Euclid Haulers

R32, R35, R60, R85B
R130, R150, R170, R190

Integral ROPS/FOPS cab.

Powertrain offers easy access for economical serviceability.

Unique trailing arm and independent front suspension absorbs haul road input, minimizing frame stress, while providing exceptional handling.

Built for round-the-clock service –All year round

- Abrasive resistant high-hardness steel body with horizontal stiffeners.
- Robotic welded sturdy frame.
- Hydraulic actuated dual circuit brake system with dry disc front and wet disc rear.

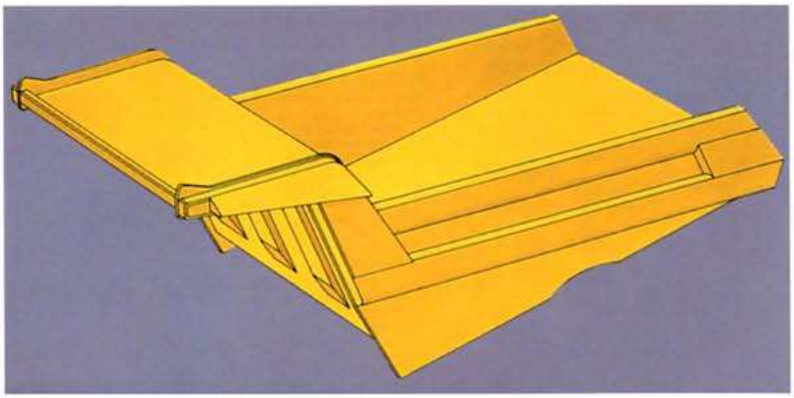
Euclid invented the off-highway hauler in 1926. Since then, Euclid haulers have earned a reputation as one of the strongest, most durable haulers in the industry.

Every inch of Euclid haulers are engineered for heavy duty performance around the clock, with minimum downtime for maintenance and scheduled service.

At the heart of the hauler's legendary durability you will find a tough Euclid frame. To this frame, we have added a wide range of powertrains, tough, easy-to-load bodies and one of the world's most sophisticated suspension systems.

We continue to innovate. Today, Euclid offers a complete range of haulers, with a nominal capacity from 32 up to 190 t, that fits every modern concept of strength, speed, stamina and service.

Euclid R32, the Little Giant, carries 1,41 times its own weight. It is a highly productive hauler with low operating costs and therefore low cost per ton transported.



High hardness steel bodies for the toughest jobs

Euclid haulers have high payload capacity. The low loading heights match a wide range of loading equipment. The body design permits loading from one spot with a large target area.

Horizontal stiffeners transmit and dissipate material impact on the side walls over the entire length of the body, minimizing stress concentration in any one area.

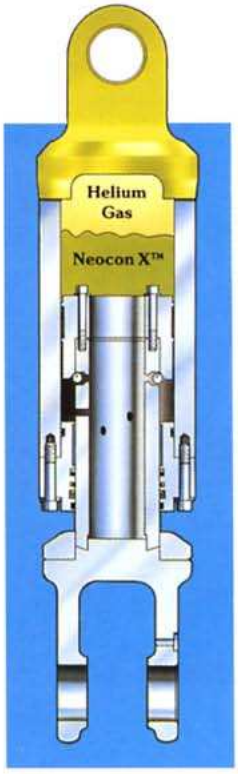
Dependable wet disc brakes give fast and safe transports downhill

VME designed wet disc brakes are engineered for long service life, even in the most extreme environments. Multi-plate, sealed design protects the brakes from site contamination.

Strength and durability starts with the frame

The Euclid hauler frame consists of two frame rails bridged by crossmembers. The frame rails are oriented on a taper from rear to front.

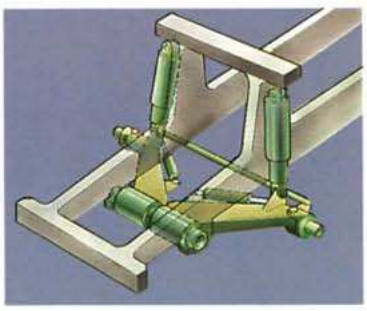
Design is simple, clean and allows easy access to engine and powertrain components. Welded joints between frame components are designed so that welds are parallel to the direction of principal stresses. The result is less stress concentration, which means a more durable frame.

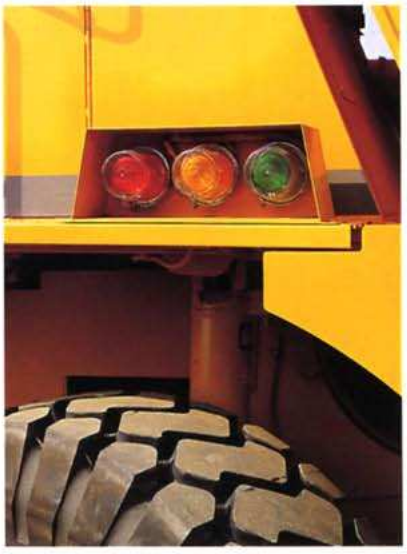


NEOCON suspension struts for excellent comfort and mobility on all types of terrain

Neocon suspension combines the energy absorption characteristics of compressible Neocon X fluid and helium gas. The result is more comfort for your operator, maximum protection for the hauler frame, and excellent control and stability over a wide range of ground conditions.

Independent trailing arm for each wheel allows for a purely axial input into the suspension members. The independent trailing arm isolates the steering system from impact and racking forces affecting the frame.





Haultronic load weighing system maximizes productivity without overloading

The optional Haultronic system calculates payload through the ride struts by a transducer located in each strut. A set of warning lights on both sides of the machine facilitates loading from either side. The yellow light comes on at approximately 80 % of maximum payload. Red light indicates maximum payload.

Euclid R32

Engine	Volvo TD 122 KE	
Rated output, at	35 r/s	(2 100 r/min)
SAE J1349 Gross	295 kW	(401 hp)
DIN 70020/6271	276 kW	(375 hp)
Max torque, at	20 r/s	(1 200 r/min)
SAE J1349 Gross	1 600 Nm	
DIN 70020/6271	1 560 Nm	
Max speed	57 km/h	
Load capacity,		
SAE struck	15,0 m³	
SAE 2:1 heap	21 m³	
Load factor	1,41	
Loading height	2 860 mm	
Nominal load capacity	32,6 t	
Maximum weight,		
loaded machine	55,6 t	

Euclid R35

Engine	Cummins KT 19-C	
Rated output, at	35 r/s	(2 100 r/min)
SAE J1349 Gross	336 kW	(450 hp)
DIN 70020/6271	321 kW	(430 hp)
Max torque, at	25 r/s	(1 500 r/min)
SAE J1349 Gross	1 906 Nm	
Max speed	57 km/h	(64 km/h opt)
Load capacity,		
SAE struck	17,0 m³	
SAE 2:1 heap	23,3 m³	
Load factor	1,23	
Loading height	3 220 mm	
Nominal load capacity	31,8 t	
Maximum load capacity	36,6 t	
Maximum weight,		
loaded machine	66,2 t	

Euclid R60

Engine	Cummins KTTA 19-C	
Rated output, at	35 r/s	(2 100 r/min)
SAE J1349 Gross	522 kW	(700 hp)
DIN 70020/6271	495 kW	(664 hp)
Max torque, at	23,3 r/s	(1 400 r/min)
SAE J1349 Gross	2 730 Nm	
Engine	Cummins VTA 28 C	
Rated output, at	35 r/s	(2 100 r/min)
SAE J1349 Gross	522 kW	(700 hp)
DIN 70020/6271	495 kW	(664 hp)
Max torque, at	21,6 r/s	(1 300 r/min)
SAE J1349 Gross	2 739 Nm	
Max speed	58 km/h	(68 km/h opt)
Load capacity,		
SAE struck	23,3 m³	
SAE 2:1 heap	34,2 m³	
Load factor	1,48	
Loading height	3 450 mm	
Nominal load capacity	45,5 t	
Maximum load capacity	57,5 t	
Maximum weight,		
loaded machine	96 t	

Euclid R85B

Engine	Cummins KTA 38-C	
Rated output, at	35 r/s	(2 100 r/min)
SAE J1349 Gross	690 kW	(925 hp)
DIN 70020/6271	645 kW	(865 hp)
Max torque, at	21,7 r/s	(1 300 r/min)
SAE J1349 Gross	4 095 Nm	
Max speed	54 km/h	(64 km/h opt)
Load capacity,		
SAE struck	35,6 m³	
SAE 2:1 heap	51,3 m³	
3:1 heap	46,0 m³	
Load factor	1,31	
Loading height	4 160 mm	
Nominal load capacity	77,1 – 83,5 t	
Maximum load capacity	83,5 t	
Maximum weight,		
loaded machine	147,4 t	

Euclid R130

Engine	Cummins KTTA 38-C	
Rated output, at	35 r/s	(2 100 r/min)
SAE J1349 Gross	1 007 kW	(1 350 hp)
DIN 70020/6271	895 kW	(1 200 hp)
Max torque, at	25 r/s	(1 500 r/min)
SAE J1349 Gross	5 264 Nm	
Engine	Detroit Diesel 12V-149TIB	
Rated output, at	31 r/s	(1 900 r/min)
SAE J1349 Gross	1 007 kW	(1 350 hp)
DIN 70020/6271	895 kW	(1 200 hp)
Max torque, at	23 r/s	(1 400 r/min)
SAE J1349 Gross	5 300 Nm	
Max speed	61,9 km/h	
Load capacity,		
SAE struck	50,3 m³	
SAE 2:1 heap	71,9 m³	
3:1 heap	65,1 m³	
Load factor	1,53	
Loading height	5 055 mm	
Nominal load capacity	118 t	
Maximum load capacity	138,4 t	
Maximum weight,		
loaded machine	217,7 t	

Euclid R150

Engine	Cummins KTTA 38-C	
Rated output, at	35 r/s	(2 100 r/min)
SAE J1349 Gross	1 007 kW	(1 350 hp)
DIN 70020/6271	895 kW	(1 200 hp)
Max torque, at	25 r/s	(1 500 r/min)
SAE J1349 Gross	5 264 Nm	
Engine	Detroit Diesel 12V-149TIB	
Rated output, at	31 r/s	(1 900 r/min)
SAE J1349 Gross	1 007 kW	(1 350 hp)
DIN 70020/6271	895 kW	(1 200 hp)
Max torque, at	23 r/s	(1 400 r/min)
SAE J1349 Gross	5 300 Nm	
Max speed	55,4 km/h	
Load capacity,		
SAE struck	59,3 m³	
SAE 2:1 heap	84,1 m³	
3:1 heap	76,5 m³	
Load factor	1,53	
Loading height	5 050 mm	
Nominal load capacity	136,1 t	
Maximum load capacity	150,9 t	
Maximum weight,		
loaded machine	249,5 t	

Euclid R170

Engine	Cummins KTA 50-C	
Rated output, at	32 r/s	(1 900 r/min)
SAE J1349 Gross	1 193 kW	(1 600 hp)
DIN 70020/6271	1 133 kW	(1 540 hp)
Max torque, at	25 r/s	(1 500 r/min)
SAE J1349 Gross	5 966 Nm	
Engine	Detroit Diesel 16V-149TIB	
Rated output, at	32 r/s	(1 900 r/min)
SAE J1349 Gross	1 193 kW	(1 600 hp)
DIN 70020/6271	1 113 kW	(1 492 hp)
Max torque, at	27 r/s	(1 600 r/min)
SAE J1349 Gross	6 514 Nm	
Max speed	55,4 km/h	
Load capacity,		
SAE struck	68,4 m³	
SAE 2:1 heap	97,0 m³	
3:1 heap	88,0 m³	
Load factor	1,67	
Loading height	5 210 mm	
Nominal load capacity	154,2 t	
Maximum load capacity	179,1 t	
Maximum weight,		
loaded machine	285,7 t	

Euclid R190

Engine	Cummins KTTA 50-C	
Rated output, at	32 r/s	(1 900 r/min)
SAE J1349 Gross	1 342 kW	(1 800 hp)
DIN 70020/6271	1 230 kW	(1 650 hp)
Max torque, at	25 r/s	(1 500 r/min)
SAE J1349 Gross	7 082 Nm	
Engine	Detroit Diesel 16V-149TIB	
Rated output, at	32 r/s	(1 900 r/min)
SAE J1349 Gross	1 342 kW	(1 800 hp)
DIN 70020/6271	1 230 kW	(1 650 hp)
Max torque, at	23 r/s	(1 400 r/min)
SAE J1349 Gross	7 172 Nm	
Max speed	55,7 km/h	
Load capacity,		
SAE struck	77,7 m³	
SAE 2:1 heap	106,8 m³	
3:1 heap	97,5 m³	
Load factor	1,60	
Loading height	5 380 mm	
Nominal load capacity	172,4 t	
Maximum load capacity	191,3 t	
Maximum weight,		
loaded machine	309,8 t	

All products are not sold on all markets. Contact your local dealer for details.

VME encompasses the combined strengths of the famous Volvo BM, Michigan, Euclid, Zettelmeyer and Åkerman names. All are optimized for productivity, availability, safety and operator comfort, with tangible benefits on the bottom line.

VME Group is a major international company in the business of designing, manufacturing and marketing earthmoving and construction equipment carrying the brand names Volvo BM, Michigan, Euclid, Zettelmeyer and Åkerman.

VME Group is the world's leading producer of articulated haulers and one of the leading producers of wheel loaders and rigid haulers. VME innovations, such as the articulated hauler concept, Automatic Power Shift, hydraulic attachment bracket, limited slip differentials, parallel linkage etc. have been instrumental in establishing industry product standards.

VOLVO BM | MICHIGAN | EUCLID | Zettelmeyer | ÅKERMAN

Under our policy of continuous product improvement, we reserve the right to change specifications or design without prior notice. Illustrations do not necessarily show standard versions of the machines.

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