SFL 35

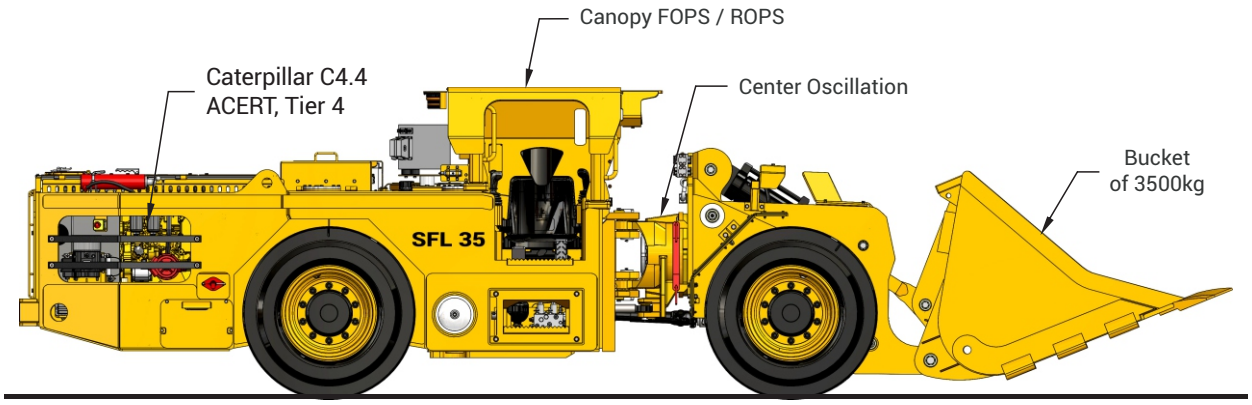
Loading Hauling and Dumping for underground mining

The SFL 35, is specially designed for underground mining works in narrow section. With a width of 1.40 m and tramming capacity of 3.5 tones, is ideal to raise your productivity without the need of increasing your gallery sections.

The chassis and articulations are designed for the toughest application, in order to allow high availability with longer life time.

The operator´s compartment is side seated to comply perfectly with the undergroung requirements, with smooth and ergonomically located joysticks to ofter comfort and safety ti the operator and maintenance personnel.

SPECIFICATIONS



BUCKET

• Loading capacity	3500 kg
• Bucket capacity	1.5 m³

Options:

Option	Loadind capcity (kg)	Bucket capacity (m³)
1	2.600	1.15
2	3100	1.34

DIESEL ENGINE

• Model	Caterpillar C4.4 ACERT, Tier III
• Power	106 kW @ 2200 rpm
Option:	
• Diesel engine	Deutz D914L06 stage III 74.9 kW @ 2300 rpm

HYDRAULIC SYSTEM

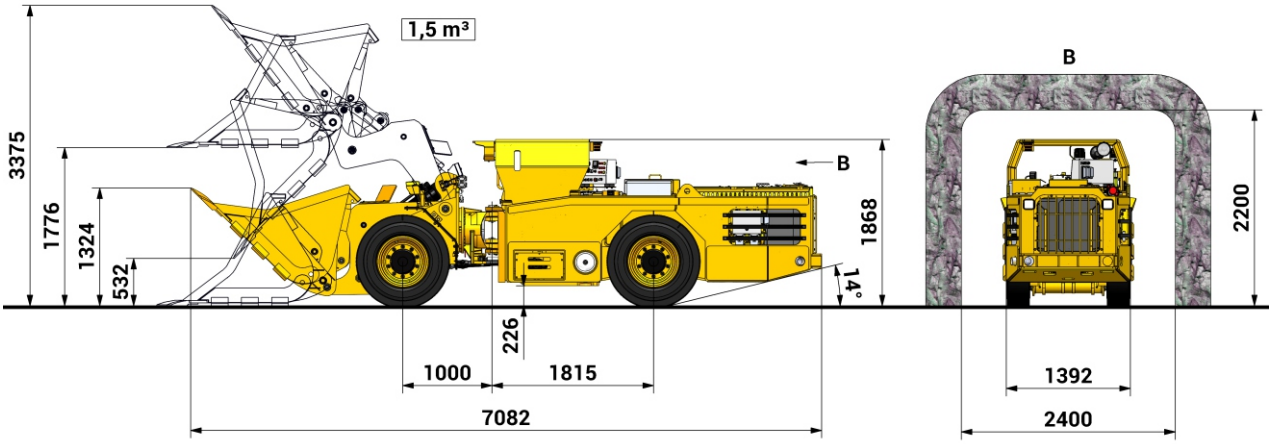
Bucket and boom functions controlled by individual pilot control, reinforced gear pump.

CARRIER

• Transmission	Hydrodynamics
• Powershift gearbox	CLARK MHR 20000 series
• Differential axle	Kessler D71
• Rear axle oscillating	± 6°
• Tramming speed	Flat - 32.5 km/h 15% - 10 km/h
• Gradeability	15°
• Service brakes	LCB, POSITOP system
• Emergency and parking brakes	with emergency pump
• Steering (articulated carrier)	±45°
• Tyres	9.00 x R20
• Canopy	FOPS / ROPS
• Fuel tank	155 l
• Battery	2x12 V, 100 Ah
• Electric system	24 V
• Tramming lights	3 front y 2 rear
• Automatic fire suppression system	ANSUL, 4 nozzles
• Fire extinguisher	1x6 kg, Type ABC

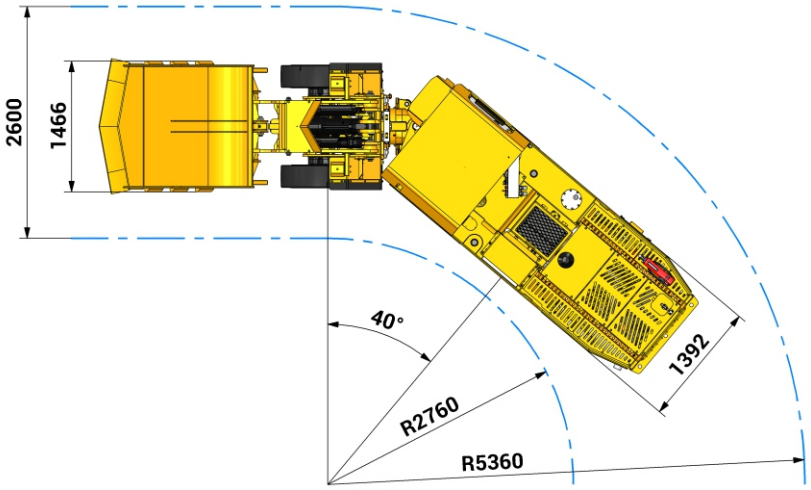
Option: A/C Enclosed Cabin

DIMENSIONS



Total Weight
11,630 kg

TURNING RADIUS



CENTER OSCILLATION

This **unique design** offers significant advantages:

- No feed in of torsion forces into the rear frame, no cracks in the rear frame.
- Two point rear axle thrust distribution instead of single point thrust feed in.
- No movement of brake and cooling lines for more safety.
- More space for maintenance / repair inside rear frame.
- "Flat" rear section designs for better operators view.
- Identical front and rear axles with the possibility of changing axles from front to rear and vice versa for longer lifetime of differentials and planetaries.
- Less spare parts inventory.