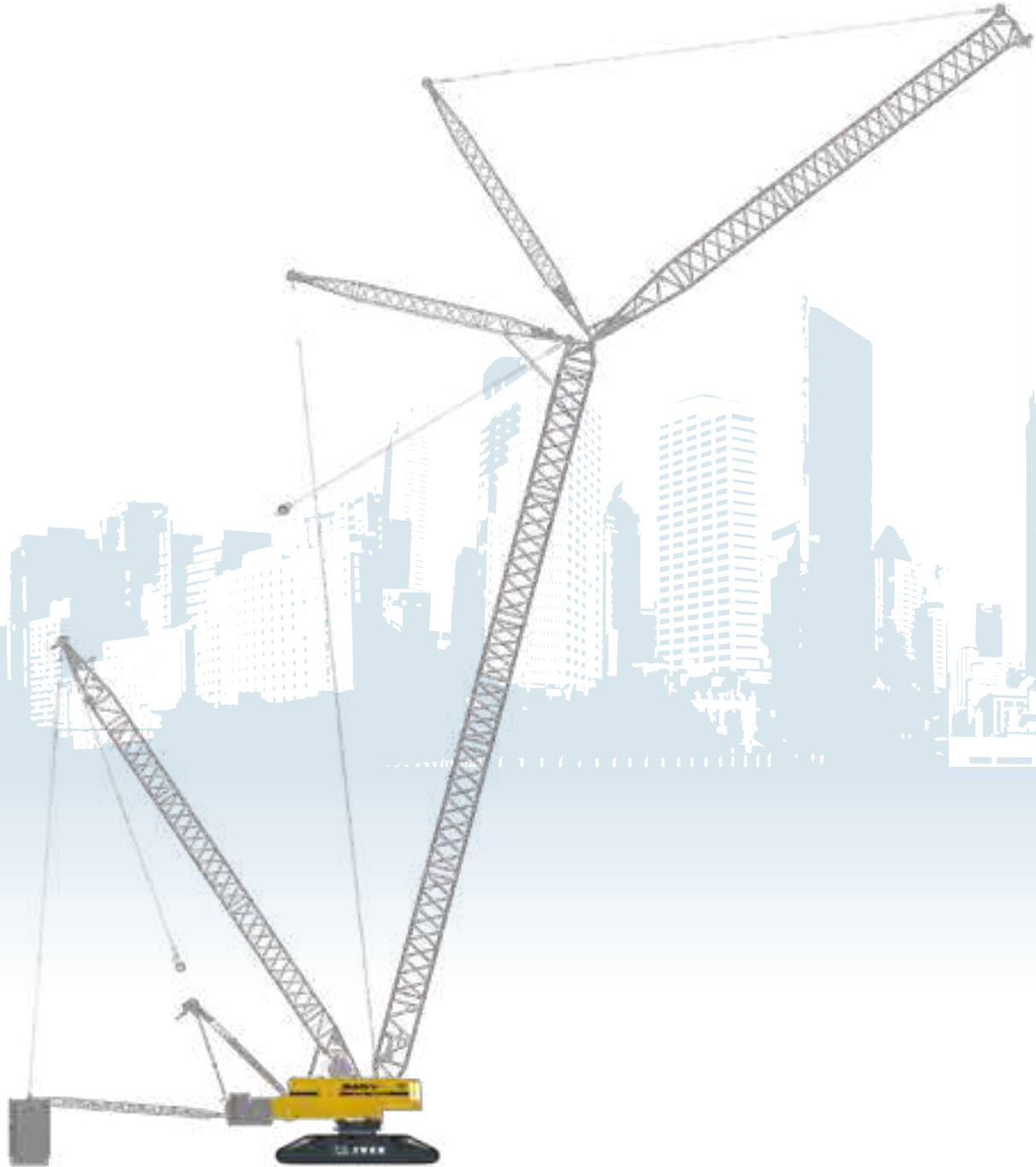




SANY

Quality Changes the World



SANY CRAWLER CRANE SCC 16000

CRAWLER CRANE

CONTENT

P3

SCC16000 Crawler Crane

- Outline dimension
- Main technical features
- Main performance parameters Table
- Transport dimension

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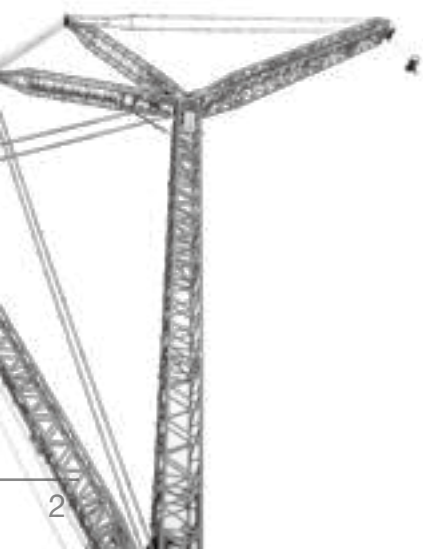
Specification

- Superstructure
- Lowerworks
- Operating devices
- Electrically control device
- Location and advantages of electrically control system

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Operating condition combination

- Operating condition combination
- HDB operating condition
- HJDB operating condition
- LJDB operating condition
- FJhDB operating condition

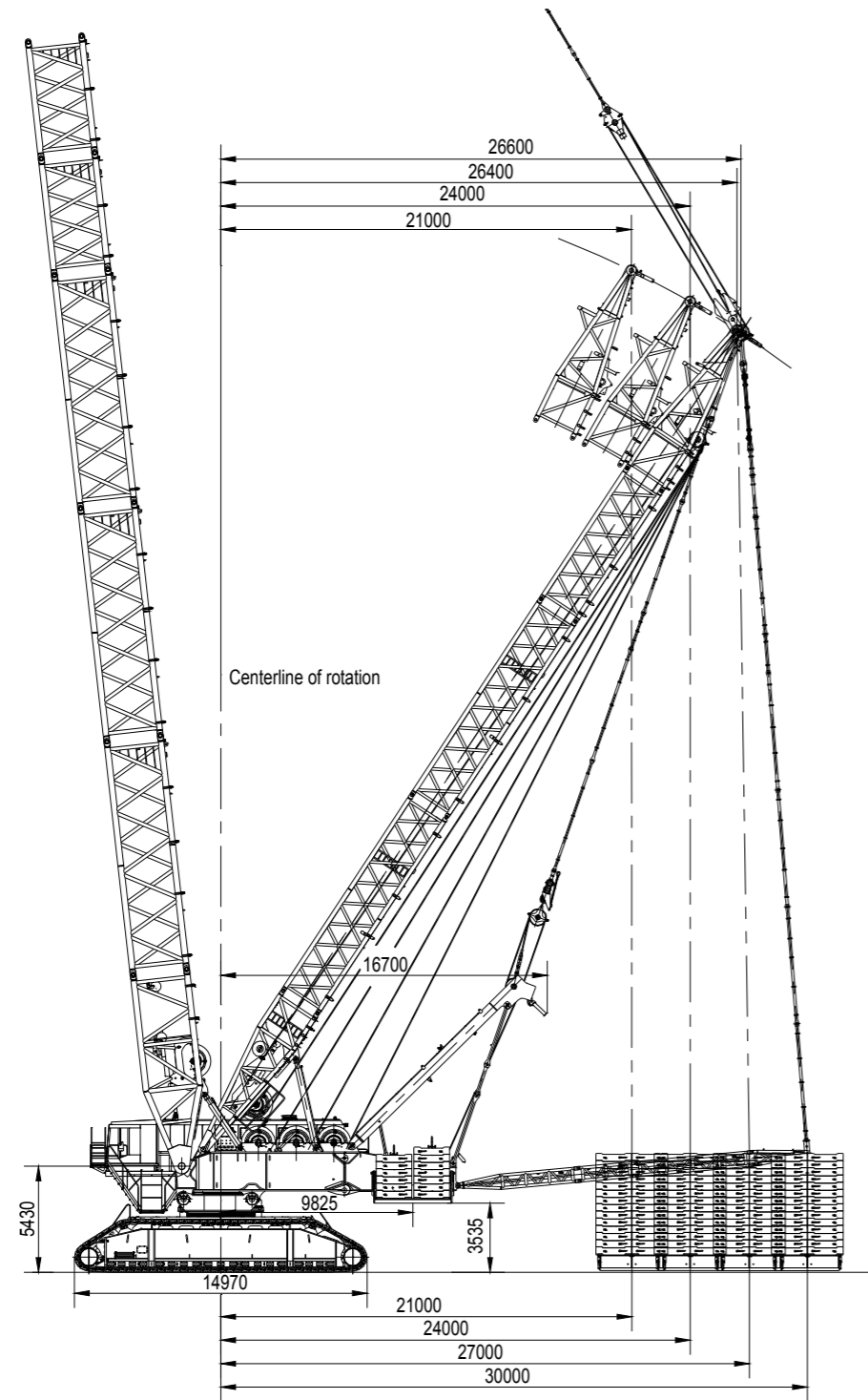


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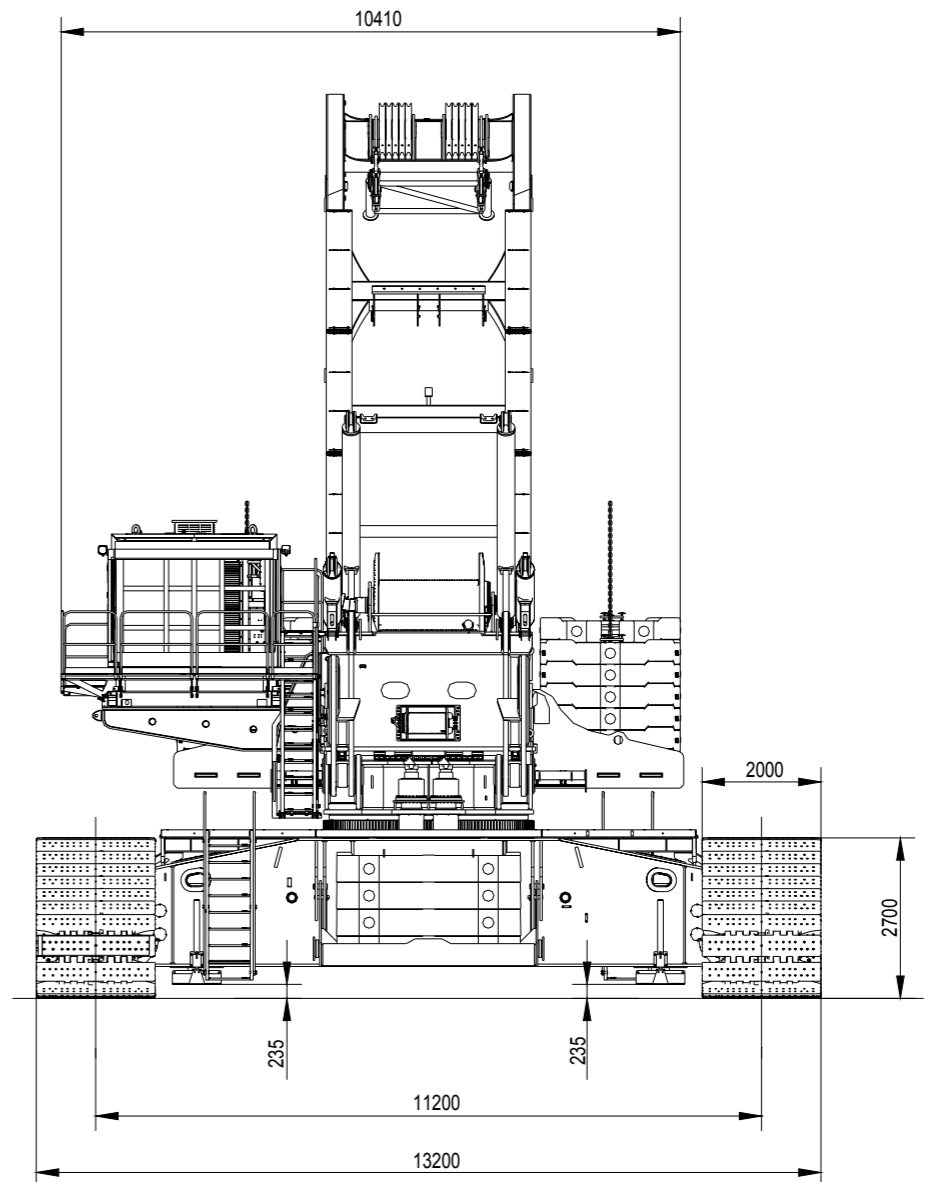
| | |
|----|-----------------------------------|
| 04 | Overall dimension |
| 06 | Main technical features |
| 07 | Main performance parameters Table |
| 08 | Transport dimension |



OUTLINE DIMENSION



OUTLINE DIMENSION



MAIN TECHNICAL FEATURES

1. Modular design:

Based on the transport unit as designed module, ensure the effective electro-hydraulic connection and the fast connection between modules;

2. Application of high-strength plate:

The main structure can be welded with the 960MPa high-strength steel plate, to reduce the transport weight of single part; the pendant bar is made of 1100MPa high-strength steel plate, thus reducing the section size and the weight;

3. Standard container power unit:

All power systems, control systems, hydraulic systems and cab are installed in the standard container, which is characterized by the compact structure, easy repair and maintenance and convenient transport;

4. Generator group:

220V generator group is equipped to supply the power to the civil air conditioning in the cab and overall crane lighting system;

5. Safe control system:

There are two working and installation modes for convenience and reliability; it is equipped with the ground pressure real-time display and over-speed calculation software system, having the levelness real-time display, shutdown stop action, emergency electrical control, lightning protection, automatic adjustment of traveling direction and closed circuit monitoring functions, as well as all safety and monitor systems, and also equipped with 250G storage hard drive that can save the 120h video data (with a large wide-angle camera);

6. New materials applications:

The aluminum alloy pedals are employed for boom system and platform, thus greatly reducing the boom weight and improving the load capacity;

7. New technology application:

Abolish the traditional superlift counterweight lifting cylinder, realize the superlift counterweight leaving the ground completely through the accurate calculation, and accurately give the utilization of superlift counterweight before leaving the ground;

8. Powerful lifting capacity:

With the maximum lifting weight of 1600t/11m, the maximum lifting moment of 25000t·m, the longest boom of 156m and the longest luffing jib combination of 108m +108 m;

9. High efficient self-assembly techniques:

To support the track frame self-assembly function and the overall crane self-erection function for quick dismantlement and assembly (The installation for the typical 66m +60 m luffing jib operating condition can be completed for 6~7 days using a 250T auxiliary crane based on 8 working hours per day);

10. Convenient maintenance technology:

It takes approximately no more than 10min/person to adjust;no more than 30min/person for daily maintenance;no more than 2h/person to repair.GPS remote monitoring system is optional for maintenance and management;

11. Traveling with 100% load:

Four-wheel drive; powerful traveling traction and smoothness can play the advantage of crawler crane to maximum;

12. Wireless remote control device:

The wireless remote control can be realized for the installation of undercarriage base, beam and track frame as well as the front and rear platforms of superstructure, A-frame, Winch mechanism and superlift mast.

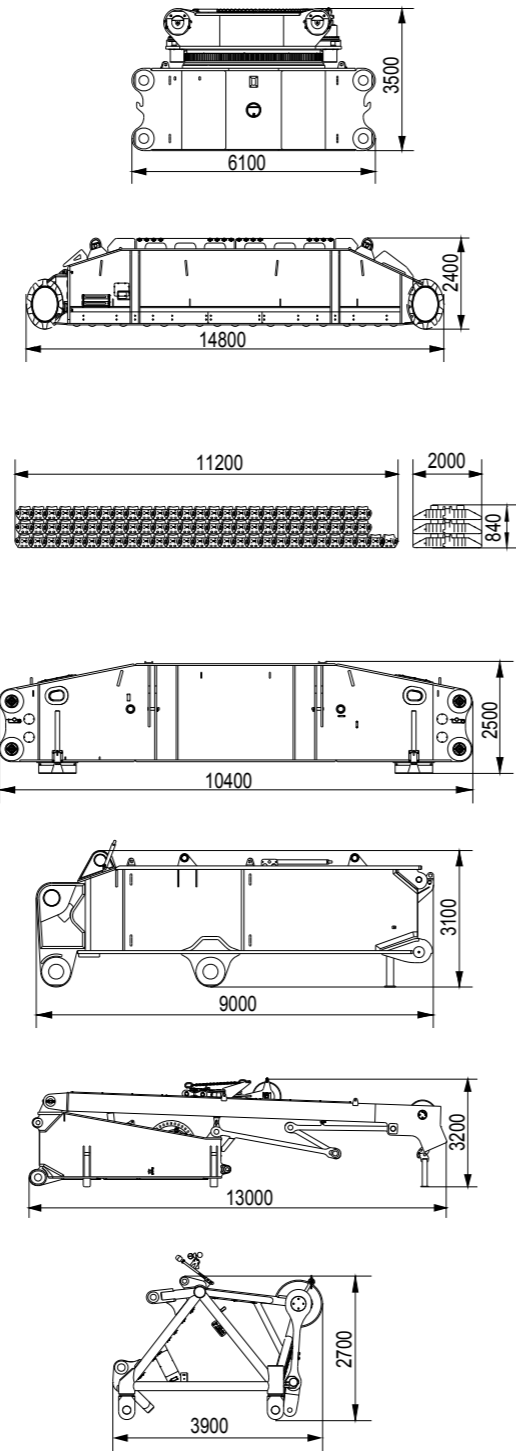
MAIN PERFORMANCE PARAMETERS TABLE

Main performance parameters Table for SCC16000 crawler crane

| Performance index | Unit | Parameters |
|--|-------|---|
| Maximum rated lifting capacity (HDB) | t | 1600 |
| Maximum rated lifting moment (HDB) | t·m | 25000 |
| Boom length | m | 54~108 |
| Jib length | m | 36~108 |
| Length of superlift mast | m | 50 |
| Superlift radius | m | 21 / 24 / 27 / 30 |
| Longest boom + longest jib | m | 108+108 |
| Wire speed of main hoisting mechanism (outmost) | m/min | 121 |
| Wire speed of auxiliary hoisting mechanism (outmost) | m/min | 80.9 |
| Wire speed of main luffing mechanism (outmost) | m/min | 58.3 |
| Wire speed of auxiliary luffing mechanism (outmost) | m/min | 89.5 |
| Wire speed of superlift luffing mechanism (outmost) | m/min | 98.1 |
| Swing speed | r/min | 0~0.41 |
| Travel speed | km/h | 1.02 |
| Maximum gradient capability | % | 10 |
| Maximum engine power | kw | 746(1800r/min) |
| Maximum engine torque | N·m | 4629 (1300rpm) |
| Overall weight (without superlift counterweight) | t | 1169 (Basic boom/jib, with 1600t hook) |
| Average ground bearing pressure | MPa | 0.255 (Basic boom/jib, with 1600t hook) |
| Max. transport weight of single part | t | 67 |
| Max. transport dimension of single part | m | 6.1×3.65×3.5 |

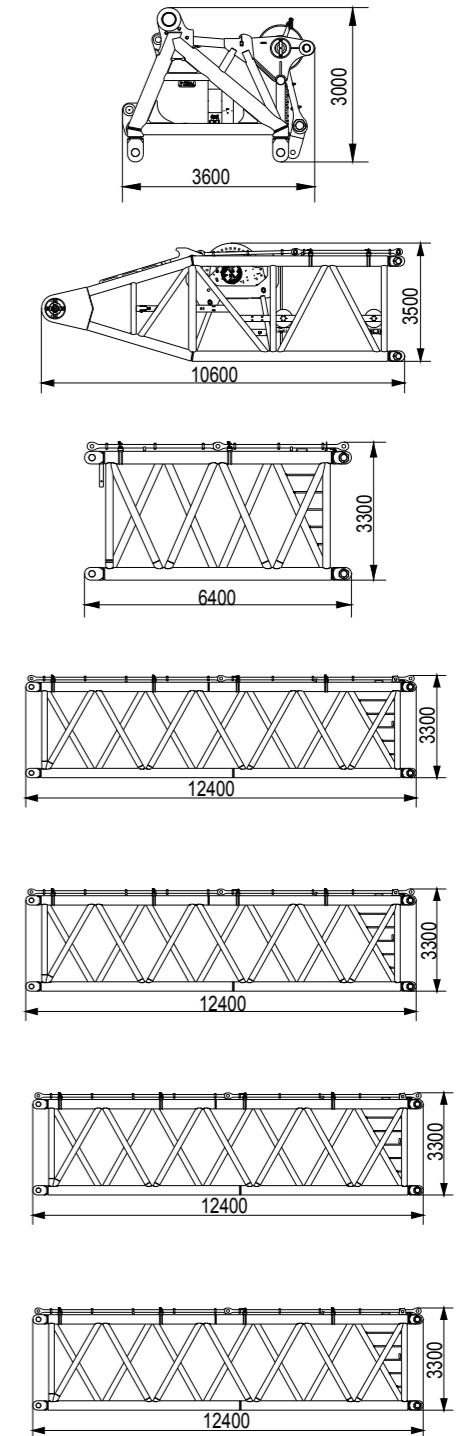
TRANSPORT DIMENSION

| | |
|---|-------|
| Central swing mechanism | ×1 |
| Length | 6.1m |
| Width | 3.65m |
| Height | 3.5m |
| Weight | 67t |
| Track frame assembly (without track) | ×2 |
| Length | 14.8m |
| Width | 1.8m |
| Height | 2.4m |
| Weight | 54.3t |
| Track shoe assembly | ×2 |
| Length | 11.2m |
| Width | 2m |
| Height | 0.84m |
| Weight | 44t |
| Beam (front/rear) | ×2 |
| Length | 10.4m |
| Width | 1.9m |
| Height | 2.5m |
| Weight | 28.4t |
| Front platform | ×1 |
| Length | 9.0m |
| Width | 3.5m |
| Height | 3.1m |
| Weight | 46.6t |
| Rear platform assembly | ×1 |
| Length | 13.0m |
| Width | 3.6m |
| Height | 3.2m |
| Weight | 46.9t |
| Boom/jib point | ×1 |
| Length | 3.9m |
| Width | 3.5m |
| Height | 2.7m |
| Weight | 10.1t |



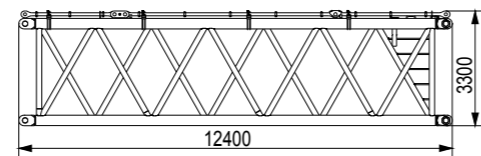
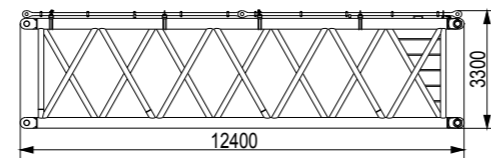
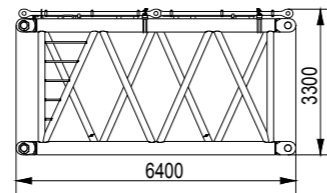
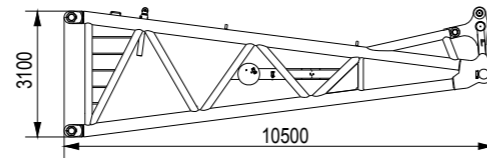
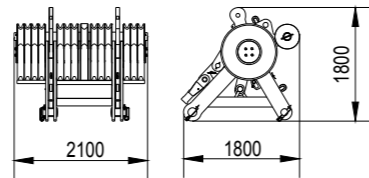
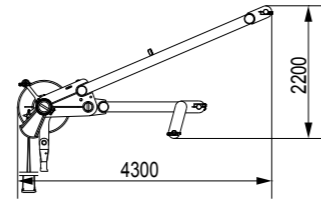
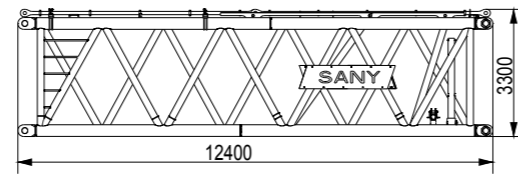
TRANSPORT DIMENSION

| | |
|--|-------|
| Boom and jib connecting head | ×1 |
| Length | 3.6m |
| Width | 3.5m |
| Height | 3.0m |
| Weight | 12.3t |
| 10m boom base (including 16.8t winch) | ×1 |
| Length | 10.6m |
| Width | 3.8m |
| Height | 3.5m |
| Weight | 41.6t |
| 6m boom insert(36) | ×2 |
| Length | 6.4m |
| Width | 3.7m |
| Height | 3.3m |
| Weight | 10.9t |
| 12m boom insert (45) | ×2 |
| Length | 12.4m |
| Width | 3.7m |
| Height | 3.3m |
| Weight | 20.5t |
| 12m boom insert (40) | ×1 |
| Length | 12.4m |
| Width | 3.7m |
| Height | 3.3m |
| Weight | 19.9t |
| 12m boom insert (36) | ×2 |
| Length | 12.4m |
| Width | 3.7m |
| Height | 3.3m |
| Weight | 19.3t |
| 12m boom insert (30) | ×1 |
| Length | 12.4m |
| Width | 3.7m |
| Height | 3.3m |
| Weight | 17.8t |



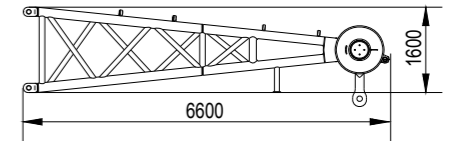
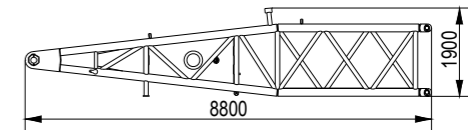
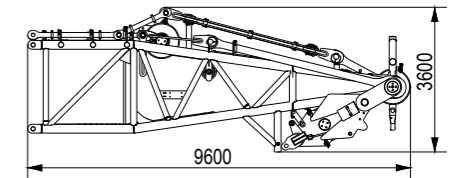
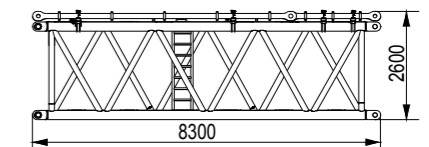
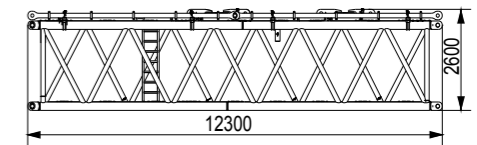
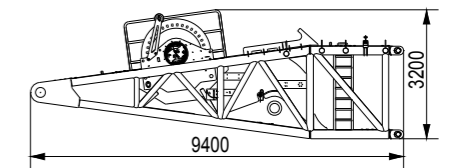
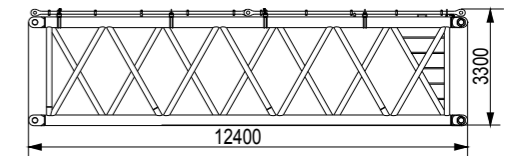
TRANSPORT DIMENSION

| | |
|-------------------------------------|-------|
| 12m boom transitional insert | ×1 |
| Length | 12.4m |
| Width | 3.7m |
| Height | 3.3m |
| Weight | 17.7t |
| Boom/Jib extension | ×1 |
| Length | 4.3m |
| Width | 1.7m |
| Height | 2.2m |
| Weight | 1.8t |
| Pulley block (left / right) | ×2 |
| Length | 2.1m |
| Width | 1.8m |
| Height | 1.8m |
| Weight | 5.4t |
| 4.5m jib base | ×1 |
| Length | 10.5m |
| Width | 3.6m |
| Height | 3.1m |
| Weight | 12.8t |
| 6m (20) jib insert (A/B) | ×2 |
| Length | 6.4m |
| Width | 3.6m |
| Height | 3.3m |
| Weight | 7.5t |
| 12m (20) jib insert | ×1 |
| Length | 12.4m |
| Width | 3.6m |
| Height | 3.3m |
| Weight | 12.9t |
| 12m (17.5) jib insert (A/B) | ×2 |
| Length | 12.4m |
| Width | 3.6m |
| Height | 3.3m |
| Weight | 11.8t |



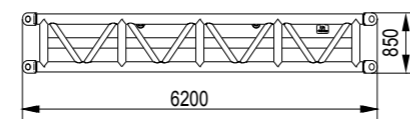
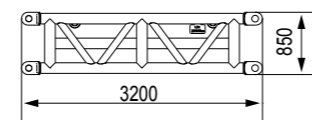
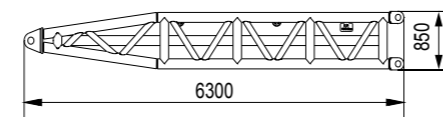
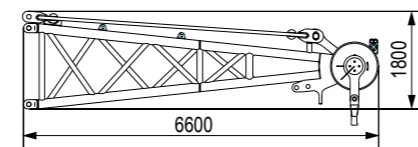
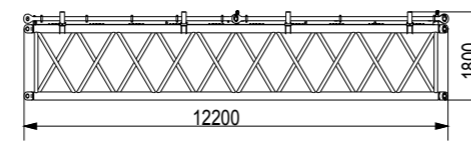
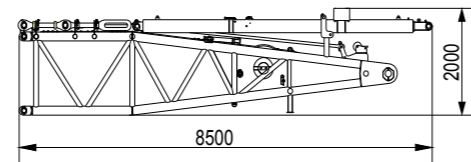
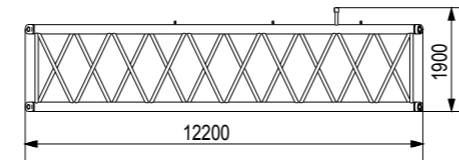
TRANSPORT DIMENSION

| | |
|--|-------|
| 12m (12.5) jib insert (A/B) | ×1 |
| Length | 12.4m |
| Width | 3.6m |
| Height | 3.3m |
| Weight | 10.2t |
| Superlift mast base (including 20.6t winch) | ×1 |
| Length | 9.4m |
| Width | 3.5m |
| Height | 3.2m |
| Weight | 33.5t |
| 12msuperlift mast base (A / B) | ×2 |
| Length | 12.3m |
| Width | 3.5m |
| Height | 2.6m |
| Weight | 13.4t |
| 8m superlift mast base | ×1 |
| Length | 8.3m |
| Width | 3.5m |
| Height | 2.6m |
| Weight | 9.0t |
| Superlift mast top | ×1 |
| Length | 9.6m |
| Width | 3.5m |
| Height | 3.6m |
| Weight | 24.5t |
| Luffing jib front mast base | ×1 |
| Length | 8.8m |
| Width | 2.6m |
| Height | 1.9m |
| Weight | 4.8t |
| Luffing jib front mast top | ×1 |
| Length | 6.6m |
| Width | 2.5m |
| Height | 1.6m |
| Weight | 4.5t |



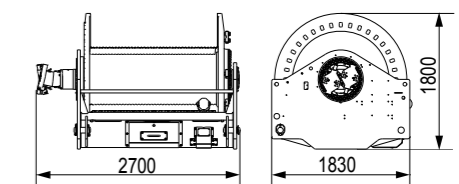
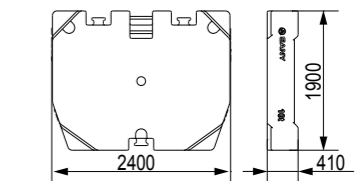
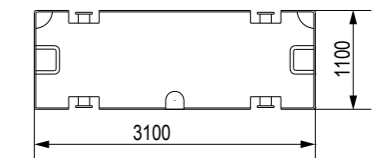
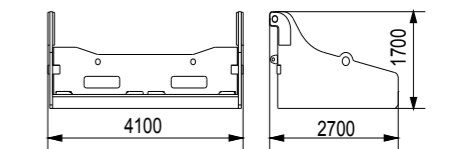
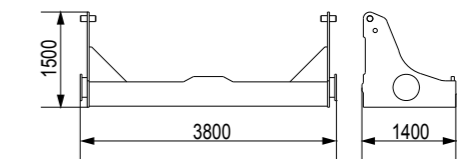
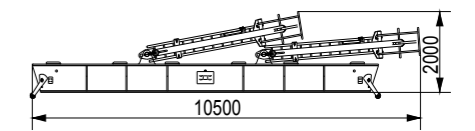
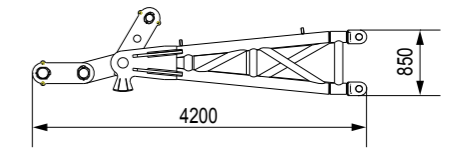
TRANSPORT DIMENSION

| | |
|---|-------|
| Luffing jib front mast insert | ×1 |
| Length | 12.2m |
| Width | 2.5m |
| Height | 1.9m |
| Weight | 3.5t |
| Luffing jib rear mast base | ×1 |
| Length | 8.5m |
| Width | 3.0m |
| Height | 2.0m |
| Weight | 7.4t |
| Luffing jib rear mast insert | ×1 |
| Length | 12.2m |
| Width | 2.9m |
| Height | 1.8m |
| Weight | 5.4t |
| Luffing jib rear mast top | ×1 |
| Length | 6.6m |
| Width | 2.8m |
| Height | 1.8m |
| Weight | 5.9t |
| Superlift counterweight rear bracket base | ×1 |
| Length | 6.3m |
| Width | 3.3m |
| Height | 0.85m |
| Weight | 2.2t |
| 2.95m Superlift counterweight rear bracket arm | ×1 |
| Length | 3.2m |
| Width | 3.3m |
| Height | 0.85m |
| Weight | 1.3t |
| 5.95m Superlift counterweight rear bracket arm | ×1 |
| Length | 6.2m |
| Width | 3.3m |
| Height | 0.85m |
| Weight | 2.2t |



TRANSPORT DIMENSION

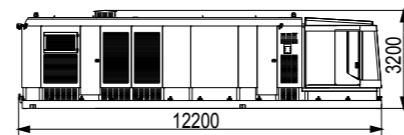
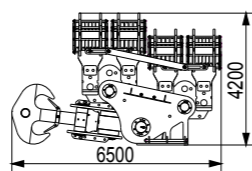
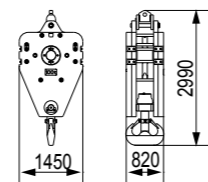
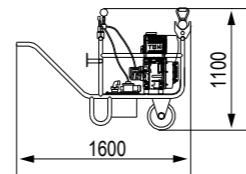
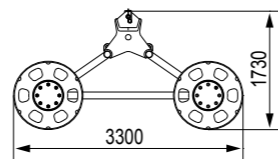
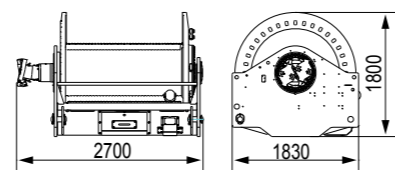
| | |
|---|-------|
| Superlift counterweight rear bracket tip | ×1 |
| Length | 4.2m |
| Width | 3.5m |
| Height | 0.85m |
| Weight | 2.5t |
| Superlift counterweight tray | ×1 |
| Length | 10.5m |
| Width | 3.5m |
| Height | 2.0m |
| Weight | 14.2t |
| Carbody counterweight frame | ×2 |
| Length | 3.8m |
| Width | 1.4m |
| Height | 1.5m |
| Weight | 2.2t |
| Basic crane rear counterweight tray | ×2 |
| Length | 4.1m |
| Width | 2.7m |
| Height | 1.7m |
| Weight | 8.94t |
| Carbody counterweight block | ×8 |
| Length | 3.1m |
| Width | 1.1m |
| Height | 0.50m |
| Weight | 10t |
| 10t counterweight block | ×91 |
| Length | 2.4m |
| Width | 1.9m |
| Height | 0.41m |
| Weight | 10t |
| Main lifting mechanism | ×2 |
| Length | 2.7m |
| Width | 1.8m |
| Height | 1.8m |
| Weight | 21.2t |



TRANSPORT DIMENSION

| | |
|--|-------|
| Auxiliary lifting mechanism | ×1 |
| Length | 2.7m |
| Width | 1.8m |
| Height | 1.8m |
| Weight | 14.9t |
| Dolly | ×1 |
| Length | 3.3m |
| Width | 2.4m |
| Height | 1.8m |
| Weight | 1.9t |
| Mobile hydraulic power unit | ×1 |
| Length | 1.6m |
| Width | 0.66m |
| Height | 1.1m |
| Weight | 0.22t |
| 100t hook | ×1 |
| Length | 2.99m |
| Width | 1.45m |
| Height | 0.82m |
| Weight | 8t |
| 1600t hook | ×1 |
| Length | 6.5m |
| Width | 1.8m |
| Height | 4.2m |
| Weight | 49.3t |
| Note: it can be divided into two 800t hooks that can be sub-divided into two 400t hooks. | |
| Power container (with cab) | ×1 |
| Length | 12.2m |
| Width | 2.9m |
| Height | 3.2m |
| Weight | 29.5t |

Notes: 1.The transport dimensions of the parts are marked on schematic diagrams, but not drawn by scale; the dimensions indicated are the design values excluding package.
2.The weight is the design value and there may be tiny difference due to the manufacturing calibration.



SCC16000

| | |
|----|--|
| 16 | Upperworks |
| 18 | Lowerworks |
| 19 | Operating devises |
| 20 | Electrically control device |
| 22 | Location and advantages of electrically control system |



SUPERSTRUCTURE

1) Engine

- Cummins QST30-Tier2 12-cylinder, water-cooled turbocharging engine, with the rated power of 746kW, the rated speed of 1800rpm, the maximum output torque of 4629N·m and the maximum output torque speed of 1300rpm.
- The diesel oil tank with the volume of 2000L is also employed.

2) Electrical system

The distributed, centralized control system with bus communication is adopted for the electrical control system of SCC series crane; Advanced: ① CAN communication is a most appropriate field bus used for construction machinery; ② The distributed layout + centralized control way is adopted, simplifying the system line, which is characterized by the high reliability; ③ The extensive use of CAN intelligent node can improve the advancement of the whole electrically control system.

3) Hydraulic system

- Hydraulic system includes the lifting hydraulic system, traveling hydraulic system, rotary hydraulic system, luffing hydraulic system, servo hydraulic system, back-stop hydraulic system, cooling system, and auxiliary hydraulic system etc. The hydraulic components are mainly from the well-known product manufacturers.
- Features: The closed circuits are employed for all main systems, which is characterized by the energy-saving, high efficiency, good controllability as well as smooth startup, stop and directional control, impact-free, fast operation response, less heat and long service life. Moreover, the electric proportional control components can be widely used to achieve the precise and intelligent control. A variety of alarm and filter clogging alarm are set in the hydraulic system, improving the reliability of hydraulic system. To prevent the risk caused by the burst closed circuit, in addition to the automatic response of electronic control system, the pipeline is also equipped with the pipeline anti-blast valve, further improving the safety.

4) Main and auxiliary lifting devices

The Bosch Rexroth variable hydraulic motor can drive the planetary gear reducer to control the lifting and lowering of boom and jib winches. The stepless speed regulation can be adopted for winch based on the user's needs, with the maximum speed self-set by the user within the range of 0-121 m / min. It is characterized by the excellent micro-speed performance; the fastest gear can achieve the fast power lifting operation; the maximum magnification is 52; the wire rope from well-known manufacturer is used, which is characterized by the reel multi-layer winding without any chaos. The reducer is embedded, having the advantage of space-saving, low noise, high efficiency and long life.

NO.1 Main lifting mechanism

| | |
|---|------------|
| Drum diameter | 870mm |
| Rope speed of the outermost layer | 0~121m/min |
| Diameter of wire rope | 40mm |
| Length of steel wire rope of main winch | 1570m |
| Rated single line pull | 36.7t |

NO.2 Auxiliary lifting mechanism

| | |
|-------------------------------------|-------------|
| Drum diameter | 870mm |
| Rope speed of the outermost layer | 0~80.9m/min |
| Diameter of steel wire rope | 40mm |
| Length of auxiliary winch wire rope | 770m |
| Rated single line pull | 36.7t |

5) Slewing mechanism

- Slewing part: It is driven by four motor reducers, with the smooth slewing speed of 0 ~ 0.41r/min, having the neutral position free sliding function, which can provide 360 ° rotation.
- Italian imported slewing ring device: Three-row roller slewing ring.

6) Luffing mechanism

It consists of boom luffing device, jib luffing device, and superlift luffing device. The fold-line drum, embedded reducer, Pfeifer wire rope and closed circuit are adopted. And the power can be provided through the switching over of direction change valve; many complex actions can be achieved. Moreover, the stepless regulation is adopted, having the good micro-speed performance.

NO.3 Boom luffing mechanism

| | |
|-----------------------------------|-------------|
| Drum diameter | 830mm |
| Rope speed of the outermost layer | 0~58.3m/min |
| Diameter of wire rope | 40mm |
| Length of boom luffing wire rope | 410m×2 |
| Rated single line pull | 36.7t×2 |

NO.4 Jib luffing mechanism

| | |
|-----------------------------------|-------------|
| Drum diameter | 870mm |
| Rope speed of the outermost layer | 0~89.5m/min |
| Diameter of wire rope | 40mm |
| Length of jib luffing wire rope | 1100m |
| Rated single line pull | 36.7t |

NO.5 Superlift luffing mechanism

| | |
|---------------------------------------|-------------|
| Drum diameter | 870mm |
| Rope speed of the outermost layer | 0~98.1m/min |
| Diameter of wire rope | 40mm |
| Length of superlift luffing wire rope | 1570m |
| Rated single line pull | 36.7t |

7) Counterweight system

- Basic crane carbody counterweight: 80t; 8 pieces of counterweights and 2 trays.
- Basic crane rear counterweight: 280t; 26 pieces of counterweight and 2 trays.
- Superlift counterweight: 660t; 65 pieces of counterweights and 1 tray.

8) Cab

The cab is located at the front of power container and is of full-closed steel-frame structure, with tempered glass equipped at front and sides and with GE structural plate for top, which is characterized by the good light transmission, high strength, high wear resistance and low indoor noise (less than 85dB). The control device, instruments, fire alarms and closed-circuit surveillance system are installed in the cab. It adopts ergonomic design.

9) Control operation

The load moment indicator, closed-circuit monitor, monitor display and instruments should be within the driver's direct view; the load moment indicator mainly monitor the moment and other parameters of crane; monitor display main show the operating situation of crane as well as the control parameters and alarm of all monitoring points; there are three control handles for left and right armrest boxes, with handle action changed through pressing the key on the monitor display; the single action and allowed complex action can be shown in text and graphics way.

10) Alarm display

When an error occurs, all alarm information, including wind speed, water temperature, oil temperature, oil volume, oil pressure, working time, and engine speed, can be shown on the display in the cab.

UNDERCARRIAGE

1) Traveling drive

There are two speeds for traveling system; the traction is strong, which can achieve the steering travel with 100% load; each travel device can be drive independently, to flexibly achieve the forward, backward or in-situ steering.

2) Traveling brake

The traveling brake is a normally closed brake embedded in the reducer (i.e. it is at brake state if the traveling handle is not acted). It can be automatically compensated, without any adjustment. When the traveling handle is acted, the brake releases to achieve the traveling operation.

3) Track shoe

There are 160 left and right crawler shoes with 2000mm width in total. The tension of track shoe can be adjusted by the hydraulic tension cylinder embedded in the track traveling device, or add the spacer sleeve between track frame and track tension cylinder, to achieve the desired tension.

4) Beam

It is of high-strength welded frame structure and connected with the track frame and base through the hydraulic cylinder drive power pin, for convenient installation and dismantlement.

5) Base and transition platform

The bolts connection is adopted between the base and transition platform, to improve the connection reliability of slewing ring. However, the power pin connection is adopted between transition platform and platform, for convenient installation. The base is of high-strength welded frame structure, and connected with the beam through the hydraulic cylinder power pin, for convenient installation and dismantlement.

6) Platform

It is divided into front and rear platforms that are transported separately, thus reducing the transport weight. The power pin connection is adopted between front and rear platforms. The rear platform, A-frame and boom luffing mechanism can be as a whole functional module for transportation, thus reducing the operating time of disassembly of boom luffing rope.

7) Traveling speed

The variable displacement motor can achieve two speeds, with the infinitely variable speed for each gear. High speed: 0 ~ 1.02km / h; low speed: 0 ~ 0.52 km / h; therefore, the smooth operation of equipment can be ensured.

OPERATING EQUIPMENTS

The pipes of all operating equipments adopt the seminiferous low-alloy high-strength pipes; the high-strength plate is adopted for steel plate; and the luffing support is made of high-strength steel plate; pulley material: the rolled welding pulleys are adopted for boom/jib frames and hooks.

1) Boom

- Boom is of space truss structure with uniform cross section at middle and variable cross section at two ends. The steel pipe is of welded structure and the top and root of boom frame are strengthened using the steel plate to facilitate load transfer.
- The boom length is between the basic boom length (54m) and maximum length (156m).
- Boom combination: 10m boom base, 6m×2 boom insert, 12m(45)×2 boom insert, 12m(40)×1 boom insert, 12m(36)×2 boom insert, 12m(30)×1 boom insert, 12m tapered insert and 2m boom head of 1600t.

2) Luffing jib

- Jib is of space truss structure with uniform cross section at middle and variable cross section at two ends. The steel pipe is of welded structure and the top and root of boom frame are strengthened using the steel plate to facilitate load transfer.
- 36m Basic jib length (10m jib base, 12m (20) jib insert, 6m(20)×2 jib insert, and 2m jib head of 1600t), 12m(17.5)×1 jib insert, and 12m(12.5)×4 jib insert; the available luffing jib length is 36m ~ 108m and the mountable length on the boom is 54m ~108m.
- The jib luffing can be achieved through the front and rear masts of luffing jib. The mast is of space truss structure with uniform cross section at middle and variable cross section at two ends. The length of front mast of luffing jib is 26.5m and of rear mast of luffing jib is 25.5m.

3) Hook

- Standard configuration: 100t hook. 1600t hook. (Note: it can be divided into two 800t hooks that can be sub-divided into two 400t hooks).

4) Superlift mast

- Mast arm frame is of space truss structure with uniform cross section at middle and variable cross section at two ends. The steel pipe is of welded structure and the top and root of boom frame are strengthened using the steel plate to facilitate load transfer.
- Length of superlift mast is 50m.
- Combination: 9m mast base, 12m×2 mast insert, 8m×1 mast insert, and 9m mast top.

5) Hook latch

Each lifting hook is fitted with baffle to avoid the wire rope falling-off.

6) Operating conditions

- HDB: Boom + superlift mast + superlift counterweight (the weight can be zero) operating condition.
- HJDB: Variable-section boom + superlift mast + superlift counterweight (the weight can be zero) operating condition.
- LJDB: Boom + luffing jib + superlift mast + superlift counterweight (the weight can be zero) operating condition.
- FJhDB: Boom + fixed jib + superlift mast + superlift counterweight (the weight can be zero) operating condition.

Note: Above operation equipments are for full configuration and the special configuration should be subject to order contract.

ELECTRICALLY CONTROL DEVICE

1) Display

- Used to show the system parameters, such as wind speed and level state etc.
- Used to set the system parameters.

2) A module

- To receive the input signals of all switches in cab and send them to the controller through the CAN bus.
- Output the switching value signals according to the controller's command (such as alarm lights and buzzers)

3) GPS module

- Remotely monitor the crane running state (including the uploading and physical location of crane running parameters).
- Lock the crane.

4) Control panel

- Mainly equipped with selector switch, ignition electronic control, emergency stop switch, and hand throttle etc. parts.
- Main function: To provide the main switches for operating the crane.

5) RC controller

The controller is regards as the human's "brain", for handling all kinds of data.

6) B module

- To receive all controller's command and output the signal to control the solenoid valve.
- To receive all input signals and send to the controller through the bus.

7) Brake of winch mechanism

Spring-loaded disk-type brake which is normally closed shall be employed for all winch brakes, which is characterized with the large brake force, maintenance-free, safe and reliable usage and long service life.

8) Data recorder

- To record and save the key running parameters of crane.
- These data can be saved for 10 years.

9) Engine ECU

To control the opening of engine throttle and check the engine parameters, regarding as the engine's "brain".

10) Engine power limit load regulation and stall protection

The controller can monitor the engine power, to prevent the engine stall.

11) Engine monitoring instruments

It can show the water temperature, fuel volume, total working time, oil pressure, engine speed, battery charge status and voltage.

12) Level indicator

To check the level state at front and back, left and right sides of crane.

13) Boom warning light

Function: Aviation safety alerts.

14) Anemometer

To measure the real-time wind speed at the boom/jib head.

15) Hoisting winch over-hoist limit switch

To limit the over-hoist of hook, thus preventing the damage of boom system or pulley block.

16) Load moment indicator

This indicator is to limit the front tipping moment of crane and display the relative parameters in real-time way, which is of safety limit device.

ELECTRICALLY CONTROL DEVICE

17) Main and auxiliary hooks over roll-out limit switch

When the wire rope is rolled out near the last wraps, it can give the signal, so the electrically controlled system can automatically cut off the hook-lowering action and give an alarm via buzzer and display.

18) Installation/Operation mode change-over switch

- Under installation model, the over-hoist limit switch, boom limiter and moment limiter can not work, to facilitate the crane installation.
- Under working model, all safety devices are engaged.

19) Boom angle limiter

When the boom angle is more than 88° (more than 83.5° under boom operating condition) and the jib angle is more than 75°, the corresponding limit switch acts, to give an alarm via buzzer. At the sametime, the boom should automatically stop.

20) Boom back-stop device

- The boom and superlift mast have a pair of back-stop cylinder respectively. The high pressure of back-stop cylinder should be overcome when the boom titles backwards. When the boom extends forwards, the hydraulic system can automatically add the high-pressure oil, to tension the boom pendant bar, thus preventing the vibration and back-stop in working process.
- There is a cylinder back-stop device for the rear mast of luffing jib. And there is also a pair of cylinder for the jib base, to prevent the back-stop of front mast of luffing jib and to tension the jib luffing wire rope.
- If the jib angle is 75°, the back-stop device can prevent it back-stop.

21) Closed-circuit monitoring system

To monitor the winding situation of wire ropes of all winches, the superlift counterweight state and the surrounding situation of equipment.

22) Self-diagnostic system

To conveniently eliminate the fault according to fault code.

23) Black box

To record the driver's operation and the running parameters of equipment, for analyzing the cause of the accident.

24) Lightning protective device

It includes the lightning ground device and surge protective device, which can effectively prevent the damage to the electrical system components and staff when lightning strike.

25) Swing and traveling alarm

There is sound and light alarm when slewing and traveling, to warn the relevant personnel to leave the work area.

26) Operation release

When pressing the operation release switch, all control handles are deactivated, to avoid the mishandling caused by the body impact when getting on or off the crane.

27) Emergency Operating System

The independent emergency operation box of circuit can be connected with the solenoid valve through the connector. In case of emergency situation, the major operations, such as lifting, luffing and slewing, can be achieved.

28) Remote monitoring system

To monitor the operating data and analyze them, thus giving remote fault diagnosis for timely solving the problem.

29) Emergency stop button

In case of emergency situation of sudden out of control, press the emergency stop button, the actions, such as lifting, luffing, slewing and traveling, should be urgently braked, thus the engine stops.

LOCATION AND ADVANTAGES OF ELECTRICALLY CONTROL SYSTEM

Location in industry:

- High configuration: All main electrically control components adopt imported famous brands such as Rexroth, Gessman, Pepperl + Fuchs, etc.
- Intelligent: The CAN intelligent node is adopted, to improve the self-diagnostic capabilities of system for convenient maintenance;
- Energy-saving: The engine energy-saving technology is adopted, to decrease the engine oil consumption and to reduce the customer's use cost;
- High safety: Our company adopts the moment limiter, all kinds of limit switches, GPS positioning and other safety control system, to ensure the safety operation of crane.
- In summary, the safety of our electrically control system is in the leading position in the industry, as well as the intelligence and reliability compared with that of domestic rivals.

Advantages of products:

- Advantage 1. The Chinese and English optional interface and panel can be adopted in our company, to facilitate the customer's operation.
- Advantage 2. The data memory is equipped, to provide the data support to customers during service life, thus the customer can make the life and fault analysis;
- Advantage 3. To meet the customized demands in timely way.
- Advantage 4. It has the video system recording function, with the recording time of not less than 120h, to effectively restore the true situation of monitoring points of crane;
- Advantage 5. Add the shock function for electrically control handle, to ensure that the customer can feel the action speed of mechanism.
- Advantage 6. The boom operating area limit technology is adopted, significantly increasing the safety control performance and flexibility of crane;
- Advantage 7. Improve the energy-saving of start engine, to reduce the customer's use cost and to upgrade the subsequent technology to old customer.

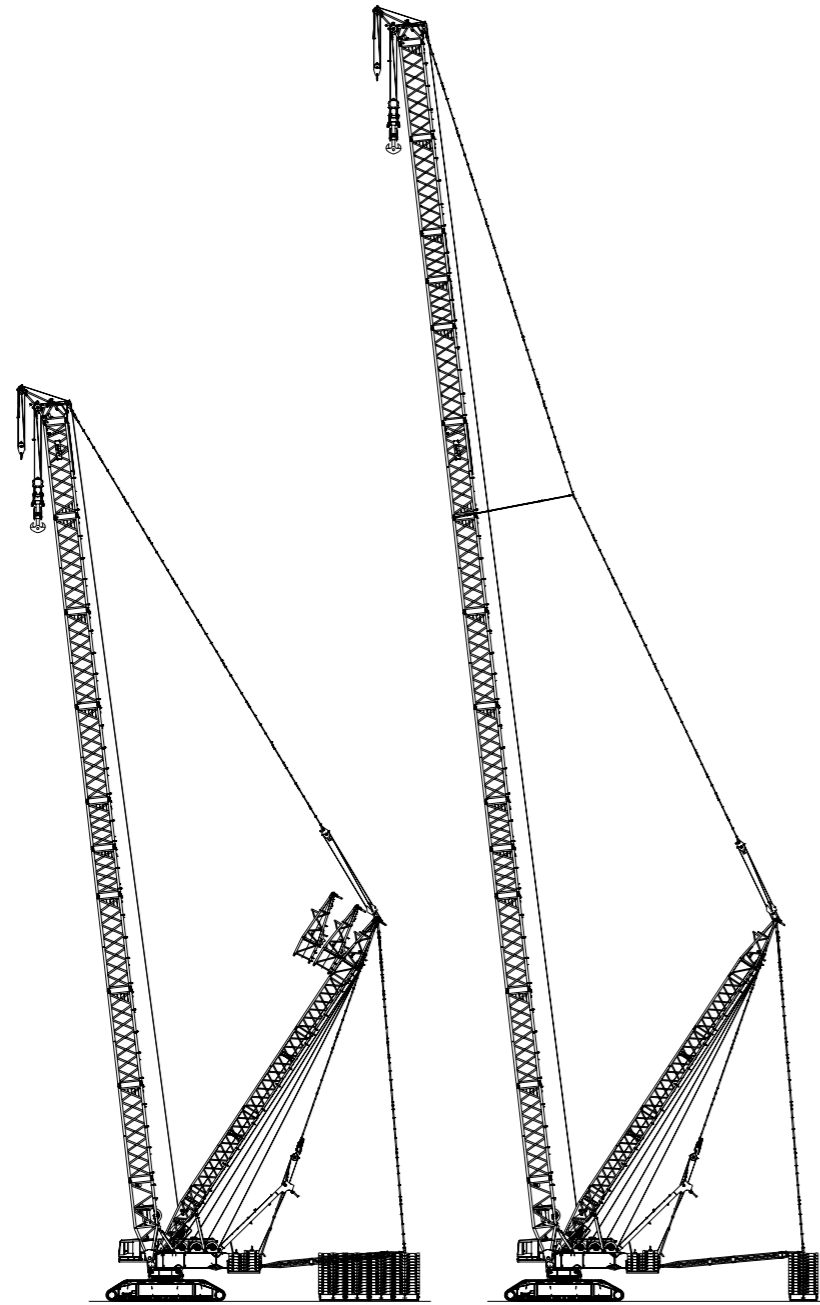
Due to the continuous improvement of technology, without notice if the material and specifications are subject to any change!

SCC16000

| | |
|----|---------------------------------|
| 24 | Operating condition combination |
| 26 | HDB operating condition |
| 30 | HJDB operating condition |
| 34 | LJDB operating condition |
| 40 | FJhDB operating condition |



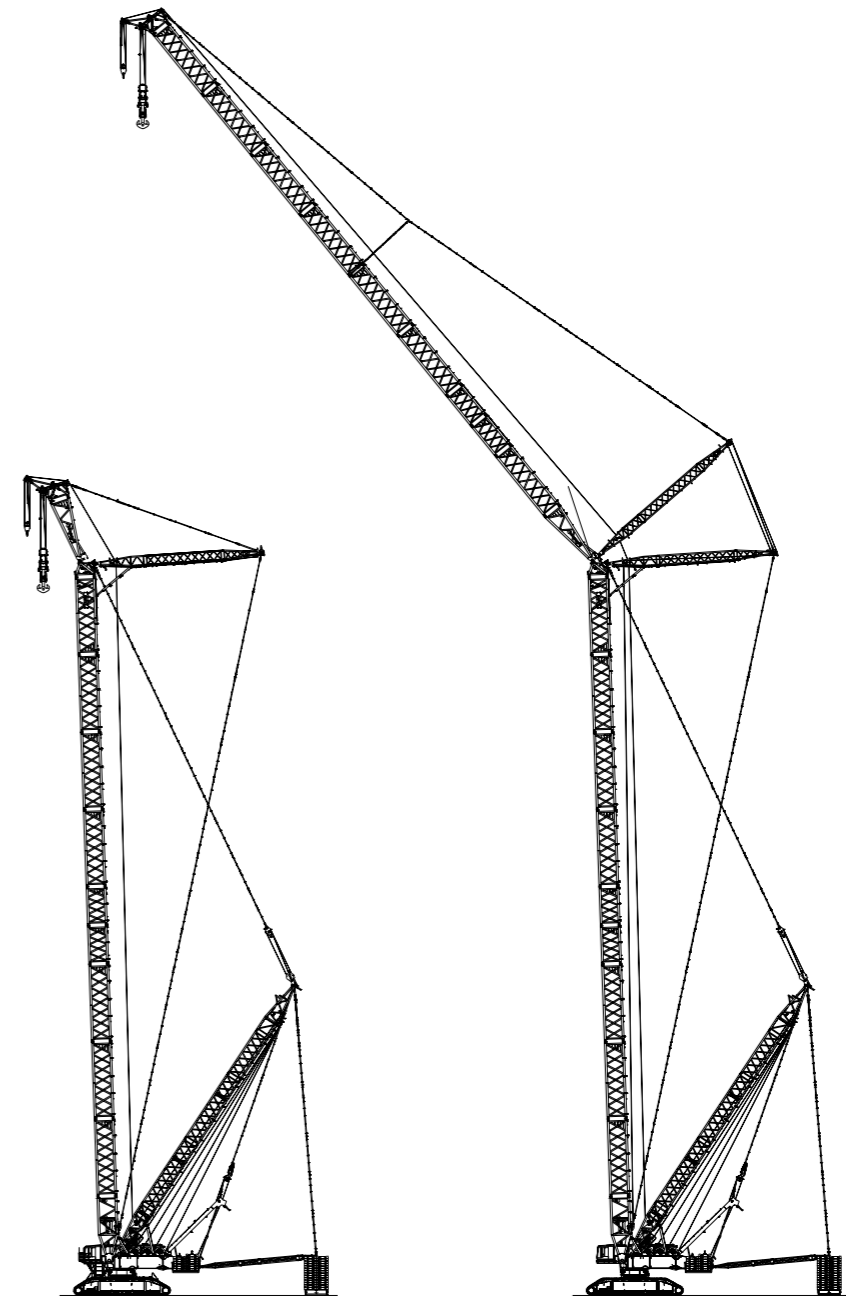
OPERATING CONDITION COMBINATION



Boom + superlift mast + superlift counterweight operating condition (HDB)
Boom 54m~108m
Superlift radius 30m

Variable-section boom + superlift mast + superlift counterweight operating condition (HJDB)
Combined boom 114m~156m
Superlift radius 30m

OPERATING CONDITION COMBINATION

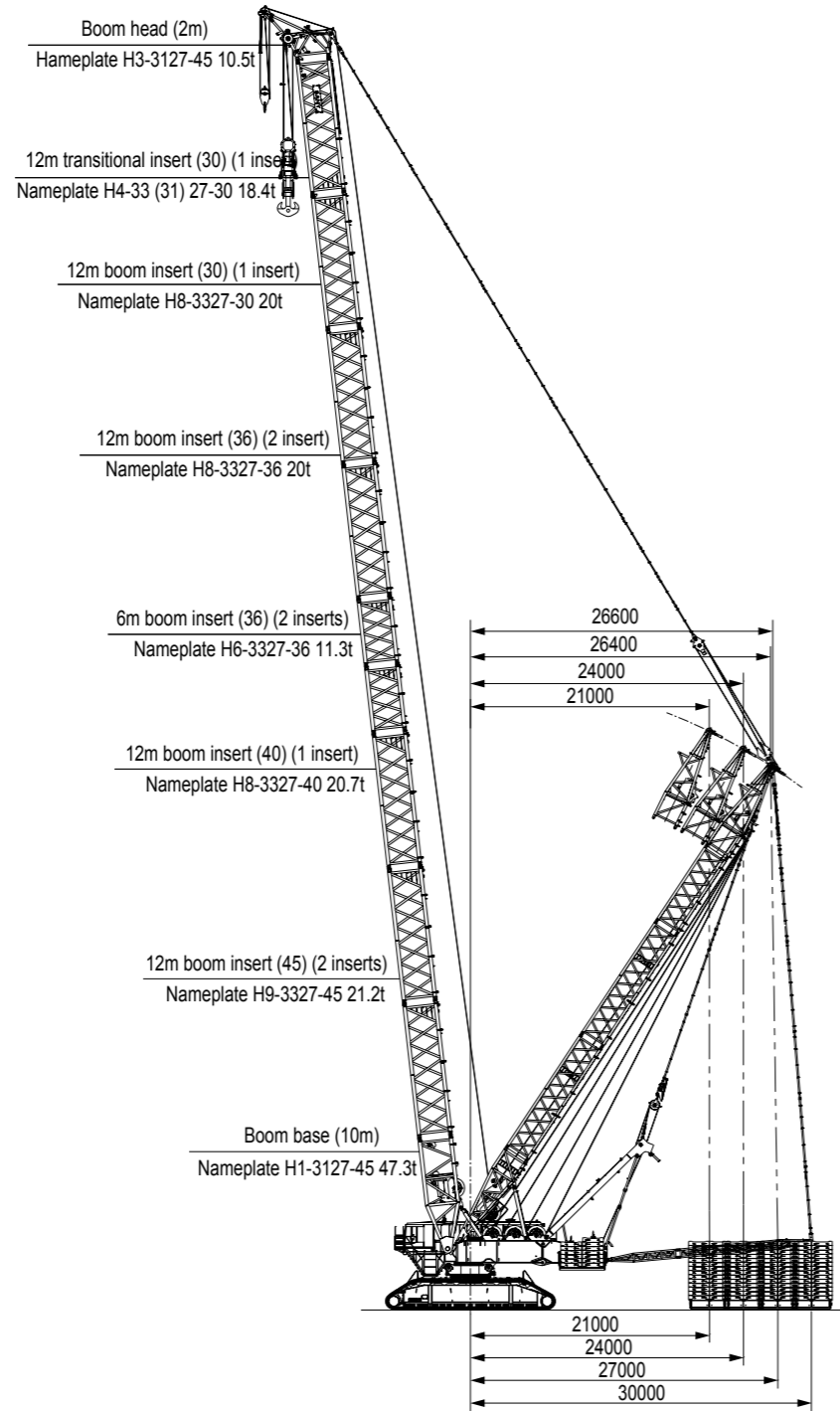


Boom+ fixed jib +superlift mast + superlift counterweight operating condition (FJDB)
Boom 54m-108m
Fixed jib 12m
Superlift radius30m

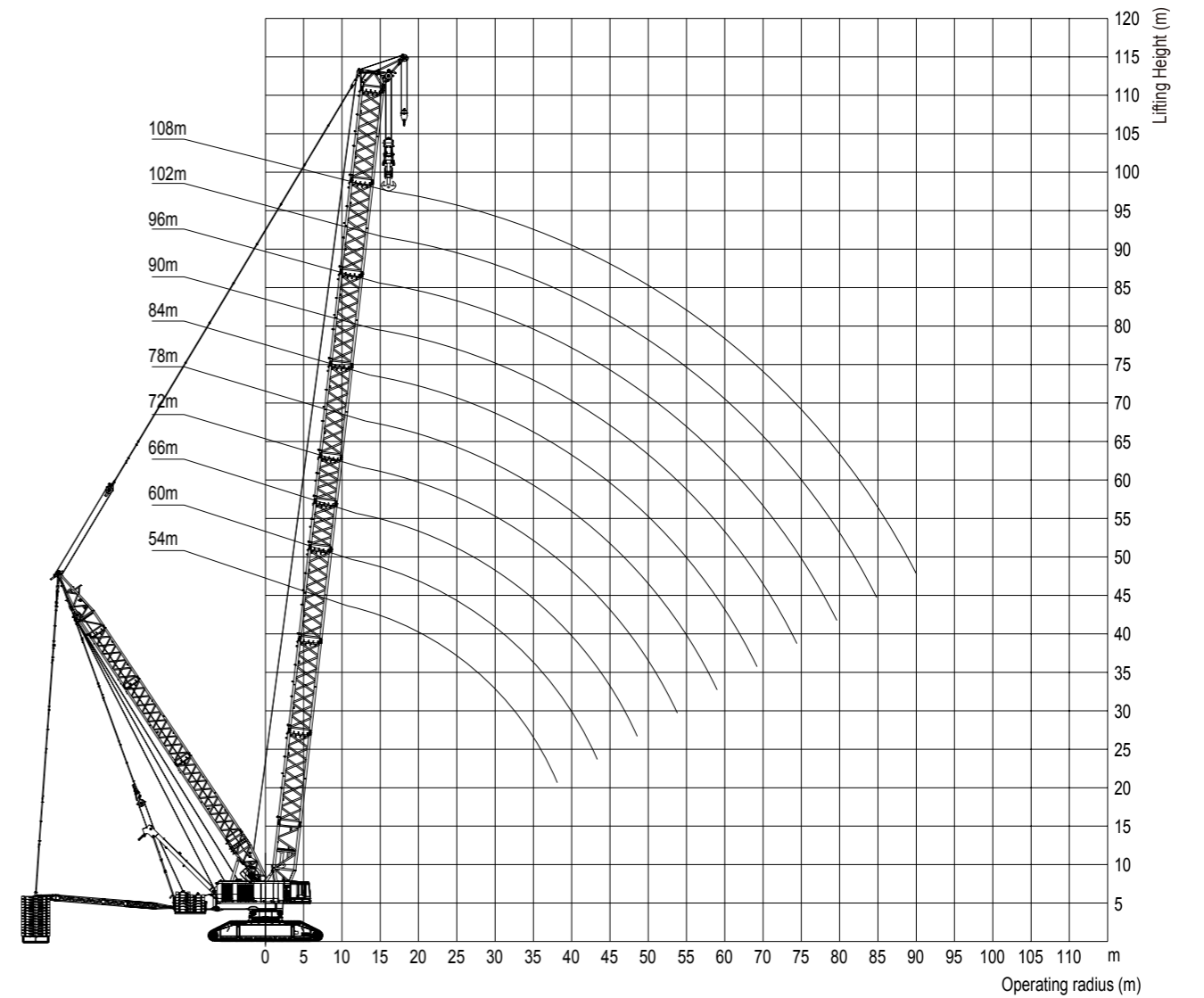
Boom+ fixed jib +superlift mast + superlift counterweight operating condition (LJDB)
Boom 54m-108m
Luffing jib 36m-108m
Superlift radius30m

HDB OPERATING CONDITION

| Boom length m | Boom insert | | | | |
|------------------|-------------|------|------|------|------|
| | 6 m | 12mA | 12mB | 12mC | 12mD |
| 54 | 1 | 1 | 1 | - | - |
| 60 | 2 | 1 | 1 | - | - |
| 66 | 1 | 2 | 1 | - | - |
| 72 | 2 | 2 | 1 | - | - |
| 78 | 1 | 2 | 1 | 1 | - |
| 84 | 2 | 2 | 1 | 1 | - |
| 90 | 1 | 2 | 1 | 1 | 1 |
| 96 | 2 | 2 | 1 | 1 | 1 |
| 102 | 1 | 2 | 1 | 2 | 1 |
| 108 | 2 | 2 | 1 | 2 | 1 |



OPERATING RANGE DIAGRAM UNDER HDB OPERATING CONDITION



Curve of operating range of lifting height

HDB OPERATING CONDITION LOAD CHARTS

SCC 16000 Crawler Crane – HDB30m_660+260+80

Boom length 54~108m, superlift mast 50m, superlift radius 30m, superlift counterweight 660t, rear counterweight 260t and carbody counterweight 80t Unit: (t)

| Boom length(m) Radius(m) | 54 | | 60 | | 66 | | 72 | | 78 | | Boom length(m) Radius(m) |
|-----------------------------|---------|------|------|------|------|--------|------|------|------|------|-----------------------------|
| | 0t | 660t | 0t | 660t | 0t | 660t | 0t | 660t | 0t | 660t | |
| 10 | 814 | 1600 | 803 | 1553 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11 | 733 | 1581 | 723 | 1553 | 704 | 1383 | 669 | 1217 | 0 | 0 | 11 |
| 12 | 653 | 1562 | 644 | 1553 | 639 | 1383 | 611 | 1217 | 585 | 1100 | 12 |
| 14 | 542 | 1531 | 534 | 1478 | 530 | 1383 | 519 | 1217 | 498 | 1100 | 14 |
| 16 | 460 | 1483 | 454 | 1410 | 450 | 1383 | 444 | 1217 | 431 | 1100 | 16 |
| 18 | 398 | 1355 | 392 | 1315 | 389 | 1275 | 383 | 1217 | 379 | 1100 | 18 |
| 20 | 349 | 1236 | 344 | 1182 | 340 | 1179 | 335 | 1175 | 331 | 1091 | 20 |
| 22 | 310 | 1137 | 305 | 1073 | 301 | 1070 | 296 | 1066 | 293 | 1063 | 22 |
| 24 | 277 | 1026 | 272 | 981 | 269 | 978 | 264 | 974 | 261 | 971 | 24 |
| 26 | 250 | 931 | 245 | 903 | 242 | 899 | 237 | 896 | 234 | 893 | 26 |
| 28 | 227 | 850 | 222 | 835 | 219 | 832 | 214 | 828 | 211 | 826 | 28 |
| 30 | 204 | 781 | 199 | 777 | 196 | 773 | 194 | 769 | 191 | 767 | 30 |
| 34 | 167 | 683 | 162 | 679 | 159 | 676 | 157 | 672 | 156 | 670 | 34 |
| 38 | 140 | 588 | 135 | 602 | 131 | 599 | 129 | 595 | 127 | 593 | 38 |
| 42 | 119 | 497 | 114 | 539 | 110 | 536 | 107 | 532 | 105 | 530 | 42 |
| 45 | 107 | 439 | 101 | 482 | 97 | 497 | 93.5 | 493 | 91.1 | 490 | 45 |
| 46 | 103 | 420 | 97.3 | 463 | 92.7 | 484 | 89 | 480 | 86.5 | 477 | 46 |
| 50 | 90.6 | 350 | 83.4 | 396 | 78.2 | 431 | 74.1 | 435 | 71.5 | 433 | 50 |
| 54 | 0 | 0 | 72.1 | 336 | 66.4 | 373 | 61.8 | 396 | 59.2 | 394 | 54 |
| 55 | 0 | 0 | 70 | 322 | 64 | 360 | 59.3 | 384 | 56.7 | 385 | 55 |
| 58 | 0 | 0 | 0 | 0 | 57.1 | 322 | 52 | 351 | 49.3 | 361 | 58 |
| 60 | 0 | 0 | 0 | 0 | 53 | 297 | 48.1 | 328 | 45 | 345 | 60 |
| 62 | 0 | 0 | 0 | 0 | 0 | 0 | 44.2 | 305 | 40.8 | 329 | 62 |
| 65 | 0 | 0 | 0 | 0 | 0 | 0 | 39.2 | 273 | 35.4 | 299 | 65 |
| 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33.7 | 290 | 66 |
| 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 253 | 70 |
| Wind speed | 13.8m/s | | | | | 9.8m/s | | | | | Wind speed |

Notes: 1.Actual hoisting capacity is a value by deducting the mass of hook, rigging and wire ropes winding on the hook and boom/jib head from the rated hoisting capacity in this table;
2.The rated load in the table is for the condition of load slowly and smoothly lifting from the level and solid ground without traveling.

HDB OPERATING CONDITION LOAD CHARTS

SCC 16000 Crawler Crane – HDB30m_660+260+80

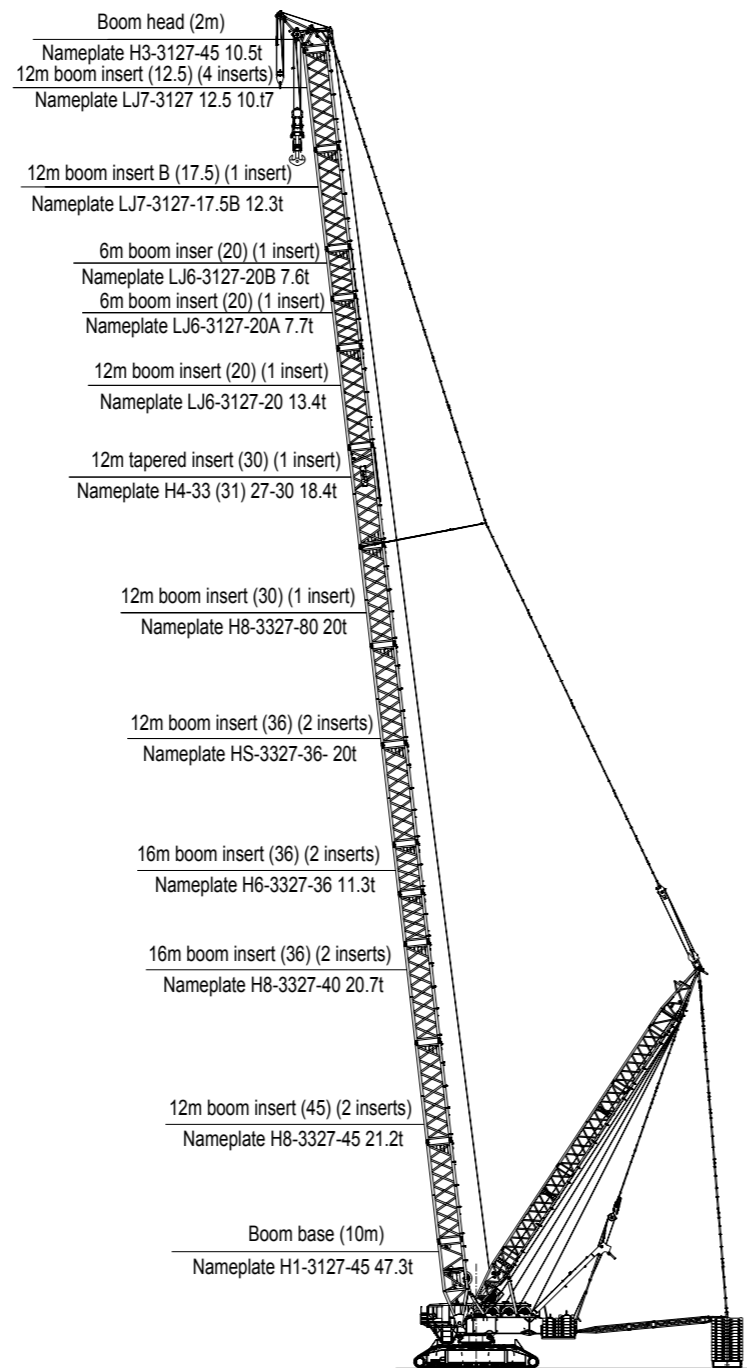
Boom length 54~108m, superlift mast 50m, superlift radius 30m, superlift counterweight 660t, rear counterweight 260t and carbody counterweight 80t Unit: (t)

| Boom length(m) Radius(m) | 84 | | 90 | | 96 | | 102 | | 108 | | Boom length(m) Radius(m) |
|-----------------------------|--------|------|------|------|------|------|------|------|------|------|-----------------------------|
| | 0t | 660t | 0t | 660t | 0t | 660t | 0t | 660t | 0t | 660t | |
| 12 | 559 | 987 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13 | 517 | 987 | 493 | 878 | 472 | 784 | 0 | 0 | 0 | 0 | 13 |
| 14 | 476 | 987 | 458 | 878 | 438 | 784 | 421 | 703 | 403 | 632 | 14 |
| 16 | 414 | 987 | 398 | 878 | 382 | 784 | 367 | 703 | 352 | 632 | 16 |
| 18 | 363 | 987 | 350 | 878 | 336 | 784 | 323 | 703 | 311 | 632 | 18 |
| 20 | 322 | 982 | 311 | 878 | 298 | 784 | 287 | 703 | 276 | 632 | 20 |
| 22 | 288 | 968 | 278 | 871 | 267 | 783 | 257 | 703 | 247 | 632 | 22 |
| 24 | 256 | 954 | 251 | 863 | 241 | 778 | 231 | 701 | 221 | 632 | 24 |
| 26 | 229 | 890 | 226 | 853 | 218 | 774 | 209 | 699 | 199 | 630 | 26 |
| 28 | 207 | 822 | 205 | 819 | 197 | 769 | 189 | 696 | 181 | 628 | 28 |
| 30 | 187 | 763 | 185 | 761 | 180 | 757 | 173 | 694 | 164 | 626 | 30 |
| 34 | 153 | 666 | 153 | 663 | 149 | 660 | 144 | 657 | 136 | 618 | 34 |
| 38 | 124 | 589 | 124 | 586 | 121 | 582 | 118 | 579 | 114 | 576 | 38 |
| 42 | 101 | 526 | 101 | 523 | 97.8 | 520 | 94.7 | 517 | 92.7 | 513 | 42 |
| 46 | 82.9 | 474 | 82.9 | 471 | 79.3 | 467 | 75.7 | 464 | 73.6 | 461 | 46 |
| 50 | 67.9 | 429 | 67.4 | 427 | 63.8 | 423 | 60.2 | 420 | 58.1 | 416 | 50 |
| 54 | 55.6 | 391 | 55.1 | 388 | 51.1 | 384 | 47.8 | 382 | 45.6 | 378 | 54 |
| 58 | 45.2 | 357 | 44.4 | 355 | 40.5 | 351 | 37.1 | 348 | 34.8 | 345 | 58 |
| 62 | 36.4 | 328 | 35.6 | 326 | 31.5 | 322 | 28 | 319 | 25.5 | 316 | 62 |
| 66 | 29 | 303 | 28 | 300 | 23.7 | 297 | 20.1 | 294 | 17.5 | 290 | 66 |
| 70 | 22.8 | 272 | 21.5 | 278 | 17 | 274 | 13.3 | 271 | 10.6 | 268 | 70 |
| 72 | 20.2 | 255 | 18.7 | 268 | 14.2 | 264 | 10.4 | 261 | 0 | 258 | 72 |
| 74 | 17.7 | 239 | 15.9 | 258 | 11.4 | 254 | 0 | 251 | 0 | 248 | 74 |
| 76 | 15.4 | 223 | 13.6 | 244 | 0 | 245 | 0 | 242 | 0 | 238 | 76 |
| 78 | 0 | 0 | 11.3 | 230 | 0 | 236 | 0 | 233 | 0 | 229 | 78 |
| 79 | 0 | 0 | 10.3 | 223 | 0 | 230 | 0 | 229 | 0 | 225 | 79 |
| 81 | 0 | 0 | 0 | 209 | 0 | 220 | 0 | 221 | 0 | 217 | 81 |
| 82 | 0 | 0 | 0 | 0 | 0 | 215 | 0 | 217 | 0 | 213 | 82 |
| 86 | 0 | 0 | 0 | 0 | 0 | 190 | 0 | 201 | 0 | 198 | 86 |
| 90 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 0 | 185 | 90 |
| 91 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 174 | 0 | 180 | 91 |
| 94 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 168 | 94 |
| 96 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 | 96 |
| Wind speed | 9.8m/s | | | | | | | | | | Wind speed |

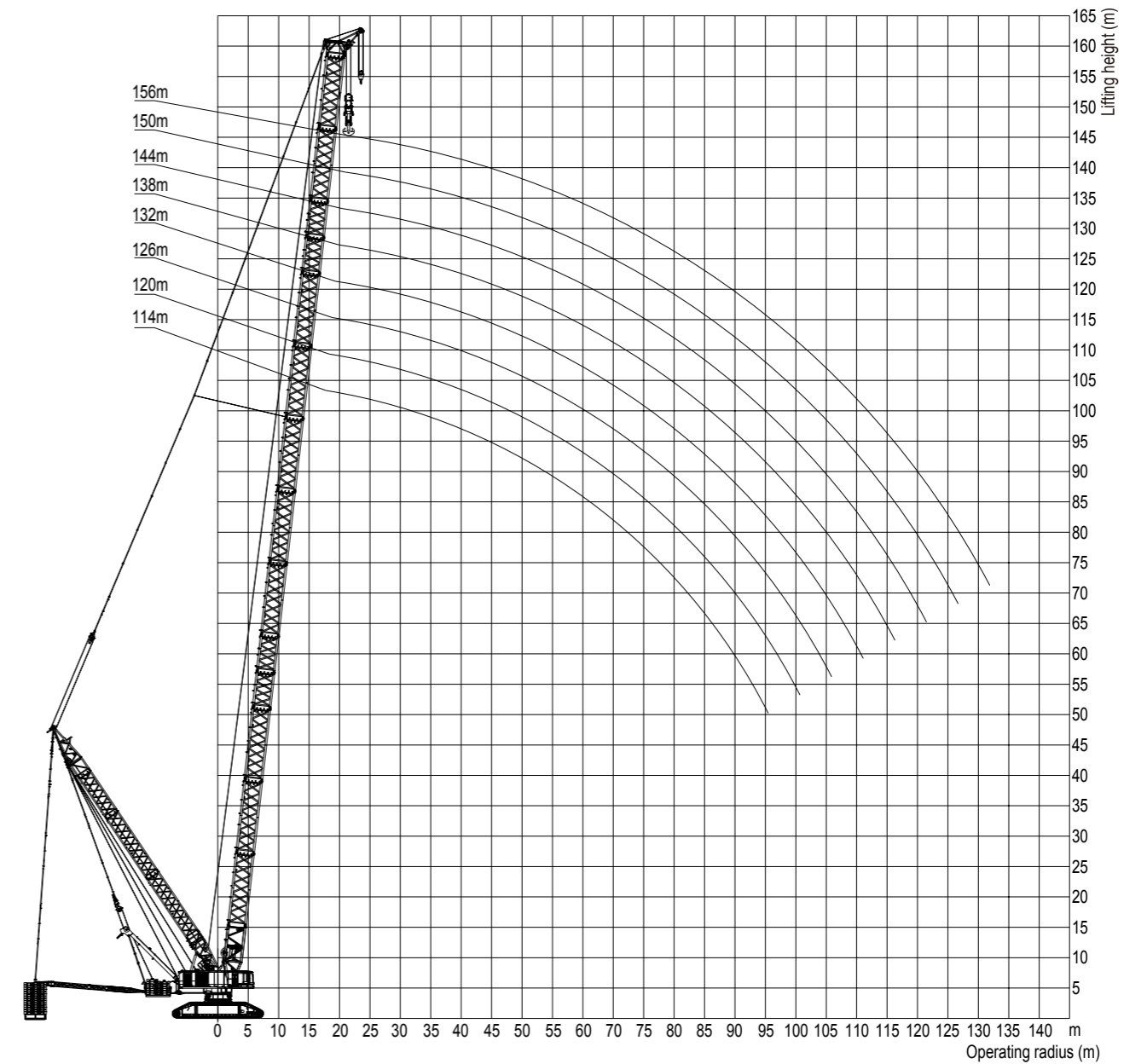
Notes: 1.Actual hoisting capacity is a value by deducting the mass of hook, rigging and wire ropes winding on the hook and boom/jib head from the rated hoisting capacity in this table;
2.The rated load in the table is for the condition of load slowly and smoothly lifting from the level and solid ground without traveling.

HJDB OPERATING CONDITION

| Length (m) | 114 | 120 | 126 | 132 | 138 | 144 | 150 | 156 |
|------------|-----|-----|-----|-----|-----|-----|-----|-----|
| 6m | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 12mA | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 12mB | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 12mC | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 12mD | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 6mA | - | 1 | - | 1 | - | 1 | - | 1 |
| 6mB | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 12mA | - | - | - | - | 1 | 1 | 1 | 1 |
| 12mB | - | - | 1 | 1 | 1 | 1 | 1 | 1 |
| 12mC | - | - | - | - | - | - | - | - |
| 12mD | - | - | - | - | - | - | 1 | 1 |



OPERATING RANGE DIAGRAM UNDER HJDB OPERATING CONDITION



Curve of operating range of lifting height

HJDB OPERATING CONDITION LOAD CHARTS

SCC 16000 Crawler Crane – HJDB30m_660+260+80

Boom length 114~156m, superlift mast 50m, superlift radius 30m, superlift counterweight 660t, rear counterweight 260t and carbody counterweight 80t Unit: (t)

| Boom length(m) Radius(m) | 114 | | 120 | | 126 | | 132 | | 138 | | Boom length(m) Radius(m) |
|-----------------------------|--------|------|------|------|------|------|------|------|------|-----|-----------------------------|
| | 0t | 660t | 0t | 660t | 0t | 660t | 0t | 660t | | | |
| 16 | 340 | 567 | 328 | 510 | 319 | 460 | 307 | 412 | 0 | 0 | 16 |
| 18 | 300 | 567 | 290 | 510 | 282 | 460 | 272 | 412 | 263 | 372 | 18 |
| 20 | 268 | 567 | 259 | 510 | 251 | 460 | 242 | 412 | 234 | 372 | 20 |
| 22 | 240 | 567 | 231 | 510 | 226 | 459 | 217 | 412 | 211 | 372 | 22 |
| 24 | 216 | 567 | 209 | 510 | 204 | 459 | 195 | 412 | 189 | 372 | 24 |
| 26 | 195 | 567 | 188 | 510 | 183 | 459 | 176 | 412 | 171 | 372 | 26 |
| 28 | 177 | 563 | 171 | 506 | 167 | 455 | 160 | 411 | 155 | 372 | 28 |
| 30 | 161 | 555 | 155 | 502 | 151 | 449 | 144 | 409 | 140 | 372 | 30 |
| 34 | 134 | 542 | 129 | 493 | 126 | 436 | 120 | 405 | 116 | 368 | 34 |
| 38 | 112 | 528 | 108 | 485 | 105 | 424 | 99.9 | 402 | 96.3 | 363 | 38 |
| 42 | 93.3 | 515 | 90.2 | 476 | 87.7 | 411 | 82.6 | 398 | 79.5 | 358 | 42 |
| 46 | 74.4 | 463 | 72.9 | 461 | 73.4 | 398 | 68.3 | 395 | 65.2 | 353 | 46 |
| 50 | 59.1 | 419 | 57.6 | 417 | 58.1 | 382 | 56.1 | 385 | 53 | 348 | 50 |
| 54 | 46.4 | 381 | 44.8 | 379 | 45.5 | 364 | 43.6 | 370 | 41.9 | 343 | 54 |
| 58 | 35.5 | 347 | 33.9 | 345 | 34.6 | 344 | 32.6 | 342 | 30.9 | 335 | 58 |
| 62 | 26.4 | 319 | 24.6 | 316 | 25.2 | 317 | 23.2 | 313 | 21.5 | 312 | 62 |
| 66 | 18.4 | 293 | 16.7 | 291 | 17.2 | 291 | 15.1 | 287 | 13.3 | 286 | 66 |
| 70 | 11.6 | 270 | 0 | 268 | 10.2 | 269 | 0 | 265 | 0 | 264 | 70 |
| 74 | 0 | 250 | 0 | 248 | 0 | 249 | 0 | 245 | 0 | 244 | 74 |
| 78 | 0 | 232 | 0 | 230 | 0 | 231 | 0 | 227 | 0 | 226 | 78 |
| 82 | 0 | 216 | 0 | 214 | 0 | 214 | 0 | 211 | 0 | 210 | 82 |
| 86 | 0 | 201 | 0 | 199 | 0 | 200 | 0 | 196 | 0 | 195 | 86 |
| 90 | 0 | 188 | 0 | 186 | 0 | 186 | 0 | 182 | 0 | 181 | 90 |
| 94 | 0 | 176 | 0 | 174 | 0 | 174 | 0 | 170 | 0 | 169 | 94 |
| 98 | 0 | 161 | 0 | 162 | 0 | 163 | 0 | 158 | 0 | 157 | 98 |
| 102 | 0 | 143 | 0 | 150 | 0 | 152 | 0 | 147 | 0 | 147 | 102 |
| 106 | 0 | 0 | 0 | 135 | 0 | 142 | 0 | 138 | 0 | 137 | 106 |
| 110 | 0 | 0 | 0 | 0 | 0 | 129 | 0 | 128 | 0 | 128 | 110 |
| 114 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 0 | 119 | 114 |
| 118 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 118 |
| 122 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 122 |
| Wind speed | 9.8m/s | | | | | | | | | | Wind speed |

Notes: 1.Actual hoisting capacity is a value by deducting the mass of hook, rigging and wire ropes winding on the hook and boom/jib head from the rated hoisting capacity in this table;
2.The rated load in the table is for the condition of load slowly and smoothly lifting from the level and solid ground without traveling.

HJDB OPERATING CONDITION LOAD CHARTS

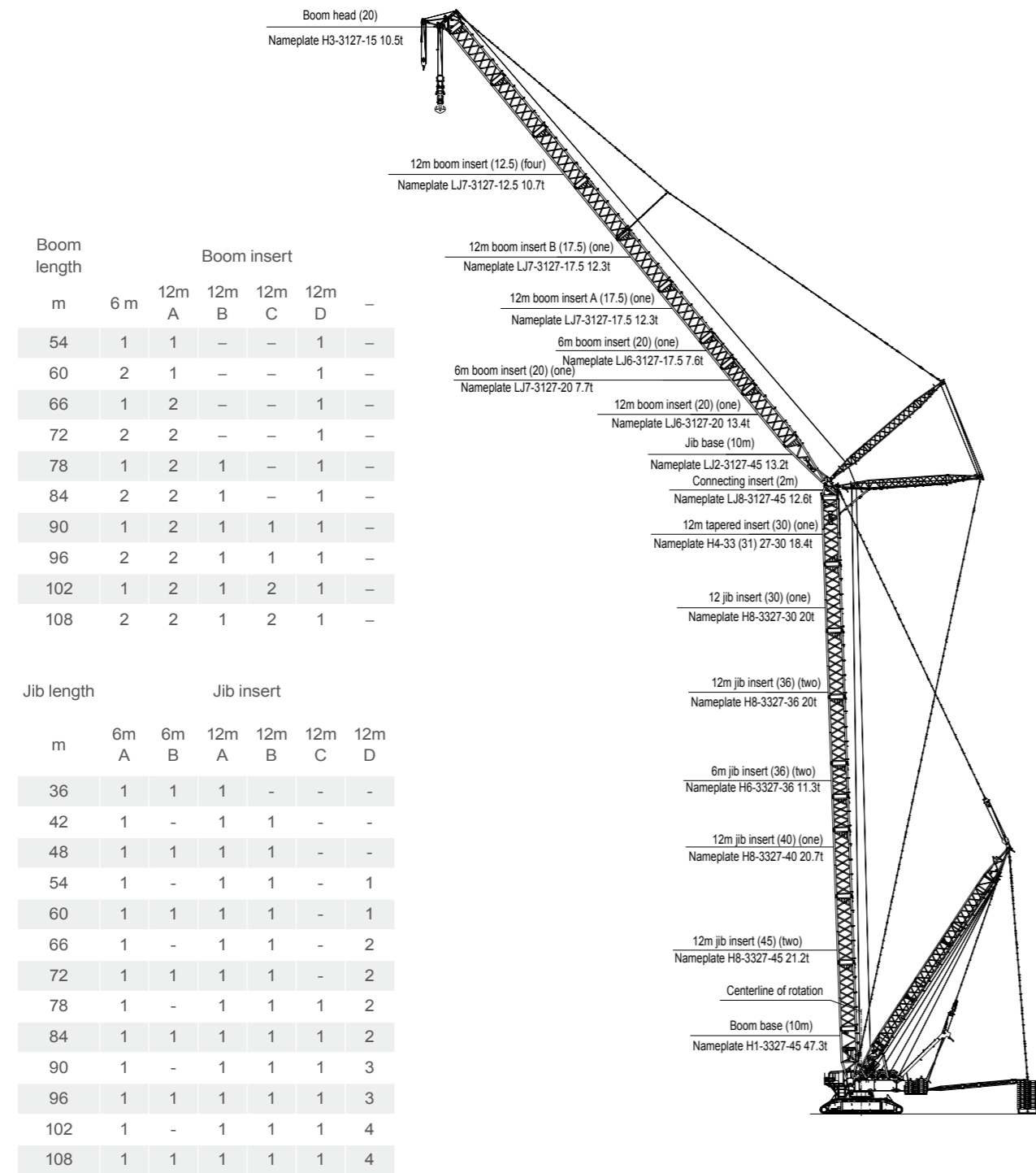
SCC 16000 Crawler Crane – HJDB30m_660+260+80

Boom length 54~108m, superlift mast 50m, superlift radius 30m, superlift counterweight 660t, rear counterweight 260t and carbody counterweight 80t Unit: (t)

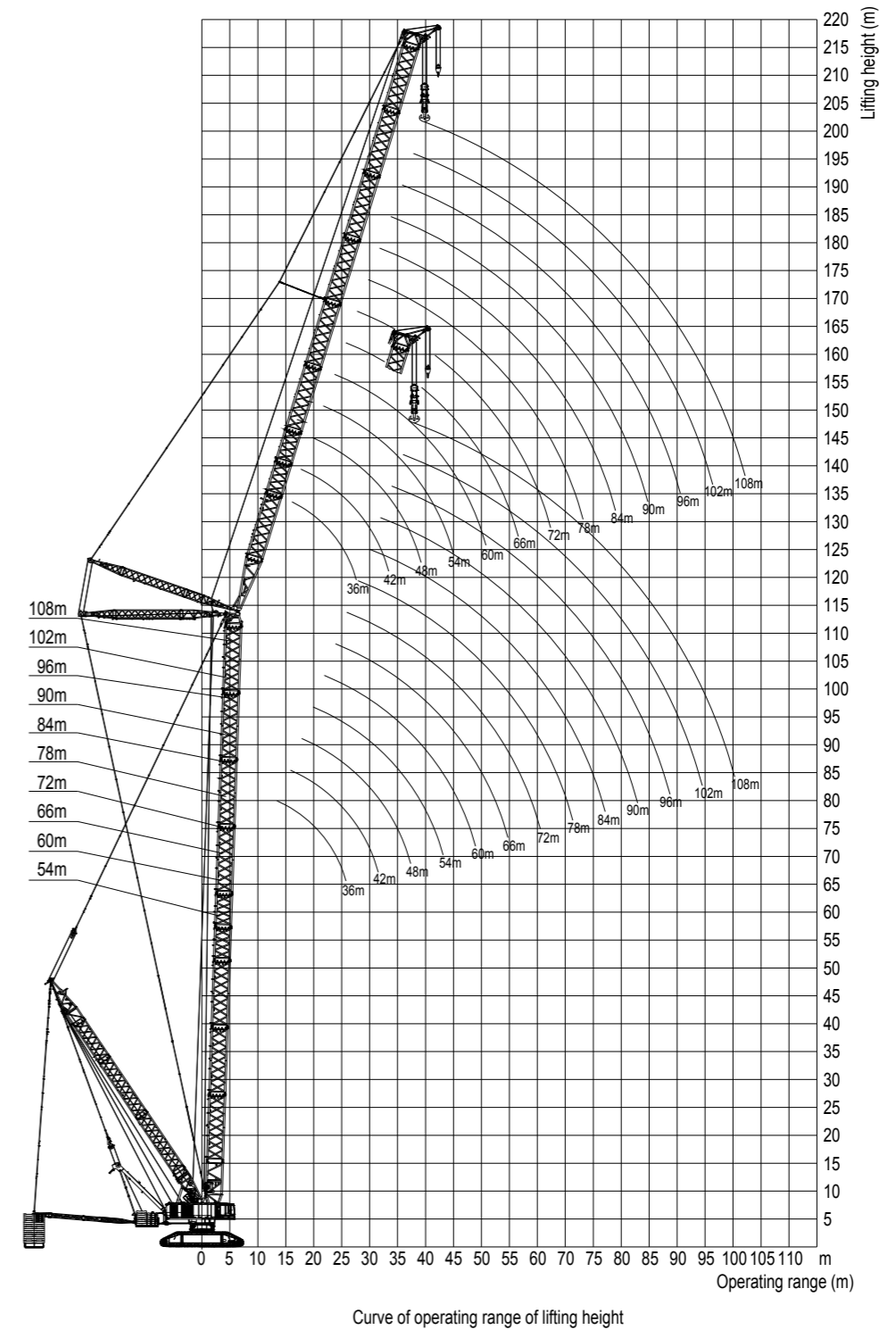
| Boom length(m) Radius(m) | 144 | | 150 | | 156 | | Boom length(m) Radius(m) |
|-----------------------------|--------|------|------|------|------|------|-----------------------------|
| | 0t | 660t | 0t | 660t | 0t | 660t | |
| 18 | 253 | 333 | 247 | 301 | 238 | 270 | 18 |
| 20 | 226 | 333 | 221 | 301 | 213 | 270 | 20 |
| 22 | 202 | 333 | 198 | 301 | 191 | 270 | 22 |
| 24 | 182 | 333 | 178 | 301 | 172 | 269 | 24 |
| 26 | 164 | 333 | 161 | 301 | 155 | 269 | 26 |
| 28 | 148 | 333 | 145 | 301 | 140 | 268 | 28 |
| 30 | 134 | 333 | 132 | 300 | 127 | 268 | 30 |
| 34 | 111 | 330 | 109 | 298 | 104 | 265 | 34 |
| 38 | 91.2 | 327 | 89.7 | 295 | 85.6 | 262 | 38 |
| 42 | 74.9 | 323 | 73.9 | 292 | 69.8 | 259 | 42 |
| 46 | 60.6 | 319 | 60.1 | 290 | 56.6 | 256 | 46 |
| 50 | 49.1 | 315 | 48.6 | 287 | 45 | 251 | 50 |
| 54 | 38.8 | 312 | 38.4 | 284 | 35 | 248 | 54 |
| 58 | 29.7 | 304 | 29.4 | 278 | 26.2 | 244 | 58 |
| 62 | 20.4 | 293 | 20.7 | 270 | 18.3 | 239 | 62 |
| 66 | 12.2 | 283 | 12.4 | 263 | 11.4 | 233 | 66 |
| 70 | 0 | 261 | 0 | 255 | 0 | 228 | 70 |
| 74 | 0 | 241 | 0 | 242 | 0 | 223 | 74 |
| 78 | 0 | 223 | 0 | 224 | 0 | 217 | 78 |
| 82 | 0 | 207 | 0 | 208 | 0 | 205 | 82 |
| 86 | 0 | 192 | 0 | 193 | 0 | 191 | 86 |
| 90 | 0 | 179 | 0 | 180 | 0 | 177 | 90 |
| 94 | 0 | 167 | 0 | 168 | 0 | 165 | 94 |
| 98 | 0 | 155 | 0 | 156 | 0 | 153 | 98 |
| 102 | 0 | 144 | 0 | 145 | 0 | 143 | 102 |
| 106 | 0 | 135 | 0 | 136 | 0 | 133 | 106 |
| 110 | 0 | 126 | 0 | 127 | 0 | 124 | 110 |
| 114 | 0 | 117 | 0 | 118 | 0 | 115 | 114 |
| 118 | 0 | 109 | 0 | 110 | 0 | 108 | 118 |
| 122 | 0 | 102 | 0 | 103 | 0 | 100 | 122 |
| 126 | 0 | 94.8 | 0 | 96.3 | 0 | 93.7 | 126 |
| 130 | 0 | 0 | 0 | 89.8 | 0 | 87.2 | 130 |
| 134 | 0 | 0 | 0 | 0 | 0 | 81.1 | 134 |
| 138 | 0 | 0 | 0 | 0 | 0 | 72.1 | 138 |
| Wind speed | 9.8m/s | | | | | | Wind speed |

Notes: 1.Actual hoisting capacity is a value by deducting the mass of hook, rigging and wire ropes winding on the hook and boom/jib head from the rated hoisting capacity in this table;
2.The rated load in the table is for the condition of load slowly and smoothly lifting from the level and solid ground without traveling.

LJDB OPERATING CONDITION



OPERATING RANGE DIAGRAM UNDER LJDB OPERATING CONDITION



LJDB OPERATING CONDITION LOAD CHARTS

SCC 16000 Crawler Crane – LJDB Operating Condition Load Table
 Crane rear counterweight 260t, carbody counterweight 80t, superlift counterweight 0-660t and superlift radius 30m
 Unit: (t)

| Boom 54m+Jib 36m | | | | | | | | Boom 54m+Jib 108m | | | | | | | | | |
|------------------|-------------------------|-----|-----|-----|------|-----|-----|-------------------|------------|-------------------------|------|------|------|------|------|--|--|
| Radius | Superlift counterweight | 0t | | | 660t | | | | Radius | Superlift counterweight | 0t | | | 660t | | | |
| (m) | Boom angle | 85° | 85° | 75° | 65° | 55° | 45° | (m) | Boom angle | 85° | 85° | 75° | 65° | 55° | 45° | | |
| 24 | | 289 | 657 | - | - | - | - | 48 | | 87.2 | 158 | - | - | - | - | | |
| 26 | | 264 | 637 | - | - | - | - | 50 | | 82.1 | 157 | - | - | - | - | | |
| 28 | | 242 | 614 | - | - | - | - | 52 | | 77.5 | 156 | - | - | - | - | | |
| 30 | | 223 | 556 | - | - | - | - | 54 | | 72.9 | 155 | - | - | - | - | | |
| 32 | | 206 | 506 | - | - | - | - | 56 | | 68.3 | 154 | - | - | - | - | | |
| 34 | | 191 | 463 | - | - | - | - | 58 | | 64.7 | 153 | - | - | - | - | | |
| 36 | | 178 | 426 | - | - | - | - | 60 | | 60.6 | 151 | - | - | - | - | | |
| 38 | | 166 | 394 | 593 | - | - | - | 62 | | 57.1 | 150 | - | - | - | - | | |
| 40 | | 156 | 366 | 539 | - | - | - | 64 | | 54 | 149 | - | - | - | - | | |
| 42 | | 146 | 341 | 492 | - | - | - | 66 | | 50.5 | 148 | - | - | - | - | | |
| 43 | | - | - | 470 | - | - | - | 68 | | 47.3 | 147 | - | - | - | - | | |
| 44 | | - | - | 451 | - | - | - | 70 | | 44.2 | 146 | - | - | - | - | | |
| 45 | | - | - | 432 | - | - | - | 72 | | 41.3 | 145 | - | - | - | - | | |
| 46 | | - | - | 415 | - | - | - | 74 | | 38.6 | 144 | 145 | - | - | - | | |
| 47 | | - | - | 399 | - | - | - | 76 | | 36 | 139 | 145 | - | - | - | | |
| 48 | | - | - | 385 | - | - | - | 78 | | 33.5 | 133 | 145 | - | - | - | | |
| 49 | | - | - | 370 | - | - | - | 80 | | 31.2 | 127 | 145 | - | - | - | | |
| 50 | | - | - | 358 | - | - | - | 84 | | 26.8 | 117 | 144 | - | - | - | | |
| 51 | | - | - | 346 | 422 | - | - | 88 | | 22.8 | 107 | 131 | - | - | - | | |
| 52 | | - | - | 334 | 413 | - | - | 92 | | 19.2 | 98.9 | 120 | - | - | - | | |
| 53 | | - | - | - | 405 | - | - | 96 | | 15.8 | 90.7 | 110 | - | - | - | | |
| 54 | | - | - | - | 396 | - | - | 100 | | 12.7 | 83.6 | 102 | 123 | - | - | | |
| 55 | | - | - | - | 388 | - | - | 104 | | - | 77 | 93.8 | 113 | - | - | | |
| 56 | | - | - | - | 380 | - | - | 108 | | - | 71.4 | 86.1 | 104 | - | - | | |
| 57 | | - | - | - | 373 | - | - | 110 | | - | - | 82.6 | 99.4 | - | - | | |
| 58 | | - | - | - | 365 | - | - | 112 | | - | - | 79.5 | 95.3 | - | - | | |
| 59 | | - | - | - | 357 | - | - | 114 | | - | - | 76.5 | 91.8 | - | - | | |
| 60 | | - | - | - | 345 | - | - | 116 | | - | - | 73.4 | 88.2 | - | - | | |
| 61 | | - | - | - | 333 | - | - | 118 | | - | - | 70.3 | 84.6 | - | - | | |
| 64 | | - | - | - | - | 296 | - | 120 | | - | - | 67.8 | 81 | 96.3 | - | | |
| 65 | | - | - | - | - | 290 | - | 122 | | - | - | - | 78 | 92.3 | - | | |
| 66 | | - | - | - | - | 285 | - | 124 | | - | - | - | 74.9 | 88.7 | - | | |
| 67 | | - | - | - | - | 280 | - | 126 | | - | - | - | 71.9 | 85.1 | - | | |
| 68 | | - | - | - | - | 275 | - | 128 | | - | - | - | 69.3 | 81.6 | - | | |
| 69 | | - | - | - | - | 270 | - | 130 | | - | - | - | - | 78.5 | - | | |
| 74 | | - | - | - | - | - | 216 | 132 | | - | - | - | - | 75.4 | - | | |
| 76 | | - | - | - | - | - | 209 | 134 | | - | - | - | - | 72.4 | - | | |
| | | - | - | - | - | - | - | 136 | | - | - | - | - | 69.8 | - | | |
| | | - | - | - | - | - | - | 138 | | - | - | - | - | - | 57.1 | | |
| | | - | - | - | - | - | - | 140 | | - | - | - | - | - | 55 | | |
| | | - | - | - | - | - | - | 142 | | - | - | - | - | - | 53.5 | | |
| | | - | - | - | - | - | - | 144 | | - | - | - | - | - | 52 | | |

Notes : 1.The wind speed of 9.8m/s is allowed for above operating condition;
 2.Actual hoisting capacity is a value by deducting the mass of hook, rigging and wire ropes winding on the hook and boom/jib head from the rated hoisting capacity in this table;
 3.The rated load in the table is for the condition of load slowly and smoothly lifting from the level and solid ground without traveling.

LJDB OPERATING CONDITION LOAD CHARTS

SCC 16000 Crawler Crane – LJDB Operating Condition Load Table
 Crane rear counterweight 260t, carbody counterweight 80t, superlift counterweight 0-660t and superlift radius 30m
 Unit: (t)

| Boom 66m+Jib 60m | | | | | | | | Boom 66m+Jib 66m | | | | | | | | | |
|------------------|-------------------------|------|-----|-----|------|-----|-----|------------------|------------|-------------------------|-----|-----|-----|------|-----|--|--|
| Radius | Superlift counterweight | 0t | | | 660t | | | | Radius | Superlift counterweight | 0t | | | 660t | | | |
| (m) | Boom angle | 85° | 85° | 75° | 65° | 55° | 45° | (m) | Boom angle | 85° | 85° | 75° | 65° | 55° | 45° | | |
| 32 | | 182 | 363 | - | - | - | - | 34 | | 166 | 326 | - | - | - | - | | |
| 34 | | 170 | 360 | - | - | - | - | 36 | | 156 | 323 | - | - | - | - | | |
| 36 | | 160 | 354 | - | - | - | - | 38 | | 147 | 319 | - | - | - | - | | |
| 38 | | 150 | 348 | - | - | - | - | 40 | | 139 | 313 | - | - | - | - | | |
| 40 | | 140 | 340 | - | - | - | - | 42 | | 130 | 306 | - | - | - | - | | |
| 42 | | 132 | 334 | - | - | - | - | 44 | | 122 | 300 | - | - | - | - | | |
| 44 | | 124 | 329 | - | - | - | - | 46 | | 115 | 293 | - | - | - | - | | |
| 46 | | 116 | 323 | - | - | - | - | 48 | | 108 | 287 | - | - | - | - | | |
| 48 | | 110 | 317 | - | - | - | - | 50 | | 102 | 280 | - | - | - | - | | |
| 50 | | 103 | 307 | - | - | - | - | 52 | | 97 | 273 | - | - | - | - | | |
| 52 | | 98.2 | 290 | - | - | - | - | 54 | | 91.8 | 266 | - | - | - | - | | |
| 54 | | 92.9 | 275 | 378 | - | - | - | 56 | | 86.9 | 259 | 312 | - | - | - | | |
| 56 | | 87.9 | 260 | 362 | - | - | - | 58 | | 82.3 | 248 | 312 | - | - | - | | |
| 58 | | 83.3 | 247 | 340 | - | - | - | 60 | | 78 | 235 | 306 | - | - | - | | |
| 60 | | 79 | 235 | 321 | - | - | - | 62 | | 74 | 224 | 301 | - | - | - | | |
| 62 | | 74.9 | 224 | 302 | - | - | - | 64 | | 70.3 | 214 | 286 | - | - | - | | |
| 64 | | 71 | 209 | 285 | - | - | - | 66 | | 66.7 | 204 | 270 | - | - | - | | |
| 66 | | 67.3 | 191 | 270 | - | - | - | 68 | | 63.3 | 194 | 257 | - | - | - | | |
| 67 | | - | - | 263 | - | - | - | 70 | | 60.1 | 181 | 244 | - | - | - | | |
| 68 | | - | - | 256 | - | - | - | 72 | | 57 | 166 | 232 | - | - | - | | |
| 69 | | - | - | 250 | - | - | - | 73 | | - | - | 226 | - | - | - | | |
| 70 | | - | - | 244 | - | - | - | 74 | | - | - | 221 | - | - | - | | |
| 71 | | - | - | 237 | - | - | - | 75 | | - | - | 216 | - | - | - | | |
| 72 | | - | - | 232 | 265 | - | - | 76 | | - | - | 212 | 247 | - | - | | |
| 73 | | - | - | 226 | 260 | - | - | 77 | | - | - | 207 | 243 | - | - | | |
| 74 | | - | - | 221 | 256 | - | - | 78 | | - | - | 202 | 239 | - | - | | |
| 75 | | - | - | 216 | 252 | - | - | 79 | | - | - | 197 | 236 | - | - | | |
| 76 | | - | - | 212 | 248 | - | - | 80 | | - | - | 193 | 232 | - | - | | |
| 77 | | - | - | 207 | 244 | - | - | 82 | | - | - | 186 | 225 | - | - | | |
| 78 | | - | - | 200 | 240 | - | - | 84 | | - | - | - | 219 | - | - | | |
| 80 | | - | - | - | 233 | - | - | 86 | | - | - | - | 212 | - | - | | |
| 82 | | - | - | - | 226 | - | - | 88 | | - | - | - | 206 | - | - | | |
| 84 | | - | - | - | 219 | - | - | 90 | | - | - | - | 197 | - | - | | |
| 86 | | - | - | - | 213 | - | - | 92 | | - | - | - | 189 | - | - | | |
| 88 | | - | - | - | 207 | - | - | 94 | | - | - | - | 182 | 177 | - | | |
| 90 | | - | - | - | - | 188 | - | 96 | | - | - | - | - | 172 | - | | |
| 92 | | - | - | - | - | 183 | - | 98 | | - | - | - | - | 168 | - | | |
| 94 | | - | - | - | - | 178 | - | 100 | | - | - | - | - | 163 | - | | |
| 96 | | - | - | - | - | 173 | - | 102 | | - | - | - | - | 159 | - | | |
| 98 | | - | - | - | - | 168 | - | 104 | | - | - | - | - | 155 | - | | |
| 104 | | - | - | - | - | - | 131 | 112 | | - | - | - | - | - | 115 | | |
| 106 | | - | - | - | - | - | 127 | 113 | | - | - | - | - | - | 114 | | |
| 107 | | - | - | - | - | - | 126 | | | | | | | | | | |

Notes : 1.The wind speed of 9.8m/s is allowed for above operating condition;
 2.Actual hoisting capacity is a value by deducting the mass of hook, rigging and wire ropes winding on the hook and boom/jib head from the rated hoisting capacity in this table;
 3.The rated load in the table is for the condition of load slowly and smoothly lifting from the level and solid ground without traveling.

LJDB OPERATING CONDITION LOAD TABLE

SCC 16000 Crawler Crane – LJDB Operating Condition Load Table

Crane rear counterweight 260t, carbody counterweight 80t,
superlift counterweight 0-660t and superlift radius 30m

Unit: (t)

| Room66m+Jib72m | | | | | | | Room66m+Jib78m | | | | | | | | |
|----------------|-------------------------|------|------|-----|-----|-----|----------------|-------------------------|------------|------|-----|-----|-----|-----|------|
| Radius | Superlift counterweight | 0t | 660t | | | | Radius | Superlift counterweight | 0t | 660t | | | | | |
| (m) | Boom angle | 85° | 85° | 75° | 65° | 55° | 45° | (m) | Boom angle | 85° | 85° | 75° | 65° | 55° | 45° |
| 36 | | 150 | 294 | - | - | - | - | 40 | | 126 | 262 | - | - | - | - |
| 38 | | 141 | 292 | - | - | - | - | 44 | | 113 | 257 | - | - | - | - |
| 40 | | 132 | 288 | - | - | - | - | 48 | | 101 | 250 | - | - | - | - |
| 42 | | 125 | 285 | - | - | - | - | 52 | | 90.1 | 244 | - | - | - | - |
| 44 | | 118 | 281 | - | - | - | - | 56 | | 80.2 | 237 | - | - | - | - |
| 46 | | 110 | 277 | - | - | - | - | 60 | | 71.5 | 230 | - | - | - | - |
| 48 | | 104 | 272 | - | - | - | - | 64 | | 63.9 | 211 | 266 | - | - | - |
| 50 | | 98.2 | 268 | - | - | - | - | 68 | | 57.2 | 193 | 253 | - | - | - |
| 52 | | 92.6 | 264 | - | - | - | - | 72 | | 51.2 | 177 | 229 | - | - | - |
| 54 | | 87.4 | 260 | - | - | - | - | 76 | | 45.7 | 161 | 209 | - | - | - |
| 56 | | 82.5 | 257 | - | - | - | - | 80 | | 40.8 | 142 | 191 | - | - | - |
| 58 | | 78 | 245 | - | - | - | - | 84 | | - | - | 175 | 212 | - | - |
| 60 | | 73.8 | 234 | 301 | - | - | - | 88 | | - | - | 160 | 199 | - | - |
| 62 | | 69.8 | 223 | 299 | - | - | - | 92 | | - | - | 148 | 186 | - | - |
| 64 | | 66.1 | 212 | 283 | - | - | - | 96 | | - | - | - | 170 | - | - |
| 66 | | 62.6 | 203 | 268 | - | - | - | 97 | | - | - | - | 166 | - | - |
| 68 | | 59.3 | 194 | 255 | - | - | - | 100 | | - | - | - | 157 | - | - |
| 70 | | 56.2 | 186 | 242 | - | - | - | 104 | | - | - | - | 145 | 147 | - |
| 72 | | 53.2 | 176 | 231 | - | - | - | 108 | | - | - | - | - | 139 | - |
| 74 | | 50.3 | 164 | 220 | - | - | - | 109 | | - | - | - | - | 137 | - |
| 76 | | 47.6 | 152 | 210 | - | - | - | 112 | | - | - | - | - | 132 | - |
| 78 | | 45 | 140 | 201 | - | - | - | 113 | | - | - | - | - | 130 | - |
| 79 | | - | - | 196 | - | - | - | 116 | | - | - | - | - | 125 | - |
| 80 | | - | - | 192 | 227 | - | - | 120 | | - | - | - | - | - | 95.8 |
| 82 | | - | - | 184 | 220 | - | - | 121 | | - | - | - | - | - | 94.3 |
| 84 | | - | - | 176 | 214 | - | - | 124 | | - | - | - | - | - | 90.7 |
| 86 | | - | - | 168 | 208 | - | - | | | | | | | | |
| 88 | | - | - | 161 | 202 | - | - | | | | | | | | |
| 90 | | - | - | - | 196 | - | - | | | | | | | | |
| 92 | | - | - | - | 187 | - | - | | | | | | | | |
| 94 | | - | - | - | 179 | - | - | | | | | | | | |
| 96 | | - | - | - | 172 | - | - | | | | | | | | |
| 98 | | - | - | - | 165 | 163 | - | | | | | | | | |
| 100 | | - | - | - | 158 | 158 | - | | | | | | | | |
| 102 | | - | - | - | - | 154 | - | | | | | | | | |
| 104 | | - | - | - | - | 150 | - | | | | | | | | |
| 106 | | - | - | - | - | 146 | - | | | | | | | | |
| 108 | | - | - | - | - | 142 | - | | | | | | | | |
| 110 | | - | - | - | - | 139 | - | | | | | | | | |
| 116 | | - | - | - | - | - | 105 | | | | | | | | |
| 118 | | - | - | - | - | - | 102 | | | | | | | | |
| 119 | | - | - | - | - | - | 100 | | | | | | | | |

- Notes : 1.The wind speed of 9.8m/s is allowed for above operating condition;
- 2.Actual hoisting capacity is a value by deducting the mass of hook, rigging and wire ropes winding on the hook and boom/jib head from the rated hoisting capacity in this table;
- 3.The rated load in the table is for the condition of load slowly and smoothly lifting from the level and solid ground without traveling.

LJDB OPERATING CONDITION LOAD TABLE

SCC 16000 Crawler Crane – LJDB Operating Condition Load Table

Crane rear counterweight 260t, carbody counterweight 80t,
superlift counterweight 0-660t and superlift radius 30m

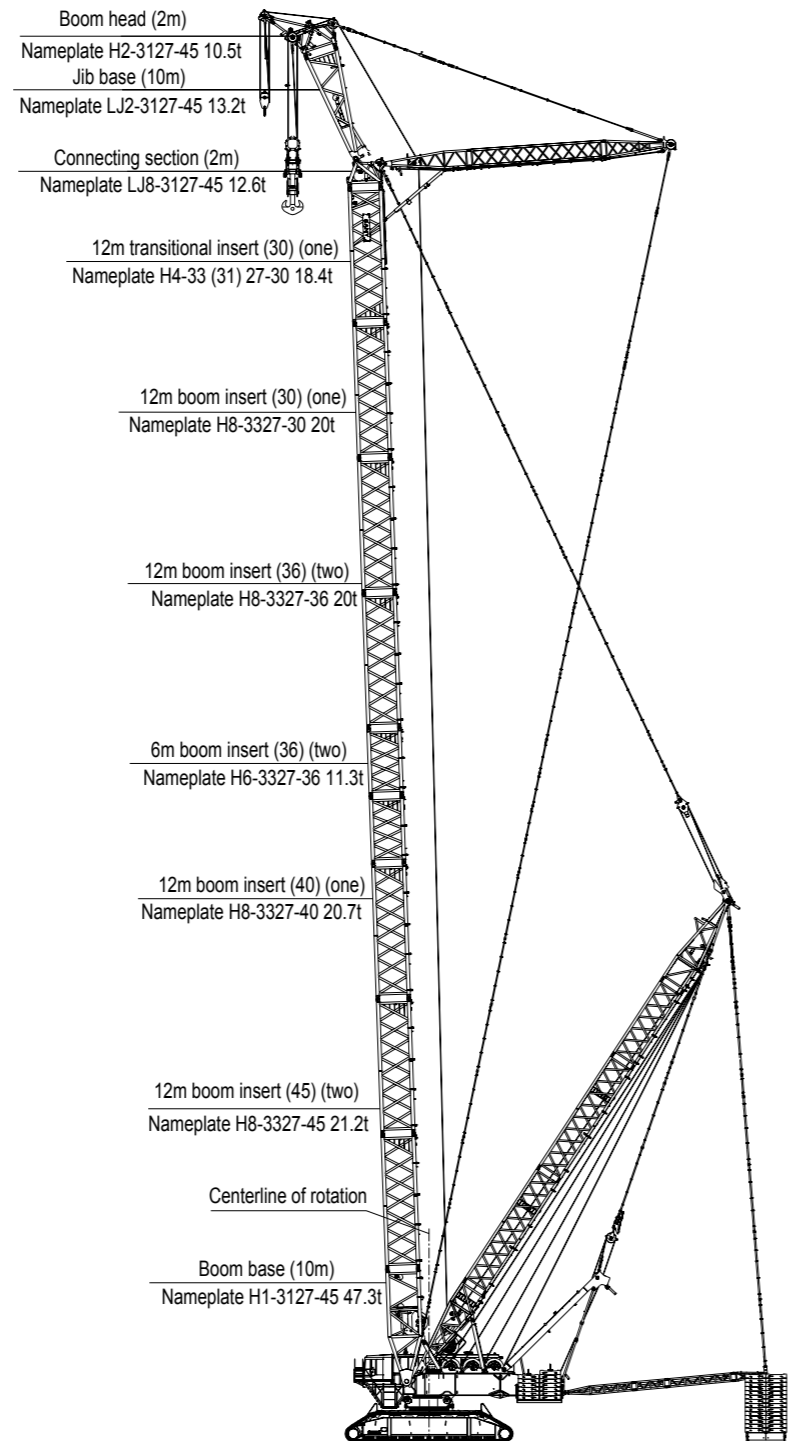
Unit: (t)

| Room108m+Jib36m | | | | | | | Room108m+Jib108m | | | | | | | | |
|-----------------|-------------------------|-----|------|-----|-----|-----|------------------|-------------------------|------------|------|------|------|------|------|-----|
| Radius | Superlift counterweight | 0t | 660t | | | | Radius | Superlift counterweight | 0t | 660t | | | | | |
| (m) | Boom angle | 85° | 85° | 75° | 65° | 55° | 45° | (m) | Boom angle | 85° | 85° | 75° | 65° | 55° | 45° |
| 28 | | 176 | 294 | - | - | - | - | 52 | | 39.8 | 83.1 | - | - | - | - |
| 30 | | 163 | 288 | - | - | - | - | 56 | | 33.8 | 82.1 | - | - | - | - |
| 32 | | 154 | 282 | - | - | - | - | 60 | | 28.3 | 80.5 | - | - | - | - |
| 34 | | 144 | 275 | - | - | - | - | 64 | | 23.5 | 79 | - | - | - | - |
| 36 | | 135 | 267 | - | - | - | - | 68 | | 19.1 | 77 | - | - | - | - |
| 38 | | 128 | 261 | - | - | - | - | 72 | | 15.1 | 74.9 | - | - | - | - |
| 40 | | 121 | 255 | - | - | - | - | 76 | | 11.6 | 72.4 | - | - | - | - |
| 42 | | 115 | 249 | - | - | - | - | 80 | | - | 70.3 | - | - | - | - |
| 44 | | 109 | 244 | - | - | - | - | 84 | | - | 68.3 | - | - | - | - |
| 46 | | 104 | 238 | - | - | - | - | 88 | | - | 66.3 | 77 | - | - | - |
| 52 | | - | - | 291 | - | - | - | 92 | | - | 64.2 | 77 | - | - | - |
| 53 | | - | - | 290 | - | - | - | 96 | | - | 61.7 | 76.5 | - | - | - |
| 54 | | - | - | 289 | - | - | - | 100 | | - | 59.6 | 75.9 | - | - | - |
| 55 | | - | - | 287 | - | - | - | 104 | | - | 57.6 | 75.4 | - | - | - |
| 56 | | - | - | 285 | - | - | - | 108 | | - | 55.5 | 74.4 | - | - | - |
| 57 | | - | - | 282 | - | - | - | 112 | | - | 53.5 | 73.9 | - | - | - |
| 58 | | - | - | 280 | - | - | - | 116 | | - | 51.5 | 72.9 | - | - | - |
| 59 | | - | - | 278 | - | - | - | 120 | | - | - | 71.9 | 64.7 | - | - |
| 60 | | - | - | 276 | - | - | - | 124 | | - | - | 70.3 | 64.7 | - | - |
| 61 | | - | - | 273 | - | - | - | 128 | | - | - | 69.3 | 64.7 | - | - |
| 62 | | - | - | 271 | - | - | - | 132 | | - | - | 68.3 | 64.7 | - | - |
| 63 | | - | - | 269 | - | - | - | 136 | | - | - | - | 64.7 | - | - |
| 64 | | - | - | 268 | - | - | - | 140 | | - | - | - | 64.7 | - | - |
| 65 | | - | - | 266 | - | - | - | 144 | | - | - | - | 61.7 | - | - |
| 66 | | - | - | 264 | - | - | - | 148 | | - | - | - | 58.1 | - | - |
| 74 | | - | - | - | 221 | - | - | 152 | | - | - | - | - | 37.4 | - |
| 75 | | - | - | - | 217 | - | - | 156 | | - | - | - | - | 34.7 | - |
| 76 | | - | - | - | 214 | - | - | 160 | | - | - | - | - | 32.2 | - |
| 77 | | - | - | - | 211 | - | - | 164 | | - | - | - | - | 29.7 | - |
| 78 | | - | - | - | 207 | - | - | 168 | | - | - | - | - | 27.2 | - |
| 79 | | - | - | - | 203 | - | - | | | | | | | | |
| 80 | | - | - | - | 200 | - | - | | | | | | | | |
| 81 | | - | - | - | 197 | - | - | | | | | | | | |
| 82 | | - | - | - | 195 | - | - | | | | | | | | |
| 95 | | - | - | - | - | 136 | - | | | | | | | | |
| 96 | | - | - | - | - | 134 | - | | | | | | | | |
| 97 | | - | - | - | - | 133 | - | | | | | | | | |
| 98 | | - | - | - | - | 131 | - | | | | | | | | |
| 99 | | - | - | - | - | 130 | - | | | | | | | | |
| 100 | | - | - | - | - | 128 | - | | | | | | | | |
| 112 | | - | - | - | - | - | 92.3 | | | | | | | | |
| 113 | | - | - | - | - | - | 91.2 | | | | | | | | |
| 114 | | - | - | - | - | - | 89.7 | | | | | | | | |

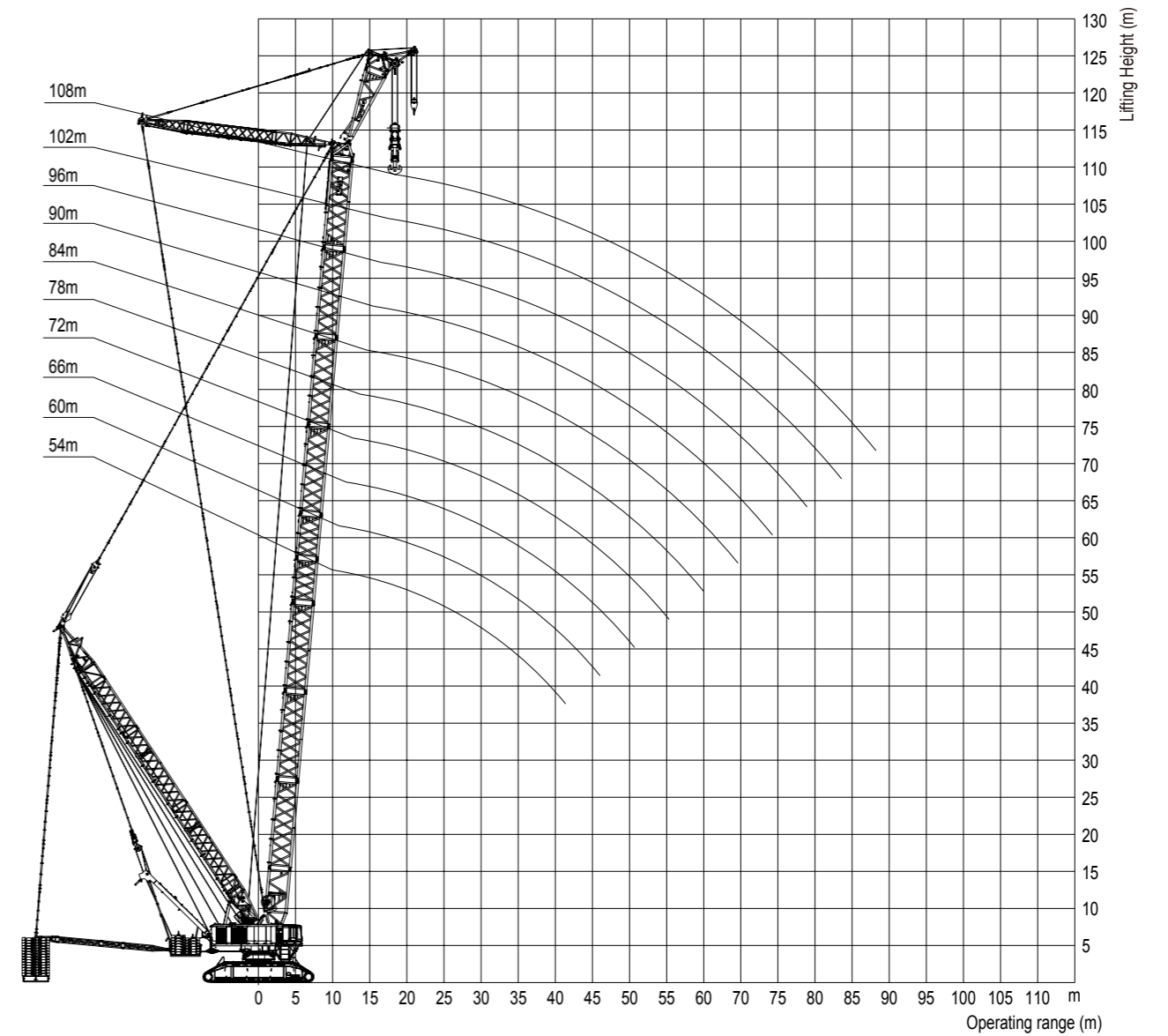
- Notes : 1.The wind speed of 9.8m/s is allowed for above operating condition;
- 2.Actual hoisting capacity is a value by deducting the mass of hook, rigging and wire ropes winding on the hook and boom/jib head from the rated hoisting capacity in this table;
- 3.The rated load in the table is for the condition of load slowly and smoothly lifting from the level and solid ground without traveling.

FJHDB OPERATING CONDITION

| Boom length m | Boom insert | | | | |
|------------------|-------------|------|------|------|------|
| | 6 m | 12mA | 12mB | 12mC | 12mD |
| 54 | 1 | 1 | - | - | 1 |
| 60 | 2 | 1 | - | - | 1 |
| 66 | 1 | 2 | - | - | 1 |
| 72 | 2 | 2 | - | - | 1 |
| 78 | 1 | 2 | 1 | - | 1 |
| 84 | 2 | 2 | 1 | - | 1 |
| 90 | 1 | 2 | 1 | 1 | 1 |
| 96 | 2 | 2 | 1 | 1 | 1 |
| 102 | 1 | 2 | 1 | 2 | 1 |
| 108 | 2 | 2 | 1 | 2 | 1 |



OPERATING RANGE DIAGRAM UNDER FJHDB OPERATING CONDITION



Curve of operating range of lifting height

FJHDB OPERATING CONDITION LOAD CHARTS

SCC 16000 Crawler Crane – FJhDB30m_660+260+80

Boom length 54~108m, superlift mast 50m, superlift radius 30m, superlift counterweight 660t, rear counterweight 260t

Unit: (t)

| Boom length(m) Radius(m) | 54 | | 60 | | 66 | | 72 | | 78 | | Boom length(m) Radius(m) |
|-----------------------------|------|------|------|------|------|------|------|------|------|------|-----------------------------|
| | 0t | 660t | 0t | 660t | 0t | 660t | 0t | 660t | 0t | 660t | |
| 14 | 553 | 1021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 16 | 473 | 964 | 454 | 946 | 436 | 988 | 418 | 890 | 401 | 803 | 16 |
| 18 | 410 | 914 | 395 | 901 | 380 | 957 | 364 | 890 | 350 | 803 | 18 |
| 20 | 361 | 869 | 348 | 861 | 334 | 915 | 321 | 890 | 309 | 803 | 20 |
| 22 | 320 | 828 | 309 | 825 | 296 | 877 | 285 | 875 | 273 | 803 | 22 |
| 24 | 286 | 792 | 276 | 792 | 264 | 841 | 254 | 842 | 244 | 802 | 24 |
| 26 | 249 | 758 | 246 | 761 | 237 | 809 | 227 | 812 | 218 | 794 | 26 |
| 28 | 219 | 728 | 215 | 733 | 211 | 780 | 204 | 785 | 195 | 786 | 28 |
| 30 | 194 | 701 | 190 | 708 | 186 | 752 | 181 | 759 | 177 | 759 | 30 |
| 34 | 155 | 652 | 150 | 663 | 146 | 666 | 141 | 663 | 135 | 658 | 34 |
| 38 | 125 | 594 | 119 | 591 | 114 | 587 | 109 | 582 | 103 | 576 | 38 |
| 42 | 100 | 525 | 95.2 | 526 | 89.6 | 523 | 83.9 | 517 | 78.2 | 510 | 42 |
| 46 | 81.3 | 451 | 75.7 | 473 | 69.5 | 468 | 63.8 | 462 | 58.1 | 456 | 46 |
| 50 | 65.4 | 388 | 59.7 | 418 | 53.5 | 421 | 47.7 | 415 | 42 | 408 | 50 |
| 54 | 52.5 | 332 | 46.6 | 362 | 40.3 | 382 | 34.4 | 375 | 28.4 | 368 | 54 |
| 58 | 42.2 | 282 | 35.8 | 314 | 29.3 | 335 | 23.1 | 340 | 17.2 | 334 | 58 |
| 62 | 33.6 | 234 | 26.9 | 269 | 20.1 | 292 | 13.9 | 309 | 0 | 305 | 62 |
| 66 | 0 | 0 | 19.6 | 227 | 12.5 | 253 | 0 | 270 | 0 | 280 | 66 |
| 70 | 0 | 0 | 0 | 0 | 0 | 216 | 0 | 235 | 0 | 249 | 70 |
| 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 203 | 0 | 218 | 74 |
| 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189 | 78 |
| 82 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 161 | 82 |

- Notes : 1.The wind speed of 9.8m/s is allowed for above operating condition;
 2.Actual hoisting capacity is a value by deducting the mass of hook, rigging and wire ropes winding on the hook and boom/jib head from the rated hoisting capacity in this table;
 3.The rated load in the table is for the condition of load slowly and smoothly lifting from the level and solid ground without traveling.

FJHDB OPERATING CONDITION LOAD CHARTS

SCC 16000 Crawler Crane – FJhDB30m_660+260+80

Boom length 54~108m, superlift mast 50m, superlift radius 30m, superlift counterweight 660t, rear counterweight 260t and carbody counterweight 80t

Unit: (t)

| Boom length(m) Radius(m) | 84 | | 90 | | 96 | | 102 | | 108 | | Boom length(m) Radius(m) |
|-----------------------------|------|------|------|------|------|------|------|------|------|------|-----------------------------|
| | 0t | 660t | 0t | 660t | 0t | 660t | 0t | 660t | 0t | 660t | |
| 18 | 336 | 719 | 323 | 645 | 310 | 579 | 0 | 0 | 0 | 0 | 18 |
| 20 | 296 | 719 | 284 | 645 | 272 | 579 | 261 | 522 | 250 | 469 | 20 |
| 22 | 262 | 719 | 252 | 645 | 242 | 579 | 231 | 522 | 221 | 469 | 22 |
| 24 | 233 | 719 | 224 | 645 | 214 | 579 | 204 | 522 | 195 | 469 | 24 |
| 26 | 209 | 716 | 199 | 645 | 191 | 579 | 182 | 522 | 174 | 469 | 26 |
| 28 | 187 | 713 | 179 | 644 | 170 | 579 | 162 | 522 | 154 | 469 | 28 |
| 30 | 167 | 709 | 160 | 643 | 152 | 579 | 145 | 522 | 136 | 469 | 30 |
| 34 | 130 | 651 | 125 | 641 | 120 | 579 | 115 | 522 | 108 | 466 | 34 |
| 38 | 98.3 | 570 | 93.2 | 565 | 88 | 559 | 82.9 | 522 | 77.2 | 464 | 38 |
| 42 | 72.6 | 504 | 67.4 | 498 | 62.3 | 492 | 57.1 | 487 | 51.5 | 451 | 42 |
| 46 | 52.5 | 450 | 47.4 | 443 | 41.9 | 437 | 36.5 | 431 | 30.7 | 425 | 46 |
| 50 | 36.1 | 402 | 30.9 | 397 | 25.2 | 391 | 19.7 | 385 | 13.9 | 379 | 50 |
| 54 | 22.4 | 362 | 17.2 | 357 | 11.4 | 351 | 0 | 345 | 0 | 338 | 54 |
| 58 | 11.1 | 328 | 0 | 322 | 0 | 316 | 0 | 311 | 0 | 303 | 58 |
| 62 | 0 | 298 | 0 | 293 | 0 | 286 | 0 | 281 | 0 | 273 | 62 |
| 66 | 0 | 272 | 0 | 266 | 0 | 260 | 0 | 254 | 0 | 248 | 66 |
| 70 | 0 | 250 | 0 | 244 | 0 | 237 | 0 | 231 | 0 | 225 | 70 |
| 74 | 0 | 226 | 0 | 224 | 0 | 218 | 0 | 212 | 0 | 204 | 74 |
| 78 | 0 | 199 | 0 | 206 | 0 | 199 | 0 | 193 | 0 | 187 | 78 |
| 82 | 0 | 174 | 0 | 182 | 0 | 184 | 0 | 178 | 0 | 170 | 82 |
| 86 | 0 | 149 | 0 | 159 | 0 | 163 | 0 | 163 | 0 | 156 | 86 |
| 90 | 0 | 0 | 0 | 138 | 0 | 143 | 0 | 146 | 0 | 143 | 90 |
| 94 | 0 | 0 | 0 | 0 | 0 | 123 | 0 | 127 | 0 | 128 | 94 |
| 98 | 0 | 0 | 0 | 0 | 0 | 105 | 0 | 111 | 0 | 112 | 98 |
| 102 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94.2 | 0 | 96.8 | 102 |
| 106 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81.8 | 106 |

- Notes : 1.The wind speed of 9.8m/s is allowed for above operating condition;
 2.Actual hoisting capacity is a value by deducting the mass of hook, rigging and wire ropes winding on the hook and boom/jib head from the rated hoisting capacity in this table;
 3.The rated load in the table is for the condition of load slowly and smoothly lifting from the level and solid ground without traveling.



Quality Changes the World

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The machines illustrated may show optional equipment which can be supplied at additional cost.