

Rigid Haul Truck

MAX. GROSS VEHICLE WEIGHT	157,200 lbs (71,325 kg)
NET ENGINE POWER	495 hp (370 kW)
MAX PAYLOAD	40 Tons (36.3 t)
HEAPED CAPACITY	31.5 Yd ³ (24 m ³)



RIGID HAUL TRUCK
TR40

Specifications
Engine

Make / model	Cummins QSK19-C525
Type	4 cycle, turbocharged/ CAC
Gross power @ 2,100 rpm (SAE J1349)	525 hp (392 kW)
Net power @ 2,100 rpm	495 hp (370 kW)
Engine emission meets Tier III USA EPA/CARB MOH 40 CFR 89 and EU non-road mobile machinery directive. Stage 3.	
Maximum torque @ 1,300 rpm	1,775 lbf ft (2,441 Nm)
Cylinders/Configuration	6 in line
Bore x stroke	6.25 x 6.25 in (159 x 159 mm)
Displacement	1,150 in ³ (18.9 L)

24 volt negative ground electrical system. Two 12 volt 165 Ah batteries with master disconnect switch. 8.9 kW starter. Neutral start. 70A alternator with integral voltage regulator.

Transmission

Allison M5610AR automatic electronic control with Soft Shift feature. Mounted mid-frame for ease of access. Integral torque converter and planetary gearing. Six speeds forward, two reverse. Automatic lock-up in all speed ranges. Downshift inhibitor. Hydraulic retarder. Speeds with standard differential:

	Forward						Reverse	
	1st	2nd	3rd	4th	5th	6th	R1	R2
Ratio	4.00	2.68	2.01	1.35	1.00	0.67	5.15	3.46
mph	7.0	10.5	13.9	20.8	28.1	40.4	4.4	7.1
km/h	11.3	16.8	22.4	33.4	45.2	65	8.0	12.9

Frame

Full box section frame rails, integral front bumper, closed-loop crossmember and torque tubes of 42,000 lbf/in² (290 MPa) yield strength steel. Crossmember connections are 95,000 psi (655 MPa) steel castings.

Specifications

Drive Axle		
Terex heavy duty axle with single reduction spiral bevel gear differential, full floating axle shafts, and planetary reduction at each wheel.		
Ratios:	Standard	Optional
Differential	3.15:1	3.73:1
Planetary	5.66:1	5.66:1
Total reduction	17.83:1	21.11:1

Tires		
Standard: Front and rear	18.00-33 bias ply	rim width 13"
Consult tire manufacturers for optimum tire selection and correct ton-mile/h (t-km/h) capacity for application. Tires subject to availability.		

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 A-frame linkage and lateral stabilizer bar.	
Maximum strut stroke:	
Front	9.9" (251 mm)
Rear	7.2" (182 mm)
Maximum rear axle oscillation	± 6.5°

Brakes		
SERVICE – All hydraulic brake system. 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 consistent braking response.		
Front:	Dry disc, diameter	26 in (660 mm)
	Swept area, front, total	928 in ² (5,985 cm ²)
	Pad area, total	216 in ² (1,395 cm ²)
Rear: Terex multi-plate oil-immersed brakes continuously cooled by oil flow supplied by a tandem pump on engine power take-off, and passing through a high capacity oil/water heat exchanger. Brake packs are sealed from contamination and are self adjusting.		
	Friction Discs (14 total), diameter	25.5" (648 mm)
	Braking surface, total	5,938 in ² (38,310 cm ²)
	Cooling flow, max	146 gpm (553 Lpm)
PARKING – Application of rear brakes by springs in brake disc pack. Hydraulically released.		
RETARDATION – Modulated lever control of rear disc brakes or hydraulic retarder in transmission. 700 hp (522 kW) continuous.		
SECONDARY BRAKE SYSTEM – Push button solenoid control applies service and parking brakes. Automatically applies when engine is switched off. Parking brake applies should system pressure fall below a pre-determined level.		
Brakes conform to ISO 3450, (SAE J 1473 Oct 90)		

Steering	
Independent hydrostatic steering with closed-center steering valve, accumulator and pressure compensating piston pump. 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 indicator light warns of system pressure below 1,200 psi (83 bar). Steering conforms to ISO 5010, (SAE J 53).	
Maximum tire steering angle	39°

Hoist	
Two body hoist cylinders are mounted between the frame rails. Cylinders are two-stage with power down in the second stage. The body hydraulic system is independent of the steering hydraulic system.	
System relief pressure	2,750 lbf/in ² (190 bar)
Body hydraulic pump flow rate @ 2,100 rpm engine speed	60 gpm (227 L/min)
Body raise / lower time	13 seconds / 9 seconds

Body		
Longitudinal 'V' type floor with integral transverse box-section stiffeners. The body is exhaust heated and rests on resilient impact absorption pads. Full time exhaust is optional. Body wear surfaces are high hardness (360-440BHN) abrasion resistant steel of yield strength 145,000 lbf/in ² (1,000 MPa).		
Thickness:	Floor	0.75 in (19 mm)
	Side	0.39 in (10 mm)
	Front, lower	0.39 in (10 mm)
ROPS Cabguard SAE J1040 Feb 86. ISO 3471		
Volumes:	Struck (SAE std)	22.5 yd ³ (17.2 m ³)
	Heaped 2:1 (SAE std)	31.2 yd ³ (23.9 m ³)

Service Capacities	
Engine crankcase and filters	16.4 gal (62.0 L)
Transmission and filters	18.0 gal (68.0 L)
Cooling system	38.0 gal (144.0 L)
Fuel tank	160.0 gal (606.0 L)
Steering hydraulic tank	16.0 gal (61.0 L)
Steering hydraulic system (total)	22.5 gal (85.0 L)
Body hydraulic tank	62.0 gal (235.0 L)
Body hydraulic and brake cooling system	97.0 gal (368.0 L)
Planetaries (total)	17.4 gal (66.0 L)
Differential	15.8 gal (60.0 L)
Front ride strut (each)	3.7 gal (14.0 L)
Rear ride strut (each)	4.5 gal (17.0 L)
Power take off	1.0 gal (4.0 L)

Standard Equipment

CAB

Acoustic lining
Air conditioner R 134A 18,500 BTU/hr (5.4 kW)
Armrest, operators door
Door Locks
Floor mat
FOPS protection (ISO 3449/SAE J 231)
Heater and defroster (10.3 kW - 35,000 BTU/hr)
Interior light/courtesy light
Mug holder
Radio/cassette player
ROPS protection (body cabguard) (ISO 3471/SAE J1040)
Air suspension seat with high back, headrest and 4-point harness
Seat, passenger
Seat belts SAE J386
Steering column, adjustable
Sun visor, full cab width
Tinted glass
Utility compartment
Window, electric - operators door
Windshield wipers - 2 speed and washers

CONTROLS

Battery isolator
Auto transmission shift
Transmission test button
Power/economy key switch
Manual mode key switch

GAUGES

Converter temp
Engine coolant temp
Engine oil pressure
Fuel
Speedometer/odometer
Tach/hourmeter
Transmission oil pressure

INDICATOR LIGHTS & ALARM

Brake pressure, front
Brake pressure, rear
Steering pressure
Steering/brakes oil level
Transmission "do not shift"

INDICATOR LIGHTS ONLY

Air cleaner restriction
Alternator not charging
Body up
Brake oil temp
Converter drive
Coolant level
Coolant temp
Direction indicators
Engine oil pressure
Headlamps, main beam
Parking brake on
Retarder on
Steering filter restriction
Transmission "check"
Transmission filter restriction
Transmission manual mode
Transmission oil temperature
Warning light test

GENERAL

Accumulator steering
Air cleaners (2), two stage
Automatic transmission
Body down signal
Body heating, exhaust
Body hoist, servo actuated
Coolant filter
Diagnostic pressure test points
Downshift inhibitor
Dual brake system
Electric start
Engine management system
Engine pan guard
Exhaust muffler (body up)
Exhaust muffler, part time
Fuel sight gauge
Headlights - quartz halogen (4)
Horn, dual electric, 117db (SAE J 1105)
Mud flaps
Nitrogen inflated tires
Operator arm guard
Parking brake (all wheels)
Rear view mirrors - 4
Transmission retarder or oil-cooled rear disc brakes
Retarder light - amber, rear
Reverse alarm
Reversing light- quartz halogen

Rock ejectors
Secondary brake system (all wheels)
Security kit
Separate steering and body hoist hydraulic systems
Shed plates, rear tires
Side, tail, stop, direction indicators and hazard warning lights
Tires 18.00 R33
Tow points, front and rear
Transmission guard

Optional Equipment

General

Alternator, 100 amp
Automatic lubrication
Beacon, flashing amber
Body, heavy duty
Body wear plates (floor, end, side and front protection)
Cold start kit
Differential, no spin
Differential 3.73:1
Engine pre-lube starter
Exhaust muffler, full-time
Fan clutch
Fast fuel adapter

Fire extinguisher
Fire suppression system
Flashing strobe reverse light
Front brake pressure reduction selector
Front brake pressure reduction sensor
Oil drain kit, engine and transmission sumps
On-board weighing system
Spillguard extension, folding
Tachograph
Television monitor, rear view
Tool kit, hand

Weights

Chassis, with hoists	57,250 lbs (25,975 kg)
Body, standard	19,950 lbs (9,050 kg)
Net Weight	77,200 lbs (35,025 kg)
Payload, maximum	80,000 lbs (36,300 kg)
Maximum Gross Weight*	157,200 lbs (71,325 kg)

FOR UNIT EQUIPPED WITH OPTIONAL HEAVY DUTY BODY:

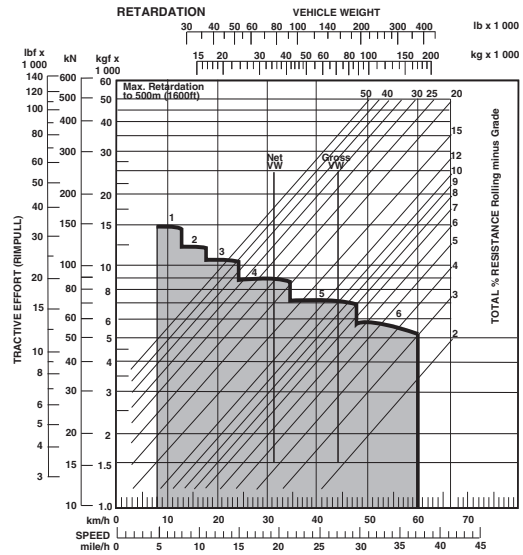
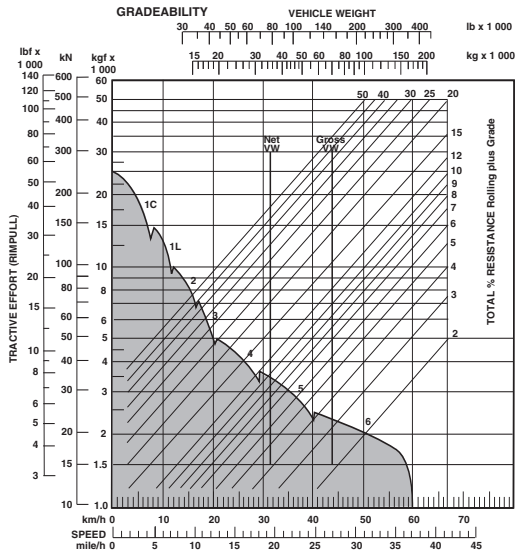
Chassis, with hoists	57,250 lbs (25,975 kg)
Body, heavy duty, rock	23,260 lbs (10,550 kg)
Net weight	80,510 lbs (36,525 kg)
Payload, maximum	76,690 lbs (34,800 kg)
Maximum gross weight*	157,200 lbs (71,325 kg)

*Maximum permissible gross vehicle weight with options, attachments, full fuel tank and payload.

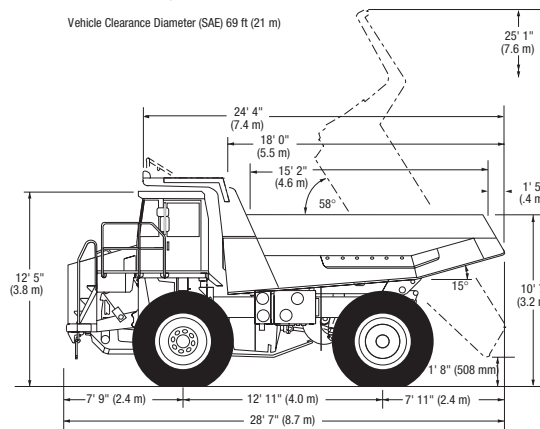
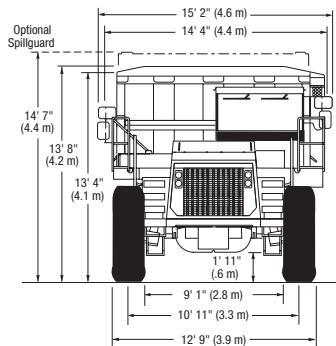
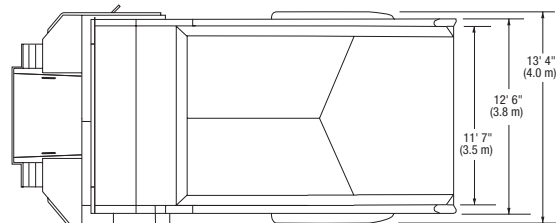
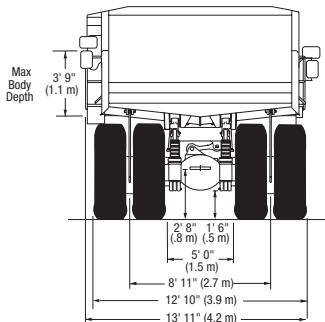
WEIGHT DISTRIBUTION	Front Axle	Rear Axle
Empty	48%	52%
Loaded	34%	66%

Rigid Haul Truck TR40

TR40 Performance Data (Graphs Based On 0% Rolling Resistance)



Dimensions



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