

Installation Manual



X1A 750 BII

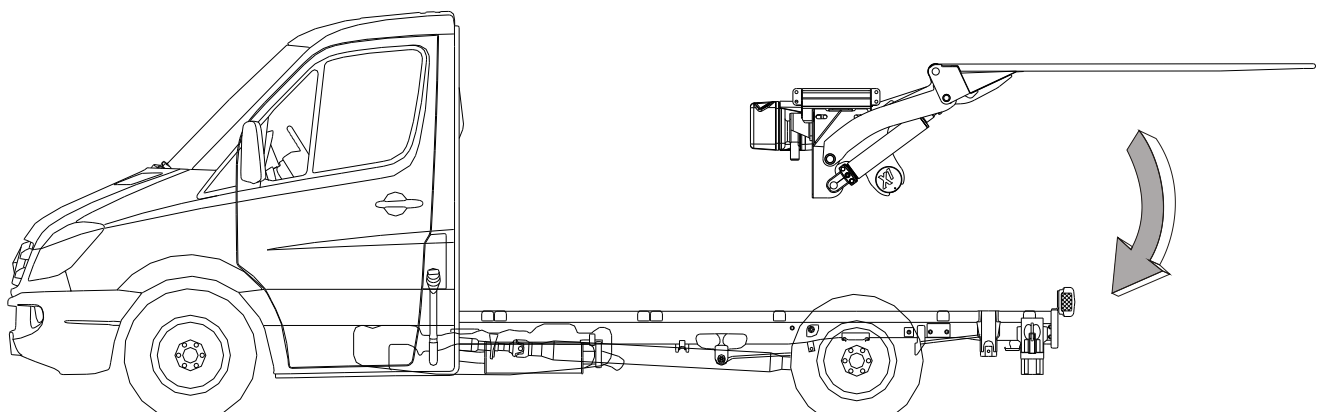
Mercedes Benz Sprinter 3,5 t

BM 906.131 • BM 906.133
BM 906.135 • BM 906.233
BM 906.235

X1A 1000 BII

Mercedes Benz Sprinter 5 t

BM 906.153 • BM 906.155
BM 906.253 • BM 906.255



X1 *we know how!*
TECHNOLOGY Powered by Sörensen

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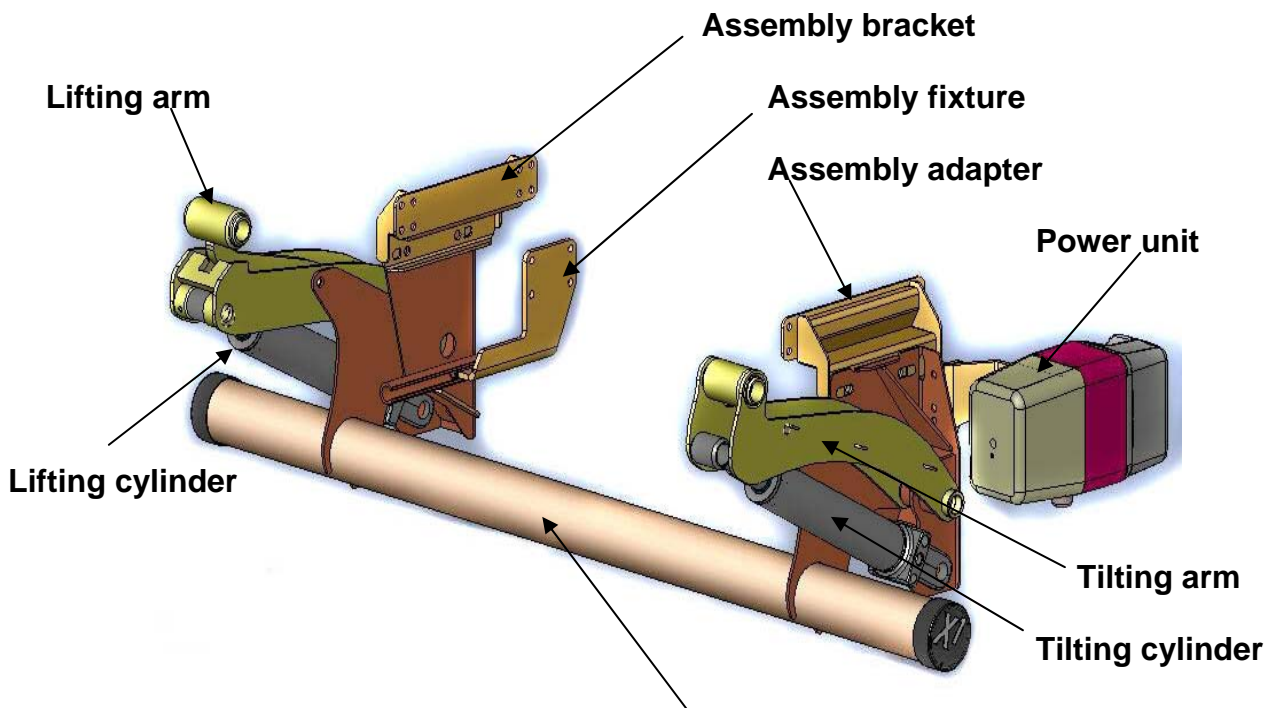
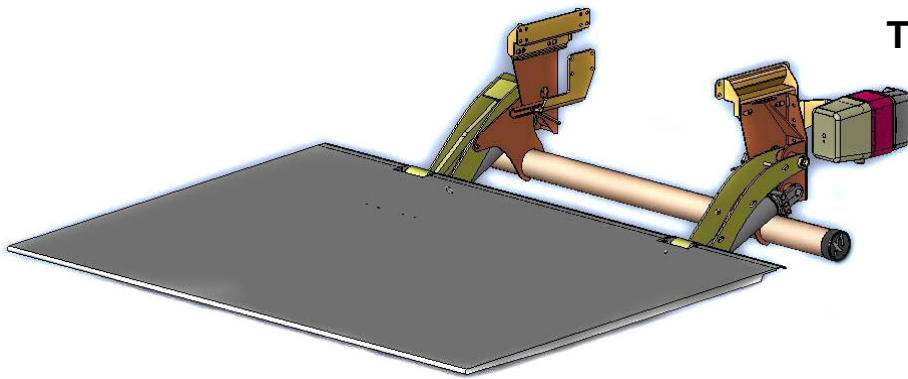
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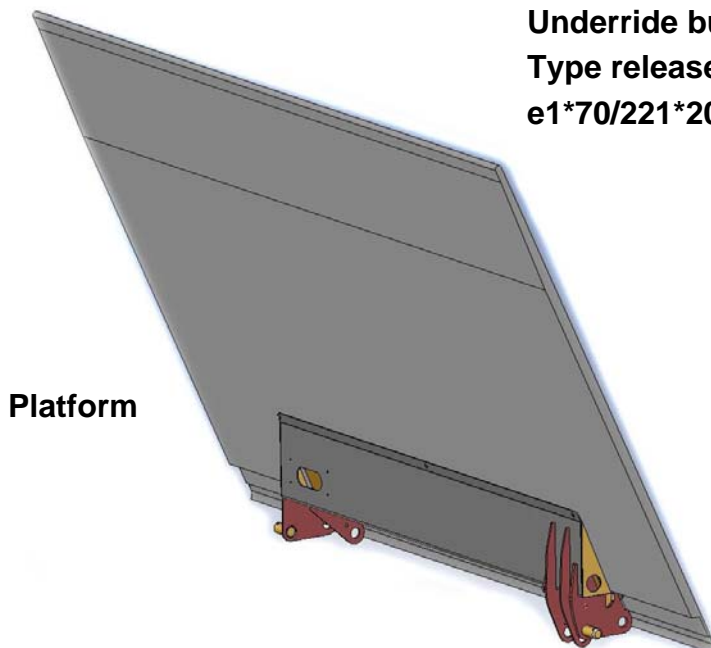


...lifts for life

Sörensen Tail Lift Type X1A /750BII / X1A 1000BII for Sprinter 3,5t and 5t



Underride bumper
Type release number
e1*70/221*2006/20*0831*05



All groups of components of the tail lift are listed under its serial number in the computer system of Sörensen Hydraulik GmbH and can be asked for if necessary.

Introduction

These assembly instructions contain all informations for the assembly of the tail lift on Mercedes-Benz Sprinter BM 906 xxx-x.

If any doubt should remain if the tail lift can be assembled on one of the specified vehicles, please do not hesitate to contact us. We will provide the relevant information.

If the tail lift must be modified, or should it be necessary to deviate in any manner from these assembly instructions, a written agreement from Sörensen Hydraulik GmbH must be asked for and obtained.

Unauthorized modifications and deviations from these assembly instructions can lead to premature failure and damages of the tail lift, as well as hazard to persons.

The warranty for this device will be void in case of „unauthorized modifications“ and „deviations from the assembly instructions“

It is essential to comply with the guidelines for bodywork of the Mercedes-Benz Sprinter. The actual version can be consulted under:

<http://abh-infoportal.mercedes-benz.com/portal/>

Transport damages

The transport company is liable for damages related to the transport of the tail lift. The merchandise must be inspected for damages after its unloading. If damages are discovered, these must be written on the transport sheet, in order to ensure our claims. The relevant costs can only be settled between Sörensen and the transport company, or its insurance.

Precautions during assembly

The vehicle battery must be disconnected before the assembly starts. The vehicle is to be secured against any unintended movement at the assembly location.

All cables or lines located around the assembly zone have to be protected against damage.

All directives for preventing labour accidents have to be complied with. Safety equipment such as goggles, gloves and security shoes must be available at the assembly zone and used when necessary.

The safety functions of devices necessary for the assembly (for example cranes, hand lifts and pallet trucks) must be verified prior to assembly beginning.

Base configuration of the vehicle

For tail lift assembly, you will need the following equipment codes for the Sprinter:

3,5t and 5t Version

E28 – ADDITIONNAL REINFORCED BATTERY

E36 – ADDITIONNAL BATTERY SEPARATING RELAY

EV3 – ELECTRICAL PRE-EQUIPMENT FOR TAIL LIFT

If required:

L76 – EXTENDED TAIL LIGHT LINE

L90 – NO TAIL LIGHTS

Caution: The original tail lights must not be mounted vertically.

Please observe the bodywork guidelines!

Vehicle preparation

Please cover the vehicle seats with relevant protection against dirt prior to assembly.

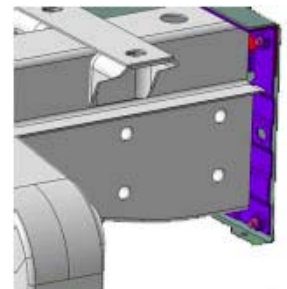
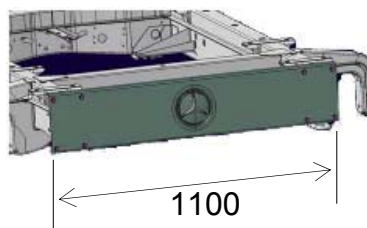
Please mount the assembly frame in compliance with the bodywork guidelines for the Mercedes-Benz Sprinter

Series type	Wheelbase	Tonnage	Max.capacity tail lift	Minimum measurement of the assembly frame profile
906.131	3250	3,5t	500 kg	120 x 50 x 4
906.133 o. 906.233	3665	3,5t	750 kg	120 x 50 x 4
906.135 o. 906.235	4325	3,5t	750 kg	140 x 60 x 4
906.153 o. 906.253	3665	5t	1000 kg	140 x 60 x 5
906.155 o. 906.255	4325	5t	1000 kg	160 x 60 x 5

3,5t vehicle with original rear beam.



Remove rear light
Cut end crossbeam.



Caution: the welded muffers on which the ending crossbeam is spot-welded must not be damaged.

Please reestablish the protection for corrosion according to Mercedes-Benz bodywork guidelines.

5t vehicles with original rear beam

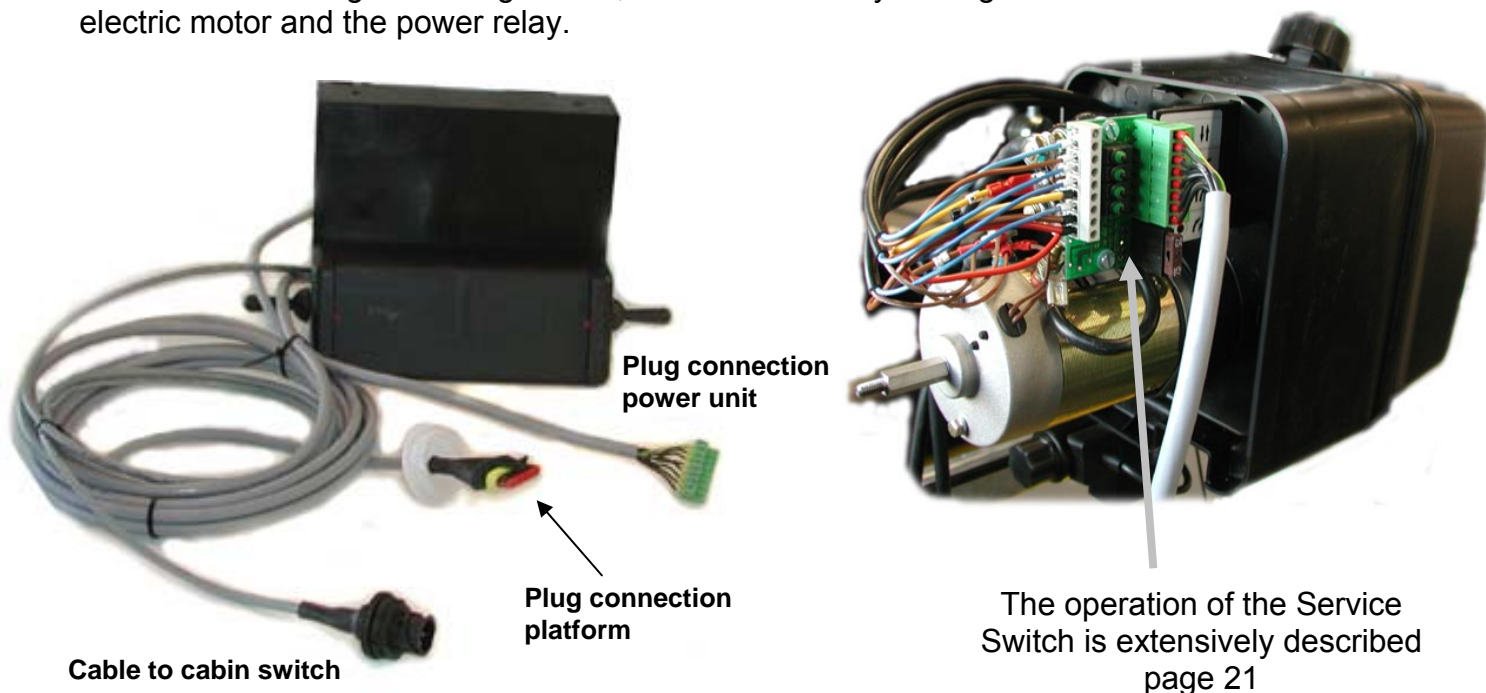


Remove under-ride bumper, rear lights and wedge support.

Assembly of electrical equipment



The features of the tail lift can only be operated, even temporarily, if the battery cables are connected firmly to it and if there is enough voltage available. Never use a loading or starting device, as this will heavily damage the electric motor and the power relay.

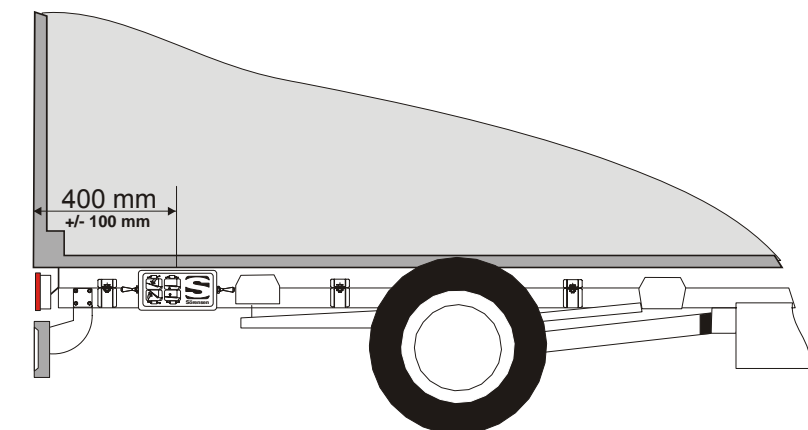
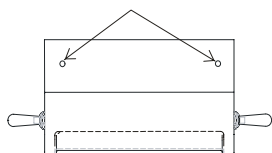


Assembly of the control box

The control box must be assembled on the right side of the vehicle, so that the operator can oversee the whole platform while operating the lift.

The distance between the rear edge Of the body and the middle of the control box must be 400 mm ± 100 mm European Norm EN 1756-1

The control box is attached with two screws M8, 8.8, passed through the 8.5 mm holes and fastened with two self-retaining nuts or secured with loctite.



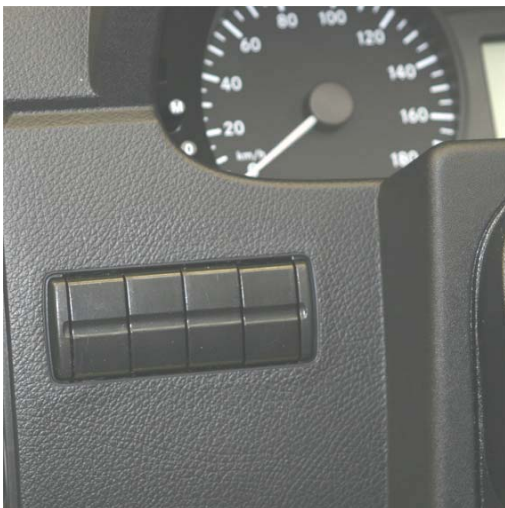
Assembly of electrical equipment tail lift/Sprinter

Sprinter with code EV3 – ELECTRICAL PRE-EQUIPMENT FOR TAIL LIFT



Dashboard in version EV3 with switch for tail lift

This pre-equipment complies with the demands of VEHH. The cable interfaces (battery cable/control line) tail lift/Sprinter shall be connected. The electrical installation is herewith completed. (also see page 6)



Dashboard with pre-equipment empty spots for switches

Sprinter without code EV3

The tail lift cabin switch shall be mounted in a free original baffle (see drawing) and connected according to the electrical diagram enclosed. Pass the cable from the cabin switch to the power unit and connect it with the round connector of the control box. Connect the cable with the green power strip on the circuit board in the power unit.

Dashboard without pre-equipment

On the Sprinter without pre-equipment, a hole for the cabin switch must be drilled into the dashboard.



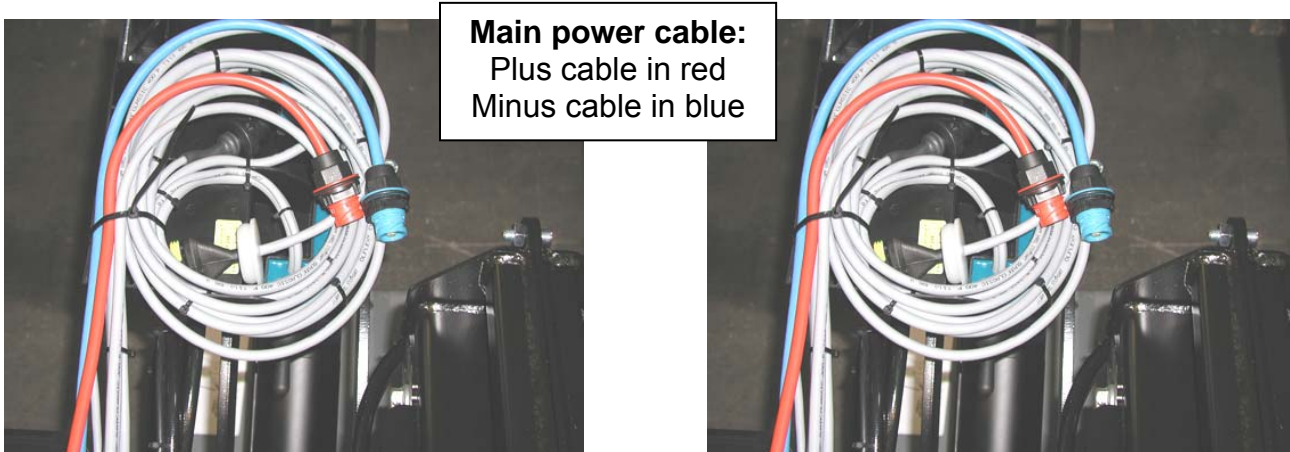
The pre-equipment for the electrical power complying with the VEHH directives contains :

Pre-equipment for control power:

On/off switch in the cabin, which is opening or closing the power circuit from the vehicle.

Pre-equipment for main power:

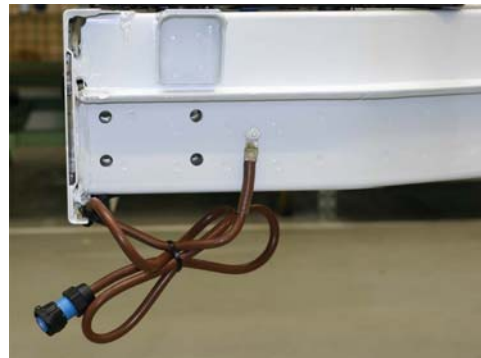
Mass and plus line connected with the battery and passed alongside the right horizontal beam of the vehicle chassis, down to the rear frame. Both cables feature a round 1 pole ITT Cannon plug for connection with the tail lift, plus in red and mass in blue.



Main power line (VEHH interface) on vehicle



The plus cable and the connection to the cabin switch are fastened on the rear part of the vehicle chassis.



The mass cable is assembled on the rear right side of the chassis.

The box containing the main fuse is mounted under the driver's seat, and can be reached over a side handhole.



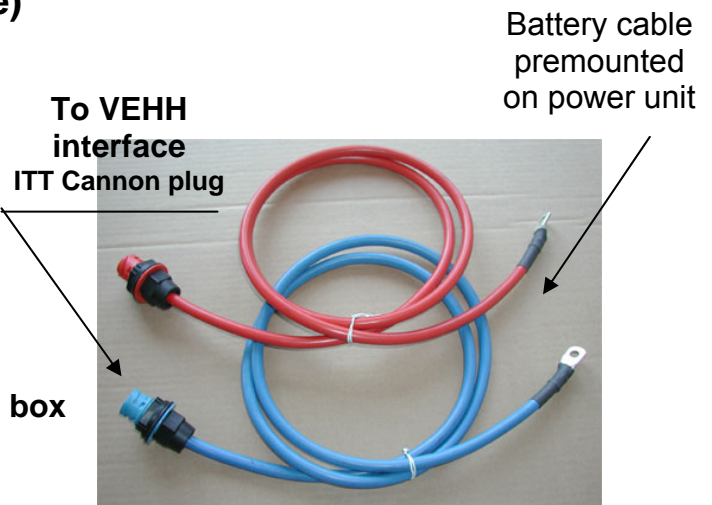
Main fuse	
X1A 750 BII	150 Ampere
X1A 1000BII	250 Ampere

Main power line on the tail lift (for connection to the VEHH interface)

The plus and mass cables are already mounted on the tail lift and are ready to be connected.

The main fuse provided shall be placed in the fuse box located under the driver's seat.
(Exact location see page 6)

On older vehicles it can occur that the fuse box is not mounted yet, in that case, please contact our service department.



Battery 12 Volt	
Battery capacity	1 x 88 Ah
Fuse	X1 750 - 150A X1 1000 - 250A

Caution! Mercedes Benz prescribes the use of an additional battery when operating the vehicles with an electrohydraulic tail lift.
Please observe the bodywork guidelines !

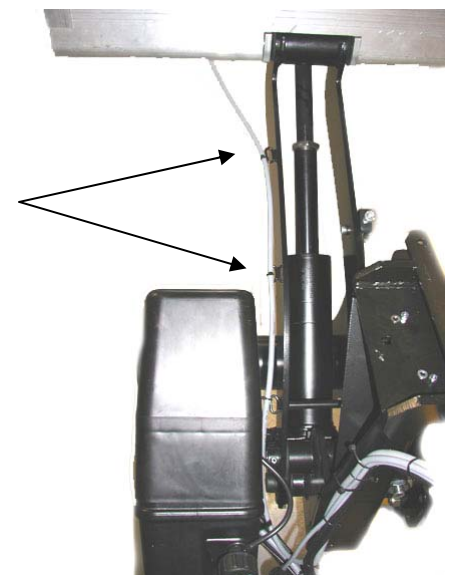
Foot control

Pass the cable with the red-yellow-black plug
From the control box alongside the lifting arm
(see drawing page 4)

Attach the footcontrol cable on the loops with the provided cable straps



Connect both halves of the plugs and push the whole unit into the platform cavity



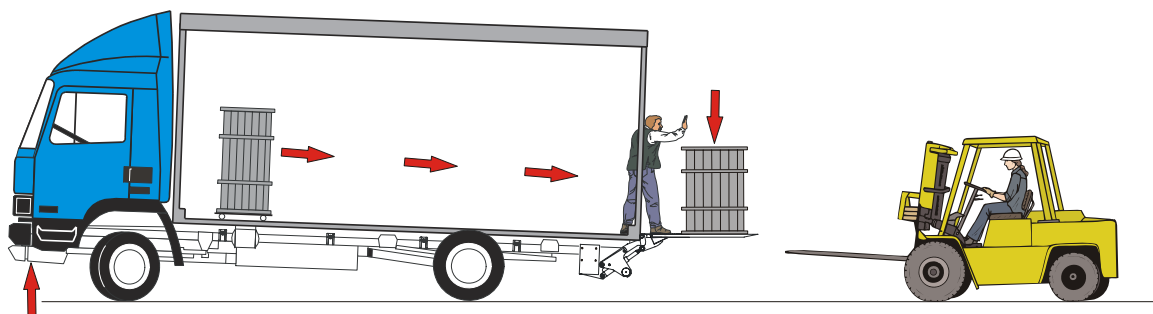
Attach all cables with the provided cable straps, so that none of them can be pinched or rubbed open.



Warning Sticker „secure the load“

This sticker is not provided by Sørensen Hydraulik GmbH. You can order the sticker at our factory under item Nr. 20 904 940.

This sticker is a warning information stating that there are situations during loading and unloading trucks with a tail lift in which the front axle might lift. On the consequent slope, unsecure load can come to motion and constitute a danger to persons.



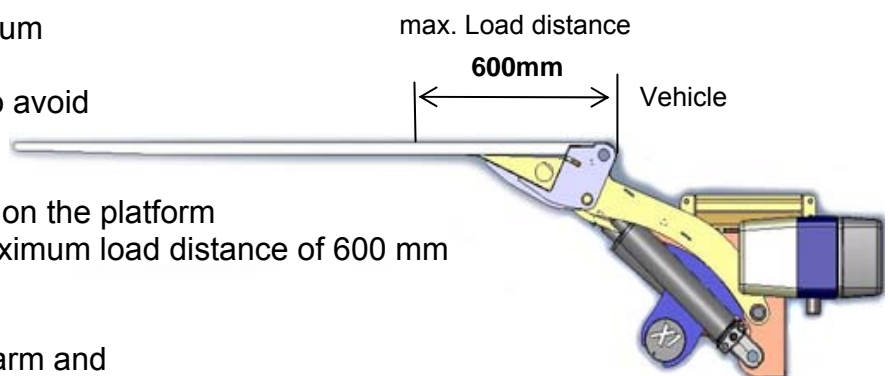
Tag the sticker „secure the load“ on the free surface above the operating sticker on the control box. If this surface can not be seen by the operator, please stick it on a well seen surface above the control box on the truck body.



Warning! Do not exceed the maximum load of 750 kg (X1A750BII) or 1000kg (X1A 1000BII) in order to avoid heavy damage to the vehicle

The maximum load shall be placed on the platform center and shall not exceed the maximum load distance of 600 mm

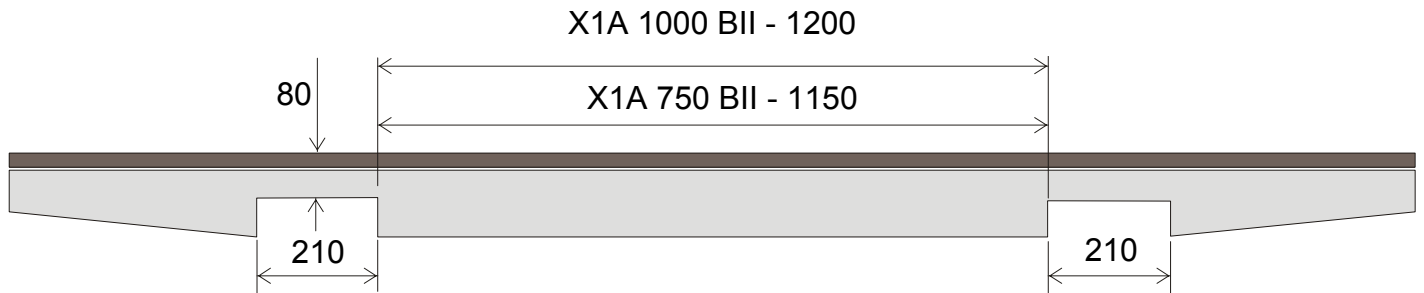
See also the type tag on the lifting arm and in the power unit hood.



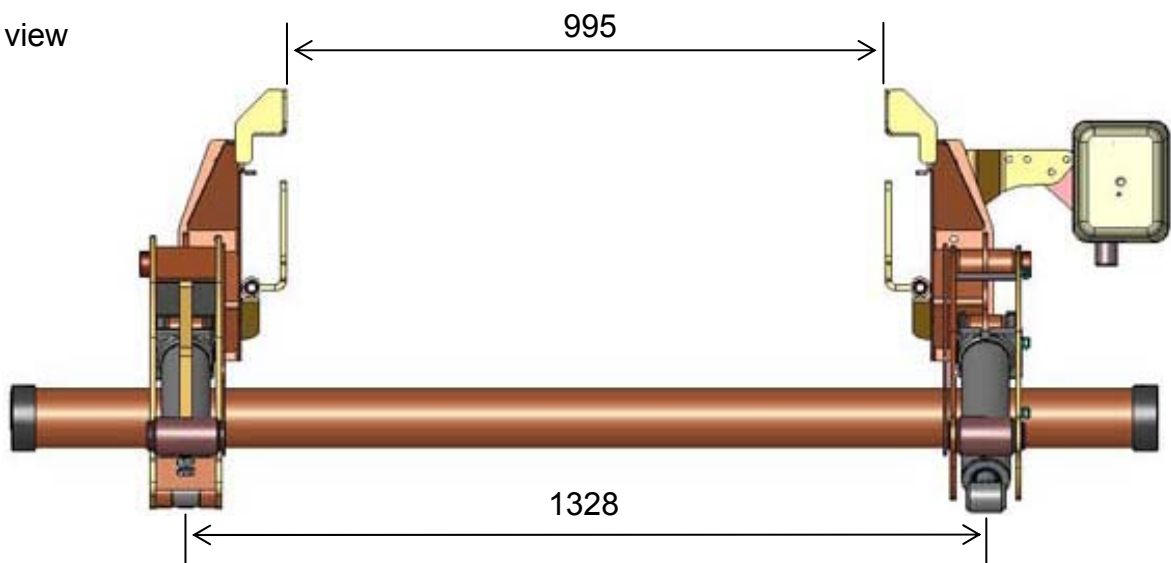
Cutouts on the rear vehicle beam

Proposal for the rear view and for cutouts in the lifting arms area.

If the rear beam should be higher than 80 mm in the area where the lifting arms hit the rear beam, cutouts have to be performed on it, according to our proposals.

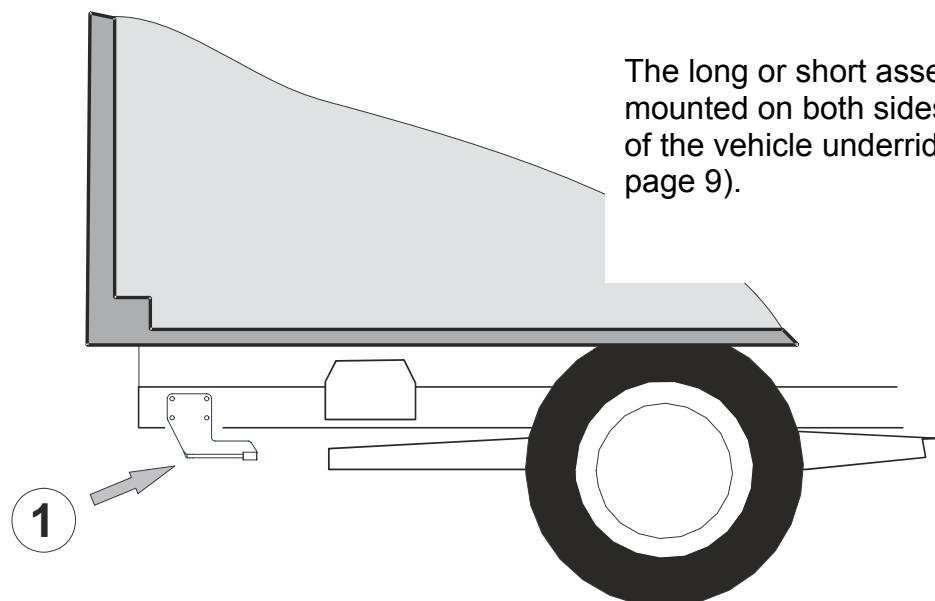


Rear view



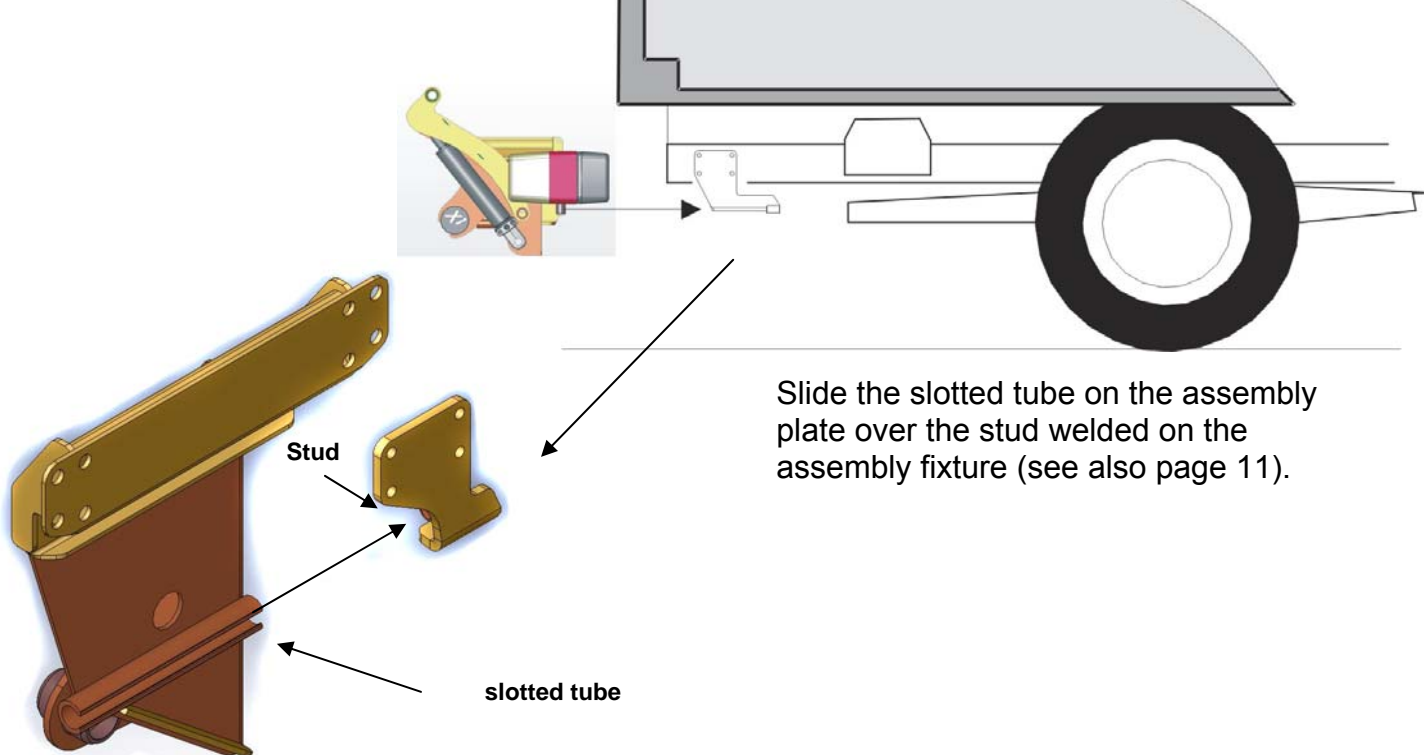
Lift type *	Platform max/min	Lifting arm Center/center
X1A 750BII X1A 1000BII	2580 / 1950	1328

Assembly of the lifting unit

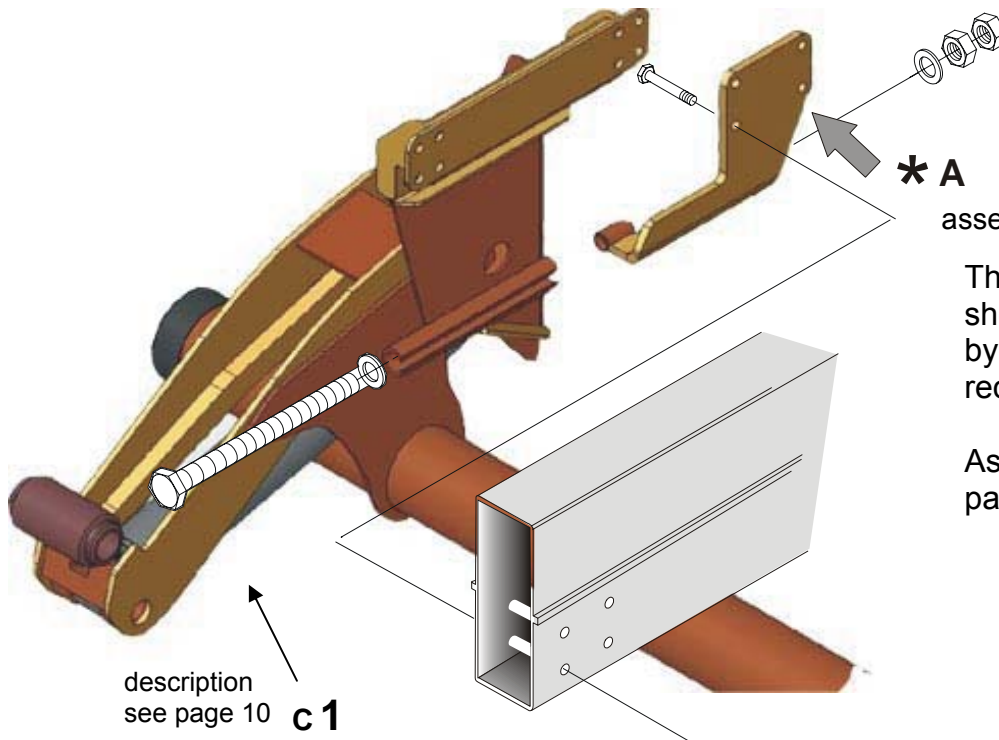


The long or short assembly fixtures are mounted on both sides using the original holes of the vehicle underride bumper (see **Pos.A** page 9).

Now lift each half of the lifting unit and slide the slotted tube on the assembly plate over the stud welded on the assembly fixture.



Slide the slotted tube on the assembly plate over the stud welded on the assembly fixture (see also page 11).



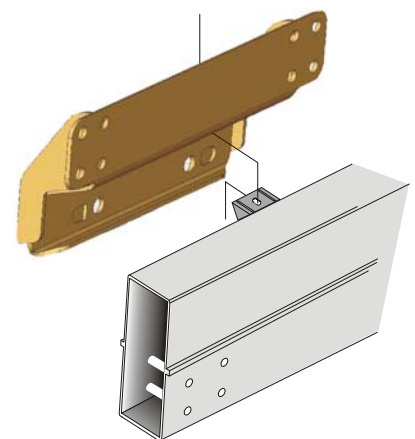
description
see page 10 **c1**

*** A**
assembly fixture

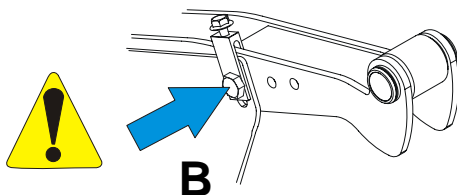
The assembly fixture **A** for long or short body is chosen and provided by Sörensen according to the received vehicle measurements.

Assembly drawing (reference sheet)
pages 22 - 26

Screws to attach the main frame are not provided by Sörensen Hydraulik GmbH



If during the assembly of the tail lift a bracket for the fastening of the false frame should interfere, it shall not be removed, according to the specifications of the vehicle manufacturer. The vehicle main frame has to be connected through the tail lift bracket and the false frame bracket.



B

During the assembly of the lifting unit, the screw (**B**) must be loose and should only be fastened after the platform adjusting (see also page 15)

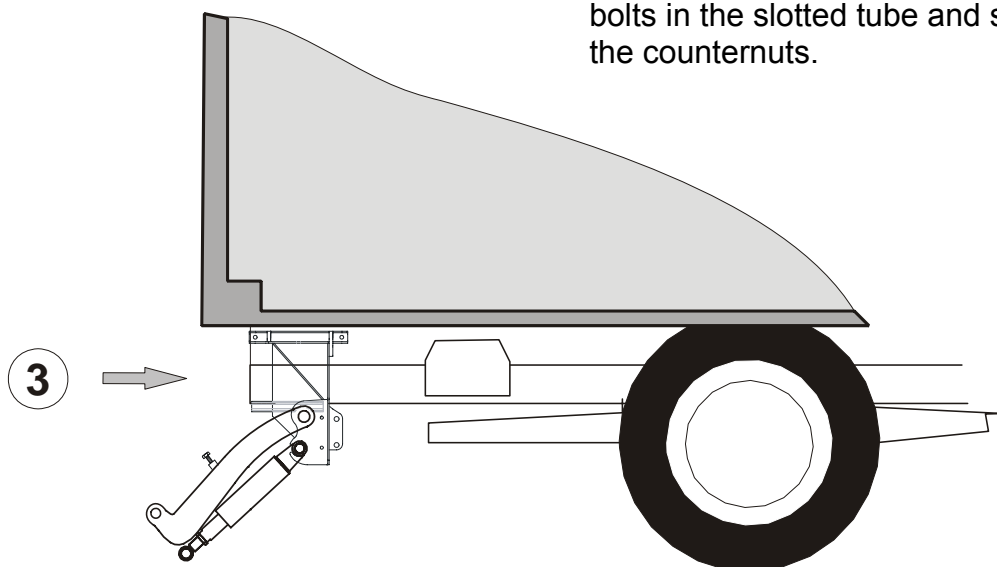
The assembly measurements for the lifting unit can be found on the last 5 pages of these instructions.



Caution!

Please verify if Sörensen Hydraulik GmbH made a special drawing for the assembly of this tail lift. If so, the assembly must be performed according to the specifications of that drawing. Please check within your services.

After sliding the assembly plates over the stud of the fixture, screw both adjusting bolts in the slotted tube and secure with the counternuts.

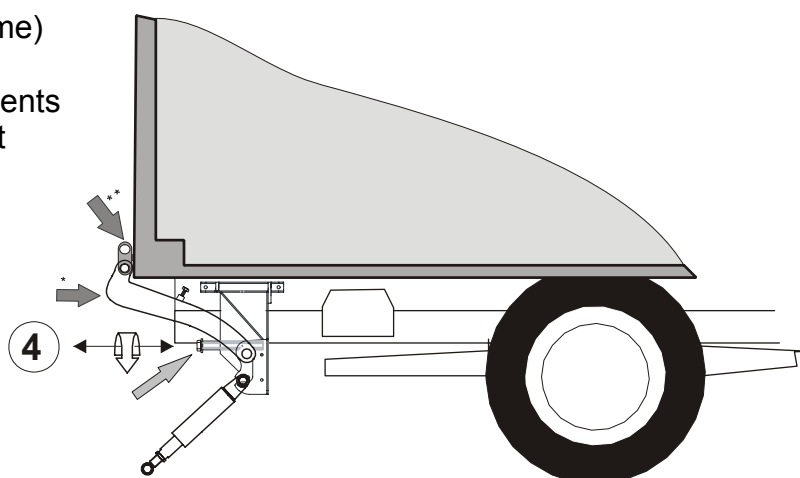


For the assembly of the tail lift, only existing holes (underride bumper/trailer bracket) are used.

Should it be necessary to drill a hole in the vehicle frame it is essential to reestablish the protection against corrosion according to Mercedes-Benz directives.

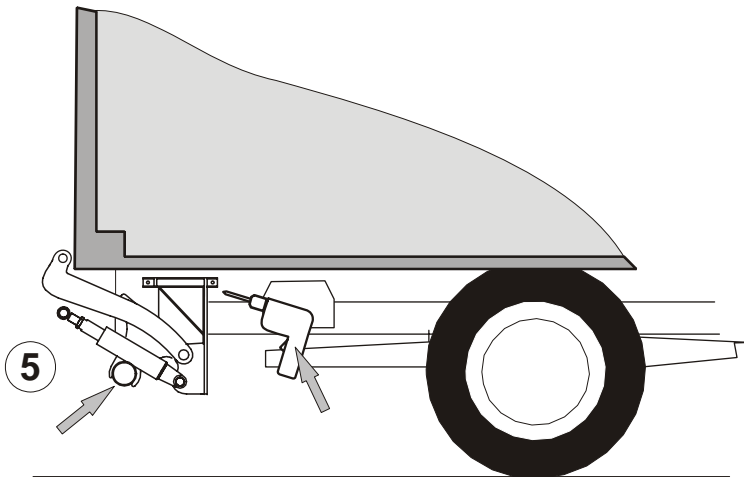
Hang the two lifting arms in the assembly gage, using the provided platform axles. Adjust both sides of the lifting unit with the adjusting screws (c1 see page 11) of the assembly fixtures, until both lifting arms touch the rear frame.

Align the assembly plates (top edge parallel to the vehicle frame) and secure them with clamps. Verify again all assembly measurements according to the measurement sheet and also verify the alignment of the lifting unit.



Drill the fastening holes through the false frame (fig. 5) and fasten the assembly plates on it with the bolts provided.

If there is not enough space available, a verification of the assembly situation through our services (sales department) is necessary. If we determine that the assembly is possible under the given circumstances, we will send you a separate and specific drawing, explaining how to assemble the tail lift.



* Span the lifting arms hanging in the assembly gage against the rear beam and secure against displacement

** Charge the assembly gage with a load or fasten it with clamps. The assembly gage must lay flat and tight on the vehicle's floor

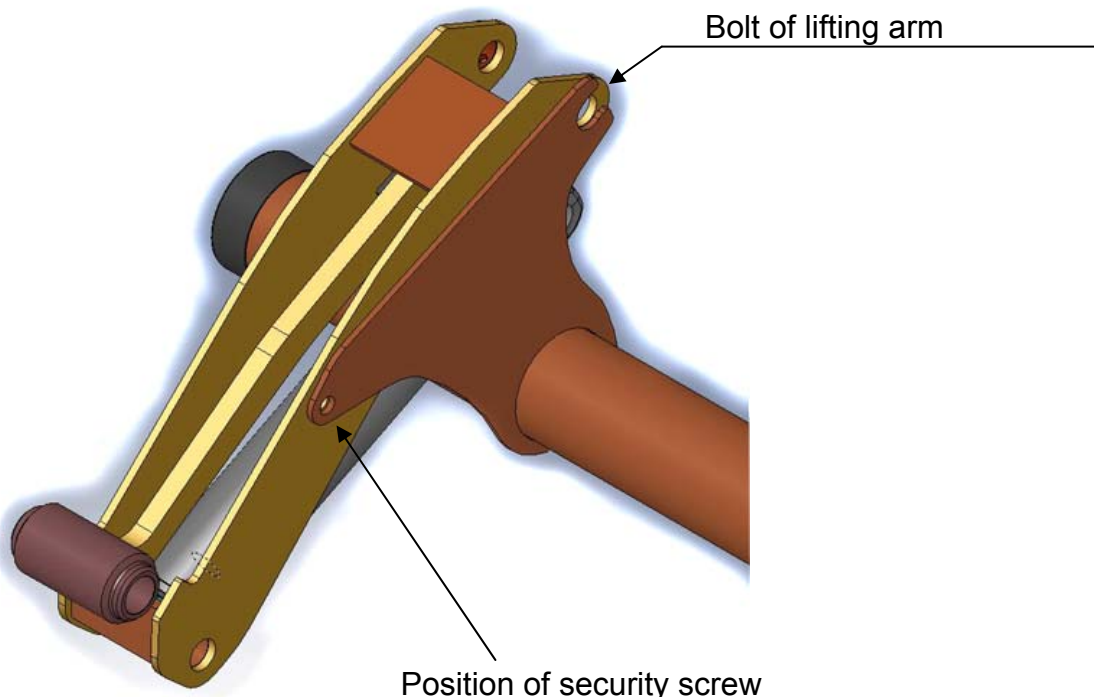
Assemble the underride bumper and secure it with the provided screws. Do not tighten these yet.

Assembly underride bumper

The underride bumper is assembled after the lifting unit.

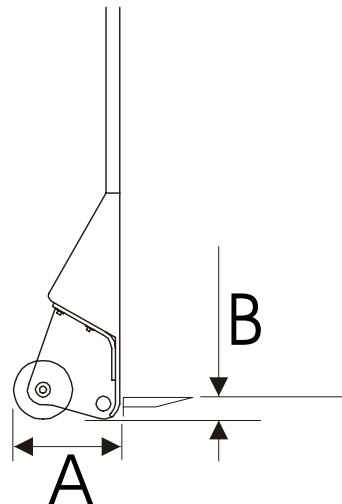
Slide the underride bumper with its slotted side over the bolt joining the lifting arm and the assembly bracket and secure it with a screw on its other side.

After this, adjust the lifting unit, please see page 15.



Assembling and adjusting the platform.

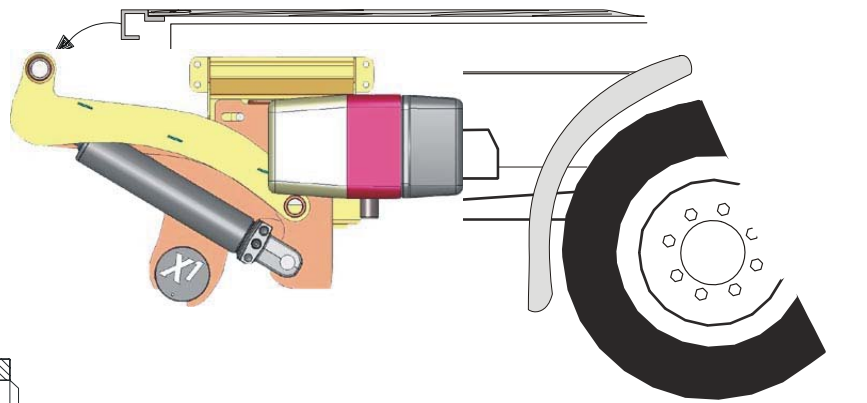
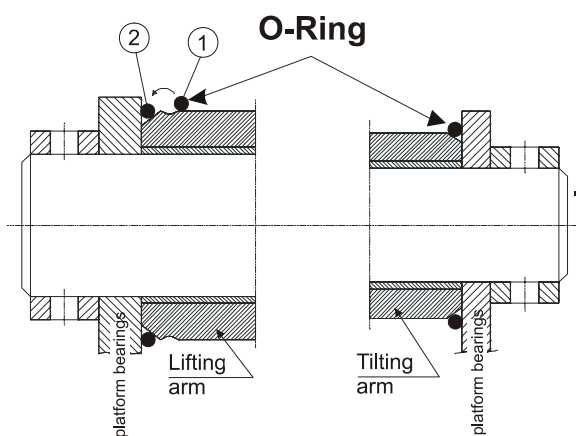
Type	A	B
X1A – 500BII	180	58
X1A – 1000BII	180	58



Platform assembly

The lifting unit is lowered enough to allow an easy assembly of the platform. Apply some of the special grease provided on the platform bearings, put on the O-ring gaskets, hang in the lifting arms and the tilting cylinder, mount the bolts and secure them.

Mount the bearing gaskets

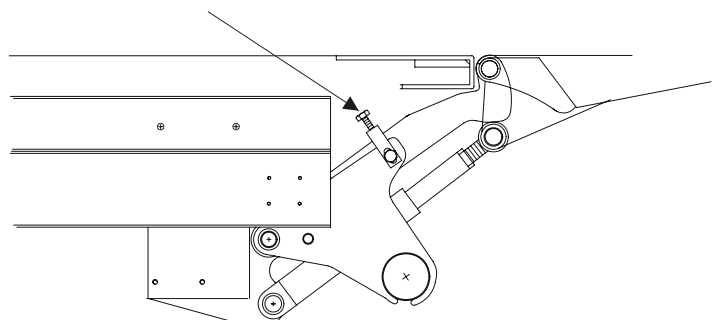


All bearing positions are sealed with an O-ring gasket. While assembling the platform, these gaskets must be placed on each sides of the lifting and tilting arm in position 1. After the assembly is completed, they must be rolled cautiously back into position 2

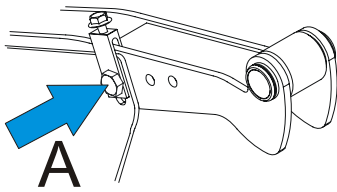
Adjusting the platform to the vehicle floor

With the control box, place the lifting unit near the rear vehicle frame. The lifting arms shall not touch the rear beam, please leave a gap of about 10 mm.

With the adjusting screw, the lifting unit is adjusted so that



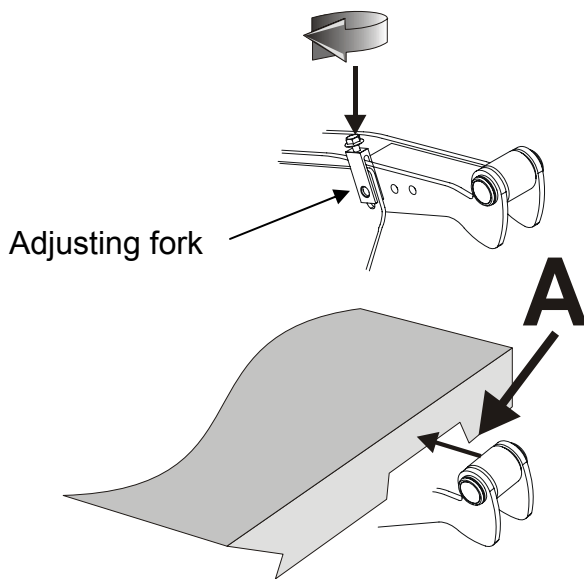
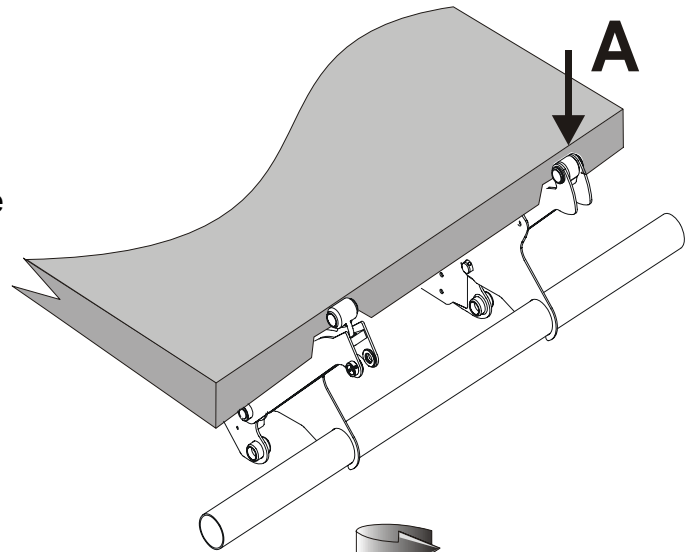
the rear frame and the platform are parallel with each other. After adjusting the platform, both security screws (A) of the underride bumper must be tightened.



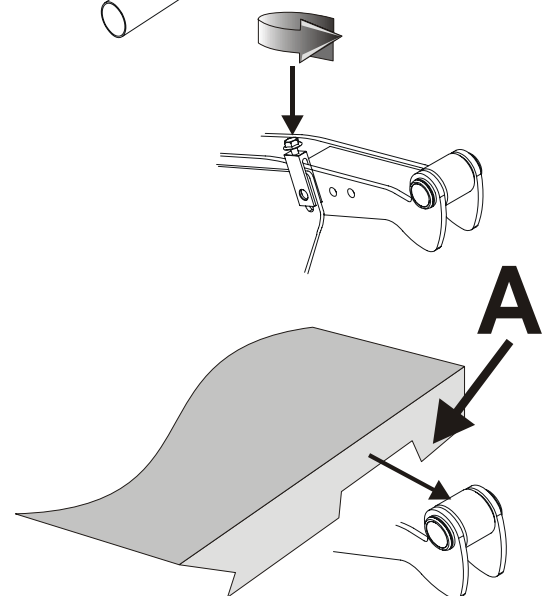
Function of the adjusting fork

After the assembly, both lifting arms shall touch the rear beam at the same time, and must not spring when the platform is loaded

If necessary, this adjustment is made with the adjusting fork located on the right lifting arm. If the screw is turned to the right, the lifting arm is tightened more against the rear beam.

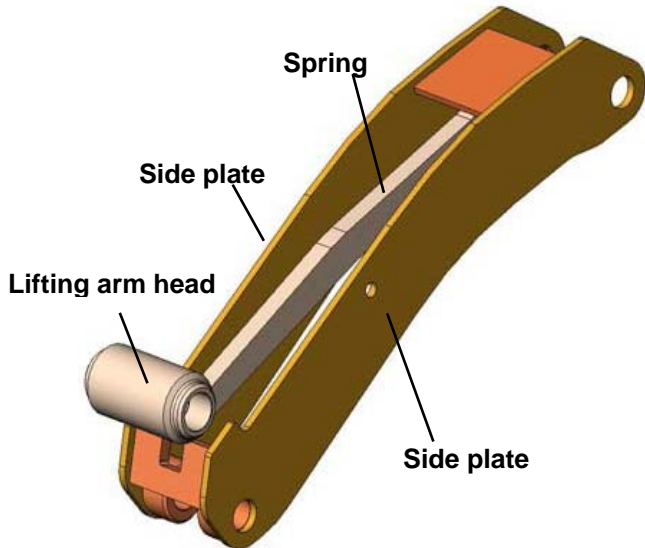


When the adjustig screw is turned to the right, the lifting arm lifts closer to the rear beam.



If the adjusting screw is turned to the left, the lifting arm lowers away from the rear beam.

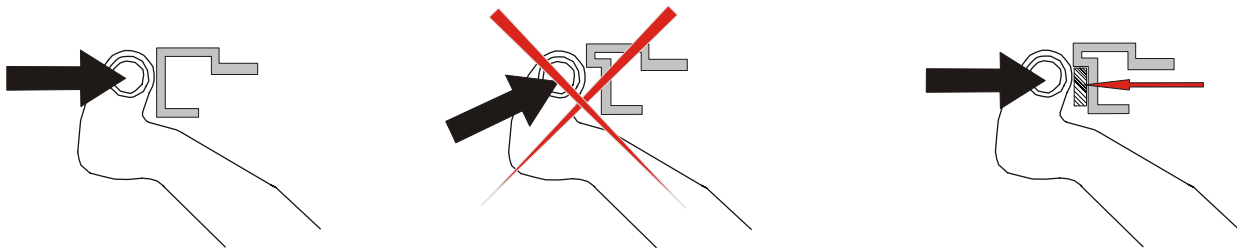
Lifting arm stop at vehicle body



If you assembled the tail lift correctly, both lifting arms will stop at the same time on the rear vehicle frame.

If this should not be possible due to the assembly configuration, it is essential that the lifting arm stops only with the **head of the spring** against the rear beam and that the **side plates** can be pushed freely against the **lifting arm head**.

Eventually reinforce the rear beam in the area where the lifting arms push against it, so that it is not crushed when lifting with hydraulic pressure.

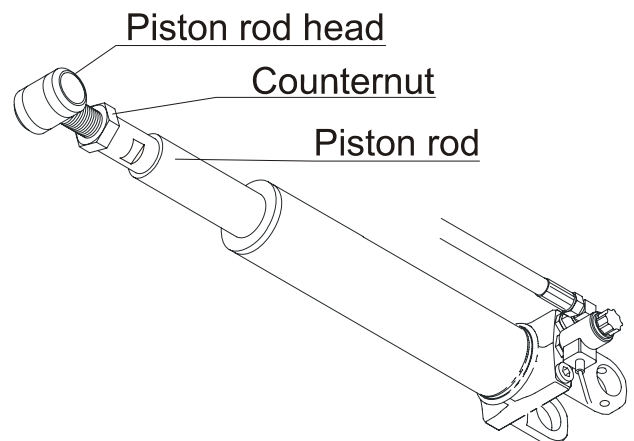


Always push the lifting arms against a plain surface. Fill any edge so that the heads always push against a plain and firm surface. The body could be lifted and the spring of the lifting arm not work properly.

Adjusting the closed platform against the body

Close the platform with the control box. The cylinder must come to its internal limit when the platform is leaned lightly against the rear frame, or when the platform forms a 90° angle with the vehicle floor. If the platform pushes with full pressure against the rear frame without reaching the cylinder's limitation, the length of the piston rod has to be adjusted.

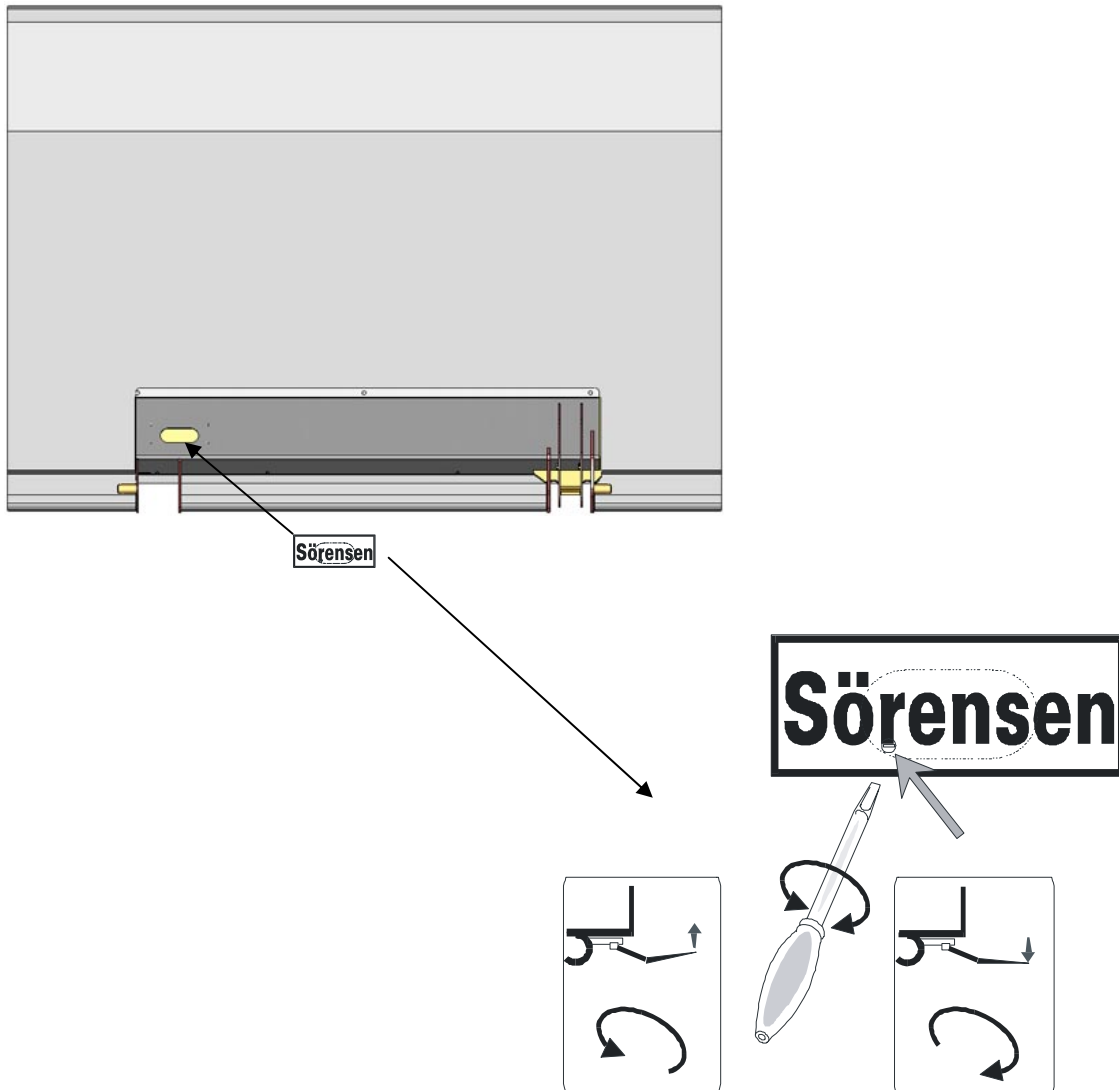
Open the platform 10° to 15°, in order to relieve the cylinder. Untie the counternut on the piston and turn the piston head one way or the other to shorten or lengthen it. Try out the settings, by closing the platform again, in order to perform a preliminary tension. Only then, retighten the counternut.



Adjusting the platform tilting

Turning the adjusting screw to the right – the upward tilting shuts down earlier. The platform tip shows further down.

Turning the adjusting screw to the left – the upward tilting shuts down later. The platform tip shows further up.



First operation of the tail lift

Verify the tail lift readiness for operation. Check that all moving parts can move freely (no pinching or rubbing of cables or lines etc...) Check the hydraulic system for leakage.

Suggestions for hydraulic oil

HLPD 22 (ISO-VG 22) "detergent", to emulsify free water (to avoid ice formation in winter operation) and to improve the oil film cohesion.

Sörensen Hydraulic oil Part Nr.60 700 283

Sörensen Biological oil Part Nr.20 858 811

Aral	Vitam DE 22	Shell	Hydrol DO 2
BP	Energol H LPD 22	Panolin	HLP SYNTH (Bio-oil)
BP	Biohyd 32 (Bio-oil)	DEA	Actis HLPD22
DEA	Econa E 22 (Bio-oil)	Mobil Oil	H-LPD 22
Esso	Hydraulic Oil H-LPD 22	Fuchs	Rhenolin MR 5

Painting the lifting unit

The lifting unit is delivered powder-coated from the factory. If another painting should be wished for, it has to be performed by the bodybuilder (please remember to sand the lifting unit before any paint job). It is also essential to very carefully protect the black piston rods, ideally with tape. Remove all tape and paint rests from the rod prior to tail lift operation as these can damage the seals and will cancel the warranty.

Operation instructions

The sticker showing the instructions for operating the tail lift is tagged on the control box by the factory.

Type label

The type label, containing the loading diagram is tagged on the right lifting arm (in driving direction), a second label is tagged by the factory into the power unit hood.

Entry into the test book

After completion of the assembly, the paragraph of the test book „Test before first operation“ has to be filled out and signed by qualified personnel

Checking the operation speeds

Vertical speed

The vertical speed (lifting and lowering) must not exceed 15cm/sec. If lifting and lowering are too fast, please check the voltage on the vehicle and on the power unit. The two values must be identical. Should lowering and opening be too fast, please verify if the throttles work properly or if they are dirty.

In both cases, please call the Sörensen Hydraulik GmbH service department!

Opening and closing speed

If the platform is not closed and/or opened by hand, the angle speed must not exceed 10°/sec.

Tilting speed

The angle speed for tilting shall not exceed 4°/sec. The platform tilting must be limited to a maximum of 10°

Load probation

Static test

Place the platform half way between the ground and the vehicle floor. Place a weight up to 125% of the nominal capacity in the middle of the platform within the loading distance. The permitted loading distance and the nominal capacity are engraved on the type label of the tail lift. The load diagram shows the capacity modifications according to the distance from the vehicle. Within a test time of 15 min, the lift must not lower more than 15 mm nor tilt down more than 2°.

The bodybuilder is bound to check the tail lift for deformations after the static test.

Dynamic test

The functions lifting, lowering and tilting are to be checked with a load complying with the loading diagram. If necessary, adjust the hydraulic pressure valve so that the given load can be lifted securely.

Caution ! The pressure valve is factory set, normally a correction is not necessary. If that correction should be necessary anyway, please comply with following instructions:

Perform a setting of the pressure valve only by connecting a pressure gauge with which the pressure can be verified. The maximum allowed pressure is engraved on the type label.

After the static and dynamic tests, a visual leakage inspection of the hydraulic system must be performed.

Test against lifting an overload

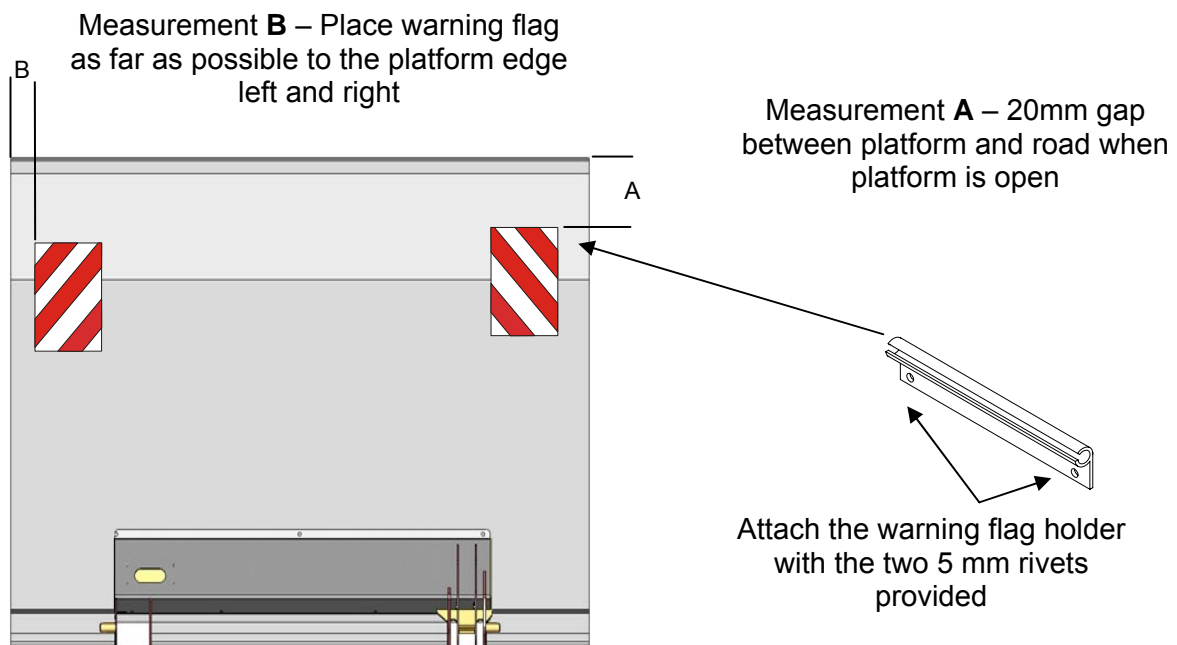
With a test it must be ensured that the device will not lift a load greater than 125% of the nominal capacity from the ground.

Verification of security features

All functions of the tail lift have to be operated until the security features are activated.

Warning flags

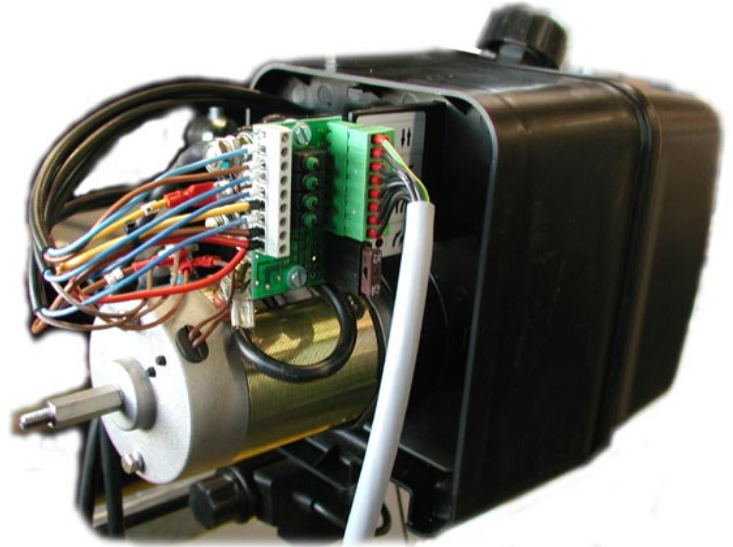
Attach the warning flags supports with the two 5 mm rivets provided.



Service Switch

Over the switching unit mounted in the power unit (**Service Switch**), authorized personnel can operate and test directly all the tail lift functions.

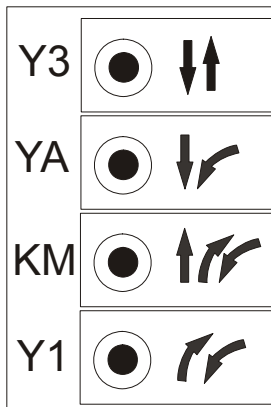
In case of a failure of the control box or the footswitch, a trained person can drive the tail lift to any of its positions with that Service Switch (**emergency function**).



Option Internal body light

If the Sprinter is not equipped with the interface code L 72 (electrical system for body light), the plug for this is located on the rear beam, for which a counterplug with part Nr. A 168 545 37 28 is needed, Sørensen can provide an extended body lighting Service Switch. This Service Switch provides the possibility to connect the body light to it. It is then switched on and off with the cabin switch, together with the tail lift and secured with an 5 ampere fuse.

Body light



Mounted relay only on body light version

Fuse for body light



Function	YA	Y1	Y3	KM
Lifting			•	•
Lowering	•		•	
Opening / Tilting low	•	•		•
Closing / Tilting high		•		•

Please respect sequence, switch KM always last

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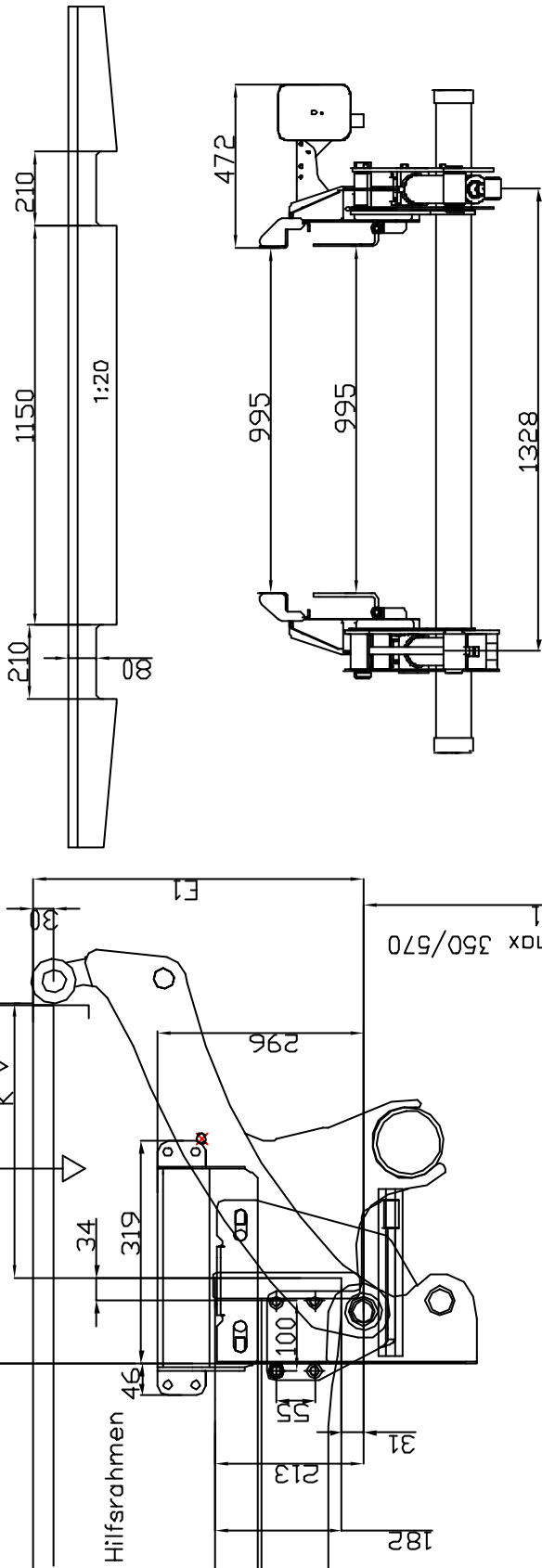
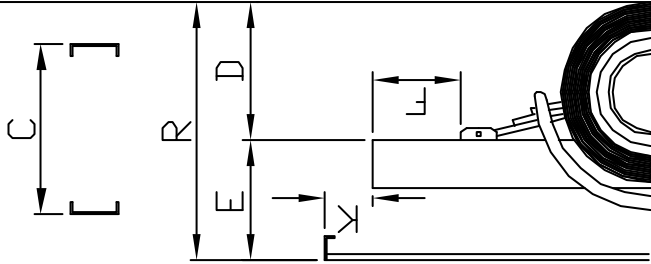
Montagefixtur auswählen

E1	410	430	450	470	490	510	530																
W	575	590	545	530	510	490	485																
K	90-270	180-525	440-820	75-255	165-510	425-805	60-240	150-495	410-890	45-225	135-480	335-575	25-205	115-460	375-555	5-185	95-440	355-535	0-160	85-410	335-515		
Fixtur	lang	lang	lang	lang	lang	lang	lang	lang	lang	lang	lang	lang	lang	lang	lang	lang	lang	lang	lang	lang	lang	lang	lang
Zuh. 3/3	863	841	861	863	841	861	863	841	861	863	841	861	863	841	861	863	841	861	863	841	861	863	841

Schwerpunkt Hubwerk
Gewicht 138 kg

LBW Schwerpunkt X = 145
bei E-Mittel und Plattf.
Gewicht 86kg

Code Montagefixtur
641 20907430 + 20907431
651 20907543 + 20907544
653 20907496 + 20907497



Ihre Maße	
Unbeladen	Beladen
D =	
E =	
R =	
K =	
F =	
C =	

D1min = beladen
D1max = unbeladen

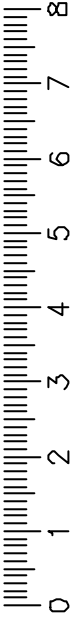
1:10

Lbw Typ: X1A 500BlI/X1A 750BlI; Armlänge 650; Fahrzeug: NCV-3.; Bearb.: 30.03.06 SKC Stand3: 01.09.06

Sörensen Hydraulik GmbH, Osterrade 3, 21031 Hamburg 80, Tel.:040/739 60 60, Fax.:739 60 666

Genehmigt
Jens Herman Jensen

Diese Zeichnung gilt nur für die angegebene Ladebordwand-Type oder falls angegeben für die Ladebordwandnr. Da Änderungen an der Konstruktion nicht auszuschließen sind, die sich auf die Anbauverhältnisse auswirken können, geben Sie bei Ihrer Bestellung bitte immer die Zeichnungsnummer an. Wir werden im Auftragfall prüfen, ob Korrekturen erforderlich sind und Sie darüber unaufgefordert informieren.



Die Aufbaurichtlinien der Fahrzeughersteller sind einzuhalten.

Montagefixtur auswählen

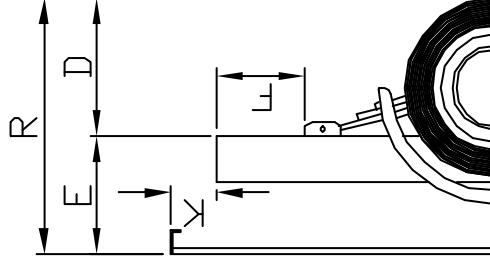
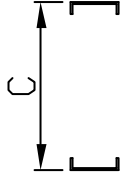
E1	310	340	370	400	420	440	470													
W	550	530	510	490	470	460	420													
K	75-246	175-500	425-805	55-225	155-490	410-580	35-205	135-450	390-560	15-185	110-435	365-535	0-160	0-140	75-400	330-500	0-110	40-365	235-465	
Fixtur	lang	lang	lang	lang	lang	lang	lang	lang	lang	lang	lang	lang	lang	lang	lang	lang	lang	lang	lang	lang
Zub. St.	654	654	654	654	654	654	654	654	654	654	654	654	654	654	654	654	654	654	654	654

LBW Schwerpunkt X = 115
bei E-Mittel und Plattf.
Gewicht 86kg

Schwerpunkt Hubwerk
Gewicht 129 kg

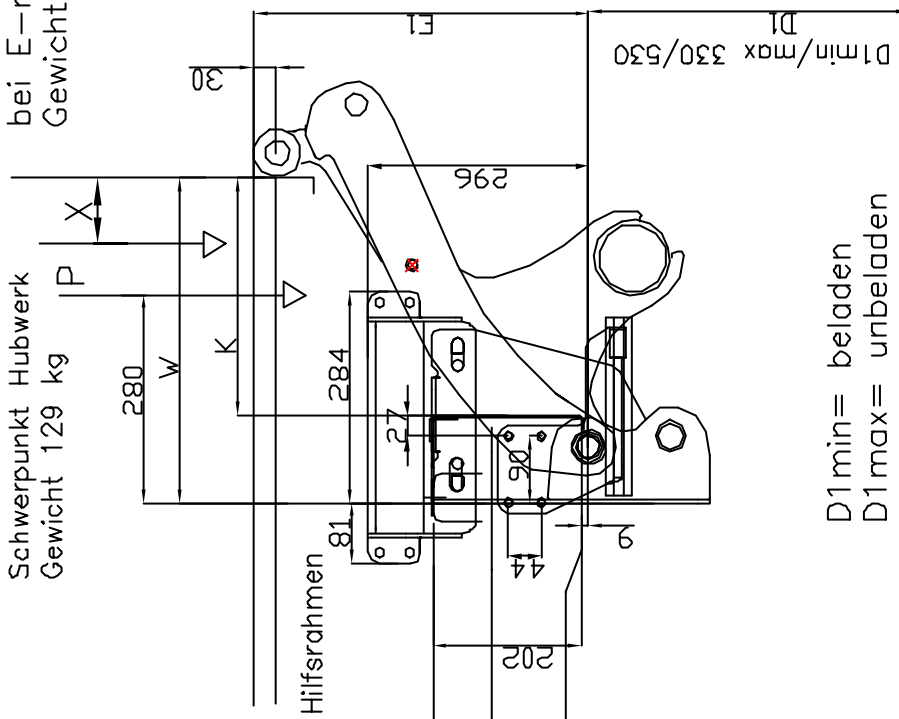
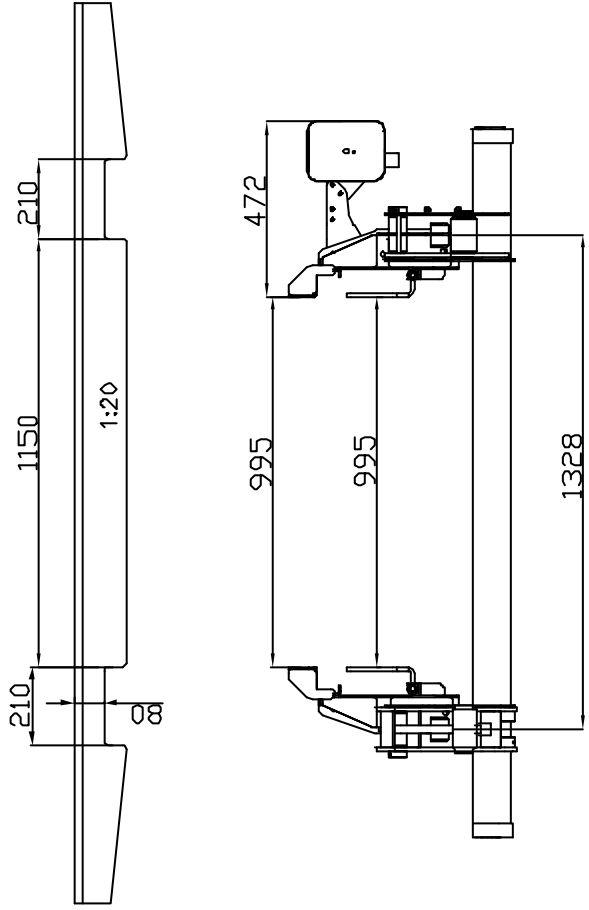
Code Montagefixtur

642 20907350 + 20907358
652 20907545 + 20907546
654 20907499 + 20907500



Ihre Maße	
Unbeladen	Beladen
D=	
E=	
R=	
K=	
F=	
C=	

1:10



D1min= beladen
D1max= unbeladen

Diese Zeichnung gilt nur für die angegebene Ladebordwand-Type oder falls angegeben für die Ladebordwandr. Da Änderungen an der Konstruktion nicht auszuschließen sind, die sich auf die Anbauverhältnisse auswirken können, geben Sie bei Ihrer Bestellung bitte immer die Zeichnungsnummer an. Wir werden im Auftragsfall prüfen, ob Korrekturen erforderlich sind und Sie darüber unaufgefordert informieren.

Montagefixtur auswählen

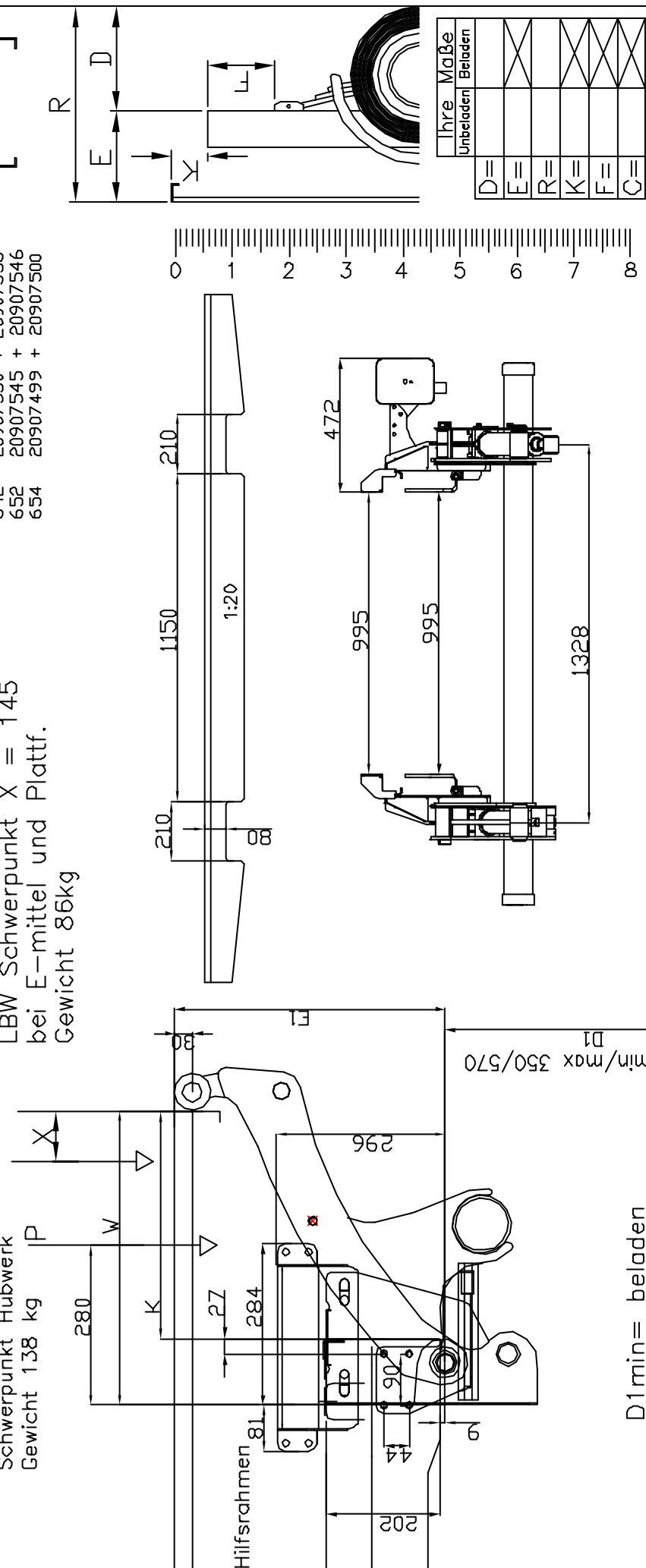
E1	410	430	460	470	480	510	530												
VW	575	560	545	530	510	490	465												
K	105-275	205-530	450-620	90-260	190-515	435-605	75-245	155-480	400-570	35-205	135-460	380-530	15-185	115-440	380-530	0-160	95-420	340-510	
Fixtur	lang	kurz	lang	kurz	lang	kurz	lang	kurz	lang	kurz	lang	kurz	lang	kurz	lang	kurz	lang	kurz	lang
Z.h. 9	654	642	652	654	652	654	652	654	642	652	654	642	652	654	642	652	654	642	652

Schwerpunkt Hubwerk
Gewicht 138 kg

LBW Schwerpunkt X = 145
bei E-mittel und Plattf.
Gewicht 86kg

Code Montagefixtur

- 642 20907350 + 20907358
- 652 20907545 + 20907546
- 654 20907499 + 20907500



D1min= beladen
D1max= unbeladen

1:10

Lbw.Type: X1A 500BII/X1A 750BII; Armlänge 650; Fahrzeug: NCV 5.; Bearb.: 21.06.06 SKC Stand2 01.09.06

Sörensen Hydraulik GmbH, Osterrade 3, 21031 Hamburg 80, Tel.:040/739 60 60, Fax.:739 60 666 Genehmigt Jens Herman Jensen



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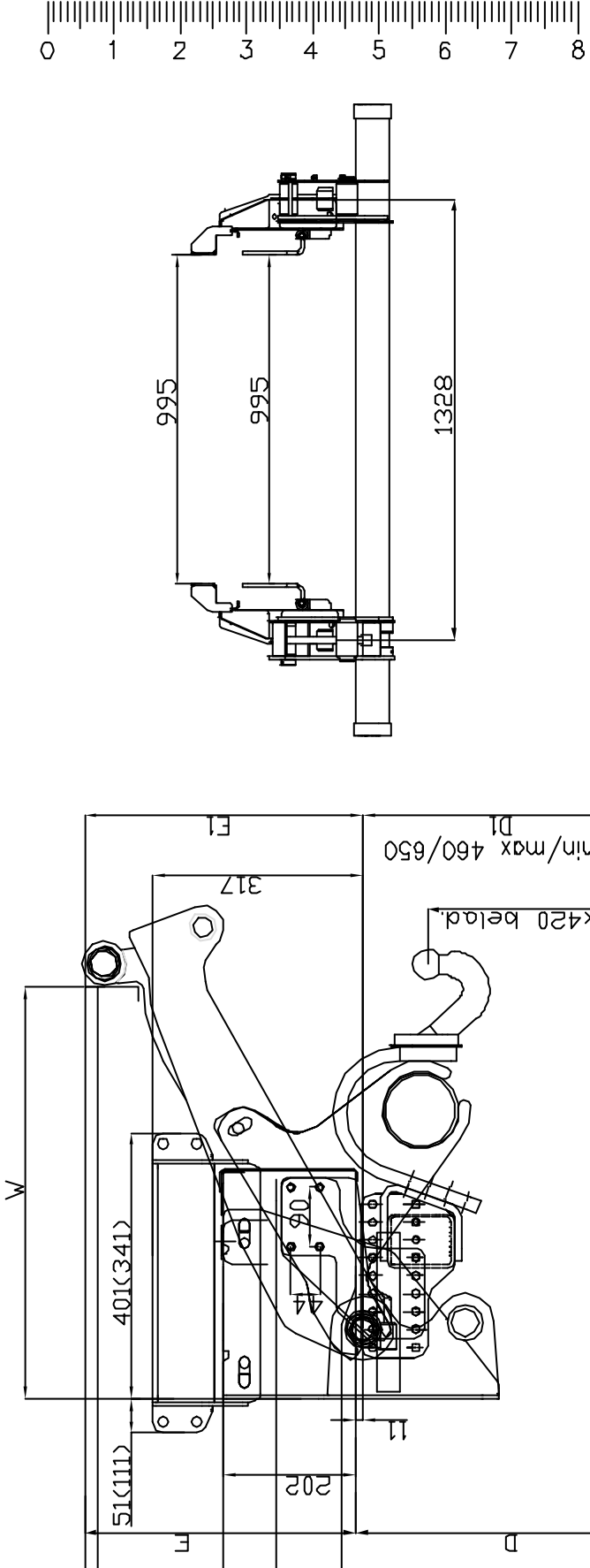
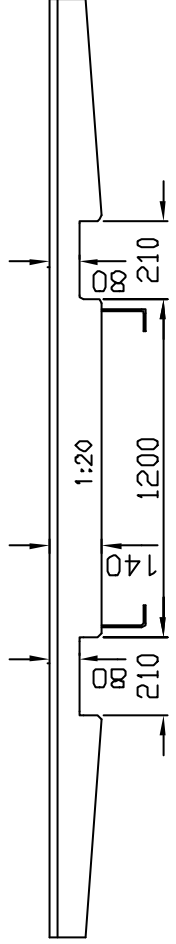
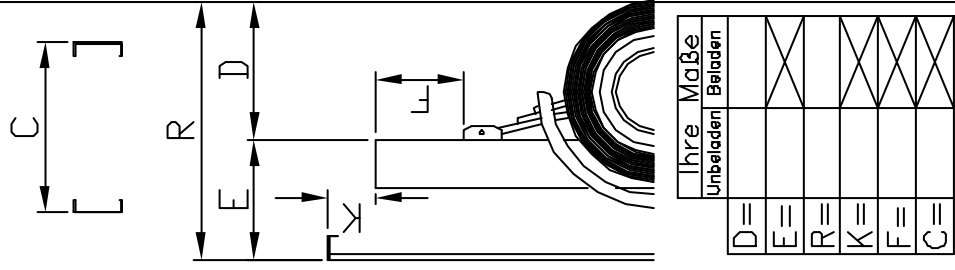
Die Aufbauzeichnungen der Fahrzeughersteller sind einzuhalten.

Montagefixtur auswählen

E1	390	420	450	470	500	530
W	650	630	610	590	560	530
K	190-340 lang kurz 654 642	170-320 lang kurz 654 642	150-300 lang kurz 654 642	130-280 lang kurz 654 642	100-250 lang kurz 654 642	70-220 lang kurz 654 642
Fixtur	lang 654	lang 652	lang 652	lang 652	lang 652	lang 652
Zubehör	642	642	654	652	652	652

Code Montagefixtur

- 642 20907350 + 20907358
- 652 20907545 + 20907546
- 654 20907499 + 20907500



1:10

Lbw.Typ: X1A 1000BI; Armlänge 675; Fahrzeug: NCV 5... Crafter 50; Bearb.: 21.05.07 SKK

Sörensen Hydraulik GmbH, Osterrade 3, 21031 Hamburg 80, Tel.:040/739 60 60, Fax.:739 60 666
Genehmigt Jens Herman Jensen