



RT100

OFF HIGHWAY TRUCK

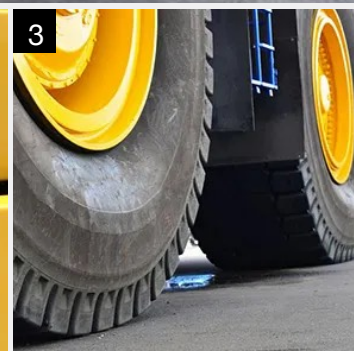
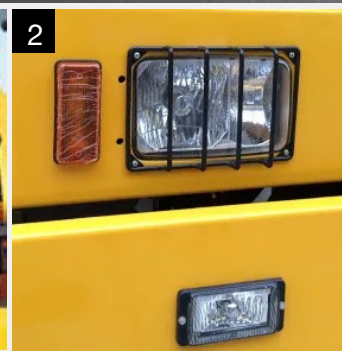


More Power and control mean more productivity.



Make your operators more productive and dramatically improve the economics of your haul fleet.

With your input, we have designed and manufactured a truck that is reliable, economical and offers comfort, confidence and control for your operators.



1. Be sure to employ premium-quality Air Filters. you can guarantee that only pure air is used for the combustion process.
2. Back-up light, rear, engine compartment light, head lights, halogen, side working lights, stop and tail lights, turn signal with hazard switch.
3. Rugged design and industrial styling make it ideal for hauling heavy loads or working in extreme conditions.

ENGINE

Emission Rating (optional)	Tier 2 (Tier 3, Tier 4)
Engine Make/ Engine Model	Cummins / QST30-C1050 or Rhino
Displacement L (cu. In)	31(1,861)
Bore x Stroke mm (in)	140 x 165(5.5 x 6.5)
Gross Power kW (Hp) @ 2,100 rpm	783(1,050)
Net Power kW (Hp) @ 2,100 rpm	728(976)
Peak Torque Nm (ft-lb)@ 1,300 rpm	7,280(5,369)
Aspiration	Turbocharged
Type	12 cylinders, 4 stroke, V

DRIVE AXLE

Central reduction	Heavy duty single stage spiral bevel gear
Diferential Ratio	3.3822:1
Planetary Gear reduction in Wheel Hub Ratio	6.000:1
Half Shaft	Full floating
Total Ratio of Rear Axle	23.29:1

TRANSMISSION

Allison H8610AR: electronically controlled automatic transmission with CEC 2 Shift Manager Program, with integral TC890 torque converter, integrated hydraulic retarder and planetary gearing.

Automatic lock up in all ranges	
Gear Ratios 1st, 2nd, 3rd, 4th, 5th, 6th, Reverse	4.24, 2.32, 1.69, 1.31, 1.00, 0.73, 5.75

MAINTENANCE WORK VOLUME

Cooling System lt	310
Engine Crankcase lt	132
Hydraulic System lt	800
Transmission and Torque Converter lt	100
Axle lt	240
Fuel Tank lt	1126

STEERING

Type	Full Hydraulic power steering system
Actuation	Two double acting hydraulic cylinders and shock absorbers to cushion shocks loads on the system
Emergency Steering	Accumulator provides power
Min. turning radius	10.5(34.4)

SUSPENSION

Front Suspension: independent self-contained nitrogen/oil suspension units. Front suspension cylinders bolted and keyed directly to main frame members. Pistons act as front wheel king pins maintaning correct degree of camber.

Rear Suspension: variable rate nitrogen /oil cylinders with A-frame and lateral stabilizer bar.

Front suspension: stroke mm(in)	275(11)
Rear suspension: stroke mm(in)	235(9)

BRAKES

Service	All hydraulic brake system
Front	Dry disc
Rear	Oil cooled, multiple disc, completely sealed from dirt and water
Parking	Rear brakes, sprigs loaded opposing piston on disc pack, hydraulic released
Retarder	Transmission integrated

TYRES

Standard	27.00 - 49 (348PR) E-4
Rim Size	19.4 in

BODY

The dumper wedge profile ensures quick and clean discharge operation. Side plate and under floor ribs are manufactured from high tensile strength steel. Exhaust heating is standard at the bottom of dumper.

Thickness:

Floor mm(in)	19(0.7)
Side mm(in)	13(0.5)
Front mm(in)	10(0.4)

Body Capacity:

Struck m3 (cu. Yd)	42(55)
Headped m3 (cu. Yd) (2:1)	58(76)

ELECTRICAL SYSTEM

Single Cable, negative ground voltage rating 24V.

FRAME

Fabricated from high tensile steel and cast iron members at critical points

HOIST

Twin three stage double acting cylinders mounted on the outer chassis frame

Max. Pressure Mpa (psi)	25(3,626)
Max. Raising Angle	60°
Raising Time	18s
Lowering Time	15s

CAB

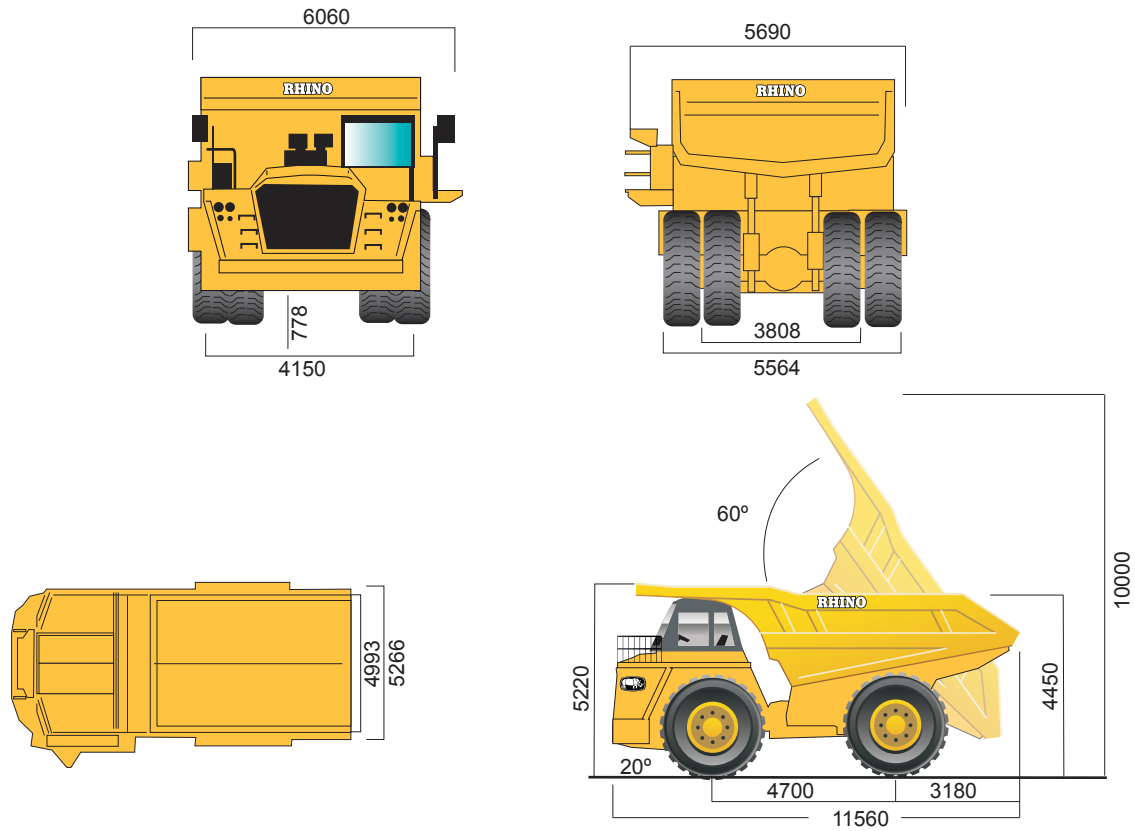
All steel construction, mounted at the left hand side with adjustable seat, thermal and noise insulated. Instrument panel with gauges, warning and indicator for ease of operation, automotive safety glass all round for maximum operator protection.

OPERATING WEIGHTS

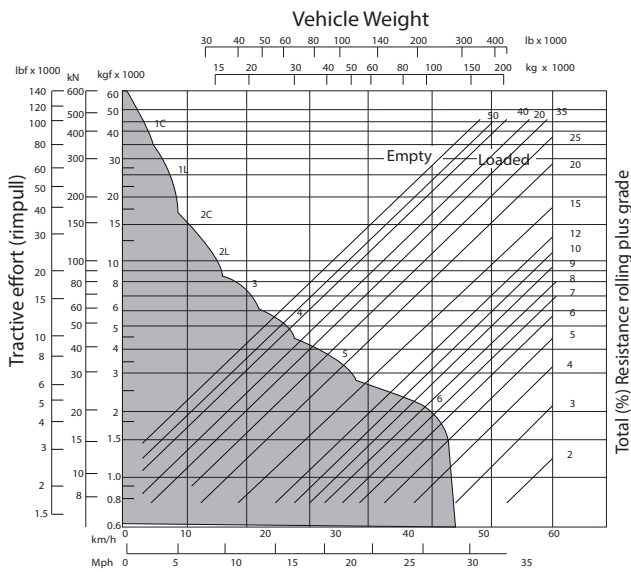
Nominal Vehicle Weight kg	68,560(152,119)
Gross Vehicle Weight kg (lbs)	160,000(352,740)
Payload kg (lbs)	91,000(200,621)
Chassis With Hoists kg (lbs)	52,030 (114,706)
Body Standard kg (lbs)	16,530 (36,442)

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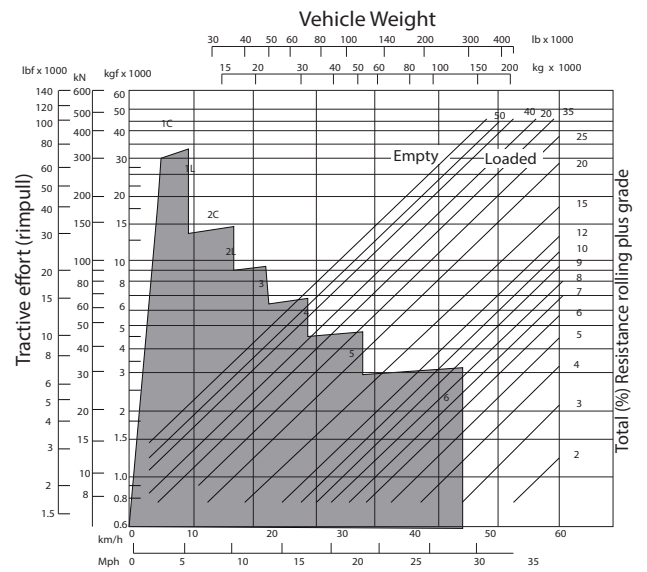
DIMENSIONS



Gradeability



Retardation



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