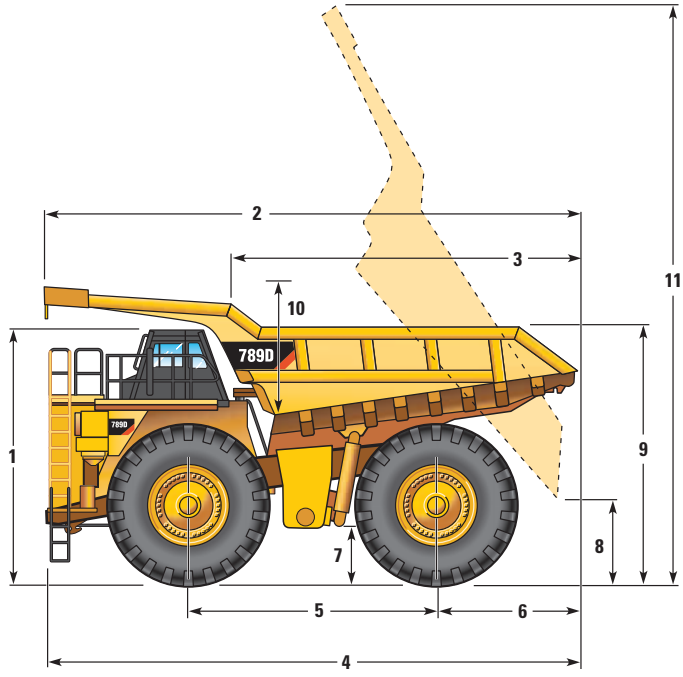
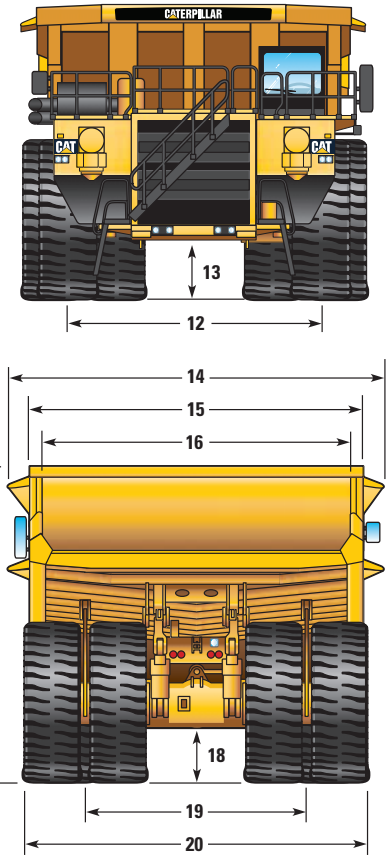
789D Mining Truck

Dimensions

All dimensions are approximate. Dimensions are with standard dual slope body 344-7340 and 37.00-R57 tires.



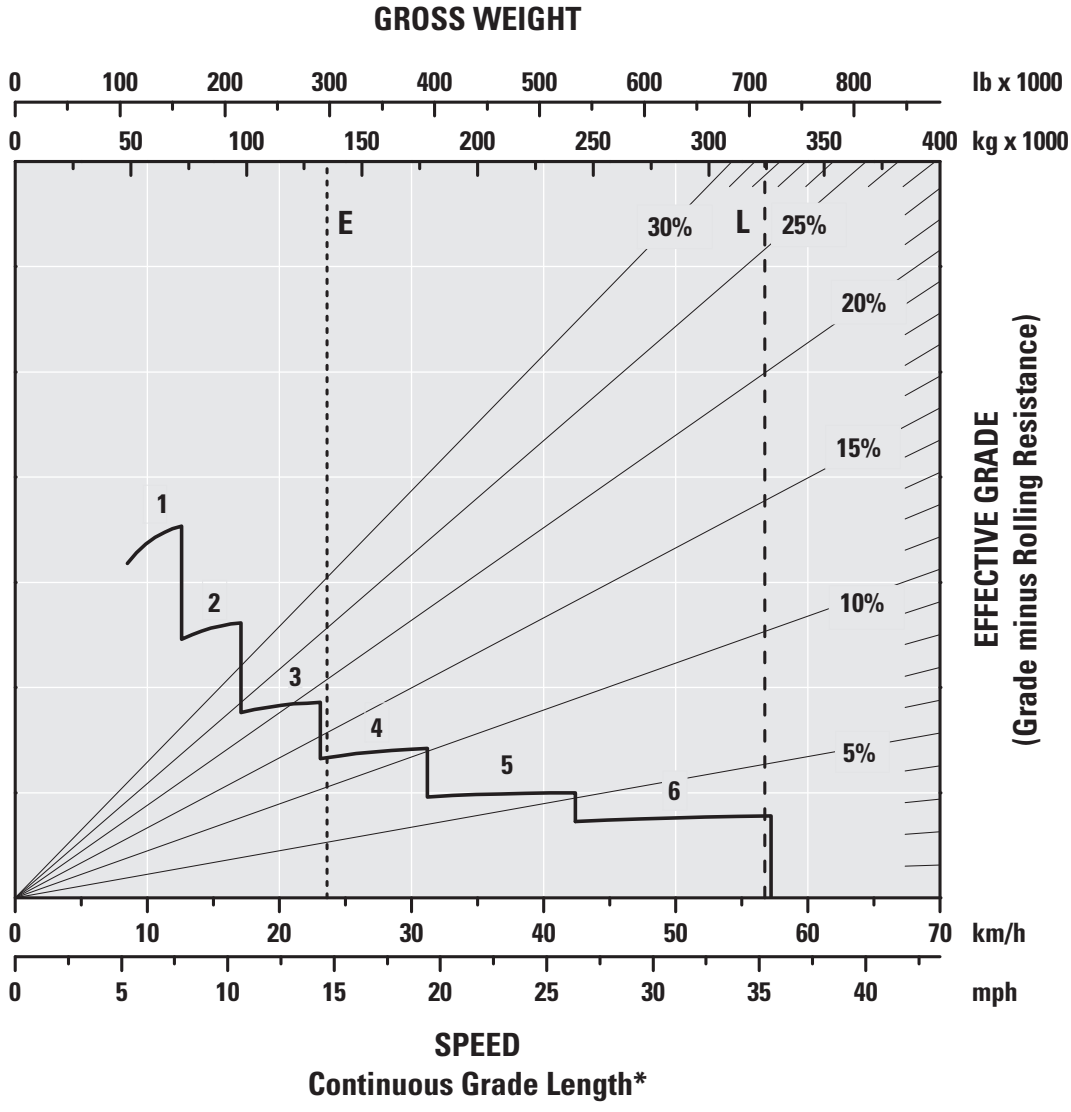


		Dual Slope	
1	Height to Top of ROPS – Empty	5510 mm	18'1"
2	Overall Body Length	12 723 mm	41'9"
3	Inside Body Length	8293 mm	27'3"
4	Overall Length	12 697 mm	41'8"
5	Wheelbase	5700 mm	18'8"
6	Rear Axle to Tail	3604 mm	11'10"
7	Loaded Ground Clearance	1036 mm	3'5"
8	Dump Clearance	1535 mm	5'0"
9	Loading Height – Empty	5595 mm	18'4"
10	Inside Body Depth – Maximum	2684 mm	8'10"
11	Overall Height – Body Raised	13 198 mm	43'4"
12	Centerline Front Tire Width	5374 mm	17'8"
13	Engine Guard Clearance – Loaded	1057 mm	3'6"
14	Overall Canopy Width	7645 mm	25'1"
15	Outside Body Width	6995 mm	22'11"
16	Inside Body Width	6500 mm	21'4"
17	Front Canopy Height – Empty	6496 mm	21'4"
18	Rear Axle Clearance – Loaded	1071 mm	3'6"
19	Centerline Rear Dual Tire Width	4622 mm	15'2"
20	Overall Tire Width	6926 mm	22'9"

Retarding Performance

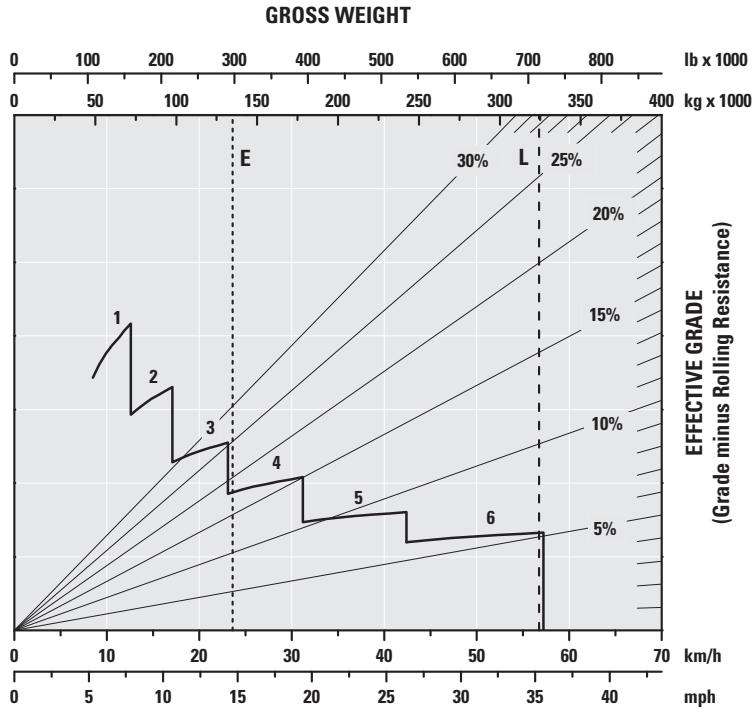
To determine retarding performance: Add lengths of all downhill segments and, using this total, refer to proper retarding chart. Read from gross weight down to the percent effective grade. Effective grade equals actual % grade minus 1% for each 10 kg/t (20 lb/ton) of rolling resistance. From this weight-effective 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 37.00-R57 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.



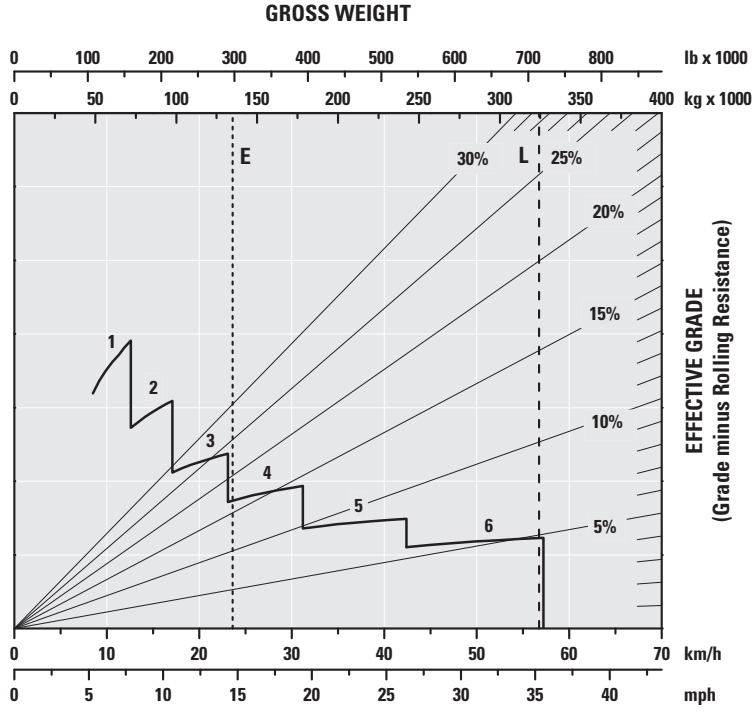
*at sea level

Retarding Performance



Grade Distance – 450 m (1,475 ft)*

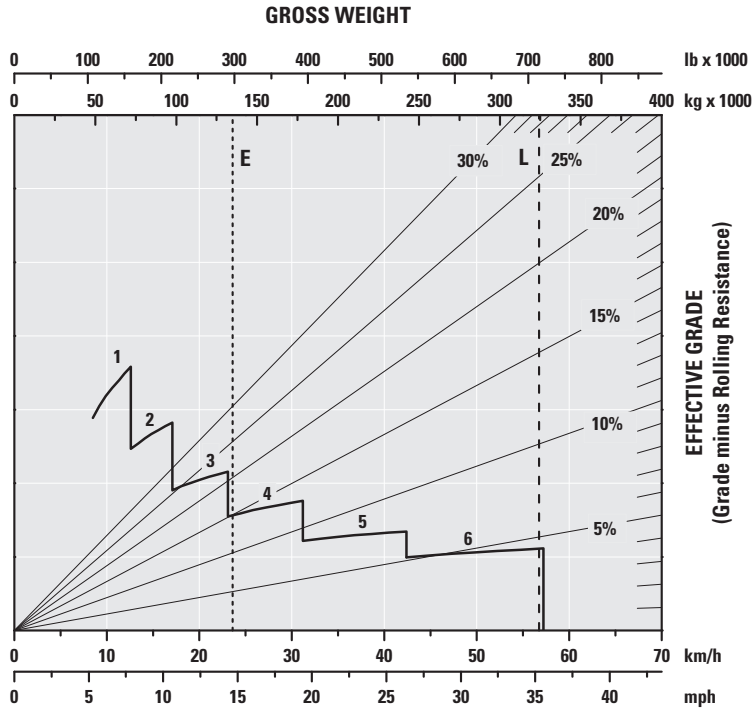
*at sea level



Grade Distance – 600 m (1,975 ft)*

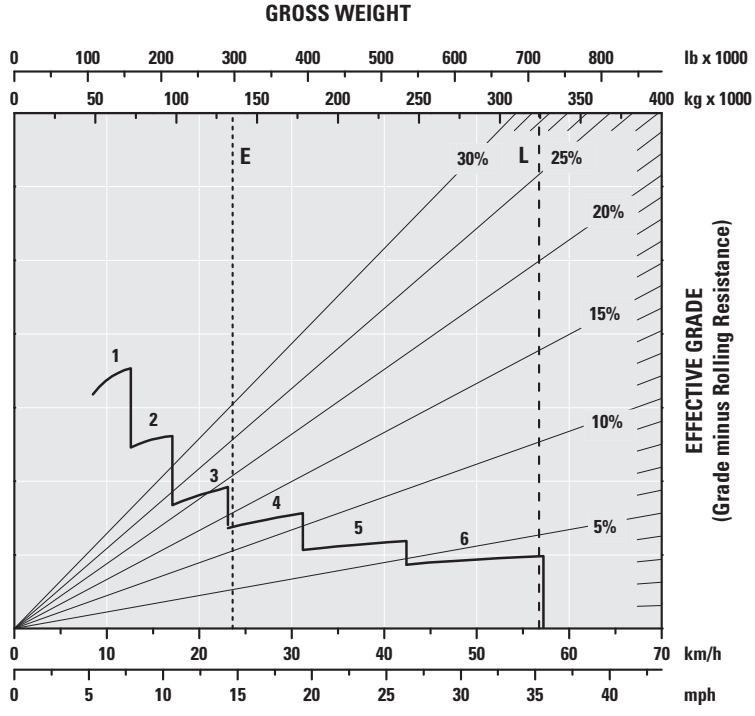
*at sea level

Retarding Performance



Grade Distance – 900 m (2,950 ft)*

*at sea level



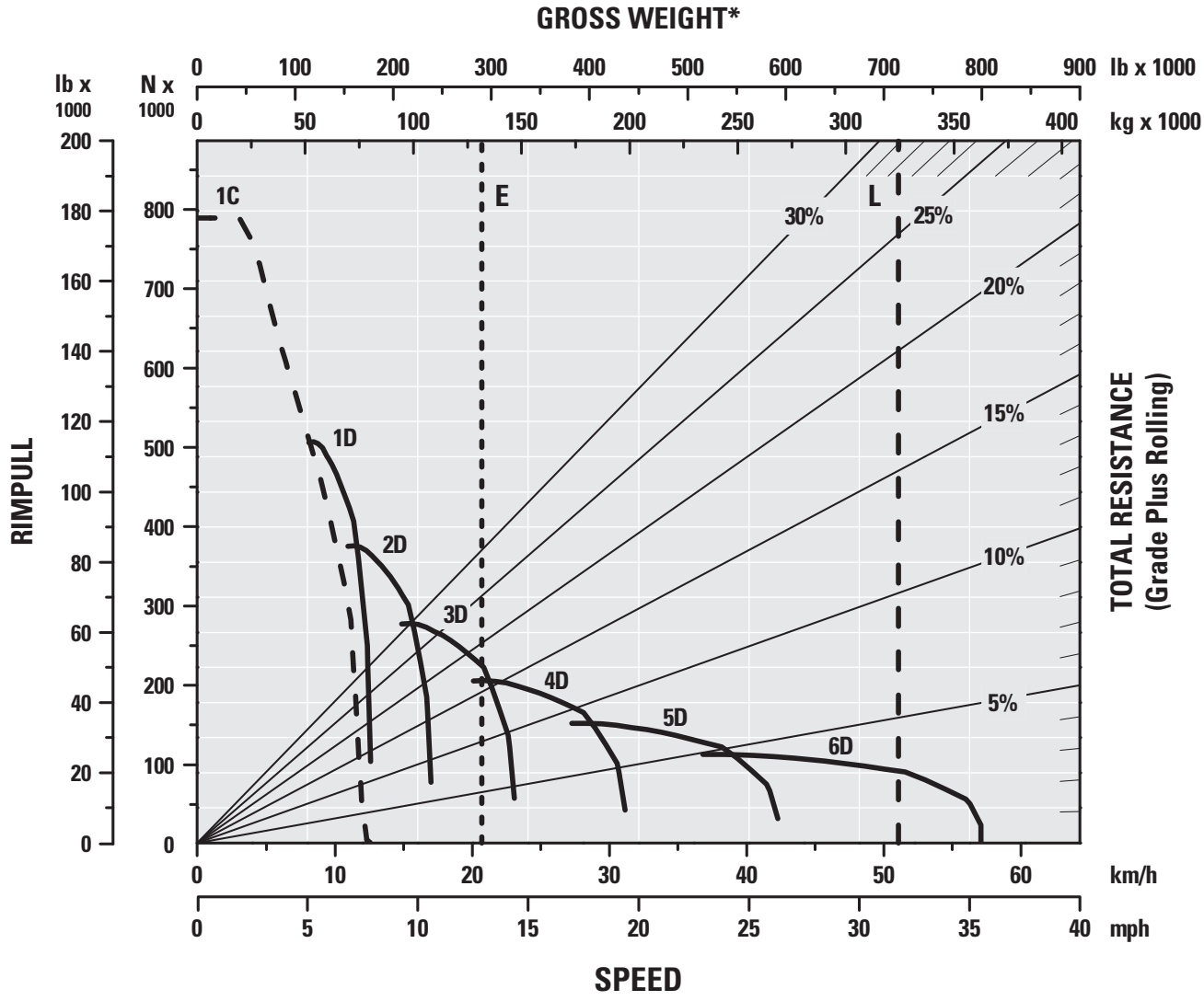
Grade Distance – 1500 m (4,900 ft)*

*at sea level

789D Mining Truck

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.



*at sea level

789D Mining Truck

Weight/Payload Calculation

(Example)

	kg	lb	kg	lb	kg	lb
Chassis[1]	69 900	154,100	69 900	154,100	69 900	154,100
Tires (6) 37.00-R57	18 370	40,500	18 370	40,500	18 370	40,500
Standard Rims (6) 29-57	10 425	22,980	10 425	22,980	10 425	22,980
Estimated Empty Chassis Weight[2]	99 129	218,542	99 129	218,542	99 129	218,542
Type of Truck Body	**MSD Body**		**X Body**		**Dual Slope Body**	
Body Weight	23 970	52,845	30 132	66,430	26 610	58,665
Fully Lined Body (Optional and Recommended)	6150	13,560	7350	16,200	9707	21,400
Estimated Operating Machine Weight[2]	129 249	284,947	136 611	301,172	135 446	298,607
3% Debris Allowance[3]	3877	8,548	4098	9,035	4063	8,958

	Tonnes	Tons	Tonnes	Tons	Tonnes	Tons
Potential Target Payload[4]	191	211	184	202	185	204

[1] Includes: common arrangement, 100% fuel (2082 L/550 gal), fluids and standard mandatory attachments.

[2] Weights will vary dependent on configuration and may include ±2% variation due to standard material tolerances.

[3] Calculations include 3% debris allowance. However, actual debris allowance should be considered based upon known site conditions.

[4] It is recommended to work with your Global Mining representative to calculate target payload per specific site.