



SIDELoadERS

DIESEL - LPG - ELECTRIC

3 to 6 ton RANGE



A DIVISION OF
CVS FERRARI S.P.A.



From 3ton



to

6ton



Diesel/LPG



or

Electric



The SL has a highly innovative patented modular based design. This new versatile concept is based upon a common platform for diesel, LPG and electric versions whereby only the power module changes. On the same platform and electronic system by adopting a variety of building blocks (base frame, power module, front axle module, rear axle module, counterweight module, mast and cabin) it is possible to meet any customer requirement in terms of diesel/lpg/electric drive, engine/motor power, lifting capacity, speed and acceleration, braking power, ground clearance, ramping capability, hydraulic movements settings and full set of special attachments for any application.

ENGINES AND MOTORS

High performance, low noise and low emission diesel and LPG engines. The SLD/SLL engine is housed in the power module easily accessible by a small bonnet providing for maintenance service benefits, excellent ventilation and noise insulation. In the SLE the battery is into 2 packs positioned on top of the back platform and behind the mast to allow for easy and fast battery change for multi-shift operation.



Diesel



LPG



Electric

CABIN

With the new wide cabin the operator enjoys a wide visibility window (front/rear/left and right). The full front glass till foot level combined with the double sliding glass at the right hand side of the cabin and the right side lower window gives maximum front and load platform visibility. The visibility at higher elevation is guaranteed by a properly designed sunroof with safety grid.



Radio/CD



Dual pedal hands free drive (Forward Pedal and Reverse Pedal) or alternatively forward/reverse lever on steering column



Powerful defrosting system for front and right side glasses

FINGERTIPS

or

JOYSTICK



The hydraulic commands of the mast and platform tilting are comfortably mounted on the right hand side armrest. The armrest is adjustable to guarantee maximum operator comfort. The control system is electronic with Fingertips or Joystick with full proportional simultaneous movements controlled by an on board computer.

ELECTRONIC CONTROL

The whole SL is electronic computer controlled with all peripherals such as sensors and actuators connected by a CAN-BUS system. The engine / motors, the hydrostatic pumps and motors / electrical motors, the hydraulic pump and hydraulic movements are controlled by a Central Processing Unit to offer:

- lower energy consumption at equivalent performances with respect to a traditional mechanical system
- lower emissions
- optimization of smoothness by proper settings and adjustments of all hydraulic movements
- customization of settings and adjustments of all traction and hydraulic movements
- centralized trouble shooting by LED on steering column for in cabin auto check.



FRONT AXLE AND STEERING



The front steering axle is designed and manufactured by BP out of one single piece of steel (no welding). The servo steering is a BP proprietary design.

MAST, PROFILES AND IN/OUT MAST SENSORS



The BP masts are specifically designed for sideloader torsion forces. The BP duplex mast has a unique 600mm free lift as standard. Guides and exit rollers are fitted on full bearing and the exit guides are replaceable. The automatic reduction of the coming in/out speed of the mast when approaching the end positions detected by sensors is also controlled by the on board computer.

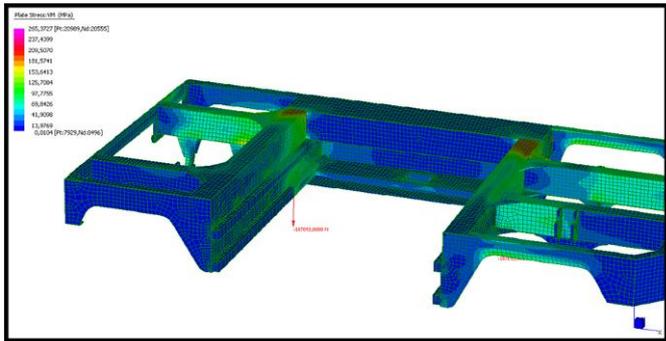
HYDRAULIC SISYEM AND DRIVE

In the SLD/SLL the traction is hydrostatic closed circuit type. The system is composed of one variable displacement pump flanged to the engine and of two piston engines with fixed displacement. The hydraulic motors are mounted directly on the wheel reducer rear axle. The hydraulic system is load sensing type with axial piston variable pump. The control valve is proportional electronically controlled with electronic flow sharing. This system provides for 5% to 10% fuel savings.

In the SLE the electric module includes the battery kit and the control drives. The electric traction motors are mounted directly on the wheel reducer rear axle in place of the hydrostatic motors of the SLD/SLL while the controls and the electric motor for the hydraulic movements are housed underneath the rear platform. The computer controlled energy savings system provides for an outstanding duration of the SLE working time SLE before battery discharge.



CHASSIS



Structure sized and calculated using FEM method to guarantee maximum reliability.

AUTOMATIC LOAD STABILISING TILT SYSTEM



Two cylinders are mounted under the platform and driven by a common hydraulic circuit to perform tilting function with optimum stability and to provide for automatic asset readjustment during travelling.

TIRES

	27x10-12	250x15	28x12.5-15	300x15
SL30-40	STANDARD	OPTION	OPTION	OPTION
SL50	STANDARD	OPTION	OPTION	OPTION
SL60	NO	NO	STANDARD	OPTION

The SL is extremely versatile as it can mounts a variety of types of tires dimension.



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