



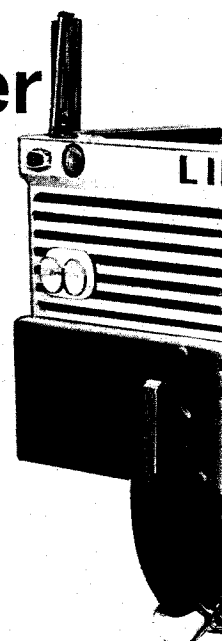
82 TON HC-218

A New Concept In Heavy-Duty Truck Carriers

Completely Designed and Manufactured by Link-Belt Speeder

Meets the demands of heavy-duty applications

Application engineered throughout — the HC-218 carrier with a box-section frame provides a sturdy base for heavy loads. Exceptional stability, ease of handling and durability were built in and proven during six months of rigorous testing and experimentation. Outrigger beams and boxes are removable to reduce unit weight. Take the HC-218 to any job and travel at road speeds up to 40.5 m.p.h. or on-the-job creeping speeds as low as .77 m.p.h. Note bumper counterweight wedge lugs facilitating fast counterweight removal.

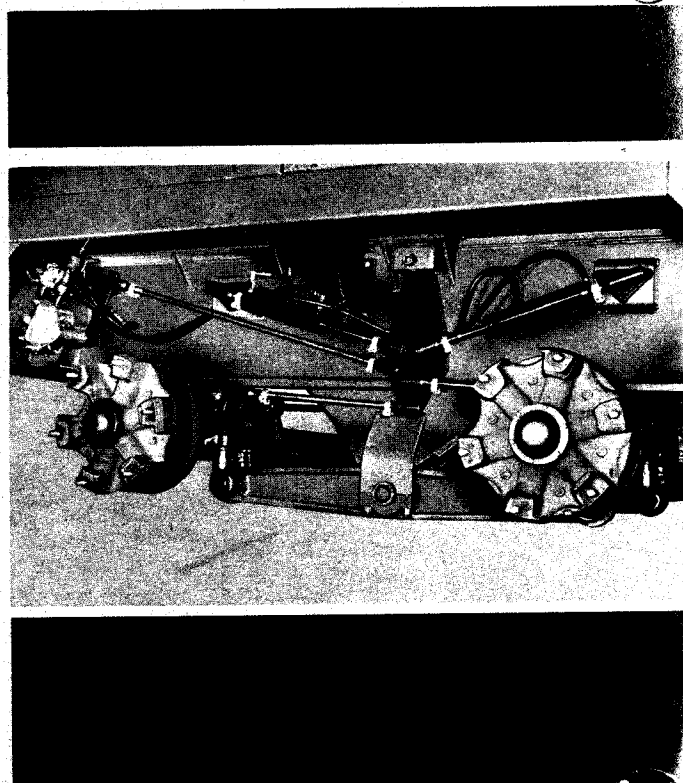


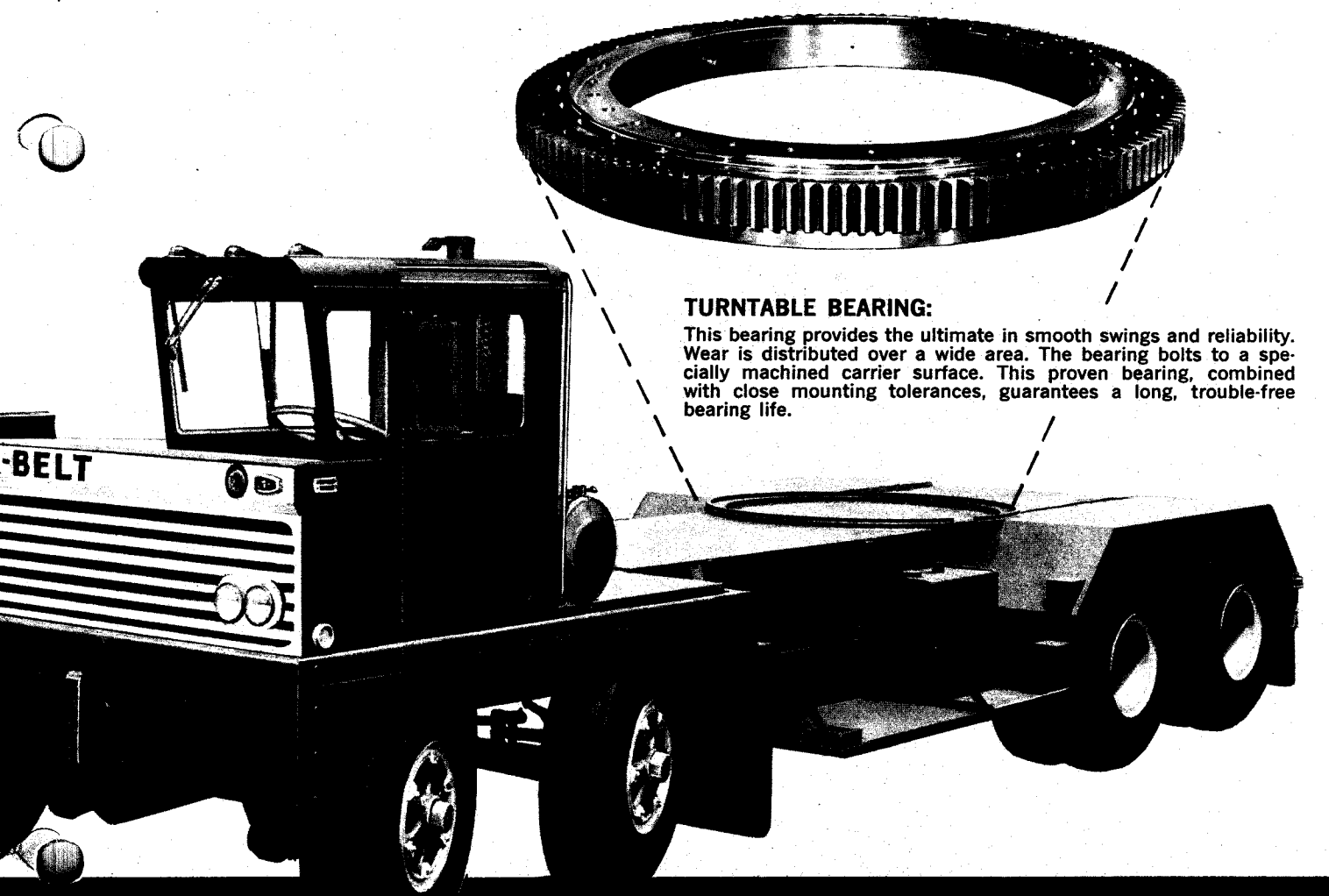
With More Advanced Carrier Features As Standard Equipment:

- Balanced fuel tanks
- Hydraulic outriggers — both two- and four-point control from either side of carrier
- GM 8V-71N diesel engine — up to 280 h.p.
- Clutch — two-plate disc type
- Transmission — 15-speed with 2-speed auxiliary transmission with three speeds reverse; delivers a wide range of on- and off-the-road speeds
- Brakes — 8-wheel air brakes; deliver maximum braking effort to eight wheels
- Tandem front axles — wide 104" track; tubular axles with bogie beam suspension
- Tandem rear axles — wide 100" track; axles with bogie beam suspension
- Steering — power hydraulics
- Tires — custom Hi-Miler 14:00 x 24, 18-ply for on- and off-highway service
- Cab — a first in comfort and luxury
- Bus-type mirrors
- 150 p.s.i. tire inflation air system
- Protected (separate) air system for parking brake and emergency brake with automatic emergency brake and lock
- Tachometer

Optional Carrier Features:

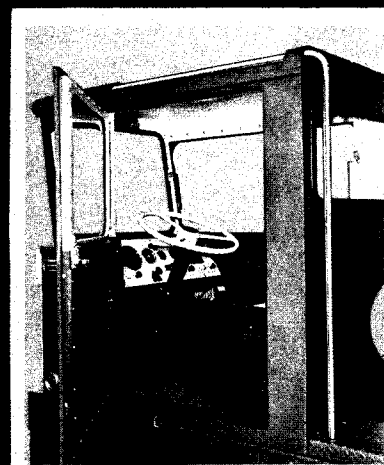
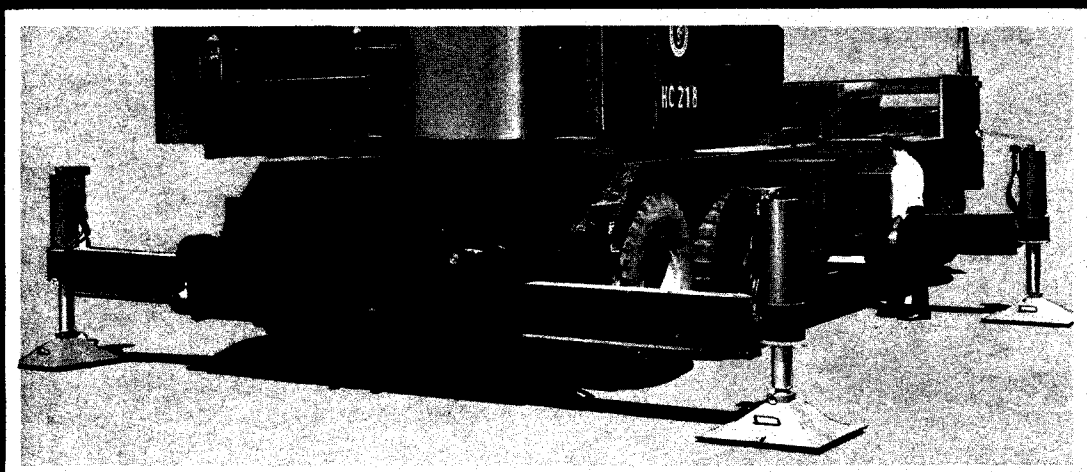
- Waukesha F817G gas engine
- Additional hydraulic outrigger control — from truck cab





TURNTABLE BEARING:

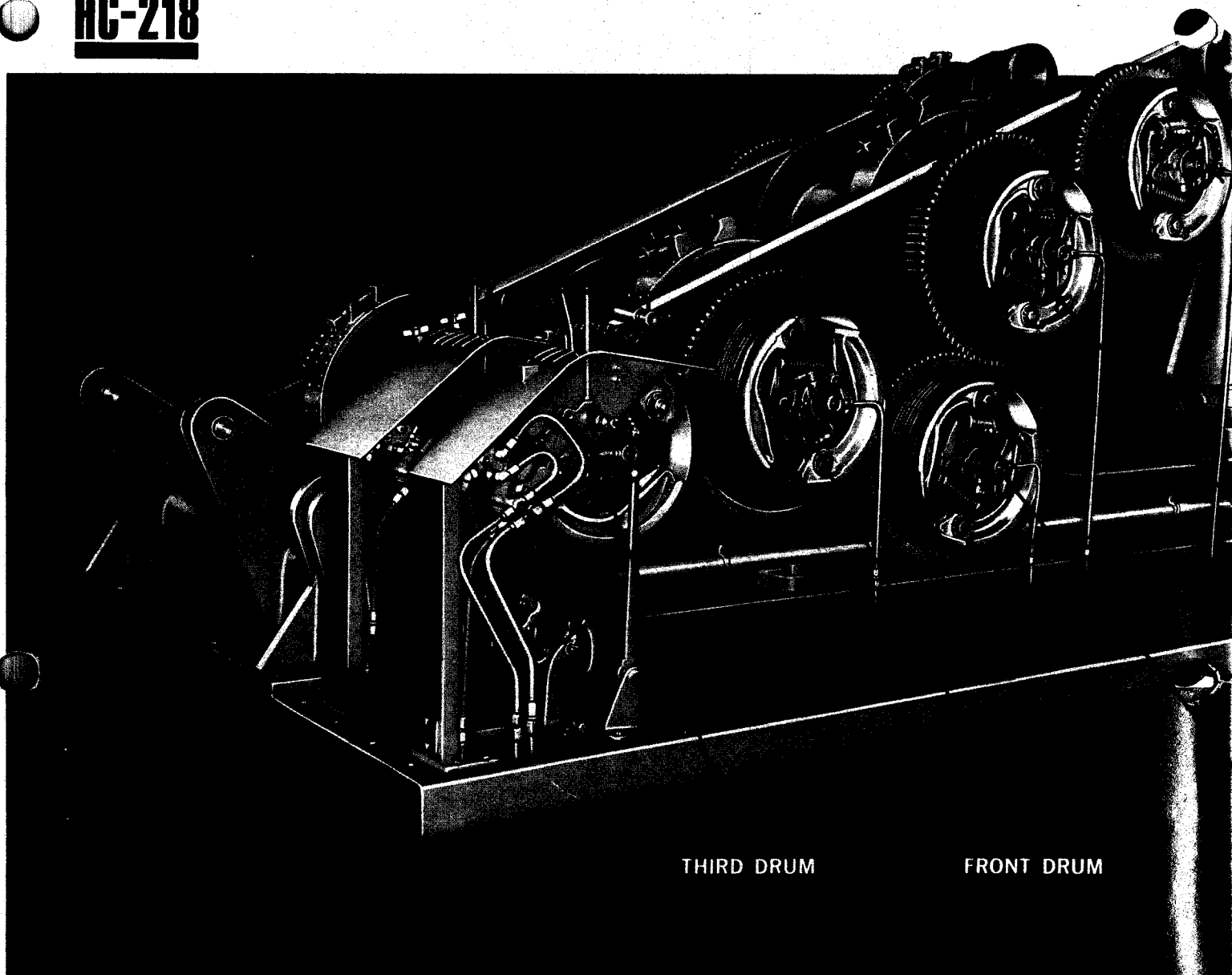
This bearing provides the ultimate in smooth swings and reliability. Wear is distributed over a wide area. The bearing bolts to a specially machined carrier surface. This proven bearing, combined with close mounting tolerances, guarantees a long, trouble-free bearing life.





82 TON HC-218

A Unique Method of Power Application



THIRD DRUM

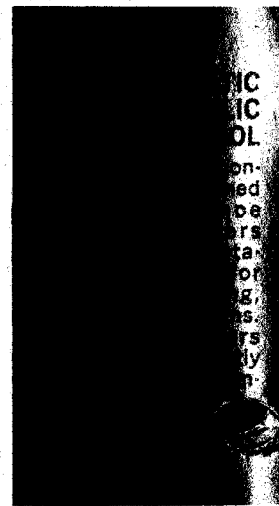
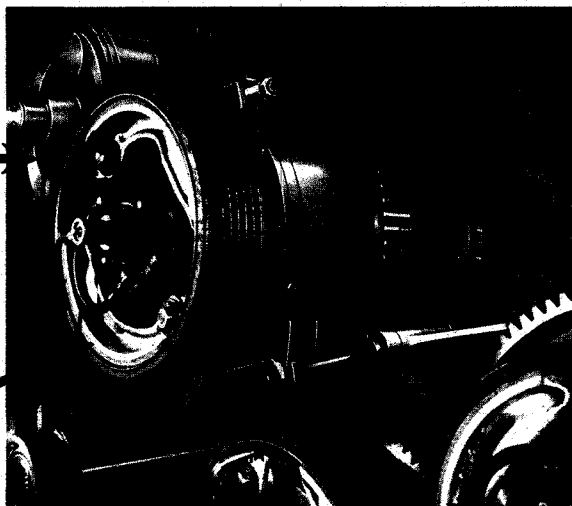
FRONT DRUM

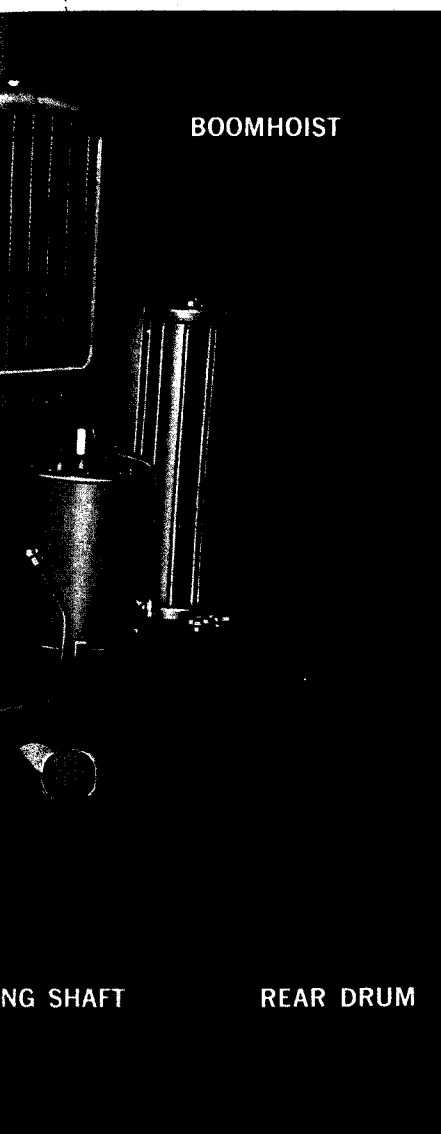
INDEPENDENT BOOMHOISTS

Independent, gear-driven boomhoist with power up and down for safety and precision. With single lever control, the operator can hydraulically engage a two-shoe clutch for boom hoisting or a low-speed planetary unit for boom lowering. For high-speed boom lowering, an optional two-shoe clutch is available. The boomhoist brake is automatically spring applied and hydraulically released.

PLANETARY TWO-SPEED DRUMS

A new, exclusive option increases production on the job making it possible to tailor hoist line speeds to the job load conditions. Hoist line speed can be increased from the standard speed by 70% or for precision lowering, reduced by 40% without affecting the speed of other functions. Can be installed with or without load lowering.

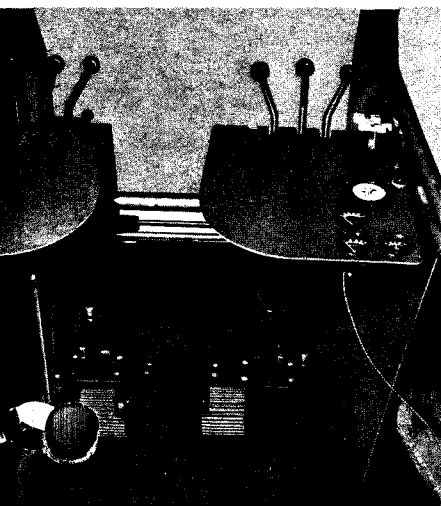




BOOMHOIST

NG SHAFT

REAR DRUM



Full-Function Design Provides Independent Power For All Functions

All machine operations can be performed separately or simultaneously

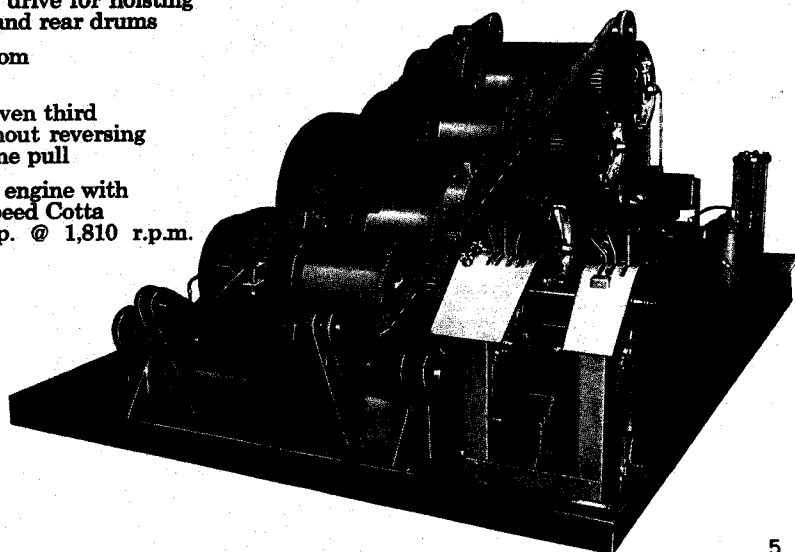
Here is an exclusive power train design proven on the job, year after year, to be far superior to conventional crane designs. Only the Link-Belt Speeder upper is engineered to utilize separate gears, shafts and clutches for two-directional independent power for every machine function.

STANDARD MACHINERY FEATURES

- All shafts and gears mounted in line bores and on anti-friction bearings for permanent alignment
- Two-shoe clutches throughout
- All clutches interchangeable
- Large, cool-running brakes
- All functions gear driven
- Mechanical drum brake linkage on needle bearings
- Brakes separated from clutches
- Clutches mounted outside side housing
- Swing brake and swing lock
- Boomhoist raising clutch and low-speed planetary lowering
- Rear drum load lowering clutch
- Cable drum capacity — up to 1,008 ft.
- Over-all travel height only 11' 6"
- Foot throttle
- Automatically spring applied, hydraulically released boomhoist brake
- GM 6-71 diesel engine with Allison torque converter; 165 h.p. @ 1,800 r.p.m.

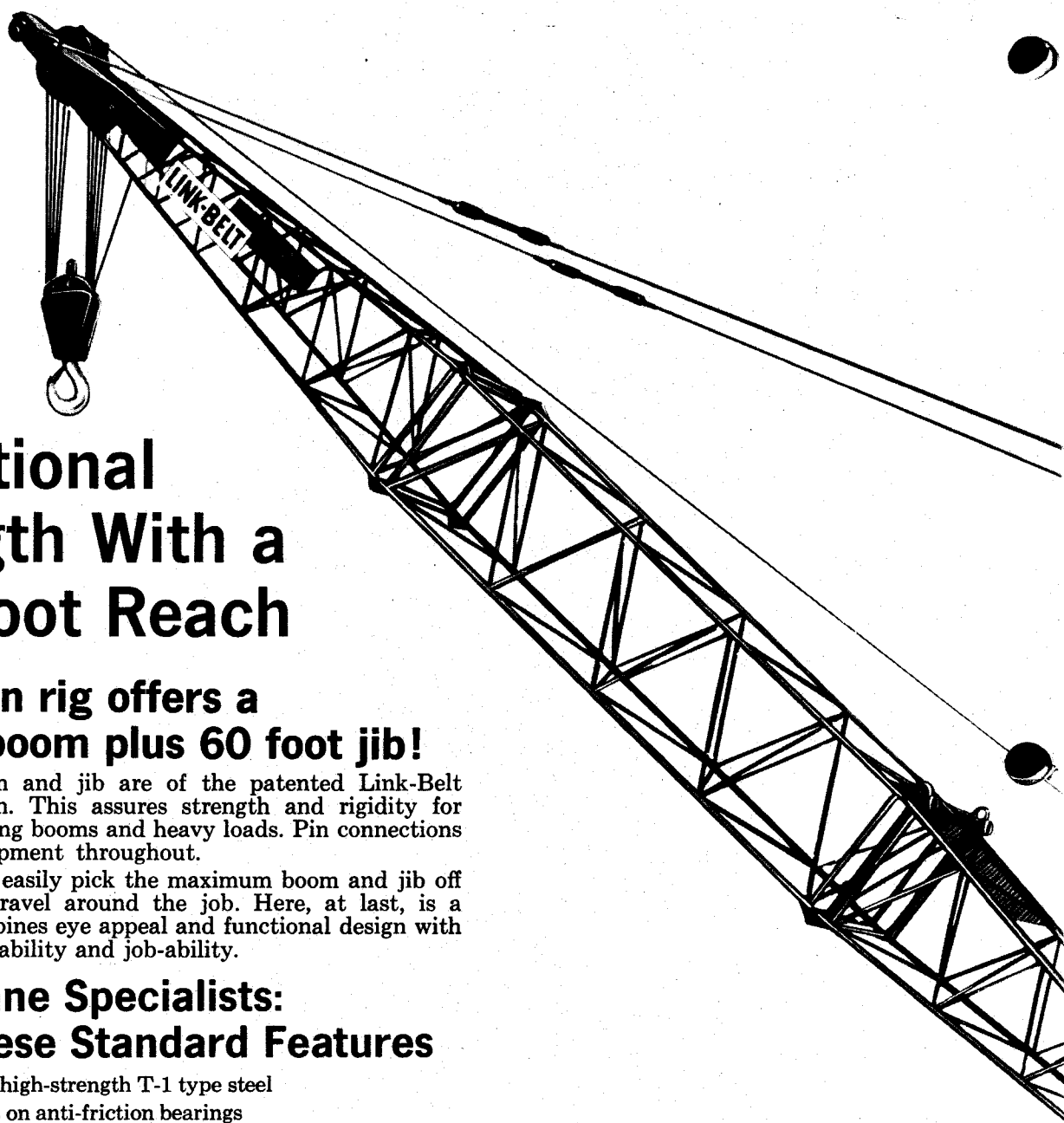
OPTIONAL MACHINERY FEATURES TO ADAPT THE HC-218 TO ANY JOB

- Front drum load lowering clutch
- Two-speed planetary drive for hoisting or lowering on front and rear drums
- High-speed power boom lowering clutch
- Independent gear-driven third drum — with or without reversing clutch — 26,700 lb. line pull
- Waukesha F554G gas engine with friction clutch or 2-speed Cotta transmission; 127 h.p. @ 1,810 r.p.m.





82^{TON}
HC-218



Exceptional Strength With a 240 Foot Reach

This 82-ton rig offers a 180 foot boom plus 60 foot jib!

The tubular boom and jib are of the patented Link-Belt tetrahedron design. This assures strength and rigidity for safe handling of long booms and heavy loads. Pin connections are standard equipment throughout.

This machine will easily pick the maximum boom and jib off the ground and travel around the job. Here, at last, is a machine that combines eye appeal and functional design with dependability, durability and job-ability.

Truck Crane Specialists: Check These Standard Features

- 40-ft. basic boom, high-strength T-1 type steel
- Five head sheaves on anti-friction bearings
- 14-part boomhoist for precise boom control
- Hydraulic boomhoist kick-out safety device
- Dual boom backstops
- Boom gantry extends from 20' to 24'; hydraulically controlled from operator's position. Used as short boom for stripdown.
- Midpoint suspension cables for booms longer than 160'
- Tapered rear carrier frame gives clearance for lowering base boom section to ground

OPTIONAL BOOM EQUIPMENT

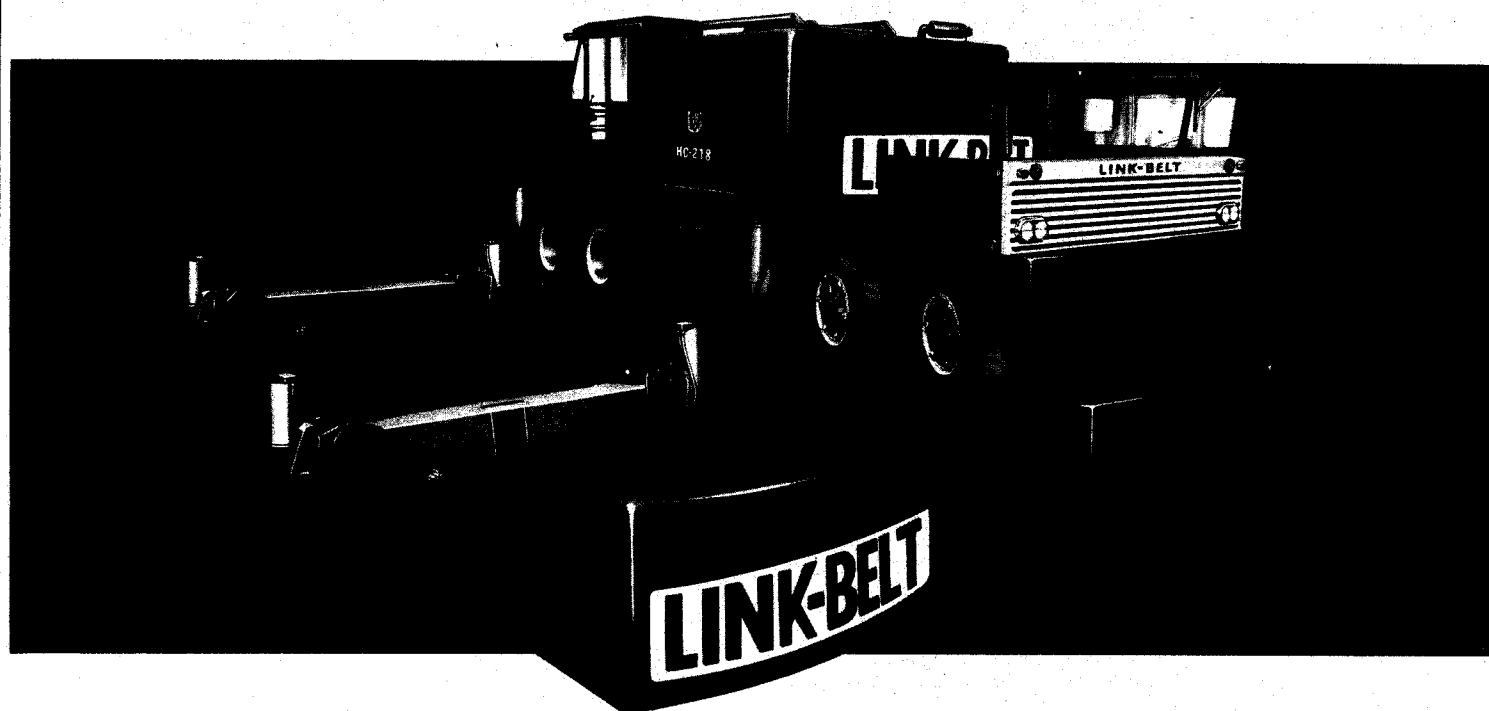
- 10-, 15-, 20- and 30-foot boom extensions
- 30-foot basic jib, high-strength T-1 type steel with 15-ft. extensions
- Boom angle indicator
- Hoist line boom deflector rollers





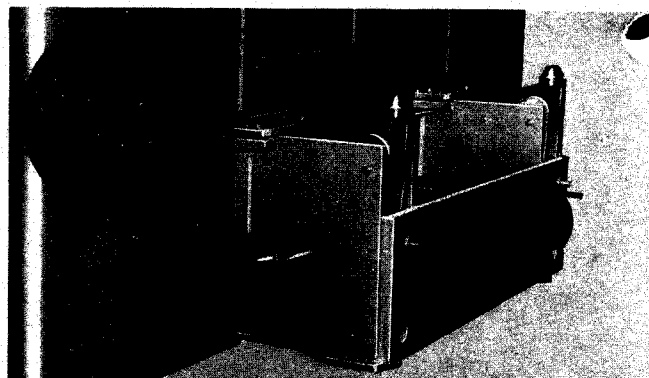
**82 TON
HC-218**

***The Specialist of the Industry
Demands Job-to-Job Mobility***



Job Finished? In Minutes, You're on The Road and Ready To Travel

With high costs and tight schedules, stripdown time is money. The faster you move, the more money you make. All major components including front and rear outrigger boxes, bumper counterweight, upper counterweight and crane boom are easily removed. Assembly and disassembly are "218" specialties.



LINK-BELT SPEEDER

Cedar Rapids, Iowa • Woodstock, Ontario, Canada • Queretaro, Mexico • Milan, Italy

Power cranes and shovels . . . All hydraulic excavators . . . Diesel pile hammers



These specifications comply with the recommended Commercial Standard CS90-58 developed under the National Bureau of Standards issued by the United States Department of Commerce.