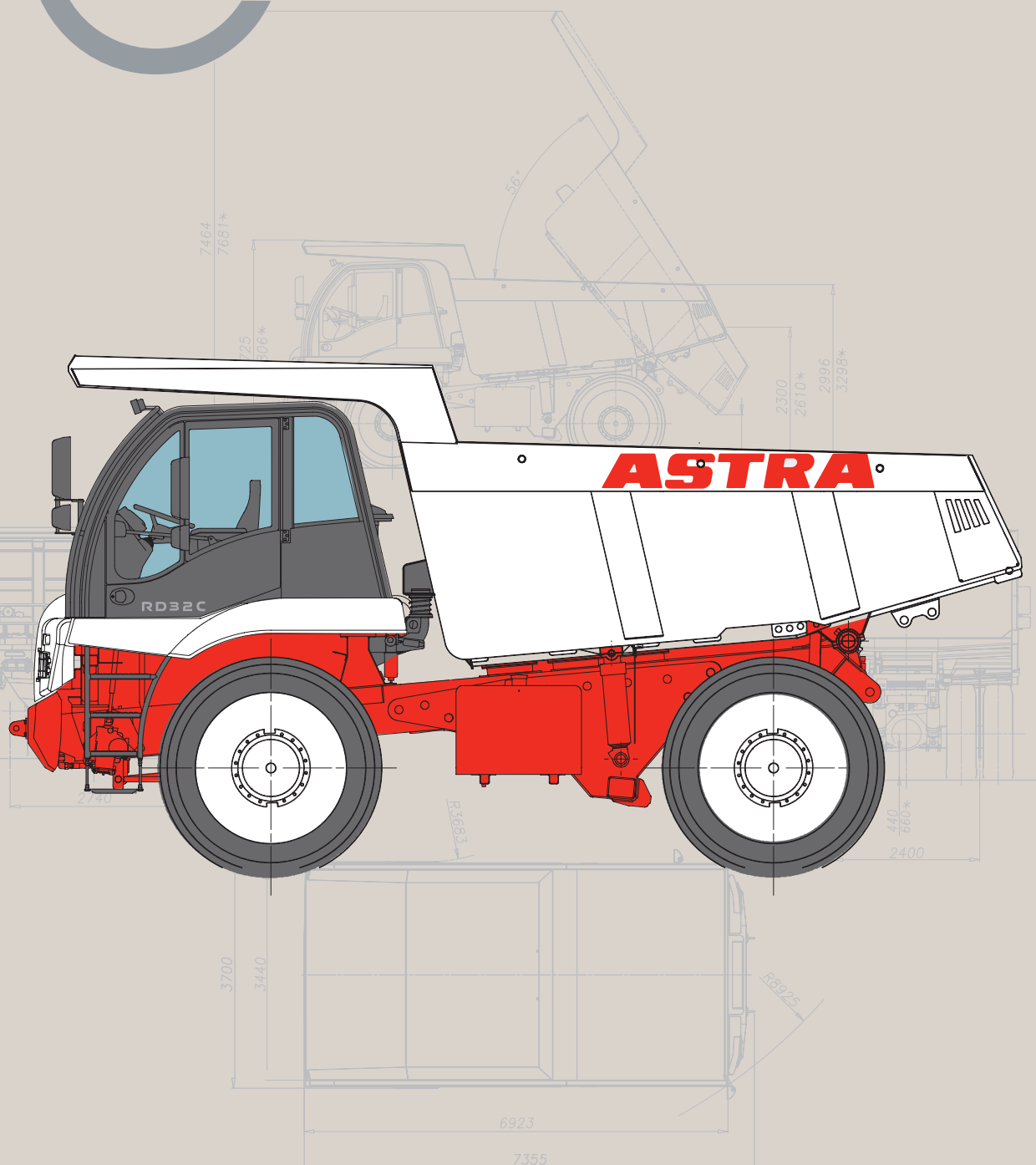




RD 32C



Rigid Dumper

- Engine Iveco Cursor 10 **TIER 3**
- Power 280kW (381 hp)
- G.V.W. 54.000 kg
- Payload 32.000 kg (35 Sht)
- Capacity Struck 16 m³ (20,9 yd³)
- Heaped (SAE 2:1) 20,5 m³ (26,8 yd³)



ENGINE

Diesel cycle with 6 cylinders in line, direct electronic injection, pump injectors, turbo charger with intercooler, variable geometry turbine.

Emissions: EPA - CARB - OFF ROAD TIER 3

Make and type: IVECO CURSOR 10-F3A

Bore x stroke: 125x140 mm (4.9"x5.5")

Total displacement: 10300 cm³

Max power: 280 KW (381 HP) @ 2100 rpm

Max torque: 1800 Nm (183 Kgm) @ 1000 rpm

Integrated engine brake:Iveco Turbo Brake

Cold start - 25° C



PERFORMANCE

With standard 18.00R25 tyres

gears	gears ratio	Km/h	mph
1	4,70	8,9	5.5
2	2,21	19,0	11.8
3	1,53	27,4	17.0
4	1,00	41,9	26.0
5	0,76	55,2	34.0
6	0,67	62,6	38.8
1 RM	5,55	7,6	4.7



TRANSMISSION

Automatic transmission Allison HD4560 with integrated retarder on gear output.

6 forward speeds and one reverse. ECO (energy saving) or POWER (performance boosting) selectable modes.



REAR AXLE

KESSLER axle.

Double reduction: central by crown wheel and pinion and final in wheel hubs by epicyclical gearing.

Central reduction ratio: 1:2,43

Final reduction ratio: 1:6,00

Total reduction ratio: 1:14,58



TYRES

Steel rim: 13.00-25/2.5

Tubeless radial tyres: 16,00R25

On request: Tubeless rock tyres 18,00R25



STEERING

Complies with ISO 5010, SAE J1511

Hydraulic power steering with double action cylinder. Gear pump with flow regulator in tandem with tipping pump.

Max working pressure: 170 Bar (17 Mpa). Radial piston emergency pump driven by the transmission. Adjustable steering column/wheel in height and inclination.



BRAKES

Independent circuits, in compliance with ISO 3450.

Disk brakes with two callipers for axle. Hydraulic control with engine controlled gear pump and two pressure accumulators.

Parking brake: pneumatic disk brake on transmission shaft, rear axle power take-off

Electronic integrated Engine Brake and hydraulic retarder engagement (4-position lever).



SUSPENSIONS

Front: independent steering wheels, hydro-pneumatic suspension cylinders (oil-nitrogen) acting as suspension/shock absorber.

Rear: semi-independent with three reaction rods and Panhard type cross bar. Two hydro-pneumatic cylinders (oil/nitrogen) acting as suspension/shock absorber.

Optional: front suspension inflation kit .



ELECTRICAL SYSTEM

2 batteries: 12 V / 170 Ah

Voltage: 24 V

Alternator: 90 A

Starter motor : 4.5 kW

All wires are coded, covered and fastened to the chassis. CAN bus Simple-Mux system between engine control unit, gearbox, body computer and input/output device. New Black Box able to manage 140 records for each memory area. New cluster with high definition multifunctional colour display.

On request: rear view camera with cluster integrated display.



PNEUMATIC SYSTEM

Single cylinder compressor.

Air dryer.

Air tanks (l) 20+5.

Pneumatic circuit for parking brake, suspension seat, horn and air take up in the cab.



BODY TIPPING SYSTEM

Two single acting telescopic hydraulic cylinders installed on ball joints outside the frame rails. 4-stage cylinders with power down in the fourth stage.
 Gear pump driven by engine PTO (capacity: 210 l/min at 2100 RPM) in tandem with steering pump.
 Body tipping control system – automatic or manual setting - and with automated slowing down at stroke end (down/up).
 Proportional tipping valve with electro pneumatic control and mechanical lever for emergency and service.
 Body lowered safety switch.



BODY

Walls and bottom in high abrasion resistance steel.
 Hardness: HB 400
 Bottom thickness: 15 mm 0.59 in
 Side walls thickness: 10 mm 0.39 in
 Front panel thickness: 10 mm 0.39 in
 Elastic pads between body and chassis.
 Tipping angle: 56°
 Raising time: 10"
 Lowering time: 8"
 Body heating system.
 Body capacity:
 Struck: 16 m³ 20.9 yd³
 heaped (SAE 2:1): 20.5 m³ 26.8 yd³
Optional:
 Tailgate.
 Rock body (bottom 20mm).
 Body side extensions (h: 230mm).



CHASSIS

Built in high resistance steel.
 Two extruded rectangular side members linked by stiffening cross members supporting the front and the rear suspension systems.



GREASING SYSTEM

Optional: automatic central greasing system with a variable amount of grease according to the conditions in which the vehicle is used.



WEIGHTS Kg

	TARE (*)		PAYLOAD		TOTAL WEIGHT	
	kg	lb	kg	lb	kg	lb
Front axle	11.480	25.309	6.945	15.311	18.425	40.620
Rear axle	10.520	23.192	25.055	55.236	35.575	78.429
Total	20.000	48.501	32.000(35Sht)	70.547	54.000	119.049

*Tare including fuel, lubricants and driver (75 kg / 165 lb)



CAB

Complies to ROPS ISO 3471 / FOPS ISO 3449 level II.
 Stainless steel, sound-proof and installed on the left side .
 Compressed air quick coupling for cab cleaning.
 Athermic glasses.
 Door with glazing in the lower part for maximum visibility.
 Fully adjustable air suspension central operator seat with safety belts.
 Instructor seat with safety belts.
 Cab suspension with hydrostatic pads.
 Operating instrumentation and accessories .
 Windscreen sunvisor.
Optional:
 RDS car radio
 Automatic climate control with pollen filter.
 Fire extinguisher.
 Rotating beacon
 Work lights on top of the cab.
 Refrigerator.
 Rear view camera with 4" ½ monitor inside the cab.



INSTRUMENTS

On-board computer with digital/analogic instrumentation.
High-tech vehicle diagnostics system: management, display and data storage of performances/faults concerning engine, transmission and hydraulic and pneumatic systems.
 Connection for data download and analysis.
 Trip computer for vehicle productivity analysis.

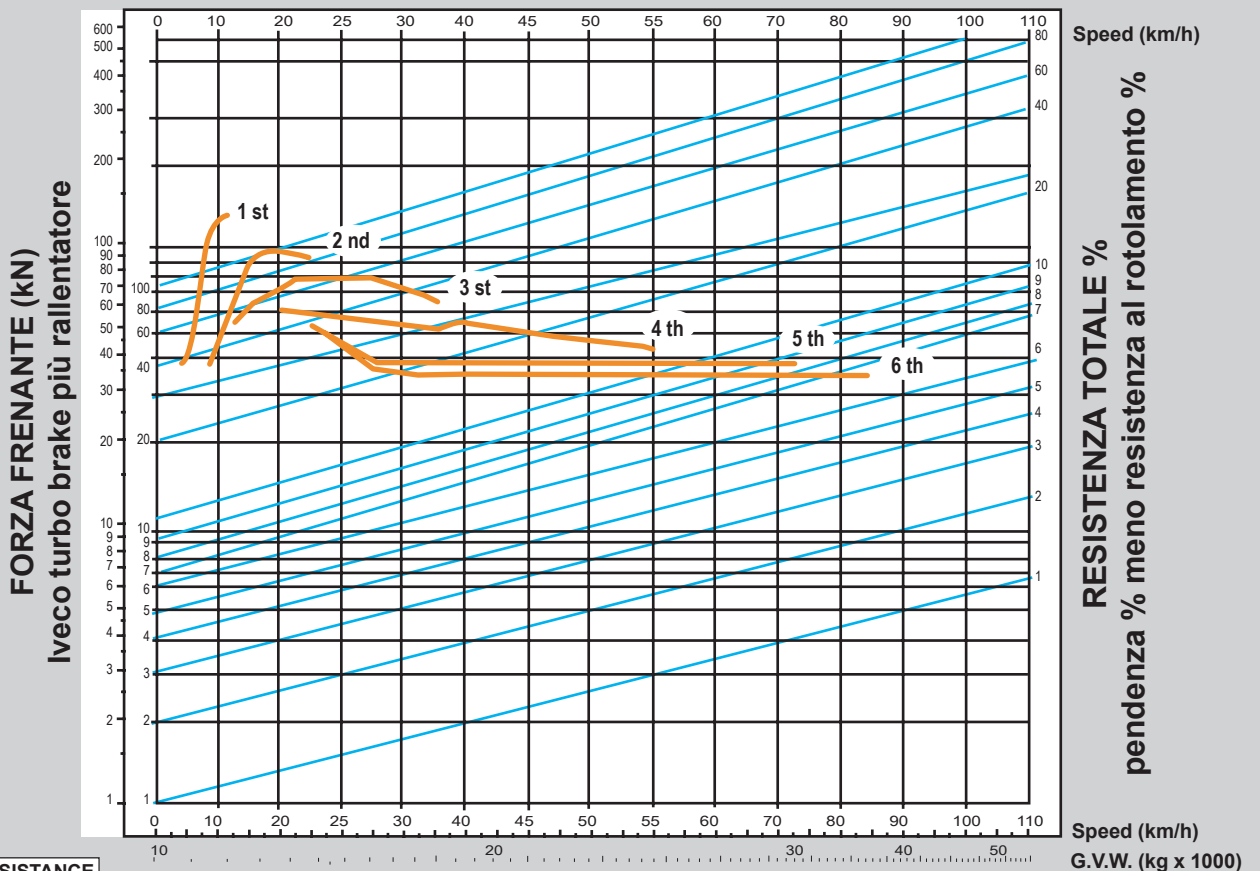
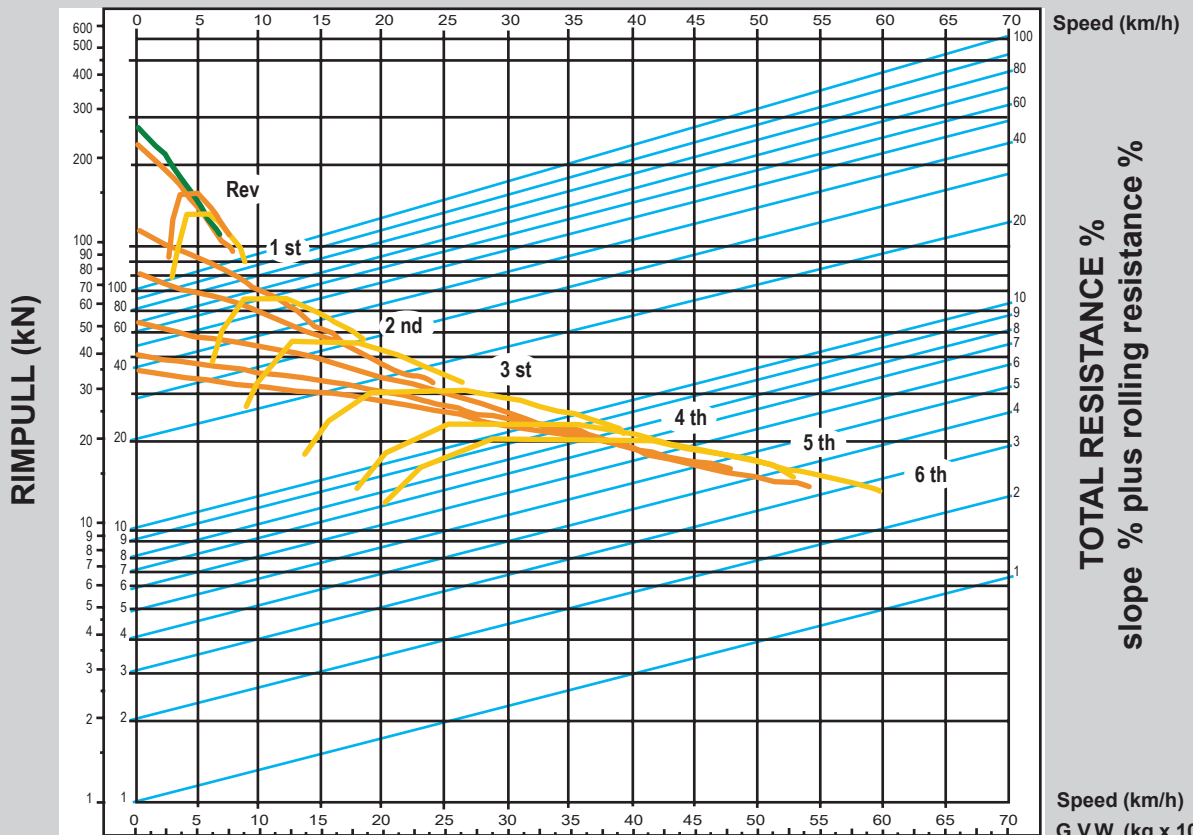


FLUID CAPACITIES(l/usg)

For specifications of the fluids, see the Use and Maintenance Manual.

Engine oil:	30,5	8
Gearbox oil:	48	12.6
Cooling circuit:	47	12.4
Fuel tank:	390	103.0
Rear axle:	35	9.2
Hydraulic system oil:	243	64.1
Final reductions oil (each):	4,5	1.2

To determine gradeability performance, read the G.V.W. down to the percent of total resistance. From this point, read horizontally to the curve with the highest obtainable gear, then down to the maximum speed.

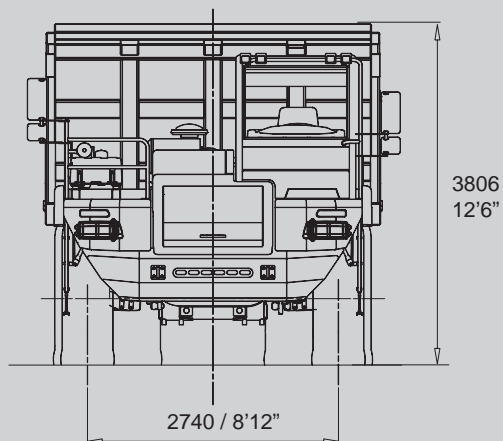
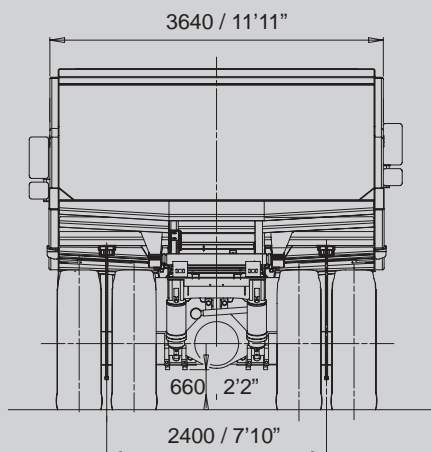
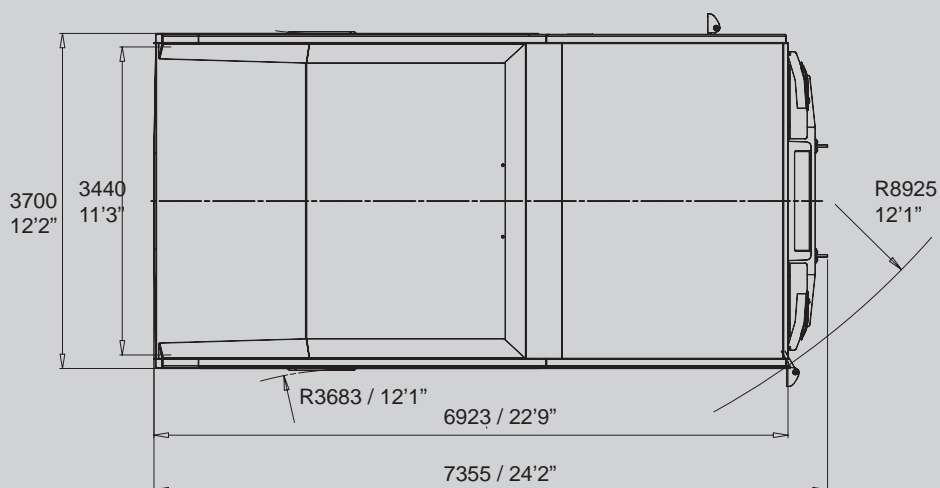
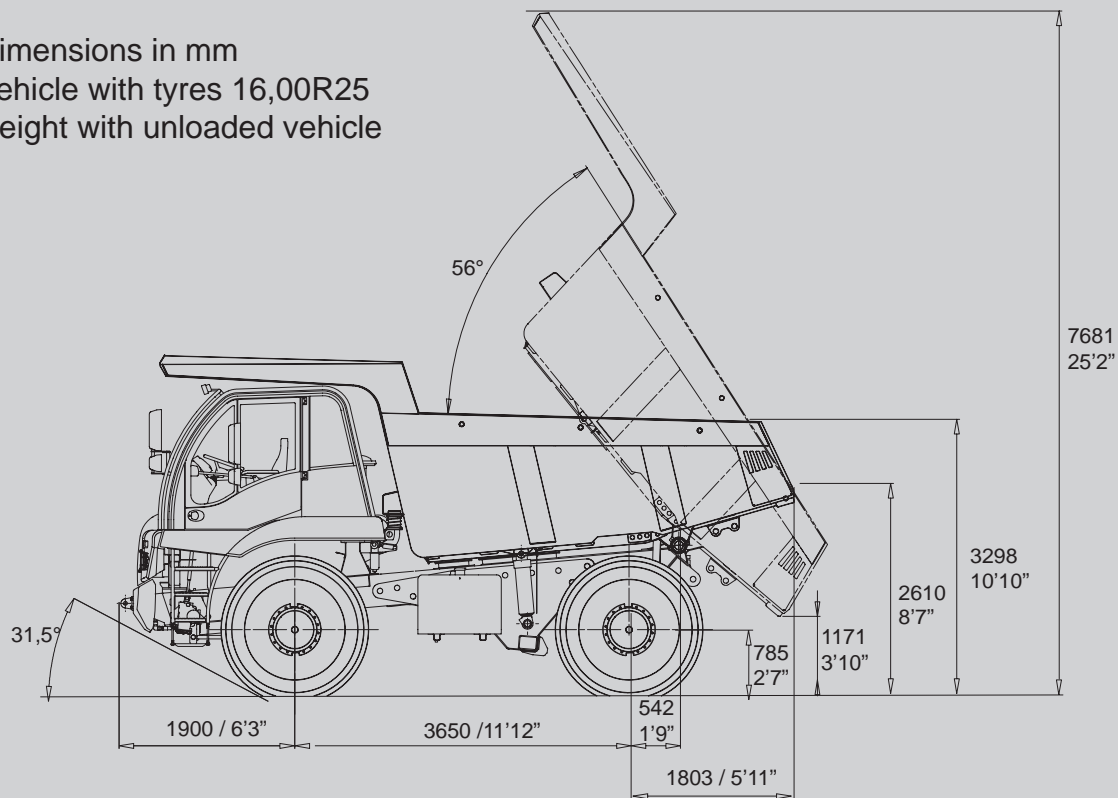


ROLLING RESISTANCE		
Road surface features	for gross weight	in %
Black top - Concrete	15kg	1,5%
Hard packed soil	20kg	2,0%
Mud on packed soil	40kg	4,0%
Packed snow	25kg	2,5%
Soft snow	45kg	4,5%
Sand - Gravel	100kg	10,0%

To determine retarding performance, read the G.V.W. down to the percent effective grade. From this point, read horizontally to the curve with the highest obtainable gear, then down to the maximum descent speed brakes can properly handle without exceeding cooling capacity.

Rigid Dumper RD 32C

Dimensions in mm
Vehicle with tyres 16,00R25
Height with unloaded vehicle





Rigid Dumper **RD 32C**



Characteristics and equipment are subject to changes without prior notice

M.K.T.- 11.09- A3502001

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DEALER