ARTICULATED DUMP TRUCKS
PRODUCT INFORMATION
Machinery for Challenging Conditions
A WIN-WIN PARTNERSHIP BETWEEN DOOSAN INFRACORE AND MOXY

Built with Moxy technology. Doosan Infracore is growing, enhancing technology, increasing the product offering and providing bigger opportunities for customers.
Doosan Moxy ARTICULATED DUMP TRUCKS OFFER RELIABLE MACHINERY FOR CHALLENGING CONDITIONS

DOOSAN Infracore Construction Equipment strives to be a pioneer in product development and performance.

With Doosan Moxy articulated dump trucks, the product’s innovative features have been refined to meet the tough demands of the future. Our philosophy is to stay one step ahead of the competition and always deliver a full-range of articulated dump trucks to the market.
Doosan Moxy PLUS 1 CONCEPT

Our goal has been to develop a new line of advanced, reliable and cost-effective articulated dump trucks, loaded with significant competitive advantages. With the new, modern product design and sophisticated technical features, Doosan Moxy is proud to introduce the unique Doosan Moxy Plus 1 concept with the following benefits:

Productivity  Stability
Power  Reliability
Traction  Comfort
Doosan Moxy uses proven, reliable and powerful diesel engines with excellent torque to achieve low fuel consumption and comply with US/EPA emission regulations. Doosan Moxy utilizes reliable transmissions that feature smooth gear shifting abilities. These features result in the transfer of maximum net power to the wheels, resulting in maximum fuel efficiency.

### ENGINE

**MT 26**
- Power rating: (ISO 3046) 306 hp (228 kW)  
  (ISO 9249) 300 hp (224 kW)
- No. of cylinders: 5 (in line)
- Cylinder volume: 541 in³ (8.87 L)
- Air filter: Dry type

**MT 31**
- Power rating: (ISO 3046) 342 hp (255 kW)  
  (ISO 9249) 331 hp (247 kW)
- No. of cylinders: 5 (in line)
- Cylinder volume: 541 in³ (8.87 L)
- Air filter: Dry type

**MT 36**
- Power rating: (ISO 3046) 394 hp (294 kW)  
  (ISO 9249) 382 hp (285 kW)
- No. of cylinders: 6 (in line)
- Cylinder volume: 714 in³ (11.7 L)
- Air filter: Dry type

**MT 41**
- Power rating: (ISO 3046) 444 hp (331 kW)  
  (ISO 9249) 432 hp (322 kW)
- No. of cylinders: 6 (in line)
- Cylinder volume: 714 in³ (11.7 L)
- Air filter: Dry type
Doosan Moxy offers a larger load capacity in all weight class categories. Additional load capacity, combined with superior power and traction, allow for improved productivity. The unique advantages of Doosan Moxy’s permanent six-wheel drive, free-swinging rear tandem articulation hinge system, independent front wheel suspension system and sloping rear frame provide excellent driving stability with equal weight distribution and wheel power. The Doosan Moxy articulated dump truck is designed to work under rough conditions and can also travel at speeds up to 33 mph.

Productivity
Doosan Moxy’s free-swinging rear tandem bogie and the special articulation system offer excellent performance and the best possible ground contact in soft and difficult terrain. The sloping rear frame, in combination with the track width, provides a lower center of gravity and lateral stability.

One of the main highlights of the Doosan Moxy is the location of the turning ring in relation to the swing point, which helps to keep equal weight distribution to the front wheels.

Equal weight distribution to the front wheels makes it possible to use the differentials while maintaining maneuverability. Doosan Moxy’s unique independent front-wheel suspension allows for maximum ground contact and shock absorption.
The unique Doosan Moxy concept offers permanent six-wheel drive, which improves stability and provides equal weight distribution to accommodate all job applications. Doosan Moxy’s superior driveline provides maximum traction performance and durability.
Doosan Moxy has one of the most reliable dump trucks in the industry because of its strong and reliable system solutions. The automatic central lubrication system is standard on all Doosan Moxy models. With more than 30 years dedicated to product development, Moxy articulated dump trucks provide innovative drivetrain and stress-tested structure.
Comfort

The cabin is equipped with air-conditioning and an operator seat with air suspension to provide excellent operator comfort. Precise steering, good visibility and low noise levels provide a comfortable cabin environment. The “tip-tronic” gearshift feature enables the operator to run the truck in both automatic and manual gears to ensure the smoothest possible gear-shifts and momentum while operating the truck.

The sloping hood provides an excellent view from the operator’s position combined with good rear visibility. Doosan Moxy cares about the environment and aims to set the best possible standards when manufacturing our products. Doosan Moxy utilizes industry-leading engines that achieve low fuel consumption and complies with US/EPA emission regulations in addition to all noise regulations.

Doosan Moxy provides exceptional operator comfort with low cabin vibration levels. Minimal fuel consumption is achieved while the lock-up clutch is engaged in mechanical mode.
## Line Up

<table>
<thead>
<tr>
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<th>MT26</th>
<th>MT31</th>
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Top 10 Advantages of Doosan Moxy Articulated Dump Trucks

- Low operating cost
- Excellent performance in difficult terrain
- Independent front suspension provides maximum ground contact and stability
- Improved driver comfort and easy operation

- The sloping rear frame provides low center of gravity, good stability and excellent weight distribution to the front axle
- Complies with US/EPA and California emission regulations
- Easy maintenance

- Free-swinging rear tandem bogie provides the best possible ground contact
- Articulation hinge system provides equal weight distribution to the front axle in all situations
- Permanent six-wheel drive, a significant advantage in rugged terrain
### The Doosan Moxy Concept

#### Ultimate Efficiency

Lower power curve when empty plus reduced weight achieved through state-of-the-art design and lightweight, high-grade, wear resistant steel.

#### Ultimate Traction & Stability

Sloping frame, well-positioned turning ring and excellent weight distribution remove the need for wide, low profile tires, significantly reducing running costs. New skip design further improves stability while dumping.

#### Ultimate Power/Weight Ratio

Class-leading power to weight ratio of 6.48 hp/ton (4.83 kW/short ton).

#### Ultimate Comfort

Fully independent nitrogen suspension and new, highly specified cabin offer better levels of comfort.

#### Ultimate Service Access

Remote mounted service points mean general servicing can be completed at ground level. Excellent access is offered by the side tilting cabin. Hood design capable of opening to 83° for improved access.

#### Ultimate Visibility

Superior visibility because of new front hood design.

<table>
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<th>Scania DC9</th>
<th>Scania DC9</th>
<th>Scania DC12</th>
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<td>342 hp (255 kW)</td>
<td>394 hp (294 kW)</td>
<td>444 hp (331 kW)</td>
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<td>Net Power</td>
<td>299 hp (220 kW)</td>
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<td>23.0 yd³ (17.6 m³)</td>
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<td>1.25 ton/yd³ (1.64 short ton/m³)</td>
<td>1.25 ton/yd³ (1.64 short ton/m³)</td>
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<td>49,440 lb (22,425 kg)</td>
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<td>15.56 hp/ton (11.60 kW/short ton)</td>
<td>13.28 hp/ton (9.90 kW/short ton)</td>
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<td>Total Length</td>
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<td>32'4&quot; (9,857 mm)</td>
<td>34'3&quot; (10,450 mm)</td>
<td>34'3&quot; (10,450 mm)</td>
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<td>Width</td>
<td>9'0&quot; (2,750 mm)</td>
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<td>Load over Height</td>
<td>9'5&quot; (2,864 mm)</td>
<td>9'8&quot; (2,946 mm)</td>
<td>10'0&quot; (3,040 mm)</td>
<td>10'5&quot; (3,185 mm)</td>
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<td>Turning Radius</td>
<td>25'11&quot; (7,910 mm)</td>
<td>26'4&quot; (8,030 mm)</td>
<td>28'8&quot; (8,750 mm)</td>
<td>29'0&quot; (8,850 mm)</td>
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Unique Concept of **Doosan Moxy Articulated Dump Trucks**

**Forward Mounted Turning Ring**

One of the main features of the Doosan Moxy Articulated Dump Trucks is the location of the turning ring in relation to the swing point. The turning ring is located in front of the swing point, which always ensures equal weight distribution to the front wheels in all situations, even during maximum turning. Equal weight distribution to the front wheels makes it possible to use the differential with only 45% locking value. This provides drive to both wheels in all situations without completely locking up the wheels. Our competitors have located the turning ring behind the swing point, giving different weight distribution to the front wheels. Due to differentials on the front wheels, our competitors use 100% differential lock causing steering difficulties.

**Articulated Weight Distribution System**

![Diagram](image)

**Unique Sloping Frame for Weight Distribution**

Doosan Moxy’s philosophy on frame design is generally the same as manufacturers of rigid dump trucks. The frame is inclined (sloped) downward from the hinge points to obtain equal weight distribution on all axles while fully loaded. As a result, a lower center of gravity is obtained, giving better stability.
Front Wheel Suspension

Doosan Moxy’s unique independent front suspension allows for free suspension movement on one side with better shock absorption resulting in greater driver comfort than suspensions with rigid axles.

Excellent Service Accessibility

• The hood has a wide opening to provide accessibility to the engine for easy maintenance.
• The tilting cabin allows the same clear access to the transmission and hydraulic components.
• All electrical and AC connections are at the rear of the cabin. This allows tilting of the cabin without disconnecting.

Free-swinging Tandem Housing

Doosan Moxy

Competitors

Improvements of III Series

• New weight-saving bogie design
• Oil immersed brakes-front & rear
**Best Ground Contact in All Terrain Conditions**

- Dumping
- Hauling

**Operating in Tough Conditions**

**Excellent Tire Wear Prevention**

Doosan Moxy driveline only requires one differential lock/limited slip differential mounted on the rear tandem.

- Competitors' driveline requires two units on the rear axles.

**Doosan Moxy Driveline**

**Competitor's Driveline**

Green: Normal Drive
Red: 6-Wheel Drive With Wind-Up

**Tandem Gears**
Wet Disc Brake in Whole Line Up

- More efficient braking under load, which means less brake fade because of the oil cooling plus more brake force.
- Less servicing intervals, brake discs last longer - In very adverse conditions like deep mud and water, the dry disc brakes cause the brake pads and discs to have a very short service life - Wet brakes are not affected by these conditions because they are fully encased in oil.
- Reduced maintenance cost.
- NAF system in MT26/31 II has a big advantage. It does not require forced cooling like most competitors.

Operator Comfort

- Cabin is equipped with air-conditioning and an operator seat with air-suspension.
- Sloping hood provides an excellent view from the operator’s position combined with good rear visibility.
- Cabin is attached with rubber suspension mounts for low vibration levels.
- “Tip-tronic” gearshift feature enables the operator to run the truck in both automatic and manual gear to ensure the smoothest possible gear-shift.
Dimensions & Technical specifications

BODY
- Material: Hardened abrasion-resistant steel plates
- Till cylinders: Single stage, double-acting
- The body is designed for exhaust heating
- Sloping body down from the hinge point
  - Level capacity: 16 12
  - Heaped capacity: (Acc. SAE J1363, 2:1) 20 15
  - Heaped capacity: (Acc. SAE J1363, 1:1) 24 18

WEIGHTS
- Empty: Front axle 24,440 11,100
- Rear axle 21,210 9,200
- Loaded: Front axle 32,164 14,600
- Rear axle 66,726 30,300
- Pay load Loaded: Front axle 32,164 14,600
- Rear axle 21,230 9,650
- Total weight (loaded) 98,890 44,950
- Pay load 60,390 27,450
- Rear axle 53,020 24,100
- Empty: Front axle 24,640 11,200
- Rear axle 21,230 9,650
- Tandem Housing: Gear driven, free-swinging.

GROUND PRESSURES
- Standard 23.5 x 25 tires with 15% sinkage PSI kPa
  - Empty: Front axle 24,440 11,100
  - Rear axle 21,210 9,200
  - Loaded: Front axle 32,164 14,600
  - Rear axle 66,726 30,300

CAPACITIES
- U.S. GALLONS LITERS
  - Fuel Tank 84.5 320
  - Hydraulic System 36.4 138
  - Engine Cooling System 11.9 45
  - Transmission 15.1 57
  - Dropbox 8.7 33
  - Engine Crankcase 3.5 13.2
  - Front Reduction Gear 2 x 0.80 2 x 3
  - Rear Differential 8.5 32
  - Tandem Housing 2 x 19.8 2 x 7.5

SPEEDS
- MPH KMP/H
  - 1st 4 6
  - 2nd 6 9
  - 3rd 7 14
  - 4th 14 22
  - 5th 20 33
  - 6th 32 51

SUSPENSION
- Front: Independent with long life rubber springs and hydraulic shock absorbers
- Rear: Free-swinging tandem housing

ARTICULATION HINGE AND STEERING
- Articulation hinge with forward mounted turning ring
- Steering cylinders (two): Double-acting
- The steering is approved according to ISO 5010
- Max. steering angle: 45°
- Ground driven emergency steering pump

DRIVELINE
- Full-time 6 x 6 drive with two transverse differentials and one longitudinal
- Front axle transverse differential: Limited-slip with 45% locking ratio
- Rear axle transverse differential: 100% locking
- Inter-axle longitudinal differential: Torque-proportioning differential, integrated into Torque distribution:
  - 1/3 to the front axle
  - 2/3 to the rear axle
- 100% lockable
- Tandem housing: Gear driven, free-swinging.
  - Provides equal drive to rear wheels and ensures the best possible ground contact - whatever the ground conditions

ENGINE
- Scania DC9, water-cooled, unit injected diesel engine with turbo charger and air to air intercooler
- Complies with Stage 3 of EU Directive 97/68/EC and Tier 3 of USA/California regulations (ISO 8178) for emissions
- Power rating: (1.34 hp = 1 kW)
  - 1 x 134 hp (100 kW)
  - (ISO 3046) 134 hp (100 kW)
  - ISO 9249) 295 hp (220 kW
- No. of cylinders: 10 (in line)
- Cylinder volume: 541 in3 (8.87 L)
- Dual speed transmission
- Automatic engine brake as standard
- Transmission ratio changer as standard
- Exhaust: 2 x 19.8 (75 mm)
- Engine: Standard 23.5 R25 two star radial

TRANSMISSION
- ZF 6WG260 Dash 4 electronically-controlled automatic transmission the torque converter has automatic lock-up in all gears
- Brake System
  - Dual circuit braking system acting on all six wheels
  - Approved according to ISO 3450
  - All hydraulic operated brakes with enclosed oil-cooled wet multiple discs all around
  - Spring actuated hydraulic released parking brake, mounted on propeller shaft
  - Max. gradient, parking brake: 20% or about 11.3°
  - Automatic engine brake as standard
  - Automatic transmission retarder as standard

HYDRAULIC SYSTEM
- Pumps: 2 variable displacement piston pumps for steering & tipping -
  - Delivery: 60.8 gallon/min (230 l/min) @ 2,200 rpm
  - Filtering: 1 return flow filter & high pressure filter
  - Pressure-setting, main safety valves: 4,061 PSI (280 bar)
  - Tipping Circuit: 4,061 PSI (280 bar)
  - Steering Circuit: 3,046 PSI (210 bar)
- ELECTRICAL SYSTEM
  - Alternator: 28 V 100 A
  - Batteries: 2, 12 V 140 Ah
  - Starter: 5.4 hp (4.0 kW)
- CAB
  - Approved to ROPS/FOPS standards (ISO 3471, ISO 3449, SAE J231 and SAE 1640 April ‘88)
  - Low interior sound level 74 dB(A) (ISO 6394)
  - The cab is centrally located on rubber mountings
  - Hand and arm vibrations are less than 2.5 m/s according to ISO 5349-2
  - Whole body vibration is less than 0.6 m/s according to ISO 2631-1
  - Excellent visibility for safer operation
  - Excellent operating controls location
  - Adjustable suspended operator seat with seat belt
  - Adjustable steering column
  - Heater and Air Conditioning
  - Tilting for service access
- TIRES
  - Standard 23.5 R25 two star radial

Turning radius according to ISO 7457: 24”10” (7,560 mm)

MT 26
**Dimensions & Technical specifications**

**BODY**
- Material: Hardened abrasion-resistant steel plates
- Tilt cylinders: Single stage, double-acting
- The body is designed for exhaust heating
- Sloping body down from the hinge point

<table>
<thead>
<tr>
<th>Cubic Yards</th>
<th>Cubic Meters</th>
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<tbody>
<tr>
<td>Level capacity:</td>
<td>18</td>
</tr>
<tr>
<td>Heaped capacity: (Acc. SAE J1363, 2:1)</td>
<td>24</td>
</tr>
<tr>
<td>Heaped capacity: (Acc. SAE J1363, 1:1)</td>
<td>29</td>
</tr>
</tbody>
</table>

**WEIGHTS**
- Empty: Front axle 25,135 lb (11,425 kg)
- Rear axle 75,735 lb (34,425 kg)
- Loaded: Front axle 36,300 lb (16,500 kg)
- Rear axle 106,035 lb (48,025 kg)

**CAPACITIES**
- U.S. GALLONS LITERS
  - Fuel Tank 92.4 350
  - Hydraulic System 39.6 150
  - Engine Cooling System 11.9 45
  - Transmission 15.1 57
  - Dropbox 8.7 33
  - Engine Crankcase 3.5 13.2
  - Front Reduction Gear 2 X 0.8 2 X 3
  - Rear Differential 8.5 32
  - Tandem Housing 2 X 19.8 2 X 7.5

**SPEEDS**
- MPH KM/H
  - 1st 4 6
  - 2nd 6 9
  - 3rd 9 14
  - 4th 14 22
  - 5th 20 33
  - 6th 28 43

**SUSPENSION**
- Front: Independent with long life rubber springs and hydraulic shock absorbers
- Rear: Free-swinging tandem housing

**ARTICULATION HINGE AND STEERING**
- Articulation hinge with forward mounted turning ring
- Steering cylinders (two): Double-acting
- The steering is approved according to ISO 5010
- Max. steering angle: 45°
- Ground driven emergency steering pump

**DRIVELINE**
- Full-time 6 x 6 drive with two transverse differentials and one longitudinal
- Front axle transverse differential: Limited-slip with 45% locking ratio
- Rear axle transverse differential: 100% locking
- Inter-axle longitudinal differential: Torque-proportioning differential, integrated into Torque distribution:
  - 1/3 to the front axle
  - 2/3 to the rear axle
  - 100% lockable
- Tandem housing: Gear driven, free-swinging

**TIRES**
- Standard 23.5 R25 two star radial

**ENGINE**
- Scania DC9, water-cooled, unit injected diesel engine with turbo charger and air to air intercooler
  - Complies with Stage 3 of EU Directive 97/68/EC and Tier 3 of USA/California regulations (ISO 8178) for emissions
  - Power rating: (ISO 3046) 342 hp (255 kW)
  - (ISO 9249) 331 hp (247 kW)
  - No. of cylinders: 6 (in line)
  - Cylinder volume: 541 in³ (8.87 L)
  - Air filter: Dry type

**HYDRAULIC SYSTEM**
- 2 variable displacement piston pumps:
  - for steering & tipping
  - for cooling, fan, brakes & auxiliaries
- Delivery: 60.8 gallon/min (230 l/min) @ 2,200 rpm
- Filtration: One return flow filter & high pressure filter
- Pressure-setting, main safety valves: 3,046 PSI (210 bar)
- Tipping Circuit: 4,261 PSI (291 bar)

**ELECTRICAL SYSTEM**
- Alternator: 28 V 100 A
- Batteries: 2, 12 V 140 Ah (series connected to give 24 V)
- Starter: 5.4 hp (6.0 kW)

**CAB**
- Approved to ROPS/FOPS standards (ISO 3471, ISO 3449, SAE J231 and SAE J1040 April '88)
- Low interior sound level 74 dB(A) (ISO 6394)
- The cab is centrally located on rubber mountings
- Hand and arm vibrations are less than 2.5 m/s according to ISO 5349-2
- Whole body vibration is less than 0.5 m/s according to ISO 2631-1
- Excellent visibility for safer operation
- Excellent operating controls location
- Adjustable suspended operator seat with seat belt
- Adjustable steering column
- Heater and Air Conditioning
- Tilting for service access

**BRAKE SYSTEM**
- Dual circuit braking system acting on all six wheels
- Approved according to ISO 3450
- All hydraulic operated brakes with disc brakes all around
- Spring actuated hydraulic released parking brake, mounted on propeller shaft
- Max. gradient, parking brake: 20% or about 11.3°
- Automatic engine brake as standard
- Automatic transmission retarder as standard

**DRIVE SYSTEM**
- Automatic transmission retainer as standard
- Automatic transmission retarder as standard

**FUEL TANK**
- Heaped capacity: (Acc. SAE J1363, 2:1) 29 gal (22 L)
- Heaped capacity: (Acc. SAE J1363, 1:1) 24 gal (18 L)

**PERFORMANCE DIAGRAM**
- Turning radius according to ISO 7457; 25° 2" (7,680 mm)
Dimensions & Technical specifications

**BODY**
- Material: Hardened abrasion-resistant steel plate
- Tilt cylinders: Single stage, double-acting
- The body is designed for exhaust heating
- Sloping body down from the hinge point
  - Level capacity: 21 Cubic Yards / 27 Cubic Meters
  - Heaped capacity: (Acc. SAE J1363, 2:1) 27 Cubic Yards / 34 Cubic Meters

**WEIGHTS**
- Empty: Front axle 29,480 lb / 13,400 kg
- Rear axle 29,260 lb / 13,300 kg
- Loaded: Front axle 42,900 lb / 19,500 kg
- Rear axle 87,780 lb / 39,900 kg
- Pay load: 71,940 lb / 32,700 kg
- Total weight (loaded): 130,680 lb / 59,400 kg

**CAPACITIES**
- Fuel Tank: 112.2 U.S. Gallons / 425 Liters
- Hydraulic System: 66 HP / 50 kW
- Engine Cooling System: 13.2 HP / 10 kW
- Transmission: 14.5 HP / 11 kW
- Dropbox: 9 HP / 6.7 kW
- Engine Crankcase: 3.5 HP / 2.6 kW
- Rear Axle: 2 x 12 HP / 9 kW
- Front Axle: 2 x 24 HP / 18 kW

**SUSPENSION**
- Front: Independent with long life rubber springs and hydraulic shock absorbers
- Rear: Free-swinging tandem housing

**ARTICULATION HINGE AND STEERING**
- Articulation hinge with forward mounted turning ring
- Steering cylinders (two): Double-acting
- The steering is approved according to ISO 5010
- Max. steering angle: 45°
- Ground driven emergency steering pump

**DRIVELINE**
- Full-time 6 x 6 drive with two transverse differentials and one longitudinal
- Front axle transverse differential: Limited-slip with 45% locking ratio
- Rear axle transverse differential: 100% locking
- Inter-axle longitudinal differential: Torque-proportioning differential, integrated into Torque distribution: 1/3 to the front axle
- Tandem housing: Gear driven, free-swinging
- Provides equal drive to rear wheels and ensures the best possible ground contact - whatever the ground conditions

**ENGINE**
- Scania DC12, water-cooled, unit injected diesel engine with turbo charger and air to air intercooler
- Complies with Stage 3 of EU Directive 97/68/EC
- Torque 3046 hp (225 kW)
- Max. gradient, parking brake: 20% or about 11.3°
- All hydraulic operated brakes with enclosed oil-cooled wet multiple disc all around
- All full-time drive with two transverse differentials and one longitudinal

**GROUND PRESSURES**
- Standard 26.5 x 25 tires with 15% sinkage

**GROUNDED PRESSURES**
- Standard 26.5 x 25 tires with 15% sinkage

**PERFORMANCE DIAGRAM**
- Tipping time: Up:
  - Max. gradient, parking brake: 20% or about 11.3°
- Automatic transmission retarder as standard
- Automatic transmission retarder as standard

**DRIVE SYSTEM**
- Dual circuit braking system acting on all six wheels
- Approved according to ISO 3450
- Pressure-setting, main safety valves:
  - Tipping Circuit: 4,061 PSI (280 bar)
  - Steering Circuit: 3,046 PSI (210 bar)
- All hydraulic operated brakes with enclosed oil-cooled wet multiple disc all around

**HYDRAULIC SYSTEM**
- Pumps:
  - 2 variable displacement piston pumps: for steering & tipping - for cooling, fan, brakes & auxiliaries
  - Filter:
    - One return flow filter & high pressure filter
  - Delivery: 84.5 gallon/min (320 l/min) @ 2,200 rpm
  - Pressure-setting, main safety valves:
    - Tipping Circuit: 4,061 PSI (280 bar)
    - Steering Circuit: 3,046 PSI (210 bar)

**ELECTRICAL SYSTEM**
- Alternator: 28 V 100 A
- Batteries: 2, 12 V 225 Ah
- (series connected to give 24 V)
- Starter: 9 hp (6.7 kW)

**CAB**
- Approved to ROPS/FOPS standards (ISO 3471, ISO 13175, SAE J231 and SAE J1040 April '88)
- Low interior sound level 76 dB(A) (ISO 6394)
- The cab is centrally located on rubber mountings
- Hand and arm vibrations are less than 2.5 m/s² according to ISO 5349-2
- Whole body vibration is less than 0.5 m/s² according to ISO 2631-1
- Excellent visibility - for safer operation
- Excellent operating controls location
- Adjustable suspended operator seat with seat belt
- Adjustable steering column
- Heater and Air Conditioning
- Tilting for service access

**TIRES**
- Standard 26.5 R25 two star radial

**GROUND CLEARANCES**
- Turning radius according to ISO 7457: 27'6" (8,370 mm)

**NOTE:** All weights include a full fuel tank and operator

**GROUND WET CLEARANCES**
- Turning radius according to ISO 7457: 27'6" (8,370 mm)
Dimensions & Technical specifications

**EBODY**
- Material: Hardened abrasion-resistant steel plates
- The body is designed for exhaust heating
- Sloping body down from the hinge point
- Level capacity: (Acc. SAE J1363, 2:1) 34
- Heaped capacity: (Acc. SAE J1363, 2:1) 31
- Level capacity: 16
- Heaped capacity: 13

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**WEIGHTS**
- Empty: Front axle 30,690 kg
- Rear axle 29,038 kg
- Loaded: Front axle 44,000 kg
- Rear axle 29,038 kg

**GROUND PRESSURES**
- Standard 29.5 x 25 tires with 15% sinkage
  - PSI: 38
  - kPa: 29
  - Cubic Yards: 24
  - Cubic Meters: 18.5

**CAPACITIES**
- U.S. GALLONS
  - Fuel Tank: 129
  - Hydraulic System: 73
  - Engine Cooling System: 13
  - Transmission: 14.5
  - Drop box: 9
  - Engine Crankcase: 3.5
  - Front Reduction Gear: 2 x 2
  - Rear Differential: 12
  - Tandem Housing: 2 x 40

**SPEEDS**
- MPH: 74
- KM/H: 374

**DRIVELINE**
- Full-time 6 x 6 drive with two transverse differentials and one longitudinal
- Front axle transverse differential: Limited-slip with 45% locking ratio
- Rear axle longitudinal differential: 100% lockable

**TIRES**
- Standard 29.5 x 25 two star radial

**ENGINE**
- Scania DC12, water-cooled, unit injected diesel engine with turbo charger and air to air intercooler
- Complies with Stage 3 of EU Directive 97/68/EC and Tier 3 of USA/California regulations (ISO 8178) for emissions
- Power rating: (1.34 hp = 1 kW)
  - (ISO 3046) 444 hp (311 kW)
  - (ISO 9249) 432 hp (322 kW)

**TRANSMISSION**
- ZF 6WG310 Dash 4 electronically-controlled automatic transmission the torque converter has automatic lock-up in all gears

**BRAKE SYSTEM**
- Dual circuit braking system acting on all six wheels
- Approved according to ISO 3450
- All hydraulic operated brakes with enclosed oil-cooled multiple discs all around
- Spring actuated hydraulic released parking brake, mounted on propeller shaft
- Max. gradient, parking brake: 20% or about 11.3°
- Automatic engine brake as standard
- Automatic transmission retarder as standard

**HYDRAULIC SYSTEM**
- 2 variable displacement piston pumps:
  - 1 for steering & tipping
  - 1 for cooling, fan, brakes & auxiliaries
- Max Capacity: 84.5 gallon/min (320 l/min) @ 2,200 rpm
- Filtration: One return flow filter & high pressure filter
- Safety valve settings: Steaming: 3,046 PSI (210 bar)
- Tipping: 4,261 PSI (280 bar)

**ELECTRICAL SYSTEM**
- Alternator: 28 V 100 A
- Batteries: 2, 12 V 225 Ah (series connected to give 24 V)
- Starter: 9 hp (6.7 kW)

**CAB**
- Approved to ROPS/FOPS standards (ISO 3471, ISO 3449, SAE J231 and SAE J1040 April ’88)
- Low interior sound level 74 dB(A) (ISO 6394)
- The cab is centrally located on rubber mountings
- Hand and arm vibrations are less than 2.5 m/s² according to ISO 5349-2
- Whole body vibration is less than 0.5 m/s² according to ISO 2631-1
- Excellent visibility - for safer operation
- Excellent operating controls location
- Adjustable suspended operator seat with seat belt
- Adjustable steering column
- Heater and Air Conditioning
- Tilting for service access

**DRIVE ELINE**
- Full-time 6 x 6 drive with two transverse differentials and one longitudinal
- Front axle transverse differential: Limited-slip with 45% locking ratio
- Rear axle transverse differential: 100% lockable
- Inter-axle longitudinal differential: Torque-proportioning differential, integrated into
  - Torque distribution: 1/3 to the front axle
  - 2/3 to the rear axle
  - 100% lockable
- Tandem housing: Gear driven, free-swinging.
  - Provides equal drive to rear wheels and ensures the best possible ground contact - whatever the ground conditions

**PERFORMANCE DIAGRAM**
- Turning radius according to ISO 7457: 277° (8,420 mm)

**DIMENSIONS**
- Dimensions according to ISO 3046: 444 hp (331 kW)
- Cylinder volume: 714 in³ (11.7 liters)
- No. of cylinders: 6 (in line)
- Air filter: Dry type

**EXTRA SPECIFICATIONS**
- Material: Hardened abrasion-resistant steel plates
- The body is designed for exhaust heating
- Sloping body down from the hinge point
- Level capacity: (Acc. SAE J1363, 2:1) 34
- Heaped capacity: (Acc. SAE J1363, 2:1) 31
- Level capacity: 16
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**WEIGHTS**
- Empty: Front axle 30,690 kg
- Rear axle 29,038 kg
- Loaded: Front axle 44,000 kg
- Rear axle 29,038 kg

**GROUND PRESSURES**
- Standard 29.5 x 25 tires with 15% sinkage
  - PSI: 38
  - kPa: 29
  - Cubic Yards: 24
  - Cubic Meters: 18.5

**CAPACITIES**
- U.S. GALLONS
  - Fuel Tank: 129
  - Hydraulic System: 73
  - Engine Cooling System: 13
  - Transmission: 14.5
  - Drop box: 9
  - Engine Crankcase: 3.5
  - Front Reduction Gear: 2 x 2
  - Rear Differential: 12
  - Tandem Housing: 2 x 40

**SPEEDS**
- MPH: 74
- KM/H: 374

**DRIVELINE**
- Full-time 6 x 6 drive with two transverse differentials and one longitudinal
- Front axle transverse differential: Limited-slip with 45% locking ratio
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