

ROUGH TERRAIN CONTAINER HANDLER



RT 240 Specifications

Max Capacity	First Row	53,000 lb
	Second Row	27,500 lb
Operating Weight		118,500 lb
Engine	Cummins QSM 11	
Transmission	ZF - 4WG310	
Drive axles	Kessler planetary	
	Kessler drive-steer axles with	
	- Enclosed multi-disc wet brakes	
Steering	Electronic steering system	
	- Front Steer - Front Drive	
	- 4 Wheel Steer - 4 Wheel Drive	
	- Crab Steer - 4 Wheel Drive	
Service brakes	Wet disc brakes w/ cooling	
Travel speed	Max 23 mph Forward, 7mph Reverse	
Turning Radius	Outside curb-curb, 4Wheel Steer - 32.5 feet	
Transport tiedowns front and rear		
Stack 9'6" containers 3 high		
Reach 2nd row of containers		
Hydraulically controlled tophandler adapts to both 20 and 40-ft. containers		

Other Standard Features of the RT 240

Climate controlled cab

Spring Applied - Hydraulic Released Park brakes

Longitudinal Load Moment Control (LLMC) with built in scale and Longitudinal Load Moment Indicator(LLMI)

Maintenance Free Dry Boom System

Work Lights

Technical data

RT240

Lifting data

Lifting capacity at load center L4, rated - at max. lifting height	lb.	53000 - 53000
Lifting capacity at load center L5, rated - at max. lifting height	lb.	27500 - 27500
Lifting speed, unloaded - at rated load	ft/min	43 - 41
Lowering speed, unloaded - at rated load	ft/min	68 - 68

Driving data

Travelling speed forward, unloaded - at rated load	mph	23 - 15
Travelling speed backward, unloaded - at rated load	mph	7 - 7
Gradeability at 2 mph, unloaded - at rated load	%	40 - 26
Drawbar pull	lb.	83000

Weight of truck

Service weight	lb.	118500
Axle load front at load center L4, unloaded - at rated load	lb.	64800 - 142800
Axle load front at load center L5, unloaded - at rated load	lb.	75600 - 127600
Axle load front at driving position according to EN 1459 and rated load	lb.	125400
Axle load rear at load center L4, unloaded - at rated load	lb.	53700 - 28700
Axle load rear at load center L5, unloaded - at rated load	lb.	42900 - 18400
Axle load rear at driving position according to EN 1459 and rated load	lb.	46100

Engine

Manufacturer - type designation	Cummins QSM11
Fuel - type of engine	Diesel - 4 stroke
Power according to ISO 3046 - at speed	BHP - rpm 400 - 2100
Torque according to ISO 3046 - at. speed	lbft - rpm 1400 - 1400
Number of cylinders	6
Alternator, Type /power	24VAC/100A
Batteries / operating voltage	4 12V / 24 VDC

Transmission

Manufacturer - type designation	ZF-4WG310
Clutch, type	Torque converter
Gearbox, type	Powershift, automatic gear shift
Number of gears, forward - reverse	4 - 2
Driving axle, type	Differential and hub reduction

Wheels

Type, front - rear	Pneumatic
Dimension, front - rear	29.5 x 35 - 29.5 x 35
Number of wheels, front - rear (*driven)	2* - 2*
Pressure	psi 85

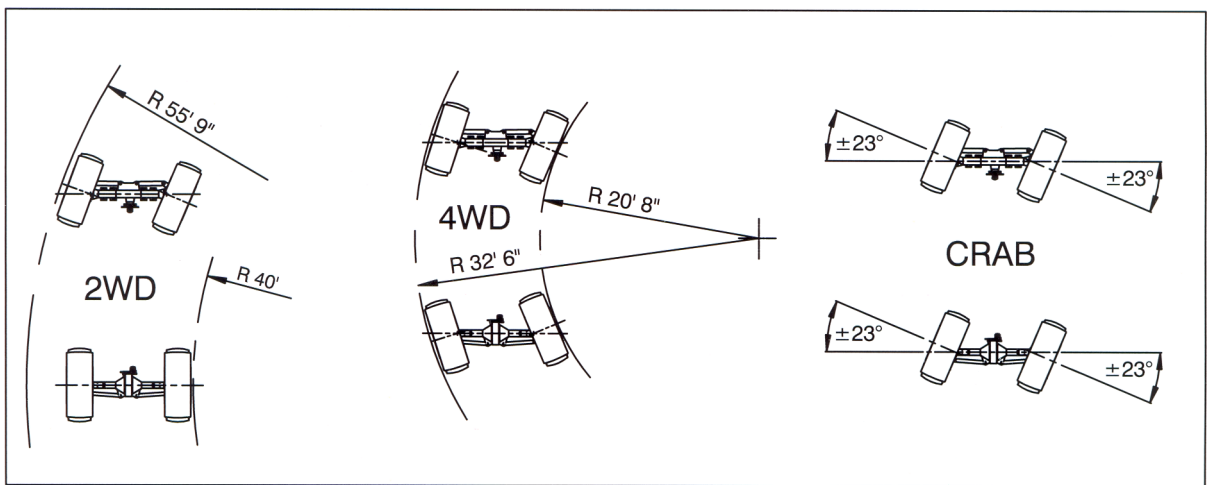
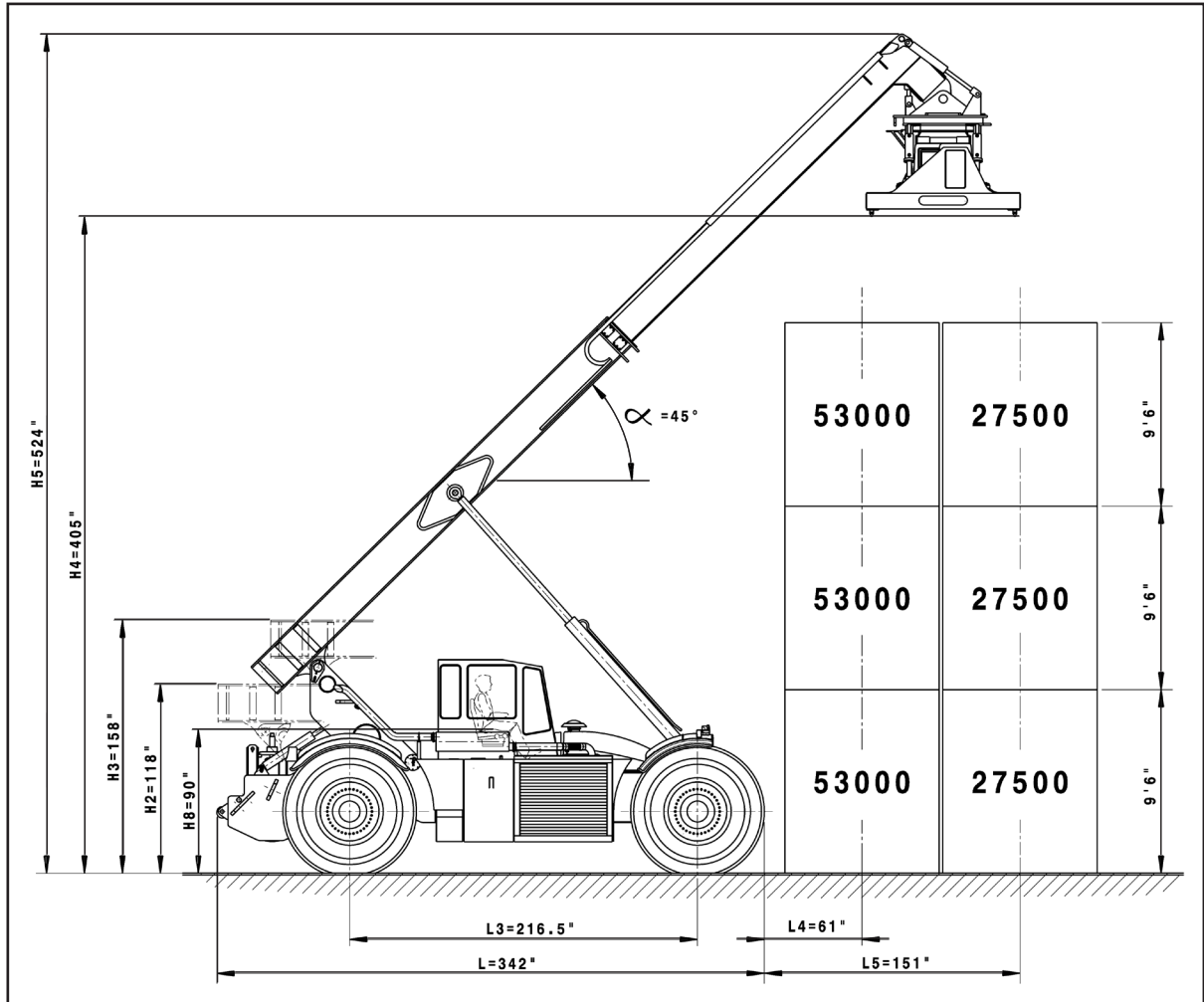
Steering and brake system

Steering system - maneuvering	Electronic, servo assisted - Steering wheel
Service brake system	Wet disc brakes, two circuit
Parking brake system	SAHR (Spring Applied Hydraulic Released)
Max. hydraulic pressure	psi 3480
Sound pressure level in cabin according to EN12053	dB(A) 66
Fuel volume	gallon 103
Hydraulic oil volume	gallon 130
Overload protection (LLMC)	Electronic

Dimensions

Boom angle, max.	° 45°
Swiveling angle, spreader	° 105 - 40
Sideshift	in ±15.7
Oscillation angle, spreader - Type	° ±7.0 - Floating/Powered
Track (c-c), front - rear	in 110 - 110
Ground clearance, min.	in 18
Fording Depth	in 60

RT240

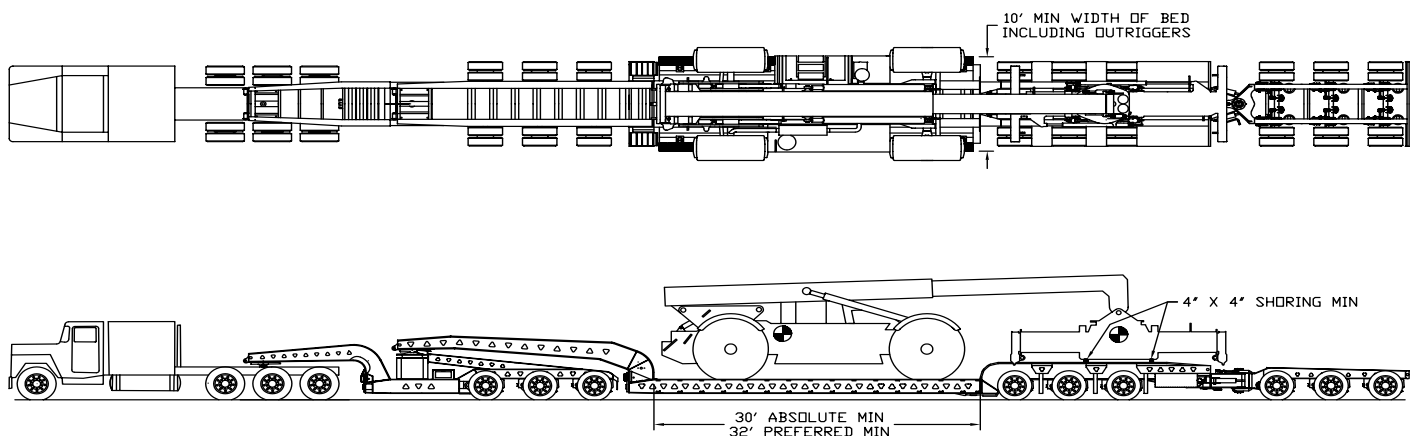


Kalmar RT Center provides material handling solutions for our primary customer, the U.S. Department of Defense, its allies, and related government agencies worldwide. We are a customer focused organization dedicated to the highest level of integrity and innovation delivering quality products through excellence and teamwork. Our vision is to be the world leader in material handling solutions and related services for the government sector.

The RT240 RTCH converts from the 158" high OALH in operational mode to a lowered minimum height of 118" to facilitate road or ship transport. The conversion takes less than 15 minutes and the trained operator requires no special tools or lifting assets to complete. A slight variation of this process also prepares the RTCH for transport on a cargo aircraft, again with no special tools or lifting assets required.



KALMAR RT240
HIGHWAY TRANSPORT LOADING DIAGRAM



*ADJUST CHASSIS AND TOPHANDLER POSITION AS REQUIRED TO SCALE THE LOAD

Kalmar RT 240



US Patent No. 6,138,844

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