



No-one is closer to your business.



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Counterbalance Trucks:  
H 100 - H 120 - H 140 - H 150 - H 160 - H 180  
H 120/1200 - H 140/1200 - H 160/1200

The power of performance.

Linde Material Handling

*Linde*

**More than just a solution:** equipment that's thoroughly engineered and designed to excel and endure in arduous operational conditions.

The performance of the new H 100 to H 180 range of diesel powered forklifts is further enhanced by the renowned Linde hydrostatic drive and intelligent control systems.

Combine this with a new class-leading operator's compartment, innovative load controls and an optimised load handling system, and it is easy to see the benefits of innovation in action.

## Operator's compartment

The operator's cab has been designed to ensure that environmental conditions are optimised for sustained, stress-free and efficient working.

Spacious, with ample head and shoulder clearance for operators of any size and build. Excellent visibility in all directions gives an entirely new feeling of assurance and safety at work.

Linde twin accelerator pedals for seamless control of forward and reverse travel.



Fully adjustable suspension seat and integrated armrest incorporating fingertip Linde Load Control, integrated in an adjustable armrest for effortless and secure load handling.

Essential information is presented on the digital, multi-function instrument display at the press of a button.

Ergonomically designed and positioned steering wheel for easy manoeuvrability.

## Components

The superb Linde high precision hydrostatic drive train operates without gearbox, clutch, differential or conventional brakes. This means seamless travelling and manoeuvring and significantly lower operating costs.

The power unit is finely matched to the performance levels of the hydrostatic drive system and the engine meets existing emission requirements using intelligent electronic control systems.

The modular design approach to the main structural elements results in a more compact truck with excellent manoeuvrability and greater versatility.



The main chassis structure has been coupled directly to the counterweight structure, which is designed to absorb vibration; the steering axle is directly mounted into the counterweight by resilient cushioning to absorb road shocks and vibration.

The drive unit axle casting is coupled to the chassis frame through interface mounting units; the mast structure is directly mounted onto the drive axle casing, to effectively cushion shock and vibration control. The operator's cab is resiliently mounted to a supporting frame which allows the cab to be tilted rearward to facilitate service access.