



LOADER LM 218 TD

Bolinder-Munktell's loader is fitted with a rugged 13" dry-plate clutch as standard. This clutch can be used in conjunction with a fluid drive unit for *smooth starting* when heavily loaded — and to permit starting without wheelspin. This is made possible by the cushioning effect of the fluid drive, which varies in proportion to engine revolutions. At 600 r. p. m. the loader is stationary — at 1800 r. p. m. more than 98 % of the engine power is transmitted to the driving wheels.

Since a fluid drive always transmits torque at a ratio of 1:1, maximum engine torque will be obtained when the speed of the gear box input shaft is 10 % less than engine r. p. m. This makes *the loader's renowned lugging power even more outstanding!*

Not only does the fluid drive transmit torque between engine and driving wheels, it also serves as a damper to prevent jolts and vibration causing damage to the transmission.

The chief advantages of the fluid drive are that the operator, when levelling, for example, can drive slowly and *at the same time* operate the bucket without overloading and stalling the engine. This substantially lengthens the *life of the machine* and also makes it *less fatiguing to operate.*

Fitted with this Twin Disc fluid drive, Bolinder-Munktell's loader is designated LM 218 TD.



with fluid drive

- **SMOOTH STARTING — KIND TO TYRES**
- **ENGINE WON'T STALL WHEN OVERLOADED**
- **EFFECTIVE PROTECTION AGAINST SUDDEN LOADS**
- **THE INCREASED ENGINE REVOLUTIONS CAUSE THE HYDRAULIC UNIT TO WORK AT A HIGHER RATE**

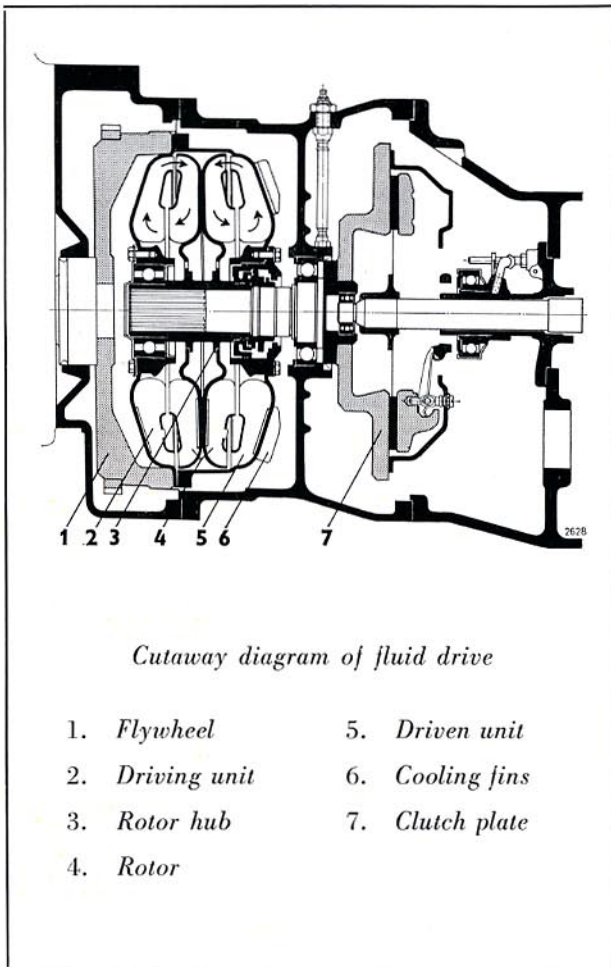
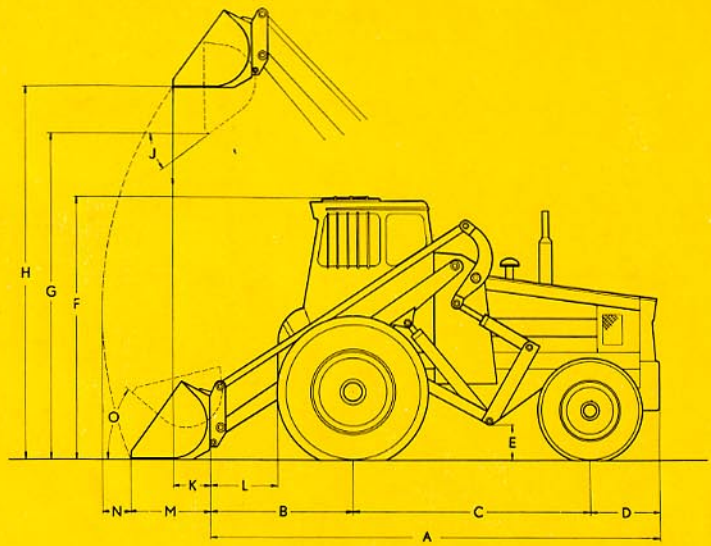


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DIMENSIONS

A	4605 mm	15' 1"
B	1390 mm	4' 7"
C	2400 mm	7' 10"
D	815 mm	2' 8"
E	350 mm	1' 2"
F	2540 mm	8' 3"
G	3080 mm	10' 1"
H	3500 mm	11' 6"
J	35°	
K	450 mm	1' 6"
L	660 mm	2' 2"
M	750 mm	2' 6"
N	480 mm	1' 7"
O	40°	



Specification, LM 218 TD

Weight of machine and standard equipment	
12,800 lb.	5810 kg
borne by driving wheels 6,915 lb.	3140 kg
borne by steering wheels 5,885 lb.	2670 kg
Weight distribution with 1,800 kg (3,970 lb.)	
in scoop in roading position	
on driving axle 14,250 lb.	6470 kg
on steering axle 2,510 lb.	1140 kg
Turning circle without steering brakes	
17' 3" in.	5.25 m
For other information see leaflet No. 5342 E,	
LM 218.	

Technical description of fluid drive unit

Compact and bolted directly to the flywheel, the fluid drive occupies little space between the engine and the dry-plate clutch. It consists of two parts, the driving unit and the rotor (driven unit). The driving unit, which is bolted to the flywheel, transmits power to the rotor by means of oil circulating through the rotor, which in its turn is mounted on the output shaft. When the driving unit rotates, the oil is thrown outwards by centrifugal force and pressed through passages in the driving wheel into the rotor. The oil then flows back through the rotor vanes to the driving unit. Cooling fins are fitted to provide a larger cooling surface and lead away the heat that is always generated by a fluid drive. It is amply dimensioned to prevent overheating even when driven hard for prolonged periods.

We reserve the right to alter specifications without notice.

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