SRT95C Off-highway Truck

GROSS POWER	783kW, 1050HP@2100rpm
NET POWER	728kW, 976HP@2100rpm
PAYLOAD	104 U.S tons, 95 metric tons
MAXIMUM GVW	176 U.S tons, 160 metric tons

SANY OFF-HIGHWAY TRUCK

Engine

Model.....Cummins QST30-C1050
Type.....4 Cycle Turbocharged / Charge air cooled
Gross power @2,100rpm.....783kW(1,050hp)
Net power @2,100rpm.....728kW(976hp)
Power ratings based on SAE J1995 June 90. Engine emission meets Tier 2 USA EPA/CARB MOH 40 CFR 89 and proposed EU non-road mobile machinery directive.
Maximum Torque @1,300rpm .....4,629N·m(3,415 lb·ft)
Number of Cylinders/Configuration.....12,V type
Bore Stroke.....Φ140 x 165 mm (5.51 x 6.49 in)
Displacement.....30.5L(1,846in^3)

Transmission

Allison H8610AR electronic automatic control transmission with flexible shift characteristics. CEC2 commercial electronic control system. Integrated hydraulic torque converter and hydraulic retarder. Six speeds forward, one 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
Ratio	4.24	2.32	1.69	1.31	1	0.73	5.75
km/h	8	14.7	20.1	26	34	48	6
mile/h	5	9.2	12.5	16.2	21.2	30	3.8

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.
Differential..... 2.16:1
Planetary.....13.75:1
Total Reduction.....29.70:1

Brakes

Service Brake – 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: Oil-cooled disc brake
Disc diameter.....965 mm (38in)
Pad area, total.....1,960 cm^2 (304in^2)
Rear: Oil-cooled, disc brake, completely sealed from dirt and water.
Braking surface, total.....91,000 cm^2 (14,105in^2)
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/in^2).
Minimum turning diameter.....24,000mm

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/in^2)
Body Hydraulic Pump Flow Rate @ 2,100 rpm engine.....420L/min (111 USgal/min)
Body raise time.....19 sec
Body lower time.....18 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.....345 mm (13.6 in)
Rear.....200 mm (6.9 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,side and front plates are constructed from high tensile strength abrasion-resistant steel.
Thickness:
Floor.....20 mm (0.79in)
Side.....10 mm (0.39 in)
Front.....10 mm (0.39 in)
Volumes:
Struck (SAE std).....4.2 m^3(55 yd^3)
Heaped 2:1 (SAE std).....6.0 m^3(79 yd^3)

Frame

Box structure with variable-section provides resistance to bending and torsion.
Mild steel used throughout bumper, front and rear longitudinal beams 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

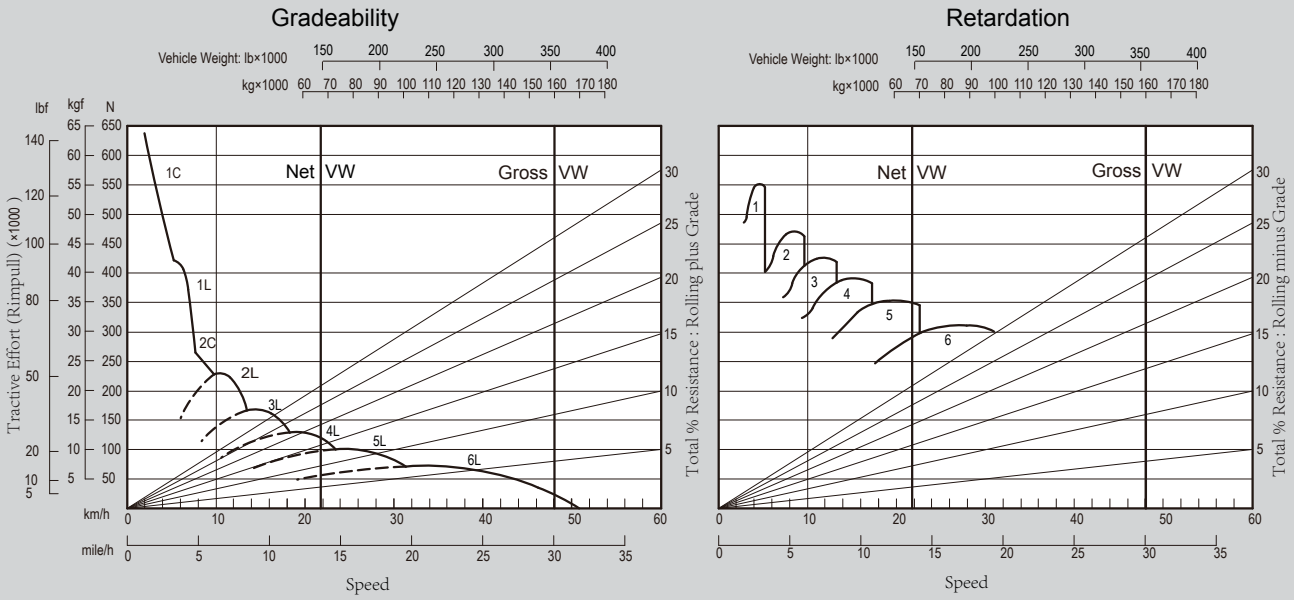
Large area of windscreen gives operator an all-around visibility. Acoustic lining material provides quiet operator space. Suspension seat reduces vibration efficiently.The cab provides a sound exposure Leq (equivalent sound level) of less than 78 dB(A) when tested with doors and windows closed.
ROPS/FOPS meet the requirements of ISO 3471 and the interior dimensions are designed according to ISO 3411.

Tyres

Tyre Model.....27.00R49E-4
Under certain working conditions, TKPH(ton-Km/h) capabilities of standard tyres could be exceeded. Consult tyre manufacturers for optimum tyre selection.

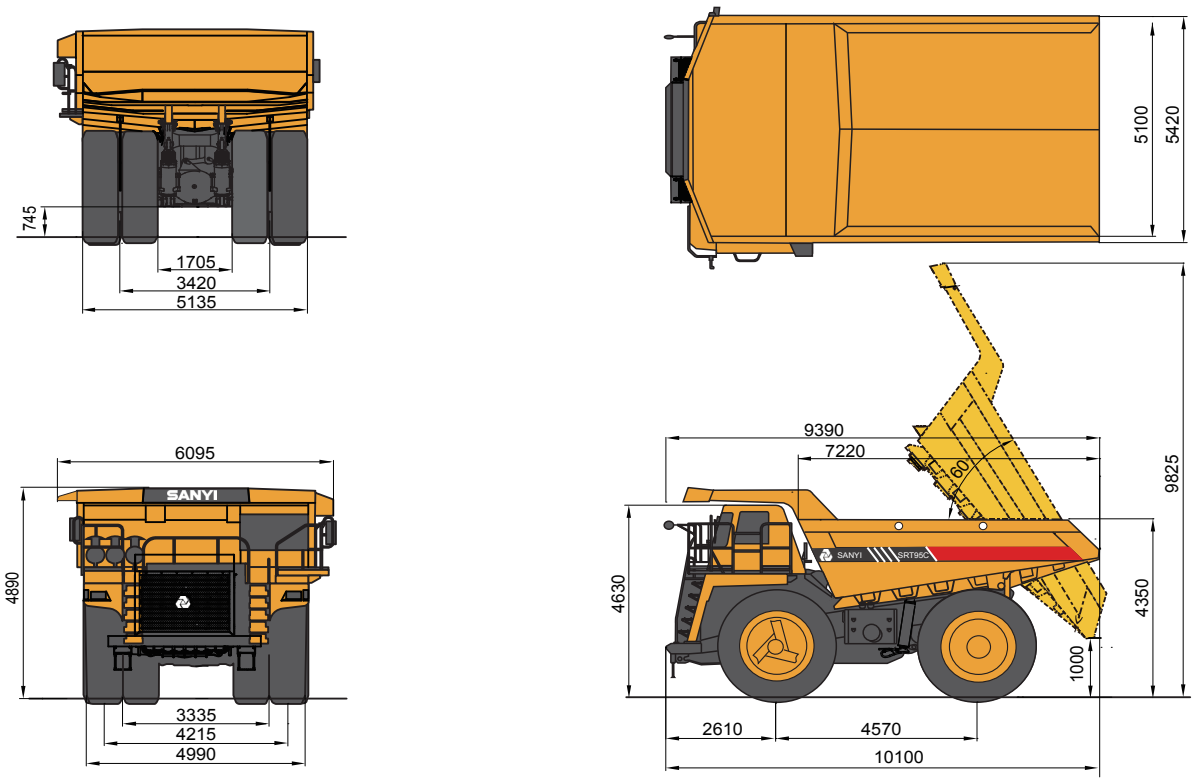
Performance Data

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.

Dimensions



Dimension Unit： mm

SANY OFF-HIGHWAY TRUCK

Weights

Weights	kg	lb
Chassis, with hoists	52,000	114,000
Body, standard	13,000	29,000
Net Weight	65,000	143,000
Rated Payload	95,000	209,000
Max. Gross Vehicle Weight*	160,000	352,000

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

Weight Distribution		
Axle capacity	Front Axle	Rear Axle
Empty	48%	52%
Loaded	32%	68%

Optional Equipment

Engine of plateau
Muffler (no body heating type)
Body, Enlarged Capacity
Rock body
Body, Wear Plates
Automatic Lubrication System
On-board Weighing system
Front oil-cooled, disc brake

Service Data

Service Capacities	L	(US gal)
Engine crankcase and filters	134	(35.4)
Transmission and filters	100	(26.4)
Cooling system	300	(79.3)
Fuel tank	1,130	(298.5)
Steering and brake hydraulic tank	62	(16.4)
Steering and brake hydraulic system (total)	170	(44.9)
Body hydraulic tank	280	(74.0)
Body hydraulic and brake cooling system	480	(126.8)
Planetaries (total)	57	(15.1)
Differential	61	(16.1)
Front ride strut (each)	30	(8.0)
Rear ride strut (each)	21	(5.5)
Power take off	4	(1.1)

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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