TEREX®

PRODUCT RANGE

RIGID DUMP TRUCKS.

WORKS FOR YOU.™

BUILT TO WORK FOR YOU.

Rigid by name, flexible by nature

With more than 60 years' experience in the off-highway truck business, Terex® trucks are manufactured with you in mind, focusing on providing a product that delivers the lowest cost-per-ton by increasing productivity and reducing downtime.

The range of Terex rigid frame dump trucks meets the demanding requirements of heavy construction, mining and quarrying operations for all climates, while providing a comfortable environment the operator can enjoy shift after shift. Built to last, durability and reliability come as standard.

The Terex rigid truck is available with payloads ranging from 32 to 91 tonnes. Each model is fitted with a high performance engine calibrated to deliver power when it's needed most, while offering outstanding fuel efficiency.


TEREX
80


TEREX

BENEFITING YOUR BUSINESS.

60 years of Scottish production expertise

Safety is integral to machine design and emission certified engines maintain environmental standards

Uncomplicated design results in a reliable, well proven product that is easy to service and repair

High performance engine with extended overhaul intervals for outstanding productivity and low ownership cost

Chassis is fabricated from box section rails with high strength castings for structural rigidity and durability

Spacious cab is ergonomically designed for safety, comfort and productivity

Onboard diagnostics and centralised hydraulic test points reduce downtime

Abrasive-resistant high-capacity body with exhaust heating ensures cleaner dumping for increased productivity

Dual retardation for excellent operator control and enhanced productivity

Oil-cooled multiple-disc rear brake packs for anti-fade performance and extended service life

Smooth-shifting transmission with power and economy mode shift schedules to match performance to job requirements

EFFICIENT, PRODUCTIVE PERFORMANCE.

Move more – burn less

Engine

Whether powered by a Cummins or MTU engine, Terex® rigid trucks deliver efficient performance.

What this means for you

- Each heavy-duty engine is calibrated specifically for hauler applications to provide rimpull and reliability, for every load, along every stretch of haul road
- Electronic control1 and in-cylinder design optimises fuel combustion, ensuring best power delivery and strong fuel economy
- Maintenance-friendly engine design keeps downtime to a minimum and extended time-before-overhaul intervals reduce life-cycle costs

Truck	Make	Model	Power	Torque
TR35	Cummins	QSM11	298 kW (400 hp)	1899 Nm (1400 lbf ft)
TR45	Cummins	QSK19	392 kW (525 hp)	2407 Nm (1775 lbf ft)
TR60	Cummins	QSK19	522 kW (700 hp)	2981 Nm (2200 lbf ft)
TR70	MTU	12V2000	567 kW (760 hp)	3323 Nm (2450 lbf ft)
TR100	MTU	16V2000	783 kW (1050 hp)	4461 Nm (3290 lbf ft)
TR100	Cummins	KTA38C	783 kW (1050 hp)	4631 Nm (3415 lbf ft)

Transmission

Smooth acceleration keeps haul cycles short and operators comfortable. The full power-shift Allison Transmissions used in Terex rigid trucks provide superior efficiency, improved productivity, driver comfort and safety.

Shift Energy Management (SEM)[2] provides better engine/transmission integration by electronically controlling engine torque during gear shifting.

What this means for you

- Faster, smoother and more consistent shift quality
- Increased powertrain durability and performance
- An overall more efficient machine operation

Selectable shift modes of Power and Economy allow tailoring of the truck's performance, depending on the needs of the job site, to be more fuel efficient or aggressive in its work. Benefiting from a transmission retarder fitted as standard, operating costs are kept low and operator control high.

Reverse hoist interlock and body-up shift inhibits are included for safety while a service mode and on-board diagnostics allow for efficient testing and troubleshooting, reducing downtime.

[1] Excludes TR100 (Cummins Powered). [2] Excludes TR35 and TR100 (Cummins Powered).

Body and hoist

From overburden to iron ore, the Terex dump body is designed to carry material at high volume, fabricated from high yield abrasion resistant steel and reinforced by wide channel-section stiffeners for impact support and durability.

Exhaust heating of the body is standard to aid clean dumping, limiting carry-back and improving productivity. A long 15° sloping tail chute gives good load retention and permits controlled dumping into hoppers or crushers.

Impact on the body cylinders, chassis and operator is limited by the return-to-chassis 'float' control and over-centre hoist 'kick-over' system. Hoist control is through a servo operated hoist lever allowing speed modulation of the 2-stage hoist cylinders.

RELIABLE AND ROBUST.

Ultimate stopping power

Brake system and speed control

High productivity and reliability require effective and efficient speed control. The brake system on the Terex® rigid truck is hydraulically actuated with oil-cooled multiple-disc brake packs on the rear and dry disc brakes to the front[3].

What this means for you

- The force-cooled rear brake packs provide consistent performance and extended life as brake heat is dissipated by means of a high capacity water-over-oil heat exchanger
- The independent front and rear circuits incorporate nitrogen/hydraulic accumulators which store energy for instant braking response and emergency application
- The park brake system, which is integral to the rear brake packs, is a failsafe design where spring pressure will automatically apply the brake if the pressure drops below a set limit
- Dual retardation – transmission or rear brake retarder[3] – offers the operator the option of retardation for varying conditions, giving better driver control resulting in shorter cycle times. Use of the transmission retarder decreases brake wear, reducing ownership costs and increasing availability

Solid structures and suspension

Fabricated from box-section steel rails with high-strength steel castings in key stress locations, the Terex chassis has structural rigidity and durability built in.

What this means for you

- The closed-loop cross member allows flexibility in the frame to dissipate twisting loads while providing structural strength
- Rear drive axle is coupled to the chassis by means of an A-frame with spherical bearing permitting oscillation of the axle with cross axial motion restrained by a lateral link
- Rear suspension bears the load through variable-rate nitrogen-over-oil type struts that provide a smooth ride for the operator, reducing operator fatigue and increasing productivity with low maintenance needs

[3] Excludes TR35 which is fitted with an air-over-oil actuated system using drum brakes front and rear. Dual retardation is proved by means of an engine brake and transmission retarder

Enhanced operator and service environment

Efficient operation and maintenance of your truck is central to productivity and availability.

What this means for you

- Large mirrors and a reverse camera with colour monitor provides excellent visibility and plentiful storage allows a tidy environment
- The air-conditioned cab with air-suspension seat keeps the operator comfortable, reducing fatigue
- Ergonomic control layouts allow ease of operation to keep focus on the road ahead
- Service personnel are aided by easy access to maintenance components to keep service times to a minimum
- Ground level hydraulic test points and in-cab electronic diagnostics aid fault diagnosis, permitting a prompt return to operation, keeping availability high

SPECIFICATIONS

ENGINES

	TR35	TR45	TR60
Engine	Cummins QSM11-C400E	Cummins QSK19-C525	Cummins QSK19-C700
Type	Four cycle, emission certified, high pressure common rail (TR45 & TR60), direct injection diesel, water cooled, turbo charged and charge air cooled		
Cylinder/Configuration	6 in line	6 in line	6 in line
Piston Displacement - litres (in³)	10.8 (661)	19 (1 150)	19 (1 150)
Bore x Stroke - mm (in)	125 x 147 (4.9 x 5.8)	159 x 159 (6.25 x 6.25)	159 x 159 (6.25 x 6.25)
Gross Power - kW (hp) @ rpm	298 (400) @ 2100	392 (525) @ 2000	522 (700) @ 2000
Net Power - kW (hp) @ rpm	259 (348) @ 2100	370 (495) @ 2000	481 (645) @ 2000
Maximum Torque - Nm (lbf ft) @ rpm	1899 (1386lbf ft) @ 1400	2407 (1757lbf ft) @ 1500	2981 (2176lbf ft) @ 1500
Gross Power rated	SAE J1995	SAE J1995	SAE J1995
Engine emissions	Meets USA EPA Tier 3/CARB MOH 40 CFR 89 non-road mobile machinery directive, stage 3	Meets USA EPA Tier 3/CARB MOH 40 CFR 89 non-road mobile machinery directive, stage 3	Meets USA EPA Tier 3/CARB MOH 40 CFR 89 non-road mobile machinery directive, stage 3
Electrical	24 volt negative ground electrical system. Two 12 volt 165 Ah batteries with master disconnect switch. 7.7kW (10hp) electric starter. Neutral start. 70A alternator	24 volt negative ground electrical system. Two 12 volt 165 Ah batteries with master disconnect switch. 9kW (12hp) electric starter. Neutral start. 70A alternator with integral voltage regulator	
Altitude - Electronic derate @ m (ft)	2 438 (8000)	2 743 (9000)	1 524 (5000)

TRANSMISSION

		Allison 4500-ORSR automatic		Allison H5620AR automatic		Allison H6620AR automatic	
Assembly		Mid-mounted in the frame for ease of access with integral torque converter, hydraulic retarder and planetary gearing. Automatic electronic control with softshift feature. Automatic lock-up in all speed ranges.					
Electronic Control		GEN 4		CEC2		CEC2	
Speeds - km/h (mph)	Gear	Forward	Reverse	Forward	Reverse	Forward	Reverse
	1	9.5 (5.9)	8.5 (5.3)	11.3 (7.0)	7.1 (4.4)	9.9 (6.1)	6.6 (4.1)
	2	20.3 (12.6)		16.8 (10.5)	12.9 (8.0)	14.6 (9.1)	11.8 (7.3)
	3	29.3 (18.2)		22.4 (13.9)		19.5 (12.1)	
	4	44.8 (27.8)		33.4 (20.8)		29.1 (18.1)	
	5	59.0 (37.0)		45.2 (28.1)		39.3 (24.4)	
	6			65.0 (40.4)		57.5 (35.7)	

TR70	TR100	TR100DD
Detroit Diesel/MTU-2000TA	Cummins KTA38-C	Detroit Diesel/MTU-2000TA
Four cycle, emission certified, direct injection diesel, water cooled, turbo charged and charge air cooled		
V12	V12	V16
24.0 (1464)	37.8 (2300)	31.9 (1945)
130 x 150 (5.11 x 5.91)	159 x 159 (6.25 x 6.25)	130 x 150 (5.11 x 5.91)
567 (760) @ 2100	783 (1050) @ 2100	783 (1050) @ 2100
511 (685) @ 2100	727 (975) @ 2100	703 (943) @ 2100
3323 (2425lbf ft) @ 1350	4631 (3380lbf ft) @ 1300	4461 (3256lbf ft) @ 1350
SAE J1995	SAE J1995	SAE J1995
Meets USA EPA Tier 2/CARB MOH 40 CFR 89 and EU MOH roads mobile machinery directive, stage 2	Non-certified	Meets USA EPA Tier 2/CARB MOH 40 CFR 89 and EU MOH roads mobile machinery directive, stage 2
24 volt negative ground electrical system. Two 12 volt 165 Ah batteries with master disconnect switch. 7.7kW (10hp) electric starter. Neutral start. 100A alternator	24 volt negative ground electrical system. Four 12 volt 210 Ah batteries with master disconnect switch. Two 9kW (12hp) electric starters. Neutral start. 70A alternator with integral voltage regulator	24 volt negative ground electrical system. Four 12 volt 210 Ah batteries with master disconnect switch. 9kW (12hp) electric starter. Neutral start. 100A alternator
3 100 (10,170)	N/A	3 100 (10,170)

Allison H6620AR automatic		Allison H8610AR automatic		Allison H8610AR automatic	
Mid-mounted in the frame for ease of access with integral torque converter, hydraulic retarder and planetary gearing. Automatic electronic control with softshift feature. Automatic lock-up in all speed ranges					
CEC2		CEC 2		CEC2	
Forward	Reverse	Forward	Reverse	Forward	Reverse
9.5 (5.9)	7.4 (4.6)	8.2 (5.1)	6.0 (3.8)	8.2 (5.1)	6.0 (3.8)
14.2 (8.8)	11.0 (6.8)	15.0 (9.3)		15.0 (9.3)	
18.9 (11.8)		20.6 (12.8)		20.6 (12.8)	
28.2 (17.5)		26.5 (16.5)		26.7 (16.6)	
38.1 (23.7)		34.8 (21.6)		34.8 (21.6)	
57.0 (35.5)		47.6 (29.6)		48.5 (30.1)	

TYRES AND WHEELS

	TR35	TR45	TR60
Types	18.00-25	21.00-35	24.00-35
Rims	13	15	17

Consult tyre manufacturers for optimum tyre selection and current + - km/h (ton-mile/h) capacity for application

AXLES

Heavy duty axle with full floating axle shafts, single reduction spiral bevel gear differential, and planetary reduction at each wheel			
	Standard	Standard	Standard
Differential ratio	3.13:1	3.15:1	3.73:1
Planetary reduction	4.59:1	5.66:1	5.80:1
Overall Drivetrain reduction	14.37:1	17.83:1	21.63:1

SUSPENSION

Front	Terex manufactured king pin strut-type independent front wheel suspension with self contained, variable rate, nitrogen/oil cylinders		
Rear	Terex variable rate nitrogen/oil cylinders with A-frame linkage and lateral stabilizer bar		
Maximum front strut stroke - mm (in)	225 (9.0)	251 (9.9)	251 (9.9)
Maximum rear strut stroke - mm (in)	160 (6.3)	192 (7.6)	192 (7.6)
Maximum rear axle oscillaton - deg	± 8.0	± 6.5	± 6.5

BRAKES

	Dual shoe, internal expanding, mechanically actuated by air pressure. Independent front and rear systems actuated by single treadle valve with auxiliary manual control. Operator controlled wet/dry road valve reduces front brake pressure by 50% for improved control in slippery condition	All hydraulic brake system control. Transmission mounted pressure compensating piston pump provides hydraulic pressure for brakes and steering. Independent circuits front and rear. Each circuit incorporates a nitrogen/hydraulic accumulator which stores energy to provide rapid braking response and emergency supply	
Front brakes type	Drum	Dry disc	Dry disc
Front brake diameter - mm (in)	508 x 152 (20 x 6)	660 (26)	710 (28)
Front brakes lining area - cm² (in²)	3459 (536)	1395 (216)	1395 (216)
Rear brakes type	Drum	Terex force oil cooled, multiple disc	
Rear brake diameter - mm (in)	508 x 190 (20 x 7.5)	-	-
Rear brakes lining area - cm² (in²)	4323 (670)	38,310 (5938)	47,151 (7308)
Parking	Service brakes act as parking brakes when applied by manual control valve on the instrument panel	Rear brakes applied by spring loaded opposing piston on disc pack, hydraulically released	
Secondary	Warning light in cab indicates when air pressure drops below 5.5bar (80psi). Front and rear brakes automatically actuate if system air pressure falls to 3.1bar (45psi). Brakes conform to ISO 3450	Park push button solenoid control applies service and parking brakes. Automatically applies when engine is switched off. Brakes conform to ISO 3450	
Retardation	Engine brake and transmission retarder	Lever control of rear disc brakes or hydraulic retarder in transmission	

TR70	TR100	TR100DD
24.00 R35	27.00-49	27.00-49
17	19.5	19.5

Consult tyre manufacturers for optimum tyre selection and current + - km/h (ton-mile/h) capacity for application

Heavy duty axle with full floating axle shafts, single reduction spiral bevel gear differential, and planetary reduction at each wheel				
Standard	Standard	Optional	Standard	Optional
3.73:1	2.16:1	2.16:1	2.16:1	2.16:1
5.80:1	13.75:1	10.50:1	13.75:1	10.50:1
21.63:1	29.70:1	22.68:1	29.70:1	22.68:1

Terex manufactured king pin strut-type independent front wheel suspension with self contained, variable rate, nitrogen/oil cylinders		
Terex variable rate nitrogen/oil cylinders with A-frame linkage and lateral stabilizer bar		
235 (9.25)	235 (9.25)	235 (9.25)
193 (7.6)	175 (6.9)	175 (6.9)
± 7.5	± 7.0	± 7.0

All hydraulic brake system control. Transmission mounted pressure compensating piston pump provides hydraulic pressure for brakes and steering. Independent circuits front and rear. Each circuit incorporates a nitrogen/hydraulic accumulator which stores energy to provide instant braking response and emergency supply		
Dry disc	Dry disc	Dry disc
710 (28)	965 (38)	965 (38)
2788 (432)	2015 (320)	2015 (320)
Terex force oil cooled, multiple disc		
-	-	-
67,390 (10,445)	87,567 (13,573)	87,567 (13,573)

Rear brakes applied by spring loaded opposing piston on disc pack, hydraulically released

Park push button solenoid control applies service and parking brakes. Automatically applies when engine is switched off.
Brakes conform to ISO 3450

Lever control of rear disc brakes or hydraulic retarder in transmission

STEERING

	TR35	TR45	TR60
	Independent hydrostatic steering with closed-centre steering valve, accumulator and pressure compensating piston pump. Accumulator provides uniform steering regardless of engine speed. In the event of loss of engine power the accumulator provides steering of approximately two lock-to-lock turns. A low pressure indicator light warns of system pressure below 82 bar(1,190psi). Steering conforms to ISO 5010		
Maximum tyre steering angle – degrees	42	39	39
SAE Turning Radius – mm (ft-in)	8245 (27-1)	9475 (31-1)	9540 (31-4)
Clearing Radius mm (ft-in)	8815 (28-11)	10,500 (34-5)	10,600 (34-9)

FRAME

	Full box section frame rails, integral front bumper, closed-loop crossmember and torque tubes of 290 MPa yield strength steel. Crossmember connections are 655 Mpa (95 000 ibf/in^2) steel castings

BODY

	Longitudinal 'V' type floor with integral transverse box-section stiffeners. The body is exhaust heated and rests on resilient impact absorption pads		
Body floor wear surface	Are high hardness Hardox (360-440BHN) abrasion resistant steel of yield strength 1 000 MPa (145 000 ibf/in^2)		
Plate thickness			
Floor mm (in)	16.0 (0.63)	19.0 (0.75)	19.0 (0.75)
Sides mm (in)	8.0 (0.31)	10.0 (0.39)	10.0 (0.39)
Front mm (in)	10.0 (0.39)	10.0 (0.39)	10.0 (0.39)
Body Volume			
Stuck m^3 (yd^3)	15.3 (20.0)	19.6 (25.6)	26.0 (34.0)
Heaped 2:1 (SAE) m^3 (yd^3)	19.4 (25.0)	26.0 (34.0)	35.0 (46.0)

HOIST

	Two body hoist cylinders are mounted between the frame rails. Cylinders are two-stage with power down in the second stage. Float to chassis and over-centre kick-over control		
System relief pressure - bar (PSI)	138 (2000)	190 (2750)	190 (2750)
Pump output flow rate - litre/min (US Gal.)	210 (55.5) @ 2100	227 (60) @ 2100	227 (60) @ 2100
Body raise time - seconds	14	13	16
Body lower time - seconds	9.5	9	14

TR70	TR100	TR100DD
Independent hydrostatic steering with closed-centre steering valve, accumulator and pressure compensating piston pump. Accumulator provides uniform steering regardless of engine speed. In the event of loss of engine power the accumulator provides steering of approximately two lock-to-lock turns. A low pressure indicator light warns of system pressure below 82 bar (1,190psi). Steering conforms to ISO 5010		
42	39	39
9760 (32-0)	12,230 (40-1)	12,230 (40-1)
11,200 (36-9)	12,650 (41-6)	12,650 (41-6)

Full box section frame rails, integral front bumper, closed-loop crossmember and torque tubes of 290 MPa yield strength steel. Crossmember connections are 655 Mpa (95 000 ibf/in^2) steel castings

Longitudinal 'V' type floor with integral transverse box-section stiffeners. The body is exhaust heated and rests on resilient impact absorption pads
Are high hardness Hardox (360-440BHN) abrasion resistant steel of yield strength 1 000 MPa (145 000 ibf/in^2)

19 (0.75)	19 (0.75)	19 (0.75)
10 (0.39)	10 (0.39)	10 (0.39)
10 (0.39)	10 (0.39)	10 (0.39)
29.0 (38.0)	41.6 (54.4)	41.6 (54.4)
41.5 (54.3)	57.0 (74.5)	57.0 (74.5)

Two body hoist cylinders are mounted between the frame rails. Cylinders are two-stage with power down in the second stage. Float to chassis and over-centre kick-over control

190 (2750)	190 (2750)	190 (2750)
365 (97) @ 2100	365 (97) @ 2100	365 (97) @ 2100
13	16.3	16.3
11.5	18	18

RIGID TRUCKS

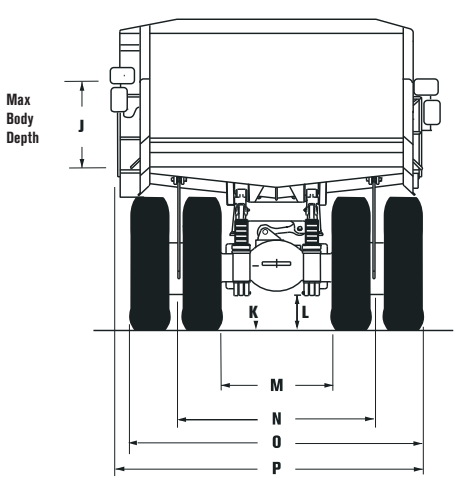
DIMENSIONS in mm (ft–in)

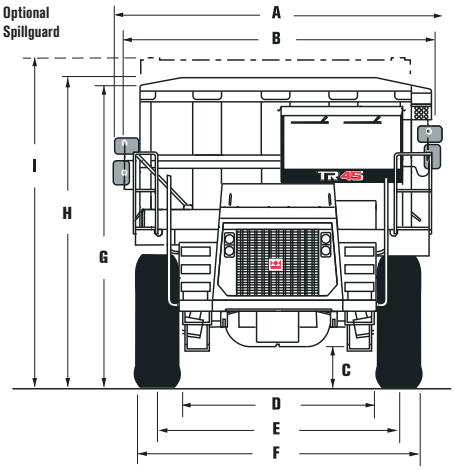
	TR35	TR45	TR60	TR70	TR100	TR100DD
A	3950 (13-2)	4630 (15-2)	4980 (16-4)	5290 (17-4)	5935 (19-6)	5935 (19-6)
B	N/A	4370 (14-4)	4630 (15-2)	4940 (16-2)	4 825 (15-10)	4825 (15-10)
C	500 (7-5)	585 (1-11)	660 (2-2)	685 (2-3)	815 (2-8)	815 (2-8)
D	2265 (7-5)	2665 (8-9)	2580 (8-5)	2970 (9-9)	2945 (9-8)	2945 (9-8)
E	2800 (9-2)	3325 (10-11)	3320 (10-11)	3660 (12-0)	3760 (12-4)	3760 (12-4)
F	3365 (11-0)	3985 (13-10)	4060 (13-4)	4420 (14-6)	4570 (15-10)	4570 (15-10)
G	N/A	4 135 (13-7)	N/A	N/A	4700 (15-5)	4 700 (15-5)
H	3865 (12-8)	4245 (13-11)	4440 (14-7)	570 (15-0)	4850 (15-11)	4850 (15-11)
I	4190 (13-9)	4520 (14-10)	4820 (15-10)	N/A	5235 (17-2)	5235 (17-2)
J	1305 (4-3)	1195 (3-11)	1425 (4-8)	1536 (5-0)	1635 (5-4)	1635 (5-4)
K	N/A	810 (2-8)	950 (3-1)	1080 (3-6)	1220 (4-0)	1220 (4-0)
L	450 (1-6)	450 (1-6)	600 (2-0)	610 (2-0)	755 (2-7)	755 (2-7)
M	1240 (4-8)	1520 (5-0)	1380 (4-6)	500 (4-11)	1755 (5-9)	1755 (5-9)
N	2355 (9-2)	2710 (8-11)	2900 (9-6)	2995 (9-10)	3420 (11-3)	3420 (11-3)
O	3470 (11-4)	4000 (13-1)	4450 (14-7)	4445 (14-7)	5080 (16-8)	5080 (16-8)
P	3720 (12.2)	4240 (13-11)	N/A	N/A	N/A	N/A

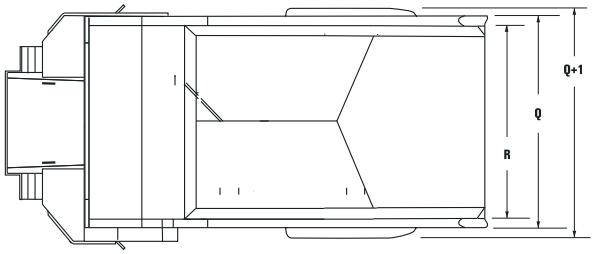
WEIGHTS

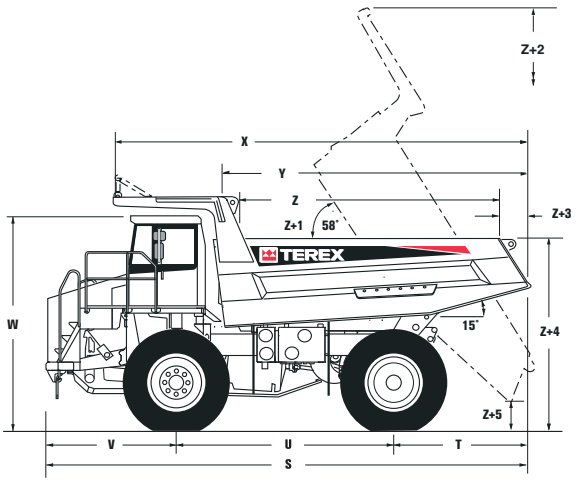
	TR35		TR45		TR60		TR70		TR100		TR100DD	
Standard Unit	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb
Chassis with hoists	17,250	38,030	27,835	61,365	30,600	67,460	36,190	79,780	53,240	117,375	51,980	114,595
Body Standard	6000	13,230	9300	20,500	10,650	23,480	11,500	25,350	15,020	33,115	15,020	33,115
Net weight	23,660	52,161	37,135	81,870	41,250	90,940	47,690	105,140	68,260	150,490	67,000	147,710
Maximum payload	31,750	69,997	40,825	90,000	54,430	120,000	65,000	143,300	90,720	200,000	90,720	200,000
Maximum gross weight*	55,410	122,158	77,960	171,870	95,680	210,940	112,690	248,440	158,980	350,490	157,720	347,710
Weight distribution (axles)	FRT	REAR	FRT	REAR	FRT	REAR	FRT	REAR	FRT	REAR	FRT	REAR
Empty	48%	52%	49%	51%	48%	52%	50%	50%	49%	51%	49%	51%
Loaded	33%	67%	34%	66%	34%	66%	34%	66%	34%	66%	34%	66%

N/A – not applicable.* Maximum permissible gross vehicle weight with options, attachments, full fuel tank and payload.









	TR35	TR45	TR60	TR70	TR100	TR100DD
Q	3400 (11-4)	3800 (12-6)	4270 (14-0)	4280 (14-0)	5150 (16-11)	5150 (16-11)
Q+1	N/A	4060 (13-4)	4470 (14-8)	4520 (14-10)	N/A	N/A
R	3105 (10-2)	3530 (11-7)	3950 (12-11)	3940 (12-11)	4730 (15-6)	4730 (15-6)
S	7950 (26-3)	8700 (28-7)	9130 (29-11)	9905 (32-6)	10,802 (35-6)	10,896 (35-9)
T	2125 (7-1)	2410 (7-11)	2600 (8-6)	2945 (9-8)	3100 (10-2)	3100 (10-2)
U	3605 (11-10)	3940 (12-11)	4170 (13-8)	4470 (14-8)	4570 (15-0)	4570 (15-0)
V	2220 (7-4)	2350 (7-9)	2360 (7-9)	2490 (13-9)	3150 (10-40)	3150 (10-40)
W	3520 (11-9)	3855 (12-8)	3970 (13-0)	4190 (13-9)	4575 (15-0)	4575 (15-0)
X	6570 (21-7)	7417 (24-4)	7750 (25-5)	8380 (27-6)	8640 (28-4)	8640 (28-4)
Y	4820 (16-1)	5485 (18-0)	6000 (19-8)	6580 (21-7)	6880 (22-7)	6880 (22-7)
Z	4000 (13-1)	4700 (15-50)	5050 (16-7)	6200 (20-4)	6080 (19-11)	6080 (19-11)
Z+1	58 degress	58 degress	58 degress	58 degress	58 degress	58 degress
Z+2	6850 (22-6)	7645 (25-1)	8050 (26-5)	8380 (27-6)	8960 (29-5)	8960 (29-5)
Z+3	500 (1-8)	430 (1-5)	500 (1-8)	N/A	510 (1-8)	510 (1-8)
Z+4	3025 (9-11)	3425 (11-3)	3680 (12-1)	3785 (12-5)	4445 (14-7)	4445 (14-7)
Z+5	450 (1-6)	585 (1-11)	580 (1-6)	460 (1-6)	660 (2-2)	660 (2-2)

SERVICE DATA

	TR35	TR45	TR60
Standard Unit	litres (US Gal.)	litres (US Gal.)	litres (US Gal.)
Engine Crankcase and Filters	33.0 (8.7)	60.0 (15.9)	60.0 (15.9)
Transmission and Filters	61.0 (16.0)	76.0 (20.1)	92.0 (24.3)
Cooling System	63.0 (17.0)	126.0 (32.0)	136.0 (36.0)
Fuel Tank	371.0 (98.0)	606.0 (160.0)	606.0 (160.0)
Steering Hydraulic Tank	30.0 (8.0)	68.0 (18.0)	68.0 (18.0)
Steering Hydraulic System (Total)	47.0 (12.4)	92.0 (24.3)	92.0 (24.3)
Body Hydraulic Tank	83.0 (22.0)	250.0 (66.0)	250.0 (66.0)
Body Hydraulic & Brake Cooling System (Total)	121.0 (32.0)	385.0 (101.7)	385.0 (101.7)
Planetaries (Total)	30.0 (8.0)	56.0 (14.8)	56.0 (14.8)
Differential	57.0 (15.0)	60.0 (15.8)	60.0 (15.9)
Front Ride Strut (Each)	14.0 (3.7)	14.0 (3.7)	14.0 (3.7)
Rear Ride Strut (Each)	8.0 (2.1)	17.0 (4.5)	17.0 (4.5)
Power Take Off	2.0 (0.5)	4.0 (1.0)	4.0 (1.0)

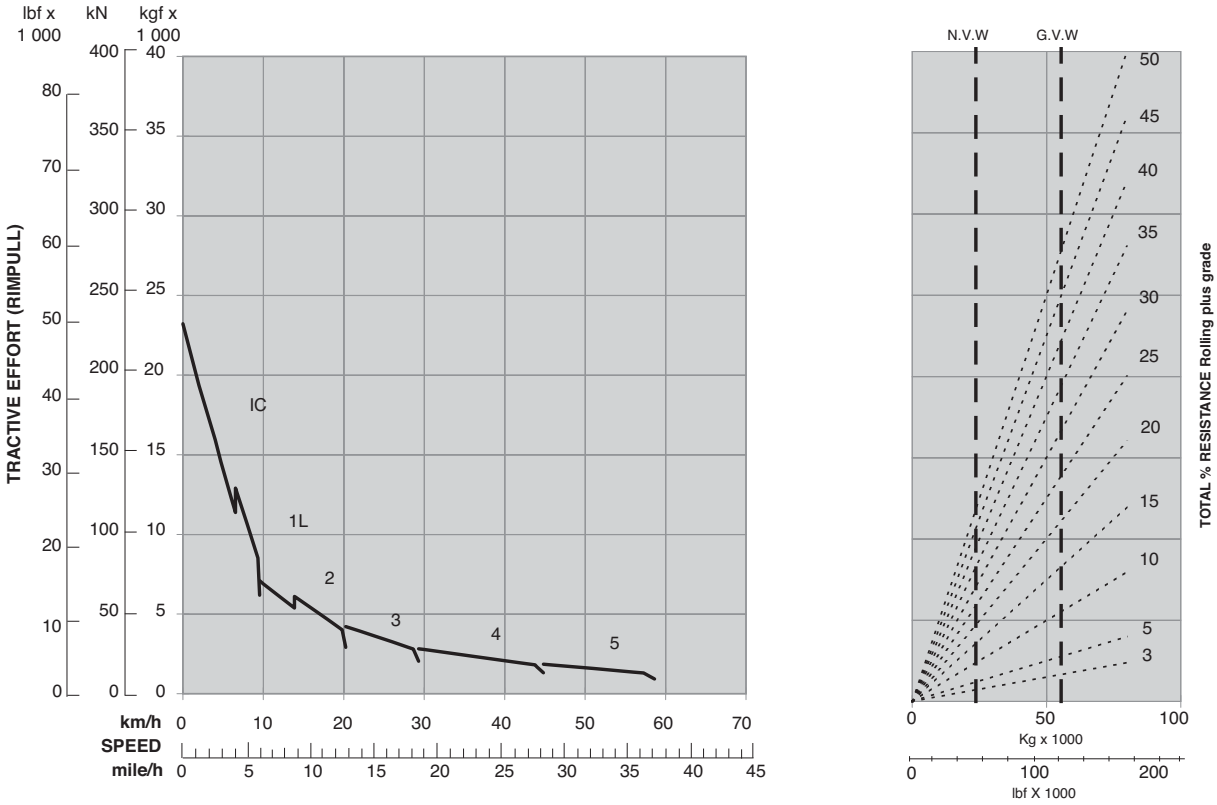
	TR70	TR100	TR100DD
Engine Crankcase and Filters	94.0 (25.0)	134.0 (35.4)	108.0 (28.5)
Transmission and Filters	85 (22.5)	100.0 (26.0)	100.0 (26.0)
Cooling System	236.0 (62.3)	304.0 (80.3)	276.0 (73.0)
Fuel Tank	938.0 (248.0)	1275.0 (336.8)	1275.0 (336.8)
Steering Hydraulic Tank	61.0 (16.0)	61.0 (16.1)	61.0 (16.1)
Steering Hydraulic System (Total)	92.0 (24.3)	72.0 (19.0)	72.0 (19.0)
Body Hydraulic Tank	258.0 (68.0)	297.0 (78.5)	297.0 (78.5)
Body Hydraulic & Brake Cooling System (Total)	432.0 (114.0)	557.0 (147.1)	557.0 (147.1)
Planetaries (Total)	43.0 (11.4)	57.0 (15.1)	57.0 (15.1)
Differential	52.0 (13.7)	61.0 (16.1)	61.0 (16.1)
Front Ride Strut (Each)	25.0 (6.6)	27.0 (7.1)	27.0 (7.1)
Rear Ride Strut (Each)	21.0 (5.5)	18.0 (4.8)	18.0 (4.8)
Power Take Off	4.0 (1.0)	1.5 (0.4)	1.5 (0.4)

PERFORMANCE DATA

TR35

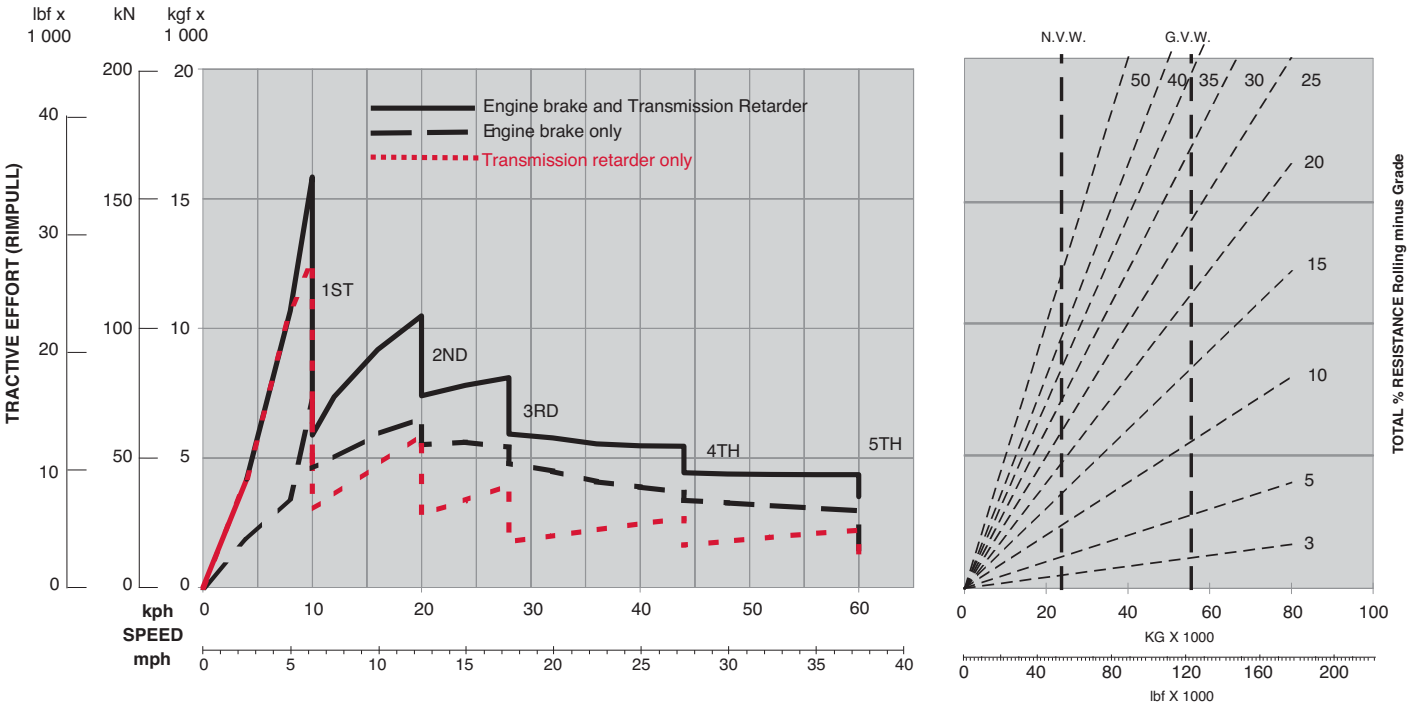
Graphs based on 2% Rolling Resistance

GRADEABILITY



RETARDATION

Instructions: From intersection of vehicle weight with percentage resistance line read across to determine maximum gear attainable, and then downwards for vehicle speed.

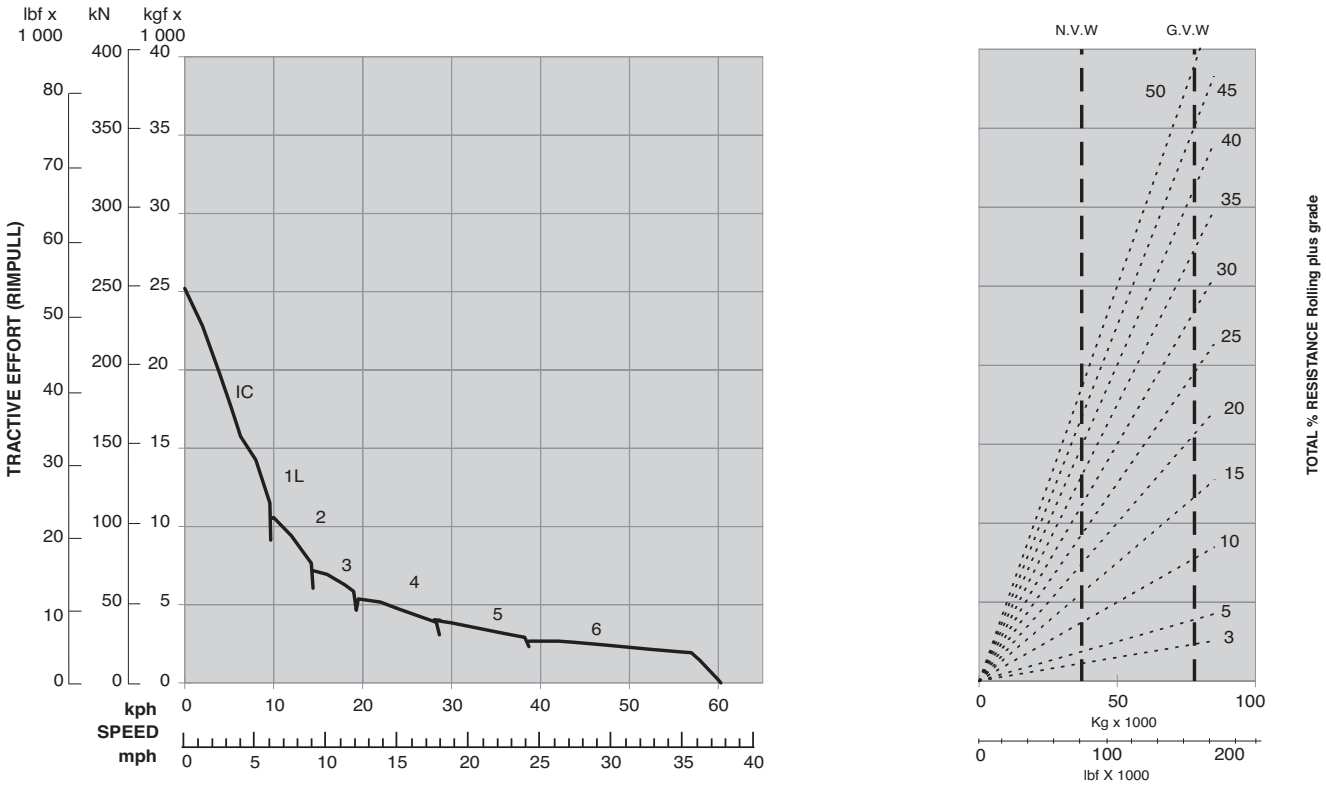


PERFORMANCE DATA

TR45

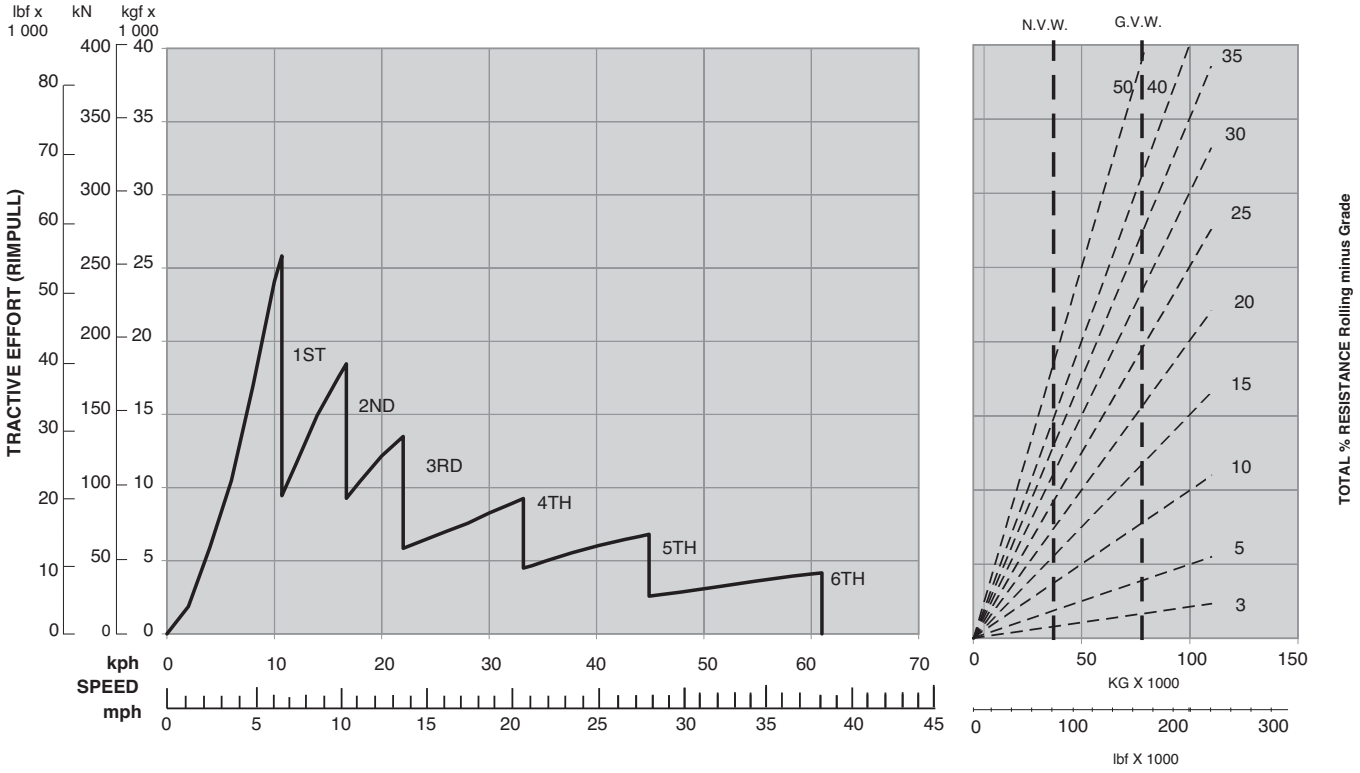
Graphs based on 2% Rolling Resistance

GRADEABILITY



RETARDATION

Instructions: From intersection of vehicle weight with percentage resistance line read across to determine maximum gear attainable, and then downwards for vehicle speed.

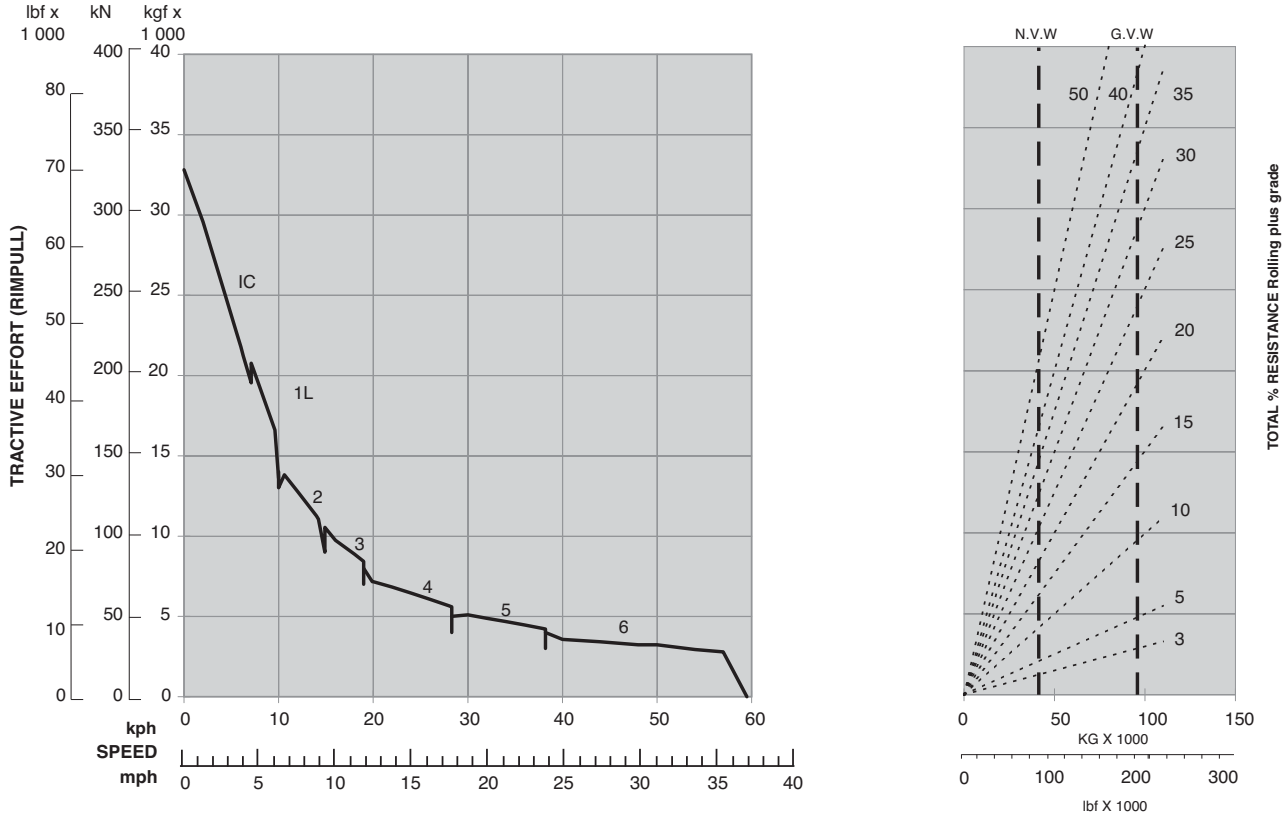


PERFORMANCE DATA

TR60

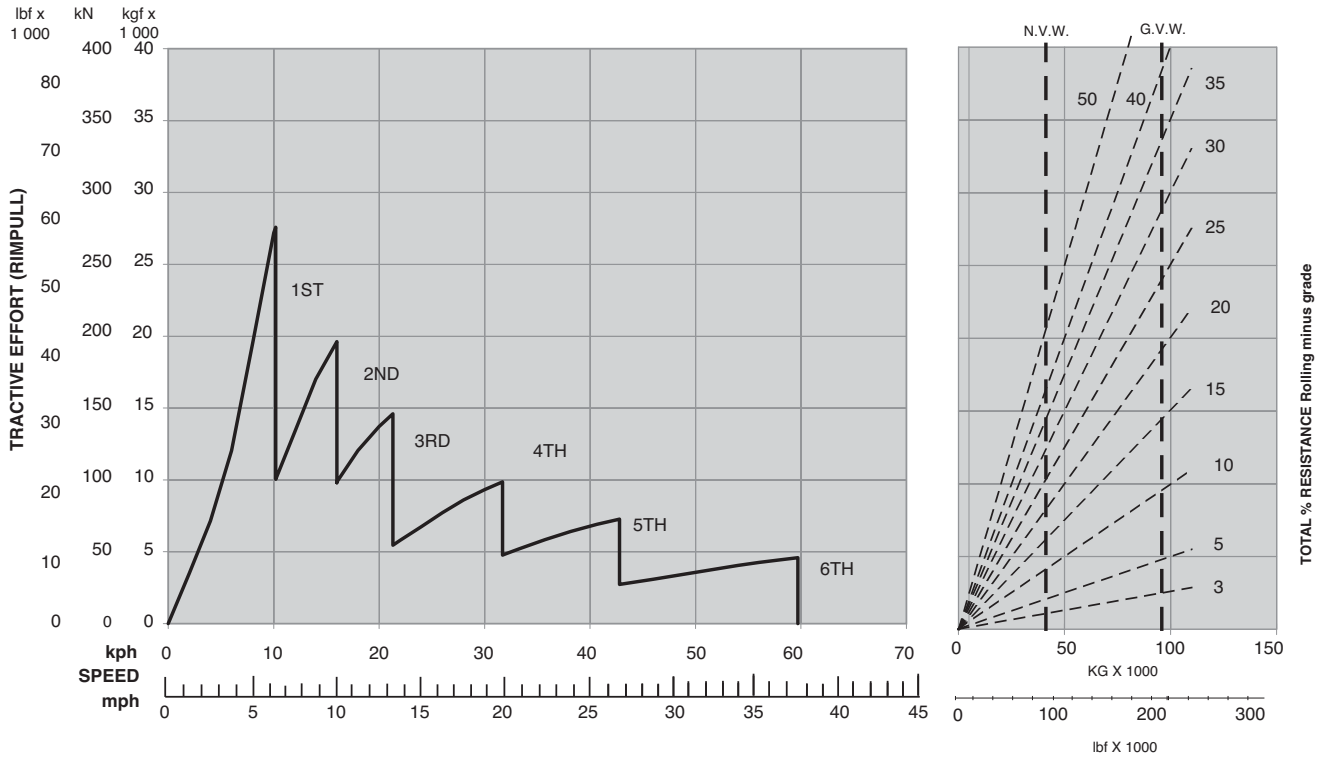
Graphs based on 2% Rolling Resistance

GRADEABILITY



RETARDATION

Instructions: From intersection of vehicle weight with percentage resistance line read across to determine maximum gear attainable, and then downwards for vehicle speed.

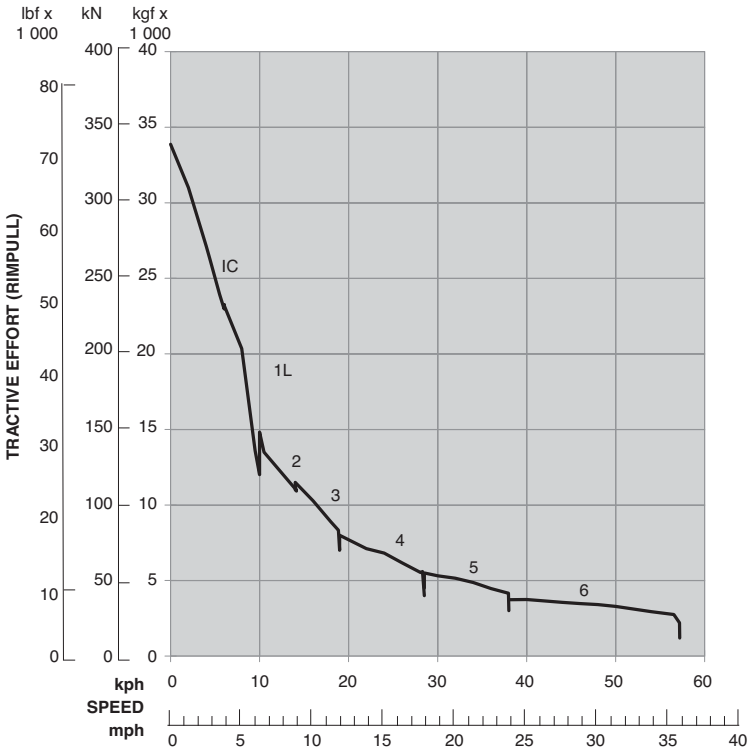


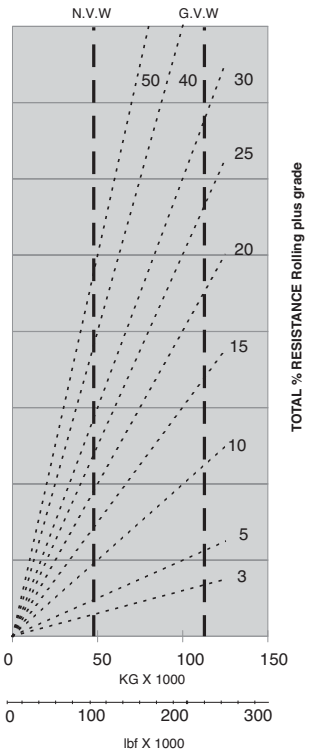
PERFORMANCE DATA

TR70

Graphs based on 2% Rolling Resistance

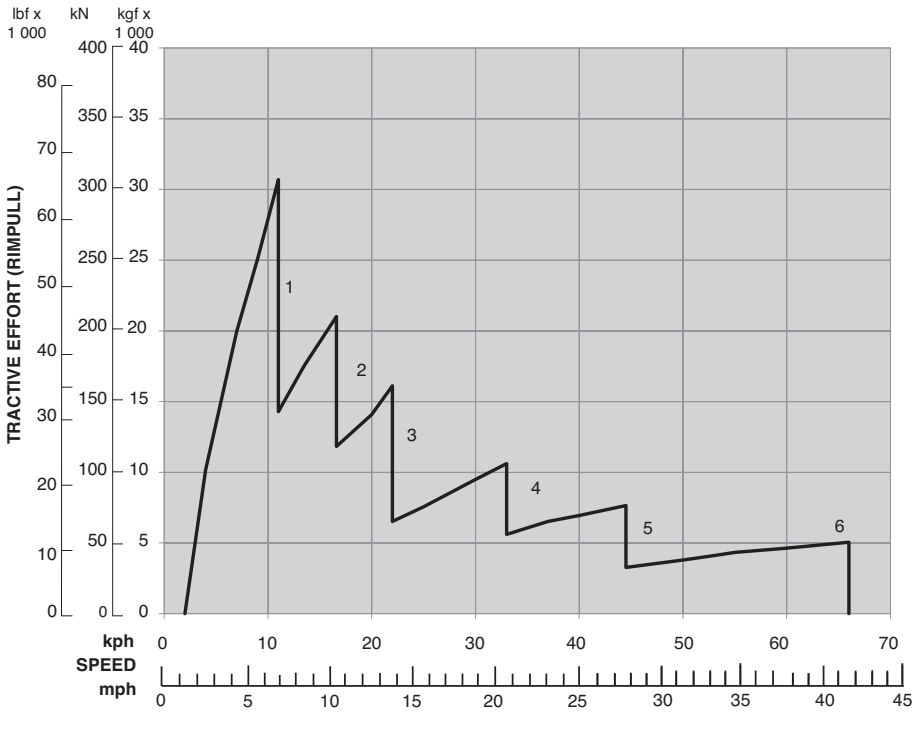
GRADEABILITY

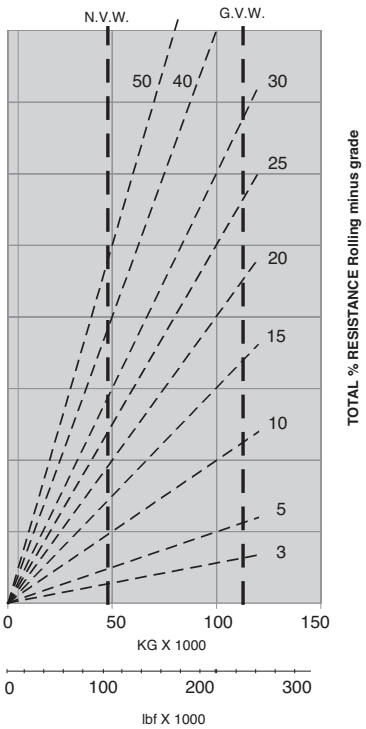




RETARDATION

Instructions: From intersection of vehicle weight with percentage resistance line read across to determine maximum gear attainable, and then downwards for vehicle speed.



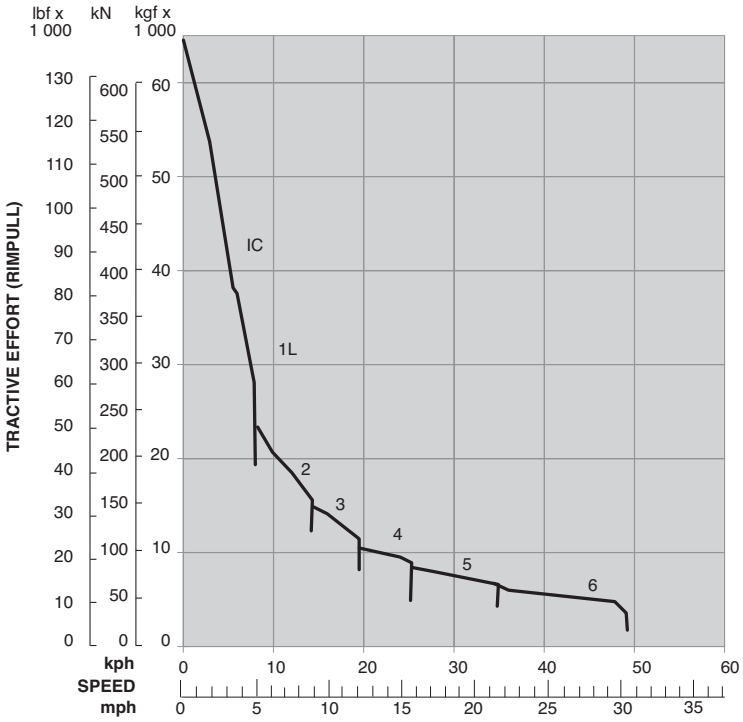


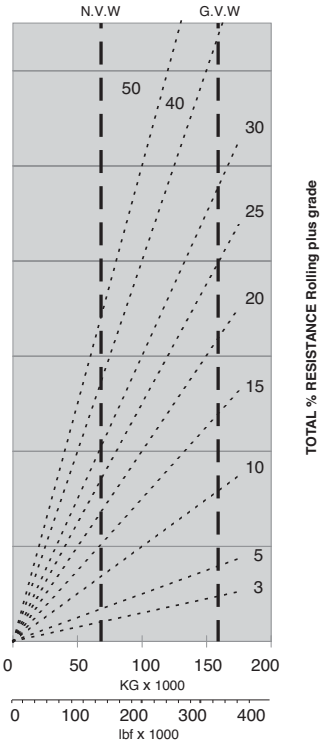
PERFORMANCE DATA

TR100

Graphs based on 2% Rolling Resistance

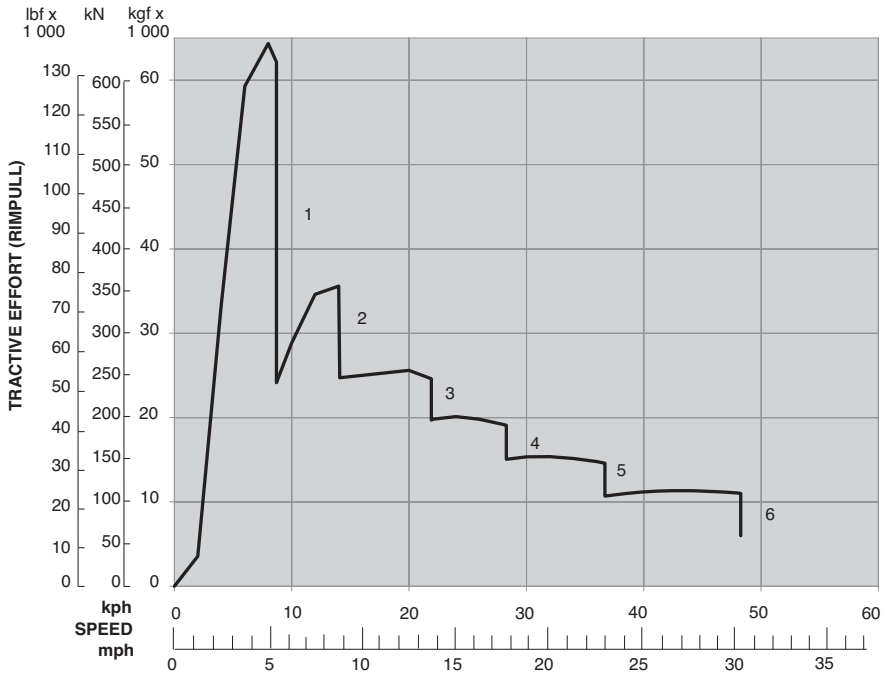
GRADEABILITY

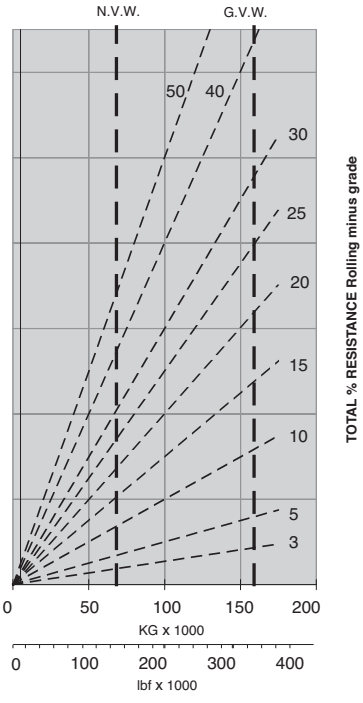




RETARDATION

Instructions: From intersection of vehicle weight with percentage resistance line read across to determine maximum gear attainable, and then downwards for vehicle speed.



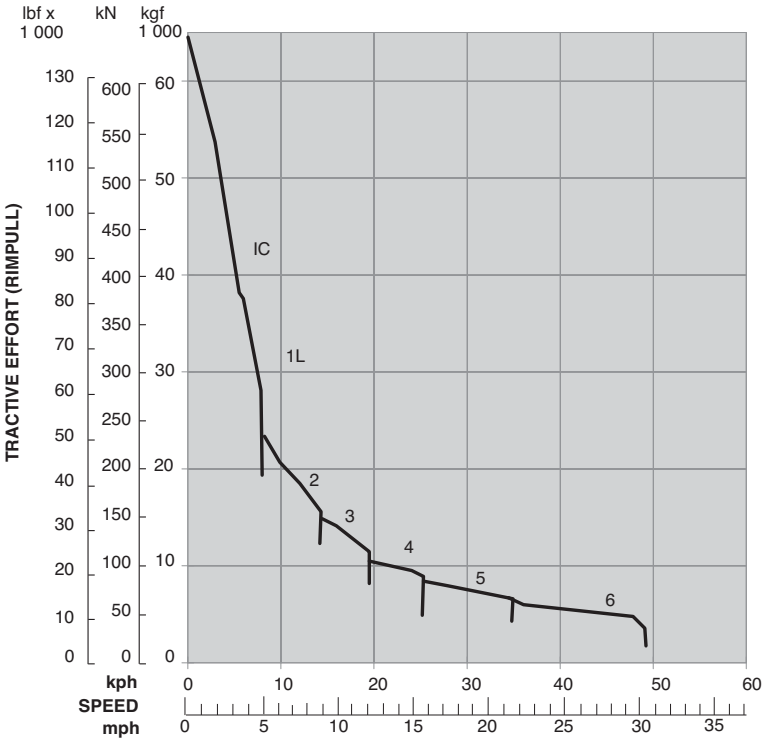


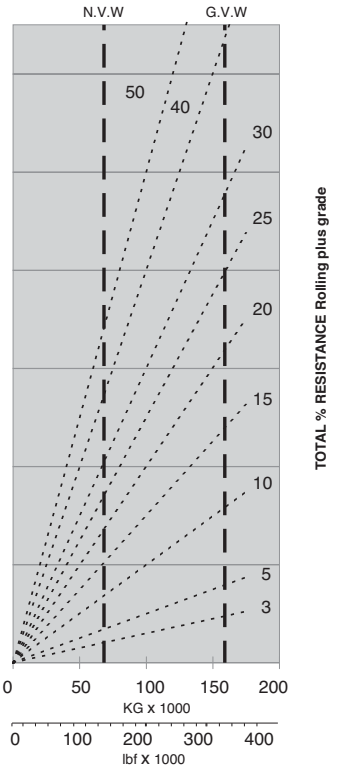
PERFORMANCE DATA

TR100DD

Graphs based on 2% Rolling Resistance

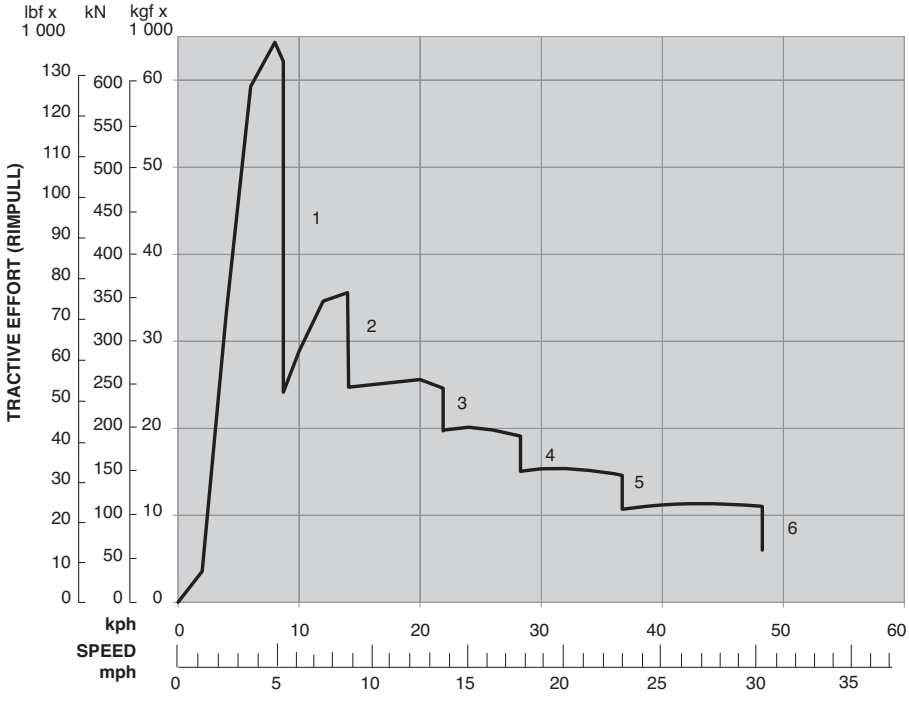
GRADEABILITY

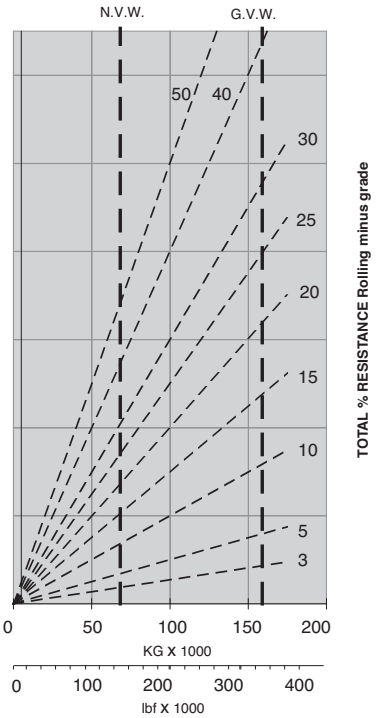




RETARDATION

Instructions: From intersection of vehicle weight with percentage resistance line read across to determine maximum gear attainable, and then downwards for vehicle speed.





STANDARD SPECIFICATION
OPERATOR ENVIRONMENT

	TR 35	TR 45	TR 60	TR 70	TR 100	TR 100DD
2 Doors	✓	✓	✓	✓	✓	✓
Air Conditioning	✓	✓	✓	✓	✓	✓
Body Hoist Control, Servo Assisted	✓	✓	✓	✓	✓	✓
CD/Radio Player	✓	✓	✓	✓	✓	✓
Cup Holder	✓	✓	✓	✓	✓	✓
Fops Protection, Iso 3449/Sae J231	✓	✓	✓	✓	✓	✓
Heater/Demistor	✓	✓	✓	✓	✓	✓
Horn	✓	✓	✓	✓	✓	✓
Insulation, Thermal and Acoustic	✓	✓	✓	✓	✓	✓
Interior Light	✓	✓	✓	✓	✓	✓
Mirrors	✓	✓	✓	✓	✓	✓
Power Port, 24V & 12V	✓	✓	✓	✓	✓	✓
Power Window (Lhs)	✓	✓	✓	✓	✓	✓
Reverse Camera With Colour Monitor	✓	✓	✓	✓	✓	✓
Rops Protection (Body Cabguard), Iso 3471/Sae J1040	✓	✓	✓	✓	✓	✓
Seat , Operator, Air Suspension	✓	✓	✓	✓	✓	✓
Seat Belt, Operator 4-Point Harness	✓	✓	✓	✓	✓	✓
Seat, Trainer	✓	✓	✓	✓	✓	✓
Steering Wheel, Padded with Tilt	✓	✓	✓	✓	✓	✓
Storage Compartment	✓	✓	✓	✓	✓	✓
Sun Visor	✓	✓	✓	✓	✓	✓
Tinted Glass	✓	✓	✓	✓	✓	✓
Wiper And Washer, Windscreen	✓	✓	✓	✓	✓	✓
Gauges						
Coolant Temperature	✓	✓	✓	✓	✓	✓
Engine Oil Pressure	✓	✓	✓	✓	✓	✓
Fuel Level	✓	✓	✓	✓	✓	✓
Hourmeter	✓	✓	✓	✓	✓	✓
Odometer	✓	✓	✓	✓	✓	✓
Speedometer	✓	✓	✓	✓	✓	✓
Tachometer	✓	✓	✓	✓	✓	✓
Transmission Oil Temperature	✓	✓	✓	✓	✓	✓

	TR 35	TR 45	TR 60	TR 70	TR 100	TR 100DD
Warning indicator lights						
Air Cleaner Restriction	✓	✓	✓	✓	✓	✓
Air Filter Restriction Indicator	✓	✓	✓	✓	✓	✓
Alternator Charging	✓	✓	✓	✓	✓	✓
Body Up	✓	✓	✓	✓	✓	✓
Brake Cooling Oil Temperature, High	N/A	✓	✓	✓	✓	✓
Brakes Front, Low Pressure	✓	✓	✓	✓	✓	✓
Brakes Rear, Low Pressure	✓	✓	✓	✓	✓	✓
Direction Indicator	✓	✓	✓	✓	✓	✓
Engine Check	✓	✓	✓	✓	✓	✓
Engine Coolant Level	✓	✓	✓	✓	✓	✓
Engine Coolant Temperature	✓	✓	✓	✓	✓	✓
Engine Maintenance	N/A	✓	✓	N/A	N/A	N/A
Engine Oil Pressure	✓	✓	✓	✓	✓	✓
Engine Overspeed	✓	✓	✓	✓	✓	✓
Engine Stop	✓	✓	✓	✓	✓	✓
Headlight Main Beam	✓	✓	✓	✓	✓	✓
In-Converter	✓	✓	✓	✓	✓	✓
Parking Brake	✓	✓	✓	✓	✓	✓
Retarder Active	✓	✓	✓	✓	✓	✓
Steering and Brake Tank, Low Oil Level	✓	✓	✓	✓	✓	✓
Steering Filter Restriction	✓	✓	✓	✓	✓	✓
Steering, Low Pressure	✓	✓	✓	✓	✓	✓
Transmission Check	✓	✓	✓	✓	✓	✓
Transmission Oil Filter Restriction	✓	✓	✓	✓	✓	✓
Transmission Oil Temperature, High	✓	✓	✓	✓	✓	✓
Audible Alarms						
Brakes Front, Low Pressure	✓	✓	✓	✓	✓	✓
Brakes Rear, Low Pressure	✓	✓	✓	✓	✓	✓
Steering, Low Pressure	✓	✓	✓	✓	✓	✓

	TR 35	TR 45	TR 60	TR 70	TR 100	TR 100DD
Engine						
Charge Air Cooler	✓	✓	✓	✓	✓	✓
Air Cleaner with Precleaner	✓	✓	✓	✓	✓	✓
Direct Drive Fan	✓	✓	✓	✓	✓	✓
Engine Compression Release Brake, 2 Stage	✓	N/A	N/A	N/A	N/A	N/A
Fuel Filter/Water Separator	✓	✓	✓	✓	✓	✓
Sump Guard	✓	✓	✓	✓	✓	✓
Transmission						
Adaptive Shift Technology	✓	N/A	N/A	N/A	N/A	N/A
Body-Up Reverse Interlock	✓	✓	✓	✓	✓	✓
Body-Up Shift Inhibitor	✓	✓	✓	✓	✓	✓
Downshift Inhibitor	✓	✓	✓	✓	✓	✓
Filter Restriction Shift Inhibitor	N/A	✓	✓	✓	✓	✓
Hydraulic Retarder	✓	✓	✓	✓	✓	✓
Neutral Start Interlock	✓	✓	✓	✓	✓	✓
Power and Economy Mode Selection	✓	✓	✓	✓	✓	✓
Shift Energy Management	N/A	✓	✓	✓	✓	✓
Stall Check and Limp Home Selection	N/A	✓	✓	✓	✓	✓
Sump Guard	✓	✓	✓	✓	✓	✓
Braking System						
50% Front Brake Pressure Reducer	✓	opt	opt	opt	✓	✓
Air Actuated Dual Circuits	✓	N/A	N/A	N/A	N/A	N/A
Brake Retarder (Rear)	N/A	✓	✓	✓	✓	✓
Drum Brakes (Front & Rear)	✓	N/A	N/A	N/A	N/A	N/A
Front Dry Disc Brakes	N/A	✓	✓	✓	✓	✓
Hydraulically Actuated Dual Circuits	N/A	✓	✓	✓	✓	✓
OCDB Oil Cooler	N/A	✓	✓	✓	✓	✓
Oil-Cooled Multiple-Disc (Rear)	N/A	✓	✓	✓	✓	✓
Park Brake Integral To Rear Brake Pack	N/A	✓	✓	✓	✓	✓

ELECTRICAL

	TR 35	TR 45	TR 60	TR 70	TR 100	TR 100DD
Alternator, 70A	✓	✓	✓	✓	✓	✓
Batteries, 2 x 12V, 165Ah	✓	✓	✓	✓	N/A	N/A
Batteries, 4 x 12V, 210Ah	N/A	N/A	N/A	N/A	✓	✓
Battery Master Switch, Electrically Operated	✓	✓	✓	✓	✓	✓
Direction Indicators And Hazard Warning	✓	✓	✓	✓	✓	✓
Headlights	✓	✓	✓	✓	✓	✓
In-Cab Diagnostics, Engine/Transmission	✓	✓	✓	✓	✓	✓
Reverse Alarm	✓	✓	✓	✓	✓	✓
Reverse Lights (Twin)	N/A	N/A	N/A	✓	✓	✓
Side, Tail, Stop and Reverse Lights	✓	✓	✓	✓	✓	✓
Side, Tail, Stop Lights (LED)	N/A	N/A	N/A	✓	✓	✓

BODY

	TR 35	TR 45	TR 60	TR 70	TR 100	TR 100DD
Body Down Indicator	✓	✓	✓	✓	✓	✓
Exhaust Heated	✓	✓	✓	✓	✓	✓
Mud Flaps	✓	✓	✓	✓	✓	✓
Operator Guard - LHS	✓	✓	✓	✓	✓	✓
Operator Guard - RHS	N/A	N/A	✓	✓	✓	✓
Rock Ejectors	✓	✓	✓	✓	✓	✓
Safety Locking Pins	✓	✓	✓	✓	✓	✓
Tyre Guards	✓	✓	✓	✓	✓	✓

OTHER

	TR 35	TR 45	TR 60	TR 70	TR 100	TR 100DD
Diagnostic Pressure Test Points	✓	✓	✓	✓	✓	✓
Exhaust Muffler	✓	✓	✓	✓	✓	✓
Handrails on Fenders	✓	✓	✓	✓	✓	✓
Tow Points, Front and Rear	✓	✓	✓	✓	✓	✓
Diagnostic Pressure Test Points	✓	✓	✓	✓	✓	✓
Exhaust Muffler	✓	✓	✓	✓	✓	✓
Handrails on Fenders	✓	✓	✓	✓	✓	✓
Tow Points, Front and Rear	✓	✓	✓	✓	✓	✓

N/A – not applicable
opt – available as option
✓ – standard fit

OPTIONS

	TR 35	TR 45	TR 60	TR 70	TR 100	TR 100DD
Alternator, 100A	✓	✓	✓	std	✓	std
Arctic Hose Kit	N/A	N/A	N/A	N/A	✓	✓
Auto Lubrication System	✓	✓	✓	✓	✓	✓
Auxiliary Jump-Start Receptacle	✓	✓	✓	✓	✓	✓
Beacon - Flashing	✓	✓	✓	✓	✓	✓
Beacon - Rotating	✓	✓	✓	✓	✓	✓
Body Liner Plates	✓	✓	✓	✓	✓	✓
Body Liner Plates & Top Rail Protectors	N/A	N/A	N/A	N/A	✓	✓
Body Side Extensions - 200mm	✓	✓	✓	✓	✓	✓
Body Spill Guard	✓	✓	✓	✓	✓	✓
Body Up Buzzer	✓	✓	✓	✓	✓	✓
Camera System - RHS View	N/A	N/A	N/A	N/A	✓	✓
Deluxe Seat Option - Heavy Duty	✓	✓	✓	✓	✓	✓
Differential - Traction Bias	N/A	N/A	N/A	N/A	✓	✓
Engine Overspeed Protection System	N/A	N/A	✓	✓	✓	✓
Fast Fuel - Bumper Mounted	N/A	N/A	N/A	N/A	✓	✓
Fast Fuel Installation	N/A	✓	✓	✓	✓	✓
Fire Suppression System	N/A	✓	✓	✓	✓	✓
Front Brake Pressure Reduction System	std	✓	✓	✓	std	std
Full Time Exhaust	N/A	N/A	N/A	✓	✓	N/A

	TR 35	TR 45	TR 60	TR 70	TR 100	TR 100DD
Ground Level Isolation Security Box	✓	✓	✓	✓	✓	✓
Ground Level Isolation Switch	✓	✓	✓	✓	✓	✓
Hand Tool Kit	✓	✓	✓	✓	✓	✓
Headlights - HiD	N/A	N/A	N/A	N/A	✓	✓
Mirrors - Heated	N/A	N/A	N/A	N/A	✓	✓
Oil Drain Kit	✓	✓	✓	✓	✓	✓
Payload Monitoring System	✓	✓	✓	✓	✓	✓
Planetary - Alternate Ratio (10.5:1)	N/A	N/A	N/A	N/A	✓	✓
Rear Light Assembly - LED	✓	✓	✓	std	std	std
Rear Light Assembly - LED with Broadband Reverse Alarm	✓	✓	✓	✓	✓	✓
Reverse Light - Flashing	N/A	✓	✓	✓	✓	✓
Rockford Fan Clutch	N/A	N/A	N/A	N/A	✓	N/A
Seat Belt - Lap	✓	✓	✓	✓	✓	✓
Service Lighting Kit - LED	N/A	N/A	N/A	N/A	✓	✓
Start Interlock - Parkbrake	N/A	✓	✓	✓	✓	✓
Step Lighting Kit	✓	✓	✓	✓	✓	✓
Step Mudflaps	N/A	N/A	✓	✓	✓	✓
TR45 To TR40 Conversion - Body 36mt 24m^3	N/A	✓	N/A	N/A	N/A	N/A
Worklight Installation (Front x 2)	N/A	N/A	N/A	N/A	✓	✓

N/A – not applicable
opt – available as option
✓ – standard fit
Note for options not listed please contact your Terex sales representative

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