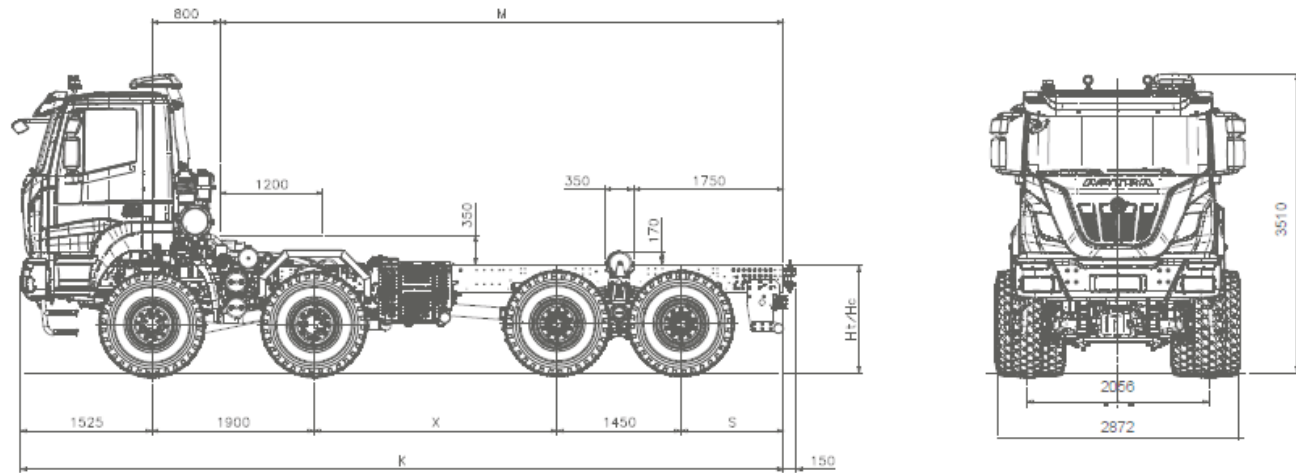


HHD9 86.50 EURO 6



To be equipped with 24m³ body. Thickness bottom 10mm (HB450), sides 8mm (HB400). Cabin protection ROPS&FOPS.

DIMENSIONS

X	K	M max (*)	S	H	
				empty	loaded
4750	8925	6615	1200	1275	1205

(*) M max.: indicative value to agree with the body builder (Tyres 14.00R20)

WEIGHT

X	Kerbweight (*)			Max technical weight			
	Front Axles	Rear Axles	TOTAL	Front Axles	Rear Axles	GVW	GCW
4750	9100	6570	15670	22000 (1)	40000 (1) 43000 (2)	62000 (1) 65000 (2)	104000

GVW: Gross vehicle weight

(*) Kerbweight inclusive of the weight of the driver and of the vehicle with all of its tanks filled at least up to 90%, equipped according to the manufacturer's standard specifications and, if mounted, the mass of the body, spare tyres and tools.

(1) Maximum Speed 70Km/h. (2) Maximum Speed 40Km/h.

ENGINE

CURSOR 13 TURBO INTERCOOLER type common rail electronically controlled with HileSCR system. Single bloc head, four valves per cylinder, pistons in light alloy. Engine total displacement: 12,882 cm³. Bore per stroke: 135 x 150 mm. 6 cylinders in-line. Water cooling. Dry air filter with safety cartridge.

Max. power (CEE) 368 KW (500 HP) @ 1900 rpm
Max. torque (CEE) 2300 Nm (235 kgm) @ 970 - 1525 rpm
Turbine VGT (VARIABLE GEOMETRY)

PROVISION OF CE CERTIFICATIONS

The vehicle includes CE certification for the following equipment:

- 24 m³ special tipping body marked CE
- ROPS FOPS cabin protection marked CE
- Rear camera and cabin monitor
- Rear crossbar and 250t towing hook
- 600mm step to enter the cabin and additional handle
- Specific driver's seat
- Emergency hammer inside the cabin
- CE specific decals

GEARBOX

On request:

Allison 4700 automatic transmission with hydraulic retarder, 7 forward synchronized gears + 1 reverse.
Automated ZF 16AS2630TO transmission with intarder, 16 forward synchronized gears + 2 reverse gears.

TRANSFER BOX

Mechanical 2 ratios. Helical spur gears installed on three propeller shafts, constantly engaged with each other. Differential can be locked with pneumatic control. Air-oil cooling. Transmission ratio: 1: 0.913- 0.913: 1.407. Front/rear torque distribution ratio 1:2.6.

TYRES

FRONT: 14R20 Tubeless single

REAR: 14R20 Tubeless twin

Spare Tyre on the frame.

Other possible combinations: 325/95 R24 162/160K

Mounting other tyres is subject to approval by Astra Technical Office.

CHASSIS

In high yield resistance special steel, made of two flat parallel side members (820 mm width) C section (320x90x10+6 mm), cross members bolted to the frame. R.B.M. (Rail Bending Moment): 300.120 Nm.

Front bumper in steel with headlamp protection grids, front manoeuvring hook, rear underrun bar, front climbing step.

BRAKES

Front disc brakes and rear Z-cam "duo-duplex" wedge type with automatic slack adjuster. Standard ABS+ EBL

Service Brakes: Pneumatic with pedal control, acting on all wheels. Solo vehicles: two independent circuits, one for the 1st and 2nd axle, one for the 3rd and 4th axle, anti-lock braking system. Towing vehicles: three independent circuits, one for the 1st and 2nd axle, one for the 3rd and 4th axle and one for the trailer; anti-lock braking system.

Auxiliary brake: Integrated in the service brakes.

Parking brake: manual spring-type with pneumatic control acting on the wheels of 3rd and 4th axle.

IVECO SUPER ENGINE BRAKE: Braking power 463 kW (630 CV)

SUSPENSION SYSTEM

FRONT: Parabolic reinforced springs, 4 26x90 mm leaves, with hydraulic shock absorbers. Stabilizer bar on 1st axle.

On request: Stabilizer bar on 2nd axle.

REAR: Parabolic springs, pivoting on central rod: 5 40x100 mm. leaves Stabilizer bar on 4th axle.

On request: Stabilizer bar on 3rd axle.



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BEYOND THE ROAD

ASTRA
www.iveco-astra.com

HHD9 MINING DUMPER: PRODUCTIVITY BEYOND THE ROAD

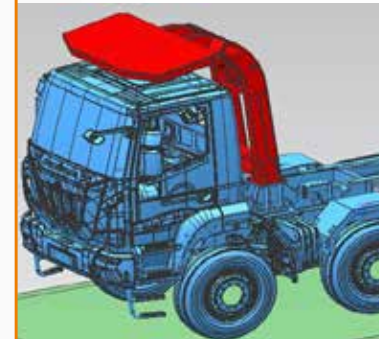
Ultra-strong, ideal in extreme conditions and work environments, easy to setup, repair and maintain for the entire lifecycle: the HHD9 dumper version excels above all other similar capacity mining and quarry machines at a **cost per ton lower up to 50% compared with a traditional Dump Truck.**

The new HHD9 Dumper 8x6 EuroVI features reinforced axles with increased load capacity and **Gross Vehicle Weight up to 65 ton.** It combines new technological solutions with the renowned robustness of Astra's heavy off-road vehicles components by offering high productivity specialized solutions at contained total operating costs, which meet the specific needs of its customers operating in the mining and quarry sector.

The ideal machine for the worksite and for the most demanding assignments. It meets the most stringent safety regulations in close circuit thanks to the special equipment inclusive of the specific tipping body. This, in combination with **Euro VI** engine, allows it to obtain the **CE certification according to the Machine Directive** governing operating machinery.



CE CERTIFICATION (Euro VI Only)



Equipment compliant with the most stringent safety regulations in closed worksite, including specific tipping body.

ENGINE:

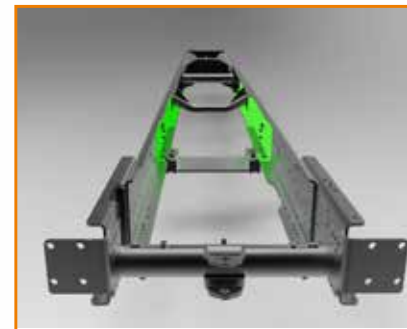
FPT Industrial Cursor 13 Euro VI 500 HP (368 kW) highly efficient with Super Engine Brake boasting 463 kW braking power (@1900 rpm)

GEAR BOX:



16 gears automated or 7 gears automatic depending on the type of assignment.

REINFORCED FRAME:



- Heavy duty frame, 820 mm wide
- Double bars in special high resistance steel (530Mpa) with large size sections (320x90x10+6mm) to ensure high torsional rigidity as well as high stability also in the most extreme cases

REINFORCED DRIVE AXLE:



- MAX PAYLOAD 11 TON @ 40 km/h
- DISC BRAKES
- AXLE RATIO: 6.18 - 7.21

REINFORCED STEER AXLE:



- MAX PAYLOAD 11 TON @ 40 km/h
- DISC BRAKES
- AXLE RATIO: 6.18 - 7.21

REINFORCED REAR TANDEM AXLE:



- MAX PAYLOAD: 21.5 TON @ 40 km/h
- BRAKES: CAMMED DRUM (Z-CAM)
- AXLE RATIO: 6.18 - 7.21