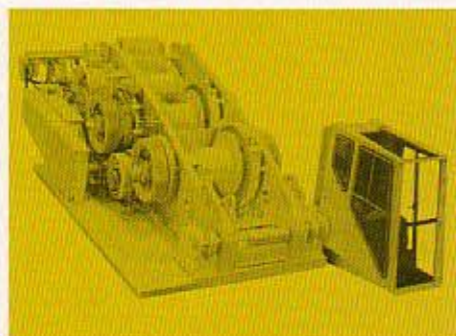


Check the many major advantages of the Link-Belt® HC-258 truck crane

Results in greater job performance and serviceability



Carrier features

- FMC design and manufacture.
Benefit: Dependability and performance.
- Luxurious operator cab.
Benefit: Increased operator efficiency.
- Roadranger 15-speed transmission.
Benefit: Job-to-job mobility.
- Power steer mounting.
Benefit: Protected for increased service life.
- Outrigger box pins removed hydraulically.
Benefit: Decreases stripdown time.
- Front center outrigger.
Benefit: Allows handling of "over-the-side" capacities throughout 360° swing.
- Hydraulic outrigger remote control panel.
Benefit: Permits faster extending/retraction of hydraulic outrigger.
- Turntable bearing and adaptor with quick disconnect.
Benefit: Allows for sixty second lift-off of upperstructure for decreased stripdown time.

Upperstructure features

- Luxurious operator cab isolated and forward mounted plus 4' (1.22 m) hydraulic raising.
Benefit: Greater overall operator visibility and performance.
- Full-Function gear train design.
Benefit: Permits independent or simultaneous crane functions for job flexibility.
- Speed-o-Matic® power hydraulic control system.
Benefit: Proven and dependable. No daily maintenance.
- Two-shoe clutches.
Benefit: Serviceability, accessibility and performance.
- High-speed planetary driven load hoist.
Benefit: More cycles, increases production.
- Two torque converter drives.
Benefit: Permits independent swing functions allowing full range of load or boom hoisting speeds without affecting the range of swing speeds (one converter with modulating clutch powers swing; one converter powers hoist and boomhoist).
- Power assist of rope drum brakes.
Benefit: Reduces operator fatigue and increases operator efficiency.
- Hydraulic counterweight raising/lowering.
Benefit: Decreases stripdown time.

Attachment features

- Choice of boom top sections.
Benefit: User job flexibility.
- Hydraulic boom foot pin removal.
Benefit: Decreases stripdown time.
- Tubular boom with 100,000 p.s.i. (689,500 kPa) alloy steel chords.
Benefit: Dependability.
- FMC design boom in-line pin lugs.
Benefit: Service life – minimizes pin/lug stress concentration.
- Boom/jib peak sheaves mounted on anti-friction bearings.
Benefit: Eliminates need for daily lubrication.
- Boom hoist limiting device.
Benefit: Improves close-radius operation.

We are constantly improving our products and therefore reserve the right to change designs and specifications.

FMC Corporation Crane and Excavator Division World Headquarters Cedar Rapids Iowa 52406
 Plants in Cedar Rapids Iowa (2) • Lexington & Bowling Green Kentucky • Ontario Canada • Milan Italy • Queretaro Mexico & Nagoya Japan (under license)

Link-Belt® HC-258 Wire Rope Truck Crane

200-ton (181.40 metric ton)



Pin-connected tubular boom and jib two types of boom top sections available

Up to 300' (91.44 m) boom with tapered top section plus 70' (21.34 m) jib

The HC-258 features a pin-connected tubular boom and jib. Tubular boom chord members are 100,000 p.s.i. (689,500 kPa) quench and tempered, high strength alloy steel.

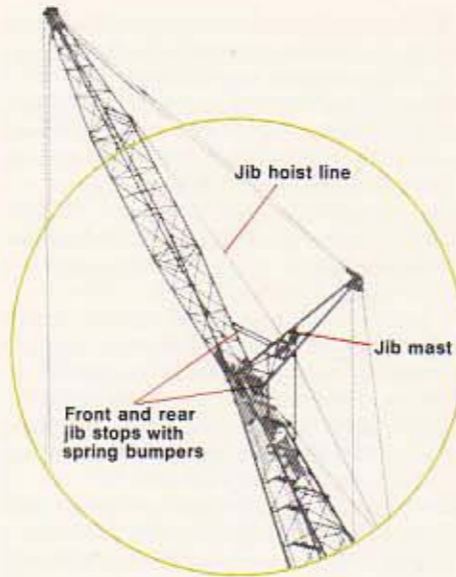
The tubular boom represents the latest advances in boom design, and is precision built with special automatic machine tools and fixtures. Machine-coped lattice ends match the contour of the round, alloy steel tubular chords and are carefully welded in place with 360° welds.

The method of welding the **in-line pin lugs** to the round tube chord minimizes stress concentration and is an exclusive development of FMC engineering/manufacturing technology. The extended hub on the female connection

in place with a latchpin.

The basic jib is 30' (9.14 m) in length, 2-piece, pin-connected with 20' (6.10 m) extensions available for a maximum jib length of 70' (21.34 m) with tapered top boom section; 70' (21.34 m) for hammerhead top boom section. The jib mounts to the boom top section. The **jib mast** is pinned to the jib base. **Front and rear jib stops** are telescoping type. The jib peak sheave and jib mast rope deflector sheave are all mounted on anti-friction bearings to eliminate the need for daily lubrication.

The **boom angle indicator** serves as a handy reference to the operator. It is mounted on the side of the boom nearest the operator for his ready reference.



In-line pin lugs

serves as an anchor for the jib guyline, midpoint pendants, or for pendant lines when assembling the boom. The boom pin-connection tapered end pin is held



Boom angle indicator



Front bumper counterweight

Front bumper counterweight is standard, and can be quickly removed from bumper mounts.



Boom hoist limiting device

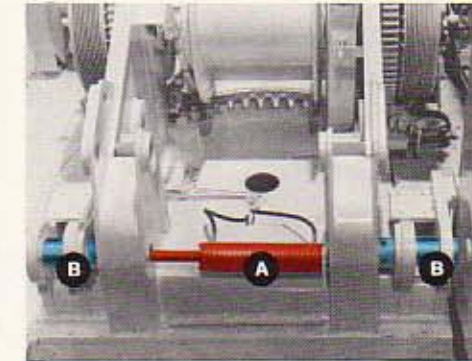
The **boom hoist limiting device** improves close-radius operation. When an attempt is made to raise the boom closer than minimum radius, this mechanism acts to disengage the hydraulically controlled 2-shoe boom

raising clutch and simultaneously engage the boomhoist brake.

To meet user's job requirements, the HC-258 crane boom can be equipped with one of two types of boom top sections — tapered or hammerhead.

The lower boom section is 25' (7.62 m) with transition and straight extensions available.

The 45' (13.72 m) long **tapered top section** is equipped with three sheaves for multiple reeving to handle rated loads of 100 tons (90.7 metric tons) with boom length of 120' (36.58 m) — 25' (7.62 m) lower, 50' (15.24 m) transition, and 45' (13.72 m) top. Maximum length boom is 310' (94.49 m) and boom and jib is 300' (91.44 m) plus 70' (21.34 m).



Boomfoot pins removed hydraulically

For fast removal (or installation) of the basic boom, the **boomfoot pins are removed (or inserted) with power hydraulics**. A double-acting hydraulic cylinder (A) with integral cylinder rods/pins (B) is permanently mounted



Tapered top section

The 5' (1.52 m) long **hammerhead top section** is equipped with six sheaves for multiple reeving to handle rated loads of 200 tons (181.40 metric tons) with boom length of 40' (12.19 m) — 25' (7.62 m) lower, 10' (3.05 m) transition, and 5' (1.52 m) top. Maximum length boom is 290' (88.39 m) and boom and jib is 280' (85.34 m) plus 70' (21.34 m).

All boom peak sheaves are mounted on anti-friction bearings to eliminate the need for daily lubrication.



Hammerhead top section

between boomfoot lugs. Cylinder controls are located under the right front corner of the upperstructure cab to enable operation from the ground.

Dual, **lever-type boom stops**, each with spring-loaded bumpers, are standard. When the live mast is used for assembly purposes, the boom stops can be arranged to serve as mast stops.

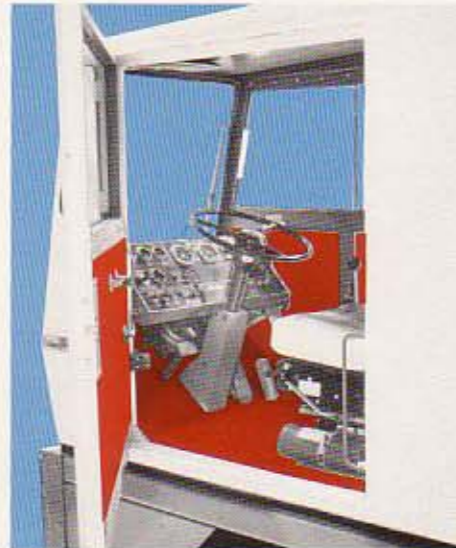
The boom **live mast** with lifting sheaves can be used for handling boom sections, counterweight, etc., when dismantling or assembling the machine. **hydro-crane**

Carrier designed and manufactured by FMC's Crane and Excavator Division

Luxurious carrier cab insulated and isolated to reduce shock and noise

The model HC-258 6-axle carrier is designed with a 100,000 p.s.i. (689,500 kPa) quench and tempered, high-strength alloy steel frame for optimum weight-to-strength ratio — an important consideration in the HC-258 axle loadings for machine transportability.

The carrier cab interior provides a touch of luxury for the operator. The cab is insulated and isolated from the frame by rubber mounts to reduce shock and sound levels. Upholstered side panels, luxury instrument panel, excellent gauge visibility, floor carpet, large glass area, air-suspended bucket seat with safety belt, right and left-hand west coast type mirrors, windshield washers and wipers, heater, defroster fan, and tachometer are all standard equipment on the HC-258.



Carrier cab

The carrier diesel engine drives through a Roadranger 15-speed main transmission. This allows negotiating steep grades, maneuvering through traffic, and travelling at highway speeds up to 42.05 (69.19 km/hr). In addition, a 2-speed (direct and low) auxiliary transmission is provided to allow, in the low range, for on-the-job precision travel movement as low as 1.5 m.p.h. (2.41 km/hr).

Front center outrigger (standard) allows handling of the over-the-side capacities throughout 360° swing. This gives greater on-the-job working capability. This outrigger control is located on the right front corner of the carrier.

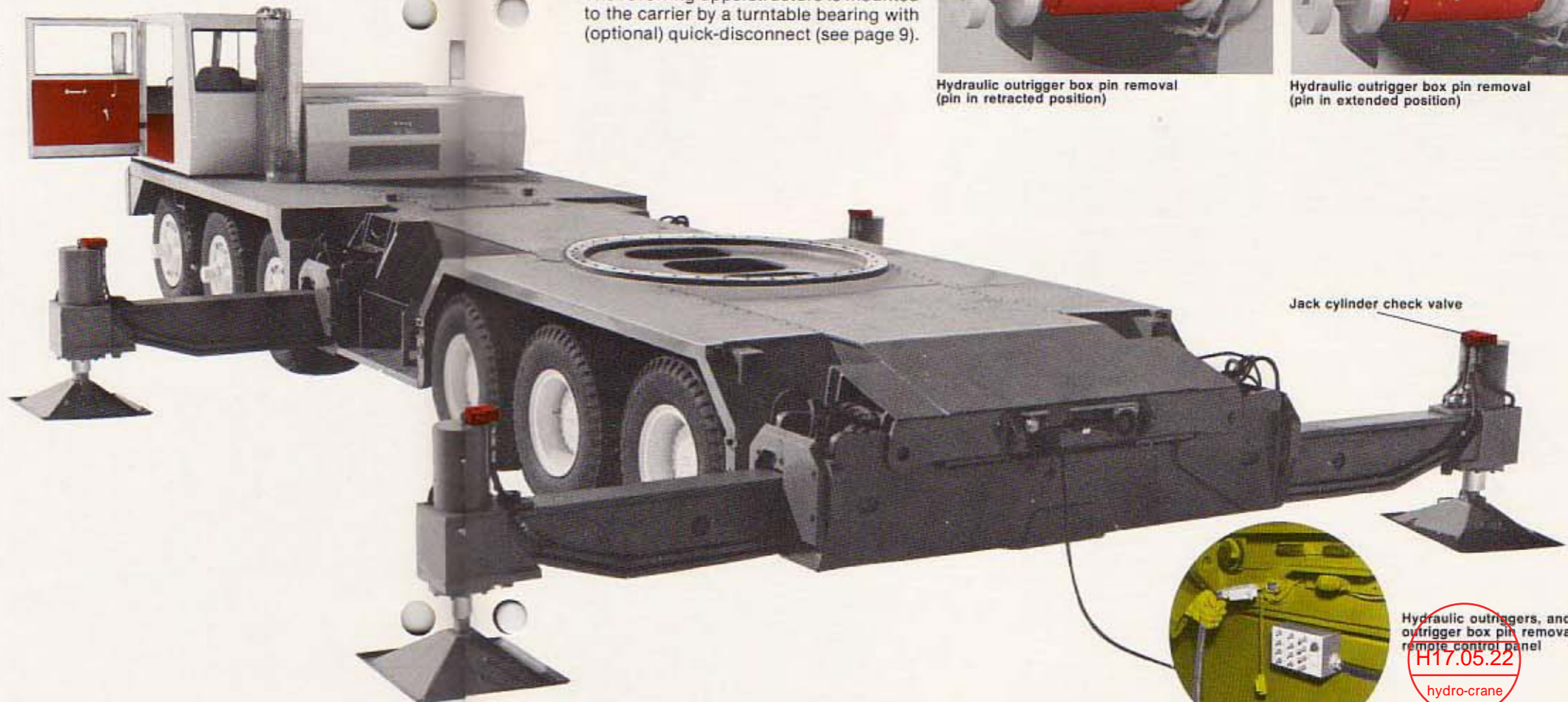


Front center outrigger

Power for the hydraulic outriggers is from the carrier engine-driven pump, with individual control of beams and jacks. This permits leveling the machine on reasonably uneven terrain. Once the outriggers are set, a **check valve** fixed to the jack cylinder "locks" the oil in the cylinder and the outrigger jacks in place. For assistance in leveling, sight levels are located near the outrigger boxes.

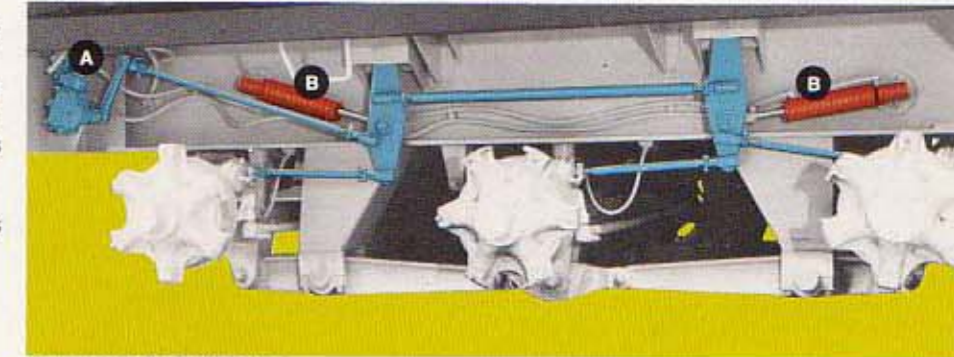
The **hydraulic outriggers, and outrigger box pin removal, remote control panel**, with magnetized base, may be stored on the carrier when not in use. The remote control panel allows for full view of the outriggers when setting up the machine.

Both front and rear outrigger boxes are pin-connected to the carrier frame for quick removal to reduce over-all weight for highway travel. Hydraulic outrigger lines are equipped with quick disconnects.



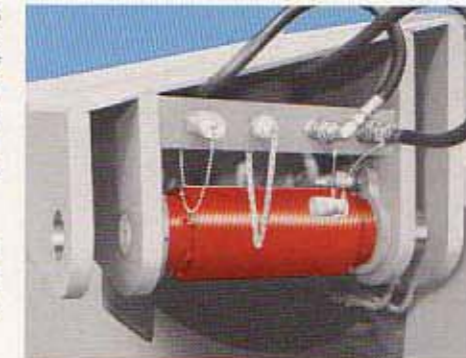
Jack cylinder check valve

The power assist hydraulic steer components are mounted to the side of the carrier frame for protection. Operator controls steering gear (A) and steer linkage. A hydraulic control valve, activated by the steering gear (A) directs oil from the steering pump to the interconnected, double-acting cylinder (B) for power assist hydraulic steer. This design results in equal power assist force when steering right or left.

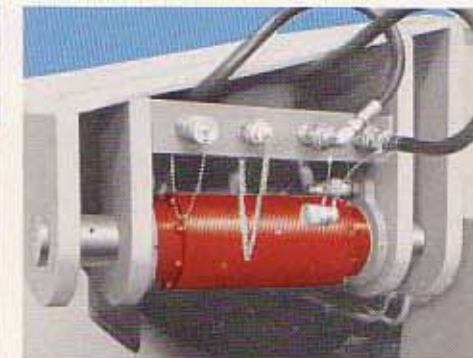


Power assist hydraulic steer

A unique FMC design feature is the **hydraulic outrigger box pin removal system**. Four double-acting hydraulic cylinders with integral cylinder rods/pins are permanently mounted to the carrier frame lugs. Also, to facilitate removal of the outrigger box, the jack assembly can be disassembled from outrigger beams. The front box, equipped with rollers, will ride in a track to facilitate removal of the outrigger assembly.



Hydraulic outrigger box pin removal (pin in retracted position)



Hydraulic outrigger box pin removal (pin in extended position)

The revolving upperstructure is mounted to the carrier by a turntable bearing with (optional) quick-disconnect (see page 9).

Hydraulic outriggers, and outrigger box pin removal, remote control panel
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