**Краны мостовые электрические двухбалочные (ГОСТ 7352-88), грузоподъемностью до 50т**

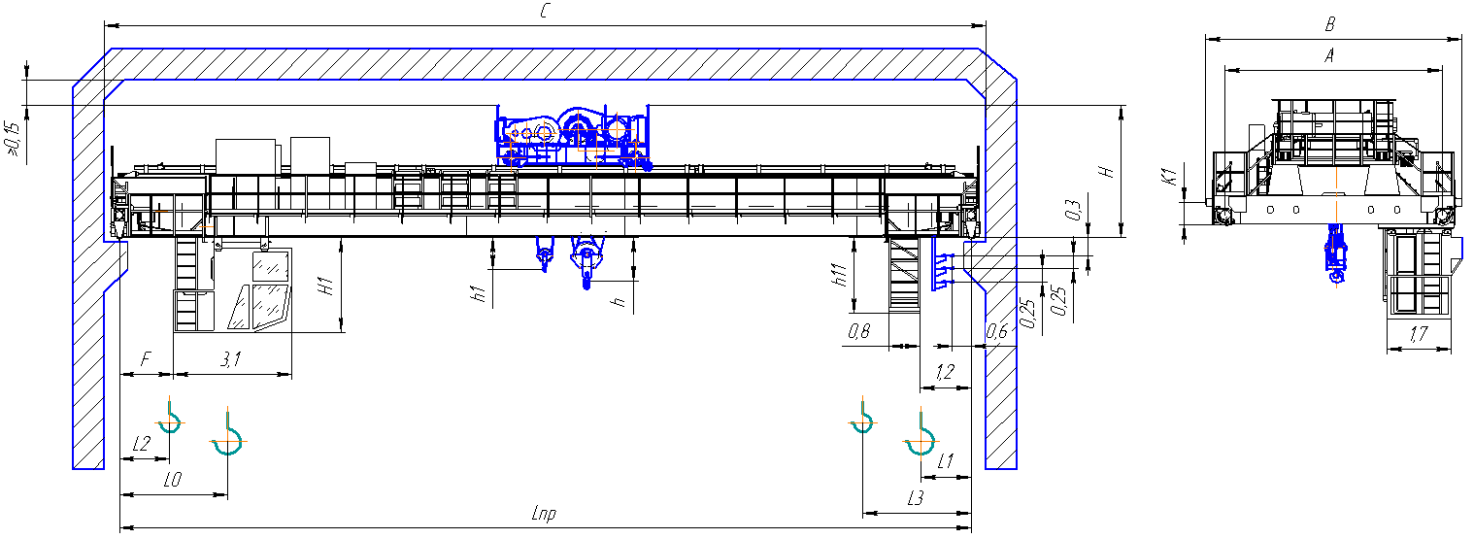
****

Рисунок не определяет конструкцию крана **Рабочее напряжение трехфазного тока 380В**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **СВЕДЕНИЯ, ПОДЛЕЖАЩИЕ ОБЯЗАТЕЛЬНОМУ ЗАПОЛНЕНИЮ**  **(**впишите нужное, поставьте галочку) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | **Кол. кранов, шт** | | | | | | | | | | | | | | | |  | | | | |
| **Грузоподъемность, т** | | | | | | | | | | | |  | | | | | | | | | | **Высота главного подъема, м** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | **К1, м** | | | | | | | | | | |  | | | |
| **Пролет, Lпр. м** | | | | | | | | | | | |  | | | | | | | | | | **Скорость, м/мин** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | **F, м** | | | | | | | | | | |  | | | |
| **Высота крана, Н, м** | | | | | | | | | | | |  | | | | | | | | | | **главного подъема** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | **h11, м** | | | | | | | | | | |  | | | |
| **Н1, м** | | | | | | | | | | | |  | | | | | | | | | | **передвижения тележки (тали)** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | **L0, м** | | | | | | | | | | |  | | | |
|  | | | | | | | | | | | |  | | | | | | | | | | **передвижения крана** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | **L1, м** | | | | | | | | | | |  | | | |
| **Механизм подъема:** | | | | | | | | | | | |  | | | | -лебедка | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | -таль | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Подвод питания:** | | | | | | | | | | | | | | | | |  | | - кабельный | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | - троллейный | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Исполнение:** | | | | | | | | | | | | |  | | | - общепромышленное | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | - пожаробезопасное | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Группа режима работы крана** | | | | | | | | | | | | | | | | | | | |  | | | -А1 | | | | | | | |  | | | -А2 | | | | | | | | | | |  | | -А3 | | | |  | | | -А4 | | | | | | | |  | | -А5 | | | | |  | | | -А6 | | | | | | |  | | -А7 |
| **Температура окружающей среды**: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | (-40+40)°С | | | | | | | | | | | | | | | |  | | | (-20+40)°С | | | | | | | | | | | | | | |  | | (0+40)°С | | | | | | | |
| **Климатическое исполнение**: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | -У | | | | | | | | | | | | | |  | | | | -Т | | | | | | | | | | | | |  | | | -ХЛ | | | | |
| **Категория размещения:** | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | 1 – на улице | | | | | | | | | | | | | | | | | | | |  | | | 2 – под навесом | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | 3 – в помещении | | | | | | | | | | | | | | | | | | | |  | | | 4 – в отапливаемом помещении | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Тип подкранового рельса** (или ширина головки), мм: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | - Р24 | | |  | | | - Р43 | | | | | | | |  | | | - Р50 | | | | | | | | | |  | | | | - Р65 | | | | | | | | | | | | |  | | - КР70 | | | | |  | | | | - квадрат 50 | | | | | | | | | | | |  | | | - \_\_\_\_\_\_\_\_\_\_ | | | | | | | | | | |
| **Тип управления:** | | | | | | | | с пола | | | | | | | | | | | | |  | | | -пульт | | | | | | | | | | | | | | | | | | | | | | | | | из кабины | | | | | | | | | | | |  | | -стационарной | | | | | | | | | | | | | | | | | | |
|  | | | | | | | |  | | | -радиоуправление | | | | | | | | | | | | | | | | | | | | | | | | |  | | -подвижной | | | | | | | | | | | | | | | | | | |
| **Система запитки объекта:** | | |  | | -5 проводников  (3 фазных + нулевой рабочий + нулевой защитный) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | - 4 проводника  (3 фазных + нулевой рабочий, совмещенный с нулевым защитным) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | - | | | | | | | | |
|  | |  | | |  | | |  | | | | | | | | |
| **СВЕДЕНИЯ, НЕ ПОДЛЕЖАЩИЕ ОБЯЗАТЕЛЬНОМУ ЗАПОЛНЕНИЮ**  **(**будет изготовлено в стандартном исполнении) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Высота вспомогательного подъема, м** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | **База, А, м** | | | | | | | | | |  | | | | | | | | | **Масса, т** | | | | | | | | | | |  | | | | | |
| **Скорость вспомогательного подъема, м/мин** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | **В, м** | | | | | | | | | |  | | | | | | | | | **h, м** | | | | | | | | | | |  | | | | | |
| **Установленная мощность, кВт** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | **L2, м** | | | | | | | | | |  | | | | | | | | | **h1, м** | | | | | | | | | | |  | | | | | |
| **Нагрузка на колесо, не более, кН** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | **L3, м** | | | | | | | | | |  | | | | | | | | |  | | | | | | | | | | |  | | | | | |
| **Дополнительное навесное оборудование:** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Обеспечить максимальной информацией (паспорт или схема электрическая принципиальная) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| напряжение рабочее, В | | | | | | | | | | | | | |  | | | | | | | | | | | напряжение цепей управления, В | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | мощность, кВт | | | | | | | | | | | | | |  | |
| **Цвет крана** | | | | | |  | | | - желтый | | | | | | | | | | | | | | | | |  | | | - \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Регулирование скоростей:** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | **Диапазон** | | | | | | |
| передвижения крана: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | - частотное | | | | | | | | | | | | | |  | | | | | - \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | | | | | | | | | | | | | | |  | | | | | | |
| перемещения тележки (тали): | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | - частотное | | | | | | | | | | | | | |  | | | | | - \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | | | | | | | | | | | | | | |  | | | | | | |
| главного подъема - лебедка | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | - частотное | | | | | | | | | | | | | |  | | | | | - \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | | | | | | | | | | | | | | |  | | | | | | |
| таль | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | - двухскоростная | | | | | | | | | | | | | |  | | | | | - односкоростная | | | | | | | | | | | | | | | | | | | | | |
| вспомогательного подъёма - лебедка | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | - частотное | | | | | | | | | | | | | |  | | | | | - \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | | | | | | | | | | | | | | |  | | | | | | |
| таль | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | - двухскоростная | | | | | | | | | | | | | |  | | | | | - односкоростная | | | | | | | | | | | | | | | | | | | | | |
| **Необходимость дополнительных органов управления** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | -кнопки | | | | | | | |  | -переключатели | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | -джойстики | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Особые требования по изготовлению крана\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

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