



KEL-BERG
GRAB LOADER

DAF CF450 8X4 KEL-BERG
GRAB LOADER INSTALLATION

Make / Model:

DAF CF450 FAD 8x4 Rigid Construction Chassis N3G

Driveline:

Drive line is fitted with a 10.8 litre, 6 cylinder diesel Euro 6 MX-11 engine:

- Output: 320kW at 1450 to 1700 rpm

Also features an auto Traxon 12 speed ZF 12TX2610 OD gearbox, mechanical cross-axle & inter-axle differential lock, and ASR (anti-slip control).

Cab External Features:

Green translucent external sun visor.

Galvanised steel bumper.

Tinted glass.

Electric operated side windows.

4-point mechanical cab suspension and integrated shock absorbers.

Central door locking system with exterior light checker function.

Electrical adjustment of main mirror and wide angle mirror.

Daytime running lights with four LEDs at each side.

Double glassed window in the cab rear wall.

Colour:

Cab is finished in H3729 white. Lower cab steps, wings and bumper finished in white. Chassis finished in grey.



Cab Interior:

Interior is finished with black rock and dark sand trim. The driver seat is air suspended with high back and comfort air. Upholstery is flash copper with black seat belts. Climate control automatically regulates cab temperature.

Pioneer DAB Radio / USB player, Bluetooth antenna and two USB charging points also included. A 5" TFT display is fitted in the instrument panel with driver performance assistant (DPA). Stoneridge or VDO digital tachograph fitted.

Chassis:

Chassis is 310 mm x 6 mm steel with full length inner reinforcement. Exhaust is a single low horizontal DPF & SCR unit with diffuser positioned behind the second front axle on the driver's side. 390 L aluminium fuel tank is located on N/S and 45 L AdBlue tank. Wheel base is 5700 mm with 1530 mm.

Braking System:

Fitted with ventilated disk brakes on the front and rear axles and dual circuit air system with electronic control (EBS). Also features air compressor with heated dryer, exhaust brake and park brake control, spring brake cylinder on front and rear axle.



Axles & Suspension:

Front axle type: 167 N vertical offset at 20 mm. Parabolic leaf suspension with shock absorbers and stabilisers:
Max Load - 7.1 tons x 2

Rear axle type: SR1132T with single reduction. Trapezium leaf suspension: Max Load - 9.5 tons x 2

Rear spring max load 19 tons. Brake system design load 19 tons.

Wheels & Tyres:

Front and rear axles:

- Tyre size: 295/80R22.5
- Wheel rim size: 22.5 x 8.25

Wheel protection rings with centre section finished in silver grey. Tyres premium make. On/off road tread pattern.

Electrical Power Supply:

Alternator 80 A (2 x 175 Ah batteries)

Rear light units LED

GVC & GCM:

Chassis weight related technical GVM max - 32,000 kg

Driveline related mac GCM 32,000 kg (Class 2)

Warranty:

2 year chassis cab and 3rd year driveline. This takes care of all warrantable repairs on the vehicle for the first two years and on the driveline for this year together with associated breakdown coverage.

Service & Maintenance:

Two options are available at additional monthly cost:

1. Compliance package
2. Full R&M package

Please ask for full details and monthly costs.

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KEL-BERG DAF GRAB LOADER INSTALLATION



Body Construction:

The body is constructed with durable and hard wearing pressed abrasive resistant steel that is suitable for muck-away, demolition, rubble and aggregate.

The sides are fixed and pressed from 4 mm abrasive resistant steel, along with heavy duty top rails which are folded from the same steel; giving the exceptional strength. The floor is a single 5 mm sheet with angled edges to the side wall, preventing material from sticking.

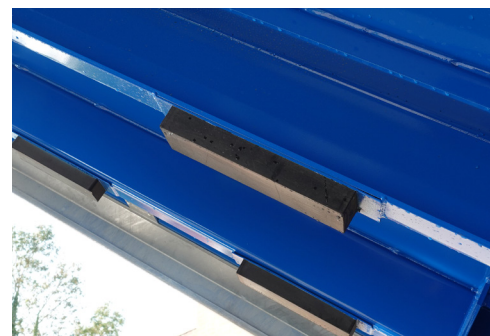
The bulkhead and top swing tailgate are also single skinned 4 mm pressed abrasive steel material.

A 25 mm, four tab, heavy duty bolt is used for the locking bar. A steel cover plate on the bar stops stones becoming trapped. Rear pillars are 100 x 190 mm box sections.

Rear wings are a N3G steel valance with drop down, bolt on galvanised wings with smooth flaps. These are easily changed if damaged.

Sub-Frame:

The Kel-Berg bolt-together sub-frame is constructed from low weight, high tensile steel. This structural steel is high strength and has been developed for use in load-bearing components, whilst saving weight. This design allows a degree of flexibility during normal working duties. The galvanisation ensures a long lasting, corrosion free finish.



Auxiliary Items Included:

Two powder coated handrails are fitted body O/S near rear axle. A body raised warning in-cab light and buzzer is fitted. Conspicuity markings are fitted in accordance with current C&U regulations. Side guards are fitted to galvanised brackets on both sides of the vehicle.

Galvanised parts:

- Shovel rack mounted to front bulkhead.
- Bolt-on rear push bar.
- Rear under run bumper.
- Bolt-on sheet roller cover prepared for sheet.
- Fixed ladders are fitted where possible, otherwise folding ladders.

Paint:

Prior to fitting, the body is shot blasted and finished in a two pack paint. This is a single flat RAL coded colour. This comes with a two year anti-corrosion warranty.

Tipping Gear:

An Edbro TS series tipping gear is fitted. The high tensile steel frame within the TS effectively absorbs side loads imposed by the chassis during tipping whilst protecting the cylinders from side load. With 50% more torsional stiffness than comparable units, the TS provides ultimate stability for the safest tipping even in the most demanding operating conditions.



Crane Details:

The installation is fitted with a Palfinger Epsilon M125 Classic LC82 crane. This features dual stand up controls with cable controls on the driver side. These are accessed using a double access catwalk and platform, finished in black.

The crane has a double boom extension with BK057 4.5 ton rotator, Kinshofer KM500 L bucket with lifting hooks, two fixed stabiliser legs and ground controls on O/S. The crane also features a main cylinder protection guard, rubber bump strip on outer boom, two spotlights, emergency stop and load hold valves on the main cylinder.

A rated capacity indicator can be found on controls with LEDs for 50%, 75% and 100% load. The crane operator is within an invisible safety case. It is finished in KTL primer and painted in RAL 3002 red powder coating.

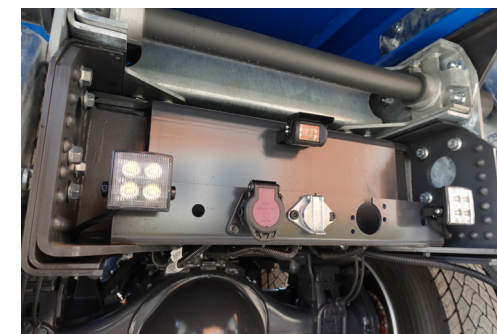
Electrics:

LED side market lights are mounted below the bottom rail. The truck manufacturers rear lights are used and fitted to galvanised light brackets. Rear LED marker lights are fitted to the tailgate. A body raised warning alarm with in-cab light and buzzer are fitted.

Warranty:

Tipping Body:	3 years	Crane: 2 years full + 3, 4, 5 sliding scale structural.
PTO + Tipping Gear:	3 years	
Body Paint:	2 years	

Third party components subject to their parties T&Cs (available on request).



Chutes & Hoppers:

Charge hopper is a single piece of steel with high flow design and wear plate. Discharge hopper is a high capacity design with wear liner. A 3 mm (130 cm) pan chute is fitted with a wear liner.

Two spare plastic chutes are mounted on top of mudwings each side of installation. Chute is actuated using mechanical screw jack ram for raise and lower with manual rotation and locking clamp.

Body Fittings:

A fixed ladder gives access to wide platform and features anti-slip rungs. Pull out ladder to lower. The platform incorporates a large anti-slip design with step to right and handrail with auto close anti-fall back barrier.

Mudwings are a three piece thermos plastic and galvanised steel combination with gloss finish for easy cleaning. Galvanised side guards are bolted on with hinged legs and anodised aluminium side rails.

A variety of warning badges are placed on the vehicle including “cement burns”, “authorised operator only”, “rotator parts”, etc.

We have full Whole Vehicle Type Approval (WVTA) for our mixers.

