Kalmar DCG90-180
Lift trucks 20,000 – 40,000 lbs

Technical information, Tier III/Tier 4i

Designed to deliver greater total lifetime savings

The DCG90-180 is a range of new Kalmar trucks with a lifting capacity of 20,000 – 40,000 lbs. The new DCG90-180 is the result of our customer-focused product development activities as well as our deep commitment to improving the performance of lift trucks. In fact, DCG90-180 capitalizes on insights we have gained from the more than 10,000 worldwide users of Kalmar trucks with this lifting capacity.

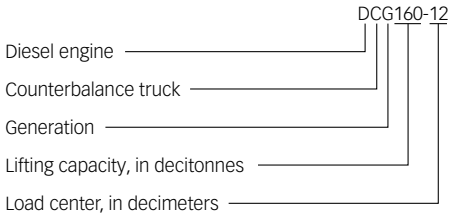
Introducing Kalmar DCG90-180

The new Kalmar DCG90-180 is designed, built and delivered to offer greater total lifetime savings. This new range of Kalmar trucks offer these savings by improving the performance of your truck-and-driver teams. Below is a summary of how the Kalmar DCG90-180 benefits your business.

Give your savings a lift

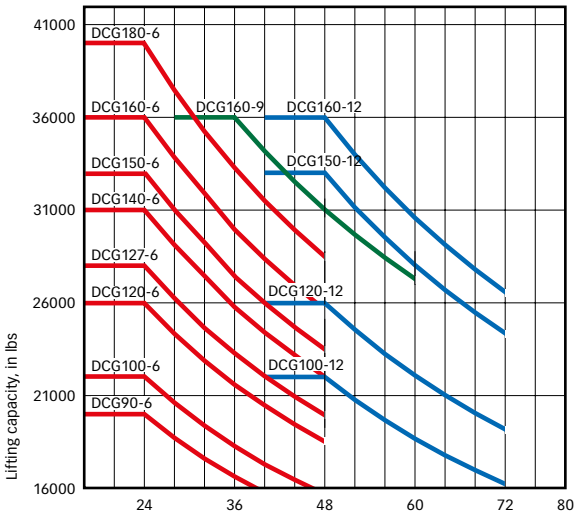
The following pages provide you more details about the Kalmar DCG90-180. Contact your local Kalmar representative for a closer look and a test drive.

Model designation

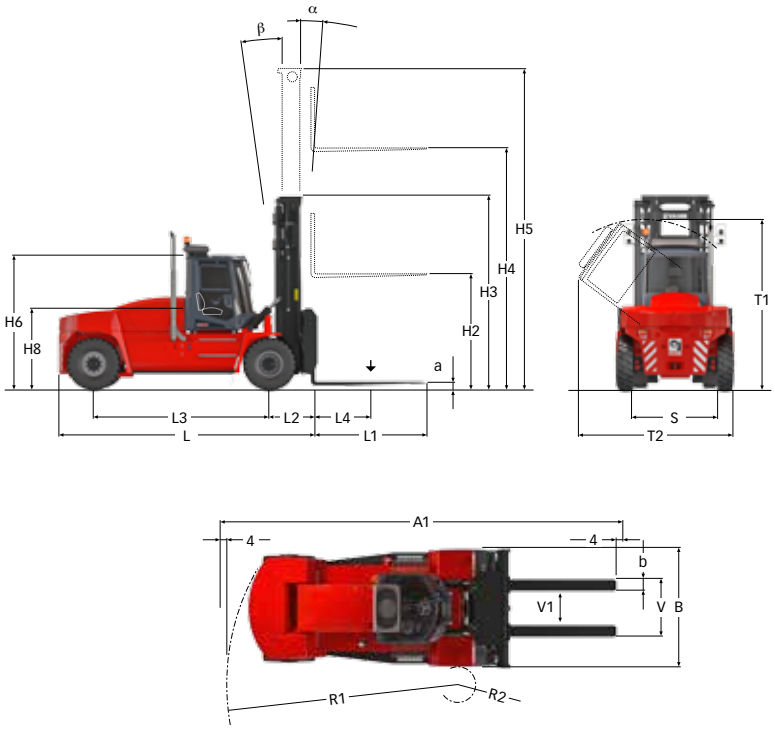


Dimensions			DCG90-6	DCG100-6	DCG120-6	DCG127-6
Lifting capacity	Rated (lb)		20,000	22,000	26,000	28,000
	Load centre (in)	L4	24	24	24	24
Truck	Truck length (in)	L	181	189	189	189
	Truck width (in)	B	100	100	100	100
	Height. basic machine. EGO cabin (in)	H6	115	115	115	115
	Height. basic machine. EGO cabin. OHG (in)	H6	119	119	119	119
	Seat height. EGO cabin (in)	H8	70	70	70	70
	Distance between centre of front axle – front face of fork arm (in)	L2	39.37	39.37	39.37	39.37
	Wheelbase (in)	L3	110	118	118	118
	Track (c-c). front – rear (in)	S	73 – 77	73 – 77	73 – 77	73 – 77
	Turning radius. outer – inner (in)	R1 – R2	155 – 3	165 – 3	165 – 3	165 – 3
	Ground clearance. min. (in)		13.7	13.7	13.7	13.7
	Height when tilting cab. max. EGO cabin / OHG (in)	T1	134 / 137	134 / 137	134 / 137	134 / 137
	Width when tilting cab. max. EGO cabin / OHG (in)	T2	133 / 136	133 / 136	133 / 136	133 / 136
	Min. ailse width for 90° stacking with forks (in)	A1	251	258	258	258
Standard duplex mast	Lifting height (in)	H4	197	197	197	197
	Mast height. min. (in)	H3	165	165	165	165
	Mast height. max (in)	H5	264	264	264	264
	Mast tilting. forward – backward (°)	α – β	14 – 10	14 – 10	14 – 10	14 – 10
	Ground clearance. min. (in)		10	10	10	10
Forks	Width (in)	b	7.9	7.9	7.9	7.9
	Thickness (in)	a	2.8	2.8	2.8	2.8
	Length of fork arm (in)	l	48	48	48	48
	Width across fork arms. max. – min. (in)	V	93 – 24	93 – 24	93 – 24	93 – 24
	Sideshift ± at width across fork arms (in)	V1 – V	17 – 58	17 – 58	17 – 58	17 – 58
Weight	Service weight (lb)		35,274	36,156	38,360	39,683
	Axle load front. unloaded (lb)		19,401	20,062	20,503	20,723
	Axle load front. at rated load (lb)		50,486	53,572	60,848	63,273
	Axle load back. unloaded (lb)		15,873	16,094	17,857	18,960
	Axle load back. at rated load (lb)		4,630	4,630	3,968	4,409
Wheels / tires	Type. front – rear		Pneumatic – Pneumatic			
	Dimensions. front – rear / ply (in)		12.00×20/20PR	12.00×20/20PR	12.00×20/20PR	12.00×20/20PR
	Number of wheels. front – rear (*driven)		4* – 2	4* – 2	4* – 2	4* – 2
	Pressure (psi)		140	140	140	140
Steering system	Type – maneuvering		Hydraulic servo – Steering wheel			
Service brake system	Type – affected wheels		Oil cooled disc brakes (Wet disc brakes) – drive wheels			
Parking brake system	Type – affected wheels		Dry. spring activated disc brake – drive wheels			
Hydraulic pressure	Max. (psi)		2320	2465	2538	2610
Hydraulic fluid volume	(gal)		56.7	58	58	58
Fuel volume	(gal)		40	45	45	45
AdBlue volume*	(gal)		4	4	4	4

*Only Volvo TAD761VE



DCG90-6 to DCG180-6 models:
Full lifting capacity up to 197 in lift height with duplex/duplex freelift/triplex masts and integrated sideshift/fork positioning carriage.



DCG140-6	DCG150-6	DCG100-12	DCG120-12	DCG150-12	DCG160-6	DCG160-9	DCG160-12	DCG180-6	DCG70-32 E3	DCG70-35 E4
31,000	33,000	22,000	26,000	33,000	36,000	36,000	36,000	40,000	15,400	15,400
24	24	48	48	48	24	36	48	24	48	48
199	199	199	209	209	209	209	219	199	220	230
100	100	100	100	100	100	100	100	100	100	114
115	115	115	115	115	115	115	115	115	115	115
119	119	119	119	119	119	119	119	119	119	119
70	70	70	70	70	70	70	70	70	70	70
39.37	39.37	39.37	39.37	39.37	39.37	39.37	39.37	39.37	49.8	49.8
128	128	128	138	138	138	138	148	128	128	138
73 – 77	73 – 77	73 – 77	73 – 77	73 – 77	73 – 77	73 – 77	73 – 77	73 – 77	73 – 77	87 – 77
172 – 5	172 – 5	172 – 5	188 – 17	188 – 17	188 – 17	188 – 17	204 – 24	180 – 11	172 – 5	188 – 17
13.7	13.7	13.7	13.7	13.7	13.7	13.7	13.7	13.7	13.7	13.7
134 / 137	134 / 137	134 / 137	134 / 137	134 / 137	134 / 137	134 / 137	134 / 137	134 / 137	134 / 137	134 / 137
133 / 136	133 / 136	133 / 136	133 / 136	133 / 136	133 / 136	133 / 136	133 / 136	133 / 136	133 / 136	133 / 136
267	267	316	333	333	286	326	350	270	355/548	367/552
197	197	197	197	197	197	197	197	197	276	394
165	165	165	165	165	165	165	165	165	205	279
264	264	264	264	264	264	264	264	264	343	476
14 – 10	14 – 10	14 – 10	14 – 10	14 – 10	14 – 10	14 – 10	14 – 10	14 – 10	3 – 5	3 – 5
10	10	10	10	10	10	10	10	10	10	10
7.9	7.9	9.8	9.8	9.8	7.9	9.8	9.8	9.8	239	239
3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	83	83
48	48	96	96	96	48	72	96	48	–	–
93 – 24	93 – 24	93 – 28	93 – 28	93 – 28	93 – 24	93 – 28	93 – 28	93 – 28	–	–
17 – 58	17 – 58	16 – 60	16 – 60	16 – 60	17 – 58	16 – 60	16 – 60	16 – 60	5.5	5.5
41,006	43,211	41,006	44,092	50,265	42,990	47,620	50,486	47,399	50,486	52,690
21,605	22,267	22,046	22,928	23,810	22,487	23,149	24,251	22,487	32,408	34,392
67,682	71,650	59,084	65,918	77,603	73,855	77,603	80,248	81,791	59,745	60,848
19,401	20,944	18,960	21,164	26,455	20,503	24,471	26,235	24,912	18,078	18,298
4,189	4,630	3,968	4,630	5,732	4,409	5,291	5,512	5,291	6,173	7,275
Pneumatic – Pneumatic										
12.00×20/20PR	12.00×20/20PR	12.00×20/20PR	12.00×20/20PR	12.00×20/20PR	12.00×20/20PR	12.00×20/20PR	12.00×20/20PR	12.00×20/20PR HD	12.00×20/20PR	12.00×20/20PR
4* – 2	4* – 2	4* – 2	4* – 2	4* – 2	4* – 2	4* – 2	4* – 2	4* – 2	4* – 2	4* – 2
140	140	140	140	140	140	140	140	140	140	140
Hydraulic servo – Steering wheel										
Oil cooled disc brakes (Wet disc brakes) – drive wheels										
Dry. spring activated disc brake – drive wheels										
2755	2393	1813	2175	2465	2465	2538	2610	2755	2828	2900
58	58	58	58	58	58	58	58	58	58	58
45	45	45	45	45	45	45	45	45	45	45
4	4	4	4	4	4	4	4	4	4	4

New EGO cabin:
our most productive driving environment. Ever.

Improving a driver's working environment – the cabin – stimulates productivity, efficiency and safety. That's why the new DCG90-180 incorporates our most productive driving environment: the new EGO cabin. It's loaded with outstanding ergonomics and smart features that help drivers optimally perform their work. As important, the truck has new electric and hydraulic systems as well as modern lifting equipment to help drivers boost productivity and operational savings.

EGO cabin enables driver productivity

The new EGO cabin is a spacious workplace. Its curved glass window gives the operator excellent side-to-side and overhead visibility.* Below is a closer look at some of the interior of DCG90-180.

Ergonomic steering wheel
It's adjustable and can also be tilted to the side. This decreases stress on the operator during driving and reversing.

Comfort pedals
A new flexible and safe pedal system with an adjustable pedal angle. Improves ergonomics and minimizes strain on the driver's foot. A floor-based solution gives a hanging pedal feel.

Windshield wipers
Provides over 90% coverage of the curved front window. Roof wipers are also integrated. It all means superior visibility and safety.

Ergonomic multi-seat
Rotatable and fully integrated. Built for maximum sitting posture, comfort and ergonomics during long shifts and demanding operations.

Climate package
Complete and flexible climate control system that matches the high demands of the climate tested EGO cabin. Large air intakes. Easy filter replacement in the front. Complete driving comfort from well-dimensioned and -designed components.

Work console
Easy to set, adjust, use and understand. All necessary controls, switches, levers and indicators easily accessible for effective operations. Clear and well-placed panels and steering wheel controls for data display.

Overhead guard
The EGO cabin is also available as an overhead guard. A simpler, more robust alternative that easily fulfils requirements on visibility, safety and ergonomics. Durable and robust for all kinds of weathers.

Optimized visibility
Completely new open design. Designed with smart profiles and curved front and rear windows. An optimized view at all angles, with an exceptionally good view diagonally forwards and backwards. Strong outdoors feeling.

*Flat front pane is optional.

Lifting equipment

Here is how the DCG90-180 helps drivers optimize lifting efficiency and save fuel – at the same time. To begin with, its new electric and hydraulic systems mean quicker response, high lifting speed and increased control. Meanwhile, new load sensing hydraulic pumps improve fuel efficiency. Operating together, this combination improves productivity and saves fuel – every lift.

As lifting equipment plays a vital role in the performance of any forklift, it is important yours match your individual requirements and applications. For instance, careful consideration should be made to factors such as lift height, clearance, free lift, carriage flexibility, etc. in order to optimize operations.

Kalmar offers a complete range of standard and custom lifting equipment – carriage, fork shaft, forks, levelling, etc – and options to suit your specific lifting and cargo handling requirements.

Duplex standard, clear view

Lift height H4	Mast height H3 min	Mast height H5 max	Free lift H2
		DCG90-180	
118	126	185	–
128	131	195	–
138	136	205	–
148	141	214	–
157	145	224	–
167	150	234	–
177	155	244	–
187	160	254	–
197	165	264	–
207	170	273	–
217	175	283	–
226	180	293	-
236	185	303	-
256	195	323	-
276	205	342	-

Duplex full free lift, clear view

Lift height H4	Mast height H3 min	Mast height H5 max	Free lift H2
		DCG90-180	
118	126	185	59
128	131	195	64
138	136	205	69
148	141	214	74
157	145	224	79
167	150	234	84
177	155	244	89
187	160	254	94
197	165	264	98
207	170	273	103
217	175	283	108
226	180	293	113
236	185	303	118
256	195	323	128
276	205	342	138

Triplex full free lift, clear view

Lift height H4	Mast height H3 min	Mast height H5 max	Free lift H2
		DCG90-180	
177	123	244	59
197	130	263	66
217	136	283	72
236	143	303	79
256	149	322	85
276	156	342	92

Duplex standard, clear view

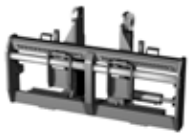
Duplex full free lift, clear view

Triplex full free lift, clear view

Fixed for manually moveable forks

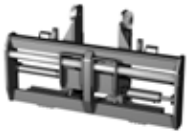
Sideshift

Fork positioning and sideshift



Sideshift pintype

Center leveling (pile slope)



Fork positioning and sideshift pintype

Standard forks for manual adjustment

Standard roller forks

Fork shaft system with separate carriers for each fork

Hydraulic leveling

Pintype

Mechanical leveling

Drive train

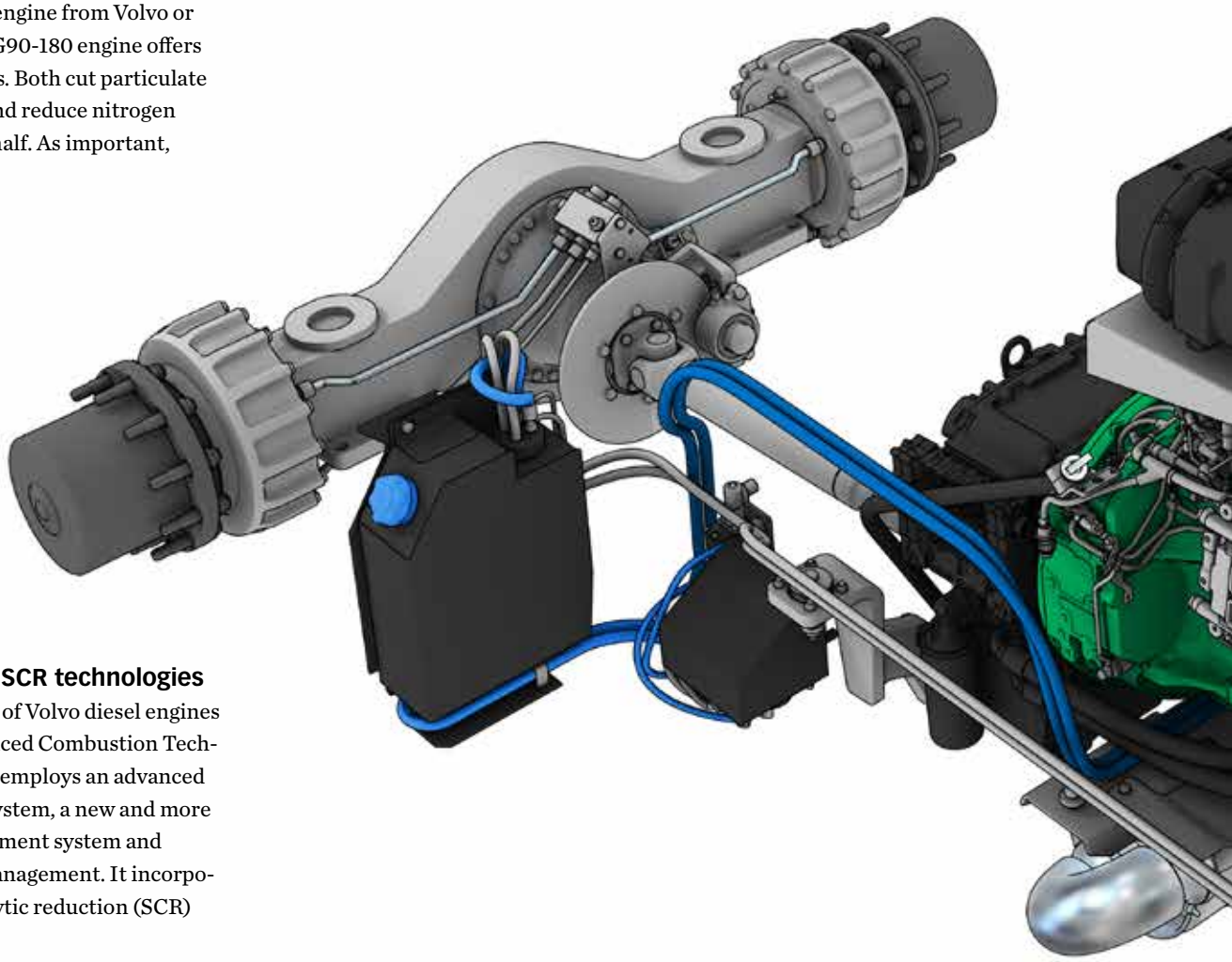
Engine range

You can equip the drive train of the new Kalmar DCG90-180 with one of two different diesel engines: from Volvo or Cummins. Both are powerful, durable, reduce fuel consumption and compliant with EPA Tier 4i emissions.

Equipped with your choice of EPA Tier 4i compliant diesel engine from Volvo or Cummins, your DCG90-180 engine offers many improvements. Both cut particulate emissions by 90% and reduce nitrogen oxide emissions by half. As important, both ensure maximum power and torque are available at low rpm as well as improve fuel efficiency without compromising operational reliability, durability or performance. The trucks are fitted with an efficient and easy-to-service split cooling system.

Transmission

The electronically controlled gearbox allows comfortable, efficient and safe driving at all speeds and operating lifting equipment with high precision. We offer a wide range of gearboxes to match your needs and preferences.



Volvo V-ACT and SCR technologies

The new generation of Volvo diesel engines feature Volvo Advanced Combustion Technology, V-ACT. This employs an advanced new fuel injection system, a new and more effective air management system and enhanced engine management. It incorporates selective catalytic reduction (SCR) technology.

SCR engines are optimized for efficient combustion, which provides the fuel efficiency and low particulate emission benefits. To combat the resultant NOx emissions, AdBlue is injected into the exhaust gas. Exhaust gas and AdBlue then enter a catalytic converter, which turns the NOx into harmless nitrogen gas and water vapour. The cleaning process of the catalyst is done automatically by the system during normal driving.

The AdBlue tank has a volume of 4 gallons and is equipped with a level sensor which notifies the driver when its time to fill up the tank. The filling of AdBlue is usually done together with the filling of diesel. The AdBlue tank is heated by engine coolant and the AdBlue hoses are heated by electricity to prevent freezing in cold climates. (Freezing point of AdBlue 12° F). There is no increase in service intervals, no impact on uptime. SCR has been used across the Volvo Group since 2006.

Keeping clean and cool to reduce risks of failure

The truck's improved cooling system keeps the engine room cooler, which prolongs the lifetime of engine, hydraulic and electrical components. In addition, you keep the radiator clean from potentially harmful dirt, dust or particles by adding an optional reversible cooling fan.

Cummins new diesel engines for EPA Tier 4i

The new Cummins diesel engine platform combines cooled exhaust gas recirculation with an improved High Pressure Common Rail (HPCR) fuel system and particle filter. This enables cleaner and more efficient combustion that results in an up to five percent better fuel efficiency without compromising performance.

Cummins QSB6.7

*In this picture Volvo TAD761VE with SCR system and ZF transmission.

Drive and steering axle

The steering system utilizes a well-proven, robust design with a double acting cylinder and a pendulum suspension. This provides high strength and durability. The robust design of the drive axle handles extreme stresses from quick maneuvering and/or normal operations in tough working environments with heavy loads, high intensity operations and even towing tasks. The drive axle has a two-stage reduction to ensure minimum strain on the transmission system – differential and hub reduction.

Powerful braking

The service brake system is of the wet disc brake type, featuring one set of fixed and one set of rotating oil-cooled discs that are linked with hydraulic pressure from the brake pedal upon activation. This provides extremely effective and smooth braking over an extended period of time without risk of overheating or fading.

Drive train and performance

Drive trains		Volvo TAD761VE, Tier 4i (214 hp) with ZF 3WG171	Cummins QSB6.7, Tier 4i (220 hp) with ZF 3WG171	Cummins QSB6.7*, Tier 3 (173 hp) with ZF 3WG161
Engine	Manufacturer – type designation	Volvo - TAD761VE (Turbo-Intercooler)	Cummins QSB6.7 (Turbo-Intercooler)	Cummins QSB6.7 (Turbo-Intercooler)
	Fuel – type of engine	Diesel – 4-stroke	Diesel – 4-stroke	Diesel – 4-stroke
	Rating ISO 3046 – at revs (hp/(kW) – rpm)	214/(160) – 2200	220/(164) – 2200	173/(129) – 2200
	Peak torque ISO 3046 – at revs (lbf – rpm)	780 – 1200	697 – 1500	590 – 1400
	Number of cylinders – displacement (in^3)	6 – 436	6 – 409	6 – 409
	Fuel consumption, normal driving (gal/h)	2.0-2.6	2.0-2.6	2.0-2.6
	AdBlue consumption, normal driving (gal/h)	0.08-0.13	–	–
Gearbox	Manufacturer – type designation	ZF – 3WG171	ZF – 3WG171	ZF – 3WG161
	Clutch, type	Torque converter	Torque converter	Torque converter
	Gearbox, type	Hydrodynamic Powershift	Hydrodynamic Powershift	Hydrodynamic Powershift
	Numbers of gears, forward – reverse	3 – 3	3 – 3	3 – 3
Alternator	Type – power (W)	AC – 3360	AC – 1960	AC – 1680
Starting battery	Voltage – capacity (V – Ah)	2×12 – 150	2×12 – 150	2×12 – 150
Driving axle	Manufacturer – type	Kessler D81 – Differential and hub reduction	Kessler D81 – Differential and hub reduction	Kessler D81 – Differential and hub reduction

Performance – Volvo TAD761VE (214 hp)		DCG 90-6	DCG 100-6	DCG 120-6	DCG 127-6	DCG 140-6	DCG 150-6	DCG 100-12	DCG 120-12	DCG 150-12	DCG 160-6	DCG 160-9	DCG 160-12	DCG 180-6	DCG 70-32 E3	DCG 70-35 E4
Lifting speed	Unloaded (ft/s)	–	1.6	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.6	1.9
	At rated load (ft/s)	–	1.47	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.48	1.8
Lowering speed	Unloaded (ft/s)	–	1.31	1.31	1.31	1.31	1.31	1.31	1.31	1.31	1.31	1.31	1.31	1.31	1.64	1.64
	At rated load (ft/s)	–	1.31	1.31	1.31	1.31	1.31	1.31	1.31	1.31	1.31	1.31	1.31	1.31	1.64	1.64
Travelling speed, F/R	Unloaded (ft/s)	–	18	18	18	18	18	18	18	18	18	18	18	18	18	18
	At rated load (ft/s)	–	17	16	17	17	17	17	17	16	16	16	16	16	17	16
Gradeability, max.	Unloaded (%)	–	>120	>120	>120	>120	93	105	93	75	98	82	74	79	72	67
	At rated load (%)	–	64	55	50	47	40	52	45	37	40	37	36	35	49	47
Gradeability, at 2 km/h	Unloaded (%)	–	>120	112	98	96	72	80	73	60	76	65	60	63	58	55
	At rated load (%)	–	52	46	42	39	34	43	38	31	34	31	30	29	41	39
Drawbar pull	Max. (lbf)	–	32822	32822	32822	31698	31698	31698	31698	31698	31698	31698	31698	31698	31698	31698
Noise level, inside	LpAZ**, EGO cabin (dB(A))	–	73	73	73	73	73	73	73	73	73	73	73	73	73	73
	LpAZ**, EGO cabin OHG (dB(A))	–	85	85	85	85	85	85	85	85	85	85	85	85	85	85
Noise level, outside	LwAZ*** (dB(A))	–	109	109	109	109	109	109	109	109	109	109	109	109	109	109

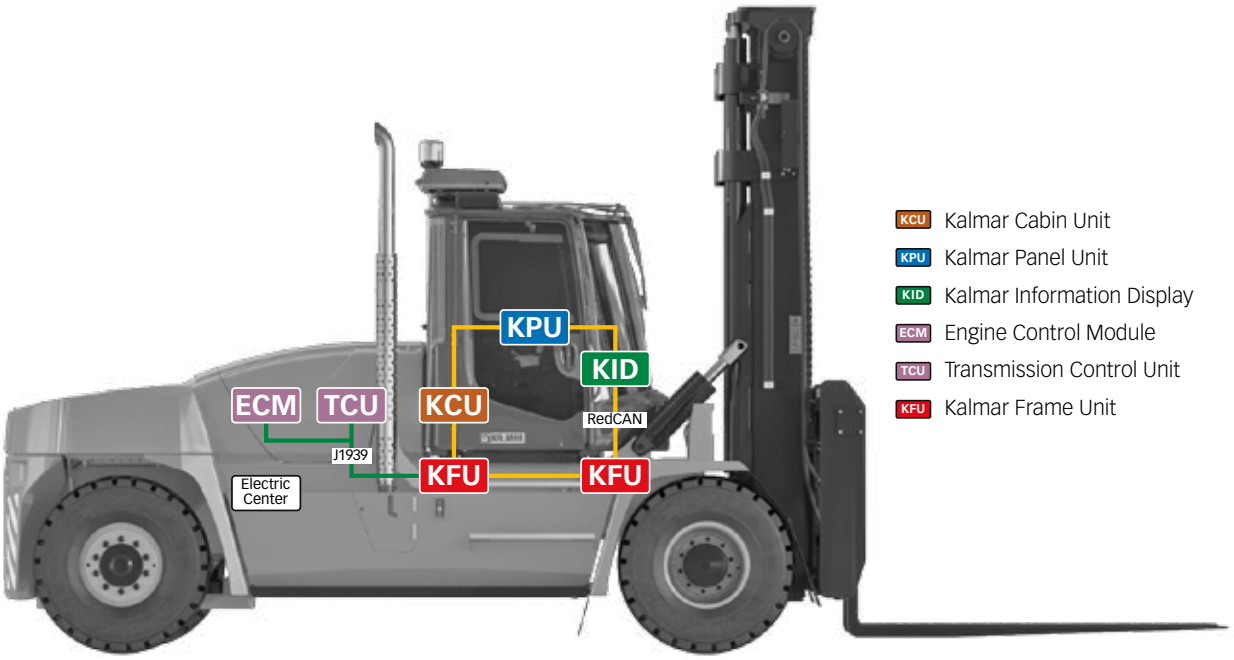
Performance – Cummins QSB6.7 (220 hp)		DCG 90-6	DCG 100-6	DCG 120-6	DCG 127-6	DCG 140-6	DCG 150-6	DCG 100-12	DCG 120-12	DCG 150-12	DCG 160-6	DCG 160-9	DCG 160-12	DCG 180-6	DCG 70-32 E3	DCG 70-35 E4
Lifting speed	Unloaded (ft/s)	1.6	1.6	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.6	1.6
	At rated load (ft/s)	1.5	1.5	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.5	1.8
Lowering speed	Unloaded (ft/s)	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.6	1.6
	At rated load (ft/s)	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.6	1.6
Travelling speed, F/R	Unloaded (ft/s)	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
	At rated load (ft/s)	17	17	16	17	17	17	17	17	16	16	16	16	16	17	17
Gradeability, max.	Unloaded (%)	>120	>120	>120	>120	>120	105	>120	106	84	112	92	83	89	80	75
	At rated load (%)	–	71	62	56	52	45	58	50	41	44	41	40	38	54	52
Gradeability, at 2 km/h	Unloaded (%)	>120	>120	>120	111	108	80	89	81	67	85	72	66	70	64	60
	At rated load (%)	–	58	51	46	43	38	48	42	35	37	35	34	33	45	43
Drawbar pull	Max. (lbf)	32822	32822	32822	31698	31698	31698	31698	31698	31698	31698	31698	31698	31698	31698	31698
Noise level, inside	LpAZ**, EGO cabin (dB(A))	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
	LpAZ**, EGO cabin OHG (dB(A))	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85
Noise level, outside	LwAZ*** (dB(A))	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108

Performance – Cummins QSB6.7 (173 hp)		DCG 90-6	DCG 100-6	DCG 120-6	DCG 127-6	DCG 140-6	DCG 150-6	DCG 100-12	DCG 120-12	DCG 150-12	DCG 160-6	DCG 160-9	DCG 160-12	DCG 180-6	DCG 70-32 E3	DCG 70-35 E4
Lifting speed	Unloaded (ft/s)	1.6	1.6	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.6	2.0
	At rated load (ft/s)	1.5	1.5	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.5	1.8
Lowering speed	Unloaded (ft/s)	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.6	1.6
	At rated load (ft/s)	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.6	1.6
Travelling speed, F/R	Unloaded (ft/s)	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
	At rated load (ft/s)	17	17	16	17	17	17	17	17	16	16	16	16	16	17	17
Gradeability, max.	Unloaded (%)	>120	>120	>120	107	104	78	87	79	65	82	70	65	68	63	59
	At rated load (%)	–	57	50	45	43	37	47	41	34	37	34	33	32	44	43
Gradeability, at 2 km/h	Unloaded (%)	–	97	91	79	78	61	67	62	52	64	56	52	54	50	48
	At rated load (%)	–	47	41	37	35	31	39	34	29	30	29	28	27	37	35
Drawbar pull	Max. (lbf)	28100	28100	28100	26977	26977	26977	26977	26977	26977	26977	26977	26977	26977	26977	26977
Noise level, inside	LpAZ**, EGO cabin (dB(A))	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
	LpAZ**, EGO cabin OHG (dB(A))	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85
Noise level, outside	LwAZ*** (dB(A))	108	108	108	108	108	108	108	108	108	108	108	108	108	108	108

** Also available in Tier 4i version. ** LpAZ according to EN12053 *** LwAZ according to 2000/14/EC*

Advanced electronics and proven power train

More intelligence means more uptime. The new DCG90-180 incorporates an improved electronics system with reduced fault sources. Its modern distributed and redundant CAN-bus technology continuously controls the truck's condition while providing the driver with real-time data.



Electronics system

Kalmar's electronic system is a fast, intelligent and stable system that makes the truck more reliable and user-friendly. The improved electronics utilize far fewer connection points and cabling, which means fewer potential fault points and improved operational reliability. A modern, distributed and redundant CAN-bus (Controller Area Network) monitors and controls the condition and performance of the engine, gearbox, valves and some 500 measuring points in the engine – 50 times every second.

The CAN-bus also keeps driver well informed of the truck's status by sending real-time condition monitoring data to a 3.5" color display that is placed at eye level in the cabin.

Saving maintenance time & effort

Fast, simple and more convenient daily inspections and regular servicing was prioritized and achieved in developing the new DCG90-180. An array of new built-in features saves maintenance time, effort and costs.

Daily inspections and regular servicing

Performing daily inspections and regular servicing takes just a few minutes. Here are some of the many built-in maintenance improvements in the DCG90-180:

- Easy to get to location of the electric cabinet
- All hydraulic oil filters can be reached from above at one location
- A special drain for shaft oil makes it possible to fill oil while standing

All daily inspection checkpoints are directly accessible at ground level from the side of the truck.

Electric cabinet is easily accessible.

Improved placement of hydraulic filters.

Wear and spare part savings

The DCG90-180's usage of well-proven assemblies, systems, units and components also means low part failure rates, thereby promoting savings in wear and spare parts. Furthermore, Kalmar manages an advanced and extensive distribution network. This offers you simple sourcing and rapid availability of high-quality, original parts. Our local, dedicated customer service teams provide rapid deliveries, quick response as well as the right level of support to your business. Kalmar stays close to you – wherever you are – to help keep your cargo on the move.

500 hours of driving

Well-proven assemblies, systems, units and components have been extensively used in the DCG90-180. This ensures long service intervals of 500 hours. This matches the top performance levels in the industry.

Differential oil filling plug.

The Kalmar difference

Superior truck-and-driver productivity

- New EGO cabin is our most productive working environment – ever. It's loaded with improved ergonomic features to inspire driver productivity, efficiency and safety.
- New electric and hydraulic systems as well as modern lifting equipment help drivers boost productivity levels whilst reducing fuel consumption
- The improved electronic system is a fast, intelligent and stable system that ensures truck uptime and operational reliability. There are far fewer connection points and cables, thus significantly reducing potential fault sources.
- A distributed and redundant CAN-bus system continuously monitors the truck's condition. It sends real-time condition monitoring data to the driver via a 3.5" color display in the cabin.

Kalmar DCG90-180 applies to ASME B56.1.

Cummins QSB6.7 engine.

Fuel efficiency.

Operational and maintenance savings

- Your choice of EPA Tier 4i compliant diesel engines from Volvo or Cummins. Both engines feature new advances that improve fuel efficiency.
- New load sensing pumps boost lifting productivity and lower fuel consumption.
- Dozens of new features save maintenance time, effort and costs.
- Long service intervals of 500 hours.

Parts, resale value and customization: more ways to save

- Well-proven assemblies, systems, units and components
- Kalmar's distribution network and local support teams ensure fast, professional service
- High quality of the Kalmar brand secures high resale value
- Customize your truck to ideally suit your needs: Kalmar offers full support.

Global presence, local service.

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

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