

CAVAION SIDELOADERS
BAUMANN 

Sales Guide

2020/21 Edition

www.baumann-sideloaders.com



The home of world-class sideloaders since 1969

The combination of practicality, safety and durability have made Baumann sideloaders a must-have machine, particularly in workplaces where space is at a premium or heavy industries where loads can exceed 15 or 20 tonnes. Certain businesses have come to rely on our truck's ability to store products in cantilever racking or blockstack steel.

We have often retained customers over decades. As a result, we place a great deal of importance in the longevity and reliability of our products. This too has helped sideloaders become an important tool for businesses of all types.



Why Use A Baumann Sideloader?

Long load handling often presents many unique challenges.

Timber, plastics and steel structures are rarely produced in pallet sized chunks.

Moving long loads inside or out, storing them in racking, stacking them in blocks, carrying them over rough terrain or simply getting them off a flatbed and into production areas can be difficult issues to solve.

As the name suggests, for sideloaders, the load is carried to the side of the truck on a deck or bed which can be tailored to suit the loads being handled.

The forks of the sideloader extend outwards from the centre of the deck, similar to that of a warehouse reach truck, allowing a long load to be lifted at its middle and most stable point, then rested on the deck of the truck as it is driven.

As the load is being securely carried, in effect, sideways, it means the truck can travel through standard doorways, down narrower aisles and across uneven ground.

Moving the load is also far safer for the operator, who might otherwise have to raise a wide load, if using a forklift, to negotiate neighbouring obstacles, and risk tipping the truck.

Baumann's unique VRS Outreach System provides accurate and sensitive control, and reduces the weight needed in the chassis, leading to greater fuel economy.

Multi-directional machines are rarely cut out for more arduous applications. In many cases the trucks are wider, less suitable for long runs or uneven ground, and unlike the Baumann sideloader, have no in-built deck levelling.

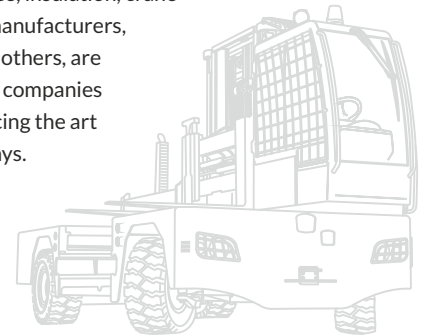
Such levelling keeps loads securely horizontal both front to back and side to side. Sideways movement also adds lateral stress to both the mast and chassis.

Baumann masts have a bespoke profile to provide greater strength, whilst the standard chassis is built to withstand major loads in all directions.

Moving in and out of standard warehouse doorways means sideloaders are now used as an in-out truck.

Electric sideloaders provide engine-like performance and the reduction in noise and exhaust emissions means operator comfort and co-workers' environments are drastically improved.


Today, energy companies, fabricators, building materials merchants, waste handlers, roof truss suppliers, fruit juice, insulation, crane and plastic tube manufacturers, amongst a host of others, are some of the latest companies that are experiencing the art of working sideways.





A long load, not a wide load.

Safer handling in confined spaces


Carrying a long load with a forklift makes it a wide load. It's also inherently unsafe. The load is unstable and visibility is poor, particularly at ground level. Operators will often raise the forks whilst travelling forwards, a particularly dangerous move, as this is often the cause of tipover accidents.

Sideloaders carry long loads 'sideways' - along (and sometimes overhanging) the deck. The load width becomes a more important factor, hence our deck widths are designed to suit. These range from 1.95m (6ft) wide (including the cabin) for narrower aisles, up to 2.5m (8ft) and beyond. Travelling this way provides a clear view through and a stable base for the load to rest on.





Clear views through standard aisles and doorways.

Greater efficiency, greater visibility

≡ **B**aumann sideloaders facilitate the use of cantilever racking, allowing a greater storage density for longer loads, even at height.

Operators that are new to sideloaders may think it is harder to position a load on forks somewhere behind them, from a front-facing seat. They quickly find that this is not the case. The raised

position and panoramic cabins provide views that are unrestricted by a mast and hydraulic pipes, meaning the forks are in clear view and it's far easier to judge where the load is.

Even so, a host of camera options on the chassis and mast can provide additional reassurance, and cabins can also be raised, widened or even specified to rotate through 180 degrees.



Class-leading electric options.

Engine-like performance

After choosing the truck dimensions, sideloaders users often consider capacities, power and performance. Our standard models begin at 3 tonnes (6,000 lbs) capacity in either diesel engine, hydrogen fuel cell or electric power, and go up to 60 tonnes (130,000lbs). Beyond 8 tonnes (16,000lbs) these are (Stage V / Tier 4 Final) diesel powered only, using the most advanced industrial engines available.

Baumann was the first to provide 80v and 120v models, providing the option for multi-shift operations to switch to electric. Battery power dramatically reduces operator fatigue by removing engine noise and vibration.

Our innovations have also allowed us to redistribute chassis weight and strength to provide consistent engine-like performance.



Strong and secure heavy load handling.

Heavy loads, heavy duty



Our heavy duty models are tough, capable & robust. They are built for, and work in, harsh environments around the world, typically steelworks and structural steel businesses. Heat and damage protection is added to the deck, wheels and cabin; low emission diesel engines give decades of performance; high residual load capacities allow steel to be stored in racking and our chassis-tilting system adds load security.

On-board electronics are kept to a minimum to reduce the possibility of electromagnetic interference and damage from high temperatures prevalent in steel and aluminium manufacturing - with levers, parking brakes and oil supply, either hydraulic or mechanical.



The right option for the right load.

A host of handling options



Amongst the most popular attachments are spreader beams and extended carriages. For very long loads a fixed spreader beam (attached to a standard carriage) sits outside the chassis with an additional fork at either end.

Extended carriages allow the forks to travel along the full length of the truck, adding the ability to close the forks together. It's therefore possible to carry different lengths, such as a load positioned above the deck, or even a pallet in the sideloader well.

If the centres of gravity of your loads vary, or movement is restricted, fork positioners allow you to move the forks relative to the truck (but always a fixed distance from one another) via hydraulic rams mounted in the carriage.

When a load is stored on a slope or cannot be raised with level forks, a hydraulic lifting and lowering fork raises a single fork by a few inches. If both forks require independent movement, vertically moveable forks can provide lift independent of the mast.



Precise, smooth mast control.

Extending the mast

≡ **T**he outreach of a sideloader is the distance that the mast and forks can travel outwards and towards the load from the retracted position. Our VRS system performs this movement smoothly and efficiently, and is the most advanced development of sideloader technology in over 40 years.

It would be unsafe to have forks that pointed out further than the truck chassis when the mast is fully retracted, so the distance of

the outreach is dictated by the deck width. If an operation requires additional reach, either to store loads on double-deep racking, or to load a wagon from one side only, there are two additional choices – a pantograph or telescopic forks.

Both achieve roughly the same results, but the pantograph has the advantage of extending the load backrest further out, as well as the forks.



Tilting the deck, mast or forks

≡ **T**ilting a mast back to secure the load is common practice on forklifts and reach trucks, but on a Baumann sideloader the mast is fixed and the whole truck tilts sideways. The whole of the machine can be tilted horizontally, to improve load picking and security.

This allows Baumann sideloaders to feature self-levelling beds. When travelling over uneven ground the deck, and therefore the load, remain perfectly level and secure. Occasionally, a tilting carriage can be added to the mast to provide an additional 5 degrees (plus or minus) of tilt.

≡ The unique Baumann VRS outreach system provides smooth and accurate mast travel.



≡ The surface of the deck is usually made of a specially reinforced composite deck board, but for handling steel it may be checker plate (also called diamond plate or steel tread plate) for protection purposes.



Hardwood timber bearers are often added to the deck for steel profile loads. Metal or wooden bearers may also be grooved to fix steel or plastic tubes in place.

	EHX Series	ELX Series	EGX Series	HX Series	GX Series	GS Series
Capacity	5t	3-5t	5-8t	3-5t	5-8t	10-60t
Various platform widths	○	○	○	○	○	○
Lift heights above 7m	○	○	○	○	○	○
VRS outreach			●		●	○
87° steering angle	●	●	●	●	●	●
Auto deck levelling		●	●	●	●	●
Joystick controllers	●	●	●	●	●	●
Air suspension seat	○	○	○	○	○	○
Deluxe /wide cabin	○	○	●	◐	○	○
Reinforced / steel deck	○	○	○	○	○	○
120v electric		●	●			
Telescopic forks	○	○	○	○	○	○
Mini levers	○	○	○	○	○	○
Greasing systems	○	○	○	○	○	○
Solid tyres	○	○	○	○	○	○
Sliding door window	○	○	◐	◐	◐	●
Safety / camera system	○	○	○	○	○	○
Pantograph	○	○	○	○	○	○
Open door drive lock	○	○	○	○	○	○
Road lights	○	○	○	○	○	○
Road legal	○	○	○	○	○	○
Lift speed limiter	○	○	○			
OptaFleet	○	○	○	○	○	○

Selected popular options & features - other choices available.

○ Available ◐ Available or Std on some models ● Standard

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the art of working sideways



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