Haulage Tractors

Series V

1406A 4x2 | 1406AF 4x4 | 1736A 4x2 | 1736AF 4x4| 2006AF 4x4

Tier III Certified

BELL

Bell Haulage Tractors

Discover the epitome of strength and reliability in the world of machinery. At Bell Equipment, we take pride in crafting robust and dependable machines that stand the test of time. From the toughest terrains to the most demanding tasks, our strong and reliable machines are designed to exceed expectations and deliver exceptional performance.

Reliability you can count on

Built with the best components and rigorous testing, the Series V expands on Bell Equipment's reputation for manufacturing strong and reliable machines, trusted by thousands of owners over the past 45 years.

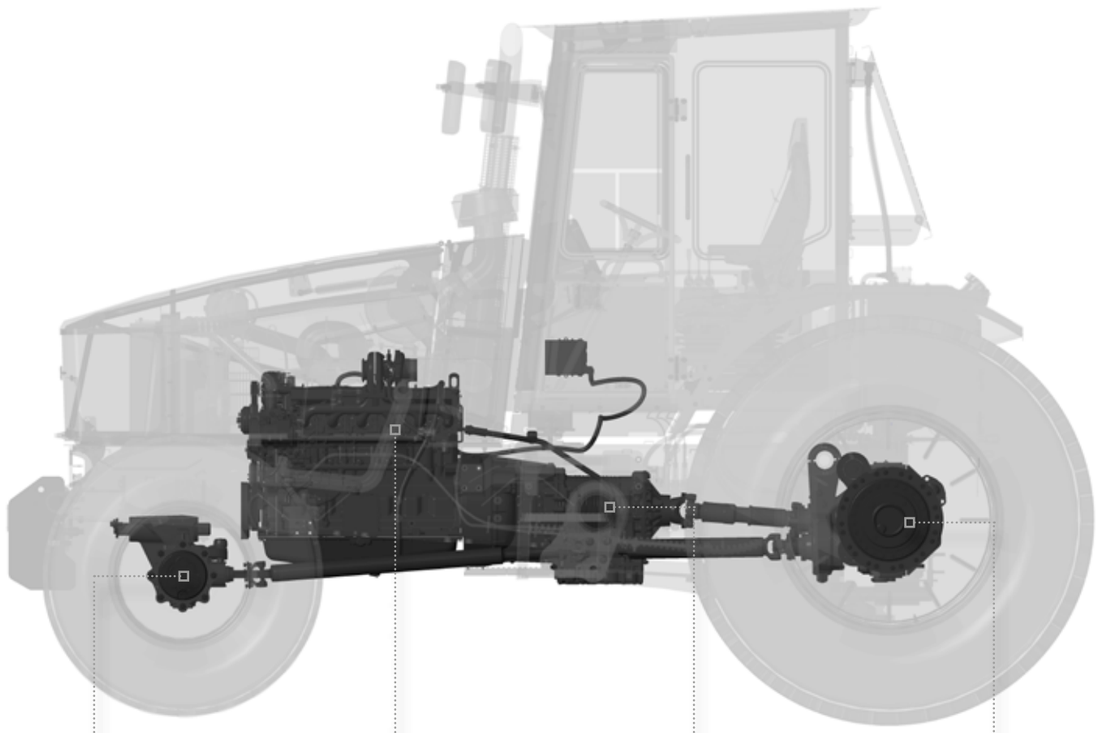
Our philosophy of 'Strong Reliable Machines' is the cornerstone of our products, ensuring that every Bell Haulage Tractor delivers dependable performance. At Bell Equipment, we stand by our commitment to reliability with our dedicated after-sales support teams worldwide.

Unmatched power

Experience unparalleled power and efficiency with the Bell Haulage Tractor, featuring the well-proven John Deere 6.8L engine. Coupled with the electronically-controlled Allison transmission, this dynamic duo ensures seamless performance, enhanced comfort, and remarkable fuel efficiency. Say goodbye to jerky gear shifts and embrace smooth transitions, even when tackling heavy loads, thanks to minimal torque interruption.

Drive train

The Bell Haulage Tractor drive train incorporates powerful components for optimal performance.



- The 4X4 models feature a Carraro cast iron steering axle at the front, providing durability and precise manoeurvability.
- All Tractors are fitted with a John Deere 6.8L engine available in three varients that deliver. 140HP (104kW), 173HP (129kW) & 200HP (149kW) respectively.
- The Allison transmission is electronically controlled and ensures smooth gear shifts, exceptional comfort, and fuel efficiency.
- At the rear, a robust Bell heavy-duty axle provides stability and strength, making the Bell Haulage Tractor drivetrain a reliable choice for demanding hauling operations.

Efficiency at its best

In the haulage industry, efficiency is paramount, and our Tractors are tailored to meet this demand. With optimised fuel consumption and reduced operational costs, our design maximises efficiency and boosts your bottom line.

The fabricated steel chassis of our Tractors reinforces structural integrity, enabling them to handle heavy loads and rugged operating conditions with ease. Experience peace of mind knowing that your Tractor is built to withstand the toughest challenges.

Optional extras

FM radio

Fleetm@tic®

Underside belly plates

Long-range tank

Trainer seat

Front guard

Safety features

When it comes to safety, Bell Haulage Tractors prioritise compliance with the Compulsory Specification for Agricultural Tractors VC8057, ensuring adherence to strict safety regulations.

Equipped with essential safety features, the Series V Tractors stand out. The ROPS/FOPS certified cab provides operator protection, while pneumatic trailer braking enhances overall safety standards.

The upgraded rear axle disc brakes offer increased stopping power, providing improved safety and control during operations.

Comfort

The redesigned ROPS/FOPS certified cab enhances operator comfort by providing increased space, a comfortable flat floor, and a standard HVAC system. Operator productivity is supported by the standard pneumatic-suspension seat with 3-point seat belts and customisable comfort adjustments that include shoulder position, lumbar support, and more.

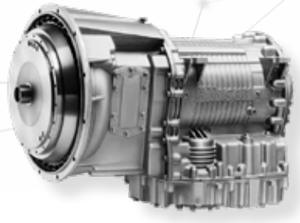
Technology advancements

Engine

The latest John Deere 6068HF285 powerplant incorporates turbocharging and common rail diesel technology for enhanced performance and fuel efficiency. The engine meets Tier 3 emissions requirements without the use of a complex exhaust gas recirculations (EGR) system. With addition of the new 200HP version.

Air filter

The Bell Tractor's air filter is a trusted name in filtration technology. The dual stage design ensures superior air filtration and protection against dust and contaminants, thus extending the engine's life and optimizing performance.



Transmission

The electronically-controlled Allison transmission works seamlessly with the engine, providing exceptional comfort and fuel efficiency. The minimal torque interruption allows for smooth gear shifts, even under heavy load.

Cooling package

The tractor cooling package boasts a custom-built, high debris-tolerant design, featuring a 10.1 FPI (fins per inch) spacing for efficient heat dissipation. It includes a strategically positioned transmission cooler, mounted side by side with the radiator, and the CAC (charge air cooler) placed in front of them transversely. This arrangement ensures optimal cooling performance, even in demanding operating conditions, and enhances the overall reliability of the Tractor.

MDU

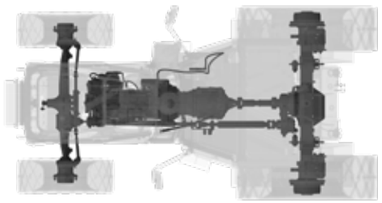
The CAN bus-based Monitor Display Unit (MDU) offers an intuitive and informative interface for easy diagnosis, providing operators with crucial insights. Its seamless integration with the Sealed Switch Module (SSM) ensures smooth functionality, that enables efficient control and monitoring of various Tractor systems to ultimately enhance productivity and ease of operation.

Sealed Switch Module (SSM)

The Series V introduces a simplified switching system with a single connector for all 12 switches, reducing the possibility of faults and simplifying fault finding in the field.

Disc brake

The Series V Tractor is equipped with upgraded rear disc brakes, ensuring ease of service and delivering increased stopping power for enhanced safety and control during operations.



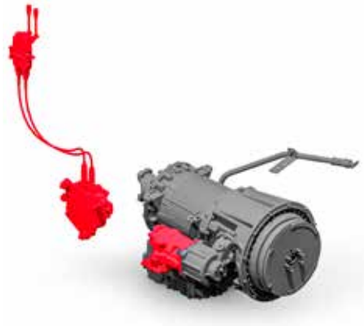
Bell traction control

The 4x4 configuration of the Series V includes Bell traction control, which automatically switches to 4x4 mode when wheelspin is detected in poor underfoot conditions, improving traction and manoeuvrability. Hitch positioning 63mm ahead of the rear axle centreline improves steering control and traction in the 4WD units, especially when hauling fully loaded trailers.

Sprung front axle suspension on the 2WD means a smoother ride, better control on bumpy roads and lower operator fatigue - hence better productivity.

Transfer case

The Bell Tractor transfer case, conveniently mounted off the rear differential with a ration of 1.110:1, is expertly designed for 4x4 machines. Its innovative, pneumatically-engaged and spring-disengaged system ensures smooth and efficient operation for optimal performance in various terrains.

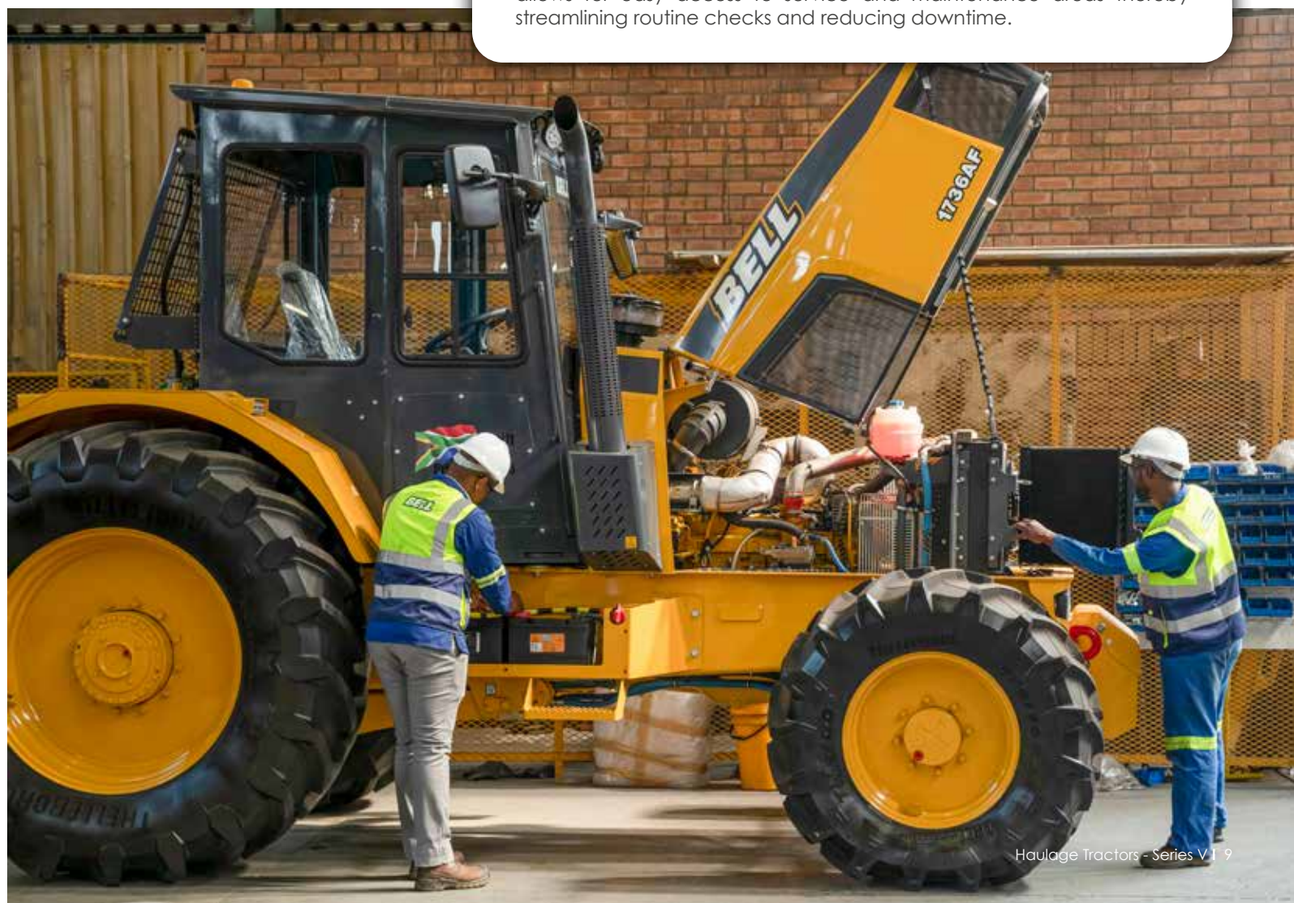


High flow

A high flow option is available on the 1734A and AF with a 153L/min variable displacement pump that runs off the transmission PTO and allows the customer to use high flow demanding auxillary functions.

Composite bonnet

The shapely composite bonnet design, opening upwards to 70 degrees, allows for easy access to service and maintenance areas thereby streamlining routine checks and reducing downtime.



1406A & 1406AF Series V Haulage Tractors

ENGINE

Model
John Deere 6068HF285

Configuration
Six-cylinder, in-line

Emission certification
Tier 3/Stage IIIA

Aspiration
Turbo charged & A/A intercooled

Displacement
6.8 Litre

Net power
139 hp / 104 kW

Torque Rise
32%

Governed engine speed
2 200 rpm

Maximum torque (Net, Nm @ rpm)
598 Nm @ 1 500 rpm

Compression ratio
19:1

Engine/transmission cooling
Custom built high debris tolerant cooling pack with wide spacing. Transmission cooler mounted side by side with the radiator and the CAC.

Engine exhaust/retardation
Pneumatically engaged exhaust brake.

Engine air cleaner
Dual stage air filter with heavy duty pre-cleaner.

TRANSMISSION

Model
Allison #2500

Torque converter layout
Hydrodynamic with lock-up in 1-6 gears and converter mode in gears 1 & 2.

TRANSFER CASE

Layout
1406A: N/A
1406AF: Mounted off the rear differential

REAR AXLE

Bell structural steel 13-ton axle

Static load rating
32 500 kg

Dynamic load rating
13 000 kg

FRONT AXLE

1406A: Bell
1406AF: Carraro cast iron, steering axle, centre pivot, side input

Static load rating
1406A: 7 590 kg
1406AF: 5 750 kg

Dynamic load rating
1406A: 3 600 kg
1406AF: 3 600 kg

STEERING SYSTEM

Single steering cylinder with through-rod and adjustable tie-rod ends.

BRAKING SYSTEM AND BRAKING FORCE

Disc brakes
Service brake
Rear axle braking only.
430 mm ventilated dry disc using pneumatic dual function actuator.

Park brake
Rear axle braking only.
Spring applied, pneumatic release.

Brake system charge & release pressure
8,5 bar

Braking force
Brake torque per wheel:
25 412 Nm

Specification compliance
SANS 1447-1:2007 Ed.2

WHEELS

1406A Wheels
600/65R38
315/80R22.5

1406AF Wheels
420/70R24
580/70R38

UNLADEN MACHINE SPEEDS (GOVERNED)

1406A:	
1st gear	10,3 km/hr
2nd gear	19,0 km/hr
3rd gear	25,0 km/hr
4th gear	36,0 km/hr
5th gear	40,0 km/hr
6th gear	40,0 km/hr

1406AF:	
1st gear	9,7 km/hr
2nd gear	18,0 km/hr
3rd gear	23,7 km/hr
4th gear	34,0 km/hr
5th gear	40,0 km/hr
6th gear	40,0 km/hr

SUSPENSION

Front
1406A: Coil springs on front axle.
1406AF: Centre pivot above the axle.

Rear
None

HYDRAULIC SYSTEM

Pump application
Pump supplying steering (with priority flow valve) and hitch lift and trailer auxiliary (2 function direct lever control valve).

Rated flow @ engine Governed rpm
61,2 L/min

Control valve relief pressure
210 bar

STEERING SYSTEM

Steering orbitrol valve

Lock-to-lock turns
3,5

PNEUMATIC SYSTEM

System pressure
8,5 bar

Air reservoir capacity
30 L

Auxiliary (trailer) air supply
Quick coupler at vehicle rear

ELECTRICAL SYSTEM

Voltage
24 V

Alternator rating
24V/80A

Battery rating
100 Ah x 2

CAB

Fully enclosed with HVAC.

ROPS certified to ISO5700:2013.

FOPS certified to ISO27850:2013.

Mounting
Rubber

Operator seat
Mechanical suspension. Lap strap restraining belt.

Ventilation
Heater ventilation & airconditioning (HVAC).

Operator trainer seat
Optional side mounted rigid seat with lap strap restraining belt.

Guarding
Full-size expanded mesh rear window cab guard.

Instrumentation
Air pressure, engine speed, machine speed, engine coolant temperature, fuel level and hour meter permanently displayed. Audible warning buzzer and colour change to red as warning of undesirable conditions.

FRONT BODYWORK

Bonnet
Front section one-piece fibre glass bonnet.
Hinges towards rear at an angle of 70 degrees for full-service access to coolers, engine and transmission.

Grill
Part of the bonnet.

Fluid tanks
Side-side diesel / hydraulic tank.
Optional long-range spill over tank mounted to LHS of chassis.

Rear mudguards
Steel with integrated tail-lights and front indicator lights.

OPTIONS

- FM radio
- Fleetm@tic®
- Underside belly plates
- 140L Long-range tank
- Trainer seat
- Front guard

DRIVE-BY NOISE EMISSION

SANS 10205:2007
88 dBA

HITCH

Certified capacity:
5 097 kg

Hitch forward of rear axle:
63 mm

FLUID CAPACITIES

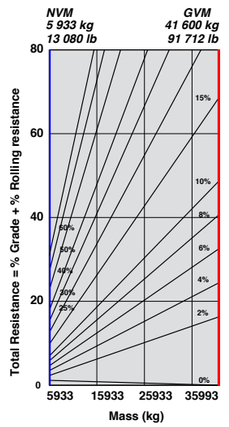
• Hydraulic oil	94 L
• Diesel:	
- standard	160 L
• Front axle oil	8.5 L
• Rear axle oil	32 L
• Engine oil	19 L
• Transmission oil	28 L
• Transfer case oil:	
- 1406A	N/A
- 1406AF	2,5 L

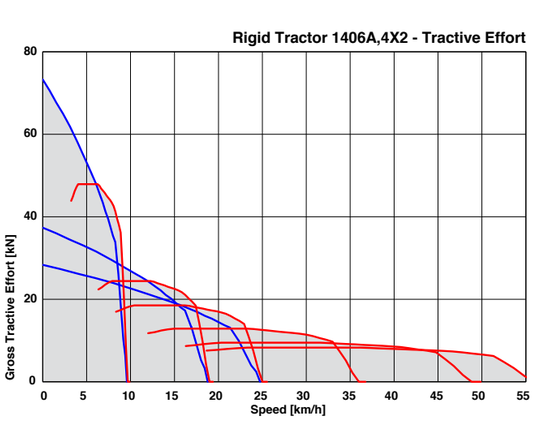
OPERATING MASS

	1406A	1406AF
• Unladen front	2 191 kg	2 901 kg
• Unladen rear	3 427 kg	3 460 kg
• Unladen total	5 618 kg	6 361 kg
• Rated rear axle load	8 000 kg	8 000 kg
• Hitch loading @ rated rear axle load	4 200 kg	4 200 kg
• Laden front	2 514 kg	3 224 kg
• Laden rear	7 861 kg	7 894 kg
• Laden total gross vehicle mass (GVM)	10 375 kg	11 118 kg
• Allowable gross combination Mass (GCM)	48 000 kg	48 000 kg

Gradeability/Rimpull

1. Determine the GCM (mass) of the rig.
2. Estimate grade and find the corresponding (red) line.
3. Where vertical (mass) line and red (grade) line cross.
4. Draw a horizontal line to intersect tractive chart on the right.
5. Drop a vertical line at that point and read off the maximum speed at a given grade and mass.





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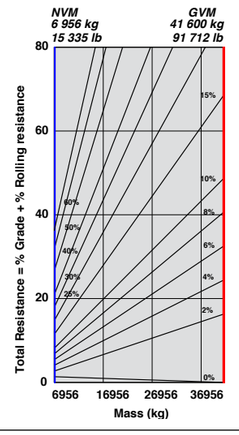
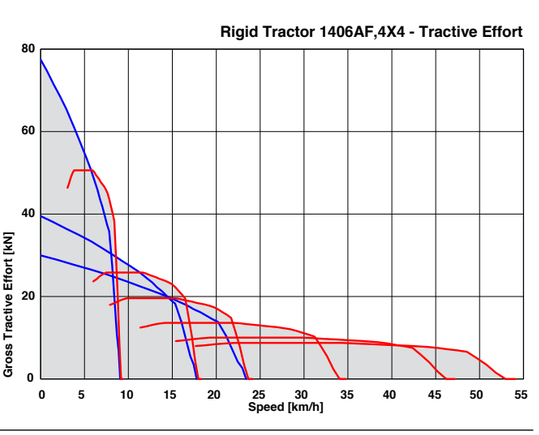
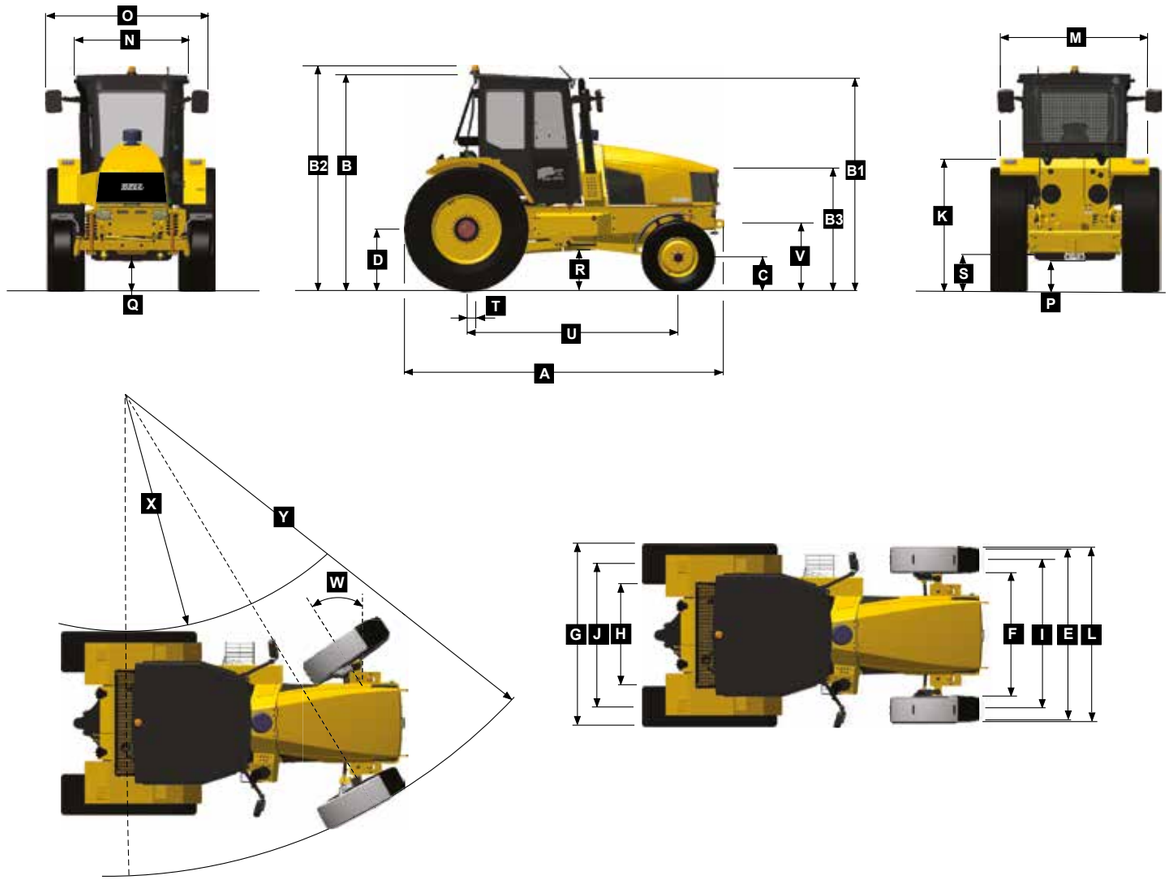




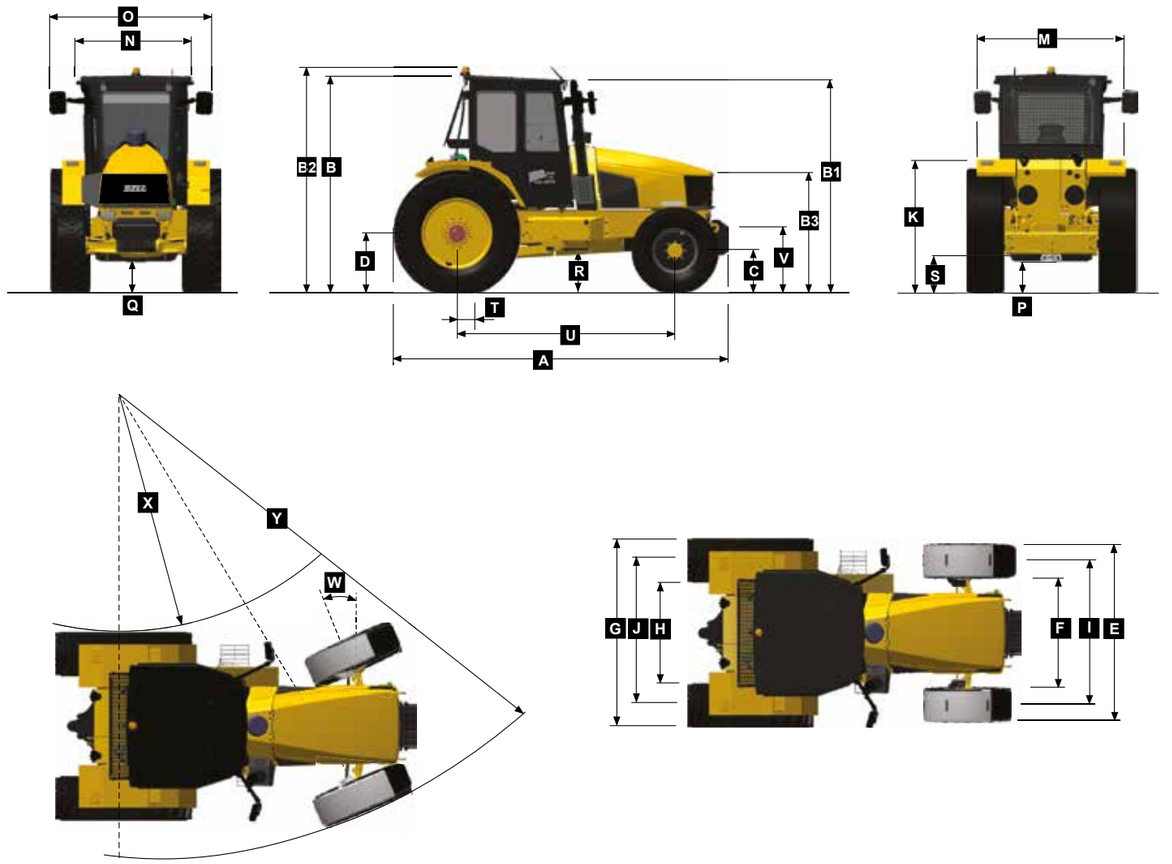
Dimensions



Machine Dimensions

A	Length-Transport Position	4 697 mm
B	Height-Cab	3 197 mm
B1	Height-Exhaust Stack	3 146 mm
B2	Height-Rotating Beacon	3 317 mm
B3	Height-Bonnet Front	1 845 mm
C	Height-Front Axle Centre(Rolling Radius)	543 mm
D	Height-Rear Axle Centre (Rolling Radius)	915 mm
E	Width over Tyres-Front - 315/80 R22.5	2 292 mm
F	Inside Tyre Width-Front	1 668 mm
G	Width over Tyres-Rear - 540/80 R38	2 476 mm
H	Inside Tyre Width - Rear	1 376 mm
I	Tyre Track Width - Front	1 980 mm
J	Tyre Track Width - Rear	1 926 mm
K	Height-Rear Mudguard	1 963 mm
L	Width over Mudguards Front	2 380 mm
M	Width over Mudguards Rear	2 172 mm
N	Width over Cab	1 675 mm
O	Width over Mirrors - Operating Position	2 393 mm
P	Ground Clearance - Hitch	461 mm
Q	Ground Clearance - Front Axle	521 mm
R	Ground Clearance - Max	648 mm
S	Height-Hitch Ball Centre	552 mm
T	Rear Axle Centre to Ball Hitch Centre	63 mm
U	Front Axle Centre to Rear Axle Centre	3 106 mm
V	Front Tie Down Height	1 036 mm
W	Maximum Steering Angle	34°
X	Inner Turning Circle Radius	3 814 mm
Y	Outer Turning Circle Radius	7 030 mm

Dimensions



Machine Dimensions

A	Length-Transport Position	4 844 mm
B	Height-Cab	3 195 mm
B1	Height-Exhaust Stack	3 104 mm
B2	Height-Rotating Beacon	3 313 mm
B3	Height-Bonnet Front	1 755 mm
C	Height-Front Axle Centre(Rolling Radius)	627 mm
D	Height-Rear Axle Centre (Rolling Radius)	918 mm
E	Width over Tyres-Front-420/70 R24	2 288 mm
F	Inside Tyre Width-Front	1 450 mm
G	Width over Tyres-Rear-580/70 R38	2 510 mm
H	Inside Tyre Width-Rear	1 342 mm
I	Tyre Track Width-Front	1 869 mm
J	Tyre Track Width-Rear	1 926 mm
K	Height-Rear Mudguard	1 962 mm
M	Width over Mudguards Rear	2 172 mm
N	Width over Cab	1 675 mm
O	Width over Mirrors-Operating Position	2 393 mm
P	Ground Clearance-Hitch	458 mm
Q	Ground Clearance-Front Axle	500 mm
R	Ground Clearance-Max	616 mm
S	Height-Hitch Ball Centre	550 mm
T	Rear Axle Centre to Ball Hitch Centre	54 mm
U	Front Axle Centre to Rear Axle Centre	3 142 mm
V	Front Tie Down Height	946 mm
W	Maximum Steering Angle	25°
X	Inner Turning Circle Radius	5 554 mm
Y	Outer Turning Circle Radius	8 617 mm

1736A & 1736AF Series V Haulage Tractors

ENGINE

Model
John Deere 6068HF285

Configuration
Six-cylinder, in-line

Emission certification
Tier 3/Stage IIIA

Aspiration
Turbo charged & A/A intercooled

Displacement
6.8 Litre

Net power
173 hp / 129 kW

Torque rise
32%

Governed engine speed
2 200 rpm

Maximum torque (Net, Nm @ rpm)
714 Nm @ 1 500 rpm

Compression ratio
19:1

Engine/transmission cooling
Custom built high debris tolerant cooling pack with spacing. Transmission cooler mounted side by side with the radiator and the CAC.

Engine exhaust/retardation
Pneumatically engaged exhaust brake.

Engine air cleaner
Dual stage air filter with heavy duty pre-cleaner.

TRANSMISSION

Model
Allison #3000

Torque converter layout
Hydrodynamic with lock-up in 1-6 gears and converter mode in gears 1 & 2

TRANSFER CASE

Layout
1736A: N/A
1736AF: Mounted off the rear differential.

REAR AXLE

Bell structural steel 13-ton axle

Static load rating
32 500 kg

Dynamic load rating
13 000 kg

FRONT AXLE

1736A: Bell
1736AF: Carraro cast iron, steering axle, centre pivot, side input

Static Load Rating
1736A: 7 590 kg
1736AF: 5 750 kg

Dynamic Load Rating
1736A: 3 600 kg
1736AF: 3 600 kg

STEERING SYSTEM

Single steering cylinder with through-rod and adjustable tie-rod ends.

BRAKING SYSTEM AND BRAKING FORCE

Disc brakes
Service brake
Rear axle braking only.
430 mm ventilated dry disc using pneumatic dual function actuator.

Park brake
Rear axle braking only.
Spring applied, pneumatic release.

Brake system charge & release pressure
8,5 bar

Braking force
Brake torque per wheel:
25 412 Nm

Specification compliance
SANS 1447-1:2007 Ed.2

WHEELS

1736A Wheels
600/65R38
315/80R22.5

1736AF Wheels
420/70R24
580/70R38

UNLADEN MACHINE SPEEDS (GOVERNED)

1736A:

1st gear	10,3 km/hr
2nd gear	19,3 km/hr
3rd gear	25,6 km/hr
4th gear	36,0 km/hr
5th gear	40,0 km/hr
6th gear	40,0 km/hr

1736AF:

1st gear	9,8 km/hr
2nd gear	18,3 km/hr
3rd gear	24,2 km/hr
4th gear	34,6 km/hr
5th gear	40,0 km/hr
6th gear	40,0 km/hr

SUSPENSION

Front
1736A: Coil springs on front axle.

1736AF: Centre pivot above the axle.

Rear
None

HYDRAULIC SYSTEM

Pump application
Pump supplying steering (with priority flow valve) and hitch lift and trailer auxiliary (2 function direct lever control valve).

Rated flow @ engine governed rpm
61,2 L/min
153 L/min(hi-flow option)

Control valve relief pressure
210 bar

STEERING SYSTEM

Steering orbitrol valve

Lock-to-lock turns
3,5

PNEUMATIC SYSTEM

System pressure
8.5 bar

Air reservoir capacity
30 L

Auxiliary (trailer) air supply
Quick coupler at vehicle rear

ELECTRICAL SYSTEM

Voltage
24 V

Alternator rating
24V/80A

Battery rating
100 Ah x 2

CAB

Fully enclosed with HVAC.

ROPS certified to ISO5700:2013.

FOPS certified to ISO27850:2013.

Mounting
Rubber

Operator seat
Mechanical suspension. Lap strap restraining belt.

Operator trainer seat
Optional side mounted rigid seat with lap strap restraining belt.

Ventilation
Heater ventilation & airconditioning (HVAC)

Guarding
Full-size expanded mesh rear window cab guard.

Instrumentation
Air pressure, engine speed, machine speed, engine coolant temperature, fuel level and hour meter permanently displayed. Audible warning buzzer and colour change to red as warning of undesirable conditions.

FRONT BODYWORK

Bonnet
Front section one-piece fibre glass bonnet.

Hinges towards rear at an angle of 70 degrees for full-service access to coolers, engine and transmission.

Grill
Part of the bonnet

Fluid tanks
Side-side diesel / hydraulic tank.

Optional long-range spill over tank mounted to LHS of chassis.

Rear mudguards
Steel with integrated tail-lights, and front indicator lights

OPTIONS

- FM radio
- Fleetm@tic®
- Underside belly plates
- 140L Long-range tank
- Trainer seat
- Hi-flow hydraulic
- Front guard

DRIVE-BY NOISE EMISSION

SANS 10205:2007
88 dBA

HITCH

Certified capacity:
5 097 kg

Hitch forward of rear axle:
65 mm

FLUID CAPACITIES

Standard option

• Hydraulic oil	94 L
• Diesel:	
- standard	160 L
• Front axle oil	8.5 L
• Rear axle oil	32 L
• Engine oil	19 L
• Transmission oil	28 L
• Transfer case oil:	
- 1736A	N/A
- 1736AF	2,5 L

Long range/Hi-flow option

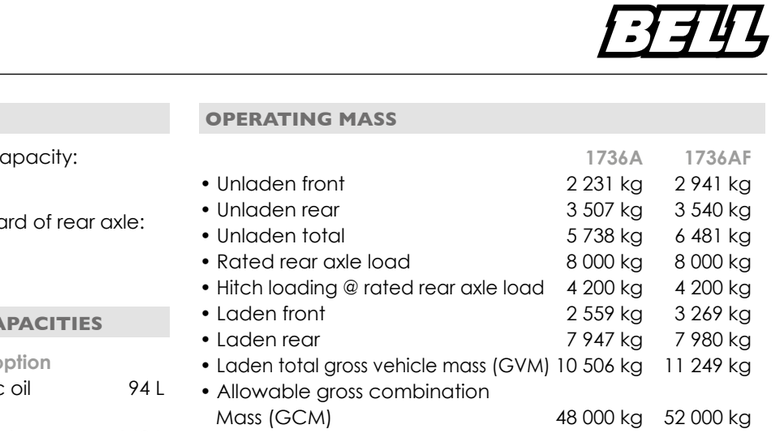
• Hydraulic oil	132 L
• Fuel tank	253 L

OPERATING MASS

	1736A	1736AF
• Unladen front	2 231 kg	2 941 kg
• Unladen rear	3 507 kg	3 540 kg
• Unladen total	5 738 kg	6 481 kg
• Rated rear axle load	8 000 kg	8 000 kg
• Hitch loading @ rated rear axle load	4 200 kg	4 200 kg
• Laden front	2 559 kg	3 269 kg
• Laden rear	7 947 kg	7 980 kg
• Laden total gross vehicle mass (GVM)	10 506 kg	11 249 kg
• Allowable gross combination Mass (GCM)	48 000 kg	52 000 kg

Gradeability/Rimpull

1. Determine the GCM (mass) of the rig.
2. Estimate grade and find the corresponding (red) line.
3. Where vertical (mass) line and red (grade) line cross.
4. Draw a horizontal line to intersect tractive chart on the right.
5. Drop a vertical line at that point and read off the maximum speed at a given grade and mass.



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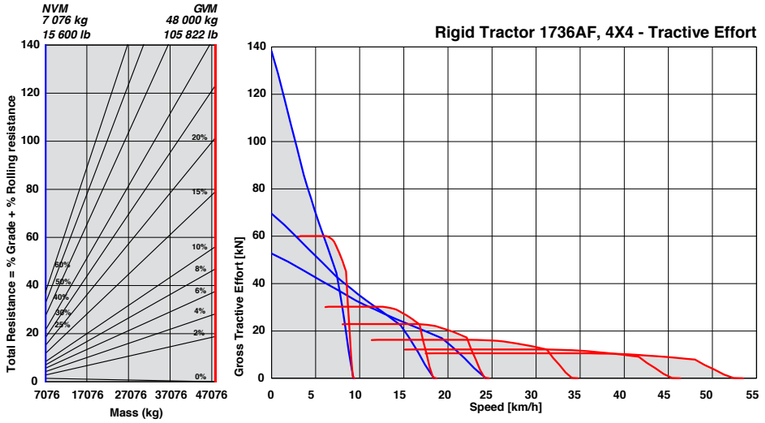


2006AF Series V Haulage Tractors

ENGINE

Model
John Deere 6068HF285

Configuration
Six-cylinder, in-line

Emission certification
Tier 3/Stage IIIA

Aspiration
Turbo charged & A/A intercooled

Displacement
6.8 Litre

Net power
200 hp (149 kW)

Torque rise
32%

Governed engine speed
2 400 rpm

Maximum torque (Net, Nm @ rpm)
785 Nm @ 1 500 rpm

Compression ratio
19:1

Engine/transmission cooling
Custom built high debris tolerant cooling pack with spacing. Transmission cooler mounted side by side with the radiator and the CAC.

Engine exhaust/retardation
Pneumatically engaged exhaust brake.

Engine air cleaner
Dual stage air filter with heavy duty pre-cleaner.

TRANSMISSION

Model
Allison #3000

Torque converter layout
Hydrodynamic with lock-up in 1-6 gears and converter mode in gears 1 & 2

TRANSFER CASE

Layout
Mounted off the rear differential.

REAR AXLE

Bell structural steel 13-ton axle

Static load rating
32 500 kg

Dynamic load rating
13 000 kg

FRONT AXLE

Carraro cast iron, steering axle, centre pivot, side input

Static Load Rating
5 750 kg

Dynamic Load Rating
3 600 kg

STEERING SYSTEM

Single steering cylinder with through-rod and adjustable tie-rod ends.

BRAKING SYSTEM AND BRAKING FORCE

Disc brakes
Service brake
Rear axle braking only. 430 mm ventilated dry disc using pneumatic dual function actuator.

Park brake
Rear axle braking only. Spring applied, pneumatic release.

Brake system charge & release pressure
8,5 bar

Braking force
Brake torque per wheel: 25 412 Nm

Specification compliance
SANS 1447-1:2007 Ed.2

WHEELS

420/70R24

580/70R38

UNLADEN MACHINE SPEEDS (GOVERNED)

1st gear	9,8 km/hr
2nd gear	18,3 km/hr
3rd gear	24,2 km/hr
4th gear	34,6 km/hr
5th gear	40,0 km/hr
6th gear	40,0 km/hr

SUSPENSION

Front
Centre pivot above the axle.

Rear
None

HYDRAULIC SYSTEM

Pump application
Pump supplying steering (with priority flow valve) and hitch lift and trailer auxiliary (2 function direct lever control valve).

Rated flow @ engine governed rpm
61,2 L/min
153 L/min(hi-flow option)

Control valve relief pressure
210 bar

STEERING SYSTEM

Steering orbitrol valve

Lock-to-lock turns
3,5

PNEUMATIC SYSTEM

System pressure
8.5 bar

Air reservoir capacity
30 L

Auxiliary (trailer) air supply
Quick coupler at vehicle rear

ELECTRICAL SYSTEM

Voltage
24 V

Alternator rating
24V/80A

Battery rating
100 Ah x 2

CAB

Fully enclosed with HVAC.

ROPS certified to ISO5700:2013.

FOPS certified to ISO27850:2013.

Mounting
Rubber

Operator seat
Mechanical suspension. Lap strap restraining belt.

Operator trainer seat
Optional side mounted rigid seat with lap strap restraining belt.

Ventilation
Heater ventilation & airconditioning (HVAC)

Guarding
Full-size expanded mesh rear window cab guard.

Instrumentation
Air pressure, engine speed, machine speed, engine coolant temperature, fuel level and hour meter permanently displayed. Audible warning buzzer and colour change to red as warning of undesirable conditions.

FRONT BODYWORK

Bonnet
Front section one-piece fibre glass bonnet.

Hinges towards rear at an angle of 70 degrees for full-service access to coolers, engine and transmission.

Grill
Part of the bonnet

Fluid tanks
Side-side diesel / hydraulic tank.

Optional long-range spill over tank mounted to LHS of chassis.

Rear mudguards
Steel with integrated tail-lights, and front indicator lights

OPTIONS

- FM radio
- Fleetm@tic®
- Underside belly plates
- 140L Long-range tank
- Trainer seat
- Hi-flow hydraulic
- Front guard

DRIVE-BY NOISE EMISSION

SANS 10205:2007
88 dBA

HITCH

Certified capacity:
5 097 kg

Hitch forward of rear axle:
65 mm

FLUID CAPACITIES

Standard option

• Hydraulic oil	94 L
• Diesel:	
- standard	160 L
• Front axle oil	8.5 L
• Rear axle oil	32 L
• Engine oil	19 L
• Transmission oil	28 L
• Transfer case oil	2,5 L

Long range/Hi-flow option

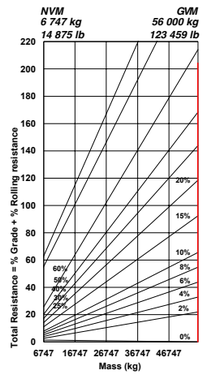
• Hydraulic oil	132 L
• Fuel tank	253 L

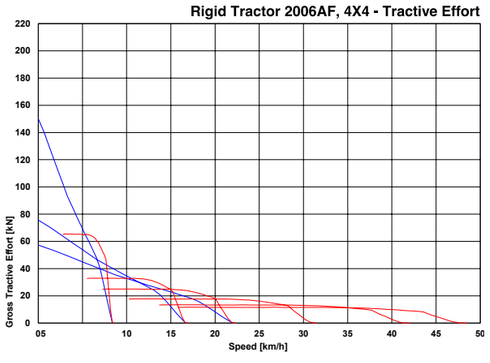
OPERATING MASS

• Unladen front	2 941 kg
• Unladen rear	3 540 kg
• Unladen total	6 481 kg
• Rated rear axle load	8 000 kg
• Hitch loading @ rated rear axle load	4 200 kg
• Laden front	3 269 kg
• Laden rear	7 980 kg
• Laden total gross vehicle mass (GVM)	11 249 kg
• Allowable gross combination mass (GCM)	56 000 kg

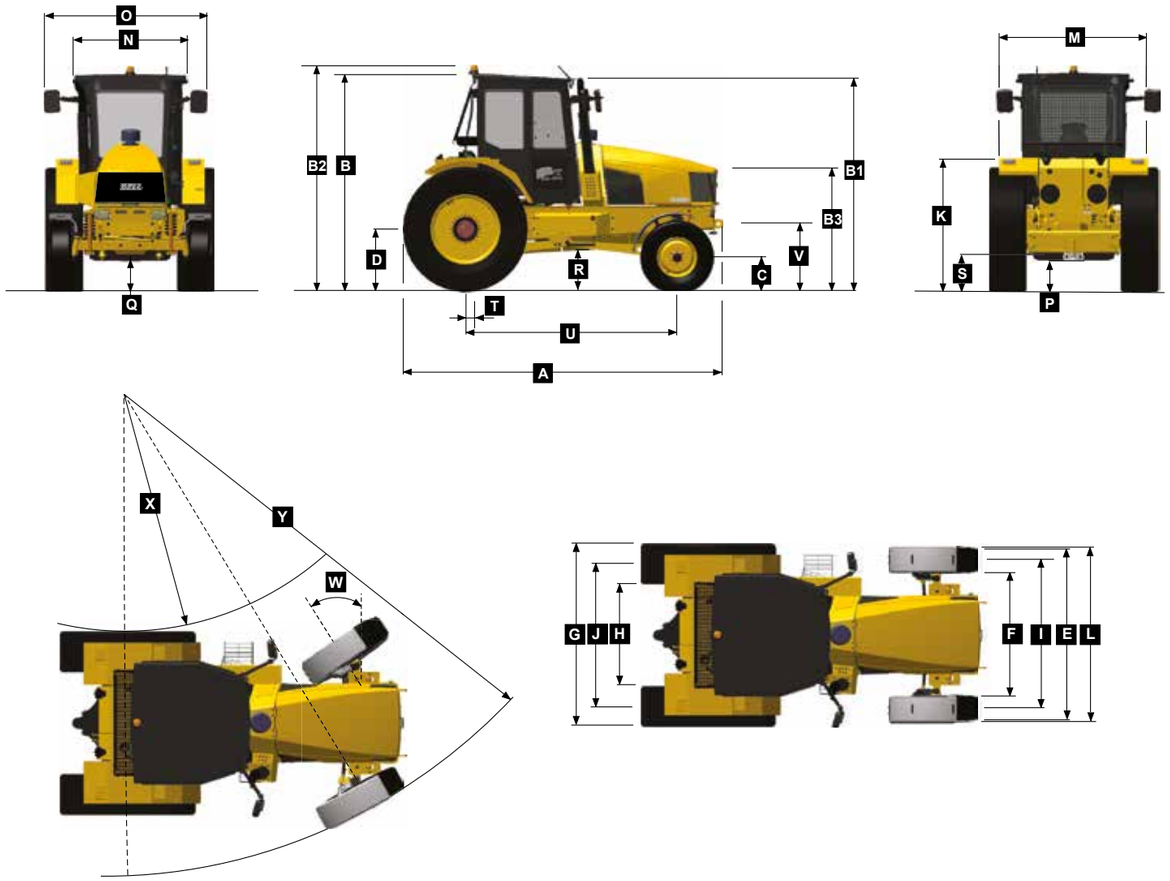
Gradeability/Rimpull

1. Determine the GCM (mass) of the rig.
2. Estimate grade and find the corresponding (red) line.
3. Where vertical (mass) line and red (grade) line cross.
4. Draw a horizontal line to intersect tractive chart on the right.
5. Drop a vertical line at that point and read off the maximum speed at a given grade and mass.





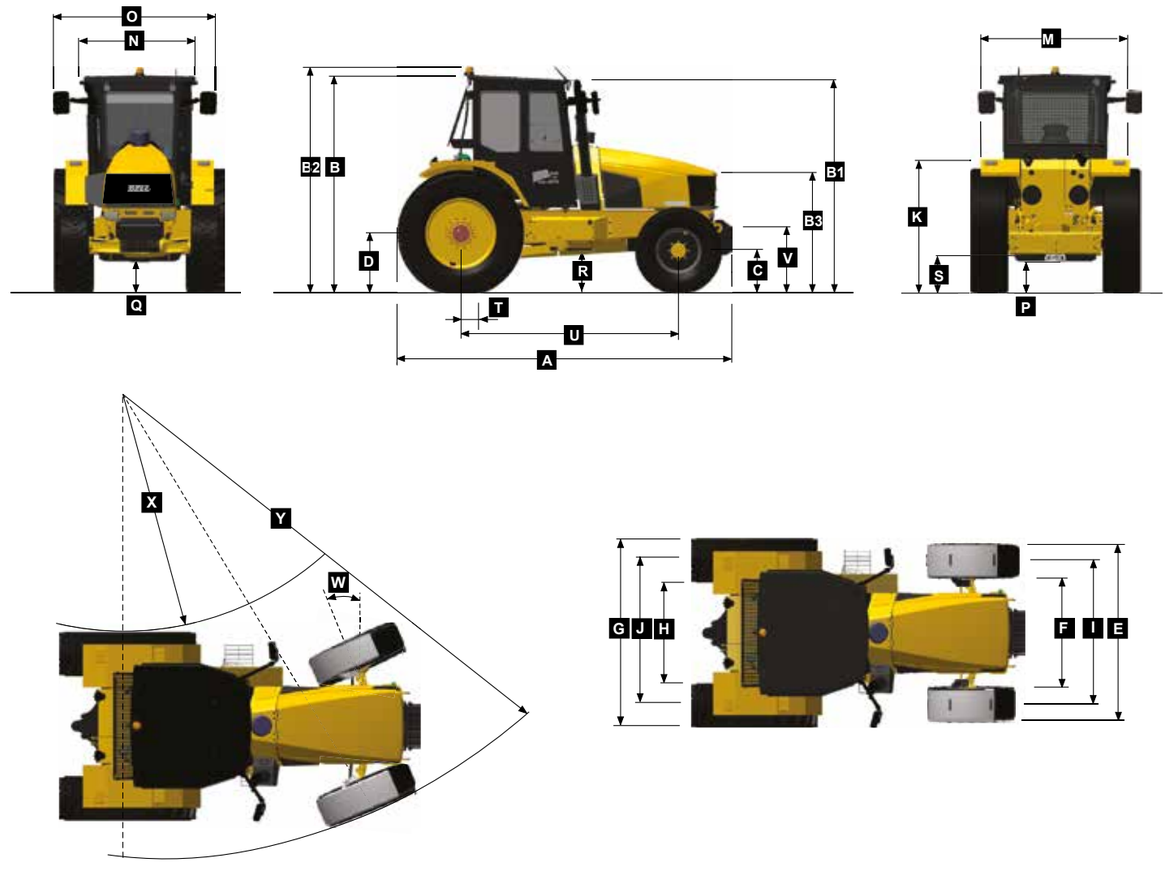
Dimensions



Machine Dimensions

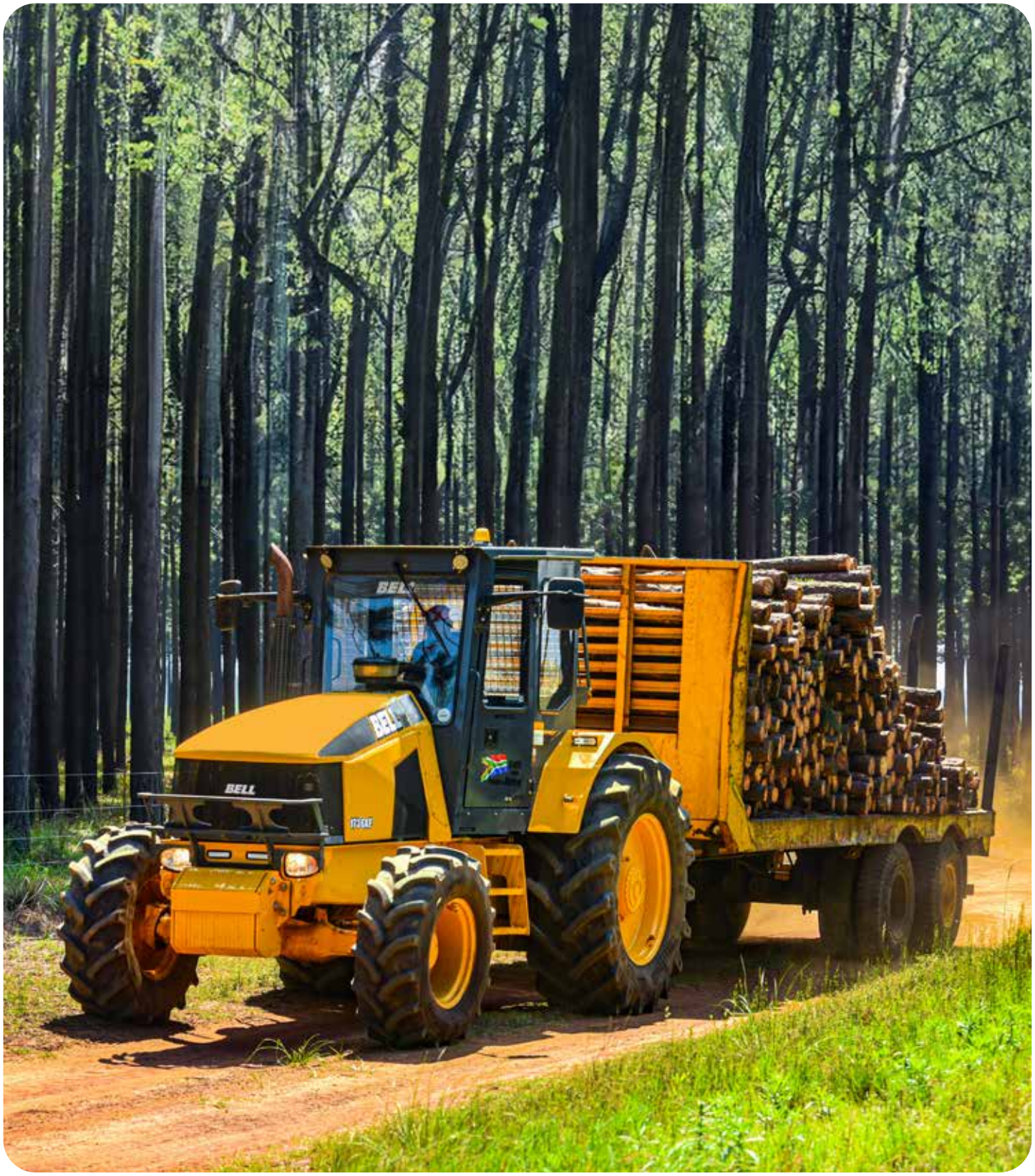
A	Length-Transport Position	4 697 mm
B	Height-Cab	3 197 mm
B1	Height-Exhaust Stack	3 146 mm
B2	Height-Rotating Beacon	3 317 mm
B3	Height-Bonnet Front	1 845 mm
C	Height-Front Axle Centre(Rolling Radius)	543 mm
D	Height-Rear Axle Centre (Rolling Radius)	915 mm
E	Width over Tyres-Front - 315/80 R22.5	2 292 mm
F	Inside Tyre Width-Front	1 668 mm
G	Width over Tyres-Rear - 540/80 R38	2 476 mm
H	Inside Tyre Width - Rear	1 376 mm
I	Tyre Track Width - Front	1 980 mm
J	Tyre Track Width - Rear	1 926 mm
K	Height-Rear Mudguard	1 963 mm
L	Width over Mudguards Front	2 380 mm
M	Width over Mudguards Rear	2 172 mm
N	Width over Cab	1 675 mm
O	Width over Mirrors - Operating Position	2 393 mm
P	Ground Clearance - Hitch	461 mm
Q	Ground Clearance - Front Axle	521 mm
R	Ground Clearance - Max	648 mm
S	Height-Hitch Ball Centre	552 mm
T	Rear Axle Centre to Ball Hitch Centre	63 mm
U	Front Axle Centre to Rear Axle Centre	3 106 mm
V	Front Tie Down Height	1 036 mm
W	Maximum Steering Angle	34°
X	Inner Turning Circle Radius	3 814 mm
Y	Outer Turning Circle Radius	7 030 mm

Dimensions



Machine Dimensions

A	Length-Transport Position	4 844 mm
B	Height-Cab	3 195 mm
B1	Height-Exhaust Stack	3 104 mm
B2	Height-Rotating Beacon	3 313 mm
B3	Height-Bonnet Front	1 755 mm
C	Height-Front Axle Centre(Rolling Radius)	627 mm
D	Height-Rear Axle Centre (Rolling Radius)	918 mm
E	Width over Tyres-Front-420/70 R24	2 288 mm
F	Inside Tyre Width-Front	1 450 mm
G	Width over Tyres-Rear-580/70 R38	2 510 mm
H	Inside Tyre Width-Rear	1 342 mm
I	Tyre Track Width-Front	1 869 mm
J	Tyre Track Width-Rear	1 926 mm
K	Height-Rear Mudguard	1 962 mm
M	Width over Mudguards Rear	2 172 mm
N	Width over Cab	1 675 mm
O	Width over Mirrors-Operating Position	2 393 mm
P	Ground Clearance-Hitch	458 mm
Q	Ground Clearance-Front Axle	500 mm
R	Ground Clearance-Max	616 mm
S	Height-Hitch Ball Centre	550 mm
T	Rear Axle Centre to Ball Hitch Centre	54 mm
U	Front Axle Centre to Rear Axle Centre	3 142 mm
V	Front Tie Down Height	946 mm
W	Maximum Steering Angle	25°
X	Inner Turning Circle Radius	5 554 mm
Y	Outer Turning Circle Radius	8 617 mm



All dimensions are shown in millimetres, unless otherwise stated between brackets. Under our policy of continuous improvement, we reserve the right to change technical data and design without prior notice. Photographs featured in this brochure may include optional equipment.

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