



# RIGID TRUCKS





Terex has grown to become one of the most influential companies within the Construction industry.

Terex has invested in research and development, engineering, rigorous testing and training plus state-of-the-art manufacturing processes to develop a portfolio of new Heavy Construction products. By building on technology and pioneering innovation, Terex has developed a Heavy Construction range that consistently exceeds the customers' expectations by providing world class **reliability, durability and productivity.**

• **Construction**

- Off Highway Rigid and Artic Trucks
- Crawler and Mobile Excavators
- Mini/Midi Excavators
- Material Handlers
- Railroad Excavators
- Wheel Loaders
- Backhoe Loaders
- Hydraulic Hammers
- Pumps
- Mixers and Light Construction Equipment
- Site Dumpers
- Rollers and Compaction Equipment
- Motor Graders
- Scrapers

• **Crushing and screening**

• **Aerial work platforms**

• **Cranes**

• **Mining, road building and utility products**





With over 70 years experience in design and manufacturing, the reputation for reliability, durability and performance of Terex rigid frame trucks has become enviable.

The range of Terex rigid trucks, with payloads ranging from 32t to 91t (35 to 100 US ton), meets the demanding requirements of heavy construction, mining and quarrying operations worldwide.

The trucks have been specially designed with a rugged and robust frame to provide superior levels of productivity in the roughest terrain. The trucks have been equipped with the latest technology to offer not only high performance in the most arduous application, but also a safe and comfortable environment for the operator.



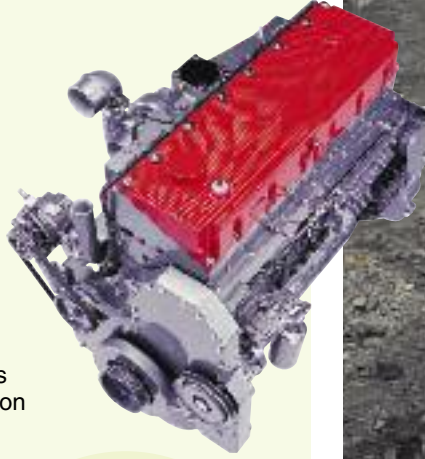
## DESIGN & BUILD

Large, robust components, frames, engines and transmission optimise the durability, reliability and productivity of this range of heavy duty trucks.

## POWER CAPACITY

High capacity engines providing class-leading performance.

- TR35, TR45, TR60 and TR100 trucks are powered by Cummins.
- The TR70 is powered by a DDC/MTU 2000 engine and this engine is also offered as an option on the TR100.
- Electronic management designed for low maintenance, good fuel economy, optimum engine horsepower, protection from abuse and comprehensive diagnostics.



## HEAVY DUTY TRANSMISSIONS

- Providing built-in reserve for long life and durability.
- All trucks are equipped with non-wearing transmission retarders offering the operator a choice of retarder modes for differing site conditions.
- One of the many features of the new Allison Transmission Fourth Generation Electronic Controls is Shift Energy Management (SEM). This function occurs via a cooperative effort between the transmission and engine to achieve optimum shift quality, greater powertrain durability and improved vehicle performance.

### HOW SEM WORKS

- During shift operation, SEM begins when the transmission control module (TCM) electronically requires the engine's electronic control unit (ECU) to momentarily reduce engine torque. The engine's ECU acknowledges the command and cuts torque as requested. As the shift is completed, the TCM requests the ECU to ramp engine torque back to the desired level. All this happens quickly and seamlessly without sacrificing vehicle performance.

### WHAT IT DOES

- The result is faster, smoother, more consistent shift control and operation. By maintaining a nearly constant torque output from the transmission during range upshifts, a SEM range upshift produces less stress on driveline components. And, it reduces the amount of clutch energy during shifts, resulting in less heat, which helps improve overall transmission durability.

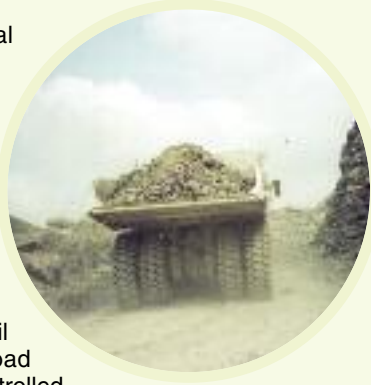
## MAXIMUM TRACTION

- Rear wheels are driven through a double reduction drive axle.
- Torque multiplication takes place through the bevel gear differential, then is transmitted through fully floating drive shafts to planetary reduction gearing in the wheel hubs where final torque multiplication takes place.
- Longitudinal location of the rear axle is by means of an 'A'-frame coupled to the chassis by a spherical bearing permitting oscillation of the axle. Transverse movement of the axle is restrained by a lateral link.
- The rear ride struts carry weight only and are of the variable rate nitrogen-over-oil type which both absorbs loading shocks and provides a smooth ride whether loaded or empty.



## BODY DESIGN

- Body floor thickness of 19mm for TR45, TR60, TR70 and TR100.
- Bottom, side and front plates are of high yield abrasion-resistant steel reinforced by wide channel-section stiffeners.
- A one-piece, longitudinal 'V' floor gives the body rigidity and a low centre of gravity.
- Uniform depth front to rear provides a better match for the wide buckets of front end loaders than wedge shaped bodies.
- A long, 15°, sloping tail chute gives good load retention and permits controlled dumping into hoppers or crushers.
- Exhaust heating of the body is standard for clean dumping of sticky or frozen materials.



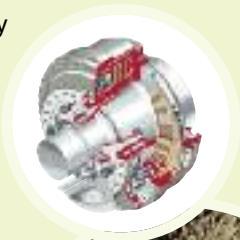
## WIDE CAB

- A wide, two-person cab provides panoramic vision and offers operators a superior working environment, contributing to high productivity.
- Cab is FOPS certified with ROPS protection provided by the cabguard.
- The well-appointed cab is equipped with the following items for the operator's comfort - air conditioning, heater, air suspension seat, radio CD player, low effort hoist control, full width pull-down sunblind, adjustable soft grip steering wheel, drinking cup holder, stowage box.



## BRAKING POWER

- Dual retardation – transmission or oil cooled disc brakes – offers the operator the option of using the hydrodynamic retarder in slippery downhill conditions, giving better driver control and resulting in faster haul times.
- Terex hydraulically operated rear disc brakes are cooled by a constant flow of cooling oil which dissipates brake-generated heat by means of a high capacity water/oil heat exchanger. The brake pressure circuit incorporates nitrogen/ hydraulic accumulators which store energy to provide rapid braking response.
- Parking brake is applied by springs acting on the brake pack. The parking brake will apply automatically if the system pressure drops.
- Retardation is controlled by a modulated control lever.
- Front brakes are dry disc.
- Independent front and rear braking systems, hydraulically controlled.



\* excl. TR35



# PRODUCT OVERVIEW

## TR45 Rigid Quarry Truck

### Benefits

- **High power engines** providing class leading performance (525 HP and 2 407 Nm torque)
- **High capacity engines** (19 litres)
- **Heavy-duty transmission** with built-in reserve for long life and availability
- **Unique Dual Retardation:** transmission or oil-cooled disc brakes offer the operator the option of using the Hydrodynamic retarder in slippery downhill conditions, giving better driver control and resulting in faster haul times
- **Better ride and low operating costs** (reduced tyre wear) **with 21.00 tyres**
- **Top speed:** 65 km/h



## TR60 Rigid Truck

### Benefits

- **Highly versatile:** it operates easily in mining, quarrying and dam construction projects
- **Dual Retardation:** transmission or oil-cooled disc brakes offer the operator the option of using the Hydrodynamic retarder in slippery downhill conditions, giving better driver control and resulting in faster haul times
- **Heavy-duty transmission** with built-in reserve for durability
- **Two reverse gears** for added confidence and performance when manoeuvring in elevated dumping and loading areas
- Outstanding gradeability in the most arduous operations



## TR70 Rigid Quarry Truck

### Benefits

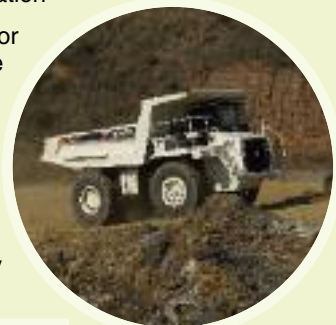
- **Reduced operating costs** thanks to its economic fuel consumption
- **Stability:** this model has the widest track and longest wheelbase in its class
- **Dual Retardation:** transmission or oil-cooled disc brakes offer the operator the option of using the Hydrodynamic retarder in slippery downhill conditions, giving better driver control and resulting in faster haul times
- **Robust design** consisting of a specially developed frame to meet the high production requirements of the quarry business



## TR100 Mining Truck

### Benefits

- Fitted with the world-class Cummins KTA38-C engine, with extended overhaul intervals between 15 000 and 20 000 hours or the fuel efficient Detroit Diesel/MTU engine
- **Excellent traction,** especially on soft terrain, allowing a high degree of **versatility - the ideal choice** for mining and quarrying application
- **Dual Retardation:** transmission or oil-cooled disc brakes offer the operator the option of using the Hydrodynamic retarder in slippery downhill conditions, giving better driver control and resulting in faster haul times
- **Outstanding rimpull** giving excellent gradeability when fully laden



# TR35 TR45 TR60 TR70 TR100



- Rugged construction for reliability and long life in tough conditions
- High capacity body with large target-area for easy loading (all models)
- Long life, emission-certified engine with electronic management system  
(excl. TR100 Cummins)
- Automatic transmission with non-wearing hydraulic retarder
- High visibility cab with de-luxe interior
- Unique horizontal floor body for improved fill and discharge performance
- Cummins and Detroit Diesel / MTU powered engines
- Smooth-shifting, electronically-controlled transmission
- Dual Mode retardation - oil cooled rear disc brakes or transmission retarder  
(excl. TR35)

	TR35	TR45	TR60	TR70	TR100 CUM or DD
<b>Maximum Payload</b>	32 tonne (35 US ton)	41 tonne (45 US ton)	55 tonne (60 US ton)	65 tonne (72 US ton)	91 tonne (100 US ton)
<b>Maximum Gross Vehicle Weight</b>	55 410 kg (122 158 lb)	77 960 kg (171 870 lb)	95 680 kg (210 940 lb)	112 690 kg (248 440 lb)	158 980 kg - 157 720 kg (350 490 lb) - (347 710 lb)
<b>Heaped Capacity</b>	19.5 m <sup>3</sup> (25 yd <sup>3</sup> )	26 m <sup>3</sup> (34 yd <sup>3</sup> )	35 m <sup>3</sup> (46 yd <sup>3</sup> )	41.5 m <sup>3</sup> (54.5 yd <sup>3</sup> )	57 m <sup>3</sup> (74.5yd <sup>3</sup> )
<b>Gross Power</b>	298 kW (400 hp)	392 kW (525 hp)	522 kW (700 hp)	567 kW (760 hp)	783 kW (1 050 hp)
<b>PLI</b>	T877 Aug 2006	T881 Aug 2006	T882 Aug 2006	T913 Apr 2007	T783 Aug 2005 T883 Apr 2007



## Engines

	TR35	TR45	TR60
<b>Engine</b>	Cummins QSM11-C400E	Cummins QSK19-C525	Cummins QSK19-C700
<b>Type</b>	Four cycle, emission certified, direct injection diesel, water cooled, turbo charged with air to air charge cooling.		
<b>Cylinder/Configuration</b>	6 in line	6 in line	6 in line
<b>Piston Displacement - litres (in³)</b>	10.8 (661)	18.9 (1 150)	18.9 (1 150)
<b>Bore x Stroke - mm (in)</b>	125 x 147 (4.9 x 5.8)	159 x 159 (6.25 x 6.25)	159 x 159 (6.25 x 6.25)
<b>Gross Power - kW (hp) @ rpm</b>	298 (400) @ 2100	392 (525) @ 2000	522 (700) @ 2000
<b>Net Power - kW (hp) @ rpm</b>	259 (348) @ 2100	370 (495) @ 2000	481 (645) @ 2000
<b>Maximum Torque - Nm (lbf ft) @ rpm</b>	1 899 (1 400) @ 1400	2 407 (1 775) @ 1400	2 981 (2 200) @ 1500
<b>Gross Power rated</b>	SAE J1995 Jun 90	SAE J1995 Jun 90	SAE J1995 Jun 90
<b>Engine emissions</b>	Meets Tier 3 / USA EPA / CARB MOH 40 CFR 89 and EU non roads mobile machinery directive. Stage 3.	Meets Tier 3 / USA EPA / CARB MOH 40 CFR 89 and EU non roads mobile machinery directive. Stage 3.	Meets Tier 3 / USA EPA / CARB MOH 40 CFR 89 and EU non roads mobile machinery directive. Stage 3.
<b>Electrical</b>	24 volt negative ground electrical system. Two 12 volt 165 Ah batteries with master disconnect switch. 7.7kW electric starter. Neutral start. 70A alternator.	24 volt negative ground electrical system. Two 12 volt 165 Ah batteries with master disconnect switch. 9 kW (12hp) electric starter. Neutral start. 70A alternator with integral voltage regulator.	
<b>Altitude - Electronic derate @m (ft)</b>	2 438 (8 000)	2 438 (8 000)	1 524 (5 000)



## Transmission

	Allison 4500-ORSR automatic.	Allison M5610AR automatic.	Allison M6610AR automatic.
<b>Assembly</b>	Electronically controlled transmission with Allison GEN 4 control system	Mid-mounted in the frame for ease of access with integral torque converter, hydraulic retarder and planetary gearing. Automatic electronic control with softshift feature. Automatic lock-up in all speed ranges.	
	Forward	Reverse	Forward
			Reverse
	Forward	Reverse	Forward
			Reverse
<b>Speeds - km/h (mph)</b>	1	8.5 (5.3)	11.3 (7.0)
	2		7.1 (4.4)
	3		16.8 (10.5)
	4		12.9 (8.0)
	5		22.4 (13.9)
	6		19.5 (12.1)
			33.4 (20.8)
			29.1 (18.1)
			45.2 (28.1)
			39.3 (24.4)
			65.0 (40.4)
			57.5 (35.7)



TR70	TR100	TR100 DD
Detroit Diesel / MTU-2000TA	Cummins KTA38-C	Detroit Diesel/MTU-2000TA
Four cycle, emission certified, direct injection diesel, water cooled, turbo charged with air to air charge cooling.		
12V	12V	16V
24 (1 464)	37.7 (2 300)	31.9 (1 945)
130 x 150 (5.11 x 5.91)	159 x 159 (6.25 x 6.25)	130 x 150 (5.11 x 5.91)
567 (760 hp) @ 2100	783 (1 050) @ 2100	783 (1 050) @ 2100
511 (685) @ 2100	727 (975) @ 2100	703 (943) @ 2100
3 323 (2 450) @ 1350	4 631 (3 415) @ 1300	4 461 (3 290) @ 1350
SAE J1995 Jun 90	SAE J1995 Jun 90	SAE J1995 Jun 90
Meets Tier 2 / USA / EPA / CARB MOH 40 CFR 89 and EU MOH roads mobile machinery directive stage 2		Meets Tier 2 / USA / EPA / CARB MOH 40 CFR 89 and EU MOH roads mobile machinery directive stage 2
24 volt negative ground electrical system. Two 12 volt 165 Ah batteries with master disconnect switch. 7.7kW electric starter. Neutral start. 70A alternator.	24 volt negative ground electrical system. Four 12 volt 210 Ah batteries with master disconnect switch. Two 9 kW starters. Neutral start. 70A alternator with integral voltage regulator.	
2 499 (8 200)	3 048 (10 000)	2 286 (7 500)

Allison M6610AR automatic.		Allison M8610 AR automatic.		Allison M8610 AR automatic.	
Mid-mounted in the frame for ease of access with integral torque converter, hydraulic retarder and planetary gearing. Automatic electronic control with softshift feature. Automatic lock-up in all speed ranges.					
Forward	Reverse	Forward	Reverse	Forward	Reverse
9.5 (5.9)	7.4 (4.6)	8.2 (5.1)	6.0 (3.8)	8.2 (5.1)	6.0 (3.8)
14.2 (8.8)	11.0 (6.8)	15.0 (9.3)		15.0 (9.3)	
18.9 (11.8)		20.6 (12.8)		20.6 (12.8)	
28.2 (17.5)		26.5 (16.5)		26.7 (16.6)	
38.1 (23.7)		34.8 (21.6)		34.8 (21.6)	
57.0 (35.5)		47.6 (29.6)		48.5 (30.1)	





## Tyres and Wheels

	TR35	TR45	TR60
<b>Tyres</b>	18.00 25	21.00 35	24.00 35
<b>Rims</b>	13	15	17

\* Consult tyre manufacturers for optimum tyre selection and current + - km/h (ton-mile/h) capacity for application



## Axles

	Heavy duty axle with full floating axle shafts, single reduction spiral bevel gear differential, and planetary reduction at each wheel.				
	Standard	Optional	Standard	Optional	Standard
<b>Differential ratio</b>	3.13:1	–	3.15:1	3.73:1	3.73:1
<b>Planetary reduction</b>	4.59:1	–	5.66:1	5.66:1	5.80:1
<b>Overall Drivetrain reduction</b>	14.37:1	–	17.83:1	21.11:1	21.63:1



## Suspension

<b>Front</b>	Terex manufactured king pin strut-type independent front wheel suspension with self contained, variable rate, nitrogen/oil cylinders.				
<b>Rear</b>	Terex variable rate nitrogen/oil cylinders with A-frame linkage and lateral stabilizer bar.				
<b>Maximum front strut stroke - mm (in)</b>	225 (9.0)		251 (9.9)		251 (9.9)
<b>Maximum rear strut stroke - mm (in)</b>	160 (6.3)		182 (7.2)		182 (7.2)
<b>Maximum rear axle oscillation - degrees</b>	± 8.0		± 6.5		± 6.5



## Brakes

	Dual shoe, internal expanding, mechanically actuated by air pressure. Independent front and rear systems actuated by single treadle valve with auxiliary manual control. Operator controlled wet/dry road valve reduces front brake pressure by 50% for improved control in slippery conditions.	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 rapid braking response.	
<b>Front brakes type</b>	Drum	Dry disc	Dry disc
<b>Front brakes diameter - mm (in)</b>	508 x 152 width (20 x 6)	660 (26)	710 (28)
<b>Front brakes lining area - cm<sup>2</sup> (in<sup>2</sup>)</b>	3 459 (536)	1 395 (216)	1 395 (216)
<b>Rear brakes type</b>	Drum	Terex oil cooled, multiple disc, completely sealed from dirt and water.	
<b>Rear brakes diameter - mm (in)</b>	508 x 190 (20 x 7.5)		
<b>Rear brakes lining area - cm<sup>2</sup> (in<sup>2</sup>)</b>	4 323 (670)	38 310 (5 938)	47 151 (7 308)
<b>Parking</b>	Service brakes act as parking brakes when applied by manual control valve on the instrument panel.	Rear brakes applied by spring loaded opposing piston on disc pack, hydraulically released.	
<b>Secondary</b>	Warning light in cab indicates when air pressure drops below 5.5 bar (80 lbf/in <sup>2</sup> ). Front and rear brakes automatically actuate if system air pressure falls to 3.1 bar (45 lbf/in <sup>2</sup> ).	Park push button solenoid control applies service and parking brakes. Automatically applies when engine is switched off. Brakes conform to ISO 3450, SAE J1473.	

TR70	TR100	TR100 DD
24.00 R35	27.00 49	27.00 49
17	19.5	19.5

Heavy duty axle with full floating axle shafts, single reduction spiral bevel gear differential, and planetary reduction at each wheel.

Standard	Optional	Standard	Optional	Standard	Optional
3.73:1	3.15:1	2.16:1	2.16:1	2.16:1	2.16:1
5.80:1	5.80:1	13.75:1	10.50:1	13.75:1	10.50:1
21.63:1	18.27:1	29.70:1	22.68:1	29.70:1	22.68:1

Terex manufactured king pin strut-type independent front wheel suspension with self contained, variable rate, nitrogen/oil cylinders.

Terex variable rate nitrogen/oil cylinders with A-frame linkage and lateral stabilizer bar.

235 (9.25)	235 (9.25)	235 (9.25)
193 (7.6)	175 (6.9)	175 (6.9)
± 7.5	± 7.0	± 7.0

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.

Dry disc	Dry disc	Dry disc
710 (28)	965 (38)	965 (38)
2 788 (432)	2 015 (320)	2 015 (320)

Terex oil cooled, multiple disc, completely sealed from dirt and water.

67 390 (10 445)	87 567 (13 573)	87 567 (13 573)
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Rear brakes applied by spring loaded opposing piston on disc pack, hydraulically released.

Park push button solenoid control applies service and parking brakes. Automatically applies when engine is switched off. Brakes conform to ISO 3450, SAE J1473.







## Brakes (continued)

	TR35	TR45	TR60
<b>Retardation</b>	Engine brake and transmission retarder.	Modulated lever control of rear disc brakes or hydraulic retarder in transmission.	



## Steering

	Independent hydrostatic steering with closed-centre steering valve, accumulator and pressure compensating piston pump. Accumulator provides uniform steering regardless of engine speed. In the event of loss of engine power the accumulator provides steering of approximately two lock-to-lock turns. A low pressure indicator light warns of system pressure below 83 bar (1 200 lbf/in <sup>2</sup> ). Steering conforms to ISO 5010, SAE J53.		
<b>Maximum tyre steering angle - degrees</b>	42	39	39
<b>SAE Turning radius mm (ft-in)</b>	8 245 (27-1)	9 475 (31-1)	9 540 (31-4)
<b>Clearing radius mm(ft-in)</b>	8 815 (28-11)	10 500 (34-5)	10 600 (34-9)



## Frame

Full box section frame rails, integral front bumper, closed-loop crossmember and torque tubes of 290 MPa (42 000 lbf/in<sup>2</sup>) yield strength steel. Crossmember connections are 655 Mpa (95 000 lbf/in<sup>2</sup>) steel castings.



## Body

	Longitudinal 'V' type floor with integral transverse box-section stiffeners. The body is exhaust heated and rests on resilient impact absorption pads.		
<b>Body floor wear surfaces</b>	Are high hardness Hardox (360-440BHN) abrasion resistant steel of yield strength 1 000 MPa (145 000 lbf/in <sup>2</sup> ).	Are high hardness Hardox (360-440BHN) abrasion resistant steel of yield strength 1 000 MPa (145 000 lbf/in <sup>2</sup> ).	
<b>Body plate thickness mm (in)</b>			
	<b>Floor</b>	16 (0.63)	19 (0.75)
	<b>Sides</b>	8 (0.31)	10 (0.39)
	<b>Front</b>	10 (0.39)	10 (0.39)
<b>Body Volume - m<sup>3</sup> (yd<sup>3</sup>)</b>	<b>Stuck</b>	15.3 (20.0)	19.6 (25.6)
	<b>Heaped 2:1 (SAE)</b>	19.4 (25.0)	26.0 (34.0)
		26.0 (34.0)	35.0 (46.0)



## 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.		
<b>System relief pressure - bar (lbf/in<sup>2</sup>)</b>	138 (2 000)	190 (2 750)	190 (2 750)
<b>Pump output flow rate - litre/min (US gal/min)</b>	210 (55.5) @ 2100	227 (60) @ 2100	227 (60) @ 2100
<b>Body raise time - seconds</b>	14	13	16
<b>Body lower time - seconds</b>	9.5	9	14

TR70	TR100	TR100 DD
Modulated lever control of rear disc brakes or hydraulic retarder in transmission.		

Independent hydrostatic steering with closed-centre steering valve, accumulator and pressure compensating piston pump. Accumulator provides uniform steering regardless of engine speed. In the event of loss of engine power the accumulator provides steering of approximately two lock-to-lock turns. A low pressure indicator light warns of system pressure below 83 bar (1 200 lbf/in<sup>2</sup>). Steering conforms to ISO 5010, SAE J53.

42	39	39
9 760 (32-0)	12 230 (40-1)	12 230 (40-1)
11 200 (36-9)	12 650 (41-6)	12 650 (41-6)

Full box section frame rails, integral front bumper, closed-loop crossmember and torque tubes of 290 MPa (42 000 lbf/in<sup>2</sup>) yield strength steel. Crossmember connections are 655 Mpa (95 000 lbf/in<sup>2</sup>) steel castings.

Longitudinal 'V' type floor with integral transverse box-section stiffeners. The body is exhaust heated and rests on resilient impact absorption pads.

Are high hardness (450 BHN) abrasion resistant steel, of yield strength 1 200 MPa (174 000 lbf/in<sup>2</sup>). All otherwear surfaces are high hardness (360-440BHN) abrasion resistant steel, of yield strength 1 000 MPa (145 000 lbf/in<sup>2</sup>).

Are high hardness Hardox (360-440BHN) abrasion resistant steel of yield strength 1 000 MPa (145 000 lbf/in<sup>2</sup>).

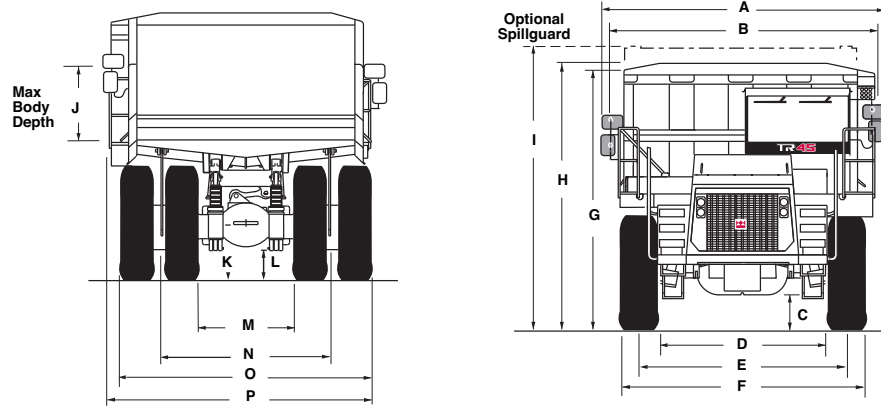
19 (0.75)	19 (0.75)	19 (0.75)
10 (0.39)	10 (0.39)	10 (0.39)
10 (0.39)	10 (0.39)	10 (0.39)
29.0 (38.0)	41.6 (54.4)	41.6 (54.4)
41.5 (54.3)	57.0 (74.5)	57.0 (74.5)

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.

190 (2 750)	190 (2 750)	190 (2 750)
365 (97) @ 2100	365 (97) @ 2100	365 (97) @ 2100
13	16.3	16.3
11.5	18	18



# rigid trucks



## Dimensions in mm (ft-in)

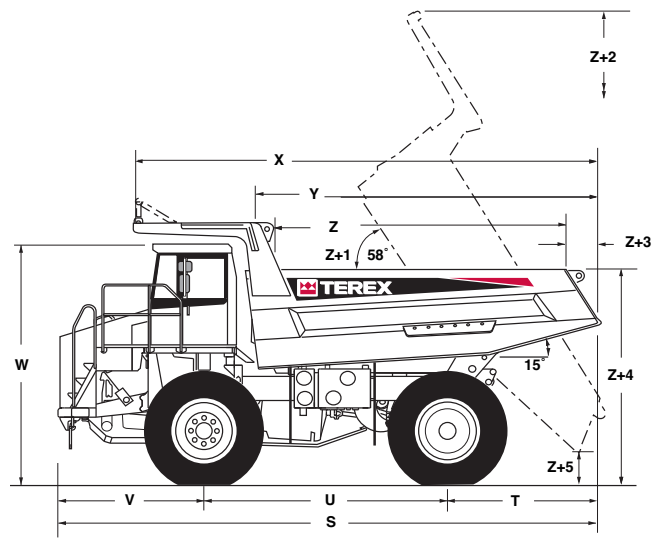
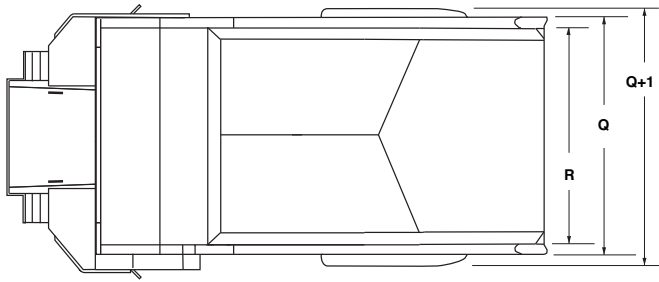
	TR35	TR45	TR60	TR70	TR100	TR100DD
<b>A</b>	3 950 (13-2)	4 630 (15-2)	4 980 (16-4)	5 290 (17-4)	5 935 (19-6)	5 935 (19-6)
<b>B</b>		4 370 (14-4)	4 630 (15-2)	4 940 (16-2)	4 825 (15-10)	4 825 (15-10)
<b>C</b>	500 (7-5)	585 (1-11)	660 (2-2)	685 (2-3)	815 (2-8)	815 (2-8)
<b>D</b>	2 265 (7-5)	2 665 (8-9)	2 580 (8-5)	2 970 (9-9)	2 945 (9-8)	2 945 (9-8)
<b>E</b>	2 800 (9-2)	3 325 (10-11)	3 320 (10-11)	3 660 (12-0)	3 760 (12-4)	3 760 (12-4)
<b>F</b>	3 365 (11-0)	3 985 (13-10)	4 060 (13-4)	4 420 (14-6)	4 570 (15-10)	4 570 (15-10)
<b>G</b>		4 135 (13-7)			4 700 (15-5)	4 700 (15-5)
<b>H</b>	3 865 (12-8)	4 245 (13-11)	4 440 (14-7)	4 570 (15-0)	4 850 (15-11)	4 850 (15-11)
<b>I</b>	4 190 (13-9)	4 520 (14-10)	4 820 (15-10)		5 235 (17-2)	5 235 (17-2)
<b>J</b>	1 305 (4-3)	1 195 (3-11)	1 425 (4-8)	1 536 (5-0)	1 635 (5-4)	1 635 (5-4)
<b>K</b>		810 (2-8)	950 (3-1)	1 080 (3-6)	1 220 (4-0)	1 220 (4-0)
<b>L</b>	450 (1-6)	450 (1-6)	600 (2-0)	610 (2-0)	755 (2-7)	755 (2-7)
<b>M</b>	1 240 (4-8)	1 520 (5-0)	1 380 (4-6)	1 500 (4-11)	1 755 (5-9)	1 755 (5-9)
<b>N</b>	2 355 (9-2)	2 710 (8-11)	2 900 (9-6)	2 995 (9-10)	3 420 (11-3)	3 420 (11-3)
<b>O</b>	3 470 (11-4)	4 000 (13-1)	4 450 (14-7)	4 445 (14-7)	5 080 (16-8)	5 080 (16-8)
<b>P</b>	3 720 (12.2)	4 240 (13-11)			NOT APPLICABLE	

## Weights

	TR35		TR45		TR60		TR70		TR100		TR100DD	
Standard Unit	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb
Chassis with hoists	17 250	38 030	27 835	61 365	30 600	67 460	36 190	79 780	53 240	117 375	51 980	114 595
Body, Standard	6 000	13 230	9 300	20 500	10 650	23 480	11 500	25 350	15 020	33 115	15 020	33 115
Net weight	23 660	52 161	37 135	81 870	41 250	90 940	47 690	105 140	68 260	150 490	67 000	147 710
Maximum payload	31 750	69 997	40 825	90 000	54 430	120 000	65 000	143 300	90 720	200 000	90 720	200 000
Maximum gross weight	55 410	122 158	77 960	171 870	95 680	210 940	112 690	248 440	158 980	350 490	157 720	347 710
Weight distribution (axles)	FRT	REAR	FRT	REAR	FRT	REAR	FRT	REAR	FRT	REAR	FRT	REAR
Empty	48%	52%	48%	52%	48%	52%	48%	52%	49%	51%	49%	51%
Loaded	33%	67%	34%	66%	34%	66%	34%	66%	34%	66%	34%	66%



# rigid trucks



	TR35	TR45	TR60	TR70	TR100	TR100DD
<b>Q</b>	3 400 (11-4)	3 800 (12-6)	4 270 (14-0)	4 280 (14-0)	5 150 (16-11)	5 150 (16-11)
<b>Q+1</b>	N/A	4 060 (13-4)	4 470 (14-8)	4 520 (14-10)	NOT APPLICABLE	
<b>R</b>	3 105 (10-2)	3 530 (11-7)	3 950 (12-11)	3 940 (12-11)	4 730 (15-6)	4 730 (15-6)
<b>S</b>	7 950 (26-3)	8 700 (28-7)	9 130 (29-11)	9 905 (32-6)	10 802 (35-6)	10 896 (35-9)
<b>T</b>	2 125 (7-1)	2 410 (7-11)	2 600 (8-6)	2 945 (9-8)	3 100 (10-2)	3 100 (10-2)
<b>U</b>	3 605 (11-10)	3 940 (12-11)	4 170 (13-8)	4 470 (14-8)	4 570 (15-0)	4 570 (15-0)
<b>V</b>	2 220 (7-4)	2 350 (7-9)	2 360 (7-9)	2 490 (13-9)	3 150 (10-40)	3 150 (10-40)
<b>W</b>	3 520 (11-9)	3 855 (12-8)	3 970 (13-0)	4 190 (13-9)	4 575 (15-0)	4 575 (15-0)
<b>X</b>	6 570 (21-7)	7 417 (24-4)	7 750 (25-5)	8 380 (27-6)	8 640 (28-4)	8 640 (28-4)
<b>Y</b>	4 820 (16-1)	5 485 (18-0)	6 000 (19-8)	6 580 (21-7)	6 880 (22-7)	6 880 (22-7)
<b>Z</b>	4 000 (13-1)	4 700 (15-50)	5 050 (16-7)	6 200 (20-4)	6 080 (19-11)	6 080 (19-11)
<b>Z+1</b>	58 degrees	58 degrees	58 degrees	59 degrees	58 degrees	58 degrees
<b>Z+2</b>	6 850 (22-6)	7 645 (25-1)	8 050 (26-5)	8 380 (27-6)	8 960 (29-5)	8 960 (29-5)
<b>Z+3</b>	500 (1-8)	430 (1-5)	500 (1-8)		510 (1-8)	510 (1-8)
<b>Z+4</b>	3 025 (9-11)	3 425 (11-3)	3 680 (12-1)	3 785 (12-5)	4 445 (14-7)	4 445 (14-7)
<b>Z+5</b>	450 (1-6)	585 (1-11)	580 (1-11)	460 (1-6)	660 (2-2)	660 (2-2)

	TR35		TR45		TR60		TR70		TR100		TR100DD	
FOR UNIT EQUIPPED WITH OPTIONAL HEAVY DUTY BODY:												
	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb
Chassis with hoists	17 250	38 030	27 835	61 365	30 600	67 460	36 190	79 780	53 240	117 375	51 980	114 595
Body, heavy duty	7 200	15 880	10 800	23 810	13 200	29 100	14 250	31 415	20 550	45 300	20 550	45 300
Net weight	24 860	54 807	38 635	85 175	43 800	96 560	50 440	111 200	73 790	162 680	72 530	159 900
Payload maximum	30 550	67 351	39 325	86 690	51 880	114 380	62 250	137 235	85 190	187 815	85 190	187 815
Maximum gross weight	55 410	122 158	77 960	171 865	95 680	210 940	122 690	248 440	158 980	350 495	157 720	347 715

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

# Standard equipment

	TR35	TR45	TR60	TR70	TR100		TR35	TR45	TR60	TR70	TR100
<b>Cab and Operator</b>											
Air Conditioning	✓	✓	✓	✓	✓	ROPS Protection (body cabguard) ISO 3471 / SAE J1040	✓	✓	✓	✓	✓
Air Filter Restriction Indicator	✓	✓	✓	✓	✓	Seat Belts, 4 point harnesses J386	✓	✓	✓	✓	✓
Audible Alarm	✓	✓	✓	✓	✓	Seat, Operator, air suspension, high back	✓	✓	✓	✓	✓
Brakes Tractor, Low Pressure	✓	✓	✓	✓	✓	Seat Passenger	✓	✓	✓	✓	✓
Brakes Trailer, Low Pressure	✓	✓	✓	✓	✓	Steering Wheel, tilt	✓	✓	✓	✓	✓
Engine Stop	✓	✓	✓	✓	✓	Storage Compartment	✓	✓	✓	✓	✓
Steering, Low Pressure	✓	✓	✓	✓	✓	Sun Visor (internal)	✓	✓	✓	✓	✓
Transmission Stop	✓	✓	✓	✓	✓	Tinted Glass	✓	✓	✓	✓	✓
Battery Master Switch	✓	✓	✓	✓	✓	Transmission Power/Economy Mode	✓	✓	✓	✓	✓
Engine Diagnostic Facility	✓	✓	✓	✓	✓	Transmission Manual Mode	✓	✓	✓	✓	✓
Gauges						Warning Lights Test Switch	✓	✓	✓	✓	✓
Air Pressure	✓	NA	NA	NA	NA	Window operators door, electric	✓	✓	✓	✓	✓
Coolant Temperature	✓	✓	✓	✓	✓	Wiper and Washer, windscreen	✓	✓	✓	✓	✓
Engine Oil Pressure	✓	✓	✓	✓	✓	<b>General</b>					
Fuel	✓	✓	✓	✓	✓	Brake, Front Pressure Reduction Selector	✓	✓	✓	✓	✓
Transmission Oil Temperature	✓	✓	✓	✓	✓	Brakes Fully Hydraulic, Dual Circuit System	✓	✓	✓	✓	✓
Transmission Oil Pressure	✓	✓	✓	✓	✓	Body Exhaust Heated	✓	✓	✓	✓	✓
Speedometer/Odometer	✓	✓	✓	✓	✓	Body Prop	✓	✓	✓	✓	✓
Tachometer with Hourmeter	✓	✓	✓	✓	✓	Body Shed Plates	✓	✓	✓	✓	✓
Heater and Demister	✓	✓	✓	✓	✓	Diagnostic Pressure Test Points	✓	✓	✓	✓	✓
Horn, Electronic 117 dB	✓	✓	✓	✓	✓	Engine Brake	✓	✓	✓	✓	✓
						Engine Electronic Management System	✓	✓	✓	✓	DD
<b>Indicators - Lights and Alarms</b>						Engine Pre-lube Starter	✓	✓	✓	✓	CUM
Alternator Charging	✓	✓	✓	✓	✓	Engine Underguard	✓	✓	✓	✓	✓
Engine Coolant Temperature	✓	✓	✓	✓	✓	Exhaust Muffler	✓	✓	✓	✓	✓
Engine Coolant Level	✓	✓	✓	✓	✓	Handrails on Fenders	✓	✓	✓	✓	✓
Air Cleaner Restriction	✓	✓	✓	✓	✓	<b>Lights</b>					
Engine Oil Pressure	✓	✓	✓	✓	✓	Direction and Hazard Warning Indicators	✓	✓	✓	✓	✓
Engine Stop 'Red'	✓	✓	✓	✓	✓	Headlamps, (4) Reflector type Side, Tail, Stop and Reverse	✓	✓	✓	✓	✓
Engine Warning 'Yellow'	✓	✓	✓	✓	✓	Mudflaps	✓	✓	✓	✓	✓
Engine Maintenance 'Amber'	✓	✓	✓	✓	✓	OCDB Oil Cooler	N/A	✓	✓	✓	✓
Low Air Pressure	✓	NA	NA	NA	NA	Reverse Alarm Audible J994	✓	✓	✓	✓	✓
Front Brake Accumulator Pressure	NA	✓	✓	✓	✓	Rock Ejectors	✓	✓	✓	✓	✓
Rear Brake Accumulator Pressure	NA	✓	✓	✓	✓	Security Kit	✓	✓	✓	✓	✓
Low Steering Pressure	✓	✓	✓	✓	✓	Servo Assisted Body Hoist control	✓	✓	✓	✓	✓
Steering & Brake Tank Low Oil Level	✓	✓	✓	✓	✓	Tow Points Front and Rear	✓	✓	✓	✓	✓
Parking Brake	✓	✓	✓	✓	✓	Transmission Automatic Electronically Controlled	✓	✓	✓	✓	✓
Headlight Main Beam	✓	✓	✓	✓	✓	Transmission Electronic Diagnostics	✓	✓	✓	✓	✓
Direction Indicator	✓	✓	✓	✓	✓	Transmission Downshift Inhibitor	✓	✓	✓	✓	✓
Body Up	✓	✓	✓	✓	✓	Transmission Hydraulic Retarder	✓	✓	✓	✓	✓
Transmission Oil Temperature	✓	✓	✓	✓	✓	Transmission Oil Cooler	✓	✓	✓	✓	✓
Brake Hydraulic Oil Temperature	NA	✓	✓	✓	✓	Transmission Sump Guard	✓	✓	✓	✓	✓
Retarder Indicator	✓	✓	✓	✓	✓	Tyre Inflation Nitrogen	✓	✓	✓	✓	✓
In - Converter Indicator	NA	✓	✓	✓	✓						
Check Trans	✓	✓	✓	✓	✓						
Steering Filter Restriction	✓	✓	✓	✓	✓						
Transmission Oil Filter Restriction	NA	✓	✓	✓	✓						
Engine Overspeed	NA	✓	✓	✓	CUM						
Insulation, Thermal and Acoustic	✓	✓	✓	✓	✓						
Interior Light	✓	✓	✓	✓	✓						
Mirror Rear View (4)	✓	✓	✓	✓	✓						
Mug Holder	✓	✓	✓	✓	✓						
Neutral Start Interlock	✓	✓	✓	✓	✓						
Radio CD player	✓	✓	✓	✓	✓						
FOPS Protection ISO 3449 SAE J231	✓	✓	✓	✓	✓						

## Optional equipment

	TR35	TR45	TR60	TR70	TR100		TR35	TR45	TR60	TR70	TR100
<b>Body Options</b>						Brake, Front Pressure Reduction Selector	STD	✓	✓	✓	STD
Body Capacity 36 tonne (40 US Ton)		✓				Engine Brake	STD	NA	NA	NA	NA
Heavy Duty	✓	*	*	*	*	Engine Overspeed Protection		✓	✓	✓	✓
Guard, Operator Cab Guard RHS	*	*	*	*	*	Exhaust Muffler Full Time		*	*	✓	✓
Liner Plates	✓	✓	✓	✓	✓	Fast Fuel Adapter		✓	✓	✓	✓
Spillguard Folding	✓	✓	✓	✓	✓	Fire Extinguisher	✓	✓	✓	✓	✓
Tailshute Plate Hardox 450					✓	Fire Suppression System	✓	*	✓	✓	✓
<b>Lights</b>						First Aid Kit		✓	✓	✓	✓
Beacon Flashing	*	*	*	*	*	Nitrogen Inflated Tyres	✓	✓	✓	✓	✓
Fog Rear	*	*	*	*	*	Service Centre	✓	✓	✓	✓	✓
Reverse Flashing	*	*	*	*	*	Television Monitor Rear View	✓	✓	✓	✓	✓
<b>Mirrors</b>						Tool Kit	✓	✓	✓	✓	✓
Mirror Front Mounted	*	*	*	*	*	Tyres 18.00 R33 (Only with 36 t payload on TR45)	✓	✓	✓	✓	✓
Mirrors with Wide Angle	*	*	*	*	*						
Mirrors Heated	*	*	✓	*	✓						
<b>Other Options</b>						* Price on application					
Automatic Lubrication	✓	✓	✓	✓	✓						

## Service data

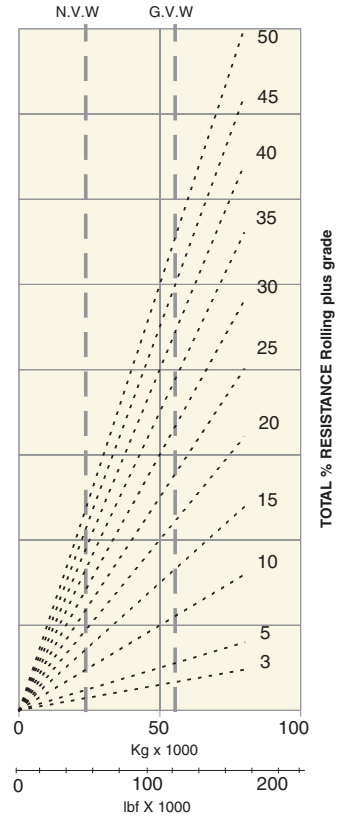
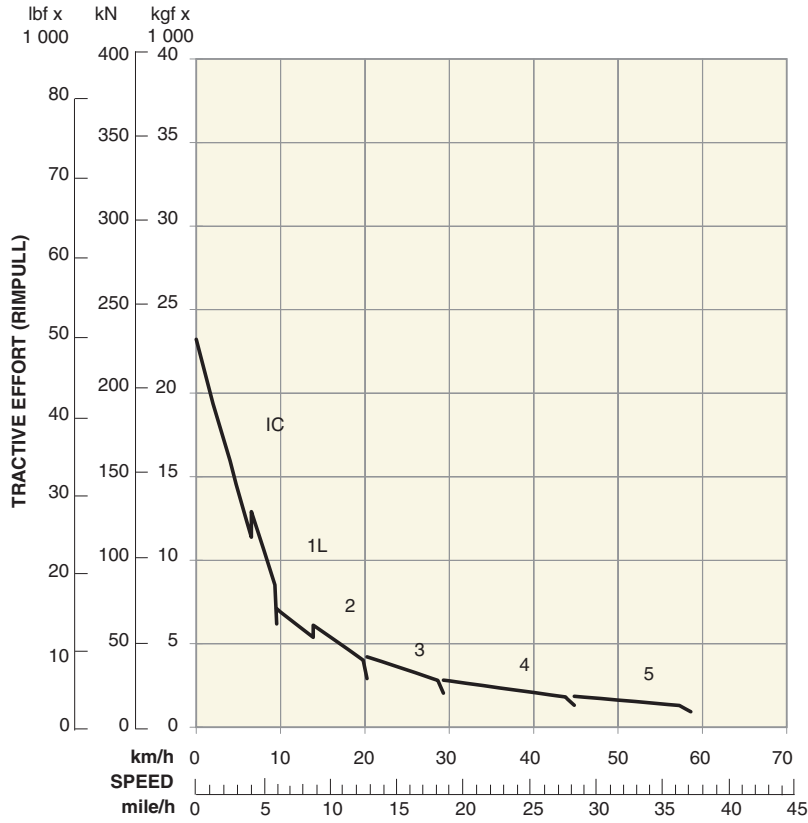
	TR35	TR45	TR60
Engine Crankcase and Filters	33.0 (8.7)	60 (15.9)	60 (15.9)
Transmission and Filters	61.0 (16.0)	76 (20.1)	92 (24.3)
Cooling System	63.0 (16.6)	126 (33.0)	136 (36.0)
Fuel Tank	371.0 (98.0)	606 (160.0)	606 (160.0)
Steering Hydraulic Tank	30.0 (8.0)	68 (18.0)	68 (18.0)
Steering Hydraulic System (Total)	47.0 (12.4)	92 (24.3)	92 (24.3)
Body Hydraulic Tank	83.0 (22.0)	250 (66.0)	250 (66.0)
Body Hydraulic & Brake Cooling System (Total)	121.0 (32.0)	385 (101.7)	385 (101.7)
Planetaries (Total)	30.0 (8.0)	56 (14.8)	56 (14.8)
Differential	57.0 (15.0)	60 (15.8)	60 (15.9)
Front Ride Strut (Each)	14.0 (3.7)	14 (3.7)	14 (3.7)
Rear Ride Strut (Each)	8.0 (2.1)	17 (4.5)	17 (4.5)
Power Take Off	2.0 (0.5)	4 (1.0)	4 (1.0)
	TR70	TR100	TR100 DD
Engine Crankcase and Filters	94.0 (25.0)	134 (35.4)	108 (28.5)
Transmission and Filters	85 (22.5)	100 (26.0)	100 (26.0)
Cooling System	236 (62.3)	304 (80.3)	276 (73.0)
Fuel Tank	938 (248.0)	1 275 (336.8)	1 275 (336.8)
Steering Hydraulic Tank	61 (16.0)	61 (16.1)	61 (16.1)
Steering Hydraulic System (Total)	92 (24.3)	72 (19.0)	72 (19.0)
Body Hydraulic Tank	258 (68.0)	297 (78.5)	297 (78.5)
Body Hydraulic System (Total)	432 (114.0)	557 (147.1)	557 (147.1)
Planetaries (Total)	43 (11.4)	57 (15.1)	57 (15.1)
Differential	52 (13.7)	61 (16.1)	61 (16.1)
Front Ride Strut (Each)	25 (6.6)	27 (7.1)	27 (7.1)
Rear Ride Strut (Each)	21 (5.5)	18 (4.8)	18 (4.8)
Power Take Off	4 (1.0)	4 (1.1)	4 (1.1)



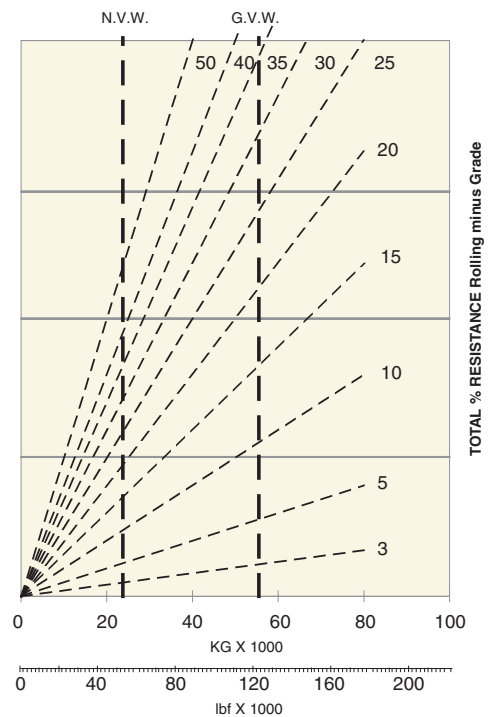
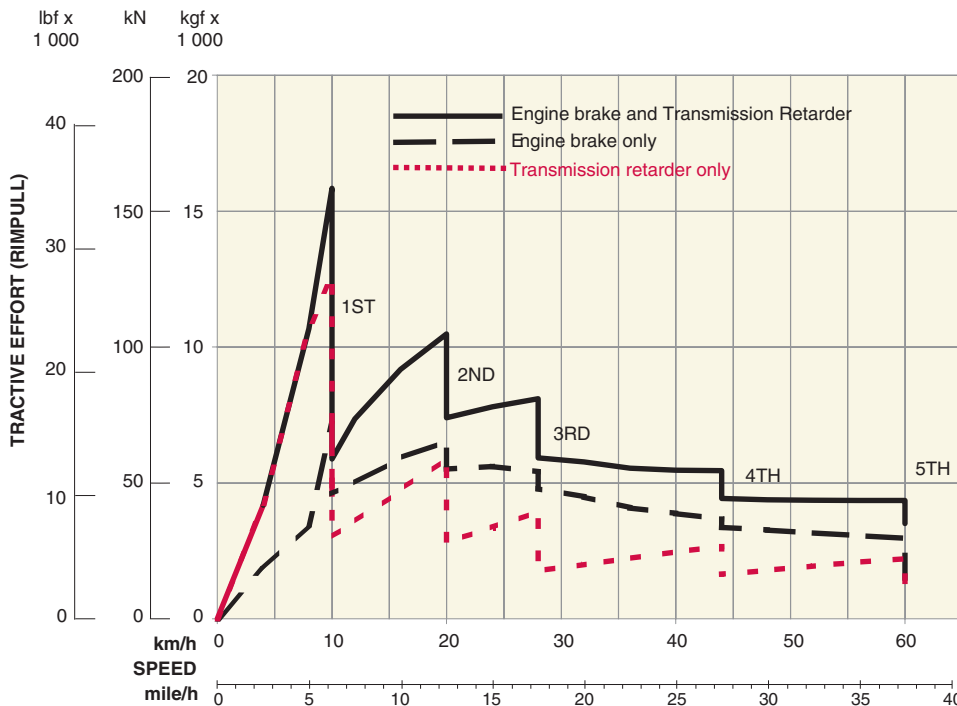
# Performance data

## TR35 GRADEABILITY

Graphs based on 2% Rolling Resistance

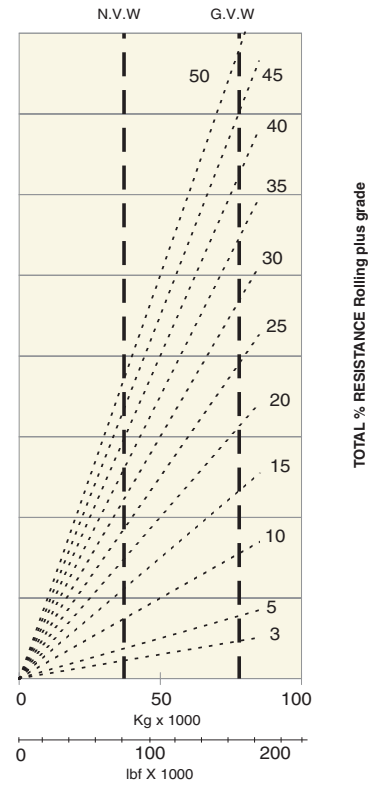
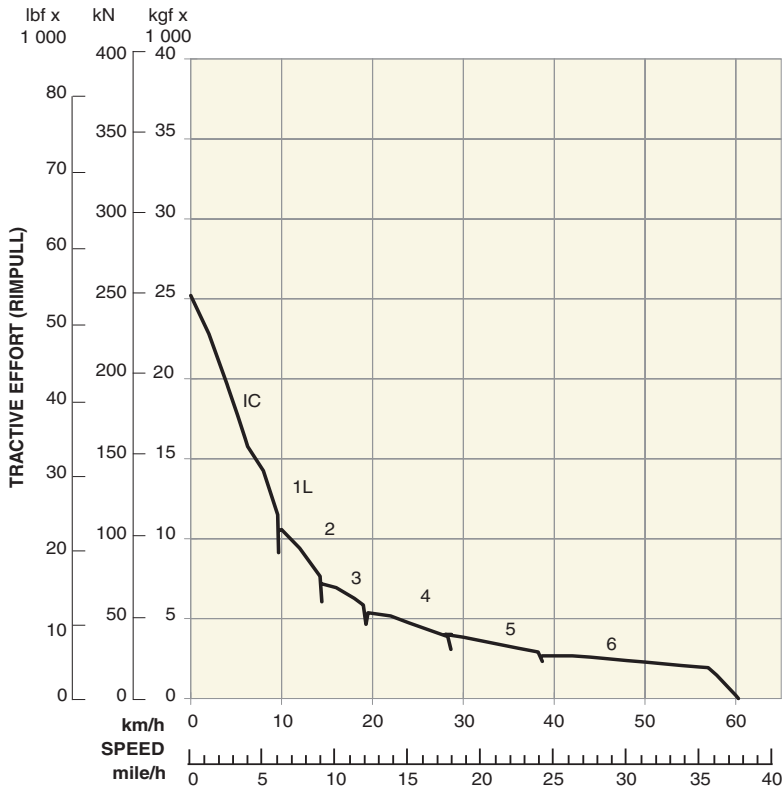


## RETARDATION

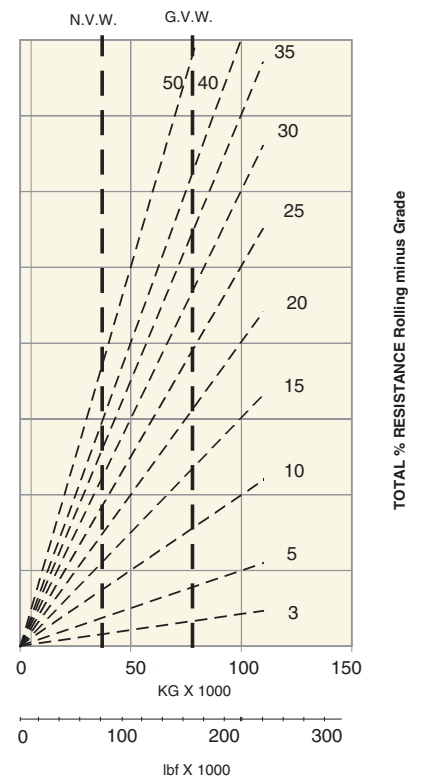
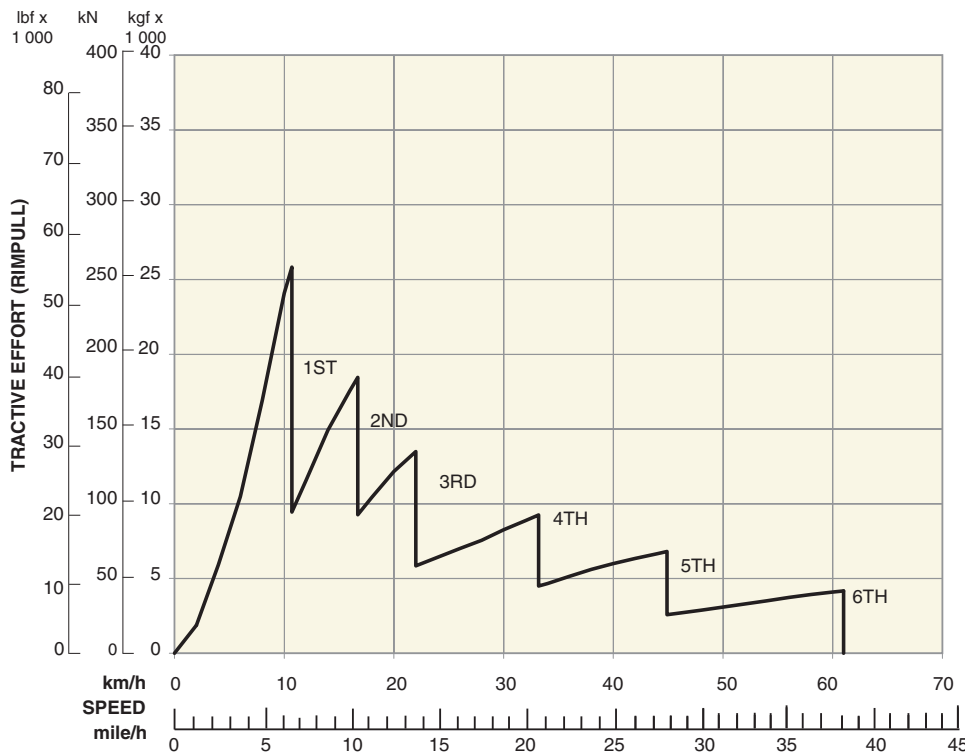


# TR45 GRADEABILITY

Graphs based on 2% Rolling Resistance



## RETARDATION

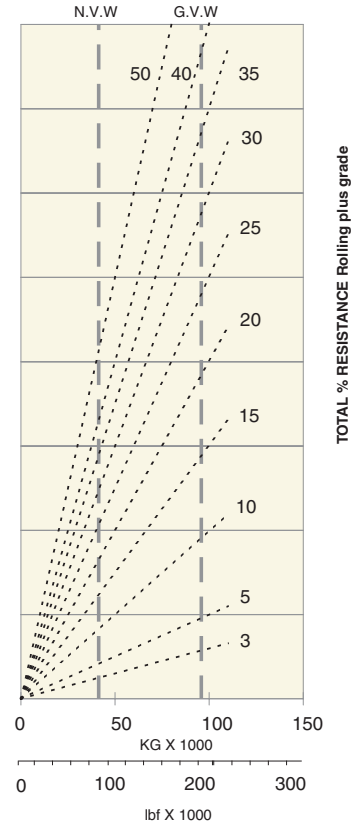
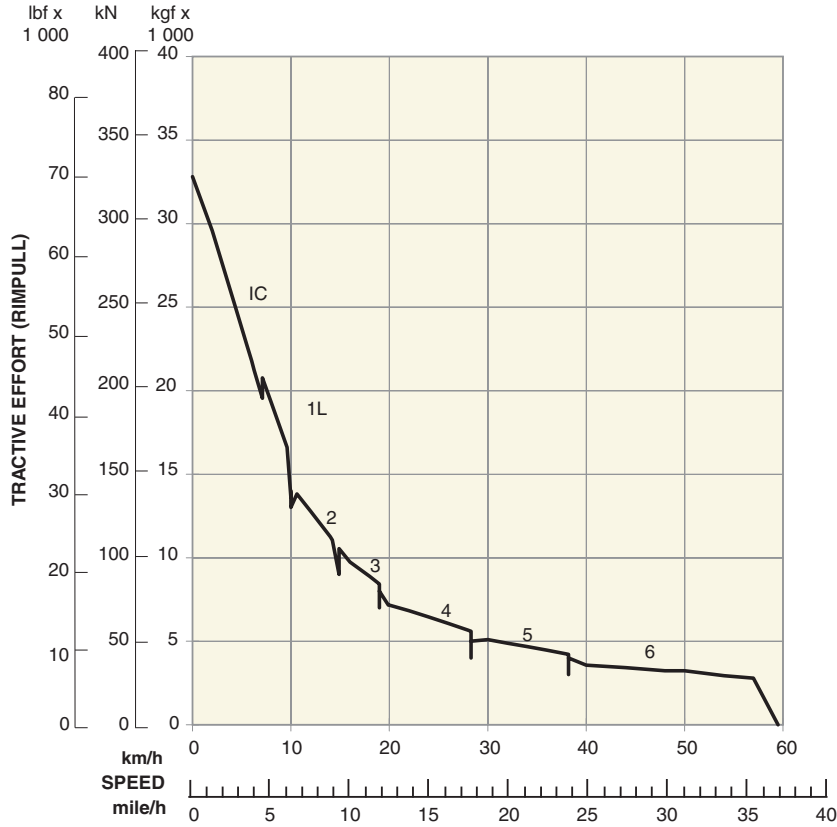


Instructions: From intersection of vehicle weight with percentage resistance line read across to determine maximum gear attainable, and then downwards for vehicle speed.

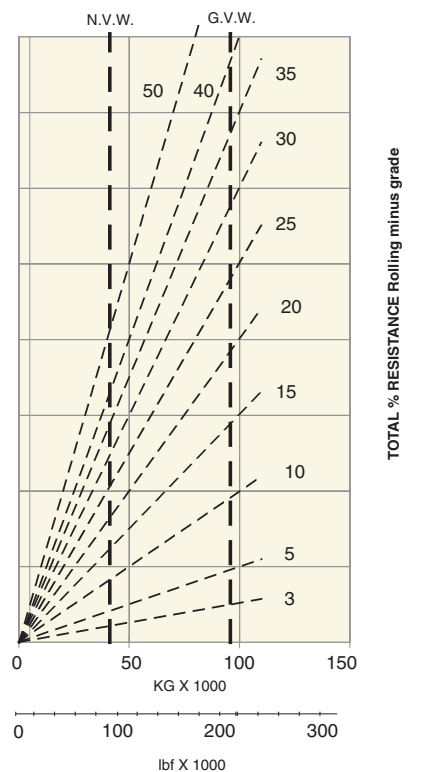
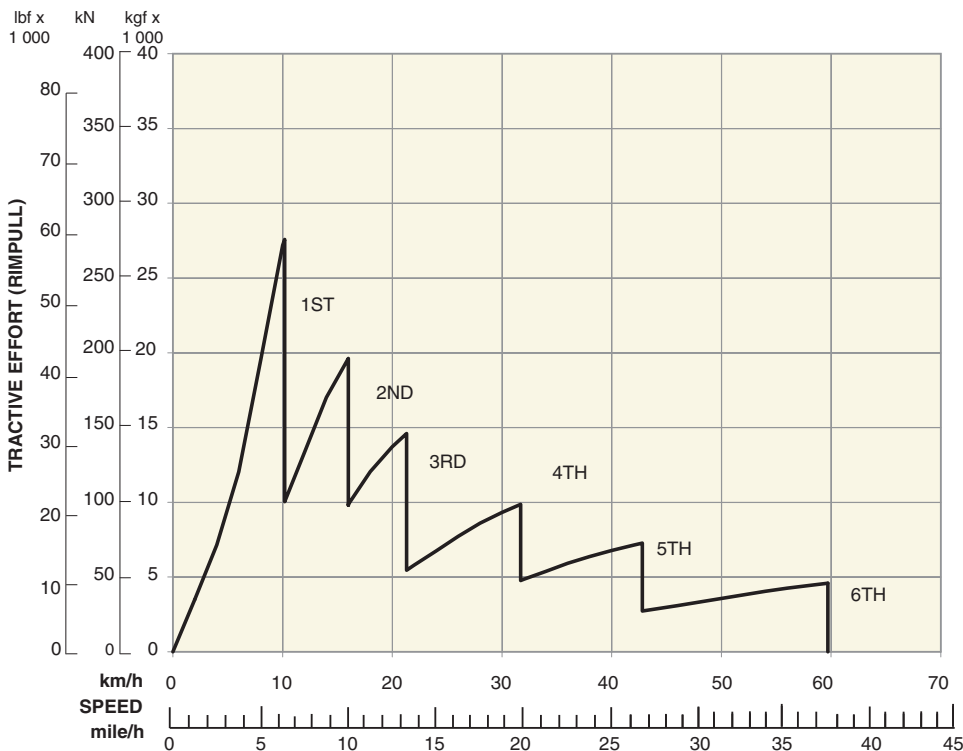
# Performance data

## TR60 GRADEABILITY

Graphs based on 2% Rolling Resistance



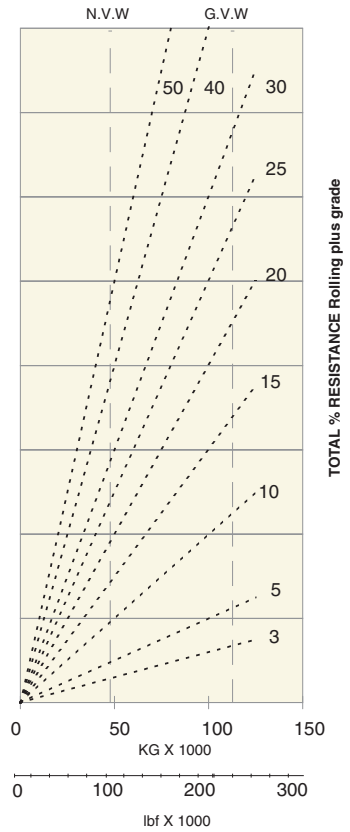
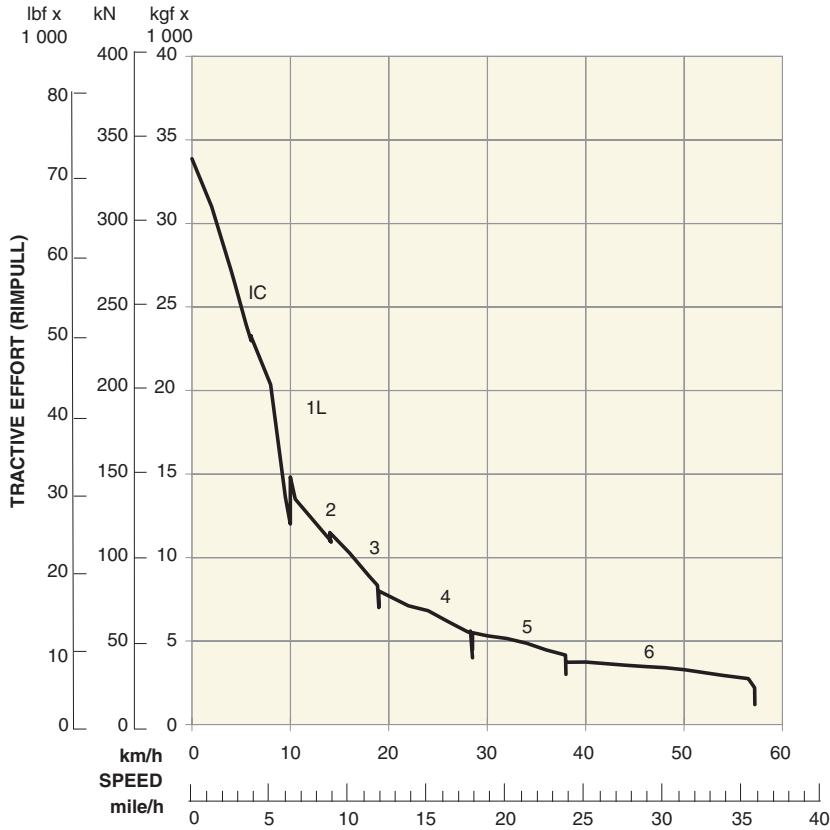
## RETARDATION



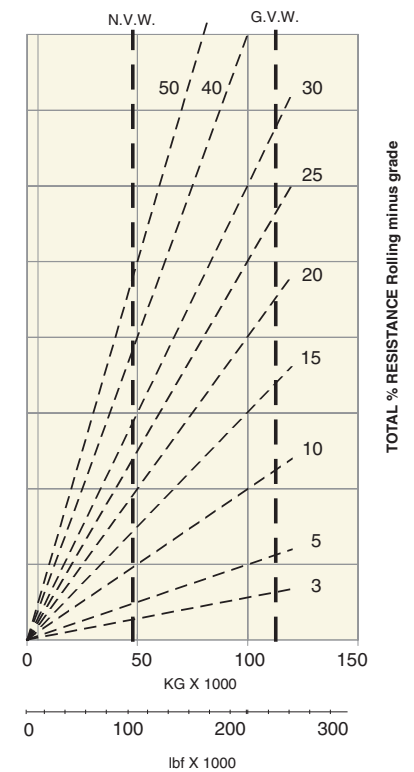
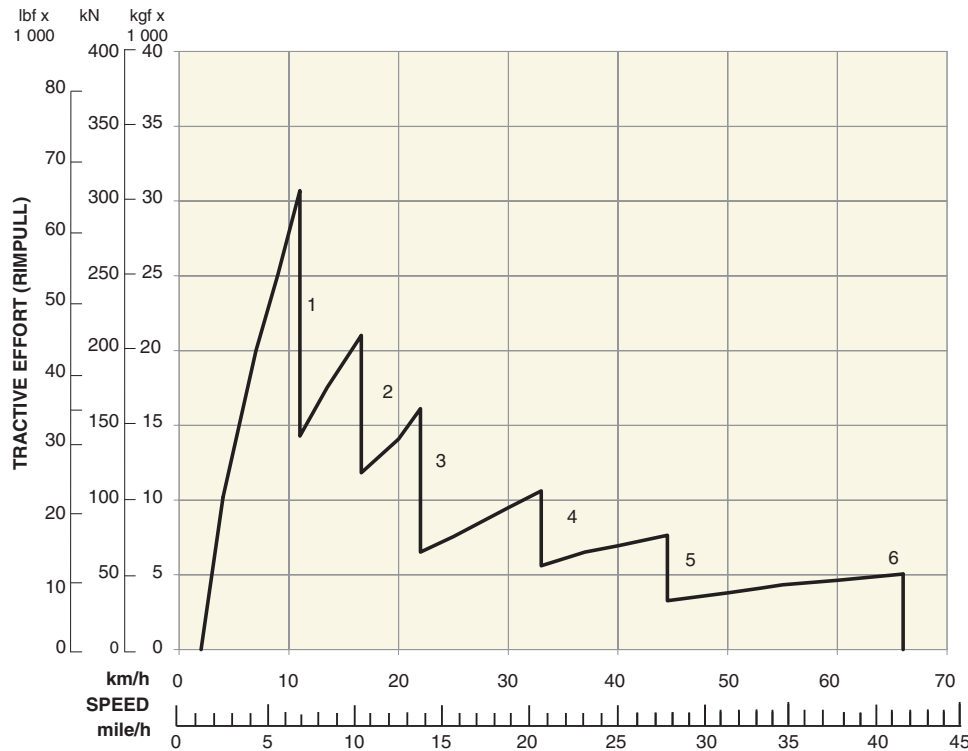


# TR70 GRADEABILITY

Graphs based on 2% Rolling Resistance.



# RETARDATION

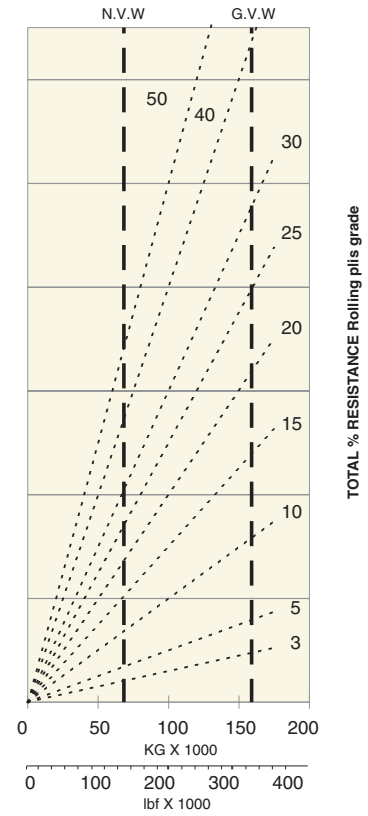
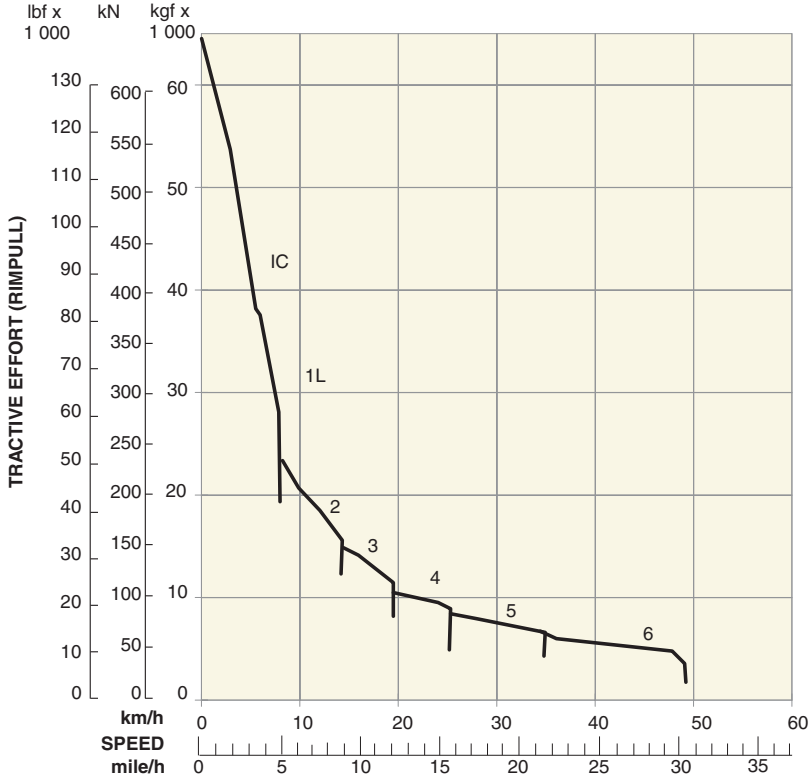


Instructions: From intersection of vehicle weight with percentage resistance line read across to determine maximum gear attainable, and then downwards for vehicle speed.

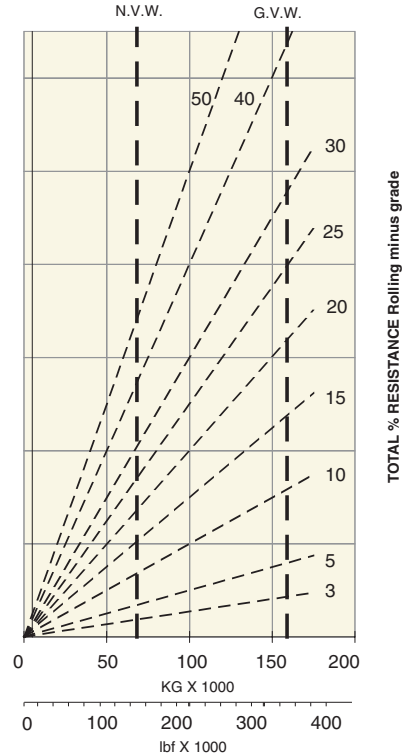
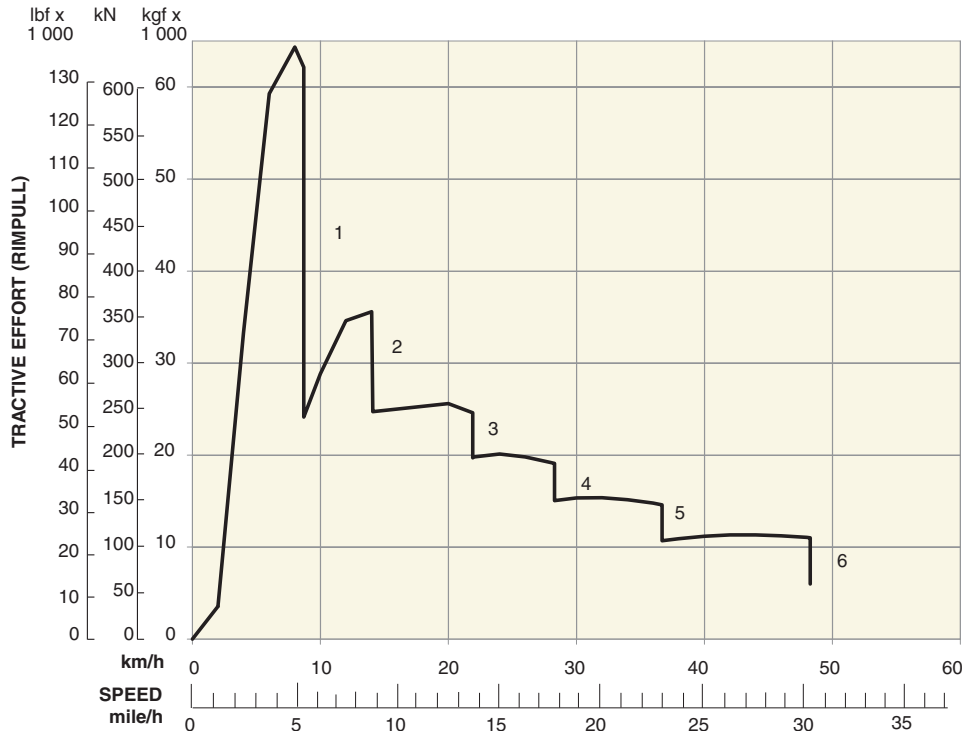
# Performance data

## TR100 GRADEABILITY

Graphs based on 2% Rolling Resistance

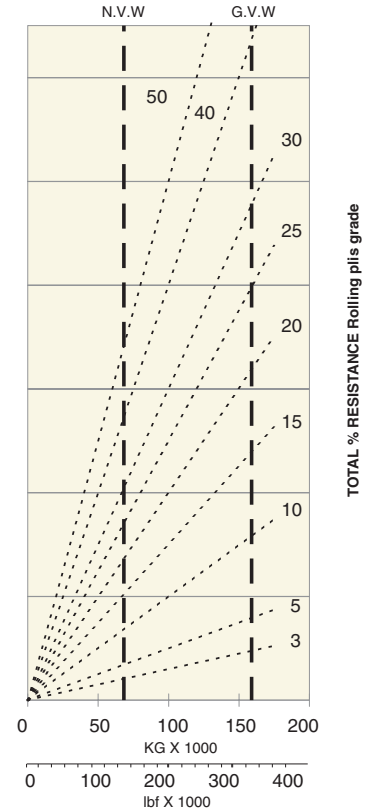
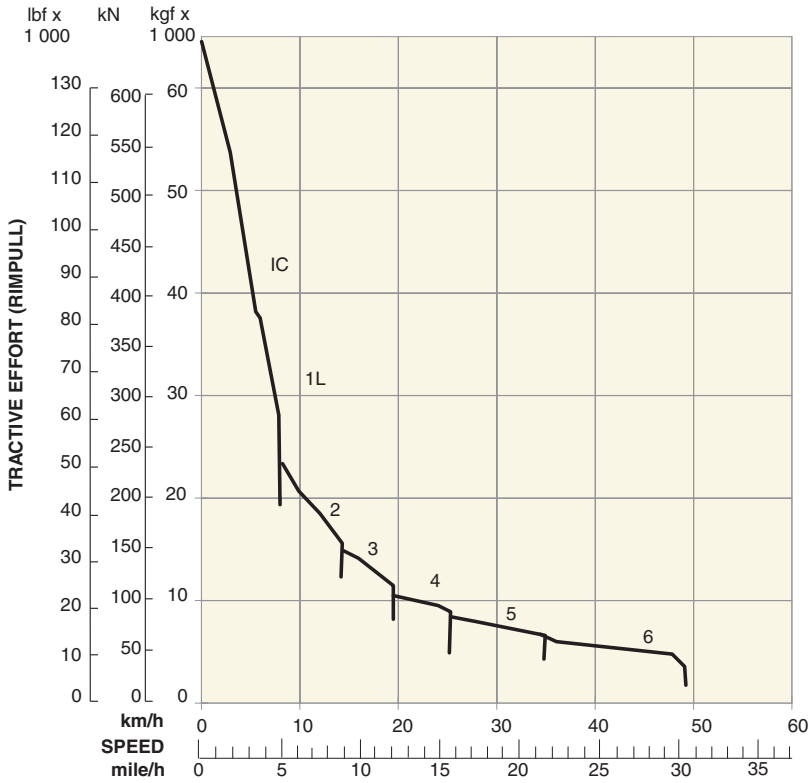


## RETARDATION

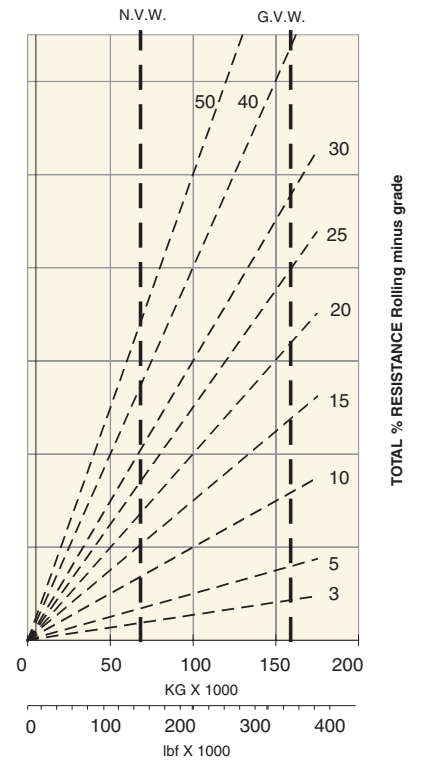
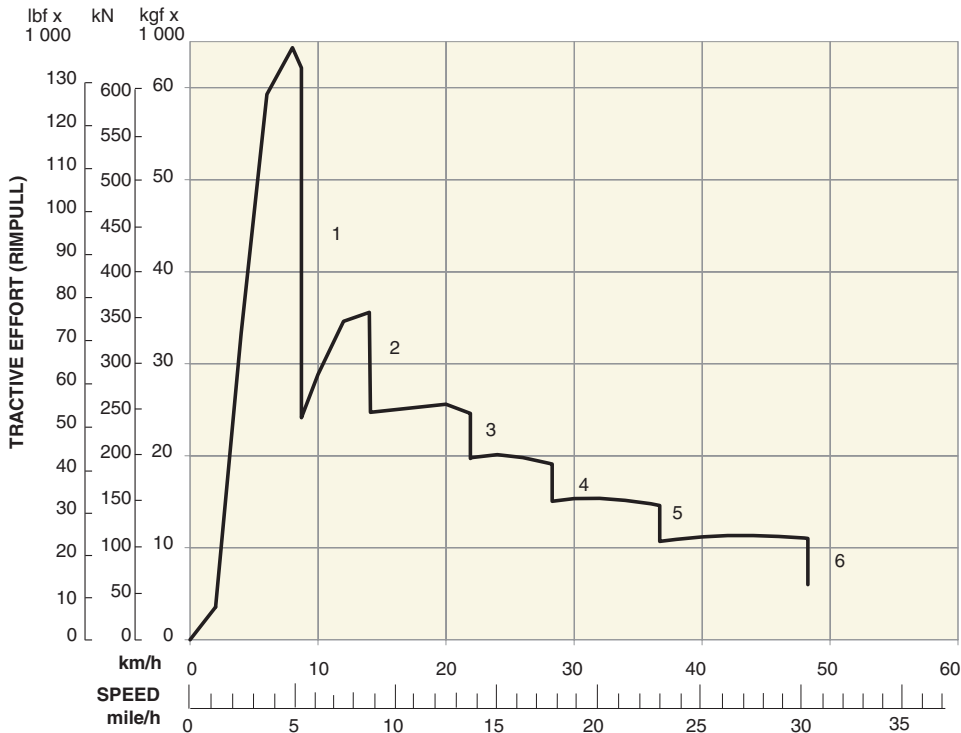


# TR100 DD GRADEABILITY

Graphs based on 2% Rolling Resistance



## RETARDATION



Instructions: From intersection of vehicle weight with percentage resistance line read across to determine maximum gear attainable, and then downwards for vehicle speed.



## ARTICULATED TRUCKS

	Maximum payload	Heaped capacity	Engine gross power
TA 25	23 mt (25 ton)	13.5 m <sup>3</sup> (17.7 yd <sup>3</sup> )	224 kW (300 hp)
TA 27	25 mt (27.5 ton)	15.5 m <sup>3</sup> (20.3 yd <sup>3</sup> )	272 kW (365 hp)
TA 30	28 mt (30.9 ton)	17.5 m <sup>3</sup> (22.9 yd <sup>3</sup> )	287 kW (385 hp)
TA 35	34 mt (37.5 ton)	21 m <sup>3</sup> (27.5 yd <sup>3</sup> )	298 kW (400 hp)
TA 40	38 mt (42 ton)	23.3 m <sup>3</sup> (30.3 yd <sup>3</sup> )	336 kW (450 hp)



## OFF-HIGHWAY RIGID TRUCKS

	Maximum payload	Heaped capacity	Engine gross power
TR 35	32 mt (35 ton)	19.5 m <sup>3</sup> (25 yd <sup>3</sup> )	298 kW (400 hp)
TR 45	41 mt (45 ton)	26 m <sup>3</sup> (34 yd <sup>3</sup> )	392 kW (525 hp)
TR 60	55 mt (60 ton)	35 m <sup>3</sup> (46 yd <sup>3</sup> )	522 kW (700 hp)
TR 70	65 mt (72 ton)	41.5 m <sup>3</sup> (54.5 yd <sup>3</sup> )	567 kW (760 hp)
TR 100	91 mt (100 ton)	57 m <sup>3</sup> (74.5 yd <sup>3</sup> )	783 kW (1 050 hp)



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Effective date: October 30, 2006. For further information, please contact your local distributor or Terex contact. Product specifications are subject to change without notice or obligation. The photographs and drawings in this brochure are for illustrative purposes only. Refer to the appropriate Operator's Manual for instructions on the proper use of this equipment. Failure to follow the appropriate Operator's Manual when using our equipment or to otherwise act irresponsibly may result in serious injury or death. Prices and specifications subject to change without notice. The only warranty applicable is the standard written warranty applicable to the particular product and sale. Terex makes no other warranty, expressed or implied. Products and services listed may be trademarks, service marks or trade-names of Terex Corporation and/or its subsidiaries in the USA and other countries and all rights are reserved. "Terex" is a Registered Trademark of Terex Corporation in the USA and many other countries. Copyright © 2006 Terex Corporation.

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