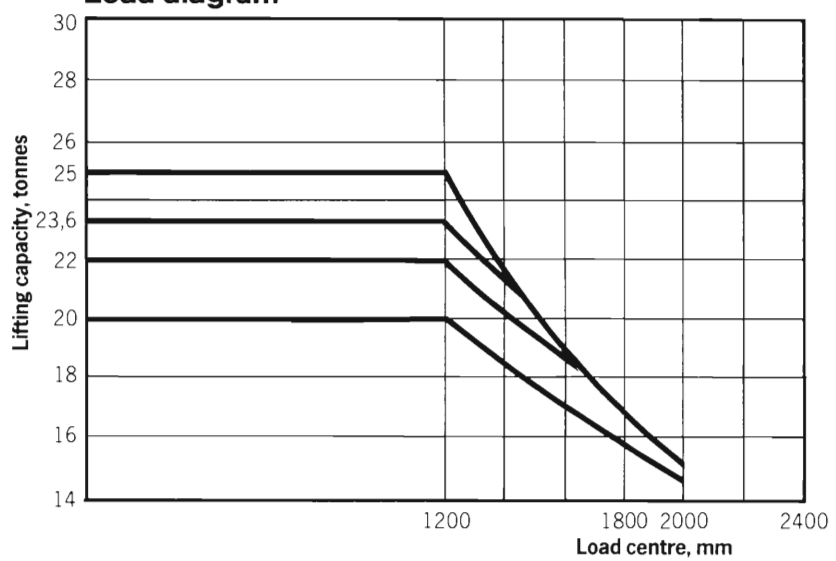
Mast	Lifting height	20-1200 – 25-1200					
		Mast height					
		LB			Std		
	H4 mm	lowered H3 mm	raised H5 mm	Free lift H2 mm	lowered H3 mm	raised H5 mm	Free lift H2 mm
Duplex, free visibility	3500	–	–	–	–	–	–
	3750	–	–	–	–	–	–
	4000	3800	5800	–	3800	5800	–
	4250	3925	6050	–	3925	6050	–
	4500	4050	6300	–	4050	6300	–
	4750	4175	6550	–	4175	6550	–
	5000	4300	6800	–	4300	6800	–
	5250	4425	7050	–	4425	7050	–
	5500	4550	7300	–	4550	7300	–
	5750	–	–	–	4675	7550	–
	6000	–	–	–	4800	7800	–
	6250	–	–	–	4925	8050	–
	*6500	–	–	–	5050	8300	–
	*6750	–	–	–	5175	8550	–
	*7000	–	–	–	5300	8800	–
	*7250	–	–	–	5425	9050	–
	*7500	–	–	–	5550	9300	–
	*7750	–	–	–	5675	9550	–
	*8000	–	–	–	5800	9800	–
	*8250	–	–	–	5925	10050	–
	*8500	–	–	–	6050	10300	–
	*8750	–	–	–	6175	10550	–
	*9000	–	–	–	6300	10800	–
	*9250	–	–	–	6425	11050	–
	*9500	–	–	–	6550	11300	–
	*9750	–	–	–	6675	11550	–
	*10000	–	–	–	6800	11800	–
Duplex, freelift, free visibility	4000	3900	5900	2000	3900	5900	2000
	4500	4150	6400	2250	4150	6400	2250
	5000	4400	6900	2500	4400	6900	2500
	5500	4650	7400	2750	4650	7400	2750
	6000	–	–	–	4900	7900	3000
	6500	–	–	–	5150	8400	3250
	7000	–	–	–	5400	8900	3500
	7500	–	–	–	5650	9400	3750
	8000	–	–	–	5900	9900	4000

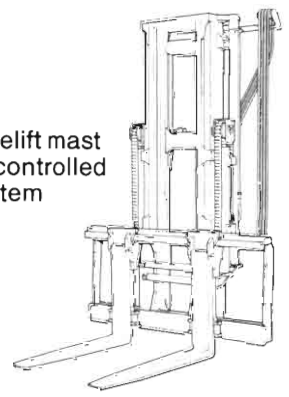
N.B. All dimensions may vary slightly, depending on the tyres fitted. The dimensions tabulated above are for trucks fitted with tyres of Continental manufacture. Lifting heights other than those tabulated above are available on request.

* Reduced capacity in certain cases, depending on local stability standards.

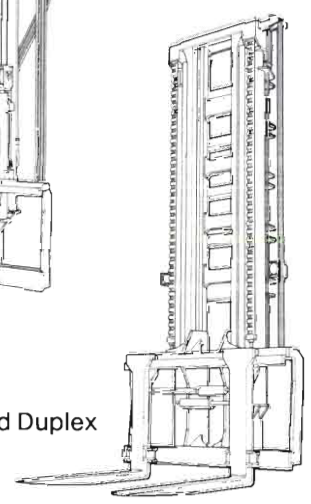
Load diagram



Load centre from the support face of the forks. The lifting capacity is valid when the mast is in the vertical position.



Duplex freelift mast with area controlled freelift system



Standard Duplex

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DC 20-25

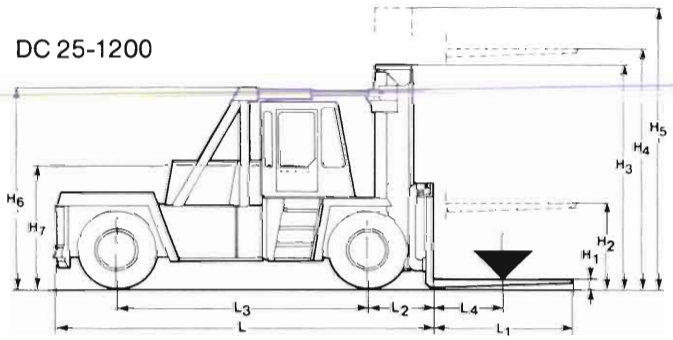
Dimensions and specifications

DC 25–1200

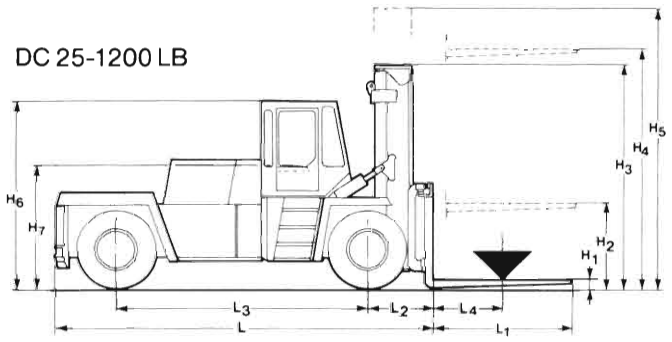
DC 25-1200 LB

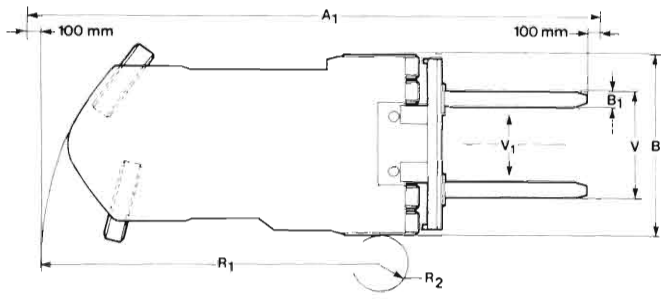
Dimensions

DC 25-1200



DC 25-1200 LB



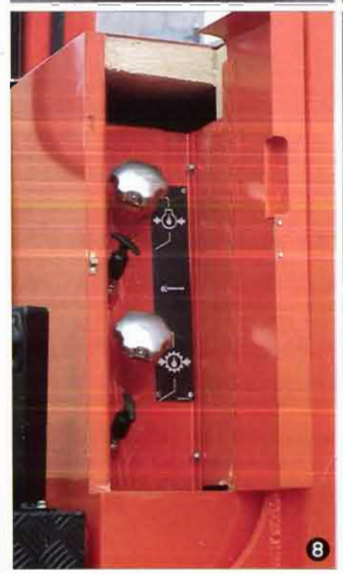


The design and materials specification are subject to alternation without prior notice.

						Kalmar LMV							
						20-1200 LB	20-1200	22-1200 LB	22-1200	23,6-1200 LB	23,6-1200	25-1200 LB	25-1200
Specification	1 Manufacturer												
	2 Model												
	3 Lifting capacity				kg	20 000		22 000		23 600		25 000	
	4 Load centre		L4		mm	1200		1200		1200		1200	
	5 Power unit					Diesel engine							
	6 Steering					Steering wheel in the cab							
	7 Tyre type	Front/rear				Pneumatic							
	8 Wheels	Number at front/rear *=driven				4*/2							
Dimensions	9 Lift, duplex mast	Standard	H4		mm	4000		4000		4000		4000	
	10	Free lift, normal	H2		mm								
	11	Free lift, special (optional)	H2		mm								
	12												
	13 Forks, thichness		H1		mm	110		110		110		110	
	width		B1		mm	250		250		250		250	
	standard length		L1		mm	2400		2400		2400		2400	
	Distance between	Min [1]	V		mm	1000		1000		1000		1000	
	fork centres c-c	Max [1]	V		mm	2600		2600		2600		2600	
	Sideshift	Max ± [1]	V1		mm	400		400		400		400	
	14 Mast tilt angle	Forward/backwards	α/ß		°	5/10		5/10		5/10		5/10	
	15 Overal dimensions	Length without forks	L		mm	6060		6310		6310		6310	
	16	Width	B		mm	3050		3050		3050		3050	
	17	Mast height, min	H3		mm	3800		3800		3800		3800	
	18	Mast height, max	H5		mm	5800		5800		5800		5800	
	19	Height	H6		mm	3200	3500	3200	3500	3200	3500	3200	3500
	20	Seat height	[redacted]		mm	2150		2150		2150		2150	
	21 Turning radius	Outer	R1		mm	5800		6000		6000		6000	
		Inner	R2		mm	1050		1100		1100		1100	
	22 Distance from front axle centre to load		L2		mm	1060		1060		1060		1060	
	23 Aisle for 90° stacking	Incl. 200 mm safety margin	A1		mm	8660		8910		8910		8910	
Performance	Stability	ISO 1074 Yes/No				Yes (standard mast)							
	24 Speeds	Travelling, F and R, laden/unladen			km/h	25/25							
	25	Lifting laden/unladen			m/s	0,20/0,30							
	26	Lowering laden/unladen			m/s	0,30/0,20							
	27 Drawbar pull	Nominal											
	28	Max laden			kN	186							
	29 Gradeability	Cont. at 2 km/h laden			%	23		22		21		20	
	30	Max, at 0 km/h laden			%	35		33		32		30	
	31 Acceleration time	Distance of 10 m laden/unladen			s								
Weight	32 Gross vehicle weight				kg	31 000		31 500		32 500		33 500	
	33 Axle load	Unladen front			kg	16 000		16 000		16 000		16 000	
		Laden front			kg	47 300		49 700		52 200		54 300	
	34	Unladen rear			kg	15 000		15 500		16 500		17 500	
		Laden rear			kg	3700		3800		3900		4200	
Tyres, chassis, break system	35 Tyres	Number front/rear			pcs	4/2		4/2		4/2		4/2	
	36	Size front			in	14,00×24		14,00×24		14,00×24		14,00×24	
	37	rear			in	14,00×24		14,00×24		14,00×24		14,00×24	
	38 Wheelbase	[redacted]			mm	4000		4250		4250		4250	
	39 Track	Between centres driven wheels			mm	2185		2185		2185		2185	
	40 Ground clearence	Under the mast			mm	300		300		300		300	
	41	Mid-way along the wheelbase			mm	450		450		450		450	
	42 Foot brake system	Type/brake wheels				Hydraulic – driven wheels [2]							
	43 Parking brake	Type/brake wheels				Spring brake – driven wheels							
Steering system	Type					Hydraulic servo assisted							
Driving system	44-48 (for electric trucks)												
	49 Engine	Manufacturer – type				Volvo – TD71 AW							
	50	Rating. ISO 3046/2534			kW/hp	140/148 (190/201)							
	51	Rated speed			r/min	2400							
		Peak torque – at engine speed			Nm/r/min	750 – 1000							
	52	Number of cylinders – swept volume			(cm^3)	6 – 6730							
		Compression ratio				14,5:1							
	53	Fuel consumption			l/h	13							
	Alternator	Type – rating			W	AC – 1540							
	Starting battery	Voltage – capacity			V/Ah	2×12 – 135							
	54 Drive axle	Type				Rockwell Differential axle with hub reductions							
	55 Gearbox	Type-number of gears forward/reverse				Clark Powershift – 3/3							
	56 Clutch	Clutch type				Torque converter							
	57 Hydraulic pressure	For attachements			Bar	120							
	58 Sound level	Overhead guard/Cab [3]			dB(A)	85/75							

The tabulated figures refer VDI 2198. Blank lines intended specifically for particulars to DIN standards.
The table refers to a truck with standard equipment, with the exception of [1].

[1] Refers to FLT with sideshift and fork positioning carriage
[2] Option: Wet disc brakes
[3] Average value at operator's earlevel, according to DIN 45635



Easy to service!

Due to the well-planned, centralised locations of the service points, daily maintenance is now so simple that the operator can really afford the time necessary to carry it out. A major practical problem on conventional trucks has thus been eliminated.

To simplify maintenance further and reduce the risk of breakdowns, the new 20-25 tonners have no compressed air system. All functions that were previously activated by compressed air are now hydraulically or mechanically actuated.

Technical inovation, combined with simple, robust design features, have contributed to making the Kalmar LMV DC 20-25 tonners one of the most well-planned – and one of the most easily serviced – range of heavy forklift trucks ever produced.

A few examples:

1. A new, more open design of the fork carriage has improved the operator's forward visibility.

2. The new engine casing pivots easily towards the rear, exposing most of the engine and providing excellent accessibility for service.

3. The low sides and the wide running boards along both sides simplify daily maintenance and service.

4. Kalmar LMV's standard cab meets strict ergonomic standards. The operator's seat, steering wheel and hydraulic controls can be adjusted individually to provide the operator with the best possible working comfort.

5. All hydraulic valves are grouped in an easily accessible space below the cab.

6. Indicator for hydraulic oil level – sensibly located on the outside of the hydraulic oil tank.

7. The electrical system is grouped together under the instrument panel. A circuit board with plug-in components facilitates trouble-shooting.

8. Dipsticks and filler pipes for engine and transmission oil are provided behind a panel on the left-hand side of the engine casing. The socket for the engine heater can also be located here.

9. The main isolating switch is conveniently located beside one of the access steps. Ample space for a tool box, etc. is provided below the battery and the washer fluid container.

10. The smoothly rounded rear section and the new steering axle ensure a very tight turning circle. Note the breather filters of the hydraulic oil tank – the white tubes at the top of the hydraulic tank.

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Kalmar LMV

GB

DC 20-25

Easily serviced
Manoeuvrable
Reliable
Comfortable

Kalmar LMV has developed new 20-25 tonne forklift trucks, which are designated the DC 20-25 and very similar in design to the large DC 28-42 tonne heavyweights. The new models represent a successful blend of long experience, technical expertise and close cooperation with forklift truck users. Some of the many improvements are described in this leaflet.

DC 25-1200

DC 25-1200 LB

Increased range of options

Kalmar LMV's new trucks are available in two standard models:

- DC 20-25-1200 with high-mounted tilting cylinders
- DC 20-25-1200 LB with low-mounted tilting cylinders

In addition, a wide range of optional modules make the truck easy to match your specific requirements for visibility, operator comfort, lift height, handling method, etc.

Improved forward visibility

To improve visibility through the fork carriage, the distance between the horizontal beams has been increased and the forks are hung on rollers.

Improved side visibility

The new, low-profile chassis improves close-up visibility, which contributes to higher efficiency and greater safety when operating in confined areas.

Improved rear visibility

The supports for the high-mounted tilting cylinders have been modified to improve the operator's visibility to the rear.

Improved brakes

The traditional pneumatically operated drum brakes have been replaced by highly efficient hydraulic disc brakes. The parking brake is actuated by a powerful spring and released by hydraulic pressure. The trucks can also be equipped with Wet Disc Brake system that requires no adjustment or maintenance whatsoever.

Improved hydraulic system

The control levers are mechanically connected to the main valves. The valve design minimises the lever forces and lever stroke. The main valve is equipped with an idling relief valve which opens when all spools are in the neutral position. This minimises the pressure drop losses, reduces the fuel consumption and lowers the temperature in the hydraulic system. Using an additional lever, the operator can boost the lifting speed by utilising the oil flow from the steering pump when the steering is not in use. The hydraulic system is supplied by two vane-type hydraulic pumps of very high capacity.

Improved steering axle

The steering axle has superb steering geometry. It is fitted with only one double-acting steering cylinder, which minimises the number of moving parts and thus also the number of service points.

The steering axle has pendulum mounting incorporating entirely maintenance-free rubber bushes.

Improved cab

All models are now optionally available with a rotatable operator's seat. The seat, steering column and hydraulic controls are then all mounted on a common frame. Just press a button – and hydraulic power turns the frame smoothly.

Improved accessibility for service

The low-built models have hydraulically tiltable cabs, which gives excellent accessibility to the transmission and hydraulic pumps. Further examples of innovative features that facilitate service and improve reliability are shown on the back page.

Kalmar LMV is one of the world's largest manufacturers of heavy forklift trucks. The range covers lift capacities between 2 and 80 tonnes, which offers customers unique opportunities for ordering all trucks from the same supplier.