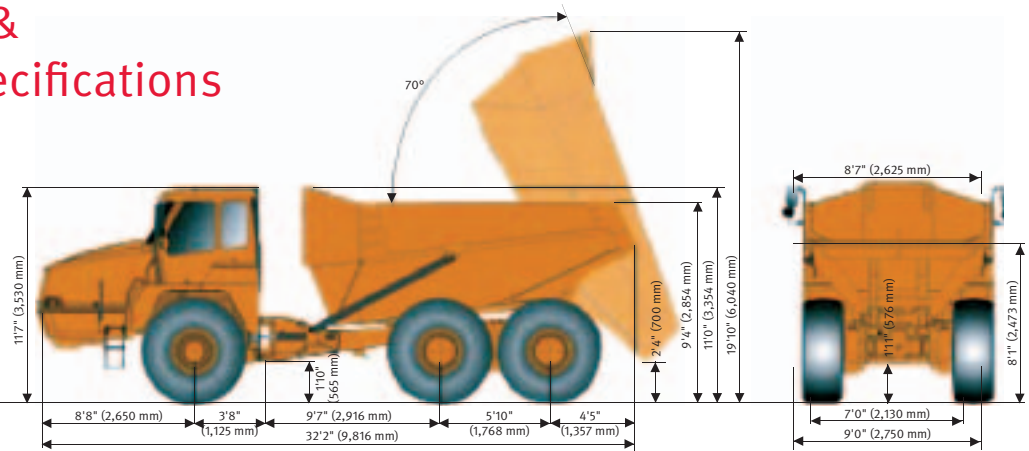


Dimensions & Technical specifications

MT 26



BODY

- Material: Hardened abrasion-resistant steel plates
- Tilt cylinders: Single stage, double-acting
- Tipping time: Up: 11 sec. / Down 10 sec.
- The body is designed for exhaust heating
- Sloping body down from the hinge point

	Cubic Yards	Cubic Meters
• Level capacity:	16	12
• Heaped capacity: (Acc. SAE J1363, 2:1)	20	15
• Heaped capacity: (Acc. SAE J1363, 1:1)	24	18

WEIGHTS

	LB	KG
Empty: Front axle	24,640	11,200
Rear axle	21,230	9,650
Loaded: Front axle	32,164	14,620
Rear axle	66,726	30,330
Pay load	53,020	24,100
Total weight (loaded)	98,890	44,950

NOTE: All weights include a full fuel tank and operator

GROUND PRESSURES

	PSI	kPa
Standard 23.5 x 25 tires with 15% sinkage		
Empty: Front axle	15.52	107
Rear axle	6.53	45
Loaded: Front axle	20.02	138
Rear axle	20.89	144

CAPACITIES

	U.S. GALLONS	LITERS
• Fuel Tank	84.5	320
• Hydraulic System	36.4	138
• Engine Cooling System	11.9	45
• Transmission	15.1	57
• Dropbox	8.7	33
• Engine Crankcase	3.5	13.2
• Front Reduction Gear	2 x 0.80	2 x 3
• Rear Differential	8.5	32
• Tandem Housing	2 x 19.8	2 x 75

SPEEDS

	MPH	KM/H
1st	4	6
2nd	6	9
3rd	7	14
4th	14	22
5th	20	33
6th	32	51

SUSPENSION

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

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

DRIVELINE

- Full-time 6 x 6 drive with two transverse differentials and one longitudinal
- Front axle transverse differential: Limited-slip with 45% locking ratio
- Rear axle transverse differential: 100% locking
- Inter-axle longitudinal differential: Torque-proportioning differential, integrated into 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 rear wheels and ensures the best possible ground contact - whatever the ground conditions

ENGINE

Scania DC9, 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: (1.34 hp = 1 kW)

(ISO 3046) 306 hp (228 kW)
(ISO 9249) 295 hp (220 kW)

- No. of cylinders: 5 (in line)
- Cylinder volume: 541 in³ (8.87 L)
- Air filter: Dry type

TRANSMISSION

ZF 6WG260 Dash 4 electronically-controlled automatic transmission the torque converter has automatic lock-up in all gears

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 discs all around
- Spring actuated hydraulic released parking brake, mounted on propeller shaft
- Max. gradient, parking brake: 20% or about 11.3°
- Automatic engine brake as standard
- Automatic transmission retarder as standard

HYDRAULIC SYSTEM

- Pumps: 2 variable displacement piston pumps: for steering & tipping - for cooling, fan, brakes & auxiliaries 60.8 gallon/min (230 l/min) @ 2,200 rpm One return flow filter & high pressure filter
- Delivery:
- Filtration:
- Pressure-setting, main safety valves:
- Tipping Circuit: 4,061 PSI (280 bar)
- Steering Circuit: 3,046 PSI (210 bar)

ELECTRICAL SYSTEM

- Alternator: 28 V 100 A
- Batteries: 2, 12 V 140 Ah (series connected to give 24 V) 5.4 hp (4.0 kW)

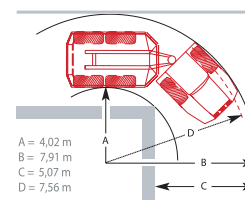
CAB

- 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 are less than 2.5 m/s according to ISO 5349-2
- Whole body vibration is less than 0.5 m/s according to ISO 2631-1
- Excellent visibility - for safer operation
- Excellent operating controls location
- Adjustable suspended operator seat with seat belt
- Adjustable steering column
- Heater and Air Conditioning
- Tilting for service access

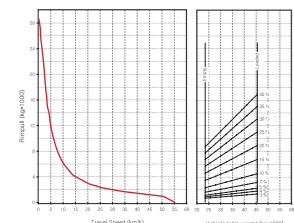
TIRES

- Standard 23.5 R25 two star radial

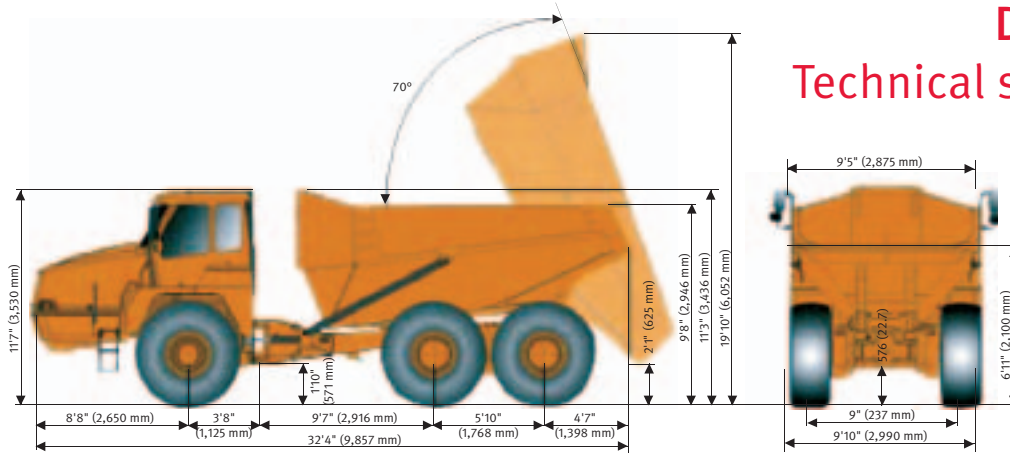
Turning radius according to ISO 7457 : 24' 10" (7,560 mm)



PERFORMANCE DIAGRAM



Dimensions & Technical specifications



MT 31

BODY

- Material: Hardened abrasion-resistant steel plates
- Tilt cylinders: Single stage, double-acting
- Tipping time: Up: 11 sec. / Down 10 sec.
- The body is designed for exhaust heating
- Sloping body down from the hinge point

	Cubic Yards	Cubic Meters
Level capacity:	18	14
Heaped capacity: (Acc. SAE J1363, 2:1)	24	18
Heaped capacity: (Acc. SAE J1363, 1:1)	29	22

WEIGHTS

	LB	KG
Empty: Front axle	25,135	11,425
Rear axle	25,300	11,500
Loaded: Front axle	36,300	16,500
Rear axle	75,735	34,425
Pay load	61,600	28,000
Total weight (loaded)	112,035	50,925

NOTE: All weights include a full fuel tank and operator

GROUND PRESSURES

	PSI	kPa
Standard 23.5 x 25 tires with 15% sinkage		
Empty: Front axle	15.37	106
Rear axle	7.83	54
Loaded: Front axle	22.34	154
Rear axle	23.64	163

CAPACITIES

	U.S. GALLONS	LITERS
Fuel Tank	92.4	350
Hydraulic System	39.6	150
Engine Cooling System	11.9	45
Transmission	15.1	57
Dropbox	8.7	33
Engine Crankcase	3.5	13.2
Front Reduction Gear	2 X 0.8	2 X 3
Rear Differential	8.5	32
Tandem Housing	2 X 19.8	2 X 75

SPEEDS

	MPH	KM/H
1st	4	6
2nd	6	9
3rd	9	14
4th	14	22
5th	20	33
6th	32	51

SUSPENSION

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

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

DRIVELINE

- Full-time 6 x 6 drive with two transverse differentials and one longitudinal
- Front axle transverse differential: Limited-slip with 45% locking ratio
- Rear axle transverse differential: 100% locking
- Inter-axle longitudinal differential: Torque-proportioning differential, integrated into 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 rear wheels and ensures the best possible ground contact - whatever the ground conditions

ENGINE

- Scania DC9, 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:
 - (1.34 hp = 1 kW)
 - (ISO 3046) 342 hp (255 kW)
 - (ISO 9249) 331 hp (247 kW)
- No. of cylinders: 5 (in line)
- Cylinder volume: 541 in³ (8.87 L)
- Air filter: Dry type

TRANSMISSION

- ZF 6WG260 Dash 4 electronically-controlled automatic transmission the torque converter has automatic lock-up in all gears

BRAKE SYSTEM

- Dual circuit braking system acting on all six wheels
- Approved according to ISO 3450
- All hydraulic operated brakes with disc brakes all around
- Spring actuated hydraulic released parking brake, mounted on propeller shaft
- Max. gradient, parking brake: 20% or about 11.3°
- Automatic engine brake as standard
- Automatic transmission retarder as standard

HYDRAULIC SYSTEM

- Pumps: 2 variable displacement piston pumps: for steering & tipping - for cooling, fan, brakes & auxiliaries 60.8 gallon/min (230 l/min) @ 2,200 rpm One return flow filter & high pressure filter
- Delivery:
- Filtration:
- Pressure-setting, main safety valves:
- Tipping Circuit: 3,046 PSI (280 bar)
- Steering Circuit: 4,061 PSI (210 bar)

ELECTRICAL SYSTEM

- Alternator: 28 V 100 A
- Batteries: 2, 12 V 140 Ah (series connected to give 24 V) 5.4 hp (4.0 kW)
- Starter:

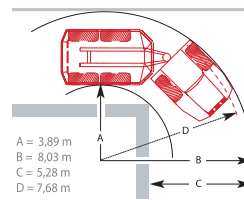
CAB

- 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 are less than 2.5 m/s according to ISO 5349-2
- Whole body vibrations is less than 0.5 m/s according to ISO 2631-1
- Excellent visibility - for safer operation
- Excellent operating controls location
- Adjustable suspended operator seat with seat belt
- Adjustable steering column
- Heater and Air Conditioning
- Tilting for service access

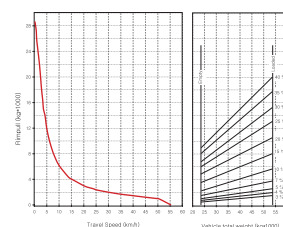
TIRES

- Standard 23.5 R25 two star radial

Turning radius according to ISO 7457 : 25' 2" (7,680 mm)

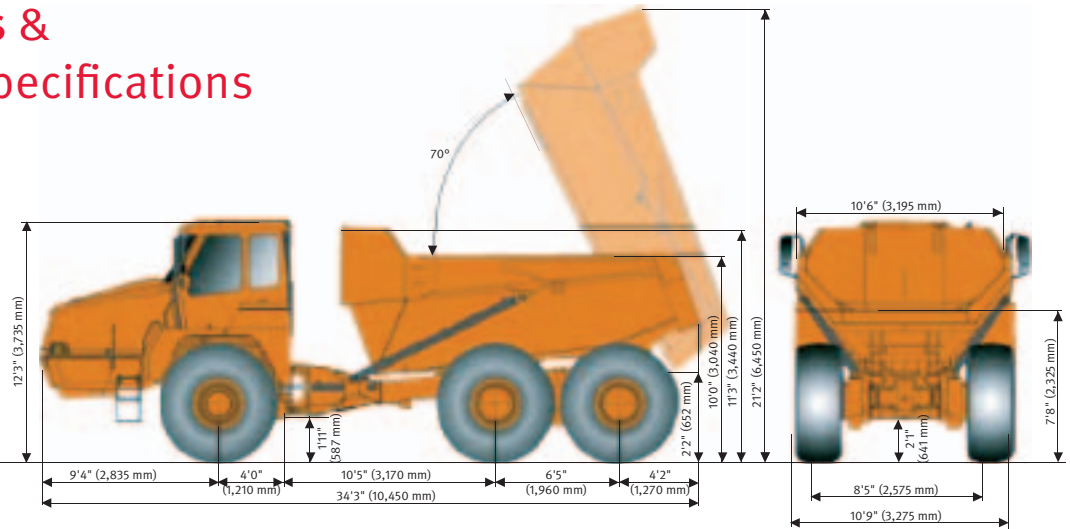


PERFORMANCE DIAGRAM



Dimensions & Technical specifications

MT 36



BODY

- Material: Hardened abrasion-resistant steel plates
- 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

	Cubic Yards	Cubic Meters
• Level capacity:	21	16
• Heaped capacity: (Acc. SAE J1363, 2:1)	27	21
• Heaped capacity: (Acc. SAE J1363, 1:1)	34	26

WEIGHTS

	LB	KG
Empty: Front axle	29,480	13,400
Rear axle	29,260	13,300
Loaded: Front axle	42,900	19,500
Rear axle	87,780	39,900
Pay load	71,940	32,700
Total weight (loaded)	130,680	59,400

NOTE: All weights include a full fuel tank and operator

GROUND PRESSURES

	PSI	kPa
Standard 26.5 x 25 tires with 15% sinkage		
Empty: Front axle	15.66	108
Rear axle	8.99	62
Loaded: Front axle	23.21	160
Rear axle	24.66	170

CAPACITIES

	U.S. GALLONS	LITERS
• Fuel Tank	112.2	425
• Hydraulic System	66	250
• Engine Cooling System	13.2	50
• Transmission	14.5	55
• Dropbox	9	34
• Engine Crankcase	3.5	13.2
• Front Reduction Gear	2 x 2	2 x 7.5
• Rear Differential	12.1	46
• Tandem Housing	2 x 40	2 x 150

SPEEDS

	MPH	KM/H
1st	4	6
2nd	6	9
3rd	9	14
4th	14	22
5th	20	32
6th	32	51

SUSPENSION

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

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

DRIVELINE

- Full-time 6 x 6 drive with two transverse differentials and one longitudinal
- Front axle transverse differential: Limited-slip with 45% locking ratio
- Rear axle transverse differential: 100% locking
- Inter-axle longitudinal differential: Torque-proportioning differential, integrated into 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 rear wheels and ensures the best possible ground contact - whatever the ground conditions

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: (1.34 hp = 1 kW)
 - (ISO 3046) 394 hp (294 kW)
 - (ISO 9249) 382 hp (285 kW)
- No. of cylinders: 6 (in line)
- Cylinder volume: 714 in³ (11.7 liters)
- Air filter: Dry type

TRANSMISSION

- ZF 6WG310 Dash 4 electronically-controlled automatic transmission the torque converter has automatic lock-up in all gears

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 discs all around
- Spring actuated hydraulic released parking brake, mounted on propeller shaft
- Max. gradient, parking brake: 20% or about 11.3°
- Automatic engine brake as standard
- Automatic transmission retarder as standard

HYDRAULIC SYSTEM

- Pumps: 2 variable displacement piston pumps: for steering & tipping - for cooling, fan, brakes & auxiliaries 84.5 gallon/min (320 l/min) @ 2,200 rpm One return flow filter & high pressure filter
- Delivery:
- Filtration:
- Pressure-setting, main safety valves:
- Tipping Circuit: 4,061 PSI (280 bar)
- Steering Circuit: 3,046 PSI (210 bar)

ELECTRICAL SYSTEM

- Alternator: 28 V 100 A
- Batteries: 2, 12 V 225 Ah (series connected to give 24 V)
- Starter: 9 hp (6.7 kW)

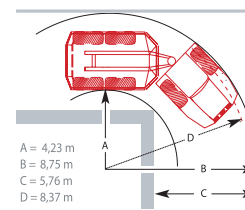
CAB

- 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 are less than 2.5 m/s according to ISO 5349-2
- Whole body vibration is less than 0.5 m/s according to ISO 2631-1
- Excellent visibility - for safer operation
- Excellent operating controls location
- Adjustable suspended operator seat with seat belt
- Adjustable steering column
- Heater and Air Conditioning
- Tilting for service access

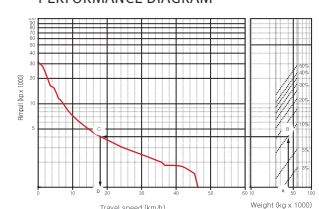
TIRES

- Standard 26.5 R25 two star radial

Turning radius according to ISO 7457 : 27'6" (8,370 mm)

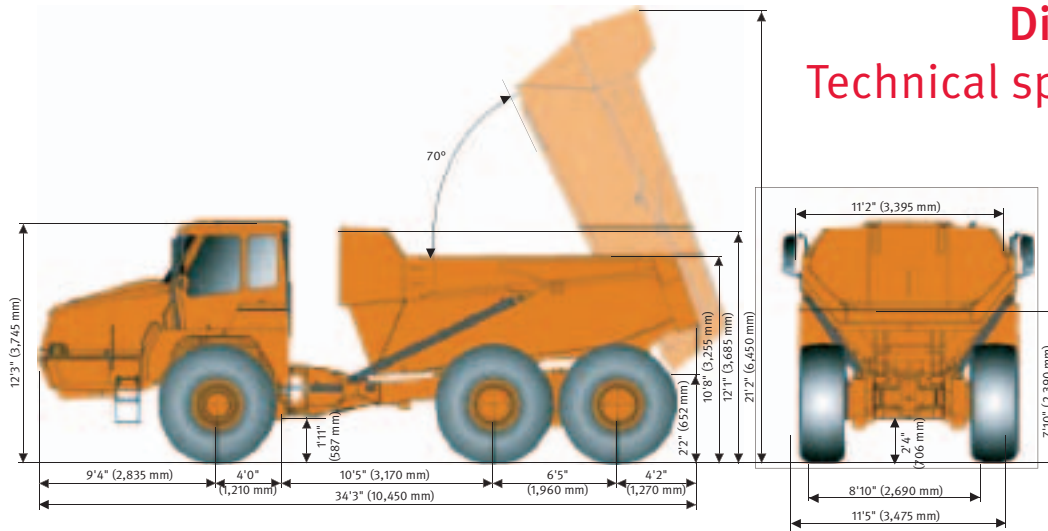


PERFORMANCE DIAGRAM



Dimensions & Technical specifications

MT 41



BODY

- Material: Hardened abrasion-resistant steel plates
- 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

	Cubic Yards	Cubic Meters
• Level capacity:	24	18.5
• Heaped capacity: (Acc. SAE J1363, 2:1)	31	24
• Heaped capacity: (Acc. SAE J1363, 1:1)	38	29

WEIGHTS

	LB	KG
Empty: Front axle	30,690	13,950
Rear axle	29,038	13,200
Loaded: Front axle	44,000	20,000
Rear axle	97,568	44,350
Pay load	81,840	37,200
Total weight (loaded)	141,568	64,350

NOTE: All weights include a full fuel tank and operator

GROUND PRESSURES

	PSI	kPa
Standard 29.5 x 25 tires with 15% sinkage		
Empty: Front axle	12.76	88
Rear axle	6.96	48
Loaded: Front axle	18.85	130
Rear axle	22.05	152

CAPACITIES

	U.S. GALLONS	LITERS
• Fuel Tank	129	490
• Hydraulic System	73	275
• Engine Cooling System	13	50
• Transmission	14.5	55
• Dropbox	9	34
• Engine Crankcase	3.5	13.2
• Front Reduction Gear	2 x 2	2 x 7.5
• Rear Differential	12	46
• Tandem Housing	2 x 40	2 x 150

SPEEDS

	MPH	KM/H
1st	4	6
2nd	6	9
3rd	9	15
4th	14	23
5th	21	34
6th	33	53

SUSPENSION

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

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

DRIVELINE

- Full-time 6 x 6 drive with two transverse differentials and one longitudinal
- Front axle transverse differential: Limited-slip with 45% locking ratio
- Rear axle transverse differential: 100% locking
- Inter-axle longitudinal differential: Torque-proportioning differential, integrated into 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 rear wheels and ensures the best possible ground contact - whatever the ground conditions

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: (1.34 hp = 1 kW) (ISO 3046) 444 hp (331 kW) (ISO 9249) 432 hp (322 kW)

- No. of cylinders: 6 (in line)
- Cylinder volume: 714 in³ (11.7 liters)
- Air filter: Dry type

TRANSMISSION

- ZF 6WG310 Dash 4 electronically-controlled automatic transmission the torque converter has automatic lock-up in all gears

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 discs all around
- Spring actuated hydraulic released parking brake, mounted on propeller shaft
- Max. gradient, parking brake: 20% or about 11.3°
- Automatic engine brake as standard
- Automatic transmission retarder as standard

HYDRAULIC SYSTEM

- Pumps: 2 variable displacement piston pumps: 1 for steering & tipping - 1 for cooling, fan, brakes & auxiliaries 84.5 gallon/min (320 l/min) @ 2,200 rpm One return flow filter & high pressure filter
- Max Capacity:
- Filtration:
- Safety valve settings: Steering: 3,046 PSI (210 bar) Tipping: 4,061 PSI (280 bar)

ELECTRICAL SYSTEM

- Alternator: 28 V 100 A
- Batteries: 2, 12 V 225 Ah (series connected to give 24 V) 9 hp (6.7 kW)
- Starter:

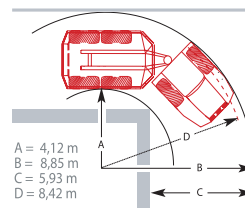
CAB

- 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 are less than 2.5 m/s according to ISO 5349-2
- Whole body vibration is less than 0.5 m/s according to ISO 2631-1
- Excellent visibility - for safer operation
- Excellent operating controls location
- Adjustable suspended operator seat with seat belt
- Adjustable steering column
- Heater and Air Conditioning
- Tilting for service access

TIRES

- Standard 29.5 R25 two star radial

Turning radius according to ISO 7457 : 27'7" (8,420 mm)



PERFORMANCE DIAGRAM

