

RIGID DUMP TRUCK



Specifications

Max. Gross Weight	210,940 lbs (95,680 kg)
Gross Engine Power	700 hp (522 kW)
Max. Payload	60 tons (55 t)
Heaped Capacity	46 yd ³ (35 m ³)

Features

- Rugged construction for reliability and long life
- High capacity body with large target-area for easy loading
- Long life emission-certified engine with exceptional fuel economy
- Dual-retardation gives operator the choice of using the oil cooled disc brakes or the hydrodynamic retarder for faster haul times
- Steps and full size doors on both side of the cab offers ease of access
- Two reverse gears for added control in loading and dumping area

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SPECIFICATIONS

Engine

Engine	Cummins QSK19 C 700
Type	4 Cycle, Turbocharged/Aftercooled
Gross power @ 2,000 rpm (SAE J1349)	700 hp (522 kW)
Net power @ 2,000 rpm	645 hp (481 kW)
Engine emission meets Tier III USA EPA / CARB MOH 40 CFR 89 and EU non-road mobile machinery directive. Stage 3.	
Maximum torque @ 1,500 rpm	2,200 lbf ft (2,981 Nm)
Cylinders/Configuration	6 in line
Bore x stroke	6.25 x 6.25 in (159 x 159 mm)
Displacement	1,150 in ³ (18.9 L)
24 volt negative ground electrical system. Two 12 volt 165 Ah batteries with master disconnect switch. 8.9 kW starter. Neutral start. 70A alternator with integral voltage regulator.	

Transmission

Allison M6610AR automatic electronic control with Soft Shift feature. Planetary gearing with six speeds forward and two reverse. Integral TC 682 torque converter with automatic lock-up in all speed ranges. Hydraulic Retarder. With body up, gear range is limited to 1st forward. Speeds with standard differential:

	Forward						Reverse	
Gear	1 st	2 nd	3 rd	4 th	5 th	6 th	R1	R2
Ration	4.00	2.68	2.01	1.35	1.00	0.67	5.15	3.46
mph	6.10	9.10	12.10	18.10	24.40	37.70	4.10	7.30
km/h	9.90	14.60	19.50	29.10	39.30	57.50	6.60	11.80

Frame

Full box section frame rails, integral front bumper, closed-loop crossmember and torque tubes of 42,000 psi (290 MPa) yield strength steel. Crossmember connections are 95,000 psi (655 MPa) steel castings.

Suspension

Front: Terex manufactured kingpin strut-type independent front wheel suspension using self-contained, variable rate, nitrogen/oil cylinders.

Rear: TEREX variable rate nitrogen/oil cylinders with A-frame linkage and lateral stabilizer bar.

Maximum strut stroke:	Front	9.9 in (251 mm)
	Rear	7.2 in (182 mm)
Maximum rear axle oscillation		± 6.5°

Drive Axle

Terex heavy duty axle with full floating axle shafts, single reduction spiral bevel gear differential, and planetary reduction at each wheel.

Ratios:	Standard
Differential	3.73:1
Planetary	5.80:1
Total Reduction	21.63:1



Tires

Standard:	24:00 R 35 radial	Rim width 17"
Front and rear		
Consult tire manufacturers for optimum tire selection and correct ton-mile/h (t-km/h) capacity for application. Tires subject to availability.		

Brakes

Service – 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.

Front:	Dry disc, diameter	28 in (710 mm)
	Pad area, total	216 in ² (1,394 cm ²)

Rear: Terex oil cooled, multiple disc, completely sealed from dirt and water.

Braking surface, total 7,308 in² (47,151 cm²)

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

Retardation – Modulated lever control of rear disc brakes or hydraulic retarder in transmission. 900 hp (670 kW) continuous retardation.

Secondary Brake System – Park push button solenoid control applies service and parking brakes. Automatically applies when engine is switched off. Parking brake applies when system pressure falls below a pre-determined level.

Brakes conform to ISO 3450

Steering

Independent hydrostatic steering with closed-center steering valve, accumulator and pressure compensating piston pump. Accumulator provides uniform steering regardless of engine speed. In the event of loss of engine power it provides steering of approximately two lock-to-lock turns. A low pressure indicator light warns of system pressure below 1,200 psi (83 bar). Steering conforms to ISO 5010.

Maximum Tire Steering Angle	39°
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Hoist

Two body hoists mounted inside the frame rails. Hoists are two stage with power down in the second stage. The body hydraulic system is independent of the steering hydraulic system.

System Relief Pressure	2,750 psi (190 bar)
Body hydraulic pump flow rate @ 2,100 rpm engine speed	60 gpm (227 Lpm)
Body raise / lower time	16 seconds / 14 seconds

SPECIFICATIONS

TR60

Body

Longitudinal "V" type floor with integral transverse box-section stiffeners. The body is exhaust heated and rests on resilient impact absorption pads. Full time exhaust is optional. Body floor wear surfaces are high hardness (450 BHN) abrasion resistant steel, of yield strength 174,000 psi (1,200 MPa). All other wear surfaces are high hardness (360-440BHN) abrasion resistant steel, of yield strength 145,000 lbf/in² (1,000 MPa).

Thickness:	Floor	0.75 in (19 mm)
	Side	0.39 in (10 mm)
	Front, lower	0.39 in (10 mm)

ROPS cab guard SAE J1040 Feb 86. ISO 3471

Volumes:	Struck (SAE)	34.0 yd ³ (26 m ³)
	Heaped 2:1 (SAE)	46.0 yd ³ (35 m ³)

Service Capacities

Engine crankcase and filters	17.5 gal	(66.0 L)
Transmission and filters	22.5 gal	(85.0 L)
Cooling system	44.9 gal	(170.0 L)
Fuel tank	160.0 gal	(606.0 L)
Steering hydraulic tank	16.0 gal	(61.0 L)
Steering hydraulic system (total)	19.0 gal	(72.0 L)
Body hydraulic tank	57.0 gal	(216.0 L)
Body hydraulic and brake cooling system	68.0 gal	(258.0 L)
Planetaries (total)	11.4 gal	(43.0 L)
Differential	13.7 gal	(52.0 L)
Front ride strut (each)	3.7 gal	(14.0 L)
Rear ride strut (each)	4.5 gal	(17.0 L)
Power take off	1.0 gal	(4.0 L)

Weights

Chassis with hoists	67,460 lbs	(30,600 kg)
Body, standard	23,480 lbs	(10,650 kg)
Net Weight	90,940 lbs	(41,250 kg)
Payload, maximum	120,000 lbs	(54,430 kg)
Maximum Gross Weight*	210,940 lbs	(95,680 kg)

For Unit Equipped With Optional Heavy Rock Body:

Chassis, with hoists	67,460 lbs	(30,600 kg)
Body, heavy duty	29,100 lbs	(13,200 kg)
Net Weight	96,560 lbs	(43,800 kg)
Payload, maximum	114,380 lbs	(51,880 kg)
Maximum Gross Weight*	210,940 lbs	(95,680 kg)

*Maximum permissible gross vehicle weight with options, attachments, full fuel tank and payload.

Weight Distribution	Front Axle	Rear Axle
	Empty	48% 52%
	Loaded	34% 66%

STANDARD EQUIPMENT

General

Accumulator steering	Mud flaps
Air cleaners (2), two stage	Nitrogen inflated tires
Automatic transmission	Operator arm guard
Body down signal	Parking brake (all wheels)
Body heating, exhaust	Rear view mirrors - 4
Body hoist, servo actuated	Transmission retarder or oil-cooled rear disc brakes
Coolant filter	Retarder light - amber, rear
Diagnostic pressure test points	Reverse alarm
Differential 3.73:1	Reversing light- quartz halogen
Downshift inhibitor	Rock ejectors
Dual brake system	Secondary brake system (all wheels)
Electric start	Security kit
Engine management system	Separate steering and body hoist hydraulic systems
Engine pan guard	Shed plates, rear tires
Exhaust muffler (body up)	Side, tail, stop, direction indicators and hazard warning lights
Exhaust muffler, part time	Tow points, front and rear
Fuel sight gauge	Transmission guard
Headlights - quartz halogen (4)	Rear view camera system
Horn, dual electric, 117db (SAE J 1105)	

Cab

Acoustic lining	Door lock
Air conditioner R 134A 18,500 BTU/hr (5.4 kW)	Floor mat
Armrest, operators door	Mug holder
FOPS protection (ISO 3449)	Radio/cassette player
Heater and defroster (10.3 kW - 35,000 BTU/hr)	Seat, passenger
Interior light/courtesy light	Seat belts SAE J386
ROPS protection (body cabguard) (ISO 3471)	Steering column adjustable
Air suspension seat with high back, headrest and 4-point harness	Sun visor, full cab width
Window, electric - operators door	Tinted glass
Windshield wipers - 2 speed and washers	Utility compartment

Controls

Battery isolator	Power/economy key switch
Auto transmission shift	Manual mode key switch
Transmission test button	

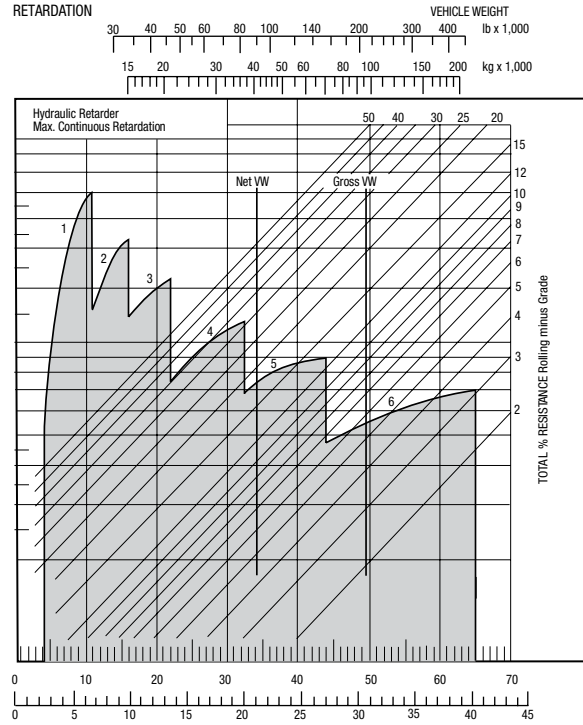
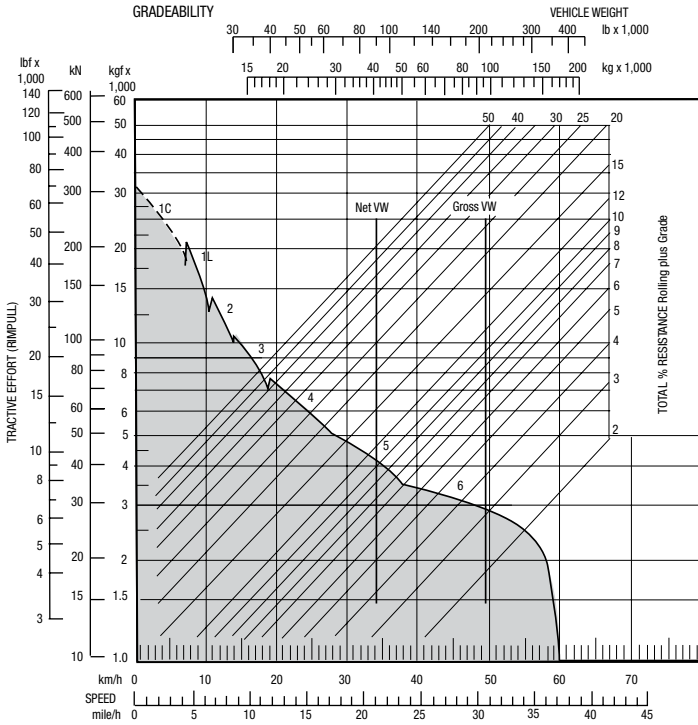
Gauges

Converter / Engine coolant temp	Speedometer/odometer
Engine oil pressure	Tach/hourmeter
Fuel	Transmission oil pressure

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PERFORMANCE DATA

Graphs Based On 0% Rolling Resistance



STANDARD EQUIPMENT

Indicator Lights Only

Air cleaner restriction	Headlamps, main beam
Alternator not charging	Parking brake on
Body up	Retarder on
Brake oil temp	Steering filter restriction
Converter drive	Transmission "check"
Coolant level	Transmission filter restriction
Coolant temp	Transmission manual mode
Direction indicators	Transmission oil temperature
Engine oil pressure	Warning light test

Indicator Lights & Alarm

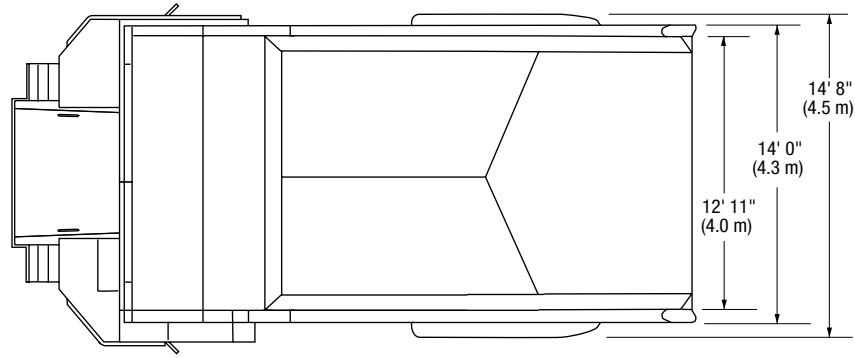
Brake pressure, front & rear	Steering/brakes oil level
Steering pressure	Transmission "do not shift"



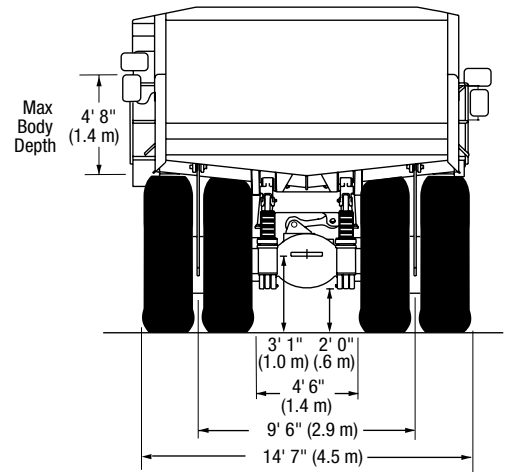
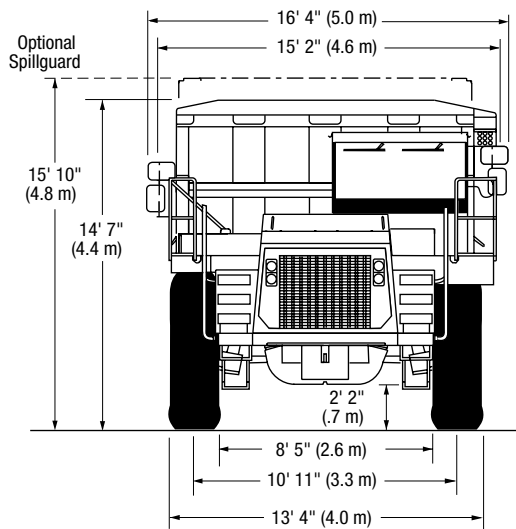
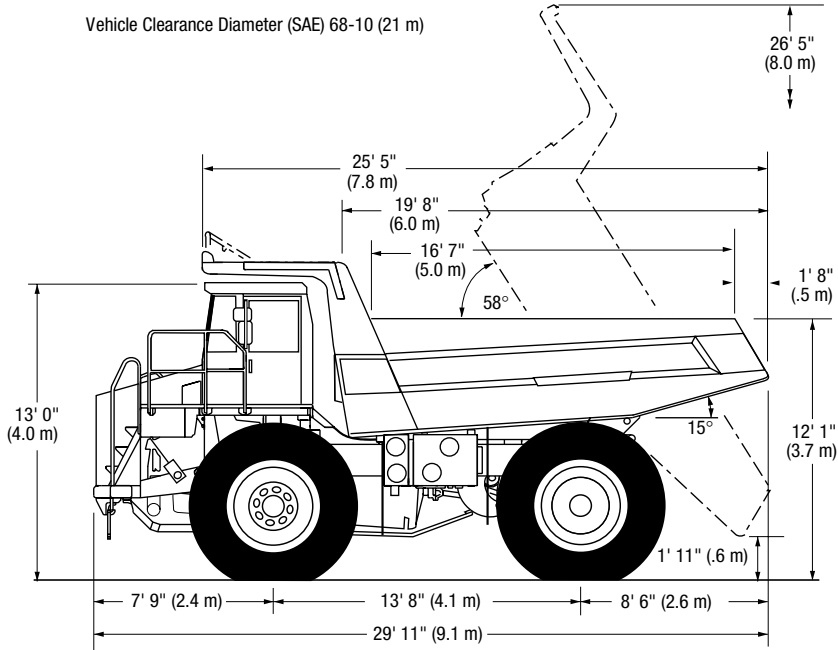
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DIMENSIONS

TR60



Vehicle Clearance Diameter (SAE 68-10 (21 m))



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OPTIONAL EQUIPMENT

General

Alternator, 100 amp	Differential, no spin	Fast fuel adapter	Spillguard extension, folding
Automatic lubrication	Engine pre-lube starter	Flashing strobe reverse light	Tachograph
Beacon, flashing amber	Exhaust muffler, full-time	Front brake pressure reduction sensor	Television monitor, rear view
Body, heavy duty	Fan clutch	On-board weighing system	Tool kit, hand
Body wear plates (floor, end, side and front protection)	Front brake pressure reduction selector	Oil drain kit, engine and transmission sumps	Traction bias differential
Cold start kit	Fire extinguisher	Fire suppression system	

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