### Dimensions

All dimensions are approximate. Shown with 176 m<sup>3</sup> (230 yd<sup>3</sup>) MSD II Body.



1 Height to Top of ROPS	5597 mm	18 ft 4 in
2 Overall Length	13 702 mm	44 ft 11 in
3 Wheelbase	5905 mm	19 ft 5 in
4 Rear Axle to Tail	4257 mm	13 ft 11 in
<b>5</b> Ground Clearance	990 mm	3 ft 3 in
6 Dump Clearance	1301 mm	4 ft 3 in
7 Loading Height – Empty	6533 mm	21 ft 5 in
8 Overall Height – Body Raised	13 878 mm	45 ft 6 in
9 Centerline Front Tire Width	5630 mm	18 ft 6 in
<b>10</b> Engine Guard Clearance	1217 mm	4 ft 0 in
11 Overall Canopy Width	8295 mm	27 ft 3 in
12 Outside Body Width	7626 mm	25 ft 0 in
13 Inside Body Width	6946 mm	22 ft 9 in
14 Front Canopy Height	6603 mm	21 ft 8 in
15 Rear Axle Clearance	1006 mm	3 ft 4 in
16 Centerline Rear Dual Tire Width	4963 mm	16 ft 3 in
<b>17</b> Overall Tire Width	7605 mm	24 ft 11 in

#### 793F Gradeability/Speed/Rimpull\*

To determine gradeability performance: Read from gross weight down to the percent of total resistance. Total resistance equals actual percent grade plus 1% for each 10 kg/t (20 lb/ton) of rolling resistance. From this weight-resistance point, read horizontally to the curve with the highest obtainable gear, then down to maximum speed. Usable rimpull will depend upon traction available and weight on drive wheels.

- — — — Typical Field Empty Weight ..... Gross Machine Operating Weight 390 089 kg (860,000 lb)



Torque Converter Drive Direct Drive

#### 793F Standard Retarding – Continuous\*

To determine retarding performance: Add lengths of all downhill segments and, using this total, refer to proper retarding chart. Read from gross weight down to the percent effective grade. Effective grade equals actual % grade minus 1% for each 10 kg/t (20 lb/ton) of rolling resistance. From this weight-effective grade point, read horizontally to the curve with the highest obtainable gear, then down to maximum descent speed brakes can properly handle without exceeding cooling capacity. The following charts are based on these conditions: 32° C (90° F) ambient temperature, at sea level, with 46/90R-57 tires.

**NOTE:** Select the proper gear to maintain engine rpm at the highest possible level, without overspeeding the engine. If cooling oil overheats, reduce ground speed to allow transmission to shift to the next lower speed range.

———— Typical Field Empty Weight

Gross Machine Operating Weight 390 089 kg (860,000 lb)



#### 793F Standard Retarding - 450 m (1,475 ft)\*



#### 793F Standard Retarding - 1500 m (4,900 ft)\*



#### 793F Additional Retarding – Continuous\*

To determine retarding performance: Add lengths of all downhill segments and, using this total, refer to proper retarding chart. Read from gross weight down to the percent effective grade. Effective grade equals actual % grade minus 1% for each 10 kg/t (20 lb/ton) of rolling resistance. From this weight-effective grade point, read horizontally to the curve with the highest obtainable gear, then down to maximum descent speed brakes can properly handle without exceeding cooling capacity. The following charts are based on these conditions: 32° C (90° F) ambient temperature, at sea level, with 46/90R-57 tires.

**NOTE:** Select the proper gear to maintain engine rpm at the highest possible level, without overspeeding the engine. If cooling oil overheats, reduce ground speed to allow transmission to shift to the next lower speed range.

————— Typical Field Empty Weight

Gross Machine Operating Weight 390 089 kg (860,000 lb)



#### 793F Additional Retarding – 450 m (1,475 ft)\*



#### 793F Additional Retarding - 1500 m (4,900 ft)\*

