Exclusive features speed assembly/disassembly

The HC-268 is designed for fast stripdown and assembly. Many exclusive devices are "engineered in" to speed up the transportation process.

The patented quick disconnect turntable bearing allows connecting or disconnecting the upperstructure in just one minute. The quick disconnect eliminates the necessity for removing a series of highly torqued mounting bolts or hook rollers.

The non-rotating adaptor is bolted to the crane upper. The adaptor fits inside the turntable bearing on the carrier. A machined retaining ring is hydraulically expanded into the machined groove of the turntable bearing inner race, securing the adaptor to the bearing.

The turntable bearing, complete with inner and outer race, is bolted to the carrier.

HC-268
Lattice Boom Truck Crane
Lift-Off System
From trailer to working crane in 45 minutes

Soft-stripping hydraulic lift-off mechanism facilitates self-decking or de-decking procedure with no outside crane assistance.

The Link-Belt® HC-268 250-ton (227 mt) lattice beam truck crane provides the first practical solution to customers that wish to move a very large truck crane quickly, legally and efficiently. This Link-Belt truck crane was designed for fast unattended stripdown and assembly. Features such as hydraulic counterweight lowering/raising, quick disconnect turntable bearing and the newly available hydraulic lift-off system are designed to speed up the transportation process, saving time and money.

1:20
The HC-268 carrier is now backed in and centered beneath the superstructure. The alignment pins are lowered into position.

1:25
The lift-off mechanism's hydraulic jacks are retracted allowing the alignment pins to mate with corresponding sockets on the carrier. This procedure automatically positions upper with relation to turntable bearing.

1:30
Hydraulic jacks are re-expanded and alignment pins are returned to their stored position. Upper structure is lowered onto the carrier until it is fully seated in the turntable bearing. The bearing connect hydraulic mechanism is actuated securing the upper to the carrier. The lift-off jacks are retracted to their stored position.

1:45
The HC-268 completes the self-assembly by lifting the counterweight onto the carrier deck and securing the boom in position. Hydraulic power is provided to secure the counterweight and to activate the boomlift pull-to-trailer to working crane in 45 minutes.

1:00
HC-268 upper arrives at jobsite on the flatbed trailer.

1:10
First the tie down chains are removed and the upper engine started to provide hydraulic power. The front jacks are released from the stored position. All four jacks are hydraulically moved into a working position and then extended to lift upper off trailer.

1:15
The trailer pulls away, leaving the upperstructure supported by the hydraulic jacks.
HC-268 Lift-Off System features

Performing fast, efficient moves is the most important element in making the HC-268 the most cost-effective large mobile lifting system available today.

Rear lift-off cylinders are stored vertically at the rear of the upper. The entire mechanism remains in place while the crane is on the job or being transported.

Front jacking cylinders are stored in a horizontal position. The cylinders do not interfere with the operation of the crane.

Link-Belt's patented quick disconnect turntable bearing permits connection and release of the upper in seconds — not hours.

Self-aligning tail-gear drive-and corresponding sockets (not shown) allow upper to automatically cog over the quick disconnect alignment of the upper and the carrier is quick and automatic.

Rear jacking cylinders are quickly and easily lowered from the stored to the working position by the hydraulic system. One man can accomplish this job in minutes.

Front jacking cylinders are also hydraulically lowered to a working position. No helper crane is needed for any phase of the undecking operation.

Control for the hydraulic lift-off mechanism are conveniently located on the right side of the upper.

Hydraulic power for the entire undecking system is provided by the crane engine-pump package. Control is provided by large, sturdy foot-controlled valves.
Permissible highway loads

The HC-268 can be stripped down and prepared for over-the-road travel to meet highway weight restrictions.

Axle Loadings — Approximate

<table>
<thead>
<tr>
<th>Gross weights</th>
<th>Basic upper facing front</th>
<th>Basic upper facing rear</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Basic tractor and trailer</td>
<td>Tractor rear single axle</td>
</tr>
<tr>
<td>Basic upper</td>
<td>81,900 lbs. (37,129 kg)</td>
<td>53,000 lbs. (24,041 kg)</td>
</tr>
<tr>
<td>(57,000 kg)</td>
<td>(19,409 kg)</td>
<td>(16,616 kg)</td>
</tr>
<tr>
<td>Totals</td>
<td>81,900 lbs. (37,129 kg)</td>
<td>53,000 lbs. (24,041 kg)</td>
</tr>
<tr>
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</tr>
<tr>
<td>(57,000 kg)</td>
<td>(19,409 kg)</td>
<td>(16,616 kg)</td>
</tr>
</tbody>
</table>
| Upper over rear with boom base section

Axle Loadings — Approximate

<table>
<thead>
<tr>
<th>Gross weights</th>
<th>Upper with boom base over rear only</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Basic upper</td>
</tr>
<tr>
<td>Totals</td>
<td>85,705 lbs. (38,879 kg)</td>
</tr>
</tbody>
</table>

Roadable carrier

The HC-268's combination of engine, transmission and axles gives it the capability of negotiating steep grades, maneuvering through traffic or travelling at highway speeds.