

Truck-mounted concrete pump M 24-4

Small on space requirement but big on usefulness

Putzmeister



Robust technology: pumps, hydraulic system and hopper

- Proven reliability – the S-transfer tube
- Free flow hydraulic system in a closed circuit (almost the only manufacturer)
- Fewer switchovers thanks to large cylinder volumes
- Extremely wear-resistant

- Very smooth running
- Low-maintenance modular pump unit
- High cylinder fill level
- Longer service life thanks to internally chromed delivery cylinders, as standard
- Low hopper fill level of approx. 130 cm (unsupported)
- Operator-friendly hopper
- Powerful pumps available for any application

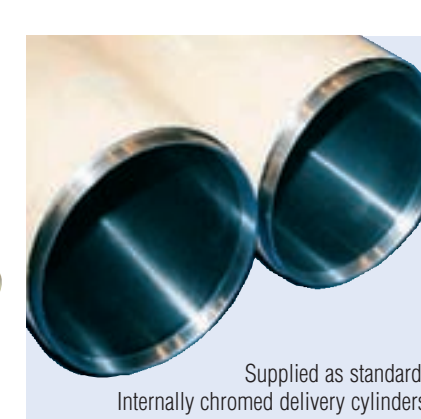
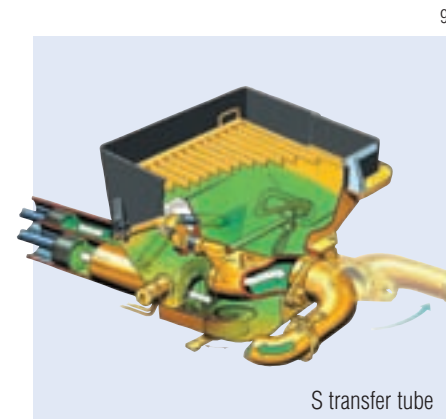
More reliability, greater efficiency, higher flexibility, lower costs

Supplied as standard:

- EPS (Ergonic® Pump System)
- EOC (Ergonic® Output Control)
- EGD Ergonic® Graphic Display
- EGD-RC (radio with display and enhanced setting options)
- Additional cable remote control for any application

Optional:

- EBC (Ergonic® Boom Control)
- EBC with Follow Me



Technical data pumps

M 24-4	Number of axles	BSF	Output* (m³/h)	Pressure* (bar)	Stroke (mm)	Cylinder ø (mm)	Strokes/min
	2	...09 H	90	78	1400	230	26
	2	...11 H	110	78	1400	230	32
	2	...11 H LS	110	85	1400	250	27
	3	...14 H	140/88*	70/112*	2100	230	27/17*
	3	...16 H	160/108*	85/130*	2100	230	31/21*
	3	...16 H LS	160	85	2100	250	26

All data theoretical maximum values · Standard boom pipework: pressure up to max. 85 bar
* rod side/piston side · Max. delivery rates and max. delivery pressures cannot be operated at the same time.

The Putzmeister Group

Concrete Technology PCT · Mortar Technology PMT
Pipe Technology PPT · Water Technology PWT
Industrial Technology PIT · Belt Technology PBT
Underground Technology PUC

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Putzmeister

M 24-4 – the specialist in low buildings, tunnels, under bridges, for renovations and on all small construction sites



Superior performance when concreting in low buildings – thanks to low unfolding height and flexible roll Z-fold system



The allrounder on smaller-scale construction sites

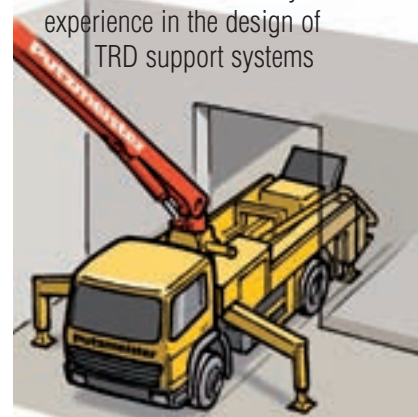
Concreting where space is limited thanks to its flexible boom

- Z roll-and-fold system and large flex angle provide flexibility
- Excellent slip characteristics
- Concreting right up to the driver's cab
- No inaccessible areas
- Low unfolding height: 4.9 m
- Overcomes the most difficult of space restrictions
- Quickly ready for concreting
- Boom can be extended forwards*

TRD – optimum stability where space is limited

- Tried and tested diagonal front support with supports extending 5.6 m
- Extent of rear supports only slightly wider than the vehicle (2.6 m)
- Solid rearward diagonal support for optimum stability and smooth pumping
- Therefore ideal where space is restricted
- Short set-up times

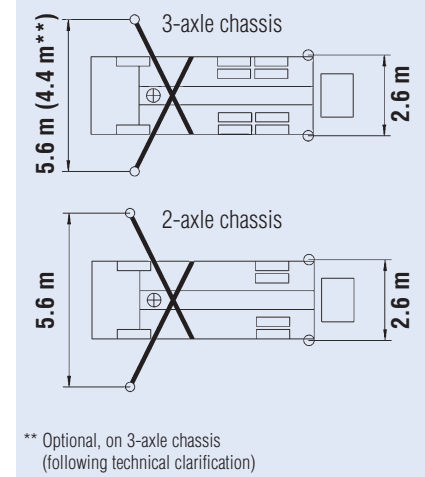
■ Reliable optimised construction thanks to more than 30 years of experience in the design of TRD support systems



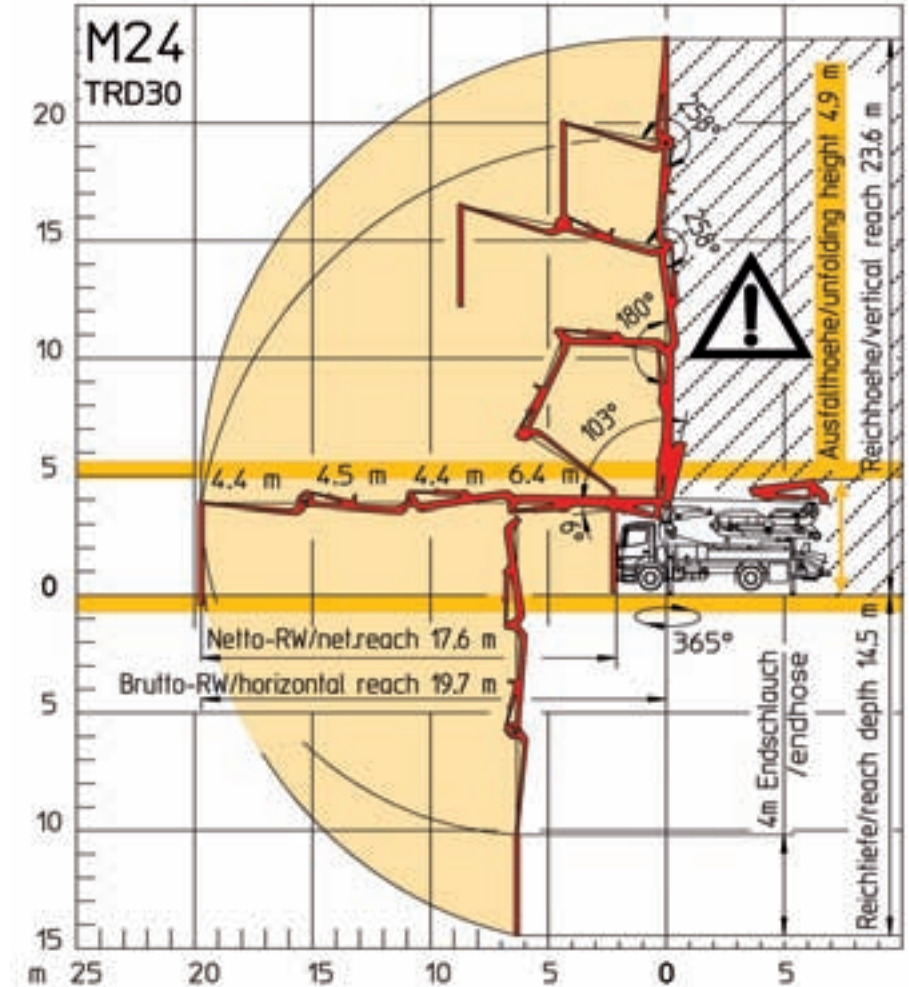
* Only according to operating instructions and for certain vehicle specifications

Technical data Boom M 24-4

Folding type	4-section Z-roll-fold (ZR)
Vertical reach	23.6 m
Horizontal reach	19.7 m gross
Reach depth	14.5 m
Unfolding height	4,9 m
Length endhose	4 m
Delivery line	DN 125, max. 85 bar
Slewing range	365°
Support width front/rear	5.6 m (4.4 m**) / 2.6 m



** Optional, on 3-axle chassis (following technical clarification)



¹ Height depends on chassis type and design details. Technical clarification in advance is necessary

Chassis and truck superstructures – manoeuvrable and versatile

- Normal vehicle travel on 2 or 3 axles
- No overhanging boom
- Truck superstructure on 2-axle chassis available from a variety of manufacturers
- Truck superstructure on 3-axle chassis offers many advantages:
 - more space on the loading platform
 - option to mount containers for pipes, hoses and a comprehensive range of accessories

- higher working load
- less stress on the chassis
- easy to manoeuvre thanks to its short wheelbase
- use of pumps with an output from 140 m³/h
- optional 4.4 m front supports (following technical clarification)

