

912ES Rail Dump Truck.



**High performance both on
and off rail**

**The best features
and performance from
the compact dump
truck turned into
a rail machine.**

Key features

- 10 ton articulated dump truck
- Factory mounted rail wheel system
- MultiTip with 180° tipping range
- Operational both on and off rail
- Works in category 9B and 9C

Technical data and dimensions.

Construction

The standard version of the 912 is mounted with af MultiTip body enabling the load to be tipped in a 180° range. The rail wheel gear are bolted to the chassis and fitted with hydraulic quick couplings allowing the rail wheel gear to be easily removed if and when the truck shall be used for standard earth moving duties.

Chassis

Articulated chassis in a heavy-duty robot welded construction with integral axles. Centre pivot with pendulum bar and double hydraulic stabilizer with the option of locking the oscillation movement. The pivot is fitted with large spherical bearings. The fuel tank and hydraulic tank are integrated into the front chassis. Oscillation: +/- 12°

Transmission

ZF WG115 6-speed fully automatic "ER-GOPOWER" with full electronic control. Electronically controlled pressure on each clutch ensures completely smooth gear shifts without any loss of tractive effort, (6 forward/3 reverse).

Steering

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

Axles

Rigid integral axles with planetary hub reduction. Automatic limited-slip differential lock on the front axle. 100% electro-hydraulic differential lock on the rear axle. Separate oil chambers for differentials and hubs.

Hydraulic system

Hydraulic pump 84 l with priority for steering. Separate pump for brakes and stabilisers.

MultiTip

Compact slewing system with rapid dumping 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 single-acting telescopic cylinders. Tipping time (raise): 8,0 sec.

Engine

Cummins QSB 4.5 stage 3b engine with DOC catalytyst. 16 valve common rail turbo diesel with intercooler, electronically variable turbo charger and EGR valve. Max power: 141 hp (105 kW) at 2000 rpm. Max. torque: 620 Nm at 1500 rpm.

Tires

600/55-26.5 Twin (Michelin BiBX Cargo)

Brakes

Dual-circuit hydraulic servo system with immersed brake discs on each wheel. Self-adjusting and maintenance-free. Handbrake: Maintenance-free, "failsafe" parking brake with electro-hydraulic activation of the wet disc brakes on the front axle.

Dimensions

Unladen weight	kg	10.410
Load capacity	kg	8.000
Width - std. wheels	mm	2.470
Wheel base (road wheels)	mm	3.080
Length (rail wheels raised)	mm	6.330
Track (road wheels)	mm	1.860

Category 9B (high rail)

Wheel base (rail wheels)	mm	4.980
Clearance height, cab	mm	3.020
Ground clearance (rails)	mm	125

Category 9C (low rail)

Wheel base (rail wheels)	mm	5.240
Clearance height, cab	mm	2.820
Body capacity, heaped	m ³	5,6
Fuel tank	l.	140
Speed (road/rail)	km/h	30/55

