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中国铁建 汉江重工

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提运架设备产品手册

Bridge Construction Equipment

中铁十一局集团汉江重工有限公司

Hanjiang Heavy Industry Co; Ltd of China Railway11th Bureau Group

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公司简介 Company profile

Hanjiang Heavy Industry (hereinafter referred to as the company) is subordinate to China Railway 11th Bureau Group and evolves from repair detachment of No.1 Division of Railway Corps. In 1984, the detachment was wholly transferred into the repair shop of the 11th Engineering Bureau along the No.1 Division of Railway Corps and renamed into Machinery Factory of CRCC 11th Engineering Bureau then.

At present, the company possesses four manufacturing bases, including the production area in Aeronautic and Astronautic Industrial Park,Laohekou Machinery Factory,Longyou Machinery Factory,Xinjiang steel structure manufacturing branch,which cover a total land area of 480mu and production area of 120,000m². Now the company has gathered 380 technicians and 460 employees with various certificates. Its annual output exceeds 400 sets with annual product value more than RMB 1.5 billion Yuan.

Moreover, the company has been granted licenses of crane production, installation, maintenance and reconstruction, manufacture license of 900t bridge erecting machine, grade-I general contracting qualification of electric and mechanical installation and other market threshold certificates. Besides, it is accredited as a hi-tech enterprise of Hubei Province and has passed and implemented GB/T9001, GB/T24001 and GB/T28001.

In recent years, the company has been committed to developing itself into a domestic top equipment manufacturer, deepening the technological innovations, expanding production scale, promoting quality of all products and improving service network under the direction of strategy of CRCC and CRCC Limited to promote industrial sectors. Accordingly, the company has witnessed fast development in R&D and production of railway transportation, hoisting and frame equipment, high-capacity hoisting equipment, bridge construction equipment, light rail construction equipment and other products. Now the number of core customer is increasing for the company, enjoying a strong influence in CRCC and markets in and out of road construction fields.

The company is carrying forward excellent corporate culture and paying more attention to favorable outcomes of modern civilization all the time. By adhering to the corporate value outlook of sincerity and innovation for ever, quality and character at once and the business philosophy of facilitating all customers and creating a better life for people, the company promotes the technological innovations and always devotes itself into constant progress o construction equipment technology in an all-round way. It has evolved into a diversified and integrated modern enterprise focusing on the R&D and production of heavy-duty equipment. Now, it is looking forward to providing high-quality and all-round solutions for various working conditions and also serving all customers sincerely.

中铁十一局集团汉江重工有限公司隶属于中铁十一局集团，前身为1959年创建的铁道兵第一师修理营，1984年随铁一师兵改工集体转业为铁道部第十一工程局修理厂，后又更名为中铁十一局机械厂。

目前，汉江重工拥有航空航天工业园产区、老河口机械厂、龙佑机械厂、新疆钢结构分公司四个制造基地，占地面积480亩，生产场地12万平方米，各类技术人员380人，各类持证人员460人，年产重型装备400台/套以上，年生产能力15亿元以上。

公司拥有A级桥、门式通用起重机制造资质，A级桥、门式起重机安装、改造、维修许可证、超大型起重机械制造许可证、机电安装工程施工总承包壹级资质、钢结构工程专业承包壹级资质、矿山工程施工总承包壹级资质等市场准入证书，是湖北省高新技术企业，通过并实施了GB/T9001、GB/T24001、GB/T28001管理体系。

近年来，在集团公司、中国铁建股份公司做强做大工业板块的战略指引下，汉江重工以打造国内一流的装备制造企业为目标，通过深化技术创新，扩大生产规模，提高产品质量，健全服务网络，公司在矿山施工设备、铁路提运架设备、大型起重设备、桥梁施工设备、轻轨施工设备、市政环保设备、钢结构制造安装等产品的研发和制造方面发展迅速，核心客户日益增多，在中国铁建系统、路内和路外市场具有较强的影响力。

传承优良企业文化，凝结现代文明结晶，汉江重工践行“诚信、创新永恒，精品、人品同在”的企业价值观念，秉承“让客户工作更方便，让人们生活更美好”的经营理念，全面推动科技创新发展战略，始终致力于施工装备技术的不断进步，已逐步发展成为一家以重型装备研发制造为主体，多元化综合性现代企业，为各种工况下的机械施工提供高品质、全方位的解决方案，竭诚为广大客户服务。

提运架设备产品目录

• SPJ900/32B 箱梁架桥机
SPJ900/32B box girder bridge erection machine

General descriptions of SPJ900732B box girder bridge erection machine

SPJ900/32B box girder bridge erection machine is arranged to erect double-line full-span box girders of high-speed railways and dedicated passenger railways. It is a walking double-span continuous guiding girder bridge erecting machine with inner girder feeding and using hoisting carriage to hoist and move girder. It can erect spans of 32m, 24m and 20m and prestressed concrete full-span box girders (including camber girder) of double lines (single box and single chamber, and single box and double chambers) of variable-span high-speed railway, dedicated passenger railway and intercity railway.

The bridge erection machine has following characteristics:

1. The bridge erection machine has a double-span main structure without any other auxiliary structure, thus ensuring operational convenience, easy span variation and strong adaptability to operation environment.

2. Whole cantilever of the bridge erecting machine is laid through spans. And the girder-transporting machine arrives at appointed site at once to continuously realize girder hoisting, moving forward, girder laying and transverse displacement, making operation procedures easy and feasible, removing useless operation procedures and ensuring high stability, safety and reliability.

3. The machine can easily erect the first span and the last span with any other auxiliary equipment and complex operations.

4. Bracing height of medium car is adjusted to control reverse force of the car. If necessary, the action towards pier top can be notably relieved during girder erecting.

SPJ900/32B箱梁架桥机概述

SPJ900/32B箱梁架桥机适用于高速铁路、客运专线双线整孔箱梁的架设，为步履式、腹内喂梁，起重小车吊梁、移梁，两跨连续导梁架桥机，可以架设32m、24m、20m等跨及变跨高速铁路、客运专线及城际铁路双线（单箱单室、单箱双室）预应力混凝土整孔箱梁（含曲线梁），适应架设最小曲线半径2000m，适应架设最大纵坡20%，额定起重量900t。

本架桥机具有以下特点：

1、此型架桥机采用两跨式主体结构，不需任何其它辅助结构，操作简便，变跨方便，对作业环境适应性强。

2、架桥机整机悬臂过孔，运梁车一次到位，连续完成吊梁、前移、落梁和横移就位等动作，作业程序简便易行，无烦琐的作业程序，稳定性好，安全可靠。

3、可方便的架设第一孔和最后一孔，不需任何辅助设备和复杂的操作。

4、通过调整中车的支撑高度，可调整中车反力，必要时可大大减轻架梁时对墩顶的作用力。

SPJ900/32B 箱梁架桥机主要技术参数
Main technical parameters of SPJ900 box girder bridge erection machine

项 目 Item	设计性能指标 Performance index	项 目 Item	设计性能指标 Design performance index
适应跨度 Rated hoisting capacity	900t	主机最大走行速度 Maximum running speed of the machine	过孔时3m/min; 3m/min during passing a whole 转场时10m/min 10m/min during moving to another site
额定起重量 Applicable span	32m、24m、20m	桁车重载最大走行速度 Maximum running speed of transfer car under heavy load	3m/min
架桥机总重 Total weight of bridge erecting machine	505t	桁车空载最大走行速度 Maximum running speed of transfer car under no load	10m/min
外轮廓尺寸 Outer dimensions	69.4×18.5×13.1（m）	起重小车横移速度 Transverse moving speed of hoisting car	0.4m/min
内部净宽 Internal net width	13.9m	工作最大电容量 Maximum operating capacitance	148kW
架梁最小曲线半径 Minimum bridge erecting curve radius	2000m	综合作业速度 Integrated operation speed	每孔3小时30分钟 3 hours and 30 minutes for each span
允许最大作业纵坡 Allowable maximum operation slope	20‰	允许作业最大风力 Allowable maximum operation wind force	6级 Strong breeze
吊梁升降速度 Girder hoisting speed	0.5m/min	非作业风力 Non-operation wind force	11级 Violent storm
最大升降高度 Maximum hoisting speed	7m	环境温度 Ambient temperature	-20℃~50℃

• TQ900 型过隧道架桥机
TQ900 Tunnel accessing bridge erection machine

General descriptions of TQ900 tunnel accessing bridge erection machine

In order to meet the need of box girder erection during bridge and tunnel jointing, Hanjiang Heavy Industry has designed TQ900 tunnel accessing bridge erection machine based on study and analysis related to tunnel cross sections and line situations of high-speed railways in China and characteristics of girder erection at tunnel opening. The machine is a double-span structure without lower guiding structure to cross spans by itself as a whole. During moving between sites, the machine doesn't need other auxiliaries and utilizes its own functions and tools to carry, turn around and cross bridge, tunnel or roadbed, thus greatly promoting the erection efficiency and ensure simple structure, construction convenience, safety as well as reliability. The bridge erecting machine works together with TY900 girder-transporting vehicle to erect and transport box girders of tunnels, bridges and roadbeds for the hourly speed of 350km/h and smoothly carry box girder and bridge erecting machine inside tunnel and meet the erection of concrete box girders at final span 0m and first span of 4m as joints between tunnel and bridge. While bridge erecting machine erects the first span of box girder, girder feeding by girder-transporting vehicle is located in tunnel. At this time, both bridge erecting machine and girder-transporting vehicle are moving onto roadbed bottom. The difference between design traveling elevation and abutment height is 8mm. In this view, it can be ignored. After erecting the first span of box girder, bridge erecting machine successfully crosses the bridge abutment to erect the second span of box girder.

The bridge erection machine is featured by optimal design, enabling next span of the machine to normally pick up girder inside tunnel and then move girder to tunnel opening. This has eliminated the difficulty of girder erection at tunnel opening.

我公司生产的TQ900过隧架桥机正在中铁十六局成渝客专项目施工工地进行组装。

TQ900 tunnel accessing bridge erection machine is assembled on the construction site of Chengdu-Chongqing Dedicated Passenger Railway carried out by CRCC 16th Engineering Bureau.

我公司生产的TQ900过隧架桥机正在中铁十一局沪昆客专项目施工工地投入使用。

TQ900 tunnel accessing bridge erection machine is put into operation on the construction site of Chengdu-Chongqing Dedicated Passenger Railway implemented by CRCC 11th Engineering Bureau.

TQ900 型过隧道架桥机概述

为了适应当前桥隧相连时的箱梁架设施工需要，我公司在研究分析我国高速铁路隧道断面及线路情况的基础上，针对隧道口架梁施工的特点，设计了TQ900型过隧架桥机。该TQ900型架桥机为两跨式无下导梁结构，能实现整机自行悬臂过孔，转场时不需要其他辅助设施，利用设备自身的功能和辅具进行驮运转场、调头、穿越桥梁、隧道或路基段，架梁效率大大提高，其结构简单，施工快捷，安全可靠。该架桥机和配套的TY900型运梁车能够适用于时速350km/h隧道、桥梁、路基段的箱梁的架、运施工，并能在隧道内驮运箱梁、架桥机顺利通行，以及满足桥隧相连位置末孔0m、首孔4m的混凝土箱梁的架设要求。架桥机架设首孔箱梁时，运梁车喂梁处于隧道内，此时架桥机、运梁车均走行在道床底面上,该运、架施工设备的设计走行标高与桥台高差8mm，可以忽略不计，此时架桥机架完首孔箱梁后可顺利越过桥台，实现第二孔箱梁的架设。

架设机架设箱梁前，运梁车将箱梁运送到架桥机后跨段内，然后运梁车上的驮运支腿将架桥机支起，两天车同时取梁，运行到架梁位置架设梁片。

本架桥机采用优化设计，使架桥机后一跨在隧道内能正常取梁，然后运送到隧道口，从而解决了隧道口架梁的施工难题。

TQ900 型过隧道架桥机主要技术参数
Main technical parameters of TQ900 tunnel accessing bridge erection machine

序 号 No.	参数名称 Parameter		单 位 Unit	技术参数 Technical parameter
1	额定起重量 Rated hoisting capacity		t	900
2	架设箱梁跨度 Span of erected box girder		m	32/24
3	架梁最小曲线半径 Minimum curve radius of girder erection		m	2000
4	架梁最大纵坡 MMaximum longitudinal slope of girder bridge		‰	20
5	架桥机过孔速度 Span crossing speed of bridge erection machine		m/min	0~10
6	架桥机工作级别 Operation grade of bridge erecting machine			A3
7	机构工作级别 Operation grade of mechanism			M4
8	架桥机自重 Deadweight of bridge erecting machine		t	约620 About 620
9	起升速度 Hoisting speed		m/min	0.6
10	横向调节速度 Horizontal regulating speed		m/min	0~0.2
11	横向调节距离 Horizontal regulating distance		mm	±200
12	环境温度 Ambient temperature		℃	-20~50
13	天车走行速度 Traveling speed of overhead traveling crane	空载 No load	m/min	0~10
14		重载 Heavy load	m/min	0~3
15	外形尺寸(长X宽X高) Outer dimensions (Length X Width X Height)		m	78X17.62X11
16	理论架梁速度 Theoretical bridge erecting speed		小时/片	4
17	允许作业最大风力 Allowable maximum operation wind force			6级 Strong breeze
18	非作业风力 Non-operation wind force			11级 Violent storm
19	过孔方式 Model of span crossing			自平衡过孔 Self-balancing span crossing
20	整机配电功率 Total power		kw	300

• SLJ900 流动式架桥机
SLJ900 Mobile Bridge Erection Machine

Overview of SLJ900 mobile bridge erection machine

SLJ900 mobile bridge erection machine has the operation advantages of conventional mobile cranes, and also has its unique technological strengths compared with the existing bridge erection machines (including the transportation and erection integrated machine) as follows:

1. Compared with the existing transportation and erection integrated machines, this bridge erection machine may smoothly erect the bridge girders without the lower guide beam or any other auxiliary tools except those supplied with the machine, thus ensuring convenient, highly-efficient and safe operation.

2. It realizes the girder erection at the tunnel opening and even in the tunnel, with the operation method and procedures for girder erection same as that without the tunnel. Since no lower guide beam is provided, it is more convenient to erect the starting and ending holes (including the girder erection at the entrance and exit of the tunnel) compared with ordinary transportation and erection integrated machines, simplifying operation procedures.

3. It can lift and transport the box girder on the passageway, roadbed and the completed box girder, causing no damage to the above facilities. This machine can also erect the bridge girder at either side of the girder field at any time, without the need to transfer the field.

4. When the directions for the girder erection shall be changed for times as required by the engineering environment, this machine can very easily realize the direction change, with no additional workload.

SLJ900 流动式架桥机概述

SLJ900 流动式架桥机具有一般流动式起重机的作业优点，与目前既有的各类架桥机（含运架一体机）相比具有独到的技术优势:

1. 与既有的运架一体机相比，本机无需下导梁及整机以外的任何辅助机具即可以顺利架梁，作业程序简便，工作效率高，作业安全易于保证。

2. 可在隧道口甚至隧道内架梁，且与无隧道的架梁作业方法、程序相同。由于没有下导梁，在架设首末孔（含出隧道口和入隧道口架梁）比普通运架一体机方便，作业程序简单。3. 可以提运箱梁在便道、路基和已架好的箱梁上行驶及架梁作业，对以上设施不造成任何危害，本机还可随时架设位于梁场两侧的任何一侧的桥梁，不需转场。

4. 当工程环境要求几次转换架梁方向时，该机可以毫不费力的实现随时改变架梁方向之要求，而不增加任何额外的作业量。

SLJ900流动式架桥机主要技术参数
Main technical parameters of SLJ900 mobile bridge erection machine

整机型号：SLJ900流动式架桥机
Machine Type: SLJ900 mobile bridge erection machine

整机重量：约530吨
Machine weight: about 530t

整机外形尺寸（长X宽X高）：91.6×7.1×9米
Machine overall dimensions (L*W*H): 91.6×7.1×9m

额定起重量：900吨（不含吊具）
Rated lifting capacity: 900t (excluding sling)

适应梁型：铁路、客运专线32、24、20双线单箱单室或双线单箱双室箱梁
Applied girders: 32, 24 and 20 double-line single-box single-chamber or double-line single-box double-chamber box girder for railways and Passenger Dedicated Lines

爬坡能力：30‰
Grade ability: 30‰

运行最小转弯半径：150米
Minimum turning radius: 150m

架梁最小曲线半径：2000米
Minimum radius of curve for girder erection: 2000m

架梁适应最大纵坡：20‰
Maximum longitudinal gradient for girder erection: 20‰

适应海拔高度：≤2000米
Adaptable altitude: ≤2,000m

环境工作温度：-20°C / +50°C
Ambient temperature: -20°C/+50°C

工作状态最大风力：6级
Maximum wind velocity under the working condition: Class 6

非工作状态风力：12级
Wind velocity other than under the working condition: Class 12

利用等级：U0
Utilization level: U0

载荷状态：Q3整机
Load status: Q3

工作级别：A3
Working class of the machine: A3

机构工作级别：M4
Working class of the mechanism: M4

满载平地行走速度：5公里/小时
Full-load flat-ground traveling speed: 5km/hour

满载平地行走速度(3%坡度时)：0-3公里/小时
Full-load flat-ground traveling speed (3% slope): 0-3km/hour

空载平地行走速度(3%坡度时)：0-8公里/小时
No-load flat-ground traveling speed (3% slope): 0-8km/hour

纵向运行转向：±15°
Direction turning in longitudinal operation: ±15°

90 °转向后转向角：±3°
Angle of turn after 90° turn: ±3°

我公司生产的SLJ900 流动式架桥机正在中铁十一局吉图晖客专项目施工工地投入使用。

SLJ900 Mobile Bridge Erection Machine produced by Hanjiang Heavy Industry is put into operation on the construction site of Jilin-Hunchun Dedicated Passenger Railway implemented by CRCC 11th Engineering Bureau.

• JQJ60/22 型架桥机　JQJ60/22 bridge erecting machine

General descriptions of JQJ60/22 bridge erecting machine

JQJ60/22 bridge erecting machine works as special girder erection equipment for PC track girder erections of light rails in Chongqing. It is applied to erect PC track girder with span less than 22m and weight less than 60t. Moreover, it can easily erect inclined interchange and curved bridge.

JQJ60/22型架桥机概述

JQJ60/22型架桥机是根据重庆轻轨PC轨道梁架设施工需要而设计的专用架梁设备。适用于22米跨以下，重量小于60t的PC轨道梁架设，架设斜交桥、曲线桥也很方便。

JQJ60/22 型架桥机主要技术参数 Main technical parameters of JQJ60/22 bridge erecting machine

额定起重量：65吨
Rated hoisting capacity: 65t

架设PC梁跨度：22米
Span of erected PC girder: 22m

架设PC梁最小曲线半径：100米
Minimum curve radius of erected PC girder: 100m

架梁作业最大纵坡：60‰
Maximum longitudinal slope of girder erection operation: 60‰

架梁作业最大横坡：12%
Maximum transverse slope of girder erection operation: 12%

架桥机自行速度：0~2km/h
Self-propelling speed of bridge erecting machine: 0-2km/h

整机重量：76吨
Total weight of the machine: 76t

• HP480T 型节段拼装架桥机
HP480T segmental bridge erecting machine

General descriptions of HP480T segmental bridge erecting machine

HP480T segmental bridge erecting machine accomplishes model of girder ereaion,in which high-level segmental assembling at frst and girder is laid to proper positions as a whole then It can be applied to the construction of urban rail transit or urban interchange.

HP480T segmental bridge erecting machine, which is renowned as technically advanced segmental bridge erecting machine nationwide,has characteristics as below.(1)It has strictly followed design principles of reliability,practicality,economic efficiency and superiority.(2)Stepping is applied to the general scheme for girder erection and span crossing by moving longitudinally to ensure stability,safety and convenience In addition, reverse force of rear support legs shall not exceed allowable construction load of concrete box girders.Load-bearing gantry arm ma'n girder is a structure with double main girders Overhead traveling crane is arranged on inner side of gantry arm so as to promote overall stability of the bridge erection machine and avoid working in the same space.(3)In order to assure girder erections on small curves and large slopes,such machine has been reinforced by developed and advanced mechanical,electrical and hydraulic engineering intedration technlolgy.(4)Gantry arm is a linear,rigid and whole structure along its full length,enabling the bridge erecting machine to longitudinal satety.(5)The special hydraulic girder laying bracket is applied to eliminate failure to synchronize the falling speed due to of-center-induced greatly uneven stress of hanger fods at girder ends and suppress risks caused by the failure.(6)The bridge erecting machine is arrandged with automatic correcting device Due to large guiding girder width for the machine,it is required to avoid rail gnawing durling longitudinal running.In case of rail gnawing when hoisting transfer car is running,the device will temporarily stop operation of one side After the correction,normal operation will be automatically recovered.

HP480T型节段拼装架桥机概述

HP480T型节段拼装架桥机采用属于先高位节段拼装、后整体落梁就位的架梁方式，可用于城市轨道交通或城市立交的施工。

HP480T型节段拼装架桥机作为国内技术领先的节段拼装架桥机，其具备以下特点：（1）严格遵循“可靠性、实用性、经济性和先进性”的设计原则。（2）架桥机架梁施工、纵移过孔的总体方案彩用迈步式，平稳安全、简单方便，并使后支腿反力不会超过混凝土箱梁所允许的施工载荷。承重机臂主梁采用双主梁结构，天车布置于机臂内侧，使吊运梁块和悬挂块作业可在同一空间中运行，降低了架桥机的整机高度和宽度，提高了架桥机的整体平稳性和避免了作业间的相互干扰。（3）为了满足在小曲线、大坡道上架梁施工条件，架桥机采用了成熟而先进的机电液一体化技术。（4）机臂全长采用直线、刚性、整体结构，使架桥机能够平稳、圆顺地沿小曲线纵移过孔，横向安全性高。（5）采用了专门的液力落梁支架，解决了偏心所造成的梁端吊杆受力严重不均匀因而下降速度无法同步的困扰和其所带来的危险。（6）架桥机加设了自动纠偏装置，由于架桥机导梁宽度较大，在纵向行走时避免造成啃轨现象。当起重桁车在运行中出现啃轨现象时，可使速度快的一侧暂时停止运动，纠集之后，自动恢复正常运行。

HP480T 型节段拼装架桥机主要技术参数
Main technical parameters of HP480T segmental bridge erecting machine

（1）架设跨度：25-47m
Erection span:25-47m
（2）架梁方式：节段高位悬挂拼装，整孔落梁就位
Model of girder erection:Segmental high-level suspended assembling and whole girder laying to proper position
（3）节段最大重量：60t
Maximum segment weight:60t
（4）桥梁最小曲线半径：190m
Minimum curve radius of bridge:190m
（5）桥梁最大纵坡：±3%
Maximum longitudinal slope of bridge:±3%
（6）桥面最大横坡：2%
Maximum transverse slope of bridge deck:2%
（7）主天车额定起重能力：60t
Rated hoisting capacity of main overheadtraveling crane:60t
（8）主天车起升速度：满载0~3m/min
Hoisting speed of main overhead traveling crane:0~3m/min(full load);
空载0~6m/min
0~6m/min(no load)
（9）满悬挂一孔最大重量（含吊具）：480t
Maximum weight(including hanger)when one Span is fully suspended:480t
（10）起升高度：25m
Holsting height:25m
（11）天车纵向移动速度：0-15m/mim
Longitudinal moving speed of overhead traveling crane:0-15m/mim
（12）整机工作级别：A3
Operation grade of the whole machine:A3
（13）机构工作级别：M4
Operation grade of the mechanism:M4
（14）吊具旋转：360
Hanger rotation:360
（15）节段纵、横向倾角调整：±5%
Segmental longitudinal and transverse andgle adjustment:±5%
（16）节段竖向标高调整：根据需要
Segmental vertical elevation adjustment:Based on actual situations
（17）节段纵向位置调整：±300mm
Segmentallonsitudinal position adjustment:±300mm
（18）节段横向位置调整：±300mm
Segmental transverse position adjustment:±300mm
（19）整孔梁落梁就位横向调整：±300mm
Transverse adjustment of laying a whole girder to proper position:±300mm
（20）整孔梁落梁速度：0.2m/min
Speed of laying a whole girder to proper position:0.2m/min
（21）适应工作环境温度：-15~+50℃
Working environment temperature:-15~+50℃
（22）适应风力等级
Adaptable wind speed:
过孔网速：≤12m/s
wind speed while crossing holes:≤12m/s
悬拼施工风速：≤17m/s
wind speed during cantilever assembly construction:≤17m/s
自然生存风速：≤22m/s
Natural survival wind speed:≤22m/s
强制生存风速：≤38m/s
Forced survival wind speed:≤38m/s