



# Rigid Mining Truck

## SRT 95C



### High Security

- FOPS/ROPS certificated cab
- Multi-disc wet brakes
- Independant front & back braking system
- Panoramic windscreen, wide field of vision



### High Reliability

- Imported off-highway engine
- Imported electronically controlled gearbox
- Heavy-load capacity axle especially for mining
- Standard wire radial tire



### High Comfort

- Full oil-gas suspension , perfect shock absorption performance
- Front McPherson independent suspension axle
- Multi-dimensional adjustable suspension seat
- Cab noise  $\leq 78$  dB(A)



### Highly Economical

- EFI engine, intelligent adjustment of fuel supply
- Power/eco mode switchable
- High load to weight ratio, average fuel consumption reduced by 5% ~ 8%



### High Efficiency

- Small turning radius enables operation flexibility
- Double "V"-shaped body, automatic material gathering
- Low body height, high loading efficiency



### High Intelligence

- CAN technology
- GPS position system
- Intelligent fault self-diagnosis
- APP remote monitoring

## Main Technical Parameters

Item	Parameters
Max. gradeability (%)	30
Overall dimension: length (mm)	10,100
Overall dimension: width (mm)	6,095
Overall dimension: height (mm)	4,890
Ground clearance (mm)	745
Min. turning radius (mm)	12,000
Steering system	Independent hydraulic steering with closed center steering valve

## Weight Parameters

Item	kg	lb
Chassis of lifting cylinder	52,000	114,000
Standard truck body	13,000	29,000
Empty vehicle weight	65,000	143,000
Rated load weight	95,000	209,000
Max. gross vehicle weight	160,000	352,000

## Weight Distribution

Item	Front axle	Rear axle
Unloaded	48%	52%
Full loaded	32%	68%

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## Engine

- Model: Cummins QST30-C1050.
- Type: 4-stroke, turbocharged/intercooled.
- Total power (@2,100 rpm): 783 kW (1,050 HP)
- Net power (@2,100 rpm): 728 kW (976 HP)
- Maximum torque (@1,300rpm) : 4,629N·m (3,415lb·ft) ;
- Displacement : 30.5L (1,846in<sup>3</sup>)

## Transmission

- Allison H8610AR electronic automatic control transmission with flexible shift characteristics. CEC2 commercial electronic control system. Integrated hydraulic torque converter and hydraulic retarder. Six speeds forward, one reverse. Automatic lock-up in all speed ranges. Transmission is provided with hydraulic retarder and hoist restrict shift protect function.

	Forward						Reverse
	1st	2nd	3rd	4th	5th	6th	1st
Transmission ratio	4.24	2.32	1.69	1.31	1	0.73	5.75
Km/h	8	14.7	20.1	26	34	48	6
Mile/h	5	9.2	12.5	16.2	21.2	30	3.8

## Drive Axle

- Heavy duty axle with full floating axle shafts, single reduction spiral bevel gear differential, and planetary reduction at each wheel. High strength cast steel welded construction.
- Transmission ratio :
- Differential : 2.16:1;
- Planetary : 13.75:1;
- Total Reduction : 29.70:1

## Tyres

- Tyre Model : 27.00R49 E-4
- Under certain working conditions, TKPH(ton-Km/h) capabilities of standard tyres could be exceeded. Consult tyre manufacturers for optimum tyre selection.

## Brakes

- Service Brake: All hydraulic brake system control. Transmission PTO mounted pressure compensating piston pump provides hydraulic pressure for brakes and steering. Independent circuits front and rear. Each circuit incorporates an accumulator which stores energy to provide instant braking response.
- Front: Dry disc brake Disc diameter: 965 mm (38in) Pad area, total: 1,960 cm<sup>2</sup> (304in<sup>2</sup>)
- Rear: Oil-cooled, disc brake, completely sealed from dirt and water. Braking surface, total: 91,000 cm<sup>2</sup> (14,105in<sup>2</sup>)
- Parking Brake: Rear brakes applied by spring loaded opposing piston on disc pack, hydraulically released.
- Retarding Brake: Two levers separately control the rear disc brakes and hydraulic.
- Emergency Brake: Through solenoid valve to provide service brakes and parking brake.

## Suspension

- Front: Macpherson type independent suspension with variable rate, nitrogen/oil cylinder for effective absorption of road shocks.
- Rear: Variable rate nitrogen/oil cylinders with A-frame linkage and lateral stabilizer bar.
- Maximum strut stroke: Front: 345mm (13.6in)  
Rear: 200mm (7.9in)
- Maximum rear axle oscillation : ±7°

## Cab

- Large area of windscreen gives operator an all-around visibility. Acoustic lining material provides quiet operator space. Suspension seat reduces vibration efficiently. The cab provides a sound exposure Leq (equivalent sound level) of less than 78 dB(A) when tested with doors and windows closed.
- ROPS/FOPS meet the requirements of ISO 3471 and the interior dimensions are designed according to ISO 3411.

## Body

- The body is dual "V" structure which gives good load retention and a low centre of gravity. The bottom, side and front plates are constructed from high tensile strength abrasion-resistant steel.
- Struck (SAE std) : 42m<sup>3</sup>(55yd<sup>3</sup>);  
Heaped 2:1 (SAE std) : 60m<sup>3</sup>(79yd<sup>3</sup>).

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