



# RMWL-500

UNDERGROUND WHEEL LOADER





# Built for heavy loading, engineered for precision

This Rhino RMWL-500 Underground Wheel Loader is engineered with advanced features that maximize productivity, increase uptime, and reduce operating costs in demanding mining environments. A high-performance hydraulic system, optimized load-sensing technology, and operator-focused controls deliver faster cycle times and exceptional material handling efficiency.



1. Level climate-control system with automotive-style adjustable louvers helps keep the glass clear and the cab comfortable.
2. Advanced LCD monitor provides intuitive access to a wealth of operational and drilling data and functions.
3. Ergonomically correct short-throw pilot levers provide smooth, predictable fingertip control with less movement or effort.

## POWERTRAIN & ELECTRICAL SYSTEM

Engine model	RHINO RMWL 262T / Volvo TAD 853
Engine displacement L (cc <sup>3</sup> )	7.7 (7,700)
Rated power kW @ rpm (HP)	252 @ 2,200 (338) / 235 @ 2,200 (315)
Rated torque N·m @ rpm	1,405 @ 1,450 / 1,310 @ 1,450
Emission standard	Stage III
Propulsion type	Diesel (6-cylinder)
Electrical system	24V; 95A alternator; ground-level disconnect

## PERFORMANCE & CAPABILITIES

Rated capacity (payload) kg (lb)	10,000 (22,046)
Standard bucket capacity m <sup>3</sup> (yd <sup>3</sup> )	5 (6.54)
Ejector bucket (optional) m <sup>3</sup> (yd <sup>3</sup> )	4.8 (6.28)
Breakout force kN (lbf)	188.3 (42,332)
Maximum tractive effort kN (lbf)	240 (53,954)
Straight ahead static tipping load kg (lb)	25,905 (57,111)
Hydraulic cycle time (s)	11.2 s (Raise 7.6 / Dump 1.6 / Lower 2.0)
Gradeability	~ 15–20°

## TRANSMISSION, AXLES & WHEELS

Transmission	Dana C torque converter; Dana electronic powershift transmission, integrated joystick control, 4 forward/4 reverse gears
Torque converter	Torque converter with automatic lock-up clutch
Transmission [Note: Repeated in original]	Automatic planetary servo-transmission 4F/4R with reversible direction and neutralizer
Front and rear axles	Kessler Model D; rigid front SAHR axle with standard differential; rear SAHR axle with ±8° oscillation
Front differential	Standard Kessler Model D differential; rear axle with limited-slip (LSD) differential
Drivetrain / Traction	4×4 (four-wheel drive) with limited-slip differential on rear axle
Tires (specification and ply rating)	17.5×25 (or 18.00×25), L-5 Code, 20–24 PR (High rock resistance)

## TRAVEL SPEEDS (TRAMMING)

Max. speed – 1st gear km/h (mph)	5 (3.1)
Max. speed – 4th gear km/h (mph)	25 (15.5)
Ramp speed 15–20% km/h (mph)	4.5–6.0 (2.8–3.7)

## HYDRAULIC SYSTEM

System pressure	Work system: approx. 210–250 bar; steering system: approx. 175–210 bar
Bucket/lift pump flow L/min (gpm)	~220 (58.1)
Reservoir capacity L (gal)	130 (34.3)
Hydraulic control	Fully hydraulic center articulation steering; combined-flow (confluence) work and steering system
Return line filtration	Return filter + high-pressure filter, oil temperature/level indicator, low-level alarm

## BRAKES & SAFETY

Brake system	Spring-applied (SAHR), fully sealed, multi-disc oil-bath brakes; service, parking and emergency brakes integrated
Braking features	Complies with EN ISO, AS and SABS standards; manual emergency brake release pump; gear-type brake pump
Automatic brake test	Automatic brake application (ABA) and residual brake warning
Traction control	4x4 traction with limited-slip differential on rear axle
Fire suppression	Dry-powder extinguisher; automatic suppression system (optional)
Lighting	LED lights as standard

## FLUIDS & RANGE

Fuel tank L (gal)	390 (103)
Secondary fuel tank L (gal)	330 (87.2) option
Relative consumption	~25–30 L/h at rated load operation



## CABIN & ERGONOMICS

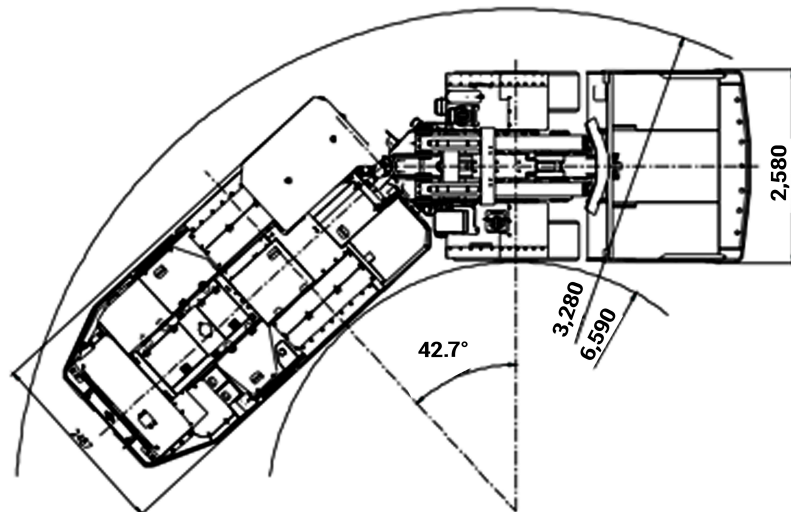
Cabin certification	ROPS / FOPS (ISO)
Air conditioning	Available in enclosed ROPS/FOPS cab (air conditioning + cab pressurizer and filter)
Noise level	Approx. 75–80 dB(A) in cab (enclosed ROPS/FOPS cab)
Operator seat	Grammer seat with pneumatic suspension; color display (engine info and alarms)
Door interlock	Yes: applies brakes and locks steering and bucket/boom movement when door is opened
Visibility cameras	Reversing camera available as option

## AUTOMATION & ELECTRONICS

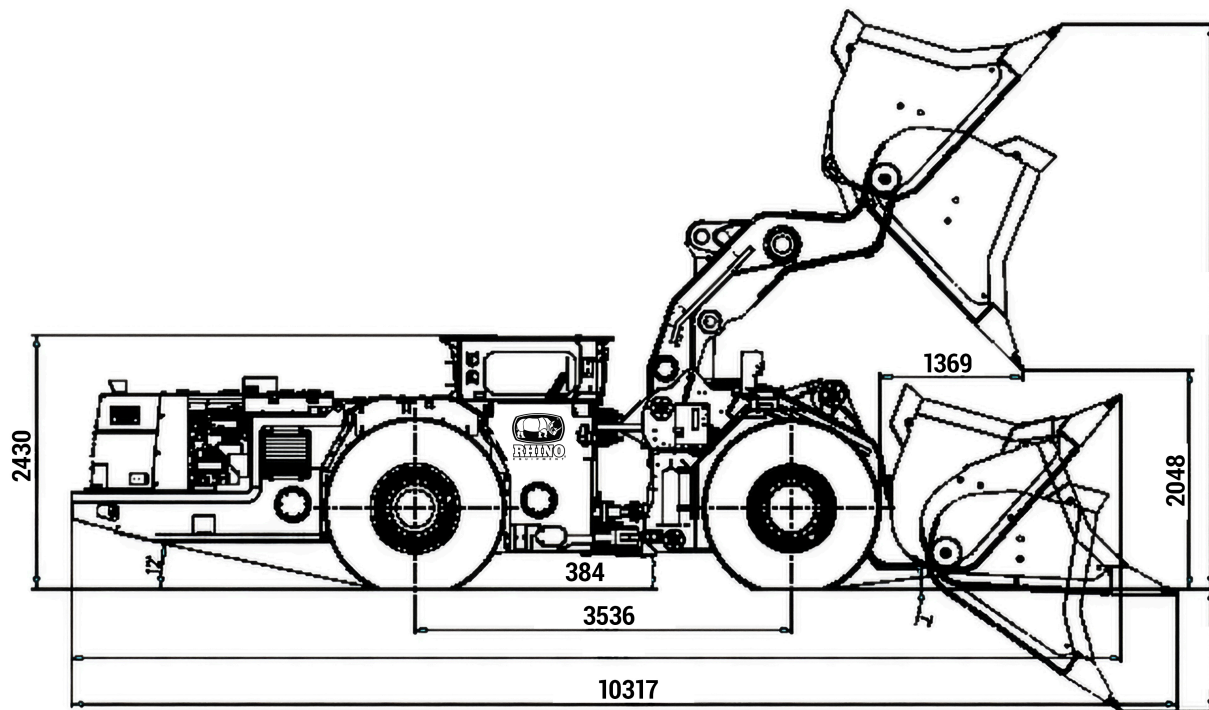
Control system	Multi-purpose color display (CMPD): brake pressure, transmission pressure, diagnostics, residual brake warning
Load control	On-board payload weighing system (optional)
Auto-dig (automatic filling)	Auto-fill / auto-bucket function available as option
Tele-remote / Autonomous	Radio remote control (RRC) optional
Monitoring / Telemetry	Telemetry/fleet management systems available as option
Electronic diagnostics	Integrated diagnostic connector

## STEERING & TURNING

Steering structure	Center articulation with oscillating link on slewing ring bearing
Articulation angle °	42.7°
External turning radius mm (ft)	6,590 (21.62)
Internal turning radius mm (ft)	3,280 (10.76)
Minimum working area m × m	4 × 4



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## DIMENSIONS & WEIGHTS

Empty operating weight kg (lb)	29,000 (63,934)
Total loaded weight kg (lb)	40,850 (90,059)
Overall length mm (ft)	10,317 (33.85)
Overall width mm (ft)	2,580 (8.46)
Overall height (ROPS) mm (ft)	2,430 (7.97)
Wheelbase mm (ft)	3,536 (11.60)
Ground clearance mm (in)	384 (15.1)
Dump height (Max. dumping height) mm (ft)	2,048 (6.72)
Maximum dump reach mm (ft)	1,369 (4.49)

## MAINTAINABILITY

Service point access	All daily maintenance can be performed from ground level; key components are easily accessible
Centralized lubrication	Yes (centralized lubrication system)
Oil change interval h	Engine: approx. 250–500 h; transmission and hydraulics: approx. 1,000–2,000 h
Emergency start	Auxiliary start receptacle group (booster), 24V

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