Link-Belt® wire rope truck cranes

Performance On The Move

**Specification summary**

<table>
<thead>
<tr>
<th>Model</th>
<th>HC-138A</th>
<th>HC-218A</th>
<th>HC-238A</th>
<th>HC-258</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capacity</td>
<td>75 ton (83.02 metric ton)</td>
<td>103 ton (90.70 metric ton)</td>
<td>149 ton (128.04 metric ton)</td>
<td>200 ton (161.40 metric ton)</td>
</tr>
<tr>
<td>Maximum boom</td>
<td>250° (82.35 m)</td>
<td>250° (80.30 m)</td>
<td>250° (80.30 m)</td>
<td>250° (82.35 m)</td>
</tr>
<tr>
<td>Maximum boom lift</td>
<td>150° + 50° (87.27° + 15.24 m)</td>
<td>150° + 50° (87.27° + 15.24 m)</td>
<td>150° + 50° (87.27° + 15.24 m)</td>
<td>150° + 50° (87.27° + 15.24 m)</td>
</tr>
<tr>
<td>Line speed @ line pull</td>
<td>357 fpm @ 10,000 lbs.</td>
<td>357 fpm @ 10,000 lbs.</td>
<td>558 fpm @ 10,000 lbs.</td>
<td>558 fpm @ 10,000 lbs.</td>
</tr>
<tr>
<td>(167.7 m/min @ 4492 kg)</td>
<td>(167.7 m/min @ 4492 kg)</td>
<td>(177.8 m/min @ 4492 kg)</td>
<td>(177.8 m/min @ 4492 kg)</td>
<td>(177.8 m/min @ 4492 kg)</td>
</tr>
<tr>
<td>Maximum line pull</td>
<td>21,000 lbs. (9,522 kg)</td>
<td>21,000 lbs. (9,522 kg)</td>
<td>26,000 lbs. (11,794 kg)</td>
<td>26,000 lbs. (11,794 kg)</td>
</tr>
<tr>
<td>Basic travel weight</td>
<td>88,940 lbs. (40.724 kg)</td>
<td>102,260 lbs. (46.558 kg)</td>
<td>102,260 lbs. (46.558 kg)</td>
<td>102,260 lbs. (46.558 kg)</td>
</tr>
<tr>
<td>Travel height</td>
<td>11' 7 1/2&quot; (3.57 m)</td>
<td>12' 3 1/2&quot; (3.81 m)</td>
<td>11' 10 1/2&quot; (3.61 m)</td>
<td>11' 10&quot; (3.61 m)</td>
</tr>
<tr>
<td>Overall width</td>
<td>11' 6&quot; (3.55 m)</td>
<td>11' 6&quot; (3.55 m)</td>
<td>11' 6&quot; (3.55 m)</td>
<td>11' 6&quot; (3.55 m)</td>
</tr>
</tbody>
</table>

1 With optional low speed planetary
2 With boom, outrigger weight, outriggers extended, with 160° crane
3 Drum rope, both live near and backstops in place

FMC Corporation Crane & Excavator Division Cedar Rapids Iowa 52406

Licensee of Link-Belt® trademark manufactured in Cedar Rapids, Iowa • Lexington, Kentucky • Omaha, Nebraska • Toronto, Canada • Gumarco Mexico & Chile/Eurasia Japan (under license)

Printed in USA
Performance with precision machinery

The performance-proven Full-Function upper machinery is a precision built all-gear driven system, specifically designed with a maximum weight-to-strength ratio for lift crane service. The frame is all-welded, stress-relieved and line-bored, to assure proper alignment of the machine cut gears for longer component life. The carrier frame and outriggers are constructed of high strength steel to provide a durable lifting base and the drive train is a superb combination of engine, transmission and axles. It's a quality built piece of machinery designed to give superior dependability, efficiency and productivity.

Features:
- Rope drums: Large diameter front and rear. Independent third rope drum is optional and mounts in line boxes integral with main frame.
- Beam hoist: Independent 2-drive clutch for boom raising. Two-speed hoist is available with planetary drive for standard speed and optional short hoist for increased speed for short boom/tb combinations.
- Engine/drive package: Optional engine with torque converter available to suit job requirements and customer preference. Torque converters provide smoother operation, load boom handling at lower engine RPM, and load lowering on the converter system using engine throttle.
- Planetary hoist drive: (Optional) Reducer gear provides up to 70% increased hoist rpm to improve cycle time. Can be added to provide 10% decrease in rpm for delicate or special load handling applications.
- Holset clutches: Two-shoe power hydraulics on front and rear drums. Provides smooth precise engagement of both ten speeds.
- Swing: Two-shoe power hydraulic clutches hold and power the swing pinion for smooth acceleration and deceleration of swing function. Swing brake is standard.
- Outriggers: Controlled from either side of carrier for quick setup, removal. Socketed machine on reasonably uneven terrain. Hinged check valve “locks” out in jack position once outriggers are set in position.
- Carrier drive train: Diesel engine powers through a variable 12-speed Rockinger transmission to planetary rear axles. 2-speed auxiliary transmission provides a low gear for on-the-job precision moves.
Total performance concept

FMC Corporation's continued dedication to offer the best truck crane in the industry is admirably displayed by the HC-108A, HD-121A, HD-158A, and HC-286. Along with new features included in the design, capacities have been increased, and modern distinctive styling added, to make these machines the finest Link-Belt truck cranes ever produced.

Precision machinery

In recent years FMC has devoted a sizable amount of time and resources to refine the precision design and manufacturing techniques in each Link-Belt truck crane. Thousands of engineering hours were spent evaluating design ideas and then testing them for reliability. A new large manufacturing facility equipped with the most modern production tools, using strict quality control procedures, was built for the sole purpose of producing Link-Belt truck cranes. The result is a family of Link-Belt truck cranes that are the epitome of the efficient Full-Function upper carriage, with the durable FMC-designed and manufactured carrier, giving thousands of hours of dependable service with reduced maintenance cost, and high resale value.

Exclusive features

Every job application has its own unique characteristics. That means the crane on the project must be flexible to adapt to the job situation. FMC Corporation recognized this need and designed features into the Link-Belt truck cranes to increase load-holding potential for greater production and operator efficiency... features not available on competitive truck cranes.

These exclusive features include the highly respected Speed-o-Matic power hydraulic control system, hydraulic front center carrier jack, independent power load lowering clutches, independent planetary two-speed era drums, and two-shoe hydraulic clutches.

Transportability

Obviously truck cranes were conceived to make lift cranes more mobile in going from one job to another. However, before a machine can be transported, its weight must be stripped down and the unit appropriately prepared for over-the-road travel to meet highway weight restrictions. The key then, is to strip the crane quickly yet to the next job site and again assemble it to minimize nonproductive time. Again, FMC was well aware of this requirement and careful steps were taken to design the carriers with optimum axle weight distribution to meet local weight restrictions. In areas where a truck crane must be completely stripped, time saving devices were designed into the machine. These include hydraulic counterweight lowering nesting, hydraulic removal insertion of the boom pin, hydraulic outrigger box pins, and quick disconnect turntable bearings to allow removal of the upper from the carrier.

Superb operator control

An operator spends an entire day inside the cab, and to make the day as productive and as comfortable as possible, Link-Belt truck cranes feature an operator's compartment that surrounds the operator with a module designed for increased comfort, control, visibility, and quietness. The Speed-o-Matic control levers are all in easy reach, and the view through the top of the cab is virtually unobstructed. A Link-Belt truck crane cab makes good operators even better.

Total design

The exclusive time and resources FMC has employed on the design and the manufacturing of Link-Belt truck cranes has produced outstanding results. The total design concept was a systematic thought process that attained maximum efficiency, styling, exclusive operating features, transportability, superb operator control, and ease maintenance. Combining this total design concept with the manufacturing facilities exclusively built to produce a quality Link-Belt truck crane, FMC Corporation offers the contractor dependability, high production, and long service life... the most important elements in making a crane application cost effective.
Performance with transportability

Performing fast, cost effective moves from one job site to another is of prime importance to a truck crane owner. Therefore, it is essential to minimize the time required to prepare the machine for travel. The weight efficient design of Link-Belt® truck cranes permits travel in many areas, with little or no stripdown of major components. In those areas where strict weight laws do exist, Link-Belt truck cranes have “built-in” devices available, which can get you on the road quicker than any competitive size truck crane. And where required, the machines can be readily adapted to boom folding, boom trailing or utilization of an auxiliary tag axle.

Boom trailing/tag axle
Contractions in Western areas of the United States find that a dolly for trailing the boom, in conjunction with a tag axle, is the ideal method to transport a truck crane and reduce stripdown time.

Boom folding
With optional boom folding section, contractions in Eastern United States minimize stripdown time by folding as much as 100' (30.5 m) of boom over the rear of the truck crane.

Complete stripdown
Midwestern areas of the United States have the most restrictive weight laws. Complete stripdown of boom, counterweight, and outriggers is cost effectively performed using the built-in stripdown devices.

Simplified upperstructure removal
On the HC-126A, 216A, 236A, bearing mounting bolts are located under floor panel in the upper. Bolts fastest to tapped holes in center frame. On the HC-268, the bearing is equipped with a hydraulic quick disconnect. This allows for disconnecting the upper in 90 seconds.

Hydraulic counterweight removal
Standard. Upper counterweight is held in place by two set-blocking slings (A), which are lowered and raised in 15 seconds by cylinders (B) (only left-hand cylinder visible). Time consuming use of counterweight bolts or other mechanical devices has been eliminated.

Hydraulic boomfoot pin removal
Device is available for fast removal of installation of the basic boom for reduced time in stripdown and setup. A double-acting hydraulic cylinder (D) with an integral cylinder rod and pin (D) is permanently mounted between the boomfoot legs.

Component removal
Major components are removed from the upper and the crane including: counterweights, upper and lower boom, outrigger boxes and boom. All of these components can be handled by the crew delivering the truck, eliminating the need for an additional crane.