

T80-56-100
Nominal Rating: 40 Tons Maximum Lifting Capacity
Rev 2.0
Rev Date: 2/22/2016
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FULLY RETRACTED

IMPERIAL UNITS

| Reach (ft) | Boom Angle (Deg) | Onboard Load (Lbs) | Offboard Load (Lbs) |
|---------------|---------------------|-----------------------|------------------------|
| 6.3 | 83.5 | 96,125 | 63,900 |
| 10.0 | 79.7 | 96,125 | 63,900 |
| 15.0 | 74.5 | 96,125 | 63,900 |
| 20.0 | 69.1 | 89,750 | 59,675 |
| 25.0 | 63.5 | 74,375 | 49,450 |
| 30.0 | 57.6 | 62,850 | 41,800 |
| 35.0 | 51.3 | 51,375 | 34,150 |
| 40.0 | 44.4 | 42,750 | 28,425 |
| 45.0 | 36.5 | 36,075 | 23,975 |
| 50.0 | 26.8 | 30,700 | 20,425 |
| 55.0 | 10.9 | 26,325 | 17,500 |
| 56.0 | 0.0 | 25,550 | 16,975 |

METRIC UNITS

| Reach (m) | Boom Angle (Deg) | Onboard Load (Kgs) | Offboard Load (Kgs) |
|--------------|------------------------|-----------------------|------------------------|
| 1.92 | 83.5 | 43,600 | 28,980 |
| 3.05 | 79.7 | 43,600 | 28,980 |
| 4.57 | 74.5 | 43,600 | 28,980 |
| 6.10 | 69.1 | 40,710 | 27,060 |
| 7.62 | 63.5 | 33,730 | 22,430 |
| 9.14 | 57.6 | 28,500 | 18,960 |
| 10.67 | 51.3 | 23,300 | 15,490 |
| 12.19 | 44.4 | 19,370 | 12,890 |
| 13.72 | 36.5 | 16,360 | 10,870 |
| 15.24 | 26.8 | 13,920 | 9,260 |
| 16.76 | 10.9 | 11,940 | 7,930 |
| 17.07 | 0.0 | 11,580 | 7,700 |

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|--|-----------|--|---------|
| API Maximum Overturning Moment (ft-lbs.) | 4,298,113 | API Maximum Overturning Moment (tonne-meter) | 594.24 |
| Corresponding Axial Force (lbs.) | 191,468 | Corresponding Axial Force (kgs.) | 86,848 |
| Maximum Axial Force (lbs.) | 258,002 | Maximum Axial Force (kgs.) | 117,028 |
| Corresponding Moment (ft-lbs.) | 3,147,068 | Corresponding Moment (tonne-meter) | 435.10 |
| Basic Crane Weight (lbs.) | 65,752 | Basic Crane Weight (kgs.) | 29,825 |
| Center of Gravity (ft) | 14.95 | Center of Gravity (m) | 4.56 |

FULLY EXTENDED

IMPERIAL UNITS

| Reach (ft) | Boom Angle (Deg) | Onboard Load (Lbs) | Offboard Load (Lbs) |
|---------------|---------------------|-----------------------|------------------------|
| 11.3 | 83.5 | 65,550 | 43,575 |
| 15.0 | 81.4 | 57,075 | 37,950 |
| 20.0 | 78.5 | 48,575 | 32,300 |
| 25.0 | 75.5 | 42,150 | 28,025 |
| 30.0 | 72.5 | 37,125 | 24,700 |
| 35.0 | 69.5 | 33,125 | 22,025 |
| 40.0 | 66.4 | 29,550 | 19,650 |
| 45.0 | 63.3 | 26,475 | 17,600 |
| 50.0 | 60.0 | 23,950 | 15,925 |
| 55.0 | 56.6 | 21,800 | 14,475 |
| 60.0 | 53.1 | 19,950 | 13,275 |
| 65.0 | 49.5 | 18,350 | 12,200 |
| 70.0 | 45.6 | 16,975 | 11,275 |
| 75.0 | 41.4 | 15,750 | 10,475 |
| 80.0 | 36.9 | 14,675 | 9,750 |
| 85.0 | 31.8 | 13,700 | 9,100 |
| 90.0 | 25.8 | 12,825 | 8,525 |
| 95.0 | 18.2 | 11,875 | 7,900 |
| 100.0 | 0.0 | 10,525 | 7,000 |

METRIC UNITS

| Reach (m) | Boom Angle (Deg) | Onboard Load (Kgs) | Offboard Load (Kgs) |
|--------------|------------------------|-----------------------|------------------------|
| 3.43 | 83.5 | 29,730 | 19,760 |
| 4.57 | 81.4 | 25,880 | 17,210 |
| 6.10 | 78.5 | 22,030 | 14,650 |
| 7.62 | 75.5 | 19,110 | 12,710 |
| 9.14 | 72.5 | 16,840 | 11,200 |
| 10.67 | 69.5 | 15,020 | 9,990 |
| 12.19 | 66.4 | 13,400 | 8,910 |
| 13.72 | 63.3 | 12,000 | 7,980 |
| 15.24 | 60.0 | 10,860 | 7,220 |
| 16.76 | 56.6 | 9,880 | 6,560 |
| 18.29 | 53.1 | 9,040 | 6,020 |
| 19.81 | 49.5 | 8,320 | 5,530 |
| 21.34 | 45.6 | 7,700 | 5,110 |
| 22.86 | 41.4 | 7,140 | 4,750 |
| 24.38 | 36.9 | 6,650 | 4,420 |
| 25.91 | 31.8 | 6,210 | 4,120 |
| 27.43 | 25.8 | 5,810 | 3,860 |
| 28.96 | 18.2 | 5,380 | 3,580 |
| 30.48 | 0.0 | 4,770 | 3,710 |

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|--|-----------|--|--------|
| API Maximum Overturning Moment (ft-lbs.) | 3,796,035 | API Maximum Overturning Moment (tonne-meter) | 524.82 |
| Corresponding Axial Force (lbs.) | 88,673 | Corresponding Axial Force (kgs.) | 40,221 |
| Maximum Axial Force (lbs.) | 196,860 | Maximum Axial Force (kgs.) | 89,294 |
| Corresponding Moment (ft-lbs.) | 1,644,436 | Corresponding Moment (tonne-meter) | 227.35 |
| Basic Crane Weight (lbs.) | 65,752 | Basic Crane Weight (kgs.) | 29,825 |
| Center of Gravity (ft) | 22.87 | Center of Gravity (m) | 6.97 |

The published load chart generated in accordance with Legacy Dynamic Method per API 2C 7th Edition. The load ratings may vary due to the number of part line, line pull, and environmental conditions, etc. The information provided in this document is intended for informational purposes only and is subject to change without notice.