

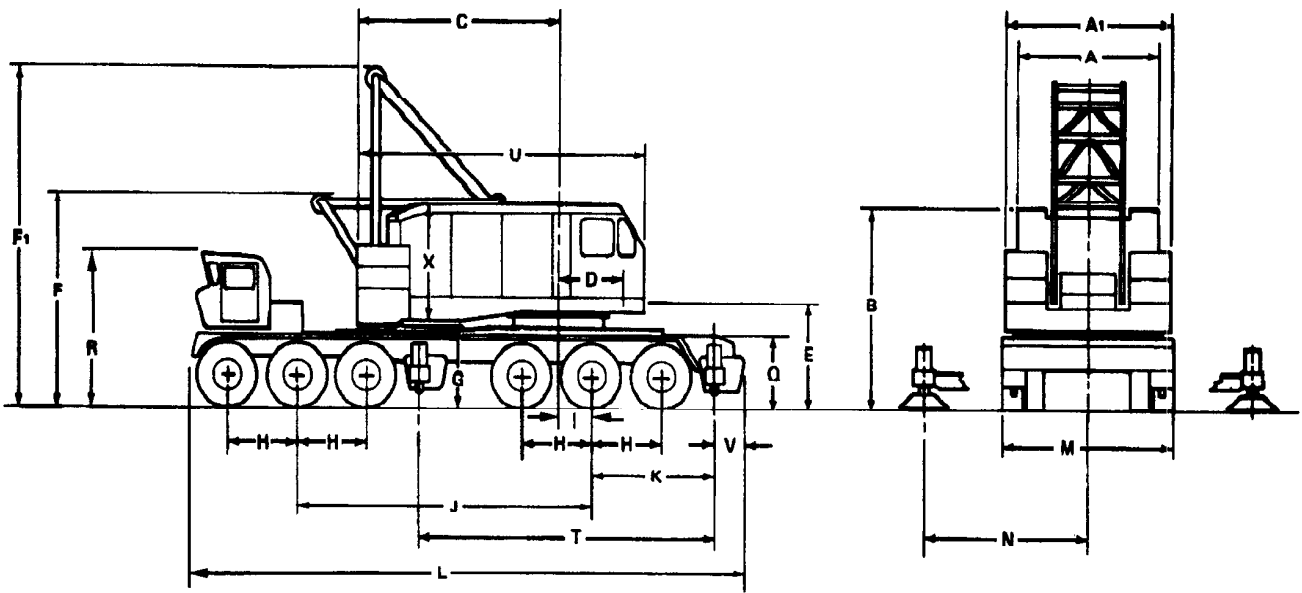


Model 9490

TRUCK CRANE

PRELIMINARY GENERAL SPECIFICATIONS

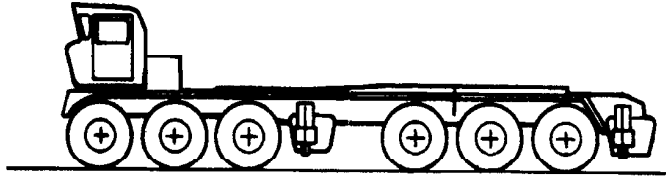
AMERICAN MODEL 9490 TRUCK CRANE CARRIER SPECIFICATIONS



GENERAL DIMENSIONS

| | | | |
|---|--------------|--|----------|
| A ₁ . Width of Counterweight | 13'2" | L. Overall Length of Carrier | 46'6" |
| A. Width of Cab | 11'0" | M. Overall Width of Carrier | 13'0" |
| B. Height to Top of Cab | 15'4-7/16" | N. Centerline of Carrier to Centerline of Outrigger | 12'0" |
| C. Tail Swing | 17'0" | Q. Top of Mounting Plate to Ground | 5'10" |
| D. Centerline of Rotation to Centerline of Boom Foot | 5'0-3/4" | R. Top of Carrier Cab to Ground | 11'1" |
| E. Ground to Centerline of Boom Foot | 8'6-7/16" | T. Centerline Front Rigger to Centerline Rear Outrigger | 25'0" |
| F. Height Over A-Frame (Lowered) | 15'10-15/16" | U. Rear of Counterweight to Front of Cab | 23' |
| F ₁ . Height Over A-Frame (Raised) | 31' | V. Centerline of Rear Outrigger to End of Carrier | 1'7-1/2" |
| G. Ground to Bottom of Counterweight | 6'2-11/16" | X. Bottom of Machinery Deck to Top of Cab | 9'6-1/4" |
| H. Distance Between Axles | 5'4" | | |
| I. Centerline of Rotation to Centerline of Rear Bogie | 2'8" | Turning Radius | 72'9" |
| J. Wheel Base | 25'0" | Clearance Under Raised Outrigger Float | 9" |
| K. Centerline Rear Bogie to Centerline of Rear Outrigger | 10'1" | Clearance Under Equalizer Beam | 12" |

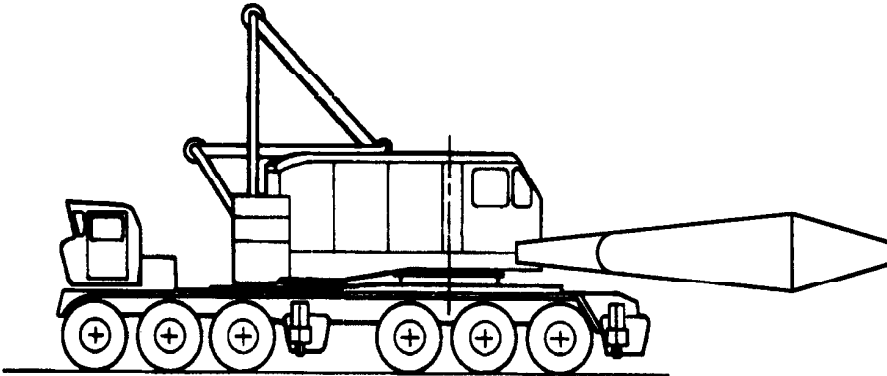
PRELIMINARY 9490 TRAVELING WEIGHTS IN POUNDS (KILOGRAMS)



X=IN PLACE
0=REMOVED

9490 CARRIER ONLY

| FRONT O/R | REAR O/R | FRONT TANDEM | | REAR TANDEM | | GROSS WEIGHT | |
|--------------|-------------|--------------|--------|-------------|--------|--------------|--------|
| | | Lbs. | Kgs. | Lbs. | Kgs. | Lbs | Kgs. |
| 0 | 0 | 42,347 | 19,209 | 56,847 | 25,786 | 99,194 | 44,994 |
| X | 0 | 52,463 | 23,797 | 63,681 | 28,886 | 116,144 | 52,683 |
| 0 | X | 34,440 | 15,622 | 84,364 | 38,267 | 118,804 | 53,889 |
| X | X | 44,556 | 20,211 | 91,198 | 41,367 | 135,754 | 61,578 |

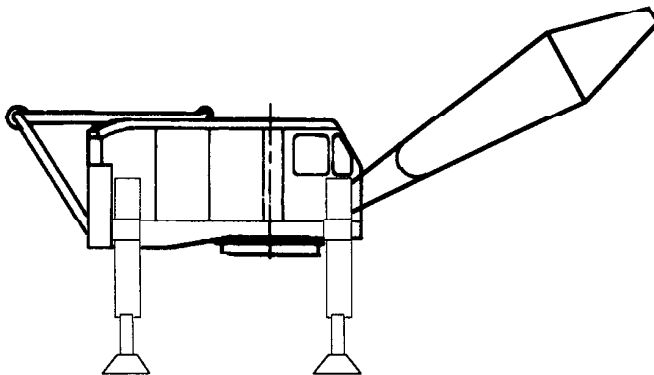


X=IN PLACE; 0=REMOVED

CARRIER & UPPER

BOOM REARWARD

| OUTER BOOM | INNER BOOM | CTWT | FRONT O/R | REAR O/R | FRONT TANDEM | | REAR TANDEM | | GROSS WEIGHT | |
|----------------------|---------------|------|--------------|-------------|--------------|--------|-------------|---------|--------------|---------|
| | | | | | Lbs. | Kgs. | Lbs. | Kgs. | Lbs | Kgs. |
| X | X | X | X | X | 151,301 | 68,630 | 263,907 | 119,708 | 415,208 | 188,338 |
| Carrier + Upper only | | | | | 72,542 | 32,905 | 147,046 | 66,700 | 219,588 | 99,605 |



UPPER ONLY

| OUTER BOOM | INNER BOOM | GROSS WEIGHT | |
|---------------|---------------|--------------|--------|
| | | Lbs. | Kgs. |
| 0 | 0 | 120,394 | 54,611 |
| 0 | X | 129,454 | 58,720 |
| X | X | 139,454 | 63,256 |

**American 9490 Truck Crane
92 HTR Tubular Boom – 12 x 6 Carrier T290
140,000 Lb. Counterweight
Preliminary Capacities – Over Rear on Outriggers (000 of Pounds)**

| Boom Length (feet) | | | | | | | | | | | |
|---------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Radius | 40 | 60 | 80 | 100 | 120 | 140 | 160 | 180 | 200 | 240 | 260 |
| 14 | 580 | | | | | | | | | | |
| 18 | 472 | 472 | | | | | | | | | |
| 20 | 424 | 423 | | | | | | | | | |
| 25 | 323 | 322 | 321 | 322 | | | | | | | |
| 30 | 259 | 260 | 259 | 259 | 257 | 255 | | | | | |
| 35 | 216 | 216 | 215 | 216 | 214 | 212 | 211 | 210 | | | |
| 40 | 185 | 185 | 184 | 184 | 183 | 180 | 180 | 179 | 169 | | |
| 50 | | 142 | 141 | 141 | 140 | 137 | 137 | 136 | 135 | 116 | 104 |
| 60 | | 114 | 113 | 113 | 112 | 109 | 110 | 108 | 108 | 105 | 103 |
| 70 | | | 94 | 94 | 92 | 89 | 90 | 88 | 88 | 86 | 84 |
| 80 | | | 79 | 79 | 78 | 75 | 76 | 74 | 74 | 71 | 70 |
| 90 | | | | 68 | 67 | 64 | 65 | 63 | 62 | 60 | 58 |
| 100 | | | | 59 | 58 | 55 | 56 | 54 | 53 | 51 | 50 |
| 110 | | | | | 50 | 48 | 48 | 47 | 46 | 44 | 43 |
| 120 | | | | | 44 | 42 | 43 | 41 | 41 | 38 | 37 |
| 130 | | | | | | 37 | 38 | 36 | 36 | 33 | 32 |
| 140 | | | | | | 33 | 33 | 32 | 31 | 29 | 27 |
| 160 | | | | | | | 26 | 25 | 24 | 22 | 21 |
| 180 | | | | | | | | 19 | 19 | 16 | 15 |
| 200 | | | | | | | | | 13 | 12 | 11 |
| 220 | | | | | | | | | | | 7 |
| 240 | | | | | | | | | | | 4 |
| 260 | | | | | | | | | | | 3 |

NOTICE: THIS CAPACITY CHART IS FOR REFERENCE USE ONLY AND *MUST NOT BE USED FOR LIFTING PURPOSES*. REGULAR CAPACITY CHARTS FOR A SPECIFIC CRANE CAN BE PURCHASED FROM AN AUTHORIZED AMERICAN DISTRIBUTOR.

**American 9490 Truck Crane
 92 HTR Tubular High Lift Boom – 12 x 6 Carrier T290
 140,000 Lb. Counterweight
 Preliminary Capacities – Over Rear and Side (000 of Pounds)**

| Boom Length (feet) | | | | | | | | | | | |
|---------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Radius | 200 | 210 | 230 | 250 | 260 | 280 | 290 | 300 | 310 | 330 | 350 |
| 40 | 80 | | | | | | | | | | |
| 50 | 80 | 80 | 80 | 80 | 80 | 72 | 70 | | | | |
| 60 | 76 | 76 | 77 | 80 | 80 | 72 | 69 | 69 | 65 | 56 | 53 |
| 70 | 66 | 66 | 67 | 67 | 68 | 71 | 69 | 69 | 65 | 56 | 53 |
| 80 | 58 | 58 | 58 | 59 | 59 | 60 | 61 | 61 | 63 | 56 | 53 |
| 90 | 52 | 52 | 52 | 52 | 52 | 53 | 53 | 53 | 54 | 51 | 52 |
| 100 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 48 | 44 | 44 |
| 110 | 43 | 43 | 43 | 42 | 42 | 42 | 43 | 42 | 43 | 39 | 39 |
| 120 | 37 | 37 | 37 | 36 | 36 | 36 | 36 | 36 | 36 | 33 | 33 |
| 130 | 34 | 34 | 34 | 33 | 33 | 33 | 33 | 33 | 33 | 30 | 30 |
| 140 | 31 | 31 | 31 | 31 | 30 | 30 | 30 | 30 | 30 | 28 | 27 |
| 160 | 27 | 27 | 29 | 26 | 26 | 26 | 25 | 25 | 25 | 23 | 22 |
| 180 | 23 | 23 | 23 | 22 | 22 | 22 | 21 | 21 | 21 | 19 | 18 |
| 200 | 19 | 19 | 19 | 19 | 18 | 18 | 18 | 18 | 17 | 16 | 15 |
| 220 | | | 16 | 16 | 15 | 15 | 15 | 15 | 14 | 13 | 12 |
| 240 | | | | 13 | 13 | 13 | 12 | 12 | 12 | 11 | 10 |
| 260 | | | | | 10 | 10 | 10 | 10 | 9 | 8 | 7 |
| 280 | | | | | | 8 | 8 | 7 | 7 | 6 | 5 |
| 300 | | | | | | | | 5 | 5 | 4 | 3 |
| 320 | | | | | | | | | | 1 | 2 |
| 340 | | | | | | | | | | | |
| 350 | | | | | | | | | | | |

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**American 9490 Truck Crane
92 HTR Tubular Boom – 12 x 6 Carrier T290
140,000 Lb. Counterweight
Preliminary Capacities – On Tires – Over Rear (000 of Pounds)**

Boom Length (feet)

| Radius | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | 140 |
|--------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 14 | 155 | | | | | | | | | | |
| 15 | 150 | | | | | | | | | | |
| 16 | | 145 | | | | | | | | | |
| 18 | | | 136 | | | | | | | | |
| 19 | | | | 131 | | | | | | | |
| 20 | 131 | 130 | 128 | 127 | | | | | | | |
| 21 | | | | | 123 | | | | | | |
| 22 | | | | | | 119 | | | | | |
| 23 | | | | | | | 115 | | | | |
| 25 | 115 | 115 | 113 | 112 | 111 | 111 | 110 | 108 | 106 | | |
| 30 | 100 | 100 | 100 | 99 | 99 | 99 | 98 | 96 | 95 | 94 | 92 |
| 35 | 83 | 83 | 82 | 82 | 82 | 82 | 81 | 81 | 80 | 79 | 78 |
| 40 | 70 | 70 | 70 | 69 | 69 | 69 | 69 | 68 | 68 | 67 | 66 |
| 50 | | 53 | 52 | 52 | 52 | 52 | 52 | 51 | 51 | 50 | 49 |
| 60 | | | 41 | 41 | 40 | 41 | 40 | 40 | 39 | 39 | 37 |
| 70 | | | | 33 | 33 | 33 | 32 | 32 | 32 | 31 | 30 |
| 80 | | | | | 27 | 27 | 27 | 26 | 26 | 25 | 24 |
| 90 | | | | | | 22 | 22 | 21 | 21 | 21 | 19 |
| 100 | | | | | | | 18 | 18 | 17 | 17 | 16 |
| 110 | | | | | | | | 15 | 14 | 14 | 13 |
| 120 | | | | | | | | | 12 | 12 | |
| 130 | | | | | | | | | | 9 | |
| 140 | | | | | | | | | | | |

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MODEL 9490 TRUCK CRANE PRELIMINARY SPECIFICATIONS

UPPER MACHINERY

ROTATING MACHINERY BASE: Tapered deep girder construction extends straight through from boom foot to engine base and counterweight support. Boom foot, drum shaft pillow blocks, A-frame and counterweight connections fall directly over girder for utmost simplicity and strength. Accurate milling, boring and drilling, with modern computer controlled machines and use of precise jigs and heavy duty fixtures, insure accurate alignment of machinery under the most severe operating conditions and provide proper fit of replacement parts.

MACHINERY CAB: Fully enclosed 11 ft. (3.4 M) wide steel cab with ladder to the roof.

LOAD AND HOOK ROLLERS: Four front and two rear tapered load rollers transmit downward loads to upper roller path on the carrier. Four front and four rear tapered hook rollers transmit uplift loads to lower roller path. Front load rollers and rear hook rollers are mounted on anti-friction bearings, rear load rollers and front hook rollers are mounted on bronze bushings. Rollers are adjusted for wear by means of an eccentric hook roller axle.

STANDARD ENGINE: Cumming Model M11-C330 diesel engine with Twin Disc three-stage torque converter, 4 cycle, 6 cylinder, 4.92 in. (125 mm) bore, 5.79 in. (147 mm) stroke, 661 cu. in. (10.8 litre) displacement, rated 330 gross (246 net) BHP at 2,100 rpm; electric start with 24 volt, 65 amp alternator; high engine coolant temperature, low oil pressure alarm; ether starting kit.

FUEL TANK: 255 gallon (851.8 liter) capacity.

PRIMARY DRIVE: Six strand roller chain transmits power from engine to operating machinery. Roller chain is completely enclosed and running in oil for long trouble free service.

DRIVE SHAFT is mounted in pressure grease lubricated anti-friction bearings with the six strand roller chain sprocket splined to it. This shaft assembly has the single purpose of speed reduction and is not compromised by clutches for other functions.

SWING ASSEMBLY: Power is transmitted from the drive shaft to the horizontal reversing shaft, through bevel gears to the vertical reversing shaft - and from the vertical reversing shaft through an idler shaft to the vertical swing shaft. The swing pinion on the vertical swing shaft mates with the bullgear and thus revolves the upperworks.

The horizontal reversing shaft is mounted in anti-friction bearings and its bevel gears are mounted on tapered roller bearings in a rigid housing eliminating bending loads. The vertical reversing shaft with bevel and spur gear is an integral part of the horizontal reversing shaft assembly and is rigidly piloted into the machinery base for alignment.

SWING BRAKE is spring set and air released to prevent the upper from revolving in the event of loss of air pressure. The swing brake has dual control. The control on the lever stand permits variable pressure from "release" to "set" and side motion of the swing lever also applies variable pressure to the swing brake. A positive swing lock is provided.

HYDROSTATIC SWING (Optional) provides smoother operation for structural steel and precast concrete erection, heavy lifting and long boom use. A variable displacement piston pump is directly driven off the front of the engine. This pump supplies hydraulic fluid to a constant displacement piston motor which revolves the upperworks through a three gear reduction. Swing speed is substantially independent of engine speed.

AIR INDEPENDENT SWING: The air independent swing assembly is mounted above the main swing clutches. The independent swing clutches are connected to the swing gearing at all times. All gears are mounted in anti-friction bearings and run in oil. With this arrangement the larger main swing clutches are used for heavy duty swinging. An external contracting band swing brake is provided on the independent swing clutch drum.

MAIN DRUM ASSEMBLY: Twin ductile iron drums, with stress relieved brake and clutch surfaces, are mounted on anti-friction bearings on the main drum shaft. The main drum shaft is also mounted in anti-friction bearing pillow blocks.

Lagging options are available to obtain various line pulls and speeds. Split steel laggings are bolted to drums for quick replacement.

Internal expanding clutches are activated by highly responsive variable air controls. Thermal cooling rings on brake and clutch drums assure maximum dissipation of heat. Brake shafts and pins are mounted in anti-friction bearings for responsive operation with power assist for maximum sensitivity

and minimum foot pressure from the operator.

A spring set, air released brake mechanism on each drum, controllable from the operator's lever stand, actuates automatically in the event there is a loss of air during crane operation. These external contracting brakes are capable of suspending a rated load indefinitely without further effort from the operator. The spring set hoist brakes are furnished as standard equipment.

CONTROLLED LOAD LOWERING: The controlled load lowering shaft is mounted forward of the main drum shaft in anti-friction bearings. A split roller chain sprocket, bolted to the right hand hoist drum lagging, is driven from a sprocket on the controlled load lowering shaft.

When the internal expanding clutch on the controlled load lowering shaft is engaged, the load is lowered through the gear train where it is resisted by the overrunning friction torque of the engine and torque converter. A single air valve controls both hoisting and lowering. The foot brake stops the load.

Controlled load lowering is completely independent of all other operations and is available for right hand, left hand, or both load hoist drums. CONTROLLED LOAD LOWERING IS STANDARD EQUIPMENT FOR ONE DRUM.

CONTROLLED LOAD LOWERING FOR SECOND DRUM (Optional): A second chain sprocket is mounted on the controlled load lowering shaft and connected by a roller chain to a sprocket on the second drum lagging. An additional clutch is utilized for lowering on the second drum.

THIRD DRUM (Optional): The third drum shaft is mounted in anti-friction bearing pillow blocks located in front of the main hoist drums. With 15,000 lbs. (6,804 kg) or 21,000 lbs. (9,526 kg) single line pull, the third drum is useful for many auxiliary services and operates independent of controlled load lowering.

BOOM HOIST: The boom hoist driving gear is powered by a pinion splined to the boom hoist clutch shaft. This shaft is mounted in front of the boom hoist drum in bronze bushings. The large anti-friction bearing mounted driving gear is powered through the gear train. The boom hoist clutch spider is splined to the clutch shaft while the clutch ring is keyed to the gear hub. The air controlled clutch has an internal expanding band.

The boom hoist external contracting band brake mounted on the boom hoist clutch shaft is spring set, air released.

A hand lever operated air valve with a neutral detent position controls both the raising and lowering of the boom. The boom hoist brake sets automatically when the hand control lever is in neutral position. The spring set, air released locking dog, located on the left side of the boom hoist drum, is positively engaged and holds the boom during operation or when machine is idle.

CONTROLLED BOOM LOWERING: An overrunning sprag clutch shaft assembly is mounted in bronze bushing above the boom hoist drum. On one end of this shaft a splined pinion mates with the boom hoist driving gear, and on the other, a large gear mates with the boom hoist clutch shaft gear. The sprag clutch is mounted inside the large gear and keyed to both the shaft and the gear hub.

Boom lowering speed is proportional to engine speed due to automatic engagement of the sprag clutch. This clutch engages positively and smoothly when lowering the boom.

To permit lowering the load against the torque converter by reverse rotation of the gear train, a shifter is provided which can disengage the sliding pinion on the overrunning sprag clutch shaft. An interlock sets the boom hoist brake and dog whenever this pinion is not fully engaged.

BOOM HOIST SHUT-OFF: The boom hoist mechanism is automatically disengaged and boom stopped when the boom reaches a pre-determined angle. The adjustable actuator arm, located near the base of the boom, simultaneously disengages the boom hoist clutch and sets the boom hoist brake.

OPERATOR'S CAB: The totally enclosed and insulated operator's cab is equipped with the following: all shatterproof glass windows mounted in rubber, hinged door in cab roof, door at rear of cab to provide direct access to machinery, sliding doors side and rear, removable windows, fully adjustable upholstered seat with back rest, cab hot water heater-defroster, air circulating fan and air horn.

Additional options include: air conditioning, overhead window with wiper and security covers, drum turning indicators and lighting equipment.

COUNTERWEIGHT: Basic counterweight is "KK", 60,000 lbs. (27,216 kg) with additional overlays to provide 140,000 lbs. (63,504 kg) total counterweight.

MODEL 9490 TRUCK CRANE PRELIMINARY SPECIFICATIONS

| Type Cwt. | Basic 60,000 lbs (27,216 kg) | L.H. Corner Overlay 21,700 lbs 9,843 kg) | Center Overlay 36,600 lbs (16,602 kg) | R.H. Corner Overlay 21,700 lbs (9,843 kg) | Total Weight |
|-----------|------------------------------------|---|--|--|--------------------------|
| "TT" | 1 | 1 | 1 | 1 | 140,000 lbs 63,504 kg |

The counterweight is pin connected to the rear machinery deck and is quickly removed without assistance by lowering with the retractable A-frame. Counterweight lifting hardware is available for attaching slings to handle the counterweight.

THE 92HT TUBULAR CHORD BOOM is standard on the 9490. The basic crane boom is 70 ft. (21.3 M) long and consists of a 30 ft. (9.1 M) inner section and a 40 ft. (12.2 M) outer section. There are six 36 in. (914 mm) diameter sheaves mounted on anti-friction bearings in the tip and the sheaves are offset 18 in. (457 mm) below the centerline of the boom. The offset permits handling loads at close radius without interference with the bottom of the boom. A single sheave hanger block permits reeving 13-part load line for maximum lift.

The 92HT boom is suspended by four part pendants from the outer bail to the boom tip. Pin connected center sections with matching pendants are available in 10 ft. (3 M), 20 ft. (6.1 M) and 50 ft. (15.2 M) lengths to extend boom length to 280 ft. (85.3 M) maximum.

Boom inner and center sections are interchangeable for tower crane use. These same boom components, when combined with a heavier 50 ft. (15.2 M) center section, are used in the Guy Derrick attachment. The same boom components, when combined with lighter transition and outer sections, are used for 92H High Lift boom. For greater flexibility with these available attachments, the heavier 50 ft. (15.2 M) center sections can be used as lift crane boom with slight reduction in lifted load ratings and self-erecting length.

A pin connected, single sheave tip extension is available for the 92HT boom. The extension provides a single part auxiliary line capability. With the extension in place a jib cannot be installed.

HYDRAULIC OUTER BAIL POSITIONER (Optional): To facilitate installation of pendants the outer bail assembly is moved forward or back hydraulically providing slack in the pendant cables. This system is powered by an electrically driven hydraulic pump.

BOOM STOPS: Telescoping tubular boom stops restrain the boom from overtopping in the event of load line or hoisting tackle failure.

RETRACTABLE A-FRAME is raised or lowered by means of the bail rigging with no special equipment required.

CRANE JIBS

NO. 16HL JIB is constructed with T-1 tubular steel chords and tubular lacing. Basic jib is 40 ft. (12.2 M), two piece and may be extended to 100 ft. (30.4 M) with pin connected 10 ft. (3 M) and 20 ft. (6.1 M) center sections with matching pendants. Jib point sheave is 24 in. (610 mm) diameter grooved for 1 in. (25 mm) rope. A dead end is provided for two part line. Jib backstay is attached at ears provided on the inner boom section or at ears welded on the boom center sections. These ears are standard on 50 ft. (15.2 M) sections and optional on the 10 ft. (3 M) and 20 ft. (6.1 M) sections. Jib backstay length must equal or exceed the length of the jib. Allowable jib offset is 5 to 25 degrees. Cable type snubbers restrain the jib from overtopping.

NO. 30H JIB is constructed with T-1 tubular steel chords and tubular lacing. Basic jib is 35 ft. (10.7 M), three piece, pin connected, consisting of 12-1/2 ft. (3.8 M) inner section, 10 ft. (3 M) center section and 12-1/2 ft. (3.8 M) outer. Single jib point sheave is 24 in. (610 mm) diameter and can be furnished grooved for either 1 in. (25 mm) or 1-1/8 in. (28 mm) single part line. Jib may be extended to 105 ft. (32 M) maximum length with the addition of 10 ft. (3 M) and 30 ft. (9.1 M) center sections with matching pendants. Maximum jib offset is 25 degrees. Jib backstay is attached to ears provided at the boom inner section or ears welded to the boom center sections. These ears are standard on 50 ft. (15.2 M) sections and optional on 10 ft. (3 M) and 20 ft. (6.1 M) boom center sections. Jib backstay length must equal or exceed the length of the jib. The 92HT boom tip must have double jib ears to accept the No. 30H jib. Cable type snubbers restrain the jib from overtopping.

NO. 75H JIB is rated 75 tons (68,040 kg) and has T-1 tubular steel chords and tubular lacing. Basic jib is 40 ft. (12.2 M) two piece, 20 ft. (6.1 M) inner and 20 ft. (6.1 M) outer, with four 20 in. (508 mm) diameter point sheaves grooved for 1 in. (25 mm) or 1-1/2 in. (37.5 mm) multiple part jib line. Length may be extended to 140 ft. (42.7 M) with 10 ft. (3 M) 20 ft. (6.1 M) and 30 ft. (9.1 M)

pin connected center sections with matching pendants. Allowable jib offset is 5 to 25 degrees. Jib backstay is pin connected pendants attached to ears provided at the boom inner section. The 92H boom tip must have double jib ears to accept the 75H jib. Cushioned jib mast stops and telescoping jib stops restrain the jib from overtopping. A single sheave tip extension is available for pin connecting to this jib. This jib is best suited to work on machines where stability is increased by use of the Guy Derrick attachment.

LOAD TACKLE: Load blocks are deluxe blocks with 24 in. (610 mm) dia. sheaves mounted on roller bearings with roller bearing swivel hook and flapper latch. 250 ton block has a duplex hook with latches. Overhaul balls have roller bearing top swivel, hook with flapper latch and wedge socket for specified rope size.

ATTACHMENTS

QUICK DISCONNECT UNDECKING DEVICE: available option. See separate sheet.

TOWER CRANE ATTACHMENT: 92HT boom inner and center sections become tower. Basic 130 ft. (39.6 M) tower is made up of 30 ft. (9.1 M) inner, one 10 ft. (3 M), two 20 ft. (6.1 M) and one 50 ft. (15.2 M) center sections, special tower wedge with erection assist connection and tower head assembly. Center sections may be added to extend tower height to 250 ft. (76.2 M) maximum. Basic 100 ft. (30.5 M) 59H luffing boom is made up of 20 ft. (6.1 M) inner section, 40 ft. (12.2 M) center section, 20 ft. (6.1 M) outer base and 20 ft. (6.1 M) tapered tip. Boom center sections with matching pendants are available to extend total boom length to 170 ft. (51.8 M). 60 ft. (18.3 M) No. 9HL jib can be added to this boom length for maximum reach. Included with the attachment are hinged mast assembly, special drum lagging, drum dog, air piping and control modifications, tower stops, boom stops, boom angle indicator, suspension components, guide sheaves, ropes and pendants. See separate specification for ratings and complete details.

GUY DERRICK ATTACHMENT: The Guy Derrick lifting capacity is as much as thirty times the lift crane capacity at extended radii and averages ten times greater than the lift crane capacity. Increased boom and jib lengths and interchangeability of components are additional benefits of the Guy Derrick attachment. See separate specifications for complete details.

GENERAL

CONTROLS: Graduated air controls, pioneered by AMERICAN, put "Feel" at every operator's finger tips, insure higher production and more accurate control. Air line alcohol dispenser absorbs excess moisture due to condensation in air system. AMERICAN has designed its control system to conform with ANSI Code B30.5 requirements (which uses SAE J983 as their reference), of standard control arrangement and control functions. This allows operators to easily switch from one machine to another.

MATERIALS: Gears and pinions are heat-treated alloy or high carbon steel. Smooth cut teeth on all gears including the bullgear.

Involute splines are used throughout machine for maximum strength with minimum diameter suited for function.

Anti-friction bearings are used on all main or high speed shafts and wherever practical to provide smooth operation with minimum maintenance.

LUBRICATION: All anti-friction bearings and bronze bushings requiring short interval lubrication are provided with pressure grease fittings. Swing deck gears are provided with oil bath lubrication. Gear train and bullgear are arranged for easy access lubrication.

PERFORMANCE:

Friction Swing 2.28 RPM maximum
Hydrostatic Swing 1.9 RPM maximum

HOISTING PERFORMANCE:

| Function | Single Line Pull at Single Line Speed | |
|------------|--|---|
| | SLP (Pounds) at SLS (Feet Per Min.) | SLP (Kilograms) at SLS (Meters Per Min.) |
| Crane | 40,000 lbs. at 165 FPM | 18,144 kgs. at 50.1 MPM |
| Third Drum | 15,000 lbs. at 225 FPM | 6,804 kgs. at 68.6 MPM |
| Third Drum | 21,000 lbs. at 220 FPM | 9,525 kgs. at 67.0 MPM |
| G.D. Drum | 40,000 lbs. at 90 FPM | 18,144 kgs. at 27.4 MPM |

Performance figures are based on machine equipped with standard engine and torque converter.

DIMENSION DETAILS

DESIGNED AND RATED TO COMPLY WITH (ANSI) CODE B30.5 AND ALL FEDERAL, STATE AND LOCAL REGULATIONS APPLICABLE AT DATE OF PUBLICATION.

Swing Assembly - Bullgear 80 tooth, 80" (2,032 mm) P.D., 6-1/4" (159 mm) wide face. Tapered roller path 95-1/4" (2,419 mm) O.D. Conical load rollers 13-1/2" (343 mm) dia., 5-1/2" (140 mm) wideface, 4-1/2" (114 mm) dia. axle. Conical hook rollers are 10-1/4" (2,546 mm) dia., 4 (102 mm) wide face.

Swing Clutches - 36" (913 mm) dia., 8" (203 mm) wide, tandem, interchangeable. Hydrostatic swing optional.

Swing Brakes - Dual bands for equal braking, each 36" (914 mm) 1 dia., 3" (76 mm) wide.

Air Independent Swing - Clutches are 23" (584 mm) dia., 4" (102 mm) wide. Dual band brakes are each 26" (660 mm) dia., 2" (51 mm) wide.

Hoist Clutches - 44" (1,118 mm) dia., 6" (152 mm) wide. Cooling flange for heat dissipation.

Hoist Brakes - 57" (1,448 mm) dia., 7" (178 mm) wide. Cooling flange for heat dissipation.

Boom Hoist Clutch - 23" (584 mm) dia., 4" (102 mm) wide.

Boom Hoist Brake - 24" (610 mm) dia., 4" (102 mm) wide. Controlled boom lowering through sprag type overrunning clutch.

Controlled Load Lowering Clutch - 23" (584 mm) dia., 4" (102 mm) wide.

Third Drum - Clutch is 23" (584 mm) dia., 4" (102 mm) wide. Brake is 25" (635 mm) dia., 4" (102 mm) wide.

Guy Derrick Third Drum - Clutch is 23" (584 mm) dia., 4" (102 mm) wide. Brake is 26" (660 mm) dia., 5" (127 mm) wide.

92HT Crane Boom - 92" (2,337 mm) cross section, 4-1/2" (114 mm) dia., T-1 steel tubular chords, tubular lattice, 36" (914 mm) O.D. sheaves. Components are interchangeable in Tower Crane and Guy Derrick.

No. 9HL Jib (for use on Tower boom) - 26" (660 mm) cross section, 1-3/4" (45 mm) dia., T-1 steel tubular chords, tubular lattice, 24" (610 mm) O.D. Sheave grooved for 1-1/8" (28 mm) wire rope, for single part line.

No. 16HL Jib - 32" (813 mm) cross section, 1-3/4" (45 mm) dia., T-1 steel tubular chords, tubular lattice, 24" (610 mm) O.D. sheave grooved for 1" (25 mm) wire rope, becket assembly for 2-part load line.

No. 30H Jib - 32" (813 mm) cross section, 3" (76 mm) dia., T-1 steel tubular chords, tubular lattice, 24" (610 mm) O.D. sheave grooved for 1" (25 mm) or 1-1/8" (28 mm) wire rope, becket assembly for 2-part load line.

No. 75H Jib - 47" (1,194 mm) cross section, 4" (102 mm) dia., T-1 steel tubular chords, tubular lattice, 20" (508 mm) O.D. sheaves grooved for 1" (25 mm) or 1-1/8" (28 mm) wire rope, becket assembly for multiple part load line.

Ropes - Boom hoist line 7/8 in. (22 mm) dia., main hoist line 1-1/8 in. (28.6 mm) dia.

Note: In accordance with our established policy of constant product improvement and varying material conditions, specifications are subject to change without notice and without incurring responsibility for machines previously sold.

LP9603

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