

RIGID TRUCK



Specifications

Maximum Gross Weight	347715 lbs (112690 kg)
Gross Engine Power	1050 hp (783 kW)
Maximum Payload	100 tons (91 metric tons)
Heaped Capacity	74.5 yd ³ (57.0 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 transmission hydrodynamic retarder for faster haul times
- ▶ Steps and full size doors on both side of the cab offer convenient accessibility
- ▶ Class leading rimpull for exceptional climbing performance – optional drive line ratios for job specific performance

SPECIFICATIONS

ENGINE

Engine	Detroit Diesel MTU 16V-2000TA DDEC
Type	4 cycle, turbocharged / charge air cooled
Gross Power @ 2100 rpm (SAE J1995)	1050 hp (783 kW)
Net power @ 2100 rpm	943 hp (703 kW)
Engine requires no deration up to 10200 ft (3110 m) altitude. Engine emission meets Tier 2 USA EPA/CARB MOH 40 CFR 89.	
Maximum Torque @ 1350 rpm	34209 lbf ft (4461 Nm)
Cylinders/ Configuration	16V
Bore x Stroke	5.12 x 5.91in (130 x 150 mm)
Displacement	1945 in ³ (31.9 L)
24 volt negative ground electrical system. Four 12 volt 210 Ah batteries with master disconnect switch. Two 8.9 kW electric starter. Neutral start. 70A alternator with integral voltage regulator.	

TRANSMISSION

Allison H8610AR with CEC 2 Shift Manager Program, Automatic Electronic Control. Remote mounted in the frame with integral TC 890 torque converter and planetary gearing. Six speeds forward, one reverse. Automatic lock-up in all speed ranges. Downshift inhibitor. Hydraulic retarder. Speeds with standard planetary:

	Forward						Reverse
Gear	1st	2nd	3rd	4th	5th	6th	R1
Ration	4.24	2.32	1.69	1.31	1.00	0.73	5.75
mph	5.1	9.3	12.8	16.6	21.6	30.1	3.8
km/h	8.2	15.0	20.6	26.7	34.8	48.5	6.0

FRAME

Full box section frame rails, integral front bumper, closed-loop crossmember and torque tubes of 42000 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: Variable rate nitrogen/oil cylinders with A-frame linkage and lateral stabilizer bar.

Maximum strut stroke:	Front	9.25 in (235 mm)
	Rear	6.90 in (175 mm)
Maximum rear axle oscillation		± 7.0°

DRIVE AXLE

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

Ratios:	Standard	Optional
Differential	2.16:1	2.16:1
Planetary	13.75:1	10.50:1
Total Reduction	29.70:1	22.68:1

TIRES

Standard: front and rear 27.00-49 Rim width 19.5 ft

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	38 ft (965 mm)
	Pad area, total	320 in ² (2015 cm ²)

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

Breaking surface, total 13573 in² (87567 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. 1234 hp (920 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 1200 psi (83 bar).

Steering Conforms to ISO 5010

Maximum Tire Steering Angle 39°

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 2750 lbf/in² (190 bar)

Body Hydraulic Pump Flow Rate @ 2100 rpm engine 97 gpm (365 L/min)

Body Raise/Lower Time 16.3 seconds / 18.0 seconds

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 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 Cabguard ISO 3471

FOPS ISO 3449

Volumes:	Struck (SAE std)	54.4 yd ³ (41.6 m ³)
	Heaped 2:1 (SAE std)	74.5 yd ³ (57.0 m ³)

STANDARD & OPTIONAL EQUIPMENT

TR100

STANDARD GENERAL EQUIPMENT

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	Radiator, replaceable tube core
Body hoist, servo actuated	Rear view mirrors - 4
Coolant filter	Retarder light - amber, rear
Diagnostic pressure test points	Reverse alarm
Downshift inhibitor	Reversing light- quartz halogen
Dual brake system	Rock ejectors
Electric start	Secondary brake system (all wheels)
Engine pre-lube starter	Security kit
Engine management system	Exhaust muffler (body up)
Engine pan guard	Shed plates, rear tires
Separate steering and body hoist hydraulic systems	Side, tail, stop, direction indicators and hazard warning lights
Exhaust muffler, part time	Tow points, front and rear
Front brake pressure reduction sensor	Transmission guard
Fuel sight gauge	Rear view camera
Horn, dual electric, 117db (SAE J 1105)	Dual-retarding systems
Headlights - quartz halogen (4)	Back-up TV camera
Acoustic lining	Tinted glass
Air conditioner R 134A 5.4 kW (18500 BTU/hr)	Heater and defroster 10.3 kW (35000 BTU/hr)
Armrest, operators door	Utility compartment
Door locks	Window, electric - operator's door
Floor mat	Sun visor, full cab width
FOPS protection (ISO 3449)	ROPS protection (body cabguard) (ISO 3471)
Interior light/courtesy light	Front brake pressure reduction selector
Mug holder	Seat, passenger
Radio/CD	Seat belts SAE J386
Windshield wipers - 2 speed and washers	Steering column, adjustable
Air suspension seat with high back, headrest and 4-point harness	

STANDARD CONTROLS

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

STANDARD GAUGES

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

STANDARD INDICATOR LIGHTS & ALARMS

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

STANDARD INDICATOR LIGHTS ONLY

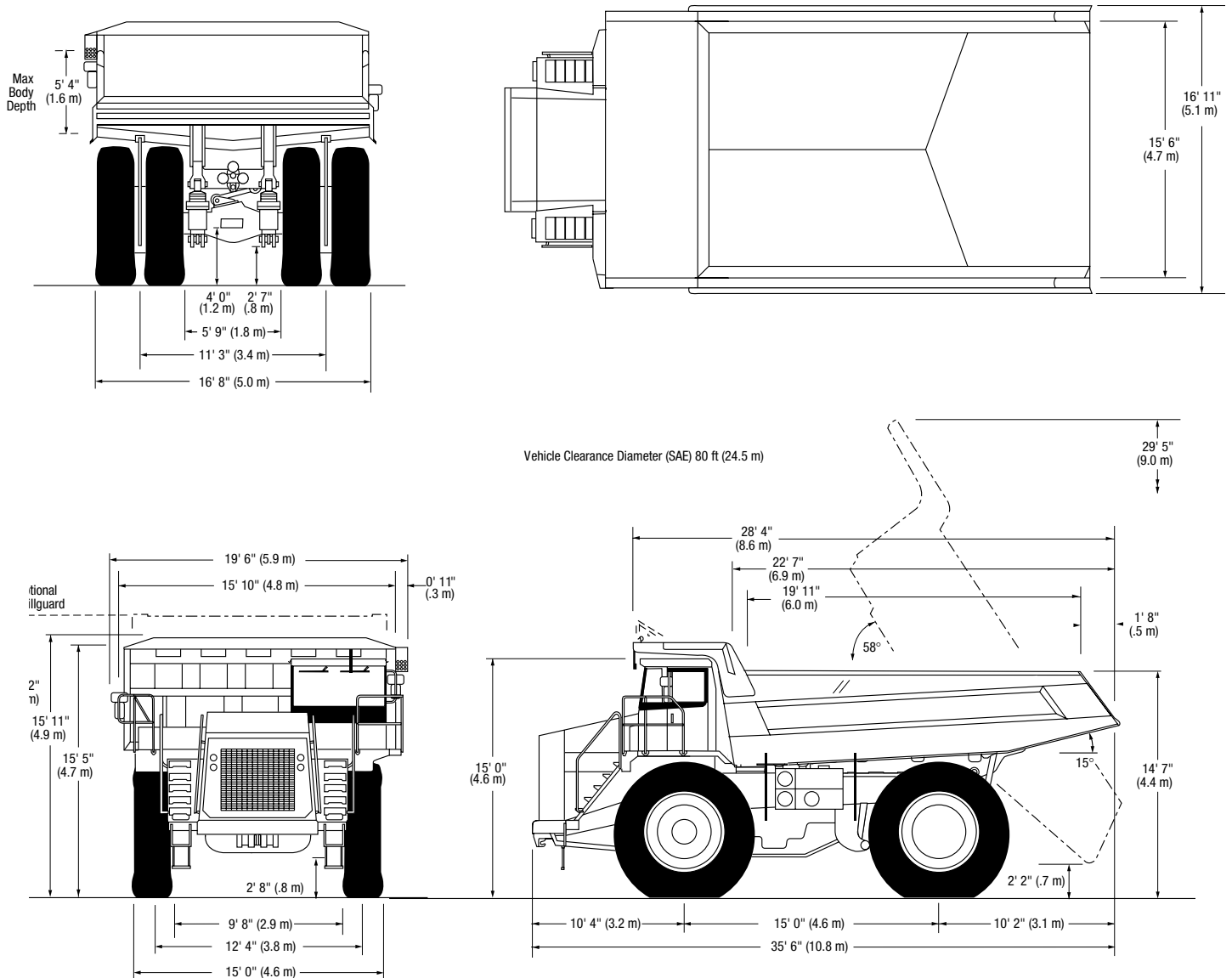
Air cleaner restriction	Headlamps, main beam
Alternator not charging	Parking brake on
Body up	Retarder on
Brake oil temp	Steering filter restriction
Converter drive	Transmission "check"
Coolant level	Transmission filter restriction
Coolant temp	Transmission manual mode
Direction indicators	Transmission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

OPTIONAL GENERAL EQUIPMENT*

Automatic lubrication	Fire extinguisher
Beacon, flashing amber	Fire suppression system
Body, heavy duty	Flashing strobe reverse light
Body wear plates (floor, end, side and front protection)	Oil drain kit, engine and transmission sumps
Cold start kit	On-board weighing system
Cummins KTA38C non-emission compliant engine	High speed planetary ratio 10.5:1
Locking master switch	Spillguard extension, folding
Exhaust muffler, full-time	Tachograph
Fan clutch	Tool kit, hand
Fast fuel adapter	Traction bias differential

*Custom options may be available upon request

DIMENSIONS



SERVICE CAPACITIES

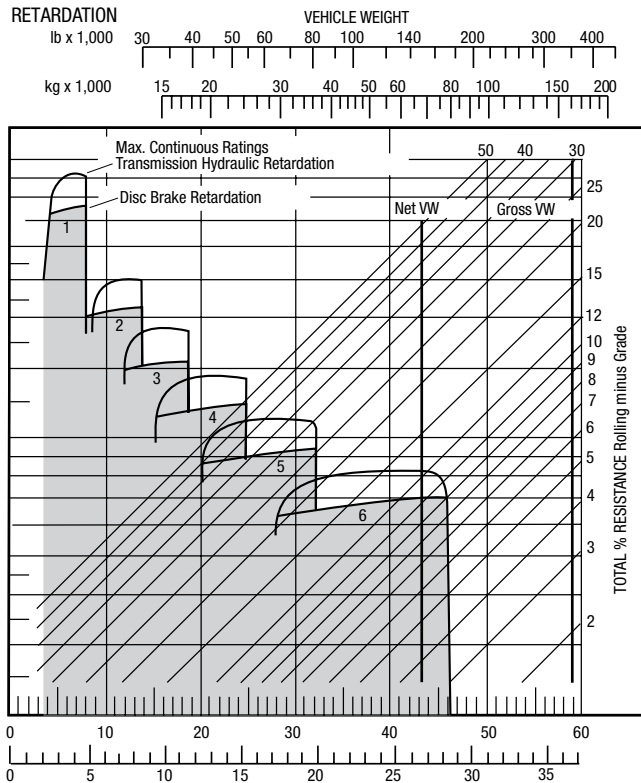
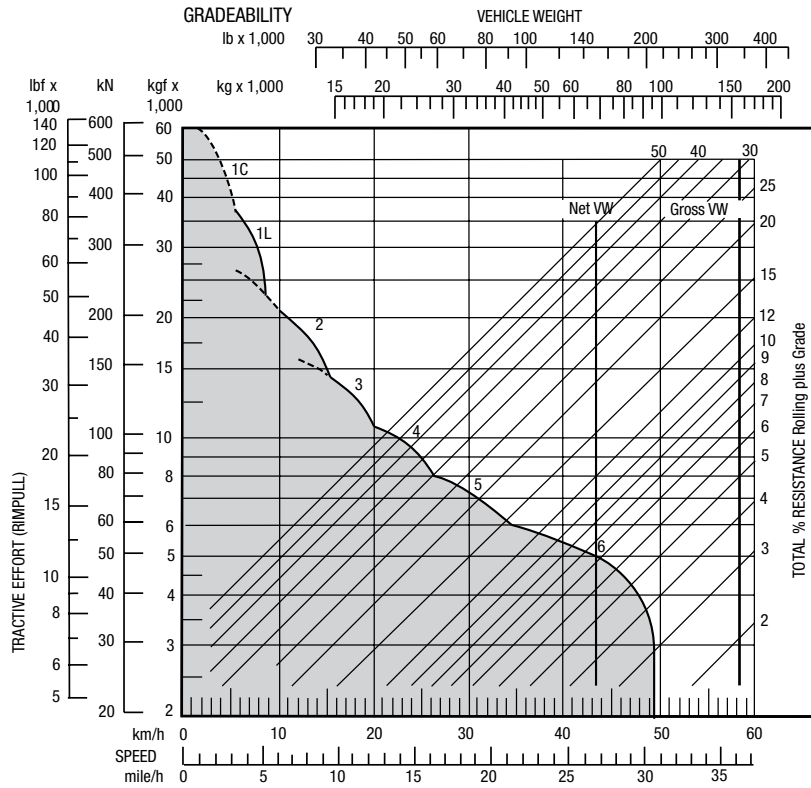
Engine crankcase and filters	28.5 gal	(108.0 L)
Transmission and filters	26.0 gal	(100.0 L)
Cooling system	73.0 gal	(276.0 L)
Fuel tank	336.8 gal	(1,275.0 L)
Steering hydraulic tank	16.1 gal	(61.0 L)
Steering hydraulic system (total)	19.0 gal	(72.0 L)
Body hydraulic tank	78.5 gal	(297.0 L)
Body hydraulic and brake cooling system	147.1 gal	(557.0 L)
Planetaries (total)	15.1 gal	(57.0 L)
Differential	16.1 gal	(61.0 L)
Front ride strut (each)	7.1 gal	(27.0 L)
Rear ride strut (each)	4.8 gal	(18.0 L)
Power take off	1.1 gal	(4.0 L)

WEIGHTS

Chassis with hoists	114,595 lbs	(51,980 kg)
Body, standard	33,115 lbs	(15,020 kg)
Net Weight	147,710 lbs	(67,000 kg)
Payload, maximum	200,000 lbs	(90,720 kg)
Maximum Gross Weight*	347,715 lbs	(157,720 kg)
For Unit Equipped With Optional Heavy Rock Body:		
Chassis, with hoists	114,595 lbs	(51,980 kg)
Body, heavy duty	45,300 lbs	(20,550 kg)
Net Weight	159,895 lbs	(72,530 kg)
Payload, maximum	187,810 lbs	(85,190 kg)
Maximum Gross Weight*	347,715 lbs	(157,720 kg)
*Maximum permissible gross vehicle weight with options, attachments, full fuel tank and payload.		
Weight Distribution	Front Axle	Rear Axle
Empty	49%	51%
Loaded	34%	66%

PERFORMANCE DATA

GRAPHS BASED ON 0% ROLLING RESISTANCE



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