

AH 400 350 300 250



ARTICULATED DUMP TRUCK

- **Engine Net Power** : AH400-D : 308 kW (413 HP) / AH350-D : 283 kW (380 HP)
AH300-D : 232 kW (311 HP) / AH250-D : 198 kW (265 HP)
- **Rated Payload** : AH400-D : 37 000 kg / AH350-D : 32 500 kg
AH300-D : 27 300 kg / AH250-D : 23 200 kg
- **Gross Vehicle Weight** : AH400-D : 66 850 kg / AH350-D : 60 730 kg
AH300-D : 45 990 kg / AH250-D : 41 600 kg
- **Body Capacity** : SAE,PCSA(2:1) Heaped :
AH400-D : 22.5 m³ / AH350-D : 20.1 m³
AH300-D : 16.6 m³ / AH250-D : 13.8 m³

Stable Powerful Economical

PERFORMANCE

High power and torque engines with the right torque curve characteristics are perfectly matched to smooth-shifting, efficient transmissions in a light, yet strong chassis, providing class leading power and payload to weight ratios, to maximize cycle speed and efficiency.

The AH400-D's higher standard specification includes reliable wet disc, full-hydraulic activated brakes which boost braking force and decrease stopping distances, while providing unaffected performance in deep mud applications. EVB(Engine Valve Brake) and exhaust brake as primary retarders are stronger and more efficient, and substantially contribute to strong downhill retardation.

In addition, D-series has the transmission output retarder as main retarder.

New AH300-D has been equipped with OM926LA engine which delivers an additional 35 kW gross power compared with previous model. New WDB for the AH300-D has been available as an option.



PRODUCTIVITY

Hitachi machines feature high power to weight ratios, and now combined with larger payloads, more stopping power and comfortable cabs, operators will be able to produce faster cycle times, delivering



more material throughout the longest shifts. The new AH-D series have been equipped with more durable ribless bodies. The ribless body design allows for more flexibility in its structure with varying loads, and this higher flexibility tolerance helps to reduce the occurrence of body warping.



ECONOMY

Highly fuel-efficient, electronically managed diesel engines coupled to efficient planetary automatic transmissions in a light overall package deliver higher torque at lower revs where less fuel is burned. The transmission spends as much time as possible in lock-up mode to save fuel.



OFF-ROAD PERFORMANCE

Six-wheel drive ADT's perform best when they are built light, with evenly laden axles, equal torque split to each axle, high suspension travel and good ground clearance and approach angles.



Better comfort and ease of operation boosts operator performance.

COMFORT

The all-new ROPS and FOPS steel framed operator cabins, have fewer pillars for excellent all-round vision. Inside, the soft touch, wrap around dashboard gives an automotive feel, and all controls are clustered and within easy reach.

A dedicated ADT instrument cluster provides all operational data, along with diagnostic displays and malfunction warnings.

The latest full-hydraulic orbital steering system provides smooth, low effort, yet direct steering.



(This picture is for AH300-D / AH250-D)

SIMPLE, AUTOMATIC AND ABUSE-PROOF OPERATION

It is Hitachi's mission to provide the market with simple to operate machines, as skilled plant operators are hard to come by. Starting with the fully automatic transmission with *touch pad shift control, automatic gear downshifts and retarder activation to the *abuse-proof CTD(Controlled Traction Diffs) differentials - operators are able to concentrate on the job at hand, while giving the owners peace of mind from possible costly machine damage.



*AH400-D
AH350-D Only

LOW MAINTENANCE AND HIGH SERVICEABILITY

Extended service intervals and the use of modern, low maintenance bearing materials, long life synthetic transmission and transfer case oils have reduced the D-Series maintenance requirements.

The entire driveline, electric and hydraulic components as well as all electronics are fully accessible via easy to get to tilt bonnets and cabs, belly plates and hinged door panels.

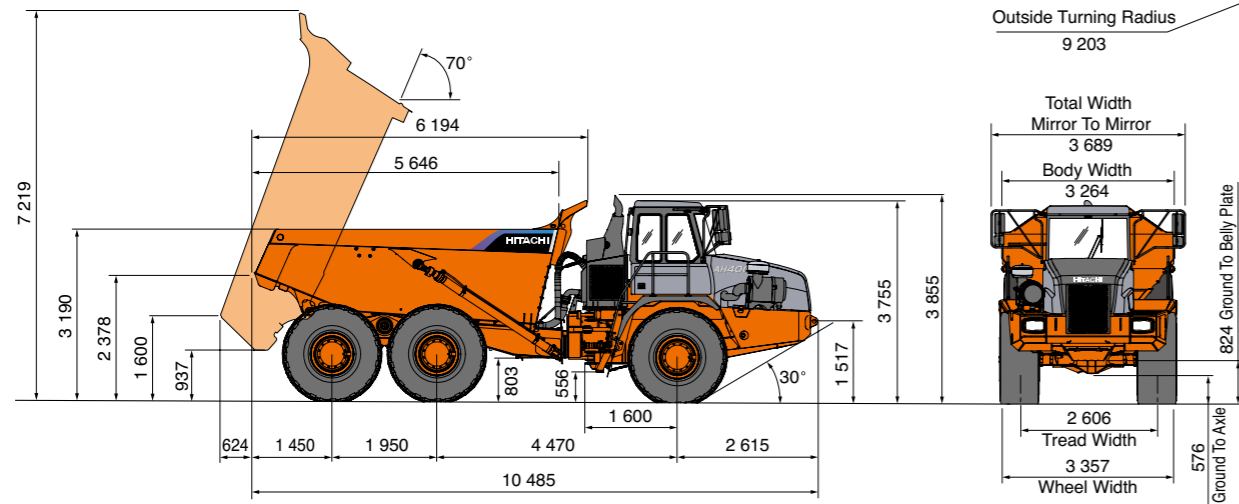
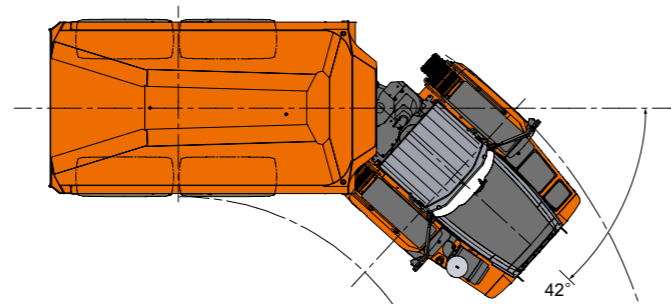




AH400-D

DIMENSIONS

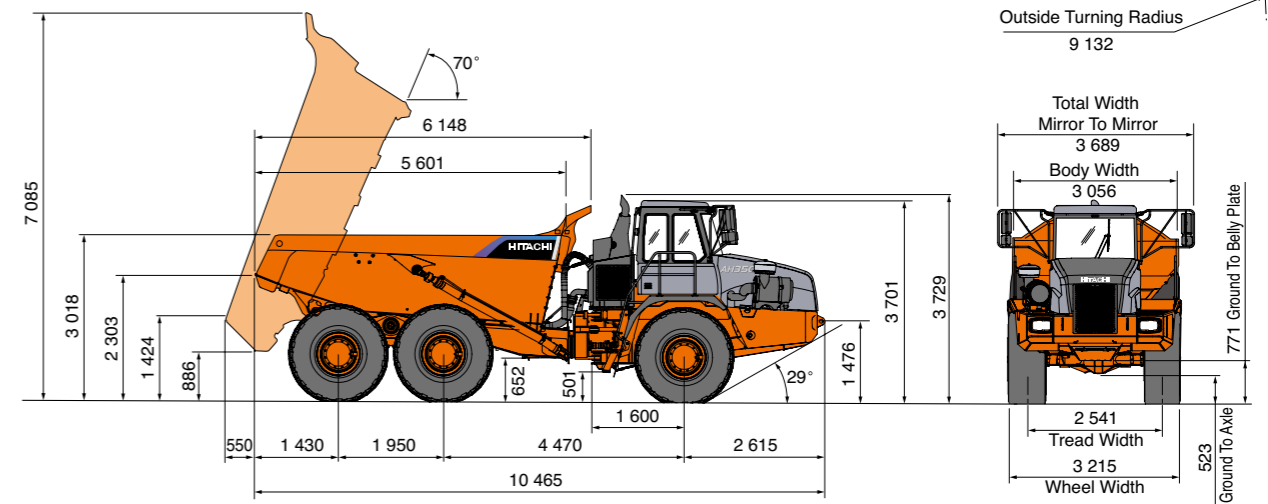
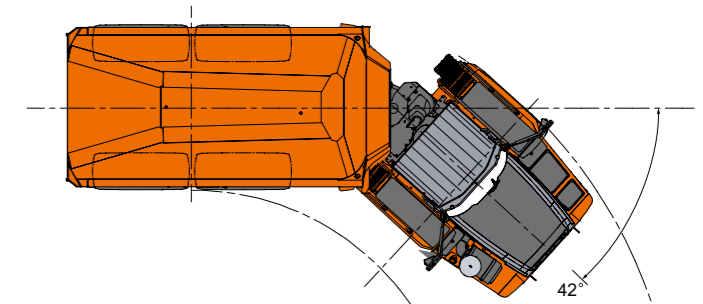
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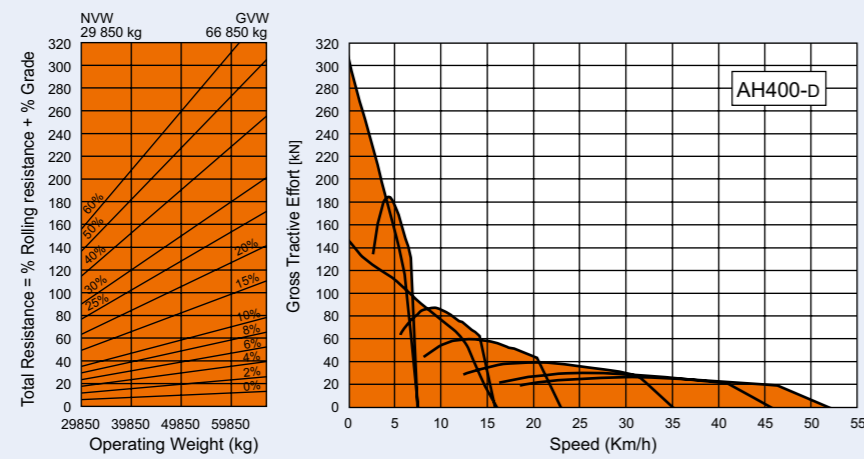
AH350-D

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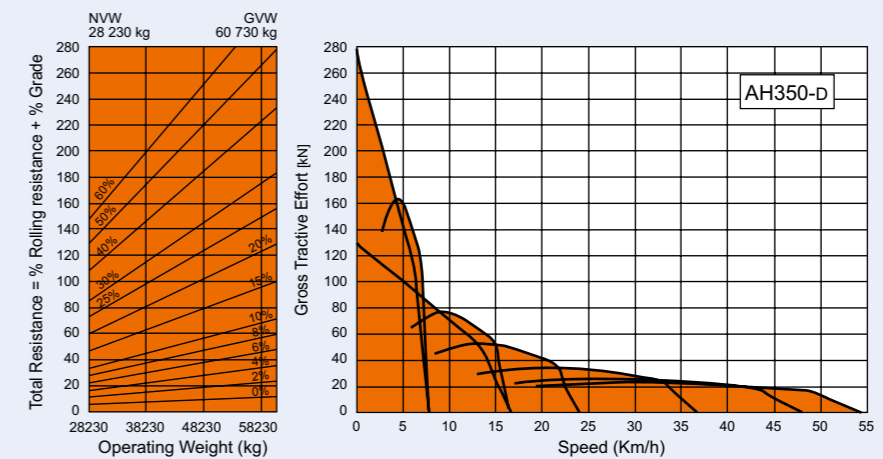
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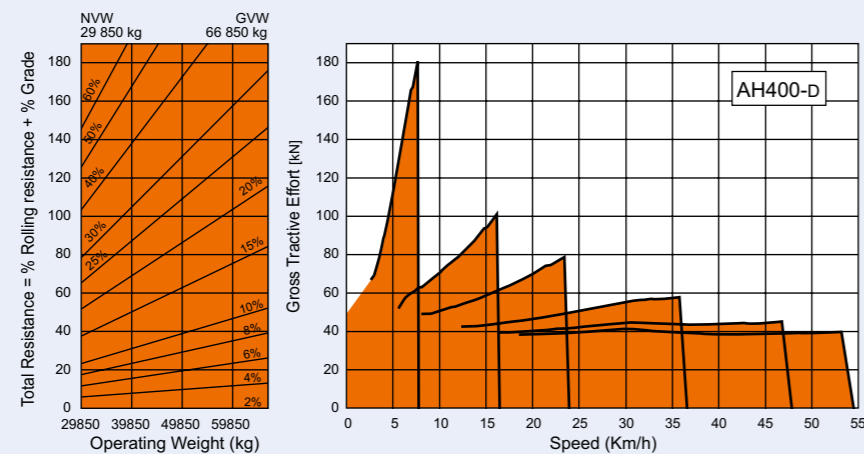
GRADEABILITY



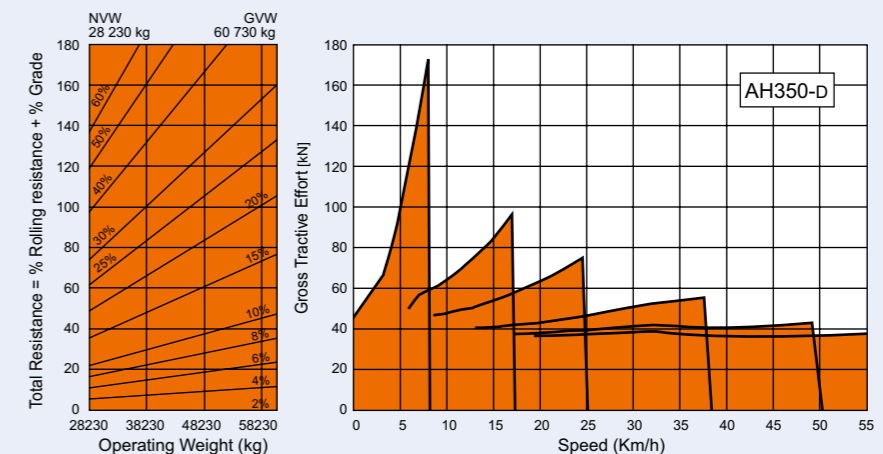
GRADEABILITY



RETARDATION



RETARDATION

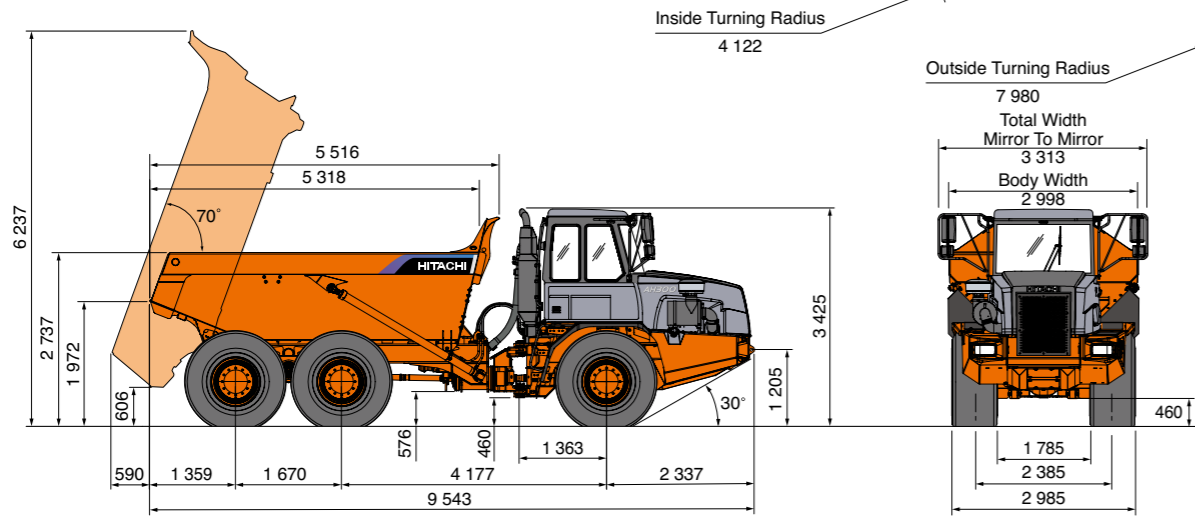
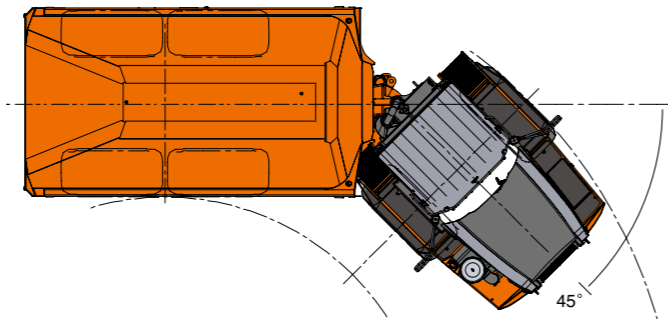




AH300-D

DIMENSIONS

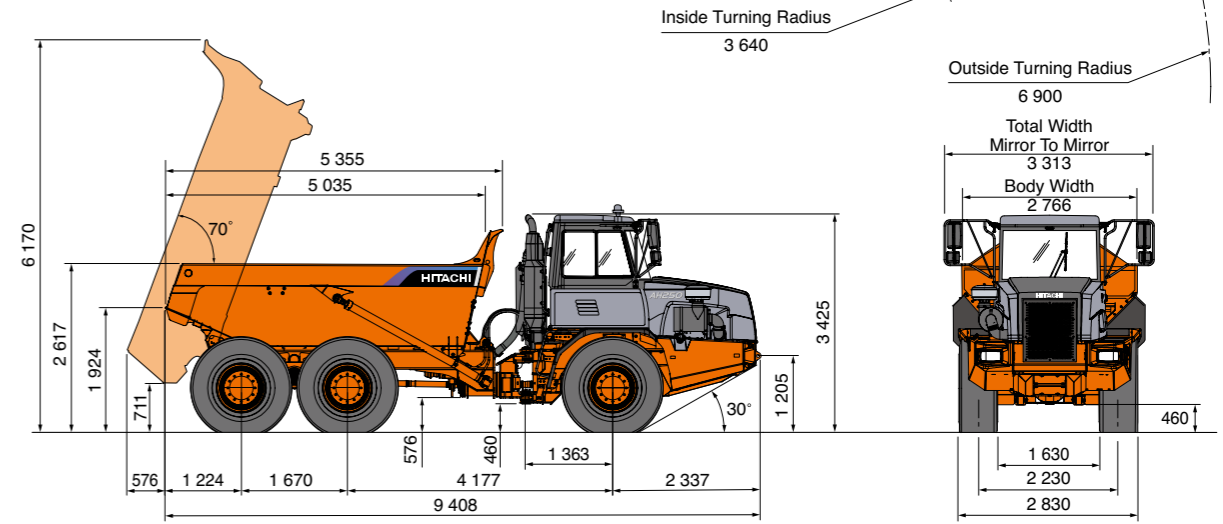
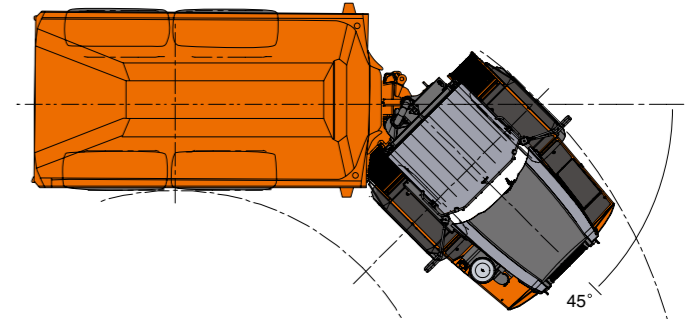
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AH250-D

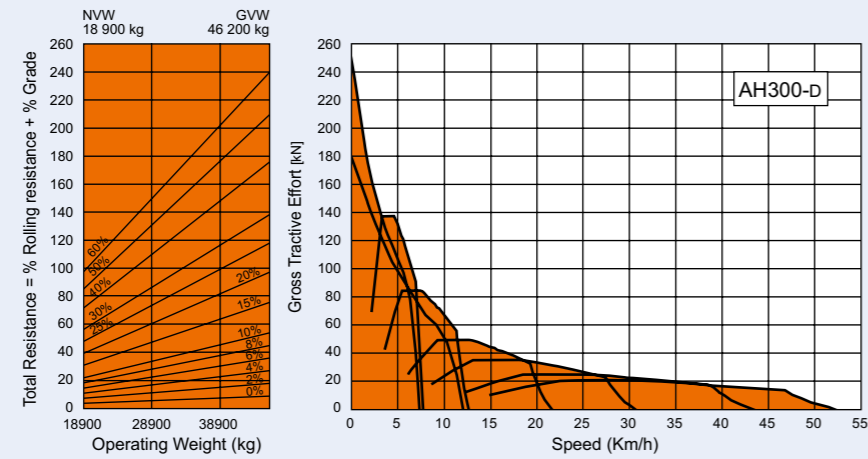
DIMENSIONS

Unit : mm

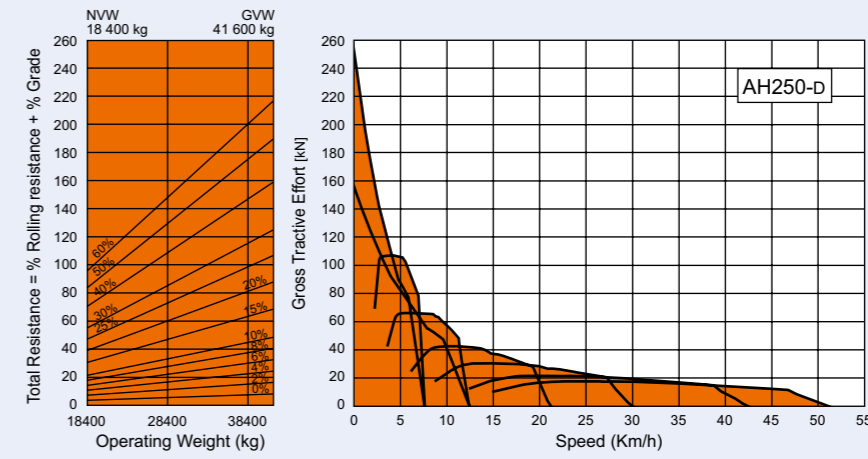


Note : Flashing beacon is optional

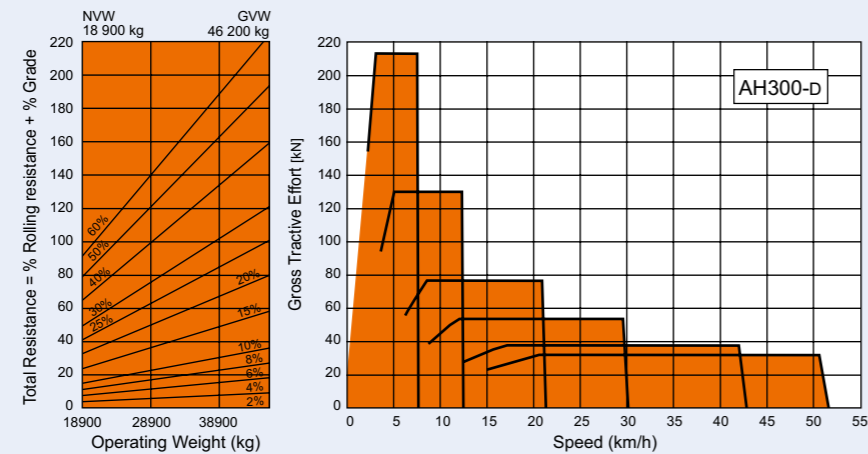
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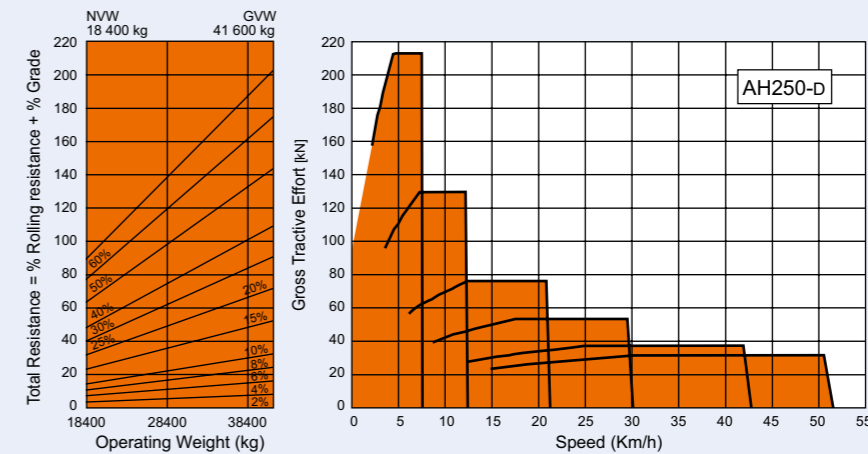
GRADEABILITY



RETARDATION



RETARDATION



SPECIFICATIONS

		AH400-D	AH350-D	
RATED PAYLOAD		37 000 kg	32 500 kg	
BODY CAPACITY: HEAPED		22.5 m ³	20.1 m ³	
ENGINE NET POWER		308 kW (413 HP)	283 kW (380 HP)	
BODY	Capacity:	Struck	16.9 m ³	15.2 m ³
		Heaped: SAE 2:1	22.5 m ³	20.1 m ³
	Rated Payload	37 000 kg	32 500 kg	
	Lowering time	8 seconds		
	Raise time	13 seconds		
Tipping angle		70 degrees		
OPERATING WEIGHTS	Unladen	Front	14 650 kg	14 120 kg
		Middle	7 810 kg	7 060 kg
		Rear	7 390 kg	7 050 kg
		Total	29 850 kg	28 230 kg
	Laden	Front	19 590 kg	18 350 kg
		Middle	23 840 kg	21 200 kg
		Rear	23 420 kg	21 180 kg
		Total	66 850 kg	60 730 kg
ENGINE	Model MercedesBenz OM501LA			
	Configuration V-6 with exhaust brake and Engine Valve Brake (EVB)			
	Emmission Certification Meets Europe (EU) Stage IIIA ratings			
	Aspiration Turbocharged and intercooled			
	Cooling system Liquid cooled with single pass radiator as well as charge air cooler			
	Gross power (SAE J1995)	315 kW (422 HP) @1 800 min ⁻¹ (rpm)	290 kW (389 HP) @1 800 min ⁻¹ (rpm)	
	Net Power	308 kW (413 HP) @1 800 min ⁻¹ (rpm)	283 kW (380 HP) @1 800 min ⁻¹ (rpm)	
	Net torque	1 974 N·m @1 300 min ⁻¹ (rpm)	1 824 N·m @1 300 min ⁻¹ (rpm)	
	Displacement	11.95 L		
	Fuel tank capacity	485 L		
ELECTRICAL SYSTEM	Voltage 24 V			
	Battery capacity 2 X 105 Ah			
	Alternator rating 28V 100A			
TRANSMISSION	Model Allison HD4500R ORS with integral retarder			
	Layout Engine mounted box with rear output			
	Gear layout Constant meshing planetary gears, clutch operated			
	Clutch type Hydraulically operated multiple disc			
	Control type Electronic			
	Torque converter layout Hydrodynamic, with lock-up in all gears			
	Vehicle speeds:	1st	7.4	8.0
		2nd	15.7	17.0
		3rd	22.8	24.0
		4th	34.8	37.0
5th		45.6	48.0	
6th		52.0	54.0	
Reverse		6.3	6.3	
TRANSFER BOX	Model / type VGR 17000 / Three in-line helical gears. 67/33 torque proportioning, pneumatically lockable on the move			
AXLES	Model 25T			
	Type High strength steel fabricated with spiral bevel type gears on the Controlled Traction differential (CTD) and heavy duty outboard planetary gears.			
BRAKING SYSTEM	Service brake	Dual circuit, hydraulically actuated wet disc brakes on front and middle axles.	Dual circuit, hydraulically actuated dry disc brake calipers on all axles.	
	Park & Emergency	Spring applied, air released driveline mounted disc		
	Auxiliary brake	Transmission retarder, automatic exhaust brake and Engine Valve Brake (EVB)		
WHEELS	Tire	Size 29.5R25	26.5R25	
		Type Radial Earthmover		
	Laden ground pressure at 15% sinkage of unloaded radius and specified weights		Middle: 158 kPa	Middle: 169 kPa
SUSPENSION	Front type Semi-independent leading A-frame supported by nitrogen and oil filled struts.			
	Rear type Pivoting walking beams, distributing equal load through laminated rubber suspension blocks. Each axle is coupled to the chassis by a Tri-Link system of three rubber-bushed links for ideal vertical movement and a transverse link for lateral restraint.			
HYDRAULIC SYSTEM	Pump type Variable displacement, loadsensing piston			
	Application Steering, tipping, hydraulic brake charging and cooling fan drive			
STEERING SYSTEM Articulated with two double acting hydraulic cylinders	Angle 42°side to side			
	Lock to lock turns 4.7			
PNEUMATIC SYSTEM	Air Drier with heater and integral unloader valve, serving park brake and auxiliary functions			

		AH300-D	AH250-D	
RATED PAYLOAD		27 300 kg	23 200 kg	
BODY CAPACITY: HEAPED		16.6 m ³	13.8 m ³	
ENGINE NET POWER		232 kW (311 HP)	198 kW (265 HP)	
BODY	Capacity:	Struck	12.6 m ³	10.5 m ³
		Heaped: SAE 2:1	16.6 m ³	13.8 m ³
	Rated Payload	27 300 kg	23 200 kg	
	Lowering time	6 seconds		
	Raise time	12 seconds		
Tipping angle		70 degrees		
OPERATING WEIGHTS	Unladen	Front	9 710 kg	9 620 kg
		Middle	4 490 kg	4 420 kg
		Rear	4 490 kg	4 360 kg
		Total	18 690 kg	18 400 kg
	Laden	Front	13 350 kg	12 860 kg
		Middle	16 320 kg	14 400 kg
		Rear	16 320 kg	14 340 kg
		Total	45 990 kg	41 600 kg
ENGINE	Model MercedesBenz OM926LA			
	Configuration I-6 with exhaust brake and Engine Valve Brake (EVB)			
	Emmission Certification Meets Europe (EU) Stage IIIA ratings			
	Aspiration Turbocharged and intercooled			
	Cooling system Liquid cooled with single pass radiator as well as charge air cooler			
	Gross power (SAE J1995)	240 kW (322 HP) @2 200 min ⁻¹ (rpm)	205 kW (275 HP) @2 200 min ⁻¹ (rpm)	
	Net Power	232 kW (311 HP) @2 200 min ⁻¹ (rpm)	198 kW (265 HP) @2 200 min ⁻¹ (rpm)	
	Net torque	1 200 N·m @1 200-1 600 min ⁻¹ (rpm)	970 N·m @1 200-1 600 min ⁻¹ (rpm)	
	Displacement	7.2 L	6.37 L	
	Fuel tank capacity	340 L		
ELECTRICAL SYSTEM	Voltage 24 V			
	Battery capacity 2 X 105 Ah			
	Alternator rating 28V 80A			
TRANSMISSION	Model ZF 6HP592C with integral retarder			
	Layout Engine mounted box with rear output			
	Gear layout Constant meshing planetary gears, clutch oprtated			
	Clutch type Hydraulically operated multiple disc			
	Control type Electronic			
	Torque converter layout Hydrodynamic, with lock-up in all gears			
	Vehicle speeds:	1st	8	
		2nd	13	
		3rd	22	
		4th	31	
5th		44		
6th		53		
Reverse		8		
TRANSFER BOX	Model / type VGR 13100 / Three in-line helical gears. 67/33 torque proportioning, pneumatically lockable on the move			
AXLES	Model 18T			
	Type 15T High strength steel fabricated with spiral bevel type gears on the Limited Slip locking differential (LSD) and heavy duty outboard planetary gears			
BRAKING SYSTEM	Service brake	Dual circuit, hydraulically actuated dry disc brake calipers on all axles.		
	Park & Emergency	Spring applied, air released driveline mounted disc		
	Auxiliary brake	Transmission retarder, automatic exhaust brake and Engine Valve Brake (EVB)		
WHEELS	Tire	Size 23.5R25		
		Type Radial Earthmover		
	Max. ground pressure at 15% sinkage of unloaded radius and specified weights		Middle: 155 kPa	Middle: 140 kPa
SUSPENSION	Front type	Semi-independent, quad rubber mounted leading arm linkages supported by nitrogen and oil filled struts.		
	Rear type	Pivoting walking beams, distributing equal load through laminated rubber suspension blocks. Each axle is coupled to the chassis by four rubber-bushed links for ideal vertical movement.		
HYDRAULIC SYSTEM	Pump type Variable displacement, loadsensing piston			
	Application Steering, tipping, hydraulic brake charging and cooling fan drive			
STEERING SYSTEM Articulated with two double acting hydraulic cylinders	Angle 45°side to side			
	Lock to lock turns 4.1			
PNEUMATIC SYSTEM	Air Drier with heater and integral unloader valve, serving park brake and auxiliary functions			



STANDARD & OPTIONAL EQUIPMENT

⊙ : Standard equipment ○ : Optional equipment N/A: With no set up

	AH400-D	AH350-D	AH300-D	AH250-D
WHEELS AND TYRES				
23.5 R25	N/A	N/A	⊙	⊙
26.5 R25	N/A	⊙	N/A	N/A
29.5 R25	⊙	N/A	N/A	N/A
Tyre valve guards	⊙	⊙	⊙	⊙
DRIVELINE				
Control traction differential	⊙	⊙	N/A	N/A
Limited slip differential	N/A	N/A	⊙	⊙
Inter axle differential lock	⊙	⊙	⊙	⊙
Engine valve brake (EVB)	⊙	⊙	⊙	⊙
Engine exhaust brake	⊙	⊙	⊙	⊙
Transmission retarder	⊙	⊙	⊙	⊙
Wet disc brakes	⊙	N/A	○	N/A
Dry disc brakes	N/A	⊙	⊙	⊙
CHASSIS AND LOAD BODY				
STD wheel base	⊙	⊙	⊙	⊙
Body without liners	⊙	⊙	⊙	⊙
Body liners	○	○	○	○
Exhaust body heating	○	○	○	○
Tailgate mechanical (Auto gate)	○	○	○	○
OPERATORS STATION				
ROPS/FOPS cab	⊙	⊙	⊙	⊙
Air conditioner	⊙	⊙	⊙	⊙
Air suspension seat	⊙	⊙	⊙	⊙
Arm rests for operator's seat	⊙	⊙	⊙	⊙
Lockable doors	⊙	⊙	⊙	⊙
Door hold open strut	⊙	⊙	⊙	⊙
Tinted safety glass windows	⊙	⊙	⊙	⊙
Electric rear view mirrors	⊙	⊙	⊙	⊙
Seat belts ISO tested	⊙	⊙	⊙	⊙
Document pocket	⊙	⊙	⊙	⊙
Ash tray	⊙	⊙	⊙	⊙
Drinks holder	⊙	⊙	⊙	⊙
Sun visor	⊙	⊙	⊙	⊙
Cooled/heated lunch box	⊙	⊙	⊙	⊙
Trainer seat (ISO tested)	⊙	⊙	⊙	⊙
Cigar lighter/power point 12V	⊙	⊙	⊙	⊙
Tilt/telescopic steering column	⊙	⊙	⊙	⊙
Emergency exit hammer	⊙	⊙	⊙	⊙

	AH400-D	AH350-D	AH300-D	AH250-D
FUNCTION READOUTS				
Tachometer and speedo	⊙	⊙	⊙	⊙
Engine coolant temp	⊙	⊙	⊙	⊙
Fuel level	⊙	⊙	⊙	⊙
Hour meter reading	⊙	⊙	⊙	⊙
Current gear readout	⊙	⊙	⊙	⊙
Odometer reading	⊙	⊙	⊙	⊙
Body tip counter	⊙	⊙	⊙	⊙
Body settings	⊙	⊙	⊙	⊙
Body position	⊙	⊙	⊙	⊙
Trans oil temp	⊙	⊙	⊙	⊙
Retarder oil temp	⊙	⊙	⊙	⊙
Hydraulic oil temp	⊙	⊙	⊙	⊙
Wet brake oil temp	⊙	N/A	N/A	N/A
Warning lights				
Cold start	⊙	⊙	⊙	⊙
Coolant level	⊙	⊙	⊙	⊙
Engine fault	⊙	⊙	⊙	⊙
Engine over speed	⊙	⊙	⊙	⊙
Park brake	⊙	⊙	⊙	⊙
Brake pressure	⊙	⊙	⊙	⊙
Brake temp	⊙	N/A	N/A	N/A
Hydraulic temp	⊙	⊙	⊙	⊙
Body raised	⊙	⊙	⊙	⊙
Transmission fault	⊙	⊙	⊙	⊙
GENERAL				
Antenna mounting bracket	⊙	⊙	⊙	⊙
Auto grease system	○	○	N/A	N/A
Two extra batteries	○	○	○	○
Work lights	○	○	○	○
Fuel heater	○	○	○	○
Headlight guard	⊙	⊙	⊙	⊙
CE Mark	⊙	⊙	⊙	⊙
Air & Electrical horn	⊙	⊙	⊙	⊙
Emergency steering (Ground)	⊙	⊙	⊙	⊙
Artic reverse light	○	○	○	○
Flashing beacon	○	○	○	○

These specifications are subject to change without notice.

Illustrations and photos show the standard models, and may or may not include optional equipment, accessories, and all standard equipment with some differences in color and features.

Before use, read and understand the Operator's Manual for proper operation.