LIFTING CHARTS - Crawler Cranes

## DEMAG MODEL CC2400-1-440 TON CAPACITY




## STERLING CRANE

## sust



| \% $118.1 \mathrm{ft}+118.1 \mathrm{ft}$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $f t$ |  |  | 1,000 lb |  |  |  |
| 45.9 | - | 349.4* |  |  | - | - |
| 52.5 | - | 352.7 | - | - | - |  |
| 59.1 | - | 349.4 | - | - | - | - |
| 65.6 | - | 339.5 | - | - | - | - |
| 72.2 | - | 326.3 | - | - | - | - |
| 78.7 | - | 309.7 | - | - | - | - |
| 85.3 | - | 292.1 | - | - | - | - |
| 91.9 | - | 273.4 | 299.8 | - | - | - |
| 98.4 | - | 248.0 | 282.2 | - | - | - |
| 111.5 | - | 208.3 | 243.6 | - | - | - |
| 124.7 | - | 167.6 | 215.0 | - | - | - |
| 131.2 | - | 146.6 | 202.6 | 195.8 | - | - |
| 137.8 | - | - | 191.4 | 185.0 | - | - |
| 150.9 | - | - | 160.1 | 166.4 | - | - |
| 164.0 | - | - | . | 151.0 | 145.3 | - |
| 177.2 | - | - | - | - | 134.7 | - |
| 190.3 | - | - | - | - | 123.9 | 110.5 |
| 203.4 | - | - | - | - | - | 105.8 |
| 216.5 | - | - | - | - | - | . |

## Remarks

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


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

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


## STERLING <br> CRANE

## sust

$\square 352,700 \mathrm{lb}+88,200 \mathrm{lb}$ zB $\quad-\bigsqcup 29^{\prime \prime} 6^{\prime \prime}-49^{\prime \prime} 3^{\prime \prime}$
$118.1 \mathrm{ft}+236.2 \mathrm{ft}$

| $\begin{array}{r} \models 0 \mathrm{lb} \\ \leftrightarrows \text { 29'6" } \end{array}$ |  | $0 \mathrm{lb}-551,000 \mathrm{lb}$ |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 29'6" - 49'3" |  |  |  |  |
| $\underbrace{\infty}_{\leftrightarrow}$ | $85^{\circ}$ | $85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $55^{\circ}$ | $45^{\circ}$ |
| $f t$ |  |  |  |  |  |  |
| 72.2 | - | 117.9* | - | - | - | - |
| 78.7 | - | 117.1* | - | - | - | - |
| 85.3 | - | 115.7 | - | - | - | - |
| 91.9 | - | 114.9 | - | - | - | - |
| 98.4 | - | 113.1 | . | - | - | - |
| 111.5 | - | 109.6 | - | - | - | - |
| 124.7 | - | 106.0 | - | - | - | . |
| 137.8 | - | 103.0 | - | - | - | - |
| 144.4 | - | 101.4 | 103.8 | - | - | - |
| 150.9 | - | 99.9 | 103.2 | - | - | - |
| 164.0 | - | 96.6 | 101.0 | - | - | - |
| 177.2 | - | 93.7 | 99.0 | - | - | - |
| 190.3 | - | 87.5 | 96.8 | - | - | - |
| 203.4 | - | 81.4 | 94.8 | 91.7 | - | - |
| 216.5 | - | 75.0 | 90.6 | 91.3 | - | - |
| 229.7 | - | 66.6 | 82.0 | 89.7 | - | - |
| 242.8 | - | 56.9 | 74.5 | 86.2 | - | - |
| 255.9 | - | - | 67.2 | 78.5 | 71.0 | - |
| 269.0 | - | - |  | 71.7 | 67.9 | - |
| 282.2 | - | - | - | 65.3 | 65.0 | - |
| 295.3 | - | - | - | - | 62.4 | 56.2 |
| 308.4 | - | - | - | - | - | 53.8 |
| 321.5 | - | - | - | - | - | - |


| (1) $118.1 \mathrm{ft}+275.6 \mathrm{ft}$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $f t$ |  |  |  |  |  |  |
| 85.3 | - | 81.8* | - | . | - | - |
| 91.9 | - | 80.2* | - | - | - |  |
| 98.4 | - | 79.4 | - | - | - | - |
| 111.5 | - | 76.7 | - | - | - | - |
| 124.7 | - | 74.1 | - | - | - | - |
| 137.8 | - | 71.2 | - | - | - | - |
| 150.9 | - | 69.0 | - | - | - | - |
| 164.0 | - | 66.8 | 68.1 | - | - | - |
| 177.2 | - | 64.8 | 66.8 | - | - | - |
| 190.3 | - | 62.6 | 65.3 | - | - | - |
| 203.4 | - | 60.4 | 63.7 | - | - | - |
| 216.5 | - | 57.8 | 62.4 | - | - | - |
| 229.7 | - | 55.1 | 60.8 | 58.6 | - | - |
| 242.8 | - | 52.5 | 59.5 | 58.0 | - | - |
| 255.9 | - | 49.8 | 57.5 | 57.1 | - | - |
| 269.0 | - | 47.2 | 55.3 | 56.0 | - | - |
| 282.2 | - | 41.7 | 53.4 | 55.1 | 52.2 | - |
| 295.3 | - | - | 50.0 | 52.7 | 52.2 | - |
| 308.4 | - | - | . | 50.5 | 52.0 | - |
| 321.5 | - | - | - | 48.1 | 50.9 | 45.2 |
| 334.6 | - | - | - | - | 48.9 | 45.0 |
| 347.8 | - | - | - | - | - | 43.4 |
| 360.9 | - | - | - | - | - | - |

## C-I $23^{\prime \prime} 9^{\prime \prime} \quad 360^{\circ} \quad$ IS 0

| \% $137.8 \mathrm{ft}+78.7 \mathrm{ft}$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | \# 0 lb | $0 \mathrm{lb}-551,000 \mathrm{lb}$ |  |  |  |  |
|  | $\dagger$ 29'6" | 29'6" - 49'3" |  |  |  |  |
| $\bigotimes_{1}^{\infty}$ | $85^{\circ}$ | $85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $55^{\circ}$ | $45^{\circ}$ |
| $f t$ |  | $1,000 \mathrm{lb}$ |  |  |  |  |
| 36.1 | - | 418.9* | - | - | - | - |
| 39.4 | - | 418.9* | - | - | - | - |
| 45.9 | 277.8 | 418.9* | - | - | - | - |
| 52.5 | 245.8 | 418.9* | - | - | - | - |
| 59.1 | 220.2 | 418.9* | - | - | - | - |
| 65.6 | 199.3 | 418.9 | - | - | - | - |
| 72.2 | 179.9 | 377.0 | - | - | - | - |
| 78.7 | 160.7 | 331.8 | - | - | - | - |
| 85.3 | 145.1 | 295.4 | 332.9 | - | - | - |
| 91.9 | 131.8 | 250.2 | 305.3 | - | - | - |
| 98.4 | - | - | 282.2 | - | - | - |
| 111.5 | - |  | 243.6 | - | - | - |
| 118.1 | - | - | 228.2 | 220.2 | - | - |
| 124.7 | - | - | - | 207.0 | - | - |
| 137.8 | - | - | - | 184.5 | - | - |
| 150.9 | - | - | - | - | 161.6 | - |
| 157.5 | - | - | - | - | 153.9 | - |


| (1) 137.8 ft 118.1 ft |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $f t$ |  |  |  |  |  |  |
| 45.9 | - | 328.5* |  | - | - | - |
| 52.5 |  | 327.4* | - | - | - | - |
| 55.8 | 215.0 | 334.0 | - | - | - | - |
| 59.1 | 203.9 | 334.0 | - | - | - | - |
| 65.6 | 184.7 | 327.4 | - | - | - | - |
| 72.2 | 168.7 | 316.4 | - | - | - | - |
| 78.7 | 155.0 | 303.1 | - | - | - | - |
| 85.3 | 142.0 | 285.5 | - | - | - | - |
| 91.9 | 128.8 | 270.1 | - | . | - | . |
| 98.4 | 117.7 | 254.6 | 278.9 | - | - | - |
| 111.5 | 99.9 | 211.4 | 241.4 | - | - | - |
| 124.7 | 86.4 | 169.5 | 212.3 | - | - | - |
| 131.2 | 80.9 | 149.3 | 200.2 | - | - | - |
| 137.8 | . | . | 189.2 | 181.2 | - | - |
| 150.9 | - | - | 170.2 | 162.9 | - | - |
| 157.5 | - | - | 152.3 | 155.0 | - | - |
| 164.0 | - | - | , | 147.7 | . | - |
| 177.2 | - | - | - | 135.1 | 130.7 | - |
| 190.3 | - | - | - | . | 120.2 | - |

## Remarks

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

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


## STERLING CRANE

## snsl

| 352,700 lb + 88,200 lb ZB |  |  |  | 29'6"-49'3' |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 $137.8 \mathrm{ft}+157.5 \mathrm{ft}$ |  |  |  |  |  |  |
|  | \# 0 lb |  |  | -551,00 |  |  |
|  | $\downarrow \square^{29} 6^{\prime \prime}$ |  |  | '6" - 49' |  |  |
| $(\underset{\sim}{\bullet}$ | $85^{\circ}$ | $85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $55^{\circ}$ | $45^{\circ}$ |
| ft |  |  |  | 0 lb |  |  |
| 55.8 | - | 233.7* | - | - | - | - |
| 59.1 | - | 233.7* | - | - | - | - |
| 65.6 | 172.0 | 234.8 | . | . | . | . |
| 72.2 | 157.0 | 232.6 | - | - | - | - |
| 78.7 | 144.4 | 227.1 | - | - | . | - |
| 85.3 | 133.4 | 219.6 | - | - | - | - |
| 91.9 | 123.9 | 210.5 | - | - | . | . |
| 98.4 | 115.3 | 201.3 | - | - | - | - |
| 111.5 | 97.7 | 183.0 | - | - | - | - |
| 118.1 | 90.4 | 173.7 | 204.1 | - | - | - |
| 124.7 | 84.0 | 164.7 | 199.5 | - | - | - |
| 137.8 | 73.4 | 149.7 | 182.1 | - | - | - |
| 150.9 | 64.8 | 132.9 | 163.8 | - | - | - |
| 164.0 | 57.8 | 110.9 | 146.2 | 143.1 | - | - |
| 177.2 | . | - | 132.7 | 130.5 | - | - |
| 190.3 | - | - | 114.6 | 119.9 | - | - |
| 203.4 | - | - | - | 110.7 | 106.7 | - |
| 216.5 | - | - | - | 102.7 | 98.8 | - |
| 229.7 | - | - | - | - | 91.9 | - |
| 242.8 | - | - | - | - | - | 75.4 |
| 255.9 | - | - | - | - | - | 72.1 |


| (137.8 ft 196.9 ft |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $f t$ |  |  |  |  |  |  |
| 62.3 | - | 168.0* | - | - | - | - |
| 65.6 | - | 168.0* | - | - | - | - |
| 72.2 | - | 164.7* | - | - | - | - |
| 78.7 | 134.7 | 165.6 | - | - | - | - |
| 85.3 | 124.6 | 162.3 | - | - | - | - |
| 91.9 | 115.5 | 159.2 | - | - | - | - |
| 98.4 | 107.6 | 155.9 | . | . | . | . |
| 111.5 | 94.1 | 149.3 | - | - | - | - |
| 124.7 | 81.8 | 142.2 | - | - | - | - |
| 131.2 | 76.1 | 138.7 | 146.8 | - | - | - |
| 137.8 | 71.0 | 135.1 | 146.8 | - | - | - |
| 150.9 | 62.4 | 128.1 | 142.4 | - | - | - |
| 164.0 | 55.3 | 119.0 | 136.2 | - | - | - |
| 177.2 | 49.4 | 107.1 | 128.3 | - | - | - |
| 190.3 | 44.3 | 92.6 | 120.6 | 117.3 | - | - |
| 203.4 | 40.1 | 78.5 | 110.0 | 108.0 | - | - |
| 216.5 | - | - | 96.1 | 99.9 | - | - |
| 229.7 | - | - | 82.2 | 92.8 | 80.7 | - |
| 242.8 | - | - | - | 86.6 | 78.9 | - |
| 255.9 | - | - | - | 81.1 | 75.4 | - |
| 269.0 | - | - | - | 81. | 72.1 | 63.3 |
| 282.2 | - | - | - | - |  | 61.9 |
| 295.3 | - | . | . | - | . | 59.3 |

## Remarks

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

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


## STERLING CRANE

## shel

| 352,700 lb + 88,200 lb zB |  |  |  | - | ${ }^{\prime \prime} 6^{\prime \prime}$-4 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| . $157.5 \mathrm{ft}+78.7 \mathrm{ft}$ |  |  |  |  |  |  |
|  |  | $0 \mathrm{lb}-551,000 \mathrm{lb}$ |  |  |  |  |
|  |  | $29^{\prime \prime} 6^{\prime \prime}-49{ }^{\prime \prime}{ }^{\prime \prime}$ |  |  |  |  |
|  |  | $85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $55^{\circ}$ | $45^{\circ}$ |
| $f$ |  |  |  | 00 lb |  |  |
| 39.4 | 312.0* | 407.9* |  |  | . |  |
| 45.9 | 272.3* | 407.9* | - |  |  |  |
| 52.5 | 241.4* | 407.9 | . | . | - | - |
| 59.1 | 216.9* | 407.9 | . |  |  |  |
| 65.6 | 196.7* | 396.8 | - | - | - | - |
| 72.2 | 179.9* | 380.3 |  |  |  |  |
| 78.7 | 162.7* | 341.7 |  |  | . | . |
| 85.3 | 146.8* | 303.1 | 328.5 |  |  |  |
| 91.9 | 133.6* | 264.6 | 302.0 | . | - | . |
| 98.4 | - | - | 278.9 | - |  |  |
| 111.5 | - | - | 241.4 |  | - | . |
| 124.7 | - | - | 212.3 | 202.6 | - | - |
| 137.8 | - | . |  | 180.6 | . | . |
| 150.9 | - |  |  | 162.5 |  | - |
| 157.5 | - | - | . |  | 149.3 | - |
| 164.0 | - | - |  |  | 142.2 | . |
| 177.2 | - | - | - |  | . | - |



## Remarks

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

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


| 1. $157.5 \mathrm{ft}+196.9 \mathrm{ft}$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $f t$ |  |  | $1,000 \mathrm{lb}$ |  |  |  |
| 65.6 | 150.6* | 155.0* |  |  | - | - |
| 72.2 | 145.3* | 153.4* | - | - | - | - |
| 78.7 | 133.8* | 153.4 | - | . | . | . |
| 85.3 | 123.7* | 152.3 | - | - | - | - |
| 91.9 | 114.9* | 149.9 | - | . | . | . |
| 98.4 | 107.1* | 147.3 | - | - | - |  |
| 111.5 | 93.9* | 141.5 | - | - | - | - |
| 124.7 | 83.3* | 135.4 | - | - | - | - |
| 137.8 | 72.5* | 129.2 | 139.6 | - | . | - |
| 150.9 | 63.7* | 123.0 | 137.8 | - | - | - |
| 164.0 | 56.4* | 115.7 | 133.6 | - | - | - |
| 177.2 | 50.3* | 108.0 | 127.4 | - | - | - |
| 190.3 | 45.2* | 95.0 | 121.5 | 113.8 | . | . |
| 203.4 | 41.0* | 80.9 | 112.0 | 104.9 | - | - |
| 216.5 | - | - | 101.6 | 97.2 | - | - |
| 229.7 | - | - | 88.2 | 90.2 | - | - |
| 242.8 | - | - | - | 84.2 | 75.6 | . |
| 255.9 | - | - | - | 78.7 | 73.9 | - |
| 269.0 | - | - | - | 18.7 | 69.7 | . |
| 282.2 | - | - | - | - | 65.5 | - |
| 288.7 | - | - | - | . | . | 58.6 |
| 295.3 | - | - | - | - | - | 57.3 |
| 308.4 | . | - | - | - | . | 54.5 |

## STERLING CRANE

## snsl

$\square$
$352,700 \mathrm{lb}+88,2$
$157.5 \mathrm{ft}+236.2 \mathrm{ft}$

| $\bigcup$ | $\begin{aligned} & \models 0 \mathrm{lb} \\ & \Longrightarrow \quad 29^{\prime} 6^{\prime \prime} \end{aligned}$ | $0 \mathrm{lb}-551,000 \mathrm{lb}$ |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 29'6" - 49'3' |  |  |  |  |
|  | $85^{\circ}$ | $85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $55^{\circ}$ | $45^{\circ}$ |
| ft |  |  |  |  |  |  |
| 72.2 | 102.7* | 107.6* | - | - | - | - |
| 78.7 | 102.7* | 107.6* | - | - | - | - |
| 85.3 | 101.9* | 105.8* | - | - | - | - |
| 91.9 | 102.5 | 106.3 | - | - | - | - |
| 98.4 | 100.1* | 104.9 | - | - | - | - |
| 111.5 | 87.5* | 102.1 | - | - | - | - |
| 124.7 | 77.4* | 99.4 | - | - | - | - |
| 137.8 | 68.8* | 96.8 | - | - | - | - |
| 150.9 | 61.3* | 94.4 | - | - | - | - |
| 157.5 | 57.5* | 93.3 | 95.7 | - | - | - |
| 164.0 | 54.0* | 92.2 | 95.5 | - | - | - |
| 177.2 | 48.1* | 89.7 | 94.4 | - | - | - |
| 190.3 | 42.8* | 86.0 | 93.0 | - | - | - |
| 203.4 | 38.4* | 81.4 | 91.7 | - | - | - |
| 216.5 | 34.4* | 76.9 | 90.2 | 85.3 | - | - |
| 229.7 | 30.9* | 68.1 | 88.0 | 85.3 | - | - |
| 242.8 | 27.6* | 58.4 | 82.7 | 81.4 | - | - |
| 255.9 | - | - | 73.6 | 75.8 | - | - |
| 269.0 | - | - | 64.2 | 70.8 | 63.7 | - |
| 282.2 | - | - | - | 66.6 | 62.4 | - |
| 295.3 | - | - | - | 62.6 | 58.4 | - |
| 308.4 | - | - | - | - | 55.1 | - |
| 321.5 | - | - | - | - | 52.0 | 48.1 |
| 334.6 | - | - | - | - | - | 45.4 |
| 347.8 | - | - | - | - | - | 43.0 |


|  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |



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

## Remarks

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

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


## STERLING CRANE

## snsl



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

## Remarks

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



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


## STERLING CRANE

## snsl

| $\square 352,700 \mathrm{lb}+88,200 \mathrm{lb}$ 7B $\quad$ ¢ ${ }^{\text {a }}$ 29 $6^{\prime \prime}-49^{\prime \prime} 3^{\prime \prime}$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| , $196.9 \mathrm{ft}+78.7 \mathrm{ft}$ |  |  |  |  |  |  |
|  |  | 0 lb - $551,000 \mathrm{lb}$ |  |  |  |  |
|  |  | $29^{\prime} 6^{\prime \prime}-49^{\prime \prime} 3^{\prime \prime}$ |  |  |  |  |
|  |  | $85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $55^{\circ}$ | $45^{\circ}$ |
| $f t$ |  |  | $1,000 \mathrm{lb}$ |  |  |  |
| 39.4 | 283.3* | 339.5* |  |  |  |  |
| 45.9 | 249.1* | 335.1* |  |  |  |  |
| 52.5 | 222.7* | 342.8 | . |  | - |  |
| 59.1 | 200.8* | 332.9 |  |  |  |  |
| 65.6 | 183.0* | 320.8 | . | - | - |  |
| 72.2 | 167.8* | 308.6 |  |  |  |  |
| 78.7 | 155.0* | 296.5 | . |  | - | . |
| 85.3 | 144.2* | 283.3 |  |  |  |  |
| 91.9 | 131.4* | 267.9 |  |  | - | . |
| 98.4 | 116.4 | 243.6 | 271.2 |  |  |  |
| 111.5 | - | . | 233.7 | - | - | . |
| 124.7 | - | - | 206.4 |  | - |  |
| 131.2 | - | - | 194.4 | . | - | - |
| 144.4 | - | - | . | 162.5 | - | - |
| 150.9 | - | - | - | 154.3 | - | . |
| 164.0 | - | - |  | 140.0 | - | - |
| 177.2 | - | - |  |  | - |  |

(196.9 ft + 118.1 ft

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

## Remarks

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

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



## STERLING CRANE

## snsl

| $\square$ | $352,700 \mathrm{lb}+$ | 88,200 | b ZB | $\llcorner$ | 6"-4 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| , $196.9 \mathrm{ft}+236.2 \mathrm{ft}$ |  |  |  |  |  |  |
|  | 里 0 lb |  |  | 551,00 |  |  |
|  | $H^{\text {29'6" }}{ }^{\prime}$ |  |  | $6^{\prime \prime}$ - 49 |  |  |
| ¢ | 洼 | $85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $55^{\circ}$ | $45^{\circ}$ |
| ${ }_{70}$ |  |  |  |  |  |  |
|  | 92.2** | 96.1** |  | . | - | . |
| 85.3 | 91.7* | 95.0* | - |  |  |  |
| 91.9 | 92.6 | 95.2 | . | . | - | . |
| 98.4 | 90.4* | 94.8 |  |  |  |  |
| 111.5 | 81.6* | 92.8 | - | - | - | - |
| 124.7 | 72.1* | 90.8 |  |  |  |  |
| 137.8 | 64.2* | 88.8 | - | - | - | . |
| 150.9 | 57.5* | 87.1 |  |  |  |  |
| 164.0 | 51.6* | 85.1 | 87.3 | - | - | . |
| 177.2 | 46.7* | 83.3 | 87.3 | - | - |  |
| 190.3 | 41.9* | 80.9 | 87.1 | - | - | . |
| 203.4 | 37.3* | 77.2 | 86.2 | - |  |  |
| 216.5 | 33.3* | 73.4 | 85.1 | - | - | . |
| 229.7 | 29.8* | 69.7 | 84.2 | 74.5 |  |  |
| 242.8 | 26.7* | 61.5 | 81.8 | 74.5 | - | . |
| 255.9 |  |  | 78.0 | 70.3 |  |  |
| 269.0 | - | - | 71.7 | 65.7 | - | . |
| 282.2 | - | - | 62.4 | 61.5 |  |  |
| 295.3 | - | - | . | 57.8 | 52.2 | - |
| 308.4 | - | - | - | 54.2 | 48.9 | - |
| 321.5 | - | . | - | , | 46.1 | . |
| 334.6 | - |  | - | - | 43.4 |  |
| 347.8 | - | . | . | . | 41.0 | 35.5 |
| 360.9 | - |  |  |  |  | 33.3 |
| 374.0 | - | - | - | - | - | 31.1 |


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



| (2) $216.5 \mathrm{ft}+118.1 \mathrm{ft}$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $f t$ |  |  |  |  |  |  |
| 49.2 | 208.8* | 218.5* | - | - | - | - |
| 52.5 | 198.0* | 218.5* | - | - | - | - |
| 59.1 | 179.2* | 213.6* | - | - | - | - |
| 65.6 | 163.6* | 218.9 | - | - | - |  |
| 72.2 | 150.1* | 214.3 | - | - | - | - |
| 78.7 | 138.7* | 208.8 | - | - | - | - |
| 85.3 | 128.8* | 203.0 | - | - | - | - |
| 91.9 | 120.2* | 197.3 | - | - | - | - |
| 98.4 | 112.4* | 191.4 | - | - | - | - |
| 111.5 | 98.8* | 179.7 | - | - | - | - |
| 118.1 | 91.5* | 174.4 | 208.3 | - | - | . |
| 124.7 | 85.3* | 169.3 | 200.2 | - | - | - |
| 137.8 | 71.4 | 152.1 | 177.9 | - | - | - |
| 150.9 | . | , | 159.8 | - | - | - |
| 164.0 | - | - | 144.8 | - | - | - |
| 177.2 | - | - | 132.3 | 120.8 | - | - |
| 190.3 | - | - | - | 110.7 | - | - |
| 203.4 | - | - | - | 102.1 | - | - |
| 229.7 | - | - | - | - | 80.9 | - |
| 242.8 | - | - | - | - | 75.6 | - |
| 255.9 | - | - | - | - | - | - |

## Remarks

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

[^0]
## STERLING CRANE

## shel

| 352,700 lb + 88,200 lb ZB |  |  |  | $\leftrightarrow 2^{\prime} 6^{\prime \prime}-49^{\prime \prime}{ }^{\prime \prime}$ |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 $216.5 \mathrm{ft}+157.5 \mathrm{ft}$ |  |  |  |  |  |  |
|  | \# 0 lb |  |  | 551,000 |  |  |
|  | $\rightarrow$ 29'6" |  |  | 6" - 49 |  |  |
| $\bigcup_{1}^{\infty}$ | $85^{\circ}$ | $85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $55^{\circ}$ | $45^{\circ}$ |
| $f t$ |  |  |  |  |  |  |
| 59.1 | 159.0* | 164.5* | - | - | - | - |
| 65.6 | 151.9* | 162.9* | - | - | - |  |
| 72.2 | 139.6* | 165.3 | - | - | - | - |
| 78.7 | 128.8* | 164.0 | - | - | - | - |
| 85.3 | 119.5* | 161.4 | - | - | - | . |
| 91.9 | 111.3* | 158.3 | - | - | - |  |
| 98.4 | 104.1* | 155.2 | - | - | - | - |
| 111.5 | 91.7* | 148.2 | - | - | - | - |
| 124.7 | 81.8* | 141.1 | - | - | - | - |
| 137.8 | 72.5* | 133.8 | 157.0 | - | - | - |
| 150.9 | 63.9* | 125.7 | 154.8 | - | - | - |
| 164.0 | 56.9* | 117.5 | 140.4 | - | - | - |
| 177.2 | 48.3 | 101.2 | 128.1 | - | - | - |
| 190.3 | - | - | 117.5 |  | - | - |
| 203.4 | - | - | 108.5 | 98.1 | - | - |
| 216.5 | - | - | 100.5 | 90.8 | - | - |
| 229.7 | - | - | - | 84.2 | - | - |
| 242.8 | - | - |  | 78.7 | - | - |
| 255.9 | - | - | - | - | 66.8 | - |
| 269.0 | - | - | - | - | 62.6 | - |
| 282.2 | - | - | - | - | 58.9 | - |
| 295.3 | - | - | - | - | . | 49.6 |
| 308.4 | - | - | - | - | - | 46.7 |


| (2) $216.5 \mathrm{ft}+196.9 \mathrm{ft}$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $f t$ |  |  | 1,000 lb |  |  |  |
| 72.2 | 118.8* | 123.0* |  |  | - | - |
| 78.7 | 118.4* | 121.5* | - | - | - | - |
| 85.3 | 111.1* | 123.7 | - | - | - | - |
| 91.9 | 103.4* | 122.1 | - | - | - | - |
| 98.4 | 96.6* | 120.8 | - | - | - | - |
| 111.5 | 84.9* | 117.3 | - | - | - | - |
| 124.7 | 75.4* | 113.3 | - | - | - | - |
| 137.8 | 67.5* | 109.1 | - | - | - | - |
| 150.9 | 60.6* | 104.7 | 114.9 | - | . | . |
| 164.0 | 54.7* | 100.3 | 114.6 | - | - | - |
| 177.2 | 48.7* | 95.7 | 113.3 | - | . | . |
| 190.3 | 43.7* | 90.8 | 110.2 | - | - | - |
| 203.4 | 39.2* | 86.0 | 106.0 | - | - | - |
| 216.5 | 33.1 | 72.5 | 98.1 | 84.7 | - | - |
| 229.7 | . | . | 91.1 | 81.6 | - | - |
| 242.8 | - | - | 84.9 | 75.8 | - | - |
| 255.9 | - | - | - | 70.8 | - | - |
| 269.0 | - | - | - | 66.1 | - | - |
| 282.2 | - | - | - | 62.2 | 55.8 | - |
| 295.3 | - | - | - | - | 52.2 | - |
| 308.4 | - | - | - | - | 49.2 | - |
| 321.5 | - | - | - | - | 46.3 | - |
| 334.6 | - | - | - | - | , | 38.1 |
| 347.8 | - | - | - | - | - | 35.7 |

## Remarks

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

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

| 216.5 $\mathrm{ft}+236.2 \mathrm{ft}$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 0 lb | $0 \mathrm{lb}-551,000 \mathrm{lb}$ |  |  |  |  |
|  | 29'6" | 29'6" - 49'3" |  |  |  |  |
| $\bigcup_{\leftrightarrow} \rightarrow$ |  | $85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $55^{\circ}$ | $45^{\circ}$ |
| $f t$ |  | $1,000 \mathrm{lb}$ |  |  |  |  |
| 78.7 | 85.5* | 88.8* | - | - | - | - |
| 85.3 | 85.5* | 88.2* | - | - | - | - |
| 91.9 | 86.2 | 88.4 | - | - | - | - |
| 98.4 | 84.4* | 88.4 | - | - | - | - |
| 111.5 | 78.7* | 86.9 | - | - | - | - |
| 124.7 | 69.4* | 85.3 | - | - | - | - |
| 137.8 | 61.9* | 83.6 | . | . | - | . |
| 150.9 | 55.3* | 81.4 | - | - | - | - |
| 164.0 | 49.8* | 79.6 | - | - | - | - |
| 177.2 | 45.0* | 77.6 | 82.0 | - | - | - |
| 190.3 | 40.8* | 75.4 | 82.0 | - | - | - |
| 203.4 | 36.6* | 72.1 | 81.6 | - | - | - |
| 216.5 | 32.6* | 69.0 | 80.5 | - | - | - |
| 229.7 | 29.3* | 65.7 | 79.6 | - | - | - |
| 242.8 | 26.0* | 62.4 | 78.7 | 69.0 | - | - |
| 255.9 | - | - | 75.8 | 67.7 | - | - |
| 269.0 | - | - | 71.7 | 63.3 | - | - |
| 282.2 | - | - | 66.1 | 59.1 | - | - |
| 295.3 | - | - | . | 55.3 | - | - |
| 308.4 | - | - | - | 52.0 | 45.9 | - |
| 321.5 | - | - | - | 48.9 | 43.0 | - |
| 334.6 | - | - | - | - | 40.6 | - |
| 347.8 | - | - | - | - | 38.1 | - |
| 360.9 | - | - | - | - | 35.9 | 28.9 |
| 374.0 | - | - | - | - | - | 26.9 |
| 387.1 | - | - | - | - | - | 25.1 |


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

## STERLING CRANE

## shel



| (1) $236.2 \mathrm{ft}+118.1 \mathrm{ft}$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $f t$ |  |  |  | lb |  |  |
| 52.5 | 184.1* | 192.2* | - | - | - | - |
| 59.1 | 172.0* | 187.6* | - | - | - | - |
| 65.6 | 157.2* | 192.0 | - | - | - | - |
| 72.2 | 144.6* | 187.6 | - | - | - | - |
| 78.7 | 133.6* | 183.0 | - | - | - | - |
| 85.3 | 124.1* | 177.9 | - | - | - | - |
| 91.9 | 116.0* | 172.6 | - | - | - | - |
| 98.4 | 108.5* | 167.3 | - | - | - | - |
| 111.5 | 96.1* | 157.2 | - | - | - | - |
| 124.7 | 84.4* | 147.9 | 179.0 | - | - | - |
| 137.8 | 70.1 | 138.7 | 173.5 | - | - | - |
| 150.9 | - |  | 156.7 | - | - | - |
| 164.0 | - | - | 142.0 | - | - | - |
| 177.2 | - | - | 129.4 | - | - | - |
| 190.3 | - | - | , | 106.7 | - | . |
| 203.4 | - | - | - | 98.3 | - | - |
| 216.5 | - | - | - | 91.1 | - | - |
| 229.7 | - | - | - | - | 76.5 | - |
| 242.8 | - | - | - | - | 71.4 | - |
| 255.9 | - | - | - | - | 66.8 | - |
| 269.0 | - | - | . | - | . | - |

## Remarks

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

[^1]

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

## STERLING CRANE

## Sust

| 352,700 lb + 88,200 lb ZB |  |  |  | 29'6"-49'3" |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $236.2 \mathrm{ft}+236.2 \mathrm{ft}$ |  |  |  |  |  |  |  |
|  | 0 lb | $0 \mathrm{lb}-551,000 \mathrm{lb}$ |  |  |  |  |  |
|  | 29'6" | 29'6" - 49'3" |  |  |  |  |  |
| $\underset{1}{\bullet}$ | $85^{\circ}$ | $85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $55^{\circ}$ | $45^{\circ}$ |  |
| $f t$ | 1,000 lb |  |  |  |  |  |  |
| 78.7 | 79.1* | 82.0* | - | - | - | - |  |
| 85.3 | 79.1* | 81.4* | - | - | - | - |  |
| 91.9 | 78.5* | 80.5* | - | - | - | - |  |
| 98.4 | 80.0 | 81.6 | - | - | - | - |  |
| 111.5 | 75.6* | 80.2 | - | - | - | - |  |
| 124.7 | 66.8* | 78.5 | - | - | - | - |  |
| 137.8 | 59.3* | 76.3 | - | - | - | - |  |
| 150.9 | 53.1* | 73.9 | - | - | - | - |  |
| 164.0 | 47.8* | 71.4 | - | - | - | - |  |
| 177.2 | 43.0* | 68.8 | 74.7 | - | - | - |  |
| 190.3 | 39.0* | 66.4 | 74.5 | - | - | - |  |
| 203.4 | 35.3* | 63.7 | 73.9 | - | - | - |  |
| 216.5 | 32.0* | 60.8 | 72.5 | - | - | - |  |
| 229.7 | 28.7* | 58.2 | 70.5 | - | - | - |  |
| 242.8 | 25.6* | 55.6 | 68.8 | - | - | - |  |
| 255.9 | 19.6 | 52.9 | 66.6 | 61.9 | - | - |  |
| 269.0 | - | - | 63.9 | 60.2 | - | - |  |
| 282.2 | - | - | 61.3 | 56.2 | - | - |  |
| 295.3 | - | - | 58.6 | 52.7 | - | - |  |
| 308.4 | - | - | - | 49.4 | - | - |  |
| 321.5 | - | - | - | 46.5 | 39.2 | - |  |
| 334.6 | - | - | - | 43.9 | 36.6 | - |  |
| 347.8 | - | - | - | - | 34.0 | - |  |
| 360.9 | - | - | - | - | 31.7 | - |  |
| 374.0 | - | - | - | - | - | 22.3 |  |
| 387.1 | - |  | - | - | - | 20.5 |  |
| 400.3 | - | - | - | - | - | 19.0 |  |

## Remarks

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

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


| , $255.9 \mathrm{ft}+78.7 \mathrm{ft}$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $f t$ |  |  |  |  |  |  |
| 42.7 | 211.0* | 219.4* | - | . | - | - |
| 45.9 | 211.0* | 219.4* | - | - | - | - |
| 52.5 | 196.9* | 212.7* | - | - | - | - |
| 59.1 | 178.6* | 217.4 | - | - | - |  |
| 65.6 | 163.4* | 210.8 | - | - | - | - |
| 72.2 | 150.6* | 203.5 | - | - | - | - |
| 78.7 | 139.6* | 196.2 | - | - | - | - |
| 85.3 | 129.9* | 188.9 | - | - | - |  |
| 91.9 | 121.7* | 181.9 | - | - | - | - |
| 98.4 | 107.6 | 174.6 | - | - | - | - |
| 105.0 | 101.6 | 167.6 | - | - | - | - |
| 111.5 | - | - | 194.0 | - | - | - |
| 124.7 | - | - | 187.2 | - | - | - |
| 137.8 | - | - | 171.5 | - | - | - |
| 144.4 | - | - | 162.9 | - | - | - |
| 164.0 | - | - | - | 127.9 | - |  |
| 177.2 | . | - | - | 116.6 | . | - |
| 190.3 | - | - | - | 106.9 | - | - |
| 216.5 | - | - | - | - | 82.5 | - |
| 229.7 | - | - | - | - | 76.7 | - |
| 242.8 | - | - | - | - | - | - |

## STERLING CRANE

## shel



| 다-냄 23'9' |  | $360^{\circ}$ |  |  |  | IS 0 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| (2) 255.9 ft 196.9 ft |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
| $\bigcup_{H}$ |  | $85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $55^{\circ}$ | $45^{\circ}$ |
|  |  |  |  |  |  |  |
| 72.2 | 89.9* | 95.9* | - | - | - | - |
| 78.7 | 89.3* | 94.4* | - | - | - | - |
| 85.3 | 89.3 | 94.8 | - | - | - | - |
| 91.9 | 89.3 | 94.1 | - | - | - | - |
| 98.4 | 85.1* | 92.6 | - | - | - | - |
| 111.5 | 78.7* | 89.3 | - | - | - | - |
| 124.7 | 69.9* | 85.8 | - | - | - | - |
| 137.8 | 62.6* | 82.0 | - | - | - | - |
| 150.9 | $56.2 *$ | 78.3 | - | - | - | - |
| 164.0 | 50.9* | 74.5 | 83.6 | - | - | - |
| 177.2 | 46.3* | 70.8 | 82.7 | - | - | - |
| 190.3 | 42.1* | 67.2 | 79.8 | - | - | - |
| 203.4 | 38.1 * | 63.5 | 76.3 | - | - | - |
| 216.5 | 31.1 | 59.7 | 72.8 | - | - | - |
| 229.7 | . | 5 | 68.8 | - | - | - |
| 242.8 | - | - | 64.6 | 66.4 | - | - |
| 255.9 | - | - | 60.4 | 63.9 | - | - |
| 269.0 | - | - | - | 60.6 | - | - |
| 282.2 | - | - | - | 56.7 | - | - |
| 295.3 | - | - | - | 53.1 | - | - |
| 308.4 | - | - | - | S3. | 42.5 | - |
| 321.5 | - | - | - | - | 39.7 | - |
| 334.6 | - | - | - | - | 37.0 | - |
| 360.9 | - | - | - | - | . | 24.3 |
| 374.0 | - | - | - | - | - | 22.5 |


| - $255.9 \mathrm{ft}+157.5 \mathrm{ft}$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $f t$ |  |  | $1,000 \mathrm{lb}$ |  |  |  |
| 62.3 | 119.7* | 125.7* |  |  | - | - |
| 65.6 | 119.7* | 125.7* | - | - | - | - |
| 72.2 | 117.5* | 123.0* | - | - | - | . |
| 78.7 | 115.3* | 125.4 | - | - | - | - |
| 85.3 | 110.9* | 122.8 | - | - | . | . |
| 91.9 | 103.6* | 120.4 | - | - | - | - |
| 98.4 | 96.8* | 117.7 | - | - | - | - |
| 111.5 | 85.5* | 112.0 | - | - | - | - |
| 124.7 | 76.3* | 106.3 | - | - | - | - |
| 137.8 | 68.6* | 100.3 | - | - | - | - |
| 144.4 | 65.3* | 97.7 | 112.0 | - | - | - |
| 150.9 | 62.2* | 94.8 | 112.0 | - | - | - |
| 164.0 | 55.3* | 89.3 | 107.6 | - | - | - |
| 177.2 | 46.3 | 84.0 | 102.3 | - | - | - |
| 190.3 | - | - | 96.6 | - | - | - |
| 203.4 | - | - | 90.4 | - | - | - |
| 216.5 | - | - | 84.0 | 84.0 | - | - |
| 229.7 | - | - | - | 78.0 | - | - |
| 242.8 | - | - | - | 72.5 | - | . |
| 255.9 | - | - | - | 67.7 | - | - |
| 269.0 | . | . | . | 67 | 55.3 | . |
| 282.2 | - | - | - | - | 51.8 | - |
| 295.3 | - | - | - | - | 48.7 | - |
| 321.5 | - | - | - | - | - | 35.1 |
| 334.6 | - | - | - | - | . | 32.8 |

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

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

## STERLING CRANE

## shel

| 352,700 lb + 88,200 lb ZB |  |  |  | $29^{\prime \prime}{ }^{\prime \prime}-49^{\prime \prime}$ |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $255.9 \mathrm{ft}+275.6 \mathrm{ft}$ |  |  |  |  |  |  |
|  | 0 lb |  |  | 551,000 |  |  |
|  | $29^{\prime \prime}{ }^{\prime \prime}$ |  |  | '" - 49 |  |  |
| $\underbrace{}_{\leftrightarrow}$ |  | $85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $55^{\circ}$ | $45^{\circ}$ |
| $f t$ |  |  |  |  |  |  |
| 91.9 | 48.7* | 52.2* | - | - | - | - |
| 98.4 | 48.5* | 51.6* | - | - | - | - |
| 111.5 | 48.5 | 51.4 | - | . | . | . |
| 124.7 | 47.6 | 50.3 | - | - | - | - |
| 137.8 | 46.7 | 48.9 | . | . | . | . |
| 150.9 | 43.2* | 47.2 | - | - | - | - |
| 164.0 | 41.0* | 45.6 | - | - | - | - |
| 177.2 | 36.6* | 43.9 | - | - | - | - |
| 190.3 | 32.8* | 42.3 | - | - | - | - |
| 203.4 | 29.3* | 40.8 | 43.7 | - | - | - |
| 216.5 | 26.2* | 39.2 | 43.2 | - | - | - |
| 229.7 | 23.6* | 37.5 | 42.3 | - | - | - |
| 242.8 | 21.2* | 35.7 | 41.0 | - | - | - |
| 255.9 | 19.0* | 34.0 | 39.7 | - | - | - |
| 269.0 | 17.0* | 32.4 | 38.4 | - | - | - |
| 282.2 | 15.0* | 30.6 | 36.8 | 34.4 | - | - |
| 295.3 | 9.9 | 28.9 | 35.1 | 34.4 | - | - |
| 308.4 | - |  | 33.3 | 34.0 | - | - |
| 321.5 | - | - | 31.5 | 32.8 | - | - |
| 334.6 | - | - | 29.8 | 31.7 | - | - |
| 347.8 | - | - | . | 30.2 | - | - |
| 360.9 | - | - | - | 28.4 | 24.7 | - |
| 374.0 | - | - | - | 26.7 | 22.7 | - |
| 387.1 | - | - | - | - | 20.7 | - |
| 400.3 | - | - | - | - | 19.2 | - |
| 413.4 | - | - | - | - | 17.4 | - |
| 426.5 | - | - | - | - | - | 8.6 |
| 439.6 | - | - | - | - | - | 7.3 |
| 452.8 | - | - | - | - | - | 6.2 |


| \% $275.6 \mathrm{ft}+78.7 \mathrm{ft}$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $f t$ |  |  | 1,000 lb |  |  |  |
| 45.9 | 180.8* | 191.8* |  |  | - | - |
| 52.5 | 178.6* | 186.3* | - | - | - |  |
| 59.1 | 171.3* | 189.8 | - | - | - | - |
| 65.6 | 157.0* | 184.1 | - | - | - | - |
| 72.2 | 144.6* | 178.1 | - | - | - | - |
| 78.7 | 134.3* | 172.0 | - | - | - |  |
| 85.3 | 125.2* | 165.8 | - | - | - | - |
| 91.9 | 117.3* | 160.1 | - | - | - | - |
| 98.4 | 110.7* | 154.5 | - | - | - | - |
| 105.0 | 97.0 | 148.8 | - | - | - |  |
| 118.1 | - | - | 166.9 | - | - | - |
| 124.7 | - | - | 164.0 | - | - | - |
| 137.8 | - | - | 150.6 | - | - | - |
| 150.9 | - | - | 136.2 | - | - | - |
| 177.2 | - | - | - | 112.0 | - | - |
| 190.3 | - | - | - | 102.7 | - | - |
| 229.7 | - | - | - | - | 72.1 | - |
| 242.8 | - | - | - | - | 67.2 | - |
| 255.9 | - | - | - | - | - | - |



| (2) $275.6 \mathrm{ft}+157.5 \mathrm{ft}$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $f t$ |  |  |  |  |  |  |
| 62.3 | 104.9* | 111.3* | - | . | - | - |
| 65.6 | 104.9* | 111.3* | - | - | - | - |
| 72.2 | 104.1* | 108.9* | - | . | - | - |
| 78.7 | 104.1 | 110.0 | - | - | - | - |
| 85.3 | 99.6* | 108.9 | . | - | . | . |
| 91.9 | 97.2* | 106.5 | - | - | - | - |
| 98.4 | 93.0* | 104.1 | - | . | - | - |
| 111.5 | 82.2* | 99.0 | - | - | - | - |
| 124.7 | 73.4* | 93.7 | - | - | - | - |
| 137.8 | 65.9* | 88.6 | - | - | - | - |
| 150.9 | 59.7* | 83.8 | 94.8 | - | - | - |
| 164.0 | 54.5* | 78.9 | 92.6 | - | - | - |
| 177.2 | 45.2 | 74.1 | 87.7 | - | - | - |
| 190.3 | - | - | 82.5 | - | - | - |
| 203.4 | - | - | 76.9 | - | - | - |
| 216.5 | - | - | 71.4 | - | - | - |
| 229.7 | - | - | 65.7 | 70.1 | - | . |
| 242.8 | - | - | - | 65.7 | - | - |
| 255.9 | - | - | - | 61.1 | - | - |
| 269.0 | - | - | - | 56.2 | - | - |
| 282.2 | . | . | . | 56.2 | 47.8 | . |
| 295.3 | - | - | - | - | 44.8 | - |
| 308.4 | - | - | - | - | 41.9 | - |
| 334.6 | - | - | - | - | - | 27.3 |
| 347.8 | . | - | - | - | . | 25.4 |

## Remarks:

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

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


## STERLING <br> CRANE

## snsl



## Remarks:

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

## STERLING CRANE

## sust

|  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| , $275.6 \mathrm{ft}+275.6 \mathrm{ft}$ |  |  |  |  |  |  |
|  | 且 0 lb | $0 \mathrm{lb}-551,000 \mathrm{lb}$ |  |  |  |  |
|  | $\Downarrow{ }^{29} 9^{\prime \prime}$ | $29^{\prime} 6^{\prime \prime}-49^{\prime} 3^{\prime \prime}$ |  |  |  |  |
|  | $85^{\circ}$ | $85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $55^{\circ}$ | $45^{\circ}$ |
| ft |  |  |  |  |  |  |
| 91.9 | 42.5* | 46.1* |  |  | - |  |
| 98.4 | 42.5* | 45.6* |  |  |  |  |
| 111.5 | 41.9 | 45.0 | . |  | . |  |
| 124.7 | 41.4 | 44.1 |  |  | - |  |
| 137.8 | 40.3 | 43.0 | - | - | . | . |
| 150.9 | 38.6 | 41.2 |  | - | - | - |
| 164.0 | 35.3* | 39.5 |  | - | . | . |
| 177.2 | 33.7* | 37.7 |  |  | - |  |
| 190.3 | 30.9* | 35.9 |  | - | . |  |
| 203.4 | 27.6* | 34.2 | 36.6 | - | - |  |
| 216.5 | 24.7* | 32.4 | 36.2 | - | - | - |
| 229.7 | 22.0* | 30.9 | 35.3 | - | - | - |
| 242.8 | 19.6* | 29.3 | 34.0 | - | - | . |
| 255.9 | 17.6* | 27.8 | 32.6 | - | - | - |
| 269.0 | 15.7* | 26.2 | 31.1 | . | - | . |
| 282.2 | 13.9* | 24.7 | 29.8 |  |  |  |
| 295.3 | 9.0 | 23.1 | 28.2 | 26.5 | - | . |
| 308.4 | - |  | 26.5 | 26.0 | - | - |
| 321.5 | - | . | 24.7 | 25.1 | . | . |
| 334.6 | - | - | 22.9 | 23.8 | - | - |
| 347.8 | - | . | . | 22.3 | - | - |
| 360.9 | - |  | - | 20.5 |  | - |
| 374.0 | - | . | . | 18.7 | 16.3 | . |
| 387.1 | - |  |  | 17.2 | 15.7 |  |
| 400.3 | - | . | . | . | 14.6 | . |
| 413.4 | - |  |  | - | 13.2 | - |
| 426.5 | - | - | - | - | 11.7 | . |


| (1) $295.3 \mathrm{ft}+78.7 \mathrm{ft}$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ft | 1,000 lb |  |  |  |  |  |
| 45.9 | 147.3* | 164.0* | - | - | - | - |
| 52.5 | 145.1* | 159.6* | - | - | - | - |
| 59.1 | 144.0 | 160.5 | - | - | - | - |
| 65.6 | 140.7 | 158.5 | - | - | - | - |
| 72.2 | 129.6* | 153.9 | - | - | - | - |
| 78.7 | 124.3* | 149.0 | - | - | - | - |
| 85.3 | 119.0* | 144.4 | - | - | - | - |
| 91.9 | 113.1* | 139.8 | - | - | - | - |
| 98.4 | 106.7* | 135.6 | - | - | - | - |
| 105.0 | 92.8 | 131.4 | - | - | - | - |
| 124.7 | - | - | 149.7 | - | - | - |
| 137.8 | - | - | 144.2 | - | - | - |
| 150.9 | - | - | 135.8 | - | - | - |
| 157.5 | - | - | 131.0 | - | - | - |
| 190.3 | - | - | - | 98.8 | - | - |
| 203.4 | - | - | - | 91.1 | - | - |
| 216.5 | - | - | - | - | - | - |

## Remarks:

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

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


## STERLING <br> CRANE

## shel



## Remarks:

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

## STERLING CRANE

## snsl

| $\square 352,700 \mathrm{lb}+88,200 \mathrm{lb} 78 \quad \pm$ ¢ $2966^{\prime \prime}-49^{\prime \prime} 3^{\prime \prime}$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| \%1 $315.0 \mathrm{ft}+78.7 \mathrm{ft}$ |  |  |  |  |  |  |
|  | $\stackrel{\text { G }}{\leftrightarrows} \stackrel{01 \mathrm{~b}}{22^{\prime} 6^{\prime \prime}}$ | $0 \mathrm{lb}-551,000 \mathrm{lb}$ |  |  |  |  |
|  |  | $29^{\prime \prime} 6^{\prime \prime}-49^{\prime \prime} 3^{\prime \prime}$ |  |  |  |  |
|  | $85^{\circ}$ | $85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $55^{\circ}$ | $45^{\circ}$ |
| $f$ ft |  |  |  |  |  |  |
| 45.9 | 127.9* | 143.5* |  |  | . |  |
| 52.5 | 127.9* | 141.8* |  |  |  |  |
| 59.1 | 128.8 | 143.3 | . | . | . | . |
| 65.6 | 128.8 | 141.8 | - |  | - |  |
| 72.2 | 123.2 | 138.2 | . | . | . | . |
| 78.7 | 114.4 | 134.7 | - | - | - |  |
| 85.3 | 106.9* | 131.0 | . | . | . | . |
| 91.9 | 103.0* | 127.4 | - | - | - |  |
| 98.4 | 98.8* | 124.8 | - | . | - | - |
| 111.5 | 83.8 | 119.0 |  |  | - | - |
| 131.2 |  |  | 138.5 |  | - | . |
| 137.8 | - |  | 137.1 |  | - |  |
| 150.9 | - | - | 131.4 | - | - | . |
| 164.0 | - | - | 125.9 |  |  |  |
| 190.3 | - | - | . | 90.4 | - | - |
| 203.4 | - | - | - | 86.6 |  |  |
| 216.5 | - | - | - | 80.2 | - | - |


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

## Remarks

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

[^2]$315.0 \mathrm{ft}+157.5 \mathrm{ft}$

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



## STERLING CRANE

## SWSL

| F $352,700 \mathrm{lb}+88,200 \mathrm{lb} 78$ | 296"-49'3" | ㄷ-4 23'9' | $360^{\circ}$ | IS 0 |
| :---: | :---: | :---: | :---: | :---: |

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

|  | 0 lb |  |  | 551,00 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 29'6" |  |  | " - 49' |  |  |
| $\underbrace{}_{\& \rightarrow}$ | $85^{\circ}$ | $85^{\circ}$ | $75^{\circ}$ | $65^{\circ}$ | $55^{\circ}$ | $45^{\circ}$ |
| $f t$ |  |  |  |  |  |  |
| 85.3 | 37.0* | 47.0* | - | . | - | - |
| 91.9 | 37.0* | 46.3* | - | - | - | - |
| 98.4 | 36.2* | 45.4* | - | - | - | - |
| 111.5 | 37.0 | 45.6 | - | - | - | - |
| 124.7 | 35.5 | 44.1 | - | - | - | - |
| 137.8 | 33.7 | 42.3 | - | - | - | - |
| 150.9 | 32.0 | 40.6 | - | - | - | - |
| 164.0 | 30.2 | 38.8 | - | - | - | - |
| 177.2 | 28.4 | 37.0 | - | - | - | - |
| 190.3 | 26.5 | 35.1 | - | - | - | - |
| 203.4 | 24.3 | 33.3 | 42.1 | - | - | - |
| 216.5 | 21.6 | 31.5 | 41.9 | - | - | - |
| 229.7 | 19.2 | 29.8 | 41.0 | - | - | - |
| 242.8 | 17.2* | 28.0 | 39.9 | - | - | - |
| 255.9 | 15.2 | 26.2 | 38.8 | - | - | - |
| 269.0 | - | - | 37.7 | - | - | - |
| 282.2 | - | - | 36.4 | 35.3 | - | - |
| 295.3 | - | - | 35.3 | 35.3 | - | - |
| 308.4 | - | - | 34.0 | 35.1 | - | - |
| 321.5 | - | - | - | 34.2 | - | - |
| 334.6 | - | - | - | 31.7 | - | - |
| 347.8 | - | - | - | 29.3 | - | - |
| 360.9 | - | - | - | 27.1 | 15.0 | - |
| 374.0 | - | - | - | - | 13.4 | - |
| 387.1 | - | - | - | - | 11.9 | - |
| 400.3 | - | - | - | - | 10.6 | - |
| 413.4 | - | - | - | - | 9.5 |  |

## Remarks:

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

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

NOTES TO LIFTING CAPACITY
Ratings are in compliance with ISO 4305.
Weight of hook blocks and slings is part of the load, and is to be deducted from the capacity ratings.
Consult operation manual for further details.
Note: Data published herein is intended as a guide only and shall not be construed to warrant applicability for lifting purposes.
Crane operation is subject to the computer charts and operation manual both supplied with the crane.
The load charts shown in this brochure apply to Standard-SL and Vario-SL. Charts for Tele-SL with counterweight carrier are available on request. In some instances the superlift counterweight does not lift off the ground with the indicated load.


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

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

[^2]:    * Main boom angle $87^{\circ}$

