

GRT52

T.G.M.

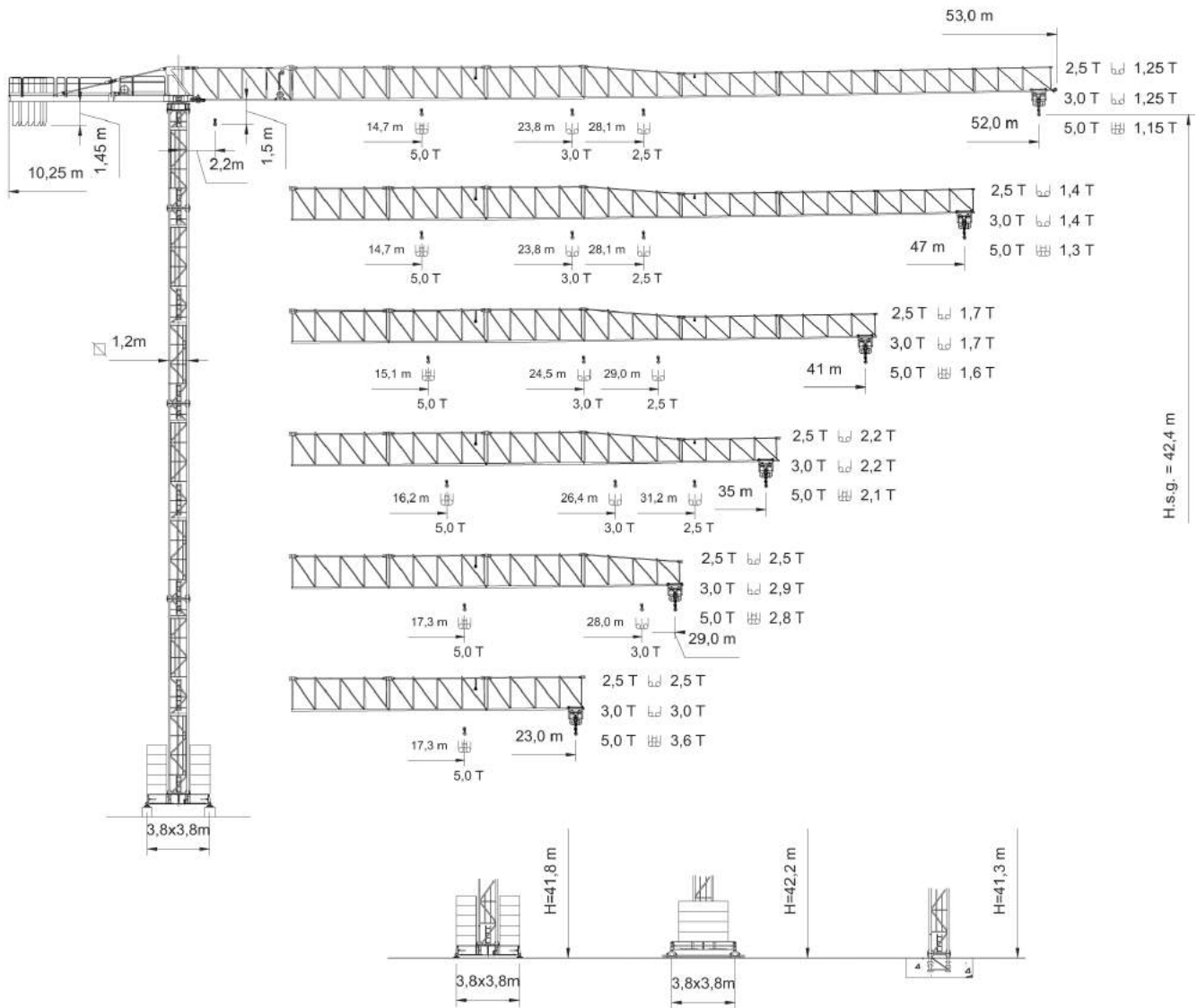
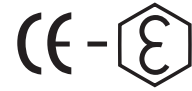


GRT52
City Top



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GRT 52 City Top



GRT52

curve di carico cargo curves load diagrams courbes de charges

| | | | | | | | | | | | | | | |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|----|
| 28,1 | 29 | 31 | 33 | 35 | 37 | 39 | 41 | 43 | 45 | 47 | 49 | 51 | 52 | m. |
| 2,50 | 2,41 | 2,24 | 2,09 | 1,95 | 1,84 | 1,73 | 1,64 | 1,54 | 1,47 | 1,40 | 1,33 | 1,27 | 1,25 | t |

| | | | | | | | | | | | |
|-------|------|------|------|------|------|------|------|------|------|------|----|
| 28,01 | 29 | 31 | 33 | 35 | 37 | 39 | 41 | 43 | 45 | 47 | m. |
| 2,50 | 2,40 | 2,23 | 2,08 | 1,95 | 1,83 | 1,73 | 1,63 | 1,54 | 1,47 | 1,40 | t |

| | | | | | | | |
|------|------|------|------|------|------|------|----|
| 29,0 | 31 | 33 | 35 | 37 | 39 | 41 | m. |
| 2,50 | 2,32 | 2,16 | 2,02 | 1,90 | 1,79 | 1,70 | t |

| | | | |
|-------|------|------|----|
| 31,17 | 33 | 35 | m. |
| 2,50 | 2,34 | 2,20 | t |

| | |
|------|----|
| 29,0 | m. |
| 2,50 | t |

bd 2,5 t

| | | | | | | | | | | | | | | | | |
|-------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|----|
| 23,79 | 25 | 27 | 29 | 31 | 33 | 35 | 37 | 39 | 41 | 43 | 45 | 47 | 49 | 51 | 52 | m. |
| 3,00 | 2,84 | 2,61 | 2,41 | 2,24 | 2,16 | 1,95 | 1,84 | 1,73 | 1,64 | 1,55 | 1,47 | 1,40 | 1,37 | 1,27 | 1,25 | t |

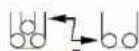
| | | | | | | | | | | | | | |
|-------|------|------|------|------|------|------|------|------|------|------|------|------|----|
| 23,73 | 25 | 27 | 29 | 31 | 33 | 35 | 37 | 39 | 41 | 43 | 45 | 47 | m. |
| 3,00 | 2,84 | 2,61 | 2,40 | 2,23 | 2,08 | 1,95 | 1,83 | 1,73 | 1,63 | 1,54 | 1,47 | 1,40 | t |

| | | | | | | | | | | |
|-------|------|------|------|------|------|------|------|------|------|----|
| 24,56 | 25 | 27 | 29 | 31 | 33 | 35 | 37 | 39 | 41 | m. |
| 3,00 | 2,94 | 2,70 | 2,50 | 2,32 | 2,16 | 2,02 | 1,90 | 1,79 | 1,70 | t |

| | | | | | | |
|-------|------|------|------|------|------|----|
| 26,39 | 27 | 29 | 31 | 33 | 35 | m. |
| 3,00 | 2,92 | 2,70 | 2,51 | 2,34 | 2,20 | t |

bd 3,0 t

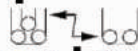
| | | |
|-------|------|----|
| 28,11 | 29,0 | m. |
| 3,00 | 2,90 | t |



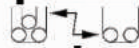
| | | | | | | | | | | | | | | | | | | | | | |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|----|
| 14,7 | 15 | 17 | 19 | 21 | 23 | 25 | 27 | 29 | 31 | 33 | 35 | 37 | 39 | 41 | 43 | 45 | 47 | 49 | 51 | 52 | m. |
| 5,00 | 4,87 | 4,23 | 3,73 | 3,34 | 3,17 | 2,74 | 2,51 | 2,31 | 2,14 | 1,99 | 1,85 | 1,74 | 1,63 | 1,54 | 1,45 | 1,37 | 1,30 | 1,23 | 1,17 | 1,15 | t |



| | | | | | | | | | | | | | | | | | | |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|----|
| 14,7 | 15 | 17 | 19 | 21 | 23 | 25 | 27 | 29 | 31 | 33 | 35 | 37 | 39 | 41 | 43 | 45 | 47 | m. |
| 5,00 | 4,87 | 4,23 | 3,73 | 3,34 | 3,17 | 2,74 | 2,51 | 2,31 | 2,14 | 1,99 | 1,85 | 1,74 | 1,63 | 1,54 | 1,45 | 1,37 | 1,30 | t |



| | | | | | | | | | | | | | | |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|----|
| 15,1 | 17 | 19 | 21 | 23 | 25 | 27 | 29 | 31 | 33 | 35 | 37 | 39 | 41 | m. |
| 5,00 | 4,38 | 3,87 | 3,46 | 3,12 | 2,84 | 2,60 | 2,39 | 2,22 | 2,06 | 1,92 | 1,80 | 1,69 | 1,60 | t |



| | | | | | | | | | | | |
|------|------|------|------|------|------|------|------|------|------|------|----|
| 16,2 | 17 | 19 | 21 | 23 | 25 | 27 | 29 | 31 | 33 | 35 | m. |
| 5,00 | 4,75 | 4,19 | 3,75 | 3,38 | 3,08 | 2,82 | 2,71 | 2,41 | 2,24 | 2,10 | t |

| | | | | | | | |
|------|------|------|------|------|------|------|----|
| 17,3 | 19 | 21 | 23 | 25 | 27 | 29 | m. |
| 5,00 | 4,49 | 4,02 | 3,63 | 3,31 | 3,05 | 2,80 | t |



| | | | | |
|------|------|------|------|----|
| 17,3 | 19 | 21 | 23 | m. |
| 5,00 | 4,46 | 3,98 | 3,60 | t |



bd 5,0 / 2,5 t



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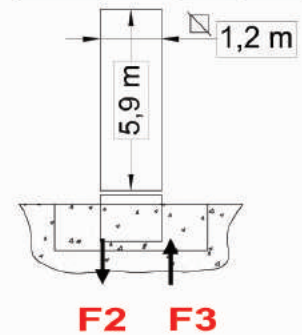
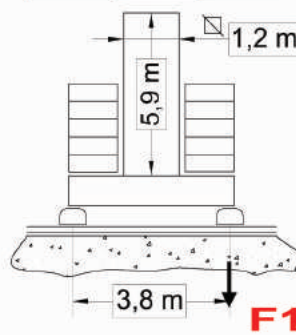
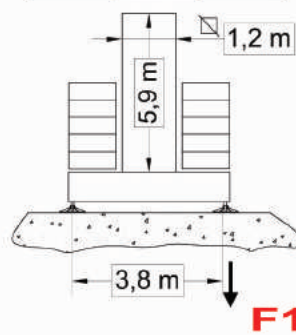
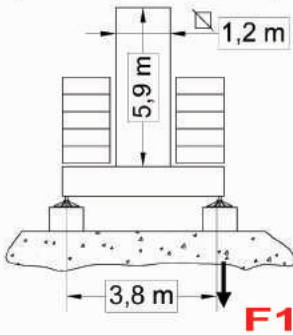
torre/reazioni masts/reactions maste/eckdrücke mat/réactions

| H.u.H. (m) | T (m) | F1 (t) |
|---------------|-----------|-----------|
| 42,6 | 6 +5,9 | 49 |
| 36,7 | 5 +5,9 | 46 |
| 30,8 | 4 +5,9 | 43 |
| 24,9 | 3 +5,9 | 38 |
| 19,0 | 2 +5,9 | 38 |
| 13,1 | 1 +5,9 | 38 |

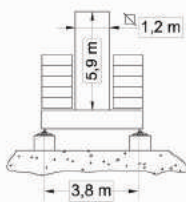
| H.u.H. (m) | T (m) | F1 (t) |
|---------------|-----------|-----------|
| 42,0 | 6 +5,9 | 49 |
| 36,1 | 5 +5,9 | 46 |
| 30,2 | 4 +5,9 | 43 |
| 24,3 | 3 +5,9 | 38 |
| 18,4 | 2 +5,9 | 38 |
| 12,5 | 1 +5,9 | 38 |

| H.u.H. (m) | T (m) | F1 (t) |
|---------------|-----------|-----------|
| 42,5 | 6 +5,9 | 49 |
| 36,6 | 5 +5,9 | 46 |
| 30,7 | 4 +5,9 | 43 |
| 24,8 | 3 +5,9 | 38 |
| 18,9 | 2 +5,9 | 38 |
| 13,0 | 1 +5,9 | 38 |

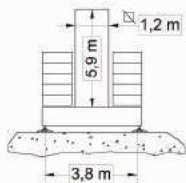
| H.u.H. (m) | T (m) | F2 (t) | F3 (t) |
|---------------|-----------|-----------|-----------|
| 41,3 | 6 +5,9 | 87 | 62 |
| 35,4 | 5 +5,9 | 76 | 56 |
| 29,5 | 4 +5,9 | 66 | 47 |
| 23,6 | 3 +5,9 | 59 | 39 |
| 11,7 | 2 +5,9 | 59 | 39 |
| 11,8 | 1 +5,9 | 59 | 39 |



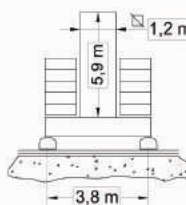
zavorra di base base ballast grundballast lest de base



| H.u.H. (m) | 13,1 | 19,0 | 24,9 | 30,8 | 36,7 | 42,6 |
|------------|------|------|------|------|------|------|
| Z (t) | 40 | 40 | 40 | 50 | 50 | 50 |



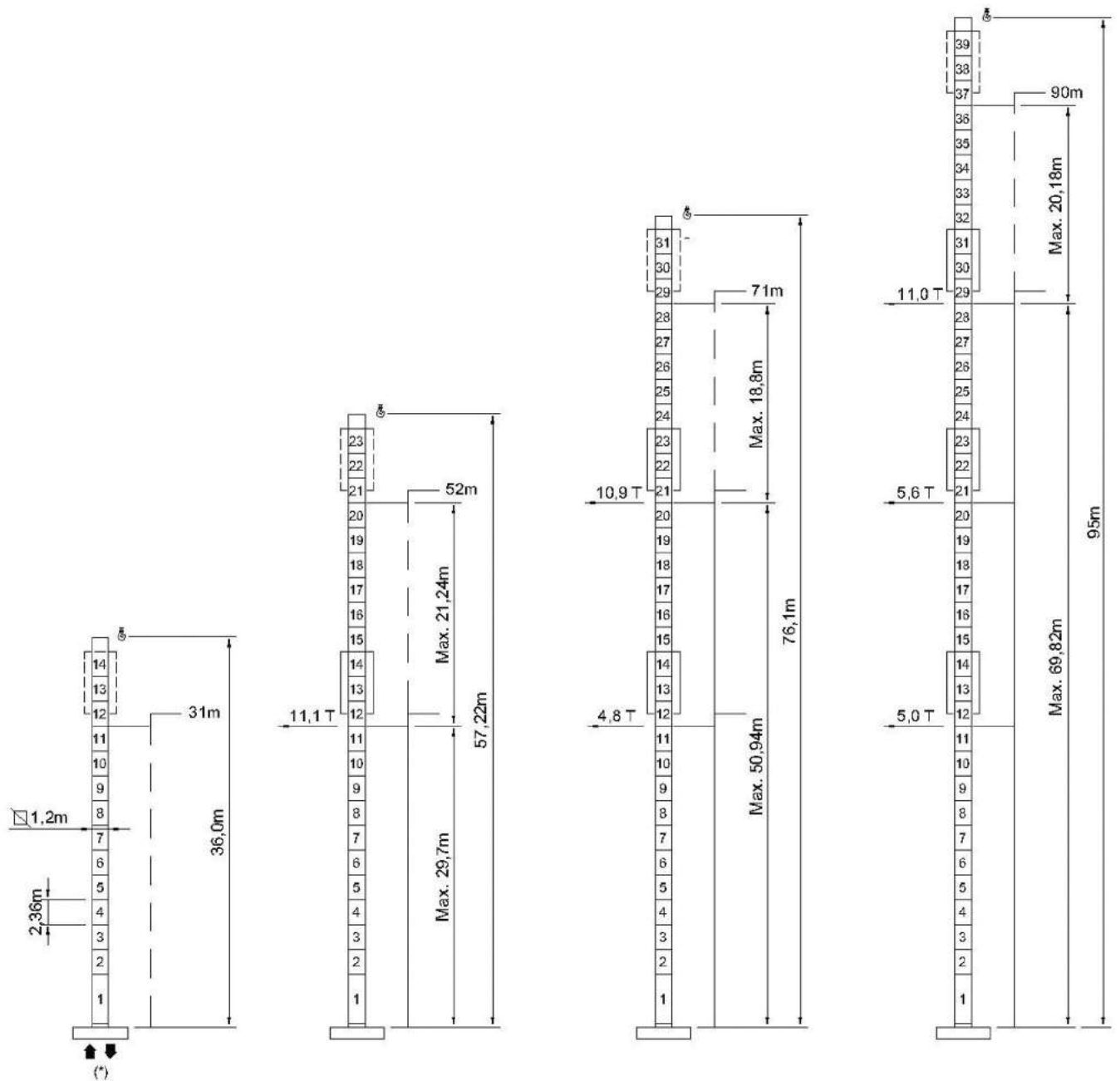
| H.u.H. (m) | 12,5 | 18,4 | 24,3 | 30,2 | 36,1 | 42,0 |
|------------|------|------|------|------|------|------|
| Z (t) | 40 | 40 | 40 | 50 | 50 | 50 |



| H.u.H. (m) | 13 | 18,9 | 24,8 | 30,7 | 36,6 | 42,5 |
|------------|----|------|------|------|------|------|
| Z (t) | 40 | 40 | 40 | 50 | 50 | 50 |

GRT52

gru ancorata crane tied to the structure geankerter kran grue ancrée





T.G.M.

meccanismi mechanisms antriebe mécanismes

| | m/min | Kw |
|--|------------------|-----------|
| | 0,37 / 0,7 / 1,0 | 5,0 |
| | 15 / 30 / 60 | 2,2 / 1,1 |
| | 14 | 2 x 2,9 |






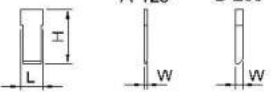
| | | | | | m / min | (t) |
|----------|--------------------|------|-----|------|---------|-------|
| | CV - ch PS - hp | Kw | | | | |
| 2,5 T | 15 | 11 | 105 | | 5 | 2,5 |
| | | | | 20 | 2,5 | |
| | | | | 40 | 1,25 | |
| 3 T | 25 | 18,4 | 105 | | 7,5 | 3,0 |
| | | | | 30 | 3,0 | |
| | | | | 52 | 1,75 | |
| 5 T | 25 | 18,4 | 260 | | 8,8 | 2,5 |
| | | | | 37 | 2,5 | |
| | | | | 62 | 1,5 | |
| | | | | | 4,4 | 5,0 |
| | | | | 18,5 | 5,0 | |
| | | | | 31 | 3,0 | |
| 3 T - VF | 25 | 18,4 | 105 | | 6 | 3,0 |
| | | | | 30 | 3,0 | |
| | | | | 52 | 1,75 | |
| | | | | 63 | 1,4 | |
| 5 T - VF | 25 | 18,4 | 260 | | 4 | 2,5 |
| | | | | 37 | 2,5 | |
| | | | | 62 | 1,5 | |
| | | | | 75 | 1,2 | |
| | | | | | 2 | 5,0 |
| | | | | 18,5 | 5,0 | |
| 30 | 3,0 | | | | | |
| 37,5 | 2,4 | | | | | |

| | | |
|--|----------------------|------------------------|
| Potenza totale richiesta Power requirements Puissance totale nécessaire Geforderte Stromstärke Potencia necesaria | 11 Kw (15 HP) | 18,4 Kw (25 HP) |
| | 24 Kw | 32 Kw |

GRT52

pesi ed ingombri packing list kolli-liste liste de collage

| Pezzi Pieces | Denominazione Description | Schizzo Sketch | Dimensioni Dimensions | | | Peso Weight (Kg) | |
|-----------------|--|-------------------|--------------------------|-------|-------|---------------------|--------|
| | | | L | W | H | Unit. | Total. |
| 1 | Elemento di freccia Jib element Elément de flèche Ausleger | N°1 | 6.135 | 1.280 | 2.060 | | 1050 |
| 1 | | N°2 | 6.155 | 1.150 | 2.060 | | 700 |
| 1 | | N°3 | 6.155 | 1.150 | 2.060 | | 580 |
| 1 | | N°4 | 6.155 | 1.150 | 2.060 | | 490 |
| 1 | | N°5 | 6.060 | 1.150 | 2.030 | | 420 |
| 1 | | N°6 | 6.060 | 1.150 | 1.500 | | 330 |
| 1 | | N°7 | 6.040 | 1.150 | 1.500 | | 300 |
| 1 | | N°8 | 6.005 | 1.150 | 1.500 | | 265 |
| 1 | | N°9 | 4.785 | 1.150 | 1.470 | | 220 |
| Freccia Jib | Flèche Ausleger | | 52 m | 52.3 | 1.280 | 2.200 | 5320 |
| | | | 47 m | 47.6 | 1.280 | 2.200 | 5100 |
| | | | 41 m | 41.7 | 1.280 | 2.200 | 4835 |
| | | | 35 m | 35.8 | 1.280 | 2.200 | 4535 |
| | | | 29 m | 29.9 | 1.280 | 2.200 | 5205 |
| | | | 23 m | 24.0 | 1.280 | 2.200 | 3785 |
| 1 | Controfreccia girevole, argano sollev., quadro elettrico, cuspide. Counterjib-turntable, hoisting winch, trolley jib, electrical box, a frame. Contreflèche tournante, treuil de levage, armoire électrique, pointe. Gegenausleger, Hubwinde, Drehwerk Schaltschrank. | | 5.085 | 1.7 | 2.65 | | 5600 |
| 1 | Elemento controfreccia esterno. External counterjib. Contreflèche extérieure. Externes gegenausleger. | | 6.715 | 1.435 | 1.470 | | 1700 |
| 1 | Elemento di torre Tower element Elément de mature Turmstück | | 11.8 | 1.2 | 1.38 | | 3050 |
| | | | 5.8 | 1.2 | 1.38 | | 1610 |
| | | | 2.95 | 1.2 | 1.38 | | 810 |

| Pezzi Pieces | Denominazione Description | Schizzo Sketch | Dimensioni Dimensions | | | Peso Weight (Kg) | | |
|-----------------|--|---|--------------------------|----------------|----------------|---------------------|--------------|---------------|
| | | | L | W | H | Unit. | Total. | |
| 1 | TRAVE DI BASE PRINCIPALE BASE MAIN BEAM POUTRE DE CHASSIS DE BASE |  | 5.53 | 0.67 | 0.64 | | 1480 | |
| 1 | SEMI-TRAVE DI BASE HALF BASE BEAM SEMIPOUTRE DE CHASSIS DE BASE |  | 5.53 | 0.67 | 0.64 | 740 | 1480 | |
| 2 | BILANCINO DI TRASLAZ. FOLLE DRIVEN BOIGE BOGGIE FOU |  | 0.8 | 0.195 | 0.385 | 190 | 380 | |
| 2 | BILANCINO DI TRASLAZ. MOTORIZ. BOGGIE MOTORISEE DRIVING BOIGE |  | 0.925 | 0.425 | 0.385 | 310 | 620 | |
| 10 | Blocco di zavorra Base ballast block Lest de base Grundballastblöcken (B30-12) |  | 3.000 | 0.600 | 1.200 | 4950 | 49500 | |
| 6 4 | Blocchi di contrappeso Counterweight block Contre-poids Gegengewichtsblöcke |  | A 125 B 250 | 3.000 3.000 | 0.185 0.370 | 1.200 1.200 | 1250 2500 | 7500 10000 |



T.G.M.

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GRT 52 City Top



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preavviso

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binding subject to modification without
notice

Angaben und Beschreibung
unverbindlich andreungen
vorbehalten ohne weitere mitteilung

Données techniques seulement
indicatives modifications réservées
sans préavis