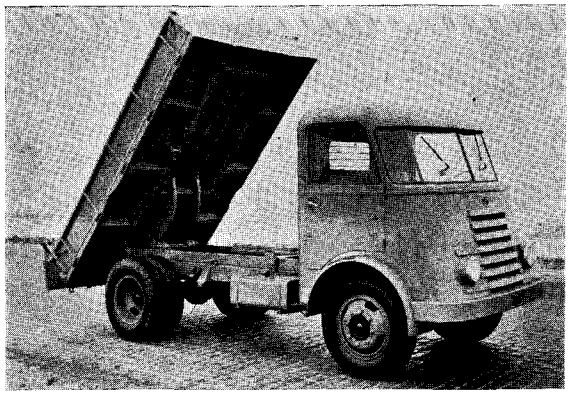
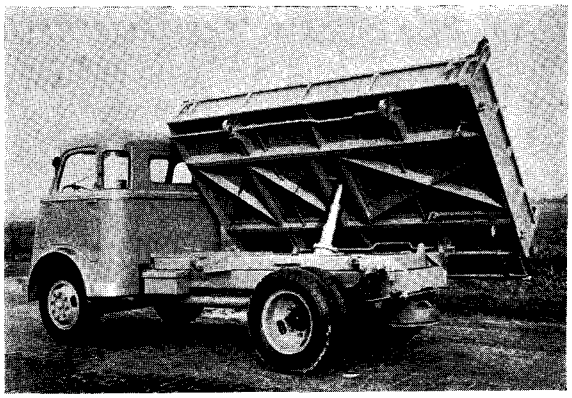
TECHNICAL SPECIFICATIONS
DAF C.O.E. TRUCKS WITH DUMP BODIES AND HYDRAULIC END OR 3-WAY HOISTS
FOR 4, 5 AND 6 TON PAYLOAD

EA712



END TIPPING CONSTRUCTION



3-WAY TIPPING CONSTRUCTION

GENERAL

Several models of the DAF truck range, as specified below, are available with completely built-up cabin (with rear corner windows and roof ventilating flap) and heavy duty dump bodies with hydraulic 3-way or end hoists, featuring a favourably low loading level and a very low oil pressure in the hydraulic systems. The low loading level is achieved by the application of a telescopic cylinder in the 3-way hoists and of a horizontal cylinder in the end hoists. The application of the low oil pressure system is made possible by the use of cylinders of a large diameter. Another important feature is found in the absence of moving rods between piston and body. The mechanisms are the result of long experience gained for over many years in the field of hydraulic tipping machine engineering and are built to give the best results in daily heavy commercial operation.

Model	Gas (petrol) or diesel engine	Wheelbase cm	Maximum payload on good flat roads. For off-the-road work ratings see reverse side.				Body length x width x board height cm	Engine and chassis specifications in spec. sheet nr.
			Tons	dry sand m^3 (cub. yds)	dry gravel m^3 (cub. yds)	dry earth m^3 (cub. yds)		
K40	gas	265	4	3.5 (4.5)	2.5 (3)	3.5 (4.5)	265 x 220 x 40	EA 660
T40	diesel							
K50	gas		4.8	4 (5.5)	3 (4)	4.5 (6)	280 x 220 x 40	EA 664
T50	diesel							
P50	gas	320	5				350 x 228 x 40	EA 666
R50	diesel							
P60	gas		6	5 (6.5)	3.5 (4.5)	5.5 (7)		EA 674
R60P/R60	diesel							
A60	gas	390					420 x 228 x 40	EA 676
D60P/D60	diesel							

DESCRIPTION OF HOISTS AND BODIES

END TIPPERS

Tipping device. The whole tipping device is mounted on an understructure, fixed on the chassis with a few bolts and straps. Tipping is effected by means of a single acting cylinder, horizontally fixed in the understructure. At the end of the piston rod a cross shaft is mounted provided with bearings for the 4 push-rolls. Of these push-rolls which are made of hard steel, two run on rails mounted in the understructure, while the other two push against the segments which are fixed to the underside of the body. The cylinder has a large diameter, ensuring 100% reliability at a low oil pressure. The cylinder is ground very smooth. A special stuffing box prevents leakage, even after a very long period of use.

Oil pump with tank and lines. The oil pressure is generated by a high pressure cogwheel pump which, through a special coupling, is connected to the P.T.O. direct. The pump sucks the oil out of a sheet-steel tank and presses it into the cylinder via a manoeuvring valve which can be operated from the driver's seat. When the plunger is in its highest position, an overflow opening in the cylinder lining is automatically set free and the oil flows back into the tank, which, breaking of the lines being impossible, ensures a great safety margin of working. All lines are made of steel and are connected by means of special couplings providing absolute tightness.

Body. The floor of the body is made of sheet steel and reinforced with longitudinal and diagonal beams. Under the bottom 2 pivots are fixed allowing the body to be tilted backwards. The bearing surfaces are made of wear resistent hard steel. Front, rear and side boards are made of sheet-steel of 3 mm thickness. The upper edges of the boards are trimmed by U-bars. The side boards are solidly hinged and secured by means of heavy fastenings. The rear board opens automatically when the body is tilted backwards and closes when it returns to its horizontal position. By removing two pins the rear board can be opened normally.

3-WAY TIPPERS

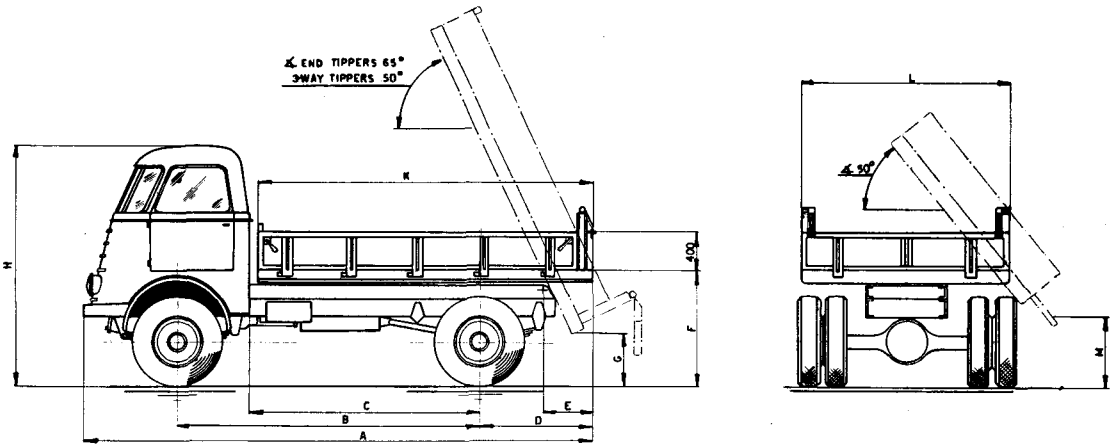
Tipping device. The whole tipping device is mounted on an understructure, fixed on the chassis with a few bolts and straps. Tipping is effected by means of a vertically mounted telescopic cylinder, which is suspended on bearings in a swing bridge suspended in the understructure. The cylinder has a large diameter ensuring 100% reliability at a low oil pressure. Cylinder and plungers are ground very smooth. Special synthetic rubber sleeves prevent leakage, even after a very long period of use. The small plunger is coupled to the bottom of the body direct.

Oil pump with tank and lines. The oil pressure is generated by a high pressure cogwheel pump which, through a special coupling, is connected to the P.T.O. direct. The pump sucks the oil out of a sheet-steel tank and presses in into the cylinder via a manoeuvring valve which can be operated from the driver's seat. When the plungers are in their highest position, an overflow opening in the cylinder bottom is automatically set free and the oil flows back into the tank, which, breaking of the lines being impossible, ensures a great safety margin of working. All lines are made of steel and are connected by means of special couplings providing absolute tightness.

Body. The floor of the body is made of sheet-steel and reinforced with longitudinal and diagonal beams. Under the bottom 4 pivots are fixed allowing the body to be tilted to the left, to the right and backwards. The bearing surfaces are made of wear resistent hard steel. Under the supports the locking hooks are fitted to the body. With one turn of the hand the hooks can be put in three different positions for tilting to the left, to the right and backwards. Locking is of extreme simplicity, done by means of a lever, mounted on the front of the body, within reach of the driver. The front, rear and side boards are made of sheet-steel of 3 mm thickness. The upper edges of the boards are trimmed by U-bars. The sideboards are solidly hinged and secured by means of heavy fastenings. The rear board opens automatically when the body is tilted backwards and closes when it returns to its horizontal position. By removing two pins the rear board can be opened normally.

EA 712

GENERAL DATA



DIMENSIONS IN CM
(for trucks according to standard specification (see relevant spec. sheets)

Model	A	B	C	D	E		F		G		H	K		L		M
					end	3-way	end	3-way	end	3-way		ext.	int.	ext.	int.	
K40—T40	453	265	182	85	10	25	115	120	89	87	241	265	260	220	212	70
K50—T50	478	265	182	110	35	50	116	121	67	67	245	280	275	220	212	70
P50—R50	543	320	237	120	45	60	116	121	57	60	245	350	345	220	212	70
P60—R60P/R60	543	320	237	120	45	60	121	126	62	65	248	345	345	228	220	75
A60—D60P/D60	620	390	307	127	45	65	121	126	62	61	248	420	415	228	220	75

VEHICLE WEIGHTS AND SHIPPING WEIGHTS AND MEASURES
(for trucks according to standard specification (see relevant spec. sheets)

	K40						T40					
	end			3-way			end			3-way		
	front	rear	total	front	rear	total	front	rear	total	front	rear	total
Vehicle weight, kg, empty	1700	1695	3395	1700	1745	3445	1765	1695	3460	1765	1745	3510
Carrying capacity, kg	405	2855	3260	405	2850	3255	400	2855	3255	400	2850	3250
Gross vehicle weight, kg [1]	2105	4550	6655	2105	4595	6700	2165	4550	6715	2165	4595	6760
Shipping dimensions [2]	4.53 m × 2.20 m × 2.41 m = 24.01 m³ (14′10½″ × 7′2⅝″ × 7′11″ = 847 cub.ft)											
Shipping weight [2]	3325 kg (7328 lbs)			3375 kg (7438 lbs)			3390 kg (7471 lbs)			3440 kg (7581 lbs)		

	K50						T50					
	end			3-way			end			3-way		
	front	rear	total	front	rear	total	front	rear	total	front	rear	total
Vehicle weight, kg, empty	1895	1880	3775	1895	1930	3825	1945	1880	3825	1945	1930	3875
Carrying capacity, kg	425	3610	4035	425	3560	3985	385	3610	3985	375	3560	3935
Gross vehicle weight, kg [1]	2320	5490	7810	2320	5490	7810	2320	5490	7810	2320	5490	7810
Shipping dimensions [2]	4.78 m × 2.20 m × 2.45 m = 25.76 m³ (15′8″ × 7′2⅝″ × 8′1½″ = 909 cub.ft)											
Shipping weight [2]	3705 kg (8165 lbs)			3755 kg (8276 lbs)			3755 kg (8276 lbs)			3805 kg (8386 lbs)		

	P50						R50					
	end			3-way			end			3-way		
	front	rear	total	front	rear	total	front	rear	total	front	rear	total
Vehicle weight, kg, empty	1980	1890	3870	1980	1940	3920	2030	1890	3920	2030	1940	3970
Carrying capacity, kg	560	3555	4115	560	3550	4110	550	3555	4105	550	3550	4100
Gross vehicle weight, kg [1]	2540	5445	7985	2540	5490	8030	2580	5445	8025	2580	5490	8070
Shipping dimensions [2]	5.43 m × 2.20 m × 2.45 m = 29.26 m³ (17′10″ × 7′2⅝″ × 8′1½″ = 979 cub.ft)											
Shipping weight [2]	3800 kg (8375 lbs)			3850 kg (8485 lbs)			3850 kg (8485 lbs)			3900 kg (8595 lbs)		

	P60						R60P/R60					
	end			3-way			end			3-way		
	front	rear	total	front	rear	total	front	rear	total	front	rear	total
Vehicle weight, kg, empty	2210	2150	4360	2210	2200	4410	2260	2150	4410	2260	2200	4460
Carrying capacity, kg	660	4285	4945	660	4235	4895	620	4285	4905	620	4235	4855
Gross vehicle weight, kg [1]	2870	6435	9305	2870	6435	9305	2880	6435	9315	2880	6435	9315
Shipping dimensions [2]	5.43 m × 2.28 m × 2.45 m = 30.33 m³ (17′10″ × 7′6″ × 8′1½″ = 1071 cub.ft)											
Shipping weight [2]	4290 kg (9455 lbs)			4340 kg (9565 lbs)			4340 kg (9565 lbs)			4390 kg (9675 lbs)		

	A60						D60P/D60					
	end			3-way			end			3-way		
	front	rear	total	front	rear	total	front	rear	total	front	rear	total
Vehicle weight, kg, empty	2285	2225	4510	2285	2275	4560	2335	2225	4560	2335	2275	4610
Carrying capacity, kg	715	4210	4925	715	4160	4875	710	4210	4920	710	4160	4870
Gross vehicle weight, kg [1]	3000	6435	9435	3000	6435	9435	3045	6435	9480	3045	6435	9480
Shipping dimensions [2]	6.20 m × 2.28 m × 2.48 m = 35.05 m³ (20′4″ × 7′6″ × 8′2″ = 1237 cub.ft)											
Shipping weight [2]	4440 kg (9785 lbs)			4490 kg (9895 lbs)			4490 kg (9895 lbs)			4540 kg (10006 lbs)		

[1] Max. permissible payload of fully loaded vehicle for off-the-road work. For operation on normal good flat roads the Gross vehicle weights may be increased by 10% and the carrying capacities accordingly (see table on the reverse side).

[2] English weights and measures are approximate.

SPECIFICATIONS ARE SUBJECT TO ALTERATIONS WITHOUT PREVIOUS NOTICE

EXPORT DEPARTMENT

VAN DOORNE'S AUTOMOBIELFABRIEK N.V.

EINDHOVEN - HOLLAND