

Rigid Haul Truck

MAX. GROSS VEHICLE WEIGHT	105,140 - 248,440 lbs (47,690 - 112,690 kg)
NET ENGINE POWER	700 hp (522 kW)
MAX. PAYLOAD	72 Tons (65 t)
HEAPED CAPACITY	54.3 Yd ³ (41.5 m ³)



RIGID HAUL TRUCK
TR70

Specifications

Engine	
Model	Detroit Diesel MTU 12V-2000TA DDEC
Type	Emission-certified, 4 cycle, turbocharged/aftercooled
Gross power @ 2,100 rpm (SAE J 1349)	760 hp (567 kW)
Net power @ 2,100 rpm	700 hp (522 kW)
Engine emission meets Tier 2 USA EPA / CARB MOH 40 CFR 89 and proposed EU NRMM (non-road mobile machinery) directive.	
Maximum torque @ 1,200 rpm	2,400 lbf ft (3,118 Nm)
Cylinders/configuration	12V
Bore x stroke	5.11" x 5.91" (130 x 150 mm)
Displacement	1,464 in ³ (24 L)
24 volt negative ground electrical system. Two 12 volt 165 Ah batteries with master disconnect switch. 12 hp (9 kW) electric 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 torque converter with automatic lock-up in all speed ranges. Hydraulic Retarder. Speeds with standard differential:									
	Forward						Reverse		
Gear	1st	2nd	3rd	4th	5th	6th	R1	R2	
Ratio	4.00	2.68	2.01	1.35	1.00	0.67	5.12	3.46	
mph	5.9	8.8	11.8	17.5	23.7	35.5	4.6	6.8	
km/h	9.5	14.2	18.9	28.2	38.1	57.0	7.4	11.0	

Specifications

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.		

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	Optional
Differential	3.73:1	3.15:1
Planetary	5.80:1	5.80:1
Total reduction	21.63:1	18.27:1

Tires		
Standard: front and rear	24.00 R 35 radial	rim width 17"
Consult tire manufacturers for optimum tire selection and correct ton-mile/h (t-km/h) capacity for application.		

Suspension		
Front: Terex manufactured king pin strut type independent front wheel suspension by 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" (251 mm)
Rear		7.2" (182 mm)
Maximum rear axle oscillation		± 6.5°

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	432 in ² (2,788 cm ²)
Rear: Terex oil cooled, multiple disc, completely sealed from dirt and water.		
	Lining Area, total	10,445 in ² (67,390 cm ²)
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 – 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, (SAE J 1473).		

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 it provides steering of approximately two lock-to-lock turns. A low pressure warning light indicates should the system pressure fall below 1,200 psi (83 bar).	
Steering conforms to ISO 5010 (SAE J 53)	
Maximum tire steering angle	42°

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 Pressure	2,750 psi (190 bar)
Body Hydraulic Pump Flow Rate @ 2,100 rpm	97 gpm (6.1 L)
Body raise time	13.0 seconds
Body lower time	11.5 seconds

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 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 psi (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 (SAE J 1040 Feb 86. ISO 3471)		
Volumes:	Struck (SAE Std)	38.0 yd ³ (29 m ³)
	Heaped 2:1 (SAE Std)	54.3 yd ³ (41.5 m ³)

Service Capacities	
Engine crankcase and filters	25.0 gal (94.0 L)
Transmission and filters	22.5 gal (85.0 L)
Cooling system	62.3 gal (236.0 L)
Fuel tank	248.0 gal (938.0 L)
Steering hydraulic tank	16.0 gal (61.0 L)
Steering hydraulic system (total)	24.3 gal (92.0 L)
Body hydraulic tank	68.0 gal (258.0 L)
Body hydraulic and brake cooling system	114.0 gal (432.0 L)
Planetaries (total)	11.4 gal (43.0 L)
Differential	13.7 gal (52.0 L)
Front ride strut (each)	6.6 gal (25.0 L)
Rear ride strut (each)	5.5 gal (21.0 L)
Power take off	1.0 gal (4.0 L)

Standard Equipment

CAB

Acoustic lining
Air conditioner R 134A 18,500 BTU/hr (5.4 kW)
Armrest, operators door
Door locks
Floor mat
FOPS protection (ISO 3449/SAE J 231)
Heater and defroster (10.3 kW - 35,000 BTU/hr)
Interior light/courtesy light
Mug holder
Radio/cassette player
ROPS protection (body cabguard) (ISO 3471/SAE J1040)
Air suspension seat with high back, headrest and 4-point harness
Seat, passenger
Seat belts SAE J386
Steering column, adjustable
Sun visor, full cab width
Tinted glass
Utility compartment
Window, electric - operators door
Windshield wipers - 2 speed and washers

CONTROLS

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

GAUGES

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

INDICATOR LIGHTS & ALARM

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

INDICATOR LIGHTS ONLY

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

GENERAL

Accumulator steering
Air cleaners (2), two stage
Automatic transmission
Body down signal
Body heating, exhaust
Body hoist, servo actuated
Coolant filter
Diagnostic pressure test points
Downshift inhibitor
Dual brake system
Electric start
Engine management system
Engine pan guard
Exhaust muffler (body up)
Exhaust muffler, part time
Fuel sight gauge
Headlights - quartz halogen (4)
Horn, dual electric, 117db (SAE J 1105)
Mud flaps
Nitrogen inflated tires
Operator arm guard
Parking brake (all wheels)
Radiator, replaceable tube core
Rear view mirrors - 4
Transmission retarder or oil-cooled rear disc brakes
Retarder light - amber, rear
Reverse alarm

Reversing light- quartz halogen
Rock ejectors
Secondary brake system (all wheels)
Security kit
Separate steering and body hoist hydraulic systems

Shed plates, rear tires
Side, tail, stop, direction indicators and hazard warning lights
Tow points, front and rear
Transmission guard

Optional Equipment

GENERAL

Alternator, 100 amp
Automatic lubrication
Beacon, flashing amber
Body, heavy duty
Body wear plates (floor, end, side and front protection)
Cold start kit
Differential, no spin
Differential 3.15:1
Engine pre-lube starter
Exhaust muffler, full-time
Fan clutch
Fast fuel adapter

Fire extinguisher
Fire suppression system
Flashing strobe reverse light
Front brake pressure reduction selector
Front brake pressure reduction sensor
Oil drain kit, engine and transmission sumps
On-board weighing system
Spillguard extension, folding
Tachograph
Television monitor, rear view
Tool kit, hand

Weights

Chassis, with hoists	79,780 lbs (36,190 kg)
Body, standard	25,350 lbs (11,500 kg)
Net Weight	105,140 lbs (47,690 kg)
Payload, maximum	143,300 lbs (65,000 kg)
Maximum gross weight*	248,440 lbs (112,690 kg)

FOR UNIT EQUIPPED WITH OPTIONAL HEAVY DUTY BODY:

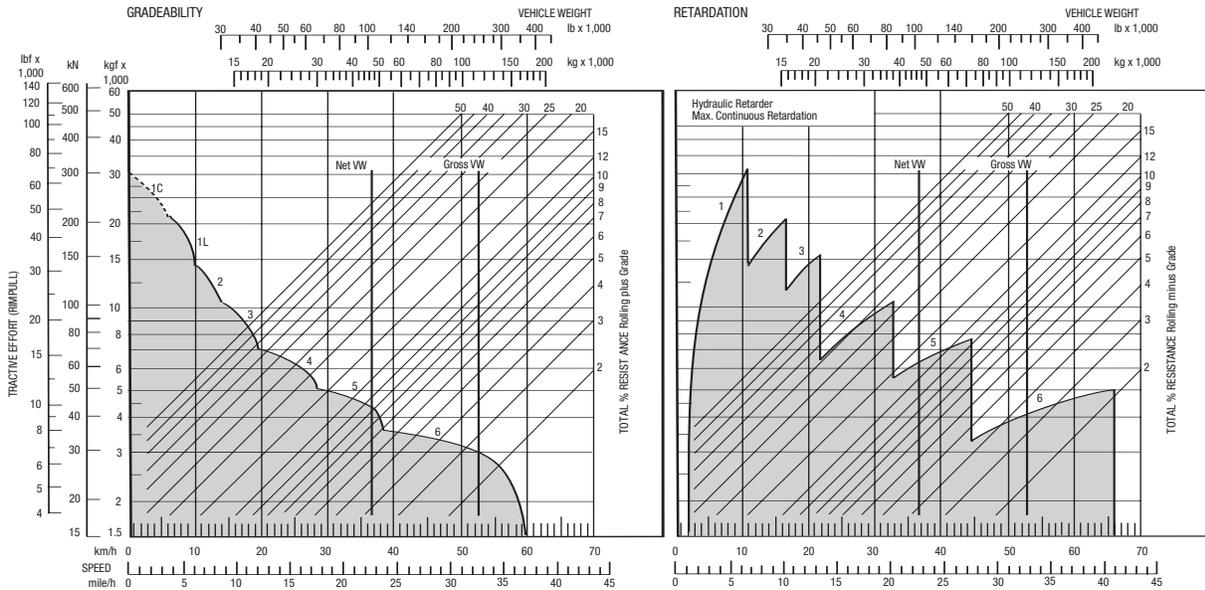
Chassis, with hoists	79,780 lbs (36,190 kg)
Body, heavy duty, rock	31,415 lbs (14,250 kg)
Net weight	111,200 lbs (50,440 kg)
Payload, maximum	137,240 lbs (62,250 kg)
Maximum gross weight*	248,440 lbs (112,690 kg)

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

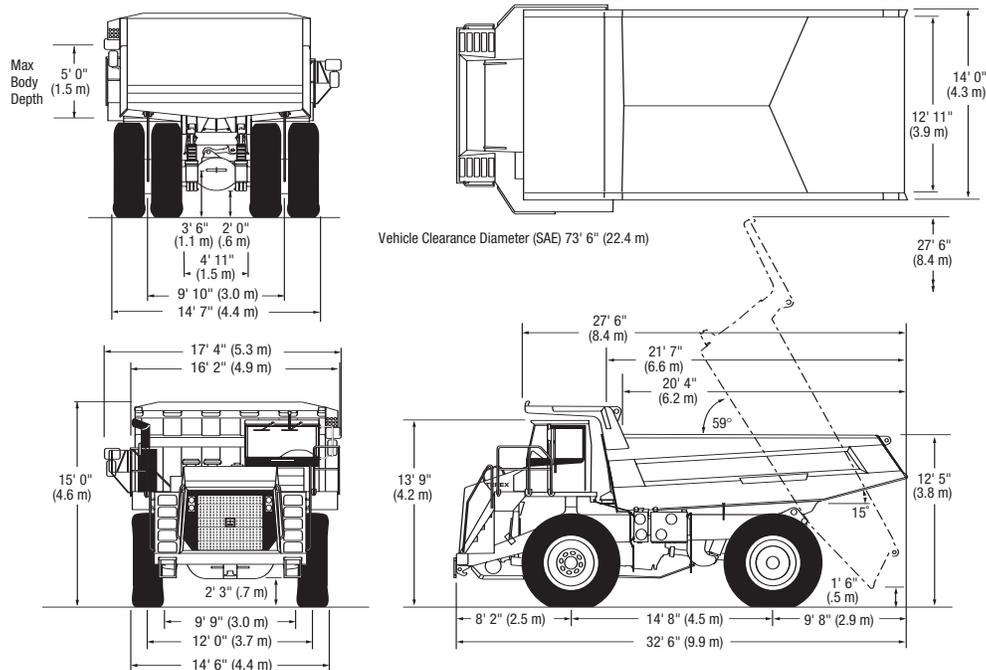
WEIGHT DISTRIBUTION	Front Axle	Rear Axle
Empty	48%	52%
Loaded	34%	66%

Rigid Haul Truck TR70

TR40 Performance Data (Graphs Based On 0% Rolling Resistance)



Dimensions



For more information, product demonstration, or details on purchase, lease and rental plans, please contact your local Terex Distributor.

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