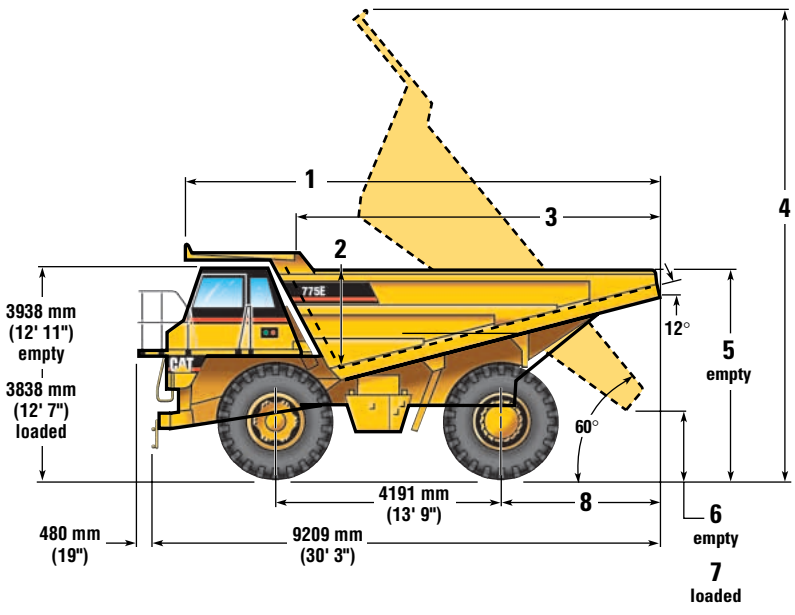
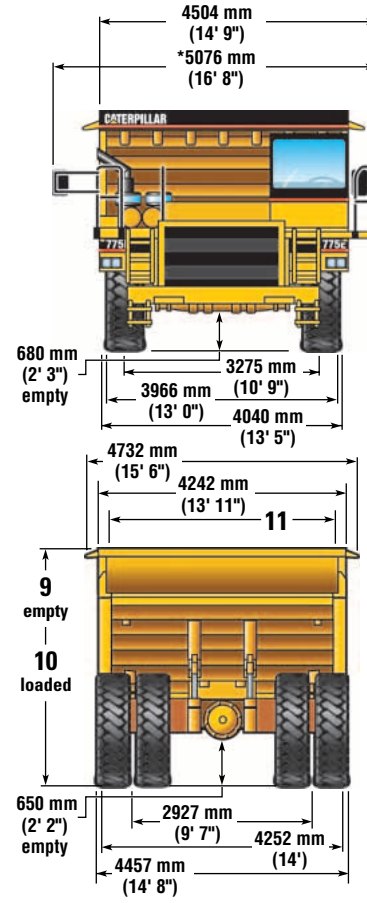
Dimensions

All dimensions are approximate.





* Operating width to r.h. mirror

	Quarry Flat Floor		Flat Floor Lined		Dual-slope	
1	8625 mm	28' 4"	8625 mm	28' 4"	8552 mm	28' 1"
2	1904 mm	6' 3"	1896 mm	6' 3"	1967 mm	6' 5"
3	6537 mm	21' 5"	6513 mm	21' 5"	6526 mm	21' 5"
4	8796 mm	28' 11"	8796 mm	28' 11"	8739 mm	28' 8"
5	3912 mm	12' 10"	3912 mm	12' 10"	3927 mm	12' 11"
6	660 mm	2' 2"	660 mm	2' 2"	673 mm	2' 3"
7	550 mm	1' 9"	550 mm	1' 9"	563 mm	1' 10"
8	2872 mm	9' 5"	2872 mm	9' 5"	2779 mm	9' 1"
9	4410 mm	14' 6"	4410 mm	14' 6"	4424 mm	14' 6"
10	4335 mm	14' 2"	4335 mm	14' 2"	4350 mm	14' 3"
11	3990 mm	13' 1"	3974 mm	13' 1"	3988 mm	13' 1"

Weights

(Approximate)

	Quarry Flat Floor		Flat Floor Lined		Dual-slope	
	kg	lb	kg	lb	kg	lb
Gross vehicle weight	108 400	239,000	108 400	239,000	108 400	239,000
Chassis	30 400	67,000	30 400	67,000	30 400	67,000
Body	13 070	28,810	14 350	31,640	9710	21,400
Standard liner					4450	9810

Weight Distribution:

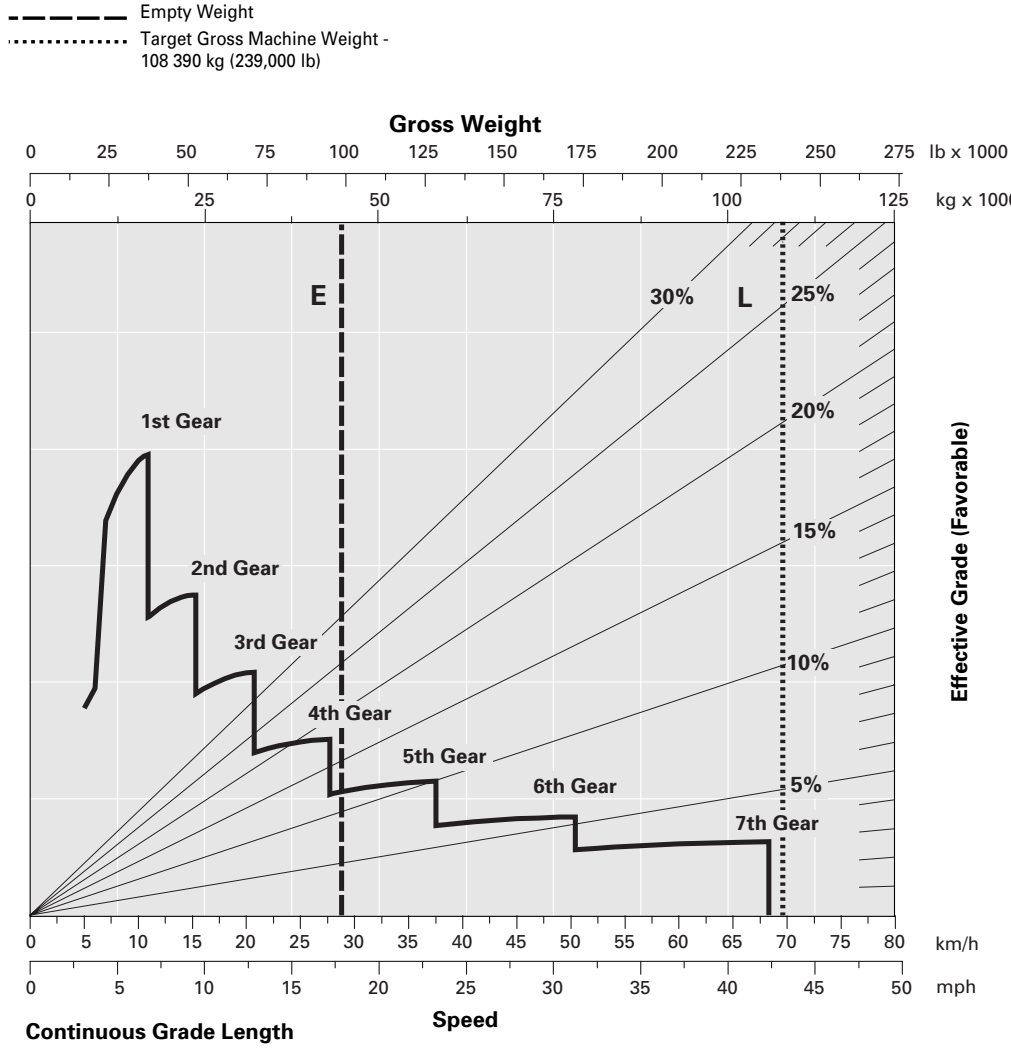
	Empty	Loaded	Empty	Loaded	Empty	Loaded
Front axle	44.3%	31.2%	44.3%	31.2%	45.9%	31.6%
Rear axle	55.7%	68.8%	55.7%	68.8%	54.1%	68.4%

Retarding Performance

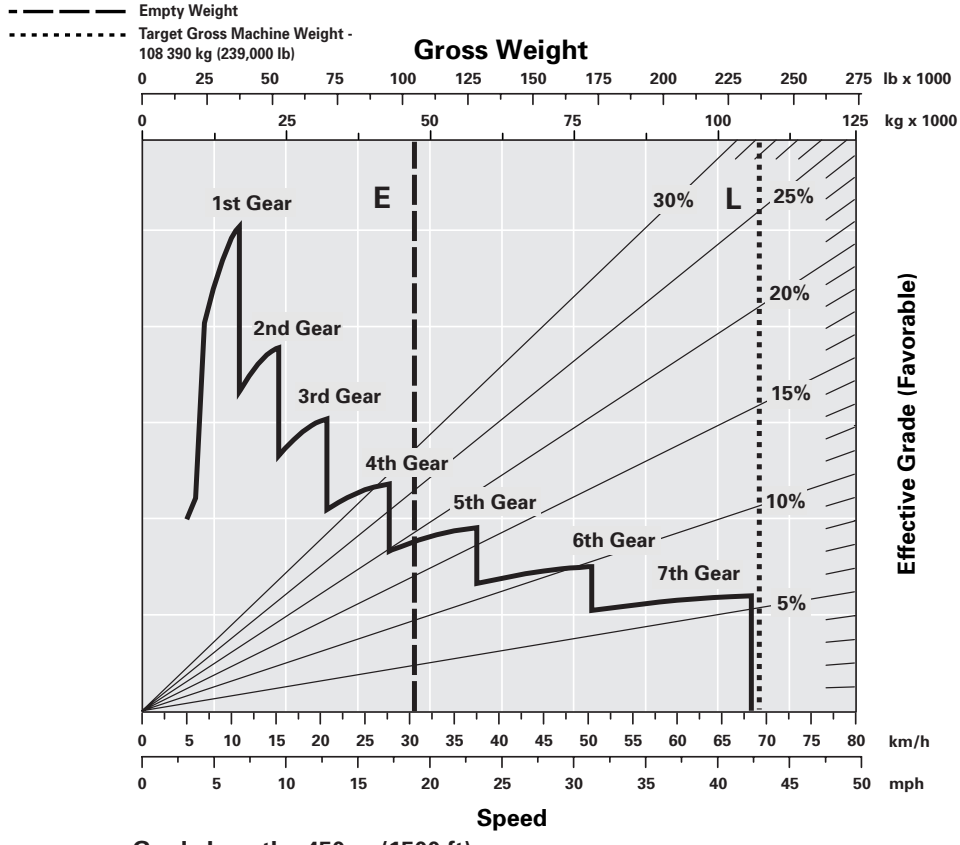
The brake performance retarding curves shown in this section are for general guidance only. As each site has many unique environmental and operating conditions that will impact retarding performance, actual site performance could vary considerably from predicted performance. Users should use the retarding speed (gear) recommendations from these tables as a starting point for determining retarding performance and then adjust retarding speeds to their site-specific conditions. In adjusting retarding performance to continuously changing environmental and site-specific conditions, users need to exercise care to maintain brake cooling and machine controllability at all times.

To determine brake retarding performance from retarding tables:

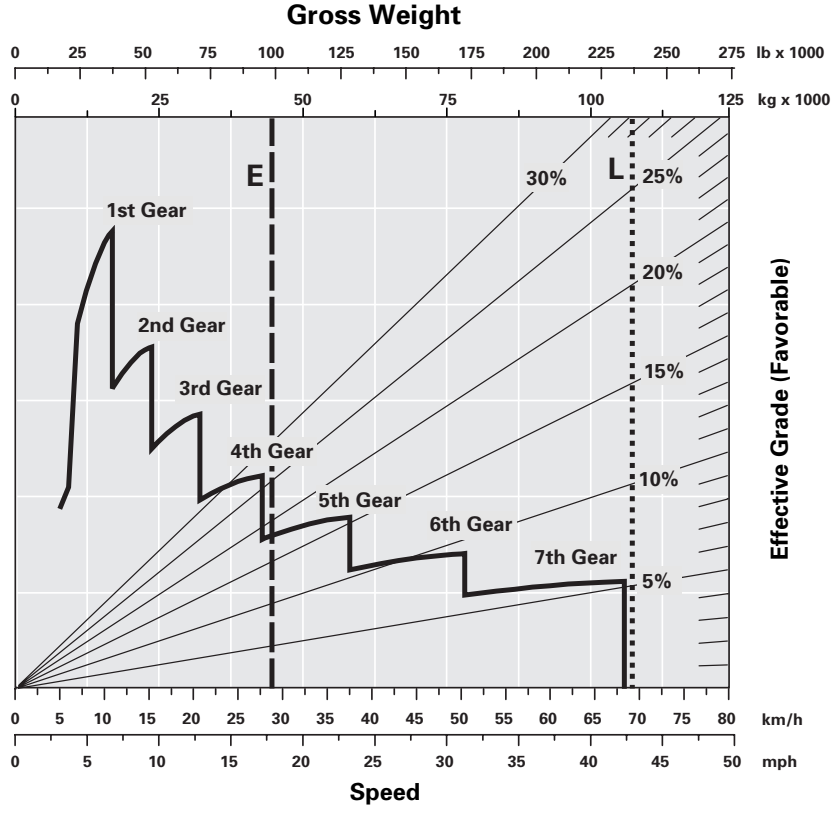
1. Determine the total distance of all downhill grades combined for a given haul profile. This total distance determines the appropriate retarding table (continuous or one of the grade distance tables) applicable to your haul profile.
2. Read from the appropriate gross weight down to percent favorable effective grade. (For these retarding charts, effective grade equals the maximum grade of all downhill haul segments minus rolling resistance – do not use an average grade value.)
3. From the intersection of the gross weight and effective grade line point, read horizontally to the appropriate gear curve. If the horizontal line intersects two gear curves, choose the first gear curve that the horizontal line intersects (reading from right to left) and read the retarding speed performance immediately below this point. If the intersection point falls on a vertical line between two gears, choose the lowest of the two gears to allow for higher engine rpm thus maximizing brake cooling capability.
4. Adjust recommended retarding speeds to site specific (environmental and operational) conditions. If the brake system overheats or specific site conditions dictate (tight turns, short steep grades, manual braking, etc.), reduce ground speed to allow the transmission to shift to the next lower speed range.



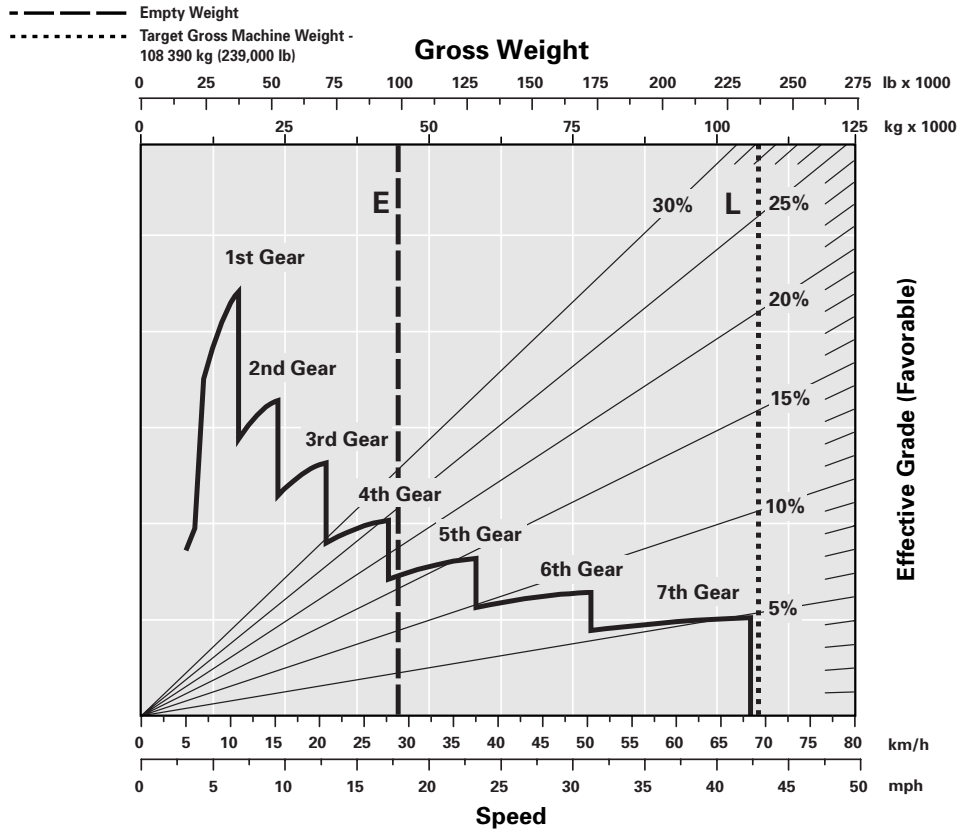
Retarding Performance (continued)



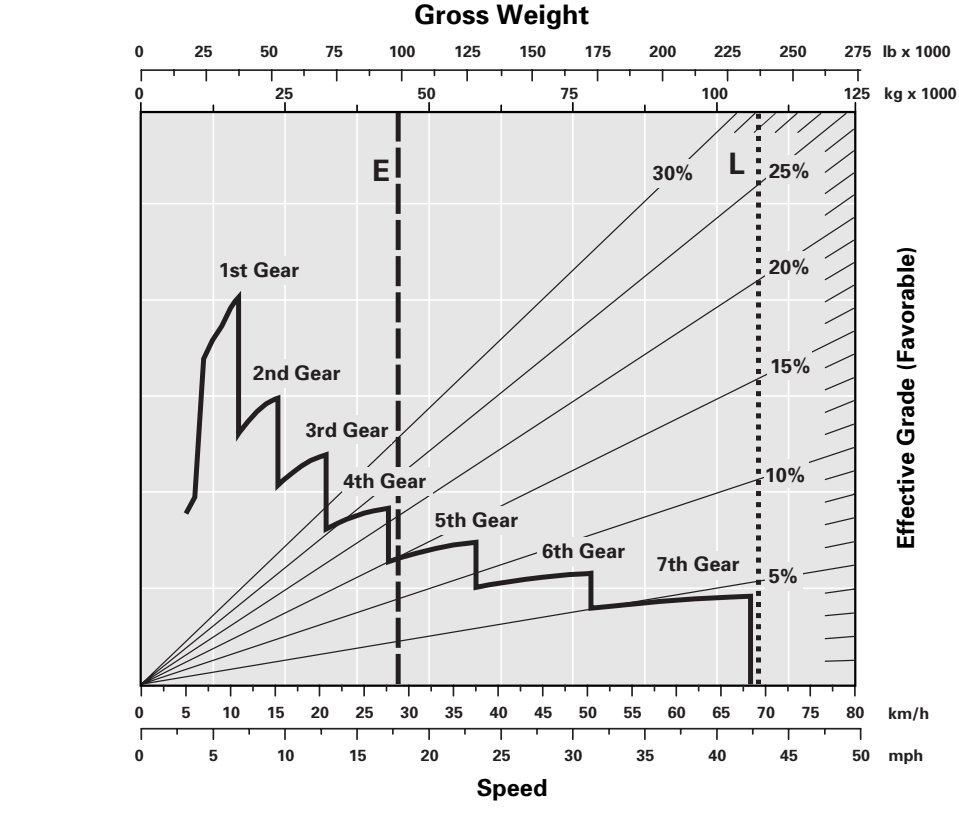
Grade Length - 450 m (1500 ft)



Grade Length - 600 m (2000 ft)



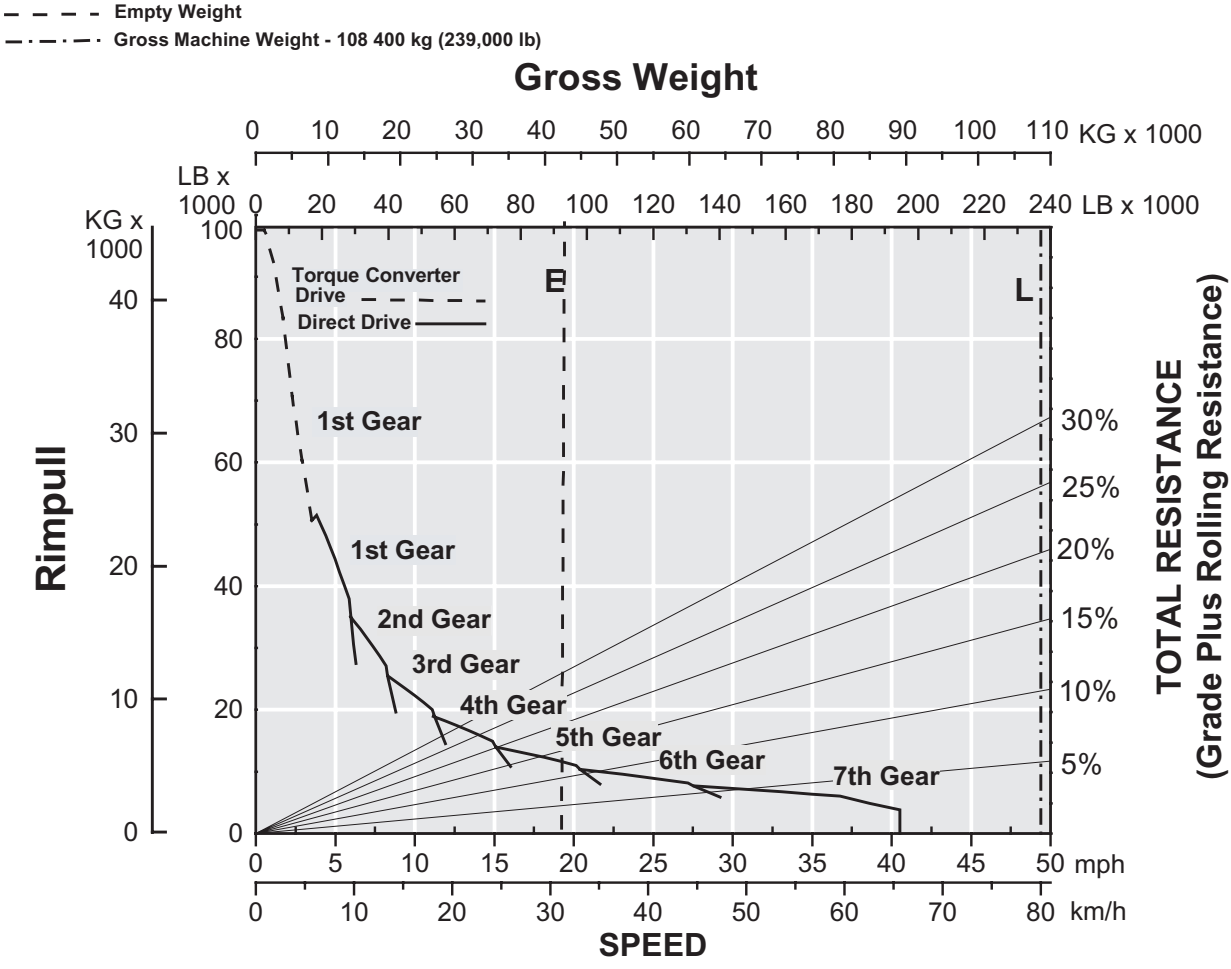
Grade Length - 900 m (3000 ft)



Grade Length - 1500 m (5000 ft)

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 one percent for each 10 kg/tonne (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.



Optional Equipment

With approximate changes in operating weights.
Optional equipment may vary. Consult a Caterpillar Dealer for specifics.

	kg	lb
Air conditioning	90	198
Automatic lube system	60	135
Automatic Retarder Control (ARC)	6	13
Clustered grease fittings	20	50
Engine coolant heater - 120-volt	3	7
Engine coolant heater - 240-volt	4	9
Ether starting aid	5	10
Exhaust diverter/muffler	93	205
Fuel heater kit	5	12

	kg	lb
Integrated brake control	56	123
Muffler	116	256
Spare rim 432 mm (17")	390	860
Traction Control System (TCS)	50	110
Truck Production Management System (TPMS)	46	100
Wheel chocks	25	50
Wiggins fast fuel change	2	5
Wiggins high-speed oil change	1	2

Weight/Payload Calculation*

(Example)

	Quarry Flat Floor		Dual Slope		Flat Floor Lined	
	kg	lb	kg	lb	kg	lb
Empty Chassis Weight	30 400	67,000	30 400	67,000	30 400	67,000
Fuel Correction (90% × 185 gal × 7.1 lbs/gal)	530	1,170	530	1,170	530	1,170
Optional Attachments Weight						
Debris Allowance (4% of chassis)	+1210	+2680	+1210	+2680	+1210	+2680
Chassis Weight	32 140	70,850	32 140	70,850	32 140	70,850
Body Weight	13 070	28,810	9710	21,400	14 350	31,640
Body Attachments Weight	+0	+0	+4450	+9810	+0	+0
Total Empty Operating Weight	45 210	99,660	46 300	102,060	46 490	102,490
Target Payload	**+63 190**	**+139,340**	**+62 100**	**+136,940**	**+61 910**	**+136,510**
Gross Machine Operating Weight	108 400	239,000	108 400	239,000	108 400	239,000

*Note: Refer to Caterpillar's 10/10/20 Payload Policy for Quarry and Construction Trucks.