New HC-138
65-Ton Truck Crane

Created to meet the specific needs for the 65-ton user, the all-new HC-138 is Link Belt Speeder's newest example of advanced engineering in the truck crane group. This new truck crane is engineered and constructed throughout to outperform the most rigorous demands. The carrier is custom designed by Link Belt Speeder for the 65-ton field. Excess weight has been removed from this sturdy frame, putting the strength where it is needed for travel over the road and on the job as well as for lifting on tires and outriggers.

Featuring an 8 x 4 drive with 14,000 x 20.16 air tires, the HC-138 carrier comes with either gasoline or diesel power. The engine drives through a Fuller Roadranger transmission which offers the flexibility of 12 progressive speeds for negotiating steep grades, maneuvering through traffic or travel at highway speeds. Top highway speed is 40.5 mph while on-the-job speeds are as low as .77 mph. Power steering and 8-wheel air brakes with Maxi brakes on rear wheels are standard. The turning radius of the HC-138 is only 90 ft; 10 in. from the outside corner of the front bumper.

The carrier cab provides the HC-138 a touch of luxury. All side panels are attractively upholstered with red vinyl. The floor surface has been carpeted to cut down road noise and increase driver comfort. Tachometer, bucket seat with safety belt, ash tray, door handrail and bus-type mirrors are all standard equipment: cab heater and defroster, optional.

For protection against damage, the power steering components have been mounted up out of the way on the carrier frame. Steering is actuated by a pair of double-acting interconnected hydraulic cylinders. Also, frame-mounted steering components eliminate wheel linkage interferences that otherwise could occur with short-radius turns.

Powered by the truck engine, hydraulic outriggers are standard equipment. Separate cut-and-down controls contour the HC-138 to rough terrain. Once the outrigger jacks are set, a check valve fixed to the jack cylinder "locks" the oil in the cylinder. Outriggers are double-box construction to provide maximum spread and stability. Front and rear outrigger boxes are each connected to the frame by four pins for quick removal to reduce over-all weight for highway travel.

Outrigger control boxes are located on each side of the carrier to allow precise control of both outriggers from either side of the truck carrier. Depending on the user's specific needs, the control boxes can be sited in either the carrier or upper cab.

The crane upper is mounted to the truck by a massive turntable bearing which provides the ultimate in smooth swings and reliability. The bearing bolts to a specially designed carrier surface machined for close mounting tolerances.
New Tubular Boom Design
160 feet "Hi-Lite" Boom; 50 feet "Hi-Lite" Jib

The HC-138 features a 40-ft. basic to 100-ft. maximum boom plus 20-ft. basic to 54-ft. maximum jib. With "Hi-Lite" all-tubular boom and jib design, this truck crane represents the ultimate in potential performance. Handle rated loads at any boom length with confidence. Tubular boom chord members are fabricated of high-strength T-1 type steal. Lattice members are machined for a better fit and strength with 360" weld.

The "Hi-Lite" boom pin connection design provides exclusive customer benefits. Pin-type pin connections facilitate the insertion or removal of boom extensions. Pins are tapered for fast and easy pin-up. An exclusive development of Link-Belt Speeder engineering/manufacturing technology is the method of welding the in-line pin lug to the chord tube which avoids stress build-up. Also, the extended hub on the female connection serves as an anchor for the jib guying or for pendant lines when assembling the boom.

The boomhead kick-out device of the HC-138 means added safety in close-radius boomng. When the boom is raised closer than minimum radius, a boom stop triggers an electrical switch that automatically disengages the boom raising clutch, simultaneously engaging the spring applied boomhead brake. The boom must then be lowered before the boomhead clutch can be engaged again. Also, this boomhead kick-out can be adjusted easily to activate at greater than minimum radius.

Dust, tubular, lever-type boom backstops are standard.

Boom head is equipped with fogs to increase the convenience of jib attachment. Hoist rope, boom supporting rollers, midpoint suspension cables, hand throttle and foot throttle are standard equipment. Wide choice of engine and engine drives post heater and defroster round out the efficiency options.

Boom folding is made easy with the insertion of a special 10-ft. boom folding section. This arrangement can remain in place all times. It permits the boom to be folded and unfolded at point. Two links inserted in the pendant lines serve to carry the folded boom as well as eliminate the necessity of disconnecting the pendant when the boom is folded. Links can remain in place at all times. The optional tri-mounted wheel dolly may be attached to the boomhead to facilitate boom folding.

A boom angle indicator serves as a handy reference to the operator. Mounted on the side of the boom nearest the operator's cab, it is clearly visible at all times. Like other Link-Belt Speeder products, the HC-138 truck crane is designed for operation with a minimum of regular maintenance care. The head machinery does not require daily lubrication because the five boompoint sheaves, plus the idler and ball sheaves, are mounted on anti-friction bearings.

In travelling, the HC-138 tubular boom gantry extends hydraulically from 34 ft. to 50 ft. to reduce over-all travel height. Controls for hydraulically retracting and extending the boom gantry are located on operator's control stand.

"Hi-Lite" All-Tubular Boom And Jib