

# SFL 35

## *Loading Hauling and Dumping for underground mining*

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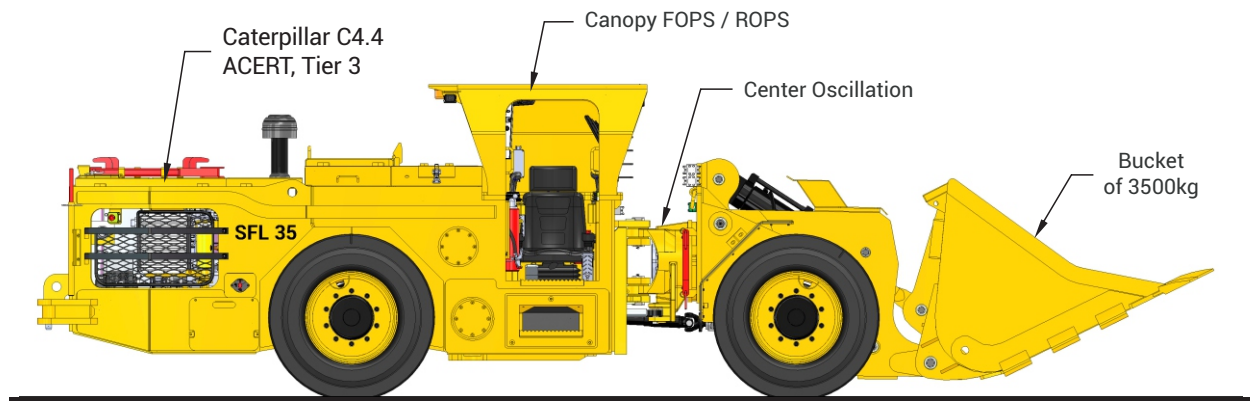
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*SFL 35, is specially designed for underground mining works in narrow section. With a width of 1.40 m and tramping capacity of 3.5 tones, is ideal to raise your productivity without the need of increasing your gallery sections.*

*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 underground requirements, with smooth and ergonomically located joysticks to offer comfort and safety to the operator and maintenance personnel.*

## SPECIFICATIONS



### BUCKET

- Loading capacity 3500 kg
- Bucket capacity 1.5 m<sup>3</sup>

#### Options:

Option	Loadind capacity (kg)	Bucket capacity (m <sup>3</sup> )
1	2.600	1.15
2	3100	1.34

### DIESEL ENGINE

- Model Caterpillar C4.4 ACERT, Tier 3
- 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 CLARK MHR 20000 series
- Powershift gearbox Kessler D71
- Differential axle ± 6°
- Rear axle oscillating
- Trimming speed:

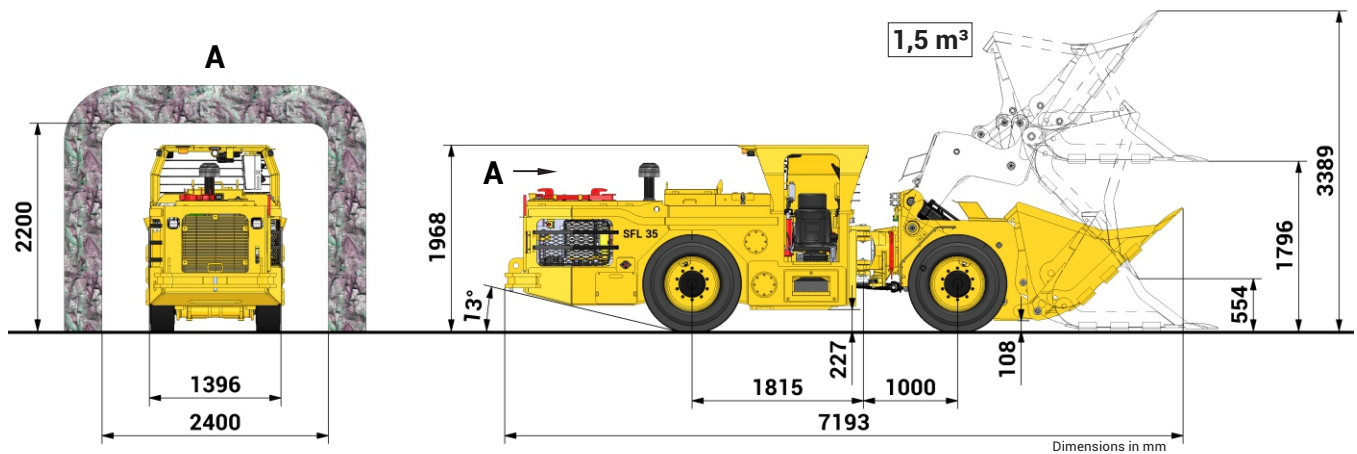
Flat - 32.5 km/h  
15% - 10 km/h

- Gradeability 15°
- Service brakes LCB, POSITOP system with emergency pump
- Emergency and parking brakes ±40°
- Steering (articulated carrier) 9.00 x R20
- Tyres FOPS / ROPS
- Canopy 155 l
- Fuel tank 2x12 V, 100 Ah
- Battery 24 V
- Electric system 3 front y 2 rear
- Trimming lights ANSUL, 4 nozzles
- Automatic fire suppression system 1x20 lb (PQS)
- Fire extinguisher

## Option: A/C Enclosed Cabin

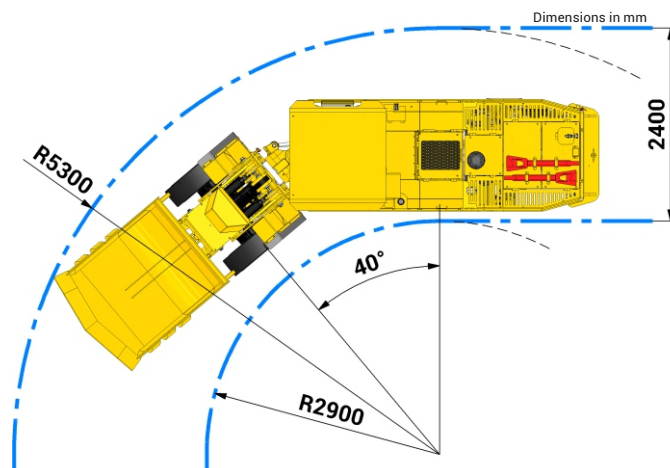


## DIMENSIONS



Total Weight  
12,540 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.

