

KEL-BERG
TRAILERS AND TRUCKS LIMITED

Ver.2 | Issued
10/23

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KEL-BERG
BODYBUILDS

KEL-BERG 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.

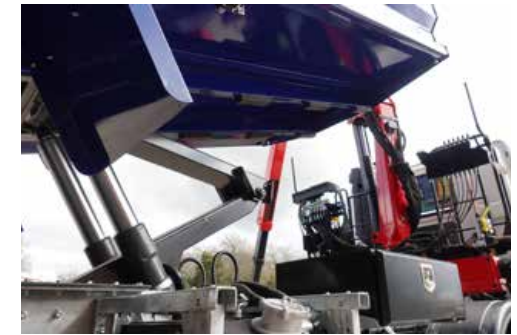
The bulkhead and top swing tailgate are also single skinned 4 mm pressed abrasive steel material.

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:

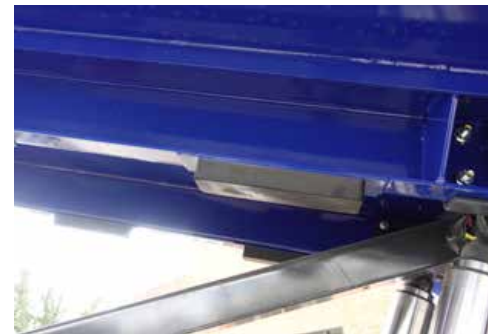
- Shovel rack mounted to front bulkhead.
- Bolt-on rear push bar.
- Rear under run bumper.
- Bolt-on sheet roller cover prepared for sheet.
- Fixed ladders are fitted where possible, otherwise folding ladders.

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).



BODY SPECIFICATION

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KEL-BERG DAF GRAB LOADER INSTALLATION

