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: Improved handling and service life.
- Outrigger box pins removed hydraulically.
  Benefit: Decreases set-up time.
- Front center outrigger.
  Benefit: Allows handling of "over-the-road" capacities throughout 360° swing.
- Hydraulic outrigger remote control panel.
  Benefit: Allows faster extending/retracting of hydraulic outriggers.
- Turntable bearing and adaptor with quick disconnect.
  Benefit: Allows for sixty second in/out of superstructure for decreased set-up 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-oh-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, increased 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 boom hoist).
- Power assist of rope drum brakes.
  Benefit: Reduces operator fatigue and increases operator efficiency.
- Hydraulic counterweight raising/lowering.
  Benefit: Decreases set-up time.

Attachment features
- Choice of boom top sections.
  Benefit: User job flexibility.
- Hydraulic boom foot pin removal.
  Benefit: Decreases set-up time.
- Tubular boom with 120,000 p.s.i. (860,000 kPa) alloy steel chords.
  Benefit: Dependability.
- FMC design boom in-line pin lugs.
  Benefit: Service life = minimum pin lug stress concentration.
- Boom/I0 peak sheaves mounted on anti-friction bearings.
  Benefit: Eliminates need for daily lubrication.
- Boom hoist limiting device.
  Benefit: Improves close-radius operation.
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 110,000 p.s.i. (669,550 kPa) quenched 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. Machined-coped lattice ends match the contour of the round, alloy steel tubular chords and are carefully welded in place with 300° 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 is in place with a latchpin.

The basic jib is 30' (9.14 m) in length, 2-piece, pin-connected with 20' (6.19 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 sheaves and jib mast rope deflector sheaves 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 serve as an anchor for the jib guyline, midpoint pendant, or for pendant lines when assembling the boom. The boom pin-connection tapered end pin is held in place with a latchpin.

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, the mechanism acts to disengage the hydraulically controlled 2-shoe boom raising clutch and simultaneously engage the boom hoist brake.

To meet user's job requirements, the HC-258 crane's 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 65' (19.81 m) long tapered top section is equipped with three sheaves for multiple reving 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 the hydraulics. A double-acting hydraulic cylinder (A) with integral cylinder rods/pins (B) is permanently mounted between boomfoot lugs. Cylinder controls are located under the right front corner of the upper structure cab to enable operation from the ground.

Lever-type boom stops
The 5' (1.52 m) long hammerhead top section is equipped with six sheaves for multiple reving to handle rated loads of 200 tons (181.46 metric tons) with boom length of 40' (121.9 m) — 50' (15.24 m) lower, 15' (4.57 m) transition, and 5' (1.52 m) top. Maximum length boom is 260' (80.39 m) and boom and jib is 250' (76.24 m) plus 70' (21.34 m).

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

Lever type boom stops can be used for handling boom sections, counterweight, etc., when dismantling or assembling the machine.
The model HC-25B flex-axle carrier is designed with a 100,000 p.s.i. (689,500 kPa) enclosure and tempered, high-strength alloy steel frame for optimum weight-to-strength ratio — an important consideration in the HC-258 axle loadings for maximum transportability.

The carrier cab interior provides a touch of luxury for the operator. The cab is isolated and insulated 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 wipers and wipers, heater, defroster fan, and tachometer are all standard equipment on the HC-258.

The carrier diesel engine drives through a Roadranger 16-speed main transmission. This allows negotiating steep grades, maneuvering through traffic, and travelling at highway speeds up to 18 m.p.h. (29 km/hr), in addition, a *gear reduction* and low auxiliary transmission is provided to allow, in the lower gear, 40 on-the-job precision travel movement as low as 1.5 m.p.h. (2.41 km/hr).

Twelve-wheel air brakes are standard. When lifting "on tires" parking brakes can be set from the carrier cab. The

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 is located in the jack cylinder "locks" the oil in the cylinder and the outrigger jacks in place. For assistance in leveling, eight levels are located near the outrigger boxes.

The hydraulic outriggers, and outrigger box pin removal, remote control panel, with magnetized base, may be stood on the carrier when not in use. The remote control panel allows 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 overall fall for highway travel. Hydraulic outrigger lines are equipped with quick disconnects.

The power assist hydraulic steering 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.

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.

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