HTC-8640

40-ton *(36.29 mt)*
Hydraulic Truck Crane

- 40-ton *(36.29 mt)* at a 9' *(2.74 m)* radius
- 105' *(32.00 m)* full-power, four-section boom with quick-reeve boom head
- 162' *(49.38 m)* maximum tip height
- Optional 51' *(15.54 m)* two-piece (bi-fold) lattice fly, stowable, offsettable to 2°, 20° and 40°
- No deducts for stowed attachment
- Full-deck aluminum fenders
- Pilot-operated hydraulic control
- On-highway 350 hp electronic Cummins engine
- 4,700 lb *(2 132 kg)* counterweight

HTC-8640
Heavy Lift

40-ton *(36.29 mt)*
Hydraulic Truck Crane

The HTC-8640 Heavy Lift boasts all of the outstanding features of the HTC-8640, in addition to:

- An additional 5,000 lbs *(2 268 kg)* of counter-weight for a total of 9,700 lbs *(4 400 kg)* significantly increases the lifting capacity and gives it the strongest chart in the three-axle, 40-ton *(36.29 mt)* capacity truck crane class
- On-highway 330 hp Cummins ISL engine with Jake Brake
- Heavy duty rear axles
- Larger rear tires 12R22.5

Link-Belt
CONSTRUCTION EQUIPMENT

Courtesy of Crane.Market

HTC-8640

The HTC-8640 boasts the longest standard boom in the three-axle truck crane class in North America, and incorporates other proven Link-Belt features:

- **A-max boom mode**
- **Confined Area Lifting Capacities (CALC)**
- **BOSS™ boom**
- **Ultra-Cab with CabWalk™**

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.

HTC-8640 Heavy Lift

All the great features of the HTC-8640 PLUS:

- **Best 360° 40-ton lift capacities in the 3-axle class**
- **More counterweight**
- **Heavy duty rear axles**

Longest standard boom in its class

- **Full power, fully synchronized four-section**, 33' to 105' *(10.06 to 32.00 m)* boom, with quick reeve boom head
- **Maximum tip height** is 162' *(49.38 m)* with the main boom and full attachment.
- The **"Boss" is 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 57' *(17.37 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 28.5' - 51' *(8.68 - 15.54 m)* two-piece (bi-fold) lattice fly is a one-man operation
- Exclusive design reduces side deflection when lifting loads
- Easy to erect and stow
- Also available: 28.5' *(8.68 m)* one-stage, swing-away lattice attachment
- Attachments offset to 2°, 20° and 40°

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 40' turning radius

Non-slip surface strips on carrier deck

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 is significantly reduced when service work and disassembly are required. The paint is baked on to totally cure the paint before assembly.

Aluminum wheels and front/rear radial tires are rated for use on 70-ton cranes, and are interchangeable with all other cranes in the HTC series.

Link-Belt
CONSTRUCTION EQUIPMENT

Courtesy of Crane.Market

Piston motor hydraulic hoist system

Standard **load hoist system** consists of a main winch with two-speed piston motor and automatic brake for power up/down mode of operation. A bi-directional hydraulic motor, driving a planetary reduction unit provides precise smooth load control with minimal rpm's.

Asynchronous, parallel double cross-over grooved drums minimize rope harmonic motion, improving spooling and increasing rope service life. A two-speed auxiliary winch is an available option.

For greater productivity and control, the five pump-section hydraulic circuit provides smooth, simultaneous function of winches, boom hoist, swing and boom telescope.

Mechanical boom angle indicator - standard

4,700 lb *(2 132 kg)* base counterweight integral with upper structure (standard). Optional two 1,000 lb *(454 kg)* counterweight inserts bring counterweights up to 6,700 lb *(3 946 kg)*.

"Heavy Lift" counterweight configuration - 9,700 lb *(4 400 kg)*: All of the above, in addition to a 3,000 lb *(1 361 kg)* removable counterweight

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 of boom telescope
- **Automotive-style windshield**
- Corner-post-mounted **backlit gauges**
- **Dashless** design
- Large, sweeping **electric wipers**
- **Interchangeable with entire HTC and RTC lines**, with exception of the RTC-8030 Series II and RTC-8060

Access to the operator's cab is convenient with the pull-out CabWalk™ slide out cat walk. The CabWalk™ easily slides out from its secure travel position underneath the operator's cab.

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

Two standard **carrier-mounted outrigger controls**, located on each side of the carrier, include a throttle-up switch that brings engine up to 1,200 rpm's for fast outrigger deployment. For fine level adjusting of the carrier, throttle can be taken down to idle.

Stow 'n Go outrigger pontoons are quickly and easily stored and secured for travel, eliminating the need to remove the outrigger's pontoon each time the crane moves. Outrigger pontoon storage space is also available on the rear fenders and side carrier access ladders.

Smooth ride with air-ride suspension

Standard on all HTC-8640's, the air-ride suspension provides a smooth ride and precise handling. For pick-and-carry operations, the four air bags are deflated allowing the suspension to rest solid on the carrier frame. Before lifting the load, simply flip one switch in the carrier's cab and the bags automatically deflate. When the pick-and-carry operation is completed, flip the same switch and the air bags automatically re-inflate.

In addition to Link-Belt's smooth travelling and precise handling air-ride suspension, heavy duty rear axles and 12R22.5 tires have been added on the HTC-8640HL.

Integral rated capacity limiter

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

An exclusive feature on the HTC-8640 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 RCL 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 alerts the operator of the current lift capacity through a series of green, yellow and red lights.

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-lighted gauges
- Sliding side and rear windows and roll up/down door window provides excellent ventilation
- Ducted air through automotive-style directional vents
- Fully adjustable air ride fabric seat
- Suspended pedals
- Rear view mirrors
- Tilt steering column

Cruise to the next job site at 59 mph

The HTC-8640 is outfitted with a Cummins ISC-350 engine and a 9-speed manual transmission. The Cummins ISL-330 engine with engine compression brake, or "Jake Brake," is an available option and is standard on the "Heavy Lift."

Transmission

- 9-speed forward & 2-speed reverse manual transmission (standard)
- Automatic 6-speed forward & 1-speed reverse transmission with 2-speed auxiliary transmission is available on the HTC-8640 and the "Heavy Lift."
- 59 mph maximum highway travel speed
- 6 x 4 drive (standard)

Serviceability

Wide opening engine doors provide excellent accessibility, all 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.

FOR MORE INFORMATION, CONTACT YOUR AUTHORIZED LINK-BELT DISTRIBUTOR:

Link-Belt
CONSTRUCTION EQUIPMENT

Lexington, Kentucky
www.linkbelt.com

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