

Rigid Haul Truck

MAX. GROSS VEHICLE	210,490 lbs (95,680 kg)
NET ENGINE POWER	645 hp (481 kW)
MAX. PAYLOAD	60 Tons (55 t)
HEAPED CAPACITY	46.0 Yd ³ (35 m ³)



RIGID HAUL TRUCK
TR60

Specifications

Engine	
Make / Model	Cummins QSK19-C650
Type	4 cycle, turbocharged/aftercooled
Gross power @ 2,100 rpm (SAE J 1349)	650 hp (485 kW)
Net power @ 2,100 rpm	645 hp (481 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	2,275 lbf ft (3,085 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 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. Speeds with standard differential:									
		Forward					Reverse		
Gear	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	6.1	9.1	12.1	18.1	24.4	35.7	4.1	7.3	
km/h	9.9	14.6	19.5	29.1	39.3	57.5	6.6	11.8	

Specifications

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

Axles	
Terex heavy duty axle with full floating axle shafts, single reduction spiral bevel gear differential, and planetary reduction at each wheel.	
Ratios:	
Differential	3.73:1
Planetary	5.80:1
Total reduction	21.63:1

Tires and Wheels		
Standard: front and rear	24.00-35 bias ply	rim width 17"
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 king pin strut-type independent front wheel suspension by 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 in (251 mm)
Rear	7.2 in (182 mm)
Maximum rear axle oscillation	± 6.5°

Brakes	
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.	
Front:	Dry Disc, diameter 28 in (710 mm)
	Pad area, total 216 in ² (1,394 cm ²)
Rear: Terex oil cooled, multiple disc, completely sealed from dirt and water.	
Braking surface, total	7,308 in ² (47,151 cm ²)
PARKING – Rear brakes applied by spring loaded opposing piston on disc pack, hydraulically released.	
RETARDATION – Modulated lever control of rear disc brakes or hydraulic retarder in transmission. 900 hp (670 kW) continuous retardation.	
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 pre-determined level. Brakes conform to ISO 3450, (SAE J 1473).	

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 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 Relief Pressure	2,750 psi (190 bar)
Body Hydraulic Pump Flow Rate @ 2,100 rpm engine	60 gpm (227 Lpm)
Body raise time	16.0 seconds
Body lower time	4.0 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 floor wear surfaces are high hardness (450 BHN) abrasion resistant steel, of yield strength 174,000 psi (1,200 MPa). All other 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)	34.0 yd ³ (26 m ³)
	Heaped 2:1 (SAE std)	46.0 yd ³ (35 m ³)

Service Capacities	
Engine crankcase and filters	17.5 gal (66.0 L)
Transmission and filters	22.5 gal (85.0 L)
Cooling system	44.9 gal (170.0 L)
Fuel tank	160.0 gal (606.0 L)
Steering hydraulic tank	16.0 gal (61.0 L)
Steering hydraulic system (total)	19.0 gal (72.0 L)
Body hydraulic tank	57.0 gal (216.0 L)
Body hydraulic and brake cooling system	68.0 gal (258.0 L)
Planetaries (total)	11.4 gal (43.0 L)
Differential	13.7 gal (52.0 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
Differential 3.73:1
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	Shed plates, rear tires
Rock ejectors	Side, tail, stop, direction indicators and hazard warning lights
Secondary brake system (all wheels)	Tow points, front and rear
Security kit	Transmission guard
Separate steering and body hoist hydraulic systems	

Optional Equipment

General

Alternator, 100 amp	Fire suppression system
Automatic lubrication	Flashing strobe reverse light
Beacon, flashing amber	Front brake pressure reduction selector
Body, heavy duty	Front brake pressure reduction sensor
Body wear plates (floor, end, side and front protection)	Oil drain kit, engine and transmission sumps
Cold start kit	On-board weighing system
Differential, no spin	Spillguard extension, folding
Engine pre-lube starter	Tachograph
Exhaust muffler, full-time	Television monitor, rear view
Fan clutch	Tool kit, hand
Fast fuel adapter	Traction bias differential
Fire extinguisher	

Weights

Chassis, with hoists	67,460 lbs (30,600 kg)
Body, standard	23,480 lbs (10,650 kg)
Net Weight	90,940 lbs (41,250 kg)
Payload, maximum	120,000 lbs (54,430 kg)
Maximum Gross Weight*	210,940 lbs (95,680 kg)

FOR UNIT EQUIPPED WITH OPTIONAL HEAVY DUTY ROCK BODY:

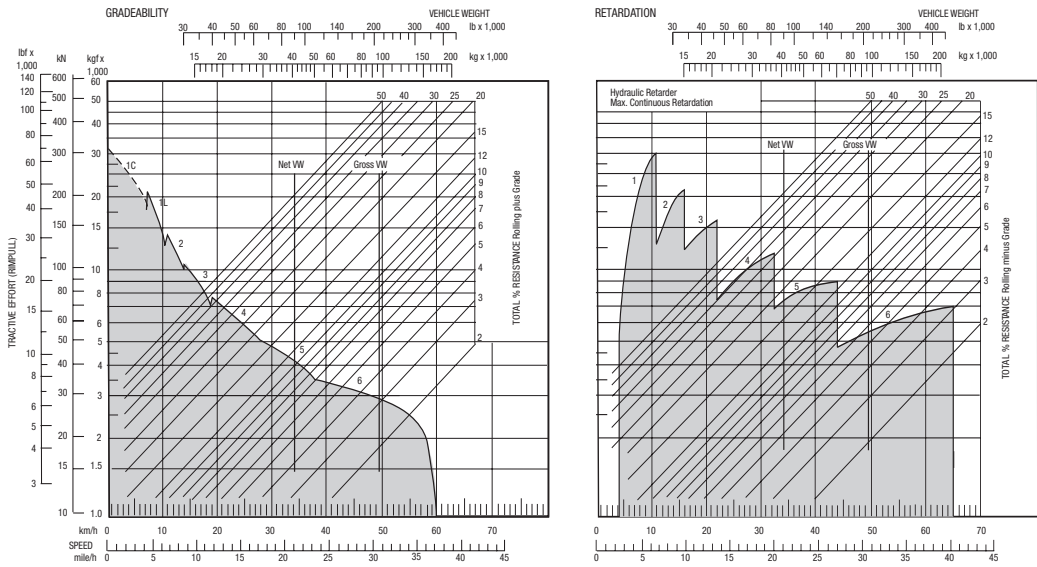
Chassis, with hoists	67,460 lbs (30,600 kg)
Body, heavy duty, rock	29,100 lbs (13,200 kg)
Net weight	96,560 lbs (43,800 kg)
Payload, maximum	114,380 lbs (51,880 kg)
Maximum gross weight*	210,940 lbs (95,680 kg)

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

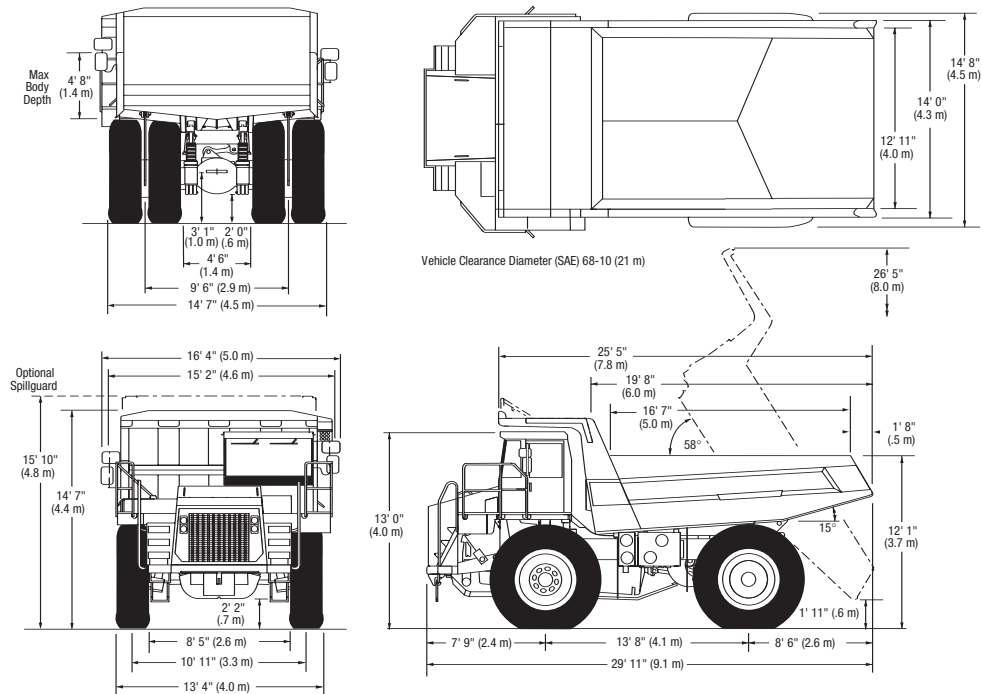
WEIGHT DISTRIBUTION	Front Axle	Rear Axle
Empty	48%	52%
Loaded	34%	66%

Rigid Haul Truck TR60

Performance Data (Graphs Based On 0% Rolling Resistance)



Dimensions



For more information, product demonstration, or details on purchase, lease and rental plans, please contact your local Terex Distributor.

Terex Construction Americas

8800 Rostin Road
Southaven, MS 38671
USA

TEL 662-393-1800
SALES 866-837-3923
PARTS & TECH SUPPORT 888-201-6008
FAX 662-393-1700
EMAIL sales@terexca.com
WEB terexca.com

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