TEREX®

PRODUCT RANGE

ARTICULATED DUMP TRUCKS

GENERATION 9

WORKS FOR YOU.™

DESIGNED TO DELIVER HIGH PERFORMANCE

The new range of Terex articulated trucks boasts hauling capacities from 25 tonnes to 38 tonnes. With our TA250, TA300 and TA400, we've got the right product for every application.

TA250

Engine Power	232 kW (311 hp)
Maximum Payload	25 t (27.5 US tons)
Heaped Capacity	15.5 m³ (20.3 yd³)

TA300

Engine Power	276 kW (370 hp)
Maximum Payload	28 t (30.9 US tons)
Heaped Capacity	17.5 m³ (22.9 yd³)

TA400

Engine Power	331 kW (444 hp)
Maximum Payload	38 t (41.9 US tons)
Heaped Capacity	23.3 m³ (30.3 yd³)

Standard configuration data shown may vary according to options and/or country standards.

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NEW, CLEANER MORE FUEL EFFICIENT TEREX® ARTICULATED TRUCKS

OUR NEW, GENERATION 9 TEREX® ARTICULATED TRUCKS.

Designed to increase your productivity and profitability, our new Generation 9 range of articulated trucks are powered by Scania® engines, which are renowned for high uptime and reliability, proven fuel efficiency, and ease of maintenance, underpinned by an excellent worldwide service network.

At home on sites ranging from sand and gravel quarries to coal mines and road construction projects, Terex articulated trucks are designed to keep your productivity levels high, fuel consumption low and cycle times short.

Rigorous testing was used to develop articulated trucks with the ability to work in the toughest conditions, powerfully and reliably.

GENERATION 9


TEREX
TA400


TEREX


TEREX

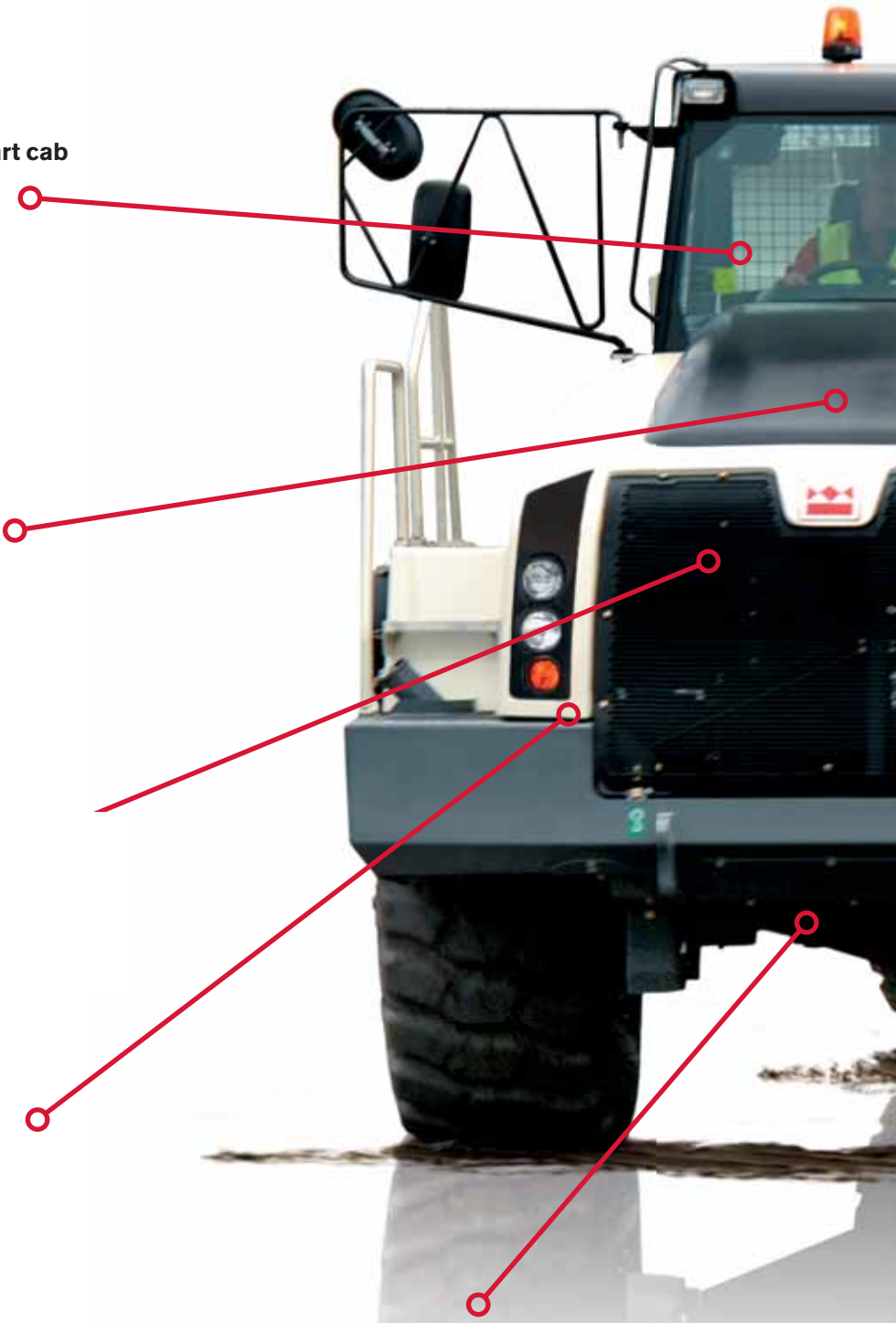
ROCK SOLID

Spacious and comfortable state-of-the-art cab for high levels of operator comfort and productivity.

Improved fuel efficient engine design. World-class emissions certified engine with exhaust brake provides excellent rim pull and power in haul applications.

High capacity cooling system provides excellent performance in all climates, from arctic to desert conditions.

Fully tilting cab and electronic assisted hood raise for ease of access to engine and reduced service time.



Fully independent front suspension as standard on the TA300 and option on TA250, providing outstanding ride and operator comfort designed to increase productivity, with minimal maintenance required.

Heavy duty front and rear frame designed for durabillity in the roughest terrain.

Large capacity body with long and wide design for excellent load capacity.
Low load height designed for high levels of productivity.

Fully automatic or manual transmissions with integral retarder providing smooth unsurpassed gearshifts designed for high productivity and low operator fatigue.

Fully enclosed oil immersed disc brakes on all axles designed for reduced servicing and lower operating costs.

WORLD CLASS POWER AND OUTSTANDING FUEL EFFICIENCY

SPECIFICALLY DESIGNED FOR OFF-HIGHWAY APPLICATIONS

The emissions-certified Scania® engines provide Terex articulated trucks with the power to keep you ahead of the pack, no matter where you are in the world.

What this means for you:

- Proven fuel efficient design
  - >12% reduction in fuel consumption *
  - Fewer refuelling stops
- Enhanced productivity
  - > 2% increased horsepower where it is needed *
  - 6% increase in peak torque *
  - Better overall acceleration
  - Easy to access service points to make servicing more time efficient

* Results from back-to-back testing with Tier 4i TA300 and Tier 3 TA300.


SCANIA


TEREX
TA300

REDUCED DOWNTIME

TEREX ARTICULATED TRUCKS ARE DESIGNED TO KEEP YOU MOVING AND DOWNTIME TO A MINIMUM IN THE TOUGHEST OF CONDITIONS.

The oil immersed disc brake system in our trucks has a fully enclosed design that allows for longer service intervals, which reduces operating costs and increases productivity.

Downtime is reduced further by the ground level service access points, electronically assisted hood raise and fully tilting cab, making service quick and easy.

Fully enclosed oil immersed disc brake system


TA300


TEREX


TEREX

SMOOTH OPERATOR

DON'T LET ROUGH TERRAIN SLOW YOU DOWN; LET TEREX TAKE THE STRAIN.

With fully independent front suspension as standard in the TA300 and as an option in the TA250, Terex trucks lead the way when it comes to total operator comfort and ride quality.

This innovative design not only reduces operator fatigue but improves productivity and stability enabling these machines to excel in rough terrain environments.

Ride quality is enhanced further by the bogie beam rear suspension system which is fitted on all models. In addition to providing excellent operator comfort, this minimal maintenance system reduces downtime to keep you on the jobsite longer.

STEP INTO OUR STATE-OF-THE-ART CAB

EXPERIENCE A NEW STANDARD OF OPERATOR COMFORT.

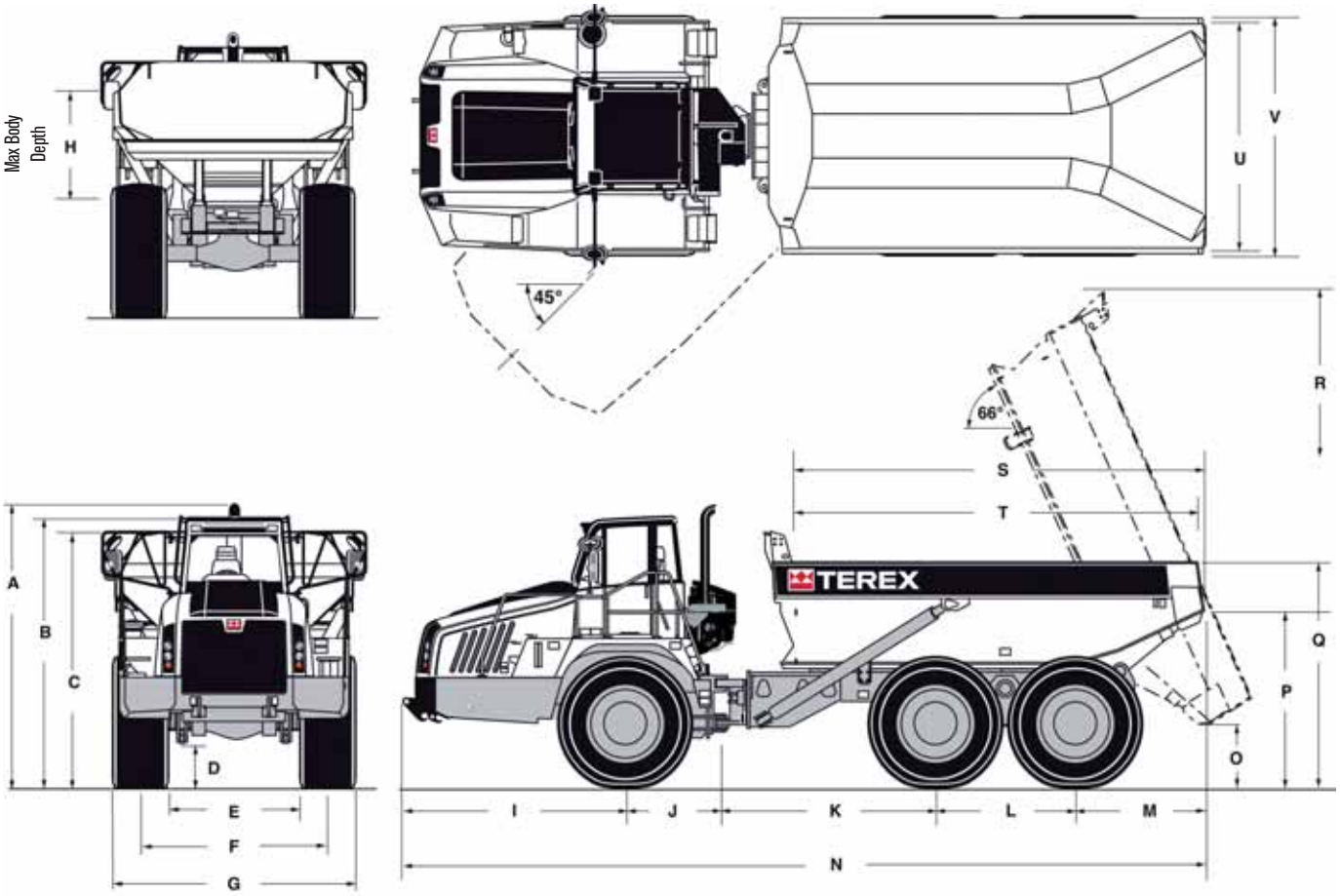
When we designed our new cab, we asked the men and women who operate trucks from dawn to dusk where the instruments and controls should be. And that's exactly where we put them to assist with driveability and functionality. That's why Terex articulated trucks offer excellent comfort and control for a satisfying behind-the-wheel experience.

What this means for you:

- Reduced interior cab noise levels for an improved operator working environment
- New control positions for ease of operation
- New cab instrumentation designed specifically for off-highway applications
- Updated interior aesthetics
- New, ergonomic, comfort grip steering wheel
- Improved air conditioning for better temperature control
- High quality sound system with CD/MP3 player

SPECIFICATIONS		TA250		TA300		TA400			
ENGINE									
Engine		Scania DC9		Scania DC9		Scania DC13			
Type		5 cylinder, in-line, four cycle, direct injection diesel, water cooled, turbo charged with air to air charge cooling, electronic engine management and engine exhaust brake				6 cylinder, in-line, four cycle, direct injection diesel, water cooled, turbo charged with air to air charge cooling, electronic engine management and engine exhaust brake			
Piston Displacement	litres (in^3)	9.3 (567)		9.3 (567)		12.7 (775)			
Bore x Stroke	mm (in)	130 x 140 (5.12 x 5.51)		130 x 140 (5.12 x 5.51)		130 x 160 (5.12 x 6.37)			
Gross Power	kW (hp) @ rpm	232 (311) @ 2100		276 (370) @ 2100		331 (444) @ 2100			
Net Power	kW (hp) @ rpm	214 (287) @ 2100		258 (345) @ 2100		321 (430) @ 2100			
Maximum Torque	Nm (lbf ft) @ rpm	1673 (1234) @ 1400		1880 (1309) @ 1300		2100 (1548) @ 1350			
Gross Power rated		SAE J1995 Jun 90		SAE J1995 Jun 90		SAE J1995 Jun 90			
Engine Emissions		US Tier 4i/EU Stage 3B. Variant available to meet US Tier 2/EU Stage 2.							
Electrical		24 volt electric start. 100A alternator. Two 12 volt 175 Ah batteries							
Air Cleaner		Dry-type air cleaner with safety element, automatic dust ejector and restriction indicator							
Fan		Modulating fan reduces noise level and consumes engine power as required. Note: Net hp with fan clutch disengaged							
Altitude (Electronic derate from)	m (ft)	3000 (9842)		3000 (9842)		3000 (9842)			
TRANSMISSION									
Type		ZF 6WG 260 RPC. Fully automatic with manual over-ride and retarder.		ZF 6WG 310 RPC. Fully automatic with manual over-ride and retarder.		Allison HD4560 with integral retarder mounted directly to the engine, fully automatic transmission with planetary gearing, electronic control with six forward and one reverse gear.			
Assembly		Consists of a torque converter close-coupled to a countershaft type gearbox with integral output transfer gearing. Automatic shifting throughout the range, with kick-down feature. Lockup in all forward gears. A torque-proportioning output differential transmits drive permanently to front and rear axles. This differential may be locked by the driver for use in difficult traction conditions. Auto slip sensing traction as standard.				Remote mounted 2 speed transfer gearbox taking drive from the transmission and feeding it via a lockable differential to front and rear wheels			
Speeds (Fully Laden)	km/h (mph)					Ratio 1		Ratio 2	
	Gear	Forward	Reverse	Forward	Reverse	Forward	Reverse	Forward	Reverse
	1	5.6 (3.5)	5.6 (3.5)	5.6 (3.5)	5.6 (3.5)	5.8 (3.6)	5.0 (3.1)	8.9 (5.5)	7.8 (4.8)
	2	8.6 (5.3)	13.3 (8.3)	8.6 (5.3)	13.3 (8.3)	12.2 (7.6)	-	18.5 (11.5)	-
	3	13.3 (8.3)	30.2 (18.8)	13.3 (8.3)	30.2 (18.8)	17.6 (10.9)	-	26.7 (16.6)	-
	4	20.6 (12.8)	-	20.6 (12.8)	-	26.5 (16.5)	-	40.0 (24.9)	-
	5	30.2 (18.8)	-	30.2 (18.8)	-	34.7 (21.6)	-	50.5 (31.4)	-
	6	50 (31)	-	50 (31)	-	38.8 (24.1)	-	55.6 (34.5)	-
AXLES									
Type		Heavy duty axles with fully floating axle shafts and outboard planetary reduction gearing. The three axles are in permanent all-wheel drive (6x6) with a differential coupling between the front and rear axles. All three axles also have hydraulically actuated multiplate transverse diff-lock differentials for 100% cross-axle lock up. The inter-axle and cross-axle diff locks are controlled by the operator, and can be actuated when required in poor traction conditions.				Three axles in permanent all-wheel drive (6x6) with differential coupling between each axle to prevent driveline wind-up. Heavy duty axles with full floating axle shafts and outboard planetary reduction gearing. Automatic limited slip differentials in each axle. Leading rear axle incorporates a through drive differential to transmit drive to the rearmost axle. This differential and the dropbox output differential are locked simultaneously using one switch selected by the operator.			
Differential ratio		3.875 : 1		3.875 : 1		3.70 : 1			
Planetary reduction		5.71 : 1		5.71 : 1		6.35 : 1			
Overall Drivetrain reduction		22.12 : 1		22.12 : 1		23.50 : 1			

			TA250	TA300	TA400
SUSPENSION					
Front			Axle is carried on the leading arms of a sub-frame which pivots on the main frame. Fully independent suspension available as an option.	Fully independent suspension and wheel movement is provided by a double wishbone design. This is coupled with 4 x hydraulic dampers/coil over springs.	Four trailing links and a panhard rod locate the front axle giving a high roll centre. The optimized front axle position along with the wide spaced main and rebound mounts, mounted directly above the axle and long suspension travel, combine with the two heavy duty dampers each side to give excellent handling and ride.
Rear			Each axle is coupled to the frame by three rubber-bushed links with lateral restraint by a transverse link. Pivoting inter-axle balance beams equalise load on each rear axle. Suspension movement is cushioned by rubber/metal laminated compression units between each axle and underside of balance beam ends. Pivot points on leading and trailing links are rubber-bushed and for minimum maintenance.		
STEERING					
Type			Hydrostatic power steering by two double-acting cushioned steering cylinders with pressure supplied by a variable displacement / load sensing piston pump. Secondary steering pressure is provided by a ground driven pump. An audible alarm and warning light indicates should the secondary system activate.		
Steering angle to either side			45º	45º	45º
Lock to lock turns, steering wheel			4	4	4
System pressure		bar (lbf/in²)	241 (3500)	241 (3500)	240 (3480)
SAE Turning Radius		mm (ft-in)	8470 (27-9)	8470 (27-9)	9185 (30-1)
Clearing Radius		mm (ft-in)	8950 (29-4)	8950 (29-4)	9675 (31-9)
FRAME					
Type			Front and rear frames are all-welded high grade steel fabrications with rectangular box-section beams forming the main side and cross members. Inter-frame oscillation is provided by a large diameter cylindrical coupling which houses nylon bushings. Frames articulated 45º to either side for steering by means of two widely-spaced pivot pins in back-to-back sealed taper roller bearings.		
BODY					
Type			All-welded construction, fabricated from high hardness (min 360 BHN) 1000 Mpa (145,000 lbf/in²) yield strength steel. Dual slope tailchute improves material ejection from body.		
Plate thickness:	Floor and tailchute	mm (in)	14.0 (0.55)	14.0 (0.55)	15.0 (0.58)
	Sides	mm (in)	12.0 (0.47)	12.0 (0.47)	12.0 (0.47)
	Front	mm (in)	8.0 (0.31)	8.0 (0.31)	8.0 (0.31)
Volume:	Struck	m³ (yd³)	12.5 (16.4)	13.8 (18.0)	17.4 (22.8)
	Heaped 2:1 (SAE)	m³ (yd³)	15.5 (20.3)	17.5 (22.9)	23.3 (30.3)
HOIST					
Type			Two single-stage, double-acting hoist cylinders, cushioned at the base end. Variable displacement / load sensing piston pump driven from power take-off on transmission. Full flow return line filtration. Full electro-hyrdraulic hoist control, with electronic detent in power down.		
System pressure		bar (lbf/in²)	220 (3200)	220 (3200)	240 (3480)
Pump output flow rate		liter/sec (gal/min)	4.9 (77.6)	4.9 (77.6)	5.4 (85.6)
Raise (loaded)		seconds	12	12	12.5
Lower		seconds	7.5	7.5	8
TYRES AND WHEELS					
Tyres			Standard 23.5. Optional 750/65	Standard 23.5. Optional 750/65	Standard 29.5
Rims			Standard 25x19.50. For optional tyre, 25x22.00	Standard 25x19.50. For optional tyre, 25x22.00	Standard 25 x 25.00
Wheels			3-piece earthmover rims with 12 stud fixing	3-piece earthmover rims with 12 stud fixing	3-piece earthmover rims with 19 stud fixing
BRAKES					
Type			All hydraulic braking systems with multiplate sealed and oil cooled brake packs at each wheel. Independent circuits for front and rear brake systems.		
Parking			Spring-applied, hydraulic-released disc on rear driveline		
Secondary			Secondary brake control actuates service and parking brakes		
Retarder			Exhaust brake and transmission retarder		



	TA250		TA300		TA400	
DIMENSIONS						
	mm	(ft-in)	mm	(ft-in)	mm	(ft-in)
A	3600	(11-8)	3600	(11-8)	3945	(12-11)
B	3420	(11-2)	3420	(11-2)	3740	(12-3)
C	3120	(10-3)	3325	(10-10)	3550	(11-8)
D	405	(1-6)	405	(1-6)	605	(2-0)
E	1580	(5-3)	1580	(5-3)	1840	(6-0)
F	2200	(7-2)	2200	(7-2)	2595	(8-6)
G	2895	(9-6)	2895	(9-6)	3360	(11-3)
H	1240	(4-1)	1445	(4-9)	1495	(4-11)
I	2575	(8-4)	2575	(8-4)	3087	(10-1)
J	1310	(4-4)	1310	(4-4)	1310	(4-4)
K	2945	(9-8)	2945	(9-8)	2990	(9-10)
L	1690	(5-6)	1690	(5-6)	1950	(6-5)
M	1410	(4-9)	1410	(4-9)	1780	(5-10)
N	9930	(32-5)	9930	(32-5)	11,117	(36-4)
O	725	(2-3)	725	(2-3)	905	(2-9)
P	2175	(7-2)	2175	(7-0)	2470	(8-1)
Q	2740	(8-11)	2895	(9-6)	3140	(10-4)
R	6015	(19-9)	6110	(20-0)	6930	(22-9)
S	5000	(16-5)	5010	(16-5)	5658	(18-7)
T	4930	(16-2)	4920	(16-2)	5570	(18-3)
U	2685	(8-10)	2685	(8-10)	3130	(10-3)
V	2895	(9-6)	2895	(9-6)	3315	(10-11)

	TA250		TA300		TA400	
WEIGHTS						
Net Distribution	kg	(lb)	kg	(lb)	kg	(lb)
Front Axle	12,690	(27,977)	12,720	(28,042)	16,400	(36,155)
Bogie Axle, Leading	5370	(11,834)	5480	(12,081)	7500	(16,500)
Bogie Axle, Trailing	5199	(11,462)	5340	(11,772)	7440	(16,368)
Vehicle, Net	23,259	(51,277)	23,540	(51,896)	31,390	(69,203)
Payload	25,000	(55,115)	28,000	(61,730)	38,.000	(83,775)
Gross Distribution						
Front Axle	16,847	(37,141)	17,788	(39,215)	17,620	(38,845)
Bogie Axle Leading, Trailing	16,110 / 15,886	(35,516 / 35,023)	16,988 / 16,764	(37,452 / 36,958)	25,600	(56,438)
Vehicle Gross	48,259	(106,393)	51,540	(113,626)	69,390	(151,500)
Bare Chassis	17,335	(38,213)	17,555	(38,703)	24,760	(54,444)
Body	4100	(9040)	4400	(9700)	5400	(11,905)
Hoists, pair	530	(1170)	530	(1170)	660	(1455)

	TA250		TA300		TA400	
GROUND PRESSURE						
These figures are at 15% shrinkage of unloaded radius and specified weights using:						
Tires	23.5 R25		23.5 R25		29.5 R25	
Unloaded	kPa	(Psi)	kPa	(Psi)	112	(Psi)
Front	127	(18.4)	128	(18.5)	53 kPa	(16.2)
Rear	54	(7.8)	54	(7.8)	kPa	(7.7)
Loaded	kPa	(Psi)	kPa	(Psi)	121	(Psi)
Front	161	(22.3)	180	(26.1)	180	(17.5)
Rear	158	(22.9)	172	(24.9)	1,836	(26.1)

	TA250		TA300		TA400	
CAPACITIES						
	liters	(gal)	liters	(gal)	liters	(gal)
Fuel Tank	370	(97.7)	370	(97.7)	494	(130.5)
Hydraulic System (Steering & Body)	256	(67.2)	256	(67.2)	341	(90)
Engine Crankcase	45	(11.8)	45	(11.8)	54	(14.2)
Cooling System	48.8	(12.8)	48.8	(12.8)	70	(18.4)
Transmission (inc filters and cooler)	49	(12.9)	55	(14.5)	48	(12.6)
Differential – Front & Rear (each)	21	(5.5)	21	(5.5)	38	(10)
Differential - Centre	23	(6.0)	23	(6.0)	39	(10.3)
Planetaries – (each)	7,5	(2.0)	7.5	(2.0)	8.5	(2.2)
Brake Cooling System	-	-	-	-	188	(49.6)
DEF System*	52	(13.7)	52	(13.7)	52	(13.7)
Drop Box	-	-	-	-	17	(4.4)

*only applicable on Tier 4i model

STANDARD EQUIPMENT

	TA250	TA300	TA400
CAB AND OPERATOR			
Air Conditioning	✔	✔	✔
Air Filter Restriction Indicator	✔	✔	✔
Auxillary Power Outlets 12V & 24V	✔	✔	✔
CD/Tuner/MP3 Connectivity	✔	✔	✔
Coat Hook	✔	✔	✔
Engine/Transmission/Hydraulic Diagnostic Facility	✔	✔	✔
Heating, Ventilation & Air Conditioning System (HVAC)	✔	✔	✔
Insulation, Thermal and Acoustic	✔	✔	✔
Interior Light	✔	✔	✔
Mirror Rear View (4)	✔	✔	✔
Mug Holder	✔	✔	✔
Rear Vision Camera/Monitor	✔	✔	✔
ROPS/FOPS Protection ISO3471/3449	✔	✔	✔
Seat Belts Retractable J386	✔	✔	✔
Seat, Operator, Air Suspension, High Back, Headrest and Adjustable Armrests	✔	✔	✔
Seat, Trainer	✔	✔	✔
Steering Wheel, tilt/telescopic	✔	✔	✔
Storage Compartment	✔	✔	✔
Sun Visor (Internal)	✔	✔	✔
Tinted Glass	✔	✔	✔
Window Protection Grille, Rear	✔	✔	✔
Wiper and Washer, Front and Rear Windows	✔	✔	✔
WARNING LIGHTS & AUDIBLE ALARM			
Alternator Charging	✔	✔	✔
Body Up	✔	✔	✔
Brake Cooling Oil Pressure	-	-	✔
Brake Cooling Oil Temperature	-	-	✔
Differential Lock	✔	✔	✔
Direction Indicators	✔	✔	✔
Dropbox High/Low Oil Pressure	-	-	✔
Dropbox High Oil Temperature	-	-	✔
Dropbox High Ratio Selected	-	-	✔
Dropbox Low Ratio Selected	-	-	✔
Engine Air Filter Change	✔	✔	✔
Engine 'CHECK'	✔	✔	✔
Engine Coolant Level Low	✔	✔	✔
Engine Oil Pressure Low	✔	✔	✔
Engine Over-speed Active	✔	✔	✔
Engine 'STOP'	✔	✔	✔
Exhaust Brake	✔	✔	✔
Front Brake Accumulator Pressure	✔	✔	✔
Headlight High Beam	✔	✔	✔
Headlights Active	✔	✔	✔
Hydraulic Oil Filter Change			✔
Hydraulic Oil Level Low	✔	✔	✔
Low Fuel	✔	✔	✔
Parking Brake	✔	✔	✔
Rear Brake Accumulator Pressure	✔	✔	✔
Secondary Steering	✔	✔	✔
Transmission Check	✔	✔	✔
Transmission High Oil Temperature	✔	✔	✔
Transmission Retarder	✔	✔	✔
GENERAL			
Articulation and Oscillation Lock	✔	✔	✔
Battery Master Switch	✔	✔	✔
Body Prop	✔	✔	✔
Brakes Fully Hydraulic Dual Circuit System	✔	✔	✔
Diagnostic Pressure Test Points	✔	✔	✔
Differential Locks	✔	✔	✔
Electronic Assisted Body Hoist Control	✔	✔	✔
Engine/Transmission/Hydraulic Electronic Mangement Systems	✔	✔	✔
Engine Underguard	✔	✔	✔
Exhaust Muffler	✔	✔	✔
Independent Suspension	-	✔	-

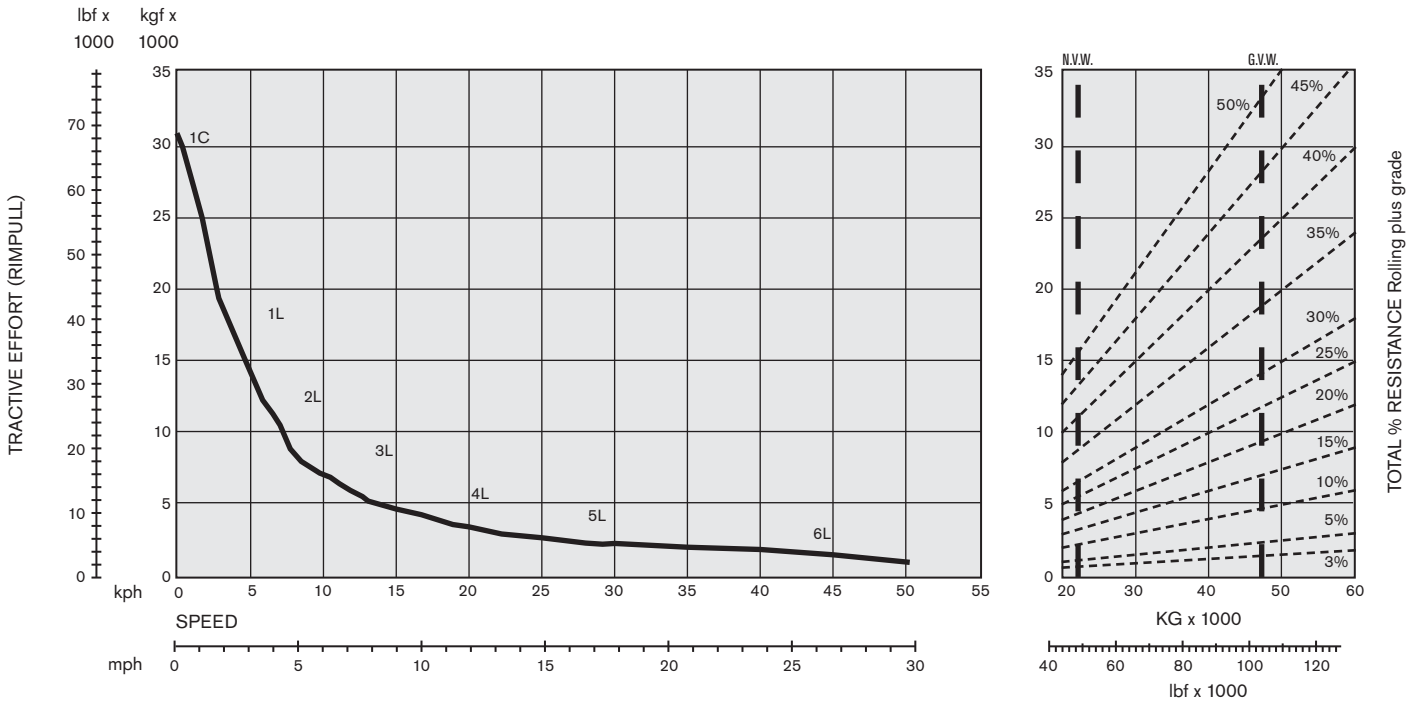
	TA250	TA300	TA400
Handrails on Fenders	✔	✔	✔
Horn, Electric 117db	✔	✔	✔
Hydraulic Filter Restriction Indicator	✔	✔	✔
Hydraulic Oil Cooler	✔	✔	✔
Modulating Cooling Fans	✔	✔	✔
Mudflaps at Front and Centre	✔	✔	✔
Neutral Start Interlock	✔	✔	✔
Pivot Protection Guard	✔	✔	✔
Rear Light Guards	✔	✔	✔
Reverse Alarm Audible J994	✔	✔	✔
Secondary Steering	✔	✔	✔
Security Kit	✔	✔	✔
Tilting Cab for Maintenance	✔	✔	✔
Tow Points, Front and Rear	✔	✔	✔
Transmission Downshift Inhibitor	✔	✔	✔
Transmission Oil Cooler	✔	✔	✔
Transmission Retarder	✔	✔	✔
Transmission Sump Guard	✔	✔	✔
Tyre Inflation Nitrogen	✔	✔	✔
Exhaust Brake	✔	✔	✔
GAUGES			
Body Tip Counter	✔	✔	✔
Brake Oil Temperature	-	-	✔
DEF Level Gauge (T4 variant only)	✔	✔	✔
DEF Level Warning (T4 variant only)	✔	✔	✔
Engine Coolant Temperature	✔	✔	✔
Fuel Consumption/Usage	✔	✔	✔
Fuel Level	✔	✔	✔
Hourmeter	✔	✔	✔
Hydraulic oil Temperature	✔	✔	✔
Speedometer/Digital Odometer/Tripmeter	✔	✔	✔
Tachometer	✔	✔	✔
Transmission Oil Temperature	✔	✔	✔
LIGHTS			
Direction and Hazard Warning Indicators (LED on Rear)	✔	✔	✔
Front Working Lights, Roof Mounted	✔	✔	✔
Reverse Warning	✔	✔	✔
Side and Tail (LED)	✔	✔	✔
2 Halogen Headlamps Dipped Beam	✔	✔	✔
2 Halogen Headlamps Main Beam	✔	✔	✔

OPTIONAL EQUIPMENT

	TA250	TA300	TA400
BODY OPTIONS			
Body Side Extensions	✔	✔	✔
Heated Body	✔	✔	✔
Liner Plates	✔	✔	✔
Spillguard Extension	✔	✔	✔
Top Tailgate	✔	✔	✔
MIRRORS			
Mirror Front Mounted	✔	✔	✔
Mirror with Wide Angle	✔	✔	✔
Mirrors Heated	✔	✔	✔
LIGHTS			
Beacon Flashing	✔	✔	✔
Fog Rear	✔	✔	✔
Rear Working Lights, Roof Mounted	✔	✔	✔
Reverse Flashing	✔	✔	✔
OTHER OPTIONS			
Automatic Lubrication	✔	✔	✔
Fire Extinguisher	✔	✔	✔
First Aid Kit	✔	✔	✔
Parking Brake Guard	✔	✔	✔
Payload Monitoring System	✔	✔	✔
Seat Heated	✔	✔	✔
Tool Kit	✔	✔	✔
Independent Suspension	✔	-	-

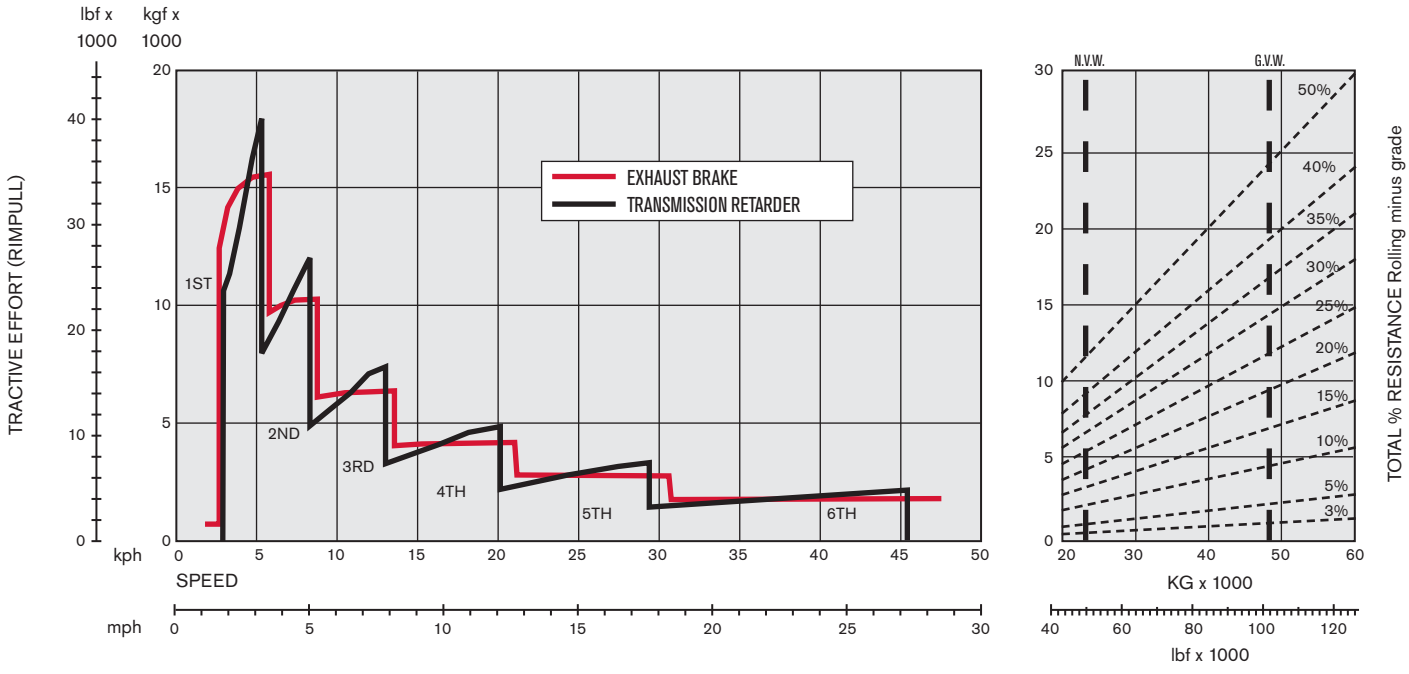
GRADEABILITY

Unit equipped with 23.5 R25 tires. Graphs based on 2% Rolling Resistance.



RETARDATION

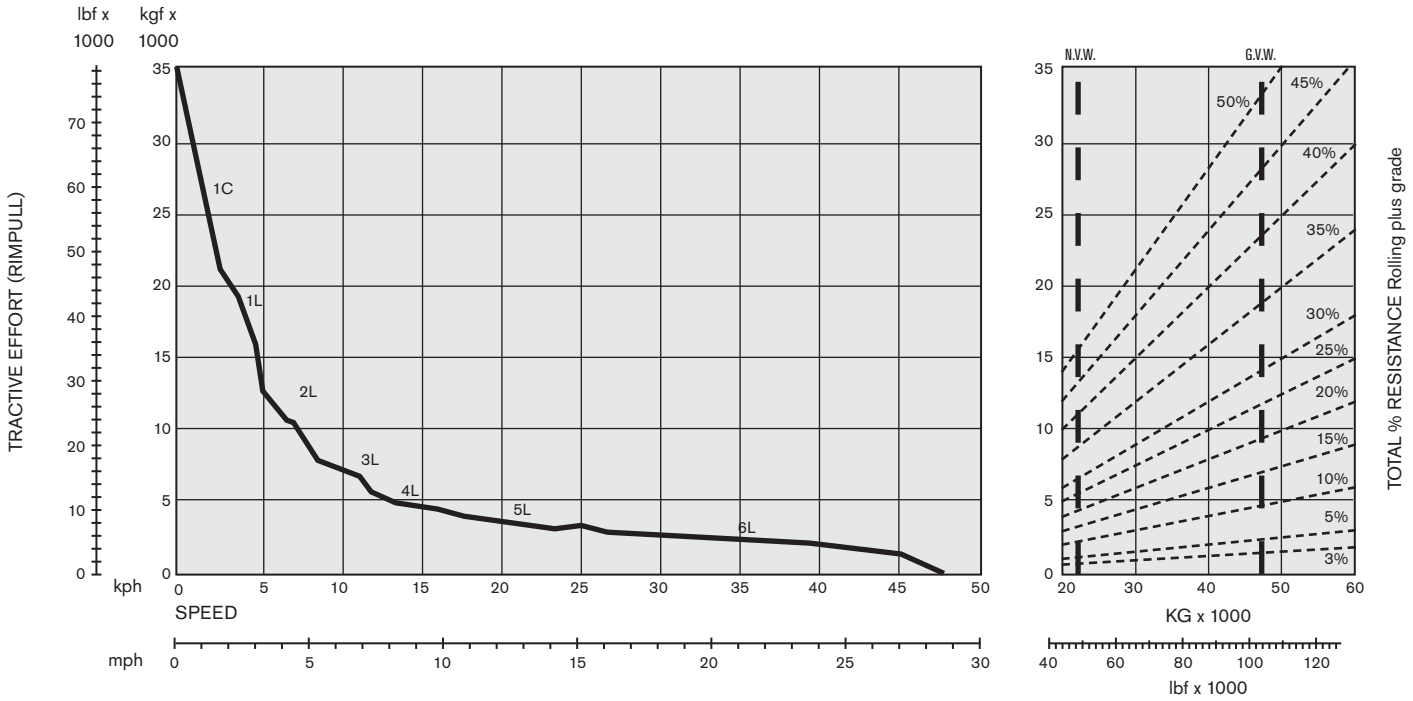
Instructions: From intersection of vehicle weight with percentage resistance line read across to determine maximum gear attainable, and then downwards for vehicle speed.



TA300

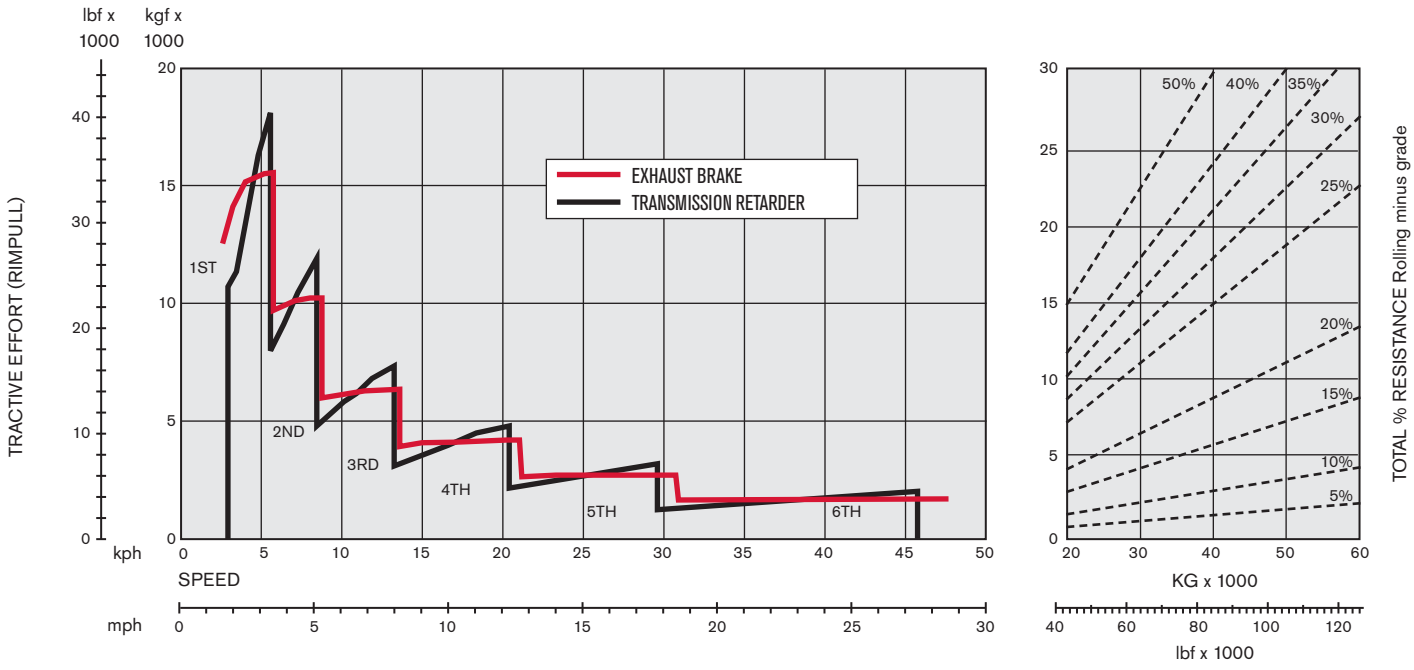
GRADEABILITY

Unit equipped with 23.5 R25 tires. Graphs based on 2% Rolling Resistance.



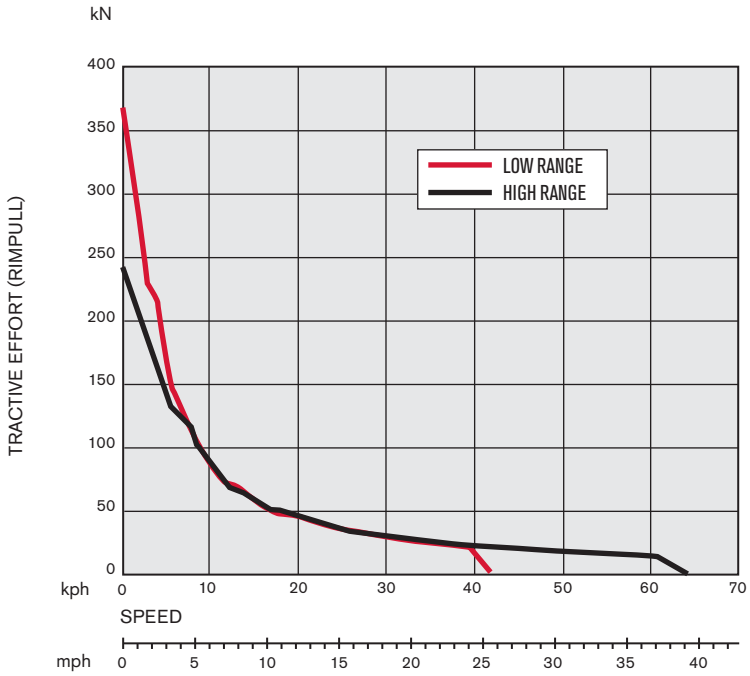
RETARDATION

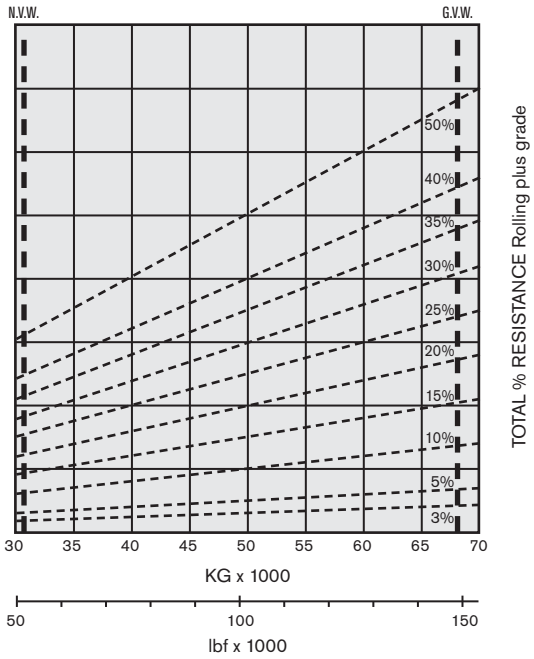
Instructions: From intersection of vehicle weight with percentage resistance line read across to determine maximum gear attainable, and then downwards for vehicle speed.



GRADEABILITY

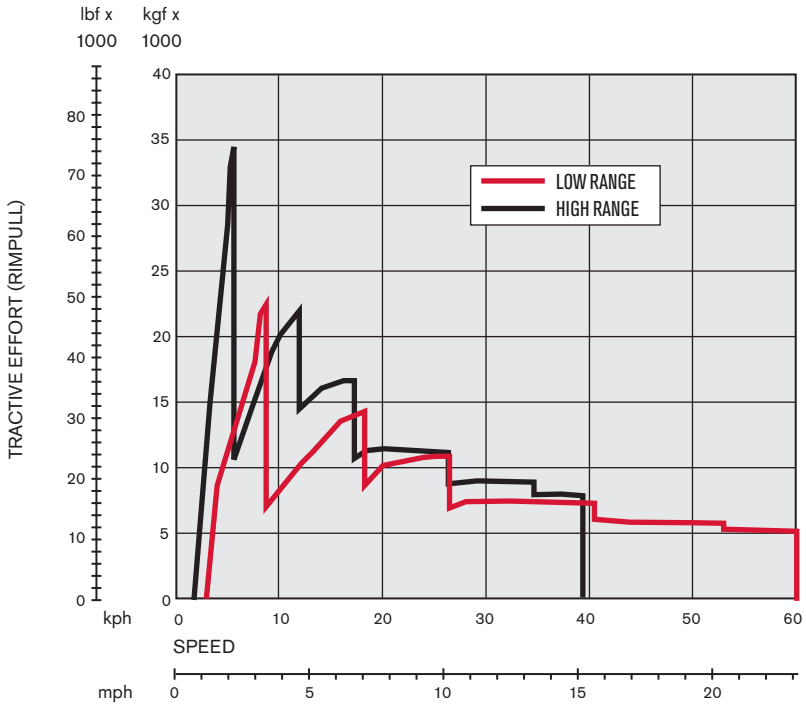
Unit equipped with 29.5 R25 tires. Graphs based on 2% Rolling Resistance.

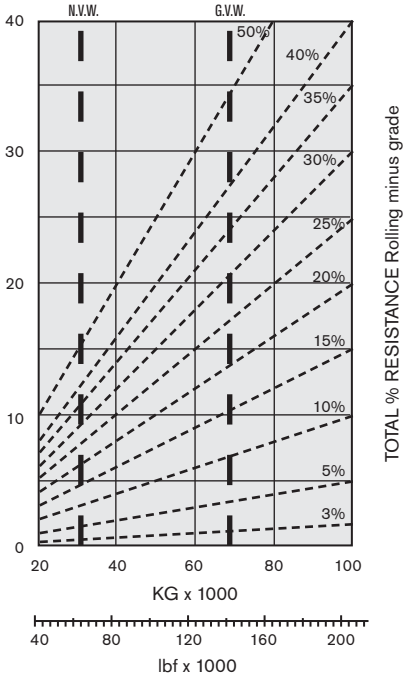




RETARDATION

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





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