



# JCB | PORTS AND TERMINALS

Unique solutions to handling tasks



A Product  
of Hard Work

## Forwards Reach

The JCB Teletruk is a unique counterbalanced forklift ideally suited to a wide variety of cargo handling tasks in Ports and Terminals.

A variable reach telescopic boom is used; not the vertical mast common to all conventional FLT's.

## Unique 'Power Down' action

Ordinary forklifts use hydraulic power to lift and gravity to lower. The JCB Teletruk alone uses full hydraulic power up and down; and this can often be put to good use.

One time-saving advantage for cruise-ship stevedoring is reaching out below the quay side on the incoming tide. This can save half-an-hour before loading hatches draw level.

The unique 111 degrees of carriage tilt helps speed up the job too, matching the forks to the angle of the loading-out bay.

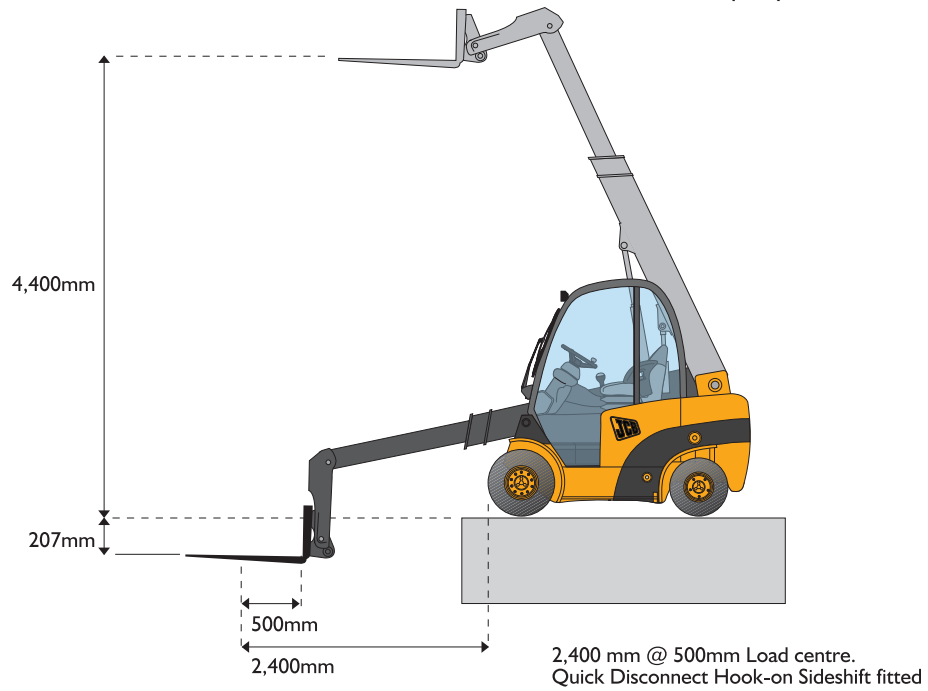
The Teletruk can be craned into a ship's hold for duties such as moving cargo within reach of an overhead grab. Unlike ordinary FLT's, attachments can be changed quickly. For example, forks can be replaced by a shovel in a few minutes, and the Teletruk can push loose bulk materials.



Craning on board ship bound for the Antarctic



Unique 'power down' action



## Maximum Versatility

Forwards reach lift performance on the JCB Teletruk is adequate for almost all unitised loads. For example, the 3.5 tonnes capacity Teletruk 35D will lift 2.1 tonnes at 2m (standard forks carriage / integral sidsheft). This is ideal for single-side loading of curtainsiders.

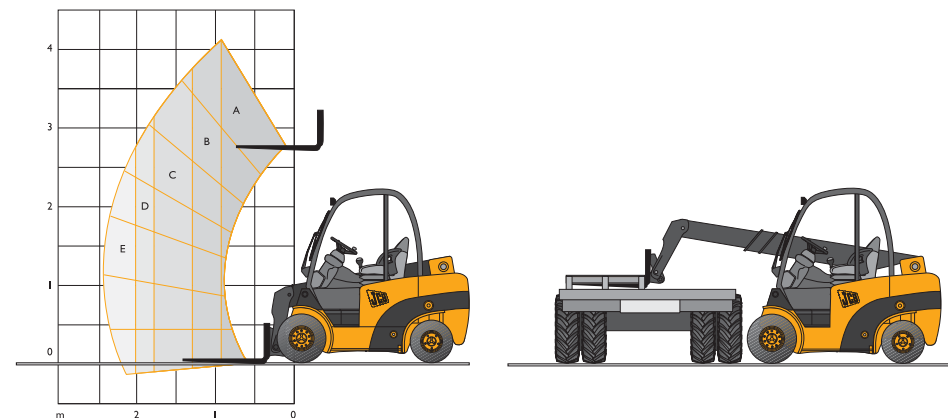
### The first full-tilt carriage on an FLT

For the first time the carriage rotation common on larger telescopic handlers is now available on a small counterbalanced FLT.

The boom-end carriage rotates hydraulically through 111 degrees, far more than is possible on any ordinary mastled FLT.

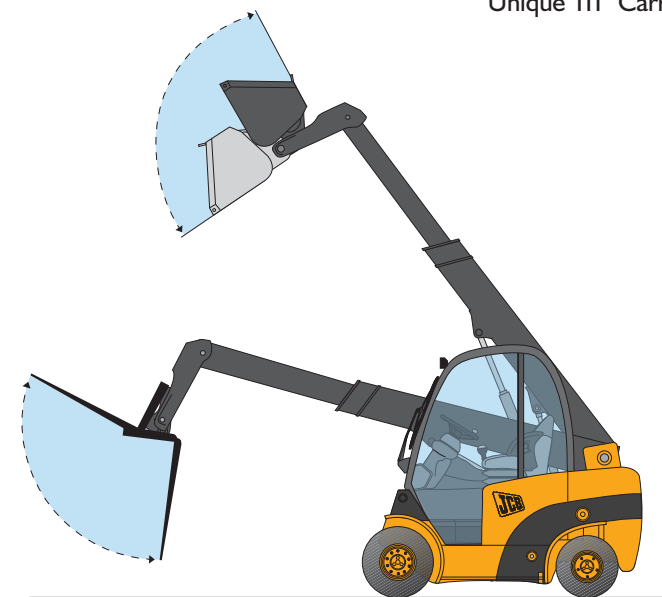
Non-palletised loads can be picked for travel and then discharged with perfect control and accuracy.

A simple quick-disconnect facility allows other attachments to be fitted in a few minutes. Therefore the JCB Teletruk becomes a versatile host tool-carrier when required. Maximise your machine utilisation and eliminate some little-used single-function machines from your fleet.



Capacity bands	TLT 35
A	3500kg
B	3000kg
C	2500kg
D	2100kg
E	1700kg

### Unique 111° Carriage Rotation



Teletruk unique fork tilt together with forwards reach can be used to recover cargo which has slipped during rough seas. This will save hours of hand-balling on board ship.

Immingham, UK.  
3.5 tonnes capacity Teletruk  
35D uses forwards reach  
for forest products.



## Maximum Space Saving

Curtainsiders or open-bed lorry trailers can be loaded from one side, saving space and time. Experience worldwide has shown this to be a major advantage.

Some Terminal Operators have re-designed yards and warehouses to take full benefit of the Teletruk's single-side loading ability.

Simply because the JCB Teletruk loads and unloads from one side only, a huge 50% plus space saving can be made in your Terminal.

### Save more than 50% space loading curtainsiders.

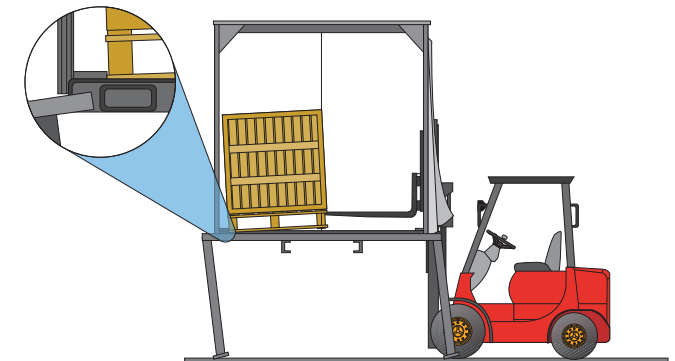
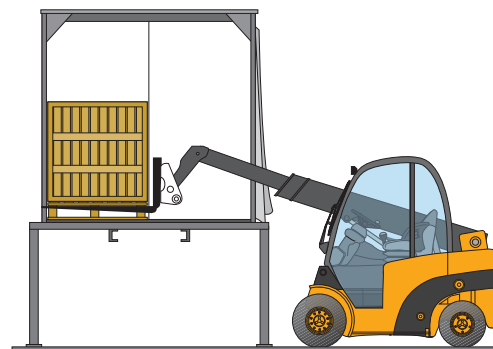
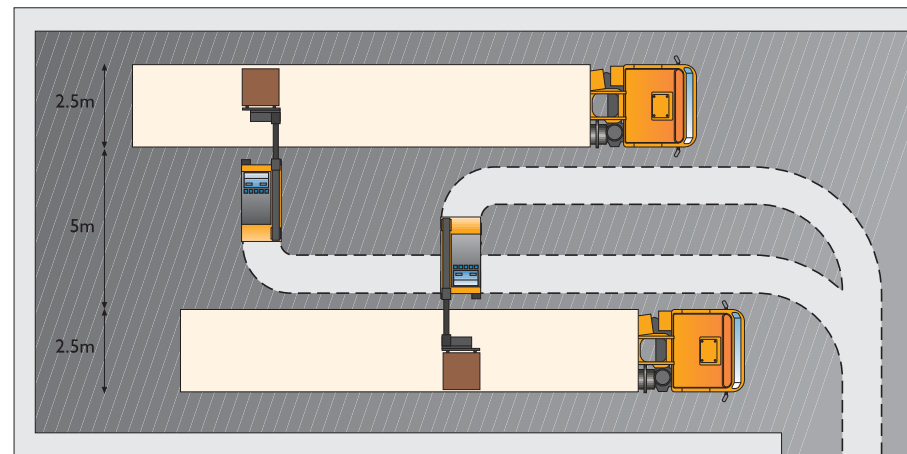
A conventional FLT must have access to both sides of a lorry trailer.

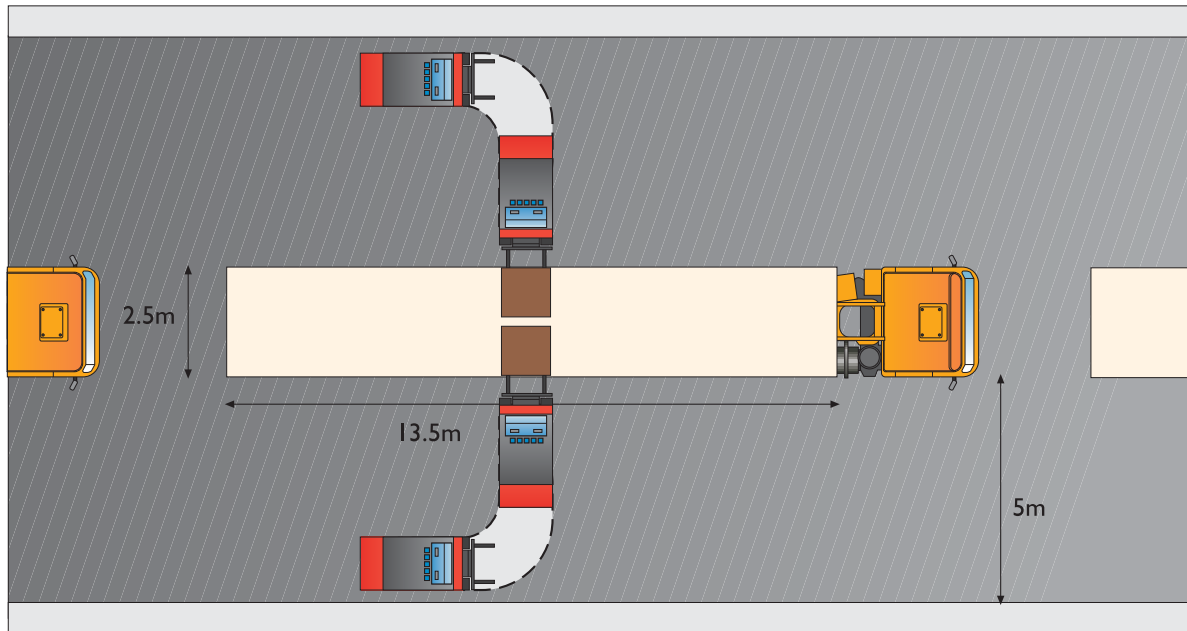
Here's an alternative layout (see right), intended for inside a narrow covered loading bay. Position both lorries to the walls, and you need allow only 5m working space between the two. Apart from the space saving, consider the safety benefits by designing a new layout like this to separate forklift duties from pedestrian and other traffic.

This plan is very interesting because two trailers are shown being loaded in a small space little more than 12m wide. Yet it would be difficult to load only one trailer in the same width using a conventional masted FLT of equivalent size.

### Work better with demountable 'tilt' bodies

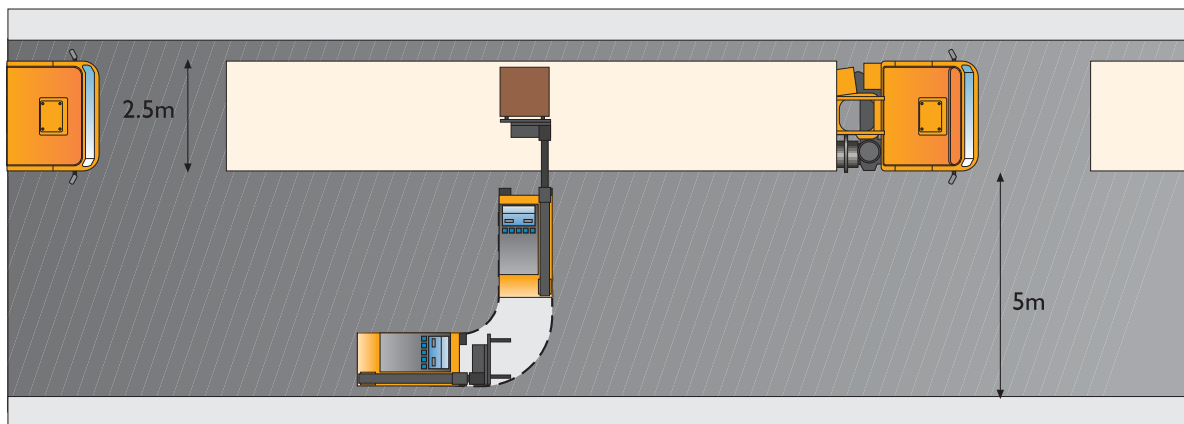
Demountable 'tilt' bodies can be vulnerable to damage. Conventional masted forklifts often push heavy loads against the raised edges of the 'tilt' body. If sufficient force is carelessly exerted the box-section legs can be bent, or the 'tilt' body can even be pushed over. But the JCB Teletruk will reach loads over the raised edge lip and lower down without any pushing or pulling.





## Out with the old

Here's why an ordinary forklift wastes so much yard space. The typical 13.5m trailer in this diagram requires only 34m<sup>2</sup>. Yet despite the small size an ordinary counterbalanced FLT requires a massive 135m<sup>2</sup> of space to unload the trailer from both sides. This is a waste.



## In with the new

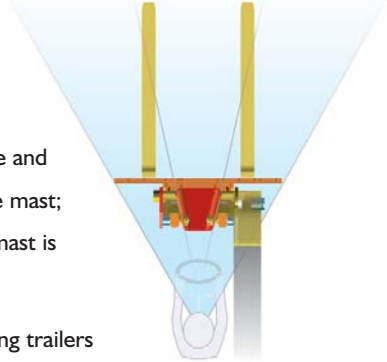
Here's why the JCB Teletruk saves so much yard space. Park trailers up against warehouse walls and load from one side only. Single-side loading releases 50% of the space needed for loading by ordinary FLT's. An added benefit is that only one trailer curtain needs to be opened for loading.

For an alternative plan to improve efficiency, double-park two curtainsiders with only a one-metre gap between them. This will double your load-handling ability because a JCB Teletruk needs access to only one side of each trailer.

# Maximum Visibility

## As compact as an ordinary FLT

The Teletruk Slimline Boom is designed to ensure maximum visibility of the fork tips when entering a pallet at ground level, fully retracted.



The telescopic boom design eliminates purchase and maintenance costs of a conventional three-stage mast; and the usual poor forward visibility when the mast is fully lowered.

A JCB Teletruk offers a simple solution to loading trailers in a lowered bay. Reaching across solves what is an awkward task for a conventional masted forklift. Also there is no need for final load positioning with a hand pallet truck.

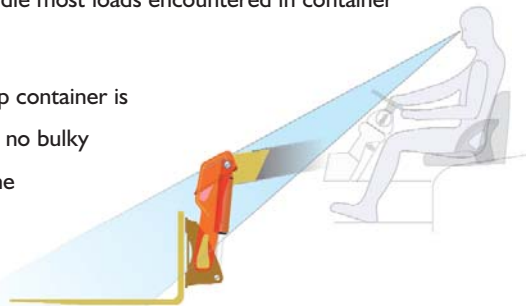
The various models in the JCB Teletruk range are every bit as compact and manoeuvrable as conventional counterbalanced trucks; and have equivalent turning circles with the boom retracted.

The maximum lift capacity is 3.5 tonnes to 4.4m (model TLT 35D) allowing Terminal Operators to handle most loads encountered in container stripping/stuffing.

Visibility inside a closed-top container is improved because there is no bulky retracted mast between the operator and the load.

With a sideshift carriage fitted, the operator's job of placing double-stacked pallets is

made easier. So there is less risk of forks puncturing bagged cargo; possible when visibility is poor on masted FLT's.





Off-loading 2-tonne slab packs  
of raw copper



## Rail Freight

Rail wagons can be loaded quicker and easier than conventional methods because the boom will reach across any platform gap.

The JCB Teletruk can be fitted with standard FLT attachments such as a double pallet handler. Combining forwards reach improves even further the efficiency of some attachments.

The use of forwards reach at track height eliminates the manual handling of white goods to/from the edge of a rail wagon. This can represent a significant benefit in terms of safety as well as reduction of damage-in-transit.

With the boom horizontal, maximum forwards reach is 2.43m for rail freight wagons (model TLT 35D).





## Ten JCB Teletruk advantages for the Terminal Operator, Stevedore and Freight Forwarder:-

- Save time with forwards reach
- Save valuable space on a busy dock
- Stop having to move other cargo out of the way - simply reach over
- Reach into refrigerated trucks, without the usual risk of expensive impact damage when working with masted FLT's
- Park the front drive wheels safely back from the quayside when loading
- Extend loads across rail-head platform gaps without the need for bridging ramps
- Accurately control non-standard loads such as steel with the full-tilt carriage
- Reach below quay-level with the 'power-down' hydraulics
- Stop shunting curtainsiders around the yard to allow conventional two-side FLT loading
- Save more than 50% lorry loading time with single-side loading





**A Product  
of Hard Work**

JCB Compact Products Ltd., Harewood Estate, Leek Road, Cheadle, Staffordshire ST10 2JU. UK Freephone: 0800 150 550. Web: <http://www.jcb.com>

JCB reserves the right to change specifications without notice. Illustrations & specifications shown may include optional equipment and accessories. The JCB logo is a registered trademark of J C Bamford Excavators Ltd.

The pulp used in the manufacture of this paper is from renewable timber produced on a fully sustainable basis. The pulp used in the manufacture of this paper is bleached without the use of chlorine gas (ECF - Elemental Chlorine Free). This paper is suitable for recycling.

Printed in England. 9999/5056 4/08 Issue 2