



Articulated Dump Truck

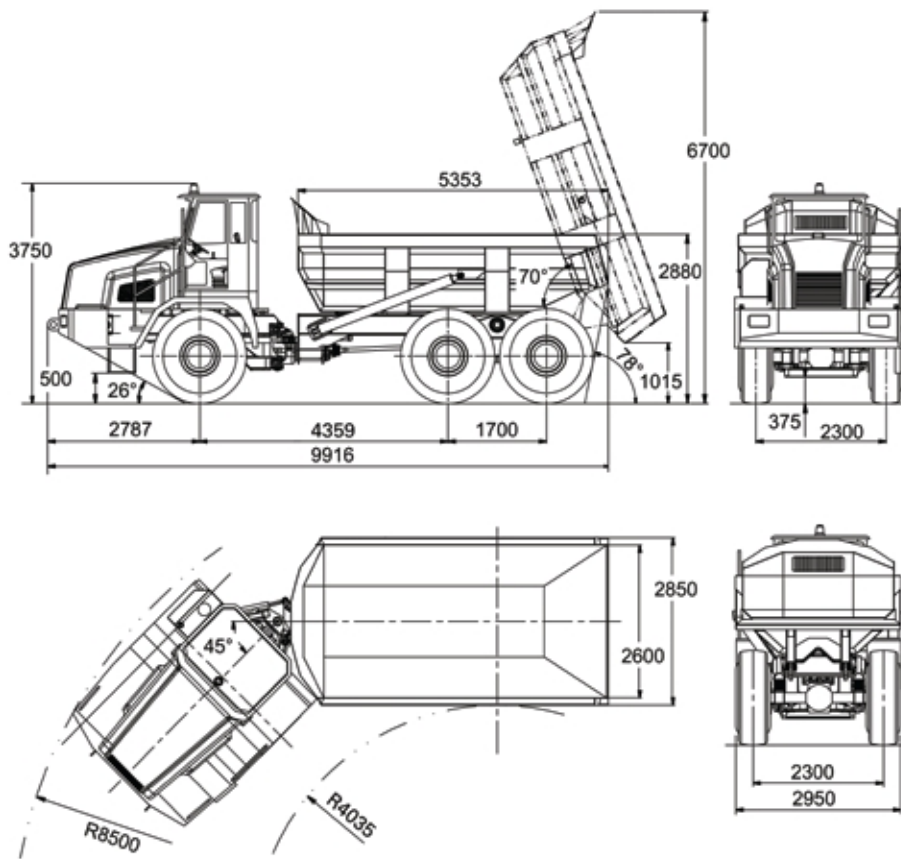
A300D



High torque with high payload, the TRXBUILD A300D goes tough on the job, whenever the going gets tough

The TRXBUILD A300D Articulated Dump Truck is specially designed and developed for operations on harsh, muddy and adverse road conditions in mining, hydro-infrastructure, hydro-electricity and tunnel projects. Comes complete with dual circuit disc brakes for better braking performance, it is also capable of 6X6 drive configuration when you need to get out of any sticky situation.





ENGINE - Cummins QSM 11-C330
 In line 6 Cyl, Four - cycle water cooled
 Diesel Engine, Electronic control
 Turbocharged and Charged air cooled
 Capacity - 10.8 lit

Max Power - 246 Kw @ 2,100 rpm
 Max Torque - 1,674 Nm @ 1,400 rpm

TRANSMISSION - ZF 6WG260
 Electronically controlled automatic transmission
 6 forward 3 Reverse

DRIVE AXLE
 Heavy duty axles with fully floating axle shafts and out
 board planetary reduction gears
 Total Reduction ratio 18.28 : 1

STEERING
 Fully hydraulic steering system

BRAKES
 Dual circuit, air over hydraulic disc brake

SUSPENSION
 Ft-Hydro pneumatic suspension
 Rr-Each axle is coupled to the frame by 4 rubber bush
 links, pivoting inter axle balance beams equalize load
 on each rear axle

BODY HOIST
 Twin single stage double acting cylinders mounted on
 the outer chassis frame

FRAME
 Rectangular box section beams forming the main side
 and cross member

CABIN
 Ergonomically designed, all steel construction, left
 hand drive cabin
 Insulated against heat and noise
 Comprehensive Instrumentation suite
 Good all round visibility and fully protected by
 automotive glass and FOPS
 Integrated air conditioner

DUMP BODY
 Constructed from high strength steel with large box
 section stiffeners and a high tensile steel floor.
 Rubber cushion between body and frame

ELECTRICAL SYSTEM
 24V, negative control

OPTIONAI ITEMS
 Advanced Logistic Proactive Solution (ALPS)

SPECIFICATIONS

Model	A300D
Drive	6x6
Kerb weight (kg)	28,000
Payload (kg)	23,500
GVW (kg)	51,500
Overall Length (mm)	9,916
Overall Width (mm)	2,950
Overall Height (mm)	3,750
Wheelbase (mm)	4,359 + 1,700
Track Front/Rear (mm)	2,300 / 2,300
Top Speed (Km/Hr)	42
Max Gradability (%)	> 43
Approach Angle (deg)	26
Departure Angle (deg)	78
Min Turning Diameter (m)	< 17
Body Capacity struck (m ³)	12.9
Body Capacity Heap (SAE 2:1) (m ³)	16.8
Tyre Size	23.5R25
Rim Size	19.95/2.5-25

Note: Specifications are subject to change by the manufacturer without prior notice.



Off-Road Dump Truck

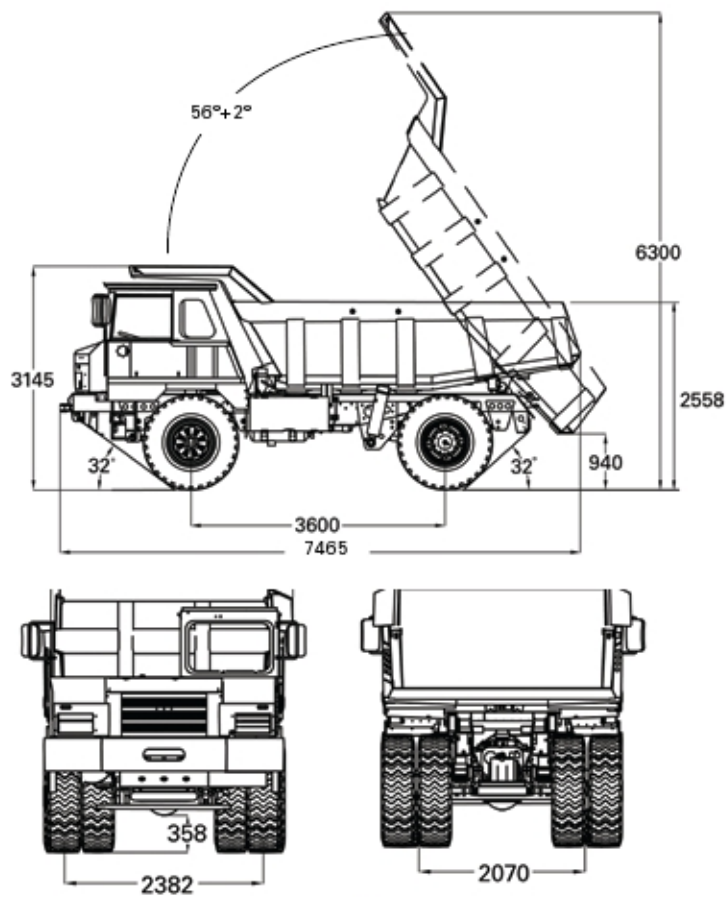
D20



A high-torque engine packed into a small body frame, the TRXBUILD D20 will outmanoeuvre its peers on any given day

Specially designed and developed for small-size mining projects, the TRXBUILD D20 is also suitable for over burden, hydro-infrastructure, hydro-electricity and tunnel projects. Equipped with a lightweight manual transmission for higher efficiency, reliability and ease of maintenance, its compact size also allows for higher manoeuvrability and a smaller turning radius.





ENGINE - Cummins NT855-C250S10
 In line 6 Cyl. Four-cycle water-cooled diesel engine
 Bore x Stroke - 140mm x 152 mm
 Total Displacement - 14 lit
 Max Power - 187Kw @ 2,100 rpm
 Max Torque - 1,017 Nm @ 1,500 rpm

CLUTCH
 14" Double plate dry clutch

TRANSMISSION - Fuller 8JS 118C
 Manual type with 7 forward and 1 reverse

FRONT AXLE
 Heavy duty seamless steel tube welded

DRIVE AXLE
 Double reduction, fully floating axle shaft cast steel axle housing
 Total ratio 13.78 : 1

STEERING
 Hydraulic assisted power steering

BRAKES
 2 independent circuit, pneumatic control brakes system
 Double pneumatic disengaged spring applied parking brake

SUSPENSION
 Semi-elliptical leaf spring with rubber bumper
 Front suspension has individual absorbers

BODY HOIST
 Twin 3 stage single acting cylinders mounted on the outer chassis frame

FRAME
 Fabricated from high tensile steel. C-section channel with L-section reinforced member at the centre

CABIN
 Ergonomically designed, all steel construction, left hand drive cabin with adjustable seat.
 Insulated against heat and noise
 Instrumental panel with gauges, warning and indicator lamps.
 Good all round visibility, protected by automotive glass and FOPS

DUMP BODY
 Rock type, made from fully welded high tensile steel plate complete with exhaust heating
 Side plate and under floor ribs are made of high yield point steel

ELECTRICAL SYSTEM
 24V, Negative control

OPTIONAL ITEMS
 Air Conditioner with heating
 Pneumatic Suspension Driver Seat
 Differential Lock
 Deep Lug tyres (replace)
 Seat belt
 Water Separator
 Cummins NT 855 Tier 2 engine

SPECIFICATIONS

Model	D 20
Drive	4x2
Kerb weight (kg)	16,000
Payload (kg)	20,000
GVW (kg)	36,000
Overall Length (mm)	7,436
Overall Width (mm)	2,909
Overall Height (mm)	3,145
Wheelbase (mm)	3,600
Track Front/Rear (mm)	2,382 / 2,070
Top Speed (Km/Hr)	38
Max Gradability (%)	29
Approach Angle (deg)	32
Departure Angle (deg)	42
Min Turning Diameter (m)	< 19
Body Capacity struck (m ³)	10.7
Body Capacity Heap (SAE 2:1) (m ³)	13.9
Tyre Size	14.00 - 24
Rim Size	10.00 - 24

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Off-Road Dump Truck

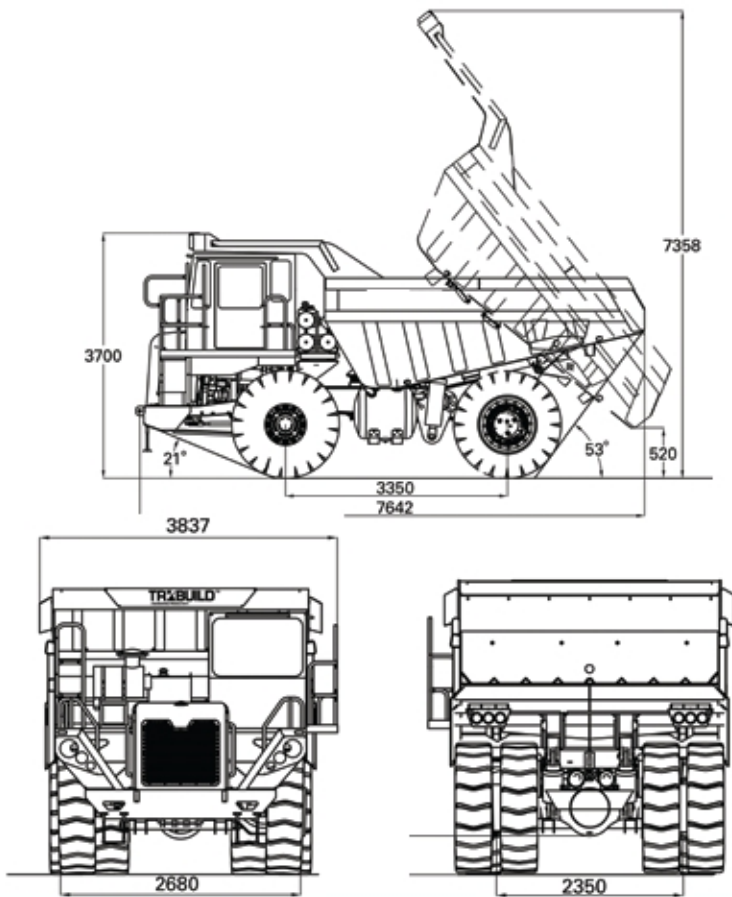
D32



Built for long-lasting operability and low maintenance, the TRXBUILD D32 is the middleweight champion every contender should reckon with

Specially designed and developed for medium-size mining projects, the TRXBUILD D32 is also suitable for over burden, hydro-infrastructure, hydro-electricity and tunnel projects. Armed with a tensile steel dumper for higher wear and impact resistance, the wedge-shaped dump body also makes for easier dumping during operations.





ENGINE - Cummins M11-C330
 In line 6 Cyl, Four - cycle water cooled diesel engine
 Turbo charged with aftercooler c/w Jacob engine brake
 Total Displacement - 10.8 lit
 Max Power - 246 Kw @ 2,100 rpm
 Max Torque - 1,458 Nm @ 1,300 rpm

CLUTCH
 15" double plate dry clutch, hydro pneumatic assisted

TRANSMISSION - Eaton MRT 12710B
 Manual type with 10 forward and 2 reverse

FRONT AXLE
 Independent air over hydraulic piston suspension.
 Suspension pistons serves as kn pin

DRIVE AXLE
 Main reduction with heavy duty single stage spiral bevel gear
 Total ratio 11.86 : 1

STEERING
 Hydraulic power assisted with adjustable height and inclination steering column

BRAKES
 Dual circuit pneumatic drum brake system
 Double pneumatic disengaged spring applied parking brake

SUSPENSION
 Independent air over hydraulic suspension units on front wheels and air over hydraulic units on rear axle.
 Front suspension cylinders bolted and keyed directly onto chassis. Piston act as front wheel kn pins.
 Exhaust heating at the bottom of body

BODY HOIST
 Twin 3 stage double acting cylinders mounted on the outer chassis frame

FRAME
 Fabricated from high tensile steel with cast iron members at critical points
 Main chassis frame members are of box section construction

CABIN
 Ergonomically designed, all steel construction, left hand drive cabin
 Insulated against heat and noise
 Comprehensive instrumentation suite
 Good all round visibility and fully protected by automotive glass and FOPS
 Integrated air conditioner

DUMP BODY
 Wedge profile type for quick clean discharge.
 Body plate and under floor ribs are made from high yield point steel.
 Exhaust heating at the bottom of body

ELECTRICAL SYSTEM
 24 V, negative control

OPTIONAL ITEMS
 Pneumatic Suspension driver seat
 Cummins QSM 11 Tier 2 engine

SPECIFICATIONS

Model	D 32
Drive	4x2
Kerb weight (kg)	23,400
Payload (kg)	32,000
GVW (kg)	55,400
Overall Length (mm)	7,642
Overall Width (mm)	3,837
Overall Height (mm)	3,700
Wheelbase (mm)	3,350
Track Front/Rear (mm)	2,680 / 2,350
Top Speed (Km/Hr)	50
Max Gradability (%)	35
Approach Angle (deg)	21
Departure Angle (deg)	52
Min Turning Diameter (m)	< 18.8
Body Capacity struck (m ³)	15
Body Capacity Heap (SAE 2:1) (m ³)	20
Tyre Size	18.00 - 25
Rim Size	13.00 - 25

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Off-Road Dump Truck

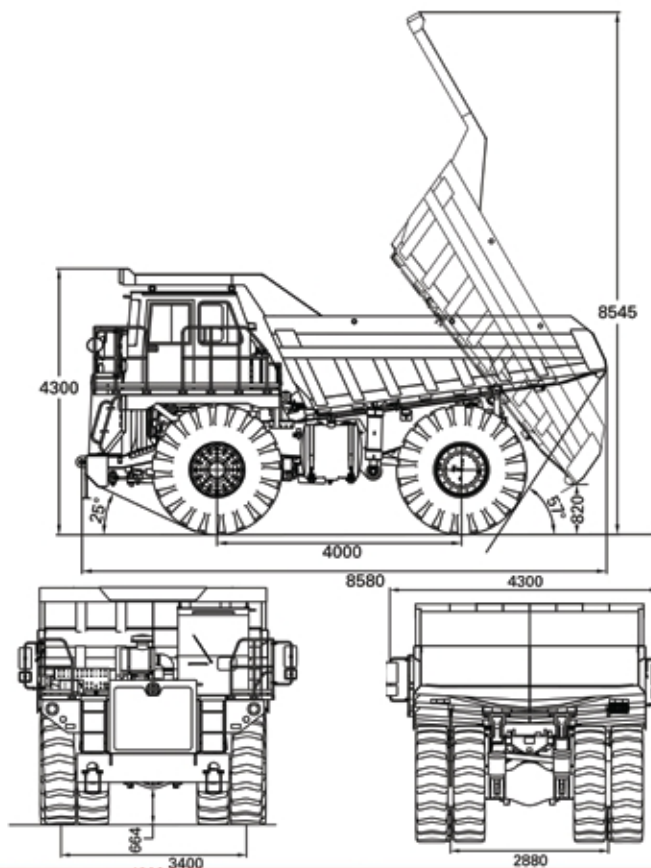
D45



One of the biggest hauling machines available, the D45 is designed to make all the heavy loading.

Fitted with one of the biggest dumper in the market, the 45 tonne payload makes the TRXBUILD D45 a lean and mean transport machine no heavy construction site can do without. Shipped with the same steel braced framework evident in all TRXBUILD trucks, the D45 is the productive workhorse with the monster payload.





ENGINE - Cummins QSX15

In line 6 Cyl, Four - cycle water cooled
 Diesel Engine, turbocharged with aftercooler
 Total Displacement - 15 lit
 Max Power - 430 Kw @ 1,800 rpm
 Max Torque - 2,440 Nm @ 1,400 rpm

TRANSMISSION - Alison H5610 AR

Automatic type with hydraulic torque converter
 Integrated hydrodynamic retarder between converter
 and gearbox. 6 forward and 2 reverse speed

DRIVE AXLE

Fully floating axle shaft with hub reduction
 Final reduction ratio 21.11 : 1

STEERING

Hydraulic power assisted with adjustable steering wheel
 height and inclination column

BRAKES

Service brake - Self adjusting dry disc brakes for all
 wheels. Independent air over hydraulic actuation
 circuits for front and rear wheels.
 Disc dimension 711 mm x 19 mm. Parking brake -
 Normally close calliper type on driveline disc brake.
 Retarder incorporated in transmission

SUSPENSION

Independent self contained oil-pneumatic type with build
 in shock absorbers for front wheels and rear axle. Front
 suspension cylinders bolted directly onto chassis. Piston
 act as front wheel kin pins.

BODY HOIST

Twin 3 stage single acting cylinders mounted on the outer
 chassis frame

FRAME

Longitudinal box section member made from high yield
 strength steel. Connected to each other by means of
 tubular cross member

CABIN

Ergonomically designed, all steel construction, left hand
 drive cabin. Insulated for heat and noise. Comprehensive
 Instrumentation suite. Good all round visibility, protected
 by automotive glass and FOPS. Pneumatic suspension
 driver seat, c/w 3 point seat belt. Integrated air
 conditioner. In cabin noise < 82 dBA

DUMP BODY

Wedge profile type for quick clean discharge. Body plate
 and under floor ribs are made from high yield point steel.
 Exhaust heating at the bottom of body

ELECTRICAL SYSTEM

24 V, negative control
 Batteries - 4 units each 12 V 180 Ah
 Voltage - 24 V
 Alternator - 70 A

SPECIFICATIONS

Model	D 45
Drive	4x2
Kerb weight (kg)	36,000
Payload (kg)	45,000
GVW (kg)	81,000
Overall Length (mm)	8,500
Overall Width (mm)	4,300
Overall Height (mm)	4,300
Wheelbase (mm)	4,000
Track Front/Rear (mm)	3,400 / 2,880
Top Speed (Km/Hr)	54
Max Gradeability (%)	< 34
Min Turning Diameter (m)	19
Max tipping angle (deg)	58
Body raise time (sec)	< 18
Body lowering time (sec)	< 18
Body Capacity struck (m ³)	21
Body Capacity Heap (SAE 2:1) (m ³)	27.6
Tyre Size	21.00 - 35
Rim Size	15.00 - 30

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