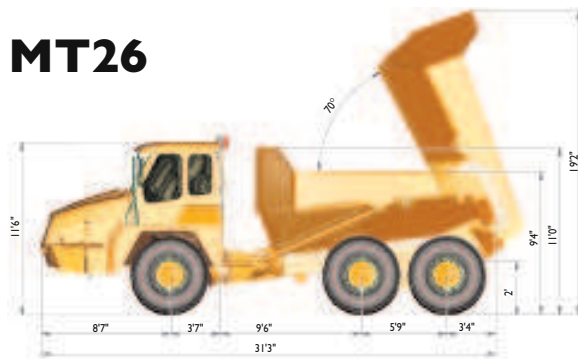
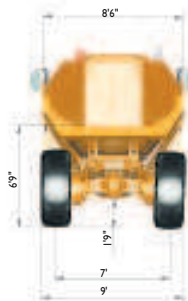




MT26



Measured on empty vehicle with standard tires.



WEIGHTS

Empty:	Front axle	24,141 lbs
	Rear axle	24,361 lbs
Loaded:	Front axle	33,510 lbs
	Rear axle	66,800 lbs
Pay load		51,809 lbs
Total weight (loaded)		100,310 lbs

TRANSMISSION

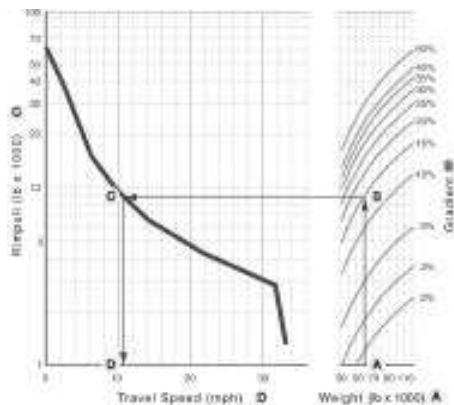
ZF 6 WG 260 Dash 4 electronically-controlled automatic transmission, the torque converter has automatic lock-up in all gears.

Speed (mph)	Forward	Reverse
1 st gear	4	4
2 nd gear	6	9
3 rd gear	9	21
4 th gear	14	
5 th gear	21	
6 th gear	32	

CAPACITIES

	US Gallons
• Fuel tank	84.5
• Hydraulic system	36.5
• Engine cooling system	11.9
• Transmission	15.0
• Engine crankcase	8.7
• Front differential	3.5
• Front reduction gear	2 x 0.8
• Rear differential	8.5
• Tandem housing	2 x 19.8

PERFORMANCE DIAGRAM



BODY CAPACITIES

• Level capacity	14.9 yd ³ (15.6 yd ³)
• Heaped capacity	18.4 yd ³ (19.4 yd ³)
Acc. SAE J 1363, 2:1	
(with top tailgate in brackets)	

SCANIA DC 9 ENGINE

Scania DC 9, water-cooled, direct injected diesel engine with turbo charger and air to air intercooler

- Complies with Stage 3 of EU Directive 97/68/-EC and Tier 3 of USA/California regulations (ISO 8178) for emissions.
- Power rating: (1kW = hp/1.36)
(ISO 3046) 228 kW (310 hp)
(ISO 9249) 224 kW (305 hp)
- No. of cylinders: 5 (in line)
- Cylinder volume: 9.0 litres (549 in³)
- Air filter: Dry type

GROUND PRESSURE

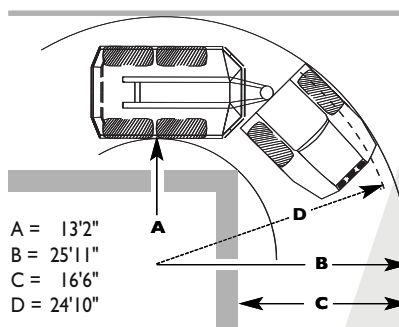
By sinking 15% of free tire radius and specified weights

- Standard 23.5 R25 tires
- Empty: Front: 15 PSI, Rear: 7.5 PSI
- Loaded: Front: 21 PSI, Rear: 21 PSI
- By sinking 7% of free tire radius and specified weights
- Optional 750/65 R25 tires
- Empty: Front: 12 PSI, Rear: 6 PSI
- Loaded: Front: 17 PSI, Rear: 17 PSI

ARTICULATION HINGE AND STEERING

- Articulation hinge with forward-mounted turning ring
- Steering cylinders (two): Doubleacting
- The steering is approved according to ISO 5010
- Max. steering angle: 45°
- Ground driven emergency steering pump

Turning radius according to ISO 7457: 24'10"



BODY

- Material: Hardened abrasion-resistant steel plates (400HB) in bottom, front and sides (bottom / front / sides: 0.55 in / 0.31 in / 0.47 in)
- Tilt cylinders: Single stage, double-acting
- Tipping time: Up: 11 sec / down: 10 sec
- The body is designed for exhaust heating
- Sloping body down from the hinge point

DRIVE LINE

- Full-time 6 x 6 drive with two traverse differentials and one longitudinal
- Front axle traverse differential: Limited-slip with 45% locking ratio
- Rear axle traverse differential: Limited-slip with 45% locking ratio
- Inter-axle longitudinal differential: Torque-proportioning differential, integrated into the transmission
- Torque distribution:
 - 1/3 to the front axle
 - 2/3 to the rear axle
 - 100% lockable
- Tandem housing: Gear-driven, free-swinging. Provides equal drive to all rear wheels and ensures the best possible ground contact - whatever ground conditions

HYDRAULIC SYSTEM

- Pumps: 2 variable displacement piston pumps
- Delivery: 60.8 gallon/min @ 2200 rpm
- Cooling fan/brakes etc.: 15.9 gallon/min @ 2200 rpm
- Filtration: One return flow filter and high-pressure filter
- Pressure-setting, main safety valves:
- Tipping circuit: 4061 PSI
- Steering circuit: 3046 PSI

ELECTRICAL SYSTEM

- Alternator: 28V 100A
- Batteries (two): 12V 140Ah (series connected to give 24V)
- Starter: 4.0 kW (5.4 hp)

CAB

- Approved to ROPS/FOPS standards (ISO 3471, ISO 3449, SAE J231 and SAE J1040 April '88)
- Low interior sound level 74 dB(A) (ISO 6394)
- The cab is centrally located on rubber mountings
- Hand and arm vibrations are less than 2.5 m/s² according to ISO 8041.
- Whole body vibration is less than 0.8-1.7 m/s² according to ISO 8041
- Superior visibility - for safer operation
- Superior operating controls location
- Adjustable suspended operator seat
- Adjustable steering column
- Heater and air condition

BRAKE SYSTEM

- Dual circuit braking system acting on all six wheels
- Approved according to ISO 3450
- All hydraulic operated dry disc brakes all round
- Spring actuated hydraulic released parking brake, mounted on the propeller shaft
- Max. gradient, parking brake: 20°
- Automatic exhaust brake as standard
- Automatic hydraulic retarder brake as standard

SUSPENSION

- Front: Independent with long life rubber springs and hydraulic shock absorbers
- Rear: Free-swinging tandem housing

TIRES

- Standard 23.5 R25 two star radial
- Optional 750/65 R25