Kockum 540 B with rubber body has many advantages

Kockum 540 RB

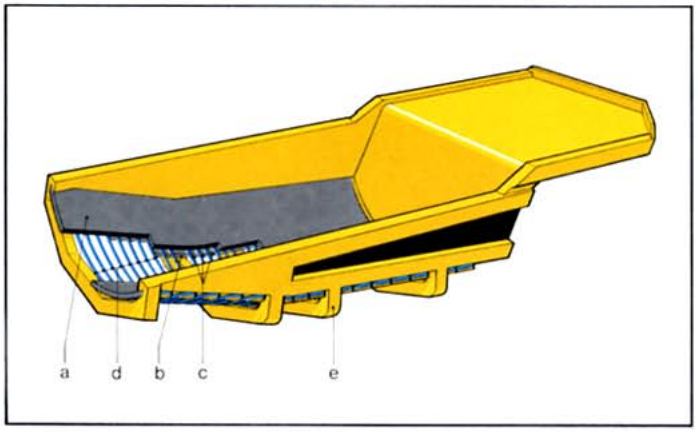
The rubber body, available as an alternative to the rock body on the Kockum 540 has been developed in collaboration with Skega AB. Skega specialise in thicker gauge industrial rubber products and have been manufacturing rubber cladding for the interior of steel bodies since the end of the Sixties. This wear layer of vulcanised rubber increases the service life of the body considerably and reduces the noise level during loading and unloading. Rubber cladding however can be expensive to install and often reduces both body volume and load-carrying capacity.

The body we are presenting has been developed to eliminate these negative aspects and has shown itself capable of meeting all demands during many years of vigorous test-operation.

Our rubber body allows you to take full advantage of the benefits of the rubber cladding without the disadvantages of increased costs and reduced payload.

As stable as the steel body

You can see from the illustration below that the Kockum 540 rubber body has conventional sides, front, ribs (e) and cab guard of steel plate. The floor of body however, which is subjected to the greatest wear, has been replaced by a 50 mm concaved vulcanised rubber bed (a), supported by 30 pcs 23 mm nylon cross-straps (d), anchored to the body sides. These straps are retained by spacing blocks (c) attached to the underside of the rubber bed.



This alternative is both economical and ecologically sound

In addition to higher load-carrying capacity and greater load volume the rubber body possesses several other advantages. The vulcanised rubber bed that comprises the bottom of the body, absorbs and reduces the shock stresses to which the truck is subjected during loading, especially where rock is concerned. This not only reduces wear on the truck, but also reduces the stress to which the driver is exposed, particularly as he often remains in the cab while the truck is being loaded.

The rubber body reduces noise levels considerably both inside and outside the truck during loading and tipping. Tests carried out have shown that the noise level is half of that associated with loading a conventional steel body.

Compared with an all-steel body, the risk of deformation damage is small due to the elasticity of the rubber. For the same reason, abrasion wear on the rubber surface is also small.

After the proving trials involving the haulage of 600,000 tonnes of rock waste, the rubber bed was fully intact. Only the nylon straps (conventional loading straps) had to be replaced.

Higher load factors and larger body volume

When the Kockum 540 is fitted with a rubber body, measurements and truck data are altered as follows:

LOAD-CARRYING CAPACITY

		K540	K540 RB
Load capacity	sh. tons	40.0	41.3
Tare weight	kg	25,800	24,600
Load volume SAE 2:1	m^3	23.5	26.0
Loading height	m	3.16	3.40
Vehicle length	m	8.08	8.20
Vehicle width	m	3.73	3.90

Due to the fact that the rubber body weights 1,200 kg less than the standard steel body, the Kockum 540 RB has a correspondingly higher load-carrying capacity. The load factor with a standard body is very favourable (1.41), but with the rubber body it is even better (1.53), representing 1.53 tons of load per ton of tare. This means that fuel and tyres are used to a greater extent in the transportation of material, instead of the truck's own weight.

A truck fitted with a rubber body has a 24 cm higher load height than the standard machine and its length and width measurements are also increased. However, altered dimensions of the truck permit the load volume of a Kockum 540 RB to be increased by over 10 % from 23.5 to 26.0 m^3, heaped SAE 2:1.

This additional volume assumes, of course, that the density of the material transported is not so high that the permissible load-carrying capacity of the truck is exceeded.

The Kockum 540 RB requires no exhaust gas heating. The elasticity of the rubber bed causes a slight continual agitation of the material during transportation, sufficient to prevent it from freezing to the bottom and sides of the body.

The rubber body on the Kockum 540 ensures:

- **higher load-carrying capacity and larger body volume**
- **lower fuel consumption and tyre wear**
- **less stress on truck and driver**
- **noise level in cab and surroundings reduced by 50 %**
- **long service life**
- **reduced body maintenance and less down time**

VOLVO BM

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Dimension and weight tolerance ±3 %. We reserve the right to change details and specifications without prior notice.

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