

Capacity: 80 t

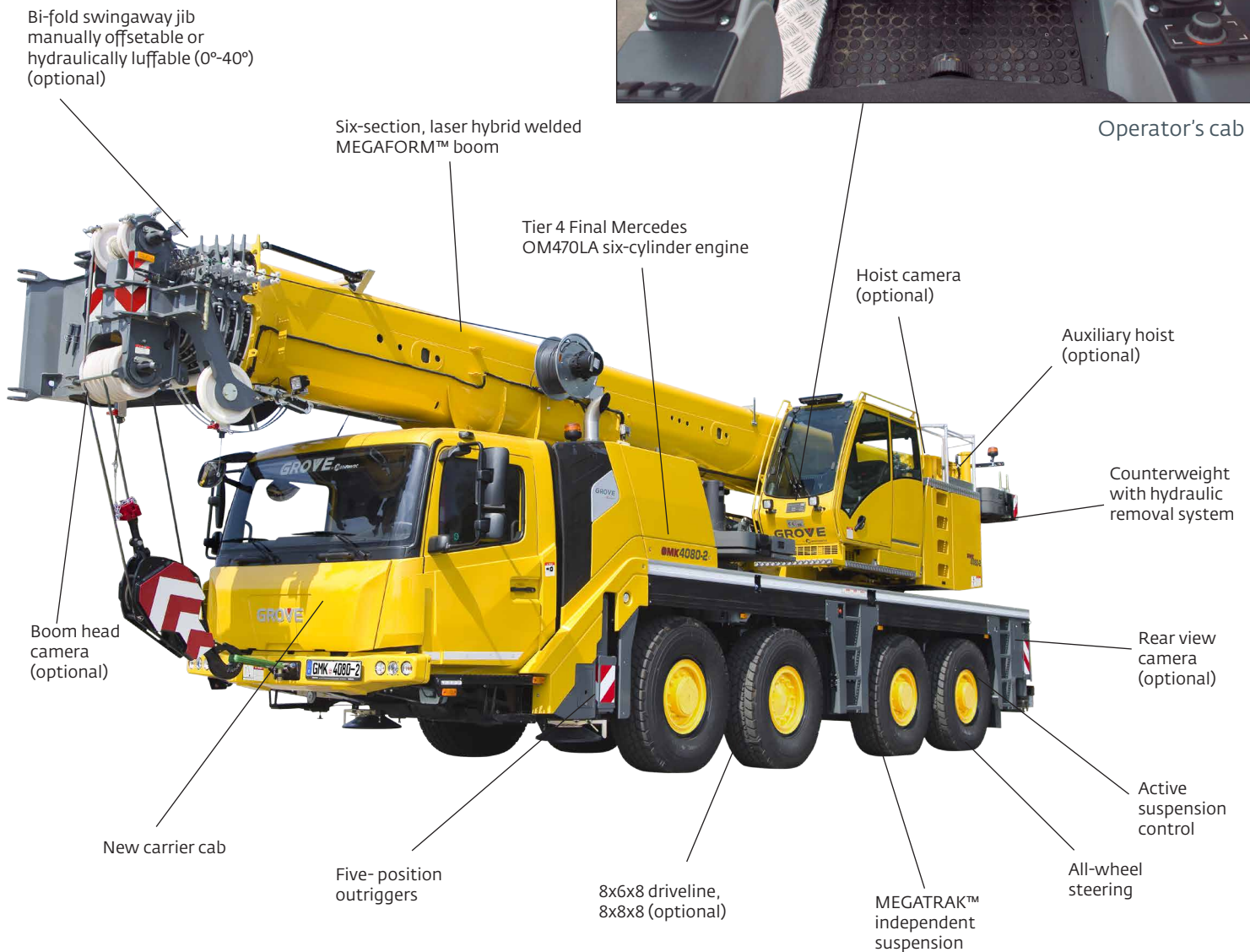
Main boom: 11 m – 51 m

Maximum jib: 8,7 m - 21,0 m

Maximum tip height: 75 m



Operator's cab



Benefits

Compact and strong

- Best-in-class taxi load charts
- Compact dimensions - minimal width of 2,55 m
- Flexible counterweight solutions to suit all regional needs

Optimized fuel efficiency

- Six cylinder engine Mercedes OM470LA with 320 kW (435 HP)
- Mercedes G280-16 transmission
- Optimized for best fuel efficiency in both carrier and superstructure operation due to latest Tier 4 Final engine technology with ECO mode
- New fuel saver technology and optional auxiliary power supply available

New comfortable driver and operator cabs

- Highly ergonomic and convenient drivers cab
- Operators cab made of durable aluminum construction
- Hydraulically tilt up to 20° for better view of load
- CCS full graphic displays for crane monitoring
- Boom configurator mode for easy set-up and optimal configuration

Bi-fold swingaway and boom extension

- Stows on the side of the base boom for easy transport
- 8,7 m - 15 m bi-fold swingaway jib, hydraulically offsettable and luffing under load, 0°-40° (also available with manual offset)
- Maximum tip height: 75 m
- 6 m boom extension
- Allows for lifting over obstacles at greater heights

Six-section MEGAFORM™ boom

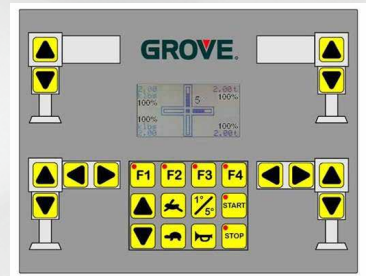
- "Egg" shaped cross-section
- Large easy-access wear pads provide superior boom alignment when telescoping and allow an excellent transition of weights between sections
- Less weight and larger cross section are used, giving greater lifting capacity at all radii
- No stiffeners on base section which saves weights without losing capacity
- Latest laser hybrid welding technology

TWIN-LOCK™

- Fully hydraulic pinning system with electronic controls
- Single telescopic cylinder uses two horizontally mounted pins to move a boom section into the required position while allowing the boom to operate in a neutral zone
- Reduces weight to strengthen the crane and increase lifting capacity

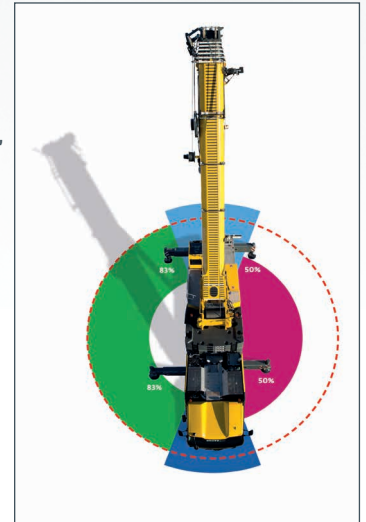
Human Machine Interface (HMI)

- Allows for control of the MEGATRAK™ suspension system from both sides of the carrier
- Ground clearance can be adjusted independent of the outriggers
- Offers greater flexibility on the job site
- Includes active suspension control



Five-position outrigger jacks and optional MAXbase

- Position settings: 0%, 50%, 66%, 83% and 100%
- Four hydraulic two stage outrigger beams with vertical cylinders and outrigger pads
- Carrier mounted controls and CCS controls located in superstructure cab
- MAXbase variable outrigger positioning for increased capacities and better access to jobsites



Steer by wire

- Off highway: front axles are controlled by the steering wheel and rear axles are controlled by an independent rocker switch for coordinated, crab and independent steering
- On highway: axles 1, 2 and 4 are steered up to 50 km/h depending on machine speed. Above 50 km/h axles 1 and 2 steer
- Reduced tire wear due to optimized steering angles
- Hydraulic-electronic steering system

MEGATRAK™

- Independent suspension and all-wheel steer system
- Offers a ground clearance up to 600 mm
- Suspension can be raised 170 mm or lowered 126 mm
- Driveline remains aligned at all times

