

ARTICULATED DUMP TRUCK



Specifications

Maximum Payload	38 tonne
Heaped Capacity	23.3 m ³
Gross Power	331 kW (444 hp)
PLI Tier 4i	A1115
PLI Tier 2	A1112

Features

- ▶ High powered, heavy-duty truck providing class leading performance and ability to go where others can't follow
- ▶ World class operator's environment
- ▶ One of the most fuel efficient trucks in the field
- ▶ 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 DC13		
Type	6 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	12.7 litres		
Bore x Stroke	130 x 160 mm		
Gross Power	331 kW (444 hp) @ 2,100 rpm		
Net Power	321 kW (430 hp) @ 2,100 rpm		
Maximum Torque	2,100 Nm @ 1,350 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

Allison HD4560 with integral retarder mounted directly to the engine, fully automatic transmission with planetary gearing, electronic control with six forward and one reverse gear. Remote mounted 2 speed transfer gearbox taking drive from the transmission and feeding it via a lockable differential to front and rear wheels.

Speeds (Fully Laden) km/h	Gear	Ratio 1		Ratio 2	
		Forward	Reverse	Forward	Reverse
	1	5.8	5.0	8.9	7.8
	2	12.2	-	18.5	-
	3	17.6	-	26.7	-
	4	26.5	-	40.0	-
	5	34.7	-	50.5	-
	6	38.8	-	55.6	-

AXLES

Three axles in permanent all-wheel drive (6x6) with differential coupling between each axle to prevent driveline wind-up. Heavy duty axles with full floating axle shafts and outboard planetary reduction gearing. Automatic limited slip differentials in each axle. Leading rear axle incorporates a through drive differential to transmit drive to the rearmost axle. This differential and the dropbox output differential are locked simultaneously using one switch selected by the operator.

Differential ratio	3.70 : 1
Planetary reduction	6.35 : 1
Overall Drivetrain reduction	23.50 : 1

SUSPENSION

Front	Four trailing links and a panhard rod locate the front axle giving a high roll centre. The optimized front axle position along with the wide spaced main and rebound mounts, mounted directly above the axle and long suspension travel, combine with the two heavy duty dampers each side to give excellent handling and ride.
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.

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STEERING

Hydrostatic power steering by two double-acting cushioned steering cylinders with pressure supplied by a variable displacement / load sensing piston pump. Secondary steering pressure is provided by a ground driven pump mounted on the dropbox. 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	240 bar
SAE Turning Radius	9,185 mm
Clearing Radius	9,675 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 15.0 mm
	Sides 12.0 mm
	Front 8.0 mm
Volume:	Struck 17.4 m³
	Heaped 2:1 (SAE) 23.3 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	240 bar Raise (loaded) 12.5 seconds
Pump output flow rate	5.4 liter/sec Lower 8 seconds

BRAKES

All hydraulic braking system with sealed, forced oil cooled, multi discs on all axles. 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	494 liters
Hydraulic System (Steering & Body)	341 liters
Engine Crankcase	54 liters
Cooling System	70 liters
Transmission (inc filters and cooler)	48 liters
Differential - Front & Rear (each)	38 liters
Differential - Centre	39 liters
Planetaries - (each)	8.5 liters
Brake Cooling System	188 liters
DEF System (only applicable on Tier 4i model)	52 liters
Drop Box	17 liters

TYRES AND WHEELS

Tyres	Standard 29.5
Rims	Standard 25x25.00
Wheels	3-piece earthmover rims with 19 stud fixing

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