

BELOTTI B90

LATEST DESIGN WITH USUAL RELIABILITY



New patented steering axle



Total rear and lateral visibility



BELOTTI SpA - VIA GRAMSCI, 2 - 16010 MANESSEN0 • GENOVA - ITALY
TEL. 010 - 713001 • FAX 010 - 712974 • TLX 271425 BELGRU I



BELOTTI B90

TECHNICAL SPECIFICATION

Main frame:

Made from box-type longitudinal beams and welded sheet steel plates, it is designed to withstand all handling and torsional stresses which occur during the unit's normal operation

Telescopic boom:

2 Sections (fixed and sliding); it consists of two half-shells, in reinforced sheet steel, welded along the neutral axis (box-type), and strengthened by L-profiles.

The sliding is by self-levelling rollers.

4 high stacking.

Optional: 5 high.

Engine:

Fiat 8460.41.102
4 strokes - direct injection
Intake: turbocarged
n. cylinders: 6 in line
Bore and stroke: 120 x 140 mm.
Total displacement: 9500 cm³
Max power: 234 kw at 2200 r.p.m.
Max torque: 127,5 kgm at 1200 r.p.m.

Fuel tank capacity: 400 litres

Mercedes OM442

4 strokes - direct injection
Intake: suction type
n. cylinders: 8 V type
Bore and stroke: 130 x 142 mm.
Total displacement: 15078 cm³
Max power: 221 kw at 2100 r.p.m.
Max torque: 112 kgm at 1500 r.p.m.

Fuel tank capacity: 400 litres

Transmission:

Clark Torque converter Type 15,5"
Clark Gear box Mod HR 34415

Steering system:

Hydrostatic type with "Orbitrol" control.

Suspensions:

The front axle is rigidly mounted whilst the rear axle system is of semi-rigid type.

The geometry of the system continues the Belotti's concept of having 4 contact points, positioned in such a way to ensure the best

possible stability conditions during all handling operations.

Braking system:

Fail safe, air-hydraulic type with two Independent circuits (front and rear). The service brakes operate on both axles; on the front axle the disc brakes are sealed oil-cooled type whilst the rear axle is equipped with standard dry disc brakes.

Tyres:

Front axle: 4 x 18.00-33

Rear axle: 2 x 18.00-33

Hydraulic system:

Supplied by two co-axial tandem gear pumps, directly connected to the transmission P.T.O.

The oil flow is controlled by two hydraulic servo distributors.

Universal spreader:

The spreader frame consists of 4 I beams which slide inside 4 box sections and thus telescope the frame from 20ft to 40ft to suit various sizes of container. The free ends of the I beams are connected by another box-section beam with a twistlock at each corner to form the two sliding sections of the spreader frame. It can also side-shift the container up to 800 mm either side to cope with offset loads.

The entire frame is suspended from the boom by an articulated joint such that it can rotate 120 deg. (90+30) and can also pivot vertically under the control of an adjustable damper to minimise "swinging" and consequent load damage.

The various frame functions are all hydraulically operated from the cab.

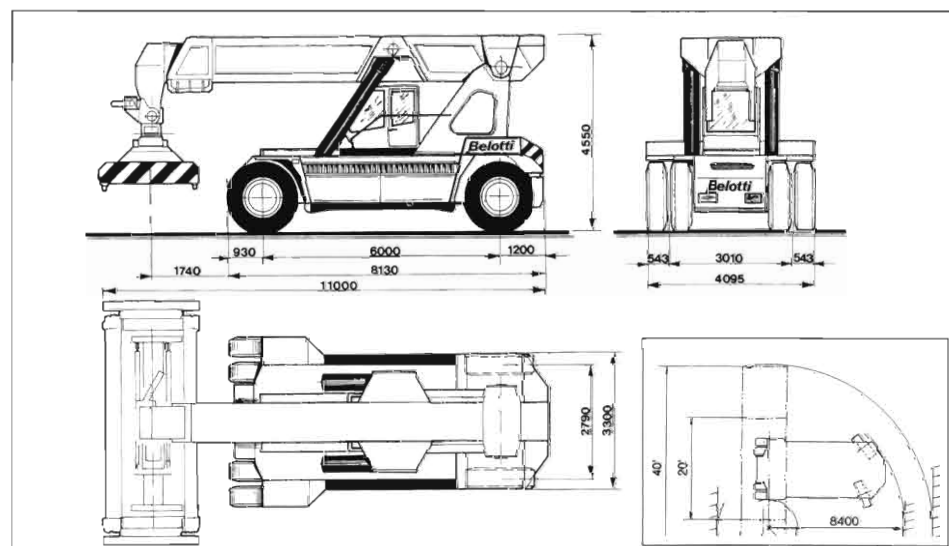
Piggy-back:

The spreader can be adapted to handle trailers and swap bodies either by attaching a sub frame to the twist-locks or by building into the frame a PIGGY-BACK facility to suit operating requirement. It can be fitted with lateral power tilt device which is available on request.

Driver's cab:

Centrally positioned, with total visibility of the working area, it is protected from the top by the boom, laterally by the lifting cylinders and at the back by the A-Frame.

In the piggyback version, the cab can slide longitudinally on two rails: this feature further increases the visibility during the handling of trailers and swap-bodies and ensures the maximum accessibility to the power-train for maintenance and repair operations.



DIN 15019.2

Capacity: 51 T monobeam spreader

Capacity: 70 T hook version

