

ENGINE

Cummins QSB6.7-173 (Tier 3/Stage 3A)

Six-cylinder four stroke direct injection diesel engine with turbo charging and intercooler.

Displacement: 6,7 dm³

Bore: 107 mm

Stroke: 124 mm

Compression ratio: 17,2 : 1

Output: 129 kW (175 Hp) at 2200 rpm

Torque: 800 Nm at 1400 rpm

Acc. to ECE R120

GEARBOX

Allison, type 3000 series

Automatic shift transmission with 5 gears forward and 1 gear reverse and lock-up. Including F/R inhibitor.

Gear theoretical speed
ratio's [km/h]

3.487 7,6 (F1)

1.864 17,9 (F2)

1.409 24,0 (F3)

1.00 34,2 (F4)

0.75 38,0 (F5)

5.027 7,6 (R)

(Tyresize 11R22.5, Axleratio 11.98:1, max speed 38 Km/h @ 1772 rpm)

FRONT AXLE

Terberg TTA type 60-xx

Non-driven steering axle

Capacity: 10.000 kg (at 20 km/h)*

* Actual axle load capacity depending on tyre load rating.

REAR AXLE

Terberg TTA type 70-xx

Capacity 30.000 kg (at 20 km/h)*

Hub reduction axle with total reduction ratio 11,98:1

* Actual axle load capacity depending on tyre load rating.

SUSPENSION

Front: Parabolic leafsprings in rubber mountings with 2 telescopic shock absorbers.

Maintenance free system.

Rear: Directly bolted to chassis frame.

RIMS AND TYRES

Tyres: 11R22.5 (6 pieces)

Rims: 10 stud disc wheels 22.5 x 8.25

STEERING SYSTEM

Fully hydrostatic orbitrol steering system with priority valve and double acting steering cylinder.

Emergency steering property.

Steering wheel diameter 350 mm

Turning circle over front bumper (m)

WB 3100 13,0

5th WHEEL

Terberg 2" cast steel plate

Technical capacity 36.000 kg.

Lifting capacity 31.000 kg*.

Automatic locking of jaw system. Pneumatic unlocking of 5th wheel, operated from cabin.

Indicator light for positive locking inside the cabin.

* Actual lifting capacity depending on tyre load ratings and 5th wheel height.

HYDRAULIC SYSTEM

Engine driven hydraulic pump for steering and lifting 5th wheel plate, directly mounted to the engine, with priority valve for the steering system.

Hydraulic oil tank protected mounted to the chassis frame.

Tank capacity 50 dm³.

Hydraulic valve pneumatically operated from inside the cab to lift/lower/hold the 5th wheel. Working pressure 250 bar.

2 heavy-duty hydraulic single stage lift rams.

CHASSIS

Welded construction of rolled steel channels 200x100x10 mm

Air reservoirs and fuel tank protected mounted to the chassis, access steps with anti-slip surface integrated in chassis.

Towing pin attachment at front- and rear of chassis.

BRAKE SYSTEM

Full air brake system with split front- and rear-axle and parking brake circuits. Parking brake working on rear axle.

Front and rear axle equipped with S-cam brake system with automatic slack adjusters.

Brake pressure: 7,5 – 8,1 bar.

Air reservoirs: 2 x 40 dm³ and 1 x 30 dm³ with std. Air dryer.

2 Line trailer brake system mounted on rear side of cabin, with yellow and red spiral hoses with glad-hands.

FUEL TANK

Capacity 200 dm³ and integrated with hydraulic tank.

COOLING SYSTEM

Plate and bar type radiator of heavy-duty construction mounted on rubber silent blocks with separate air to air transmission oilcooler and engine intercooler all mounted side by side.

EXHAUST

Vertically mounted muffler with curved end pipe and protected in critical areas with stainless steel protection grilles.

ELECTRICAL SYSTEM

24 Volt negative earth.

Alternator : 28V/70A (Cummins)

Batteries : 2 x 12 Volt / 140 Ah

Output starter : 8,0 kW (Cummins)

Fuses and relays mounted in central electrical box.

Wiring with code numbers and easy readable/visible/accessible mounted in central electrical box.

7 pin SAE socket at rear of cab for trailer connection (DIN ISO 1185).

LIGHTING

H4 headlights with dipped and main beam and direction indicators.

LED rear lights on rear of chassis, with direction indicators and brake lights.

5th wheel floodlight behind cabin.

Gauge illumination.

Interior light in cabin.

Mounting for rotating beacon light.

CABIN

1 person – left hand or right hand drive position.

Forward facing driver's position.

Dimensions outside:

- width : 1400 mm
- length : 1593 mm
- height : 1821 mm

Cabin construction of over dimensioned strong steel profiles to comply to latest Rops/Fops regulations.

Cab mounted on 3 anti-vibration mounts in combination with shock absorber.

Entrance to cab by inboard door for safe and easy entrance/exit to/from driver's position.

Horizontal sliding window at driver's side

Large windows with excellent visibility.

All window panes tinted hardened safety glass except front window which is layered.

Noise insulation exceeds international standards.

Cabin can be tilted with hydraulic hand pump to 65°

Driver's seat with air suspension and fully adjustable, mounted on console with generous storage space.
Demister/heater with 3 speed blower and recirculation system.
Steering column with 1 brake pedal and 1 accelerator pedal, mounted at right side of column.

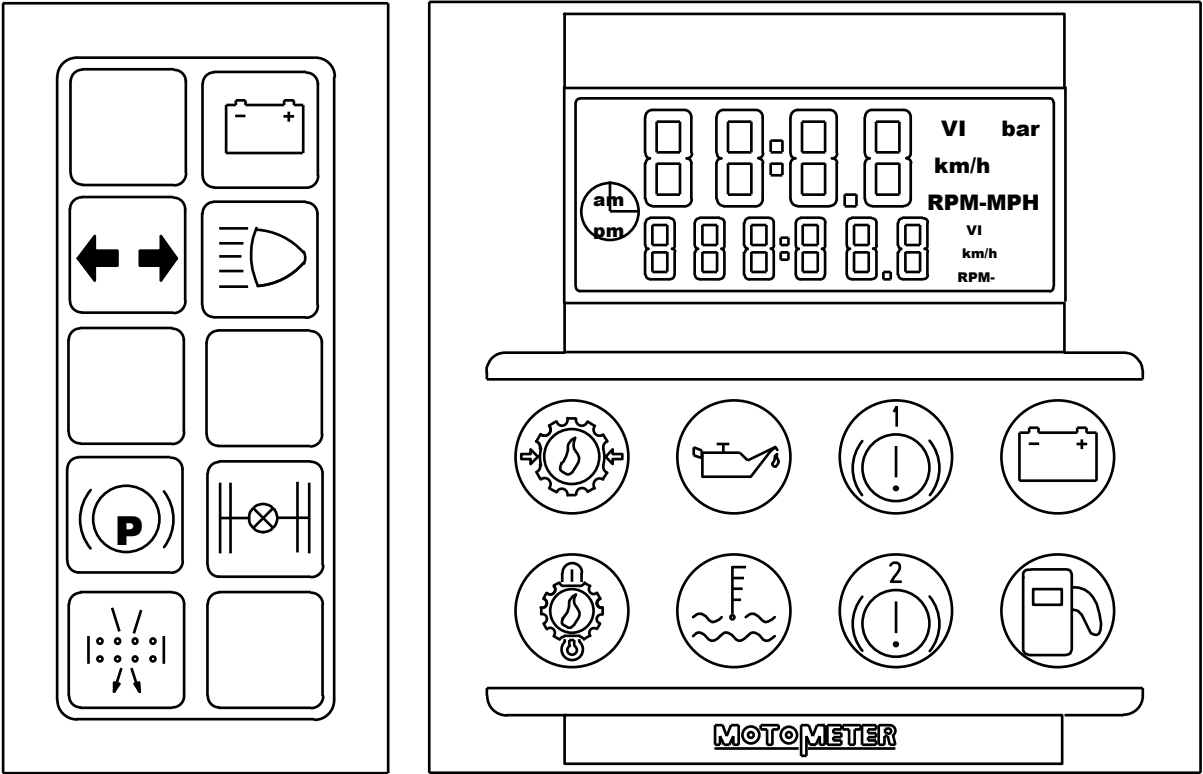
Front dashboard switches:

- Ignition
- Differential lock
- Work light
- Hazard lights
- Lighting
- 5th wheel unlocking (2x)
- Indicator lights:
 - * Alternator charging
 - * Direction indicator
 - * High beam
 - * Differential lock (option)
 - * Handbrake activated
 - * Air filter clogged
- Engine revolution counter
- Running hours counter
- Indicator lights/check system with optical signal and buzzer on:
 - * High temperature gearbox
 - * Low oil pressure engine
 - * High temperature engine
 - * Low air pressure circuit 1
 - * Low air pressure circuit 2
 - * Low fuel level
 - * Low voltage

Steering column:

- Combi switch for:
 - * Direction indicators
 - * Wiper front
 - * High/Low beam
 - * Horn

MULTIMETER:



PAINT TREATMENT OF TERBERG TERMINAL TRACTORS

Cabin:

1. All steel parts of the cabin are shot blasted
2. All seams of the cabin are filled up with a sealing
3. The cabin is treated with a primer
4. The cabin is treated with a second layer of two component epoxy primer
5. The finishing layer is a PU finish paint.

The total dry thickness is $\pm 100 \mu\text{m}$.

Chassis and body panels:

Two component paint.

- 1) The complete chassis construction is shot blasted and painted with one two component primer layer.
- 2) Completed chassis and additional body panels are painted with a two component chassis coating
- 3) After assembling of the complete vehicle, the chassis is painted with a two component chassis coating

The gloss of the end layer is $\pm 70\%$.

The new paint system for the chassis and the body panels fulfils the latest environmental requirements

OPTIONS INCLUDED:

Cabin

- Wiper-washers front
- Air suspended cabin
- 2 outside mirrors

Electric Installation

- Automatic engine stop on low oil pressure (std)
- Automatic engine stop on high coolant tem. (std)
- Rotating warning beacon

Chassis

- Wheelbase 3.100 mm
- Mudguards plastic

Paint-system

- Cabin colour Ral no. 1016 Yellow
- Chassis colour Ral no. 9005 Black

OPTIONS AGAINST SURPLUS PRICING:

Cabin

- Air conditioning integrated in heating unit