Kalmar Reachstacker

DRG100

Dedicated to flexible empty and semi-laden container handling
Loaded with productive versatility.

We are proud to present a new Gloria family member: the Kalmar DRG100. With this reachstacker for empty and semi-laden container handling you get it all. The ability to handle all sorts of containers, flat racks and slinged loads up to 10 tonnes precisely and safely. The rotation necessary for efficient action in confined spaces. And the quality that makes your business prosper, both in the short and long term. We offer two models: the DRG100-S6 stacks 6 containers high in the first row and the DRG100-S8 stacks 8 high in the second row.

Everything within container handling
The Kalmar DRG100 has the capacity to handle all types of containers (standard ISO, reefers, tanks, specials and flat racks) and slinged loads up to 10 tonnes.

All common spaces
A reachstacker like the Kalmar DRG100 adds another dimension to empty container handling. Containers can be transported at full width, turned 45° or lengthwise at 90°, making it possible to deliver “end-on” into and through low workshop doors, port sheds and other tight openings. Operators don’t have to pick up containers right-angled, and can increase efficiency and handling speed during yard stacking, loading of road trucks or container repairs.

Rotate, lift at a 45° angle, drive forwards or reverse with a full lift stroke, reach 6 or 8 containers high and work in second or third row. All this is possible – and easy. You can even do a unique 1,000 mm side shift and rotate the container so the door is on the right side. The Kalmar DRG100 is the only reachstacker for empty and semi-laden container handling on the market that can offer all of these smart functions.

Fully equipped – safe and sound
Our Generation G reachstackers are safe machines and the Kalmar DRG100 is no exception. Extremely stable – it’s the only reachstacker on the market with the high-capacity 5.4 m wheelbase. It has the best combined lift capacity in rows 1-2-3, a spreader with the biggest side shift and 4 extra lift hooks, front and reverse tilts, twistlock status indicators, dual rotation motors and brakes, and a complete LED lamp kit as a standard.

Options include a Reverse Aid Warning System with a detection range from 0.5 up to 9 m, a Kalmar Personal Proximity System that covers up to 20 m and Kalmar TLX (Tyre Life eXtension), which allows tyres to move independently for better manoeuvrability, reduced tyre wear and increased fuel savings. Plus it offers the benchmark of the world’s best driver’s cabin, providing a working environment that keeps the operator comfortable, alert and in full control over all kinds of loads.

All clear for efficient workshops
Service, maintenance and repair of containers and tank cleaning may be the lesser part of your operations. To further minimise your total cost of ownership, Generation G reachstackers have a service life that’s longer than ever.

The Kalmar DRG100 offers full flexibility with full rotation, large sideshift and tilt to allow you to both transport and perform services, maintenance, repairs and cleaning with maximum efficiency. Low and narrow workshop doors don’t present a problem for our reachstackers. Just turn the container lengthwise and drive inside.

• Standard ISO containers 20 ft – 40 ft and pick-up in 40 ft position for 45 ft – 56 ft sizes
• Standard ISO heights 4 ft – 9 ft 6 in or special 10 ft 6 in
• Reefer containers 20 ft – 40 ft (45 ft pick-up in 40 ft position)
• Tank containers 20 ft – 30 ft
• Flat racks 20 ft – 40 ft
• Slinged load in 4 lift hooks

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• Flat racks 20 ft – 40 ft
• Slinged load in 4 lift hooks
It's a new twist to productivity, efficiency and safety

We built the first commercial reachstacker thirty years ago. And we’ve been stacking up innovations ever since, constantly inspired by the challenges of cargo handling – and cargo handlers – across the world. Our Generation G with the Kalmar DRG100 reachstacker is the latest development that takes productivity, efficiency and safety to a new level of excellence.

Delivering every day
Productivity & Performance, Best Lifetime Value, Safety & Ergonomics, Environmentally-Friendly are guiding stars at Kalmar, and have made our reachstackers the preferred choice in more than 160 countries.

10,000 good reasons to choose Kalmar
The Kalmar DRG100 is built on our latest technology platform, Generation G, which is based on our experience from our more than 10,000 reachstackers sold. Our goal was to provide the most outstanding operator experience, the highest level of productivity and the best lifetime value. An ergonomic cabin, integrated components, an electrical control system, a high degree of automation and intuitive, digital interfaces are just a few of the standard features.

Make every move count
When choosing the right machine for you, consider the full value. Kalmar reachstackers excel at reducing your total cost of ownership. With well-proven quality materials, durable components and sturdy design, the Kalmar DRG100 is a profitable choice. Extremely reliable, it optimises uptime and minimises operational and maintenance costs on a daily basis – but also in regards to lifetime value.

After all, what good is even the best equipment on the market if it’s left standing still? Our aim is to protect your investment, which is why our top priority is to minimise the costs of unnecessary downtime. This is also helps explain why Kalmar reachstackers consistently maintain one of the highest resale values.

Kalmar Start/Stop is an optional feature that allows tyres to move independently and extends tyre lifetime 150-300%, saves fuel and increases manoeuvrability, stability and safety.

The LED Light Kit is standard and gives the driver extremely strong illumination power at all times, even in bad weather or after sunset. LED increases the lifetime of the working lights to 30,000 hours and cuts energy consumption.

The Kalmar TLX (Tyre Life eXtension) is the preferred choice in reachstackers the preferred choice in the world. Our Generation G, which is based on our experience from our more than 10,000 reachstackers sold. Our goal was to provide the most outstanding operator experience, the highest level of productivity and the best lifetime value.

10% fuel savings through automatic start-stop function makes it possible to achieve up to 10% fuel savings through automatic activation and deactivation of your machine. By substantially cutting down on idle time, it also provides an effortless way to reduce emissions and unnecessary wear on components.

Power Mode is ideal when you require maximum performance at all times, more moves or tonne per hour.

Normal Mode allows for higher profitability with up to 10% fuel savings per tonne of cargo.

Service intervals for DRG reachstackers

<table>
<thead>
<tr>
<th>Component</th>
<th>Check Interval (hours)</th>
<th>Filter Interval (hours)</th>
<th>Oil Interval (hours)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tire/Machine service</td>
<td>500</td>
<td>1,000</td>
<td>4,000</td>
</tr>
<tr>
<td>Working hydraulics (return line - no oil sample)</td>
<td>1,000</td>
<td>1,000 - 10,000</td>
<td></td>
</tr>
<tr>
<td>Working hydraulics (return line - with oil sample)</td>
<td>500</td>
<td>1,000 - 10,000</td>
<td></td>
</tr>
<tr>
<td>Working hydraulics (in flow line)</td>
<td>1000</td>
<td>4,000</td>
<td>10,000</td>
</tr>
<tr>
<td>Engine (no oil sample) - Volvo</td>
<td>500</td>
<td>1,000</td>
<td>2,000</td>
</tr>
<tr>
<td>Transaxle</td>
<td>1,000</td>
<td>4,000</td>
<td>10,000</td>
</tr>
<tr>
<td>Choke</td>
<td>2,000</td>
<td>2,000</td>
<td></td>
</tr>
</tbody>
</table>

Economy Mode lets you save even more fuel per hour, offering up to 20% in reduced fuel consumption and reducing emissions.
Experience the best
The EGO cabin is the result of our insight into operating conditions across the world, years of development and thousands of tests. It provides a seamless operating environment that minimises fatigue and enables optimal load handling.

Endless visibility
The open cabin design features slim profiles, no A-pillars and a wide-curved, corner-wrapped windscreen. With a near absence of blind spots, visibility is optimised at all angles. The windscreen is equipped with unique high-capacity double wipers, and the roof with a single wiper. These dry and clean the surface to ensure visibility in wet and dirty conditions. The best you can get!

Stay in control naturally
The main operation work console, switches and indicators for data display and machine control systems are logically organised and well placed within sight and reach.

Fully equipped with electronic tools and an easy-to-use Kalmar Information Colour Display with intuitive Human-Machine Interface (HMI). All check-ups are easy to perform – you can see, hear, touch and react to inputs on the machine’s performance without losing focus on your load. The intuitive Head Up display allows you to monitor loading and unloading as symbols shift from green to yellow to red, showing the twistlock and support jack status.

Superior ergonomic design
The patented side-tilting steering wheel can be angled to the side or moved forwards slightly to avoid obstruction and increase comfort. It also provides better control of loads and allows new steering possibilities.

The fully integrated, adjustable multi-seat provides the best possible sitting posture for long shifts and demanding operations.

Our standard Climate package is the most powerful on the market. It has the highest capacity heater, cooling and filtered airflow for super interior comfort.

Boosting the core of efficiency
Reachstackers are only as good as their operators. So to make sure they can operate on a high level, we handle them with care. The EGO cabin of the Kalmar DRG100 offers an outstanding working environment and driving experience. The result is less downtime, fewer cargo damages and more alert, productive and healthy operators.
The mechanics of full capacity

Long-lasting, hard-working hydraulics

• Load-sensing hydraulics (power-on-demand) with highly efficient variable piston pumps for increased oil and fuel efficiency with fewer heat and pressure peaks

• Exceptionally clean working oil 24/7, with return-line filters (2x10 um), servo filter (10 um) and low-pressure ultra-fine filter (5 um) to reduce particles, sludge and water. Also a brake-oil filter (10 um)

• Powerful double oil cooling for working hydraulics (I) and for the brake hydraulics.

This amounts to uniquely long-lasting hydraulics!
The Kalmar DRG100 is equipped with the Volvo D-8 engine series in EU stage 3A and 4 emission levels and DANA automatic transmission. Reliable, powerful and fuel efficient even at low revs, it supplies massive power and torque for rapid acceleration and safer maneuverability.

**Strong drive trains – driving precise performance**

All the components in the drive train, from the engine and transmission to the drive axle and the oil-cooled wet disc brakes, are proven for lifetime durability, strength and precision. The electronically controlled gearbox, for instance, helps to ensure safe and effective driving at all speeds, together with highly precise control of lifting equipment.

**Kalmar Cabin Unit**

**Kalmar Panel Unit**

**Kalmar Information Display**

**Strong drive trains**

- Driving precise performance

**Advanced redundant electronics – increase uptime**

The electrical control system of the Kalmar DRG100 is smart, intuitive and reliable. A distributed and redundant CAN-bus technology, developed by Kalmar, constantly monitors the engine, transmission, hydraulics and spreader functions to provide the operator with constant real-time data to help maximise uptime.

Thanks to segmented wiring with a long lifetime, few wires and connection points, the system is not prone to faults and is easy to configure, diagnose and service.

**Durable and reliable**

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**Key Features**

- **Engine emission approvals**
  - EU stage 3A
  - EPA Tier 3
  - EU stage 4
  - EPA Tier 4 Final

- **Max emission norm values (Nox-HC-CO-PM)**
  - Nox: 3.5 – 0.5
  - HC: 3.5 – 0.5
  - CO: 3.5 – 0.2
  - PM: 0.20 – 0.025
  - Diesel: 0.40 – 0.19
  - HC: 3.5 – 0.20
  - CO: 3.5 – 0.025
  - PM: 0.020

- **Engine brand / series**
  - Volvo / D-8
  - TAD-851-VE
  - TAD-871-VE

- **Engine after treatment type**
  - SCR + AdBlue + cooled EGR

- **Engine fuel / type / cylinders**
  - Diesel / 4-stroke / 6-inline / common rail
  - Diesel + AdBlue / 4-stroke / 6-inline / common rail

- **Engine charger technology**
  - Variable Geometry Turbo (VGT)

- **Engine intercooler technology**
  - Intercooler (air-to-air)

- **Engine displacement**
  - (dm³ (in³)) 7,700

- **Engine bore × stroke**
  - (mm (in)) 110 × 135

- **Max power @ engine speed**
  - kW / hp @ rpm
  - 185 @ 1,600 – 2,200

- **Max torque @ engine speed**
  - Nm / lb-ft @ rpm
  - 1,160 @ 1,100 – 1,500

- **Fuel consumption – average diesel**
  - L/h / gall/h
  - 8 – 15

- **Fuel consumption – average adblue**
  - L/h / gall/h
  - 2.1 – 3.9

- **Alternator type – power**
  - AC – 4,200

- **Transmission brand – series**
  - DANA / TE
  - TE-17300 (3+3)

- **Transmission gear shift type**
  - Automatic powershift

- **Transmission clutch type**
  - Torque converter

- **Max power rating**
  - kW (hp)
  - 200 (270)

**Durable and reliable**

All the components in the drive train, from the engine and transmission to the drive axle and the oil-cooled wet disc brakes, are proven for lifetime durability, strength and precision. The electronically controlled gearbox, for instance, helps to ensure safe and effective driving at all speeds, together with highly precise control of lifting equipment.

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**Kalmar Cabin Unit**

**Kalmar Panel Unit**

**Kalmar Information Display**

**Kalmar Attachment Unit**

**Kalmar Frame Unit**

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**Advanced redundant electronics – increase uptime**

The electrical control system of the Kalmar DRG100 is smart, intuitive and reliable. A distributed and redundant CAN-bus technology, developed by Kalmar, constantly monitors the engine, transmission, hydraulics and spreader functions to provide the operator with constant real-time data to help maximise uptime.

Thanks to segmented wiring with a long lifetime, few wires and connection points, the system is not prone to faults and is easy to configure, diagnose and service.

**KCU**

**Kalmar Cabin Unit**

**KPU**

**Kalmar Panel Unit**

**KID**

**Kalmar Information Display**

**EDC**

**Electronic Diesel Control**

**TCU**

**Transmission Control Unit**

**KAU**

**Kalmar Attachment Unit**

**KPU**

**Kalmar Frame Unit**

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**Strong drive trains – driving precise performance**

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**Safe and proven diagnostics**

The CAN-bus system constantly feeds condition-monitoring data to the eye-level colour display in the cabin. Pop-up messages mean the operator can simply check the display’s troubleshooting page and find the error codes that lead straight to the relevant section of the operator’s manual.

**Smart sensors for fluid levels**

Sensors alert the operator to low engine oil or coolant levels – long before any stoppage or component damage occurs. This avoids costly the consequences of fluid levels being checked too late.

**Central lubrication on truck and spreader**

An optional central lubrication system can be installed to ensure greater control over the machine’s lubrication cycle. Electronically monitored and controlled, it alerts the operator in advance whenever a blockage or other malfunction arises – anywhere in the lubrication cycle.
### Main Data

**Type of handling**
- Lifting capacity, in container row 1–2–3:
  - Q1–Q2–Q3 (kgs)
- Lifting capacity, in container row 1–2–3, at max height:
  - Q1–Q2–Q3 (kgs)
- Load centres, from front face of tyres, row 1–2–3:
  - L4–L5–L6 (mm)
- Stacking height, in container row 1–2–3, at 9°/9°:
  - L (mm)
- Spreader type, extension stops, locking:
  - Loss load centre, to front face of tyers
  - Wheelbase

**Technical Information**

**Wheelbase**
- Wheelbase

**Technical Information**

**Service weight, standard truck**
- Service weight, standard truck

**Weights**

<table>
<thead>
<tr>
<th>Type</th>
<th>Q1</th>
<th>Q2</th>
<th>Q3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine type, cylinders</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Diesel</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Technical Information**

**Engine type, cylinders, design**
- Engine norm and emission approvals
- Engine power, torque, displacement
- Fuel consumption, average diesel and tank volume
- Fuel consumption, average adblue and tank volume
- Alternator, type - power, voltage and capacity
- Battery voltage / capacity
- Transmission type, function, safety
- Transmission, gears forward – gears reverse
- Drive axe type, service brakes (on drive wheels)
- Drive axle type, parking brake
- Steer axle type, function
- Travelling speed, forward – reverse, unloaded – at rated load
- Gradeability, at max – at 2 km/h, unloaded – at rated load
- Lifting speed, unloaded – at 75% of rated load
- Lowering speed, unloaded – at rated load
- Drawbar pull / towing capacity, max

**Hydraulic system, type, number of tanks**
- Working pressure boom / spreader
- Tank volumes of working oil & brake oil
- Noise level LwA2 acc. to EN12020, inside cabin
- Noise level LwA2 acc. to 2000/14/EC, outside cabin
- Towing hook
- Electronic overload, monitoring & safety system
- Longitudinal load monitoring information & controls

**Technical Information**

**Engine power, torque, displacement**
- (kW/Nm/dm³)
- Engine power, torque, displacement

**Fuel consumption, average diesel and tank volume**
- (L/h/dm³)
- Fuel consumption, average diesel and tank volume

**Fuel consumption, average adblue and tank volume**
- (L/h/dm³)
- Fuel consumption, average adblue and tank volume

**Alternator, type - power, voltage and capacity**
- (kVA)
- Alternator, type - power, voltage and capacity

**Battery voltage / capacity**
- (V/Ah)
- Battery voltage / capacity

**Transmission type, function, safety**
- Transmission type, function, safety

**Transmission, gears forward – gears reverse**
- (deg) optional
- Transmission, gears forward – gears reverse

**Drive axe type, service brakes (on drive wheels)**
- Drive axe type, service brakes (on drive wheels)

**Drive axle type, parking brake**
- Drive axle type, parking brake

**Steer axle type, function**
- Steer axle type, function

**Travelling speed, forward – reverse, unloaded – at rated load**
- (km/h)
- Travelling speed, forward – reverse, unloaded – at rated load

**Gradeability, at max – at 2 km/h, unloaded – at rated load**
- (%) 33 – 21 / 27 – 21
- Gradeability, at max – at 2 km/h, unloaded – at rated load

**Lifting speed, unloaded – at 75% of rated load**
- (m/s) 0.42 – 0.48
- Lifting speed, unloaded – at 75% of rated load

**Lowering speed, unloaded – at rated load**
- (m/s) 0.42 – 0.48
- Lowering speed, unloaded – at rated load

**Drawbar pull / towing capacity, max**
- (kN)
- Drawbar pull / towing capacity, max

**Hydraulic system, type, number of tanks**
- Working pressure boom / spreader
- Tank volumes of working oil & brake oil
- Noise level LpA acc. to EN12035, inside cabin
- Noise level LpA acc. to EN12035, outside cabin
- Towing hook
- Electronic overload, monitoring & safety system

**Load-sensing / working oil & brake oil tanks**
- Load-sensing / working oil & brake oil tanks

**Tank volumes of working oil & brake oil**
- (L/h/dm³)
- Tank volumes of working oil & brake oil

**Noise level LpA acc. to EN12020, inside cabin**
- (dB(A))
- Noise level LpA acc. to EN12020, inside cabin

**Noise level LpA acc. to 2000/14/EC, outside cabin**
- (dB(A))
- Noise level LpA acc. to 2000/14/EC, outside cabin

**Towing hook**
- Yes
- Towing hook

**Electronic overload, monitoring & safety system**
- Yes – LLMI / Yes – LLMC
- Electronic overload, monitoring & safety system

**Longitudinal load monitoring information & controls**
- Yes – LLMI / Yes – LLMC
- Longitudinal load monitoring information & controls

**Technical Information**

**Engine type, cylinders, design**
- Engine type, cylinders, design

**Engine norm and emission approvals**
- Engine type, cylinders, design

**Engine power, torque, displacement**
- (kW/Nm/dm³)
- Engine power, torque, displacement

**Fuel consumption, average diesel and tank volume**
- (L/h/dm³)
- Fuel consumption, average diesel and tank volume

**Fuel consumption, average adblue and tank volume**
- (L/h/dm³)
- Fuel consumption, average adblue and tank volume

**Alternator, type - power, voltage and capacity**
- (kVA)
- Alternator, type - power, voltage and capacity

**Battery voltage / capacity**
- (V/Ah)
- Battery voltage / capacity

**Transmission type, function, safety**
- Transmission type, function, safety

**Transmission, gears forward – gears reverse**
- (deg) optional
- Transmission, gears forward – gears reverse

**Drive axe type, service brakes (on drive wheels)**
- Drive axe type, service brakes (on drive wheels)

**Drive axle type, parking brake**
- Drive axe type, parking brake

**Steer axle type, function**
- Steer axle type, function

**Travelling speed, forward – reverse, unloaded – at rated load**
- (km/h)
- Travelling speed, forward – reverse, unloaded – at rated load

**Gradeability, at max – at 2 km/h, unloaded – at rated load**
- (%) 33 – 26 / 27 – 21
- Gradeability, at max – at 2 km/h, unloaded – at rated load

**Lifting speed, unloaded – at 75% of rated load**
- (m/s) 0.50 – 0.42
- Lifting speed, unloaded – at 75% of rated load

**Lowering speed, unloaded – at rated load**
- (m/s) 0.42 – 0.48
- Lowering speed, unloaded – at rated load

**Drawbar pull / towing capacity, max**
- (kN)
- Drawbar pull / towing capacity, max

**Hydraulic system, type, number of tanks**
- Working pressure boom / spreader
- Tank volumes of working oil & brake oil
- Noise level LwA2 acc. to EN12020, inside cabin
- Noise level LwA2 acc. to 2000/14/EC, outside cabin
- Towing hook
- Electronic overload, monitoring & safety system

**Load-sensing / working oil & brake oil tanks**
- Load-sensing / working oil & brake oil tanks

**Tank volumes of working oil & brake oil**
- (L/h/dm³)
- Tank volumes of working oil & brake oil

**Noise level LwA2 acc. to EN12020, inside cabin**
- (dB(A))
- Noise level LwA2 acc. to EN12020, inside cabin

**Noise level LwA2 acc. to 2000/14/EC, outside cabin**
- (dB(A))
- Noise level LwA2 acc. to 2000/14/EC, outside cabin

**Towing hook**
- Yes
- Towing hook

**Electronic overload, monitoring & safety system**
- Yes – LLMI / Yes – LLMC
- Electronic overload, monitoring & safety system

**Longitudinal load monitoring information & controls**
- Yes – LLMI / Yes – LLMC
- Longitudinal load monitoring information & controls
Kalmar DRG100, S6-S8 / Empty Container Reachstacker / 10 Tonnes

Norms, standards and regulations
- Machinery Directive 2006/42/EC
- CE标志 for trucks within EU/EEA
- ANSI/ITSDF-marking for North America trucks

Chassis
- Strong and durable heavy-duty chassis
- Safe access steps, platform & hand rails (L/H)
- Long bottom access step (on both sides)
- Lifting eyes and anchor points (front & rear)

Body
- Steps with anti-slip protection
- Rear view mirrors - rear on both sides
- Strong and protective mudguards (front & rear)

Steer Axle (rear)
- Kalmar steer axle with dual pivot bearings
- Control power steering with double acting cylinder

Drive Axle (front)
- Kardan planet gear axle with differential drive
- Wide axle for high side stability (4100 mm)
- Double sealed Disc Brakes (WSB)
- High pressures filter (10 µm) for the brakes
- Brake tank (150 l), cooling & breather filter

Wheels (tyres & rims)
- Drive tyres 14.00x24"/25" (4x)
- Steer tyres 14.00x24"/25" (2x)

Drive train (CAN-bus)
- Volvo D-8 in EU stage 3A and 4 emissions level
- Volvo engine (ECM) 8720R (3+3 gears)
- DANA TE-17300 (3+3 gears)

Load-Sensing Hydraulics
- Load-sensing variable piston pumps Oil
-等领域 Pump, spreader, brakes & steering
- Gear pump for brakes & oil cooling (OS)
- Return Filters for the work hydraulics
- Intercooler for the engine
- Regeneration high-speed lift & extension
- Booster pump on front rollers (BO 40-70)
- Power steering, power brakes & CRS filters
- Hydraulic filter US 100, cooling & breather filter
- Separated dual tanks Oil

Lifting boom
- Electrically adjustable by manual power switch
- Electric service box on chassis (L/H)
- 2 working LED-lights on attachment
- 2 working LED-lights on front edge cabin
- 2 LED-lights on front fenders (when reversing)
- 2 lights on front fenders (floodlight beam)
- 4 LED-lights on side
- 2 LED-lights on brake LED-lights
- 4 LED-blinkers (front near-right & left)
- 2 Nailing brake LED-lights (when reversing)
- 1 rotating warning LED-beacon
- 1 acoustic signal / reverse alarm (in reverse)

Cabin (EQO)
- Spacious, modern cabin with best ergonomic level
- Large windows, good visibility in all directions
- Manual movable cabin (stroke 1750 mm)
- Step for roof access
- Incluse handle (left side)
- Sliding window on both sides
- Doors with air damper and key lock L + R
- Tinted /tinted windows

Comfort
- Seat Kalmar, mesh, spring, high back
- Adjustable armrest (RH) & 2-point safety belt
- Inside rear view mirror (right side)
- Interior lights with fade away function
- 2/3/4 V. connection in door (L + R)
- Fully adjustable steering wheel incl functions
- Fully adjustable colour display
- Electric adjustable operational console with joystick, operational buttons & armrest (L/H)
- Power steering wheel with steer knob
- Electric horn
- LED background light for buttons & switches

Control
- Joystick for boom, spreader & forward / reverse
- Auto rev-accelerator at lifting/extension
- Electric accelerator pedal (hanging)
- My button for electronic hand brake (on/off)
- Automatic gear shifting (P/T)
- Only first gear activated (3x)
- Only second gear activated (PS)
- Safety override for hydraulic functions (by code)
- Multiple function lever LHB (in, gear direction)
- Temporary hard brake (on/off)
- Warning - hard brake (on/off) leaving seat
- Hour meter

Climate
- ECC, electronic climate control (heater, ventilator & filter)
- Air-condition incl. fresh air & recirculation filter
- Wipers/wipers on front, rear and roof windows
- Interval wiper functions on front, rear and roof
- Tinted /tinted windows

Information systems
- Colour display & automatic fault analysis
- Menu control with toggle wheel & push buttons
- Electronic safety, overload, scale & synchron-ization
- LLM Shortitudinal Load Moment Indicator
- LLM Longitudinal Load Moment Control
- ECO Drive Modes (EDM):
  - Power mode
  - Normal mode
  - Economy mode

Operator menu
- System voltage
- Actual chart
- Engine rpm
- Travelling speed (km/h or m/h)
- Hydraulic oil temperature
- Transmission oil temperature
- Engine oil pressure & coolant level
- Engine oil level
- Clock and date
- Load & Load direction (L/C)
- Boom extension & Boom angle
- Operating time (hours)
- Service time indicator (hours)
- Boom angle and boom extension
- Electronic weight scale functions
- Status of heating system & AC system
- Fuel level indicators and optional AddBaby
- Estimated operating time before empty tank (in hours)
- Service indicator
- Container indicator with real time
- Trip computer / statistics

Pop-up menu
- Overload warning
- Overload warning steering axle (high or low)

Head-Up display for twistlock indication:
- LED indicators for alignment & twistlocks

Various warning lights & signals:
- Charging battery
- Low brake pressure
- Failure indicator
- Safety system disconnected
- High engine coolant temperature
- Low oil level
- Low engine oil pressure
- Preheat engine
- Transmission oil temperature
- Low fuel level
- Hydraulic oil temperature

Indicator lamps:
- High beam
- Direction indicator
- Park brake

Foot
- Cabin: Iron-Grey RAL 7034
- Side fenders: Black RAL 7021
- Door, fender front & rear: RAL 7021
- Load chart diagram inside cabin
- Warning, tyre pressure & oil pressure stickers
- Overload warning steering axle (high or low)

Documentation and decals
- Load chart diagram in cab
- Machine data sign on chassis incl. load chart
- Warning, pressure & oil pressure stickers
- Information & joystick symbols
- Instruction manual
- Maintenance manual
- Small parts catalog

Wheels
- 2x24V el. connection in door columns (L + R)
- Inside rear view mirror (right side)
- Adjustable armrest & 2-point safety belt
- Seat Kalmar, mech. spring, high back
- Tinted laminated windows
- Doors with air damper and key lock (L + R)
- Instep handle (left side)
- Large windows, good visibility, in all directions

Cabin
- LLM Shortitudinal Load Moment Indicator
- LLM Longitudinal Load Moment Control
- ECO Drive Modes (EDM):
  - Power mode
  - Normal mode
  - Economy mode

Colour
- Other colour than standard, chassis
- Reinforced anti-corrosion protection

Additional equipment
- Camera with mosaic in cab direction rearward (R-7)
- Reversing warning system, incl. 4x sensors, TV-camera & monitor
- Personal proximity safety (1 base 1, charger 5 taps)
- Tyre pressure monitoring system (Batucito)
- Diesel powered cabin heater 9 kW
- Alcohol Dragger or Fogdrager in cabin
- Semi-automatic fire suppression system (Forse)
- Fire extinguisher 6 l. powder
- Tool kit
- Extra sound insulation - reduction 3 dB(A)
- Lockable fuel cap
- Cabin heater incl 220V outlet
- Engine heater incl cabin heater
- Engine heater incl cabin heater US std
- Hyd/Electric oil heater incl cabin heater US std
- Central greasing base machine
- Central greasing spreader
- Filter kit 2000 hrs
- SmartFuel remote monitoring

Attachment (toplift)
- Lift function incl 4xK (degree), incl lift to speed & limit
- Function unlocking, incl 2x 500 kg
- Rotation stop spreader 2x25 degree + override switch
- Automatic extension 20-40 incl 20-30” stop

Training
- Contact Kalmar Training Center for training programs
- Working ECO driving

Contact Kalmar Training Center for training programs

Training
Kalmar offers the widest range of cargo handling solutions and services to ports, terminals, distribution centres and to the heavy industry. Kalmar is the industry forerunner in terminal automation and in energy efficient container handling, with one in four container movements around the globe being handled by a Kalmar solution. Through its extensive product portfolio, global service network and ability to enable a seamless integration of different terminal processes, Kalmar improves the efficiency of every move. www.kalmarglobal.com

Kalmar is part of Cargotec. Cargotec’s sales totalled approximately EUR 3.2 billion in 2013 and it employs approximately 11,000 people. Cargotec’s class B shares are quoted on NASDAQ OMX Helsinki under symbol CGCBV. www.cargotec.com

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