

- Engine *Iveco Cursor 10*
- Power *260 kW (353 HP)*
- G.V.W. *50.730 kg*
- Payload *28.160 kg (31 Sht)*
- Body heaped(SAE 2:1) *17,6 m³*

Articulated Dumper 6x6 ADT 30D



ENGINE

6 in-line cylinder Diesel cycle, electronically controlled direct injection, pump injectors, variable geometry turbocharger with intercooler.
 Emissions: EPA – CARB / OFF ROAD TIER 3
 Make and type: IVECO CURSOR 10, Tier 3
 Bore x stroke: 125x140 mm(4.92x5.51 in)
 Total displacement: 10300 cm³
 Max power: 260 kW (353 HP) @ 1900 rpm
 Max torque: 1650Nm (168 kgm) @ 1140 rpm
 Integrated engine brake: Iveco Turbo Brake
 Air filter: dry, with double cartridge and cyclone prefilter
 Cold start - 25° C



PERFORMANCE

With standard 23,5R25 tyres

gear	gear ratio	speed (km/h)
1°	5,350	5,4
2°	3,446	8,4
3°	2,206	13,2
4°	1,421	20,5
5°	0,969	30,0
6°	0,624	46,6
1 st RG	5,350	5,4
2 nd RG	2,206	13,2
3 rd RG	0,969	30,0



TRANSMISSION

Automatic ergopower ZF 6WG260 transmission with 6 gears forward and 3 reverse.
 ECO (energy saving) and POWER (performance boosting) selectable modes.
 Hydraulic torque converter, stall torque ratio: 1:2,08
 Automatic lock-up in all gears.
 Integrated and lockable transfer box.
 Torque to front axle: 33,3%
 Torque to rear axles: 66,7%

Optional:

Integrated hydraulic retarder.



AXLES

Permanent 6x6 drive configuration, Kessler D81 axles.
 Double reduction: central by bevel gear and final by planetary gears in the wheel hubs. New rigid front axle.
 Central reduction ratio: 1:3,5
 Final reduction ratio: 1:6
 Total reduction ratio: 1:21



TYRES

Rim: 19.5/2,5" (n°6)
 Tyres: Tubeless 23.5 R 25 Triangle TB 516
Optional: Michelin 23.5 R 25 XADN
 Michelin 650/65 R 25 XAD 65
 Michelin 750/65 R 25 XAD



STEERING

Complies with ISO 5010, SAE J53.
 Hydraulic steering (ORBITROL) with flow amplifier integrated by two double-acting cylinders operating on the articulating hitch.
 Centralized hydraulic pump: with gears
 flow @ 2100rpm: 248 l/min
 max. operating pressure: 185 bar(18,5 Mpa)
 flow @ 1000 rpm: 32 l/min
 Max. operating pressure: 120 bars (12 Mpa)
 Adjustable steering column/steering wheel
 Steering angle: ±45°



BRAKES

New independent pneumo-hydraulic circuits in compliance with ISO 3450 and SAE J 1473.
 Dry disk brakes with single caliper on front axle and double caliper on intermediate axle. Pneumatic control fed by air compressor and pressure accumulators, hydraulic activation through converters.
 Service brake: two independent circuits (front/rear)
 Emergency brake: integrated in service brake
 Parking brake: pneumatic disc brake on the rear tandem.
 Electronic integrated Engine Brake (std) and hydraulic retarder (opt) engagement when accelerator pedal is released (exclusive Astra system).
 Integrated engine brake:

Max. braking force 353 kW@ 2100 r/min

Optional: integrated hydraulic retarder, wet disc brakes.



SUSPENSIONS

Front: semi-independent, with "A" frame, and PANHARD bar.
 Hydro-pneumatic suspension cylinders (oil-nitrogen).
Rear: semi-independent rocker type, connected to axles by flexible joints and integrated with central reaction bars on axles.
Optional: front suspension inflation kit.



ELECTRICAL SYSTEM

Two batteries: 12 V / 170 Ah
 Voltage: 24 V
 Alternator: 90 A
 Starter: 5 kW
 All wires are coded, covered and fastened to the chassis.
 CAN bus Simple-Mux system between engine control unit (ECU), gearbox and Body Computer.
 New cluster with high definition multifunctional color display.
 New Black Box able to manage 140 records for each memory area.
Optional: Rear view camera with cluster integrated display.



CHASSIS

Front and rear chassis made in high strength steel (ST 52.3) with extruded (non-welded) rectangular side members linked by bracing crossmembers.

Oscillating hitch: two rows ball bearing with double lip sealing



HYDRAULIC SYSTEM

The steering and the tipping systems are powered by a gear pump flanged to the gearbox and connected with a centralized distributor.



GREASING SYSTEM

Centralized greasing system.

Optional: programmable centralized and automatic greasing system, with grease level gauge in the cab.



BODY

Walls and bottom in abrasion resistant steel (Hardox 400).

Bottom thickness..... 15 mm 0.590 in.

Front wall thickness..... 8 mm 0.315 in.

Side walls thickness 12 mm 0.472 in.

Lifting by two double-acting hydraulic cylinders, installed inside chassis members.

Elastic pads between body and chassis.

Tipping angle: 68°

Tipping time: 13"

Lowering time: 13"

Capacity:

struck 13,7 m³ 17,9 yd³

heaped (SAE 2:1) 17,6 m³ 23,0 yd³

Automatic body tipping control system.

Optional: Reinforced "semi-rock" body; body side extensions; body heating kit; rear tailgate; body front spillguard; "Extra Heavy Duty" body for extreme applications.



EQUIPMENT

The standard equipment and the optional fittings depend on the requirements and laws of the different markets.



CAB

Complies with ROPS SAE J1040, ISO 3471/FOPS SAE J231, ISO 3449 Stainless steel, soundproof and centrally installed, suspended through oil-rubber pads.

Fully adjustable air suspension driver seat with safety belts.

Hydraulic engine hood and cab tipping system.

Athermic glasses.

Side mudguards with gullwing opening.

Tilting cab on the LEFT-side to facilitate extraordinary maintenance activities.

Automatic climate control with anti-pollen filter.

Door with glazing in lower part to offer maximum visibility.

Instructor seat with belt.

Windscreen sun visor.

Reverse gear buzzer.

Optional: RDS radio, yellow rotating beacon, work lights on top of the cab, refrigerator, rear view camera, rear view mirrors heated and remotely controlled, side window wipers, electric engine hood tilting, fire-extinguisher.



INSTRUMENTS PANEL

On-board computer with digital/analogic instrumentation and performance/fault messages to manage all vehicle operating information (levels, warning lights, etc.).

Advanced vehicle diagnostic system: management and storage of engine, transmission, steering system, brakes, body tipping and pneumatic system data.

Connection for data download and analysis.

External level gauges for hydraulic oil and fuel.

Trip computer for vehicle productivity analysis.



FLUID CAPACITIES

Refer to the use and maintenance manual for fluids specifications.

Engine oil and filters 30,5 l 80.05 US Gals

Transmission oil and filters 41 l 10.03 US Gals

Cooling system 42 l 11.09 US Gals

Front axle 35 l 9.25 US Gals

Intermediate axle 35 l 9.25 US Gals

Rear axle 33 l 8.71 US Gals

Hydraulic tank 210 l 55.48 US Gals

Fuel tank 380 l 100.3 US Gals

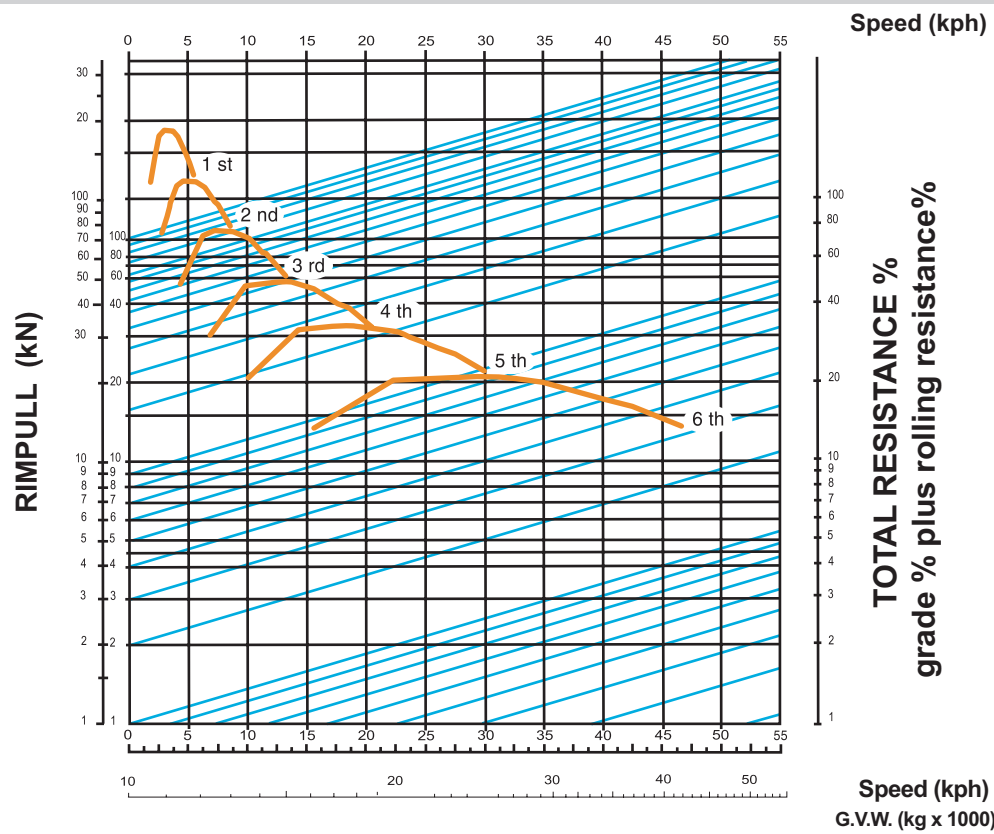


WEIGHT Kg

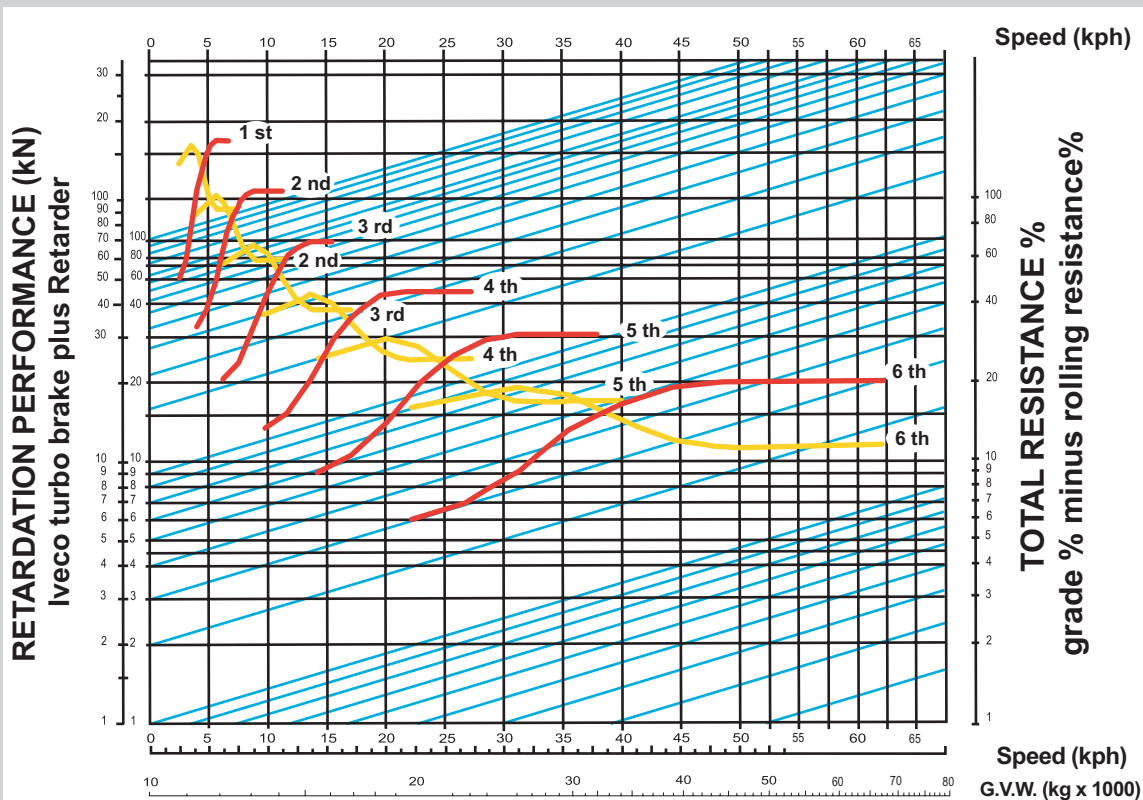
	TARE (*)		PAYLOAD		TOTAL WEIGHT (G.V.W.)	
	Kg	lb	Kg	lb	Kg	lb
Front axle	12.250	27.006	3.650	8.047	15.900	35.053
Rear axles (tandem)	10.320	22.751	24.510	54.035	34.830	76.787
Total	22.570	49.757	28.160	62.082	50.730	111.840

* Tare includes fuel, lubricants and driver (75 kg)

Cross the G.V.W. of the vehicle and the sloped line corresponding to the total resistance %, to determine on the left the corresponding gear and, coming down, the max. speed of the vehicle.



The curves in red refer to the engine brake(STD); those in yellow, to the engine brake plus retarder (OPT).



ROLL RESISTANCE

Road surface Features	for each t G.V.W.	%
Black top-concrete	15kg	1,5%
Hard packed soil	20kg	2,0%
Excavated not compact	30kg	3,0%
Mud on packed soil	40kg	4,0%
Packed snow	25kg	2,5%
Soft snow	45kg	4,5%
Sand-gravel	100kg	10,0%

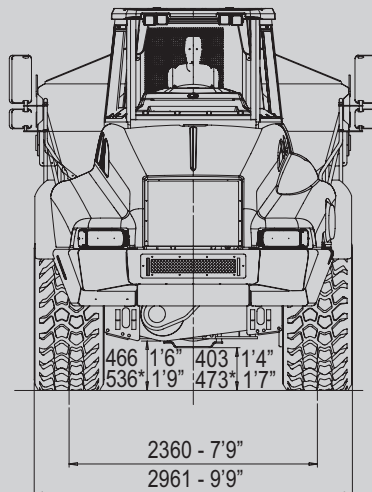
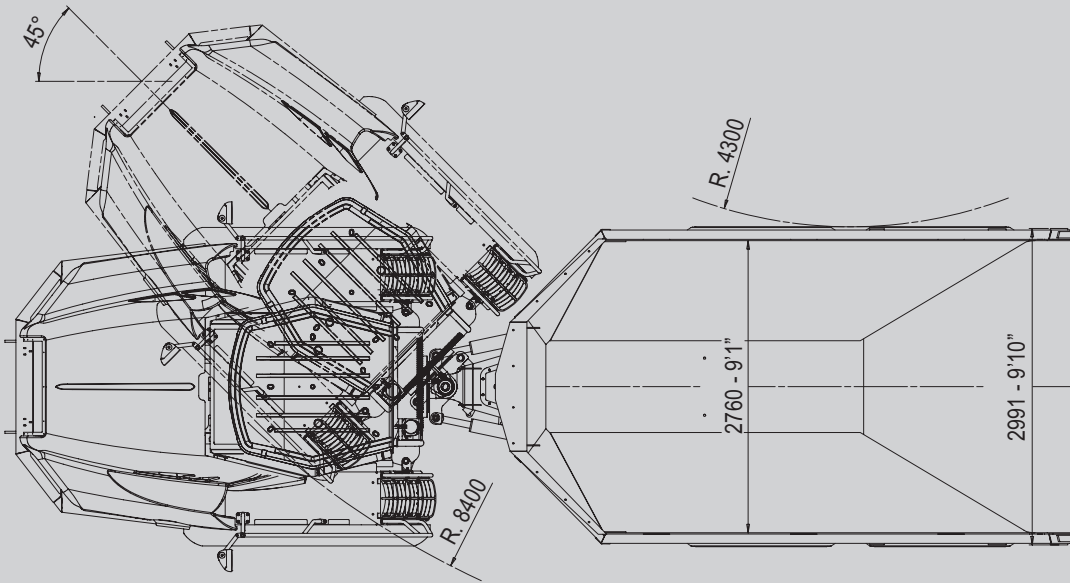
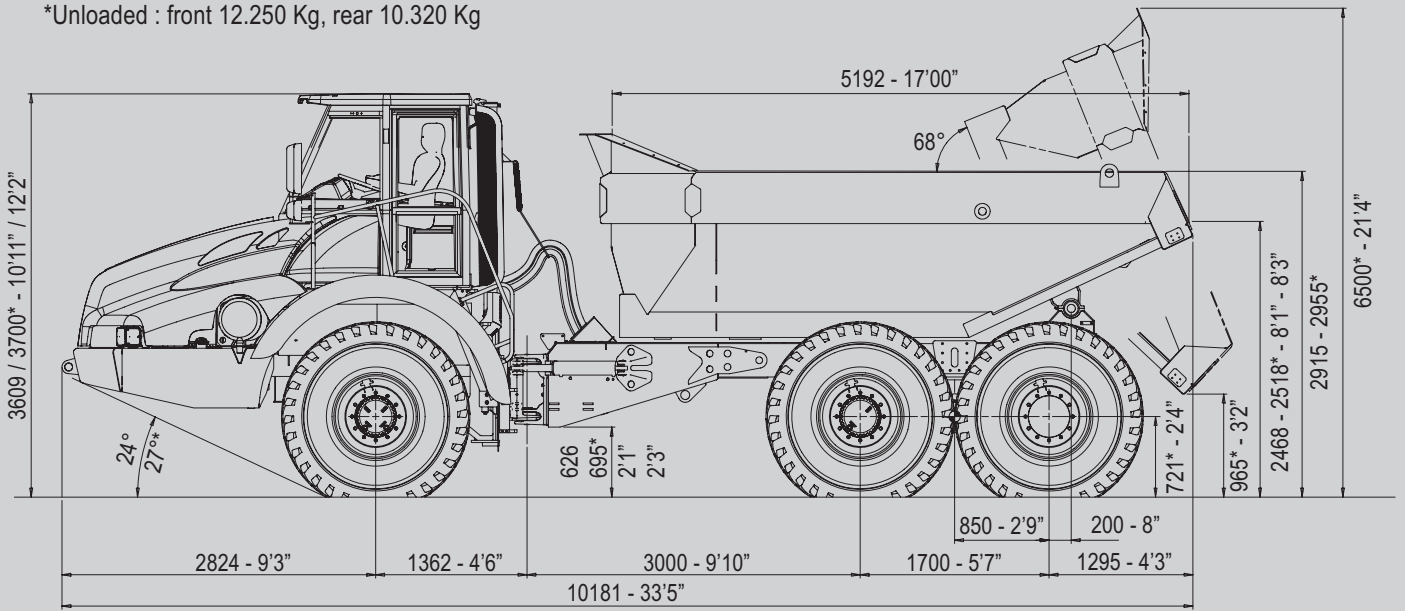
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Dimensions in mm

Tubeless 23,5R25 Tyres

Loaded : front 15.900 Kg, rear 34.830 Kg

*Unloaded : front 12.250 Kg, rear 10.320 Kg





Articulated Dumper

ADT 30D



Features and equipment subject to change without notice

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ASTRA Veicoli Industriali S.p.A.
Via Caorsana, 79
29100 Piacenza (Italy)
Tel. ++39-523.5431
Fax ++39 523.591773
www.astraspa.com

DEALER