



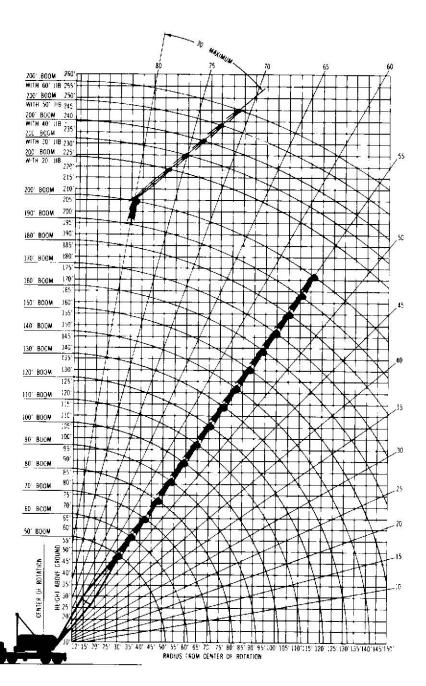
Address inquiries to

NOTE: All designs, specifications and components of the equipment described above are subject to change at the manufacturer's sole discretion at any time without advance notice. Data published herein is informational in nature and shall not be construed to warrant suitability of the machine for any particular purpose as performance may vary with the conditions encountered. The only warranty applicable is our standard written warranty for this machine. Manufactured and sold in conformance with U. S. Department of Commerce Commercial Standard CS-90-58.



Por reference only. Perators manual should be objected and adhered to.

90-ton Truck Crane 200' Boom 180' Boom 60' Jib



Heavy Duty Standard Boom 62" wide x 62" deep

This Brochure contains charts for:

Standard Ratings

- On Outriggers
- On Rubber

Over the Rear Ratings

- On Outriggers for Heavy Rigging
- On Rubber "Walking" Ratings for Tilt-up Work

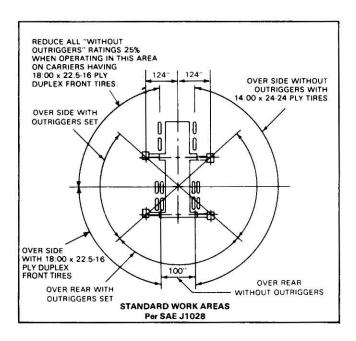
crane

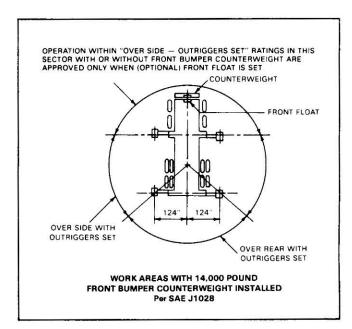
lifting capacities working ranges

P&H 790-TC

A For reference only. Operators manual should be consulted and adhered to.

THIS P&H MODEL
790-TC MEETS
THE REQUIREMENTS OF
ANSI B30.5-1968.
BOOM STRUCTURE
HAS BEEN TESTED PER
SAE J 987.
MACHINE STABILITY
HAS BEEN TESTED
PER SAE J 765.







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w/2 .



Address inquiries to:

TX-492C-6

D10-1076 Litho in U.S.A.

Bigge Tel: (888) 337-BIGGE or (510) 638-8100 ● Fax: (510) 639-4053 ● Email: info@bigge.com

www.bigge.com

P&H MODEL 790 T.C. — 90 TON TRUCK CRANE (CLASS 12-462)* WITH 26,000 LBS. COUNTERWEIGHT

For reference only.
Operators manual should consulted and adhered to

| | | | | | | | | | DATE | ED CBA | MEL | OADS | IN POL | INIDE | BAA | IN PO | NA /G | 2" \\ | v 62" F | \ INI (| OVER | CIDE AI | ND O | VED D | EAD W | OPK | ADEA | S WITH | OUT | DICCE | DC FIII | LVEV | TEND | - AND | CET | | | | | | | | | | | |
|-------------|-----------------|----------------|-----------------|-------------|----------|----------|-------------|-------|---------------|----------------|--------|-----------------|----------------|-------|-----------------|----------------|---------|-----------------|-------------|----------|----------------|-----------|------|----------------|----------------|---------------|-----------------|-------------|------|-----------------|-------------|-------|----------------|-------------|-----------------|----------|----------|-----------------|-------------|----------|-----------------|-------------------------|--------------|--------------|-------------|---------------|
| - | | | | 5: 5 | | | | | | | TIVE L | | | TINDS | | | JIVI (O | | | ., 114 | | | | | | UNK | | | 0011 | | | | | | | | - 1 | | | | | | | | | $\overline{}$ |
| Oper. | <u> </u> | Ft. Boom | <u>a</u> | Ft. Boom | <u>a</u> | 70 Ft.`E | | 1 | 80 Ft. | | - % L | | Boom | - e - | | . Boom | - e - | 110 Ft | | - e - | 120 Ft. | | 9 - | 130 Ft. | | e C | 140 Ft. | | e _ | | . Boom | 1 = - | 160 Ft. | | <u> </u> | Ft. Boom | <u>e</u> | | t. Boom | _ e | 190 F | t. Boom | <u>e</u> _ ' | 200 Ft. | Boom | Oper. |
| Rad. Ft. | Boom Pt. El. | Rating Lbs. | Boom Pt. El. | | Pt. | | Rating Lbs. | | oom t. El. | Rating Lbs. | | Boom Pt. El. | Rating Lbs. | | Boom Pt. El. | Rating Lbs. | Ang | Boom Pt. El. | Rating Lbs. | Ang | Boom Pt. El | ating)s. | Ang | Boom t. El. | Rating Lbs. | | Boom Pt. El. | Rating Lbs. | | Boom Pt. El. | Rating Lbs. | | Boom t. El. | Rating Lbs. | Boom Pt. El. | | Ang | Boom Pt. El. | Rating Lbs. | | Boom Pt. El. | Rating Lbs. | | oom . El. | Rating Lbs. | Rad. Ft. |
| 12 8 | 2 57.8 | 180,000 | | | | | | RATIN | IGS ABO | VE HEAV | Y LINE | ARE LIM | MITED | | | | | | | | | 15 | | | | | | | | | | | | | | | | | | 1. | IID DOIN | CHODENO | 10N (0FN | ITED III | ITOLIN | 12 |
| 15 | 8 57.3 | 152,500 | | | | | | BY FA | CTORS | OTHER TH | HAN ST | ABILITY. | | | | | | | | | | | | | | | | | | | | | | | | | | | \vdash | | | SUSPENSI . ATTACH 7: | | | | 15 |
| 20 7 | 2 56.1 | 125,000 | 75 66.4 | 124,600 | 78 76 | 6.7 1 | 121,000 | | | | | | | | | | \Box | | | \vdash | | | | | | | | | | | | | | | | | + | | | | | M FOOT PI | | | | 20 |
| 25 6 | 6 54.2 | 97,800 | 70 64.9 | 97,780 | 73 75 | 5.4 | 97,760 | 75 8 | 35.8 | 97,740 | 77 | 96.1 | 97,720 | 78 | 106.3 | 90,000 | | | | | | | | | | | | | | | | | | | | | | | | \vdash | | | | | | 25 |
| 30 6 | 0 51.6 | 71.800 | | 71.780 | _ | _ | 71.760 | _ | 34.4 | | - | - | | + | | 71,700 | 77 | 115.5 | 71,600 | 78 | 125.7 | 71,550 | 79 1 | 35.9 | 54 000 | | _ | | | | | | _ | | _ | + | +- | - | - | + | - | | | | | 30 |
| - | 3 48.3 | 56,400 | 1 | | 64 7 | - | 56,330 | | | | - | | 56,200 | + | | 56,000 | 74 | | 55,900 | - | | 55,850 | | | | 78 | 145.1 | 54,000 | 78 | 155.3 | 54,000 | 79 1 | 65.5 | 54,000 | | + | +- | | | + | - | | | - | | 25 |
| - | 5 43.8 | 46,200 | | | 60 69 | _ | 46,100 | - | - | | 67 | | 45,900 | + + | | 45.700 | | | 45,500 | - | | - | - | - | and the second | 75 | _ | 45,200 | _ | | 45,000 | _ | _ | | 8 174.7 | 20,000 | 70 | 184.9 | 25 000 | 70 | 105.1 | 25 700 | | | | 33 |
| 45 3 | | 38,900 | | 38,850 | 55 6 | | 38.800 | - | _ | | - | | | 1 | | , | - | | | - | | , , | _ | | | | | | 1 | | | - | | - | | - | _ | _ | 35,900 | + | - | 35,700 | 70 00 | | | 40 |
| + | _ | | _ | | | | | - | | | 64 | _ | 38,500 | + | 100.0 | 38,300 | - | | 38,100 | + | | 38,050 | 72 1 | _ | 38,000 | _ | | | - | | 37,600 | + | | - | 6 173.6 | _ | _ | 183.8 | 35,500 | - | 194.1 | - | 78 20 | | 34,000 | 45 |
| | 4 28.9 | 33,500 | 41 47.7 | | 50 6 | | 33,400 | _ | - | , | 60 | | 33,000 | ++ | | | 66 | | 32,600 | + | | 32,550 | | | | \rightarrow | | 32,300 | 72 | 151.5 | 32,000 | 74 1 | 61.9 | 31,800 | 75 172.3 | 31,750 | 75 | 182.6 | 31,500 | 76 | 192.9 | 31,300 | 77 20 | 03.2 | 31,000 | 50 |
| 60 | | | 22 30.9 | 25,900 | 38 5 | 51.2 | 25,700 | 46 6 | 66.2 | 25,500 | 52 | 79.5 | 25,300 | 56 | 91.8 | 25,100 | 60 | 103.6 | 24,900 | 63 | 115.0 | 24,850 | 65 1 | 26.2 | 24,800 | 67 | 137.1 | 24,500 | 68 | 147.9 | 24,300 | 70 1 | 58.6 | 24,100 | 1 169.2 | 24,000 | 72 | 179.8 | 23,800 | 73 | 190.2 | 23,500 | 74 20 | 0.6 | 23,200 | 60 |
| 70 | | | | | 20 3 | 32.7 | 20,700 | 35 5 | 54.4 | 20,400 | 43 | 70.3 | 20,200 | 49 | 84.2 | 20,000 | 54 | 97.0 | 19,800 | 57 | 109.2 | 19,750 | 60 1 | 20.9 | 19,600 | 62 | 132.4 | 19,400 | 64 | 143.6 | 19,200 | 66 1 | 54.6 | 18,900 | 67 165.5 | 18,800 | 69 | 176.2 | 18,600 | 70 | 186.9 | 18,300 | 71 19 | 97.5 | 18,000 | 70 |
| 80 | | | | | | | | 19 3 | 34.3 | 16,900 | 33 | 55.4 | 16,600 | 41 | 74.2 | 16,300 | 47 | 88.6 | 16,100 | 51 | 101.9 | 16,050 | 55 1 | 14.5 | 16,000 | 58 | 126.5 | 15,700 | 60 | 138.3 | 15,200 | 62 1 | 49.7 | 15,100 | 64 160.9 | 15,100 | 65 | 172.0 | 14,900 | 67 | 182.9 | 14,600 | 68 19 | 93.8 | 14,300 | 80 |
| 90 | | | WAR | IING: | | | | | | | 18 | 35.9 | 14,000 | 31 | 60.3 | 13,700 | 39 | 77.8 | 13,400 | 45 | 92.8 | 13,350 | 49 1 | 06.6 | 13,300 | 52 | 119.5 | 13,000 | 55 | 131.9 | 12,700 | 58 1 | 43.9 | 12,500 | 0 155.6 | 12,400 | 62 | 167.0 | 12,100 | 63 | 178.3 | 11,800 | 65 18 | 39.4 | 11,600 | 90 |
| 100 | | | | , main hool | | must be | e re- | | | | | | | 17 | 37.4 | 11,600 | 30 | 63.0 | 11,300 | 37 | 81.2 | 11,250 | 43 | 96.8 | 11,100 | 47 | 111.0 | 10,900 | 51 | 124.3 | 10,600 | 53 1 | 37.0 | 10.400 | 6 149.3 | 10,300 | 58 | 161.2 | 10,000 | 60 | 172.9 | - | 62 18 | 34.4 | 9,400 | 100 |
| 110 | duced to | compensate | for jib attac | hment weigh | t. | | | | | | | | | | | | 16 | 38.8 | 9,700 | 28 | 65.5 | 9,650 | 36 | 84.5 | 9,450 | 41 | 100.6 | - | - | 115.3 | | 49 1 | _ | | 2 142.0 | _ | - | 159.5 | 8,300 | + | - | - | | 78.6 | 7,700 | 110 |
| 120 | Jib | | | | | | | ++ | | | + | | | + | | | + | | -, | - | 40.2 | 8,350 | | 67.9 | 8,100 | - | | | +-+ | 104.3 | 7,550 | - | | | 7 133.4 | _ | _ | 146.7 | - | - | 159.5 | | 55 17 | 71.9 | 6,300 | 120 |
| 130 | Length | 20 Ft. | 30 Ft. | 40 Ft. | 50 Ft. | 60 | Ft. | - | | | + | | | ++ | | | | | | 10 | .0.2 | 0,000 | | 41.4 | | 26 | | | 1 | 90.6 | , | 38 1 | | | 13 123.3 | _ | - | 137.7 | - | - | 151.3 | - | 51 16 | 1.5 | | 120 |
| 140 | | | | | | + | | | | | + | | | ++ | | | + | | | - | | | 15 | 41.4 | | - | | - / | - | | - | - | | | | | _ | | - | + | - | -/ | | | 5,150 | 130 |
| | Deduct Lbs. | 1,500 | 1,500 | 2,000 | 2,500 | 3,0 | 000 | - | | | + | | | ++ | | | - | | | +-+ | | | - | 3 | | 14 | 42.7 | 5,750 | + | 72.6 | -, | + | | | 37 111.2 | | - | 127.1 | - | - | 141.8 | 4,450 | | 55.8 | 4,150 | - |
| 150 | LU3. | | | | | | | | | | | | | | | | | | | | | | | | | 7 | | | 14 | 43.9 | 4,700 | 25 | 74.7 | 4,400 | 96.3 | 4,200 | 36 | 114.5 | 3,950 | 40 | 130.7 | 3,600 | 43 14 | 15.8 | 3,300 | 150 |

| | | | | | | R | ATE | D CRAI | NE LOA | DS I | N POU | NDS — | MAI | N BOO | M - WI | тно | UT OU | TRIGGE | RS | - TIRE | S AT 10 | 0 P. | S.I. | | | - = | | |
|-------------|-------|--------------|--------------|-------|--------------|--------------|-------|--------------|--------------|-------|--------------|--------------|-------|--------------|--------------|-------|--------------|--------------|-------|--------------|--------------|-------|--------------|--------------|-------|--------------|--------------|-------------|
| Oper. | a) | 50 Ft. | Boom | a | 60 Ft | . Boom | a) | 70 Ft. B | oom | a) | 80 Ft | . Boom | a | 90 Ft. | Boom | a) | 100 F | t. Boom | a) | 110 F | t. Boom | ۵. | 120 F | t. Boom | (a) | 130 Ft | t. Boom | Oper |
| Rad. Ft. | Angle | Over Side | Over Rear | Rad. Ft. |
| 12 | 82 | | 85,000 | | | | | | | | | | | | | | | | | | | | RAT | INGS SHO | WN I | OO NOT EX | XCFFD. | 12 |
| 15 | 78 | , | 70,500 | | | | | | | | | | | | | | | | | | | | M' | | | RE CAPAC | | 15 |
| 20 | 72 | | 53,600 | 75 | 42,200 | 52,600 | 78 | 42,100 | 52,400 | | | | | | | | | | | | | | / | | | | | 20 |
| 25 | 66 | 34.900 | 39,700 | 70 | 34,700 | 39,500 | 73 | 34,600 | 39,300 | 75 | 33,800 | 39,100 | 77 | 33,000 | 38,800 | 78 | 32,700 | 38,500 | | | | | | | | | | 25 |
| 30 | 60 | 26,700 | 31,600 | 65 | 26,500 | 31,400 | 69 | 26,300 | 31,200 | 72 | 26,100 | 31,000 | 74 | 25,900 | 30,700 | 75 | 25,700 | 30,400 | 77 | 25,400 | 30,100 | 78 | 25,200 | 29,900 | | | | 30 |
| 35 | 53 | 21,400 | 25,800 | 60 | 21,200 | 25,600 | 64 | 21,000 | 25,400 | 68 | 20,800 | 25,200 | 70 | 20,600 | 25,000 | 72 | 20,400 | 24,800 | 74 | 20,200 | 24,500 | 75 | 19,900 | 24,300 | 77 | 19,700 | 24,000 | 35 |
| 40 | 45 | 18,100 | 21,800 | 54 | 17,900 | 21,600 | 60 | 17,700 | 21,400 | 64 | 17,500 | 21,200 | 67 | 17,300 | 21,000 | 69 | 17,100 | 20,800 | 71 | 16,900 | 20,500 | 73 | 16,600 | 20,300 | 74 | 16,400 | 20,000 | 40 |
| 45 | 36 | 15,600 | 18,700 | 48 | 15,40C | 18,500 | 55 | 15,200 | 18,300 | 60 | 15,000 | 18,100 | 64 | 14,800 | 17,900 | 66 | 14,600 | 17,700 | 69 | 14,400 | 17,500 | 70 | 14,100 | 17,200 | 72 | 13,900 | 17,000 | 45 |
| 50 | 24 | 13,700 | 16,100 | 41 | 13,500 | 15,900 | 50 | 13,300 | 15,700 | 56 | 13,100 | 15,500 | 60 | 12,900 | 15,300 | 63 | 12,700 | 15,100 | 66 | 12,500 | 14,900 | 68 | 12,200 | 14,600 | 70 | 12,000 | 14,400 | 50 |
| 60 | | | | 22 | 10,200 | 12,400 | 38 | 10,000 | 12,200 | 46 | 9,700 | 11,900 | 52 | 9,500 | 11,700 | 56 | 9,200 | 11,400 | 60 | 9,000 | 11,200 | 63 | 8,700 | 10,900 | 63 | 8,500 | 10,700 | 60 |
| 70 | | | | | | | 20 | 7,800 | 9,700 | 35 | 7,500 | 9,500 | 43 | 7,300 | 9,200 | 49 | 7,000 | 9,000 | 54 | 6,800 | 8,700 | 57 | 6,500 | 8,500 | 60 | 6,300 | 8,200 | 70 |
| 80 | | | | | | | | | | 19 | 5,900 | 7,600 | 33 | 5,700 | 7,400 | 41 | 5,400 | 7,100 | 47 | 5,200 | 6,900 | 51 | 4,900 | 6,600 | 55 | 4,700 | 6,400 | 80 |
| 90 | | | | | | | | | | | | | 18 | 4,500 | 5,900 | 31 | 4,200 | 5,700 | 39 | 4,000 | 5,400 | 45 | 3,700 | 5,200 | 49 | 3,500 | 4,900 | 90 |
| 100 | | | | | | | | | | | | | | | | 17 | 3,300 | 4,600 | 30 | 3,000 | 4,300 | 37 | 2,800 | 4,100 | 43 | 2,500 | 3,800 | 100 |

This P&H Model meets the requirements of ANSI B30.5-1968. Boom structure has been tested per SAE J987. Machine stability has been tested per SAE J765. *Power Crane and Shovel Association Classification.

Operating radius is the horizontal distance from centerline of rotation to a vertical line through the center of gravity of the load.

Ratings shown are only for combination of P&H manufactured upper, boom, jib, and counterweights mounted on a P&H crawler, carrier and outriggers. Boom backstops are required for all boom lengths. Load ratings are based upon boom assembled as specified on insert arrangement chart.

Ratings shown are based on freely suspended loads and make no allowance for such factors as wind effect on lifted load, ground conditions, out-of-level, operating speeds or any other condition that could be detrimental to the safe operation of this equipment. The operator, therefore, has the responsibility to judge the existing conditions and reduce lifted loads and operating speeds accordingly. Deduct weight of hook, block(s), slings, cement bucket and all other load handling accessories from main boom or jib rating shown.

Clamshell ratings shown also apply to magnets, grapple, and all other material handling buckets except dragline which is rated separately. For clamshell, dragline, and magnet operations, the weight of bucket or magnet is considered a part of the load and the total weight of bucket plus contents or magnet plus load must not exceed the corresponding rating shown.

Standard boom hoist reeving is 10 part line. Gantry must be in raised position for all "with outriggers" ratings. Gantry may be in lowered position only for "without outriggers" ratings. Optional auxiliary rear floats may be used in place of 14,000 lbs. front bumper counterweight for erecting maximum boom length. Ratings do not exceed 85% of tipping load as determined by SAE J765. Ratings are based on counterweight of 26,000 lbs. Refer to diagrams for applicable working area.

Low gear operation may be required when hoist or digging drum is operated on 6th or 7th layer of cable.

P&H type 4 wire rope: 6x25 with filler wire, preformed improved wire rope, 7x7 I.W.R.C.

P&H type 25F I.W.R.C., preformed extra improved plow steel wire rope (filler wire).

Locate jib backstay as follows: 50 ft. to 90 ft. booms at base of boom tip section; 100 ft. to 200 ft. booms at top end of second insert below boom tip section.

Maximum approved travel speed with 14,000 pound front bumper counterweight installed is 5 M.P.H. All tires must be evenly inflated to 100 P.S.I. Boom must be positioned over the rear carrier. Maximum approved boom length for travel is 120 ft. or 100 ft. boom plus 30 ft. jib. Gantry must be in raised position to travel with boom attached.

WARNING: READ FOR SAFETY

The wind effect on the lifted load can cause sufficient side load to overstress boom or jib structure. When suspended load will not remain in line with boom derate chart 25%. We recommend stopping operation when wind is above 30 M.P.H. and tieing off, or lowering, boom when wind is above 50 M.P.H. When continued operation under windy conditions is necessary, consult factory for special derated load rating chart.

When operating truck crane "without outrigger" add lifted over rear and swung over side, will increase in radius due to tire deflection. The ase in radius must be compensated for by raising boom, or machine may tip over.

When assembling boom inserts, do not cantilever more than two inserts or 60 feet of inserts past point of pendant rope attachment to boom. Relocate point of attachment out on boom as additional inserts are added.

Welding or other repair to tubular steel boom may weaken the structure. See your P&H dealer for authorized boom repair service, unauthorized boom repair will void all warranties.

| Optional bumper | auxiliary rear counterweight | floats may be for erecting | e used in plac maximum boo | e of 14,000 II om length as s | os. front specified in c | hart. |
|-----------------|---------------------------------|-------------------------------|-------------------------------|----------------------------------|-----------------------------|-----------------------------|
| | M | AXIMUM BOO | M LENGTH TO | O LIFT OFF GR | OUND | |
| | Witho | out Front Bum | per Counterv | veight | | 0 Lbs. Front unterweight |
| Boom Over | With Outr | iggers Set | Without Ou | triggers Set | and Ou | itriggers Set |
| | Boom Only | Boom & Jib | Boom Only | Boom & Jib | Boom Only | Boom & Jib |
| Side | 190 | 180 + 20 | 130 | 110 + 30 | 190 | 180 + 20 |
| Rear | 200 | 180 + 40 | 130 | 120 + 30 | 200 | 200 + 60 |

32R100-C

WARNING:

Using this equipment in excess of rated loads, in areas of chart not rated, or with disregard of instructions will result in unsafe operating conditions and is a violation of the U.S. Dept. of Labor Safety and Health regulations for construction.

| Maximum Jib (24 Service — Lbs. | " W. x 22 | " D.) Rati | ngs for Li | ifting Cra | nes |
|--|---------------|---------------|---------------|---------------|---------------|
| Three-Quarter Inc | h Dia. P8 | H Type 4 | Wire Ro | ре | |
| * Use Two Parts | of Line for | r Loads A | bove 14,5 | 00 Lbs. | |
| Offset Angle Jib to Boom Under Full Load | 20 Ft. Jib | 30 Ft. Jib | 40 Ft. Jib | 50 Ft. Jib | 60 Ft. Jib |
| 10° | 22,000* | 20,000* | 16,000* | 12,000 | 8,000 |
| 20° | 16,000* | 14,500 | 12,000 | 9,500 | 7,000 |
| 30° Max. | 13,000 | 11,000 | 8,500 | 7,000 | 6,000 |
| Maximum Jib Rat | ings for B | Bucket Se | rvice — | Lbs. | |
| * Use Three-Quar for Loads Above | | | Type 25 \ | Wire Rop | е |
| 10° | 16,500* | 16,000* | 12,800 | 9,600 | 6,400 |
| 20° | 12,800 | 11,600 | 9,600 | 7,600 | 5,600 |
| 30° Max. | 10,400 | 8,800 | 6,800 | 5,600 | 4,800 |

Jib crane ratings are based on strength of materials. When main boom load rating at operating radius is less than maximum jib ratings stability governs and the lower value of main boom load rating must be used. Jibs are intended to increase lifting height—not operating radius—therefore maximum jib operating radius is limited to maximum rated radius of boom length on which jib is mounted.

| MAIN | HOIST D | RUM RAT | ED LOAD | S FOR SE | VEN-EIG | HTS INCH [| DIA. P&H TY | PE 4 WIRE | ROPE | |
|--|-----------|---------|----------|-----------|------------|------------|-------------|------------|---------|---------|
| Number of Parts of Main Hoist Reeving | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| Maximum Load — Lbs. | 18,000 | 36,000 | 54,000 | 72,000 | 90,000 | 108,000 | 126,000 | 144,000 | 162,000 | 180,000 |
| Low gear-operation may | be requir | ed when | front or | rear drun | n is opera | ted on 6th | or 7th lave | r of cable | | |

P&H MODEL 790 I.C. — 90 ION IRUCK CHANE (CLASS 12-539)* WITH 26,000 LBS. COUNTERWEIGHT AND 8,000 LBS. FRONT BUMPER COUNTERWEIGHT

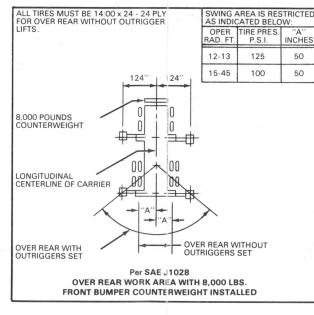
For reference only.
Operators manual should consulted and adhered to

| | | | , | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 7 | | | | | | | | | | | | |
|-------------|------------|-------------|---------|-----------------|----------------|------------|----------------|----------------|----------|-----------------|----------------|---------|-----------------|----------------|-------|----------------|----------------|------|-----------------|----------------|-----------|-------------|----------------|-------------------------|-----------------|----------------|-------|-----------------|----------------|--------|-----------------|----------------|-----------------|----------------|------|-----------|----------------|-----------------|----------------|-------|-----------------|--------------------------|--------|-----------------|----------------|-------------|
| | | | | | | | | | | | | | RAT | ED CRANE | LOADS | IN POL | INDS — | MAIN | BOOM (| 62" W. x | 62" D. OR | 62" W. | x 50" D | .) IN 0 | OVER RE | AR WOR | K ARE | A WITH | OUTRIGO | ERS FL | ULLY EXT | ENDED A | ND SET | | | | | | | | | | | | | |
| Oper. | <u> </u> | 0 Ft. Boom | o | 60 Ft | . Boom | <u>e</u> _ | 70 Ft. | Boom | <u>e</u> | 80 Ft | t. Boom | <u></u> | 90 F | t. Boom | e e | 100 Ft | Boom | a | 110 F | t. Boom | a 1 | 20 Ft. B | Boom | a) | 130 Ft. | Boom | ۵ | 140 F | t. Boom | a) | 150 F | t. Boom | a 160 | Ft. Boom | d) | 170 Ft. I | Boom | 180 | Ft. Boom | (1) | 190 Ft | t. Boom | | 200 Ft | . Boom | Oper. |
| Rad. Ft. | Boo Pt. | | | Boom Pt. El. | Rating Lbs. | | Boom t. El. | Rating Lbs. | | Boom Pt. El. | Rating Lbs. | Ang | Boom Pt. El. | Rating Lbs. | | Boom t. El. | Rating Lbs. | | Boom Pt. El. | Rating Lbs. | Bo Pt. | om R El. | Rating Lbs. | Ang | Boom et. El. | Rating Lbs. | Angl | Boom Pt. El. | Rating Lbs. | | Boom Pt. El. | Rating Lbs. | Boom Pt. El. | Rating Lbs. | | | Rating Lbs. | Boom Pt. El. | Rating Lbs. | | Boom Pt. El. | Rating Lbs. | | Boom Pt. El. | Rating Lbs. | Rad. Ft. |
| 12 | 82 57. | .8 180,00 | 00 | | | | RATING | S ABOVE | HEAVY | LINE A | ARE LIMIT | ED | | | | | | | | | | | | | | | | | | | | | | | | | | | | + | | | + | | | 12 |
| 15 | 78 57. | .3 151,50 | 00 | | | | BY FACT | TORS OTH | IER TH | AN STA | BILITY. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | T MI | D-POINT | SUSPENS | SION / | CENTER | нітсн | 15 |
| 20 | 72 56. | .0 125,00 | 00 75 | 66.4 | 123,000 | 78 | 76.7 | 121,000 | 79 | 86.9 | 108,000 |) | | | | | | | | | | | | | | | | | | | | | | | | | | _ | + | RE | QUIRED. | ATTACH | 75 F | FT. UP | воом | 20 |
| 25 | 66 54. | .1 99,00 | 00 70 | 64.9 | 98,900 | 73 | 75.4 | 98,800 | 75 | 85.8 | 98,700 | 77 | 96.0 | 98,600 | 78 1 | 06.3 | 90,000 | | | | | | | | | | | | | | | | | | | | | + | | - FRI | | M FOOT PIN (FOR 62" X | | (MOO) | | 25 |
| 30 | 50 51. | .6 81,70 | 00 65 | 62.8 | 81,500 | 69 | 73.7 | 81,300 | 72 | 84.3 | 81,100 | 74 | 94.8 | 80,800 | 75 1 | 05.1 | 80,600 | 77 | 115.4 | 72,000 | 78 12 | 5.7 7 | 2,000 | 79 1 | 35.9 | 54,000 | | | | | | | | | | | | | + | 1 | ال | IB NOT AP | PROVE | D FOR | | 30 |
| 35 | 53 48. | .2 65,10 | 00 60 | 60.2 | 64,900 | 64 | 71.5 | 64,700 | 68 | 82.5 | 64,500 | 70 | 93.2 | 64,200 | 72 1 | 03.7 | 64,000 | 74 | 114.1 | 63,700 | 75 124 | | - | _ | | | 78 | 145.0 | 54,000 | 78 | 155.3 | 54.000 | 79 165.5 | 54.000 | | | | | + | 1 | B | BOOMS OV | ER 180 | FEET. | | 35 |
| 40 | 45 43. | .7 53,90 | 00 54 | 56.9 | 53,700 | 60 | 68.9 | 53,600 | 64 | 80.2 | 53,300 | 67 | 91.2 | 53,100 | 69 1 | 02.0 | 52,800 | 71 | 112.6 | 52,500 | 73 123 | | - | STATE OF TAXABLE PARTY. | MINISTER STREET | 52,100 | _ | 143.9 | 51,900 | - | | 51,600 | 77 164.4 | | 78 1 | 747 | 36.000 | 79 184.9 | 36.000 | + | | | T | | | 40 |
| 45 | 36 37. | .7 45,90 | 00 48 | 52.8 | 45,700 | 55 | 65.7 | 45,400 | 60 | 77.5 | 45,200 | 63 | 88.9 | 44,900 | 66 1 | 0.00 | 44,700 | 69 | 110.8 | 44,400 | 70 12 | | 4,200 | _ | | 44,000 | + | 142.5 | 43,700 | | | 43.500 | 75 163.2 | | - | | 36.000 | 77 183.8 | | - | 194.0 | 36,000 | 78 | 204.3 | 35,000 | 45 |
| 50 | 24 28. | .7 37,00 | 00 41 | 47.6 | 39,600 | 50 | 61.7 | 39,300 | 56 | 74.4 | 39,100 | 60 | 86.2 | 38,800 | 63 | 97.6 | 38,500 | 66 | 108.7 | 38,200 | 68 119 | 9.6 3 | 8,100 | _ | | | - | 140.9 | | | | 37,300 | 74 161.9 | ,, | | | , | 75 182.6 | - | _ | | 36,000 | | | 34,000 | 50 |
| 60 | - | | 22 | 30.7 | 30,100 | 38 | 51.1 | 30,800 | 46 | 66.1 | 30,600 | 52 | 79.4 | 30,300 | 56 | 91.7 | 30,000 | 60 | 103.5 | 29,700 | | _ | 9.600 | _ | | 29,400 | + | 137.0 | 29.100 | _ | - | 28,900 | 70 158.6 | - | | | | 72 179.7 | 28.100 | _ | 190.2 | 27.800 | - | - | 27.700 | 60 |
| 70 | | | | | | 20 | 32.5 | 24,600 | 35 | 54.3 | 24,800 |) 43 | 70.2 | 24,500 | 49 | 84.1 | 24,200 | 54 | 96.9 | 23,900 | 57 109 | 9.1 2 | 3,800 | 60 1 | - | 23,600 | 62 | 132.3 | 23,300 | - | | 23,100 | 66 154.5 | | _ | | | 69 176.2 | | _ | 186.8 | 21.900 | | 197.5 | | 70 |
| 80 | | | | | | | | | 19 | 34.2 | 20,400 | 33 | 57.3 | 20,400 | 41 | 74.0 | 20.100 | 47 | 88.5 | 19,800 | 51 10 | | - | _ | | | _ | 126.5 | 19,200 | - | | 18,900 | | | - | | | 65 171.9 | | - | 182.9 | , | - | | 17.700 | 80 |
| 90 | RA | ATINGS BELO | OW HEAV | VYLINE | ARF LIMIT | FD | | | | | | 20 | 38.1 | 17,600 | 32 | 61.4 | 17,300 | 40 | 78.6 | 17.000 | - | | 6.900 | | | | , | | 16,400 | _ | | 16,200 | | | | | 15.700 | _ | - | _ | 178.6 | | - | | 15.000 | 90 |
| 100 | | FACTORS 0 | | | | 5 | | | | | | | | | 19 | 39.7 | 14,800 | 31 | 64.2 | 14,500 | 38 82 | 2.1 14 | 4,400 | 43 | | | + | 111.6 | 13,900 | - | | 13,700 | 54 137.5 | | | | | 58 161.6 | | - | 173.3 | 12,600 | - | | 12,500 | 100 |
| 110 | | | | | | | | | | | | | | | | | | 18 | 41.3 | 12,600 | 29 66 | _ | 2,400 | | - | | + | | 11,900 | - | | - | 49 129.5 | + ' | - | | | 55 155.0 | | - | 167.1 | | + | | 10,500 | 110 |
| 120 | - | | | | | | | | | | | | | | | | | | | | 17 42 | | 0,800 | - | | | + | | 10,300 | _ | | 10,100 | 44 120.0 | - | | - | - | 51 147.2 | | | 160.0 | 9.000 | + | 172.4 | 8,900 | 120 |
| 130 | | | | | WARN | ING: | | | | | | | | | | | | | | | | | - | - | 44.2 | 9,250 | + | | 9,000 | _ | 91.7 | 8.750 | 39 108.6 | | | | | 46 138.3 | -, | | 151.9 | 7,600 | | | 7,550 | 130 |
| 140 | | | | | d with jib | | | ting must | t be re | g- | | + | | | | | | | | | 1-1- | | - | _ | | | - | 45.5 | 7.700 | 1000 | | 7,600 | 33 94.6 | _ | | - | - | 42 127.8 | |) 45 | | 6.500 | _ | | | |
| 150 | | duced t | to comp | ensate fo | or jib attac | hment w | eight. | | | | | | | | | | | | | | | | | | | | | | | 15 | - | 6,400 | | | _ | | | 37 115.4 | - | 0 40 | | 5,500 | 1 | | ., | 150 |
| 160 | | Jib | | | | | Τ | | | | | 1 | | | | | | | | | | + | - | | | | | | | 13 | 10.0 | 5,100 | 15 48.1 | 5,200 | | | -, | 31 100.2 | - | 36 | | 4,650 | + + | | | 160 |
| 170 | | Lengt | | 20 Ft. | 30 Ft. | 40 Ft. | 50 | Ft. | 60 Ft. | | | + | | | | | | | | | | | | + | | | | | | | | | 1 | 5,200 | | | | 24 80.6 | _ | 30 | | 3.950 | _ | 121.8 | - | 170 |
| 180 | | Dedu | uct | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | .,000 | 14 50.5 | - | 23 | | 3,300 | 1 | | | 180 |
| 190 | | Lbs. | | 1,500 | 1,500 | 2,000 | 2,5 | 500 | 3,000 | | | + | | | | | | | - | | 7 | | | | | | | | | | | | | | | _ | 4 | . 00.0 | 3,700 | _ | 51.7 | 2,750 | | | - | 190 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 31.7 | 2,700 | | 34.0 | 2,000 | 100 |

| | | | R | ATED CRAN | E LOAI | OS — OVER | REAR | WITHOUT | OUTRIG | GERS | | | |
|-------------|------------|-----------------|-----|-----------------|--------|-----------------|------|-----------------|--------|-----------------|-----|-----------------|-------------|
| Oper. | 50 | Ft. Boom | 60 | Ft. Boom | 70 | Ft. Boom | 80 | Ft. Boom | 90 | Ft. Boom | 100 | Ft. Boom | 0 per |
| Rad. Ft. | L ° | Ratings Lbs. | ے° | Ratings Lbs. | ۷° | Ratings Lbs. | Z° | Ratings Lbs. | ∠° | Ratings Lbs. | ۷° | Ratings Lbs. | Rad. Ft. |
| 12 | 82 | 96,700 | | | | | | | | | | | 12 |
| 13 | 81 | 88,000 | | | | | | | | | | | 13 |
| 15 | 78 | 74,400 | | | | | | | | | | | 15 |
| 17 | 76 | 64,300 | 78 | 63,900 | | | | | | | | | 17 |
| 20 | 72 | 53,300 | 75 | 52,900 | 78 | 52,500 | 79 | 52,100 | | | - | | 20 |
| 25 | 66 | 41,200 | 70 | 40,800 | 73 | 40,400 | 75 | 40,000 | 77 | 39,700 | 78 | 39,300 | 25 |
| 30 | 60 | 33,300 | 65 | 33,000 | 69 | 32,600 | 72 | 32,200 | 74 | 31,900 | 75 | 31,500 | 30 |
| 35 | 53 | 27,800 | 60 | 27,500 | 64 | 27,100 | 68 | 26,800 | 70 | 26,400 | 72 | 26,000 | 35 |
| 40 | 45 | 23,800 | _54 | 23,400 | 60 | 23,100 | 64 | 22,700 | 67 | 22,300 | 69 | 22,000 | 40 |
| 45 | 36 | 20,600 | 48 | 20,300 | 55 | 19,900 | 60 | 19,600 | 63 | 19,200 | 66 | 18,900 | 45 |

| MAXIMUM JIB | (24"W. x Crane si | 22"D.) R Ervice — | ATINGS F - LBS. | OR LIFTI | NG |
|--|----------------------------|----------------------|--------------------|---------------|---------------|
| Three-qua | rter inch d | lia. P&H T | ype 4 Wii | re Rope | |
| *Use two pa | rts of line | for loads | above 14 | ,500 Lbs. | |
| Offset Angle Jib to Boom Under Full Load | 20 Ft. Jib | 30 Ft. Jib | 40 Ft. Jib | 50 Ft. Jib | 60 Ft. Jib |
| 10° | 22,000* | 20,000* | 16,000* | 12,000 | 8,000 |
| 20° | 16,000* | 14,500 | 12,000 | 9,500 | 7,000 |
| 30° Max. | 13,000 | 11,000 | 8,500 | 7,000 | 6,000 |
| MAXIMUM JIB | RATINGS | FOR BUC | KET SERV | ICE — L | BS. |
| *Use three-qu | uarter inch or loads al | | | Wire Rop | е |
| 10° | 16,500* | 16,000* | 12,800 | 9,600 | 6,400 |
| 20° | 12,800 | 11,600 | 9,600 | 7,600 | 5,600 |
| 30° Max. | 10,400 | 8,800 | 6,800 | 5,600 | 4,800 |

NOTE: For loads of 88,000 lbs. or less, maximum swing area is 50 inches from longitudinal centerline of carrier at all operating radii with 125 P.S.I. tire pressure. For loads of 74,400 lbs. or less, maximum swing area is 50 inches from longitudinal centerline of carrier at all operating radii with 100 P.S.I. tire pressure.



MAIN HOIST DRUM RATED LOADS FOR SEVEN-EIGHTHS INCH DIA. P&H TYPE 4 WIRE ROPE Number of Parts of Main Hoist Reeving 1 2 3 4 5 6 7 8 9 10 Maximum Load - Lbs. 18,000 36,000 54,000 72,000 90,000 108,000 126,000 144,000 162,000 180,000

WARNING: READ FOR SAFETY

When three-quarter inch diameter P&H Type II Wire Rope (18 x 7 Non-Rotating Preformed Improved Plow Steel Wire Rope Fiber Core) is used for jib line, maximum lifted load including hook must not exceed 8,700 lbs. Do not use dead-end swivels on Non-Rotating Wire Rope.

Ratings shown are based on tire loadings and machine stability and do not exceed 85% of tipping load as determined by SAE J765. Ratings shown are based on machine counterweight of 26,000 lbs. and front bumper counterweight of 8,000 lbs. Standard boom hoist reeving is 10 part line. Gantry must be in raised position for all operating conditions. Refer to diagram for applicable restricted work area.

Low gear operation may be required when hoist or digging drum is operated on 6th or 7th layer of cable.

P&H Type 4 Wire Rope: 6 x 25 with Filler Wire, Preformed Improved Plow Steel Wire Rope, 7 x 7 l.W.R.C.

P&H Type 25 Wire Rope: 6 x 25 F I.W.R.C., Preformed Extra Improved Plow Steel Wire Rope (Filler Wire)

Machine must be on a firm level, supporting surface. All tires must be $14:00 \times 24 - 24$ ply inflated to: see chart. Load must be restrained from swinging during travel. Maximum approved travel speed: with lifted load is 1.5 M.P.H. Remove front bumper counterweight for travel speeds above 5 M.P.H. unless equipped with boom folding kit. Maximum approved tire pressure for highway travel is 100 P.S.I.

With boom folding kit, a maximum length of $110 \, \text{ft.}$ can be folded — $45 \, \text{ft.}$ Under $65 \, \text{ft.}$ a $100 \, \text{ft.}$ boom can be folded — $45 \, \text{ft.}$ Under $55 \, \text{ft.}$ "Travel" approved with gantry in the first raised position only and $8,000 \, \text{lbs.}$ front bumper counterweight.

Locate jib backstay anchor as follows: 50 ft. to 90 ft. boom — at base of boom tip section: 100 ft. to 180 ft. boom — at top of second insert below boom tip section.

Maximum boom length on which a jib can be mounted is 180 ft. Maximum boom and jib length to lift off ground, over side, is 160 ft. plus 60 ft. Any combination greater than 160 ft. plus 60 ft. must be lifted over rear.

| 32 | R | 65 | - |
|----|---|----|---|
| | | | |

| | | | | | - |
|-----------------------|-----------------------|----------------------|-----------------------|-----------------------|----------------------|
| RECO | MMENDED | WIRE ROPE | LENGTH FO | R DRUMS - | - FT. |
| Boom Length Ft. | Main Hoist Drum | Jib Hoist Drum | Boom Length Ft. | Main Hoist Drum | Jib Hoist Drum |
| 50 | 620 | 305 | 130 | 555 | 545 |
| 60 | 535 | 335 | 140 | 595 | 575 |
| 70 | 615 | 365 | 150 | 635 | 605 |
| 80 | 610 | 395 | 160 | 675 | 635 |
| 90 | 680 | 425 | 170 | 540 | 665 |
| 100 | 645 | 455 | 180 | 570 | 695 |
| 110 | 590 | 485 | 190 | 600 | A |
| 120 | 640 | 515 | 200 | 630 | _ |

| Boom Length Ft. | INSERT ARRANGEMENT* For 62" Wide x 62" Deep Boom Only |
|-----------------------|---|
| 90 | BASE — A — C — TIP |
| 100 | BASE — C — B — TIP |
| 110 | BASE — A — C — B — TIP |
| 120 | BASE — D — B — TIP |
| 130 | BASE — C — D — TIP |
| 140 | BASE — A — C — D — TIP |
| 150 | BASE — B — C — D — TIP |
| 160 | BASE — A — B — C — D — TIP |
| 170 | BASE — B — D — D — TIP |
| 180 | BASE - C - D - D - TIP |
| 190 | BASE - D - A - C - D - TIP |
| 200 | BASE — B — C — D — TIP |
| | TION IS 25 FT.; TIP SECTION IS 25 FT. A = 10 FT.; B = 20 FT.; C = 30 FT.; D = 50 FT. |

*ONE SPECIFIED INSERT MAY BE REPLACED BY TWO SHORTER INSERTS WITHOUT REDUCING RATINGS