

912D

The new Hydrema 912D has a host of features designed to improve operator safety and output. The proven articulated chassis is designed to keep the nett weight low and give excellent cross country performance while still carrying a high payload. The new cab offers the operator the highest levels of comfort and the new tier 3 engine will keep the 912D ahead of the field.

Transmission

The 912D is fitted with a well proven 6 speed ZF softshift transmission. Offering full auto or manual mode this intelligent transmission will automatically shift 2 gears in the right conditions to smoothly increase acceleration regardless of the payload.

Optimum operator comfort

After studying the working situation and posture of the operator we have produced our most modern cab to date. The D series cab is more spacious cab with improved visibility and a soft touch interior. All the instrumentation is ergonomically placed and the seat and arm rests are fully adjustable to suit the individual. Visibility has been improved by increasing the glazed area in the cab and a new a/c system is incorporated as standard with 8 air nozzles placed throughout the cab. Overall vibration has been reduced by mounting liquid filled engine suspension points and utilising the cab suspension arrangement from the proven 912C models. The cab is also fitted with automatic entry and exit lighting for safer night time operation.



User friendly computer

The Hydrema 912D has been installed with a Windows based instrument display which provides the operator with information via a 6.4« flat-screen PC monitor. The display works as a rear view camera when the machine is put into reverse gear and the computer is installed with various service and rental menus along with data collection and diagnostic tools. The computer is very user friendly even for inexperienced operators and It is possible to update software and download data from the machine via a USB socket.

Centre pivot and roadholding qualities

The key to the performance of the 912D lies in the articulated pivot steer chassis. The centre pivot and hydraulic stabilizers keep the machine stable and safe by automatically transferring the weight where it is needed. The chassis ensures that all wheels constantly track to reduce ground contact and the standard twin tyres offer outstanding traction with minimum ground damage. The pivot which is centrally placed increases manoeuvrability with a low turning radius and better positioning characteristics. The addition of cruise control makes for more comfortable road useage.

Engine



The 912D comes equipped with a Perkins tier 3a common rail engine. This new engine offers an increase in torque of almost 20% giving it just about the best power to weight ration on the market. Wether the machine is working on steep gradients or poor ground conditions the 912D has the power to cope. The high torque offers more power at lower revs which improves fuel economy and noise levels which are both important for environmental and financial reasons.

Body

The strong body design ensures easy fast emptying and long life. With the optional MultiTip function the payload can be tipped anywhere in a 180° area keeping cycle times to a minimum and handily placing the load exactly where it is needed. This seamless operation is now made more convenient by the addition of a body return feature which puts the body back to the neutral position automatically. The machine also has a tipping break and auto throttle control to speed up the whole process. The body is tipped via two double acting cylinders and the swivel option is supported by a robust turning ring mounted on the chassis.



Dynamic design

A lot of time and effort has gone into the design of the 912D to keep it ahead of the market in terms of quality and function. Industrial designers have been employed to attend to every detail from the eight working lights to the built in tool boxes and soft touch interior. The operator has a superb working environment with easy to understand controls, heated seating, electrical adjustable side mirrors and the best off road on road performance available on the market!



TECHNICAL DATA:

Chassis:
Articulated chassis in a heavy-duty robot welded construction with integral axles. Centre pivot with pendulum bar and double hydraulic stabiliser with the option of locking the oscillation movement. The pivot is fitted with large spherical bearings. The fuel tank and hydraulic tank are integrated into the front chassis.
Oscillation..... .....24°

Steering:
Hydrostatic Load Sensing pivot steering with 2 double-acting cylinders. Priority valve and integrated emergency steering. Control cylinders with damping.
Max. steering angle.....± 35°

Axles:
Rigid integral axles with planetary hub reduction. Automatic limited-slip differential lock on the front axle. 100% electro-hydraulic differential lock on the rear axle. Separate oil chambers for differentials and hubs.

Brakes:
Dual-circuit hydraulic servo system with immersed brake discs on each wheel. Self-adjusting and maintenance-free. Handbrake: Maintenance-free, »fail-safe« parking brake with electro-hydraulic activation of the wet disc brakes on the front axle.

Tyres:
Twin tyres: 600/55-26.5.

Ground pressure:
Rear dump: 10.4 PSI/front - 17.7 PSI/rear
MultiTip: 11.1PSI/front - 17.9 PSI/rear

Engine:
Perkins E1104D-44TA tier 3a engine. 4.4 l turbo diesel engine with air/air intercooler, 16 valves and common rail injection. 96 kW/131 hp at 2200 rpm. Max. torque 516 Nm at 1400 rpm. Latest engine technology which meets EEC stage 3a requirements for exhaust emissions. 37 gal fuel tank integrated into front chassis.

Transmission:
ZF WG115 6-speed fully automatic »ERGOPOWER« with full electronic control. Electronically controlled pressure on each clutch ensures completely smooth gear shifts without any loss of tractive effort. (6 forward/3 reverse)

Hydraulic system:
Hydraulic pump 22.2 gal/min. with priority for steering. Separate pump for brakes and stabilisers.

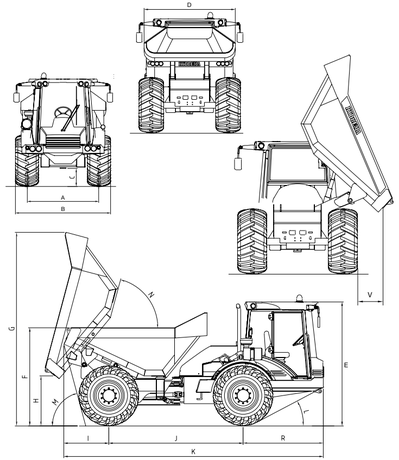
Dumper body:
Fabricated in robotically welded high tensile steel.

MultiTip (optional):
Compact slewing system with rapid dumping at the rear and to both sides. The slewing system is supported in a robust ball-bearing slewing ring. Pivotal movement takes place by means of 2 double-acting cylinders. Tipping function by means of 2 single-acting telescopic cylinders.

Noise levels:
LwA: (outside) 104 db(A) 2000/14/EC
LpA: (inside) 73 db(A) ISO 6396

DIMENSIONS:

	Rear:	MultiTip:
Total weight	*37,532 lb*	*38,544 lb*
Unladen weight	*15,532 lb*	*16,544 lb*
Load capacity	*22,000 lb*	*22,000 lb*
Axle load, front (unladen)	9,460 *lb*	9,636 *lb*
Axle load, rear (unladen)	6,072 *lb*	6,908 *lb*
Axle load, front (laden)	14,256 *lb*	14,608 *lb*
Axle load, rear (laden)	23,276 *lb*	23,496 *lb*
A Track	6'1" ft./in	6'1" ft./in
B Total width: Std. tyres	8'1" ft./in	8'1" ft./in
Opt. tyres	7'3" ft./in	7'3" ft./in
C Ground clearance	1'4" ft./in	1'4" ft./in
D Width, dump body	7'3" ft./in	7'3" ft./in
E Max. height	9' ft./in	9' ft./in
F Loading height	7'3" ft./in	7'7" ft./in
G Max. height for tipping	13'10" ft./in	14'7" ft./in
H Tipping clearance	3'5" ft./in	3'11" ft./in
I Overhang, rear	3'3" ft./in	3' ft./in
J Wheelbase	9'11" ft./in	9'11" ft./in
K Overall length	18'11" ft./in	19'2" ft./in
L Approach angle, front	27 °	27 °
M Departure angle, rear	73 °	79 °
N Tipping angle	75 °	67 °
R Overhang, front	6' ft./in	6' ft./in
V Overhang when tipping		1'8" ft./in
Capacity	*7,3 yd³*	*7,3 yd³*
Turning radius	*6.6 yd*	*6.6 yd*
Tipping time	*6 sec.*	*8 sec.*







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STANDARD EQUIPMENT:

- *600/55-26,5 TWIN tyres*
- *Waterproof plugs*
- *Friction differential in front*
- *100% differential lock at the rear*
- *Cab with suspension*
- *Automatic air-conditioning*
- *Headrest*
- *Rotating beacon*
- *Radio with CD/MP3*
- *Heated wing mirrows*
- *Seat heating*
- *Steering wheel knop*
- *Automatic driving lights*
- *8 Mega Beam work lamp*
- *12V/24V plug in the cab*
- *Interval wiper front*
- *Sun blinds in front*
- *Portable lamp*
- *Red cabin light at night*
- *Automatic tipping speed adjustment*
- *Automatic tipping brake*

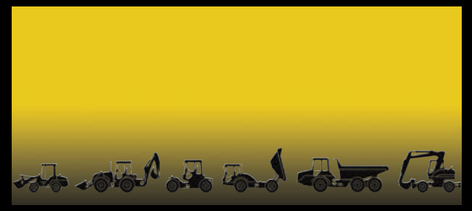


OPTIONAL EQUIPMENT:

- *Extra rotating beacon*
- *Towing hook – fork type*
- *Tyres 17,5 x 25 EM*
- *Bio-oil*
- *180° Multi-tip*
- *Automatic body return*
- *Pendulum lock*
- *Warning triangle*
- *Engine preheater*
- *Reinforced dump truck body*
- *Rear light protection*
- *Extended upper edge for dump truck body*
- *Air-suspended seat*
- *Front suspension*
- *Reverse camera*
- *Centralized lubrication system*
- *Radio remote control*
- *Electrically adjustable wing mirrows*
- *Xenon work lamps*



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Foto may show optional equipment - Subject to alterations - 0855338 09/2007

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