

REACH STACKER FOR HANDLING CONTAINER CRS4532 **45TON**



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Any doubt, please contact us.
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PERFORMANCE ADVANTAGES

Scientific operation.

Adopt Parker electric control system, with artificial intelligence display, fault diagnose system and easily maintenance.

High efficiency and reliable.

CAN BUS system, with immediate response and large data information. Also this CAN-BUS system delivers full diagnosis capacities, simplifying the servicing of the truck with anti-interference.

High safety.

Equipped with Rear camera surveillance system and high-capacity fire extinguisher, much more safe and high efficiency.



Stable and easy maintenance.

Adopt complete Parker hydraulic system, international standard hydraulic parts, impact resistant, low noise, stable performance and easy maintenance.



Comfortable driving.

Equipped with tilting cab and hood, to ensure access to major components for inspection and service. Also this makes the wide and clear view with little noisy inside.

SAFETY DEVICE

1

Anti-rollover protection device.

Datas from boom sensors will transfer through CAN bus system for confirming whether in safety work condition. It will buzz in dangerous situation and warning to operator stop running. Boom will only shrink and can't extend.

2

Engine starting protection device.

When engine start, IQAN system will receive datas from engine controller and cut signal to start motor to prevent start again.

3

Travelling protection device

Travelling protection: Close high speed gear to make high speed failure temporary, when twist locks full closed, in order to travelling with load in safety low speed.

4

Twistlock activation protection /Spreader protection.

Hydraulically activated and mechanical interlocking against faulty locking and unlocking.

Twistlocks perform interlock only when all twist locks screwing the container corner fitting and activate landed pin.

Boom only can shrink instead of extend when twist lock not full open nor full closed.

5

Spreader anti-swing device.

The anti-swing oil cylinder will activate when spreader swings and making damping through cross overflow valve to stop spreader swinging and make spreader stable even in harsh condition.

6

Hydraulic lock device.

There is hydraulic lock on the bottom of pitch cylinder to close oil way and stop boom action to ensure safety work, when high-pressure rubber hose is suddenly cracked.



MAIN COMPONENTS



Spreader

Sweden Spreader ELME817
Rotation angle: +105/-195°
Sidesway: ±800mm
Extension: 20'~40'
Max. Load: ≥45000KG

Transmission



DANA 14.7HR36432 transmission
Hydraulic torque converter + Gear box
Gear shifting front/rear: 4/4
Forward & reverse gear: AMT, CVT

Engine



Model: CUMMINS QSM11-335
Rated output: 250kw/2100r/min
No. Of cylinder: 6-inline
Rated torque: 1708Nm/1400rpm
Emission standard: Euro III
Fuel consumption rate: 210g/kw-h



Model: VOLVO TAD1151VE
Rated output: 265kw/2100r/min
No. Of cylinder: 6-inline
Rated torque: 1785Nm/2100rpm
Emission standard: Euro III
Fuel consumption rate: 210g/kw-h
EuroIV/Tire4 engine is available

Axle

German KESSLER drive Axle D102 PL341, equipped with several sealed, wet disc brakes and central pliers disc brake, which is maintenance free.



MAXIMAL REACH STACKER WORKING SPOT MAP



Guangxi Debao train station 1



Guangxi Debao train station 2



Liaoning



Jiangxi Ruichang 1



Jiangxi Ruichang 2



Ningbo Zhenhai Port area 1



Ningbo Zhenhai Port area 2



Guangxi Pinguo train station 1

**Manufacture License of
Special Equipment awarded by
People's Republic of China.**



SPECIFICATION

| | | Model | | CRS4532-MWU3 CUMMINS Q5M11 CRS4532-MWY3 VOLVO TAD1151VE | | |
|-------------|--|--------------------------------------|------------------------------|--|---------------|------------------|
| Lifting | 1 | Stacked Levels | Row 1-2-3 | Type of Container | Unit | Lifting Capacity |
| | 2 | 4x | First row | 9'6" | ton-m | 45-2.0 |
| | 3 | 5x | | 8'6" | ton-m | 43-2.0 |
| | 4 | 6x | | 9'6" | ton-m | - |
| | 5 | 3x | Second row | 9'6" | ton-m | 32-3.85 |
| | 6 | 4x | | 9'6" | ton-m | 32-3.85 |
| | 7 | 2x | Third row | 9'6" | ton-m | 15-6.35 |
| | 8 | 3x | | 9'6" | ton-m | 15-6.35 |
| | 9 | Max. Lifting Height | | | m | 15.2 |
| performance | 10 | Lifting Speed(Unladen/Laden) | | mm/sec | 420/250 | |
| | 11 | Lowering Speed(Unladen/Laden) | | mm/sec | 360/360 | |
| | 12 | Forward travel speed(Unladen/Laden) | | km/h | 25/21 | |
| | 13 | Backward travel speed(Unladen/Laden) | | km/h | 25/21 | |
| | 14 | Traction(Laden) | | kN | 300-2km/h | |
| | 15 | Outside turning radius | | mm | 8000 | |
| Weight | 16 | Self weight(Unladen) | | ton | 72 | |
| | 17-20 | Laden | Front axle | kg | 103 | |
| | | | Rear axle | kg | 14 | |
| | | Unladen | Front axle | kg | 37 | |
| | | | Rear axle | kg | 35 | |
| Stability | Front stability | | Forward stability. 40T | First row | 1.875 | |
| | | | Forward stability. 25T | Second row | 1.806 | |
| 23-28 | 23 | Front wheel | | in | 18.00x25/PR40 | |
| | | Rear wheel | | in | 18.00x25/PR40 | |
| | 24 | Wheelbase | | mm | 6000 | |
| | | Length | | mm | 1675 | |
| | | Front wheel track | | mm | 3030 | |
| | | Rear wheel track | | mm | 2760 | |
| 29-32 | Load sense system | | New second generation system | | | |
| | Variable displacement piston pump (new) | | New second generation system | | | |
| | Cooling/filter system | | With/with | | | |
| 33 | High flow main valve (new) | | M402 | | | |
| | Hydraulic oil | | L | 700 | | |
| 34 | Diesel | | L | 600 | | |
| | Type/voltage | | V | CanBus/24V | | |
| 35-38 | Overload system | | stand | Electronic control | | |
| | Color/graphics display | | 6.5" color display | | | |
| | Electronic/ proportion(tonnage/percentage) | | With/with | | | |
| | System integrity | | comprehensive | | | |
| 39-46 | Type (new) | | Best in China | | | |
| | Cooling/heating (new) | | Electronic control | | | |
| | Size | | big | | | |
| | Step/handrail | | With/two sides | | | |
| | Front step/handrail | | With/fender | | | |
| | Cab forward shift | | Yes | | | |
| 47 | Travel with door open | | Yes | | | |
| | Min./Max. | | deg | 0/60 | | |
| 48 | Boom angle | | Basic design | | | |
| 49 | Chassis | | Basic design | | | |
| 50 | View | | Front, Top, Side, Back | | | |
| 51 | Noise level | | Cab interior (Leq) | | dB(A) | 70 |

REACH STACKER CONTAINER STACKING 5 LAYERS

