ARTICULATED DUMP TRUCKS
PRODUCT INFORMATION
machinery for challenging conditions
WIN-WIN PARTNERSHIP BETWEEN DOOSAN INFRACORE AND MOXY TRUCKS

BUILT BY MOXY’S TECHNOLOGY AND PRESENTED BY DOOSAN INFRACORE.
GROWING, ENHANCING TECHNOLOGY, INCREASING THE PRODUCT OFFERING AND PROVIDING A BIGGER OPPORTUNITY FOR CUSTOMERS.

THE NEXT GENERATION OF ARTICULATED DUMP TRUCKS OFFERS RELIABLE MACHINERY FOR CHALLENGING CONDITIONS

DOOSAN MOXY strives to be a pioneer in product development and performance.

With the new generation of DOOSAN MOXY articulated dump trucks, the product features have been refined and innovated to meet the tough demands of the future. Our philosophy is to stay one step ahead of the competition and always deliver a full range of articulated dump trucks to the market.
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DOOSAN MOXY PLUS 1 CONCEPT

Our goal has been to develop a new line of advanced reliable and cost-effective articulated dump trucks, loaded with significant competitive advantages.

With the new, modern product design and sophisticated technical features, DOOSAN MOXY is proud to introduce the unique MOXY Plus 1 concept with the following benefits:

- Plus 1 Productivity
- Plus 1 Power
- Plus 1 Traction
- Plus 1 Stability
- Plus 1 Reliability
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DOOSAN MOXY PLUS 1 CONCEPT
DOOSAN MOXY uses proven, reliable and powerful diesel engines with excellent torque which achieves low fuel consumption and fulfills Tier 3 US/EPA regulation guidelines. DOOSAN MOXY utilizes reliable transmissions that feature smooth gear shifting abilities. These features result in the maximum net power transmission to the wheels, resulting in maximum fuel efficiency.

The DOOSAN MOXY Plus 1 concept offers a larger load capacity in all weight class categories. Additional load capacity, combined with superior power and traction allow for improved productivity. The unique advantages of DOOSAN MOXY’S permanent six-wheel drive, free-swinging rear tandem articulation hinge system, independent front wheel suspension system and sloping rear frame provide excellent driving stability with equal weight distribution and wheel power. The DOOSAN MOXY articulated dump truck is designed to work under rough conditions and can also travel at speeds up to 31 mph.

**ENGINE**

**MT 31**
- Scania Engine
- Power rating (1.34 hp = 1 kW)
  - ISO 3046: 342 hp (255 kW)
  - ISO 9249: 331 hp (247 kW)
- No. of cylinders: 5 (in line)
- Cylinder volume: 549 in³ (9.0 liters)
- Air filter: Dry type

**MT 41**
- Scania Engine
- Power rating (1.34 hp = 1 kW)
  - ISO 3046: 444 hp (331 kW)
  - ISO 9249: 432 hp (322 kW)
- No. of cylinders: 6 (in line)
- Cylinder volume: 714 in³ (11.7 liters)
- Air filter: Dry type
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DOOSAN MOXY’s free-swinging rear tandem bogie and the special articulation system offer excellent performance and the best possible ground contact in soft and difficult terrain. The sloping rear frame, in combination with the track width, ensures a lower center of gravity and class-leading sideways stability, which removes the need for wide, low profile tires.

One of the main highlights of the DOOSAN MOXY concept is the location of the turning ring in relation to the swing point which always ensures equal weight distribution to the front wheels.

Equal distribution to the front wheels makes it possible to use the differentials while maintaining maneuverability. DOOSAN MOXY’s unique independent front wheel suspension allows for maximum ground contact and shock absorption.

The unique DOOSAN MOXY concept offers permanent six-wheel drive which ensures stability and equal distribution to accommodate all job applications.

DOOSAN MOXY’s superior driveline ensures maximum traction performance and durability.
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DOOSAN MOXY has one of the most reliable dump trucks in the industry because of its strong and reliable system solutions. The automatic central lubrication system is standard on all DOOSAN MOXY models.

With over thirty years dedicated to product development, the new generation of DOOSAN MOXY trucks provides innovative drivetrain and fatigue-proof structure.

The cabin is equipped with air-conditioning and an operator seat with air suspension to provide excellent operator comfort. Precise steering, good visibility and low noise levels provide a comfortable cabin environment. The “tip-tronic” gearshift feature enables the operator to run the truck in both automatic and manual gears to ensure the smoothest possible gear-shifts and momentum while operating the truck. The sloping hood provides an excellent view from the operator’s position combined with good rear visibility. DOOSAN MOXY cares about the environment and aims to set the best possible standards when manufacturing our products. DOOSAN MOXY utilizes industry leading engines that achieve low fuel consumption and fulfill the latest Tier 3 US/EPA regulations in addition to all noise regulations. DOOSAN MOXY provides exceptional operator comfort with low cabin vibration levels. Minimal fuel consumption is achieved while lock-up clutch is engaged in mechanical mode.
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Highline Equipment

**STANDARD**
- ROPS / FOPS safety cabin
- Cabin top hat
- Cabin heater and defroster
- Air conditioner (refrigerant R134a)
- Adjustable air-suspended operator seat with armrest and headrest
- Armrest operator seat
- Headrest operator seat
- Safety belt on operator seat
- Tilt and height adjustable steering column
- Comprehensive instrumentation
- Speedometer
- Cigarette lighter and ashtray
- Retractable roller sunblind
- Tinted safety glass
- Sliding window left-hand side
- Front wheel mudflaps
- Front mudguards extension
- Mudflaps in front of bogie
- Automatic lubrication system
- Exhaust brake
- Transmission retarder brake
- Parking brake alert system
- Directional and warning lights
- Brake lights
- Head lights (H3/H7)
- Parking lights
- Back-up light and alarm
- Cabin interior light
- Instrument and switch lighting
- Working light / Extra high beam
- Front light protection
- Instructor seat with safety belt
- Radio / CB-player
- Top tailgate MT36/41
- Cab tilting system
- Wet disc brake
- Battery main switch
- Wheel Techking 23,5x25**ETLT
- Wheel Techking 26,5x25**ET6A
- Wheel Techking 29,5x25**ET6A
- Windshield wiper and washer
- Four exterior mirrors
- Door retainer for open position
- Protective grille for rear window
- Emergency steering
- Air cleaner service indicator
- Protection under engine and transmission
- Protection in front of body
- Towing hook-front/rear
- COLD KIT
- Sliding window front right hand side
- Sliding window rear right hand side
- WINDOW KIT
- VIKING KIT
- Fire extinguisher
- First aid box
- Warning triangle
- SAFETY KIT
- Extra low beam at mirror arm
- Work light rear at mirror arm
- Extra backing light rear
- LIGHT KIT
- Sign light
- Rotating beacon
- Rear light at body
- Speed limit 30km/h
- ROAD KIT
- OPTION KIT

**MT26**
- Electrical heater fan
- Webasto heater system
- Body heating
- Driver seat heated
- Electrical engine heater
- Heated mirror

**MT31**
- Independent options

**MT36**
- Rear view system
- Rotating beacon
- Body heating kit

**MT41**
- Tool kit
- kég Greenlub EP2 grease (18kg)
- Lightbar xenon
- Fuel tank with fast fill system
- Oil and grease artic
- Part catalog, paper
- Groeneveld central lubrication
- Body lining set standard
- Body lining set whole body
- Driver’s seat, Grammer
- External oil filling for transmission
- ROAD KIT
- OPTION KIT

**MT26**
- Independent options
# Highline Equipment

## STANDARD

<table>
<thead>
<tr>
<th>Model</th>
<th>Feature</th>
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<th>MT31</th>
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## OPTION KIT

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## Additional Features

- Speed limit 30km/h
- ROAD KIT
- OPTION KIT

### LIGHT KIT

- Sign light
- Rotating beacon
- Rear light at body
- Speed limit 30km/h
- ROAD KIT
- OPTION KIT
Top 10 Advantages of DOOSAN MOXY Articulated Dump Trucks

- Low operating cost
- Excellent performance in difficult terrain
- Independent front suspension ensures maximum ground contact and stability
- The sloping rear frame ensures low center of gravity, good stability and the turning ring to ensure equal weight distribution. The sloping body design further enhances Doosan Moxy stability and ensures fast and easy tipping for increased productivity in even the most demanding conditions. Many DOOSAN MOXY machines have worked more than 25,000 hours without any major overhaul of the engine. Fully automatic transmission control unit and smooth gear-shifting abilities enable the operator to concentrate on working conditions with maximum comfort.

Best Structure for All-Condition Terrain

DOOSAN MOXY articulated dump trucks have permanent 6-wheel drive for equal power distribution while the free-swinging rear tandem bogie and the special articulation system offer excellent driving performance. The articulation hinge is positioned behind the turning ring to ensure equal weight distribution. The sloping body design further enhances Doosan Moxy stability and ensures fast and easy tipping for increased productivity in even the most demanding conditions. Many DOOSAN MOXY machines have worked more than 25,000 hours without any major overhaul of the engine. Fully automatic transmission control unit and smooth gear-shifting abilities enable the operator to concentrate on working conditions with maximum comfort.

The DOOSAN MOXY Concept

**Ultimate Efficiency**
Lower power curve when empty plus reduced weight achieved through state of the art design and lightweight, high-grade, wear resistant steel.

**Ultimate Traction & Stability**
Sloping frame, well positioned turning ring and excellent weight distribution remove the need for wide, low profile tires, significantly reducing running costs. New skip design further improves stability while tipping.

**Ultimate Power/Weight Ratio**
Class-leading power to weight ratio of 6.48 hp/ton (4.83 kW/short ton)

**Ultimate Comfort**
Fully independent nitrogen suspension and new, highly specified cabin offer unparalleled levels of comfort.

**Ultimate Service Access**
Remote mounted service points mean general servicing can be completed at ground level. Excellent access is offered by the side tilting cabin. Hood design capable of opening to 83° for the improved access.

**Ultimate Safety**
Superior visibility because of new front wagon design.

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<table>
<thead>
<tr>
<th>Engine</th>
<th>Scania DC9</th>
<th>Scania DC9</th>
<th>Scania DC12</th>
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<td>14.72 hp/ton (10.98 kW/short ton)</td>
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Class-leading power to weight ratio of 6.48 hp/ton (4.83 kW/short ton)
Unique Concept of DOOSAN MOXY ADT

Forward Mounted Turning Ring

One of the main points in the Doosan Moxy concept is the location of the turning ring in relation to the swing point. The turning ring is located in front of the swing point which always ensures equal weight distribution to the front wheels in all situations, also during maximum turning. Equal weight distribution to the front wheels makes it possible to use the differential with only 45% locking value. This provides drive to both wheels in all situations without completely locking up the wheels. Our competitors have located the turning ring behind the swing point giving different weight distribution to the front wheels. Due to differentials on the front wheels, our competitors use 100% differential lock causing steering difficulties. A differential lock of 100% creates more force on the driveline in all turns resulting in a higher amount of wear on the tires.

Articulated Weight Distribution System

Moxy’s unique independent front suspension allows for free movement on one side movement contact and shock absorption. Our competitors use rigid axles which cause movement on the opposite side of the axle which results in driver discomfort.

Unique Sloping Frame for Weight Distribution

Moxy’s philosophy on frame design is generally the same as manufacturers of rigid dump trucks. The frame is inclined (sloped) downward from the hinge points to obtain equal weight distribution on all axles while fully loaded. As a result, lower center of gravity is obtained giving better stability.

Excellent Service Accessibility

- The hood has a wide opening to provide accessibility to the engine for easy maintenance.
- The tilting cabin allows the same clear access to the transmission and hydraulic components.
- All electrical and AC connections are at the rear of the cabin. This allows tilting of the cabin without disconnecting.

Free-swinging Tandem Housing

Improved articulation for improved job-site productivity.

Improvements of III Series

New weight-saving bogie design.

Competitors

Doosan Moxy

Doosan Moxy
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**Best Ground Contact in All Terrain Conditions**

DOOSAN MOXY driveline only requires one differential lock/limited slip differential mounted on the rear tandem.
- Competitors’ driveline requires two units on the rear axles.
- Competitors’ rear differentials have excessive wear due to the operation of an inter axle lock unit between the middle axle and rear axle differentials.

**Excellent Tire Wear Prevention**

DOOSAN MOXY driveline only requires one differential lock/limited slip differential mounted on the rear tandem.
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**Wet Disk Brake in Whole Line Up**

- More efficient braking under load, which means less brake fade because of the oil cooling plus more brake force.
- Less servicing intervals, brake discs last longer - In very adverse conditions like deep mud and water, the dry disc brakes cause the brake pads and discs to have a very short service life - Wet brakes are not affected by these conditions because they are fully encased in oil.
- Reduced maintenance cost.
- NAF system in MT26/31 III has a big advantage. It does not require forced cooling like most competitors.
- There is no danger of sparks.

**Operator’s Comfort**

- Cabin is equipped with air-conditioning and an operator seat with air-suspension.
- Sloping hood provides an excellent view from the operator’s position combined with good rear visibility.
- Cabin is attached with rubber suspension mounts for low vibration levels.
- “Tip-tronic” gearshift feature enables the operator to run the truck in both automatic and manual gear to ensure the smoothest possible gear-shift.
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- Sloping hood provides an excellent view from the operator’s position combined with good rear visibility.
- Cabin is attached with rubber suspension mounts for low vibration levels.
- “Tip-tronic” gearshift feature enables the operator to run the truck in both automatic and manual gear to ensure the smoothest possible gear-shift.
**Dimensions & Technical specifications**

**BODY**
- Material: High-tensile abrasion-resistant steel plates
- Tyre sizes: 23.5 R25 two star radial
- Front axle transverse differential: Limited-slip with 45% locking ratio
- Rear axle transverse differential: 100% locking
- Inter-axle longitudinal differential: Torque-proportioning differential, integrated into torque distribution
- Torque distribution: 1/3 to the front axle
- 100% lockable
- Provides equal drive to both rear wheels and ensures the best possible ground contact - whatever the ground conditions

**ENGINE**
- Scania DC 9, water-cooled, unit injected diesel engine with turbo charger and air to air intercooler
- Complies with Stage 3 of EU Directive 97/68/EC
- Power rating: (ISO 3046) 306 hp (228 kW)
- Cylinder volume: 549 in³ (9.0 liters)
- Air filter: Dry type
- Fuel Tank: 84.5 gal (320 l)
- Hydraulic System: 36.4 gal (138 l) @ 2,200 rpm
- Delivery: 60.8 gallon/min (230 l/min) @ 2,200 rpm
- Filtration: One return flow filter & high pressure filter
- Dropout: 8.7 gal (33 l)
- Steering Circuit: 4,061 PSI (210 bar)
- Starter: 5.4 hp (4.0 kW)
- First: 4 x 6
- Second: 6 x 9
- Third: 14 x 22
- Fourth: 15 x 26
- Fifth: 20 x 33
- Sixth: 32 x 51
- Transmission: Dual circuit braking system acting on all six wheels
- Dual circuit braking system acting on all six wheels
- Spring actuated hydraulic released parking brake, mounted on propeller shaft
- Smoking, parking brake for dual circuit braking system
- Air brakes, spring actuated hydraulic released parking brake
- Rear: Free-swinging tandem housing
- Adjustable suspended operator seat
- Tilting for service access
- Maximum speed: 32’2’’ (9,816 mm)
- Turning radius according to ISO 7457: 25’2’’ (7,680 mm)

**TRANSMISSION**
- ZF 6WG260 Dash 4 electronically-controlled automatic transmission the torque converter has automatic lock-up in all gears
- Automatic transmission retarder as standard
- Pumps:
  - Steering & tipping - 2 variable displacement piston pumps:
  - Delivery: 60.8 gallon/min (230 l/min) @ 2,200 rpm
  - Filtration: One return flow filter & high pressure filter
  - Dropbox: 8.7 gal (33 l)
- Standard 23.5 R25 two star radial

**WEIGHTS**
- Empty: Front axle: 25,135 lb (11,425 kg)
- Rear axle: 25,300 lb (11,500 kg)
- Total weight (loaded): 98,890 lb (44,950 kg)
- Fuel Tank: 84.5 gal (320 l)

**SUSPENSION**
- Spring actuated hydraulic released parking brake, mounted on propeller shaft
- Tilting for service access
- Maximum speed: 32’2’’ (9,816 mm)
- Turning radius according to ISO 7457: 24’10’’ (7,560 mm)
- ISO 7457: 25’2’’ (7,680 mm)

**EQUIPMENT & ACCESSORIES**
- **Material:** High-tensile abrasion-resistant steel plates
- **Performance:**
  - Turning radius according to ISO 7457: 25’2’’ (7,680 mm)
  - ISO 7457: 24’10’’ (7,560 mm)

**PERFORMANCE DIAGRAM**
- Performance diagram: 196° 224° 224° 77° 77° 717° 985°
**Dimensions & Technical Specifications**

**MT 26**

- **Body**
  - Material: high tensile steel plate
  - Air inlet: single-stage, double-acting
  - Engine: 3-stage, single-stage, twin-cylinder
  - Body is designed for utmost ground contact
  - Tandem housing: semi-tiltable, full floating
  - Torsion housing: semi-tiltable, fully floating

- **Performance Diagram**
  - Dimensions
    - 19' 10'' (6,040 mm)
    - 11' 0'' (3,354 mm)
    - 8' 1'' (2,473 mm)
    - 9' 8'' (2,946 mm)
    - 2' 4'' (700 mm)

- **Engine**
  - 576 (22.7)
  - MT 26

- **Transmission**
  - Dual circuit braking system acting on all six wheels

- **Gross Weight**
  - Front axle: 26,342 lb (11,990 kg)
  - Rear axle: 32,164 lb (14,600 kg)
  - Total weight: 92,506 lb (42,000 kg)

- **CAB**
  - Low interior sound level 74 dB(A) (ISO 6394)

- **Suspension**
  - Front: independent with long life rubber springs and hydraulic shock absorbers
  - Rear: free-swinging tandem housing

- **Articulation hinge and steering**
  - Adjustable steering column
  - Adjustable suspended operator seat

- **Drive line**
  - Full-time 6 x 6 drive with two transverse differentials and one longitudinal

- **Performance Diagram**
  - Torque distribution: 1/3 to the front axle, 2/3 to the rear axle

**MT 31**

- **Body**
  - Material: high tensile steel plate
  - Air inlet: single-stage, double-acting
  - Engine: 3-stage, single-stage, twin-cylinder
  - Body is designed for utmost ground contact
  - Tandem housing: semi-tiltable, fully floating
  - Torsion housing: semi-tiltable, fully floating

- **Performance Diagram**
  - Dimensions
    - 20' 0'' (6,096 mm)
    - 12' 0'' (3,660 mm)
    - 9' 7'' (2,946 mm)
    - 5' 10'' (1,830 mm)

- **Engine**
  - 720 (26.7)
  - MT 31

- **Transmission**
  - Dual circuit braking system acting on all six wheels

- **Gross Weight**
  - Front axle: 28,500 lb (12,940 kg)
  - Rear axle: 36,300 lb (16,460 kg)
  - Total weight: 95,800 lb (43,500 kg)

- **CAB**
  - Low interior sound level 74 dB(A) (ISO 6394)

- **Suspension**
  - Front: independent with long life rubber springs and hydraulic shock absorbers
  - Rear: free-swinging tandem housing

- **Articulation hinge and steering**
  - Adjustable suspended operator seat

- **Drive line**
  - Full-time 6 x 6 drive with two transverse differentials and one longitudinal

- **Performance Diagram**
  - Torque distribution: 1/3 to the front axle, 2/3 to the rear axle
**Dimensions & Technical specifications**

**MT 36**

- **BODY**
  - Material: Hardened abrasion-resistant steel plates
  - *For applications: single-stage, double-acting
  - Crank case (lubrication): Oil sump, oil through the seals of the cylinders
  - *Tilting for service access
  - Articulation hinge with forward mounted turning ring
  - Steering cylinders (two): Double-acting
  - Tilting for service access

- **ENGINE**
  - Scania DC 12, water-cooled, unit 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: 444 kW (331 hp)
  - *Regulator switch

- **TRANSMISSION**
  - ZF 6WG310 Dash 4 electronically-controlled automatic transmission
  - the torque converter has automatic lock-up in all gears

- **BRAKE SYSTEM**
  - All hydraulic operated brakes with enclosed oil-cooled wet multiple disc all around
  - Spring-actuated hydraulic released parking brake, mounted on propeller shaft
  - Automatic engine brake as standard

- **HYDRAULIC SYSTEM**
  - Two variable displacement piston pumps for steering, tipping, cooling, fan, brakes, and auxiliaries
  - Gear driven, free-swinging tandem housing.
  - Provides equal drive to rear wheels and ensures the best possible ground contact - whatever the ground conditions

- **TIRES**
  - Standard: M+S two star radial
  - Max. steering angle: 45°

- **PERFORMANCE DIAGRAM**
  - Torque distribution: 1/3 to the front axle, 2/3 to the rear axle

**MT 41**

- **BODY**
  - Material: Hardened abrasion-resistant steel plates
  - *For applications: single-stage, double-acting
  - Crank case (lubrication): Oil sump, oil through the seals of the cylinders
  - *Tilting for service access
  - Articulation hinge with forward mounted turning ring
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  - Standard: M+S two star radial
  - Max. steering angle: 45°

- **PERFORMANCE DIAGRAM**
  - Torque distribution: 1/3 to the front axle, 2/3 to the rear axle

**NOTE:** All weights include a full fuel tank and operator

**CAPACITIES**

- U.S. (GALLONS) LITERS
  - Fuel Tank: 129 490
  - Transmission: 14.5 55
  - Engine Crankcase: 3.5 13.2
  - Hydraulic System: 66 250
  - Tandem Housing: 2 X 40 2 X 150

- **SPECS**
  - RPM RPM
    - 2nd 4 6
    - 3rd 6 9
    - 4th 14 22

- **TIRES**
  - Standard: M+S two star radial

**SUGGESTION**

- *Steering system: differential
  - Steering wheel: tilt

**ARTICULATION HINGE AND STEERING**

- Standard Tandem Housing
  - Tandem Housing: Gear driven, free-swinging tandem housing.
  - Provides equal drive to rear wheels and ensures the best possible ground contact - whatever the ground conditions

**DIMENSIONS**

- 34' 3'' (10,450 mm)
- 11' 2'' (3,395 mm)
- 21' 2'' (6,450 mm)
- 11' 3'' (3,440 mm)
- 12' 3'' (3,735 mm)
- 10' 0'' (3,040 mm)
- 10' 8'' (3,255 mm)
- 7' 8'' (2,325 mm)
- 7' 10'' (2,390 mm)
- 10' 5'' (3,170 mm)
- 34' 3'' (10,450 mm)

**TIRE CAPACITIES**

- U.S. GALLONS LITERS
  - Fuel Tank: 129 490
  - Transmission: 14.5 55
  - Engine Crankcase: 3.5 13.2
  - Hydraulic System: 66 250
  - Tandem Housing: 2 X 40 2 X 150

**ELECTRICAL SYSTEM**

- Generator: 28 V 100 A
- Battery: 34 121 W
- Alternator: 28 V 100 A
- Starter: 9 hp (6.7 kW)
- Carburetor: Mechanical

**EQUIPMENT**

- *Load cap: 21 16
  - Level capacity: 21 16
  - Heaped capacity: (Acc. SAE J1363, 2:1) 27 21
  - 714 liters)

- *Empty: Front axle: 12.76 88
  - Rear axle: 6.96 48
  - Pay load: 71.940 32.700
  - Pay load: 71.940 32.700
  - Rears: 24.66 170
  - Rear axle: 8.99 62
  - Front: 42.900 19.500
  - Rear: 97.340 44.350
  - Fuel tank: 112.2 425
  - Transmission: 14.5 55
  - Transmission: 14.5 55
  - Tandem Housing: Gear driven, free-swinging tandem housing.
  - Provides equal drive to rear wheels and ensures the best possible ground contact - whatever the ground conditions

**PERFORMANCE DIAGRAM**

- Torque distribution: 1/3 to the front axle, 2/3 to the rear axle

**SUGGESTIONS**

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  - Steering wheel: tilt

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- 7' 10'' (2,390 mm)
- 10' 5'' (3,170 mm)
### Dimensions & Technical Specifications

#### MT 36

- **Body**
  - Material: Hardened abrasion-resistant steel plates
  - Ten activities: Single-stage, double-action
  - **Recovery Capacity** (26 ft / 7.92 m)
  - Articulation hinge with forward mounted turning ring
  - Tilting for service access
- **Engine**
  - ISO 7045-12: Turbocharged, water-cooled, single-stage, double-action turbocharger
  - **Power**
    - Up: 12 sec / Down: 11 sec
  - Base engine: 444 hp (330 kW)
  - Air Filter: Dry type
  - **Transmission**
    - Dual circuit braking system acting on all six wheels
    - Automatic engine brake as standard
  - hydraulic operated brakes with enclosed oil-cooled wet multiple discs all around
  - **Front**
    - 17.5 R 25 Tires
  - **Rear**
    - 29.5 R 25 Tires

#### MT 41

- **Body**
  - Material: Hardened abrasion-resistant steel plates
  - **Recovery Capacity** (34 ft / 10.37 m)
  - Articulation hinge with forward mounted turning ring
  - Tilting for service access
- **Engine**
  - ISO 7045-12: Turbocharged, water-cooled, single-stage, double-action turbocharger
  - **Power**
    - Up: 12 sec / Down: 11 sec
  - Base engine: 444 hp (330 kW)
  - Air Filter: Dry type
  - **Transmission**
    - Dual circuit braking system acting on all six wheels
    - Automatic engine brake as standard
  - hydraulic operated brakes with enclosed oil-cooled wet multiple discs all around
  - **Front**
    - 17.5 R 25 Tires
  - **Rear**
    - 29.5 R 25 Tires

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### Additional Specifications

- **Dimensions & Technical Specifications (MT 36)**
  - **Engine**
    - **Max. Capacity**
    - **Air Filter**
    - **Transmission**
    - **Front**
    - **Rear**
    - **Performance Diagram**
  - **Transmission**
    - **Max. Capacity**
    - **Air Filter**
    - **Transmission**
    - **Front**
    - **Rear**
    - **Performance Diagram**

- **Dimensions & Technical Specifications (MT 41)**
  - **Engine**
    - **Max. Capacity**
    - **Air Filter**
    - **Transmission**
    - **Front**
    - **Rear**
    - **Performance Diagram**
  - **Transmission**
    - **Max. Capacity**
    - **Air Filter**
    - **Transmission**
    - **Front**
    - **Rear**
    - **Performance Diagram**

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**Body**

- **Material:** Hardened abrasion-resistant steel plates
- **Recovery Capacity:** Single-stage, double-action
- **Articulation Hinge:** Forward mounted turning ring
- **Tilting:** For service access

**Engine**

- **ISO 7045-12**
- **Power:**
  - Up: 12 sec / Down: 11 sec
- **Air Filter:** Dry type
- **Transmission:**
  - Dual circuit braking system acting on all six wheels
  - Automatic engine brake as standard
- **Brakes:**
  - Hydraulic operated brakes with enclosed oil-cooled wet multiple discs all around

**Front**

- 17.5 R 25 Tires

**Rear**

- 29.5 R 25 Tires

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**Dimensions & Technical Specifications**

- **Body**
  - **Material:** Hardened abrasion-resistant steel plates
  - **Recovery Capacity:** Single-stage, double-action
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**Rear**

- 29.5 R 25 Tires