



Off-Highway Rigid Trucks TR35 TR45 TR60 TR70 TR100

RIGID TRUCKS





Terex® has grown to become one of the most influential companies within the Construction industry.

Terex® has invested in research and development, engineering, rigorous testing and training plus state-of-the-art manufacturing processes to develop a portfolio of new Heavy Construction products. By building on technology and pioneering innovation, Terex® has developed a Heavy Construction range that consistently exceeds the customers' expectations by providing world class reliability, durability and productivity.

- **Construction**

- Off Highway Rigid and Artic Trucks
- Crawler and Mobile Excavators
- Mini/Midi Excavators
- Material Handlers
- Railroad Excavators
- Wheel Loaders
- Backhoe Loaders
- Hydraulic Hammers
- Pumps
- Mixers and Light Construction Equipment
- Site Dumpers
- Rollers and Compaction Equipment
- Motor Graders
- Scrapers

- **Crushing and screening**

- **Aerial work platforms**

- **Cranes**

- **Mining, road building and utility products**





With over 70 years experience in design and manufacturing, the reputation for reliability, durability and performance of Terex® rigid frame trucks has become enviable.

The range of Terex® rigid trucks, with payloads ranging from 32t to 91t (35 to 100 US ton), meets the demanding requirements of heavy construction, mining and quarrying operations worldwide.

The trucks have been specially designed with a rugged and robust frame to provide superior levels of productivity in the roughest terrain. The trucks have been equipped with the latest technology to offer not only high performance in the most arduous application, but also a safe and comfortable environment for the operator.

DESIGN & BUILD

Large, robust components, frames, engines and transmission optimise the durability, reliability and productivity of this range of heavy duty trucks.

POWER CAPACITY

High capacity engines providing class-leading performance.

- TR35, TR45, TR60 and TR100 trucks are powered by Cummins.
- The TR70 is powered by a DDC/MTU 2000 engine and this engine is also offered as an option on the TR100.
- Electronic management designed for low maintenance, good fuel economy, optimum engine horsepower, protection from abuse and comprehensive diagnostics.



HEAVY DUTY TRANSMISSIONS

- Providing built-in reserve for long life and durability.
- All trucks are equipped with non-wearing transmission retarders offering the operator a choice of retarder modes for differing site conditions.
- One of the many features of the new Allison Transmission Fourth Generation Electronic Controls is Shift Energy Management (SEM). This function occurs via a cooperative effort between the transmission and engine to achieve optimum shift quality, greater powertrain durability and improved vehicle performance.

HOW SEM WORKS

- During shift operation, SEM begins when the transmission control module (TCM) electronically requires the engine's electronic control unit (ECU) to momentarily reduce engine torque. The engine's ECU acknowledges the command and cuts torque as requested. As the shift is completed, the TCM requests the ECU to ramp engine torque back to the desired level. All this happens quickly and seamlessly without sacrificing vehicle performance.

WHAT IT DOES

- The result is faster, smoother, more consistent shift control and operation. By maintaining a nearly constant torque output from the transmission during range upshifts, a SEM range upshift produces less stress on driveline components. And, it reduces the amount of clutch energy during shifts, resulting in less heat, which helps improve overall transmission durability.

MAXIMUM TRACTION

- Rear wheels are driven through a double reduction drive axle.
- Torque multiplication takes place through the bevel gear differential, then is transmitted through fully floating drive shafts to planetary reduction gearing in the wheel hubs where final torque multiplication takes place.
- Longitudinal location of the rear axle is by means of an 'A'-frame coupled to the chassis by a spherical bearing permitting oscillation of the axle. Transverse movement of the axle is restrained by a lateral link.
- The rear ride struts carry weight only and are of the variable rate nitrogen-over-oil type which both absorbs loading shocks and provides a smooth ride whether loaded or empty.



BODY DESIGN

- Body floor thickness of 19mm for TR45, TR60, TR70 and TR100.
- Bottom, side and front plates are of high yield abrasion-resistant steel reinforced by wide channel-section stiffeners.
- A one-piece, longitudinal 'V' floor gives the body rigidity and a low centre of gravity.
- Uniform depth front to rear provides a better match for the wide buckets of front end loaders than wedge shaped bodies.
- A long, 15°, sloping tail chute gives good load retention and permits controlled dumping into hoppers or crushers.
- Exhaust heating of the body is standard for clean dumping of sticky or frozen materials.



WIDE CAB

- A wide, two-person cab provides panoramic vision and offers operators a superior working environment, contributing to high productivity.
- Cab is FOPS certified with ROPS protection provided by the cabguard.
- The well-appointed cab is equipped with the following items for the operator's comfort - air conditioning, heater, air suspension seat, radio CD player, low effort hoist control, full width pull-down sunblind, adjustable soft grip steering wheel, drinking cup holder, stowage box.



BRAKING POWER

- Dual retardation – transmission or oil cooled disc brakes – offers the operator the option of using the hydrodynamic retarder in slippery downhill conditions, giving better driver control and resulting in faster haul times.
- Terex® hydraulically operated rear disc brakes are cooled by a constant flow of cooling oil which dissipates brake-generated heat by means of a high capacity water/oil heat exchanger. The brake pressure circuit incorporates nitrogen/ hydraulic accumulators which store energy to provide rapid braking response.
- Parking brake is applied by springs acting on the brake pack. The parking brake will apply automatically if the system pressure drops.
- Retardation is controlled by a modulated control lever.
- Front brakes are dry disc.
- Independent front and rear braking systems, hydraulically controlled.



* excl. TR35

PRODUCT OVERVIEW

TR45 Rigid Quarry Truck

Benefits

- **High power engines** providing class leading performance (525 HP and 2 407 Nm torque)
- **High capacity engines** (19 litres)
- **Heavy-duty transmission** with built-in reserve for long life and availability
- **Unique Dual Retardation:** transmission or oil-cooled disc brakes offer the operator the option of using the Hydrodynamic retarder in slippery downhill conditions, giving better driver control and resulting in faster haul times
- **Better ride and low operating costs** (reduced tyre wear) with 21.00 tyres
- **Top speed:** 65 km/h



TR60 Rigid Truck

Benefits

- **Highly versatile:** it operates easily in mining, quarrying and dam construction projects
- **Dual Retardation:** transmission or oil-cooled disc brakes offer the operator the option of using the Hydrodynamic retarder in slippery downhill conditions, giving better driver control and resulting in faster haul times
- **Heavy-duty transmission** with built-in reserve for durability
- **Two reverse gears** for added confidence and performance when manoeuvring in elevated dumping and loading areas
- Outstanding gradeability in the most arduous operations



TR70 Rigid Quarry Truck

Benefits

- **Reduced operating costs** thanks to its economic fuel consumption
- **Stability:** this model has the widest track and longest wheelbase in its class
- **Dual Retardation:** transmission or oil-cooled disc brakes offer the operator the option of using the Hydrodynamic retarder in slippery downhill conditions, giving better driver control and resulting in faster haul times
- **Robust design** consisting of a specially developed frame to meet the high production requirements of the quarry business



TR100 Mining Truck

Benefits

- Fitted with the world-class Cummins KTA38-C engine, with extended overhaul intervals between 15 000 and 20 000 hours or the fuel efficient Detroit Diesel/MTU engine
- **Excellent traction,** especially on soft terrain, allowing a high degree of versatility - the ideal choice for mining and quarrying application
- **Dual Retardation:** transmission or oil-cooled disc brakes offer the operator the option of using the Hydrodynamic retarder in slippery downhill conditions, giving better driver control and resulting in faster haul times
- **Outstanding rimpull** giving excellent gradeability when fully laden



TR35 TR45 TR60 TR70 TR100



- Rugged construction for reliability and long life in tough conditions
- High capacity body with large target-area for easy loading (all models)
- Long life, emission-certified engine with electronic management system (excl. TR100 Cummins)
- Automatic transmission with non-wearing hydraulic retarder
- High visibility cab with de-luxe interior
- Unique horizontal floor body for improved fill and discharge performance
- Cummins and Detroit Diesel / MTU powered engines
- Smooth-shifting, electronically-controlled transmission
- Dual Mode retardation - oil cooled rear disc brakes or transmission retarder (excl. TR35)

	TR35	TR45	TR60	TR70	TR100 CUM or DD	
Maximum Payload	32 tonne	41 tonne	55 tonne	65 tonne	91 tonne	
Maximum Gross Vehicle Weight	55,410 kg	77,960 kg	95,680 kg	112,690 kg	158,980 - 157,720 kg	
Heaped Capacity	19.5 m ³	26.0 m ³	35.0 m ³	41.5 m ³	57.0 m ³	
Gross Power	298 kW (400 hp)	392 kW (525 hp)	522 kW (700 hp)	567 kW (760 hp)	783 kW (1050 hp)	
PLI	T877 AUG 2006	T881 AUG 2006	T882 AUG 2006	T913 APR 2007	T783 AUG 2005	T883 AUG 2007



Engines

	TR35	TR45	TR60
Engine	Cummins QSM11-C400E	Cummins QSK19-C525	Cummins QSK19-C700
Type	Four cycle, emission certified, direct injection diesel, water cooled, turbo charged with air to air charge cooling.		
Cylinder/Configuration	6 in line	6 in line	6 in line
Piston Displacement - litres	10.8	18.9	18.9
Bore x Stroke - mm	125 x 147	159 x 159	159 x 159
Gross Power - kW (hp) @ rpm	298 (400) @ 2100	392 (525) @ 2000	522 (7000) @ 2000
Net Power - kW (hp) @ rpm	259 (348) @ 2100	370 (495) @ 2000	481 (645) @ 2000
Maximum Torque - Nm @ rpm	1899 @ 1400	2407 @ 1400	2981 @ 1500
Gross Power rated	SAE J1995 Jun 90	SAE J1995 Jun 90	SAE J1995 Jun 90
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 electric starter. Neutral start. 70A alternator.	24 volt negative ground electrical system. Two 12 volt 165 Ah batteries with master disconnect switch. 9 kW (12hp) electric starter. Neutral start. 70A alternator with integral voltage regulator.	
Altitude - Electronic derate @ m	2438	2438	1524



Transmission

	Allison 4500-ORSR automatic		Allison M5610AR automatic		Allison M6610AR automatic		
Assembly	Electronically controlled transmission with Allison GEN 4 control system		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.				
Speeds - km/h	Forward	Reverse	Forward	Reverse	Forward	Reverse	
	Gear						
	1	9.5	8.5	11.3	7.1	9.9	6.6
	2	20.3		16.8	12.9	14.6	11.8
	3	29.3		22.4	-	19.5	-
	4	44.8		33.4	-	29.1	-
	5	59.0		45.2	-	39.3	-
6	-		65.0	-	57.5	-	

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 with air to air charge cooling.		
V12	V12	V16
24.0	37.7	31.9
130 x 150	159 x 159	130 x 150
567 (760) @ 2100	783 (1050) @ 2100	783 (1050) @ 2100
511 (685) @ 2100	727 (975) @ 2100	703 (943) @ 2100
3323 @ 1350	4631 @ 1300	4461 @ 1350
SAE J1995 Jun 90	SAE J1995 Jun 90	SAE J1995 Jun 90
Meets USA EPA Tier 2 / CARB MOH 40 CFR 89 and EU MOH roads mobile machinery directive, stage 2		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 electric starter. Neutral start. 70A alternator.	24 volt negative ground electrical system. Four 12 volt 210 Ah batteries with master disconnect switch. Two 9 kW (12hp) electric starters. Neutral start. 70A alternator with integral voltage regulator.	
2499	3048	2286

Allison M6610AR automatic		Allison M8610AR automatic		Allison M8610AR 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.					
Forward	Reverse	Forward	Reverse	Forward	Reverse
9.5	7.4	8.2	6.0	8.2	6.0
14.2	11.0	15.0	-	15.0	-
18.9	-	20.6	-	20.6	-
28.2	-	26.5	-	26.7	-
38.1	-	34.8	-	34.8	-
57.0	-	47.6	-	48.5	-





Tyres and Wheels

	TR35	TR45	TR60
Tyres	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	Optional	Standard	Optional	Standard	Optional
Differential ratio	3.13:1	-	3.15:1	3.73:1	3.73:1	
Planetary reduction	4.59:1	-	5.66:1	5.66:1	5.80:1	
Overall Drivetrain reduction	14.37:1	-	17.83:1	21.11:1	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	225	251	251
Maximum rear strut stroke - mm	160	192	192
Maximum rear axle oscillation - 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 conditions.	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.	
Front brakes type	Drum	Dry disc	Dry disc
Front brake diameter - mm	508 x152	660	710
Front brakes lining area - cm ²	3459	1395	1395
Rear brakes type	Drum	Terex oil cooled, multiple disc, completely sealed from dirt and water.	
Rear brake diameter - mm	508 x 190	-	-
Rear brakes lining area - cm ²	4323	38,310	47,151
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 5.5 bar. Front and rear brakes automatically actuate if system air pressure falls to 3.1 bar.	Park push button solenoid control applies service and parking brakes. Automatically applies when engine is switched off. Brakes conform to ISO 3450, SAE J1473.	

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

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

Standard	Optional	Standard	Optional	Standard	Optional
3.73:1	3.15:1	2.16:1	2.16:1	2.16:1	2.16:1
5.80:1	5.80:1	13.75:1	10.50:1	13.75:1	10.50:1
21.63:1	18.27:1	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	235	235
193	175	175
± 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.

Dry disc	Dry disc	Dry disc
710	965	965
2788	2015	2015
Terex oil cooled, multiple disc, completely sealed from dirt and water.		
67,390	87,567	87,567

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, SAE J1473.





Brakes (continued)

	TR35	TR45	TR60
Retardation	Engine brake and transmission retarder.	Modulated lever control of rear disc brakes or hydraulic retarder in transmission.	



Steering

	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 83 bar. Steering conforms to ISO 5010, SAE J53.		
Maximum tyre steering angle - degrees	42	39	39
SAE Turning Radius - mm	8245	9475	9540
Clearing Radius mm	8815	10,500	10,600



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 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.	Are high hardness Hardox (360-440BHN) abrasion resistant steel of yield strength 1 000 MPa.	
Plate thickness - mm			
	Floor	16.0	19.0
	Sides	8.0	10.0
	Front	10.0	10.0
Volume - m ³	Stuck	15.3	19.6
	Heaped 2:1 (SAE)	19.4	26.0



Hoist

	Two body hoist cylinders are mounted between the frame rails. Cylinders are two-stage with power down in the second stage. The body hydraulic system is independent of the steering hydraulic system.		
System relief pressure - bar	138	190	190
Pump output flow rate - litre/min	210	227	227
Body raise time - seconds	14	13	16
Body lower time - seconds	9.5	9	14

TR70**TR100****TR100DD**

Modulated lever control of rear disc brakes or hydraulic retarder in transmission.

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 83 bar. Steering conforms to ISO 5010, SAE J53.

42

39

39

9760

12,230

12,230

11,200

12,650

12,650

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 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 (450 BHN) abrasion resistant steel of yield strength 1 200 MPa.

Are high hardness Hardox (360-440BHN) abrasion resistant steel of yield strength 1 000 MPa.

19.0

19.0

19.0

10.0

10.0

10.0

10.0

10.0

10.0

29.0

41.6

41.6

41.5

57.0

57.0

Two body hoist cylinders are mounted between the frame rails. Cylinders are two-stage with power down in the second stage. The body hydraulic system is independent of the steering hydraulic system

190

190

190

365

365

365

13

16.3

16.3

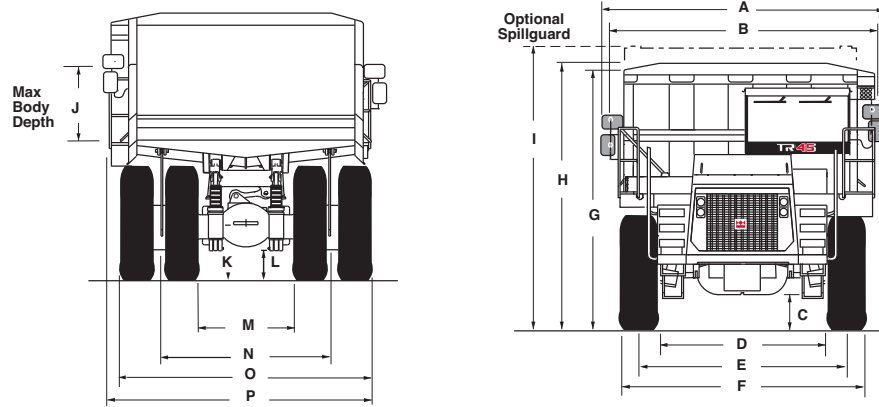
11.5

18

18



Rigid Trucks



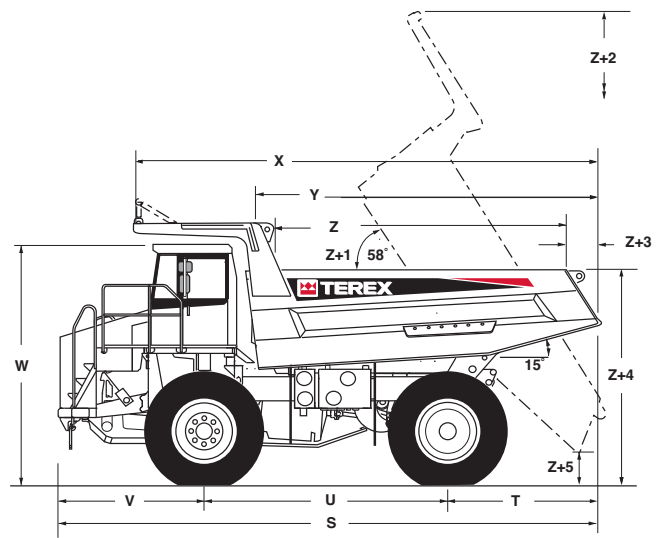
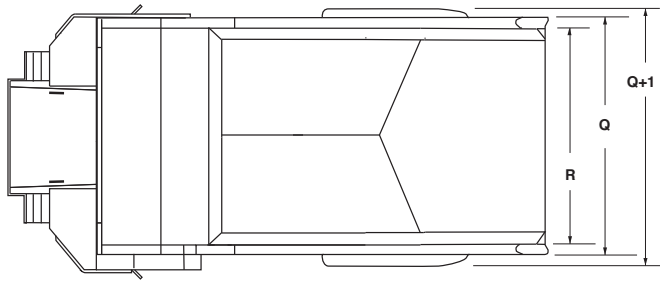
Dimensions in mm

	TR35	TR45	TR60	TR70	TR100	TR100DD
A	3950	4630	4980	5290	5935	5935
B		4370	4630	4940	4825	4825
C	500	585	660	685	815	815
D	2265	2665	2580	2970	2945	2945
E	2800	3325	3320	3660	3760	3760
F	3365	3985	4060	4420	4570	4570
G		4135			4700	4700
H	3865	4245	4440	4570	4850	4850
I	4190	4520	4820		5235	5235
J	1305	1195	1425	1536	1635	1635
K		810	950	1080	1220	1220
L	450	450	600	610	755	755
M	1240	1520	1380	1500	1755	1755
N	2355	2710	2900	2995	3420	3420
O	3470	4000	4450	4445	5080	5080
P	3720	4240	NOT APPLICABLE			

Weights

Standard Unit	kg		kg		kg		kg		kg		kg	
Chassis with hoists	17,250		27,835		30,600		36,190		53,240		51,980	
Body, Standard	6000		9,300		10,650		11,500		15,020		15,020	
Net weight	2660		37,135		41,250		47,690		68,260		67,000	
Maximum payload	31,750		40,825		54,430		65,000		90,720		90,720	
Maximum gross weight	55,410		77,960		95,680		112,690		158,980		157,720	
Weight distribution (axles)	Front	Rear	Front	Rear	Front	Rear	Front	Rear	Front	Rear	Front	Rear
Empty	48%	52%	48%	52%	48%	52%	48%	52%	48%	52%	48%	52%
Loaded	33%	67%	34%	66%	34%	66%	34%	66%	34%	66%	34%	66%

Rigid Trucks



	TR35	TR45	TR60	TR70	TR100	TR100DD
Q	3400	3800	4270	4280	5150	5150
Q+1	N/A	4060	4470	4520	NOT APPLICABLE	
R	3105	3530	3950	3940	4730	4730
S	7950	8700	9130	9905	10802	10896
T	2125	2410	2600	2945	3100	3100
U	3605	3940	4170	4470	4570	4570
V	2220	2350	2360	2490	3150	3150
W	3520	3855	3970	4190	4575	4575
X	6570	7417	7750	8380	8640	8640
Y	4820	5485	6000	6580	6880	6880
Z	4000	4700	5050	6200	6080	6080
Z+1	58 degrees	58 degrees	58 degrees	59 degrees	58 degrees	58 degrees
Z+2	6850	7645	8050	8380	8960	8960
Z+3	500	430	500		510	510
Z+4	3025	3425	3680	3785	4445	4445
Z+5	450	585	580	460	660	660

	kg	kg	kg	kg	kg	kg
FOR UNIT EQUIPPED WITH OPTIONAL HEAVY DUTY BODY:						
Chassis with hoists	17,250	27,835	30,600	36,190	53,240	51,980
Body, heavy duty	7200	10,800	13,200	14,250	20,550	20,550
Net weight	24,860	38,635	43,800	50,440	73,790	72,530
Maximum payload	30,550	39,325	51,880	62,250	85,190	85,190
Maximum gross weight	55,410	7,7960	95,680	122,690	158,980	157,720

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

Standard equipment

	TR35	TR45	TR60	TR70	TR100		TR35	TR45	TR60	TR70	TR100
Cab and Operator						ROPS Protection (body cabguard) ISO 3471 / SAE J1040	✓	✓	✓	✓	✓
Air Conditioning	✓	✓	✓	✓	✓	Seat Belts, 4 point harnesses J386	✓	✓	✓	✓	✓
Air Filter Restriction Indicator	✓	✓	✓	✓	✓	Seat, Operator, air suspension, high back	✓	✓	✓	✓	✓
						Seat Passenger	✓	✓	✓	✓	✓
Audible Alarm						Steering Wheel, tilt	✓	✓	✓	✓	✓
Brakes Tractor, Low Pressure	✓	✓	✓	✓	✓	Storage Compartment	✓	✓	✓	✓	✓
Brakes Trailer, Low Pressure	✓	✓	✓	✓	✓	Sun Visor (internal)	✓	✓	✓	✓	✓
Engine 'Stop'	✓	✓	✓	✓	✓	Tinted Glass	✓	✓	✓	✓	✓
Steering, Low Pressure	✓	✓	✓	✓	✓	Transmission Power/Economy Mode	✓	✓	✓	✓	✓
Transmission 'Stop'	✓	✓	✓	✓	✓	Transmission Manual Mode	✓	✓	✓	✓	✓
Battery Master Switch	✓	✓	✓	✓	✓	Warning Lights Test Switch	✓	✓	✓	✓	✓
Engine Diagnostic Facility	✓	✓	✓	✓	✓	Window operators door, electric	✓	✓	✓	✓	✓
						Wiper and Washer, windscreen	✓	✓	✓	✓	✓
Gauges						General					
Air Pressure	✓	NA	NA	NA	NA	Brake, Front Pressure Reduction Selector	✓				✓
Coolant Temperature	✓	✓	✓	✓	✓	Brakes Fully Hydraulic, Dual Circuit System	✓	✓	✓	✓	✓
Engine Oil Pressure	✓	✓	✓	✓	✓	Body Exhaust Heated	✓	✓	✓	✓	✓
Fuel	✓	✓	✓	✓	✓	Body Prop	✓	✓	✓	✓	✓
Transmission Oil Temperature	✓	✓	✓	✓	✓	Body Shed Plates	✓	✓	✓	✓	✓
Transmission Oil Pressure	✓	✓	✓	✓	✓	Diagnostic Pressure Test Points	✓	✓	✓	✓	✓
Speedometer/Odometer	✓	✓	✓	✓	✓	Engine Brake	✓	✓	✓	✓	✓
Tachometer with Hourmeter	✓	✓	✓	✓	✓	Engine Electronic Management System	✓	✓	✓	✓	DD
Heater and Demister	✓	✓	✓	✓	✓	Engine Pre-lube Starter					CUM
Horn, Electric 117 db	✓	✓	✓	✓	✓	Engine Underguard	✓	✓	✓	✓	✓
						Exhaust Muffler	✓	✓	✓	✓	✓
Indicators - Light & Alarms						Handrails on Fenders	✓	✓	✓	✓	✓
Alternator Charging	✓	✓	✓	✓	✓	Lights					
Engine Coolant Temperature	✓	✓	✓	✓	✓	Direction and Hazard Warning Indicators	✓	✓	✓	✓	✓
Engine Coolant Level	✓	✓	✓	✓	✓	Headlamps, (4) Reflector type	✓	✓	✓	✓	✓
Air Cleaner Restriction	✓	✓	✓	✓	✓	Side, Tail, Stop and Reverse	✓	✓	✓	✓	✓
Engine Oil Pressure	✓	✓	✓	✓	✓	Mudflaps	✓	✓	✓	✓	✓
Engine Stop 'Red'	✓	✓	✓	✓	✓	OCDB Oil Cooler	NA	✓	✓	✓	✓
Engine Warning 'Yellow'	✓	✓	✓	✓	✓	Reverse Alarm Audible J994	✓	✓	✓	✓	✓
Engine Maintenance 'Amber'	✓	✓	✓	✓	NA	Rock Ejectors	✓	✓	✓	✓	✓
Low Air Pressure	✓	NA	NA	NA	NA	Security Kit	✓	✓	✓	✓	✓
Front Brake Accumulator Pressure	NA	✓	✓	✓	✓	Servo Assisted Body Hoist control	✓	✓	✓	✓	✓
Rear Brake Accumulator Pressure	NA	✓	✓	✓	✓	Tow Points Front and Rear	✓	✓	✓	✓	✓
Low Steering Pressure	✓	✓	✓	✓	✓	Transmission Automatic Electronically Controlled	✓	✓	✓	✓	✓
Steering & Brake Tank Low Oil Level	✓	✓	✓	✓	✓	Transmission Electronic Diagnostics	✓	✓	✓	✓	✓
Parking Brake	✓	✓	✓	✓	✓	Transmission Downshift Inhibitor	✓	✓	✓	✓	✓
Headlight Main Beam	✓	✓	✓	✓	✓	Transmission Hydraulic Retarder	✓	✓	✓	✓	✓
Direction Indicator	✓	✓	✓	✓	✓	Transmission Oil Cooler	✓	✓	✓	✓	✓
Body Up	✓	✓	✓	✓	✓	Transmission Sump Guard	✓	✓	✓	✓	✓
Transmission Oil Temperature	✓	✓	✓	✓	✓	Tyre Inflation Nitrogen	✓	✓	✓	✓	✓
Brake Hydraulic Oil Temperature	NA	✓	✓	✓	✓						
Retarder Indicator	✓	✓	✓	✓	✓						
In - Converter Indicator	NA	✓	✓	✓	✓						
Check Trans	✓	✓	✓	✓	✓						
Steering Filter Restriction	✓	✓	✓	✓	✓						
Transmission Oil Filter Restriction	NA	✓	✓	✓	✓						
Engine Overspeed	NA	✓	✓	✓	CUM						
Insulation, Thermal and Acoustic	✓	✓	✓	✓	✓						
Interior Light	✓	✓	✓	✓	✓						
Mirror Rear View (4)	✓	✓	✓	✓	✓						
Mug Holder	✓	✓	✓	✓	✓						
Neutral Start Interlock	✓	✓	✓	✓	✓						
Radio CD player	✓	✓	✓	✓	✓						
FOPS Protection ISO 3449 SAE J231	✓	✓	✓	✓	✓						

Optional equipment

	TR35	TR45	TR60	TR70	TR100		TR35	TR45	TR60	TR70	TR100
Body Options						Other Options					
Body Capacity 36 tonne		✓				Automatic Lubrication	✓	✓	✓	✓	✓
Heavy Duty	✓	*	*	*	*	Brake, Front Pressure Reduction Selector	STD	✓	✓	✓	STD
Guard, Operator Cab Guard RHS	*	*	*	*	*	Engine Brake	STD	NA	NA	NA	NA
Liner Plates	✓	✓	✓	✓	✓	Engine Overspeed Protection		✓	✓	✓	✓
Spillguard Folding	✓	✓	✓	✓	✓	Exhaust Muffler Full Time		*	*	✓	✓
Tailshute Plate Hardox 450					✓	Fast Fuel Adapter	✓	✓	✓	✓	✓
Lights						Fire Extinguisher	✓	✓	✓	✓	✓
Beacon Flashing	*	*	*	*	*	Fire Suppression System	*	*	✓	✓	✓
Fog Rear	*	*	*	*	*	First Aid Kit	✓	✓	✓	✓	✓
Reverse Flashing	*	*	*	*	*	Nitrogen Inflated Tyres	✓	✓	✓	✓	✓
Mirrors						Service Centre	✓	✓	✓	✓	✓
Mirror Front Mounted	*	*	*	*	*	Television Monitor Rear View	✓	✓	✓	✓	✓
Mirrors with Wide Angle	*	*	*	*	*	Tool Kit	✓	✓	✓	✓	✓
Mirrors Heated	*	*	✓	*	✓	Tyres 18.00 R33 (Only with 36 t payload on TR45)		✓			

* Price on application

Service data

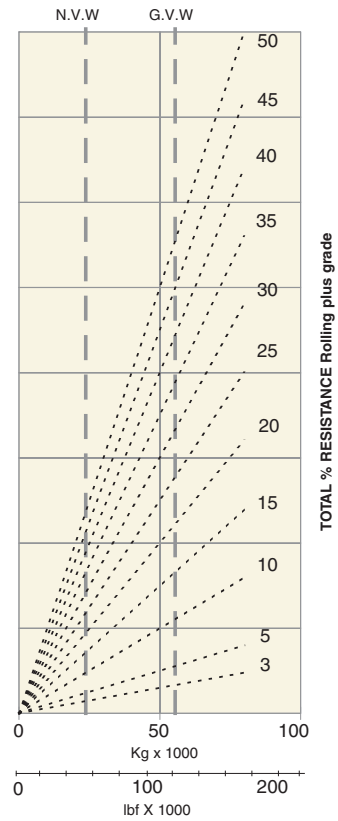
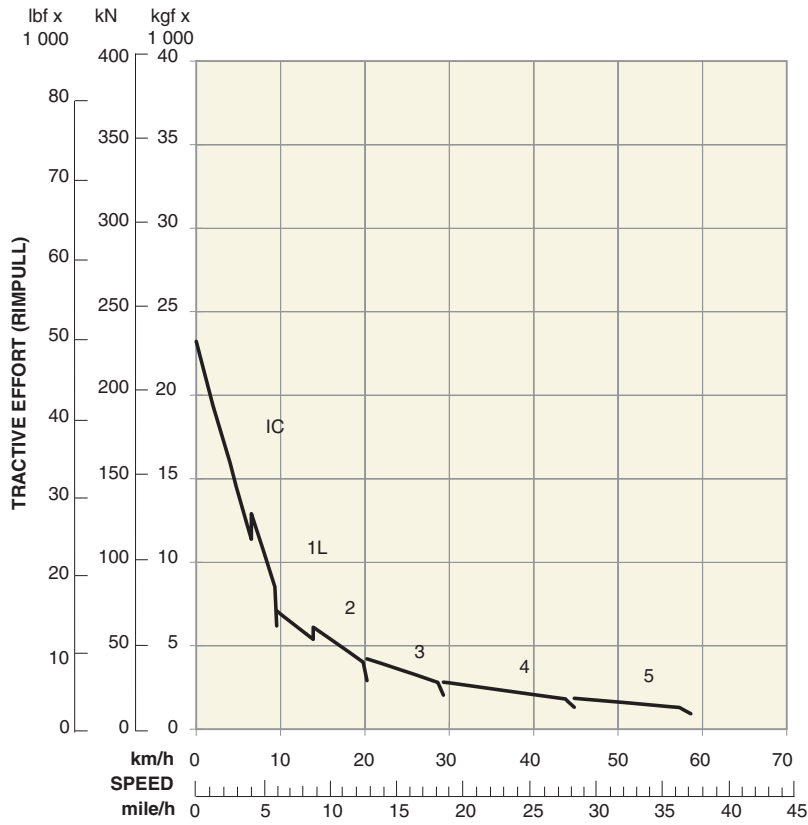
	TR35	TR45	TR60
Standard Unit	litres	litres	litres
Engine Crankcase and Filters	33.0	62.0	60.0
Transmission and Filters	61.0	76.0	92.0
Cooling System	63.0	126.0	136.0
Fuel Tank	371.0	606.0	606.0
Steering Hydraulic Tank	30.0	68.0	68.0
Steering Hydraulic System (Total)	47.0	92.0	92.0
Body Hydraulic Tank	83.0	250.0	250.0
Body Hydraulic & Brake Cooling System (T.)	121.0	385.0	385.0
Planetaries (Total)	30.0	56.0	56.0
Differential	57.0	60.0	60.0
Front Ride Strut (Each)	14.0	14.0	14.0
Rear Ride Strut (Each)	8.0	17.0	17.0
Power Take Off	2.0	4.0	4.0

	TR70	TR100	TR100DD
Engine Crankcase and Filters	94.0	134.0	108.0
Transmission and Filters	85.0	100.0	100.0
Cooling System	236.0	304.0	276.0
Fuel Tank	938.0	1275.0	1275.0
Steering Hydraulic Tank	61.0	61.0	61.0
Steering Hydraulic System (Total)	92.0	72.0	72.0
Body Hydraulic Tank	258.0	297.0	297.0
Body Hydraulic & Brake Cooling System (T.)	432.0	557.0	557.0
Planetaries (Total)	43.0	57.0	57.0
Differential	52.0	61.0	61.0
Front Ride Strut (Each)	25.0	27.0	27.0
Rear Ride Strut (Each)	21.0	18.0	18.0
Power Take Off	4.0	4.0	4.0

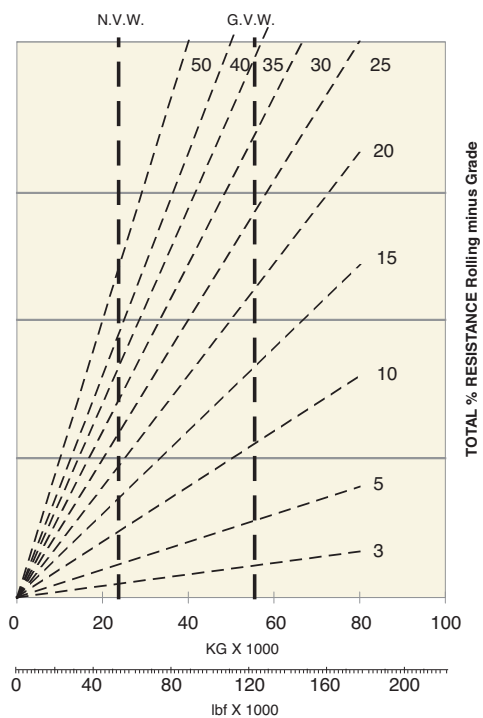
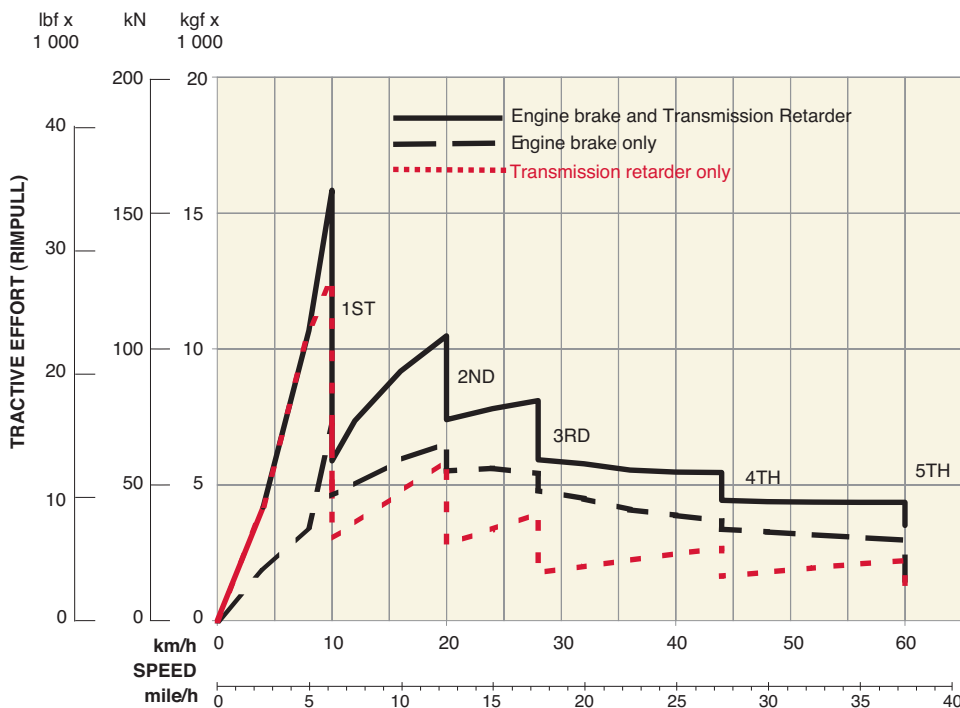
Performance data

TR35 GRADEABILITY

Graphs based on 2% Rolling Resistance

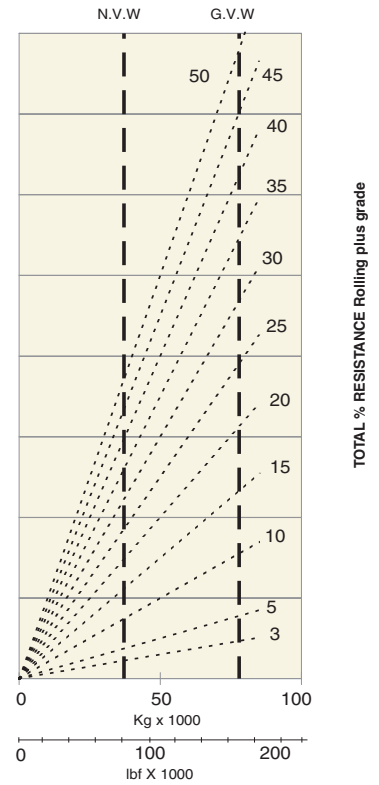
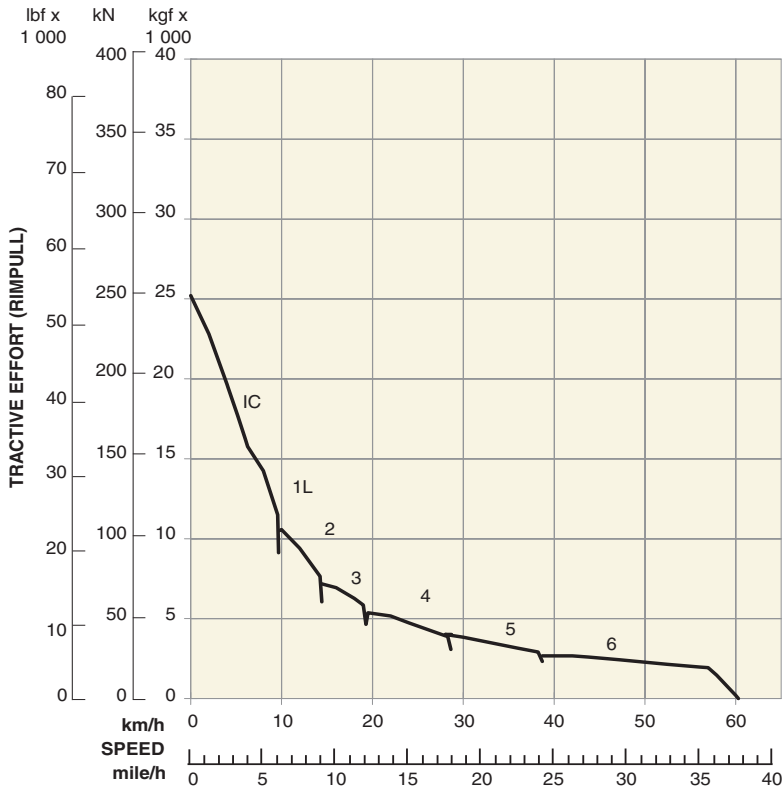


RETARDATION

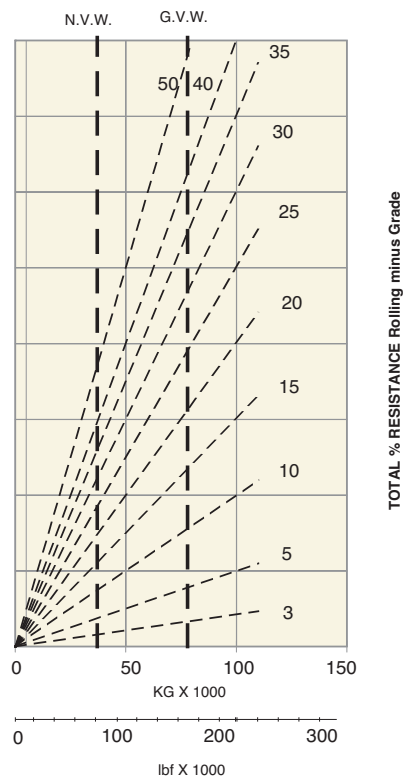
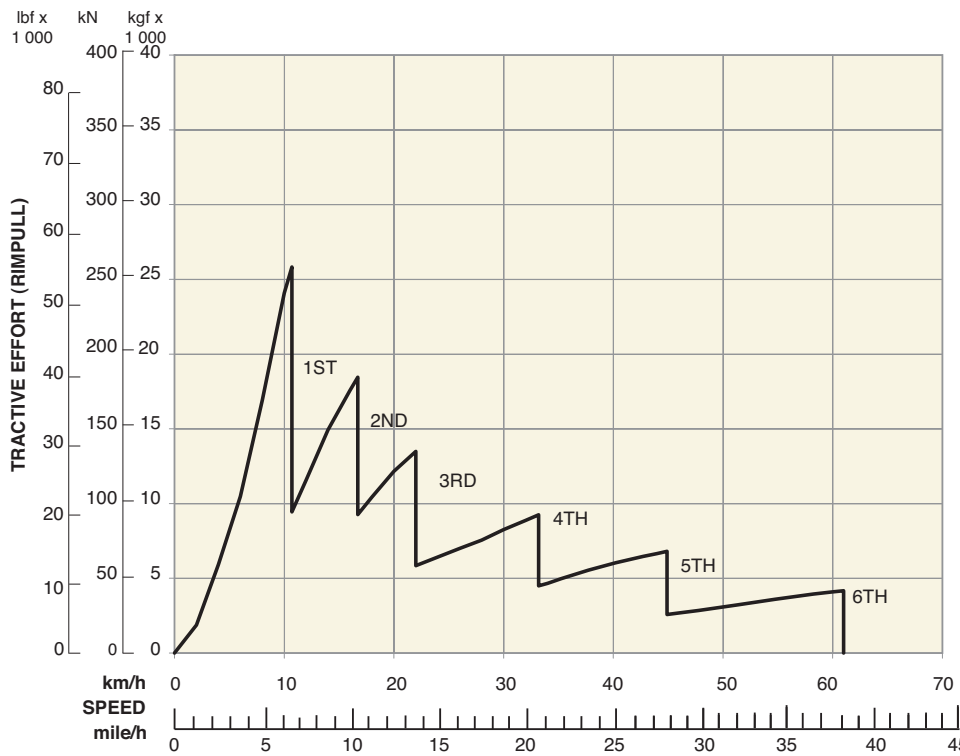


TR45 GRADEABILITY

Graphs based on 2% Rolling Resistance



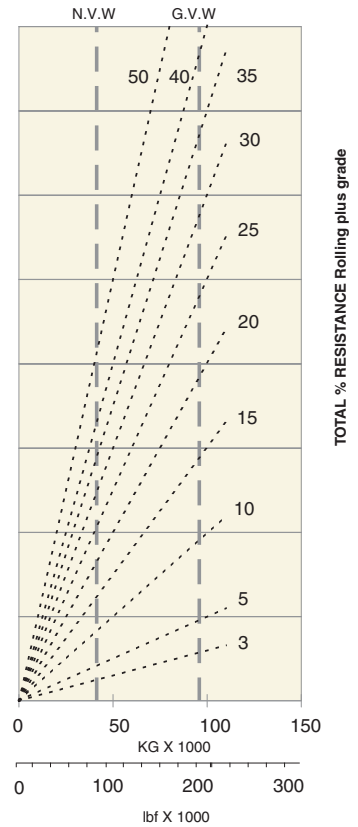
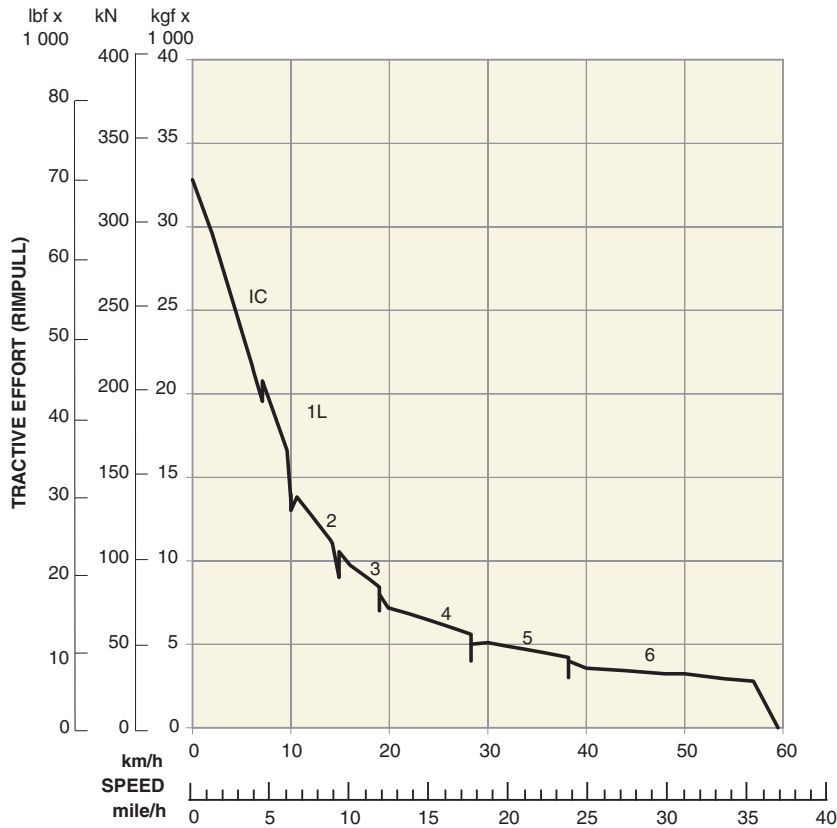
RETARDATION



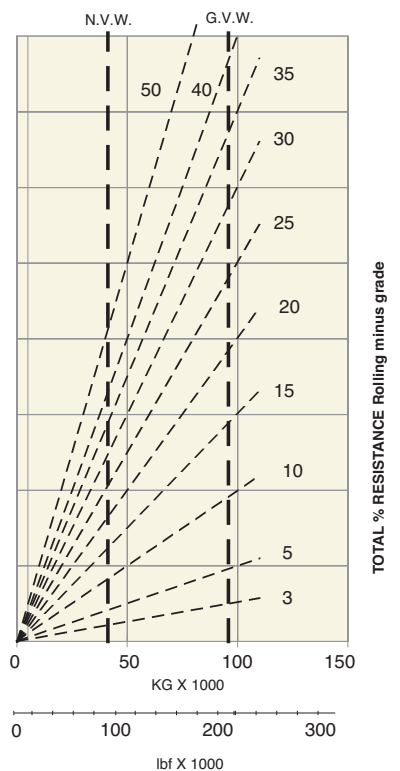
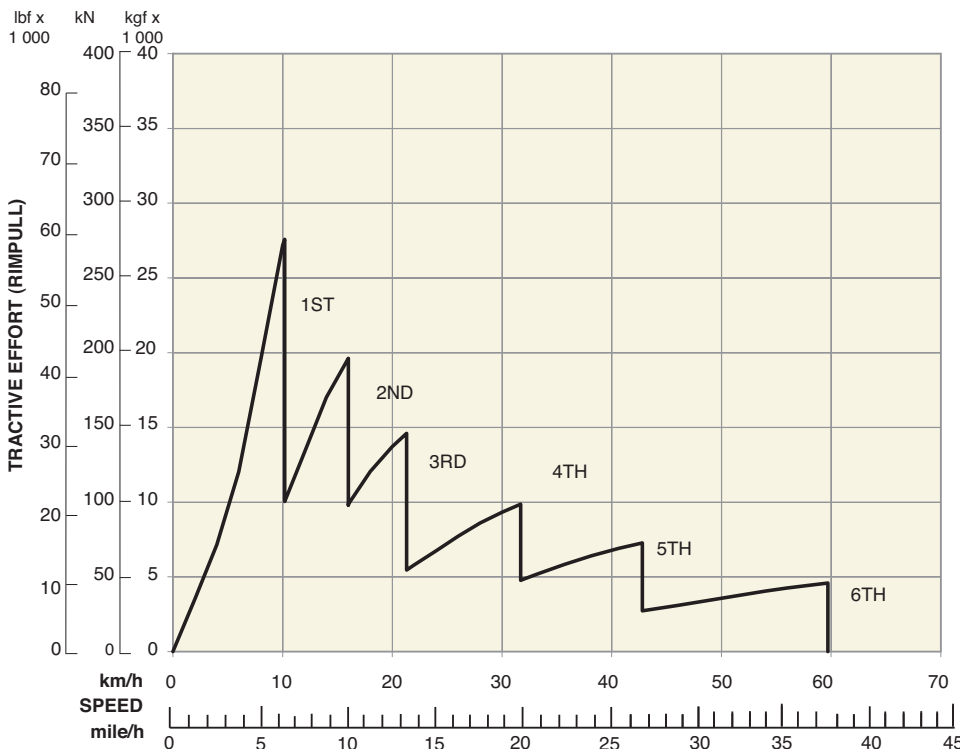
Performance data

TR60 GRADEABILITY

Graphs based on 2% Rolling Resistance

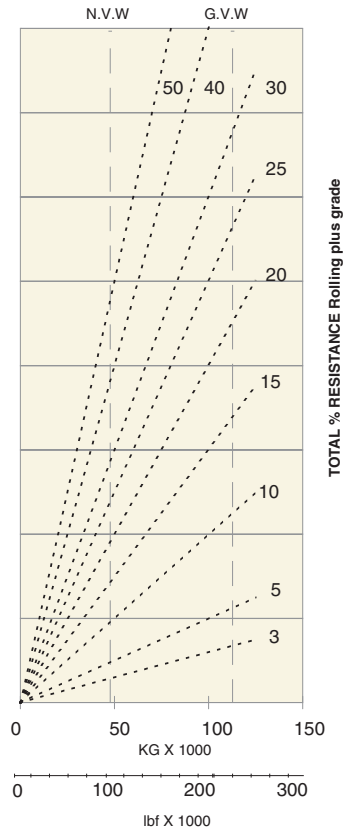
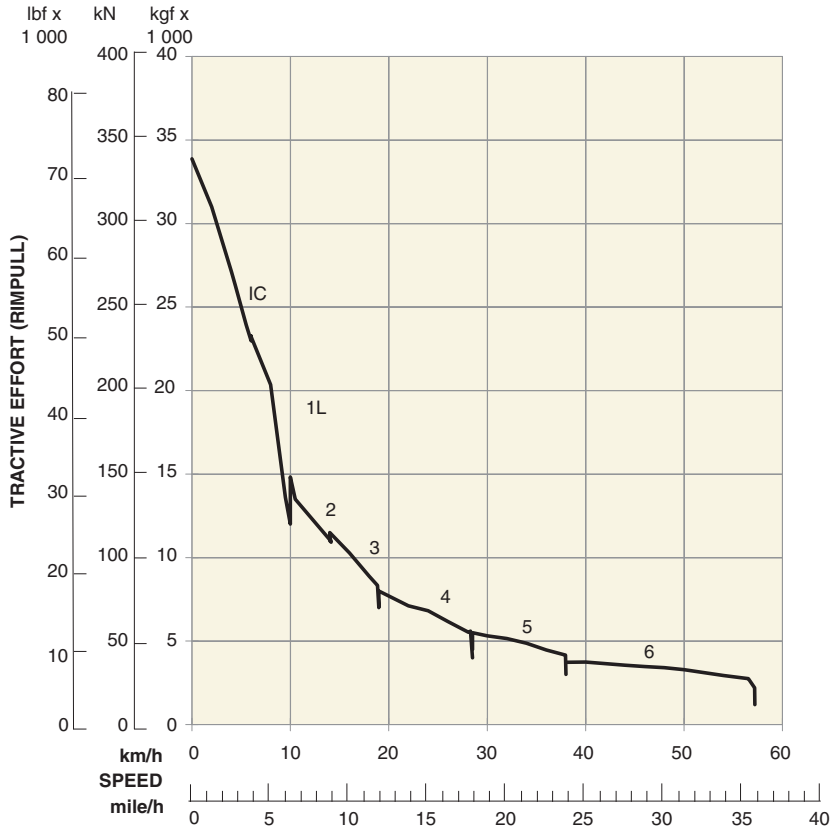


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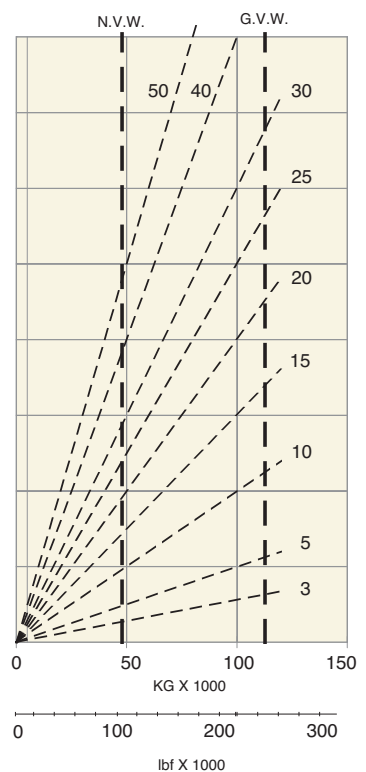
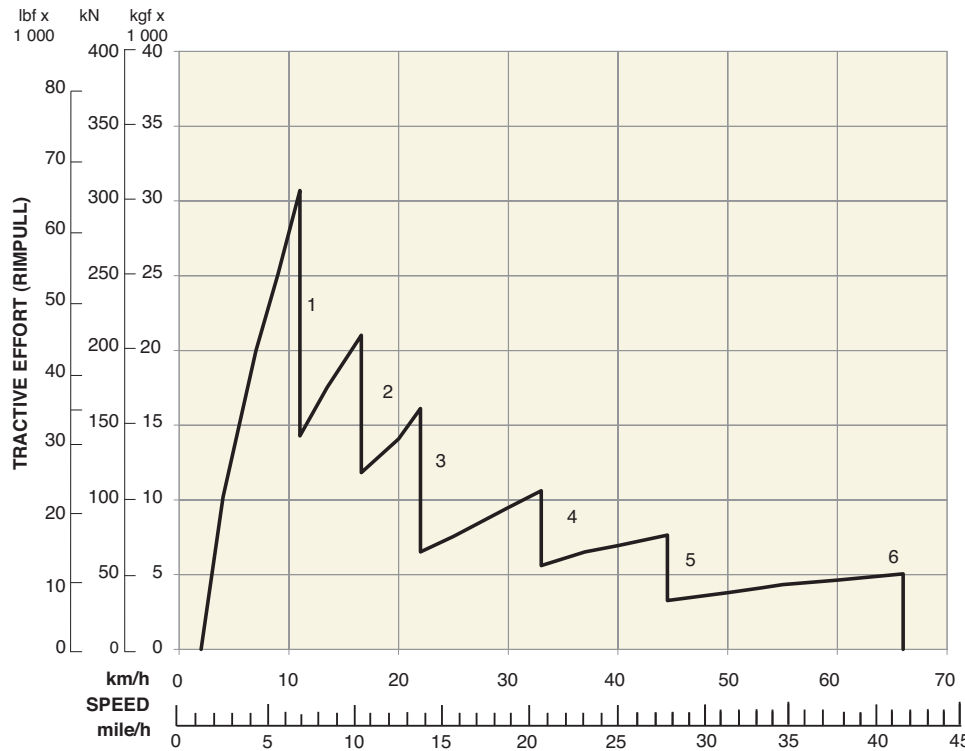


TR70 GRADEABILITY

Graphs based on 2% Rolling Resistance



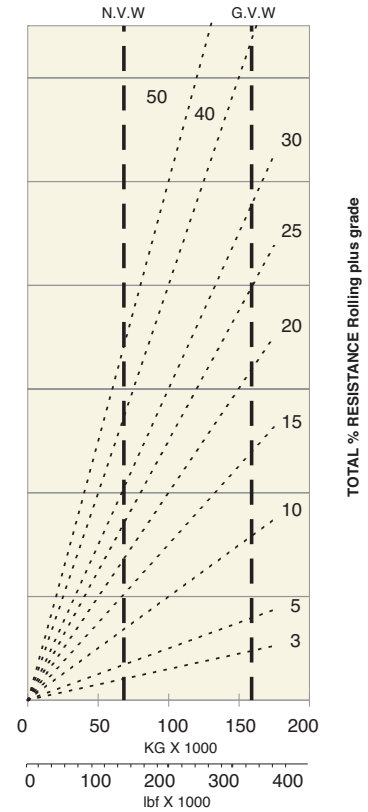
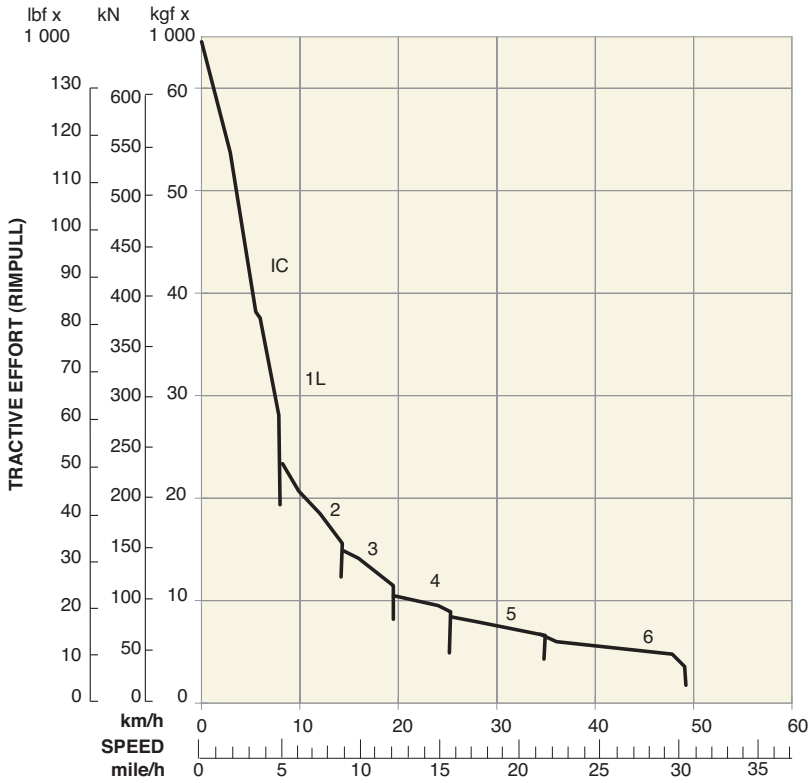
RETARDATION



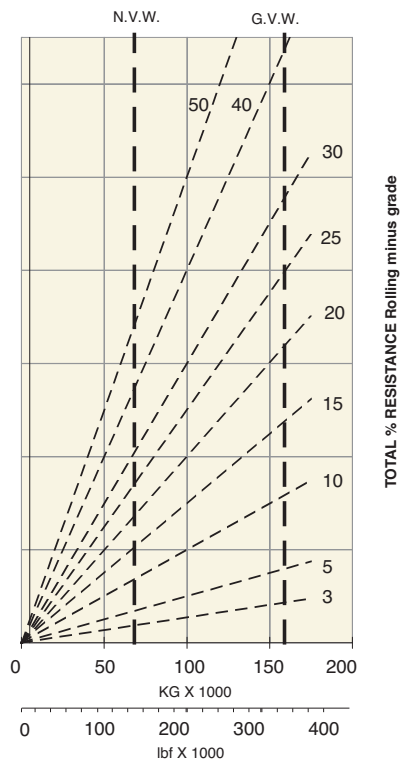
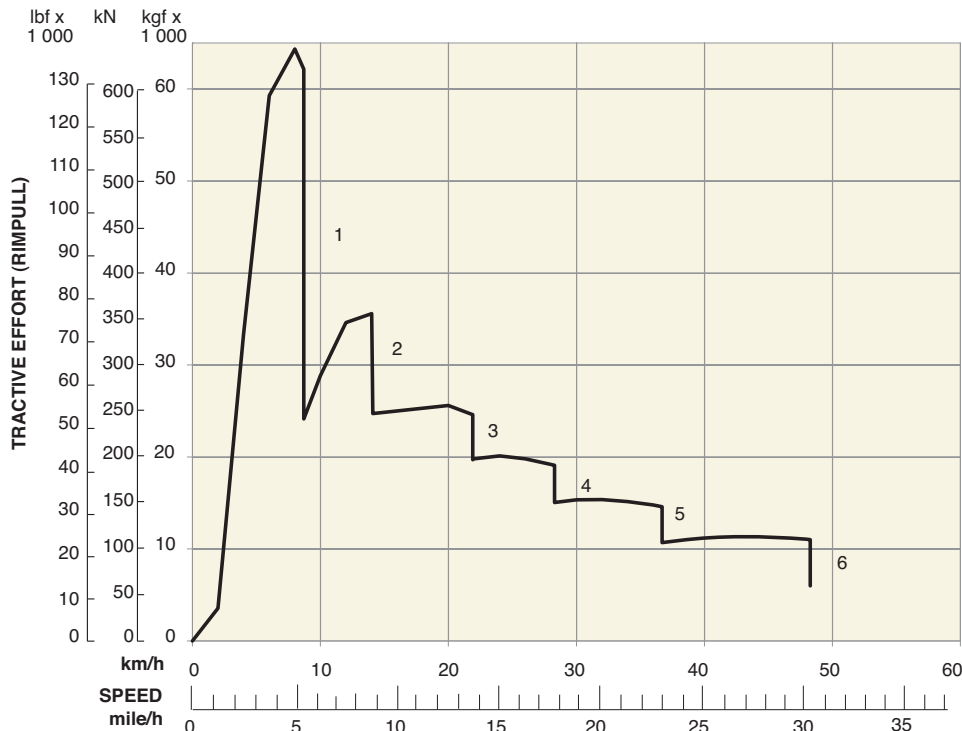
Performance data

TR100 GRADEABILITY

Graphs based on 2% Rolling Resistance

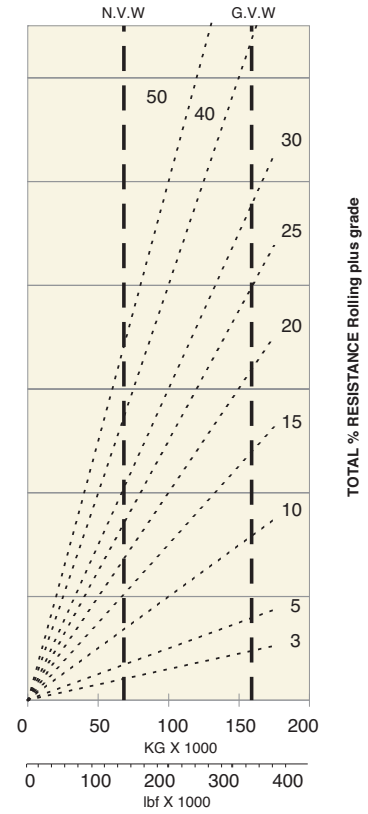
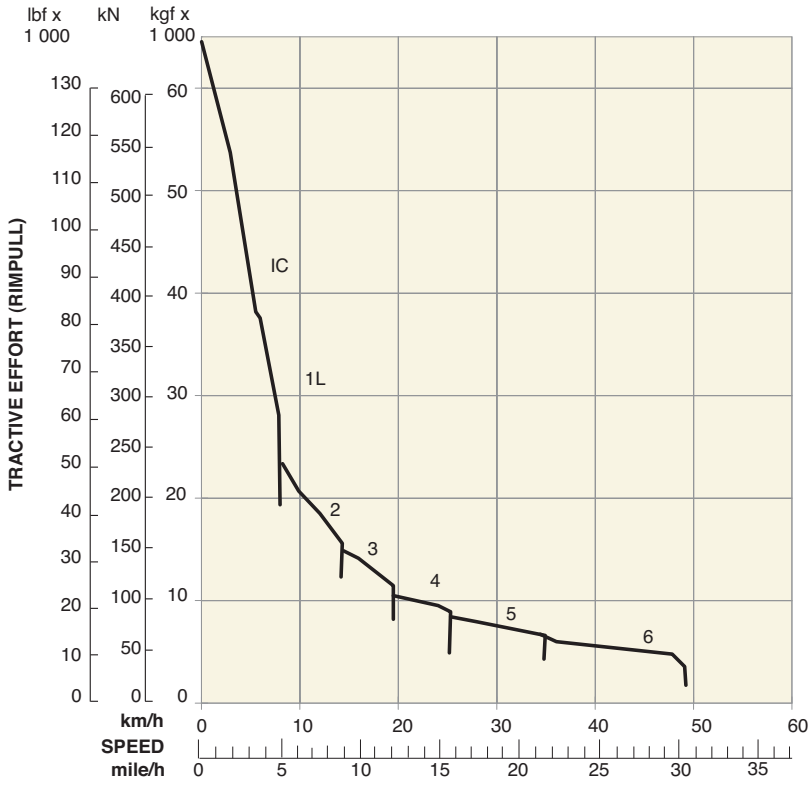


RETARDATION

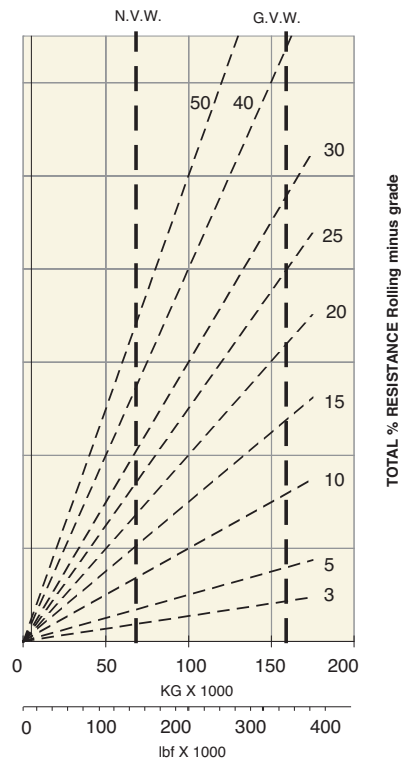
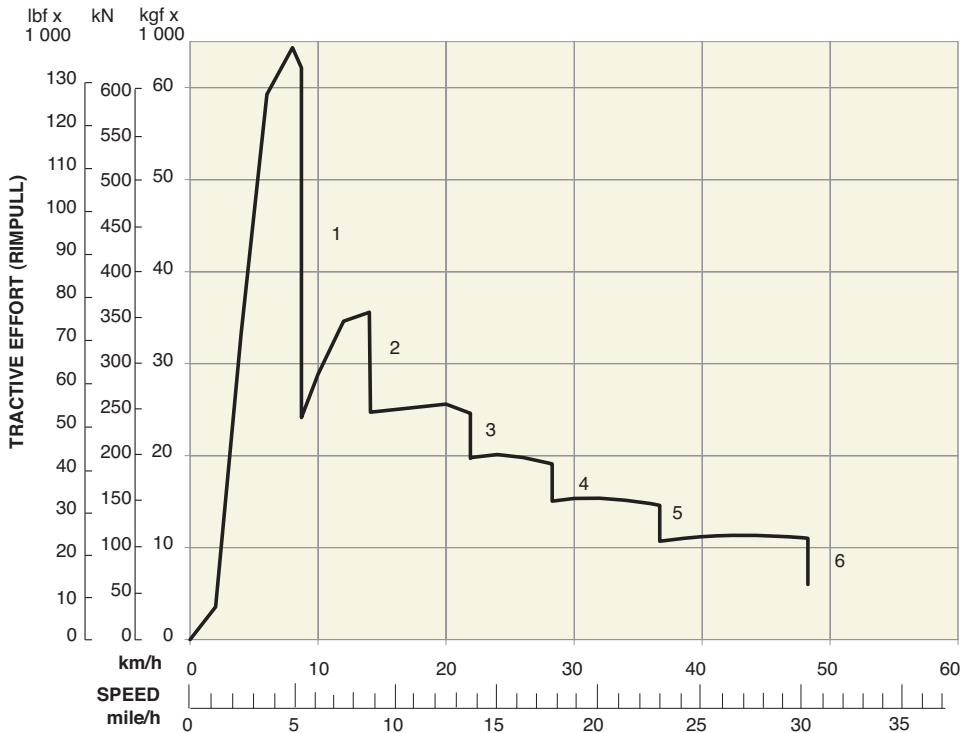


TR100DD GRADEABILITY

Graphs based on 2% Rolling Resistance



RETARDATION





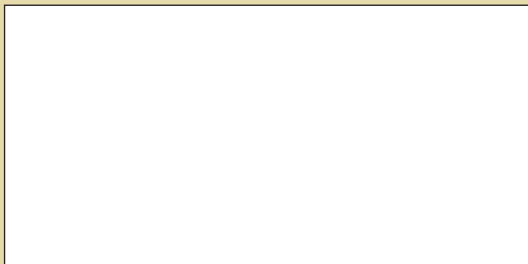
ARTICULATED TRUCKS

	Maximum payload	Heaped capacity	Engine gross power
TA25	23 mt	13.5 m ³	224 kW (300 hp)
TA27	25 mt	15.5 m ³	272 kW (365 hp)
TA30	28 mt	17.5 m ³	287 kW (385 hp)
TA35	34 mt	21.0 m ³	298 kW (400 hp)
TA40	38 mt	23.3 m ³	336 kW (450 hp)



OFF-HIGHWAY RIGID TRUCKS

	Maximum payload	Heaped capacity	Engine gross power
TR35	32 mt	19.5 m ³	298 kW (400 hp)
TR45	41 mt	26.0 m ³	392 kW (525 hp)
TR60	55 mt	35.0 m ³	522 kW (650 hp)
TR70	65 mt	41.5 m ³	567 kW (760 hp)
TR100	91 mt	57.0 m ³	783 kW (1050 hp)



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