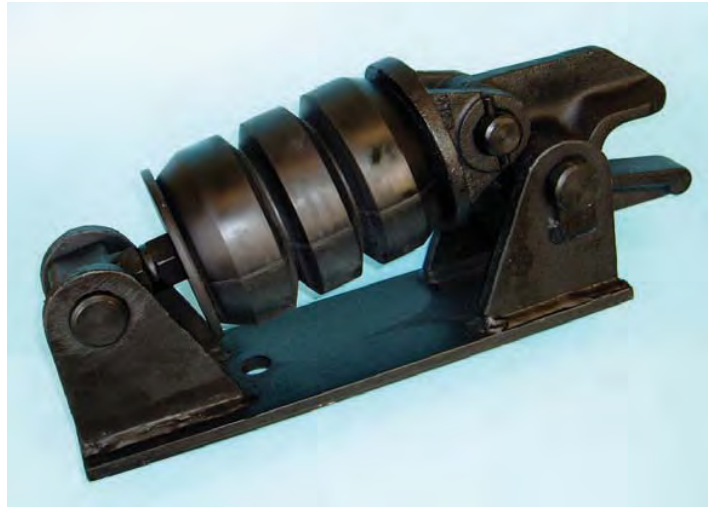


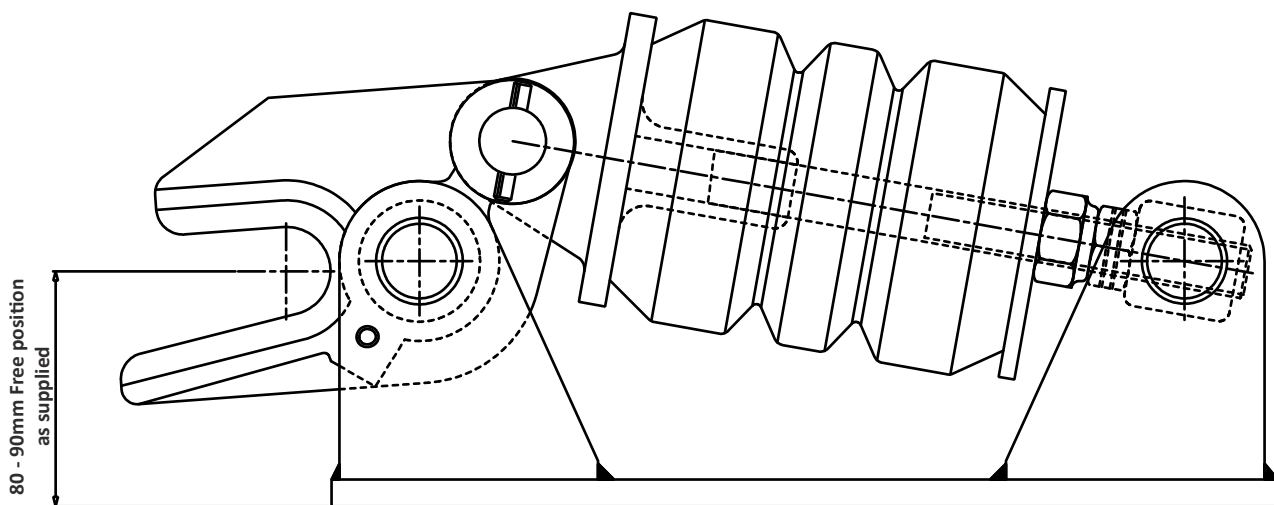
**Body Clamp - BCA01**

**Key features:**

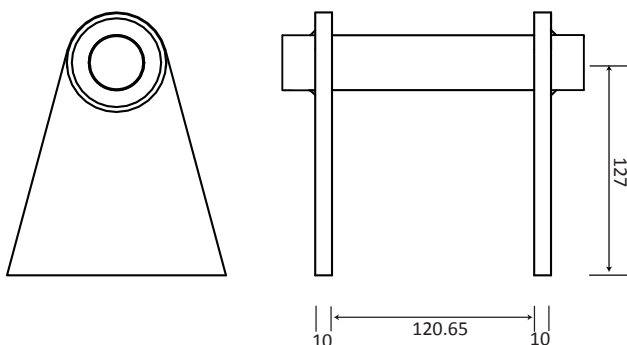
- Designed to stop empty bodies from rattling in transit.
- Increases life by preventing damage to chassis and tipper body.
- Reduces noise pollution for the benefit of the operator and the environment.
- Steel and aluminium bracket options are available.



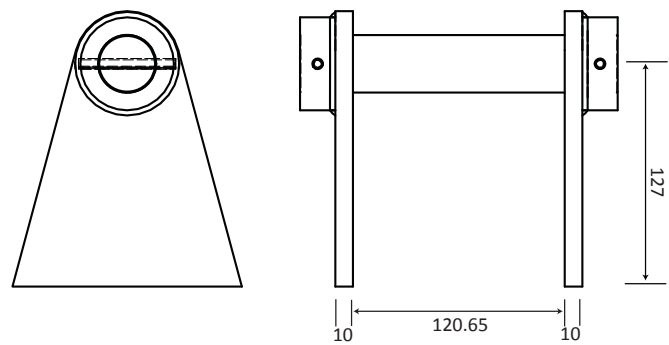
**BCA01 BODY CLAMP**



**BCA02 - Steel Top Bracket**



**BCA02A - Aluminium Top Bracket**

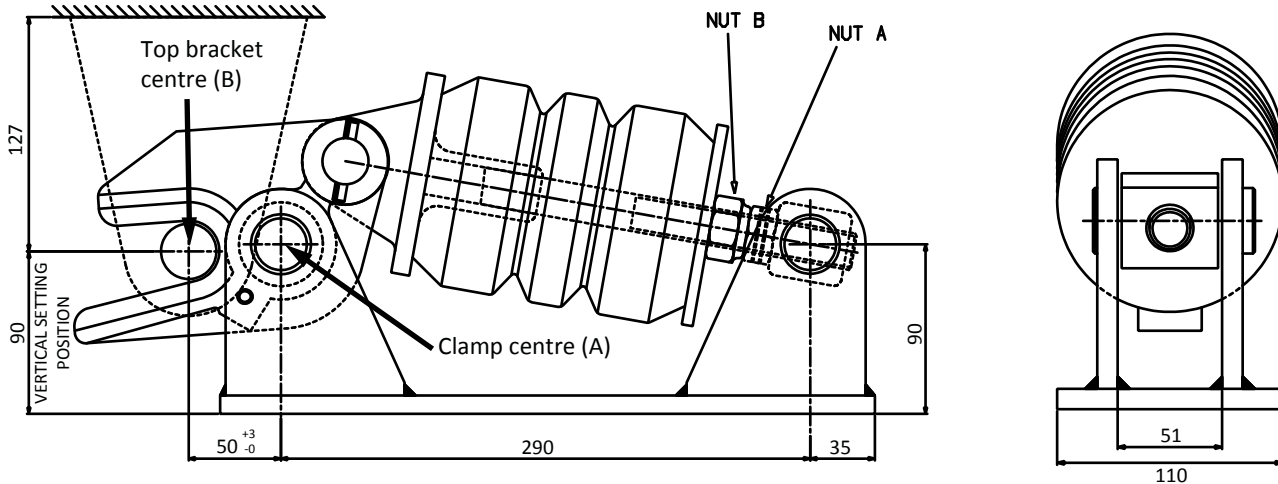


*All dimensions are given in mm unless otherwise stated. Technical Specifications are subject to change without notice.*

**Body Clamp - BCA01**

**Installation:**

- \* The body clamp must be positioned as close as possible to the front of the body. When the tipper body is resting on the chassis, the horizontal difference between the top bracket centre (B) and clamp centre (A) must be 50mm and the vertical distance 0 mm.
- \* It is essential to ensure greasing of the body clamp before installation and regularly during use.
- \* Ensure that body clamp and bracket are both fully secured to the body and chassis before compression adjustment.



**Adjust compression load to suit tipper body as follows:**

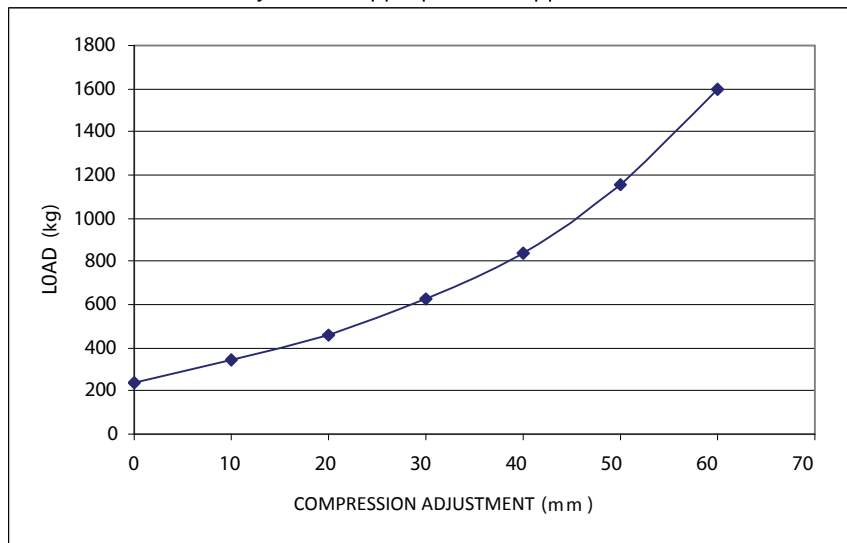
Recommended compression load C:  $= M \times \frac{K}{L}$

- M = 1400 kg (tipper body with own weight)
- K = 2100 mm (distance between the centre of gravity and the rear hinge)
- L = 3400 mm (distance between the locking bar and the rear hinge)

Example Calculation =  $1400 \times \frac{2100}{3400} = 865 \text{ kg}$

E.g 40mm adjustment = 800kg load  
Adjust load appropriate to application

Using 2 spanners, hold Nut A stationary whilst screwing Nut B along the shaft to compress the rubber to the required value.



This graph shows the relation between the power block adjustment and resulting force (kgs)  
Approximation - Actual load may vary from value stated

All dimensions are given in mm unless otherwise stated. Technical Specifications are subject to change without notice.