Link-Belt Standards...

Integral Rated Capacity Limiter
This system aids the operator in safe and efficient crane operation. The Microguard 434 features:
- Improved access time
- Radio frequency shielding
- New display panel — large liquid crystal alphanumeric display
- Total system override capabilities to provide for tipping requirements.

Gear Motor Hydraulic Hoist System
The standard load hoist system consists of a main winch with two-speed motor and automatic brake for power up/down mode of operation.

Additional Standard Equipment
- Auxiliary winch components and controls are provided for future installation
- Type "108" wire rope
- Pilot operated single axis controller
- Hook block tie-down
- Integrated steps and hand holds within the sheet metal
- Swing-out engine compartment doors
- Folding steps for transport
- Full light package

Optional Equipment
- Mechanical boom angle indicator
- Auxiliary lifting sheave
- Auxiliary winch package
- Winch rollers
- Third wrap indicators
- Internal RCL load rating, bar graph
- External RCL load rating light bar
- Air conditioning in operator's cab
- Hot water heater for operator's cab
- 360 degree (Pawl-in-Gear) mechanical swing lock
- Quick release hook blocks
- Hook ball

...World-Class, Innovative Design with Job Proven Excellence.

RTC-8030
Series II
Rough Terrain Crane
30-Ton (27.2 mt)

- 30-ton at 10-ft radius
- 56,000 lbs GVW (fully loaded)
- 78 ft full power three-section boom
- 91 ft full power, four-section boom (optional)
- 145 ft maximum tip height
- 64-ft telescopic, straight arm, swing-away fly
- Fly offsets of 2, 20 and 40 degrees
- No dedications for second attachments
- Mid-584 Rated Capacity Limiter
- Full-deck steel fenders
- 150 HP, Cubed engine
- Deluxe operator's cab
- Pilot operated hydraulic controls
- Pre-painted

Link-Belt Construction Equipment Company
Lexington, Kentucky www.linkbelt.com

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The Future of Rough Terrain Cranes is Here

Introducing
a totally new,
world-class rough
terrain carrier
featuring 4-Link
suspension and
flat-deck carrier.

Ultra-Cab — Designed with
the Operator in Mind

The Deluxe Cab is roomier and quieter than
traditional cabs.
Features include:
• Six-way adjustable fabric seat
• Armrests: recumbent, responsive
• Single-axis hydraulic controllers
• Lift-up armrests. Control
functions are deactivated
when the armrest is raised.
• Bubble level sight
• Switches on console
• Single foot pedal control
• Ducted air through automotive style
• Telescoping steering column
• Railing right side, rear windows
• Large sweeping electric wipers
• High air defrost and heater (automotive style)

Proven Boom Design

• Standard three-section, 30 to 70 ft. (8.74 to
23.79 m), full power, with quick release
• Optional four-section, 29 to 91 4 ft. (8.44 to 27.81
m), full power, with quick release
• Three swing away attachments
• 25 ft. (7.62 m), fixed attachment
• 27 ft. (8.42 m), off-settable one-stage, swing
away attachment
• 27 to 64 ft. (2.32 to 13.71 m), off-setable
(two-stage) swing away attachment
• Attachments offset to 2, 25 and 40 degrees
• Maximum tip height is 143 ft. (43.60 m) with the
attachment and main boom used in combination.
• The exclusive "R-Run" system provides optimum
strength and stability. For a close, big, classic, the
"R-Run" mode (or mode A) allows the operator to extend
only the inner-middle section of the boom.
• The "BOSS" is Link-Belt's patented boom design of
high-strength angle bars
• High formability sidewall

Carrier Features

• "Hydro-gas Ride™" suspension system
  • optional
• Power shift six-speed transmission
• Six points of access
• Non-slip surface strips on carrier deck
• Quick disconnects on hydraulic fittings
• Swing-out engine hood
• Three modes of steering
  • independent front
  • coordinated four wheel
  • four wheel "crab"
• Pre-assembly paint system. This
innovative two-part paint coating
process, coupled with a pre-assembly
paint process, provides the finest quality
coating system available today. This
enhances the overall aesthetic appeal of
the final machine, as nuts, bolts, hoses
and various parts are no longer painted.
As a result, paint chipping, cracking and
delamination is significantly reduced
when service work, and disassembly are
required.