HOIST SELECTOR GUIDE

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CONVERSION HOISTS FOR CAR/CHASSIS TRUCKS

<table>
<thead>
<tr>
<th>MODEL</th>
<th>STROKE / CYLINDER</th>
<th>FITS</th>
<th>CAPACITY RANGE</th>
<th>CLASS</th>
</tr>
</thead>
<tbody>
<tr>
<td>VCS16</td>
<td>8’ bore x 24’ stroke cylinder</td>
<td>8 - 12 ft. bodies</td>
<td>8 - 12 tons</td>
<td>B/10</td>
</tr>
<tr>
<td>VCS18</td>
<td>10’ bore x 24’ stroke cylinder</td>
<td>10 - 12 ft. bodies</td>
<td>10 - 12 tons</td>
<td>C/20</td>
</tr>
<tr>
<td>VCS20</td>
<td>12’ bore x 24’ stroke cylinder</td>
<td>12 - 15 ft. bodies</td>
<td>12 - 15 tons</td>
<td>D/40</td>
</tr>
<tr>
<td>VCS22</td>
<td>14’ bore x 24’ stroke cylinder</td>
<td>14 - 18 ft. bodies</td>
<td>14 - 18 tons</td>
<td>E/60</td>
</tr>
<tr>
<td>VCM25</td>
<td>Twin 10’ bore x 20’ stroke cylinders</td>
<td>10 - 18 ft. bodies</td>
<td>10 - 20 tons</td>
<td>C/25</td>
</tr>
<tr>
<td>VCM28</td>
<td>Twin 12’ bore x 20’ stroke cylinders</td>
<td>12 - 20 ft. bodies</td>
<td>12 - 25 tons</td>
<td>D/50</td>
</tr>
</tbody>
</table>

CONVERSION HOISTS FOR PICKUP TRUCKS

<table>
<thead>
<tr>
<th>MODEL</th>
<th>DETAILS</th>
<th>CAPACITY</th>
<th>DUMPING ANGLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>VPS5</td>
<td>Engineered for 2003-2017 Chevrolet Silverado and GMC Sierra pickup models</td>
<td>Heavy-duty 6,000 lb. capacity</td>
<td>45°</td>
</tr>
<tr>
<td>VPS5 &amp; VC55</td>
<td>Designed for 1985-2002 Chevrolet/GMC/Chevrolet/GMC pickup bodies</td>
<td>Heavy-duty 6,000 lb. capacity</td>
<td>45°</td>
</tr>
<tr>
<td>VPS6 &amp; VC65</td>
<td>Designed for 1989-1998 Ford Super Duty F-Series B-6 pickup bodies</td>
<td>Heavy-duty 6,000 lb. capacity</td>
<td>45°</td>
</tr>
</tbody>
</table>

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VC416

**FITS**
- 6’ – 12’ Baffles
- 25, 30 & 34’ Truck Frames
- 7” Subframe Mounting Height

**CAPACITIES**
- 5’– 11 Tons

**FEATURES**
- Universal subframe reduces installation time
- Pre-installed self-locating body prop
- Available with electric single-acting or direct mount PTO-driven gear pump
- Includes 4” Urea tank filler knock-outs.
- Ford Super Duty hole patterns.
- Adaptable body guides accommodate different body longsills and body longsills to the assembly.

**OPERATING PRESSURE & WEIGHT**
- 2,300/1,000 PSI
- Weight: 750 lbs. (approx.)

**NTEA CLASS**
- C/20

**STROKE**
- 16” stroke

**CYLINDER**
- 5” bore x 30” stroke cylinder

**VC416**

**FITS**
- 8’ – 17 Tons

**CAPACITIES**
- 8’ – 17 Tons

**FEATURES**
- Universal subframe reduces installation time
- Pre-installed self-locating body prop
- Available with electric single-acting or direct mount PTO-driven gear pump
- Includes 4” Urea tank filler knock-outs.
- Ford Super Duty hole patterns.
- Adaptable body guides accommodate different body longsills and body longsills to the assembly.
- Twin 6” stroke cylinder
- Weight: 1,000 lbs. (approx.)

**OPERATING PRESSURE & WEIGHT**
- 2,500/1,000 PSI
- Weight: 1,000 lbs. (approx.)

**NTEA CLASS**
- E/50

**STROKE**
- 28” stroke

**CYLINDER**
- 6” bore x 20” stroke cylinder

**VC620**

**FITS**
- 12’ – 16’ Baffles
- 25, 30 & 34’ Truck Frames
- 7” Subframe Mounting Height

**CAPACITIES**
- 300 lbs. (approx.)
- 450 lbs. (approx.)

**FEATURES**
- Pre-installed self-locating body prop
- Available with electric single-acting or direct mount PTO-driven gear pump
- Includes 4” Urea tank filler knock-outs.
- Ford Super Duty hole patterns.
- Adaptable body guides accommodate different body longsills and body longsills to the assembly.

**OPERATING PRESSURE & WEIGHT**
- 3,000/1,000 PSI
- Weight: 785 lbs. (approx.)

**NTEA CLASS**
- J/60

**STROKE**
- 30” stroke

**CYLINDER**
- 8” bore x 30” stroke cylinder

**VC628**

**FITS**
- 14’ – 18’ Baffles
- 24’ Truck Frames
- 6.5” Mounting Height

**CAPACITIES**
- 12’ – 20 Tons

**FEATURES**
- Universal subframe reduces installation time
- Pre-installed self-locating body prop
- Available with electric single-acting or direct mount PTO-driven gear pump
- Includes 4” Urea tank filler knock-outs.
- Ford Super Duty hole patterns.
- Adaptable body guides accommodate different body longsills and body longsills to the assembly.
- Fitting hole patterns

**OPERATING PRESSURE & WEIGHT**
- 2,800/1,300 PSI
- Weight: 1,300 lbs. (approx.)

**NTEA CLASS**
- J/60

**STROKE**
- 30” stroke

**CYLINDER**
- 8” bore x 30” stroke cylinder

**VC628**

**FITS**
- 14’ – 18’ Baffles
- 24’ Truck Frames
- 6.5” Mounting Height

**CAPACITIES**
- 12’ – 20 Tons

**FEATURES**
- Universal subframe reduces installation time
- Pre-installed self-locating body prop
- Available with electric single-acting or direct mount PTO-driven gear pump
- Includes 4” Urea tank filler knock-outs.
- Ford Super Duty hole patterns.
- Adaptable body guides accommodate different body longsills and body longsills to the assembly.
- Fitting hole patterns

**OPERATING PRESSURE & WEIGHT**
- 2,800/1,300 PSI
- Weight: 1,300 lbs. (approx.)

**NTEA CLASS**
- J/60

**STROKE**
- 30” stroke

**CYLINDER**
- 8” bore x 30” stroke cylinder
### Conversion/Dump Hoists

**Rugged, Tough, Built to Last.**

Since 1981, Venco has been manufacturing high-caliber scissor hoists for commercial and industrial uses. Hoists are available for commercial and industrial uses. Hoists are available for conversion/dump body applications.

Our quality craftsmanship is backed by straight talk, real expertise, and superior customer service.

For standard cabs and chassis with platform and dump bodies, Venco offers a wide range of hoists designed to meet your specific needs. Whether you’re looking to upgrade your existing equipment or require a new system, Venco has the solution for you.

### VC416

<table>
<thead>
<tr>
<th>Fits</th>
<th>Capacities</th>
<th>NTEA Class</th>
<th>Cylinder/Stroke</th>
<th>Operating Pressure &amp; Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>8’ – 12’ Bodies</td>
<td>29.5” and 34” Truck Frames</td>
<td>5 1/2” Mounting Height</td>
<td>7” Subframe Mounting Height</td>
<td>Includes 4” Subframe Rail</td>
</tr>
<tr>
<td>4’ – 10’ Bodies</td>
<td>11 Tons</td>
<td>21/16”</td>
<td>6 5/8” bore x 30” stroke cylinder</td>
<td>Weight: 385 lbs. (approx.)</td>
</tr>
</tbody>
</table>

### VC420

<table>
<thead>
<tr>
<th>Fits</th>
<th>Capacities</th>
<th>NTEA Class</th>
<th>Cylinder/Stroke</th>
<th>Operating Pressure &amp; Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>12’ – 16’ Bodies</td>
<td>5 – 11 Tons</td>
<td>CLASS 16” stroke</td>
<td>4” bore x 3,000/1,000 PSI cylinder</td>
<td>Weight: 578 lbs. (approx.)</td>
</tr>
<tr>
<td>10’ – 14’ Bodies</td>
<td>12’ – 16’ Bodies</td>
<td>34” Truck Frames</td>
<td>5 1/2” Mounting Height</td>
<td>Includes 6” Subframe Rail</td>
</tr>
<tr>
<td>8’ – 14’ Bodies</td>
<td>12’ – 16’ Bodies</td>
<td>34” Truck Frames</td>
<td>6” bore x 30” stroke cylinder</td>
<td>Weight: 578 lbs. (approx.)</td>
</tr>
<tr>
<td>10’ – 14’ Bodies</td>
<td>12’ – 16’ Bodies</td>
<td>34” Truck Frames</td>
<td>8” bore x 30” stroke cylinder</td>
<td>Weight: 718 lbs. (approx.)</td>
</tr>
</tbody>
</table>

### VC620

<table>
<thead>
<tr>
<th>Fits</th>
<th>Capacities</th>
<th>NTEA Class</th>
<th>Cylinder/Stroke</th>
<th>Operating Pressure &amp; Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>14’ – 18’ Bodies</td>
<td>17 – 27 Tons</td>
<td>G/70</td>
<td>Twin 3” bores x 30” stroke cylinder</td>
<td>Weight: 1,300 lbs. (approx.)</td>
</tr>
<tr>
<td>14’ – 18’ Bodies</td>
<td>17 – 27 Tons</td>
<td>G/70</td>
<td>Twin 3” bores x 30” stroke cylinder</td>
<td>Weight: 1,300 lbs. (approx.)</td>
</tr>
<tr>
<td>16’ – 20’ Bodies</td>
<td>20 – 34 Tons</td>
<td>J/90</td>
<td>Twin 3” bores x 30” stroke cylinder</td>
<td>Weight: 1,300 lbs. (approx.)</td>
</tr>
</tbody>
</table>

### Venco Subframes

**Subframes for the 416, 516, 528 and 620 Hoists**

<table>
<thead>
<tr>
<th>Fits</th>
<th>Capacities</th>
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<th>Cylinder/Stroke</th>
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<td>Twin 3” bores x 30” stroke cylinder</td>
<td>Weight: 1,300 lbs. (approx.)</td>
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<tr>
<td>14’ – 18’ Bodies</td>
<td>17 – 27 Tons</td>
<td>G/70</td>
<td>Twin 3” bores x 30” stroke cylinder</td>
<td>Weight: 1,300 lbs. (approx.)</td>
</tr>
<tr>
<td>16’ – 20’ Bodies</td>
<td>20 – 34 Tons</td>
<td>J/90</td>
<td>Twin 3” bores x 30” stroke cylinder</td>
<td>Weight: 1,300 lbs. (approx.)</td>
</tr>
</tbody>
</table>

**Features**

- Pre-installed self-locating body prop
- Universal subframe reduces installation time
- PTO-driven gear pump or remote mount PTO-driven gear pump
- Perfectly sized for a 60” CA chassis with Ford Super Duty hole patterns.
- Drop hinge knuckle is included with subframe and assembled in subframe crossmember.
- Rocker style hinges accommodate standard 19” longitudinal or trapezoidal body longsills.
- Easy bolt on extensions for longitudinal or trapezoidal body longsills.
- Easy bolt on hoist attachment in bracket and front structural or trapezoidal body longsills.
- Exact fit for 60” CA chassis with Ford Super Duty hole patterns.
### VC620

#### Fits/Capacities
- **Fits:** 12’ – 18’ Bodies
- **Capacities:** 8 – 14 Tons

#### Features
- Universal subframe reduces installation time
- Pre-installed self-locating body prop
- Low mounting height scissor design with drop hinge knuckle

#### Specifications
- **Cylinder:** 6” bore x 30” stroke (cylinder)
- **Subframe:** 745 lbs. (approx.)
- **Pressure:** 3,000/1,000 PSI
- **Weight:** 1,000 lbs. (approx.)

---

### VC6228

#### Fits/Capacities
- **Fits:** 14’ – 24’ Bodies
- **Capacities:** 8 – 14 Tons

#### Features
- Universal subframe reduces installation time
- Pre-installed self-locating body prop
- Universal subframe reduces installation time
- **Cylinder:** 6” bore x 30” stroke (cylinder)
- **Subframe:** 625 lbs. (approx.)
- **Pressure:** 3,000/1,000 PSI
- **Weight:** 1,300 lbs. (approx.)

---

### VC416

#### Fits/Capacities
- **Fits:** 6’ – 12’ Bodies
- **Capacities:** 5.75” and 8” Mounting Rail

#### Features
- Universal subframe reduces installation time
- Pre-installed self-locating body prop
- Low mounting height scissor design with drop hinge knuckle

#### Specifications
- **Cylinder:** 5” bore x 16” stroke (cylinder)
- **Subframe:** 185 lbs. (approx.)
- **Pressure:** 3,000/1,000 PSI
- **Weight:** 385 lbs. (approx.)

---

### VC516

#### Fits/Capacities
- **Fits:** 6’ – 12’ Bodies
- **Capacities:** 5.75” and 8” Mounting Rail

#### Features
- Universal subframe reduces installation time
- Pre-installed self-locating body prop
- Low mounting height scissor design with drop hinge knuckle

#### Specifications
- **Cylinder:** 5” bore x 16” stroke (cylinder)
- **Subframe:** 185 lbs. (approx.)
- **Pressure:** 3,000/1,000 PSI
- **Weight:** 385 lbs. (approx.)
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</thead>
<tbody>
<tr>
<td>VCS18</td>
<td>6” bore x 18” stroke cylinder</td>
<td>8 – 12 ft. bodies</td>
<td>6 – 12 tons</td>
<td>B10</td>
</tr>
<tr>
<td>VCS16</td>
<td>5” bore x 12” stroke cylinder</td>
<td>8 – 12 ft. bodies</td>
<td>6 – 12 tons</td>
<td>B20</td>
</tr>
<tr>
<td>VCS20</td>
<td>5” bore x 20” stroke cylinder</td>
<td>12 – 15 ft. bodies</td>
<td>6 – 12 tons</td>
<td>D10</td>
</tr>
<tr>
<td>VCS22</td>
<td>8” bore x 22” stroke cylinder</td>
<td>12 – 18 ft. bodies</td>
<td>10 – 20 tons</td>
<td>D20</td>
</tr>
<tr>
<td>VCS28</td>
<td>9” bore x 28” stroke cylinder</td>
<td>14 – 18 ft. bodies</td>
<td>10 – 18 tons</td>
<td>F95</td>
</tr>
<tr>
<td>VCM16</td>
<td>“T” bore x 20” stroke cylinders</td>
<td>14 – 18 ft. bodies</td>
<td>17 – 24 tons</td>
<td>G70</td>
</tr>
<tr>
<td>VCM22</td>
<td>“T” bore x 28” stroke cylinders</td>
<td>16 – 24 ft. bodies</td>
<td>17 – 30 tons</td>
<td>J100</td>
</tr>
</tbody>
</table>

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<th>MODEL</th>
<th>DETAILS</th>
<th>CAPACITY</th>
<th>DUMPING ANGLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>VFPS</td>
<td>Engines for 2015-2019 Chevrolet Silverado and GMC Sierra pickup trucks</td>
<td>Heavy-duty 6,000-lb. capacity</td>
<td>45°</td>
</tr>
<tr>
<td>VFPS/S &amp; VCS5</td>
<td>Designed for 1980-2002 (2005-2007 dually only) Chevrolet Silverado/GMC Sierra 5.5’ pickup bodies</td>
<td>Heavy-duty 6,000-lb. capacity</td>
<td>45°</td>
</tr>
<tr>
<td>VFPS &amp; VCS5</td>
<td>Designed for 1980-1989 Ford Super Duty F-Series 6.5’ pickup bodies</td>
<td>Heavy-duty 6,000-lb. capacity</td>
<td>45°</td>
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</thead>
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<tr>
<td>VCS18</td>
<td>6&quot; bore x 18&quot; stroke cylinder</td>
<td>8 – 12 ft. bodies</td>
<td>8 – 10 tons</td>
<td>B/10</td>
</tr>
<tr>
<td>VCS16</td>
<td>5&quot; bore x 16&quot; stroke cylinder</td>
<td>8 – 12 ft. bodies</td>
<td>8 – 10 tons</td>
<td>C/20</td>
</tr>
<tr>
<td>VCS20</td>
<td>5&quot; bore x 20&quot; stroke cylinder</td>
<td>12 – 15 ft. bodies</td>
<td>8 – 10 tons</td>
<td>D/40</td>
</tr>
<tr>
<td>VCS22</td>
<td>6&quot; bore x 22&quot; stroke cylinder</td>
<td>12 – 15 ft. bodies</td>
<td>10 – 12 tons</td>
<td>C/20</td>
</tr>
<tr>
<td>VCS24</td>
<td>6&quot; bore x 24&quot; stroke cylinder</td>
<td>14 – 18 ft. bodies</td>
<td>10 – 16 tons</td>
<td>E/40</td>
</tr>
<tr>
<td>VCS26</td>
<td>Twin 6&quot; bore x 26&quot; stroke cylinders</td>
<td>14 – 18 ft. bodies</td>
<td>10 – 16 tons</td>
<td>E/40</td>
</tr>
<tr>
<td>VCS32</td>
<td>Twin 6&quot; bore x 32&quot; stroke cylinders</td>
<td>18 – 24 ft. bodies</td>
<td>10 – 20 tons</td>
<td>E/40</td>
</tr>
</tbody>
</table>

CONVERSION HOISTS FOR PICKUP TRUCKS

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<th>DUMPING ANGLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>VF55</td>
<td>Engineered for 1981-1987 Chevrolet Silverado and GMC Sierra pickup models</td>
<td>Heavy duty 0.8000 lb. capacity</td>
<td>90°</td>
</tr>
<tr>
<td>VF55S &amp; VC55S</td>
<td>Designed for 1985-1989 Chevrolet Silverado/GMC Sierra V8 pickup bodies</td>
<td>Heavy duty 0.8000 lb. capacity</td>
<td>90°</td>
</tr>
<tr>
<td>VF55P &amp; VC55P</td>
<td>Designed for 1985-1989 Ford Super Duty F-Series V8 pickup bodies</td>
<td>Heavy duty 0.8000 lb. capacity</td>
<td>90°</td>
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