

HYDREMA



Hydrema
912F Series

ARTICULATED DUMP TRUCKS

Innovative earthmoving since 1959

Since 1959 Hydrema has developed, manufactured, sold and serviced high-tech construction machines. Efficient, innovative and high-quality machines. Our products distinguish themselves from other products on the market through their technical and physical capabilities. Very well suited to perform specialized tasks in construction and installation work.

 **HYDREMA**



HYDREMA 912F SERIES

Compact, highly mobile and off-road superior.

Articulated compact dump trucks with superb power to weight, durable and easy to operate. Providing efficiency and flexibility - every day, year after year.

In 1983 Hydrema launched the first compact dump truck. Today these small, agile and robust dump trucks work all over the globe.

Stable

The main reason for the success of the Hydrema 912 dump truck is found in the articulated and oscillating pivot point. The center pivot with hydraulic stabilizers keep the machine stable and safe by automatically transferring the weight to where it is needed for added stability.

The chassis design ensures that the front and rear wheels are running in the same track, and the standard twin tyres gives outstanding traction with minimum ground damage. The pivot, which is centrally pla-

ced, increases maneuverability with a low turning radius of just 6.1 m and great positioning characteristics.

Easy to operate

Operating the 912F is easy and the driver becomes familiar with the machine functions and maneuverability in no time. User-friendly controls, joystick operation, unrivalled visibility and a well-designed cabin, ensures the best working conditions.

A well proven 6 speed ZF Soft-Shift transmission offers full auto or manual shift. This intelligent transmission will automatically shift 2 gears in the right conditions to smoothly increase acceleration regardless of the payload.

Strong but fuel efficient

A state of the art 147 hp Cummins engine offers one of the best power-to-weight ratios on the market. Whether the machine is working on steep gradients or in poor ground conditions, the 912F-series has the power to cope.

The high torque offers more power at lower revs, which improves fuel economy and noise levels. Positive for both environmental and financial reasons.





Working on poor ground conditions and where space is scarce

The compact design along with smart features like the swiveling dump body -MultiTip - allow the truck to work on minimal space on narrow and congested sites.

The unique combination of high level of stability, outstanding traction and lots of power provides the 912F-series dump trucks with great driving abilities even in rough, hilly and muddy conditions.

Due to a low net weight the dump truck has very low ground pressure - down to 85 kPa - when carrying a full load of 10 tons. Together with tracking of the wheels this ensures minimal ground damage which is great for working on sensitive surfaces like golf courses, landscaping and for environmental work.

When other dump trucks give up the Hydrema 912 keeps going, giving the operator a major advantage. That is why it is chosen for a wide variety of tasks and jobs with low accessibility.

Rental friendly

The 912 dump truck is well-known for its robustness, low maintenance costs and usage in a wide range of applications. The truck is engineered and produced to give many years of solid performance which combined with its ease of operation makes it particularly suitable for rental applications.

Visible safety

To increase the visibility of the dump truck, orange flashing LED lights can be mounted both at the front and rear (option). Furthermore, up to 4 rearwards facing LED working lights can be fitted to the dump truck body in order to ease the work during the dark hours.



ADVANTAGES

High mobility due to center pivot steering and hydraulic stabilizers.

Quality made. Heavy duty construction. Build to last.

Low weight of the truck provides a very low ground pressure.

Strong Cummins QSB 4.5 stage 4 engine with DOC and SCR catalyst. Great torque.

User friendly and easy to operate. High operator comfort and safety. Perfect for rental.



EASY UNLOADING

Unloading that works for you.

The dump truck body is the backbone of the vehicle. The unloading process is optimized through a re-designed body and by utilizing smart features like automatic tipping throttle and MultiTip.

Quick unloading

A tipping time of 6 seconds means the material can be unloaded quickly. The truck is fitted with an automatic tipping-throttle, where the machine will automatically increase the engine speed when the tipping function is activated to quickly raise the body and thereby increase the efficiency.

The ground clearance when tipping is 110 cm, which provides the opportunity to unload the material over edges, or in high piles in order to save space.

The robust body is manufactured in durable high-tensile steel and a rigid frame along the top provides greater stability.

In addition, the body is designed with rounded corners so even wet and sticky material will easily slide off when tipping.

In cases where additional stability is required - for example, loading over the side - the pivot lock can be activated.

Precise and flexible unloading

A popular optional feature is the MultiTip, where the dump truck can turn the body 90 degrees to each side and deliver the payload anywhere you want in the 180 degrees area with high precision.

MultiTip makes several working situations easier. For example when tipping a certain amount of payload sideways, whilst moving forward, or into a trench. MultiTip also allows you to work in very narrow conditions.

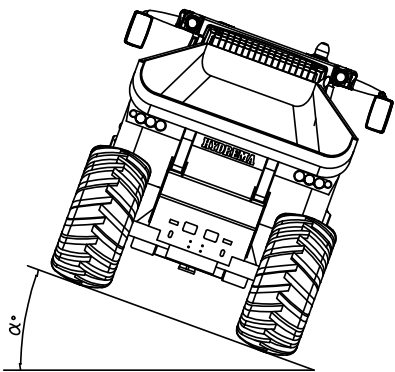
Greater efficiency with Auto-Body-Return

With the (optional) Auto-Body-Return function, the body is automatically lowered back onto the chassis with a push of a button. In other words, the operator does not have to look backwards when the body is being lowered - instead he can move on to the next task while the body lowers itself into the resting position. It saves valuable hours and allows the operator to focus on what happens in front of the truck.

Stable even on inclines

The low center of gravity of the 912F series dump trucks and good weight distribution between the chassis parts provide great stability, no matter if the dump truck is carrying load or not.

Driving on in-clines
(Slope angle where the machine overturns).



	912F		912FS		912HM	
	EMPTY	LOADED	EMPTY	LOADED	EMPTY	LOADED
Going straight	40°	32°	39°	38°	39°	38°
Turning up-hill	39°	29°	31°	28°	31°	28°





COMFORT AND SERVICE:

Optimal visibility, comfort and service access.

Optimal operator comfort

The spacious cab offers great visibility and a soft touch interior that is easy to clean. All the instrumentation is ergonomically placed and the steering wheel, seat and arm rests are fully adjustable to suit the individual operator.

A joystick is installed as an integrated part of the right armrest. From here you operate the main dumper functions such as tipping, gear selection, forwards / reverse and differential lock. This provides easy control at your fingertips.

An air-conditioning system is incorporated as standard, with 8 air nozzles placed throughout the cab for optimal indoor climate. The cab is also fitted

with automatic entry/exit lighting for safer nighttime operation. To reduce vibration the cab-mountings are spring dampened.

A great view

The engine is placed behind the cab, which gives the operator an unobstructed forward view from the driver's seat for safer operation. An optional rearview camera provides greater visibility when reversing.

Front-axle suspension minimizes operator fatigue

The front axle on the 912FS and HM models is equipped with an electro-hydraulic suspension system that provides unprecedented comfort for this type of

machine. The system has independent suspension cylinders and level control of the two front wheels. This reduces the vibration level substantially over a long working day, especially on longer hauls.

The built-in computer automatically adjusts the suspension depending on how much the dumper is loaded so that the vehicle is comfortable to drive both with and without loads.

Easy service access

Opening the large bonnet gives easy access to the different service points: engine, oil level, hydraulic system, etc. The two front fenders have integrated storage and built-in battery housing.

MACHINE DATA

Specifications.

Chassis

Articulated chassis in a heavy-duty robot-welded construction. 912F has rigid integral axles, whilst the 912FS and 912HM have front axle suspension in heavy-duty pivot bearings and two suspension cylinders. Pivot with pendulum bar and double hydraulic stabilizers with the option of locking the oscillation movement. The pivot is fitted with large spherical pivot bearings. The fuel, AdBlue and hydraulic tanks are integrated into the front chassis. Oscillation: +/- 12°

Axles

The 912F has fixed, rigid axles. The 912FS and 912HM have electronically suspension with two independent suspension cylinders on the front axle. The axles have planetary reduction in the wheel hubs and separate oil reservoirs in the hubs. The front axle has automatic limited-slip differential lock whilst the rear axle has an electro-hydraulically activated 100% differential lock.

Engine

Cummins QSB 4.5L Stage 4 engine with DOC and SCR catalysts with AdBlue additive. 16 valve common rail turbo diesel engine with intercooler, electronically variable turbo charger and EGR with cooling. Max power: 108 kW (147 hp) at 2000 rpm. Max. torque: 597 Nm at 1500 rpm.

Transmission

ZF WG115 6-speed fully automatic »ERGOPOWER« with full electronic control. 6 forward and 3 reverse gears. Electronically controlled pressure on each clutch ensures completely smooth gear shifts without any loss of tractive effort. Automatic or manual gear shifts; it is possible to shift manually using push buttons on the joystick. Constant 4WD.

Steering

Hydrostatic Load Sensing pivot steering with 2 double acting cylinders. Priority valve and integrated emergency steering. Steering cylinders with damping. Max. steering angle: +/- 35°

Hydraulic System

Hydraulic pump with 84 l/min for tipping function and with priority valve for steering function. Separate hydraulic pump for brakes and pivot stabilizers.

Brakes

Dual-circuit hydraulic servo system with oil-immersed brake discs on each wheel. The brakes are self-adjusted and maintenance-free. The parking brake is a Maintenance-free, »Fail-safe« brake with electro-hydraulic activation of the wet disc brakes on the front axle.

Cab

Spacious ROPS / FOPS approved cab with cab suspension. Mechanical or air-suspended seat. Adjustable steering wheel and multi-joystick control.

Body

5.6 m3 body fabricated in robotically welded high tensile steel.

Electric System

Standard 24V system with 70 Amp. alternator. Batteries: 2x 12V, 100Ah.

Noise levels

LpA: 72 dB(A) (inside cab)
LwA: 102 dB(A) (outside cab)

Fuel

Diesel: 140 L fuel tank.
Ad Blue: 14 L tank.
Integrated into the front chassis.

MultiTip (optional)

Compact slewing system with rapid unloading at the rear and to both sides. The slewing system is supported in a robust ball-bearing slewing ring. Pivotal movement takes place by means of 2 double acting cylinders. Tipping function by means of 2 double acting cylinders.



Many machine configurations.

The 912 F-series dump truck range offers many different options to suit your needs and requirements.

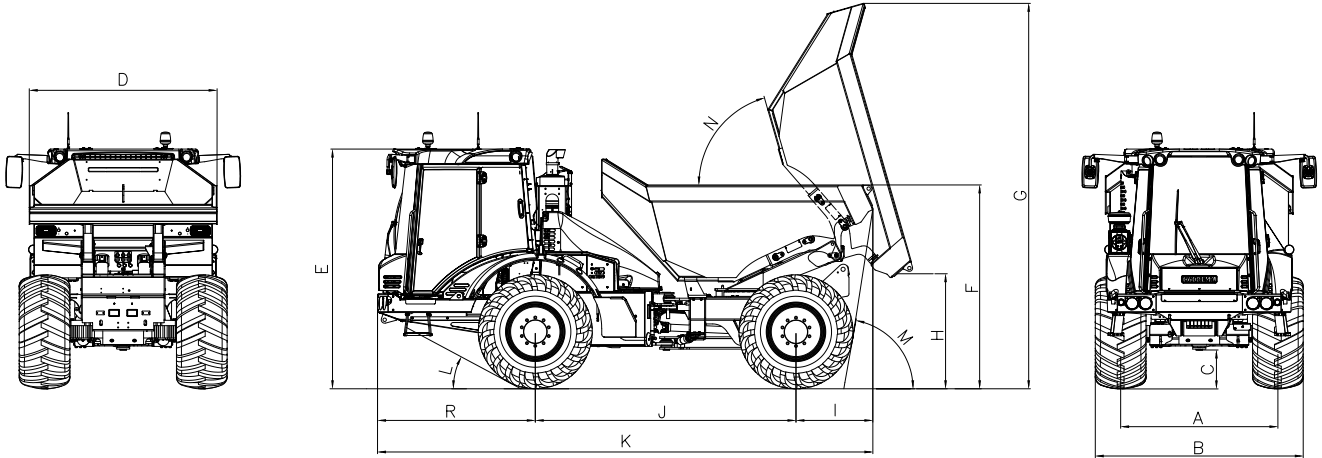
The standard dump truck is the 912F, while the 912FS and 912HM has a suspended front axle. The High-Mobility version - the 912HM - features taller tyres, higher ground clearance and can accommodate up to 800mm wide tyres for minimized ground pressure.

As standard the dump trucks are mounted with a rear tip body and can be fitted with the optional MultiTip, which allows the body to turn through a 180 degrees area. The 912HM is also available with a flatbed body, where the rear chassis is ex-tended to accommodate the in-creased length of the body.

The MultiChassis version is a universal platform where a variety of customized solution can be mounted, such as water tanks, concrete mixers or salt spreaders.

Furthermore, items like brushes and snow blades can be mounted both at the front and on the rear of the truck.

Dimensions.



	912F	912FS	912HM
Std. tip (rear tip)			
180° MultiTip			
MultiChassis			
MultiChassis w/ 180° MultiTip			
Flatbed w/ rear tip			

		912F			912FS			912HM				
		STD. TIP	MULTITIP	MULTICHAS.	STD. TIP	MULTITIP	MULTICHAS.	STD. TIP	STD. TIP	MULTITIP	MULTICHAS.	FLATBED
Tires		600/55-26,5	600/55-26,5	600/55-26,5	600/55-26,5	600/55-26,5	600/55-26,5	800/45x30,5	600/60x30,5	800/45x30,5	800/45x30,5	800/45x30,5
Total weight	kg	17270	17730	18000	17540	18000	18000	18260	17970	18720	18000	18260
Unladen weight	kg	7270	7730	6100	7540	8000	6200	8260	7970	8720	6900	8260
Load capacity	kg	10000	10000	11900	10000	10000	11700	10000	10000	10000	11100	10000
Body capacity	m³	5,6	5,6	-	5,6	5,6	-	5,6	5,6	5,6	-	5,6
Turning radius	m	6,1	6,1	6,1	6,1	6,1	6,1	6,3	6,1	6,3	6,3	7,0
Ground pressure (loaded)	kPa	122	123	-	123	125	-	85	113	86	-	85
Suspended front axle					X	X	X	X	X	X	X	X
A. Track	mm	1860	1860	1860	1860	1860	1860	2060	1900	2060	2060	2060
B. Total width	mm	2470	2470	2470	2470	2470	2470	2870	2540	2870	2870	2870
C. Clearance	mm	450	450	450	450	450	450	520	520	520	520	520
D. Dump truck body width	mm	2210	2210	-	2210	2210	-	2210	2210	2210	-	2485
E. Total height	mm	2750	2750	2750	2790	2790	2750	2865	2865	2865	2868	2865
F. Loading height	mm	2225	2390	-	2245	2410	-	2330	2330	2480	-	1950
G. Height with raised body	mm	4385	4550	-	4385	4550	-	4470	4470	4635	-	4330
H. Tipping clearance	mm	1110	1280	-	1110	1280	-	1195	1195	1365	-	400
I. Overhang, rear	mm	990	910	-	990	910	-	990	990	910	-	1675
J. Wheel base, bogie	mm	3080	3080	3080	3080	3080	3080	3080	3080	3080	3080	3480
K. Length	mm	5940	5860	5650	5940	5860	5650	5940	5940	5860	5730	7025
L. Approach angle, front	°	27	27	27	28	28	28	30	30	30	30	30
M. Approach angle, rear	°	75	80	-	75	80	-	80	80	83	-	45
N. Tipping angle	°	75	75	-	75	75	-	75	75	75	-	72
R. Overhang, front	mm	1870	1870	-	1870	1870	-	1870	1870	1870	-	1870

Well equipped with many options.

STANDARD EQUIPMENT

Machine:

Tyres, 912F & 912FS: 600/55 - 26.5 Twin
Tyres, 912HM: 600/60 - 30.5 Twin
Front axle: Limited slip differential lock
Rear axle: 100% electro-hydraulic differential lock
Suspended front axle (only 912FS and 912HM)
Oscillation of center pivot point

Cabin:

Green rotating beacon - seatbelt activated
12V and 24V plug box in cab
Wiper with interval control - front / rear
Sunshade - front
Handheld light
Red lighting effect inside cab (for night use)
Sun shield on cap - front
Automatic air-conditioning
Headrest
Rotating beacon
Radio with FM
Two side mirrors with heating - front
Seat heating
Automatic driving lights
8 Megabeam working lights

Operation:

Automatic tipping throttle
Automatic tipping brake
Automatic Lock of oscillation in pivot point when tipping
Cruise control
Rear view system with monitor in cab

OPTIONAL EQUIPMENT

Wheels / Tires:

912F & 912FS:
Wheel set; 17.5 x 25 EM
912HM:
Wheel set: 800/45-30.5
Wheel set: 650/65-R25 EM

Dumper body:

180° Multitip
Extended upper body edge
Extension of rear body edge, 400 mm
Reinforced body - 8mm Hardox
Automatic body return (only possible with Multitip)
Rear lights protection

Cab:

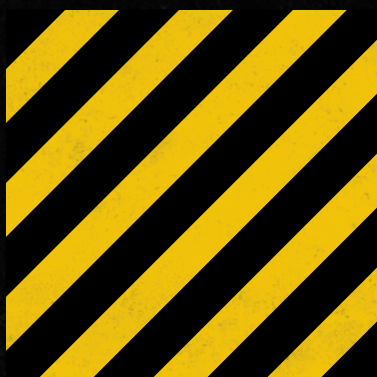
Extra rotating beacon
Air suspended drivers comfort seat
Two Electrically adjustable and heated side mirrors
DAB-radio with Bluetooth
4 ps. Xenon working lights - FRONT
2 ps. Xenon working lights - REAR
2 ps. Xenon working lights - SIDE
4 ps. LED working lights - FRONT
2 ps. LED working lights - REAR
2 ps. LED working lights - SIDE

Machine:

Engine heater (220 V)
Bio-hydraulic oil
Front mounted three point hitch, cat. 2 - incl. electronic-hydraulic direction of oilflow
Towing hitch, rear - fork type
Automatic, central lubrication system
GPS trackunit
Special colour







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MORE INFO
www.hydrema.com

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922F 922F 2.55

ARTICULATED DUMP TRUCKS

Innovative earthmoving since 1959

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HYDREMA 922F SERIES

Versatile 22 T dumptruck for terrain and road.

The 922F Series is the obvious choice for soft conditions or areas with sensitive ground conditions where the lowest possible ground pressure is required. The dump truck gets through regardless of terrain.

The Hydrema 922F Series, 20 tonnes dumptruck, does in many ways break with the usual design principles for articulated dump trucks of this class.

Developed for Sensitive and Rough Terrain

A low unladen weight, the entirely unique articulated pivot joint, 'genuine' bogie axles with an ample steering angle, as well as the market's best power/weight ratio, gives the 922F Series unrivalled terrain manoeuvrability. Where others have to give up, this dump truck keeps going. A great advantage when work needs to be done as effective as possible!

Stable Driving Performance

The Hydrema 922F Series has great driving capabilities at all speeds and on all surfaces, due to the oscillated and hydraulic stabilized pivot joint. Combined with electronically controlled suspension and level control on the front axle, the result is a very high operator comfort.

The rear axle is a genuine bogie axle, with vertical travel for each individual wheel. This ensures the best possible ground contact regardless of level differences. All six wheels being in constant contact with the surface, and weight therefore being equally distributed, means a very low ground pressure, high stability, safety and comfort for the operator.

Fuel-Saving Power with Low Noise Levels

In rough terrain, engine power and torque makes all the difference. In the 922F Series, the torque for the 6 wheels come from a powerful 6-cylinder Cummins QSB-6.7 Stage 4 engine and an intelligent 6-gear ZF Soft-Shift transmission.

The variable engine fan provide cooling as needed, which makes it both very fuel efficient and quiet. The advanced transmission shifting system guarantees high stability with smooth gear shifts. This prevents wheel slip and provides maximum torque.





Simple and Quick Operation

A dump truck from the 922F Series is easy to operate and the operator will soon feel at home with the machine's manoeuvrability and functions. User-friendly switches and joystick-controlled tipping, automatic or manual gearshift and industry leading visibility from the suspended cab, provides the best and most comfortable working conditions.

Efficient Tipping

The 922F Series has a very energy-efficient 4-pump hydraulic system, ensuring that control and tipping never feels "sluggish". The separate pumps provide a completely independent control of steering and tipping functions. The vehicle can be positioned at the same time as tipping is started. The powerful dump truck body has a high tipping angle so the material is unloaded quickly.

The powerful tipping cylinders are protected under the body. The tipping hydraulics will automatically increase the engine speed when the tipping joystick is activated. This provides very fast tipping cycle times. The end position dampening of the tipping cylinders and Auto Body Return also increases tipping speed, and makes sure that the body is automatically lowered onto the chassis.

High Quality and Long Life

The 922F Series is a high quality product, and can be used almost everywhere. It has been developed and designed to be used, every day, year after year. Easy to operate and the many possibilities for individual operator settings in the cab also makes it exceptionally suitable for rental.

922F 2.55 for Road Use

Depending on requirements, the dump truck is also available in a road version. The 922F 2.55 is the same dump truck, only in a narrow version. The dump truck body, axles and tyres are more narrow compared to the standard version, keeping the width of the truck below 2.55 M. The truck can be registered for driving on public roads* and is available in both 30 and 50 km/h versions.



* Region dependent



ADVANTAGES

- Great driving performance. Keeps going where other vehicles have to give up.
- High quality. Solid design. Built to last. Rental friendly.
- Low unladen weight and genuine bogie axles gives a very low ground pressure.
- Highest power-to-weight ratio on the market.
- Extremely user-friendly and simple to use. High safety and operator comfort.



COMFORTABLE

Great comfort and easy service access.

Great operator comfort

The cab has two doors, with lighting for a safe entry in all light conditions. The cab is spacious, with great visibility and an easy-to-clean interior. For maximum safety, the cab is ROPS/FOPS approved.

All functions have the best ergonomic positions. The joystick is installed as an integrated part of the right armrest. The seat, armrests and steering wheel are multi-adjustable.

A computer-controlled instrument display with data storage, a powerful heating and cooling system, a storage box, and connection for 12 V/24 V plugs are standard.

Easy operation of all functions leaves the operator with the best working conditions.

The joystick operate the main dumper functions, such as tipping, gear selection, forward/reverse and differential lock. This provides easy control at your fingertips.

Vibrations are also reduced through heavy-duty viscous cab mounts.

Easy Service Access

The engine bonnet is electric and access to the engine compartment is therefore easy, with a simple push of a button in the cab.

All service points are placed so that the daily service check can be carried out easily and without complications.



TECHNICAL DATA

Designed and built to last.

Chassis

Articulated chassis with pendulum bar and double hydraulic stabilizers in the pivot point. Gives a high degree of stability both when driving and tipping. Fabricated in high tensile steel in order to obtain the highest possible strength and the lowest possible unladen weight. Oscillation: +/- 12°.

Axles

Front: Rigid axle with electronically controlled suspension and level control. Individual level control on each side aligns the machine when driving fast in curves. The front axle has a differential lock with 75% locking action.
Rear: Heavy Duty boogie axle with reduction gear in the hubs. Simple and maintenance-free design. Large pendulum angle. The Bogie design provides constant wheel contact to all wheels and excellent off road performance.

Engine

Cummins QSB 6.7 liter 6 cyl. Stage 4 engine (EPA Tier 4 Final) with DOC and SCR catalyst with AdBlue additive. 24-valve common rail turbo-diesel with intercooler, electronic variable turbocharger and EGR with cooling.
Max. Power. 218 kW / 296 HP at 2100 rpm. Max. Torque 1044 Nm at 1500 rpm.

Steering

The servo-activated hydrostatic steering results in great comfort, as impacts from the terrain are not transferred through to the steering wheel. Separate variable flow pump for steering. Steering angle: +/- 38°

Transmission

ZF ERGOPOWER 6 WG 210 automatic transmission with 6 gear forward og 3 rewerse. The transmission is equipped with 100% lock-up in all gears and manual activated differential lock between the front and rear. Automatic or manual gearshift.
Max speed:
Forward: 50 km/t - Reverse: 31 km/t
Max. tractive effort: 207 KN.

Hydraulic System

The hydraulic system consists of 4 independent hydraulic pumps:
Pump 1: 32 l/m constant flow pump for brakes, pivot point, stabilisers, differential lock and front axle suspension.
Pump 2: 163 l/m variable flow pump for pivot steering.
Pump 3: 189 l/m constant flow pump for tipping operations.
Pump 4: 50 l/m variable flow pump for emergency steering.
(Flow values given at 2200 rpm for the engine).

Brakes / Retarder

Full dual-circuit brake system with oil-immersed disc brakes on all 6 wheels. Fail-Safe parking brake on the front axle. Maintenance-free brakes. Manually operated exhaust brake.

Electric System

Standard 24V system with 70 Amp. alternator. Batteries: 2x 12V, 100Ah.

Dumptruck body

Robot-welded dump truck body in high tensile Hardox 450 steel without side ribs. The double action tipping cylinders are located under the body for maximum protection. Option: Exhaust heatet body and automatically functioning Tail Gate. Tipping time: 7,5 sec. up / 5,5 sec. down. Tipping angle: 70°.

Fuel

Diesel: 300 l. fuel tank.
Ad Blue: 19 l. tank.
Both integrated in the front chassis.

Sound level

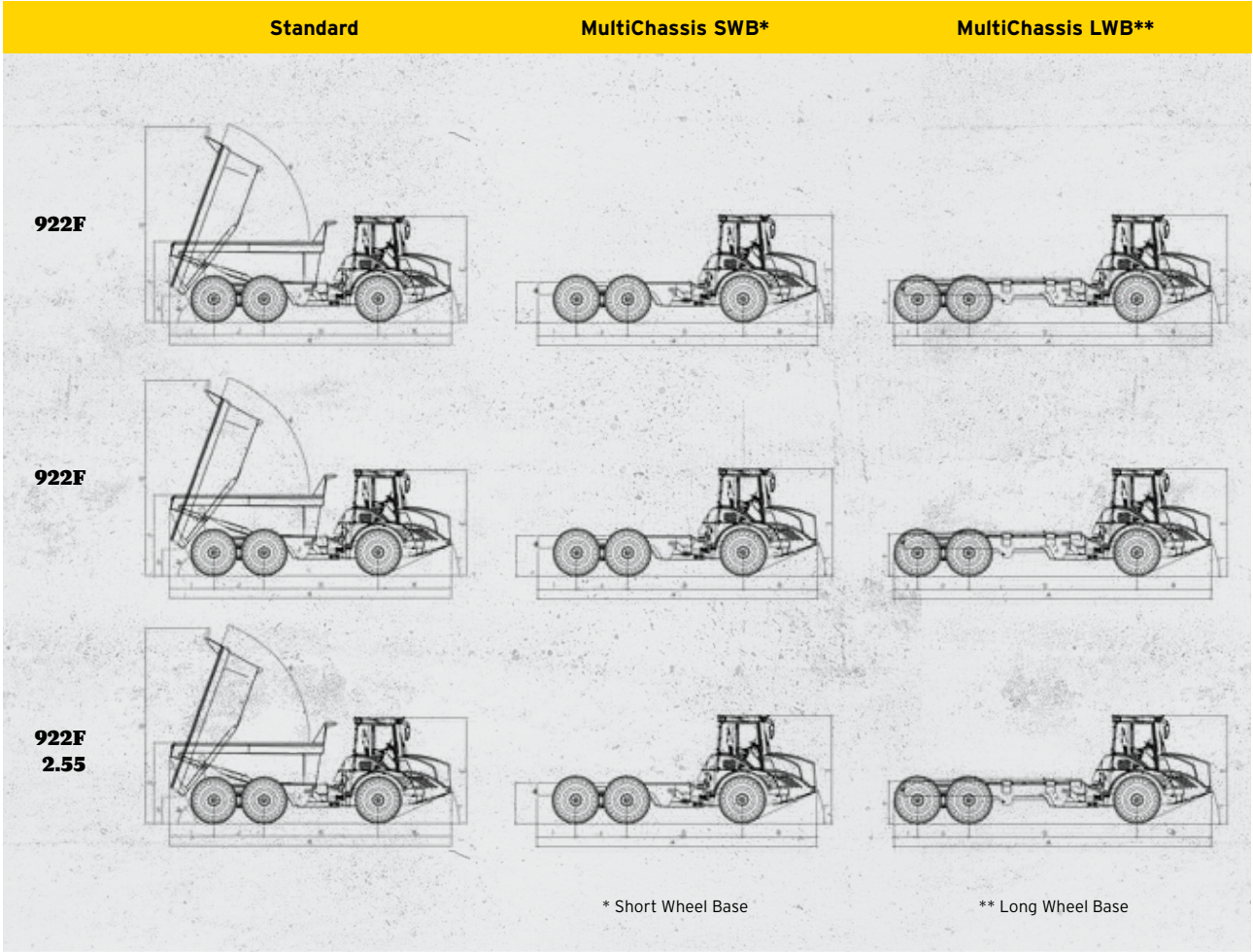
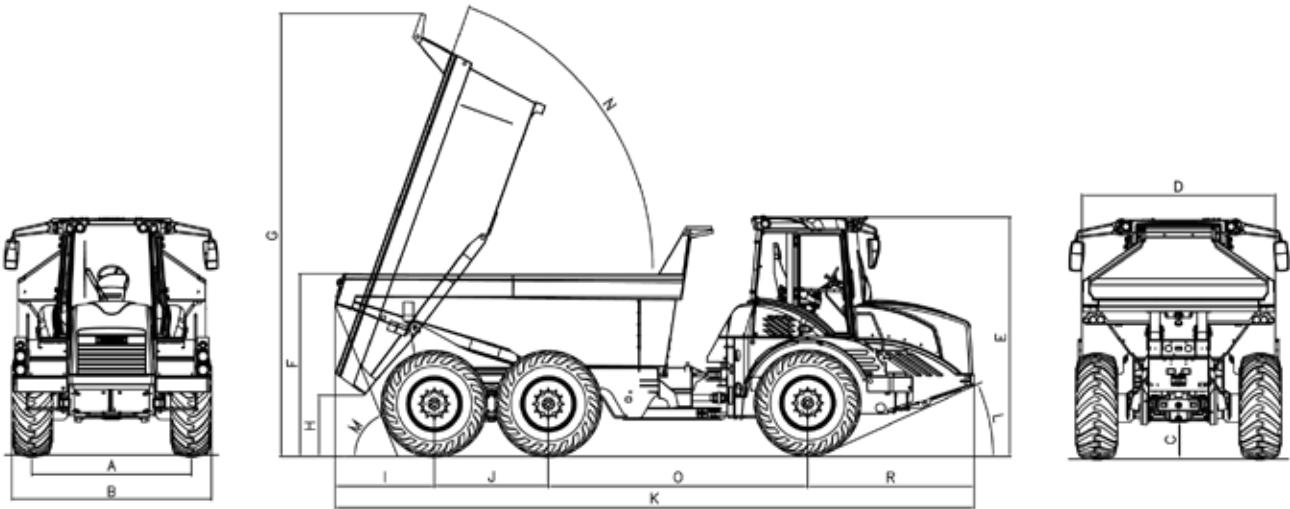
LpA: 73 dB(A) (in cab)
LwA: 106 dB(A) (outside cab)

Multiple choice configurations.

Hydrema 922F-series dump trucks offers you several different configurations depending on your needs and requirements.

922HM has wide 800 mm (31.5 in) tires for superb off road capabilities. The 922F Series is available in both a standard version with a dumper body, as well as in two MultiChassis versions with a short

and a long wheel base, where a variety of customized solutions can be mounted. The choice is yours!



			922F			922F(HM)			922F 2.55		
			STD.	MC SWB*	MC LWB**	STD.	MC SWB*	MC LWB**	STD.	MC SWB*	MC LWB**
	Tires		600/60x30.5			800/45-30.5			20.5-R25 EM		
	Total weight	kg	35900	35500	35700	36400	36000	36200	36600	36200	36400
	Unladen weight	kg	15900	13500	13700	16400	14000	14200	16600	14200	14400
	Load capacity	kg	20000	22000	22000	20000	22000	22000	20000	22000	22000
B.	Total width	mm	2930	2930	2930	3180	3180	3180	2550	2550	2550
C.	Clearance	mm	480	480	480	480	480	480	480	480	480
D.	Dump truck body width	mm	2750	-	-	2750	-	-	2550	-	-
E.	Total height	mm	3490	3490	3490	3490	3490	3490	3490	3490	3490
	Transport height	mm	3440	3440	3440	3440	3440	3440	3440	3440	3440
F.	Loading height	mm	2610	-	-	2610	-	-	2690	-	-
G.	Height with raised body	mm	6340	-	-	6340	-	-	6340	-	-
H.	Tipping clearance	mm	820	-	-	820	-	-	820	-	-
I.	Overhang, rear	mm	1415	1244	762	1415	1244	762	1415	1244	762
J.	Wheel base, bogie	mm	1636	1636	1636	1636	1636	1636	1636	1636	1636
K.	Length	mm	9140	8965	10143	9140	8965	10143	9140	8965	10143
L.	Approach angle, front	°	26	26	26	26	26	26	26	26	26
M.	Approach angle, rear	°	68	-	-	68	-	-	68	-	-
N.	Tipping angle	°	70	-	-	70	-	-	70	-	-
O.	Wheel base	mm	3720	3720	5370	3720	3720	5370	3720	3720	5370
R.	Overhang, front	mm	2370	2370	2370	2370	2370	2370	2370	2370	2370
	Body capacity, levelled	m³	9,2	-	-	9,2	-	-	9,2	-	-
	Body capacity, heaped	m³	12	-	-	12	-	-	12	-	-
	Tipping time, raise	sec.	7,5	-	-	7,5	-	-	7,5	-	-
	Tipping time, lower	sec.	5,5	-	-	5,5	-	-	5,5	-	-
	Turning radius, outer	m	8,37	8,37	11,07	8,49	8,49	11,19	8,18	8,18	10,88
	Ground pressure (loaded)	kPa	131	131	131	98	98	98	146	146	146

Many standard features and more options.

STANDARD EQUIPMENT

Machine:

Suspended front axle with automatic levelling
Tires, 922F: 600/60-30.5
Tires, 922F(HM): 800/45-30.5
Tires, 922F 2.55: 20.5-R25 EM
Exhaust brake
Front axle: Limited slip differential lock
Differential lock between front and rear axle
Maintenance-free service and parking brake
Bonnet with electric opening
4 halogen driving lights
Rear lights integrated in body

Cabin:

Viscous-elastic cab suspension
Multifunction joystick in right armrest
Computer-controlled instrument panel
Two doors with easy access
Non-slip steps for cab access and egress
Automatic driving lights
8 Megabeam working lights
12V and 24V plug box in cab
Wiper with interval control - front / rear
Sun shield on cab - front
Handheld light
Red lighting effect inside cab (for night use)
Automatic air-conditioning
Rotating beacon
Radio with CD and MP3
Two wide angle mirrors with heating and adjustment
Air suspended seat with heating

Operation:

Automatic tipping speed adjustment
Automatic tipping brake
Cruise control
Acoustic reversing alarm
Rear view system with monitor in cab

OPTIONAL EQUIPMENT

Wheels / Tires: (922F)

20.5-R25 EM - ground pressure, loaded: 146 kPa
800/45-30,5 - ground pressure, loaded: 98 kPa
600/60-30.5 - ground pressure, loaded: 131 kPa
650/65-R25 EM - ground pressure, loaded: 120 kPa

Dumper body:

Tailgate for body, hydraulic (incl. central lubrication point)
Body exhaust heating (incl. 2-way exhaust valve)
Reinforced body - 8mm Hardox 450
Rear lights protection

Cab:

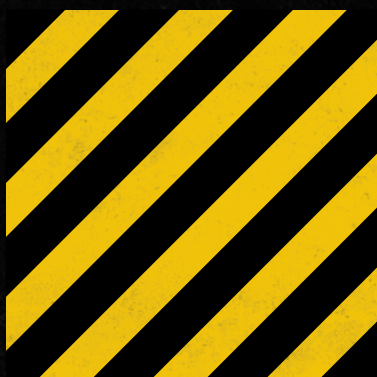
Cooling box with electrical regulation - 3.8 gal
DAB-radio with bluetooth + antenna
Extra rotating beacon
Fire extinguisher - 4.4 lb
GPS trackunit
Cab heating (diesel) - 9 kW
4 ps. Xenon working lights - FRONT
2 ps. Xenon working lights - REAR
2 ps. Xenon working lights - SIDE
4 ps. LED working lights - FRONT
2 ps. LED working lights - REAR
2 ps. LED working lights - SIDE

Machine:

Automatic, central lubrication system
Electric fuel pump
2 ps. working lights - rear (mounted on the chassis)
Engine heater (220V - 830W)
Bio hydraulic oil
Warning triangle
Transfers with customer information
Special colour (cab and plastic parts are standard black)







HYDREMA EXPORT
Phone +45 98 37 13 33

MORE INFO
www.hydrema.com

 **HYDREMA**

707 Series. Compact Dump Trucks.

707G 707G POWER+



Compact articulated dump truck. Designed with the safety features of a big truck. With a front facing cab, pivot steer & a hydrostatic transmission.

Key features

- » 6,5 tonnes payload.
- » The cab provides superb all round visibility.
- » One-step entry for easy access.
- » Proven high stability chassis with articulated pivot point and a very low centre of gravity.
- » Operator friendly, safe and robust.
- » Well suited as a rental machine.

Technical Data.

Chassis

Articulated chassis with center pivot point, and two double acting hydraulic stabilizers. The stabilizers gives high stability when driving and tipping. The fuel and hydraulic tanks are integrated in the front frame. Fuel tank: 78 L. AdBlue tank: 19L (Power+). Pivot oscillation +/- 12 °.

Axles

The axles have planetary hub reduction, and separate oil reservoirs in the hubs. The front axle has an automatic limited slip differential lock, and the rear axle has a hydro-mechanical differential lock. The front axle has integrated reduction gear for hydraulic motor.

Transmission

Hydrostatic Transmission where a 89cc variable piston pump transmission powers a 210cc variable piston motor. 100% variable speed. 3 driving modes:

Creep - max speed 7,5 km/h. This makes it possible to adjust the speed precisely even at low speeds.

Normal driving mode - Max speed of 34 km/h reached at 2200 rpm.

ECO - max speed of 30 km/h reached at 1900 rpm. Provides increased comfort when driving on road, because the max speed is reached at lower engine revs.

In all three driving modes, the Cruise Control can be engaged in order to retain a fixed speed. Constant 4 wheel drive.

Operator cab

Spacious ROPS/FOPS approved cab with suspension and excellent view. Mechanical or air suspended seat. Adjustable steering wheel and multi-joystick control. A/C as standard.

Steering

Hydrostatic load sensing pivot steering with two double acting cylinders, priority valve and integrated emergency steering. Steering cylinders with damping. Max. steering angle +/- 38°.

Engine

55 kW: Cummins F3.8 Stage 5 with DOC and DPF. 16 valve Common rail turbo diesel engine with intercooler, electronic variable turbocharger and EGR with cooling. Max. Power: 75 hp (55 kW) at 1500 rpm. Max. Torque 400 Nm at 1300 rpm.

90 kW (Power+): Cummins F3.8 Stage 5 with DOC, DPF and SCR-catalysts with AdBlue additive. 16 valve Common rail turbo diesel engine with intercooler and electronic variable turbocharger. Max. Power 122 hp (90 kW) at 2000 rpm. Max. Torque 500 Nm at 1500 rpm.

Both engine versions have stop/start system, which stops the engine after idling for a set period of time (adjustable in the interval 2-500 seconds). The engine turns on again automatically when the operator activates the throttle.

Hydraulic system

Hydraulic pump with 59 L/min for tipping and steering. Priority valve for steering. Separate pump for brakes and stabilizers.

180° MultiTip

Compact body swivel system, driven by two double acting cylinders. The system makes it possible to dump the load continuously over a 180° slew range. Robust system mounted on a large slewing ball bearing. Tipping function via two powerful double acting cylinders, which ensures that the body is pulled down regardless of the machine's inclination. Tipping time: 6 s up / 5 s down.

Dumptruck body

3,5 m³ robot-welded body in high tensile steel. Tipping angle: 69° (the bottom of the body is tipping 45° in relation to horizontal).

Brakes

Dual circuit hydraulic servo system, with oil immersed brake discs at all 4 wheels. The brakes are self-adjusting and maintenance free. The parking brake is a maintenance free electro-hydraulic fail-safe brake activating the brake discs in the front axle.

Dimensions

		707G / 707G POWER+		
Tyres		500/60x22,5	600/50x22,5	700/40x22,5
Machine weight	kg	5350	5400	5450
Carrying capacity	kg	6500	6500	6500
Width over tyres	mm	2300	2400	2550
Height (cabin)	mm	2560	2560	2560
Ground clearance	mm	353	353	353
Loading height	mm	1873	1873	1873
Wheelbase	mm	2500	2500	2500
Overall length	mm	5288	5288	5288
Turning radius	mm	5050	5050	5050
Body volume (heaped)	m³	3,5	3,5	3,5
Ground pressure (full load)	kPa	116	97	83



922G Series Dump Truck.

922G 922G 2.55



The obvious choice for earthmoving in soft terrain and areas demanding very lowground pressure.

Road version: 922G 2.55 - only 2.55 m wide.

Key features

- » 20 tonne, three axle, articulated dump truck.
- » Bogie axle with high pendulum angle.
- » Very low ground pressure.
- » Lowest unladen weight on the market.
- » Highest power to weight ratio on the market.
- » Unmatched stability.
- » Payload measuring system as standard.

Technical Data.

Chassis

Articulated chassis with pendulum bar and double hydraulic stabilizers in the center pivot. Gives a high degree of stability both when driving and dumping. Fabricated in high tensile steel in order to obtain the highest possible strength and the lowest possible unladen weight. Fuel tank 300 l. Ad Blue-tank: 31 l. Oscillation: +/- 12°.

Axles

Front: Rigid axle with electronically controlled suspension and level control. Individual level control on each side aligns the machine in optimal position. The front axle has a differential lock with 75% locking action.

Rear: Heavy Duty boogie axle with reduction gear in the hubs. Simple and maintenance-free design. Large pendulum angle.

Hydraulic system

Consists of 5 hydraulic pumps: **Pump 1:** 31 l/min constant flow pump for brakes, stabilizer, differential lock and suspension. **Pump 2:** 185 l/min variable pump for articulated steering. **Pump 3:** 195 l/min constant flow pump for tipping function and retarder. **Pump 4:** 195 l/min constant flow pump for additional retarder power. **Pump 5:** 64 l/min variable flow pump for emergency steering.

Brakes / Retarder

Full dual-circuit brake system with oil immersed disc brakes on all 6 wheels. Fail-Safe parking brake on the front axle. Maintenance-free brakes. Manually operated retarder which is a combination of engine brake and hydraulic retarder.

Max. Retarder Power: 300 kW/405 hp

Electrical system

Standard 24V system with 70 Amp. alternator. Batteries: 2x 12V, 100Ah.

Engine

Cummins B6.7 liter 6 cyl. Stage-V engine with DOC, DPF and SCR catalyst with Ad-Blue additive. 24-valve common rail turbo-diesel with intercooler and electronic variable turbocharger (used for engine brake). Max. Power: 231 kW/314 HP at 2000 rpm. Max. Torque: 1288 Nm at 1500 rpm.

Transmission

ZF ERGOPOWER 6WG-210 aut. Transmission with 6 forward and 3 reverse gears. The transmission is equipped with 100% lockup in all gears and manual activated differential lock between the front and rear. Automatic or manual gearshift. Max speed: Forward: 50 km/h - Reverse: 31 km/h. Max. tractive effort: 223 kN

Steering

Servo activated hydrostatic steering. Separate variable pump for steering function. Max. steering angle: +/- 38°

Cab

Spacious ROPS/FOPS approved cab with viscous mounts and excellent view. Air suspended seat with ventilation and longitudinal damping. Adjustable steering wheel and multi-joystick control. Aut. tipping and lowering function of the body.

Dumptruck body

Body in high tensile Hardox 450 steel without side ribs. The double action tipping cylinders are located under the body for maximum protection. Option: exhaust heated body and hydraulic activated tail gate. Tipping time: Up 7,5 sec. / Down 5,5 sec. Tipping angle: 70°.

Safety

Additional safety is provided via:

Hoist assistance indicating unsafe tipping

Rear-view camera

Brake wear indicator shows if the brakes are overheating.

Dimensions

		922G	922G	922F 2.55
Standard tyres		600/60-30.5	800/45-30.5	EM 20.5R25
Machine weight	kg	15.900	16.400	16.600
Carrying capacity	kg	20.000	20.000	20.000
Width over tyres	mm	2930	3180	2550
Height (cabin)	mm	3440	3440	3440
Ground clearance	mm	480	480	480
Wheelbase, bogie	mm	1636	1636	1636
Wheelbase, front/rear	mm	3720	3720	3720
Total length	mm	9170	9170	9170
Body volume	m ³	12	12	12
Turning radius	m	8,37	8,52	8,18
Ground pressure (full load)	kPa	131	98	146

