



SPIERINGS
MOBILE CRANES

SK 488-AT4

TECHNICAL SPECIFICATIONS

SPIERINGS HYDRAULIC FOLDING CRANE

Crane

Mobile crane constructed according to the trolley-tower crane principle, whereby all mounting and dismantling steps are pre-programmed in a Siemens PLC according to the proven Spierings concept.

The two-section telescope mast is a solid wall construction. Construction and steel grade together ensure the highest possible rigidity and stability. The three-section folding jib has a lattice construction mainly of high-tensile fine-grain steel. Hydraulic cylinders ensure the interlocking of mast and jib, the erecting and telescoping of the mast and the positioning of ballast and counter jib. The construction is designed to allow 10,000 mounting and dismantling cycles.

A Detroit VM diesel engine mounted in the superstructure drives three hydraulic pumps so that the various simultaneous crane movements do not affect each other. By building in this diesel engine, it is not necessary to keep the carrier engine running to operate the crane functions. The use of the second engine considerably improves the noise level and fuel consumption. The upper frame includes an in-built 15 kW electrical generator set for the cranelighting, heating and the lift.

Crane cabin:

- There is a comfortable crane cabin fitted with, among others, a separate control panel and a display showing load and outreach data.
The mounted operator's seat can be adjusted according to weight, has various positions and can be moved both lengthways and transversely to facilitate access.
Standard accessories in the cabin also include a radio/CD player, an intercom, an electric heater (3000 W), a fire extinguisher and five sunblinds. The cabin is mounted on the outer mast at a height of 15.5 m. The cabin can be accessed by means of a ladder with rest platforms. A hatch behind the seat gives access to the cabin.
- A radio remote control (HBC) to operate the crane.
- The possibility to raise the jib by 30°.
- The crane can be moved once it has been totally erected.
- The jib is fitted with five 1000 Watt halogen lamps.

TYPE SK 488-AT4

Lifting capacity	: 102 tm
Max. load	: 8000 kg (at 12,76 m)
Max. outreach	: 40 m (2100 kg)
Max. lifting height	: 44,2 m (raised 30°)

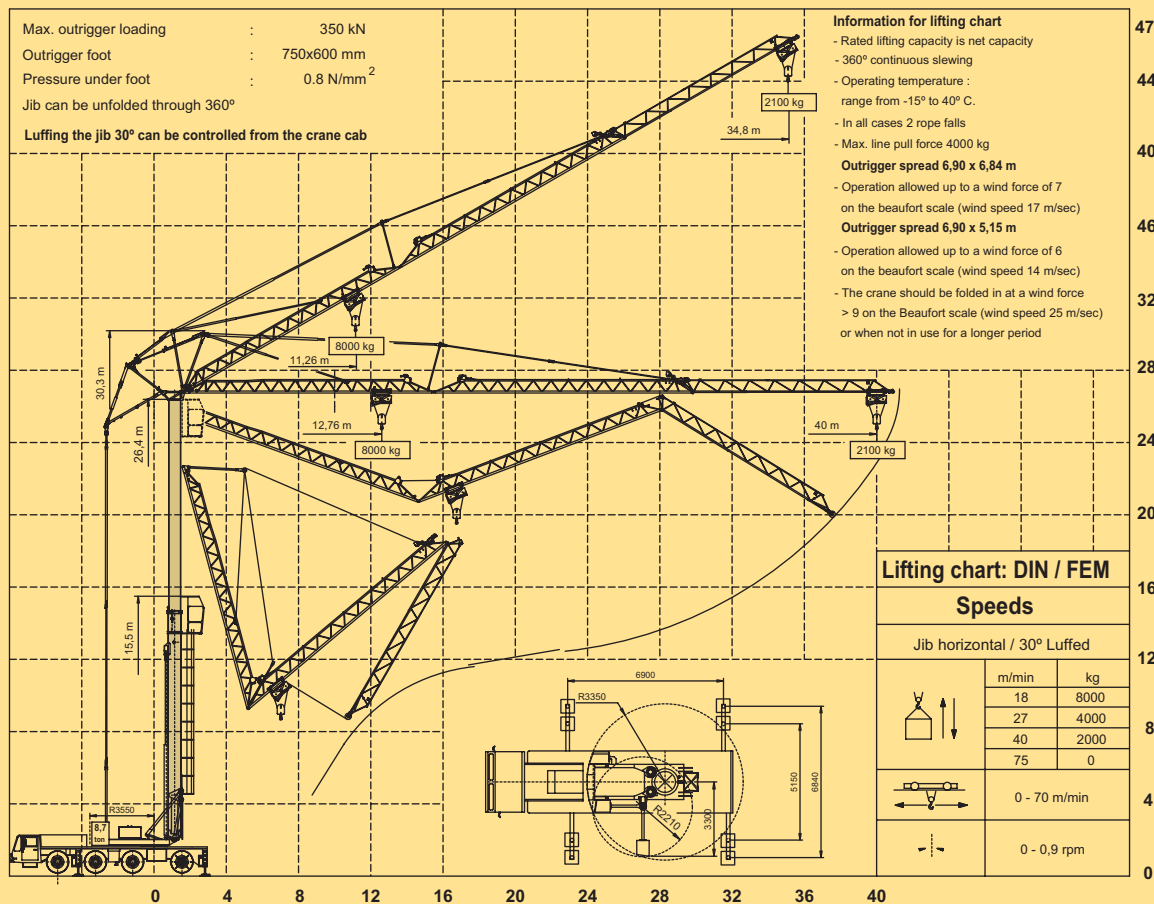
Truck

Specially designed truck chassis for optimum torsion rigidity. As a result of the special construction, the maximum lifting capacity can be reached with minimum ballast, thus making extra ballast unnecessary. The truck has hydropneumatic suspension with level control to correctly adjust the truck height when travelling on the road and on the building site (12 cm more ground clearance). The truck has three storage boxes. The two-circuit braking system is fitted with drum brakes and ABS.

Truck cabin:

Steelplate cabin provided with effective, rust-resistant primer and finished in high-quality Autocolor Turbo top coat. The cabin is mounted to the chassis to ensure that it is vibration-free and provided with heated outside mirrors, side-view mirror, electrically-controlled windows, interval switch, heating, air suspension driver's seat, operator-friendly and functional semicircular operating/instrument panel, a radio/CD player, spacious storage compartments and a 220 Volt socket.

Crane and truck have undergone anti-corrosion treatment using a three-layer, two component paint system. First layer: Epoxy primer; second layer: Chrome-free Epoxy primer-white; final layer: Autocolor Turbo-plus top coat.



Options

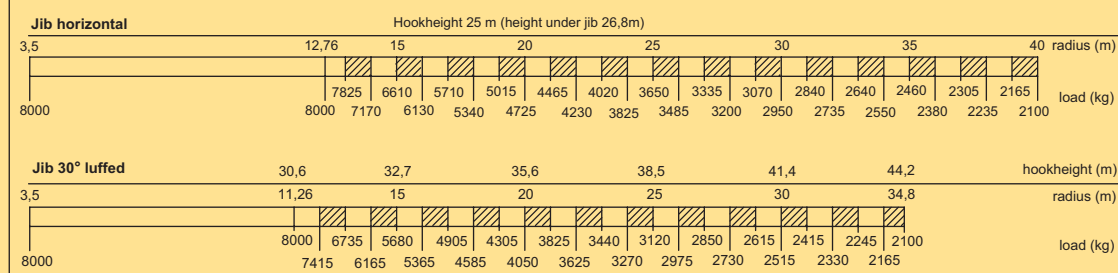
Crane

- A built-in central lubrication system for the crane.
- A lift instead of the standard ladder to the crane operator's cabin. With this option, the cabin can also be attached to the inner mast (cabin height is then 26 metres).
- A camera on the trolley. The trolley camera is fitted with a zoom option. The image is displayed on a colour monitor in the crane cabin.
- Airconditioning for the crane cabin.
- Gas discharge lamps.

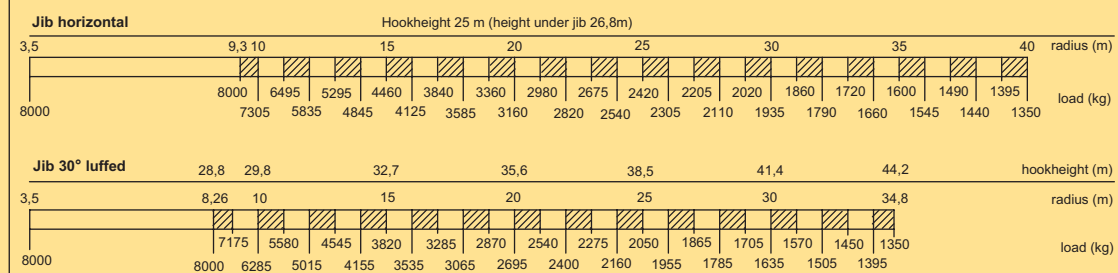
Truck

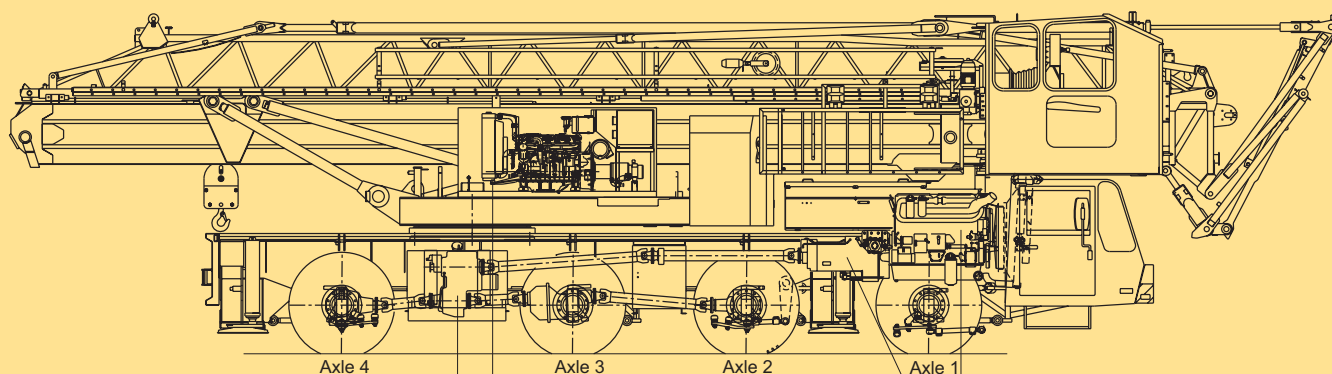
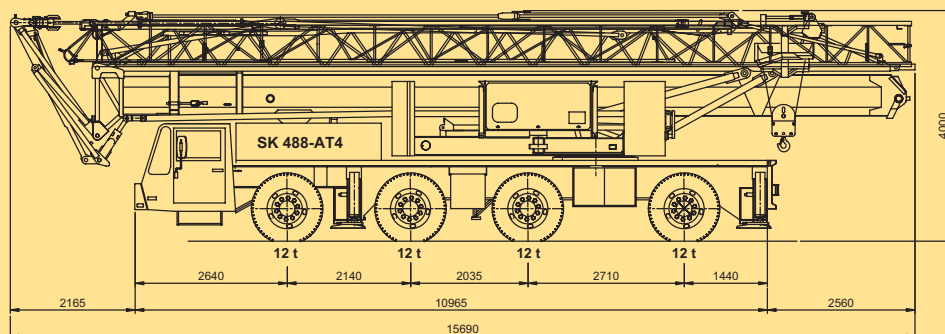
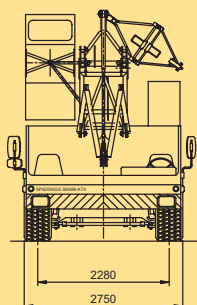
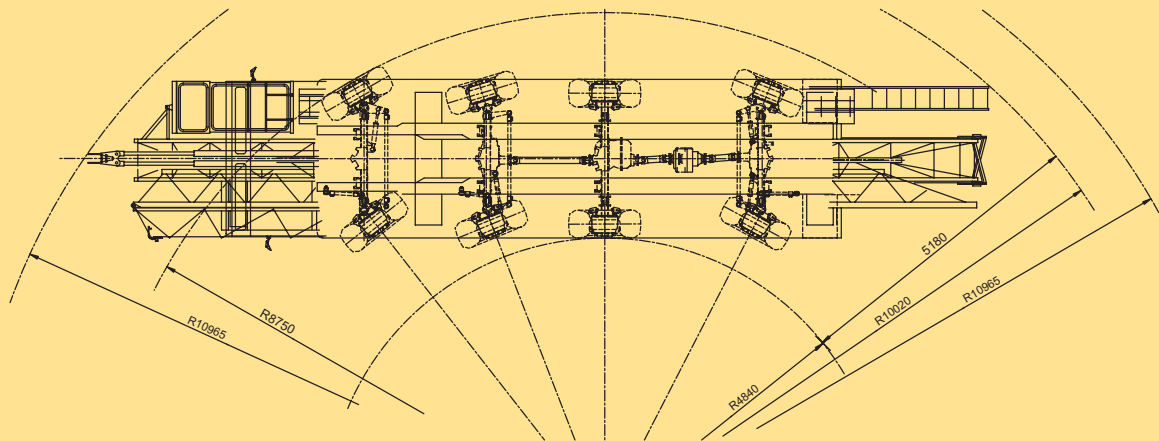
- A built-in central lubrication system for the truck.
- Independent rear axle steering. The rear axle can be steered separately from the two front axles.
- A rear-view camera system on the truck.
- A side-view camera system for extra safety.
- The ZF gearbox can be fitted with a retarder to relieve mechanical brakes.
- A DAF engine exhaust silencer with integrated spark arrestor.

Lifting chart Outrigger spread 6,90 m x 6,84 m



Lifting chart Outrigger spread 6,90 m x 5,15 m





Transfer Box:
STEYR VG2001/396
Road gear $i=0,89$
Off road gear $i=1,54$

Superstructure
Diesel Engine
DETROIT VM D706 IE2
Power: 96 kW (2600 rpm)
Torque: 480 Nm (1300 rpm)

Gearbox:
ZF 16S151
Manually operated with
air power assistance
+ dry plate clutch

Carrier Diesel Engine:
DAF XE 315 C1 (EURO 3)
Power: 315 kW (1900 rpm)
Torque: 1950 Nm (1500 rpm)

Axle 1 : Steer axle
Axle 2 : Steer drive axle ($i=6,57$)
Axle 3 : Drive axle, not steering ($i=6,57$)
Axle 4 : Steer drive axle ($i=6,57$)

Tyres : 445/75 R22,5
Suspension: hydro-pneumatic on all axles; stroke cyl. : 247 mm
Max. speed carrier : 85 km/h
Min. speed carrier (engine at 1000 rpm) : 1,6 km/h
Overall weight : 48000 kg

Changes subject to modifications

SPIERINGS

a new generation mobile cranes