

ARTICULATED DUMP TRUCK



Specifications

Maximum Payload	28 tonne
Heaped Capacity	17.5 m ³
Gross Power	276 kW (370 hp)
PLI Tier 4i	A1100
PLI Tier 2	A1109

Features

- ▶ High powered, heavy-duty truck providing class leading performance and ability to go where others can't follow
- ▶ Outstanding fuel efficiency at over 12% (compared with Tier 3 TA300 in back-to-back testing)
- ▶ World class operator's environment
- ▶ Rigorously tested in extreme conditions for proven power, productivity and reliability
- ▶ Superior gradeability and higher top speeds increase production

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SPECIFICATIONS

ENGINE

Engine	Scania DC9
Type	5 cylinder, in-line, four cycle, water cooled, turbocharged with air to air charge cooling, direct injection, electronic engine management and engine exhaust brake
Piston Displacement	9.3 litres
Bore x Stroke	130 x 140 mm
Gross Power	276 kW (370 hp) @ 1,800 rpm
Net Power	258 kW (345 hp) @ 2,100 rpm
Maximum Torque	1 880 Nm @ 1300 rpm
Gross Power rated	SAE J1995 Jun 90
Engine Emissions	US Tier 4i/EU Stage 3B. Variant available to meet US Tier 2/EU Stage 2.
Electrical	24 volt electric start. 100A alternator. Two 12 volt 175 Ah batteries
Air Cleaner	Dry-type air cleaner with safety element, automatic dust ejector and restriction indicator
Fan	Modulating fan reduces noise level and consumes engine power as required. Note: Net hp with fan clutch disengaged
Altitude	Electronic derate 3,000 m

TRANSMISSION

ZF 6WG 310 RPC Fully automatic with manual over-ride and integral retarder			
Assembly: Consists of a torque converter close-coupled to a countershaft type gearbox with integral output transfer gearing. Automatic shifting throughout the range, with kick-down feature. Lockup in all forward gears. A torque-proportioning output differential transmits drive permanently to front and rear axles. This differential may be locked by the driver for use in difficult traction conditions. Auto slip sensing traction as standard.			
Speeds km/h	Gear	Forward	Reverse
	1	5.6	5.6
	2	8.6	13.3
	3	13.3	30.2
	4	20.6	
	5	30.2	
	6	50	

AXLES

Heavy duty axles with fully floating axle shafts and outboard planetary reduction gearing. The three axles are in permanent all-wheel drive (6x6) with an inter-axle differential lock between the front and rear axles. All three axles also have hydraulically actuated multiplate cross-axial differential locks for 100% axle differential locking. The inter-axle and cross-axle diff locks are controlled by the operator, and can be actuated when required in poor traction conditions.

Differential ratio	3.875 : 1
Planetary reduction	5.71 : 1
Overall Drivetrain reduction	22.12 : 1

SUSPENSION

Front	Fully independent suspension and wheel movement is provided by a Double wishbone design. This is coupled with 4 x hydraulic dampers/coil over springs.
Rear	Each axle is coupled to the frame by three rubber-bushed links with lateral restraint by a transverse link. Pivoting inter-axle balance beams equalise load on each rear axle. Suspension movement is cushioned by rubber/metal laminated compression units between each axle and underside of balance beam ends. Pivot points on leading and trailing links are rubber-bushed and maintenance-free.

STEERING

Hydrostatic power steering by two double-acting cushioned steering cylinders with pressure supplied by a variable displacement / load sensing piston pump. An audible alarm and warning light indicates should the second system activate.	
Steering angle to either side	45°
Lock to lock turns, steering wheel	4
System pressure	241 bar
SAE Turning Radius	8,470 mm
Clearing Radius	8,950 mm

FRAME

Front and rear frames are all-welded high grade steel fabrications with rectangular box-section beams forming the main side and cross members. Inter-frame oscillation is provided by a large diameter cylindrical coupling which houses nylon bushings. Frames articulated 45° to either side for steering by means of two widely-spaced pivot pins in back-to-back sealed taper roller bearings.

BODY

All-welded construction, fabricated from high hardness (min 360 BHN) 1 000 Mpa yield strength steel. Dual slope tailchute improves material ejection from body.

Plate thickness:	Floor and tailchute	14.0 mm
	Sides	12.0 mm
	Front	8.0 mm
Volume:	Struck	13.8 m³
	Heaped 2:1 (SAE)	17.5 m³

HOIST

Two single-stage, double-acting hoist cylinders, cushioned at the base end. Variable displacement / load sensing piston pump driven from power take-off on transmission. Full flow return line filtration. Full electro-hydraulic hoist control, with electronic detent in power down.

System pressure	220 bar	Raise (loaded)	12 seconds
Pump output flow rate	4.9 liter/sec	Lower	7.5 seconds

BRAKES

All hydraulic braking systems with multiplate sealed and oil cooled brake packs at each wheel. Independent circuits for front and rear brake systems.

Parking	Spring-applied, hydraulic-released disc on rear driveline
Secondary	Secondary brake control actuates service and parking brakes

CAPACITIES

Fuel Tank	370 liters
Hydraulic System (Steering & Body)	256 liters
Engine Crankcase	45 liters
Cooling System	48.8 liters
Transmission (inc filters and cooler)	55 liters
DEF System (only applicable on Tier 4i model)	52 liters

TYRES AND WHEELS

Tyres	Standard 23.5. Optional 750/65
Rims	Standard 25x19.50. For optional tyre, 25x22.00
Wheels	3-piece earthmover rims with 12 stud fixing

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