



Exclusief dealer (vanaf 1972!) in de Kop van Noord-Holland van het bekende kwaliteitsmerk **Linde**.

Vestiging Dirkshorn

Industrieterrein De Banne
C. de Vriesweg 3-5
1746 CL Dirkshorn
T 0224-551387
F 0224-552068
E info@vandersluisbv.nl
I www.vandersluisbv.nl

Vestiging Anna Paulowna

Spoorsingel 17
1761 EA Anna Paulowna
T 0223-531644
F 0223-532762
E info@jvandersluis.nl
I www.jvandersluis.nl

Naast de verkoop van intern transport materieel van het merk Linde beschikken wij ook over een verhuurvloot van dit kwaliteitsmerk. Ons bedrijf hanteert voor zowel de korte als langere termijn speciale tarieven voor de verhuur van Linde intern transport materieel.

Steeds meer bedrijven maken gebruik van de mogelijkheid om gedurende piekperiodes of in het oogstseizoen of andere drukke tijden heftrucks of andersoortig intern transport materieel te huren. Voor elke toepassing is een geschikt transportmiddel voorhanden.

Bezoek onze website www.jvandersluis.nl voor meer informatie of neem contact met ons op via bovenstaande telefoonnummers en e-mail adressen.



Electric tow tractor 6.0 t

Linde



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Introduction

The three wheel electric tow tractor model P60Z, which complies with EC directives, represents a significant advance in ergonomics and technology. Designed to ensure maximum operator comfort and minimum fatigue, with high productivity and lowest lifetime costs, it is particularly suited to a range of industrial applications including airports, railways, postal services, hospitals and the automotive industry. The P60Z has a nominal towing capacity of 6.0 tonne and an unladen traction speed of 17 km/h. An exclusive range of optional equipment ensures that this highly versatile tractor can be adapted for use in all types of industry.

Features

- Modern styling and powerful towing capability.
- Compact, rugged design for excellent manoeuvrability and versatility.
- Smooth, energy efficient, virtually noise free, digital control of traction.
- Ergonomically designed driver's compartment.
- Heavy duty, high performance.
- Integral chassis suspension and low centre of gravity provide both excellent anti-roll handling characteristics and superb stability.

Driver's compartment and controls

A low step facilitates access to the driver's compartment, which has a spacious, uncluttered floor plate covered with textured, non-slip rubber matting.

The automotive layout of the pedals, direction lever, steering wheel and controls, plus a fully adjustable, PVC covered seat with document pouch, enable safe, comfortable and efficient operation. A combined instrument indicates parking brake applied/low brake

fluid level, driver alert, indicator repeater, trailer indicator repeater, direction of travel, motor brush wear warning and motor temperature warning combined with progressive traction slow down. The instrument also includes a battery discharge indicator and hour meter to enable planning of maintenance intervals and battery charging schedules for optimum performance and reliability. The driver's compartment also provides storage space for drinks' containers and an A4 clipboard.

Chassis

The chassis has been designed for maximum strength and stability using the latest finite element stress analysis techniques. The lower, pressed steel section provides excellent rigidity and rugged strength and protects all major components. The battery is located between the two axles for maximum stability. The top section comprises two robust, double-skinned, impact resistant, polyethylene mouldings – the scuttle and seat pan – the latter for which can be tilted back to provide easy access for maintenance and battery changing. The modular design maximises material utilisation and the polyethylene is fully recyclable.

Transmission and suspension

A powerful 3.2 kW, separately excited (shunt wound) drive motor is mounted transversely on the drive axle. Power is transmitted to the rear wheels via a rugged drive axle and differential. Integral full chassis suspension ensures excellent ride characteristics.

Electrical system

The tractor is fitted with a microprocessor based, digital, high frequency control system which, in conjunction with the motor, enables precise control of speed and acceleration

for safe operation and high productivity. A high number of work cycles can be obtained from each battery charge due to the efficiency of this system of energy control.

Steering

The manual steering is both light and responsive requiring minimum steering effort, thus ensuring high manoeuvrability with minimum operator fatigue.

Towing coupling and carrier

The tractor has a multi-position, rear towing coupling as standard. The carrying compartment moulded into the rear chassis has a load capacity of 150 kg (50 kg when cab or canopy is fitted).

Lighting

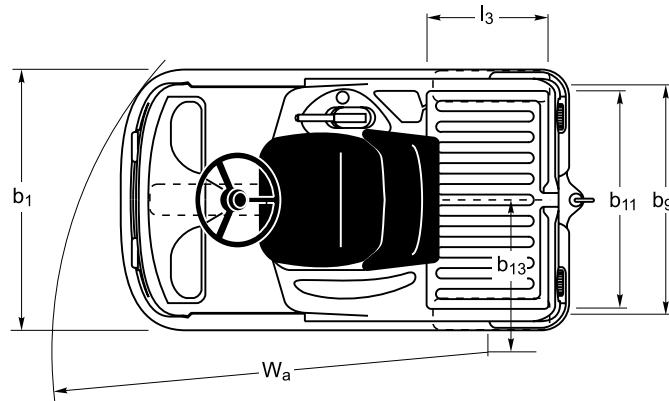
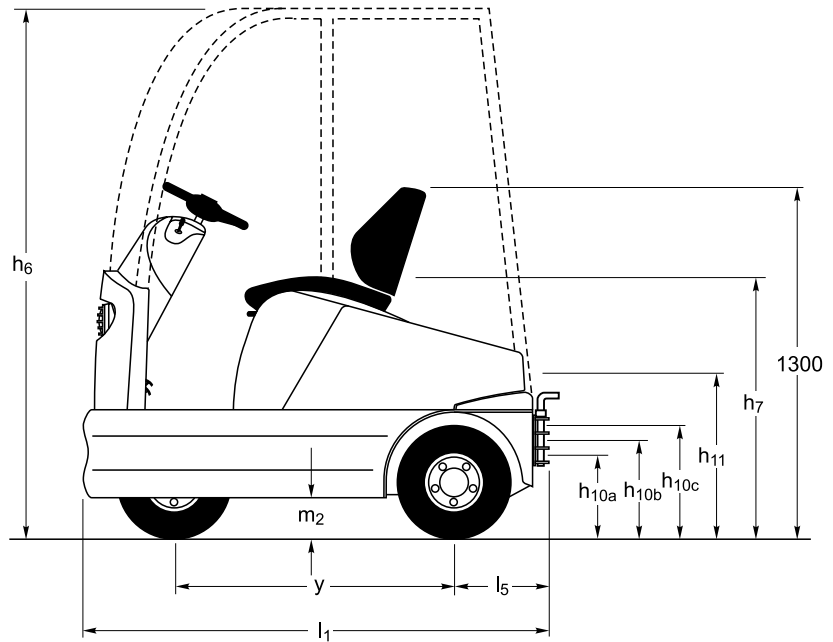
The standard lighting comprises two headlights protected by grilles, side and rear lights and brake lights. A seven pin trailer lighting socket is also fitted.

Braking

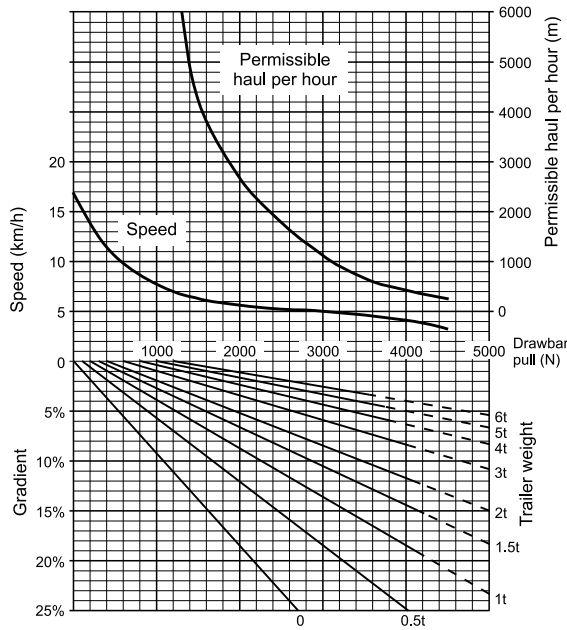
The tractor has three independent braking systems:

1. Hydraulic drum brakes on all three wheels.
2. Hand lever operated parking brake, mechanically connected to rear wheels.
3. Electrical regenerative braking occurs:
 - as accelerator pedal is released
 - when opposite direction of travel is selected
 - automatically on gradients with accelerator pedal released.

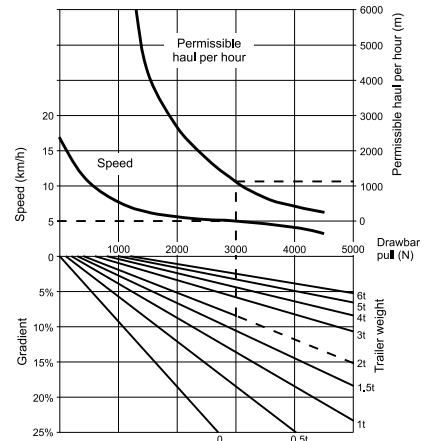
Electrical energy is returned to the battery minimising wear on the service brakes. On gradients, speed is automatically reduced with the accelerator pedal released to prevent overspeeding.



Performance Chart



Example of application



The example shown above illustrates a tractor towing a 2 tonne load operating on a slope of 8% maximum travelling speed obtainable permissible length of run per hour (Where the 8% slope is 60m long, the complete cycle, including the return journey, can be performed 10 times per hour)

Load/gradient combinations shown by full line can be restarted from stationary on the gradient.

The permissible haul per hour is the total distance travelled, including the return journey and any downhill gradients

It is recommended that braked trailers are used for trailer loads exceeding 2.5 tonne and for all trailer loads where a gradient is involved.

Features



Safety

- Three independent braking systems
- Emergency circuit isolator
- Keyswitch
- Fail-to-safe circuitry
- Traction isolated by seatswitch and handbrake
- Handbrake delay interlock allows gradient start without roll back
- Electric horn
- Electrical overload protection
- Excellent stability.

Standard equipment

- All items as shown under safety
- 48 V circuit with 12 V lighting via DC/DC converter
- Three wheel configuration
- Single pedal accelerator and direction lever
- Fully adjustable, PVC covered seat
- Pneumatic tyres
- 3.2 kW drive motor
- Microprocessor based, digital, high frequency control.

- Combined instrument indicating parking brake applied/low brake fluid level, driver alert, brush wear warning, motor temperature warning, battery discharge and elapsed time (hour meter)
- Multi-position, rear towing coupling
- Head, side, rear and brake lights
- Standard colour scheme – vermilion and charcoal grey.

Batteries and chargers

- 48 V, 200 or 220 Ah
- 48 V, 300 or 330 Ah to DIN 43531 A
- 24 V, 500 or 550 Ah to DIN 43535 A
- A range of chargers is available to suit application and mains supply requirements.

Optional equipment

- 24 V circuit
- Maximum travel speed inhibitor
- Full cab with two lift-off, side glass doors and rear hatch, front and rear screen wipers, front screen washer and demister, interior light and mirror, and two exterior mirrors

- Cab with roll-up, fabric sides and lower rear panel including glass front and rear screens, front and rear wipers, interior light and mirror, and two exterior mirrors
- Canopy with front screen, wiper and washer
- Contoured solid (superelastic) tyres – normal or non-marking
- Fabric covered seat – with or without heating
- Seat backrest extension
- Multi-position, front towing coupling
- Automatic towing couplings (to DIN 15170-E2):
 - One rear
 - One front
 - One rear with extension
 - Two rear with extension
- Road lighting – as standard plus indicators, hazard warning, reversing, number plate and reflectors
- Audible warning on reverse
- Alternative colour schemes.

Other options available on request.

Subject to modification in the interests of progress. Illustrations and technical details not binding for actual construction. All dimensions subject to customary tolerances.