HTC-8670

70-ton *(63.50 mt)*
Hydraulic Truck Crane

- 70-ton *(63.50 mt)* at 9' *(2.74 m)* radius
- 115' *(35.05 m)* four-section, full power boom with quick-reeve boom head
- 182' *(55.47 m)* maximum tip height
- Optional 61' *(18.59 m)* two-piece (bi-fold) lattice fly, stowable, offsettable to 2°, 20° and 40°
- No deducts for stowed attachments
- Full-deck aluminum fenders
- Pilot-operated hydraulic controls
- On-highway 365 hp electronic Detroit Diesel engine with Jake brake
- 16,000 lb *(7 258 kg)* counterweight

HTC-8670
Long Boom

70-ton *(63.50 mt)*

The HTC-8670 Long Boom boasts all of the outstanding features of the HTC-8670, in addition to:

- 127' *(38.71 m)* four-section, full power boom with quick reeve boom head
- 200' *(60.96 m)* maximum tip height
- Optional 67' *(20.42 m)* two-piece (bi-fold) lattice fly, stowable, offsettable to 2°, 20° and 40°

Link-Belt
CONSTRUCTION EQUIPMENT

HTC-8670

World class combination of form and function ... only from Link-Belt!

- **A-max boom mode**
- **Confined Area Lifting Capacities (CALC)**
- **BOSS™ boom**
- **Ultra-Cab with CabWalk™**

Quick reeve head machinery for fast, easy line change

Hammerhead boom nose allows the operator to work at high boom angles without fouling wire rope.

Deflector rollers prevent premature wire rope wear when working at low boom angles.

Lightweight nylon head sheaves reduce overall machine weight and increases lift capacities.

Available auxiliary lifting sheave is pinned on (not bolted) and requires only one man for installation. It can be used for quick lifts with one or two parts of line when the boom head has multiple reeving. And it remains on the boom through any fly combination, regardless of offset.

HTC-8670
Long Boom

All the great features of the HTC-8670 PLUS:

- **Longer boom**
- **Longer fly**

4-section full power boom with attachment flexibility

- **HTC-8670:**
  - 38' to 115' *(11.58 - 35.05 m)*
  - Maximum tip height is 182' *(55.47 m)* with the attachment and main boom used in combination
- **HTC-8670 LB:**
  - 41' to 127' *(12.50 - 38.71 m)*
  - Maximum tip height is 200' *(60.96 m)* with the attachment and main boom used in combination
- Features the **"Boss," Link-Belt's patented boom design** of high-strength angle cords and high formability sidewall embossments

A-max mode

The basic boom extension (mode "B") self-proportions all four sections equally. The exclusive A-max mode (mode "A") extends only the inner mid-section to 63' 6" *(19.39 m)* on the HTC-8670 and 69' 6" *(21.21 m)* on the HTC-8670 LB, offering **substantially increased capacities** for in-close, maximum capacity picks, and providing the operator the capability to match the crane's configuration to specific job site conditions.

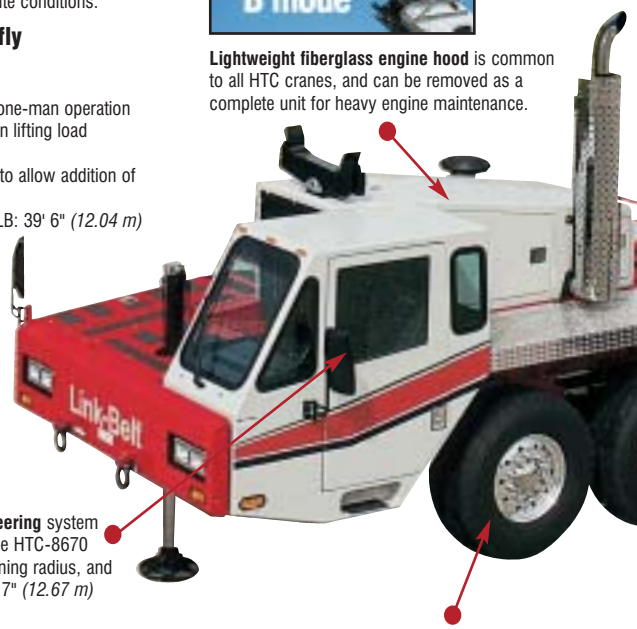
Optional two-piece bi-fold lattice fly

- HTC-8670: 36' 6" - 61' *(11.13 - 18.59 m)*
- HTC-8670 LB: 39' 6" - 67' *(12.04 - 20.42 m)*
- Erection of two-piece (bi-fold) lattice fly is a one-man operation
- Exclusive design reduces side deflection when lifting load
- Easy to erect and stow
- Also available: One-piece lattice fly with lugs to allow addition of second section
  - HTC-8670: 36' 6" *(11.13 m)*, HTC-8670 LB: 39' 6" *(12.04 m)*
- **Attachments offset** to 2°, 20° and 40°

Lightweight fiberglass engine hood is common to all HTC cranes, and can be removed as a complete unit for heavy engine maintenance.

The **Confined Area Lifting Capacities** (CALC) system provides three outrigger positions:
- full retraction
- intermediate extension
- full extension

Outrigger pins eliminate guesswork by automatically positioning outriggers at midpoint position.



Sheppard rack & pinion steering system provides 40° wheel cuts. The HTC-8670 has a 38' 10" *(11.84 m)* turning radius, and the HTC-8670 LB has a 41' 7" *(12.67 m)* turning radius.

All-aluminum wheels and front/rear radial tires are rated for use on 70-ton cranes, and are interchangeable with all other cranes in the HTC series, 70-ton and smaller.

Link-Belt's **innovative two-part paint coating technology**, coupled with a pre-assembly paint process, provides the finest quality coating system available today. This enhances the overall aesthetic appeal of the final machine, as nuts, bolts, hoses and various parts are no longer painted. As a result, paint chipping, cracking and deterioration are significantly reduced when service work and disassembly are required. The paint is totally cured using an oven-baking process prior to assembly.

All powder-coated hydraulic lines and electrical routings are tied off with brass clamps. Nylatron insulators are impervious to salt or chemicals.

Link-Belt
CONSTRUCTION EQUIPMENT

The Ultra-Cab is roomier and quieter than traditional cabs

- **Six-way adjustable fabric seat** with lift-up armrest (which deactivates control functions when raised)
- Armrest mounted, responsive **dual axis hydraulic controllers**
- Bubble level **sight level** mounted on side console
- **Ducted air** through automotive-style directional vents
- **Sliding right side**, rear windows and swing-up roof window
- **Single foot pedal** control
- **Automotive-style windshield**
- Corner-post-mounted, **backlit gauges**
- Large, sweeping **electric wipers**
- **Dashless** design
- **Interchangeable with entire HTC and RTC lines**, with exception of the RTC-8030 Series II and RTC-8060

Piston motor hydraulic hoist system

Standard **load hoist system** consists of a main winch with two-speed motor and automatic brake for power up/down mode of operation. A bi-directional piston-type hydraulic motor, driven through a planetary reduction unit provides precise smooth load control with minimal rpm's.

Asynchronous, parallel double cross-over grooved drums minimize rope harmonic motion, improving spooling and increasing rope service life. A two-speed auxiliary winch is an available option.

For greater productivity and control, the five pump-section hydraulic circuit provides smooth, simultaneous function of winches, boom hoist, swing and boom telescope.

Integral rated capacity limiter

The Microguard 434 aids the operator in safe and efficient operation by continuously monitoring boom length, boom angle, head height, radius of load, machine configuration, allowed load, actual load and percent of allowed load.

An exclusive feature on the HTC-8670 and HTC-8670 LB is the Operator Defined Area Alarm. By setting two points, the operator creates an imaginary vertical plane to maintain a safe working distance from nearby obstacles. Should the operator attempt to operate the crane beyond the plane, the RCL will sound an alarm.

The Microguard 434 also features:

- Improved access time
- Radio frequency shielding
- Large liquid crystal alpha-numeric display
- Total system override capabilities to provide for rigging requirements
- Optional graphic display bar, positioned near the top of the windshield for optimum viewing during crane operation alerts the operator of the current lift capacity through a series of green, yellow and red lights.

Full air, S-cam brakes on all wheel ends with automatic slack adjusters

Two standard **carrier-mounted outrigger controls**, located on each side of the carrier, include a throttle-up switch that brings engine up to 1,200 rpm's for fast outrigger deployment. For fine level adjusting of the carrier, throttle can be taken down to idle.

Lightweight **aluminum outrigger floats** with "quick latch" feature improves set-up time.

Aluminum fuel tank eliminates internal corrosion and is interchangeable with all HTC and RTC cranes of equal sizes.

Superior accessibility

Access to the operator's cab and engine compartment is superb with strategically-located ladders and steps. The pull-out CabWalk™ slides out from its secured travel position underneath the operator's cab to give the operator a platform to stand on for easy entry and exit from the cab.

Another first from Link-Belt, the **axle lift system** holds the rear axles level while the crane is on outriggers.

Smooth ride with air-ride suspension

Standard air-ride suspension provides a smooth ride and precise handling. For "pick-and-carry" operations, the air bags are deflated, allowing the suspension to rest solid on the carrier frame. When the "pick-and-carry" operation is completed, simply flip a switch and the air bags automatically re-inflate.

Serviceability

Wide opening engine doors provide excellent accessibility, fittings are staggered for easy servicing, and standard quick disconnects installed at various locations in the hydraulic system allow the hydraulic pressure to be quickly and easily checked with Link-Belt's exclusive diagnostic kit (optional).
The driver can use the stop engine and check engine indicator lights to troubleshoot the engine. An engine diagnostic connector, located under the carrier cab dash, allows an engine service technician to further analyze engine problems with an engine diagnostic data reader.

Transportability

The HTC-8670 and HTC-8670 LB come standard with 12,000 lbs of counterweight and can also use two auxiliary 2,000 lb counterweights. The hydraulic counterweight removal system can position 12,000 lbs of counterweights on the carrier deck for transport.

Stowable attachments
Swing-away lattice flys are easily stored for transport or can be removed to meet specific road laws.

Carrier cab

The carrier cab and engine cowling are manufactured of the same LFC 2000 construction process as the upper operator's cab. This rust-free, laminated fibrous composite material combined with additional acoustical treatments assure the operator of maximum highway comfort. And the rack and pinion steering puts the operator in complete control. Interchangeable with entire HTC line.

Additional comfort and safety features include:

- Dash-mounted comprehensive instrumentation with backlit gauges
- Sliding side and rear windows and roll up/down door window provides excellent ventilation
- Fully adjustable air ride fabric seat
- Suspended pedals
- Rear view mirrors

Cruise to your next job site

Utilizing a Detroit Diesel Series 60 engine and an Eaton transmission, the HTC-8670 and HTC-8670 LB can run up to 58.20 mph *(93.66 km/hr)* top speed on the highway, unmatched in the industry today. Move it on the job site at less than 0.5 mph *(.80 km/hr)* creep speed at idle for maximum maneuverability.

- Detroit Diesel 365 horsepower *(272 kW)* engine
- Eaton 11-speed forward, 3-speed reverse transmission
- Electronic throttle control
- Cruise control

FOR MORE INFORMATION, CONTACT YOUR AUTHORIZED LINK-BELT DISTRIBUTOR:

Link-Belt®
CONSTRUCTION EQUIPMENT

Lexington, Kentucky
www.linkbelt.com

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