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**SDLG machines** are built to be like the people that own them:  
hardworking, genuine and reliable. Cost effective, robust machines with  
fuel efficient engines that are easy to operate and easy to maintain.

Everything about SDLG is designed to give you the confidence that you can  
complete the job to a high standard and on schedule. And when you need parts  
or service, you can trust your SDLG dealer to deliver on our promise.  
When you buy SDLG, you're buying reliability: **Reliability in Action.**



Congratulations SDLG for winning  
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## PART OF VOLVO GROUP SINCE 2007

SDLG is member of the Volvo Group and one of the  
largest manufacturers of construction machinery in China,  
with a wide network of dealerships and service  
workshops throughout the world.



Reliability in Action





# L968FWheel Loader

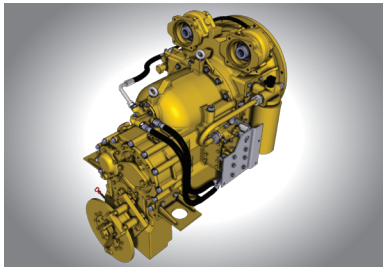
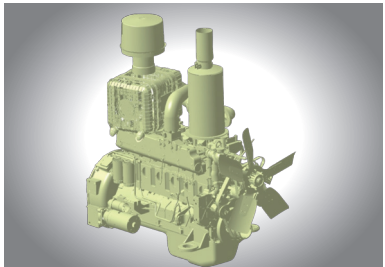
L968F loader is a kind of highly reliable and energy-saving product newly designed by SDLG with the long wheelbase and large digging capacity,and is tailor-made for the mining dock and other heavy-duty conditions, with the new family appearance design manifesting the steady and generous characteristics.

## Reliability

It is equipped with Weichai WD10G240E202 engine which features high power reserve, high torque, strong power, low fuel consumption, high quality, low emission and high reability.

VRT200 gearbox is adopted with front four and rear four gear positions to render better transmission efficiency and larger transmission ratio of forward positions 1 and 2 owing to the one additional position, and its comprehensive efficiency is increased by over 8%.

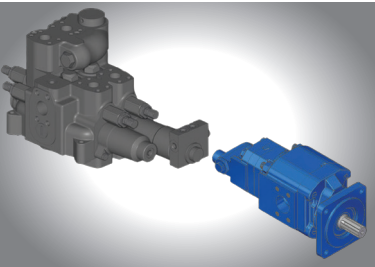
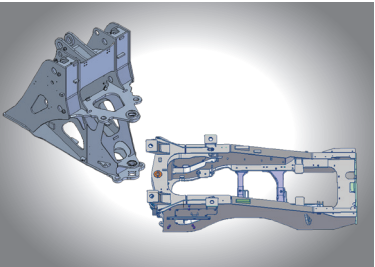
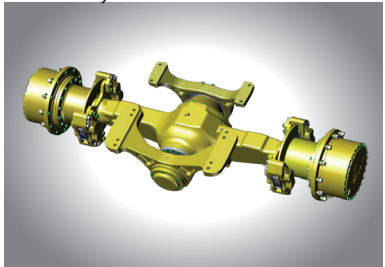
Steel engine hood produced using automotive grade molds is adopted. It adopts the streamlined structure with surface welded points removed, making it look attractive and magnificent. The molded balance iron employs a more powerful shape to provide high reliability and strength.



Lingong reinforced drive axle is adopted with strengthened design, strict technology and guaranteed quality. The rear axle adopts the swing type support with improved reliability, large bearing capacity and service life increased by 50%.

The new generation of brand new optimized front and rear frames are adopted with reliable VOLVO technological reliability, rational distribution of load, rational structure and twofold fatigue life.

The working hydraulic system adopts high-end Parker multiway valves and Permco working pumps which are reliable and highly efficient.

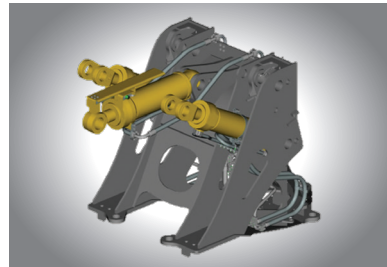


## Convenience

The engine hood and heat dissipation hood adopt the large opening design to provide larger space for maintenance.

The oil cylinder adopts a unified design and the seals have a universal height to facilitate storage of accessories and maintenance.

Electric system centralized control mode is adopted. The fuse and relay of the entire machine are installed in a centralized control box to facilitate inspection and maintenance.

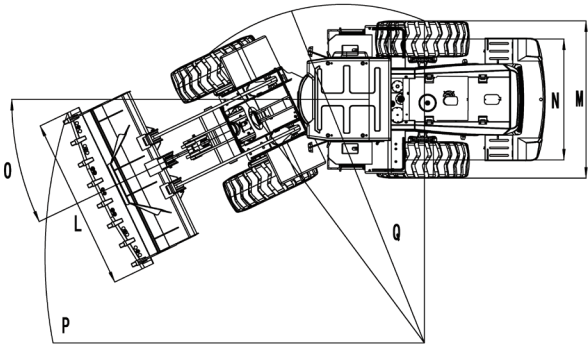
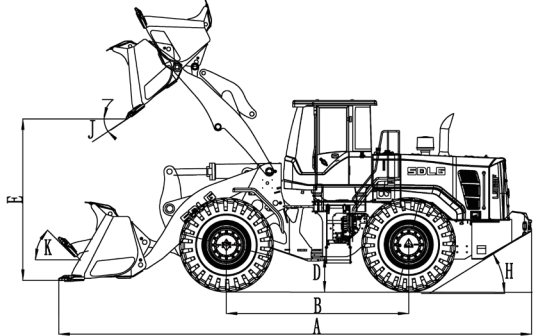


## Comfort

The new generation cab is adopted with space increased by 15% to enhance safety and comfort. The attractive curved front windshield provides a broad view.



## Main specifications



| Item                          | Specifications   |
|-------------------------------|--|
| Overall dimension             |  |
| LxWxH(AxLxC)                  | 8680×3038×3470 mm  |
| Wheel base(B)                 | 3400 mm  |
| Min.ground clearance(D)       | 470 mm   |
| Max.dumping height(E)         | 3200 mm  |
| Dumping distance(G)           | 1140 mm  |
| Dumping angle(I)              | -45°   |
| Wheel tread (N)               | 2250 mm  |
| Steering angle(O)             | 38°  |
| Horizontal crossing radius(P) | 7057 mm  |
| Min.turning radius(Q)         | 6062 mm  |
| Overall parameter             |  |
| Bucket capacity               | 3.5 (3.0-5.0) m³   |
| Rated load                    | 6000 kg  |
| Operating weight              | 19800 kg   |
| Max.tractive force            | ≥ 170 kN   |
| Max.breakout force            | ≥ 210 kN   |
| Tipping load                  | ≥ 123 kN   |
| Engine                        |  |
| Model                         | WD10G240E202   |
| Type                          | Inline, water-cooled, dry cylinder liner, direct injection |
| Rated power                   | 178 kW   |
| Rated speed                   | 2100 r/min   |
| Engine displacement           | 9726 ml  |
| Cylinder bore/stroke          | 126/130mm  |
| Max.torque                    | 1000 N.m   |
| Emission standard             | GB20891-2007 (stage II)                                    |
| Min.fuel-consume ratio        | 210 g/kw.h   |

| Item                               | Specifications                                   |
|------------------------------------|--|
| Transmission system                |  |
| Torque converter                   | Single-stage three-element torque converter      |
| Transmission type                  | Axis-fixed electro-hydraulic transmission        |
| Gears                              | four forward four reverse                        |
| Speed at forward gear I            | 0 ~ 7 km/h                                       |
| Speed at forward gear II           | 0 ~ 13 km/h                                      |
| Speed at forward gear III          | 0 ~ 28 km/h                                      |
| Speed at forward gear IV           | 0 ~ 38 km/h                                      |
| Speed at reverse gear I            | 0 ~ 7 km/h                                       |
| Speed at reverse gearII            | 0 ~ 13 km/h                                      |
| Speed at reverse gear III          | 0 ~ 28 km/h                                      |
| Speed at reverse gear IV           | 0 ~ 38 km/h                                      |
| Hydraulic system of working device |  |
| Type                               | Hydraulic pilot control                          |
| Total time                         | ≤ 11.2 s   |
| Brake system                       |  |
| Service brake type                 | air over hydraulic disc type                     |
| Parking brake type                 | Electric pneumatic caliper disc type             |
| Steering system                    |  |
| Type                               | load sensing full hydraulic articulated steering |
| System pressure                    | 16 MPa   |
| Fill Capacity                      |  |
| Fuel                               | 350 L  |
| Hydraulic oil                      | 250 L  |
| Engine                             | 20 L   |
| Transmission                       | 17.1/4.7 L                                       |
| Drive axle                         | 35+36 L  |

## Energy Saving

The electric control high pressure common rail engine is adopted with torque increased by 12% to provide better power performance.

\* The right of final interpretation of the abovementioned parameters shall be reserved by SDLG. No further notice will be given in case of any change. Illustrations in the text may not always be the standard illustrations for this model.