

D32

DUMP TRUCK

- Maximum payload: 32000kg
- Gross vehicle weight: 55400kg
- Body capacity – heaped: 20m³ (SAE 2:1)
- Engine gross power: 246 - 298kW @2100rpm
- Maximum torque: 1458Nm @1300rpm

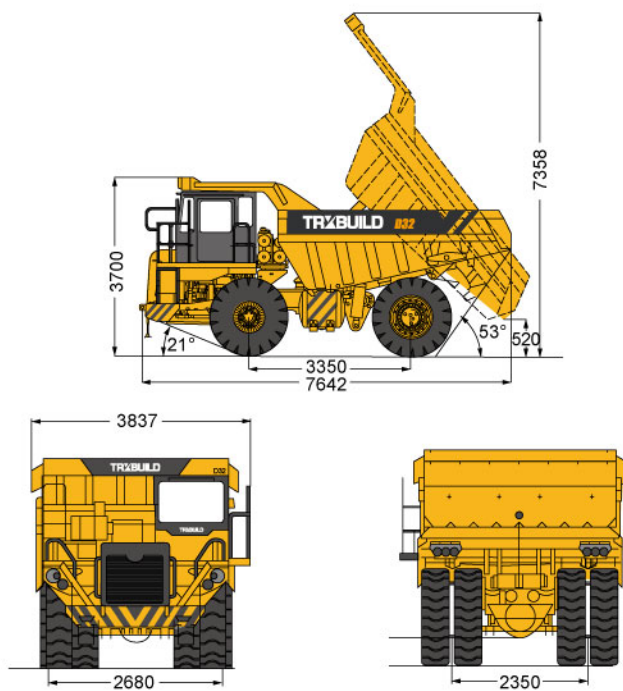


The middleweight that's more like a heavyweight.

Though specifically engineered for mid-sized mining projects, the TRXBUILD D32 delivers more than you will expect. Taking on over burden, hydro-infrastructure, hydro-electricity and tunnel projects besides just its primary function. Mated to a tensile steel dumper against wear and impact, its wedge-shaped dump body design also makes for easier dumping.

TRXBUILD™
ENGINEERING PRODUCTIVITY

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Specifications

Model	D32
Drive	4x2
NVW (kg)	23400
Payload (kg)	32000
GVW (kg)	55400
Overall Length (mm)	7642
Overall Width (mm)	3837
Overall Height (mm)	3700
Wheelbase (mm)	3350
Track Front/Rear (mm)	2680 / 2350
Top Speed (Km/Hr)	50
Max Gradability (%)	35
Approach Angle (deg)	21
Departure Angle (deg)	53
Min Turning Diameter (m)	< 18.8
Body Capacity struck (m ³)	15
Body Capacity Heap (SAE 2:1) (m ³)	20
Tyre Size	18.00 - 25
Rim Size	13.00 - 25

Note: Specifications are subject to change by the manufacturer without prior notice.

ENGINE

Make/Model: Cummins QSM11.
 Type: 4-cycle water cooled; turbocharged with aftercooler c/w Jacob engine brake.
 Cylinder/Configuration: 6 in-line.
 Bore x Stroke: 125mm x 147mm.
 Total Displacement: 10.8 litres.
 Max Power: 246 - 298 kW @ 2100rpm
 Max Torque: 1458 Nm @ 1300 rpm (i)
 1898 Nm @ 1400 rpm (iA)

CLUTCH

15" double plate dry clutch, air assisted.

TRANSMISSION

Make/Model: Eaton MRT 12710B.
 Type: Manual type with 10 forward and 2 reverse.

FRAME

Fabricated from high tensile steel with casting process at critical points. Main chassis framework are of box section structure.

AXLE

Front axle: Independent air over hydraulic piston. suspension. Suspension pistons serves as king pin.
 Drive Axle: Main reduction with heavy duty single stage spiral bevel gear.
 Total reduction ratio: 11.86 : 1.

STEERING

Orbitrol power steering control with hydraulic pressure pump. The emergency turning pump will kick in should the hydraulic steering fail.

BRAKES

Dual circuit pneumatic drum brake system on both front and rear wheels. Dry/wet road brakes can be selected through a valve to correspond with different road conditions.

SUSPENSION

Independent air over hydraulic suspension units on front wheels and air over hydraulic units on rear axle. Front suspension cylinders bolted and keyed directly onto chassis. Piston act as front wheel king pins.

HOIST

Two 3-stage cylinders mounted on the outer side of the chassis frame. The body hydraulic system is independent of the steering hydraulic system.
 Body raise/lower time: 18 sec/25 sec.

CABIN

Ergonomically designed, all steel construction, left hand drive cabin. Insulated against heat and noise. Comprehensive instrument suite. Good all round visibility and fully protected by automotive glass. Intergrated air conditioner with heater.
 Pneumatic suspension driver seat with safety belt.

BODY

Wedge profile type for quick clean discharge. Body wear surfaces are high hardness steel of yield strength. Exhaust heating at the bottom of the body.

OTHERS

Electrical system: 24 volt, negative control.
 Batteries: 2 units.
 Water separator equipped.

OPTIONAL ITEMS

Automatic transmission.
 Dump body wear plates.

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