

*Home and Foreign News***FOUR NEW FORESTRY LOADERS FROM SWEDEN**

Improvements in safety, operating speed, manoeuvrability
and operator comfort Standard components reduce cost
of spare parts and servicing.

Four new forestry loaders, embodying innovations which improve performance, safety, operator comfort and handling as well as reducing costs, are now being introduced by *Hiab-Foco AB*, of Hudiksvall, Sweden.

So as to economise on spare parts and servicing and increase manufacturing efficiency, three of the new loaders—the Jonsered '700' (Fig. 1), the Jonsered 900 (Fig. 2) and the Jonsered '1000' (Fig. 3)—will be built from standard components, each with the same improved design of driver's seat, kingpost, base and support legs. Considerable energy savings, smoother slewing and greater reliability, plus longer life and reduced maintenance, will result from the provision of roller bearings at the base of the kingpost. Each loader will have a different boom configuration.

The new loaders replace existing units in the Jonsered range, but are painted black instead of the usual red. The Jonsered 700, 900 and 1000 are in the 7–10 tm class (the capacity range in greatest demand), while a fourth loader—the Jonsered 1800 (Fig. 4), replacing the Long Jon 150B—will have an 18 tm capacity, compared with the 15 tm of its predecessor. It will also have improved designs of bearings and will be able to handle complete stems up to 25 m long.

Variable-output pump

With all new models, customers will be given the choice of a conventional hydraulic system, employing an open-centre valve with a load-sensing variable-displacement pump.

The LC valve automatically adjusts for variations in hydraulic pressure so that speed of operation, irrespective of load, remains directly proportional to control-lever deflection. The valve can be set to supply each function with the power it needs and no more, the combined effect being to increase power by 35%–50% and so greatly increase operating speed with smoother, more precise control. Used in conjunction with the variable displacement pump, the LC valve reduces the amount of hydraulic fluid pumped around the system, thereby minimising heat generation, improving driver comfort and saving fuel.

Operator comfort and control

In conventional loaders the driver's seat is located directly behind the boom so that the driver's view is obstructed. The 7–10 tm loaders in the new series have a driver's seat supported on needle bearings, which can be moved to the left or right of the boom to improve visibility.

Loader functions can be controlled either by two joysticks and two pedals, or by four separate levers and two pedals. Driver comfort is further increased by positioning the control levers beside the driver's seat instead of in front, where it is necessary to lean forward to reach them. Access to the seat has been improved and a guard rail fitted. Support legs can be improved and a guard rail fitted. Support legs can be operated by a lever beside the seat, and also from the ground—as can the outriggers, using a separate control.

Yet another improvement, which increases hose life and reduces the risk of leakage, is a new type of hard-chromed swivel connector with an improved seal and bearings to join hoses between the driver's seat and the base of the loader.

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Notes to help translators

Page	Para	Line		
1	Title	Loader	— A small hydraulic crane—usually mounted on a truck.	
1	3	3	tm	— Tonnes/metres.
1	3	7	Stems	— A forestry term for tree-trunks.
1	2	4	Kingpost	— The vertical pillar or body of the loader.
1	4	2	Open-centre valve	— A valve which is fully open when in the neutral position, allowing a free flow of oil at zero pressure.
2	3	5	Quard rail	— A rail which prevents the driver from falling out of his seat.
2	3	5	Support legs	— Legs which are extended to provide a working base for the crane.
2	3	7	Outrigger	— An extendable beam, to the end of which the support legs are fitted.

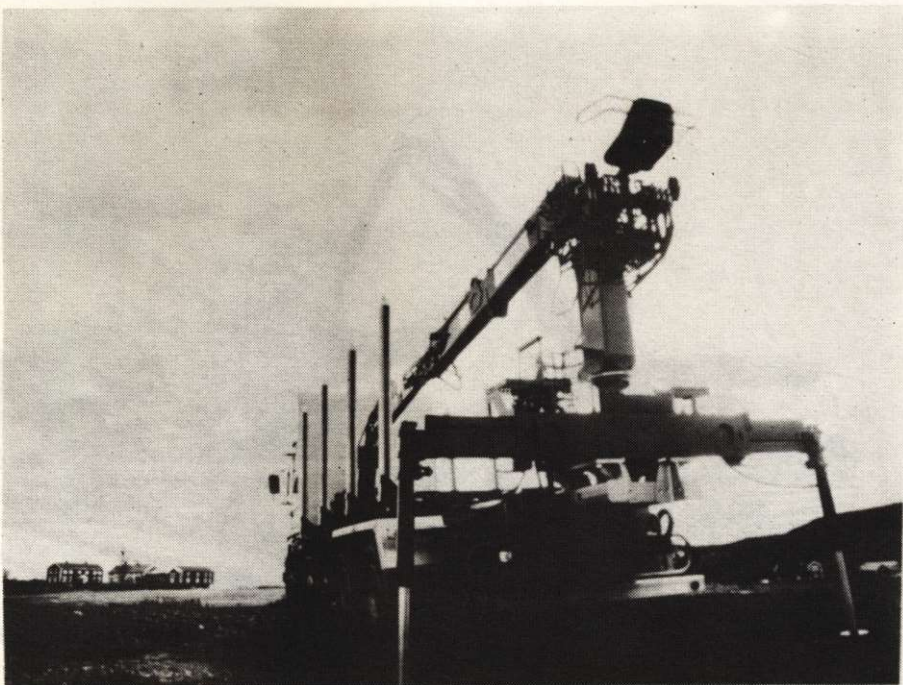


Fig 1

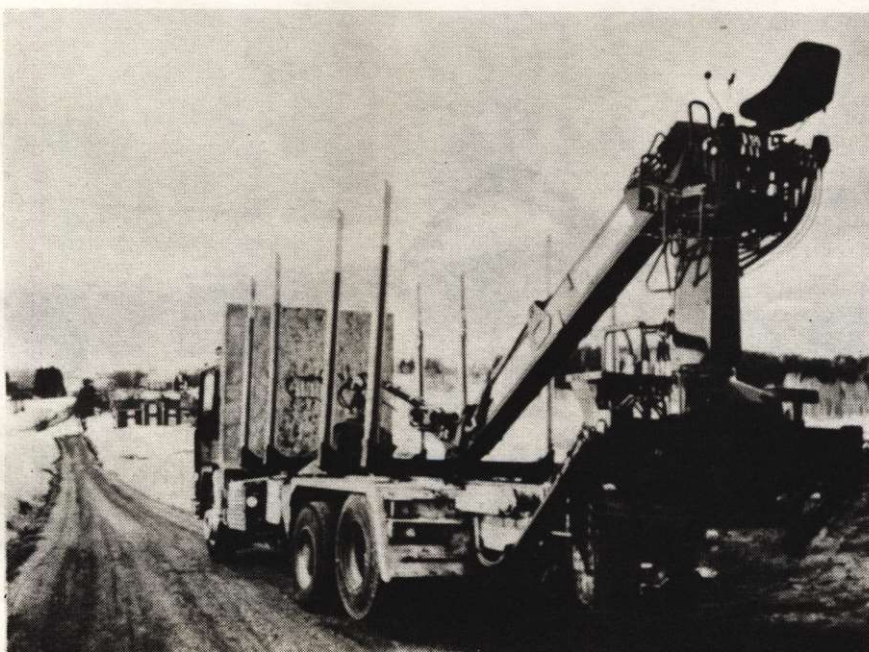


Fig 2

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Fig 3

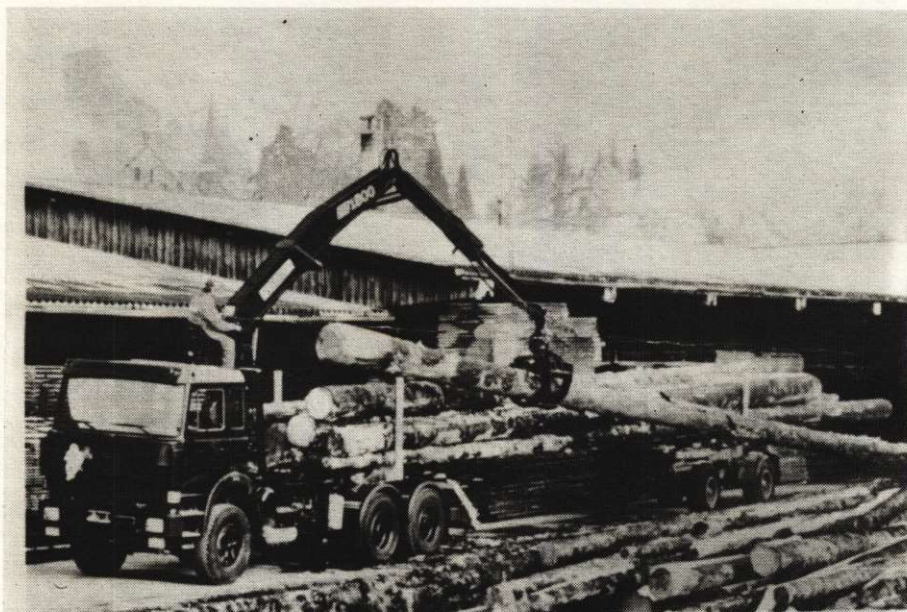


Fig 4

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