

GMK5150L

Capacity: 150 t
 Main boom: 12,8 m - 60 m
 Maximum jib: 33,8 m
 Maximum tip height: 97 m

GMK5150

Capacity: 150 t
 Main boom: 12,8 m - 50,8 m
 Maximum jib: 33,8 m
 Maximum tip height: 88 m



Operator's cab

11,2 m - 17,8 m bi-fold hydraulic offset swingaway jib

Five or six-section, laser hybrid welded MEGAFORM™ boom

Tier 4 final Mercedes OM471LA, six-cylinder engine with Mercedes G280-16 transmission

Hoist camera for main and auxiliary hoist

Auxiliary hoist (optional)

Counterweight with hydraulic removal system (heavy roadable counterweight standard)

Rear view camera (optional)

Steer by wire

Boom head camera (optional)

New carrier cab

10x6x10 driveline, 10x8x10 (optional)

Five position outriggers

All wheel steering

Disc brakes

MEGATRAK™ independent suspension

New aluminum edging

Active suspension control

Transport and strength

- Best taxi and maxi load charts in class
- One global counterweight to suit all regional needs
- Compact dimensions - minimal width of 2,75 m

Swingaway jib and extensions

- Stows on the side of the base boom for easy transport
- 11,2 m – 17,8 m bi-fold lattice swingaway extension, hydraulically offsettable and luffing under load, 0°- 50°
- **GMK5150L**: 97 m maximum tip height
- **GMK5150**: 88 m maximum tip height
- 8 m boom extension and 8 m jib insert
- Allows lift over obstacles in great heights
- Optional integrated heavy duty jib, which can be used in combination with the 8 m boom extension

Single-engine concept

- Six-cylinder engine Mercedes OM471LA with 390 kW (530 HP)
- Mercedes G280-16 transmission
- Optimized for best fuel efficiency in both carrier and superstructure operation due to latest Tier 4 Final engine technology
- New Fuel Saver technology and optional auxiliary power supply available

MEGATRAK™

- Independent suspension and all-wheel steer system
- Offers a ground clearance up to 600 mm
- Suspension can be raised 195 mm or lowered 105 mm
- Driveline remains aligned at all times



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 display for crane monitoring
- Boom configurator mode for easiest set-up

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

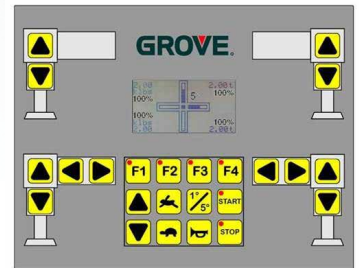


Five-position outrigger jacks

- Position settings 0%, 50%, 66%, 83% and 100%
- Four hydraulic two-stage outrigger beams with vertical cylinders and outrigger pads

Man Machine Interface (MMI)

- 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



Steer by wire

- Hydraulic-electronic steering system
- On highway: all axles are steered up to 50 km/h depending on machine speed.
- 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
- Reduced tire wear due to optimized steering angles

Five or six-section MEGAFORM™ boom

- "Egg" shaped cross-section
- Less weight and larger cross section are used, giving greater lifting capacity at all radii
- Latest laser hybrid welding technology

