

Schäffer 8620T telehandler:

More steam, less smoke

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Schäffer

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Having to make the move to Stage IV, Schäffer has updated the 8610T pivot-steer telehandler model with its new 8620T.

Where to start? How about with the four-pot, Deutz TCD3.6L4 motor? This lump utilises a combination of SCR and DOC, but for the time being it doesn't need a DPF. Buyers have the option of three power outputs: 75kW/102hp, 90kW/122hp or 100kW/136hp.

A machine with a 105l/min gear pump and constant flow hydraulics is offered, but the preference in the UK and Ireland is for the more powerful models with the 145l/min swash plate pump and 40km/hr transmission. All three engine options can be fitted with a hydraulically powered reversible fan for £916, which will be of particular relevance if operating in dusty conditions.

The transmission in the 8620T has two key features; HTF (High Traction Force) and SPT (Schäffer Power Transmission). These allow the hydrostatic Danfoss transmission to deliver its maximum 6,000daN shove even in high range. Schäffer adds that this is a 9% rise over its predecessor. In addition there is the option of a travel

pedal function. This manifests itself in a dial for setting the engine speed (and the oil flow in the third circuit), while ground speed is controlled using the pedal – a neat feature, especially when working with the likes of a cubicle bedder or powered brush. Yet we would still rather have a real 'cruise control' for the £1,526 option price, as this would take the onus off the operator to maintain the current travel speed. Much the same goes for a flow regulator for the auxiliary couplers; this should be a 'given'.

The permanently engaged four-wheel drive and auto diff lock in both axles are standard spec, but the 40km/hr box (complete with boom suspension and 'Eco' mode) is a £2,885 option and will be essential for those having to travel between farms. With the Eco mode engaged, 40km/hr is possible at just 1,800rpm to save on juice. Good stuff.

Back to the 8620T's main job – handling materials. It has a maximum lift capacity of 4.2t

and with the boom extended can reach 5.2m (measured at the pivot pin). On machines with a 145l/min hydraulic pump, work cycles are very swift even at low engine speeds. We also liked the selectable boom suspension, and Schäffer is currently working on an automatic on/off system in relation to forward speed.

The 8620T is part of an all-new generation of Schäffer articulated telehandlers.





The 3.6-litre, four-cylinder Deutz motor is Stage IV compliant. It is available with three power outputs of 75kW/102hp to 100kW/136hp.

In the cab, the magic formula is 'SCV Plus', which stands for 'Silence, Comfort View' with the Plus referring to the generous glazing and a new air flow concept over the old model. It also includes opening side windows, although these are somewhat redundant if you go with the optional air-con system – a £4,058 package that also includes a radio and an air seat. Auto climate control is an additional £975. We were generally happy with the cab and liked the small steering wheel and joystick on the right complete with shuttle control but found the steps a bit too steep. And although the steering column adjusts for reach and rake, it would be very useful if you could just step on a pedal to simply move the steering column back and forth, making it easier to get in and out of the cab.

Naturally, visibility to the front is restricted when the boom is up but is rather good to the sides and rear. Overall height is 2.77m, though there is a popular low-profile version, which reduces this figure by 10cm.

The articulation on the 8620T is now the same as the bigger 9640T with a nice and tight inner turning circle of 4.50m. Standard rubber is 18-22.5 with options up to 600/50-22.5. These are fitted to Dana Spicer eight-stud axles (153cm flange).

Further details in a nutshell:

- To start the engine, you need to step on the brake pedal forcefully and remember to have the joystick shuttle in neutral. Forget to do this and you will be prompted by an error and have to go again
- There are 24 grease nipples that need daily attention. Five of them are for the rear axle pivot. The steering rams have useful lube lines. An auto greaser is a £3,071 option and means that just the drive shafts need manual attention
- The battery sits underneath the left-hand steps while the fuse panel is located behind the seat



The left-hand steps are wide but steep. The articulated pivot has been beefed up and now incorporates two steering rams.



The boom has a sturdy Z-bar linkage that develops 4.2t lift force and 5.2m lift height. An interesting feature, although not common in the UK/Ireland, are the double hooks on the attachments which offer two different angles.

- A separate display on the B-post shows the current AdBlue level. The DEF tank is up front by the right-hand steps, whereas the fuel tank is at the rear under the bonnet.

Lastly, how much is an 8620T going to set you back? The base spec machine is £75,526. Opt for a few extras such as the 100kW/136hp motor (£2,750), and you are typically looking at a price tag of around £85,000.

Summary: There is certainly still plenty of demand for pivot-steer telehandlers within the UK and Ireland, with Manitou's recent vacation from the market opening the door to other players such as Schaffer. Replacing the 8610T model is the new generation 8620T,



The ignition key and ventilation control have moved to the right. Next to them is the optional dial that sets the engine speed when in drive pedal mode.

The cab offers space and good visibility. The steering column should have a floor control to quickly move it out of the way.

DATA SHEET

Schaffer 8620T

Engine

Deutz TCD3.6L4, 90kW/122hp, Stage IV compliant using DOC, SCR; 20- and 115-litre AdBlue/fuel tanks

Transmission

Fully hydrostatic Danfoss unit with two travel ranges, automatic shove control (max 6,000daN), optional drive pedal control and 40km/hr top speed

Hydraulics

Swash plate pump 145l/min (standard is a 105l/min gear pump), 4,200daN lift capacity, 5.20m max lift height

Chassis

Articulated frame with pivoting axle, two steering cylinders, turning circle 4.48m, permanent 4WD, auto-locking diff

Dimensions and weights

Length with std bucket 6.03m, width 2.16m, height 2.77m, operating weight 7,050-7,950kg; towing capacity 12,000kg

Base price (excl. VAT)

£75,526; price as tested £94,832

Manufacturer information

which offers more ponies under the bonnet, improved transmission and other new items. We would like to see the cruise control improved and the steering column really should be simpler to move in and out. But on the whole, this is a mature design that develops a 4.2t lift or 3.8t to its full height of 5.2m.

Hubert Wilmer



COMPACT LOADERS 2020 - 4670

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2630

Working weight	1,400 kg - 3,300 kg
Output	15 - 48.6 kW (20 - 66 PS)
Lifting capacity	1,200 kg - 2,300 kg
Tipping load	730 kg - 2,100 kg
Lifting height	2,470 mm - 3,250 mm

WHEEL LOADERS 4670 Z - 6680 Z

Operating efficiency without compromise



5680 Z

Working weight	3,400 kg - 5,100 kg
Output	37.4 - 55 kW (51 - 75 PS)
Lifting capacity	2,400 kg - 3,300 kg
Tipping load	2,200 kg - 3,800 kg
Lifting height	3,260 mm - 3,400 mm

TELESCOPIC WHEEL LOADERS 3650 T - 9660 T

Convincing powerhouses with extended reach



8620 T

Working weight	3,700 kg - 13,000 kg
Output	37 - 115 kW (50 - 157 PS)
Lifting capacity	1,950 kg - 5,300 kg
Tipping load	1,710 kg - 7,900 kg
Lifting height	3,850 mm - 6,100 mm



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