

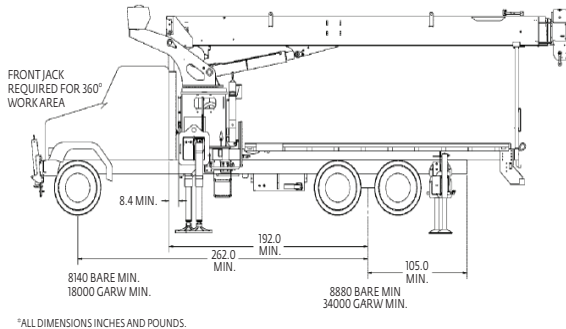


## TRANSPORTATION SPECS - Boom Truck

## NATIONAL MODEL LTM NBT30H - 30 TON CAPACITY

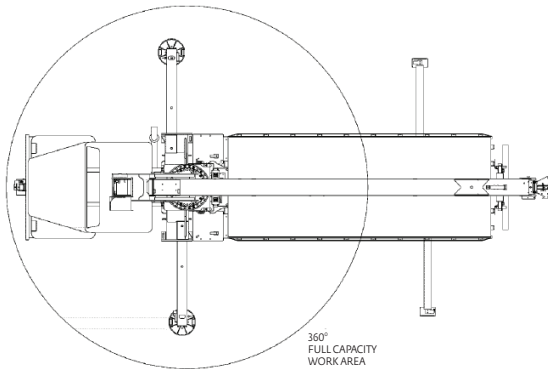
# Mounting configurations

The mounting configuration is based on an 85% stability factor. If the bare truck weight requirements are not met, counterweight will be required. The complete unit must be installed on the truck in accordance with factory requirements. Since individual truck chassis vary, a test must be performed on the unit to verify actual stability after mounting and installing counterweight (if required). A summary of mounting and truck requirements are:



### For 180° working area –

- Gross Axle Weight Rating Front (GAWR) – 8165 kg (18,000 lb)
- Gross Axle Weight Rating Rear (GAWR) – 15 455 kg (34,000 lb)
- Gross Vehicle Weight Rating (GVW) – 23 587 kg (52,000 lb)
- Wheelbase (WB) – 6,65 m (262 in)
- Cab to Axle Trunnion (CT) – 4,88 m (192 in)
- After Frame (AF) – 2,67 m (105 in)
- Frame Section Modulus (SM) from outrigger to RSOD – 327 cm<sup>3</sup> (20 in<sup>3</sup>) and 759 MPa (110,000 psi) material
- Bare Chassis Weight required for stability prior to installation
  - Front – 3692 kg (8140 lb)
  - Rear – 4028 kg (8880 lb)



### For 360° working area –

- Optional Single Front Stabilizer (SFO)
- Gross Axle Weight Rating Front (GAWR) – 8165 kg (18,000 lb)
- Gross Axle Weight Rating Rear (GAWR) – 15 455 kg (34,000 lb)
- Gross Vehicle Weight Rating (GVW) – 23 587 kg (52,000 lb)
- Wheelbase (WB) – 6,65 m (262 in)
- Cab to Axle Trunnion (CT) – 4,88 m (192 in)
- After Frame (AF) – 2,67 m (105 in)
- Frame Section Modulus (SM) from front spring hanger to end of after frame – 327 cm<sup>3</sup> (30 in<sup>3</sup>) and 759 MPa (110,000 psi) material
- Bare Chassis Weight required for stability prior to installation
  - Front – 3720 kg (8200 lb)
  - Rear – 4037 kg (8900 lb)

**Note:** Chassis will require extended front frame rails for SFO addition.

For 360° stability the truck frame must have a 492 cm<sup>3</sup> (30 in<sup>3</sup>) section modulus [372 850 Nm (3,300,000 in-lb) RBM] minimum under the crane frame, 295 cm<sup>3</sup> (18 in<sup>3</sup>) section modulus [223 710 Nm (1,980,000 in-lb) RBM] at the front spring rear hanger, 197 cm<sup>3</sup> (12 in<sup>3</sup>) section modulus [149 140 Nm (1,320,000 in-lb) RBM] through the front spring and 49 cm<sup>3</sup> (3 in<sup>3</sup>) section modulus [37 284 Nm (330,000 in-lb) RBM] at the stabilizer attachment point on each truck frame rail.

### Notes:

- Gross Vehicle Weight Rating (GVWR) is dependent on all components of the vehicle (axles, tires, springs, fame, etc.) meeting manufacturers' recommendations; always specify GVWR when purchasing trucks
- Diesel engines require a variable speed governor and energize-to-run fuel solenoid for smooth crane operation; electronic fuel injection is required
- All mounting data is based on a National Crane Series NBT30H with subbase and an 85% stability factor

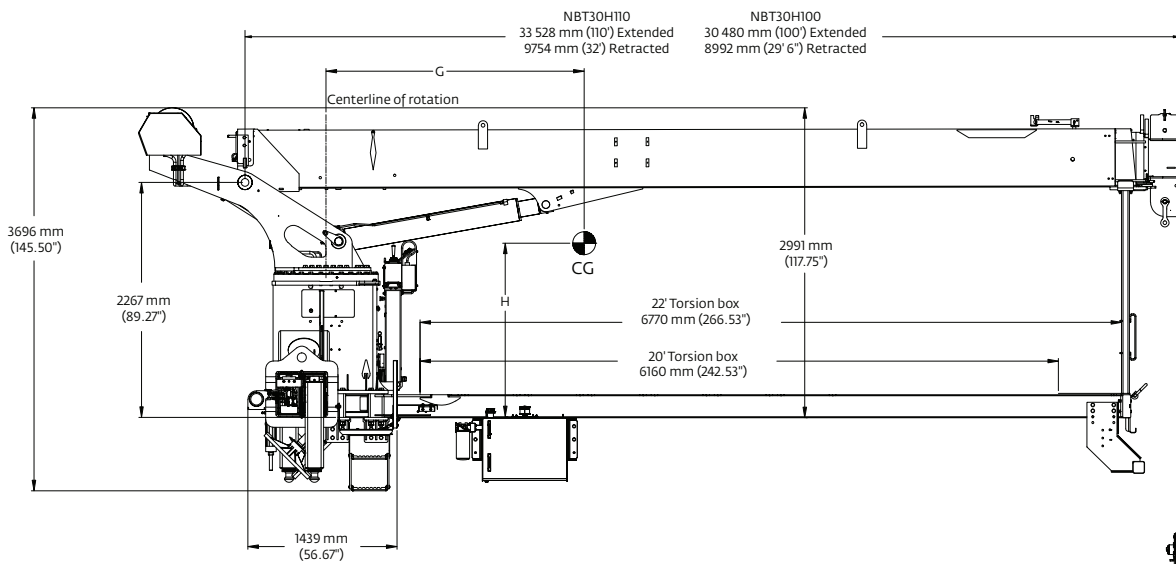
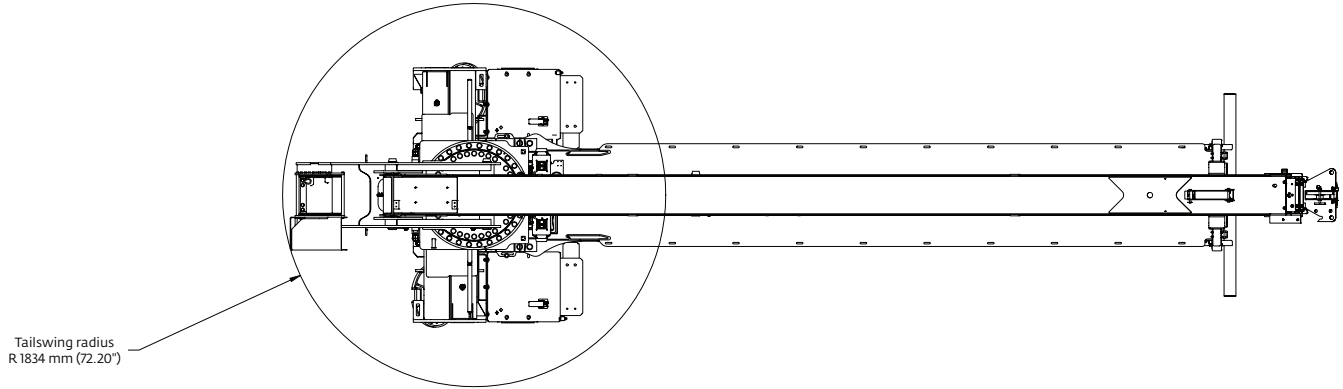
- The complete unit must be installed in accordance with factory requirements, and a test performed to determine actual stability and counterweight requirements; contact the factory for details
- Transmission neutral safety interlock switch is required
- NBT30H100 with front center stabilizer will be approximate 40 ft overall length. NBT30H110 will exceed 40 ft overall length



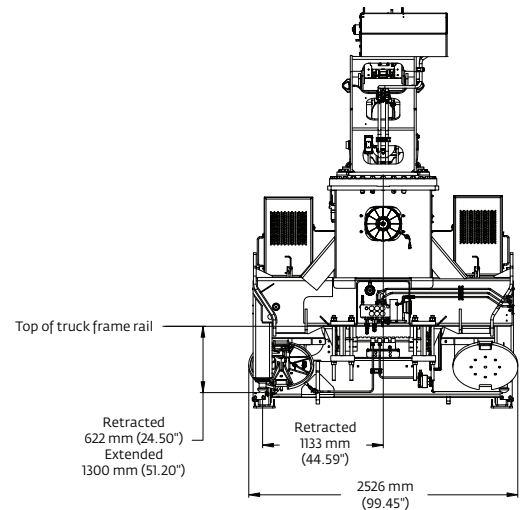
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# Dimensions



UNITS IN INCHES UNLESS SPECIFIED



G CENTER OF GRAVITY FROM CENTERLINE				
Series	G	H	Dry weight*	With oil weight*
NBT30H100	226 cm (89.1 in)	163 cm (64.1 in)	9348 kg (20,608 lb)	9681 kg (21,342 lb)
NBT30H110	251 cm (98.7 in)	166 cm (65.4 in)	9682 kg (21,346 lb)	10 015 kg (22,080 lb)

\* Above weights do not include reservoir, RSOD, jib, PTO, pump, BED.

\*\* Weight includes boom, winch, rope, turret, lift cylinder, frame, controls, outriggers, platforms, torque box, boom rest, bumper, downhaul weight.