## ATIS54.0



Truck Mounted Hydraulic Crane


Note: ( ) Reference dimensions in mm

## ATS 5402 WHEEL STEERING

Curb Clearance . . . . . . . . . . 49' 3" (15 012 mm)
Clearance Radius . . . . . . . . . . 43' 11" (16 434 mm)

ATS 5404 WHEEL STEERING
Curb Clearance . . . . . . . . . . $35^{\prime} 3^{\prime \prime}$ ( 10744 mm)
Clearance Radius . . . . . . . . . 40' (12 192 mm)

Working range




DIMENSIONS ARE FOR LARGEST GROVE FURNISHED HOOK BLOCK AND HEADACHE BALL, WITH ANTI-TWO BLOCK ACTIVATED.

## Superstructure specifications

## Boom

37 ft . - 90 ft . ( $11.2 \mathrm{~m}-27.4 \mathrm{~m}$ ) three-section, full power boom. Maximum tip height: 98 ft . ( 29.8 m ).

## *Optional Boom

37 ft . 115 ft . (11.2 m-35 m) four-section, full power boom. Maximum tip height: 123 ft . ( 37.5 m ).

## Folding Swingaway Extension

30 ft . - 54 ft . ( $9.1 \mathrm{~m}-16.4 \mathrm{~m}$ ) folding lattice swingaw ay extension offsettable at $0^{\circ}, 25^{\circ}$ and $45^{\circ}$. Stows alongside base boom section.
Maximum tip height: 152 ft . ( 46.4 m ) standard boom, 177 ft . ( 53.9 m ) optional boom.

## *Optional Folding Swingaway Extension

30 ft . ( 9.1 m ) lattice swingaw ay boom extension offsettable at $0^{\circ}, 25^{\circ}$ and $45^{\circ}$. Stows alongside base boom section.
Maximum tip height: 128 ft . ( 39.2 m ) standard boom, 153 ft . ( 46.7 m ) optional boom.

## Boom Nose

Four nylatron sheaves mounted on heavy duty tapered roller bearings with removable pin-type rope guards. Quick reeve boom nose.*Optional removable auxiliary boom nose with removable pin type rope guard, required for 40 ton capacity with 5:1 safety factor for hoist cable.

## Boom Elevation

One double acting hydraulic cylinder with integral holding valve provides elevation from $-3^{\circ}$ to $80^{\circ}$.

## Load Moment

\& Anti-Two Block System
A load moment and anti-two block system with audio-visual warning, control lever lockout, and graphic display. These systems provide electronic display of boom angle, length, radius, tip height, relative load moment, maximum permissible load, and warning of impending two-block conditions.

## Cab

Full vision, galvannealed, steel fabricated with accoustical lining and tinted safety glass throughout. Deluxe seat incorporates armrest mounted single axis, electronic controls. Dash panel incorporates gauges for all engine functions. Other standard features include: sliding side and rear windows, variable speed electric windshield washer-wiper, circulating air fan, hot water heater, sliding skylight with two speed electric skylight wiper, swing horn, fire extinguisher, cab mounted work lights, one cell phone power outlet, seat belt, and hoist mirror.

## Swing

Planetary swing with foot applied multi-disc wet brake.
Spring applied, hydraulically released parking brake, plunger type, mechanical house lock, and $360^{\circ}$ house lock, all operated from the cab.
Maximum speed: 3.0 RPM (no load).

## Counterweight

One hydraulically removable section @ 2,000 Ibs. ( 907 kg ) as standard equipment pinned to turntable. *Additional optional 2,000 lbs. slabs may be added to provide a total of $4,000 \mathrm{lbs}$. ( 1814 kg ) or 6,000 lbs . ( 2722 kg ).

## Hydraulic System

One axial piston variable displacement pump and 2 single section gear pumps with a combined output of 110 G.P.M. (416 lpm) driven by tw o carrier engine mounted P.T.O's. Electric pump disconnect for travel.
Return line type filter with full flow by-pass protection and service indicator. Replaceable cartridge with micron filtration rating of $3 / 5 / 10$. Reservoir capacity: 111 gal. ( 420 L ).
Remote-mounted oil cooler with thermostatically controlled electric motor driven fan.

## Hoist Specifications

Main and *Auxiliary Hoist - HO20A-23G
Planetary reduction with automatic spring applied mulit-disc brake. Variable speed, up and down. Grooved drum with integral electronic hoist drum rotation indicator.
Maximum Single Line Speed:

| (1st Layer) | $309 \mathrm{FPM}(94 \mathrm{~m} / \mathrm{min})$ |
| :--- | :--- |
| (2nd Layer) | $336 \mathrm{FPM}(102 \mathrm{~m} / \mathrm{min})$ |
| (3rd Layer) | $363 \mathrm{FPM}(111 \mathrm{~m} / \mathrm{min})$ |
| (4th Layer) | $390 \mathrm{FPM}(119 \mathrm{~m} / \mathrm{min})$ |
| Maximum Single Line Pull: |  |
| (1st Layer) | 11,819 lbs. ( 5361 kg ) |
| (2nd Layer) | $10,871 \mathrm{lbs} .(4931 \mathrm{~kg})$ |
| (3rd Layer) | $10,064 \mathrm{lbs} .(4565 \mathrm{~kg})$ |
| (4th Layer) | $9,369 \mathrm{lbs} .(4250 \mathrm{~kg})$ |

Maximum Single Line Pull:
9,080 lbs. ( 4119 kg ) with 5:1 safety factor
Wire rope: $5 / 8 \mathrm{in}$. $(16 \mathrm{~mm}) \times 500 \mathrm{ft}$. $(152 \mathrm{~m}) 18 \times 19$
Maximum rope stow age: 530 ft . ( 161.5 m )

## Carrier specifications - ATS $6 \times 6 \times 6$

## Chassis

Box section frame fabricated from high strength alloy steel. Integral outrigger housings and front/rear tow ing and tie down lugs.

## Outrigger System

Hydraulic single-stage, double box beam outriggers with front stabilizer and inverted jack design; equipped with integral holding valves. Three position with fully extended, intermediate ( $50 \%$ ) extended and fully retracted settings. 24 " ( 610 mm ) round cast aluminum pads, stowed on carrier. Front pad 16.5" ( 406 mm ) square cast aluminum.

## Outrigger Controls

Located in the superstructure cab on the left side (umbilical design), requires tw o hand operation. Crane level indicator (sight bubble) on right side console.
*Optional remote outrigger controls with level indicator on left and right side of carrier.

## Engine

Caterpillar 3126 HEUI, six cylinder, turbocharged and after cooled diesel, 439 cu. in. (7.19 L) 300 bhp (224 kW) (gross) @ 2,200 RPM.
Maximum torque: 800 ft . Ibs. ( 1085 Nm ) @ 1,400 RPM.

## Fuel Tank Capacity

60 gallons ( 227 L ).

## Electrical System

Two 12 V low maintenance batteries. 24 V system with 12 V headlights. Battery disconnect in battery box compartment.

## Drive

$6 \times 6 \times 6$.

## Steering

Front axles, mechanical with hydraulic power assist controlled by steering wheel.

## Transmission

Allison automatic 6 speeds forw ard and 1 reverse with P.T.O.

## Transfer Case

Meritor single speed with front axle disconnect.

## Axles

Front: (1) Meritor, planetary steering axle, 84.3 in. track.
Capacity: 22,000 lbs. Cross axle lock, standard.
Rear: (2) Meritor, planetary steering axles, 84.3 in. track.
Capacity: 44,000 Ibs. Cross axle locks, standard.

## Brakes

Wedge brakes on all wheels, dual line air system operating on all wheels. Spring-applied, air released parking brake acting on rear axles. Air dryer standard.

## Tires

(6) 17.5R25 Michelin XHC radial tubeless singles front and rear.

## Suspension

Front: $\quad$ Spring mounted single axle with shock absorbers.
Rear: Equalizing beam.

## Lights

Full carrier lighting package including front/mid/rear turn indicators, head and tail lights, brake and hazard w arning lights, daytime running lights.

## Cab

One man design, galvannealed steel fabricated with aluminum outer shell cab door, accoustical lining and tinted safety glass throughout. Deluxe fabric covered, fully adjustable air ride seat with armrests. Complete driving controls and engine instrumentation including tilt telescope steering wheel, tachometer, speedometer, voltmeter, engine water temp., engine oil pressure, fuel level, dual air pressure gauges with A/V warning, engine high temp./low oil pressure A/V warning, rear steer controls. Other standard items include hot water heater/defroster, electric variable speed windshield washer and wiper, electric door window, fire extinguisher, seat belt, door and window locks, and two power outlets for cell phone or fax machine.

## Maximum Speed 52 MPH ( 84 kph ).

## Gradeability (Theoretical)

$40 \%$ (Based on $62,000 \mathrm{lbs}$. [28 123 kg GVW).

## Gross Vehicle Weight

Basic unit 57,500 lbs. ( 26082 kg ).

## Miscellaneous Standard Equipment

Full width aluminum fenders with dual electric, remote controlled, heated, rear view mirrors, electronic back-up alarm, aluminum sling/tool box, fiberglass engine hood, electric controlled pump disconnect, permanently lubricated drivelines, tire inflation kit, battery disconnect, air cleaner restriction indicator, block and ball stowage, chrome muffler stack.

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## Weights



| ALLOWABLE TRAVEL WEIGHTS | FRONT 22,000 lbs. (9979 kg) | $\begin{gathered} \text { REAR } \\ 43,650 \mathrm{lbs} .(19800 \mathrm{~kg}) \end{gathered}$ | GROSS $\text { 65,650 lbs. (29 } 779 \text { kg) }$ |
| :---: | :---: | :---: | :---: |
| BASE MACHINE WITH 90 FT. BOOM, W/O CWT. | FRONT 19,291 lbs. ( 8750 kg ) | REAR <br> $33,378 \mathrm{lbs} .(15140 \mathrm{~kg})$ | GROSS <br> 52,669 lbs. (23 891 kg ) |
| SUBSTITUTE: 115 FOOT 4 SECTION BOOM | 2,169 lbs. (984 kg) | 1,048 lbs. (475 kg) | 3,217 lbs. (1459 kg) |
| 30-54 FT. FOLDING S/A, INCLUDES BRACKETS | 1,817 lbs. (824 kg) | $584 \mathrm{lbs}$. ( 265 kg ) | 2,401 lbs. (1089 kg) |
| 45 TON HOOKBLOCK TIED AT BUMPER | $886 \mathrm{lbs} .(402 \mathrm{~kg}$ ) | -267 lbs. (-121 kg) | 619 lbs . (281 kg) |
| 22 TON HOOKBLOCK STOWED ON DECK | $415 \mathrm{lbs} .(188 \mathrm{~kg})$ | $145 \mathrm{lbs} .(66 \mathrm{~kg}$ ) | $560 \mathrm{lbs} .(254 \mathrm{~kg}$ ) |
| 7.5 TON HEADACHE BALL STOWED ON DECK | 232 lbs . (105 kg) | $106 \mathrm{lbs} .(48 \mathrm{~kg}$ ) | 338 lbs . (153 kg) |
| AUX. BOOM NOSE | $192 \mathrm{lbs} .(87 \mathrm{~kg})$ | -65 lbs. (-29 kg) | $127 \mathrm{lbs} .(58 \mathrm{~kg})$ |
| AUX. HOIST W/CABLE | -140 lbs. (-64 kg) | $504 \mathrm{lbs} .(229 \mathrm{~kg}$ ) | $364 \mathrm{lbs} .(165 \mathrm{~kg}$ ) |
| TOW CABLE (STD.) | $24 \mathrm{lbs} .(11 \mathrm{~kg}$ ) | $-4 \mathrm{lbs} .(-2 \mathrm{~kg})$ | $20 \mathrm{lbs} .(9 \mathrm{~kg}$ ) |
| 200 LB. DRIVER IN CARRIER CAB | $233 \mathrm{lbs} .(106 \mathrm{~kg}$ ) | -33 lbs. (-15 kg) | 200 lbs . 91 kg ) |
| AIR CONDITIONING - S/S CAB | -2 lbs. (-1 kg) | 287 lbs . (130 kg) | 285 lbs . (129 kg) |
| AIR CONDITIONING - CARRIER CAB | $99 \mathrm{lbs}.(45 \mathrm{~kg})$ | $-11 \mathrm{lbs} .(-5 \mathrm{~kg})$ | $88 \mathrm{lbs} .(40 \mathrm{~kg}$ ) |
| 2,000 LB. CWT. ON S/S | -715 lbs. (-324 kg) | 2,715 lbs. (1231 kg) | 2,000 lbs. (907 kg) |
| 2,000 LB. CWT. ON CARRIER | 1,005 lbs. (456 kg) | 995 lbs . (451 kg) | 2,000 lbs. (907 kg) |
| 4,000 LB. CWT. ON CARRIER | 2,009 lbs. (911 kg) | 1,991 lbs. (903 kg) | 4,000 lbs. (1814 kg) |
| 4,000 LB. CWT. ON S/S | $-1,429 \mathrm{lbs} .(-648 \mathrm{~kg})$ | 5,429 lbs. (2463 kg) | $4,000 \mathrm{lbs} .(1815 \mathrm{~kg})$ |
| 6,000 LB. CWT. ON CARRIER | 3,014 lbs. (1367 kg) | 2,986 lbs. (1354 kg) | 6,000 lbs. (2721 kg) |
| 6,000 LB. CWT. ON S/S | -2,144 lbs. (-973 kg) | 8,144 lbs. (3694 kg) | 6,000 lbs. (2721 kg) |




NOTE: ( ) Boom angles are in degrees.
*This capacity is based on maximum boom angle.
+9 parts line required to lift this capacity (using auxiliary boom nose).


NOTE: ( ) Reference radii in feet.
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NOTE: ( ) Boom angles are in degrees.
*This capacity is based on maximum boom angle.
+9 parts line required to lift this capacity (using auxiliary boom nose).


NOTE: ( ) Reference radii in feet.


| Feet | 37 | 45 | 55 | 65 | 75 | 85 | 90 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 10 | $\begin{gathered} +80,000 \\ (68.5) \end{gathered}$ | $\begin{aligned} & 64,650 \\ & (72.5) \end{aligned}$ | $\begin{aligned} & 55,500 \\ & (76.5) \end{aligned}$ | $\begin{gathered} 47,150 \\ (79) \end{gathered}$ |  |  |  |
| 12 | $\begin{gathered} 59,150 \\ (65) \end{gathered}$ | $\begin{gathered} 58,350 \\ (70) \end{gathered}$ | $\begin{gathered} 50,500 \\ (74) \end{gathered}$ | $\begin{gathered} 42,550 \\ (77.5) \end{gathered}$ | $\begin{gathered} \text { *39,700 } \\ (80) \end{gathered}$ |  |  |
| 15 | $\begin{gathered} 47,250 \\ (59.5) \end{gathered}$ | $\begin{aligned} & 47,250 \\ & (65.5) \end{aligned}$ | $\begin{gathered} 43,450 \\ (71) \end{gathered}$ | $\begin{aligned} & 37,100 \\ & (74.5) \end{aligned}$ | $\begin{gathered} 34,600 \\ (77) \end{gathered}$ | $\begin{gathered} \text { *29,000 } \\ (80) \end{gathered}$ | $\begin{gathered} \text { *23,500 } \\ (80) \end{gathered}$ |
| 20 | $\begin{gathered} 33,200 \\ (50) \end{gathered}$ | $\begin{gathered} 33,200 \\ (58) \end{gathered}$ | $\begin{gathered} 33,200 \\ (65) \end{gathered}$ | $\begin{gathered} 30,400 \\ (70) \end{gathered}$ | $\begin{gathered} 28,400 \\ (73) \end{gathered}$ | $\begin{gathered} 26,850 \\ (76) \end{gathered}$ | $\begin{gathered} 23,500 \\ (77) \end{gathered}$ |
| 25 | $\begin{gathered} 24,100 \\ (38) \\ \hline \end{gathered}$ | $\begin{gathered} 24,100 \\ (50) \end{gathered}$ | $\begin{gathered} 24,100 \\ (59) \end{gathered}$ | $\begin{gathered} 24,100 \\ (65) \end{gathered}$ | $\begin{gathered} 23,950 \\ (69) \end{gathered}$ | $\begin{gathered} 22,650 \\ (72.5) \end{gathered}$ | $\begin{gathered} 20,400 \\ (74) \end{gathered}$ |
| 30 | $\begin{aligned} & 18,150 \\ & (19.5) \end{aligned}$ | $\begin{aligned} & 18,300 \\ & (40.5) \\ & \hline \end{aligned}$ | $\begin{aligned} & 18,300 \\ & (52.5) \\ & \hline \end{aligned}$ | $\begin{aligned} & 18,300 \\ & (59.5) \end{aligned}$ | $\begin{gathered} 18,300 \\ (65) \\ \hline \end{gathered}$ | $\begin{aligned} & 18,300 \\ & (68.5) \end{aligned}$ | $\begin{aligned} & 17,500 \\ & (70.5) \end{aligned}$ |
| 35 |  | $\begin{aligned} & 14,050 \\ & (27.5) \end{aligned}$ | $\begin{gathered} 14,400 \\ (45) \end{gathered}$ | $\begin{gathered} 14,650 \\ (54) \end{gathered}$ | $\begin{aligned} & 14,850 \\ & (60.5) \end{aligned}$ | $\begin{gathered} 14,900 \\ (65) \\ \hline \end{gathered}$ | $\begin{gathered} 14,900 \\ (67) \\ \hline \end{gathered}$ |
| 40 |  |  | $\begin{aligned} & 11,250 \\ & (36.5) \end{aligned}$ | $\begin{aligned} & 11,600 \\ & (48.5) \end{aligned}$ | $\begin{aligned} & 11,800 \\ & (55.5) \end{aligned}$ | $\begin{gathered} 12,000 \\ (61) \end{gathered}$ | $\begin{gathered} 12,150 \\ (63) \end{gathered}$ |
| 45 |  |  | $\begin{gathered} 8,990 \\ (25) \end{gathered}$ | $\begin{aligned} & 9,290 \\ & (41.5) \end{aligned}$ | $\begin{aligned} & 9,590 \\ & (50.5) \end{aligned}$ | $\begin{aligned} & 9,790 \\ & (57) \end{aligned}$ | $\begin{array}{r} 9,910 \\ (59.5) \end{array}$ |
| 50 |  |  |  | $\begin{gathered} 7,530 \\ (34) \end{gathered}$ | $\begin{gathered} 7,820 \\ (45) \end{gathered}$ | $\begin{aligned} & 8,080 \\ & (52.5) \end{aligned}$ | $\begin{aligned} & 8,180 \\ & (55.5) \end{aligned}$ |
| 55 |  |  |  | $\begin{aligned} & 6,150 \\ & (23.5) \end{aligned}$ | $\begin{gathered} 6,420 \\ (39) \end{gathered}$ | $\begin{aligned} & 6,690 \\ & (48) \end{aligned}$ | $\begin{aligned} & 6,820 \\ & (51) \end{aligned}$ |
| 60 |  |  |  |  | $\begin{gathered} 5,290 \\ (32) \end{gathered}$ | $\begin{gathered} 5,560 \\ (43) \end{gathered}$ | $\begin{aligned} & 5,670 \\ & (46.5) \end{aligned}$ |
| 65 |  |  |  |  | $\begin{gathered} 4,370 \\ (22) \end{gathered}$ | $\begin{gathered} 4,620 \\ (37) \end{gathered}$ | $\begin{gathered} 4,720 \\ (42) \end{gathered}$ |
| 70 |  |  |  |  |  | $\begin{aligned} & 3,840 \\ & (30.5) \end{aligned}$ | $\begin{gathered} 3,930 \\ (36) \end{gathered}$ |
| 75 |  |  |  |  |  | $\begin{aligned} & 3,170 \\ & (21.5) \end{aligned}$ | $\begin{array}{r} 3,250 \\ (29.5) \end{array}$ |
| 80 |  |  |  |  |  |  | $\begin{gathered} 2,670 \\ (21) \end{gathered}$ |
| Min. boom angle (deg.) for indicated length (no load) |  |  |  |  |  |  | 0 |
| Max. boom length (ft.) at $\mathbf{0}$ degree boom angle (no load) |  |  |  |  |  |  | 90 |

NOTE: ( ) Boom angles are in degrees.
+9 parts line required to lift this capacity (using auxiliary boom nose).


NOTE: ( ) Reference radii in feet.



NOTE: ( ) Boom angles are in degrees.
+9 parts line required to lift this capacity (using auxiliary boom nose).


NOTE: ( ) Reference radii in feet.
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| 30 FT LENGTH |  |  |  | 54 FT LENGTH |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Feet | $\begin{gathered} 0^{\circ} \\ \text { OFFSET } \end{gathered}$ | $\begin{gathered} 25^{\circ} \\ \text { OFFSET } \end{gathered}$ | $\begin{gathered} 45^{\circ} \\ \text { OFFSET } \end{gathered}$ | $\begin{gathered} 0^{\circ} \\ \text { OFFSET } \end{gathered}$ | $\begin{gathered} 25^{\circ} \\ \text { OFFSET } \end{gathered}$ | $\begin{gathered} 45^{\circ} \\ \text { OFFSET } \end{gathered}$ |
| 20 | $\begin{gathered} \text { *14,000 } \\ (80) \end{gathered}$ |  |  |  |  |  |
| 25 | $\begin{gathered} 14,000 \\ (79) \end{gathered}$ |  |  |  |  |  |
| 30 | $\begin{aligned} & 14,000 \\ & (76.5) \end{aligned}$ | $\begin{gathered} \text { *9,280 } \\ (80) \end{gathered}$ |  | $\begin{gathered} * 7,500 \\ (80) \end{gathered}$ |  |  |
| 35 | $\begin{gathered} 13,200 \\ (74) \end{gathered}$ | $\begin{gathered} 8,820 \\ (79) \end{gathered}$ | $\begin{gathered} * 4,690 \\ (80) \end{gathered}$ | $\begin{aligned} & 7,500 \\ & (78.5) \end{aligned}$ |  |  |
| 40 | $\begin{gathered} 11,950 \\ (71) \end{gathered}$ | $\begin{aligned} & 8,380 \\ & (76.5) \end{aligned}$ | $\begin{aligned} & 4,590 \\ & (78.5) \end{aligned}$ | $\begin{aligned} & 7,500 \\ & (76.5) \end{aligned}$ |  |  |
| 45 | $\begin{aligned} & 10,550 \\ & (68.5) \end{aligned}$ | $\begin{aligned} & 7,990 \\ & (73.5) \end{aligned}$ | $\begin{gathered} 4,500 \\ (76) \end{gathered}$ | $\begin{aligned} & 7,500 \\ & (74.5) \end{aligned}$ |  |  |
| 50 | $\begin{gathered} 9,350 \\ (66) \end{gathered}$ | $\begin{gathered} 7,640 \\ (71) \end{gathered}$ | $\begin{gathered} 4,420 \\ (73) \end{gathered}$ | $\begin{gathered} 7,030 \\ (72) \end{gathered}$ | $\begin{gathered} * 4,300 \\ (80) \end{gathered}$ |  |
| 55 | $\begin{gathered} 8,410 \\ (63) \\ \hline \end{gathered}$ | $\begin{gathered} 7,330 \\ (68) \end{gathered}$ | $\begin{gathered} 4,350 \\ (70) \end{gathered}$ | $\begin{gathered} 6,470 \\ (70) \end{gathered}$ | $\begin{aligned} & 4,090 \\ & (77.5) \end{aligned}$ |  |
| 60 | $\begin{aligned} & 7,230 \\ & (60.5) \end{aligned}$ | $\begin{array}{r} 7,050 \\ (65.5) \\ \hline \end{array}$ | $\begin{gathered} 4,280 \\ (67) \end{gathered}$ | $\begin{aligned} & 5,980 \\ & (67.5) \end{aligned}$ | $\begin{aligned} & 3,890 \\ & (75.5) \end{aligned}$ | $\begin{gathered} \text { *2,310 } \\ (80) \end{gathered}$ |
| 65 | $\begin{aligned} & 6,220 \\ & (57.5) \end{aligned}$ | $\begin{aligned} & 6,750 \\ & (62.5) \end{aligned}$ | $\begin{gathered} 4,220 \\ (64) \end{gathered}$ | $\begin{aligned} & 5,550 \\ & (65.5) \end{aligned}$ | $\begin{gathered} 3,710 \\ (73) \end{gathered}$ | $\begin{aligned} & 2,240 \\ & (77.5) \end{aligned}$ |
| 70 | $\begin{aligned} & 5,370 \\ & (54.5) \end{aligned}$ | $\begin{gathered} 5,960 \\ (59) \end{gathered}$ | $\begin{gathered} 4,170 \\ (61) \end{gathered}$ | $\begin{gathered} 5,170 \\ (63) \end{gathered}$ | $\begin{gathered} 3,550 \\ (71) \end{gathered}$ | $\begin{gathered} 2,170 \\ (75) \end{gathered}$ |
| 75 | $\begin{gathered} 4,650 \\ (51) \end{gathered}$ | $\begin{gathered} 5,150 \\ (56) \end{gathered}$ | $\begin{aligned} & 4,130 \\ & (57.5) \end{aligned}$ | $\begin{gathered} 4,830 \\ (61) \end{gathered}$ | $\begin{aligned} & 3,400 \\ & (68.5) \end{aligned}$ | $\begin{aligned} & 2,110 \\ & (72.5) \end{aligned}$ |
| 80 | $\begin{aligned} & 4,030 \\ & (48) \end{aligned}$ | $\begin{array}{r} 4,450 \\ (52.5) \end{array}$ | $\begin{gathered} 4,100 \\ (54) \\ \hline \end{gathered}$ | $\begin{array}{r} 4,530 \\ (58.5) \\ \hline \end{array}$ | $\begin{gathered} 3,270 \\ (66) \end{gathered}$ | $\begin{array}{r} 2,060 \\ (69.5) \end{array}$ |
| 85 | $\begin{gathered} 3,490 \\ (44) \end{gathered}$ | $\begin{gathered} 3,840 \\ (49) \end{gathered}$ | $\begin{gathered} \hline 3,970 \\ (50) \end{gathered}$ | $\begin{gathered} \hline 3,970 \\ (56) \end{gathered}$ | $\begin{aligned} & 3,140 \\ & (63.5) \end{aligned}$ | $\begin{gathered} 2,010 \\ (67) \end{gathered}$ |
| 90 | $\begin{aligned} & 3,010 \\ & (40.5) \end{aligned}$ | $\begin{gathered} 3,340 \\ (45) \end{gathered}$ |  | $\begin{gathered} 3,460 \\ (53) \end{gathered}$ | $\begin{aligned} & 3,030 \\ & (60.5) \end{aligned}$ | $\begin{aligned} & 1,970 \\ & (64) \end{aligned}$ |
| 95 | $\begin{aligned} & 2,580 \\ & (36) \end{aligned}$ | $\begin{aligned} & 2,890 \\ & (40.5) \end{aligned}$ |  | $\begin{aligned} & 3,020 \\ & (50.5) \end{aligned}$ | $\begin{aligned} & 2,930 \\ & (58) \end{aligned}$ | $\begin{gathered} 1,940 \\ (61) \end{gathered}$ |
| 100 | $\begin{array}{r} 2,200 \\ (31.5) \end{array}$ | $\begin{array}{r} 2,480 \\ (35.5) \end{array}$ |  | $\begin{aligned} & 2,620 \\ & (47.5) \end{aligned}$ | $\begin{aligned} & 2,800 \\ & (55) \end{aligned}$ | $\begin{array}{r} 1,920 \\ (57.5) \end{array}$ |
| 105 | $\begin{aligned} & 1,860 \\ & (25.5) \end{aligned}$ |  |  | $\begin{aligned} & 2,260 \\ & (44.5) \end{aligned}$ | $\begin{array}{r} 2,600 \\ (51.5) \\ \hline \end{array}$ | $\begin{gathered} 1,900 \\ (54) \\ \hline \end{gathered}$ |
| 110 | $\begin{aligned} & 1,550 \\ & (17.5) \end{aligned}$ |  |  | $\begin{aligned} & 1,930 \\ & (41.5) \end{aligned}$ | $\begin{aligned} & 2,330 \\ & (48.5) \end{aligned}$ |  |
| 115 |  |  |  | $\begin{aligned} & 1,660 \\ & (37.5) \end{aligned}$ | $\begin{aligned} & 2,000 \\ & (44.5) \end{aligned}$ |  |
| 120 |  |  |  | $\begin{aligned} & 1,430 \\ & (34) \end{aligned}$ | $\begin{aligned} & 1,690 \\ & (40.5) \end{aligned}$ |  |
| 125 |  |  |  | $\begin{aligned} & 1,200 \\ & (29.5) \end{aligned}$ | $\begin{aligned} & 1,420 \\ & (35.5) \end{aligned}$ |  |

No Load Stability Data

| Minimum boom angle (deg.) <br> for indicated length | 0 | 25 | 45 | 11 | 25 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Maximum boom length (ft.) <br> at 0 deg. boom angle | 90 |  | 85 |  |  |

NOTE: () Boom angles are in degrees.
*This capacity is based on maximum boom angle.


| 30 FT LENGTH |  |  |  | 54 FT LENGTH |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Feet | $\begin{gathered} 0^{\circ} \\ \text { OFFSET } \end{gathered}$ | $\begin{gathered} 25^{\circ} \\ \text { OFFSET } \end{gathered}$ | $\begin{gathered} 45^{\circ} \\ \text { OFFSET } \end{gathered}$ | $\begin{gathered} 0^{\circ} \\ \text { OFFSET } \end{gathered}$ | $\begin{gathered} 25^{\circ} \\ \text { OFFSET } \end{gathered}$ | $\begin{gathered} 45^{\circ} \\ \text { OFFSET } \end{gathered}$ |
| 20 | $\begin{gathered} \text { *14,000 } \\ (80) \end{gathered}$ |  |  |  |  |  |
| 25 | $\begin{gathered} 14,000 \\ (79) \end{gathered}$ |  |  |  |  |  |
| 30 | $\begin{aligned} & 14,000 \\ & (76.5) \end{aligned}$ | $\begin{gathered} \text { *9,280 } \\ (80) \end{gathered}$ |  | $\begin{gathered} * 7,500 \\ (80) \end{gathered}$ |  |  |
| 35 | $\begin{gathered} 13,200 \\ (74) \end{gathered}$ | $\begin{gathered} 8,820 \\ (79) \end{gathered}$ | $\begin{gathered} \text { *4,690 } \\ (80) \end{gathered}$ | $\begin{aligned} & 7,500 \\ & (78.5) \end{aligned}$ |  |  |
| 40 | $\begin{gathered} 11,950 \\ (71) \end{gathered}$ | $\begin{aligned} & 8,380 \\ & (76.5) \end{aligned}$ | $\begin{aligned} & 4,590 \\ & (78.5) \end{aligned}$ | $\begin{aligned} & 7,500 \\ & (76.5) \end{aligned}$ |  |  |
| 45 | $\begin{aligned} & 10,550 \\ & (68.5) \\ & \hline \end{aligned}$ | $\begin{aligned} & 7,990 \\ & (73.5) \end{aligned}$ | $\begin{aligned} & 4,500 \\ & (76) \end{aligned}$ | $\begin{aligned} & 7,500 \\ & (74.5) \end{aligned}$ |  |  |
| 50 | $\begin{gathered} \hline 8,690 \\ (66) \end{gathered}$ | $\begin{gathered} 7,640 \\ (71) \end{gathered}$ | $\begin{gathered} 4,420 \\ (73) \end{gathered}$ | $\begin{gathered} 7,030 \\ (72) \end{gathered}$ | $\begin{gathered} * 4,300 \\ (80) \end{gathered}$ |  |
| 55 | $\begin{gathered} 7,230 \\ (63) \end{gathered}$ | $\begin{gathered} 7,330 \\ (68) \\ \hline \end{gathered}$ | $\begin{gathered} 4,350 \\ (70) \end{gathered}$ | $\begin{gathered} \text { 6,470 } \\ (70) \end{gathered}$ | $\begin{aligned} & 4,090 \\ & (77.5) \end{aligned}$ |  |
| 60 | $\begin{aligned} & 6,060 \\ & (60.5) \end{aligned}$ | $\begin{aligned} & \hline 6,850 \\ & (65.5) \end{aligned}$ | $\begin{aligned} & 4,280 \\ & (67) \end{aligned}$ | $\begin{aligned} & 5,980 \\ & (67.5) \end{aligned}$ | $\begin{aligned} & 3,890 \\ & (75.5) \end{aligned}$ | $\begin{gathered} \text { *2,310 } \\ (80) \end{gathered}$ |
| 65 | $\begin{aligned} & 5,100 \\ & (57.5) \end{aligned}$ | $\begin{aligned} & 5,810 \\ & (62.5) \end{aligned}$ | $\begin{gathered} 4,220 \\ (64) \end{gathered}$ | $\begin{array}{r} 5,550 \\ (65.5) \\ \hline \end{array}$ | $\begin{gathered} 3,710 \\ (73) \end{gathered}$ | $\begin{aligned} & 2,240 \\ & (77.5) \end{aligned}$ |
| 70 | $\begin{aligned} & 4,300 \\ & (54.5) \end{aligned}$ | $\begin{gathered} 4,940 \\ (59) \end{gathered}$ | $\begin{aligned} & 4,170 \\ & (61) \end{aligned}$ | $\begin{gathered} 4,880 \\ (63) \end{gathered}$ | $\begin{gathered} 3,550 \\ (71) \end{gathered}$ | $\begin{gathered} 2,170 \\ (75) \end{gathered}$ |
| 75 | $\begin{gathered} 3,620 \\ (51) \end{gathered}$ | $\begin{gathered} 4,210 \\ (56) \end{gathered}$ | $\begin{array}{r} 4,130 \\ (57.5) \\ \hline \end{array}$ | $\begin{gathered} 4,190 \\ (61) \end{gathered}$ | $\begin{aligned} & 3,400 \\ & (68.5) \end{aligned}$ | $\begin{aligned} & 2,110 \\ & (72.5) \end{aligned}$ |
| 80 | $\begin{gathered} 3,050 \\ (48) \end{gathered}$ | $\begin{aligned} & 3,580 \\ & (52.5) \end{aligned}$ | $\begin{aligned} & \hline 3,600 \\ & (54) \end{aligned}$ | $\begin{aligned} & 3,610 \\ & (58.5) \end{aligned}$ | $\begin{gathered} 3,270 \\ (66) \end{gathered}$ | $\begin{aligned} & 2,060 \\ & (69.5) \end{aligned}$ |
| 85 | $\begin{gathered} 2,560 \\ (44) \end{gathered}$ | $\begin{gathered} 3,030 \\ (49) \end{gathered}$ | $\begin{gathered} 3,020 \\ (50) \end{gathered}$ | $\begin{gathered} 3,100 \\ (56) \end{gathered}$ | $\begin{aligned} & 3,140 \\ & (63.5) \end{aligned}$ | $\begin{aligned} & 2,010 \\ & (67) \end{aligned}$ |
| 90 | $\begin{aligned} & 2,130 \\ & (40.5) \end{aligned}$ | $\begin{aligned} & 2,560 \\ & (45) \end{aligned}$ |  | $\begin{aligned} & 2,650 \\ & (53) \end{aligned}$ | $\begin{aligned} & 3,030 \\ & (60.5) \end{aligned}$ | $\begin{aligned} & 1,970 \\ & (64) \end{aligned}$ |
| 95 | $\begin{aligned} & 1,760 \\ & (36) \end{aligned}$ | $\begin{aligned} & 2,140 \\ & (40.5) \end{aligned}$ |  | $\begin{aligned} & 2,260 \\ & (50.5) \end{aligned}$ | $\begin{aligned} & 2,750 \\ & (58) \end{aligned}$ | $\begin{aligned} & 1,940 \\ & (61) \end{aligned}$ |
| 100 | $\begin{aligned} & 1,420 \\ & (31.5) \end{aligned}$ | $\begin{aligned} & 1,760 \\ & (35.5) \end{aligned}$ |  | $\begin{aligned} & 1,910 \\ & (47.5) \end{aligned}$ | $\begin{aligned} & 2,180 \\ & (55) \end{aligned}$ | $\begin{aligned} & 1,920 \\ & (57.5) \end{aligned}$ |
| 105 | $\begin{aligned} & \mathbf{1 , 1 2 0} \\ & (\mathbf{2 5 . 5}) \end{aligned}$ |  |  | $\begin{aligned} & 1,590 \\ & (44.5) \end{aligned}$ | $\begin{aligned} & 1,810 \\ & (51.5) \end{aligned}$ | $\begin{aligned} & 1,900 \\ & (54) \\ & \hline \end{aligned}$ |
| 110 |  |  |  | $\begin{aligned} & 1,310 \\ & (41.5) \end{aligned}$ | $\begin{aligned} & 1,480 \\ & (48.5) \end{aligned}$ |  |
| 115 |  |  |  | $\begin{aligned} & 1,060 \\ & (37.5) \end{aligned}$ | $\begin{array}{r} 1,180 \\ (44.5) \\ \hline \end{array}$ |  |

No Load Stability Data

| Minimum boom angle (deg.) <br> for indicated length | 0 | 25 | 45 | 32 |
| :---: | :---: | :---: | :---: | :---: |

NOTE: ( ) Boom angles are in degrees.
*This capacity is based on maximum boom angle.
A6-829-016391


| 30 FT LENGTH |  |  |  | 54 FT LENGTH |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Feet | $\begin{gathered} 0^{\circ} \\ \text { OFFSET } \end{gathered}$ | $\begin{gathered} 25^{\circ} \\ \text { OFFSET } \end{gathered}$ | $\begin{gathered} 45^{\circ} \\ \text { OFFSET } \end{gathered}$ | $\begin{gathered} 0^{\circ} \\ \text { OFFSET } \end{gathered}$ | $\begin{gathered} 25^{\circ} \\ \text { OFFSET } \end{gathered}$ | $\begin{gathered} 45^{\circ} \\ \text { OFFSET } \end{gathered}$ |
| 20 | $\begin{gathered} \text { *14,000 } \\ (80) \end{gathered}$ |  |  |  |  |  |
| 25 | $\begin{gathered} 14,000 \\ (79) \end{gathered}$ |  |  |  |  |  |
| 30 | $\begin{aligned} & 14,000 \\ & (76.5) \end{aligned}$ | $\begin{gathered} \text { *9,280 } \\ (80) \end{gathered}$ |  | $\begin{gathered} * 7,500 \\ (80) \end{gathered}$ |  |  |
| 35 | $\begin{gathered} 13,200 \\ (74) \end{gathered}$ | $\begin{gathered} 8,820 \\ (79) \end{gathered}$ | $\begin{gathered} \text { *4,690 } \\ (80) \end{gathered}$ | $\begin{aligned} & 7,500 \\ & (78.5) \end{aligned}$ |  |  |
| 40 | $\begin{gathered} 11,950 \\ (71) \end{gathered}$ | $\begin{aligned} & 8,380 \\ & (76.5) \end{aligned}$ | $\begin{aligned} & 4,590 \\ & (78.5) \end{aligned}$ | $\begin{aligned} & 7,500 \\ & (76.5) \end{aligned}$ |  |  |
| 45 | $\begin{aligned} & 10,300 \\ & (68.5) \end{aligned}$ | $\begin{aligned} & 7,990 \\ & (73.5) \end{aligned}$ | $\begin{gathered} 4,500 \\ (76) \end{gathered}$ | $\begin{aligned} & 7,500 \\ & (74.5) \end{aligned}$ |  |  |
| 50 | $\begin{gathered} 8,560 \\ (66) \end{gathered}$ | $\begin{gathered} 7,640 \\ (71) \end{gathered}$ | $\begin{gathered} 4,420 \\ (73) \end{gathered}$ | $\begin{gathered} 7,030 \\ (72) \end{gathered}$ | $\begin{gathered} * 4,300 \\ (80) \end{gathered}$ |  |
| 55 | $\begin{gathered} 7,200 \\ (63) \end{gathered}$ | $\begin{gathered} 7,330 \\ (68) \\ \hline \end{gathered}$ | $\begin{gathered} 4,350 \\ (70) \end{gathered}$ | $\begin{gathered} 6,470 \\ (70) \end{gathered}$ | $\begin{aligned} & 4,090 \\ & (77.5) \end{aligned}$ |  |
| 60 | $\begin{aligned} & 6,090 \\ & (60.5) \end{aligned}$ | $\begin{aligned} & 6,880 \\ & (65.5) \end{aligned}$ | $\begin{gathered} 4,280 \\ (67) \end{gathered}$ | $\begin{aligned} & 5,980 \\ & (67.5) \end{aligned}$ | $\begin{aligned} & 3,890 \\ & (75.5) \end{aligned}$ | $\begin{gathered} * 2,310 \\ (80) \end{gathered}$ |
| 65 | $\begin{aligned} & 5,180 \\ & (57.5) \end{aligned}$ | $\begin{aligned} & 5,900 \\ & (62.5) \end{aligned}$ | $\begin{gathered} 4,220 \\ (64) \end{gathered}$ | $\begin{array}{r} 5,550 \\ (65.5) \\ \hline \end{array}$ | $\begin{gathered} 3,710 \\ (73) \end{gathered}$ | $\begin{aligned} & \mathbf{2 , 2 4 0} \\ & (77.5) \end{aligned}$ |
| 70 | $\begin{aligned} & 4,410 \\ & (54.5) \end{aligned}$ | $\begin{gathered} 5,030 \\ (59) \end{gathered}$ | $\begin{gathered} 4,170 \\ (61) \end{gathered}$ | $\begin{aligned} & \hline 5,010 \\ & (63) \end{aligned}$ | $\begin{gathered} 3,550 \\ (71) \end{gathered}$ | $\begin{gathered} 2,170 \\ (75) \end{gathered}$ |
| 75 | $\begin{aligned} & 3,760 \\ & (51) \end{aligned}$ | $\begin{gathered} 4,290 \\ (56) \end{gathered}$ | $\begin{array}{r} 4,130 \\ (57.5) \\ \hline \end{array}$ | $\begin{gathered} 4,320 \\ (61) \end{gathered}$ | $\begin{aligned} & 3,400 \\ & (68.5) \end{aligned}$ | $\begin{aligned} & 2,110 \\ & (72.5) \end{aligned}$ |
| 80 | $\begin{gathered} 3,200 \\ (48) \end{gathered}$ | $\begin{aligned} & 3,650 \\ & (52.5) \end{aligned}$ | $\begin{gathered} \hline 3,800 \\ (54) \end{gathered}$ | $\begin{aligned} & 3,720 \\ & (58.5) \end{aligned}$ | $\begin{gathered} 3,270 \\ (66) \end{gathered}$ | $\begin{aligned} & 2,060 \\ & (69.5) \end{aligned}$ |
| 85 | $\begin{gathered} 2,720 \\ (44) \end{gathered}$ | $\begin{gathered} 3,090 \\ (49) \end{gathered}$ | $\begin{gathered} 3,230 \\ (50) \end{gathered}$ | $\begin{gathered} 3,200 \\ (56) \end{gathered}$ | $\begin{array}{r} 3,140 \\ (63.5) \end{array}$ | $\begin{aligned} & 2,010 \\ & (67) \end{aligned}$ |
| 90 | $\begin{aligned} & 2,280 \\ & (40.5) \end{aligned}$ | $\begin{gathered} 2,610 \\ (45) \end{gathered}$ |  | $\begin{aligned} & 2,740 \\ & (53) \end{aligned}$ | $\begin{aligned} & 3,030 \\ & (60.5) \\ & \hline \end{aligned}$ | $\begin{aligned} & 1,970 \\ & (64) \end{aligned}$ |
| 95 | $\begin{aligned} & 1,900 \\ & (36) \end{aligned}$ | $\begin{aligned} & 2,200 \\ & (40.5) \end{aligned}$ |  | $\begin{array}{r} 2,330 \\ (50.5) \end{array}$ | $\begin{gathered} \hline 2,870 \\ (58) \end{gathered}$ | $\begin{aligned} & 1,940 \\ & (61) \end{aligned}$ |
| 100 | $\begin{aligned} & 1,550 \\ & (31.5) \end{aligned}$ | $\begin{aligned} & 1,840 \\ & (35.5) \end{aligned}$ |  | $\begin{aligned} & 1,970 \\ & (47.5) \end{aligned}$ | $\begin{aligned} & 2,460 \\ & (55) \end{aligned}$ | $\begin{aligned} & 1,920 \\ & (57.5) \end{aligned}$ |
| 105 | $\begin{aligned} & 1,250 \\ & (25.5) \end{aligned}$ |  |  | $\begin{aligned} & 1,650 \\ & (44.5) \end{aligned}$ | $\begin{aligned} & 2,080 \\ & (51.5) \end{aligned}$ | $\begin{gathered} 1,900 \\ (54) \end{gathered}$ |
| 110 |  |  |  | $\begin{aligned} & 1,350 \\ & (41.5) \end{aligned}$ | $\begin{aligned} & 1,750 \\ & (48.5) \end{aligned}$ |  |
| 115 |  |  |  | $\begin{aligned} & \mathbf{1 , 1 2 0} \\ & (\mathbf{3 7 . 5}) \end{aligned}$ | $\begin{aligned} & 1,440 \\ & (44.5) \end{aligned}$ |  |
| 120 |  |  |  |  | $\begin{aligned} & 1,160 \\ & (40.5) \end{aligned}$ |  |

## No Load Stability Data

| Minimum boom angle (deg.) <br> for indicated length | 3 | 25 | 45 | 30 | 31 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Maximum boom length (ft.) <br> at 0 deg. boom angle | 85 |  | 45 |  |  |

NOTE: ( ) Boom angles are in degrees.
*This capacity is based on maximum boom angle.


| 30 FT LENGTH |  |  |  | 54 FT LENGTH |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Feet | $\begin{gathered} 0^{\circ} \\ \text { OFFSET } \end{gathered}$ | $\begin{gathered} 25^{\circ} \\ \text { OFFSET } \end{gathered}$ | $\begin{gathered} 45^{\circ} \\ \text { OFFSET } \end{gathered}$ | $\begin{gathered} 0^{\circ} \\ \text { OFFSET } \end{gathered}$ | $\begin{gathered} 25^{\circ} \\ \text { OFFSET } \end{gathered}$ | $\begin{gathered} 45^{\circ} \\ \text { OFFSET } \end{gathered}$ |
| 20 | $\begin{gathered} \text { *14,000 } \\ (80) \end{gathered}$ |  |  |  |  |  |
| 25 | $\begin{gathered} 14,000 \\ (79) \end{gathered}$ |  |  |  |  |  |
| 30 | $\begin{aligned} & 14,000 \\ & (76.5) \end{aligned}$ | $\begin{gathered} \text { *9,280 } \\ (80) \end{gathered}$ |  | $\begin{gathered} * 7,500 \\ (80) \end{gathered}$ |  |  |
| 35 | $\begin{gathered} 13,200 \\ (74) \\ \hline \end{gathered}$ | $\begin{gathered} 8,820 \\ (79) \end{gathered}$ | $\begin{gathered} * 4,690 \\ (80) \end{gathered}$ | $\begin{aligned} & 7,500 \\ & (78.5) \end{aligned}$ |  |  |
| 40 | $\begin{gathered} 10,850 \\ (71) \end{gathered}$ | $\begin{aligned} & 8,380 \\ & (76.5) \end{aligned}$ | $\begin{aligned} & 4,590 \\ & (78.5) \end{aligned}$ | $\begin{aligned} & 7,500 \\ & (76.5) \end{aligned}$ |  |  |
| 45 | $\begin{aligned} & 8,680 \\ & (68.5) \end{aligned}$ | $\begin{aligned} & 7,990 \\ & (73.5) \end{aligned}$ | $\begin{gathered} 4,500 \\ (76) \end{gathered}$ | $\begin{aligned} & 7,500 \\ & (74.5) \end{aligned}$ |  |  |
| 50 | $\begin{gathered} 7,030 \\ (66) \end{gathered}$ | $\begin{gathered} 7,640 \\ (71) \\ \hline \end{gathered}$ | $\begin{gathered} 4,420 \\ (73) \end{gathered}$ | $\begin{gathered} 7,030 \\ (72) \\ \hline \end{gathered}$ | $\begin{gathered} * 4,300 \\ (80) \end{gathered}$ |  |
| 55 | $\begin{aligned} & 5,750 \\ & (63) \end{aligned}$ | $\begin{gathered} \hline 6,650 \\ (68) \end{gathered}$ | $\begin{gathered} 4,350 \\ (70) \end{gathered}$ | $\begin{gathered} \hline 6,380 \\ (70) \end{gathered}$ | $\begin{aligned} & 4,090 \\ & (77.5) \end{aligned}$ |  |
| 60 | $\begin{aligned} & 4,730 \\ & (60.5) \end{aligned}$ | $\begin{aligned} & 5,530 \\ & (65.5) \end{aligned}$ | $\begin{gathered} 4,280 \\ (67) \end{gathered}$ | $\begin{aligned} & 5,340 \\ & (67.5) \end{aligned}$ | $\begin{aligned} & 3,890 \\ & (75.5) \end{aligned}$ | $\begin{gathered} * 2,310 \\ (80) \end{gathered}$ |
| 65 | $\begin{aligned} & 3,910 \\ & (57.5) \end{aligned}$ | $\begin{aligned} & 4,610 \\ & (62.5) \end{aligned}$ | $\begin{gathered} 4,220 \\ (64) \\ \hline \end{gathered}$ | $\begin{aligned} & 4,490 \\ & (65.5) \end{aligned}$ | $\begin{gathered} 3,710 \\ (73) \end{gathered}$ | $\begin{aligned} & 2,240 \\ & (77.5) \end{aligned}$ |
| 70 | $\begin{aligned} & 3,220 \\ & (54.5) \end{aligned}$ | $\begin{gathered} 3,840 \\ (59) \end{gathered}$ | $\begin{gathered} \hline 3,940 \\ (61) \end{gathered}$ | $\begin{aligned} & 3,820 \\ & (63) \end{aligned}$ | $\begin{gathered} 3,550 \\ (71) \end{gathered}$ | $\begin{gathered} 2,170 \\ (75) \end{gathered}$ |
| 75 | $\begin{gathered} 2,640 \\ (51) \end{gathered}$ | $\begin{gathered} 3,190 \\ (56) \end{gathered}$ | $\begin{aligned} & 3,250 \\ & (57.5) \end{aligned}$ | $\begin{gathered} 3,270 \\ (61) \end{gathered}$ | $\begin{aligned} & 3,400 \\ & (68.5) \end{aligned}$ | $\begin{aligned} & 2,110 \\ & (72.5) \end{aligned}$ |
| 80 | $\begin{aligned} & 2,140 \\ & (48) \end{aligned}$ | $\begin{aligned} & 2,630 \\ & (52.5) \end{aligned}$ | $\begin{aligned} & 2,650 \\ & (54) \end{aligned}$ | $\begin{aligned} & 2,720 \\ & (58.5) \end{aligned}$ | $\begin{gathered} 3,270 \\ (66) \\ \hline \end{gathered}$ | $\begin{aligned} & 2,060 \\ & (69.5) \end{aligned}$ |
| 85 | $\begin{aligned} & \mathbf{1 , 7 1 0} \\ & (44) \end{aligned}$ | $\begin{gathered} 2,150 \\ (49) \end{gathered}$ | $\begin{aligned} & 2,140 \\ & (50) \end{aligned}$ | $\begin{gathered} 2,240 \\ (56) \end{gathered}$ | $\begin{aligned} & \hline 2,970 \\ & (63.5) \end{aligned}$ | $\begin{gathered} 2,010 \\ (67) \end{gathered}$ |
| 90 | $\begin{aligned} & 1,330 \\ & (40.5) \end{aligned}$ | $\begin{aligned} & 1,730 \\ & (45) \end{aligned}$ |  | $\begin{aligned} & 1,820 \\ & (53) \end{aligned}$ | $\begin{aligned} & 2,490 \\ & (60.5) \end{aligned}$ | $\begin{aligned} & 1,970 \\ & (64) \end{aligned}$ |
| 95 |  | $\begin{aligned} & 1,360 \\ & (40.5) \end{aligned}$ |  | $\begin{aligned} & 1,480 \\ & (50.5) \end{aligned}$ | $\begin{gathered} 2,070 \\ (58) \end{gathered}$ | $\begin{aligned} & 1,940 \\ & (61) \end{aligned}$ |
| 100 |  | $\begin{array}{r} 1,030 \\ (35.5) \end{array}$ |  | $\begin{aligned} & 1,170 \\ & (47.5) \end{aligned}$ | $\begin{aligned} & 1,700 \\ & (55) \end{aligned}$ | $\begin{array}{r} 1,920 \\ (57.5) \\ \hline \end{array}$ |
| 105 |  |  |  |  | $\begin{aligned} & 1,360 \\ & (51.5) \end{aligned}$ | $\begin{gathered} 1,540 \\ (54) \end{gathered}$ |
| 110 |  |  |  |  | $\begin{aligned} & 1,060 \\ & (48.5) \end{aligned}$ |  |

No Load Stability Data

|  | No Load Stability Data |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Minimum boom angle (deg.) <br> for indicated length | 30 | 31 | 45 | 42 | 44 | 46 |
| Maximum boom length (ft.) <br> at 0 deg. boom angle | 75 |  | 55 |  |  |  |

NOTE: ( ) Boom angles are in degrees.
*This capacity is based on maximum boom angle.

Working range




DIMENSIONS ARE FOR LARGEST GROVE FURNISHED HOOK BLOCK AND HEADACHE BALL, WITH ANTI-TWO BLOCK ACTIVATED.



NOTE: () Boom angles are in degrees.
*This capacity is based on maximum boom angle.
${ }^{* *} 63 \mathrm{ft}$. boom length is with inner mid fully extended and outer mid \& fly retracted.
+9 parts line required to lift this capacity (using auxiliary boom nose).


NOTE: ( ) Reference radii in feet.


NOTE: ( ) Boom angles are in degrees.
*This capacity is based on maximum boom angle.
${ }^{* *} 63 \mathrm{ft}$. boom length is with inner mid fully extended and outer mid \& fly retracted.
+9 parts line required to lift this capacity (using auxiliary boom nose).


NOTE: ( ) Reference radii in feet.


| Feet | 37 | 45 | 55 | **63 | 75 | 85 | 95 | 105 | 115 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 10 | $\begin{gathered} +80,000 \\ (68.5) \end{gathered}$ | $\begin{aligned} & 69,000 \\ & (72.5) \end{aligned}$ | $\begin{gathered} 58,200 \\ (76.5) \end{gathered}$ | $\begin{aligned} & 49,050 \\ & (78.5) \end{aligned}$ |  |  |  |  |  |
| 12 | $\begin{gathered} 57,750 \\ (65) \end{gathered}$ | $\begin{gathered} 57,550 \\ (70) \end{gathered}$ | $\begin{gathered} 51,550 \\ (74) \end{gathered}$ | $\begin{aligned} & 46,200 \\ & (76.5) \end{aligned}$ | $\begin{gathered} \text { *33,750 } \\ (80) \end{gathered}$ |  |  |  |  |
| 15 | $\begin{aligned} & 45,750 \\ & (59.5) \end{aligned}$ | $\begin{gathered} 45,550 \\ (65.5) \end{gathered}$ | $\begin{gathered} 43,800 \\ (71) \end{gathered}$ | $\begin{aligned} & 39,050 \\ & (73.5) \end{aligned}$ | $\begin{gathered} 33,750 \\ (77) \end{gathered}$ | $\begin{gathered} * 31,750 \\ (80) \end{gathered}$ |  |  |  |
| 20 | $\begin{gathered} 32,300 \\ (50) \end{gathered}$ | $\begin{gathered} 32,100 \\ (58) \end{gathered}$ | $\begin{gathered} 31,900 \\ (65) \end{gathered}$ | $\begin{aligned} & 30,500 \\ & (68.5) \end{aligned}$ | $\begin{gathered} 28,400 \\ (73) \end{gathered}$ | $\begin{gathered} 26,150 \\ (76) \end{gathered}$ | $\begin{gathered} 23,600 \\ (78) \end{gathered}$ | $\begin{gathered} \text { *21,800 } \\ (80) \end{gathered}$ |  |
| 25 | $\begin{gathered} 23,000 \\ (38) \end{gathered}$ | $\begin{gathered} 22,800 \\ (50) \end{gathered}$ | $\begin{gathered} 22,600 \\ (59) \end{gathered}$ | $\begin{gathered} 22,500 \\ (63.5) \end{gathered}$ | $\begin{gathered} 23,400 \\ (69) \end{gathered}$ | $\begin{aligned} & 22,050 \\ & (72.5) \end{aligned}$ | $\begin{gathered} 19,950 \\ (75) \end{gathered}$ | $\begin{gathered} 18,450 \\ (77) \end{gathered}$ | $\begin{gathered} * 15,050 \\ (80) \end{gathered}$ |
| 30 | $\begin{aligned} & 17,150 \\ & (19.5) \\ & \hline \end{aligned}$ | $\begin{aligned} & 16,950 \\ & (40.5) \\ & \hline \end{aligned}$ | $\begin{aligned} & 16,750 \\ & (52.5) \end{aligned}$ | $\begin{gathered} 16,650 \\ (58) \\ \hline \end{gathered}$ | $\begin{gathered} 17,650 \\ (65) \end{gathered}$ | $\begin{aligned} & 18,250 \\ & (68.5) \end{aligned}$ | $\begin{aligned} & 17,100 \\ & (71.5) \end{aligned}$ | $\begin{aligned} & 15,850 \\ & (74.5) \end{aligned}$ | $\begin{aligned} & 15,050 \\ & (76.5) \end{aligned}$ |
| 35 |  | $\begin{aligned} & 12,850 \\ & (27.5) \end{aligned}$ | $\begin{gathered} 12,750 \\ (45) \\ \hline \end{gathered}$ | $\begin{aligned} & 12,600 \\ & (52.5) \end{aligned}$ | $\begin{aligned} & 13,600 \\ & (60.5) \\ & \hline \end{aligned}$ | $\begin{gathered} 14,200 \\ (65) \\ \hline \end{gathered}$ | $\begin{array}{r} 14,650 \\ (68.5) \\ \hline \end{array}$ | $\begin{aligned} & 13,800 \\ & (71.5) \\ & \hline \end{aligned}$ | $\begin{gathered} 13,150 \\ (74) \end{gathered}$ |
| 40 |  |  | $\begin{aligned} & \hline 9,510 \\ & (36.5) \end{aligned}$ | $\begin{aligned} & 9,460 \\ & (46) \end{aligned}$ | $\begin{aligned} & \hline \mathbf{1 0 , 4 0 0} \\ & (55.5) \end{aligned}$ | $\begin{gathered} 11,200 \\ (61) \end{gathered}$ | $\begin{gathered} 11,600 \\ (65) \end{gathered}$ | $\begin{aligned} & \hline 12,000 \\ & (68.5) \end{aligned}$ | $\begin{array}{r} 11,600 \\ (71.5) \\ \hline \end{array}$ |
| 45 |  |  | $\begin{gathered} 7,130 \\ (25) \end{gathered}$ | $\begin{gathered} 7,100 \\ (39) \end{gathered}$ | $\begin{aligned} & 8,070 \\ & (50.5) \end{aligned}$ | $\begin{gathered} 8,780 \\ (57) \end{gathered}$ | $\begin{aligned} & 9,160 \\ & (61.5) \end{aligned}$ | $\begin{aligned} & 9,550 \\ & (65.5) \end{aligned}$ | $\begin{aligned} & 9,940 \\ & (68.5) \end{aligned}$ |
| 50 |  |  |  | $\begin{gathered} 5,310 \\ (30) \end{gathered}$ | $\begin{gathered} 6,210 \\ (45) \end{gathered}$ | $\begin{aligned} & 6,940 \\ & (52.5) \end{aligned}$ | $\begin{gathered} 7,300 \\ (58) \end{gathered}$ | $\begin{gathered} 7,670 \\ (62) \end{gathered}$ | $\begin{aligned} & 8,050 \\ & (65.5) \end{aligned}$ |
| 55 |  |  |  | $\begin{aligned} & 3,890 \\ & (17.5) \end{aligned}$ | $\begin{gathered} 4,740 \\ (39) \end{gathered}$ | $\begin{gathered} 5,440 \\ (48) \end{gathered}$ | $\begin{gathered} 5,830 \\ (54) \end{gathered}$ | $\begin{gathered} 6,190 \\ (59) \end{gathered}$ | $\begin{gathered} 6,550 \\ (63) \end{gathered}$ |
| 60 |  |  |  |  | $\begin{aligned} & 3,560 \\ & (32) \end{aligned}$ | $\begin{gathered} 4,220 \\ (43) \end{gathered}$ | $\begin{gathered} \text { 4,630 } \\ (50) \end{gathered}$ | $\begin{aligned} & 4,990 \\ & (55.5) \end{aligned}$ | $\begin{gathered} 5,340 \\ (60) \end{gathered}$ |
| 65 |  |  |  |  | $\begin{gathered} 2,580 \\ (22) \end{gathered}$ | $\begin{gathered} 3,220 \\ (37) \end{gathered}$ | $\begin{array}{r} 3,610 \\ (45.5) \end{array}$ | $\begin{gathered} 4,000 \\ (52) \end{gathered}$ | $\begin{array}{r} 4,350 \\ (56.5) \end{array}$ |
| 70 |  |  |  |  |  | $\begin{array}{r} 2,380 \\ (30.5) \end{array}$ | $\begin{aligned} & 2,760 \\ & (41) \end{aligned}$ | $\begin{gathered} 3,140 \\ (48) \end{gathered}$ | $\begin{aligned} & 3,510 \\ & (53.5) \end{aligned}$ |
| 75 |  |  |  |  |  | $\begin{aligned} & 1,660 \\ & (21.5) \end{aligned}$ | $\begin{array}{r} 2,030 \\ (35.5) \end{array}$ | $\begin{gathered} 2,410 \\ (44) \end{gathered}$ | $\begin{aligned} & 2,780 \\ & (50) \end{aligned}$ |
| 80 |  |  |  |  |  |  | $\begin{gathered} 1,410 \\ (29) \end{gathered}$ | $\begin{aligned} & 1,780 \\ & (39.5) \end{aligned}$ | $\begin{aligned} & 2,140 \\ & (46.5) \end{aligned}$ |
| 85 |  |  |  |  |  |  |  | $\begin{aligned} & 1,230 \\ & (34) \end{aligned}$ | $\begin{array}{r} 1,590 \\ (42.5) \end{array}$ |
| 90 |  |  |  |  |  |  |  |  | $\begin{aligned} & 1,100 \\ & (38) \end{aligned}$ |
| Min. boom angle (deg.) for indicated length (no load) |  |  |  |  |  |  | 3 | 21 | 29 |
| Max. boom length (ft.) at $\mathbf{0}$ degree boom angle (no load) |  |  |  |  |  |  |  | 85 |  |

NOTE: () Boom angles are in degrees.
*This capacity is based on maximum boom angle.
**63 ft. boom length is with inner mid fully extended and outer mid \& fly retracted.
+9 parts line required to lift this capacity (using auxiliary boom nose).


NOTE: ( ) Reference radii in feet.



NOTE: ( ) Boom angles are in degrees.
*This capacity is based on maximum boom angle.
**63 ft. boom length is with inner mid fully extended and outer mid \& fly retracted. +9 parts line required to lift this capacity (using auxiliary boom nose).


NOTE: ( ) Reference radii in feet.


No Load Stability Data

| Minimum boom angle (deg.) for indicated length | 40 | 41 | 45 | 48 | 49 | 49 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Maximum boom length (ft.) at 0 deg. boom angle |  | 75 |  |  | 63 |  |

NOTE: ( ) Boom angles are in degrees.
*This capacity is based on maximum boom angle.


No Load Stability Data

| Minimum boom angle (deg.) <br> for indicated length | 47 | 48 | 48 | 54 |
| :---: | :---: | :---: | :---: | :---: |
| Maximum boom length (ft.) <br> at 0 deg. boom angle | 63 |  | 55 |  |

NOTE: ( ) Boom angles are in degrees.
*This capacity is based on maximum boom angle.
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| No Load Stability Data |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Minimum boom angle (deg.) for indicated length | 46 | 47 | 47 | 52 | 53 | 54 |
| Maximum boom length (ft.) at 0 deg. boom angle |  | 63 |  |  | 55 |  |

NOTE: ( ) Boom angles are in degrees.
*This capacity is based on maximum boom angle.


| No Load Stability Data |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Minimum boom angle (deg.) for indicated length | 52 | 53 | 54 | 58 | 60 | 60 |
| Maximum boom length (ft.) at $\mathbf{0}$ deg. boom angle |  | 55 |  |  | 55 |  |

NOTE: ( ) Boom angles are in degrees.
*This capacity is based on maximum boom angle.

NOTES:


## Rated lifting capacities

## NOTES FOR LIFTING CAPACITIES

WARNING: THIS CHART IS ONLY A GUIDE. The notes below are for illustration only and should not be relied upon to operate the crane. The individual crane's load chart, operating instructions and other instruction plates must be read and understood prior to operating the crane.
1.All rated loads meet ANSI/ASME B30.5, Mobile and Locomotive Cranes. Testing and development were performed to SAEJ1063, Cantilevered Boom Crane Structures - Method of Test, and SAEJ 765 Crane Stability Test Code.
2. Rated loads include the weight of hookblock, slings and auxiliary lifting devices and their weights shall be subtracted from the listed rating to obtain the net load to be lifted. When more than the minimum required hoist reeving is used, the additional rope weight shall be considered part of the load to be handled.
3. Capacities appearing above the bold line are based on structural strength. Tipping should not be relied upon as a capacity indication.
4.The machine shall be leveled on a firm supporting surface. Depending on the nature of the supporting surface, it may be necessary to have structural supports under the outrigger floats or tires to spread the load to a larger bearing surface.
5.W hen either boom length or radius or both are between values listed, the smallest load shown at either the next larger radius or next longer or shorter boom length shall be used.
6. Tires shall be inflated to the recommended pressure before lifting on rubber.
7. For outrigger operation, outriggers shall be properly extended with tires raised free of crane weight before operating the boom or lifting loads.

## Symbols Glossary



ATS540


Grove Worldwide - World Headquarters

## Grove U.S. L.L.C.

1565 Buchanan Trail East
P.O. Box 21

Shady Grove, Pennsylvania 17256, U.S.A.
Tel: [ Int + 1] (717) 597-8121
Fax: [Int + 1] (717) 597-4062
Western Hemisphere, Asia/Pacific

## Grove Europe Limited*

Sunderland SR4 6TT, England
Tel: [ Int + 44] 191 565-6281
Fax: [Int + 44] 191 564-0442
Europe, Africa, Middle East
Grove Europe Limited*
Telford Road
Bicester
Oxon 0X6 0TZ
Tel: [ Int + 44] 1869-878890
Fax: [ Int + 44] 1869-878888
*Grove Europe Limited, Registered in England,
Number 1845128, Registered office, Crown Works,
Pallion, Sunderland, Tyne \& Wear, England SR4 6TT
Deutsche Grove GmbH

## Sales and Service

Helmholtzstrasse 12, Postfach 5026
D-40764 Langenfeld, Germany
Tel: [Int + 49] (2173) 8909-0
Fax: [ Int + 49] (2173) 8909-30

## Wilhelmshaven Works

Industriegelande West, Postfach 1853
D-22940 Wilhelmshaven, Germany
Tel: [ Int + 49] (4421) 294-443
Fax: [ Int + 49] (4421) 294-273

## Grove France S.A.

16, chaussée Jules-César, 95520 OSNY
B.P. 203, 95523 CERGY PONTOISE CEDEX

France
Tel: [ Int + 33] (1) 30313150
Int: [Int + 33] (1) 30386085
Grove Asia/Pacific - Regional Office
171 Chin Swee Road
\#06-01 San Centre
Singapore 169877
Tel: [ Int + 65] 536-6112
Fax: [ Int + 65] 536-6119
Asia/Pacific, Near East
Grove China - Representative Office
Room 713, Towercrest Plaza
No. 3 Mai Zi Dian West Road
Chao Yang District
Beijing, China 100016
Tel: [ Int + 86] (10) 64671690
Fax: [Int + 86] (10) 64671691
Grove Product Support
Western Hemisphere, Asia/Pacific
1086 Wayne Avenue
Chambersburg, Pennsylvania USA
Tel: [ Int + 1] (717) 263-5100
Fax: [ Int + 1] (717) 267-0404
Europe, Africa, Middle East
Sunderland SR4 6TT, England
Tel: [ Int + 44] 191 565-6281
Parts Fax: [ Int + 44] 191 515-7475
Service Fax: [Int + 44] 191 515-7340
http://www.groveworldwide.com

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[^0]:    *Denotes optional equipment

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