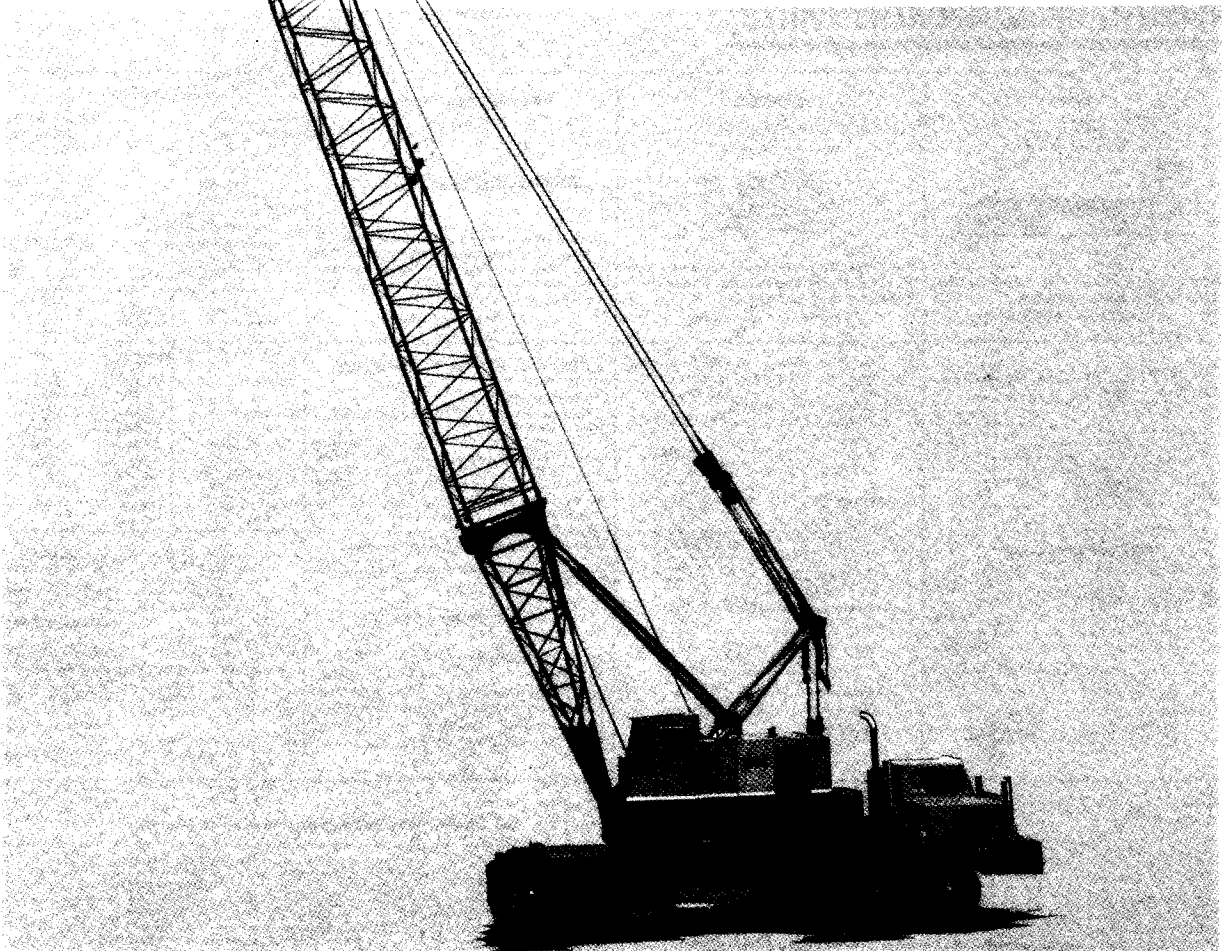
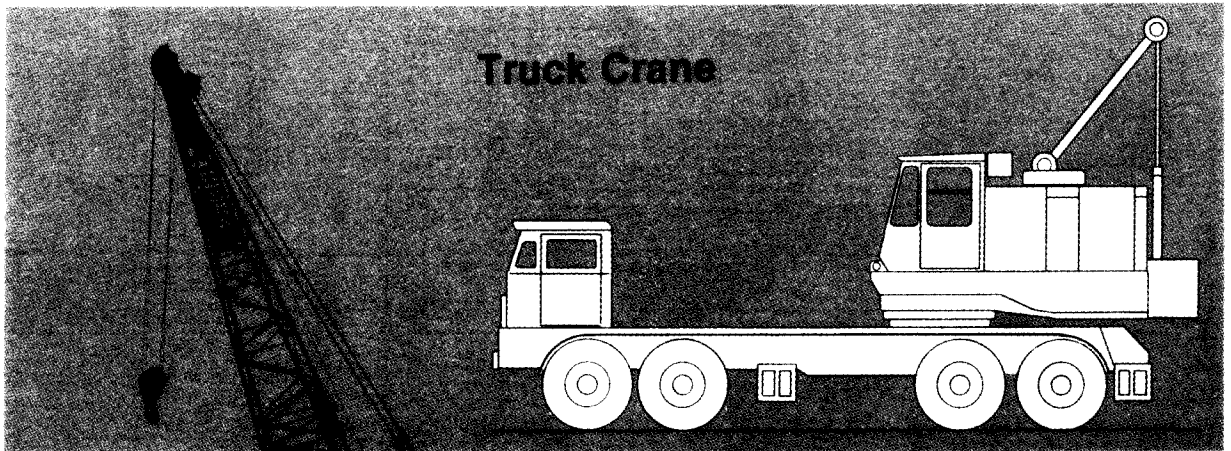


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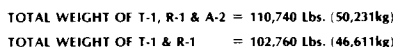
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Specifications





*Per Current Price List Description



WORKING WEIGHTS (Approximate in pounds)

HYDRAULIC OUTRIGGERS

AXLE LOADING AND WEIGHTS

EQUIPPED AS FOLLOWS: 14.00 (35.6cm) x 20" (50.8cm) tires; hydraulic outriggers, 50 ft. (15.24m) tubular boom; Cummins NHF-240 power plant in truck; Cummins N855-P160 power plant with converter in rotating assembly. Includes lagging, boom stops and cables. Does not include third drum or power load lowering.

Weight Combinations	Boom Position	With Hydraulic Outriggers & Floats		
		Front	Rear	Total
COMPLETE MACHINE (CRANE)	F	22,430 (10,174kg)	88,310 (40,057kg)	110,740 (50,231kg)
	R	43,870 (19,899kg)	66,870 (30,332kg)	110,740 (50,231kg)
MACHINE LESS COUNTERWEIGHT	F	31,270 (14,184kg)	59,210 (26,857kg)	90,480 (41,041kg)
	R	27,245 (12,358kg)	63,235 (28,683kg)	90,480 (41,041kg)
MACHINE LESS COUNTERWEIGHT, BOXES, BEAMS AND FLOATS	F	28,710 (13,023kg)	48,850 (22,158kg)	77,560 (35,181kg)
	R	24,685 (11,197kg)	52,875 (23,984kg)	77,560 (35,181kg)
MACHINE LESS COUNTERWEIGHT, BOXES, BEAMS, FLOATS, BOOM POINT SECTION	F	21,270 (9,648kg)	53,285 (24,170kg)	74,555 (33,818kg)
	R	30,975 (14,050kg)	43,580 (19,768kg)	74,555 (33,818kg)
MACHINE LESS COUNTERWEIGHT, BOXES, BEAMS, FLOATS, COMPLETE BOOM	F	18,365 (8,330kg)	51,855 (23,521kg)	70,220 (31,851kg)
	R	32,215 (14,612kg)	38,005 (17,239kg)	70,220 (31,851kg)

F—DENOTES BOOM EXTENDED FORWARD

R—DENOTES BOOM EXTENDED REARWARD

NOTE: Any deviation from the equipment listed above will affect the weights shown proportionately and compensation must be made accordingly

POWER PLANT DATA (CARRIER)

	Make	Model	Fuel	Cyl.	Bore & Stroke	Rated H.P.
TRUCK CARRIER	Cummins	NHF-240	Diesel	6	5½" (14.0cm) x 6" (15.2cm)	240 @ 2300
	GM	6171N	Diesel	6	4¼" (10.8cm) x 5" (12.7cm)	244 @ 2300
	Cummins	NTF-295	Diesel	6	5½" (14.0cm) x 6" (15.2cm)	295 @ 2300
	GM	8V-71	Diesel	8	4¼" (10.8cm) x 5" (12.7cm)	318 @ 2100

PERFORMANCE DATA (CARRIER)

Number of Travel Speeds Standard — 15 Forward and 3 Reverse

Turning Radius — 49 Ft. (14.93m) (On Center Outside Front Tire)

Engine Make & Model	Carrier Equipped With 5 Speed Main & 3 Speed Auxiliary Trans.			
	Low Range*		High Range**	
	Grade	Speed	Grade	Speed
Cummins NHF-240	36.9	1.3 MPH (2.1KmPH)	0.8	42.1 MPH (67.7KmPH)
GM 6-71	37.2	1.3 MPH (2.1KmPH)	0.9	42.1 MPH (67.7KmPH)
Cummins NTF-295	37.0	1.7 MPH (2.7KmPH)	0.7	48.9 MPH (78.7KmPH)
GM 8V-71	40.0	1.5 MPH (2.4KmPH)	1.5	44.7 MPH (71.9KmPH)

NOTE: The above is based on a machine equipped with a 5 speed Fuller main transmission and a Spicer (3) speed auxiliary transmission and 14.00 (35.6cm) x 20 (50.8cm) tires.

** Maximum engine torque & machine weighing 110,740# (50,231kg).

**Maximum engine speed & machine weighing 70,220# (31,851kg).

DESCRIPTIVE DATA (CARRIER)

Basic, Standard and Optional Components

FRAME: Carrier frame of heavy-duty, all welded construction. Two main members, each of deep box section, are joined together by bumper and box section cross members. 100,000 P.S.I. (7031kg/cm²) steel is used in higher stressed members of frame. Tow hooks, front and rear.

SWING CIRCLE: A large diameter, single row, anti-friction bearing assembly with integral swing gear. Bearing is well sealed with close fitting races, eliminating motion of rotating assembly on carrier.

OUTRIGGER BOXES: The two outrigger boxes are fabricated from steel plates. Boxes are of the pin-on design for ease of removal.

OUTRIGGER BEAMS: Four, box section extensible beams mounted two in each outrigger box are fabricated of 100,000 P.S.I. (7031 kg/cm²) steel.

HYDRAULIC OUTRIGGERS: Independent control valves for extending each beam and for lowering each hydraulic jack with T-1 steel floats provide precise leveling of truck. Control valve station on carrier at ground level.

REMOTE CONTROLLED CARRIER: Controls provided in cab of rotating assembly that can start, steer, brake, clutch, shift transmission (low and reverse) and control throttle.

FRONT TANDEM SUSPENSION: Front tandem axles are suspended by two alloy steel underslung equalizers, direct-connected to chassis frame. Two radius rods on each axle maintain proper positioning of axles.

FRONT AXLES: Two tubular-high clearance type, rating 27,400# (12,428kg) each. Wheels are mounted on roller bearings.

REAR AXLES: Planetary drive with inter-axle differential. No spin differential is available.

REAR TANDEM SUSPENSION: Rear tandem axles are suspended by two alloy steel underslung equalizers, direct-connected to chassis frame. One torque rod on each axle maintains proper positioning of axles.

Wheels: Heavy-duty 20 (50.8cm) x 10.0 (25.4cm) rims, four singles in front, four duals in rear, making a total of twelve wheels.

TIRES: Twelve 14.00 (35.6cm) x 20 (50.8cm) - 18 ply rating.

FUEL CAPACITY: 85 gallons (322 liters).

FENDERS: Fenders are of the combination fender-deck design, providing a flat full width-full length walkway.

SERVICE BRAKES: Air brakes on all wheels. Front brake shoes are 17¼" (43.8cm) diameter x 4" (10.2 cm) wide. Rear brake shoes are 16½" (41.9cm) diameter x 7" (17.8cm) wide. The carrier engine is equipped with a Jacobs engine brake as standard equipment.

SAFETY BRAKES: Spring set, air released brake cylinders on rear axles lock brakes in case of air loss or for parking. An auxiliary air reservoir and controls allow brakes to be released and reapplied several times after loss of regular air supply.

OPERATING BRAKE: A hand-operated air valve applies the service brakes when required for holding the machine when operating.

STEERING: Hydraulic steering with Ross roller mounted cam and twin lever type steering gear powered by engine driven pump, double acting cylinder and hydraulic control valve built into draglink.

MAIN TRANSMISSION: Fuller with five speeds forward and one reverse.

AUXILIARY TRANSMISSION: Spicer with three speeds giving 15 speeds forward and three reverse.

CLUTCH: Lipe Rollway 14" (35.6cm) - 2 - DLB.

CAB: One-man type, with visor type top. All steel construction, amply ventilated for summer or winter. Adjustable seat. Instrument cluster contains speedometer, odometer, ammeter, oil pressure gauge, water temperature gauge, fuel gauge and pilot light. Instrument panel contains air gauge, light switches, ignition and starter switch.

BUMPER COUNTERWEIGHT: One piece, required when using long boom or boom and jib combination. See "boom and jib data."

MISCELLANEOUS ACCESSORIES: Inflating hose and tire pressure gauge, boom rest, rear view mirrors, two beam headlights, stop and tail light, front, middle and rear marker lights and parking lights, electric directional signals, spare wheel with or without tire, air or electric windshield wipers, air and electric dual horns, fender flaps, heater and defrosters.

POWER PLANT DATA (ROTATOR)

ROTATING ASSEMBLY		
MAKE	CUMMINS	G.M.
MODEL	H-743-P160	4081
FUEL	Diesel	Diesel
CYL.	6	4
BORE & STROKE	5-1/8" (130mm) x 6" (152mm)	4 1/4" (108mm) x 5" (127mm)
GROSS RATED HP	160 @ 1800	150 @ 2300
TORQUE CONV. HP @ GOVERNED R.P.M.	135 @ 1800	130 @ 1800

LINE PULL	LINE SPEED*	
	1st Layer on Drum 16" (40.6cm) Pitch Dia.	6th Layer On Drum 23 1/2" (59.7cm) Pitch Dia.
16,800lbs (7,620kg)	177fpm (54mpm)	175fpm (53mpm)
13,500lbs (6,124kg)	205fpm (62mpm)	220fpm (67mpm)
10,000lbs (4,536kg)	237fpm (72mpm)	265fpm (81mpm)
6,000lbs (2,722kg)	279fpm (85mpm)	367fpm (112mpm)
2,000lbs (907kg)	323fpm (98mpm)	456fpm (139mpm)

* — Third Drum Speeds Are Approximately 88% of the speeds indicated in the Chart.

MISCELLANEOUS DATA (ROTATOR)

Swing Speed	3.1 RPM	Fuel Capacity 210 Gallons (795 Liters)
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CLUTCH AND BRAKE DATA

FUNCTION	CLUTCHES				BRAKES			
	Type	Width	Diameter	Area	Type	Width	Diameter	Area
Main Hoist	Band	5" (12.7cm)	24" (61.0cm)	337 Sq. In. (2,174 Sq. cm)	Band	4 1/2" (11.4cm)	30" (76.2cm)	338 Sq. In. (2,181 Sq. cm)
Auxiliary Hoist	Band	5" (12.7cm)	24" (61.0cm)	337 Sq. In. (2,174 Sq. cm)	Band	4 1/2" (11.4cm)	30" (76.2cm)	338 Sq. In. (2,181 Sq. cm)
3rd Drum Hoist	Band	5" (12.7cm)	24" (61.0cm)	337 Sq. In. (2,174 Sq. cm)	Band	4 1/2" (11.4cm)	30" (76.2cm)	338 Sq. In. (2,181 Sq. cm)
Boom Hoist	Band	5" (12.7cm)	24" (61.0cm)	337 Sq. In. (2,174 Sq. cm)	Band	4 1/2" (11.4cm)	30" (76.2cm)	338 Sq. In. (2,181 Sq. cm)
Boom Lowering	Band	4 1/2" (11.4cm)	20" (50.8cm)	248 Sq. In. (1,600 Sq. cm)				
Load Lowering	Band	4 1/2" (11.4cm)	20" (50.8cm)	248 Sq. In. (1,600 Sq. cm)	Band	4" (10.2cm)	26" (66.0cm)	240 Sq. In. (1,548 Sq. cm)
*Front Drum	Band	5" (12.7cm)	24" (61.0cm)	337 Sq. In. (2,174 Sq. cm)	Band	4 1/2" (11.4cm)	30" (76.2cm)	338 Sq. In. (2,181 Sq. cm)
Swing	2 Shoe	4 1/2" (11.4cm)	24" (61.0cm)	290 Sq. In. (1,871 Sq. cm)	Band	4 1/2" (11.4cm)	30" (76.2cm)	338 Sq. In. (2,181 Sq. cm)

* Full width front drum with planetary load lowering

LAGGING DATA

Lagging Location	Usage	Lagging P.D.	Lagging Width	Type of Lagging	Eff. Capy. 1st Layer	Maximum Capy. & Layers	Wire Rope Size
L H Front	Third Drum	14" (35.6cm)	11" (27.9cm)	Smooth	45' (13.7m)	464' (141.4m) In 7	3/4" (19.1mm)
R H Front	Crane Auxiliary Hoist	16" (40.6cm)	14-1/2" (36.8cm)	Smooth	71' (21.6m)	569' (173.4m) In 6	3/4" (19.1mm)
R H Front	Dragline Drag	16-1/8" (41.0cm)	14-1/2" (36.8cm)	Grooved	49' (14.9m)	—	7/8" (22.2mm)
L H Rear	Dragline Hoist	16" (40.6cm)	14-1/2" (36.8cm)	Grooved	48' (14.6m)	—	3/4" (19.1mm)
L H Rear	Main Hoist	16" (40.6cm)	14-1/2" (36.8cm)	Smooth	71' (21.6m)	569' (173.4m) In 6	3/4" (19.1mm)
L H Rear	Clamshell Closing	16" (40.6cm)	14-1/2" (36.8cm)	Grooved	48' (14.6m)	—	3/4" (19.1mm)
R H Front	Clamshell Holding	16" (40.6cm)	14-1/2" (36.8cm)	Grooved	48' (14.6m)	—	3/4" (19.1mm)
R H Rear	Boom Hoist	12" (30.5cm)	8-1/2" (21.6cm)	Smooth	28' (8.5m)	372' (113.4m) In 8	3/4" (19.1mm)
Full Width Front Drum	Main or Aux. Hoist	16" (40.6cm)	24-1/8" (61.3cm)	Smooth	123' (37.5m)	959' (292.3m) In 6	3/4" (19.1mm)

DESCRIPTIVE DATA (ROTATING ASSEMBLY)

Basic Standard and Optional Components

ROTATING BASE: Fabricated with integral machinery frames. Fuel tank built in rear.

SHAFTING: All shafting heat treated alloy steel ground to size. Involute splines used extensively.

VERTICAL SWING SHAFT: The vertical swing shaft and pinion is one piece, mounted on anti-friction bearings.

HORIZONTAL SWING SHAFT: This shaft is mounted on anti-friction bearings, geared to the front and rear drum shafts. It supplies power to the vertical swing shaft through a bevel pinion.

SWING BRAKE: A swing brake operates on the outside of the front swing clutch housing for use as a lock brake.

SWING BRAKE WITH SNUBBER: Same as swing brake except an additional control valve on swing lever provided for momentarily holding while setting loads.

JACK SHAFT: This shaft is mounted on ball bearings, and supplies power through a pinion gear to the power lowering shaft. Lube oil pump is belt driven from right hand end of jack shaft.

FRONT DRUM SHAFT: Supported by self-aligning anti-friction bearings and ball bearings. Mounted on the right hand end of this shaft is a swing clutch geared to the horizontal swing shaft. The right hand drum is a split lagging design, either smooth or grooved. All drums are mounted on ball bearings. Refer to "lagging data" table for specifications.

REAR DRUM SHAFT: Supported by self-aligning anti-friction and ball bearings. Mounted on the right hand end of this shaft is a swing clutch geared to the horizontal swing shaft. The right hand or boom hoist drum is solid-type design. The left hand drum is a split lagging design, either smooth or grooved. All drums are mounted on ball bearings. Refer to "lagging data" table for specifications.

HOIST BRAKES: Are external contracting friction band type, mechanically operated by pedals mounted on anti-friction bearings for maximum ease of operation. Hoist brakes have a foot-controlled lock.

CLUTCHES: All clutches are air actuated. All clutches are of the internal expanding friction band type with the exception of the swing clutches which are of the internal two shoe design.

BOOM HOIST: The boom hoist located on the rear drum shaft is of the spur gear and chain design with power up and power down control. Hoisting control is through an air actuated clutch with a spring set, air released holding brake. The brake automatically releases when hoisting or lowering. The lowering is controlled through an air actuated clutch mounted on the power lowering shaft and chain connected to the boom hoist drum. Lowering speed is reduced considerably resulting in a very smooth, precision, lowering operation. A ratchet and pawl device is supplied for added safety.

BOOMS AND JIBS: Extensible type with tubular chords — refer to boom and jib data.

BOOM STOP: Telescopic with or without automatic air cut-off of boom hoist clutch.

FAIRLEAD: Deck mounted, full revolving.

BOOM SUSPENSION: Crossover with 10 or 12 parts of line or 10 and 12 parts with mid-point suspension depending on boom length.

THIRD DRUM: One piece high capacity lagging running on ball bearings, located at left hand side of front drum shaft. Actuated by air operated clutch and brake. Refer to "lagging data" table for specifications.

FULL WIDTH FRONT DRUM: High capacity drum located on the front shaft, mounted on ball bearings and equipped with planetary controlled load lowering. Refer to "Lagging Data" table for specifications. (Third drum not available with this equipment.)

POWER LOWERING SHAFT: This shaft is located behind the rear hoist drum shaft and accommodates the power boom lowering and power load lowering.

POWER LOAD LOWERING: The power load lowering, air actuated clutch is chain connected to the left hand rear main hoist drum. The load lowering speed is reduced considerably, resulting in a very smooth precision, lowering operation.

COUNTERWEIGHT: One piece cast iron counterweight mounted at rear of rotating frame. Readily removable for weight reduction of machine for transporting.

COUNTERWEIGHT REMOVAL EQUIPMENT: Includes sheaves in base section of boom, lifting slings, and boom stop. Hoist cable over sheaves in boom base is used to load or unload counterweight from auxiliary truck. Gantry power up and down feature is used to position counterweight with slings provided.

GANTRY: The gantry consists of a basic low gantry to which is attached a high gantry having telescopic back legs with three set positions. Gantry can be (1) pinned in low position at cab height for traveling with low clearance, (2) pinned in mid-position for traveling with boom suspended over rear of carrier, and (3), raised to full height for machine operation.

CONTROLS: All controls are air except hoist brakes which are mechanical.

OPERATOR'S CAB: Machine equipped with environmental operator's cab lined with sound barrier and deadening material, cuts noise level by an estimated 50 percent. Cab can be heated or air conditioned. Controls are grouped for maximum operator convenience, comfort and efficiency. Side and front windows slide up and down for ventilation. Numerous hatches and doors are provided for access to machinery and power plant. Hoist drums are not covered.

GEARING AND CHAIN DRIVES: All gearing, except rotating pinion and gear, is fully enclosed, running in oil with pump circulation for positive lubrication. The four chain sprockets for boom hoist and load lowering device require hand lubrication. Power take-off chain drive is fully enclosed, running in an oil bath.

MISCELLANEOUS ACCESSORIES: Ball and hook, hook block, electric signal horn, running board (short hook on type).

POWER TAKE-OFF: Disconnect clutch, precision roller chain.

**MAXIMUM LENGTH BOOM OR BOOM AND JIB COMBINATION THAT CAN BE HANDLED
HORIZONTALLY WITH OR WITHOUT BUMPER COUNTERWEIGHT AS INDICATED**

Over Rear With OR.		Over Side With OR.	
L/B CWT.	W/B CWT.	L/B CWT.	W/B CWT.
200' (61.0m)	200' (61.0m)	200' (61.0m)	200' (61.0m)
180' (54.9m) + 20' (6.1m)	200' (61.0m) + 20' (6.1m)	170' (51.8m) + 20' (6.1m)	180' (54.9m) + 20' (6.1m)
170' (51.8m) + 30' (9.1m)	190' (57.9m) + 30' (9.1m)	160' (48.8m) + 30' (9.1m)	170' (51.8m) + 30' (9.1m)
160' (48.8m) + 40' (12.2m)	180' (54.9m) + 40' (12.2m)	160' (48.8m) + 40' (12.2m)	160' (48.8m) + 40' (12.2m)
160' (48.8m) + 50' (15.2m)	180' (54.9m) + 50' (15.2m)	150' (45.7m) + 50' (15.2m)	160' (48.8m) + 50' (15.2m)
150' (45.7m) + 60' (18.3m)	170' (51.8m) + 60' (18.3m)	150' (45.7m) + 60' (18.3m)	150' (45.7m) + 60' (18.3m)
Over Rear Less OR.		Over Side Less OR.	
L/B CWT.	W/B CWT.	L/B CWT.	W/B CWT.
150' (48.8m)	170' (51.8m)	130' (39.6m)	140' (42.7m)
120' (36.6m) + 20' (6.1m)	140' (42.7m) + 20' (6.1m)	110' (33.5m) + 20' (6.1m)	110' (33.5m) + 20' (6.1m)
120' (36.6m) + 30' (9.1m)	140' (42.7m) + 30' (9.1m)	100' (30.5m) + 30' (9.1m)	100' (30.5m) + 30' (9.1m)
110' (33.5m) + 40' (12.2m)	130' (39.6m) + 40' (12.2m)	100' (30.5m) + 40' (12.2m)	100' (30.5m) + 40' (12.2m)
110' (33.5m) + 50' (15.2m)	130' (39.6m) + 50' (15.2m)	90' (27.4m) + 50' (15.2m)	100' (30.5m) + 50' (15.2m)
100' (30.5m) + 60' (18.3m)	120' (36.6m) + 60' (18.3m)	90' (27.4m) + 60' (18.3m)	90' (27.4m) + 60' (18.3m)

OR. - Outriggers

L/B CWT. - Less Bumper Counterweight

W/B CWT. - With Bumper Counterweight

BOOM AND JIB DATA

Boom, Tubular Pin Connected		Jib, Tubular Pin Connected	
Type Service	Crane - Drag - Clamshell	Basic Length	20' (6.1m)
Suspension	Cross Over and Pendants	Max. Length	60' (18.3m)
Gantry	High Back Hitch (Telescoping Type)	Chord Size	2 1/2" (64mm) O.D.
Quan. Sheaves at Point Shaft	4	Chord Material	100,000 P.S.I. (7,030kg/cm ²) Yield
Convertibility	Crane - Dragline - Clamshell	Quan. Sheaves at Point	One (1)
Dia. Point Sheaves	15 1/4" (40.0cm) P.D. - 1/2" (19.1mm) Cable	P.D. Point Sheave	15 1/4" (40cm) P.D. - 1/2" (19.1mm) Cable
Basic Boom Length	50' (15.2m)	Capacity — 20'-0" (6.1m)	13 Ton (11.8 Ton)
Type Chords	3 1/4" (83mm) O.D. 100,000 P.S.I. (7,030kg/cm ²) Steel	30'-0" (9.1m)	10 Ton (9.1 Ton)
Extensions	10' (3.05m), 20' (6.1m), 30' (9.1m) and 40' (12.2m) straight 60 1/4" (153cm) x 65 1/4" (166cm) sec.	40'-0" (12.2m)	7 Ton (6.4 Ton)
Max. Boom Length	Crane 200' (61.0m) Drag & Clam 60' (18.3m)	50'-0" (15.2m)	5 Ton (4.5 Ton)
		60'-0" (18.3m)	4 Ton (3.6 Ton)

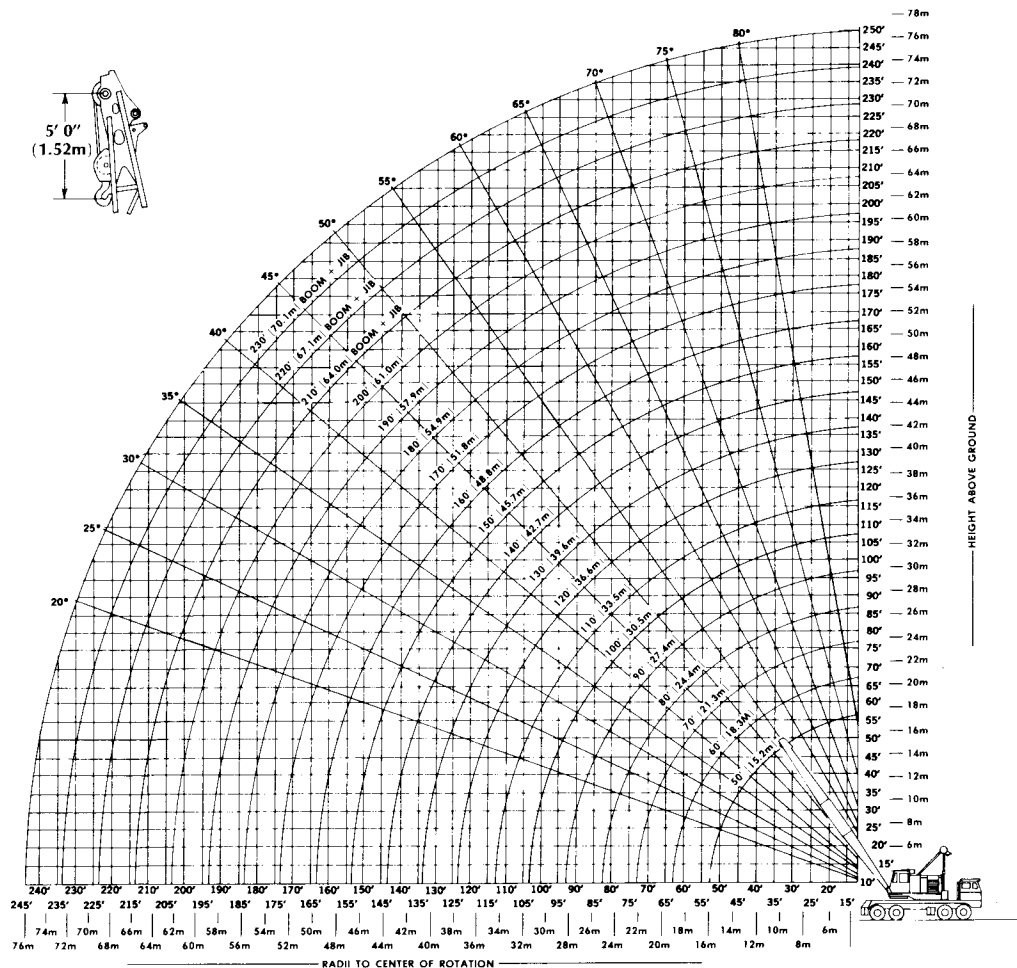
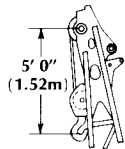
BOOM HOIST SUSPENSION DATA

*Boom Length	Reeving Required	Mid-Point Suspension Location
Up thru 150' (45.7m)	10 or 12 Part Crossover	None
160' (48.8m) thru 180' (54.9m)	12 Part w/Mid-Point Suspension	90' (27.4m) From Boom Foot Pin
190' (57.9m) & 200' (61.0m)	12 Part w/Mid-Point Suspension	100' (30.5m) From Boom Foot Pin

*Boom length determines suspension required. Jib Does not affect requirement.

Time Required to Raise Or Lower A 50' (15.2m) Boom From 20° Above Horizontal To 70° Above Horizontal With 10 Part Boom Hoist Reeving	to Raise	To Lower
	46 Sec.	75 Sec.

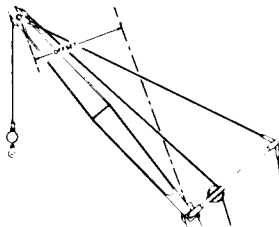
CRANE WORKING RANGES



For Boom or jib specifications, descriptions, maximum lengths and applications, refer to boom and jib Data Chart

Recommended Wire Rope Reeving For Hook Blocks	
Load in Pounds	No. Part Line
Over 16,800lbs (7,620kg)	2
Over 33,600lbs (15,240kg)	3
Over 50,400lbs (22,860kg)	4
Over 67,200lbs (30,480kg)	5
Over 84,000lbs (38,100kg)	6
Over 100,800lbs (45,720kg)	7
Over 117,600lbs (53,340kg)	8
Over 134,400lbs (60,960kg)	9

Based upon 3/4" (19.1mm) dia. wire rope with a minimum breaking strength of 58,800 lbs. (26,672 kg).



Heavy Duty Jib 25 1/2" (64.8cm) x 34 1/2" (87.6cm) Sec.			
Jib Length	Rating	Offset	Effective Weight
20' (6.1m)	13 Ton (11.8 Ton)	6'-2" (1.88m)	2,055lbs. (932kg.)
30' (9.1m)	10 Ton (9.1 Ton)	11'-3" (3.43m)	2,650lbs. (1,202kg.)
40' (12.2m)	7 Ton (6.4 Ton)	16'-2" (4.93m)	3,360lbs. (1,524kg.)
50' (15.2m)	5 Ton (4.5 Ton)	21'-1" (6.43m)	4,010lbs. (1,819kg.)
60' (18.3m)	4 Ton (3.6 Ton)	26'-0" (7.93m)	4,865lbs. (2,207kg.)

Jib capacities are approximately the same as Boom capacities at any given radius, but not to exceed the rating listed above. Effective jib weight to be subtracted from Boom capacity chart if load is raised on Boom point when jib is assembled on Boom.

CRANE LIFTING CAPACITIES

STANDARD BOOM

75 Ton Class 15-392						Lifting Capacities 85% Tip Loads										CWT. - 20,260#					
Boom			Outriggers Down Side/Rear		Outriggers Up		Boom			Outriggers Down Side/Rear		Outriggers Up		Boom			Outriggers Down Side/Rear		Outriggers Up		
Lgth.	Rad.	Angle		Side	Rear	Lgth.	Rad.	Angle		Side	Rear	Lgth.	Rad.	Angle		Side	Rear	Lgth.	Rad.	Angle	
50'																					
	15'	76	150,000*	59,850	64,925	120'	30'	77	60,125	22,075	25,575	180'	50'	75	26,300	—	—	—	—	—	
	20'	70	108,550*	40,050	44,800		35'	75	46,925	17,750	20,850		60'	71	19,775	—	—	—	—	—	
	25'	64	82,650	29,775	33,900		40'	72	38,200	14,650	17,400		70'	68	15,450	—	—	—	—	—	
	30'	57	60,750	23,450	27,050		45'	70	32,025	12,300	14,750		80'	64	12,350	—	—	—	—	—	
	35'	50	47,775	19,200	22,350		50'	67	27,400	10,300	12,725		90'	61	10,050	—	—	—	—	—	
	40'	42	39,200	16,125	18,950		55'	62	20,950	7,775	9,700		100'	57	8,250	—	—	—	—	—	
	45'	33	33,100	13,800	16,350		60'	56	16,675	5,925	7,550		110'	53	6,825	—	—	—	—	—	
	50'	20	28,550	12,000	14,300		65'	50	13,625	4,550	6,000		120'	49	5,650	—	—	—	—	—	
							70'	44	11,325	3,475	4,750		130'	44	4,675	—	—	—	—	—	
					75'		36	9,550	2,650	3,825	140'		40	3,850	—	—	—	—	—		
60'																					
	15'	79	145,600*	59,800	64,800	130'	30'	78	60,050	21,850	25,325	190'	50'	76	26,175	—	—	—	—	—	
	20'	74	108,225*	39,925	44,625		35'	76	46,825	17,525	20,600		60'	73	19,600	—	—	—	—	—	
	25'	69	82,625	29,600	33,700		40'	73	38,100	14,425	17,150		70'	69	15,250	—	—	—	—	—	
	30'	63	60,700	23,250	26,825		45'	71	31,875	12,075	14,550		80'	66	12,150	—	—	—	—	—	
	35'	58	47,675	18,975	22,125		50'	69	27,250	10,225	12,475		90'	63	9,825	—	—	—	—	—	
	40'	52	39,075	15,900	18,700		55'	64	20,775	7,750	9,450		100'	59	8,000	—	—	—	—	—	
	45'	46	32,950	13,575	16,100		60'	59	16,500	5,675	7,325		110'	56	6,575	—	—	—	—	—	
	50'	39	28,400	11,750	14,050		65'	54	13,425	4,300	5,750		120'	52	5,400	—	—	—	—	—	
	55'	31	24,025	9,075	11,025		70'	48	11,150	3,250	4,550		130'	48	4,400	—	—	—	—	—	
					75'		42	9,375	2,425	3,575	140'		44	3,575	—	—	—	—	—		
70'																					
	15'	79	135,000*	54,325	59,325	140'	30'	77	46,625	17,275	20,350	200'	50'	76	25,875	—	—	—	—	—	
	20'	76	107,825*	39,725	44,400		35'	75	42,775	14,175	16,900		60'	73	19,325	—	—	—	—	—	
	25'	72	82,600	29,375	33,450		40'	73	37,875	11,825	14,300		70'	70	15,000	—	—	—	—	—	
	30'	67	60,625	23,000	26,575		45'	71	31,675	11,825	14,300		80'	67	11,900	—	—	—	—	—	
	35'	63	47,550	18,725	21,850		50'	70	27,025	10,000	12,250		90'	64	9,575	—	—	—	—	—	
	40'	58	38,900	15,625	18,425		55'	66	20,575	7,325	9,225		100'	61	7,775	—	—	—	—	—	
	45'	53	32,775	13,275	15,800		60'	61	16,275	5,450	7,100		110'	58	6,325	—	—	—	—	—	
	50'	48	28,175	11,450	13,750		65'	57	13,225	4,100	5,525		120'	54	5,150	—	—	—	—	—	
	55'	42	24,025	9,075	11,025		70'	52	10,950	3,025	4,325		130'	51	4,175	—	—	—	—	—	
					75'		46	9,750	2,200	3,375	140'		47	3,350	—	—	—	—	—		
80'																					
	15'	80	120,000*	49,700	54,625	150'	35'	78	46,500	17,025	20,075	220'	50'	76	25,875	—	—	—	—	—	
	20'	78	107,600*	39,600	44,250		40'	76	37,725	13,925	16,650		60'	73	19,325	—	—	—	—	—	
	25'	74	82,575	29,225	33,300		45'	74	31,500	11,575	14,025		70'	70	15,000	—	—	—	—	—	
	30'	70	60,575	22,875	26,425		50'	72	26,850	9,750	11,975		80'	67	11,900	—	—	—	—	—	
	35'	67	47,475	18,575	21,700		55'	68	20,375	7,050	8,950		90'	64	9,575	—	—	—	—	—	
	40'	63	38,825	15,475	18,275		60'	63	16,050	5,175	6,825		100'	61	7,775	—	—	—	—	—	
	45'	58	32,675	13,150	15,650		65'	59	13,000	3,800	5,250		110'	58	6,325	—	—	—	—	—	
	50'	54	28,075	11,325	13,600		70'	55	10,700	2,750	4,050		120'	54	5,150	—	—	—	—	—	
	55'	48	24,025	9,075	11,025		75'	49	8,925	1,925	3,075		130'	51	4,175	—	—	—	—	—	
					80'		44	7,500	—	2,300	140'		47	3,350	—	—	—	—	—		
90'																					
	15'	80	110,000*	42,350	49,075	160'	35'	78	46,500	17,025	20,075	240'	50'	76	25,875	—	—	—	—	—	
	20'	79	105,000*	39,425	44,250		40'	76	37,725	13,925	16,650		60'	73	19,325	—	—	—	—	—	
	25'	76	82,550	29,025	33,075		45'	74	31,500	11,575	14,025		70'	70	15,000	—	—	—	—	—	
	30'	73	60,500	22,650	26,175		50'	72	26,850	9,750	11,975		80'	67	11,900	—	—	—	—	—	
	35'	69	47,350	18,350	21,450		55'	68	20,375	7,050	8,950		90'	64	9,575	—	—	—	—	—	
	40'	66	38,675	15,225	18,000		60'	63	16,050	5,175	6,825		100'	61	7,775	—	—	—	—	—	
	45'	62	32,500	12,900	15,375		65'	59	13,000	3,800	5,250		110'	58	6,325	—	—	—	—	—	
	50'	59	27,875	11,050	13,325		70'	55	10,700	2,750	4,050		120'	54	5,150	—	—	—	—	—	
	55'	51	24,025	8,375	10,300		75'	49	8,925	1,925	3,075		130'	51	4,175	—	—	—	—	—	
					80'		44	7,500	—	2,300	140'		47	3,350	—	—	—	—	—		
100'																					
	15'	80	92,000*	39,225	43,850	170'	35'	77	46,600	17,025	20,075	260'	50'	76	25,875	—	—	—	—	—	
	20'	78	82,525	28,825	32,850		40'	75	37,700	13,900	16,600		60'	73	19,300	—	—	—	—	—	
	25'	74	60,375	22,450	25,950		45'	73	31,500	11,550	14,000		70'	70	14,950	—	—	—	—	—	
	30'	71	47,200	18,125	21,225		50'	72	26,800	9,700	11,900		80'	67	11,850	—	—	—	—	—	
	35'	68	38,500	15,025	17,775		55'	65	20,200	7,500	9,400		90'	64	9,500	—	—	—	—	—	
	40'	65	32,325	12,675	15,175		60'	61	16,800	5,150	6,800		100'	61	7,700	—	—	—	—	—	
	45'	62	27,700	10,850	13,100		65'	57	13,400	4,000	5,700		110'	58	6,300	—	—	—	—	—	
	50'	55	24,025	9,075	11,025		70'	52	11,100	3,200	4,500		120'	54	5,100	—	—	—	—	—	
	55'	49	21,675	8,375	10,300		75'	48	9,300	2,400	3,500		130'	51	4,100	—	—	—	—	—	
					80'		42	8,100	1,900	3,000	140'		47	3,300	—	—	—	—	—		
110'																					
	15'	79	82,450*	28,475	32,500	180'	35'	76	46,450	17,025	20,075	280'	50'	76	25,875	—	—	—	—	—	
	20'	76	60,150*	22,100	25,600		40'	74	37,650	13,900	16,550		60'	73	19,250	—	—	—	—	—	
	25'	73	46,950	17,775	20,875		45'	72	31,450	11,500	14,000		70'	70	14,900	—	—	—	—	—	
	30'	70	38,225	14,675	17,425		50'	69	26,750	9,650	11,850		80'	67	11,800	—	—	—	—	—	
	35'	68	32,050	12,325	14,800		55'	65	20,150	7,450	9,350		90'	64	9,450	—	—	—	—	—	
	40'	65	27,425	10,500	12,750		60'	61	16,750	5,100	6,750		100'	61	7,650	—	—	—	—	—	
	45'	62	23,250	8,800	11,025		65'	57	13,350	4,000	5,650		110'	58	6,250	—	—	—	—	—	
	50'	59	20,975	7,800	9,725		70'	52	11,050	3,200	4,450		120'	54	5,050	—	—	—	—	—	
	55'	52	18,700	6,900	8,725		75'	48	9,250	2,400	3,450		130'	51	4,050	—	—	—	—	—	
					80'		42	8,150	1,900	3,000	140'		47	3,250	—	—	—	—	—		

This capacity chart is based upon:

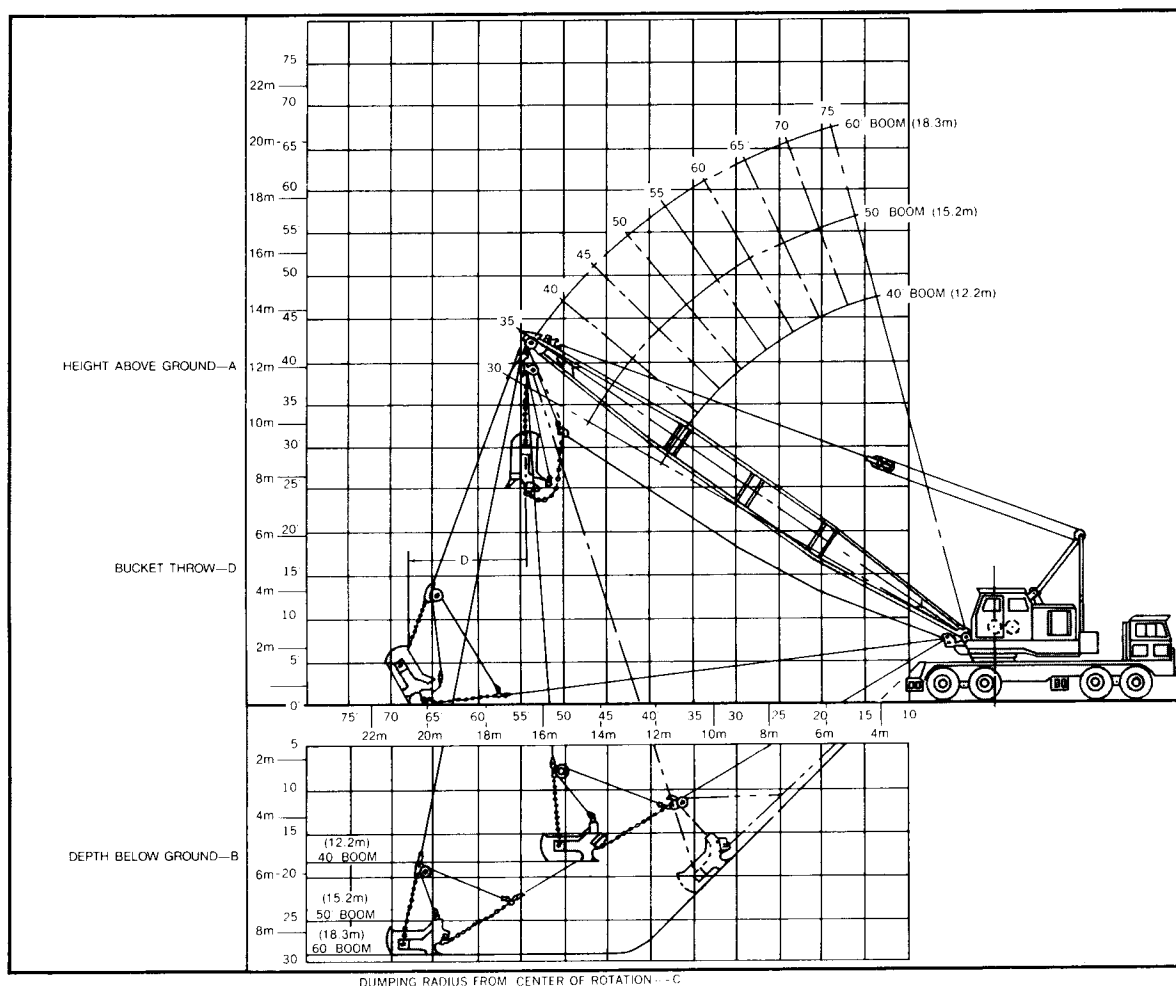
1. Loads marked by * are the maximum allowable loads permitted by structural strength of the parts, and are not based on the stability of the machine.
2. All other loads are based on stability, and do not exceed 85% of tipping in the least stable direction.
3. Machine to be leveled on firm solid support; shock and side loading are to be prevented.
4. Machine equipped with hydraulic outriggers.
5. All hook blocks, lifting tackle, or jib attachments are considered a part of the load to be lifted.
6. "Outriggers Down" capacities are based upon having all tires within boundary of outriggers free of ground and outriggers fully extended.
7. "Outriggers Up" capacities are not recommended for traveling (refer to Lima for travel load rating).
8. Exceeding these capacities, or altering the counterweight nullifies all warranties.
9. Loads should not be handled over front of carrier.
10. Capacities above dotted line require a wire rope of length greater than furnished as standard with the machine.

Capacities per SAE Code J765

Class Designation per U.S. Department of Commerce Standards

† Crane with 9,850 lbs. truck bumper counterweight installed and on extended outriggers over the side or rear (180 degrees) with 50 foot thru 120 foot booms at a 40 foot radius =

CLARK 700TC DRAGLINE AND CLAMSHELL WORKING RANGES



DRAGLINE-CLAMSHELL-MAGNET CAPACITIES

MACHINE EQUIPPED WITH 20,260 LBS. (9190 kg.) CWT.

Load Radius	Boom Length and Boom Angle			
	50'	∠°	60'	∠°
20'	31,150	70	31,100	74
25'	23,150	64	23,100	69
30'	18,250	57	18,150	63
35'	14,900	50	14,800	58
40'	12,500	42	12,400	52
45'	10,700	33	10,600	46
50'	9,300	20	9,200	39
55'	—	—	8,050	30
60'	—	—	7,150	19

Load Radius (In Meters)	METRIC CHART (KILOGRAMS) Boom Length and Boom Angle			
	15.24m	∠°	18.29m	∠°
6	14130	70.6	14105	73.9
8	9945	62.3	9925	67.2
10	7425	53.5	7375	60.3
12	5805	43.4	5760	52.7
14	4735	30.9	4690	44.4
16	4200	8.5	4155	34.5
18	—	—	3320	21.0

∠° Indicates Boom Angle

NOTE: To maintain normal operating speeds the loaded bucket or magnet weight must not exceed 9,500 lbs. (4310kg.). Loads greater than 9,500 lbs. (4310kg.) require multiple reeving of the hoist line. Digging and footing conditions, together with skill of the operator, will determine whether or not the maximum loading conditions stated above can be used.

CRANE LIFTING CAPACITIES (METRIC)

68 METRIC TONS CLASS 4,6-180										MAX. CWT. — 9190 kg.					Capacities Below Include Jib See Jib Data				
Boom			Outriggers Extended and Set Side/Rear		Outriggers Up		Boom			Outriggers Extended and Set Side/Rear		Outriggers Up		Boom Plus Jib			Outriggers Extended and Set Side/Rear		
Lgth.	Rad.	Angle	Side	Rear	Side	Rear	Lgth.	Rad.	Angle	Side	Rear	Side	Rear	Lgth.	Load Rad.	Side	Rear		
15.2	4.5	76.4	68,000*	27,150	29,450		39.6	9	78.1	27,225	10,125	11,725	57.9	15	75.7	11,875	15	11,775	
	6	70.2	50,425*	18,550	20,725			11	75.0	20,225	7,600	8,950		18	72.6	9,125	18	9,025	
	7	66.1	42,250*	15,100	17,075			13	72.0	15,675	5,925	7,100		21	69.4	7,100	21	7,000	
	9	57.4	28,250	10,850	12,500			15	68.9	12,650	4,750	5,800		24	66.1	5,650	24	5,475	
	11	47.8	20,675	8,375	9,750			18	64.0	9,650	3,525	4,400		27	62.8	4,575	27	4,325	
	13	36.4	16,200	6,725	7,925			21	59.0	7,650	2,650	3,400		30	59.3	3,750	30	3,450	
18.3	15	20.3	13,250	5,550	6,600		24	53.7	6,250	2,025	2,675	61.0	33	55.8	3,075	33	2,750		
	4.5	78.7	66,000*	27,125	29,375		27	48.1	5,175	1,525	2,125		36	52.0	2,525	36	2,175		
	6	73.6	50,150*	18,500	20,650		30	41.8	4,350	1,150	1,675		39	48.1	2,075	39	1,700		
	7	70.3	42,200*	15,025	17,000		33	34.7	3,700	800	1,325		42	43.9	1,700	42	1,275		
	9	63.4	28,225	10,775	12,400		36	25.9	3,175		1,025		45	39.4	1,375	45	950		
	11	56.0	20,650	8,275	9,650		39	12.5	2,725		750		48	34.3	1,050				
21.3	13	47.9	16,150	6,625	7,825		42.7	11	76.1	20,150	7,500	8,850	70.1 (54.9 + 15.2)	51	28.5	775	18	9,000	
	15	38.6	13,175	5,450	6,500			13	73.3	15,575	5,825	7,000		21	73.5	9,000	21	6,975	
	18	18.5	10,200	4,225	5,100			15	70.4	12,550	4,650	5,675		24	70.5	6,975	24	5,450	
	4.9	79.3	61,000*	24,625	26,900			18	66.0	9,550	3,425	4,275		27	67.4	5,550	27	4,300	
	6	76.0	49,875*	18,425	20,550			21	61.5	7,575	2,550	3,300		30	67.4	5,550	30	3,425	
	7	73.2	42,125*	14,925	16,875			24	56.7	6,150	1,925	2,575		33	64.2	4,475	33	2,725	
24.4	9	67.4	28,200	10,650	12,300		45.7	27	51.6	5,100	1,425	2,025	75.0	36	61.0	3,625	36	2,150	
	11	61.3	20,575	8,150	9,525			30	46.2	4,275	1,050	1,575		39	57.7	2,975	39	1,675	
	13	54.9	16,050	6,500	7,675			33	40.2	3,625	700	1,225		42	54.2	2,425	42	1,250	
	15	47.9	13,075	5,325	6,375			36	33.4	3,075		900		45	50.6	1,975	45	925	
	18	35.6	10,100	4,075	4,975			39	25.0	2,625				21	46.8	1,600	21	4,525	
	21	17.1	8,125	3,225	3,975			42	12.1	2,250				24	42.7	1,250	24	4,525	
27.4	5.2	79.9	54,300*	22,525	24,775		48.8	11	77.1	20,075	7,375	8,725	75.0	27	38.3	950	27	4,275	
	6	77.8	49,400*	18,350	20,475			13	74.4	15,500	5,725	6,875		30	46.8	1,600	30	3,400	
	7	75.3	42,075*	14,875	16,825			15	71.8	12,475	4,525	5,550		33	42.7	1,250	33	2,700	
	9	70.3	28,175	10,600	12,225			18	67.7	9,450	3,300	4,150		36	40.5	1,375	36	2,125	
	11	65.2	20,550	8,075	9,450			21	63.5	7,450	2,425	3,175		39	38.3	950	39	1,650	
	13	59.8	16,025	6,425	7,625			24	59.2	6,050	1,800	2,450		42	38.3	950	42	1,225	
30.5	15	54.1	13,025	5,250	6,300		51.8	27	54.6	4,975	1,300	1,900	75.0	45	42.7	1,250	45	900	
	18	44.7	10,050	4,025	4,900			30	49.8	4,150	900	1,450							
	21	33.2	8,075	3,150	3,925			33	44.5	3,500		1,100							
	24	16.0	6,675	2,525	3,200			36	38.8	2,950		750							
	5.8	79.8	49,825*	19,200	22,250			39	32.2	2,500									
	6	79.2	48,325*	18,275	20,400			42	24.7	2,125									
33.5	7	77.0	41,575*	14,775	16,725		54.9	45	11.7	1,800									
	9	72.6	28,150	10,550	12,100			12	76.7	17,050									
	11	68.1	20,475	7,975	9,350			13	75.4	15,450									
	13	63.4	15,950	6,300	7,500			15	73.0	12,400									
	15	58.6	12,925	5,125	6,175			18	69.2	9,375									
	18	50.8	9,950	3,900	4,775			21	65.3	7,375									
36.6	21	42.0	7,975	3,025	3,800		57.9	24	61.3	5,950									
	24	31.3	6,575	2,400	3,075			27	57.1	4,900									
	27	15.1	5,525	1,900	2,500			30	52.7	4,075									
	6	80.3	41,725*	18,200	20,300			33	48.1	3,400									
	7	78.3	39,175*	14,675	16,625			36	43.1	2,875									
	9	74.4	28,100	10,400	12,025			39	37.5	2,425									
39.6	11	70.4	20,425	7,875	9,250		61.0	42	31.2	2,025									
	13	66.3	15,850	6,200	7,400			45	23.3	1,700									
	15	62.0	12,850	5,025	6,075			48	11.3	1,425									
	18	55.3	9,875	3,800	4,675			14	75.2	13,675									
	21	48.0	7,875	2,925	3,700			15	74.0	12,275									
	24	39.7	6,475	2,300	2,975			18	70.4	9,250									
42.7	27	29.7	5,425	1,800	2,400		63.0	21	66.8	7,250									
	30	14.3	4,600	1,425	1,950			24	63.1	5,825									
	7	79.4	37,400	14,550	16,475			27	59.3	4,750									
	9	75.8	28,000	10,250	11,850			30	55.3	3,925									
	11	72.2	20,300	7,725	9,075			33	51.0	3,250									
	13	68.5	15,750	6,050	7,225			36	46.6	2,725									
45.7	15	64.8	12,725	4,875	5,925		64.0	39	41.7	2,275									
	18	58.8	9,725	3,625	4,500			42	36.4	1,900									
	21	52.5	7,750	2,775	3,525			45	30.2	1,575									
	24	45.6	6,325	2,125	2,800			48	22.6	1,275									
	27	37.8	5,275	1,650	2,250			51	10.9	1,025									
	30	28.2	4,450	1,250	1,800			66.0	15	74.9	11,925								
48.8	33	13.6	3,800	950	1,450		18		71.6	9,200									
	9	77.0	27,275	10,225	11,825		21		68.2	7,175									
	11	73.8	20,275	7,700	9,050		24		64.7	5,750									
	13	70.4	15,725	6,025	7,200		27		61.1	4,675									
	15	67.0	12,700	4,850	5,900		30		57.4	3,850									
	18	61.7	9,700	3,600	4,475		33	53.6	3,200										
51.8	21	56.1	7,725	2,750	3,500		67.0	36	49.5	2,650									
	24	50.1	6,300	2,100	2,775			39	45.2	2,200									
	27	43.6	5,250	1,625	2,225			42	40.5	1,825									
	30	36.1	4,425	1,225	1,775			45	35.3	1,500									
	33	27.0	3,775	925	1,425			48	29.3	1,200									
	36	13.0	3,275	675	1,150			51	22.0	925									

DIAGRAMMATIC DEFINITION OF "SIDE", "REAR", OR "FRONT" AS USED ON CAPACITY CHARTS.

"LESS OUTRIGGERS"

"WHEN OUTRIGGERS FULLY EXTENDED & SET"

NOTE:

All capacities are in kilograms.

All lengths and radii are in meters.

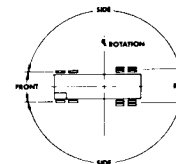
Capacities per SAE Code J765.

Class Designation per U.S. Department of Commerce Standards.

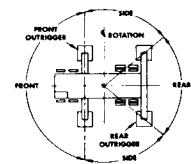
This capacity chart is based upon:

- 1 Loads marked by * are the maximum allowable loads permitted by structural strength of the parts, and are not based on the stability of the machine.
- 2 All other loads are based on stability, and do not exceed 85% of tipping in the least stable direction.
- 3 Machine to be leveled on firm solid support; shock and side loading are to be prevented.
- 4 All hook blocks, lifting tackle, or jib attachments are considered a part of the load to be lifted.
- 5 "Outriggers Set" capacities are based upon having all tires within boundary of outriggers free of ground and outriggers fully extended.
- 6 "Outriggers Up" capacities are not recommended for traveling (refer to Lima for travel load rating).
- 7 Exceeding these capacities or altering the counterweight nullifies all warranties.
- 8 Loads should not be handled over front of carrier — See Diagram.
- 9 Capacities above dotted line require a wire rope of length greater than furnished as standard with the machine. Capacities per SAE Code J765 Class Designation per U.S. Department of Commerce Standards.
- 10 Over the side is the least stable direction.

DIAGRAMMATIC DEFINITION OF "SIDE", "REAR",
OR "FRONT" AS USED ON CAPACITY CHARTS.



"LESS OUTRIGGERS"



"WHEN OUTRIGGERS"
FULLY EXTENDED & SET

NOTE:

All capacities are in kilograms.

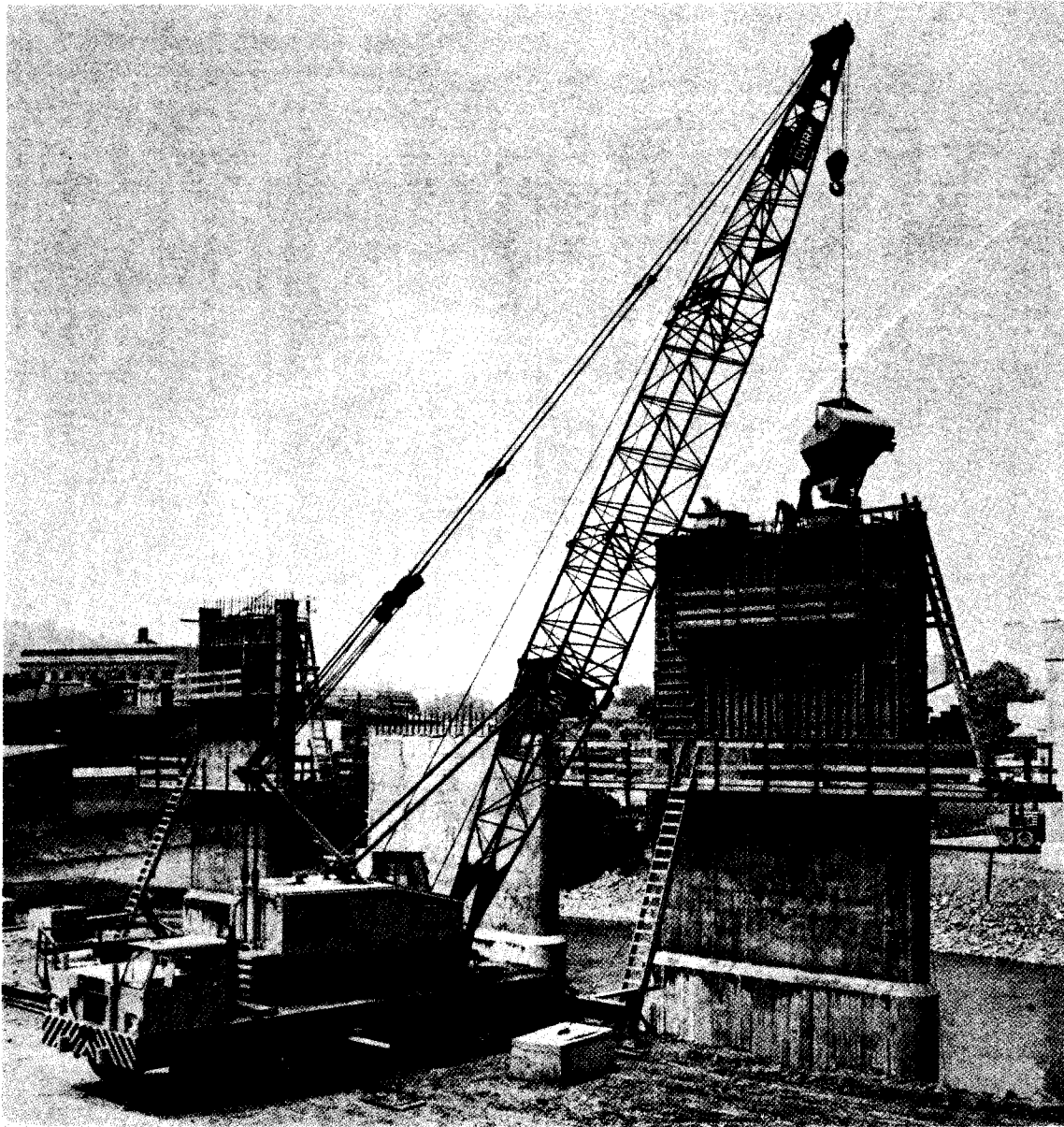
All lengths and radii are in meters.

Capacities per SAE Code J765.

Class Designation per U.S. Department of Commerce Standards.

This capacity chart is based upon:

1. Loads marked by * are the maximum allowable loads permitted by structural strength of the parts, and are not based on the stability of the machine.
2. All other loads are based on stability, and do



In accordance with our established policy of constantly improving our products, we reserve the right to change or modify our products or our product specifications at any time without notice.

CLARK Crane Division

LIMA, OHIO 45802

Manufactured and Sold in Conformance with U.S. Department of Commerce Commercial Standard CS90-58.

Form SPS-700-TC 2/79 5M

Litho in U.S.A.