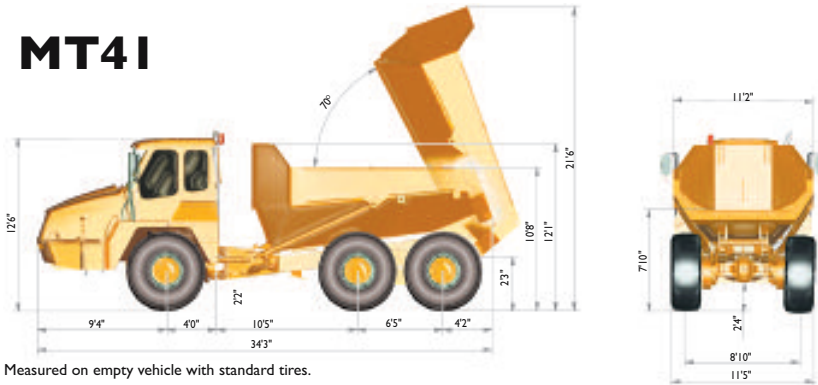




MT41



Measured on empty vehicle with standard tires.

WEIGHTS

Empty:	Front axle	29.145 lbs
	Rear axle	31.923 lbs
Loaded:	Front axle	42.880 lbs
	Rear axle	100.000 lbs
Pay load		82.012 lbs
Total weight (loaded)		143.080 lbs

TRANSMISSION

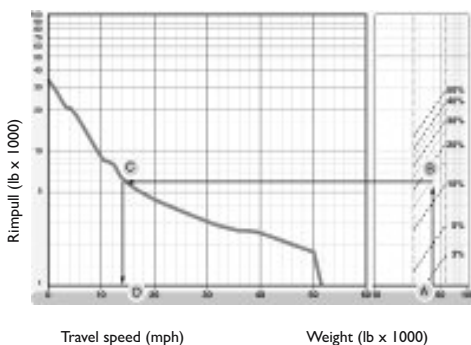
ZF 6 WG 310 Dash 4 electronically-controlled automatic transmission, the torque converter has automatic lock-up in all gears.

Speed (mph)	Forward	Reverse
1 st gear	4	4
2 nd gear	6	9.5
3 rd gear	9.5	21.5
4 th gear	14.5	
5 th gear	21.5	
6 th gear	33	

CAPACITIES

	US Gallon
Fuel tank	129.5
Hydraulic system	61.3
Engine cooling system	13.2
Transmission	14.5
Engine crankcase	9.0
Front differential	3.5
Front reduction gear	2 x 2.0
Rear differential	14.8
Tandem housing	2 x 39.6

PERFORMANCE DIAGRAM



BODY CAPACITIES

- Level capacity 23.4 yd³ (24.3 yd³)
- Heaped capacity 29.7 yd³ (31.5 yd³)
- Acc. SAE J 1363, 2:1 (with top tailgate in brackets)

SCANIA DC12 ENGINE

Scania DC12, water-cooled, unit injected diesel engine with turbo charger and air to air intercooler

- Complies with Stage 3 of EU Directive 97/68/-EC and Tier 3 of USA/California regulations (ISO 8178) for emissions.
- Power rating: (1 kW = hp/1.36) (ISO 3046) 330 kW (449 hp) (ISO 9249) 316 kW (430 hp)
- No. of cylinders: 6 (in line)
- Cylinder volume: 11.7 litres (714 in³)
- Air filter: Dry type

GROUND PRESSURE

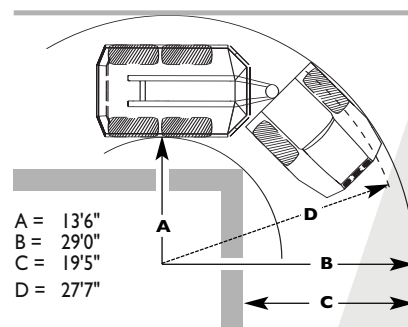
By sinking 15% of free tire radius and specified weights

- Standard 29.5 R25 tires
 - Empty: Front: 12.8 PSI, Rear: 7.0 PSI
 - Loaded: Front: 18.9 PSI, Rear: 22 PSI
- By sinking 7% of free tire radius and specified weights
- Optional 875/65 R29 tires
 - Empty: Front: 12 PSI, Rear: 7 PSI
 - Loaded: Front: 17.5 PSI, Rear: 20 PSI

ARTICULATION HINGE AND STEERING

- Articulation hinge with forward mounted turning ring
- Steering cylinders (two): Double-acting
- The steering is approved according to ISO 5010
- Max. steering angle: 45°
- Ground driven emergency steering pump

Turning radius according to ISO 7457: 27'7"



- A = 13'6"
- B = 29'0"
- C = 19'5"
- D = 27'7"

BODY

- Material: Hardened abrasion-resistant steel plates (400HB) in bottom, front and sides (bottom / front / sides: 0.59 in / 0.39 in / 0.47 in)
- Tilt cylinders: Single stage, double-acting
- Tipping time: Up: 12 sec. / Down: 11 sec.
- The body is designed for exhaust heating
- Sloping body down from the hinge point

DRIVE LINE

- Full-time 6 x 6 drive with two traverse differentials and one longitudinal
- Front axle traverse differential: Limited-slip with 45% locking ratio
- Rear axle traverse differential: Limited-slip with 45% locking ratio
- Inter-axle longitudinal differential: Torque-proportioning differential, integrated into the transmission
- Torque distribution:
 - 1/3 to the front axle
 - 2/3 to the rear axle
 - 100% lockable
- Tandem housing: Gear-driven, free-swinging. Provides equal drive to all rear wheels and ensures the best possible ground contact - whatever ground conditions

HYDRAULIC SYSTEM

- Pumps: 2 variable displacement piston pumps.
- Capacity per pump:
 - Steering/tipping: 84.5 gallon/min @ 2200 rpm
 - Cooling fan/brakes etc.: 15.9 gallon/min @ 2200 rpm
- Filtration: One return flow filter and high-pressure filter
- Pressure-setting, main safety valves:
 - Tipping circuit: 4061 PSI
 - Steering circuit: 3046 PSI

ELECTRICAL SYSTEM

- Alternator: 28V 100A
- Batteries (two): 12V 225Ah (series connected to give 24V)
- Starter: 6.7 kW (9.1 hp)

CAB

- Approved to ROPS/FOPS standards (ISO 3471, ISO 3449, SAE J231 and SAE J1040 April '88)
- Low interior sound level 74 dB(A) (ISO 6394)
- The cab is centrally located on rubber mountings.
- Hand and arm vibrations is less than 2.5 m/s² according to ISO 8041. Whole body vibrations is less than 0.8-1.7 m/s² according to ISO 8041
- Superior visibility - for safer operation
- Superior operating controls location
- Adjustable suspended operator seat
- Adjustable steering column
- Heater and air condition

BRAKE SYSTEM

- Dual circuit braking system acting on all six wheels.
- Approved according to ISO 3450
- All hydraulic operated brakes with enclosed oil-cooled wet multiple disc all round.
- Spring actuated hydraulic released parking brake, mounted on the propeller shaft.
- Max. gradient, parking brake: 20°
- Automatic exhaust brake as standard
- Automatic hydraulic retarder brake as standard

SUSPENSION

- Front: Independent with long life rubber springs and hydraulic shock absorbers
- Rear: Free-swinging tandem housing

TIRES

- Standard 29.5 R25 two star radial
- Optional 875/65 R29