



SPIERINGS
MOBILE CRANES

SK 377-AT3

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 made of high-tensile fine-grained steel. 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-grained 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.

An electric motor drives three hydraulic-pumps so that the various simultaneous crane movements do not affect each other.

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 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 at a height of 12.5 m on the outer mast and can be accessed by means of a ladder with rest platform. 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 four 400 Watt gas discharge lamps.

TYPE SK 377-AT3

Lifting capacity	: 78 tm
Max. load	: 7500 kg (at 10,4 m)
Max. outreach	: 33 m (1900 kg)
Max. lifting height	: 35,7 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 transport 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 is provided with four 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-plus 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.

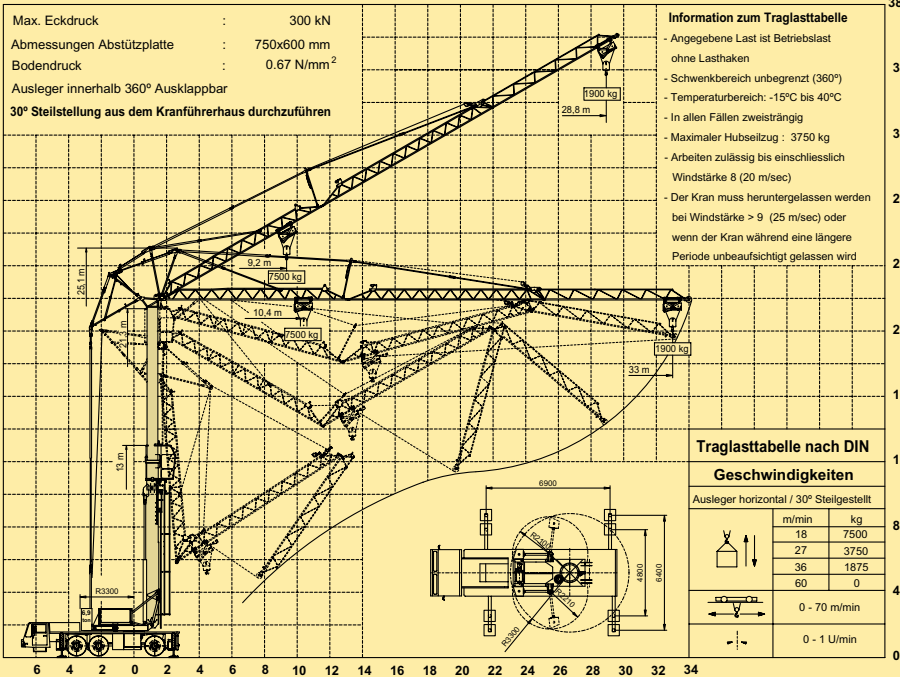
Options

Crane

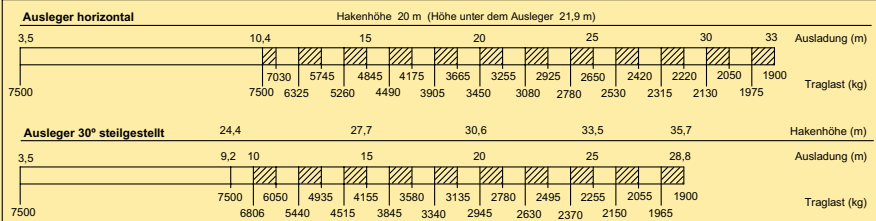
- A built-in central lubrication system for the crane.
- A lift instead of the standard ladder to the crane operator's cabin. With this option, the cabin can also be attached to the inner mast (cabin height is then 21 metres).
- A camera in the trolley. The trolley camera is fitted with a zoom option. The image is displayed on a colour monitor in the crane cabin.
- Airconditioning for the crane cabin.
- A Detroit VM diesel engine mounted in the upper frame for the crane functions. With this option, it is no longer necessary to keep the truck engine running. Besides reducing the noise level, this will also result in a considerable reduction in fuel consumption. The upper frame includes an in-built 15 kW electrical generator set for the cranelighting, heating and the lift.

Truck

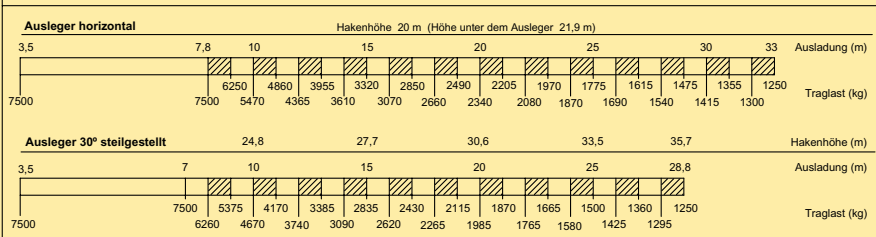
- An in-built central lubrication system for the truck.
- A rear-view camera system on the truck.
- A side-view camera system for extra safety.
- The ZF gearbox can be fitted with a retarder to relieve mechanical brakes.
- A DAF engine exhaust silencer with integrated spark arrester.

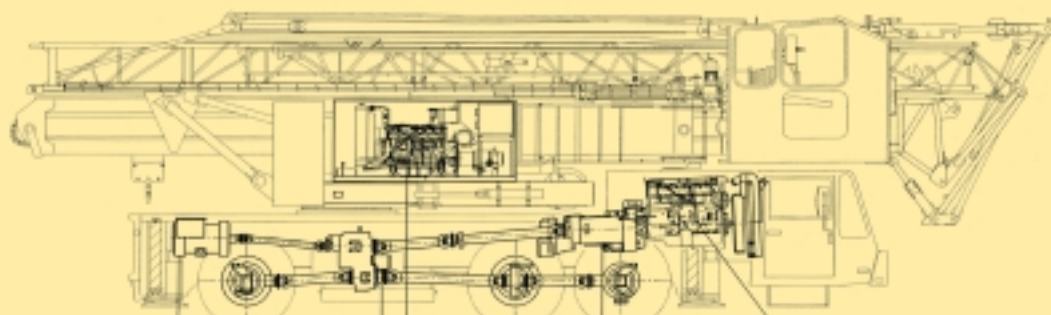
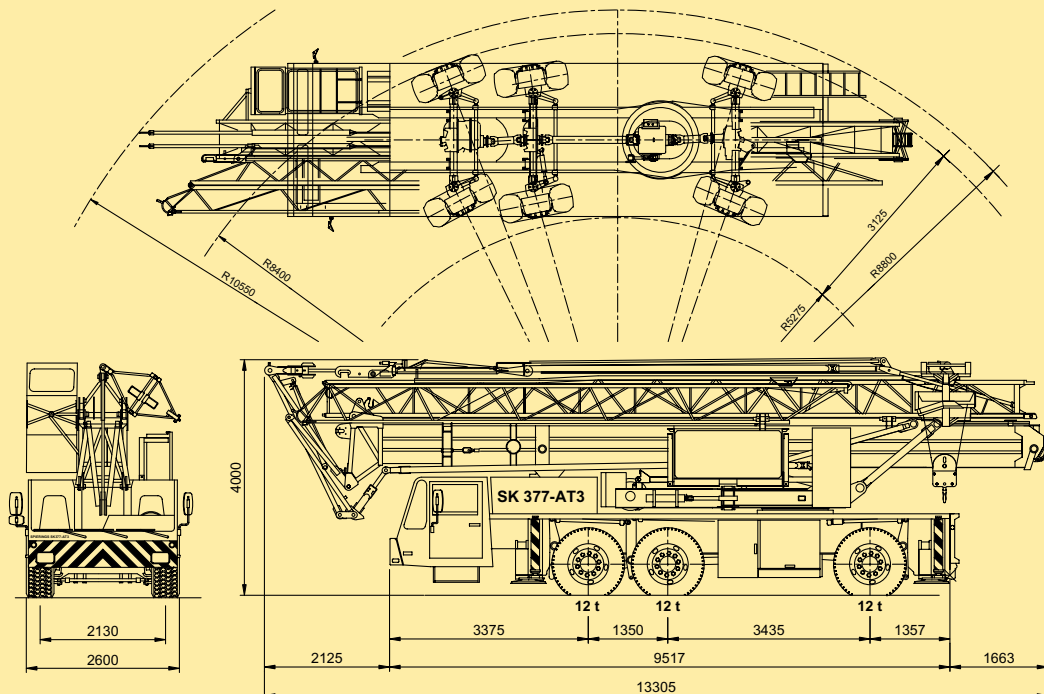


Traglasten bei Abstützbasis 6,90 m x 6,40 m



Traglasten bei Abstützbasis 6,90 m x 4,80 m





Axle 3		Axle 2		Axle 1		Carrier Diesel Engine:	
Transfer Box:		Option superstructure:		Gearbox:		DAF PE 265 C (EURO 3)	
STEYR VG1600/396 with PTO		Diesel Engine		ZF 16S151		Power: 265 kW (2080 rpm)	
Road gear: i=0,89		DETROIT VM D706 IE2		Manually operated with		Torque: 1450 Nm (1500 rpm)	
Off road gear: i=1,54		Power: 96 kW (2600 rpm)		air power assistance			
		Torque: 480 Nm (1300 rpm)		+ dry plate clutch			

Generator:
LSA 43.2 L7 - 70kVA

Axle 1 : Steer drive axle (i=7,58)
Axle 2 : Steer axle, not driven
Axle 3 : Steer drive axle (i=7,58)

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) : 1,8 km/h
Overall weight : 36000 kg

Changes subject to modifications

SPIERINGS *a new generation mobile cranes*