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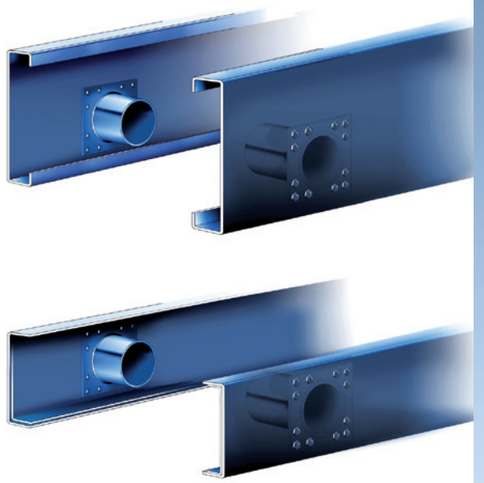
SISU frame

When you need power and torque, and plenty is available, it is critical to transmit it to the ground efficiently through the axles. An orthodox frame structure optimised for the task in hand is key in this respect.

With SISU Rock, you can choose between two different types of frames:
A 460 mm-high C-profile frame, which needs no separate sub-frame. All necessary superstructure components are integrated into it, including the tipper axle, support lattice, the tipper with its cradles, platform controllers, etc. This structure forms a sturdy, light and straightforward unit, with very good tipping stability.
A 300 mm-high U-profile frame, with a factory-fitted 160 mm-high SISU sub-frame on top. This structure has the same dimensions and features as the higher frame, but offers more versatile configurability of the vehicle's later stages.



SISU Rock is a truck that is ready to work! It is an investment, which starts to pay itself back as soon as it is handed over to the customer. SISU Rock is completely tailored to the customer's needs. A range of axles, tippers and hydraulics are available so you can choose the optimal solution for your SISU Rock.

Technical information

Frame	Cabin	
SISU high C-profile C-460 frame	Day cab	
SISU low U-profile U-300 frame	Sleeper cab	
	Sleeper cab, high roof	
Engine		
Mercedes-Benz OM501LA, V6	power 350 kW – 480 hp	torque 2,300 Nm
Mercedes-Benz OM502LA, V8	power 405 kW – 550 hp	torque 2,600 Nm
Mercedes-Benz OM502LA, V8	power 440 kW – 600 hp	torque 2,800 Nm
Transmission		
Mercedes PowerShift G280-16	unsynchronised fully-automated transmission	
Mercedes Telligent G240-16	synchronised transmission clutch pedal-operated Telligent gear change	
Eaton Fuller RTLO 20918	unsynchronised manual transmission	
Vehicle steering system	**Vehicle suspension system**	
Mechanical-hydraulic, number of axles adapted in relation to size of chassis and location of steering axles.	Steel, trapezoid or parabolic-type leaf springs, and compressed air suspension on some of the axles, several different alternatives.	
Superstructures		
Factory-fitted superstructures specially developed for SISU Rock based on customer needs and wishes providing the opportunity to select all the latest accessories for gravel trucks. Furthermore, many accessories have a number of alternatives regarding structure, material, etc. In the structures and their tailoring, efforts have been made to create an end-product that is as fit-for-purpose as possible.		
Axles		
Heavy-duty axles developed for the most demanding conditions. Our wide axle range provides the opportunity to select the axle combinations and transmissions that best suit each type of vehicle. Load capacity on front axles 9–10 tonnes, and 19–22 tonnes in the bogies. Brakes electronically controlled pneumatic brakes, disc brakes on the front axles, drum brakes on the rear axles.		

SISU reserve the right to make changes without further notice. 08/2011

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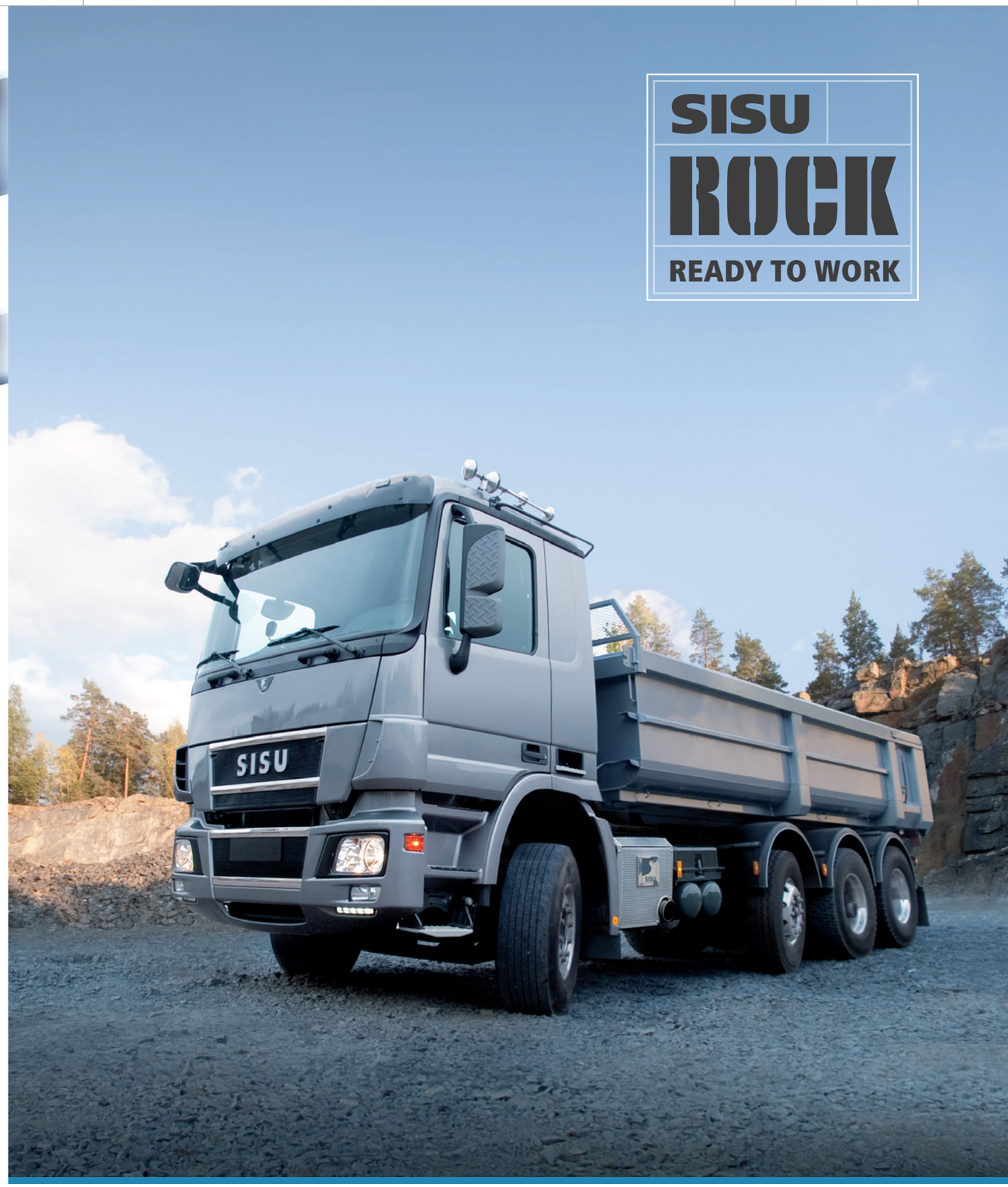
SISU ROCK GRAVEL TRUCKS



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New SISU Rock

SISU Rock is the only gravel truck on the market that is ready to work, straight from the factory.

Because nobody knows their own vehicle better than the customer, SISU Rock is always designed and manufactured in co-operation with the customer. Rather than treating the chassis and superstructure as separate entities, the vehicle is built with the final purpose in mind throughout the whole process. This approach enables us to meet the needs and wishes of the customer much more accurately and efficiently than by building the vehicle in the traditional way.

When the design has been created with a clear idea of the vehicle's end use in mind, the structures can be crafted all the way from large subassemblies to smaller details to suit the final purpose. This means in practice stronger, simpler and lighter solutions.

Manufacturing a vehicle that is fully designed in advance makes sense and can be carried out quickly. Subassemblies are manufactured and installed wherever it is most efficient to do so. The end-result is a complete transport solution tailor-made for the customer with no compromises.

SISU grants a full warranty for the whole vehicle as delivered from factory, superstructures included. A vehicle that is ready for use ex-factory, complete with a factory warranty, is a safe and profitable choice for a transport business.

Innovative SISU technology

Bold and innovative design carried out in co-operation with end users guarantees the latest technical solutions best suited to the business of our customers.

SISU Rock is equipped with the customer's choice of tipper that's best suited to the type of duty. The tipper dimensions and mounting on the chassis are individually designed for their specific purpose using special software. This means that maximum axle loads can be maximised and cassette tipper compatibility guaranteed.

Structural weight is becoming an ever more important consideration because tonnages transported are being used more frequently as criteria for payment. SISU has taken care to optimise the strength-to-weight ratio in the tippers it designs. That means there is no need to fit extra weight-increasing structures for safety.

Power train

SISU Rock is powered by a V6 or V8 engine, capable of producing 480–600 hp and 2300–2800 Nm of torque respectively.

Telligent® gearshift offers the best usability of any manual gearshift. With a very short gear selection path, the gearshift can be operated with a slight movement of the hand. Changing gears is easy, simply move the gearstick forwards or backwards and then press the clutch pedal.

PowerShift automated transmission makes for a pleasant driving experience. The fast gearshift of the PowerShift Offroad automated transmission continues to deliver high power during long ascents and when traction is poor.

If automated transmission is not enough, Fuller can help. With unsynchronised manual transmission, a skilled driver can outperform any automated transmission. The legendary Eaton Fuller is making a comeback in gravel pits as part of the SISU power train. The Fuller transmission range is by far the widest selection of transmissions available on the market. The lowest gear guarantees reliable decoupling in straight pits, while the highest provides optimally cost-efficient driving on the road, with or without a load.

Bogie drive

Increased engine power and heavy-duty trailers require the most powerful traction possible, especially on steep slopes. At the same time, the vehicle should be highly agile in narrow places and cost-efficient to run on main roads.

Equipped with a hydraulic lift and drive disconnect, the bogie developed by SISU, meets these rigorous requirements in one vehicle. The hydraulic lift is integrated into the chassis structures, so it is stable and provides very powerful lift. If necessary, the bogie can be lifted when loaded. An unloaded vehicle can be driven with the rearmost drive axle lifted and drive disconnected. This gives it the agility of a traditional bogie lift truck, but with a smoother ride, fewer moving parts and naturally, better cost efficiency.

Bogie lift

SISU's legendary bogie lift solution is available on vehicles of up to 550 hp. The springs (trapezoid or parabolic) located above the axle and the separate hydraulic cylinders located outside the frame and connected to ingenious lifting linkage guarantee powerful lift even with a full load.

In addition, the sturdy structure makes driving an unloaded vehicle stable. If necessary, the vehicle can be equipped with a friction drive unit for extra traction power.