



KEL-BERG
GRAB LOADER

MERCEDES AROCS 3240K 8X4
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Make / Model:

Mercedes Arocs 3240K 8x4 Rigid Chassis

Driveline:

Fitted with OM470 10.7 L, 6 cylinder diesel Euro 6 engine with OBD-C engine.

- Outputs 290 kW (394 hp)
- Max Torque 2,350 Nm

Features a Power-Shift 3, 12 speed automatic gearbox with G"11-12/14 and off road drive program. Also features mechanical cross-axle and inter-axle differential lock and ASR (anti-slip control).

Cab External Features:

- Grey translucent external sun visor.
- Electric operated side windows.
- 4 point mechanical comfort cab suppression and integrated shock absorbers.
- Central door locking system.
- Electrical adjustment of main mirrors and wide angle mirrors.
- Daytime running lights.
- Glassed window in the rear cab wall.
- Steel corners on bumpers



Colour:

Cab is finished in MB 9147 ARTIC WHITE Headlamp surround, bumpers, mirror covers and chassis are finished in grey.

Chassis:

Chassis is a steel construction with inner reinforcement. A single low horizontal DPF & SCR exhaust unit with diffuser is fitted behind the second axle on the driver's side. A 290 L fuel tank fitted on N/S and 45 L AdBlue tank. 5150 mm wheel base with 800 mm overhang.

Cab Interior:

Cab interior is M-Cab Classic style with 2300 mm space and 170 mm engine tunnel. Interior is decorated with black rock and a dark trim. Features an air suspended driver's seat with high back, comfort air and climate control which automatically controls cab temperature. Radio / USB player, Bluetooth antenna and two USB charging points. Stoneridge or VDO tachograph.

Axles & Suspension:

Two straight front axles with normal parabolic leaf suspension with shock absorbers and stabiliser.

- Max Load – 2 x 7.5 ton

Rear axles with steel 2 leaf suspension. Double driven hypoid drive tandem with single reduction.

- Max Load – 2 x 10 ton



Braking System:

Disk brakes on front & rear axle with dual circuit air system and electronic control (EBS). Twin compressor with heated dryer also fitted. Exhaust brake and park brake control, spring brake cylinder on rear axle 2, bulb tail lights and twin line trailer braking.

Electrical Power Supply:

Alternator 100 A, 2 x 170 Ah batteries.

Power Take Off (PTO):

First gearbox PTO type NH/4c mounted below gearbox countershaft. Gear ratio 27/30, direct pump drive.

GVC & GCM:

Chassis weigh related technical GVM max. 32000 kg
Driveline related max GCM 44,000 kg class 2

Warranty:

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

Service & Maintenance

Two options are available at additional monthly cost,
Option 1) Compliance package
Option 2) Full R&M Package

Please ask for a full details or a monthly cost.



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 marker 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
PTO + Tipping Gear: 3 years
Body Paint: 2 years

Crane: 2 years full + 3, 4, 5 sliding scale structural.
Third party components subject to their parties T&Cs (available on request).

