Link-Belt®

Hydraulic Self-Propelled Crane
FMC now offers the new 15-ton (13.61 metric ton) Link-Belt® HSP-15 hydraulic self-propelled crane. The carrier design concept features a low-deck carrier with lowered diesel engine mounting. The result is a lower crane center of gravity for greater travel and swing stability and increased on-tire lifting capacity in the operating ranges. Also, results in increased visibility.

The diesel engine mounting with accessories, radiator, and the power shift transmission, are rubber mounted to the carrier frame. A sliding hood allows for access to the engine. Air cylinder (A) controls the diesel engine throttle. It is ideal for initial engine start-up when air pressure is low, providing a high idle engine speed. Air pressure for brakes, air throttle, transmission shift and rear axle disconnect is in the engine-driven air compressor.

range) automatic shift transmission controlled by a single operator control lever. An air cylinder shifts the transmission into reverse, neutral, low and high speeds.

For maneuverability, hydraulic steering with 2-wheel, 4-wheel, and crab-style steering are possible. All are coordinated with the steering wheel. Steering mode selection switch, plus visual rear wheel position indicator are located in the control console.

Hydraulic, air assist, 4-wheel service brakes with front wheel spring applied, air released emergency and parking brakes are standard.

The front and rear planetary drive axles are equipped with a high traction differential. They allow one wheel to assume up to 60% of the available axle torque for traction on uneven ground.

The gear-type hydraulic pumps are powered by an extended engine/ transmission drive shaft for providing a continually rotating pump drive.
Unique boom design embossed with diamond-shaped depressions

Main boom 25' - 60' (7.62 m - 18.29 m) plus 20' (6.10 m) fly

The HSP-15 is equipped with a 3-section, 25' - 60' (7.62 m - 18.29 m) power boom. Also available is a 20' (6.10 m) fly, which will swing into the stored position to the right side of the base boom section. The fly can be easily stored with the flared centering device for fast fly-to-boom storage.

The new standardized electrical circuit identification system has been incorporated in the design of the HSP-15 for increased performance and simplified service. This system employs manual reset circuit breakers instead of fuses. A carrier storage compartment is standard.

**FMC's exclusive boom design (patented)** is an engineering achievement. The design utilizes minimum gauge steel plate. Side plates are embossed with diamond-shaped depressions. This allows the use of lighter weight plate while increasing boom strength and stiffness. The diamond shape allows the natural flow of boom stresses (both compression and tension) and thus avoids high stress risers when a load is lifted.

FMC's exclusive boom design (patented)

To eliminate undesirable boom corner welds, the steel plates are welded to specially machined corner angles for greater strength and reliability. Also, for lubricating the rear boom wear shoes, fittings are mounted externally.

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Constantly improving our products and therefore reserve the right to change designs and specifications.

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Plants in: Cedar Rapids Iowa (2) • Lexington & Bowling Green Kentucky • Ontario Canada • Milan Italy • Queretaro Mexico & Nagoya Japan (under license)