60-ton (54.43 mt)
Telescopic Boom Truck Crane

- 60-ton (54.43 mt) at 9' (2.74 m) radius
- 87,724 lbs (39,792 kg) GVW - fully loaded, four axles
- 35' 6" - 110' (10.82 m - 33.53 m)
  four-section, full-power telescopic boom with quick reeve boom head
- A-max capacities
- 34' - 56' (10.36 - 17.07 m)
  two-piece (bi-fold) lattice fly, stowable, offsettable to 2°, 20° and 40° (optional)
- No deducts for stowed attachments
- 172' (52.43 m) total tip height
- Confined Area Lifting Capacities (CALC™)
- ULTRA composite operator’s cab
- Pilot-operated hydraulic controls
- Rated capacity limiter Microguard 434
- CabWalk™ provides convenient operator’s cab access
- Detroit Diesel Series 60 12.7 Liter, 365 hp
- Eaton RTO-14909ALL transmission
- Full deck aluminum fenders
- Pre-painted

Link-Belt
CONSTRUCTION EQUIPMENT
Loaded with innovations, Link-Belt once again raises the standard for customer-proven designs.

- 172' (52.43 m) of on-board tip height
- Super capacities
- Innovative engineering
- Attachment flexibility
- Hydraulic counterweight removal and deck storage for balanced axle loading

4-section full power boom with attachment flexibility

- Full power, fully synchronized 35' 6" to 110' (10.82 to 33.53 m) four-section boom
- Maximum tip height is 172' (52.43 m) with the attachment and main boom used in combination
- Features the “Boss,” Link-Belt’s patented boom design of high-strength angle cords and high formability sidewall embossments

A-max mode

The basic boom extension (mode “B”) self-proportions all four sections equally. The exclusive A-max mode (mode “A”) extends only the inner mid-section to 60.3’ (18.38 m), offering substantially increased capacities for in-close, maximum capacity picks, and providing the operator the capability to match the crane’s configuration to specific job site conditions.

Optional two-piece bi-fold lattice fly

- Erection of 34’ - 56’ (10.36 - 17.07 m) two-piece (bi-fold) lattice fly is a one-man operation
- Exclusive design reduces side deflection when lifting load
- Easy to erect and stow
- Also available: 34’ (10.36 m) one-piece lattice fly with lugs to allow addition of second section
- Attachments offset to 2°, 20° and 40°

Quick reeve head machinery for fast, easy line change

Hammerhead boom nose allows the operator to work at high boom angles without fouling wire rope.

Deflector rollers prevent premature wire rope wear when working at low boom angles.

Lightweight nylon head sheaves reduce overall machine weight and increase lift capacities.

Available auxiliary lifting sheave is pinned on (not bolted) and requires only one man for installation. It can be used for quick lifts with one or two parts of line when the boom head has multiple reeving. And it remains on the boom through any fly combination, regardless of offset.

The Confined Area Lifting Capacities (CALC) system provides three outrigger positions:
- full retraction
- intermediate extension
- full extension

Outrigger pins eliminate guesswork by automatically positioning outriggers at midpoint position.

Sheppard rack & pinion steering system provides 40° wheel cuts and a 41° turning radius.

Link-Belt’s innovative two-part paint coating technology, 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 deterioration are significantly reduced when service work and disassembly are required. The paint is totally cured using an oven-baking process prior to assembly.

All powder-coated hydraulic lines and electrical routings are tied off with brass clamps. Nylatron insulators are impervious to salt or chemicals.

HTC-8660
60-ton (54.43 mt) Hydraulic Truck Crane

Quick reeve head machinery for fast, easy line change

Hammerhead boom nose allows the operator to work at high boom angles without fouling wire rope.

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Available auxiliary lifting sheave is pinned on (not bolted) and requires only one man for installation. It can be used for quick lifts with one or two parts of line when the boom head has multiple reeving. And it remains on the boom through any fly combination, regardless of offset.
Aluminum fuel tank eliminates internal corrosion and is interchangeable with all HTC and RTC cranes of equal sizes.

Another first from Link-Belt, the axle lift system holds the rear axles level while the crane is on outriggers.

For greater productivity and control, the six pump-section hydraulic circuit provides smooth, simultaneous function of a six-way adjustable fabric seat with lift-up armrest (which deactivates control functions when raised) and adjustable armrest mounted, responsive dual axis hydraulic controllers.

Lightweight aluminum outrigger floats with "quick latch" feature improves set-up time.

The Ultra-Cab is roomier and quieter than traditional cabs

- Six-way adjustable fabric seat with lift-up armrest (which deactivates control functions when raised)
- Armrest mounted, responsive dual axis hydraulic controllers
- Bubble level sight level mounted on side console
- Ducted air through automotive-style directional vents
- Sliding right side, rear windows and swing-up roof window
- Single foot pedal control
- Automotive-style windshield
- Corner post-mounted, backlit gauges
- Dashless design
- Large, swaying electric wipers
- Interchangeable with entire HTC and RTC lines, with exception of the RTC-8030 Series II and RTC-8060

The Microguard 434 also features:
- Improved access time
- Radio frequency shielding
- Large liquid crystal alpha-numeric display
- Total system or erode capabilities to provide for rigging requirements
- Optional graphic display bar, positioned near the top of the windshield for optimum viewing during crane operation

The Microguard 434 aids the operator in safe and efficient operations by continuously monitoring boom length, boom angle, head height, radius of load, machine configuration, allow ed load, actual load and percent of allow ed load.

An exclusive feature on the HTC-8660 is the Operator Defined Area Alarm. By setting two points, the operator creates an imaginary vertical plane to maintain a safe working distance from nearby obstacles. Should the operator attempt to operate the crane beyond the plane, the ODA will sound an alarm.

The Microguard 434 also features:
- Improved access time
- Radio frequency shielding
- Large liquid crystal alpha-numeric display
- Total system override capabilities to provide for rigging requirements
- Optional graphic display bar, positioned near the top of the windshield for optimum viewing during crane operation

Integral rated capacity limiter

To aid the operator in safe and efficient operation by continuously monitoring boom length, boom angle, head height, radius of load, machine configuration, allow ed load, actual load and percent of allow ed load.

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Superior accessibility

Access to the operator's cab and engine compartment is superb with strategically-located ladders and steps. The pull-out CabWalk™ slides out from its secured travel position underneath the operator's cab to give the operator a platform to stand on for easy entry and exit from the cab.

Smooth ride with air-ride suspension

Standard air-ride suspension provides a smooth ride and precise handling. For "pick-and-carry" operations, the air bags are deflated, allowing the suspension to rest solid on the carrier frame. When the "pick-and-carry" operation is completed, flip a switch and the air bags automatically re-inflate.
Cruise to your next job site

Utilizing a Detroit Diesel Series 60 engine and an Eaton transmission, the HTC-8660 can run up to 58 mph (94 km/hr) top speed on the highway, unmatched in the industry today. Move it on the job site at less than 0.5 mph (.80 km/hr) creep speed @ idle for maximum maneuverability.

- Detroit Diesel 305 horsepower (272 kW) engine
- Eaton 11-speed forward, 3-speed reverse transmission
- Electronic throttle control
- Cruise control

Serviceability

Wide opening engine doors provide excellent accessibility, fittings are staggered for easy servicing, and standard quick disconnects installed at various locations in the hydraulic system allow the hydraulic pressure to be quickly and easily checked with Link-Belt's exclusive diagnostic kit (optional). The driver can use the stop engine and check engine indicator lights to troubleshoot the engine. An engine diagnostic connector, located under the carrier cab dash, allows an engine service technician to further analyze engine problems with an engine diagnostic data reader.

Transportability

The HTC-8660 comes standard with 6,000 lbs of counterweight and also uses two auxiliary 3,000 lb counterweights. The hydraulic counterweight removal system can position one or both of the auxiliary counterweights on the carrier deck for efficient axle load distribution, or can lower them directly onto a trailer for transport.

Stowable attachments

Swing-away lattice flys are easily stored for transport or can be removed to meet specific road laws.

Carrier cab

The carrier cab and engine cowling are manufactured of the same LFC 2000 construction process as the upper operator's cab. This rust-free, laminated fibrous composite material combined with additional acoustical treatments assure the operator of maximum highway comfort. And the rack and pinion steering puts the operator in complete control. Interchangeable with entire HTC line.

Additional comfort and safety features include:

- Dash mounted comprehensive instrumentation with back-lit gauges
- Sliding side and rear windows and roll up/down door window provides excellent ventilation
- Fully adjustable air ride fabric seat
- Suspended pedals
- Rear view mirrors

FOR MORE INFORMATION, CONTACT YOUR AUTHORIZED LINK-BELT DISTRIBUTOR:
Specifications
Telescopic Boom Truck Crane

HTC–8660 60-ton (54.43 metric tons)

General Dimensions

<table>
<thead>
<tr>
<th>Description</th>
<th>Feet</th>
<th>Meters</th>
</tr>
</thead>
<tbody>
<tr>
<td>Turning radius – wall to wall</td>
<td>49' 9.56&quot;</td>
<td>15.17</td>
</tr>
<tr>
<td>Turning radius – curb to curb</td>
<td>41' 10.5&quot;</td>
<td>12.76</td>
</tr>
<tr>
<td>Ground clearance</td>
<td>13' 25&quot;</td>
<td>3.42</td>
</tr>
<tr>
<td>Tailswing</td>
<td>13' 9.25&quot;</td>
<td>4.20</td>
</tr>
</tbody>
</table>

Not To Scale
Upper Structure

■ Boom

Patented Design
- Boom side plates have diamond shaped impressions for superior strength to weight ratio and 100,000 p.s.i. (689.5 MPa) steel angle chords for lateral stiffness.
- Boom telescope sections are supported by top, bottom and adjustable side wear shoes to prevent metal to metal contact.

Boom
- 35.5’ – 110’ (10.82 – 33.53 m) four-section full-power boom
- Two mode boom extension
- The basic mode is the full power, synchronized mode of telescoping all sections proportionally to 110’ (33.53 m).
- The exclusive A-max mode (or mode A) extends only the inner mid section to 60.3’ (18.38 m) offering increased capacities for in-close, maximum capacity picks.
- Mechanical Boom Angle Indicator

Boom Head
- Five 16.5’ (0.42 m) root diameter nylon sheaves to handle up to ten parts of wire rope.
- Easily removable wire rope guards
- Rope dead end lugs provided on each side of boom head.
- Boom head designed for quick reeve of hook block.

Boom Elevation
- Two Link-Belt designed hydraulic cylinders with holding valves and bushings in each end.
- Hand control for controlling boom elevation from –3° to +78°

Optional Auxiliary Lifting Sheave
- Single 16.5’ (0.42 m) root diameter nylon sheave with removable wire rope guard, mounted to boom.
- Use with one or two parts of line off the optional front winch.
- Does not affect erection of fly or use of main head sheaves for multiple reeving.

Optional
- 40-ton (36.3 mt) quick–reeve hook block
- 60-ton (54.43 mt) quick–reeve hook block
- 70-ton (63.30 mt) quick–reeve hook block
- 8.5-ton (7.47 mt) hook ball
- Boom floodlight.

■ Fly

Optional
- 34’ (10.36 m) one-piece lattice fly, stowable, offsettable to 2°, 20° and 40°
- 34’ – 56’ (10.36 – 17.07 m) two-piece (bi-fold) lattice fly, stowable, offsettable to 2°, 20° and 40°

■ Cab and Controls

Environmental Ultra–Cab™
- Laminated fibrous composite material; isolated from sound with acoustical fabric insulation.

■ Hydraulic System

Main Pump
- One gear pump with a total of four sections.
- Combined pump capacity of 176 gpm (666 lpm)
- Powered by carrier engine with pump disconnect.
- Rocker switch controlled, air applied pump disconnect engaged / disengaged from carrier cab.
- Maximum system operating pressure is 3,000 psi (20 685 kPa).
- O–ring face seals technology used throughout with hydraulic oil cooler standard.

Pilot Pressure / Counterweight Removal Pump
- Pressure compensated piston pump powered by carrier engine. Maximum pump operating pressure is 1,500 psi (10 342 kPa).

Steering / Fifth Outrigger Pump
- Single gear type pump, 8 gpm (30 lpm).
- Powered by carrier engine through front gear housing.
- Maximum pump operating pressure is 2,000 psi (13 790 kPa)

Reservoir
- 169 gallon (639.7 L) capacity. One diffuser for deaeration.
Filtration
- One 10-micron filter located inside hydraulic reservoir
- Accessible for easy replacement

Control valves
- Six separate pilot operated control valves allow simultaneous operation of all crane functions.

Load Hoist System
Standard
- 2M main winch with grooved lagging

Carrier

Type
- 8' 6" (2.59 m) wide, 231" (5.87 m) wheelbase. 8 x 4 drive – standard.

Frame
- 100,000 p.s.i. (689.5 MPa) steel, double walled construction with integral 100,000 p.s.i. steel outrigger boxes.

Optional
- Carrier mounted storage boxes
- Pintle hook
- Electric and air connections for trailers and boom dollies

Axles
Front
- Tandem, 84.38" (2.14 m) track
Rear
- Tandem, 72.8" (1.85 m) track, 6.17 to 1.0 ratio with interaxle differential with lockout.

Suspension
Front axle
- Leaf spring suspension
Rear axle
- Air–ride, bogie beam type, suspension.

Wheels
Standard
- Hub piloted aluminum disc
Optional
- Hub piloted aluminum disc
- Spare tire and wheel assemblies

Tires
Standard Front
- 445/65R22.5 (Load range "L") single tubeless radials.
Standard Rear
- 12R22.5 (Load range "H") rib type, dual tubeless radials

Brakes
Service
- Full air brakes on all wheel ends with automatic slack adjustors. Dual circuit with modulated emergency brakes.
- Front – 16.5 x 6 S–Cam brakes
- Rear – 16.5 x 7 S–Cam brakes
- Two–speed motor and automatic brake
- Power up/down mode of operation
- Bi–directional gear–type hydraulic motor driven through planetary reduction unit for positive control under all load conditions.
- Asynchronous parallel double crossover grooved drums minimize rope harmonic motion.
- Pressure compensated winch circuit provides balanced oil flow to both winches for smooth, simultaneous operation.
- Rotation resistant wire rope
- Drum rotation indicators

Parking/Emergency
- One spring set, air released chamber per rear axle end.
- Parking brake applied with valve mounted on carrier dash.
- Emergency brakes apply automatically when air drops below 40 psi (275.8 kPa) in both systems.

Steering
- Sheppard rack and pinion design

Transmission
Standard
- Eaton RTO–14909ALL; 11 speeds forward, 3 reverse with Series 60 engine

Electrical
- Two 12–volt batteries provide 12–volt starting. 130–amp alternator
- 2,800 cold cranking amps available
- 12–volt operating system

Lights
- Four dual beam sealed headlights
- Front, side, and rear directional signals
- Stop, tail and license plate lights
- Rear side clearance lights
- Hazard warning lights

Outriggers
- Three position operation capability
- Four hydraulic, telescoping beam and jack outriggers.
- Vertical jack cylinders equipped with integral holding valve.
- Beams extend to 20' 6" (6.25 m) centerline–to–centerline and retract to within 8' 6" (2.59 m) overall width.
- Equipped with stowable, lightweight 24" (0.61 m) diameter aluminum floats.
- Standard fifth outrigger, 14 3/4" (0.37 m) self storing steel pad is operable from ground or operator’s cab.
- Hand–held controls and sight level bubble located in operators cab and on carrier deck.

Confined Area Lifting Capacities (CALC™) System
- The crane is operational in one of the three outriggers positions and operational in confined areas in two positions (intermediate and full retraction).

Line Pulls and Speeds
- Maximum available line pull 16,438 lbs. (7,454 kg) and maximum line speed of 463 f.p.m. (141 m/min) on 16" (0.41 m) root diameter grooved drum.

Optional
- 2M auxiliary winch with two–speed motor, automatic brake, and winch function lockout. Power up/down modes.
- Third wrap indicators

The three outrigger positions are:
- Full extension – 20’ 6" (6.25 m)
- Intermediate position – 14’ 1.75" (4.31 m)
- Full retraction – 7’ 9" (2.36 m)

Capacities are available with the outrigger beams in the intermediate and full retraction positions.

When the outrigger position levers (located on the outrigger beams) are engaged, the operator can set the crane in the intermediate or full retraction outrigger position without having to leave the cab.

Carrier Cab
- One–man cab of laminated fibrous composite material acoustical insulation with cloth covering. Equipped with:
- Air–ride, six–way adjustable operator’s seat.
- Four–way adjustable tilting and lockable steering wheel.
- Door and windows locks
- Left–hand and right–hand rear view mirrors
- Sliding right–hand and rear tinted windows
- Roll up/down left–hand tinted window
- Desiccant–type air dryer
- Steps to upper, lower cab and rear carrier
- 110–volt electric engine block heater
- Back–up warning alarm
- Tow hooks and shackles
- Aluminum fenders with ground control outriggers.
- Electric windshield wiper and washer.
- Travel lights
- Fire extinguisher
- 36,000 BTU heater
- Dome light
- Mud flaps

Optional
- Air conditioning
- Amber strobe light
- Rotating beacon

Cab instrumentation
- Illuminated instrument panel speedometer.
- Tachometer
- Fuel gauge
- Oil pressure gauge
- Turn signal indicator
- Hourmeter
- Voltmeter
- Water temperature gauge
- Front and rear air pressure gauges
- Audio/visual warning system
- Automotive type ignition
- Pintle hook
- Electric and air connections for trailers and boom dollies

Axles
- Front: Tandem, 84.38" (2.14 m) track
- Rear: Tandem, 72.8" (1.85 m) track, 6.17 to 1.0 ratio with interaxle differential with lockout.

Suspension
- Front axle: Leaf spring suspension
- Rear axle: Air–ride, bogie beam type, suspension.

Wheels
- Standard: Hub piloted aluminum disc
- Optional: Hub piloted aluminum disc
- Spare tire and wheel assemblies

Tires
- Standard Front: 445/65R22.5 (Load range "L") single tubeless radials.
- Standard Rear: 12R22.5 (Load range "H") rib type, dual tubeless radials

Brakes
- Service: Full air brakes on all wheel ends with automatic slack adjustors. Dual circuit with modulated emergency brakes.
- Front: 16.5 x 6 S–Cam brakes
- Rear: 16.5 x 7 S–Cam brakes
- Two–speed motor and automatic brake
- Power up/down mode of operation
- Bi–directional gear–type hydraulic motor driven through planetary reduction unit for positive control under all load conditions.
- Asynchronous parallel double crossover grooved drums minimize rope harmonic motion.
- Pressure compensated winch circuit provides balanced oil flow to both winches for smooth, simultaneous operation.
- Rotation resistant wire rope
- Drum rotation indicators

Parking/Emergency
- One spring set, air released chamber per rear axle end.
- Parking brake applied with valve mounted on carrier dash.
- Emergency brakes apply automatically when air drops below 40 psi (275.8 kPa) in both systems.

Steering
- Sheppard rack and pinion design

Transmission
- Standard: Eaton RTO–14909ALL; 11 speeds forward, 3 reverse with Series 60 engine

Electrical
- Two 12–volt batteries provide 12–volt starting. 130–amp alternator
- 2,800 cold cranking amps available
- 12–volt operating system

Lights
- Four dual beam sealed headlights
- Front, side, and rear directional signals
- Stop, tail and license plate lights
- Rear side clearance lights
- Hazard warning lights

Outriggers
- Three position operation capability
- Four hydraulic, telescoping beam and jack outriggers.
- Vertical jack cylinders equipped with integral holding valve.
- Beams extend to 20’ 6" (6.25 m) centerline–to–centerline and retract to within 8’ 6” (2.59 m) overall width.
- Equipped with stowable, lightweight 24” (0.61 m) diameter aluminum floats.
- Standard fifth outrigger, 14 3/4” (0.37 m) self storing steel pad is operable from ground or operator’s cab.
- Hand–held controls and sight level bubble located in operators cab and on carrier deck.

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Line Pulls and Speeds
- Maximum available line pull 16,438 lbs. (7,454 kg) and maximum line speed of 463 f.p.m. (141 m/min) on 16” (0.41 m) root diameter grooved drum.

Optional
- 2M auxiliary winch with two–speed motor, automatic brake, and winch function lockout. Power up/down modes.
- Third wrap indicators

The three outrigger positions are:
- Full extension – 20’ 6” (6.25 m)
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Carrier Cab
- One–man cab of laminated fibrous composite material acoustical insulation with cloth covering. Equipped with:
- Air–ride, six–way adjustable operator’s seat.
- Four–way adjustable tilting and lockable steering wheel.
- Door and windows locks
- Left–hand and right–hand rear view mirrors
- Sliding right–hand and rear tinted windows
- Roll up/down left–hand tinted window
- Desiccant–type air dryer
- Steps to upper, lower cab and rear carrier
- 110–volt electric engine block heater
- Back–up warning alarm
- Tow hooks and shackles
- Aluminum fenders with ground control outriggers.
- Electric windshield wiper and washer.
- Travel lights
- Fire extinguisher
- 36,000 BTU heater
- Dome light
- Mud flaps

Optional
- Air conditioning
- Amber strobe light
- Rotating beacon

Cab instrumentation
- Illuminated instrument panel speedometer.
- Tachometer
- Fuel gauge
- Oil pressure gauge
- Turn signal indicator
- Hourmeter
- Voltmeter
- Water temperature gauge
- Front and rear air pressure gauges
- Audio/visual warning system
- Automotive type ignition

–3–
### Carrier Speeds (Manual Transmission – Standard tires)

<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
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<th></th>
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<tbody>
<tr>
<td></td>
<td>8</td>
<td>7</td>
<td>6</td>
<td>5</td>
<td>4</td>
<td>3</td>
<td>2</td>
<td>1</td>
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<tr>
<td>Ratio</td>
<td>0.73</td>
<td>1.00</td>
<td>1.38</td>
<td>1.95</td>
<td>2.77</td>
<td>3.79</td>
<td>5.23</td>
<td>7.41</td>
</tr>
<tr>
<td>Speed</td>
<td>mph</td>
<td>km/hr.</td>
<td>58.20</td>
<td>42.49</td>
<td>30.79</td>
<td>21.79</td>
<td>15.34</td>
<td>12.21</td>
</tr>
</tbody>
</table>

### Engine

<table>
<thead>
<tr>
<th>Engine – standard</th>
<th>Detroit Diesel, Series 60 12.7 L</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cylinders – cycle</td>
<td>6 / 4</td>
</tr>
<tr>
<td>Bore</td>
<td>5.12&quot; (0.13 m)</td>
</tr>
<tr>
<td>Stroke</td>
<td>6.30&quot; (0.16 m)</td>
</tr>
<tr>
<td>Displacement</td>
<td>778 cu. in. (12,751 cm³)</td>
</tr>
<tr>
<td>Maximum brake hp.</td>
<td>365 @ 1,800 rpm; 350 @ 2,100 rpm</td>
</tr>
<tr>
<td>Peak torque</td>
<td>1,350 ft. lbs. (/ 1,831 J) @ 1,200 rpm</td>
</tr>
<tr>
<td>Electric system</td>
<td>12-volt neg. ground / 12 volt starting</td>
</tr>
<tr>
<td>Fuel capacity</td>
<td>100 gallons (378.5 L)</td>
</tr>
<tr>
<td>Alternator</td>
<td>12 volt, 130 amps</td>
</tr>
<tr>
<td>Crankcase capacity</td>
<td>32 qts. (30 L)</td>
</tr>
</tbody>
</table>

- Engine brake – standard
- Ether injection starting package – optional

### Axle Loads

Base machine with standard 35.5 – 110' (10.82 – 33.53 m) four–section boom, 2M main winch with 2-speed hoisting and power up/down, 600' (182.88 m), 3/4", (19 mm) wire rope, 8 x 4, 8.5 (2.69 m) carrier with Detroit Diesel Series 60 12.7 L engine, 100 gal. (378.5 L) fuel, aluminum fenders and 12,000 lb. (5443 kg.) counterweight.

<table>
<thead>
<tr>
<th>G.V.W.</th>
<th>Upper Facing Front</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Front Axle</td>
</tr>
<tr>
<td>lbs.</td>
<td>kg.</td>
</tr>
<tr>
<td></td>
<td>82,052</td>
</tr>
</tbody>
</table>

- Carrier aluminum storage box: 57 lbs. (26 kg.)
- Engine block heater – propane: 83 lbs. (38 kg.)
- Air conditioning quality: 124 lbs. (56 kg.)
- Pintle hook: 25 lbs. (11 kg.)
- Electrical and air electrical hookups for dolly or trailer: 7 lbs. (3 kg.)
- Driver in carrier cab: 200 lbs. (91 kg.)
- Cab heater assembly (hydraulic): 129 lbs. (59 kg.)
- Cab air conditioning: 264 lbs. (120 kg.)
- Remove one slab of counterweight on upper: -3,000 lbs. (-1,361 kg.)
- Remove two slabs of counterweight on upper: -6,000 lbs. (-2,722 kg.)
- Winch with two speeds and 600' (182.88 m) of wire rope: 712 lbs. (323 kg.)
- Front winch roller: 93 lbs. (42 kg.)
- Winch with two speeds and 600' (182.88 m) of wire rope: 712 lbs. (323 kg.)
- Front winch roller: 93 lbs. (42 kg.)
- Remove 600' (182.88 m) of rope from rear winch: -660 lbs. (-299 kg.)
- Remove 600' (182.88 m) of rope from front winch: -660 lbs. (-299 kg.)
- Boom float kit: 56 lbs. (25 kg.)
- Add fly brackets to boom base section fly options: 160 lbs. (73 kg.)
- Add 34' (10.36 m) offstettable fly w/ATB weight (stowed): 1,478 lbs. (670 kg.)
- Add 34' – 56' (10.36 – 17.07 m) offstettable fly w/ATB weight (stowed) to: 2,134 lbs. (968 kg.)
- Add floodlight to front of boom base section: 10 lbs. (5 kg.)
- Add 40-ton (36.43 mt) hookblock stowed behind bumper (4-sheaves): 720 lbs. (327 kg.)
- Add 60-ton (54.43 mt) hookblock stowed behind bumper (5-sheaves): 1,109 lbs. (503 kg.)
- Hookball to front bumper: 360 lbs. (163 kg.)
- Auxiliary arm w/ATB switch to boomhead: 95 lbs. (43 kg.)

<table>
<thead>
<tr>
<th>Axle</th>
<th>Max. Load @ 65 mph (105 km/h)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Front</td>
</tr>
<tr>
<td>lbs.</td>
<td>46,400</td>
</tr>
<tr>
<td>kg.</td>
<td>(21,047 kg)</td>
</tr>
</tbody>
</table>

### Notes

- Adjust gross vehicle weight & axle loading according to component weight. Note: All weights are ± 3%
Lifting Capacities
Telescopic Hydraulic Truck Crane

HTC–8660 60–ton (54.43 metric ton)

Boom and fly capacities for this machine are listed by the following sections:

**Fully Extended Outriggers**
- Working Range Diagram (12,000 lbs. Counterweight)
- 35.5 to 60.3 ft. (10.82 – 18.38 m) main boom capacities, *A–max* mode
- 35.5 to 110 ft. (10.82 – 33.53 m) main boom capacities, Basic Mode “B”
- 34 (10.36 m) ft. offset fly capacities, Basic Mode “B”
- 34 to 56 ft. (10.36 – 33.53 m) two–piece offset fly capacities, Basic mode “B”

CAUTION: This material is supplied for reference use only. Operator must refer to in–cab Crane Rating Manual to determine allowable machine lifting capacities and operating procedures.
OPERATING INSTRUCTIONS

GENERAL:
1. Rated lifting capacities in pounds as shown on lift charts pertain to this crane as originally manufactured and normally equipped. Modifications to the crane or use of optional equipment other than that specified can result in a reduction of capacity.
2. Construction equipment can be dangerous if improperly operated or maintained. Operation and maintenance of this crane must be in compliance with the information in the Operator’s, Parts, and Safety Manuals supplied with this crane. If these manuals are missing, order replacements through the distributor.
3. The operator and other personnel associated with this crane shall read and fully understand the latest applicable American National Standards ASME B30.5 safety standards for cranes.
4. The rated lifting capacities are based on crane standing level on firm supporting surface.

SET UP:
1. The crane shall be leveled on a firm supporting surface. Depending on the nature of the supporting surface, it may be necessary to have structural supports under the outrigger pontoons or tires to spread the load to a larger bearing surface.
2. When making lifts on outriggers, all tires must be free of supporting surface. All outrigger beams must be extended to the same length; fully retracted, intermediate extended, or fully extended. The front bumper outrigger must be properly extended.
3. When operating on fully retracted outriggers, do not exceed 70° maximum boom angle with 12,000 lb. counterweight. Loss of backward stability will occur causing a backward tipping condition.
4. When making lifts on tires, they must be inflated to the recommended pressure. (See Operation note 20 and Tire Inflation.)
5. Before swinging boom to over side position on tires, or on fully retracted outriggers where capacities are not published, boom sections must be fully retracted and 45° boom angle maintained.
6. For required parts of line, see Wire Rope Capacity and Winch Performance.
7. When installing or removing counterweights, crane must be on fully extended outriggers and boom fully retracted. Do not exceed a 30 ft. radius when moving counterweights.
8. Before setting up on intermediate outriggers, retracted outriggers, or tires, refer to Working Range Diagrams and rated lifting capacities to determine allowable crane configurations.

OPERATION:
1. Rated lifting capacities at rated radius shall not be exceeded. Do not tip the crane to determine allowable loads. For concrete bucket operation, weight of bucket and load shall not exceed 80% of rated lifting capacities. For clamshell bucket operation, weight of bucket and bucket contents is restricted to a maximum weight of 7,000 pounds or 80% of rated lifting capacity, whichever is less. For magnet operation, weight of magnet and load is restricted to a maximum weight of 7,000 pounds or 80% of rated lifting capacity, whichever is less. For clamshell and magnet operation, maximum boom length is restricted to 55 ft. and the boom angle is restricted to a minimum of 35 degrees. Lifts with either fly erected is prohibited for both clam and magnet operation.
2. Rated lifting capacities shown on fully extended outriggers do not exceed 85% of the tipping loads. Rated lifting capacities shown on intermediate extended or fully retracted outriggers are determined by the formula, rated load = (tipping load – 0.1 X load factor)/1.25. Rated lifting capacities shown on tires do not exceed 75% of the tipping loads. Tipping loads are determined by SAE crane stability test code J–765.
3. Rated lifting capacities in the shaded areas above the bold lines, are based on structural strength or hydraulic limitations and have been tested to meet minimum requirements of SAE J–1063 cantilevered boom crane structures– method of test. The rated lifting capacities below the bold lines are based on stability ratings. Some capacities are limited by a maximum obtainable 78° boom angle.
4. Rated lifting capacities include the weight of the hook block, hook ball, slings, bucket, magnet, and auxiliary lifting devices. Their weights must be subtracted from the listed rated capacity to obtain the net load which can be lifted. Rated lifting capacities include the deduct for either fly stowed on the base of the boom. For deducts of either fly erected, but not used, see Capacity Deductions For Auxiliary Load Handling Equipment.
5. Rated lifting capacities are based on freely suspended loads. No attempt shall be made to move a load horizontally on the ground in any direction.
6. Rated lifting capacities are for lift crane service only.
7. Do not operate at radii or boom lengths (minimum or maximum) where capacities are not listed. At these positions, the crane can tip or cause boom failure.
8. The maximum loads which can be telescoped are not definable because of variation in loadings and crane maintenance, but it is permissible to attempt retraction and extension within the limits of the applicable load rating chart.
9. For main boom capacities when either boom length or radius or both are between values listed, proceed as follows:
   a. For boom lengths not listed, use rating for next longer boom length or next shorter boom length, whichever is smaller.
   b. For load radii not listed, use rating for next larger radius.
10. The user shall operate at reduced ratings to allow for adverse job conditions, such as: soft or uneven ground, out of level conditions, wind, side loads, pendulum action, jerking or sudden stopping of loads, hazardous conditions, experience of personnel, traveling with loads, electrical wires, etc. Side load on boom or fly is dangerous and shall be avoided.

11. Rated lifting capacities do not account for wind on suspended load or boom. Rated capacities and boom length shall be appropriately reduced as wind velocity approaches or exceeds 20 mph.

12. When making lifts with auxiliary head machinery, the effective length of the boom increases by 2 ft.

13. Power sections of boom must be extended in accordance with boom mode “A” or “B”. In boom mode “B” all power sections must be extended or retracted equally.

14. The least stable rated working area depends on the configuration of the crane set up.

15. Rated lifting capacities are based on correct reeving. Deduction must be made for excessive reeving. Any reeving over minimum required (see Wire Rope Capacity) is considered excessive and must be accounted for when making lifts. Use working range diagram to estimate the extra feet of rope then deduct 1 lb. for each extra foot of wire rope before attempting to lift a load.

16. The loaded boom angle combined with the boom length give only an approximation of the operating radius. The boom angle, before loading, should be greater to account for deflection. For main boom capacities, the loaded boom angle is for reference only. For fly capacities, the loaded radius is for reference only.

17. For fly capacities with main boom length less than 110 ft. and greater than 85 ft., the rated capacities are determined by the boom angle using the 110 ft. boom and fly chart. For angles not shown use the next lower boom angle to determine the rated capacity.

18. For fly capacities with main boom length less than 85 ft., the rated capacities are determined by the boom angle only using the 85 ft. boom and fly chart. For angles not shown, use the next lower boom angle to determine the rated capacity.

19. The 35.5 ft. boom length rated lifting capacities are based on boom fully retracted. If the boom is not fully retracted, do not exceed capacities shown for the 45 ft. boom length.

20. Rated lifting capacities on tires depend on tire capacity, condition of tires, and tire air pressure. On tire capacities require lifting from main boom head only on a smooth and level surface. Pick and carry operations are restricted to maximum speed of 1 mph. The boom must be centered over the rear of the crane with two position travel swing lock engaged and the load must be restrained from swinging. For correct tire pressure, see “Tire Inflation”.

**DEFINITIONS:**

1. Load Radius: Horizontal distance from a projection of the axis of rotation to the supporting surface before loading to the center of the vertical hoist line or tackle with load applied.

2. Loaded Boom Angle: The angle between the boom base section and horizontal with freely suspended load at the rated radius.

3. Working Area: Area measured in a circular arc about the center line of rotation as shown on the Working Area Diagram.

4. Freely Suspended Load: Load hanging free with no direct external force applied except by the hoist line.

5. Side Load: Horizontal side force applied to the lifted load either on the ground or in the air.

6. No Load Stability Limit: The radius or boom angle beyond which it is not permitted to position the boom because the crane can overturn without any load on the hook.

7. Load Factor: Load applied at the boom tip which gives the same moment effect as the boom mass.
BOOM EXTENSION

**Boom Mode “A”**
- Only inner mid section telescopes
- Inner Mid Section: 298” Stroke
- Base Section: 60.3” Stroke

**Boom Mode “B”**
- Inner mid, outer mid and tip sections telescope simultaneously
- Inner Mid Section: 298” Stroke
- Outer Mid Section: 298” Stroke
- Tip Section: 298” Stroke

Boom Length (ft.):
- 35.5

WINCH PERFORMANCE

<table>
<thead>
<tr>
<th>Wire Rope Layer</th>
<th>Two Speed Winch</th>
<th>Drum Rope Capacity (ft.)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Low Speed</td>
<td>High Speed</td>
</tr>
<tr>
<td>Available Lbs.*</td>
<td>Available lbs.</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>16,407</td>
<td>7,793</td>
</tr>
<tr>
<td>2</td>
<td>15,085</td>
<td>7,165</td>
</tr>
<tr>
<td>3</td>
<td>13,959</td>
<td>6,631</td>
</tr>
<tr>
<td>4</td>
<td>12,990</td>
<td>6,170</td>
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<td>5</td>
<td>12,147</td>
<td>5,770</td>
</tr>
<tr>
<td>6</td>
<td>N/A</td>
<td>N/A</td>
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</table>

*Maximum lifting capacity: Type RB Rope = 12,920 Type ZB Rope = 15,600

WIRE ROPE CAPACITY

<table>
<thead>
<tr>
<th>Parts of Line</th>
<th>3/4”</th>
<th>3/4”</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>Type RB</td>
<td>Type ZB</td>
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<tr>
<td>1</td>
<td>12,920</td>
<td>15,600</td>
</tr>
<tr>
<td>2</td>
<td>25,840</td>
<td>31,200</td>
</tr>
<tr>
<td>3</td>
<td>38,760</td>
<td>46,800</td>
</tr>
<tr>
<td>4</td>
<td>51,680</td>
<td>62,400</td>
</tr>
<tr>
<td>5</td>
<td>64,600</td>
<td>79,000</td>
</tr>
<tr>
<td>6</td>
<td>77,520</td>
<td>93,600</td>
</tr>
<tr>
<td>7</td>
<td>90,440</td>
<td>109,200</td>
</tr>
<tr>
<td>8</td>
<td>103,360</td>
<td>124,800</td>
</tr>
<tr>
<td>9</td>
<td>116,280</td>
<td>140,400</td>
</tr>
<tr>
<td>10</td>
<td>129,200</td>
<td>156,000</td>
</tr>
</tbody>
</table>

Note: Capacities shown are in pounds and working loads must not exceed the ratings on the capacity charts in the Crane Rating Manual. Study Operator’s Manual for wire rope inspection procedures and single part of line applications.

TIRE INFLATION

<table>
<thead>
<tr>
<th>Tire Size</th>
<th>Operation</th>
<th>Tire Pressure (psi)</th>
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</thead>
<tbody>
<tr>
<td>12 R 22.5</td>
<td>1 MPH</td>
<td>120</td>
</tr>
<tr>
<td></td>
<td>Stationary</td>
<td>120</td>
</tr>
<tr>
<td>295/80 R 22.5</td>
<td>1 MPH</td>
<td>110</td>
</tr>
<tr>
<td></td>
<td>Stationary</td>
<td>110</td>
</tr>
</tbody>
</table>

PONTON LOADINGS

<table>
<thead>
<tr>
<th>Maximum Pontoon Load</th>
<th>Maximum Pontoon Ground Bearing Pressure</th>
</tr>
</thead>
<tbody>
<tr>
<td>97,400 lbs.</td>
<td>215 psi</td>
</tr>
</tbody>
</table>

HYDRAULIC CIRCUIT PRESSURE SETTINGS

<table>
<thead>
<tr>
<th>Function</th>
<th>Pressure (PSI)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front And Rear Winch</td>
<td>2,750</td>
</tr>
<tr>
<td>Outriggers</td>
<td>3,000</td>
</tr>
<tr>
<td>Boom Hoist</td>
<td>2,900</td>
</tr>
<tr>
<td>Telescope</td>
<td>3,000</td>
</tr>
<tr>
<td>Swing</td>
<td>1,500</td>
</tr>
<tr>
<td>Steering</td>
<td>2,000</td>
</tr>
<tr>
<td>Bumper Outtrigger</td>
<td>650</td>
</tr>
<tr>
<td>Pilot Control</td>
<td>500</td>
</tr>
<tr>
<td>Counterweight Removal</td>
<td>1,500</td>
</tr>
</tbody>
</table>

CAPACITY DEDUCTIONS FOR AUXILIARY LOAD HANDLING EQUIPMENT

<table>
<thead>
<tr>
<th>Load Handling Equipment</th>
<th>(lbs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auxiliary Head Attached</td>
<td>100</td>
</tr>
<tr>
<td>40-ton quick reeve 4 sheave hook block (see hook block for actual weight)</td>
<td>720</td>
</tr>
<tr>
<td>60-ton quick reeve 4 sheave hook block (see hook block for actual weight)</td>
<td>1,100</td>
</tr>
<tr>
<td>70-ton quick reeve 5 sheave hook block (see hook block for actual weight)</td>
<td>1,400</td>
</tr>
<tr>
<td>8.5-ton hook ball (see hook block for actual weight)</td>
<td>360</td>
</tr>
</tbody>
</table>

Lifting From Main Boom With:

<table>
<thead>
<tr>
<th>(lbs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>34 ft. or 56 ft. fly stowed on base (see operation note 4)</td>
</tr>
<tr>
<td>34 ft. offset fly erected but not used</td>
</tr>
<tr>
<td>56 ft. offset fly erected but not used</td>
</tr>
</tbody>
</table>

Lifting From 28.5 ft. Offset Fly With:

<table>
<thead>
<tr>
<th>PROHIBITED</th>
<th>PROHIBITED</th>
</tr>
</thead>
<tbody>
<tr>
<td>22 ft. fly tip erected but not used</td>
<td>22 ft. fly tip stowed on 28.5 ft. offset fly</td>
</tr>
</tbody>
</table>

Note: Capacity deductions are for Link-Belt supplied equipment only.

WORKING AREAS

Note: These Lines Determine The Limiting Position Of Any Load For Operation Within Working Areas Indicated.
WORKING RANGE DIAGRAM

Working Range Diagram On Fully Extended Outriggers

12,000# Counterweight

Note: Boom and fly geometry shown are for unloaded condition and crane standing level on firm supporting surface. Boom deflection, subsequent radius, and boom angle change must be accounted for when applying load to hook.

WARNING

Do Not Lower The Boom Below The Minimum Boom Angle For No Load Stability As Shown In The Lift Charts For The Boom Lengths Given. Loss Of Stability Will Occur Causing A Tipping Condition.
### Rated Lifting Capacities In Pounds On Fully Extended Outriggers  See Set Up Note 2.

#### Load Radius (ft) 35.5 Ft. 45 Ft.

<table>
<thead>
<tr>
<th>Load Radius (ft)</th>
<th>Boom Mode &quot;A&quot;</th>
<th>Capacity Deductions</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>70.5</td>
<td>120,000</td>
</tr>
<tr>
<td>10</td>
<td>68.5</td>
<td>108,900</td>
</tr>
<tr>
<td>12</td>
<td>65.0</td>
<td>96,900</td>
</tr>
<tr>
<td>15</td>
<td>59.5</td>
<td>82,700</td>
</tr>
<tr>
<td>20</td>
<td>49.5</td>
<td>64,500</td>
</tr>
<tr>
<td>25</td>
<td>37.5</td>
<td>48,300</td>
</tr>
<tr>
<td>30</td>
<td>30.0</td>
<td>33,500</td>
</tr>
<tr>
<td>35</td>
<td>26.5</td>
<td>28,100</td>
</tr>
<tr>
<td>40</td>
<td>21.5</td>
<td>23,500</td>
</tr>
<tr>
<td>Min. Boom Angle/Cap.</td>
<td>0</td>
<td>19,900</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Load Radius (ft)</th>
<th>Boom Mode &quot;B&quot;</th>
<th>Capacity Deductions</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>70.5</td>
<td>120,000</td>
</tr>
<tr>
<td>10</td>
<td>68.5</td>
<td>108,900</td>
</tr>
<tr>
<td>12</td>
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<td>96,900</td>
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<td>15</td>
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<td>82,700</td>
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<tr>
<td>20</td>
<td>49.5</td>
<td>64,500</td>
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<tr>
<td>25</td>
<td>37.5</td>
<td>48,300</td>
</tr>
<tr>
<td>30</td>
<td>30.0</td>
<td>33,500</td>
</tr>
<tr>
<td>35</td>
<td>26.5</td>
<td>28,100</td>
</tr>
<tr>
<td>40</td>
<td>21.5</td>
<td>23,500</td>
</tr>
<tr>
<td>Min. Boom Angle/Cap.</td>
<td>0</td>
<td>19,900</td>
</tr>
</tbody>
</table>

### Note: Refer To Page 4 For “Capacity Deductions”

### Caused By Auxiliary Load Handling Equipment.
### Rated Lifting Capacities In Pounds On Fully Extended Outriggers
See Set Up Note 2.

<table>
<thead>
<tr>
<th>Load Radius (ft)</th>
<th>20° Offset</th>
<th>360° Offset</th>
<th>40° Offset</th>
<th>360° Offset</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td>77.5</td>
<td>18,600</td>
<td>360</td>
<td>20°</td>
</tr>
<tr>
<td>30</td>
<td>75.0</td>
<td>17,000</td>
<td>11,000</td>
<td>40°</td>
</tr>
<tr>
<td>35</td>
<td>73.0</td>
<td>15,600</td>
<td>9,500</td>
<td>40°</td>
</tr>
<tr>
<td>40</td>
<td>70.5</td>
<td>14,500</td>
<td>7,500</td>
<td>40°</td>
</tr>
<tr>
<td>45</td>
<td>68.0</td>
<td>13,600</td>
<td>6,200</td>
<td>360</td>
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<td>50</td>
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<td>12,700</td>
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<td>55</td>
<td>62.5</td>
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<td>360</td>
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<td>3,200</td>
<td>360</td>
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<tr>
<td>65</td>
<td>57.0</td>
<td>9,900</td>
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<td>360</td>
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<td>70</td>
<td>54.0</td>
<td>8,400</td>
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<td>360</td>
</tr>
<tr>
<td>75</td>
<td>50.5</td>
<td>7,400</td>
<td>1,000</td>
<td>360</td>
</tr>
<tr>
<td>80</td>
<td>47.0</td>
<td>6,400</td>
<td>750</td>
<td>360</td>
</tr>
<tr>
<td>85</td>
<td>43.5</td>
<td>5,600</td>
<td>500</td>
<td>360</td>
</tr>
<tr>
<td>90</td>
<td>40.0</td>
<td>4,800</td>
<td>450</td>
<td>360</td>
</tr>
<tr>
<td>95</td>
<td>35.5</td>
<td>4,000</td>
<td>300</td>
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<td>100</td>
<td>31.0</td>
<td>3,200</td>
<td>250</td>
<td>360</td>
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<tr>
<td>105</td>
<td>26.0</td>
<td>3,000</td>
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<td>360</td>
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<td>110</td>
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<td>115</td>
<td>7.5</td>
<td>2,200</td>
<td>100</td>
<td>360</td>
</tr>
<tr>
<td><strong>Minimum Load Angle Cap.</strong></td>
<td>0</td>
<td>1,700</td>
<td>0</td>
<td>1,800</td>
</tr>
</tbody>
</table>

#### WARNING

---

### Rated Lifting Capacities In Pounds On Fully Extended Outriggers
See Set Up Note 2.

<table>
<thead>
<tr>
<th>Load Radius (ft)</th>
<th>20° Offset</th>
<th>360° Offset</th>
<th>40° Offset</th>
<th>360° Offset</th>
</tr>
</thead>
<tbody>
<tr>
<td>35</td>
<td>76.5</td>
<td>11,100</td>
<td>77.0</td>
<td>4,200</td>
</tr>
<tr>
<td>40</td>
<td>74.5</td>
<td>10,500</td>
<td>70.0</td>
<td>6,200</td>
</tr>
<tr>
<td>45</td>
<td>72.5</td>
<td>9,600</td>
<td>70.0</td>
<td>8,200</td>
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<tr>
<td>50</td>
<td>70.0</td>
<td>8,800</td>
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<td>10,200</td>
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<td>55</td>
<td>68.0</td>
<td>8,100</td>
<td>70.0</td>
<td>12,200</td>
</tr>
<tr>
<td>60</td>
<td>66.0</td>
<td>7,600</td>
<td>70.0</td>
<td>14,200</td>
</tr>
<tr>
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#### WARNING