

slewing body 20 slewably mounted on the lower propelling body 10, a boom 25 pivotably attached to the upper slewing body 20, a mast 30 pivotably attached to the upper slewing body 20 at a position rearward of the boom 25, and a pair of right and left counterweight support members 41 attached to a rear end of the upper slewing body 20, the counterweight 50 being hung from the upper end of the mast 30. The lower propelling body 10 includes a propelling body 11 shown in figure 2 and a pair of crawlers 17 (figure 1) attached to right and left sides of the propelling body 11 respectively, provided for traveling of the mobile crane 1.

The propelling body 11, as shown in figure 2, has a car body 12, a pair of right and left crawler frames 13, and a body lifter 15. The car body 12 makes up a central portion of the propelling body 11, and has a rectangular shape when viewed from above. The crawler frames 13 are arranged respective ones of right and left sides of the car body 12 to extend in a frontward-rearward direction. The crawlers 17 are attached to respective ones of the crawler frames 13. The body lifter 15 is attached to four corners of the car body 12 to lift/lower the lower propelling body 10 during assembling and disassembling of the lower propelling body 10.

The body lifter 15 comprises four arms 16 each having a basal end attached to the car body 12 and adapted to be horizontally rotationally moved about the basal end, and four body lifter cylinders each attached to a distal end of the arms 16 respectively. In this embodiment, the hydraulic cylinders 60 are additionally used as the body lifter cylinders.

The distal end of the arm 16 is formed as a body-lifter-side cylinder-holding portion, namely a second cylinder-holding portion, adapted to detachably hold the hydraulic cylinder 60 used as the body lifter cylinder. More specifically, as shown

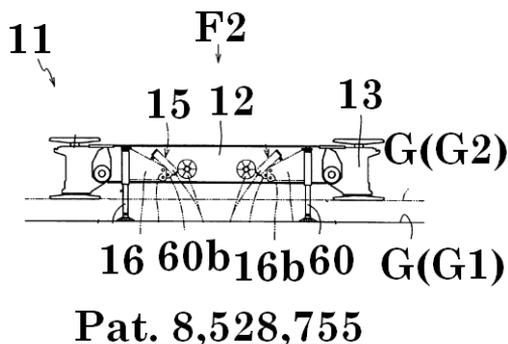


Figure 3: Rear view of a propelling body.

in figure 3, the arm 16 has an arm-side bracket 16b, and the hydraulic cylinder 60, which can be additionally used as the body lifter cylinder, has a cylinder-side bracket 60b adapted to be attached to the mounting bracket 16b. The brackets 16b and 60b have respective pin holes, into which respective pins are inserted to fix the hydraulic cylinder 60 to the distal end of the arm 16.

For assembling and disassembling of the lower propelling body 10, the body lifter 15 is extracted from the car body 12 outwardly in the frontward-rearward direction, as indicated by the solid lines in figure 2, and then operated to separate the propelling body 11 upward from a ground surface G, as shown in figure 3 (it should be noted that figure 3 expresses the spacing as a change in position of the ground surface G from G2 to G1). In this state, the crawler frames 13 are attached/detached to/from the car body 12 while the crawlers 17 shown in figure 1 are kept attached to the respective crawler frames 13. On the other hand, during a period other

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