, engine speed, battery charging, voltage.



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SANY CRAWLER CRANE  
90 TONS LIFTING CAPACITY

QUALITY CHANGES THE WORLD

Technical Parameters

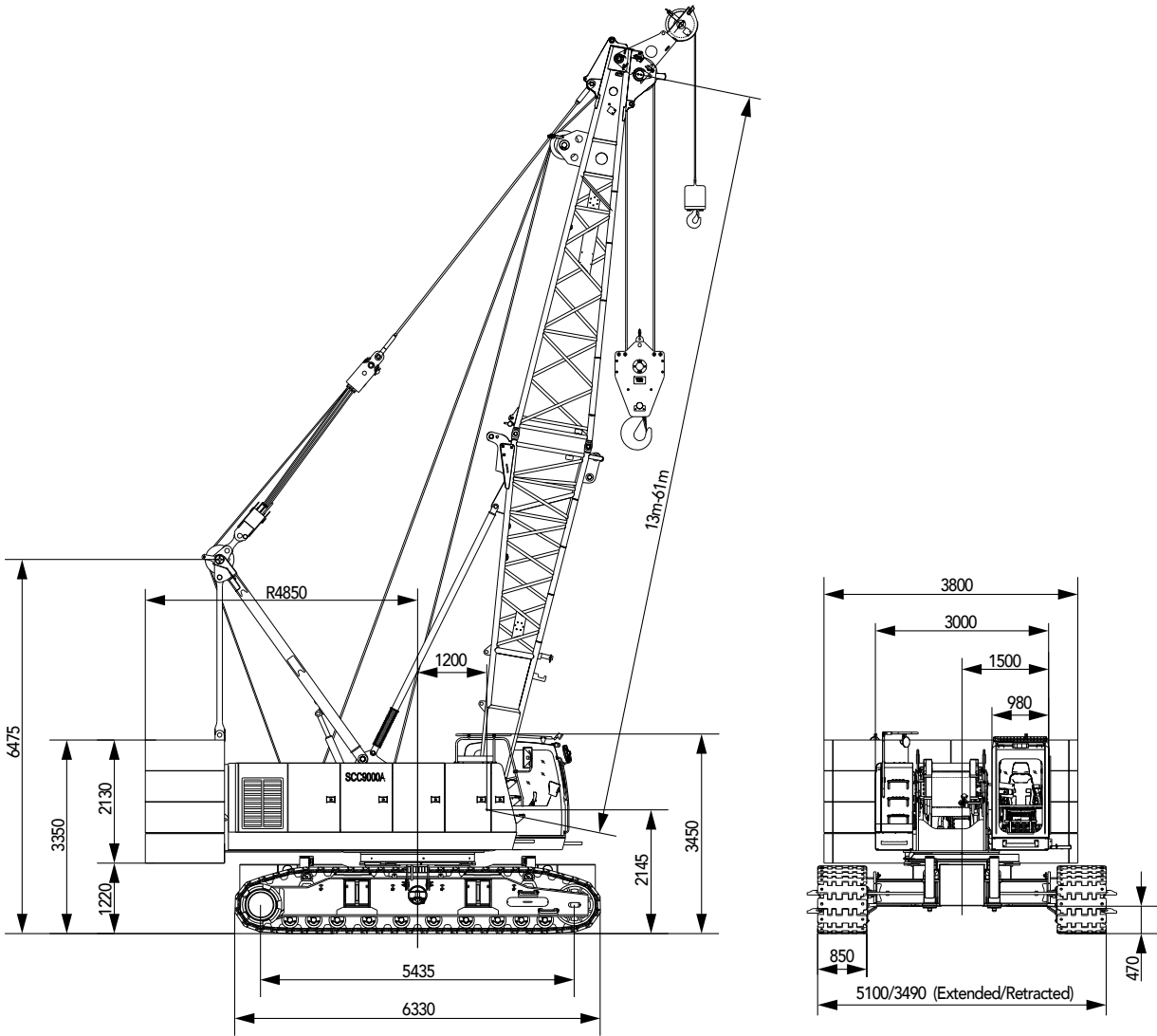
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Major Performance & Specifications

| Major Performance & Specifications of SCC900A |   |         |                 |
|---|---|---------|-----------------|
| Performance Indicators                        |   | Unit    | Parameter       |
| Configuration                                 | Max. rated lifting capacity   | t       | 90              |
|   | Boom length   | m       | 13~61           |
|   | Boom luffing angle  | °       | 30~80           |
| FJ  | Max. rated lifting capacity   | t       | 11              |
|   | Jib length  | m       | 9~18            |
|   | Longest boom + jib  | m       | 52+18           |
|   | Jib angle   | °       | 15, 30          |
| Speed   | Rope speed of main/aux. winch (1st layer)                             | m/min   | 0~130           |
|   | Rope speed of boom hoist winch (3rd layer)                            | m/min   | 0~70            |
|   | Swing speed   | rpm     | 0~2.5           |
|   | Travel speed  | km/h    | 0~1.5           |
| Wire rope                                     | Main load hoist wire rope: diameter × length                          | φ mm×m  | 26×240          |
|   | Aux. load hoist wire rope: diameter × length                          | φ mm×m  | 26×180          |
|   | Rated single line pull of main/aux. hoist wire rope                   | t       | 12              |
| Engine  | Model/Displacement  | /L      | 6HK1/7.79       |
|   | Rated power/revolution speed  | kW/ rpm | 212/2000        |
| Transport                                     | Weight of machine with basic boom                                     | t       | 85.5            |
|   | Rear counterweight  | t       | 30.3            |
|   | Carbody counterweight (with crawlers and boom base)                   | t       | 3.0×2           |
|   | Transport weight of basic machine (with crawlers frame and boom base) | t       | 46.5            |
|   | Transport weight of basic machine (without crawler frame)             | t       | 28.1            |
|   | Machine transport dimension (with crawlers and boom base) L×W×H       | mm      | 13300×3490×3450 |
| Other specifications                          | Average ground pressure (basic boom)                                  | MPa     | 0.085           |
|   | Gradeability  | %       | 30              |
|   |   |         |                 |

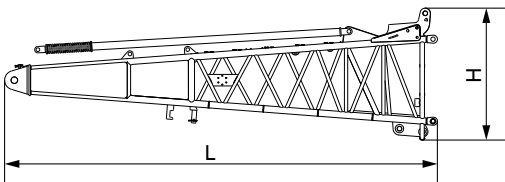
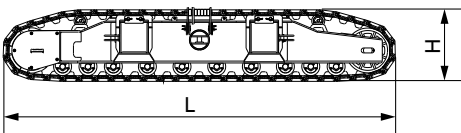
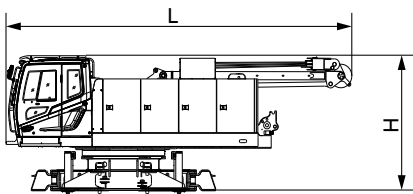
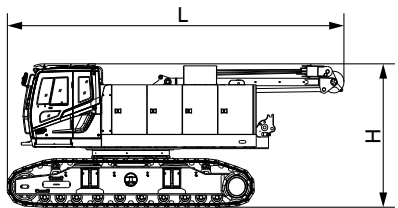
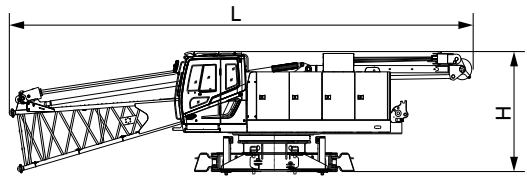
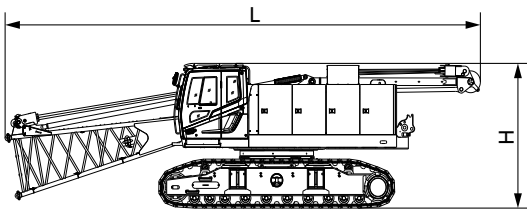
Outline Dimension

Unit:mm





Transport Dimension



Basic Machine 1 (with boom base, crawler frames) ×1

|           |       |
|-----------|-------|
| Length(L) | 13.3m |
| Width(W)  | 3.49m |
| Height(H) | 3.46m |
| Weight    | 46.5t |

Basic Machine 2 (with boom base) ×1

|           |       |
|-----------|-------|
| Length(L) | 13.3m |
| Width(W)  | 3.00m |
| Height(H) | 3.07m |
| Weight    | 28.1t |

Note: this includes optional outriggers.

Basic Machine 3 (with crawler frames) ×1

|           |       |
|-----------|-------|
| Length(L) | 8.67m |
| Width(W)  | 3.49m |
| Height(H) | 3.46m |
| Weight    | 44.6t |

Basic Machine 4 ×1

|           |       |
|-----------|-------|
| Length(L) | 8.31m |
| Width(W)  | 3.00m |
| Height(H) | 3.07m |
| Weight    | 26.2t |

Note: this includes optional outriggers.

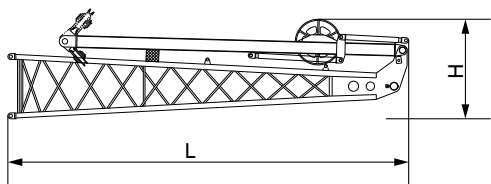
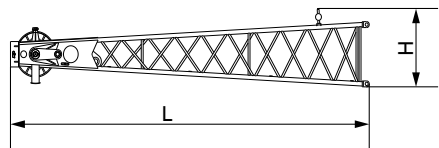
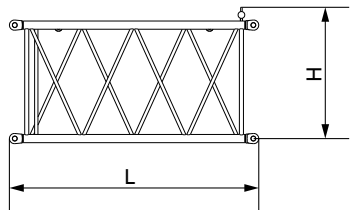
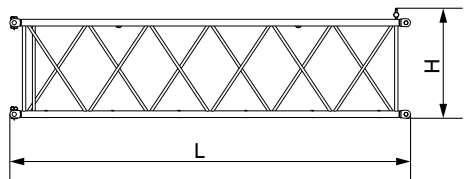
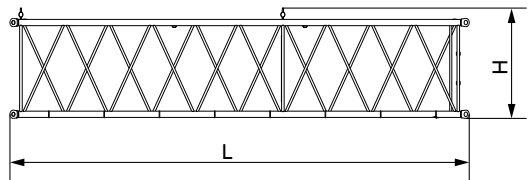
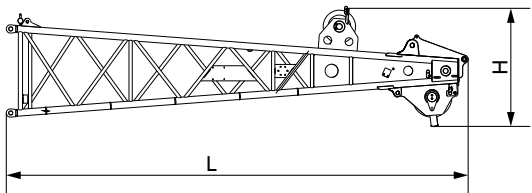
Crawler frame ×2

|           |       |
|-----------|-------|
| Length(L) | 6.33m |
| Width(W)  | 1.09m |
| Height(H) | 1.15m |
| Weight    | 9.2t  |

Boom base ×1

|           |       |
|-----------|-------|
| Length(L) | 6.72m |
| Width(W)  | 1.78m |
| Height(H) | 2.06m |
| Weight    | 1.90t |

Transport Dimension



Boom top ×1

|           |       |
|-----------|-------|
| Length(L) | 7.13m |
| Width(W)  | 1.49m |
| Height(H) | 1.79m |
| Weight    | 1.35t |

9m boom insert ×4

|           |       |
|-----------|-------|
| Length(L) | 9.14m |
| Width(W)  | 1.51m |
| Height(H) | 1.47m |
| Weight    | 1.0t  |

6m boom insert ×1

|           |       |
|-----------|-------|
| Length(L) | 6.14m |
| Width(W)  | 1.51m |
| Height(H) | 1.47m |
| Weight    | 0.75t |

3m boom insert ×2

|           |       |
|-----------|-------|
| Length(L) | 3.14m |
| Width(W)  | 1.51m |
| Height(H) | 1.47m |
| Weight    | 0.48t |

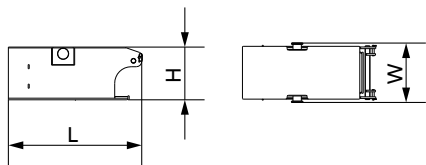
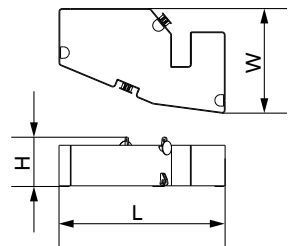
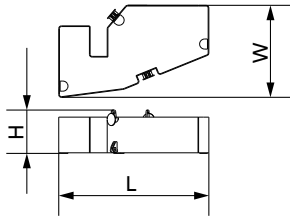
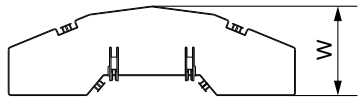
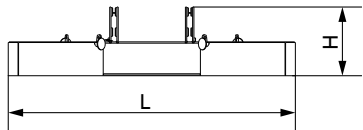
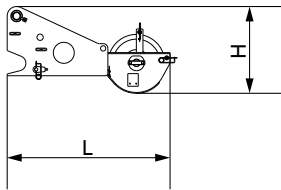
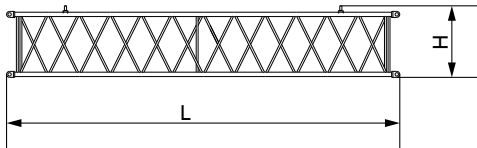
Fixed jib top ×1

|           |       |
|-----------|-------|
| Length(L) | 4.93m |
| Width(W)  | 0.87m |
| Height(H) | 0.92m |
| Weight    | 0.31t |

Fixed jib base and strut ×1

|           |       |
|-----------|-------|
| Length(L) | 4.75m |
| Width(W)  | 0.87m |
| Height(H) | 1.18m |
| Weight    | 0.75t |

Transport Dimension



|                |       |
|----------------|-------|
| 4.5m fixed jib | × 2   |
| Length(L)      | 4.57m |
| Width(W)       | 0.87m |
| Height(H)      | 0.83m |
| Weight         | 0.24t |

|                    |       |
|--------------------|-------|
| Boom extension jib | × 1   |
| Length(L)          | 1.55m |
| Width(W)           | 0.96m |
| Height(H)          | 0.82m |
| Weight             | 0.30t |

|                    |       |
|--------------------|-------|
| Counterweight tray | × 1   |
| Length(L)          | 3.80m |
| Width(W)           | 1.55m |
| Height(H)          | 1.05m |
| Weight             | 8.26t |

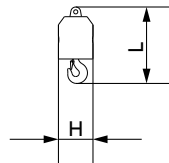
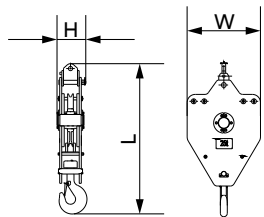
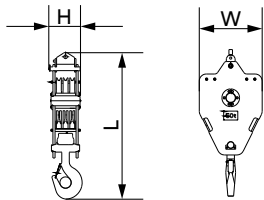
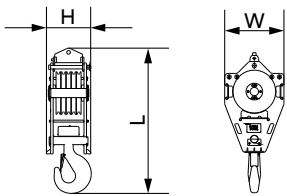
Note: for standardized counterweight, not optional self-assembled one.

|                            |       |
|----------------------------|-------|
| Left counterweight block 1 | × 3   |
| Length(L)                  | 1.89m |
| Width(W)                   | 1.55m |
| Height(H)                  | 0.65m |
| Weight                     | 3.68t |

|                             |       |
|-----------------------------|-------|
| Right counterweight block 1 | × 3   |
| Length(L)                   | 1.89m |
| Width(W)                    | 1.55m |
| Height(H)                   | 0.65m |
| Weight                      | 3.68t |

|                       |        |
|-----------------------|--------|
| Carbody Counterweight | × 2    |
| Length(L)             | 2.02 m |
| Width(W)              | 0.90m  |
| Height(H)             | 0.72m  |
| Weight                | 3t     |

Transport Dimension



|           |       |
|-----------|-------|
| 100T hook | × 1   |
| Length(L) | 2.08m |
| Width(W)  | 0.85m |
| Height(H) | 0.63m |
| Weight    | 1.36t |

|           |        |
|-----------|--------|
| 50T hook  | × 1    |
| Length(L) | 1.95 m |
| Width(W)  | 0.90m  |
| Height(H) | 0.45m  |
| Weight    | 1.04t  |

|           |        |
|-----------|--------|
| 25T hook  | × 1    |
| Length(L) | 1.86 m |
| Width(W)  | 0.90m  |
| Height(H) | 0.35m  |
| Weight    | 0.79t  |

|                 |       |
|-----------------|-------|
| 13.5T ball hook | × 1   |
| Length(L)       | 0.95m |
| Width(W)        | 0.43m |
| Height(H)       | 0.43m |
| Weight          | 0.47t |

Note:  
1.The transport dimensions of each part in the table are schematic, not proportional to the real parts. The dimensions are designed value without package considered.  
2.The Weight is designed value that the actual manufactured part may deviate a little.

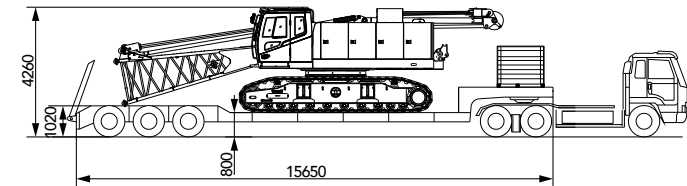


Transport Plan

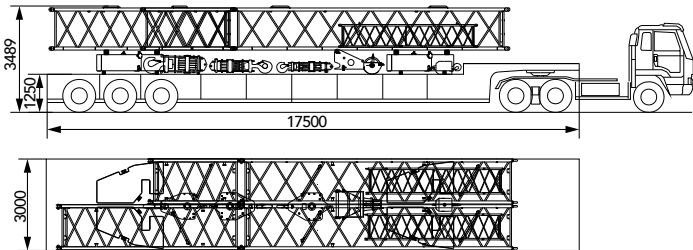
Transport with crawler frames

| Trailer 1 |                 |
|-----------|-----------------|
| Part(s)   | ▪ Basic Machine |
| Weight    | ▪ 46.5t         |

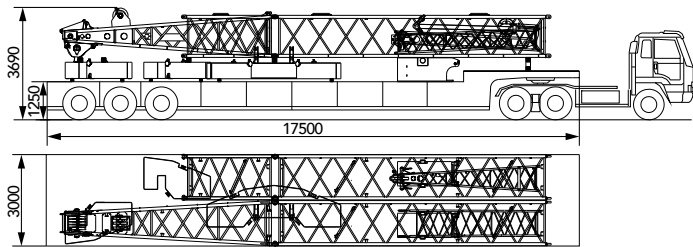
Note: The crawler frames can be removed for transport, which meets the 3m transport width.



| Trailer 2 |  |
|-----------|--|
| Part(s)   | ▪ 9m boom ×2<br>▪ 6m boom ×1<br>▪ 3m boom ×1<br>▪ Extension jib ×1<br>▪ 4.5m fixed jib ×2<br>▪ Left counterweight ×2<br>▪ Right counterweight×1<br>▪ 100t hook ×1<br>▪ 50t hook ×1<br>▪ 25t hook ×1<br>▪ 13.5t hook ×1 |
| Weight    | ▪ 22.4t  |



| Trailer 3 |  |
|-----------|--|
| Part(s)   | ▪ 9m boom ×2<br>▪ 3m boom ×1<br>▪ Boom top ×1<br>▪ Fixed jib base ×1<br>▪ Fixed jib top ×1<br>▪ Counterweight tray ×1<br>▪ Left counterweight ×1<br>▪ Right counterweight ×1<br>▪ Carbody counterweight ×2 |
| Weight    | ▪ 26.5t  |



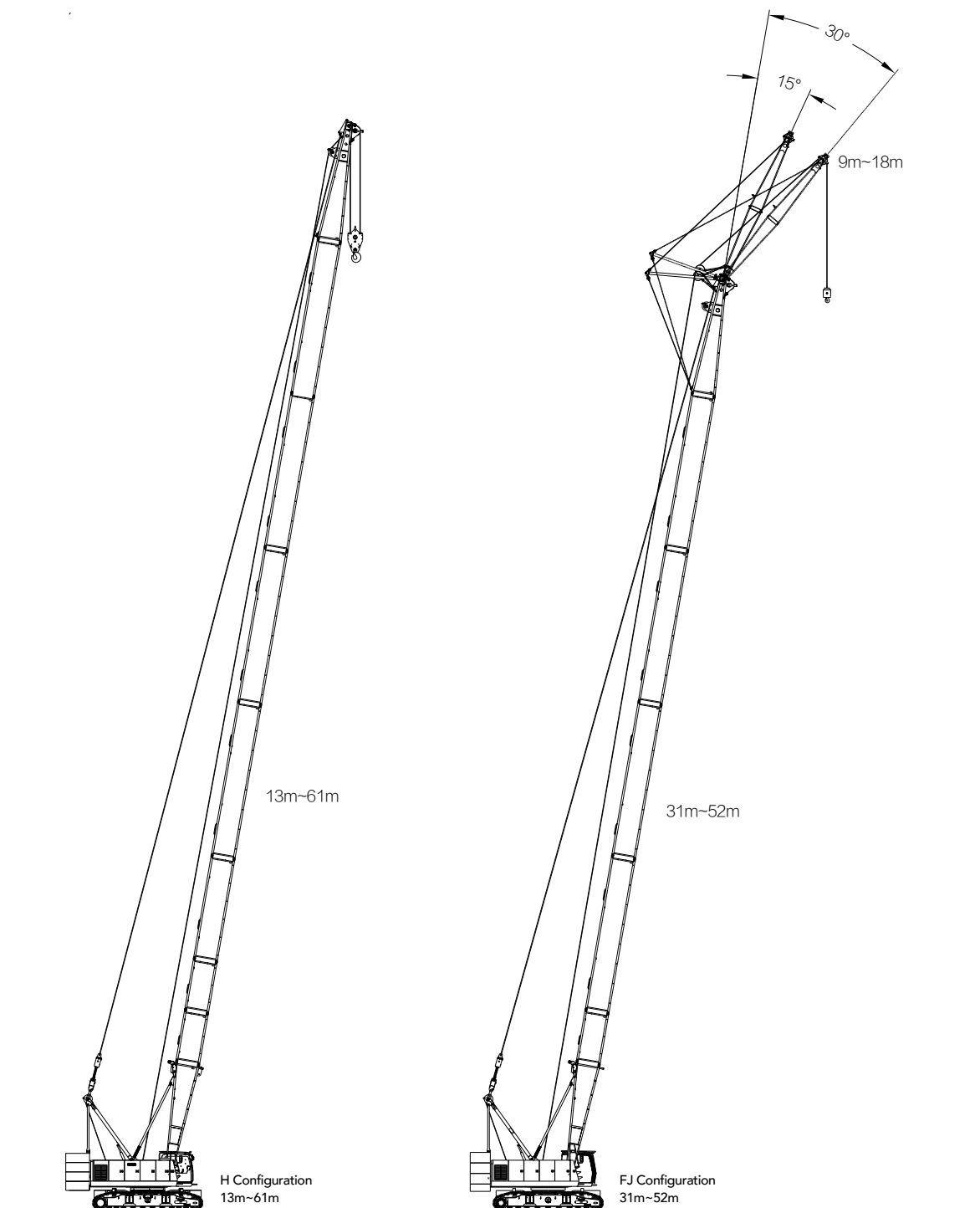
SCC900A  
SANY CRAWLER CRANE  
90 TONS LIFTING CAPACITY

QUALITY CHANGES THE WORLD

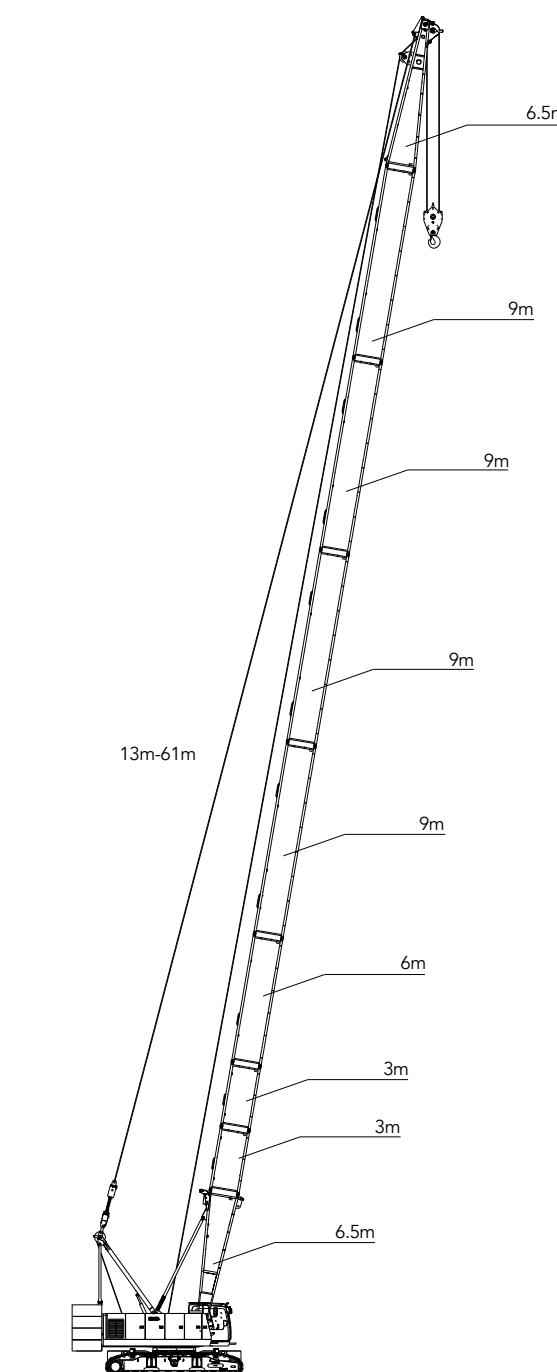
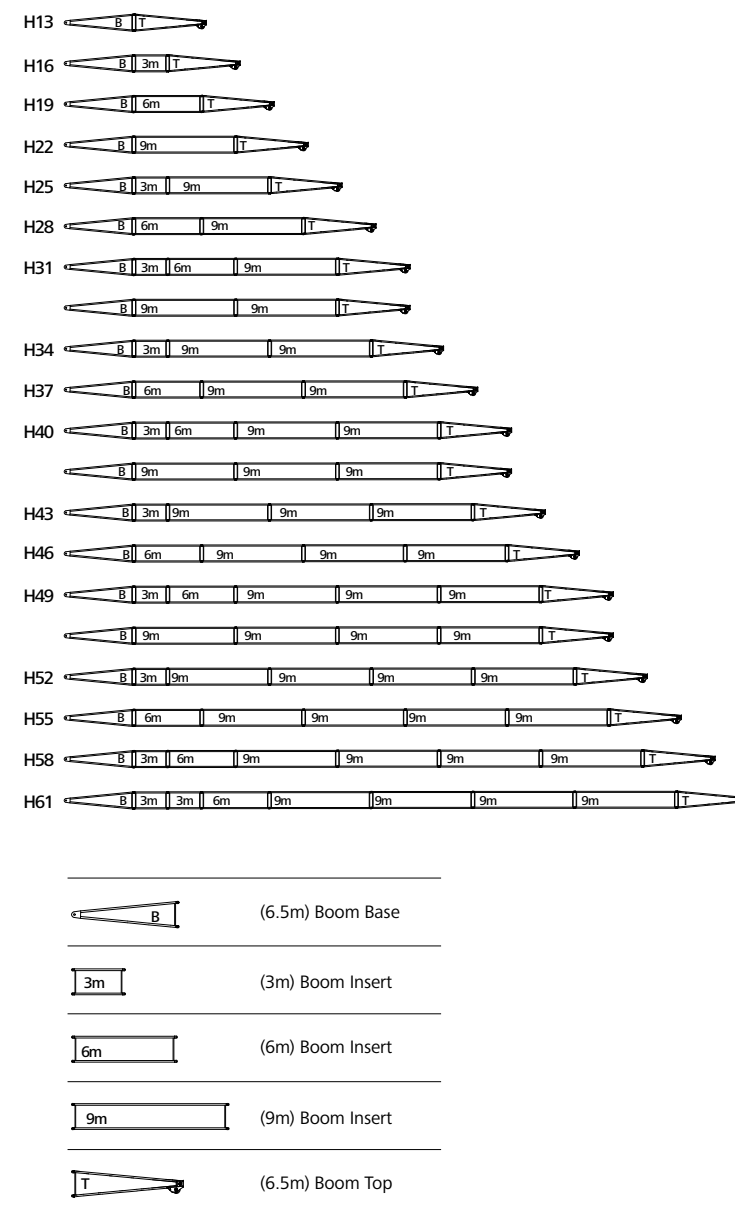
Cofigation

- Page 19 H Configuration
- Page 24 FJ Configuration

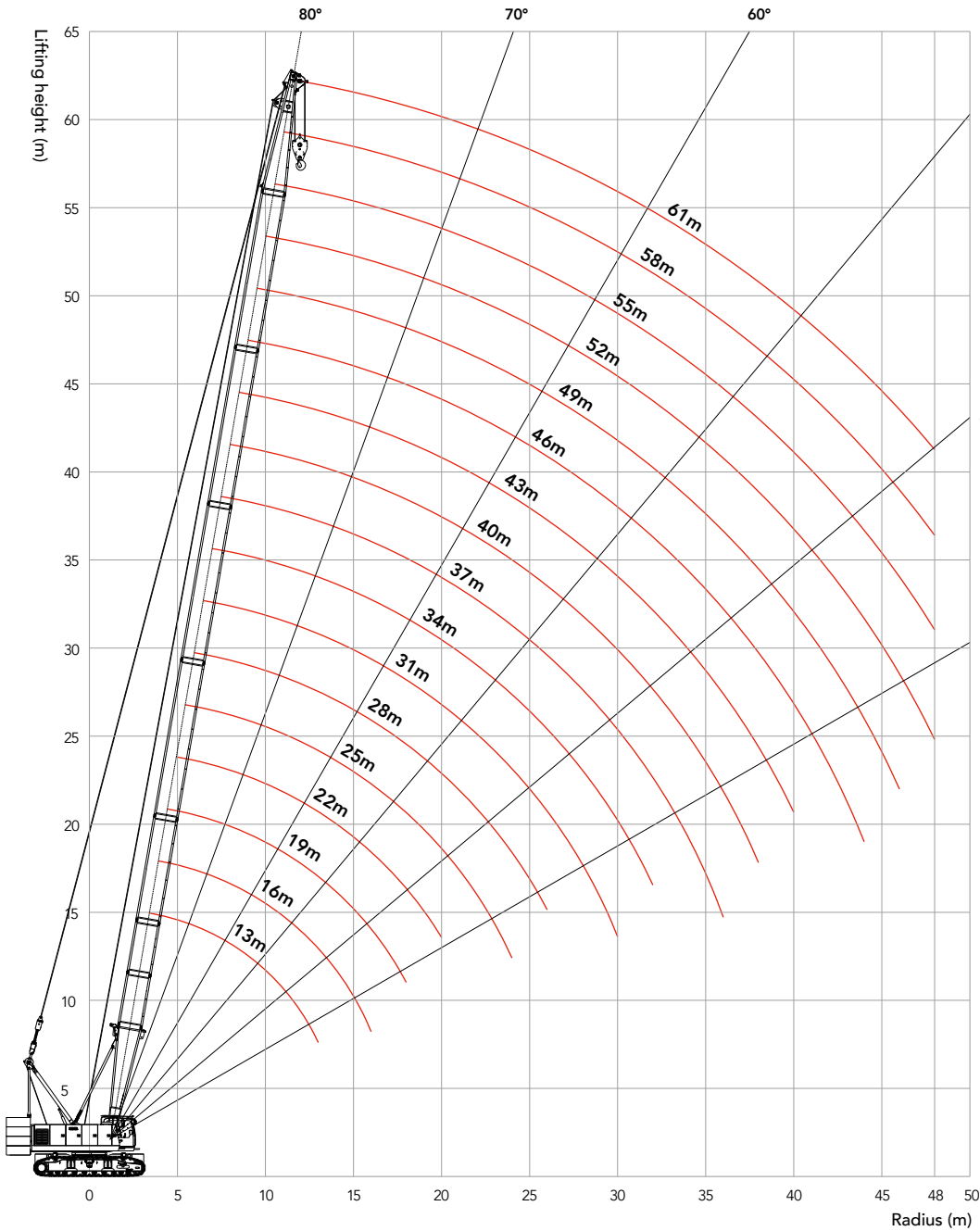
## Boom Combination



## H Configuration



Working Radius in H Configuration



Load Chart of H Configuration

Unit: t

- Note:
- 1.The rated load in the load chart is calculated complying with EN 13000;
  - 2.The working radius is the horizontal distance from the load center to the swing center;
  - 3.The actual lifting capacity must subtract the weight of hooks and other riggings from the rated capacity in the load chart.
  - 4.The load value is calculated when the object is hung freely,without considering the influence of wind on the load, ground conditions and slope, operation speed and the influence of any other negative factors over safe operation. Therefore, the operator bears the responsibility of making a judgment and decreasing the load and lowering speed.
  - 5.All ratings are calculated when the machine is parking on firm and level ground with less than 1% gradient.

| SCC900A – H 1/2                                     |      |      |      |      |      |      |      |      |      |          |
|---|------|------|------|------|------|------|------|------|------|----------|
| 30.3t Rear Counterweight + 6t Carbody Counterweight |      |      |      |      |      |      |      |      |      |          |
| R/BL (m)  | 13   | 16   | 19   | 22   | 25   | 28   | 31   | 34   | 37   | R/BL (m) |
| 4   | 90   |      |      |      |      |      |      |      |      | 4        |
| 4.5   | 80   |      |      |      |      |      |      |      |      | 4.5      |
| 5   | 72   | 72   |      |      |      |      |      |      |      | 5        |
| 5.5   | 65   | 65   | 65   |      |      |      |      |      |      | 5.5      |
| 6   | 59.5 | 58.9 | 58.4 | 57.8 |      |      |      |      |      | 6        |
| 6.5   | 52.6 | 52.1 | 51.7 | 51.3 | 50.7 |      |      |      |      | 6.5      |
| 7   | 47.2 | 46.7 | 46.4 | 46   | 45.6 | 45.1 |      |      |      | 7        |
| 7.5   | 42.7 | 42.3 | 42   | 41.7 | 41.3 | 41   | 40.5 |      |      | 7.5      |
| 8   | 39   | 38.6 | 38.3 | 38   | 37.7 | 37.4 | 37.1 | 36.6 |      | 8        |
| 9   | 33.2 | 32.8 | 32.6 | 32.4 | 32.1 | 31.8 | 31.6 | 31.3 | 31   | 9        |
| 10  | 28.8 | 28.5 | 28.3 | 28.1 | 27.8 | 27.6 | 27.4 | 27.1 | 26.9 | 10       |
| 11  | 25.4 | 25.1 | 24.9 | 24.8 | 24.5 | 24.3 | 24.1 | 23.8 | 23.6 | 11       |
| 12  | 22.7 | 22.4 | 22.3 | 22.1 | 21.8 | 21.6 | 21.5 | 21.2 | 21   | 12       |
| 13  | 20.5 | 20.2 | 20.1 | 19.9 | 19.7 | 19.5 | 19.3 | 19.1 | 18.9 | 13       |
| 14  |      | 18.4 | 18.2 | 18.1 | 17.8 | 17.7 | 17.5 | 17.3 | 17.1 | 14       |
| 15  |      | 16.8 | 16.7 | 16.5 | 16.3 | 16.1 | 16   | 15.8 | 15.6 | 15       |
| 16  |      | 15.5 | 15.3 | 15.2 | 15   | 14.8 | 14.7 | 14.4 | 14.3 | 16       |
| 18  |      |      | 13.2 | 13.1 | 12.8 | 12.7 | 12.5 | 12.3 | 12.2 | 18       |
| 20  |      |      |      | 11.4 | 11.1 | 11   | 10.9 | 10.6 | 10.5 | 20       |
| 22  |      |      |      |      | 9.8  | 9.7  | 9.5  | 9.3  | 9.2  | 22       |
| 24  |      |      |      |      | 8.7  | 8.6  | 8.4  | 8.2  | 8.1  | 24       |
| 26  |      |      |      |      |      | 7.6  | 7.5  | 7.3  | 7.2  | 26       |
| 28  |      |      |      |      |      |      | 6.7  | 6.5  | 6.4  | 28       |
| 30  |      |      |      |      |      |      | 6.1  | 5.8  | 5.7  | 30       |
| 32  |      |      |      |      |      |      |      | 5.3  | 5.1  | 32       |
| 34  |      |      |      |      |      |      |      |      | 4.6  | 34       |
| 36  |      |      |      |      |      |      |      |      | 4.2  | 36       |

Unit: t

Load Chart of H Configuration

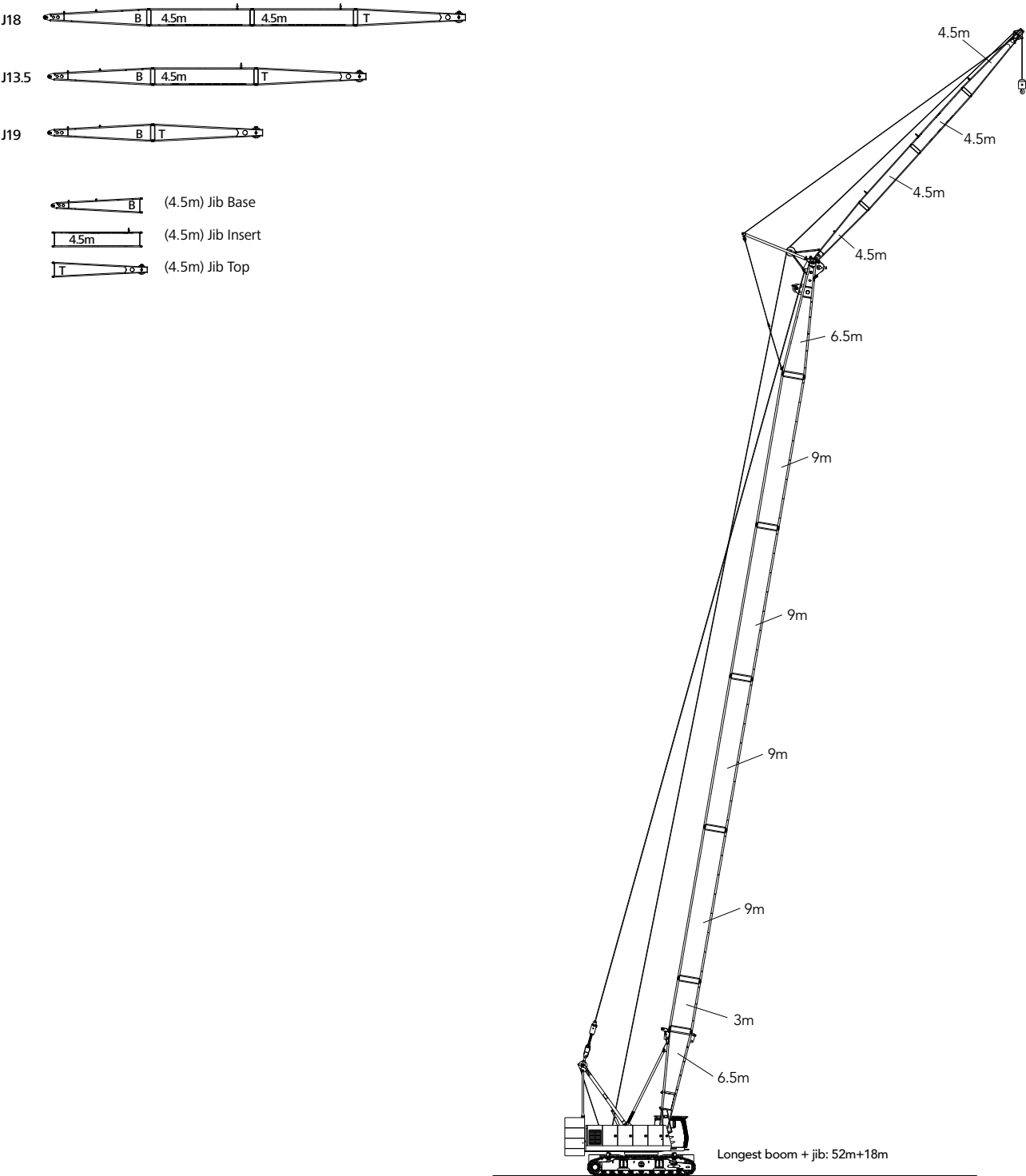
| SCC900A – H 2/2                                     |      |      |      |      |      |      |      |      |             |
|---|------|------|------|------|------|------|------|------|-------------|
| 30.3t Rear Counterweight + 6t Carbody Counterweight |      |      |      |      |      |      |      |      |             |
| R/BL<br>(m)   | 40   | 43   | 46   | 49   | 52   | 55   | 58   | 61   | R/BL<br>(m) |
| 10  | 26.7 | 26.4 |      |      |      |      |      |      | 10          |
| 11  | 23.5 | 23.2 | 23   | 22.7 |      |      |      |      | 11          |
| 12  | 20.9 | 20.6 | 20.4 | 20.3 | 20   |      |      |      | 12          |
| 13  | 18.7 | 18.5 | 18.3 | 18.2 | 17.9 | 17.7 |      |      | 13          |
| 14  | 17   | 16.7 | 16.5 | 16.4 | 16.2 | 16   | 15.7 | 14   | 14          |
| 15  | 15.4 | 15.2 | 15   | 14.9 | 14.7 | 14.5 | 14.3 | 13.5 | 15          |
| 16  | 14.1 | 13.9 | 13.7 | 13.6 | 13.4 | 13.2 | 13   | 12.7 | 16          |
| 18  | 12   | 11.8 | 11.6 | 11.5 | 11.3 | 11.1 | 10.9 | 10.7 | 18          |
| 20  | 10.4 | 10.1 | 10   | 9.8  | 9.6  | 9.5  | 9.3  | 9.1  | 20          |
| 22  | 9    | 8.8  | 8.7  | 8.5  | 8.3  | 8.2  | 8    | 7.8  | 22          |
| 24  | 7.9  | 7.7  | 7.6  | 7.4  | 7.2  | 7.1  | 6.9  | 6.7  | 24          |
| 26  | 7    | 6.8  | 6.7  | 6.5  | 6.3  | 6.2  | 6    | 5.8  | 26          |
| 28  | 6.3  | 6    | 5.9  | 5.8  | 5.5  | 5.4  | 5.2  | 5    | 28          |
| 30  | 5.6  | 5.4  | 5.2  | 5.1  | 4.9  | 4.7  | 4.6  | 4.3  | 30          |
| 32  | 5    | 4.8  | 4.6  | 4.5  | 4.3  | 4.2  | 4    | 3.8  | 32          |
| 34  | 4.5  | 4.3  | 4.1  | 4    | 3.8  | 3.7  | 3.5  | 3.3  | 34          |
| 36  | 4.1  | 3.8  | 3.7  | 3.6  | 3.3  | 3.2  | 3    | 2.8  | 36          |
| 38  | 3.7  | 3.4  | 3.3  | 3.2  | 2.9  | 2.8  | 2.6  | 2.4  | 38          |
| 40  |      | 3.1  | 2.9  | 2.8  | 2.6  | 2.5  | 2.3  | 2.1  | 40          |
| 42  |      |      | 2.6  | 2.5  | 2.3  | 2.1  | 2    | 1.7  | 42          |
| 44  |      |      | 2.3  | 2.2  | 2    | 1.8  | 1.7  | 1.5  | 44          |
| 46  |      |      |      | 1.9  | 1.7  | 1.6  | 1.4  | 1.2  | 46          |
| 48  |      |      |      |      | 1.5  | 1.3  | 1.2  | 0.9  | 48          |

Unit: t

Load Chart of H Configuration

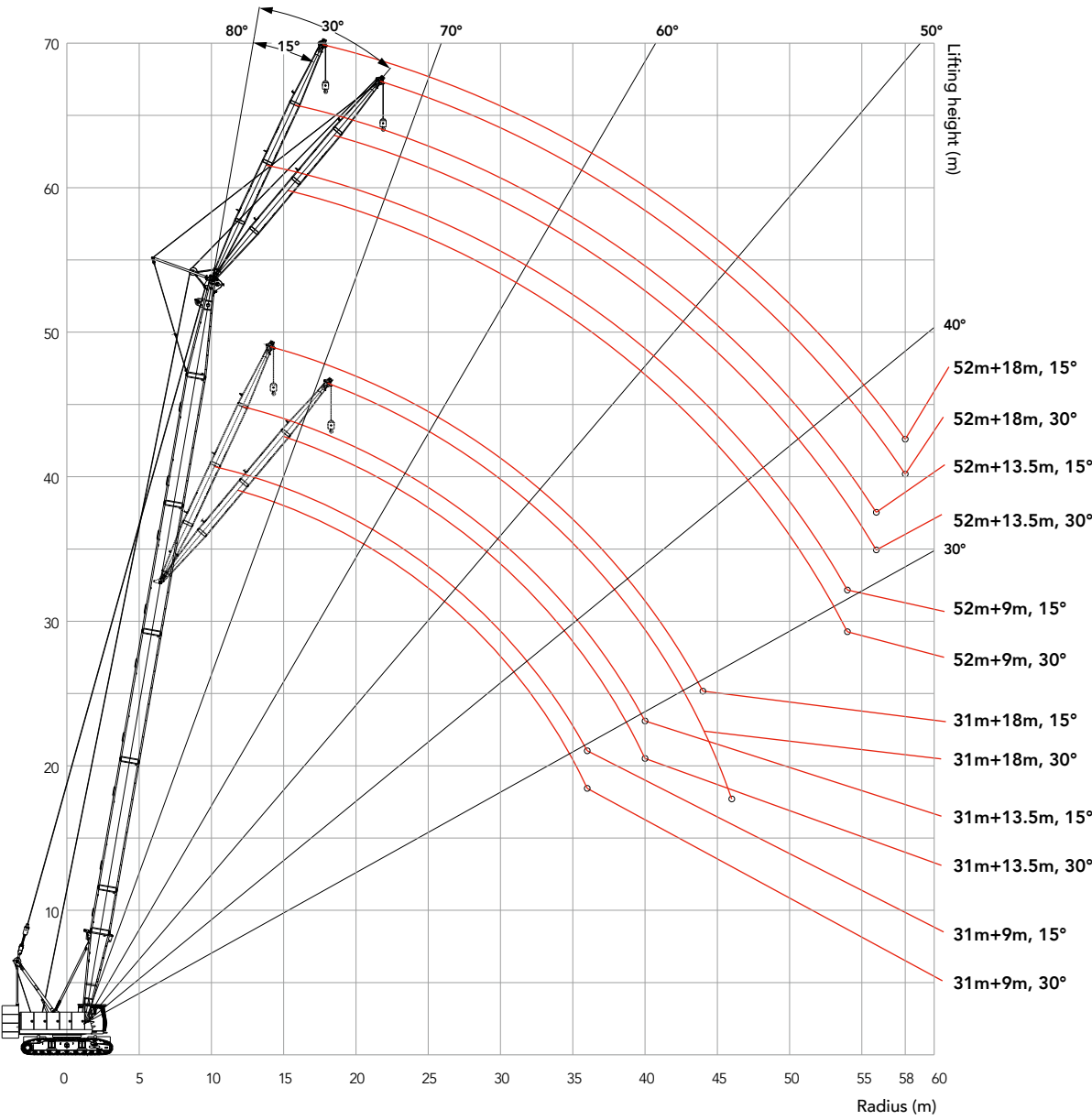
| SCC900A Crawler Crane –H Configuration  |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |             |
|---|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------------|
| Rear Counterweight 23t, one block each on left and right is removed, no carbody counterweight |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |             |
| R/BL<br>(m)   | 13   | 16   | 19   | 22   | 25   | 28   | 31   | 34   | 37   | 40   | 43   | 46   | 49   | 52   | 55   | R/BL<br>(m) |
| 4   | 90   |      |      |      |      |      |      |      |      |      |      |      |      |      |      | 4           |
| 4.5   | 76   |      |      |      |      |      |      |      |      |      |      |      |      |      |      | 4.5         |
| 5   | 63.4 | 62.2 |      |      |      |      |      |      |      |      |      |      |      |      |      | 5           |
| 5.5   | 54   | 53.4 | 52.5 |      |      |      |      |      |      |      |      |      |      |      |      | 5.5         |
| 6   | 46.9 | 46.4 | 46   | 45.2 |      |      |      |      |      |      |      |      |      |      |      | 6           |
| 6.5   | 41.5 | 41.1 | 40.7 | 40.3 | 39.6 |      |      |      |      |      |      |      |      |      |      | 6.5         |
| 7   | 37.2 | 36.8 | 36.4 | 36.1 | 35.8 | 35.1 |      |      |      |      |      |      |      |      |      | 7           |
| 7.5   | 33.6 | 33.3 | 33   | 32.7 | 32.3 | 32.1 | 31.5 |      |      |      |      |      |      |      |      | 7.5         |
| 8   | 30.7 | 30.3 | 30.1 | 29.8 | 29.5 | 29.3 | 29   | 28.3 |      |      |      |      |      |      |      | 8           |
| 9   | 26   | 25.7 | 25.5 | 25.3 | 25   | 24.8 | 24.6 | 24.3 | 24.1 |      |      |      |      |      |      | 9           |
| 10  | 22.6 | 22.3 | 22.1 | 21.9 | 21.6 | 21.4 | 21.3 | 21   | 20.8 | 20.6 | 20.2 |      |      |      |      | 10          |
| 11  | 19.9 | 19.6 | 19.4 | 19.2 | 19   | 18.8 | 18.7 | 18.4 | 18.3 | 18.1 | 17.9 | 17.7 | 17.2 |      |      | 11          |
| 12  | 17.7 | 17.5 | 17.3 | 17.1 | 16.9 | 16.7 | 16.6 | 16.3 | 16.2 | 16   | 15.8 | 15.6 | 15.5 | 15.1 |      | 12          |
| 13  | 16   | 15.7 | 15.6 | 15.4 | 15.2 | 15   | 14.9 | 14.6 | 14.5 | 14.3 | 14.1 | 14   | 13.8 | 13.6 | 13.3 | 13          |
| 14  |      | 14.3 | 14.1 | 13.9 | 13.7 | 13.6 | 13.4 | 13.2 | 13.1 | 12.9 | 12.7 | 12.6 | 12.4 | 12.2 | 12.1 | 14          |
| 15  |      | 13   | 12.9 | 12.7 | 12.5 | 12.4 | 12.2 | 12   | 11.9 | 11.7 | 11.5 | 11.4 | 11.2 | 11   | 10.9 | 15          |
| 16  |      | 12   | 11.8 | 11.7 | 11.4 | 11.3 | 11.2 | 11   | 10.8 | 10.7 | 10.5 | 10.3 | 10.2 | 10   | 9.9  | 16          |
| 18  |      |      | 10.1 | 10   | 9.7  | 9.6  | 9.5  | 9.3  | 9.1  | 9    | 8.8  | 8.7  | 8.5  | 8.3  | 8.2  | 18          |
| 20  |      |      |      | 8.6  | 8.4  | 8.3  | 8.1  | 7.9  | 7.8  | 7.7  | 7.5  | 7.4  | 7.2  | 7    | 6.9  | 20          |
| 22  |      |      |      |      | 7.3  | 7.2  | 7.1  | 6.9  | 6.8  | 6.6  | 6.4  | 6.3  | 6.2  | 6    | 5.8  | 22          |
| 24  |      |      |      |      | 6.5  | 6.3  | 6.2  | 6    | 5.9  | 5.8  | 5.6  | 5.4  | 5.3  | 5.1  | 5    | 24          |
| 26  |      |      |      |      |      | 5.6  | 5.5  | 5.3  | 5.2  | 5    | 4.8  | 4.7  | 4.6  | 4.4  | 4.3  | 26          |
| 28  |      |      |      |      |      |      | 4.9  | 4.7  | 4.5  | 4.4  | 4.2  | 4.1  | 4    | 3.8  | 3.7  | 28          |
| 30  |      |      |      |      |      |      | 4.3  | 4.1  | 4    | 3.9  | 3.7  | 3.6  | 3.5  | 3.2  | 3.1  | 30          |
| 32  |      |      |      |      |      |      |      | 3.7  | 3.6  | 3.4  | 3.2  | 3.1  | 3    | 2.8  | 2.7  | 32          |
| 34  |      |      |      |      |      |      |      |      | 3.2  | 3    | 2.8  | 2.7  | 2.6  | 2.4  | 2.3  | 34          |
| 36  |      |      |      |      |      |      |      |      | 2.8  | 2.7  | 2.5  | 2.4  | 2.2  | 2    | 1.9  | 36          |
| 38  |      |      |      |      |      |      |      |      |      | 2.4  | 2.2  | 2    | 1.9  | 1.7  | 1.6  | 38          |
| 40  |      |      |      |      |      |      |      |      |      |      | 1.9  | 1.8  | 1.6  | 1.4  | 1.3  | 40          |
| 42  |      |      |      |      |      |      |      |      |      |      |      | 1.5  | 1.4  | 1.2  | 1.1  | 42          |

FJ Configuration



- J18
- J13.5
- J19
- (4.5m) Jib Base
- (4.5m) Jib Insert
- (4.5m) Jib Top

Working Radius in FJ Configuration



Unit: t

Load Chart of FJ Configuration

- Note:
- 1.The rated load in the load chart is calculated complying with EN 13000;
  - 2.The working radius is the horizontal distance from the load center to the swing center;
  - 3.The actual lifting capacity must subtract the weight of hooks and other riggings from the rated capacity in the load chart.
  - 4.The load value is calculated when the object is hung freely,without considering the influence of wind on the load, ground conditions and slope, operation speed and the influence of any other negative factors over safe operation. Therefore, the operator bears the responsibility of making a judgment and decreasing the load and lowering speed.
  - 5.All ratings are calculated when the machine is parking on firm and level ground with less than 1% gradient.

| SCC900A – FJ 1/4                                    |     |     |      |      |      |     |      |     |      |     |      |     |                   |
|---|-----|-----|------|------|------|-----|------|-----|------|-----|------|-----|-------------------|
| 30.3t Rear Counterweight + 6t Carbody Counterweight |     |     |      |      |      |     |      |     |      |     |      |     |                   |
| R/BL (m)  | 31  |     |      |      |      |     | 34   |     |      |     |      |     | R/BL (m)          |
| Jib Length (m)                                      | 9   |     | 13.5 |      | 18   |     | 9    |     | 13.5 |     | 18   |     | Jib Length (m)    |
| Boom to Jib Angle                                   | 15° | 30° | 15°  | 30°  | 15°  | 30° | 15°  | 30° | 15°  | 30° | 15°  | 30° | Boom to Jib Angle |
| 12  | 11  |     |      |      |      |     |      |     |      |     |      |     | 12                |
| 13  | 11  |     |      |      |      |     | 11   |     |      |     |      |     | 13                |
| 14  | 11  | 11  | 11   |      |      |     | 11   | 11  |      |     |      |     | 14                |
| 15  | 11  | 11  | 11   |      |      |     | 11   | 11  | 11   |     |      |     | 15                |
| 16  | 11  | 11  | 11   | 10.3 | 11   |     | 11   | 11  | 11   |     | 11   |     | 16                |
| 18  | 11  | 11  | 11   | 9.7  | 10.5 |     | 11   | 11  | 11   | 9.7 | 10.5 |     | 18                |
| 20  | 11  | 11  | 11   | 9    | 9.7  | 7.2 | 10.9 | 11  | 11   | 9   | 9.7  | 7.2 | 20                |
| 22  | 9.7 | 9.9 | 9.8  | 8.7  | 9    | 6.8 | 9.5  | 9.7 | 9.7  | 8.7 | 9    | 6.8 | 22                |
| 24  | 8.6 | 8.8 | 8.7  | 8.3  | 8.4  | 6.4 | 8.4  | 8.6 | 8.5  | 8.3 | 8.4  | 6.4 | 24                |
| 26  | 7.7 | 7.8 | 7.8  | 7.9  | 7.8  | 6.1 | 7.5  | 7.7 | 7.6  | 7.8 | 7.7  | 6.1 | 26                |
| 28  | 6.9 | 7   | 7    | 7.2  | 7    | 5.9 | 6.7  | 6.8 | 6.8  | 7   | 6.9  | 5.9 | 28                |
| 30  | 6.2 | 6.3 | 6.3  | 6.5  | 6.3  | 5.6 | 6    | 6.1 | 6.1  | 6.3 | 6.2  | 5.6 | 30                |
| 32  | 5.6 | 5.7 | 5.7  | 5.9  | 5.7  | 5.4 | 5.4  | 5.5 | 5.5  | 5.7 | 5.6  | 5.4 | 32                |
| 34  | 5.1 | 5.2 | 5.2  | 5.3  | 5.2  | 5.2 | 4.9  | 5   | 5    | 5.2 | 5    | 5.2 | 34                |
| 36  | 4.7 | 4.7 | 4.7  | 4.8  | 4.8  | 4.9 | 4.5  | 4.5 | 4.5  | 4.7 | 4.6  | 4.8 | 36                |
| 38  |     |     | 4.3  | 4.4  | 4.3  | 4.5 | 4.1  | 4.1 | 4.1  | 4.2 | 4.2  | 4.3 | 38                |
| 40  |     |     | 3.9  | 4    | 4    | 4.1 |      |     | 3.8  | 3.8 | 3.8  | 3.9 | 40                |
| 42  |     |     |      |      | 3.6  | 3.7 |      |     | 3.4  | 3.5 | 3.5  | 3.6 | 42                |
| 44  |     |     |      |      | 3.3  | 3.4 |      |     |      | 3.2 | 3.1  | 3.2 | 44                |
| 46  |     |     |      |      |      | 3.1 |      |     |      |     | 2.9  | 2.9 | 46                |
| 48  |     |     |      |      |      |     |      |     |      |     | 2.6  | 2.7 | 48                |

Unit: t

Load Chart of FJ Configuration

| SCC900A – FJ 2/4                                    |      |     |      |     |      |     |      |      |      |     |      |     |                   |
|---|------|-----|------|-----|------|-----|------|------|------|-----|------|-----|-------------------|
| 30.3t Rear Counterweight + 6t Carbody Counterweight |      |     |      |     |      |     |      |      |      |     |      |     |                   |
| R/BL (m)  | 37   |     |      |     |      |     | 40   |      |      |     |      |     | R/BL (m)          |
| Jib Length (m)                                      | 9    |     | 13.5 |     | 18   |     | 9    |      | 13.5 |     | 18   |     | Jib Length (m)    |
| Boom to Jib Angle                                   | 15°  | 30° | 15°  | 30° | 15°  | 30° | 15°  | 30°  | 15°  | 30° | 15°  | 30° | Boom to Jib Angle |
| 13  | 11   |     |      |     |      |     |      |      |      |     |      |     | 13                |
| 14  | 11   |     |      |     |      |     | 11   |      |      |     |      |     | 14                |
| 15  | 11   | 11  | 11   |     |      |     | 11   |      |      |     |      |     | 15                |
| 16  | 11   | 11  | 11   |     |      |     | 11   | 11   | 11   |     |      |     | 16                |
| 18  | 11   | 11  | 11   | 9.7 | 10.5 |     | 11   | 11   | 11   |     | 10.5 |     | 18                |
| 20  | 10.8 | 11  | 10.9 | 9   | 9.7  |     | 10.6 | 10.9 | 10.8 | 9   | 9.7  |     | 20                |
| 22  | 9.4  | 9.6 | 9.5  | 8.7 | 9    | 6.8 | 9.3  | 9.5  | 9.4  | 8.7 | 9    | 6.8 | 22                |
| 24  | 8.3  | 8.5 | 8.4  | 8.3 | 8.4  | 6.4 | 8.2  | 8.4  | 8.3  | 8.3 | 8.4  | 6.4 | 24                |
| 26  | 7.4  | 7.5 | 7.5  | 7.7 | 7.5  | 6.1 | 7.2  | 7.4  | 7.4  | 7.6 | 7.4  | 6.1 | 26                |
| 28  | 6.6  | 6.7 | 6.7  | 6.9 | 6.7  | 5.9 | 6.5  | 6.6  | 6.6  | 6.8 | 6.6  | 5.9 | 28                |
| 30  | 5.9  | 6   | 6    | 6.2 | 6    | 5.6 | 5.8  | 5.9  | 5.9  | 6.1 | 5.9  | 5.6 | 30                |
| 32  | 5.3  | 5.4 | 5.4  | 5.6 | 5.4  | 5.4 | 5.2  | 5.3  | 5.3  | 5.5 | 5.3  | 5.4 | 32                |
| 34  | 4.8  | 4.9 | 4.9  | 5   | 4.9  | 5.1 | 4.7  | 4.8  | 4.8  | 4.9 | 4.8  | 5   | 34                |
| 36  | 4.3  | 4.4 | 4.4  | 4.6 | 4.5  | 4.7 | 4.2  | 4.3  | 4.3  | 4.5 | 4.3  | 4.6 | 36                |
| 38  | 3.9  | 4   | 4    | 4.1 | 4    | 4.2 | 3.8  | 3.9  | 3.9  | 4   | 3.9  | 4.1 | 38                |
| 40  | 3.6  | 3.6 | 3.6  | 3.7 | 3.7  | 3.8 | 3.4  | 3.5  | 3.5  | 3.6 | 3.5  | 3.7 | 40                |
| 42  | 3.2  | 3.3 | 3.3  | 3.4 | 3.3  | 3.5 | 3.1  | 3.1  | 3.2  | 3.3 | 3.2  | 3.4 | 42                |
| 44  |      |     | 3    | 3.1 | 3    | 3.1 | 2.8  | 2.8  | 2.9  | 3   | 2.9  | 3   | 44                |
| 46  |      |     | 2.7  | 2.8 | 2.7  | 2.8 |      |      | 2.6  | 2.7 | 2.6  | 2.7 | 46                |
| 48  |      |     |      |     | 2.5  | 2.6 |      |      | 2.3  | 2.4 | 2.4  | 2.5 | 48                |
| 50  |      |     |      |     | 2.3  | 2.3 |      |      |      |     | 2.1  | 2.2 | 50                |
| 52  |      |     |      |     |      |     |      |      |      |     | 1.9  | 2   | 52                |
| 54  |      |     |      |     |      |     |      |      |      |     | 1.7  |     | 54                |

Unit: t

Load Chart of FJ Configuration

| SCC900A – FJ 3/4                                    |      |      |      |     |     |     |      |      |      |     |     |     |                   |
|---|------|------|------|-----|-----|-----|------|------|------|-----|-----|-----|-------------------|
| 30.3t Rear Counterweight + 6t Carbody Counterweight |      |      |      |     |     |     |      |      |      |     |     |     |                   |
| R/BL (m)  |      |      |      |     |     |     |      |      |      |     |     |     | R/BL (m)          |
| Jib Length (m)                                      | 9    |      | 43   |     | 18  |     | 9    |      | 46   |     | 18  |     | Jib Length (m)    |
| Boom to Jib Angle                                   | 15°  | 30°  | 15°  | 30° | 15° | 30° | 15°  | 30°  | 15°  | 30° | 15° | 30° | Boom to Jib Angle |
| 14  | 11   |      |      |     |     |     |      |      |      |     |     |     | 14                |
| 15  | 11   |      |      |     |     |     | 11   |      |      |     |     |     | 15                |
| 16  | 11   | 11   | 11   |     |     |     | 11   |      |      |     |     |     | 16                |
| 18  | 11   | 11   | 11   |     | 10  |     | 11   | 11   | 11   |     |     |     | 18                |
| 20  | 10.4 | 10.7 | 10.6 | 9   | 9.7 |     | 10.3 | 10.6 | 10.5 | 9   | 9.6 |     | 20                |
| 22  | 9.1  | 9.4  | 9.2  | 8.7 | 9   | 6.8 | 9    | 9.2  | 9.1  | 8.7 | 8.9 |     | 22                |
| 24  | 8    | 8.2  | 8.1  | 8.3 | 8.2 | 6.4 | 7.9  | 8.1  | 8    | 8.3 | 8.1 | 6.4 | 24                |
| 26  | 7.1  | 7.3  | 7.2  | 7.5 | 7.3 | 6.1 | 6.9  | 7.1  | 7.1  | 7.4 | 7.1 | 6.1 | 26                |
| 28  | 6.3  | 6.4  | 6.4  | 6.7 | 6.4 | 5.9 | 6.1  | 6.3  | 6.3  | 6.6 | 6.3 | 5.9 | 28                |
| 30  | 5.6  | 5.7  | 5.7  | 5.9 | 5.8 | 5.6 | 5.5  | 5.6  | 5.6  | 5.8 | 5.6 | 5.6 | 30                |
| 32  | 5    | 5.1  | 5.1  | 5.3 | 5.2 | 5.4 | 4.9  | 5    | 5    | 5.2 | 5   | 5.4 | 32                |
| 34  | 4.5  | 4.6  | 4.6  | 4.8 | 4.6 | 4.9 | 4.4  | 4.5  | 4.5  | 4.7 | 4.5 | 4.8 | 34                |
| 36  | 4    | 4.1  | 4.1  | 4.3 | 4.2 | 4.4 | 3.9  | 4    | 4    | 4.2 | 4   | 4.3 | 36                |
| 38  | 3.6  | 3.7  | 3.7  | 3.9 | 3.7 | 4   | 3.5  | 3.6  | 3.6  | 3.8 | 3.6 | 3.9 | 38                |
| 40  | 3.2  | 3.3  | 3.3  | 3.5 | 3.4 | 3.6 | 3.1  | 3.2  | 3.2  | 3.4 | 3.3 | 3.5 | 40                |
| 42  | 2.9  | 3    | 3    | 3.1 | 3   | 3.2 | 2.8  | 2.9  | 2.9  | 3   | 2.9 | 3.1 | 42                |
| 44  | 2.6  | 2.7  | 2.7  | 2.8 | 2.7 | 2.9 | 2.5  | 2.6  | 2.6  | 2.7 | 2.6 | 2.8 | 44                |
| 46  | 2.3  | 2.4  | 2.4  | 2.5 | 2.5 | 2.6 | 2.2  | 2.3  | 2.3  | 2.4 | 2.3 | 2.5 | 46                |
| 48  |      |      | 2.2  | 2.2 | 2.2 | 2.3 | 2    | 2    | 2    | 2.1 | 2.1 | 2.2 | 48                |
| 50  |      |      | 1.9  | 2   | 2   | 2.1 |      | 1.8  | 1.8  | 1.9 | 1.8 | 2   | 50                |
| 52  |      |      |      | 1.7 | 1.7 | 1.8 |      |      | 1.6  | 1.6 | 1.6 | 1.7 | 52                |
| 54  |      |      |      |     | 1.5 | 1.6 |      |      | 1.4  | 1.4 | 1.4 | 1.5 | 54                |
| 56  |      |      |      |     | 1.3 | 1.4 |      |      |      |     | 1.2 | 1.3 | 56                |
| 58  |      |      |      |     |     |     |      |      |      |     | 1   | 1.1 | 58                |

Unit: t

Load Chart of FJ Configuration

| SCC900A – FJ 4/4                                    |      |      |      |     |     |     |     |      |      |     |     |     |                   |
|---|------|------|------|-----|-----|-----|-----|------|------|-----|-----|-----|-------------------|
| 30.3t Rear Counterweight + 6t Carbody Counterweight |      |      |      |     |     |     |     |      |      |     |     |     |                   |
| R/BL (m)  | 49   |      |      |     |     |     |     |      |      |     |     |     | R/BL (m)          |
| Jib Length (m)                                      | 9    |      | 13.5 |     | 18  |     | 9   |      | 52   |     | 18  |     | Jib Length (m)    |
| Boom to Jib Angle                                   | 15°  | 30°  | 15°  | 30° | 15° | 30° | 15° | 30°  | 15°  | 30° | 15° | 30° | Boom to Jib Angle |
| 15  | 11   |      |      |     |     |     |     |      |      |     |     |     | 15                |
| 16  | 11   |      |      |     |     |     | 11  |      |      |     |     |     | 16                |
| 18  | 11   | 11   | 11   |     |     |     | 11  | 11   | 11   |     |     |     | 18                |
| 20  | 10.2 | 10.5 | 10.3 | 9   | 9   |     | 10  | 10.4 | 10.2 |     | 8.3 |     | 20                |
| 22  | 8.8  | 9.1  | 9    | 8.7 | 8.7 |     | 8.6 | 9    | 8.8  | 8.7 | 8.1 |     | 22                |
| 24  | 7.7  | 8    | 7.9  | 8.3 | 8   | 6.4 | 7.5 | 7.8  | 7.7  | 8.1 | 7.8 | 6.4 | 24                |
| 26  | 6.8  | 7    | 6.9  | 7.3 | 7   | 6.1 | 6.6 | 6.9  | 6.8  | 7.1 | 6.9 | 6.1 | 26                |
| 28  | 6    | 6.2  | 6.1  | 6.5 | 6.2 | 5.9 | 5.8 | 6    | 6    | 6.3 | 6.1 | 5.9 | 28                |
| 30  | 5.3  | 5.5  | 5.4  | 5.7 | 5.5 | 5.6 | 5.1 | 5.3  | 5.3  | 5.6 | 5.4 | 5.6 | 30                |
| 32  | 4.7  | 4.9  | 4.9  | 5.1 | 4.9 | 5.3 | 4.6 | 4.7  | 4.7  | 5   | 4.8 | 5.1 | 32                |
| 34  | 4.2  | 4.4  | 4.3  | 4.6 | 4.4 | 4.7 | 4   | 4.2  | 4.2  | 4.4 | 4.2 | 4.6 | 34                |
| 36  | 3.8  | 3.9  | 3.9  | 4.1 | 3.9 | 4.2 | 3.6 | 3.7  | 3.7  | 3.9 | 3.8 | 4.1 | 36                |
| 38  | 3.4  | 3.5  | 3.5  | 3.6 | 3.5 | 3.8 | 3.2 | 3.3  | 3.3  | 3.5 | 3.3 | 3.6 | 38                |
| 40  | 3    | 3.1  | 3.1  | 3.3 | 3.1 | 3.4 | 2.8 | 2.9  | 2.9  | 3.1 | 3   | 3.2 | 40                |
| 42  | 2.7  | 2.8  | 2.8  | 2.9 | 2.8 | 3   | 2.5 | 2.6  | 2.6  | 2.7 | 2.6 | 2.9 | 42                |
| 44  | 2.4  | 2.4  | 2.4  | 2.6 | 2.5 | 2.7 | 2.2 | 2.3  | 2.3  | 2.4 | 2.3 | 2.5 | 44                |
| 46  | 2.1  | 2.2  | 2.2  | 2.3 | 2.2 | 2.4 | 1.9 | 2    | 2    | 2.1 | 2   | 2.2 | 46                |
| 48  | 1.8  | 1.9  | 1.9  | 2   | 2   | 2.1 | 1.7 | 1.7  | 1.7  | 1.9 | 1.8 | 2   | 48                |
| 50  | 1.6  | 1.7  | 1.7  | 1.8 | 1.7 | 1.9 | 1.4 | 1.5  | 1.5  | 1.6 | 1.5 | 1.7 | 50                |
| 52  | 1.4  | 1.4  | 1.5  | 1.5 | 1.5 | 1.6 | 1.2 | 1.2  | 1.3  | 1.4 | 1.3 | 1.5 | 52                |
| 54  |      |      | 1.3  | 1.3 | 1.3 | 1.4 | 1   | 1    | 1.1  | 1.2 | 1.1 | 1.2 | 54                |
| 56  |      |      | 1.1  | 1.1 | 1.1 | 1.2 |     |      | 0.9  | 1   | 0.9 | 1   | 56                |
| 58  |      |      |      |     | 0.9 | 1   |     |      |      |     | 0.8 | 0.8 | 58                |



Notes



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— Agent information —

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