



TR60 Mining Dump Truck

TR60 off-highway truck is with Top Performance. Developed specifically for mining, quarry and construction applications, the Off-Highway Trucks keep material moving at high volume to lower cost-per ton. reliable, durable, dependable. Rugged construction and easy maintenance procedures ensure long life with low operating costs.

Vehicle main technical parameter	
N.V.W.	40000kg
Payload	55000kg
G.V.W.	95000kg
Overall dimensions (L×W×H)	9130×4450×4440mm
Wheel bass	4170mm
Track	Front: 3320mm Rear 2900mm
Max speed	57.5km/h

Shanghai Longji Construction Machinery Co., Ltd.

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Frame	
Full box section frame rails, integral front bumper, closed-loop crossmember and torque tubes of 290 MPa yield strength steel. Crossmember connections are 655 MPa steel castings.	
Engine	
Model	Cummins QSK19-C650
Type	6-cylinder, in-line, 4 Cycle, Turbocharged/ After cooler
Rated power	485 kW (650hp)
Maximum torque	3085Nm@1300rpm
Bore x stroke	159 x 159mm
Displacement.	18.9 liters
24 volt negative ground electrical system. Two 12 volt 165Ah batteries with master disconnect switch. 8.9KW starter. Neutral start. 70A alternator with integral voltage regulator.	
Transmission	
Allison M6610AR automatic electronic control with Soft Shift feature. Planetary gearing with six speeds forward and two reverse. Integral TC 682 torque converter with automatic lock-up in all speed ranges. Hydraulic Retarder. With body up, gear range is limited to 1st forward.	
Drive ratio: Forward Gears 1	4.00
Drive ratio: Forward Gears 2	2.68
Drive ratio: Forward Gears 3	2.01
Drive ratio: Forward Gears 4	1.35
Drive ratio: Forward Gears 5	1.00
Drive ratio: Forward Gears 6	0.67
Drive ratio: Reverse Gear1	5.15
Drive ratio: Reverse Gears 2	3.46
Drive Axle	
TEREX heavy duty axle with full floating axle shafts, single reduction spiral bevel gear differential, and planetary reduction at each wheel.	
Differential ration	3.73:1
Planetary ration	5.80:1
Total reduction ration	21.63:1
Suspension	
Front: TEREX manufactured kingpin strut-type independent front wheel suspension using self-contained, variable rate, nitrogen/oil cylinders.	
Rear: TEREX variable rate nitrogen/oil cylinders with frame linkage and lateral stabilizer bar.	
Max. strut stroke (Front)	251mm
Max. strut stroke (Rear)	182mm
Max. rear axle oscillation	6.5°
Tyres	
Type	Front and Rear 24.00-35(36PR)
Rim width	17in

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Brakes	
<p>SERVICE: All hydraulic brake system control. Transmission mounted pressure compensating piston pump provides hydraulic pressure for brakes and steering. Independent circuits front and rear. Each circuit incorporates a nitrogen/hydraulic accumulator which stores energy to provide instant braking response.</p> <p>PARKING Rear brakes: applied by spring loaded opposing piston on disc pack, hydraulically released.</p> <p>RETARDATION–Modulated lever control of rear disc brakes or hydraulic retarder in transmission. 670 kW (900 hp) continuous retardation.</p> <p>SECONDARY: Park push button solenoid control applies service and parking brakes. Automatically applies when engine is switched off. Parking brake applies when system pressure falls below a predetermined level.</p>	
Front brakes	Dry Disc
Disc diameter.	710mm
Pad area, total	1394cm ²
Rear brakes	TEREX oil cooled, multiple disc, completely sealed from dirt and water.
Braking surface, total	47151cm ²
Steering	
<p>Independent hydrostatic steering with closed-centre steering valve, accumulator and pressure compensating piston pump.</p> <p>Accumulator provides uniform steering regardless of engine speed. In the event of loss of engine power it provides steering of approximately two lock-to-lock turns. A low pressure warning light indicates should the system pressure fall below 83 bar (1200 lbf/in²).</p> <p>Steering conforms to ISO 5010,SAE J53.</p>	
Maximum tyre steering angle	39°
Hoist	
Two body hoists mounted inside the frame rails. Hoists are two-stage with power down in the second stage. The body hydraulic system is independent of the steering hydraulic system.	
System pressure	190 bar

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