LIFTING CHARTS - Crawler Cranes

## DEMAG MODEL CC2400-1-440 TON CAPACITY

SW


## STERLING CRANE

## sw




## Remarks

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

## STERLING CRANE

## sw



|  |  | 77.2 ft |  |  | 96.9 ft |  |  | 16.5 |  |  | 236.2 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\bigcup_{6}$ | 870 $-85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $87^{\circ}-85^{\circ}$ | $75^{\circ}$ |  | $87^{\circ}-85$ | $75^{\circ}$ |  |  |  | $65^{\circ}$ |  |
| $f \mathrm{f}$ |  |  |  |  |  |  | 0 lb |  |  |  |  |  |  |
| 59.1 | 184.3 | - | - | - | - | - | . | - | - | - | - | - |  |
| 62.3 | 175.3 | - | - | 156.5 | - | - | - | - |  | - | - | - |  |
| 65.6 | 166.9 | - | - | 156.5 | - | - | 133.2 | - | - | - | - | - |  |
| 72.2 | 152.3 | - | - | 147.0 | - | - | 133.2 | - | - | 107.6 | - | - |  |
| 78.7 | 140.0 | - | - | 134.9 | - | - | 131.0 | - | - | 107.6 | - | - |  |
| 85.3 | 129.2 | - | - | 124.6 | - | - | 120.8 | - | - | 107.4 | - | - |  |
| 91.9 | 119.7 | - | - | 115.5 | - | - | 112.0 | - | - | 105.2 | - | - |  |
| 98.4 | 111.6 | - | - | 107.4 | - | - | 104.3 | - | - | 100.3 | - |  |  |
| 111.5 | 95.0 | - | - | 93.9 | - | - | 91.1 | - | - | 87.5 | - | - |  |
| 118.1 | 88.0 | 76.9 | - | 86.6 | - | - | 85.3 | - | - | 82.0 | - | - |  |
| 124.7 | 81.6 | 71.2 | - | 80.5 | 69.7 | - | 79.8 | - | - | 77.2 | - | - |  |
| 137.8 | 71.2 | 61.7 | - | 69.9 | 60.2 | - | 69.2 | 59.3 | - | 67.7 | - | - |  |
| 144.4 | 66.6 | 57.8 | - | 65.5 | 56.2 | - | 64.8 | 55.3 | - | 63.1 | 53.6 | - |  |
| 150.9 | 62.6 | 54.0 | - | 61.3 | 52.7 | - | 60.6 | 51.8 | - | 59.1 | 49.8 | - |  |
| 164.0 | 55.8 | 47.8 | 41.0 | 54.2 | 46.3 | - | 53.6 | 45.4 | - | 52.0 | 43.2 | - |  |
| 177.2 | 49.8 | 42.5 | 35.9 | 48.5 | 40.8 | 34.0 | 47.8 | 39.9 | - | 46.1 | 37.7 | - |  |
| 190.3 | - | 37.9 | 31.7 | 43.7 | 36.2 | 29.8 | 42.8 | 35.1 | 28.7 | 41.0 | 33.1 | - |  |
| 203.4 | - | 34.2 | 28.2 | 39.5 | 32.2 | 26.2 | 38.6 | 31.1 | 25.1 | 36.8 | 28.9 | 22.7 |  |
| 216.5 | - | - | 25.1 | - | 28.9 | 23.1 | 34.8 | 27.6 | 21.8 | 33.1 | 25.6 | 19.6 |  |
| 229.7 | - | - | 22.7 | - | - | 20.5 | - | 24.7 | 19.2 | 29.5 | 22.5 | 17.0 |  |
| 242.8 | - | - | - | - | - | 18.3 | - | 22.0 | 17.0 | 25.6 | 19.8 | 14.6 |  |
| 255.9 | - | - |  | - | - |  | - | - | 14.8 |  | 17.6 | 12.6 |  |
| 269.0 | - | - | - | - | - | - | - | - | - | - | - | 10.8 |  |
| 282.2 | - | - | - | - | - | - | - | - | - | - | - | 9.3 |  |
| 295.3 | - | - | - | - | - | - | - | - | - | - | - | - |  |

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

## STERLING CRANE

## sw




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

## STERLING CRANE

## sw

| = | 352,700 lb + 88,200 lb 7B |  |  | ㄷ-1 23'9" |  |  | $360^{\circ}$ |  |  |  |  |  |  |  | IS 0 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| (1) 157.5 ft |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | * | 78.7 ft |  | I | 98.4 ft |  |  | 118.1 ft |  |  | 137.8 ft |  |  | 157.5 ft |  |
| $\underset{H}{\bigcup}$ | \% $87^{\circ}-85^{\circ}$ | $\square^{75}$ | $65^{\circ}$ | $87^{\circ}-85^{\circ}$ | $75^{\circ}$ | $165^{\circ}$ | $87^{\circ}-85^{\circ}$ | $\square^{75}$ | $65^{\circ}$ | 870 $-85^{\circ}$ | $75^{\circ}$ | $\vdash^{6}$ | $87^{\circ}-85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ |
| $f t$ |  |  |  |  |  |  |  | 1,000 I |  |  |  |  |  |  |  |
| 39.4 | 295.4 | - | - | - | - | - | - | . | - | - | - | - | - | - | - |
| 42.7 | 275.6 | - | - | 263.5 | - | - | - | - | - | - | - | - | - | - | - |
| 45.9 | 257.9 | - | - | 246.9 | - | - | 237.0 | - | - | - | - | - | - | - | . |
| 52.5 | 228.2 | - | - | 220.0 | - | - | 211.6 | - | - | 203.5 | - | - | - | - | - |
| 55.8 | 216.5 | - | - | 208.3 | - | - | 200.4 | - | - | 192.9 | - | - | 178.4 | - | - |
| 59.1 | 205.5 | - | - | 197.5 | - | - | 190.3 | - | - | 183.2 | - | - | 176.6 | - | - |
| 65.6 | 186.3 | - | - | 179.2 | - | - | 172.6 | - | - | 166.2 | - | - | 160.5 | - | - |
| 72.2 | 170.4 | - | - | 163.8 | - | - | 157.9 | - | - | 152.1 | - | - | 146.8 | - | - |
| 78.7 | 155.6 | - | - | 150.8 | - | - | 145.3 | - | - | 140.0 | - | - | 135.1 | - | - |
| 85.3 | 140.4 | 120.4 | - | 138.7 | - | - | 134.5 | - | - | 129.4 | - | - | 125.0 | - | - |
| 91.9 | 127.6 | 109.1 | - | 125.9 | - | - | 124.8 | - | - | 120.4 | - | - | 116.0 | - | - |
| 98.4 | - | 99.6 | - | 115.1 | 97.2 | - | 114.0 | - | - | 112.2 | - | - | 108.2 | - | - |
| 105.0 | - | 91.7 | - | 105.8 | 89.3 | - | 104.7 | 87.7 | - | 102.7 | - | - | 101.2 | - | - |
| 111.5 | - | 84.7 | - | 95.2 | 82.2 | - | 96.8 | 80.9 | - | 94.8 | 78.5 | - | 94.6 | - | - |
| 118.1 | - | 78.5 | - | . | 76.3 | - | 89.7 | 74.7 | - | 87.7 | 72.3 | - | 87.5 | 71.9 | - |
| 124.7 | - | 73.2 | 62.6 | - | 71.0 | - | 83.6 | 69.4 | - | 81.6 | 67.0 | - | 81.4 | 66.6 | - |
| 131.2 | - | , | 58.4 | - | 66.1 | - | 75.8 | 64.6 | - | 76.3 | 62.4 | - | 75.8 | 61.7 | - |
| 137.8 | - | - | 54.7 | - | 61.9 | 51.6 | - | 60.4 | - | 71.4 | 58.2 | - | 70.8 | 57.5 | - |
| 150.9 | - | - | 48.3 | - | . | 45.2 | - | 53.4 | 43.0 | 61.1 | 50.9 | - | 62.4 | 50.3 | - |
| 157.5 | - | - | . | - | - | 42.3 | - | 50.3 | 40.3 | . | 47.8 | 37.5 | 58.9 | 47.2 | - |
| 164.0 | - | - | - | - | - | 39.9 | - | - | 37.7 | - | 45.0 | 34.8 | 55.8 | 44.1 | - |
| 177.2 | - | - | - | - | - | - | - | - | 33.5 | - | 40.1 | 30.4 | - | 39.0 | 29.5 |
| 190.3 | - | - | - | - | - | - | - | - | , | - | - | 26.9 | - | 34.8 | 25.8 |
| 203.4 | - | - | - | - | - | - | - | - | - | - | - | 24.0 | - | - | 22.7 |
| 216.5 | - | - | - | - | - | - | - | - | - | - | - | . | - | - | 20.1 |



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

## STERLING CRANE

## sw




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

## STERLING CRANE

## sw




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

## STERLING CRANE

## sw

| $352,700 \mathrm{lb}+88,200 \mathrm{lb}$ ZB |  |  |  | ㄷ-4 23'9 ${ }^{\prime \prime}$ |  |  | $360^{\circ}$ |  |  |  |  |  | IS 0 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| - 216.5 ft |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 78.7 ft |  |  | 98.4 ft |  |  | 118.1 ft |  |  | 137.8 ft |  |  | 157.5 ft |  |  |
| $\underset{\sim}{U}$ | $87^{\circ}-85^{\circ}+75^{\circ}+65^{\circ}$ |  |  | 87 |  |  | 870 $-85^{\circ} \cup 75^{\circ}$ |  |  | $87^{\circ}-85^{\circ} \downarrow 75^{\circ}$ |  | $65^{\circ}$ | $87^{\circ}-85$ |  | $65^{\circ}$ |
| $f \mathrm{f}$ |  |  |  |  |  |  |  | ,000 Ib |  |  |  |  |  |  |  |
| 42.7 | 231.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 45.9 | 226.0 | - | - | 198.0 | - | - | - | - | - | - | - | - | - | - | - |
| 49.2 | 213.4 | - | - | 198.0 | - | - | 173.3 | - | - | - | - | . | - | - | - |
| 52.5 | 202.2 | - | - | 194.2 | - | - | 173.3 | - | - | - | - | - | - | - | - |
| 55.8 | 191.8 | - | - | 184.5 | - | - | 173.3 | - | . | 150.4 | - | - | - | - | . |
| 59.1 | 182.5 | - |  | 175.5 | - | - | 168.9 | - | - | 150.4 | - | - | 131.6 | - | - |
| 65.6 | 166.4 | - | - | 160.1 | - | - | 154.1 | - | - | 148.2 | - | - | 131.6 | - | - |
| 72.2 | 152.8 | - | - | 146.8 | - | - | 141.3 | - | - | 136.0 | - | - | 128.5 | - | - |
| 78.7 | 141.3 | - | - | 135.6 | . | - | 130.5 | - | - | 125.7 | - | - | 121.0 | - | . |
| 85.3 | 131.4 | - |  | 126.1 | - | - | 121.3 | - | - | 116.4 | - | - | 112.2 | - | - |
| 91.9 | 123.0 | - | - | 117.5 | . | . | 112.9 | - | . | 108.5 | . | - | 104.5 | - | . |
| 98.4 | 109.3 | - | - | 110.0 | - | - | 105.6 | - | - | 101.4 | - | - | 97.4 | - | - |
| 105.0 | , | 79.4 | - | 103.0 | - | - | 99.2 | - | . | 95.0 | - | . | 91.3 | . | . |
| 111.5 | - | 73.4 | - | 95.0 | 70.5 | - | 93.5 |  | - | 89.5 | - | - | 85.8 | - | - |
| 118.1 | - | 67.9 | - | 84.2 | 65.3 | . | 87.1 | 62.6 | . | 84.4 | - | - | 80.9 | - | . |
| 124.7 | - | 63.1 | - | . | 60.4 | - | 81.1 | 58.6 | - | 79.1 | - | - | 76.3 | - | - |
| 131.2 | - | 58.9 | - | - | 56.0 | - | 75.8 | 54.2 | . | 73.6 | 51.4 | - | 72.3 | - | - |
| 137.8 | - | 54.9 | - | - | 52.0 | - | 67.7 | 50.3 | - | 69.0 | 47.4 | - | 68.6 | 45.9 | - |
| 150.9 | - | - | 32.4 | - | 45.4 | - | - | 43.7 | - | 60.8 | 40.8 | - | 60.4 | 40.3 | - |
| 157.5 | - | - | 30.2 | - | 42.5 | - | - | 40.8 | - | 54.5 | 37.9 | - | 56.9 | 37.5 | - |
| 164.0 | - | - | 28.2 | - | . | 25.1 | - | 38.1 | - | . | 35.5 | - | 53.8 | 34.8 | - |
| 177.2 | - | - |  |  | - | 21.6 | - | 34.0 | 19.6 | - | 31.1 | - | 45.4 | 30.4 | - |
| 190.3 | - | - | . | - | - | 19.0 | - | . | 16.8 | - | 27.3 | 13.9 | . | 26.5 | - |
| 203.4 | - | - |  | - | - |  | - | - | 14.6 | - | , | 11.5 | - | 23.4 | 10.6 |
| 216.5 | - | - | . | . | . | . | - | - | 1.6 | - | - | 9.5 | - | 20.7 | 8.6 |
| 229.7 | - | - |  |  | - | - | - | - |  | - | - | 8.2 | - |  | 6.8 |
| 242.8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



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

## STERLING CRANE

## sw

|  | $352,700 \mathrm{lb}+88,200 \mathrm{lb}$ ZB |  |  | 든 23'9" |  |  | $360^{\circ}$ |  |  |  |  |  |  |  | IS 0 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $236.2 \mathrm{ft}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | \% | 78.7 ft |  |  | 98.4 ft |  |  | 118.1 ft |  |  | 137.8 |  |  | 157.5 ft |  |
| $\leftrightarrow$ | - $87{ }^{\circ}-85^{\circ}$ |  | $65^{\circ}$ | 870 $-85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $8^{87}-85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $87^{\circ}-85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | 870 $-85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ |
| ft |  |  |  |  |  |  |  | 1,000 lb |  |  |  |  |  |  |  |
| 42.7 | 198.0 | - | - | - | - | - | - | 1,000 | - | - | - | - | - | - | - |
| 45.9 | 198.0 | - | - | 173.3 | - | - |  | - | - | - | - | - | - | - | - |
| 52.5 | 193.6 | - | - | 173.3 | - | - | 149.5 | - | - | . | - | - | - | . | . |
| 55.8 | 183.9 | - | - | 170.4 | - | - | 149.5 | - | - | 131.6 | - | - | - | - | - |
| 59.1 | 175.3 | - | - | 167.8 | - | - | 149.5 | - | . | $131.6$ | . | . | 114.2 | - | . |
| 65.6 | 159.8 | - | - | 153.7 | - | - | 145.3 | - | - | 129.9 | - | - | 114.2 | - | - |
| 72.2 | 147.0 | - | - | 141.3 | - | - | 135.8 | - | - | 126.5 | - | - | 112.9 | - | - |
| 78.7 | 136.0 | - | - | 130.5 | - | - | 125.7 | - | - | 120.8 | - | - | 110.2 | - | - |
| 85.3 | 126.5 | - | - | 121.5 | - | - | 116.6 | - | - | 112.0 | - | - | 107.4 | - | - |
| 91.9 | 118.6 | - | - | 113.3 | - | - | 108.7 | - | - | 104.5 | - | - | 100.5 | - | - |
| 98.4 | 104.9 | - | - | 106.3 | - | - | 101.9 | - | - | 97.7 | - | - | 93.9 | - | - |
| 111.5 | - | 68.1 | - | 93.9 | . | - | 90.2 | - | - | 86.2 | - | - | 82.7 | - | - |
| 118.1 | - | 63.5 | - | 82.7 | 60.2 | - | 85.1 | - | - | 81.4 | - | - | 77.8 | - | - |
| 124.7 | - | 58.9 | - | - | 55.8 | - | 80.2 | 53.1 | - | 76.9 | - | - | 73.6 | - | - |
| 131.2 | - | 54.5 | - | - | 51.6 | - | 74.7 | 49.8 | - | 72.8 | 46.5 | - | 69.7 | - | - |
| 137.8 | - | 50.7 | - | - | 47.8 | - | 66.1 | 46.1 | - | 68.1 | 43.2 | - | 65.9 | - | - |
| 144.4 | - | 47.4 | - | - | 44.5 | - | 6.1 | 42.8 | - | 63.7 | 39.9 | - | 62.6 | 38.4 | - |
| 150.9 | - |  | - | - | 41.4 | - | - | 39.9 | - | 60.0 | 37.0 | - | 59.7 | 36.2 | - |
| 157.5 | - | - | 24.5 | - | 38.8 | - | - | 37.0 | - | 53.1 | 34.2 | - | 56.2 | 33.7 | - |
| 164.0 | - | - | 22.7 | - | 36.6 | - | - | 34.6 | - | - | 31.7 | - | 52.9 | 31.3 |  |
| 177.2 | - | - | 19.6 | - | \% | 16.5 | - | 30.4 | - | . | 27.6 | - | 44.3 | 27.1 | - |
| 190.3 | - | - | - | - | - | 13.9 | - | . | 11.9 | - | 24.0 | 8.8 | - | 23.4 | - |
| 203.4 | - | - | . | - | - | 12.1 | - | . | 9.9 | - | - | 6.8 | - | 20.5 | - |
| 210.0 | - | - | - | - | - | - | - | - | 9.0 | - | - | 6.0 | - | 19.2 | - |
| 216.5 | - | - | - | - | - | - | - | - | 8.4 | - | - | - | - | 17.9 | - |



## Remarks

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

