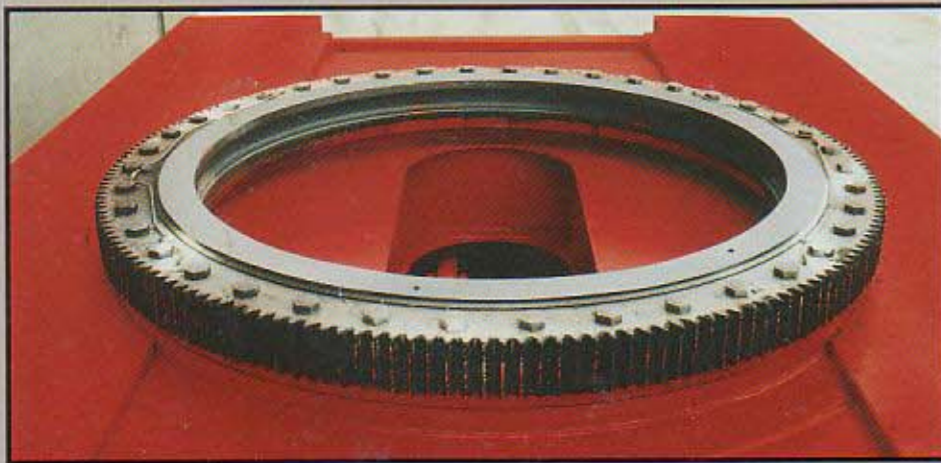


Exclusive features speed assembly/disassembly

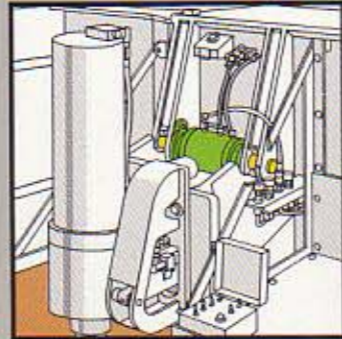
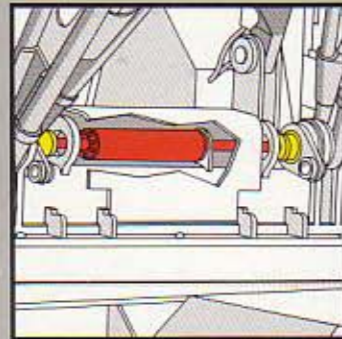
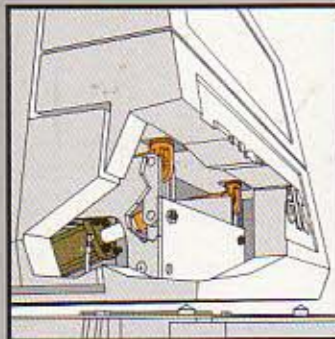
The HC-268 is designed for fast stripdown and assembly. Many exclusive devices are "engineered in" to speed up the transportation process.



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.



Hydraulic counterweight lowering/raising. Counterweight is automatically picked from carrier deck and held in place by overcenter hydraulic arms. Total cycle time — 20 seconds. Time consuming use of counterweight bolts has been eliminated.

Hydraulic boomfoot pin removal. This device facilitates fast removal or installation of the basic boom for reduced time in stripdown and setup.

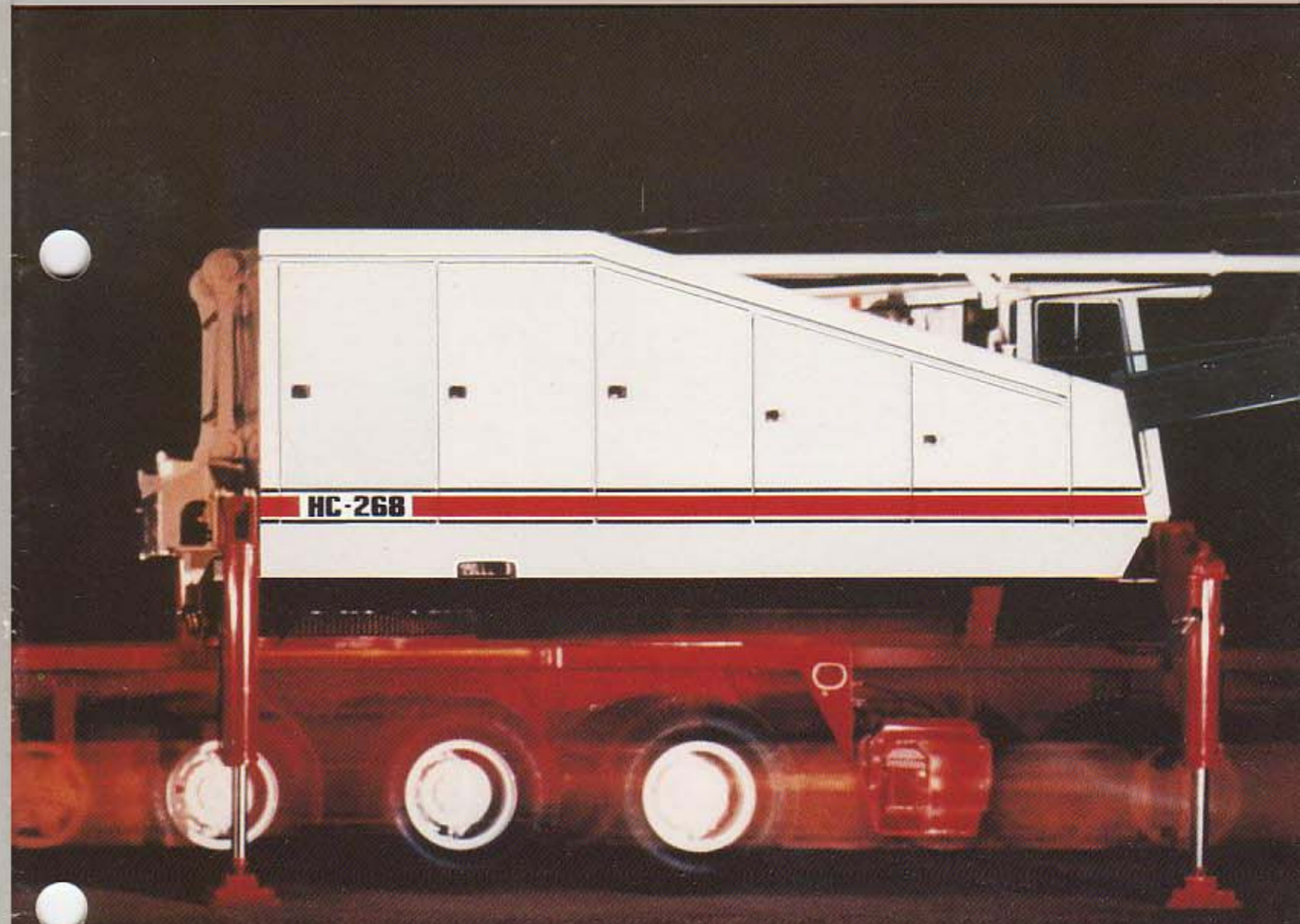
Hydraulic outrigger box pin removal. This system employs four double-acting cylinders which are permanently mounted to the carrier frame lugs. Fast, efficient removal or installation of outrigger boxes is insured.

Component removal. Major components are removed from the upper and the carrier including: counterweight, outrigger lugs, outrigger boxes and boom. All of these components are handled by the live mast, eliminating the need for an additional crane.

HC-268

Lattice Boom Truck Crane

Lift-Off System



1:20

The HC-268 carrier is now backed in and centered beneath the upperstructure. 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-extended and alignment pins are returned to their stored position. Upperstructure 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 placing the basic boom in position. Hydraulic are provided to secure the counterweight and to activate the boomfoot pins. Trailer to working crane in 45 minutes.



From trailer to working crane in 45 minutes

Self-storing hydraulic lift-off mechanism facilitates undecking or decking procedure with no outside crane assistance.

The Link-Belt® HC-268 250 ton (227 mt) lattice boom 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 unassisted 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.



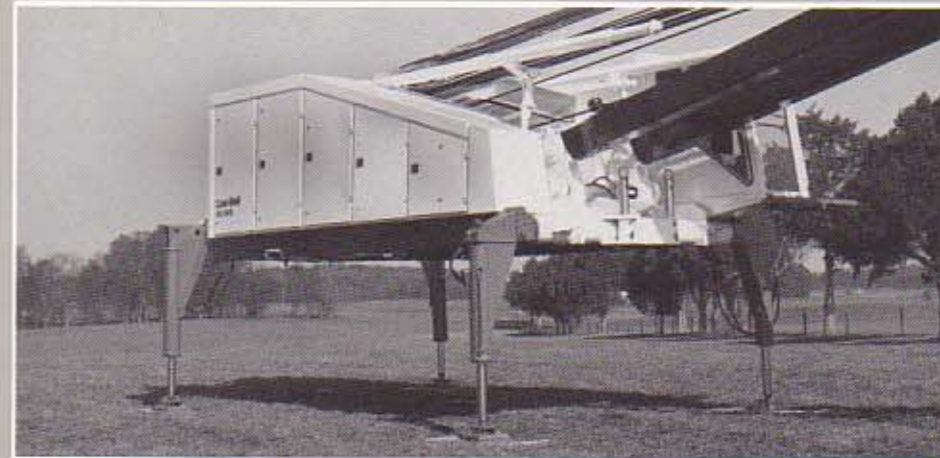
1:00

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



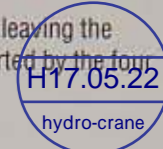
1:10

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 four hydraulic jacks.

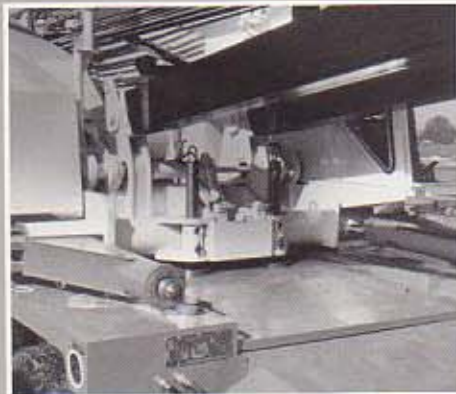


HC-268 Lift-Off System features

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 jack 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 pins (patent pending) and corresponding sockets (front shown) allow upper to automatically center over the quick disconnect bearing. Exact 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 undocking operation.



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



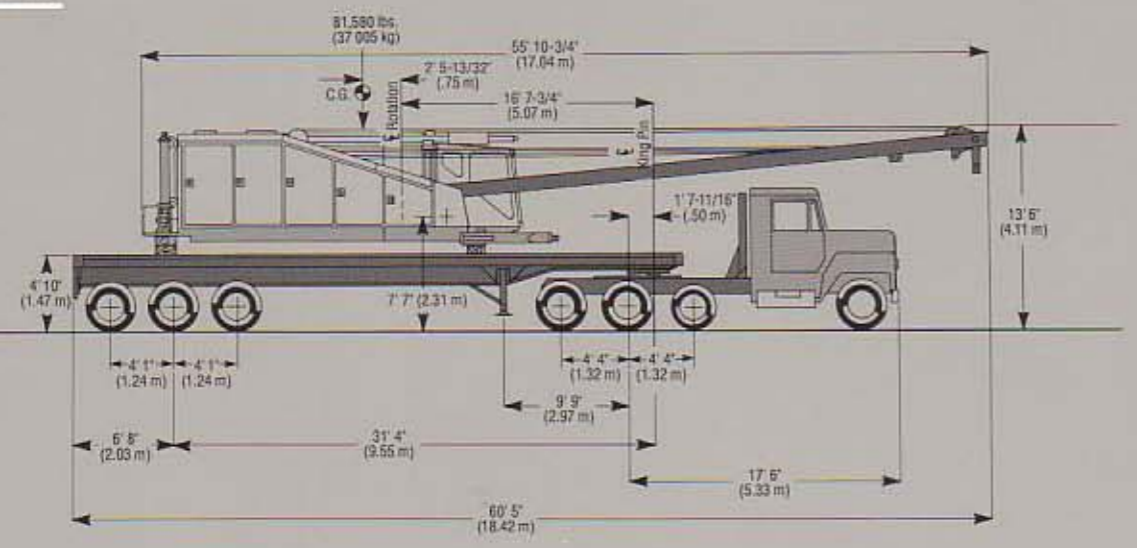
Hydraulic power for the entire undocking system is provided by the crane engine-pump package. Control is provided by five conveniently located hydro-crane valves.



Permittable highway loads

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

Upper over front

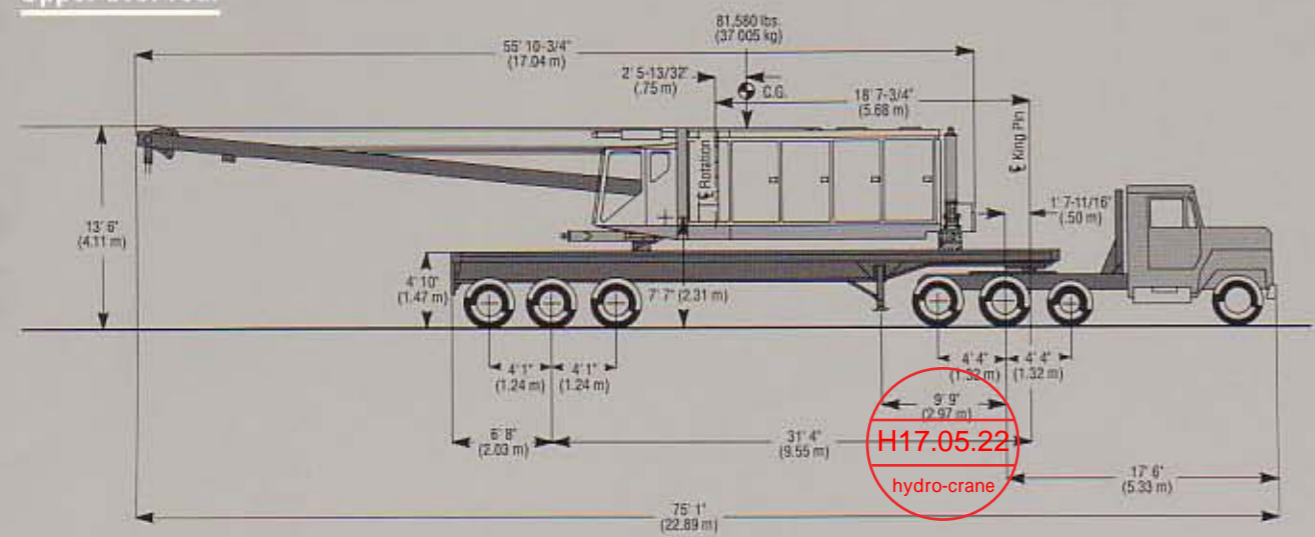


Axle Loadings — Approximate

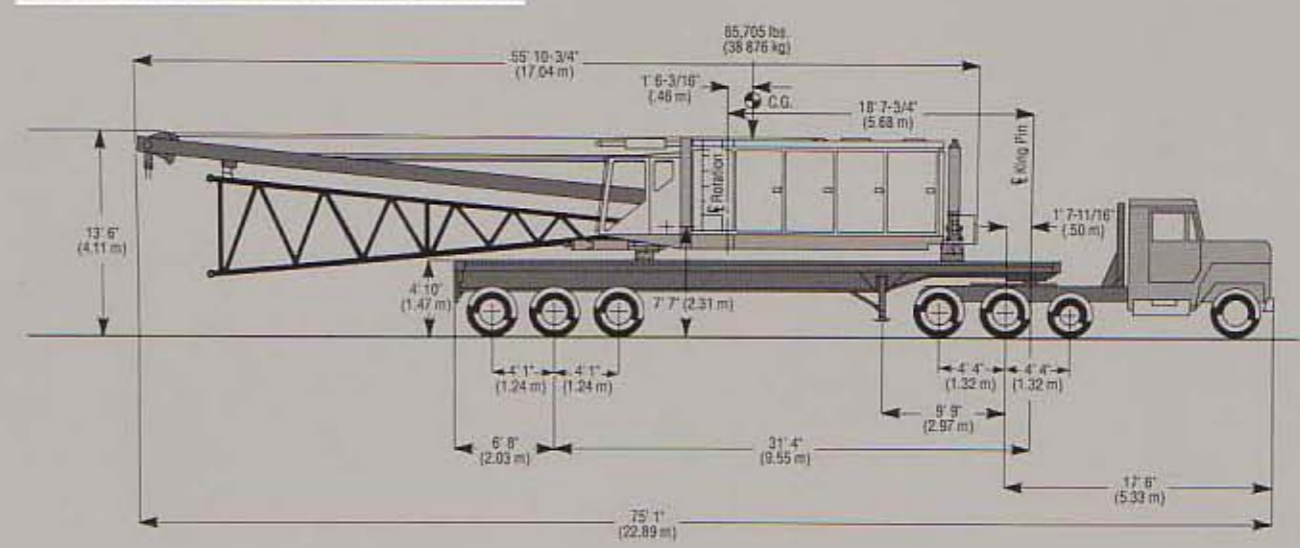
Based on standard HC-268 upperstructure equipped with GM 6V-92T diesel engine with torque converter, power load lowering clutches on front and rear load hoist drums, quick disconnect adaptor, boom live mast, bridle, boomhoist wire rope, boom stops, support struts and lever arms and lift-off system. "AB" counterweight has been removed. No boom.

Gross weights			Basic upper facing front		
Basic upper	Basic tractor and trailer	Totals	Tractor rear tridem axle	Tractor front single axle	Trailer rear tridem axle
81,580 lbs. (37,005 kg)	33,000 lbs. (14,969 kg)	114,580 lbs. (51,973 kg)	41,040 lbs. (18,616 kg)	12,840 lbs. (5,824 kg)	60,700 lbs. (27,534 kg)
Gross weights			Basic upper facing rear		
81,580 lbs. (37,005 kg)	33,000 lbs. (14,969 kg)	114,580 lbs. (51,973 kg)	43,130 lbs. (19,564 kg)	13,090 lbs. (5,938 kg)	58,360 lbs. (26,472 kg)

Upper over rear



Upper over rear with boom base section



Axle Loadings — Approximate

Based on standard HC-268 upperstructure equipped with GM 6V-92T diesel engine with torque converter, power load lowering clutches on front and rear load hoist drums, quick disconnect adaptor, boom live mast, bridle, boomhoist wire rope, boom stops, support struts and lever arms, lift-off system and 30' (9.14m) boom base section. "AB" counterweight has been removed.

Gross weights			Upper with boom base over rear only		
Basic upper	Basic tractor and trailer	Totals	Tractor rear tridem axle	Tractor front single axle	Trailer rear tridem axle
85,705 lbs. (38,876 kg)	33,000 lbs. (14,969 kg)	118,705 lbs. (53,845 kg)	42,380 lbs. (19,224 kg)	13,000 lbs. (5,897 kg)	63,325 lbs. (28,724 kg)

Roadable carrier

The HC-268's combination of engine, transmission and axles gives it the capability of negotiating steep

grades, maneuvering through traffic or traveling at highway speeds.

	Axle		
	A (rear)	B (front)	C (total)
HC-268 Carrier Complete (no bumper CWT)	63,710	29,455	93,165
Remove Vertical Outrigger Jacks	- 3,940	- 450	- 4,400
Remove Rear Outrigger Boxes and Beams	- 14,850	+ 4,250	- 10,600
Remove Center Outrigger Boxes and Beams	- 6,450	- 4,070	- 10,520
Remove Five Floats	- 455	- 250	- 745
Stripped Weight	= 37,945	= 28,935	= 66,900

