# 643 R

Crane Line

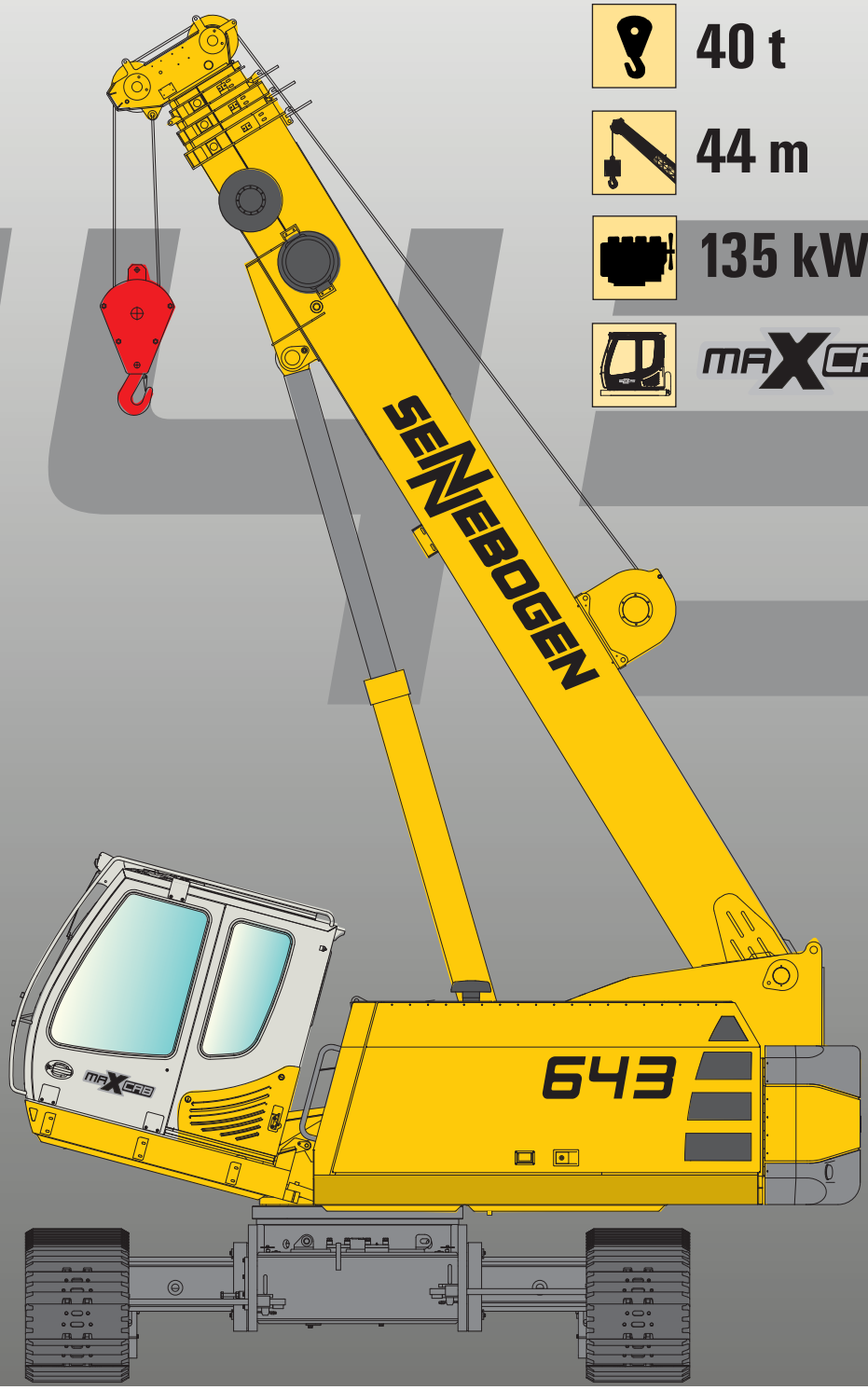
Teleskkopkran
Telescopic Crane

40 t

44 m

135 kW

maXCAB




SENNEBOGEN®

simply better

## Specifications D-Serie

### Diesel-Engine

| | |
|---|---|
| output | **135 kW/184 PS at 2200 rpm** |
| model | **Deutz TCD 2012 L06 2V -TIER III** |
| direct injection, turbo charged, intercooler, reduced emission | |
| cooling | water cooled |
| air filter | dry air filter with precleaner, automatic dust discharge, main and safety element, pollution indicator |
| fuel tank | **400 l** |
| electric system | 24 Volt |
| batteries | 2 x 110 Ah, main switch |

### Hydraulic-System

**load sensing/LUDV system for working functions and drivefunction**

| | |
|---|---|
| hydraulic pump | variable displacement piston pump, swashplate type, load sensing regulation for parallel, independent operation of the working functions |
| pump regelation | zero flow regulation, flow on demand control - the pumps only supplying the required oil, pressure cut off |
| oil flow max. | **280 l/min** |
| pressure max. | **330 bar** |

**seperate hydraulic circuit for swing operation**

| | |
|---|---|
| pump type | gear pump |
| oil flow max. | **35 l/min** |
| pressure max. | **240 bar** |
| filtration | high efficiency filtration with long time change interval, SENNEBOGEN Hydro clean micro filtration with water separation, optional |
| cooling | large sized cooling unit |
| hydraulic tankk | **480 l** |
| steering | proportional, hydraulically and precise control of the hydraulic functions, 2 servo joysticks for operating movements, additional functions through switches and foot pedals |

saftey valves for all hydraulic circuits

high efficiency through well designed hydraulic valves and lines.

pressure accumulator for lowering of attachments when engine turned off

central pressure test ports

safety check valves for boom cylinders

safety check valves for telescopic boom cylinders

### Swing Drive

compact planetery reduction gear with hydraulic piston motor, integrated brake valves

| | |
|---|---|
| parking brake | multi disc brake, spring loaded |
| swing bearing | strong ball bearing, sealed |
| swing speed | 0-2 rpm, stepless |

### Upper Carriage

| | |
|---|---|
| design | torsion resistent type design<br>precision machined, steel bushes for the boom pivot.<br>clear, very servicefriendly design<br>longitudinal intallation of the engine |

### Cooling system

compact 3 circuit cooling system, large sized

### Working Equipment

| | |
|---|---|
| design | centuries of experience and state of the art computer simulation guarantee highest stability and durability |
| telescopic boom | 4 section telescopic boom, full power hydraulically extendable |
| folding jib | 6,5 m or 13 m length, fast and easy errection, while not using it can be folded at the side of the mainboom |
| hoist winch | axial piston hydraulic motor, planetary gear, linepul 40 kN, line speed 0-95 m/min, rope dia. 14 mm, 2. hoist winch optional |
| safety brake | spring applied multi disc brake |
| crane safety | state of the art safe load indicator with colour graphic display, hoist limit switch, rope limit switch, preassure relief and safety check valves |
| cylinders | hydraulic cylinders with high grade seal and guide system |

### Undercarriage

| | |
|---|---|
| design | very strong, hydraulically exdendable crawler undercarriage with integrated, proteced drives |
| drive system | high traction force through 2 speed variable displacement piston motors with directly mounted automatic brake valves and planetary gears at each track side |
| parking brake | multi disc brake, spring loaded |
| tracks | maintenance free track type with hydraulic track tensioning system, triple groucer shoes. Flat shoes optional |
| travel speed | 0-1,2 / 0-2,7 km/h |

### Operating Weight

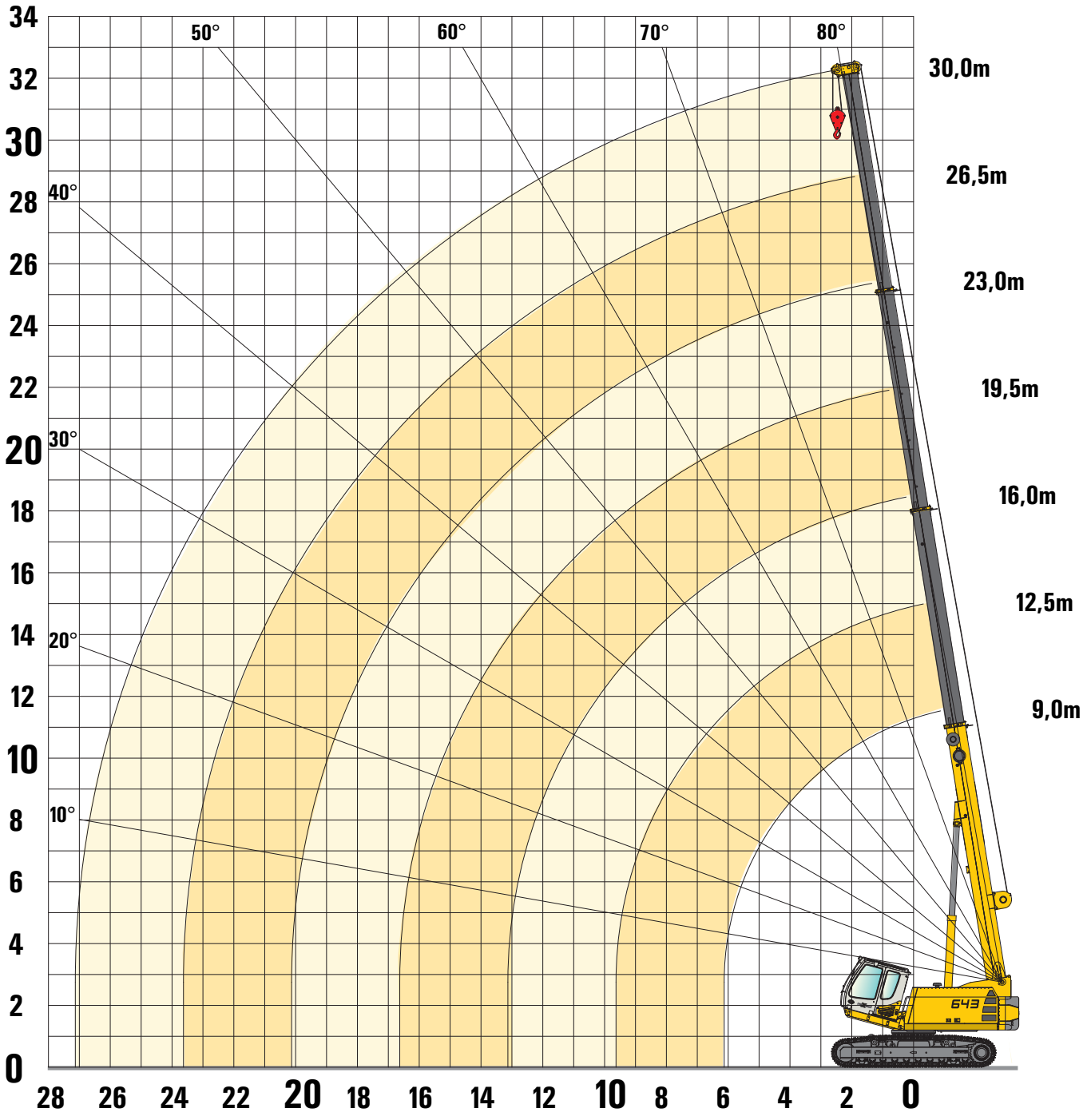
**643 R with telescopic boom 30 m, jib and hook block 20 t**

| | |
|---|---|
| **with counterweight 5 t** | **approx. 36,000 kg** |
| **with counterweight 7 t + 4 t** | **approx. 42,000 kg** |

the operating weight may very with different equipment and attachments subject to technical modification!

## Ausleger / boom 30 m — D-Serie

### 9-30 m




**Anmerkung:**

1. Die angegebenen Traglastwerte gelten für ebenen und festen Stand der Maschine
2. Die Traglastwerte sind in Tonnen angegeben und gelten für 360° Schwenkwinkel
3. Die Traglastwerte berücksichtigen die Normen DIN 15019.2, ISO 4305 sowie die Kippwinkelmethode (5°)
4. Das Gewicht der Lastaufnahme mittel (Haken, Gehänge) ist von den Traglasten abzuziehen
5. Die Traglastwerte "Spur 3800" gelten für die maximale Unterwagenspurbreite 3800mm
   Die Traglastwerte "Spur 2300" gelten für die minimale Unterwagenspurbreite
6. Lastwerte müssen begrenzt oder vermindert werden, um ungünstige Bedingungen zu berücksichtigen, wie weichen oder unebenen Boden, schräge Gefälle, Wind, Seitenlasten, schwingende Lasten, Rucken oder plötzliches Stoppen der Ladungen, Unerfahrenheit des Personals, Fahren mit Last
7. Zulässiger Seilzug je Strang bei Kranbetrieb ist bei 14 mm Seildurchmesser 3.500 kg
8. Traglasten mit * gekennzeichnet gelten nur mit Sonderausrüstung.
9. Die angegebenen Traglastwerte sind nur zur Orientierung. Die jeweils gültigen Traglastwerte

## Ausleger / boom 30 m — D-Serie

75% | 360° | 7 t + 4 t | 9-30 m

| Ausladung / radius [m] | Auslegerlänge / boom length [m] | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 9,0 | | 12,5 | | 16,0 | | 19,5 | | 23,0 | | 26,5 | | 30,0 | |
| 2,0 | 40,0* | 40,0* | | | | | | | | | | | | |
| 3,0 | 35,0 | 33,0 | 20,0 | 20,0 | 15,0 | 15,0 | 14,0 | 14,0 | 11,0 | 11,0 | 8,9 | 8,9 | 5,0 | 5,0 |
| 4,0 | 30,2 | 20,2 | 20,0 | 19,9 | 15,0 | 15,0 | 14,0 | 14,0 | 11,0 | 11,0 | 8,9 | 8,9 | 5,0 | 5,0 |
| 5,0 | 25,5 | 14,2 | 20,0 | 14,0 | 15,0 | 13,9 | 13,3 | 13,3 | 11,0 | 11,0 | 8,6 | 8,6 | 5,0 | 5,0 |
| 6,0 | 18,6 | 10,7 | 18,5 | 10,5 | 14,9 | 10,5 | 12,0 | 10,9 | 10,3 | 10,3 | 8,3 | 8,3 | 5,0 | 5,0 |
| 7,0 | 12,2/6,2m | 10,2/6,2m | 14,3 | 8,3 | 13,2 | 8,2 | 10,9 | 8,6 | 9,5 | 8,9 | 7,8 | 7,8 | 5,0 | 5,0 |
| 8,0 | | | 11,5 | 6,7 | 11,4 | 6,6 | 9,8 | 7,0 | 8,7 | 7,3 | 7,4 | 7,4 | 5,0 | 5,0 |
| 9,0 | | | 9,5 | 5,5 | 9,4 | 5,4 | 9,0 | 5,8 | 7,9 | 6,1 | 6,9 | 6,2 | 5,0 | 5,0 |
| 10,0 | | | 7,5/9,6m | 4,9/9,6m | 8,0 | 4,5 | 8,3 | 4,9 | 7,1 | 5,1 | 6,4 | 5,3 | 5,0 | 5,0 |
| 11,0 | | | | | 6,8 | 3,7 | 7,2 | 4,1 | 6,5 | 4,4 | 5,9 | 4,5 | 5,0 | 4,7 |
| 12,0 | | | | | 5,9 | 3,1 | 6,2 | 3,5 | 5,9 | 3,7 | 5,5 | 3,9 | 5,0 | 4,1 |
| 13,0 | | | | | 5,0 | 2,6 | 5,4 | 3,0 | 5,5 | 3,2 | 5,1 | 3,4 | 4,7 | 3,5 |
| 14,0 | | | | | | | 4,8 | 2,6 | 5,0 | 2,8 | 4,8 | 3,0 | 4,4 | 3,1 |
| 15,0 | | | | | | | 4,2 | 2,2 | 4,5 | 2,4 | 4,5 | 2,6 | 4,1 | 2,7 |
| 16,0 | | | | | | | 3,7 | 1,9 | 4,0 | 2,1 | 4,2 | 2,3 | 3,8 | 2,4 |
| 17,0 | | | | | | | 3,5/16,6m | 1,7/16,6m | 3,6 | 1,8 | 3,7 | 2,0 | 3,6 | 2,1 |
| 18,0 | | | | | | | | | 3,2 | 1,6 | 3,4 | 1,7 | 3,3 | 1,9 |
| 19,0 | | | | | | | | | 2,9 | 1,3 | 3,0 | 1,5 | 3,1 | 1,6 |
| 20,0 | | | | | | | | | 2,6 | 1,1 | 2,7 | 1,3 | 2,9 | 1,4 |
| 21,0 | | | | | | | | | 2,5/20,1m | 1,1/20,1m | 2,5 | 1,1 | 2,6 | 1,3 |
| 22,0 | | | | | | | | | | | 2,2 | 1,0 | 2,4 | 1,1 |
| 23,0 | | | | | | | | | | | 1,9/23,6m | 0,7/23,6m | 2,2 | 0,9 |
| 24,0 | | | | | | | | | | | | | 2,0 | 0,8 |
| 25,0 | | | | | | | | | | | | | 1,8 | 0,7 |
| 26,0 | | | | | | | | | | | | | 1,6 | 0,6 |
| 27,0 | Spur 3800 Tab.Nr.: 643R-30.0/75/1977/7.0/08.06 | | | | | | | | | | | | 1,5 | 0,5 |
| 28,0 | Spur 2300 Tab.Nr.: 643R-30.0/75/1227/7.0/08.06 | | | | | | | | | | | | 1,5/27,1m | 0,5/27,1m |
| Strangzahl / parts reeving | 10 | 10 | 6 | 6 | 5 | 5 | 4 | 4 | 4 | 4 | 3 | 3 | 2 | 2 |
| LMB Code / LMI code | | | | | | | | | | | | | | |
| I | 0% | | 50% | | 100% | | 100% | | 100% | | 100% | | 100% | |
| II | 0% | | 0% | | 0% | | 25% | | 50% | | 75% | | 100% | |
| III | 0% | | 0% | | 0% | | 25% | | 50% | | 75% | | 100% | |

75% | 360° | 7 t + 4 t

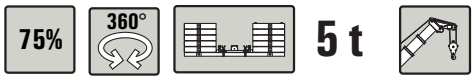
| Ausladung / radius [m] | Auslegerlänge / boom length [m] | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 9,0 | | 12,5 | | 16,0 | | 19,5 | | 23,0 | | 26,5 | | 30,0 | |
| 2,0 | | | | | | | | | | | | | | |
| 3,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 5,0/3,5m | 5,0/3,5m |
| 4,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 5,0 | 5,0 |
| 5,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 5,0 | 5,0 |
| 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 5,0 | 5,0 |
| 7,0 | 6,0/6,7m | 6,0/6,7m | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 5,0 | 5,0 |
| 8,0 | | | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 5,0 | 5,0 |
| 9,0 | | | 6,0 | 5,4 | 6,0 | 5,3 | 6,0 | 5,7 | 6,0 | 6,0 | 6,0 | 6,0 | 5,0 | 5,0 |
| 10,0 | | | 6,0 | 4,4 | 6,0 | 4,4 | 6,0 | 4,8 | 6,0 | 5,0 | 6,0 | 5,2 | 5,0 | 4,9 |
| 11,0 | | | 6,0/10,2m | 4,2/10,2m | 6,0 | 3,6 | 6,0 | 4,0 | 6,0 | 4,3 | 5,8 | 4,4 | 5,0 | 4,6 |
| 12,0 | | | | | 5,8 | 3,0 | 6,0 | 3,4 | 5,8 | 3,6 | 5,4 | 3,8 | 4,9 | 4,0 |
| 13,0 | | | | | 4,9 | 2,5 | 5,3 | 2,9 | 5,4 | 3,1 | 5,0 | 3,3 | 4,6 | 3,4 |
| 14,0 | | | | | 4,3/13,7m | 2,1/13,7m | 4,7 | 2,5 | 4,9 | 2,7 | 4,7 | 2,9 | 4,3 | 3,0 |
| 15,0 | | | | | | | 4,1 | 2,1 | 4,4 | 2,3 | 4,4 | 2,5 | 4,0 | 2,6 |
| 16,0 | | | | | | | 3,6 | 1,8 | 3,9 | 2,0 | 4,1 | 2,2 | 3,7 | 2,3 |
| 17,0 | | | | | | | 3,1 | 1,5 | 3,5 | 1,7 | 3,6 | 1,9 | 3,5 | 2,0 |
| 18,0 | | | | | | | 3,0/17,2m | 1,4/17,2m | 3,1 | 1,5 | 3,3 | 1,6 | 3,2 | 1,8 |
| 19,0 | | | | | | | | | 2,8 | 1,2 | 2,9 | 1,4 | 3,0 | 1,5 |
| 20,0 | | | | | | | | | 2,5 | 1,0 | 2,6 | 1,2 | 2,8 | 1,3 |
| 21,0 | | | | | | | | | 2,2/20,7m | 0,8/20,7m | 2,4 | 1,0 | 2,5 | 1,2 |
| 22,0 | | | | | | | | | | | 2,1 | 0,9 | 2,3 | 1,0 |
| 23,0 | | | | | | | | | | | 1,8 | 0,7 | 2,1 | 0,8 |
| 24,0 | | | | | | | | | | | 1,7/24,2m | 0,6/24,2m | 1,9 | 0,7 |
| 25,0 | | | | | | | | | | | | | 1,7 | 0,6 |
| 26,0 | | | | | | | | | | | | | 1,5 | 0,5 |
| 27,0 | Spur 3800 Tab.Nr.: 643R-30.0/75/1977/7.0/08.06 S | | | | | | | | | | | | 1,4 | |
| 28,0 | Spur 2300 Tab.Nr.: 643R-30.0/75/1227/7.0/08.06 S | | | | | | | | | | | | 1,4/27,1m | |
| Strangzahl / parts reeving | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| LMB Code / LMI code | | | | | | | | | | | | | | |
| I | 0% | | 50% | | 100% | | 100% | | 100% | | 100% | | 100% | |
| II | 0% | | 0% | | 0% | | 25% | | 50% | | 75% | | 100% | |
| III | 0% | | 0% | | 0% | | 25% | | 50% | | 75% | | 100% | |

Bei angebautem Spitzenausleger am Grundkörper müssen die Traglastwerte reduziert werden:
When the jib is mounted at the basic mainboom the rated loads have to be reduced:

| Länge Hauptausleger / Main boom length | [m] | 9,0 | 12,5 | 16,0 | 19,5 | 23,0 | 26,5 | 30,0 |
|---|---|---|---|---|---|---|---|---|
| Traglastreduzierung / reduction of load | [kg] | 570 | 420 | 330 | 280 | 240 | 210 | 180 |

## Ausleger / boom 30 m — D-Serie

| Ausladung / radius [m] | Auslegerlänge / boom length [m] | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 9,0 | | 12,5 | | 16,0 | | 19,5 | | 23,0 | | 26,5 | | 30,0 | |
| 2,0 | 40,0* | 40,0* | | | | | | | | | | | | |
| 3,0 | 31,7 | 22,9 | 20,0 | 20,0 | 15,0 | 15,0 | 14,0 | 14,0 | 11,0 | 11,0 | 8,9 | 8,9 | 5,0 | 5,0 |
| 4,0 | 27,1 | 13,9 | 20,0 | 13,7 | 15,0 | 13,6 | 14,0 | 14,0 | 11,0 | 11,0 | 8,9 | 8,9 | 5,0 | 5,0 |
| 5,0 | 21,3 | 9,7 | 20,0 | 9,5 | 15,0 | 9,4 | 13,3 | 9,9 | 11,0 | 10,2 | 8,6 | 8,6 | 5,0 | 5,0 |
| 6,0 | 15,4 | 7,2 | 15,2 | 7,0 | 14,9 | 6,9 | 12,0 | 7,3 | 10,3 | 7,6 | 8,3 | 7,9 | 5,0 | 5,0 |
| 7,0 | 11,9/6,2m | 6,8/6,2m | 11,7 | 5,3 | 11,6 | 5,3 | 10,9 | 5,7 | 9,5 | 6,0 | 7,8 | 6,2 | 5,0 | 5,0 |
| 8,0 | | | 9,4 | 4,2 | 9,3 | 4,1 | 9,7 | 4,5 | 8,7 | 4,8 | 7,4 | 5,0 | 5,0 | 5,0 |
| 9,0 | | | 7,7 | 3,3 | 7,6 | 3,2 | 8,0 | 3,6 | 7,9 | 3,9 | 6,9 | 4,1 | 5,0 | 5,0 |
| 10,0 | | | 6,8/9,6m | 2,8/9,6m | 6,3 | 2,5 | 6,7 | 2,9 | 7,0 | 3,2 | 6,4 | 3,3 | 5,0 | 3,5 |
| 11,0 | | | | | 5,3 | 2,0 | 5,7 | 2,3 | 6,0 | 2,6 | 5,9 | 2,8 | 5,0 | 2,9 |
| 12,0 | | | | | 4,5 | 1,5 | 4,9 | 1,9 | 5,2 | 2,1 | 5,3 | 2,3 | 5,0 | 2,5 |
| 13,0 | | | | | 3,8 | 1,2 | 4,2 | 1,5 | 4,5 | 1,8 | 4,7 | 1,9 | 4,7 | 2,1 |
| 14,0 | | | | | | | 3,7 | 1,2 | 3,9 | 1,4 | 4,1 | 1,6 | 4,2 | 1,7 |
| 15,0 | | | | | | | 3,2 | 0,9 | 3,4 | 1,2 | 3,6 | 1,3 | 3,7 | 1,5 |
| 16,0 | | | | | | | 2,8 | 0,7 | 3,0 | 0,9 | 3,2 | 1,1 | 3,3 | 1,2 |
| 17,0 | | | | | | | 2,6/16,6m | 0,6/16,6m | 2,7 | 0,7 | 2,8 | 0,9 | 3,0 | 1,0 |
| 18,0 | | | | | | | | | 2,3 | 0,5 | 2,5 | 0,7 | 2,7 | 0,8 |
| 19,0 | | | | | | | | | 2,1 | | 2,2 | 0,5 | 2,4 | 0,7 |
| 20,0 | | | | | | | | | 1,8 | | 2,0 | | 2,1 | 0,5 |
| 21,0 | | | | | | | | | 1,8/20,1 | | 1,8 | | 1,9 | |
| 22,0 | | | | | | | | | | | 1,6 | | 1,7 | |
| 23,0 | | | | | | | | | | | 1,3/23,6 | | 1,5 | |
| 24,0 | | | | | | | | | | | | | 1,4 | |
| 25,0 | | | | | | | | | | | | | 1,2 | |
| 26,0 | | | | | | | | | | | | | 1,1 | |
| 27,0 | Spur 3800 Tab.Nr.: 643R-30.0/75/1977/5.0/08.06 | | | | | | | | | | | | 0,9 | |
| 28,0 | Spur 2300 Tab.Nr.: 643R-30.0/75/1227/5.0/08.06 | | | | | | | | | | | | 0,9/27,1m | |
| Strangzahl / parts reeving | 10 | 7 | 6 | 6 | 5 | 5 | 4 | 4 | 4 | 4 | 3 | 3 | 2 | 2 |
| LMB Code / LMI code | | | | | | | | | | | | | | |
| I | 0% | | 50% | | 100% | | 100% | | 100% | | 100% | | 100% | |
| II | 0% | | 0% | | 0% | | 25% | | 50% | | 75% | | 100% | |
| III | 0% | | 0% | | 0% | | 25% | | 50% | | 75% | | 100% | |



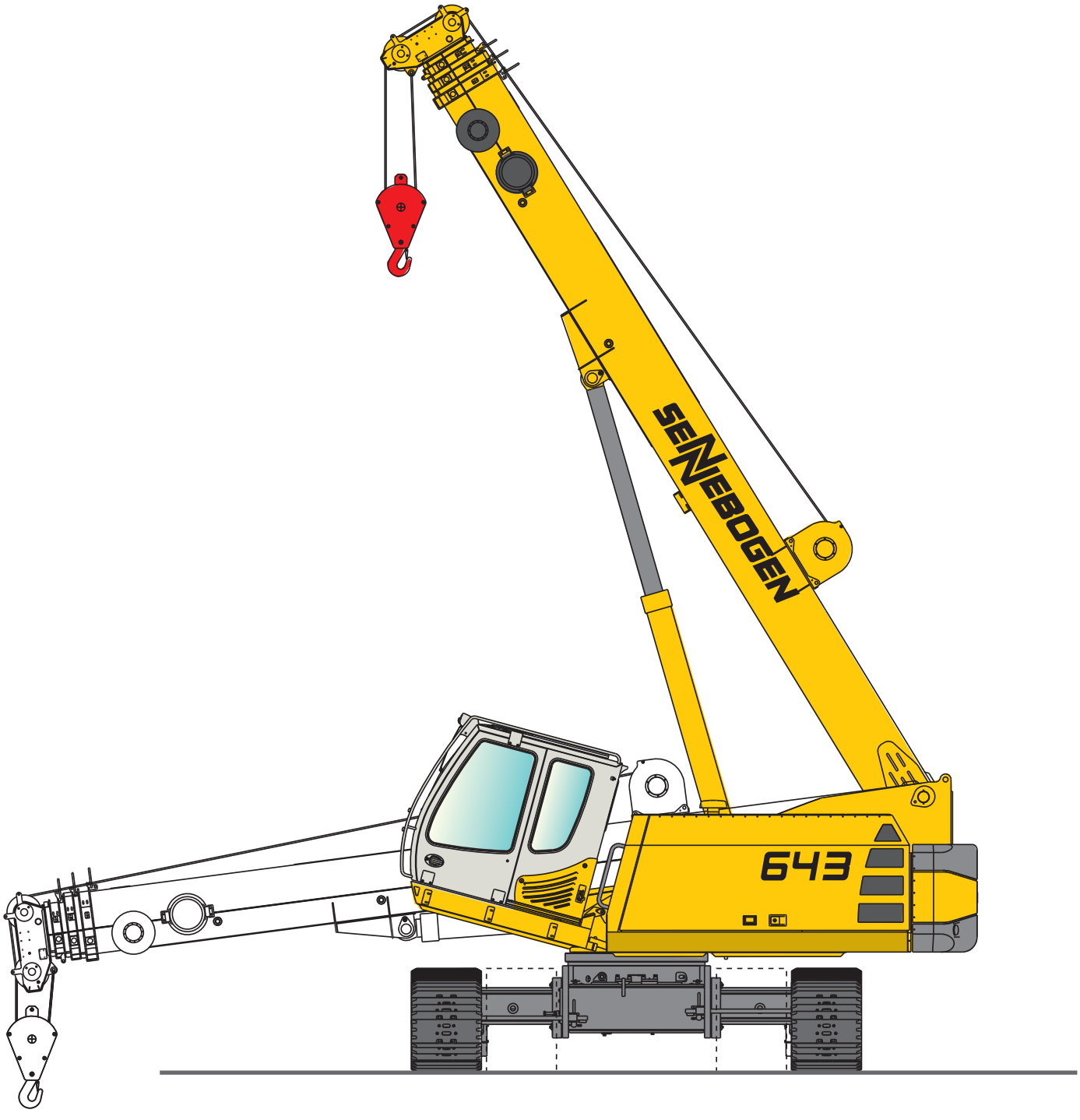

| Ausladung / radius [m] | Auslegerlänge / boom length [m] | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 9,0 | | 12,5 | | 16,0 | | 19,5 | | 23,0 | | 26,5 | | 30,0 | |
| 2,0 | | | | | | | | | | | | | | |
| 3,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 5,0/3,5m | 5,0/3,5m |
| 4,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 5,0 | 5,0 |
| 5,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 5,0 | 5,0 |
| 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 6,0 | 5,0 | 5,0 |
| 7,0 | 6,0/6,7m | 5,5/6,7m | 6,0 | 5,2 | 6,0 | 5,2 | 6,0 | 5,6 | 6,0 | 5,9 | 6,0 | 6,0 | 5,0 | 5,0 |
| 8,0 | | | 6,0 | 4,1 | 6,0 | 4,0 | 6,0 | 4,4 | 6,0 | 4,7 | 6,0 | 4,9 | 5,0 | 5,0 |
| 9,0 | | | 6,0 | 3,2 | 6,0 | 3,1 | 6,0 | 3,5 | 6,0 | 3,8 | 6,0 | 4,0 | 5,0 | 4,9 |
| 10,0 | | | 6,0 | 2,5 | 6,0 | 2,4 | 6,0 | 2,8 | 6,0 | 3,1 | 6,0 | 3,2 | 5,0 | 3,4 |
| 11,0 | | | 6,0/10,2m | 2,4/10,2m | 5,2 | 1,9 | 5,6 | 2,2 | 5,9 | 2,5 | 5,8 | 2,7 | 5,0 | 2,8 |
| 12,0 | | | | | 4,4 | 1,4 | 4,8 | 1,8 | 5,1 | 2,0 | 5,2 | 2,2 | 4,9 | 2,4 |
| 13,0 | | | | | 3,7 | 1,1 | 4,1 | 1,4 | 4,4 | 1,7 | 4,6 | 1,8 | 4,6 | 2,0 |
| 14,0 | | | | | 3,0/13,7m | 0,8/13,7m | 3,6 | 1,1 | 3,8 | 1,3 | 4,0 | 1,5 | 4,1 | 1,6 |
| 15,0 | | | | | | | 3,1 | 0,8 | 3,3 | 1,1 | 3,5 | 1,2 | 3,6 | 1,4 |
| 16,0 | | | | | | | 2,7 | 0,6 | 2,9 | 0,8 | 3,1 | 1,0 | 3,2 | 1,1 |
| 17,0 | | | | | | | 2,3 | | 2,6 | 0,6 | 2,7 | 0,8 | 2,9 | 0,9 |
| 18,0 | | | | | | | 2,2/17,2m | | 2,2 | | 2,4 | 0,6 | 2,6 | 0,7 |
| 19,0 | | | | | | | | | 2,0 | | 2,1 | | 2,3 | 0,6 |
| 20,0 | | | | | | | | | 1,7 | | 1,9 | | 2,0 | |
| 21,0 | | | | | | | | | 1,5/20,7m | | 1,7 | | 1,8 | |
| 22,0 | | | | | | | | | | | 1,5 | | 1,6 | |
| 23,0 | | | | | | | | | | | 1,2 | | 1,4 | |
| 24,0 | | | | | | | | | | | 1,2/24,2m | | 1,2 | |
| 25,0 | | | | | | | | | | | | | 1,1 | |
| 26,0 | | | | | | | | | | | | | 1,0 | |
| 27,0 | Spur 3800 Tab.Nr.: 643R-30.0/75/1977/5.0/08.06 S | | | | | | | | | | | | 0,8 | |
| 28,0 | Spur 2300 Tab.Nr.: 643R-30.0/75/1227/5.0/08.06 S | | | | | | | | | | | | 0,7/27,6m | |
| Strangzahl / parts reeving | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| LMB Code / LMI code | | | | | | | | | | | | | | |
| I | 0% | | 50% | | 100% | | 100% | | 100% | | 100% | | 100% | |
| II | 0% | | 0% | | 0% | | 25% | | 50% | | 75% | | 100% | |
| III | 0% | | 0% | | 0% | | 25% | | 50% | | 75% | | 100% | |

Bei angebautem Spitzenausleger am Grundkörper müssen die Traglastwerte reduziert werden:
When the jib is mounted at the basic mainboom the rated loads have to be reduced:

| Länge Hauptausleger / Main boom length | [m] | 9,0 | 12,5 | 16,0 | 19,5 | 23,0 | 26,5 | 30,0 |
|---|---|---|---|---|---|---|---|---|
| Traglastreduzierung / reduction of load | [kg] | 570 | 420 | 330 | 280 | 240 | 210 | 180 |

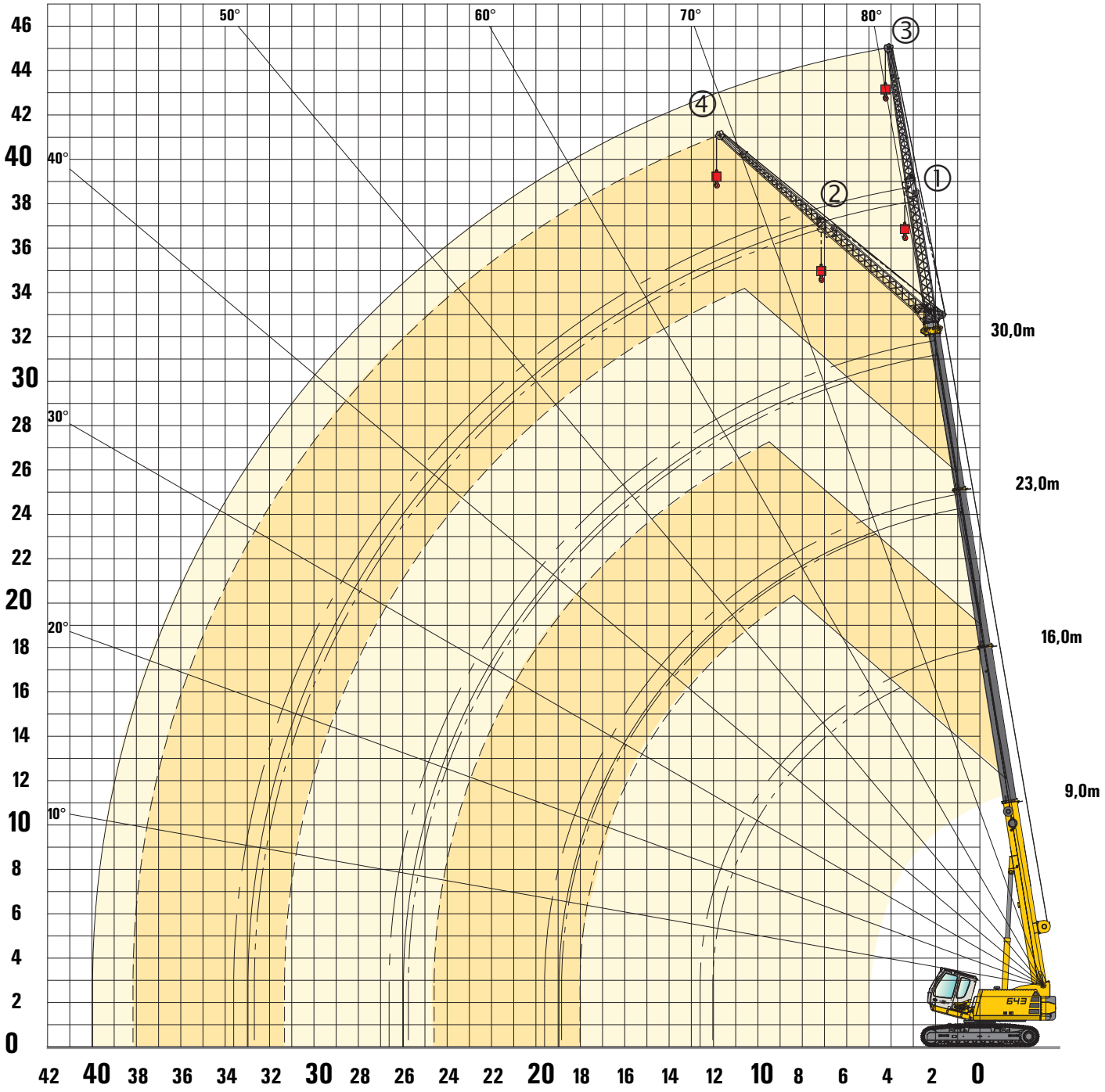
**630 R -** Der kompakte und leistungsfähige Teleskopkran kann auch auf engstem Raum optimal eingesetzt werden - ob auf der Baustelle, im Tunnelbau, in engen innerstädtischen Baustellen oder in Industrieanlagen und Industriehallen.

**630 R -** The compact and efficient telescopic crane can be put to optimum use also in very confined work spaces - whether on construction sites, in tunneling, on tight inner-city job sites or on industrial premises and in industrial halls.



## Spitzenausleger/ folding jib 6,5 /13m D-Serie

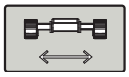
① 6,5 m/ 0°
② 6,5 m/ 40°
③ 13 m/ 0°
④ 13 m/ 40°



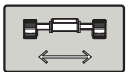

**Notes:**

1. The rated loads shown are based on the machine on firm level ground and without travelling
2. The rated loads shown are based on the machine on firm level ground and without travelling
3. Liftcrane capacities are calculated to comply with DIN 15019.2, ISO 4305 and tipping angle 5°
4. The rated loads shown include the weight of all lifting attachments, such as hook and bucket etc.
5. The rated loads "Spur 3800" are valid for the maximum extended undercarriage (track width 3800mm)
   The rated loads "Spur 2300" are valid for the retracted undercarriage
6. The users must derate or limit the lifted loads to allow for adverse conditions such as soft or uneven ground, out of level conditions, wind, side loads, pendulum action, jerking or sudden stopping of loads, inexperience of personnel and travelling with a load
7. Max. single line pull for crane operation with rope diameter 14 mm - 3.500 kg
8. Loads marked with * are only valid with special equipment.
   When the jib is mounted at the basic mainboom the rated loads have to be reduced:
9. The lifting capacities are for reference only. For actual lifting capacities please refer to load chart in operator's manual.

## Spitzenausleger / folding jib 6,5 / 13 m — D-Serie

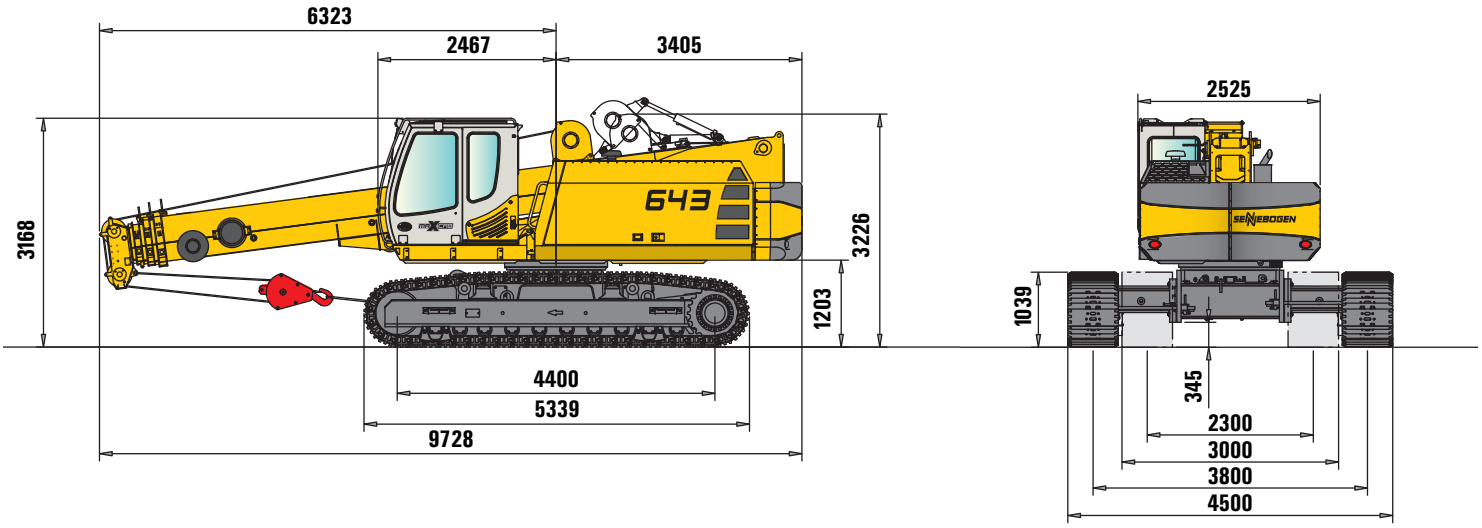
75% 360°  5 t / 7 t + 4 t 6,5 m

| Ausladung / radius | Auslegerlänge / boom length [m] | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | 9,0 | | 16,0 | | 23,0 | | 30,0 | |
| | 0° | 40° | 0° | 40° | 0° | 40° | 0° | 40° |
| 2,0 | | | | | | | | |
| 3,0 | 6,0 | | 6,0 | | | | | |
| 4,0 | 6,0 | | 6,0 | | | | | |
| 5,0 | 5,5 | 3,5 | 6,0 | | 6,0 | | | |
| 6,0 | 4,9 | 3,3 | 6,0 | 3,6 | 6,0 | | | |
| 7,0 | 4,4 | 3,1 | 5,9 | 3,4 | 6,0 | | 3,5 | |
| 8,0 | 4,0 | 2,9 | 5,4 | 3,3 | 5,9 | 3,4 | 3,5 | |
| 9,0 | 3,7 | 2,8 | 5,0 | 3,2 | 5,6 | 3,3 | 3,5 | |
| 10,0 | 3,4 | 2,7 | 4,6 | 3,1 | 5,3 | 3,2 | 3,5 | 3,2 |
| 11,0 | 3,1 | | 4,3 | 3,0 | 5,0 | 3,2 | 3,5 | 3,0 |
| 12,0 | 2,8 | | 4,1 | 2,8 | 4,7 | 3,1 | 3,5 | 2,9 |
| 13,0 | | | 3,9 | 2,8 | 4,2 | 3,0 | 3,5 | 2,8 |
| 14,0 | | | 3,7 | 2,8 | 3,7 | 2,9 | 3,3 | 2,7 |
| 15,0 | | | 3,4 | | 3,3 | 2,9 | 3,0 | 2,5 |
| 16,0 | | | 3,0 | | 3,0 | 2,8 | 2,8 | 2,4 |
| 18,0 | | | 2,3 | | 2,4 | 2,7 | 2,3 | 2,3 |
| 20,0 | | | | | 1,9 | 2,1 | 1,8 | 2,1 |
| 22,0 | | | | | 1,5 | | 1,5 | 1,7 |
| 24,0 | | | | | 1,1 | | 1,1 | 1,4 |
| 26,0 | | | | | 0,8 | | 0,9 | 1,0 |
| 28,0 | | | | | | | 0,7 | |
| 30,0 | | | | | | | | |
| 32,0 | | | | | | | | |
| 34,0 | | | | | | | | |
| 36,0 | | | | | | | | |
| 38,0 | Tab-Nr.: 643R-30.0/75/1977/5.0/08.06 SA6.5 | | | | | | | |
| Strangzahl / parts reeving | 2 | 1 | 2 | 2 | 2 | 1 | 1 | 1 |
| LMB Code / LMI code | | | | | | | | |
| I | 0% | | 100% | | 100% | | 100% | |
| II | 0% | | 0% | | 50% | | 100% | |
| III | 0% | | 0% | | 50% | | 100% | |

75% 360°  5 t / 7 t + 4 t 13 m

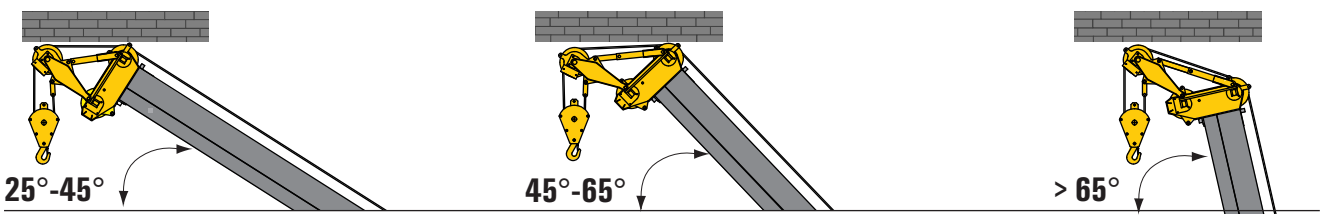
| Ausladung / radius | Auslegerlänge / boom length [m] | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | 9,0 | | 16,0 | | 23,0 | | 30,0 | |
| | 0° | 40° | 0° | 40° | 0° | 40° | 0° | 40° |
| 2,0 | | | | | | | | |
| 3,0 | 3,0 | | | | | | | |
| 4,0 | 3,0 | | | | | | | |
| 5,0 | 3,0 | | 3,0 | | | | | |
| 6,0 | 3,0 | | 3,0 | | | | | |
| 7,0 | 2,9 | | 3,0 | | 3,0 | | | |
| 8,0 | 2,6 | | 3,0 | | 3,0 | | | |
| 9,0 | 2,3 | | 2,9 | | 3,0 | | 2,0 | |
| 10,0 | 2,1 | 1,6 | 2,7 | | 2,9 | | 2,0 | |
| 11,0 | 2,0 | 1,5 | 2,5 | | 2,7 | | 2,0 | |
| 12,0 | 1,8 | 1,4 | 2,4 | 1,5 | 2,6 | | 2,0 | |
| 13,0 | 1,7 | 1,4 | 2,2 | 1,5 | 2,5 | | 2,0 | |
| 14,0 | 1,6 | 1,3 | 2,1 | 1,5 | 2,4 | 1,5 | 2,0 | |
| 15,0 | 1,6 | 1,3 | 2,0 | 1,4 | 2,3 | 1,5 | 2,0 | |
| 16,0 | 1,5 | 1,3 | 1,9 | 1,4 | 2,2 | 1,4 | 2,0 | 1,5 |
| 18,0 | 1,1 | | 1,7 | 1,3 | 2,0 | 1,4 | 2,0 | 1,4 |
| 20,0 | | | 1,6 | 1,3 | 1,8 | 1,3 | 1,9 | 1,4 |
| 22,0 | | | 1,4 | | 1,7 | 1,3 | 1,7 | 1,3 |
| 24,0 | | | 1,3 | | 1,6 | 1,3 | 1,4 | 1,3 |
| 26,0 | | | | | 1,3 | 1,3 | 1,2 | 1,2 |
| 28,0 | | | | | 1,0 | | 1,0 | 1,2 |
| 30,0 | | | | | 0,8 | | 0,8 | 1,1 |
| 32,0 | | | | | 0,6 | | 0,6 | 0,8 |
| 34,0 | | | | | | | | |
| 36,0 | | | | | | | | |
| 38,0 | Tab-Nr.: 643R-30.0/75/1977/5.0/08.06 SA13.0 | | | | | | | |
| Strangzahl / parts reeving | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| LMB Code / LMI code | | | | | | | | |
| I | 0% | | 100% | | 100% | | 100% | |
| II | 0% | | 0% | | 50% | | 100% | |
| III | 0% | | 0% | | 50% | | 100% | |

## Maße / dimensions D-Serie




| Kapazität capacity | Gewicht weight | Seileinscherung und max. Traglast - No. of hoist reeving and max. rated load | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
| 32 t 4-Rollen | 300 kg | | 32.000 kg | 28.000 kg | 24.500 kg | 21.000 kg | 17.500 kg | 14.000 kg | 10.500 kg | 7.000 kg | 3.500 kg |
| 20 t 3-Rollen | 220 kg | | | | | 20.000 kg | 17.500 kg | 14.000 kg | 10.500 kg | 7.000 kg | 3.500 kg |
| 4 t | 40 kg | | | | | | | | | | 3.500 kg |

## 6 t



## Kabine / Operators Cab — D-Serie

| SENNEBOGEN maXCAB | |
|---|---|
| Fahrerkabine | Großraum-Komfortkabine mit Schiebetüre, Schwingungsgedämft gelagert, Sicherheitsglas getönt, Sitz, Steuerhebel und Fußpedale unabhängig voneinander induviduell einstellbar, völlig neu gestalteter Innenraum mit modernster Ergonomie, Dachfenster |
| Klimaautomatic | Heiz-Klimaautomatik mit Temperatursteuerung, 8 einstellbare Lüfterdüsen sorgen für wohliges Klima, starke Defrosterfunktion, Frischluft/Umluftsteuerung mit Partikelfilter |
| Sitz | Komfortsitz mehrfach verstellbar mit Bandscheibenstütze, einstellbare Armstütze |
| Diagnose | SENNEBOGEN Diagnostic-System zur Überwachung alle wichtigen Maschinen und Motorfunktionen. Optische und aukustische Warnung bei Fehlfunktion. |

| SENNEBOGEN maXCAB | |
|---|---|
| Drivers Cab | Large sized comfort cabin with sliding door, resilently mounted, saftety glass tinted, the seat, the joysticks and the foot pedals can be individually adjusted for best comfort, completly new designed interieur with state of the art ergonomics, skylight |
| Climasitation | automatic regulation of heating and air condition according temperature setting, 8 adjustabel air vents, provide excellent climate, strong defrost function, outside air/circulation function with particle filter |
| Seat | comfort seat adjustable with lumbar support adjustable armrests |
| Diagnostic | SENNEBOGEN Diagnosticsystem for monitoring of all essential machine and engine functions, includes audible and visual warning of any malfunctions. |

# simply better

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**E-Mail: marketing@sennebogen.de**

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