



SRT55D Off-highway Truck





Engine

Model.....Volvo TAD1643VE-B
Type.....4 Cycle Turbocharged / Charge air cooled
Gross power@1,900rpm.....565kW(768hp)
Net power@1,900rpm.....525kW(714hp)
Power definition according to ISO 3046 (ratings also correspond to SAE J1995 and SAE J1349 standard conditions). Exhaust emission EPA 40 CFR 89/Tier 2 compliant and EU 97/68 EC/Stage IIIA compliant.
Maximum torque@1,260rpm 3,260N • m(2,404lb.ft)
Number of Cylinders/Configuration 6,Straight type
Bore Stroke $\Phi 144 \times 165$ mm(5.66×6.27)
Displacement 16.1L(977in³)



Transmission

Avtec H6620AR electronic automatic control transmission with flexible shift characteristics. HATS commercial electronic control system. Integrated hydraulic torque converter and hydraulic retarder. Six speeds forward, two reverse. Automatic lock-up in all speed ranges. Transmission is provided with hydraulic retarder and hoist restrict shift protect function.

	Forward						Reverse	
	1st	2nd	3rd	4th	5th	6th	r1	r2
Ratio	4.0	2.68	2.01	1.35	1.0	0.67	5.15	3.46
km/h	9.4	13.9	18.7	27.8	37.5	55.9	6.3	9.4
mile/h	5.8	8.7	11.6	17.2	23.3	34.7	3.9	5.8



Drive Axle

Heavy duty axle with full floating axle shafts, single reduction spiral bevel gear differential, and planetary reduction at each wheel. High strength cast steel welded construction.

Ratios:

Differential.....3.73:1
Planetary.....5.80:1
Total Reduction.....21.63:1



Brakes

Service Brakes – All hydraulic brake system control. Transmission PTO mounted pressure compensating piston pump provides hydraulic pressure for brakes and steering. Independent circuits front and rear.Each circuit incorporates a accumulator which stores energy to provide instant braking response.

Front: Dry disc brake

Disc diameter.....710 mm (28 in)
Pad area, total.....1,400 cm² (217 in²)

Rear: Oil-cooled, disc brake, completely sealed from dirt and water.

Braking surface, total.....49,000 cm² (7,595in²)

Parking Brake – Rear brakes applied by spring loaded opposing piston on disc pack, hydraulically released.

Retarding Brake – Two levers separately control the rear disc brakes and hydraulic retarder in transmission.

Emergency Brake – Through solenoid valve to provide service brakes and parking brake.



Steering

Independent hydraulic steering with closed-center steering valve, pressure compensating piston pump and accumulator.

Accumulator provides uniform steering regardless of engine speed. In the event of loss of engine power, it provides emergency power to system for steering. A low pressure indicator light warns of system pressure below 115bar (1,660 lbf/in²).

Minimum turning diameter.....19,080mm



Hoist

Independently hydraulic system.Two hoist cylinders are mounted on both sides of the frame rails to keep stable of body while raises the body.

System Relief Pressure.....180bar(2,610 lbf/in²)

Body Hydraulic Pump Flow Rate @1,900rpm 266L/min(69 USgal/min)

Body raise time.....16 sec

Body lower time.....15 sec



Suspension

Front: Macpherson type independent suspension with variable rate, nitrogen/oil cylinder for effective absorption of road shocks.

Rear: Variable rate nitrogen/oil cylinders with A-frame linkage and lateral stabilizer bar.

Maximum strut stroke:

Front.....300 mm (11.8 in)

Rear.....186 mm (7.3 in)

Maximum rear axle oscillation.....±7°



Body

The body is dual “V” structure which gives good load retention and a low centre of gravity. The bottom plates are constructed from high tensile strength steel.

Thickness:

Floor.....18 mm (0.71 in)

Side.....10 mm (0.39 in)

Front.....10 mm (0.39 in)

Volumes:

Struck (SAE std).....26 m³(34 yd³)

Heaped 2:1 (SAE std).....35 m³(46 yd³)



Frame

Box structure with variable-section provides resistance to bending and torsion.

Mild steel used throughout bumper, front and rear longitudinal beams, torque tubes, rear mounting rack provides flexibility and resistance to impact loads. Low alloy cast-steel components are used in the high-stress areas for a higher strength and greater life frame.



Cab

Large area of windscreen gives operator an all-around visibility. Acoustic lining material provides quiet operator space. Suspension seat reduces vibration efficiently.The cab provides a sound exposure Leq (equivalent sound level) of less than 78 dB(A) when tested with doors and windows closed.

ROPS/FOPS meet the requirements of ISO 3471 and the interior dimensions are designed according to ISO 3411.



Tyres

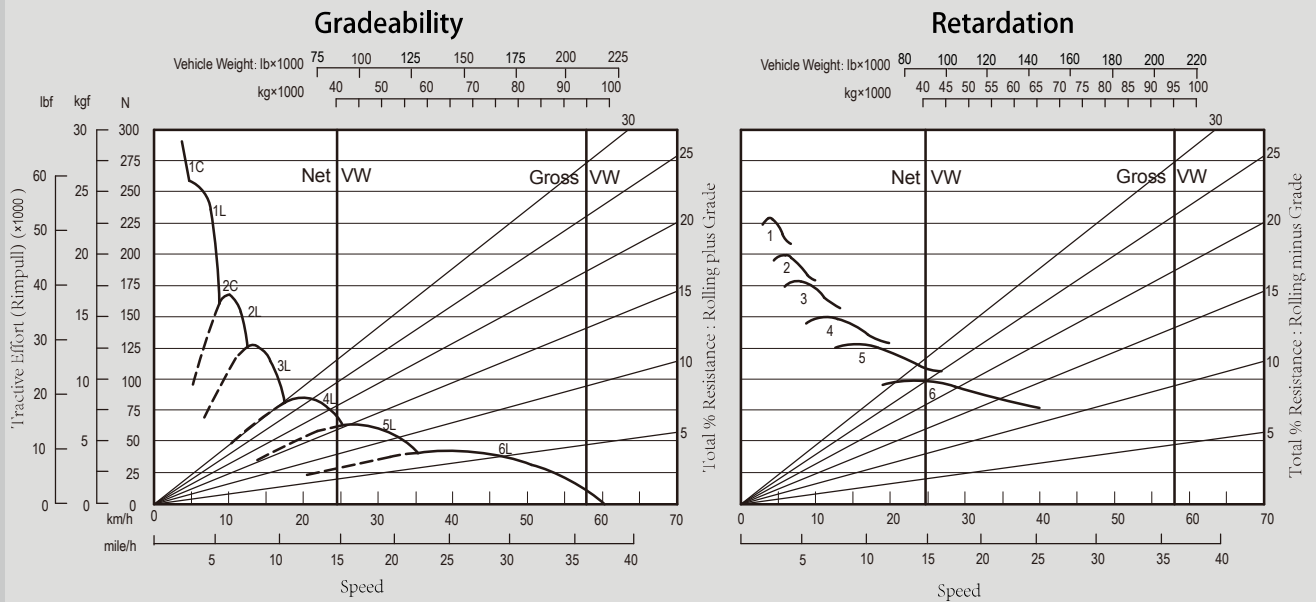
Tyre Model.....24.00R35 /E-4

Under certain working conditions, TKPH(ton-Km/h) capabilities of standard tyres could be exceeded. Consult tyre manufacturers for optimum tyre selection.



Performance Data

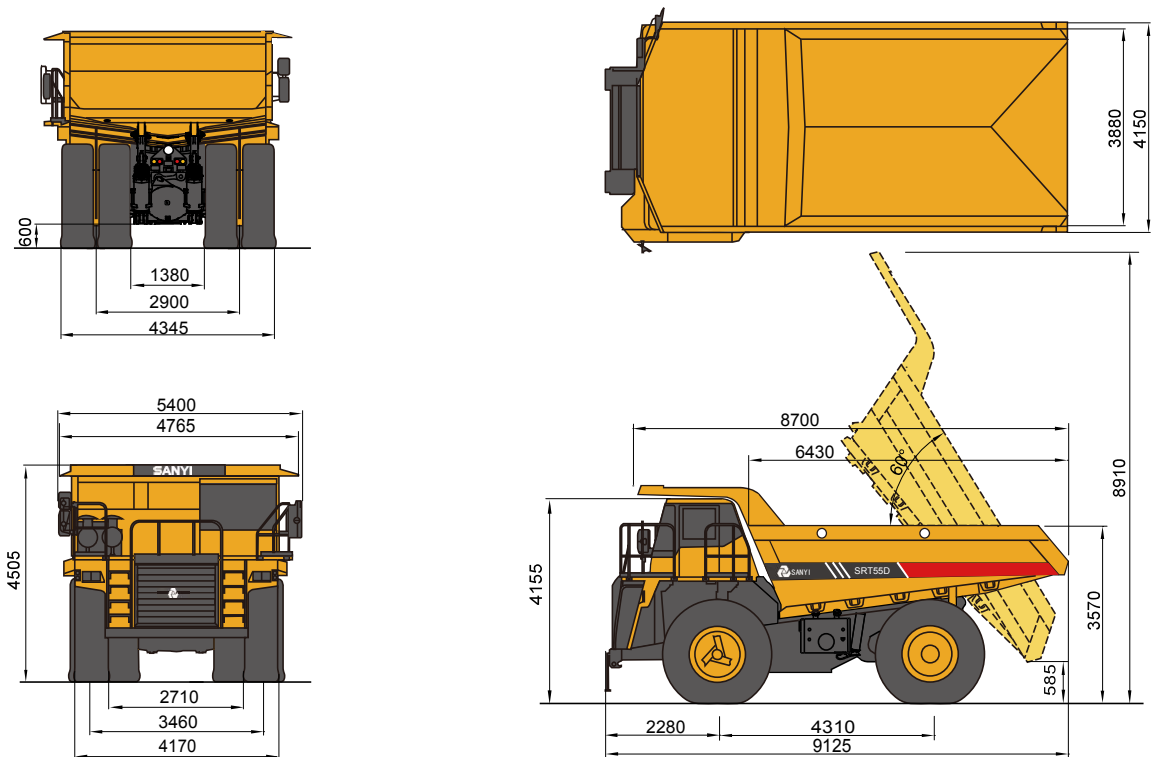
Graphs based on 0% rolling resistance.



Instructions: From intersection of Vehicle Weight with Percentage Resistance line read across to determine maximum Gear attainable, and then downwards for Vehicle Speed.



Dimensions



Dimension Unit: mm



Weights

Weights	kg	lb
Chassis, with hoists	30,000	66,000
Body, standard	10,000	22,000
Net Weight	40,000	88,000
Rated Payload	55,000	121,000
Max. Gross Vehicle Weight*	95,000	209,500

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

Weight Distribution		
Axle capacity	Front Axle	Rear Axle
Empty	48%	52%
Loaded	34%	66%



Optional Equipment

Optional Equipment
Muffler (no body heating type)
Body, Enlarged Capacity
On-board Weighing System
Automatic Lubrication System



Service Data

Service Capacities	L	(USgal)
Engine crankcase and filters	48	(12.7)
Transmission and filters	85	(22.5)
Cooling system	100	(26.4)
Fuel tank	620	(164.0)
Steering and brake hydraulic tank	73	(19.3)
Steering and brake hydraulic system (total)	76	(20.1)
Body hydraulic tank	239	(63.1)
Body hydraulic and brake cooling system	258	(68.2)
Planetaries (total)	45	(11.9)
Differential	50	(13.2)
Front ride strut (each)	19	(5.0)
Rear ride strut (each)	16	(4.2)



Warning

Overload will affect the service life of the mining truck seriously including components service life too.

Do not do overload on your truck.



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Agent information

Continuing improvement and advancement of the design may cause changes to technical parameters of the truck that would without notice. The equipments may provide with truck which shown in the fig.

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